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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 40875-2021

**Requirements of safety operations for oil tankers at single point
mooring**

油轮单点系泊作业安全要求

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Foreword

This document is in accordance with the provisions of GB/T 1.1-2020 "Guidelines for Standardization Work Part

1. Structure and Drafting Rules of Standardization Documents" Drafting. Please note that some of the contents of this document may involve patents. The issuing agency of this document is not responsible for identifying patents. This document was proposed and managed by the Ministry of Transport of the People's Republic of China. Safety requirements for oil tanker single point mooring operations

1 Scope

GB 40875-2021 is the Chinese national standard on requirements of safety operations for oil tankers at single point mooring, in the field of services and company organization. It carries no /T suffix, which in the Chinese system means compliance is mandatory: a product or a practice within its scope has to meet it to be lawfully made, sold or carried out in China. It was issued on 11 October 2021 by the State Administration for Market Regulation; Standardization Administration of China, and has been in force since 1 November 2022. Classification: ICS 03.220.40, CCS R09. This page is published from the official record of the standard held by the Chinese standards administration: the identification, the dates, the classification and the issuing body are taken from there. The clause text, the tables and the numeric limits are in the document itself, which is delivered complete in English translation.

This document specifies the safety and anti-pollution requirements of oil tankers during single-point mooring operations at sea. This document is applicable to the operation of single-point mooring tankers of flexible connection type represented by catenary anchor leg single-point mooring system. This document does not apply to floating production storage and unloading equipment (FPSO/FSOU).

2 Normative references

The content of the following documents constitutes an indispensable clause of this document through normative references in the text. Among them, dated quotations Only the version corresponding to that date is applicable to this document; for undated reference documents, the latest version (including all amendments) is applicable to This document.

GB/T 18188.1 Technical conditions for oil spill dispersant

GB/T 34621 Oil boom JT/T 560 Marine absorbent felt Rules for Classification and Construction of Offshore Single Point Mooring Devices (China Classification Society)

3 Terms and definitions

The following terms and definitions apply to this document.

3.1 Singlepointmooring At sea, moored ships are allowed to freely turn around a single mooring point as a weather vane according to the prevailing wind and sea conditions, so as not to Mooring form where the ground is at the position with the least resistance to wind, wave, and flow.

Note. The form of single-point mooring is a fixed or floating structure, which is fixed at sea by a rigid articulated structure or catenary mooring system.

3.2 Catenaryanchorlegmooring catenaryanchorlegmooring A form of floating single-point mooring device. The tube is connected with the submarine manifold through a hose.

3.3 Buoy A floating device used to support mooring devices and pipelines at sea.

3.4 Rotating head swivel The fixed part and the rotating part of the buoy are connected to provide single or multi-channel components for the loading and unloading of liquid fluid cargo.

3.5 Floatinghose A hose group floating freely on the sea that connects the single-point revolving head oil pipeline and the mooring tanker manifold.