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

GB/T 13386-2009

Replacing GB/T 13386-1992

**Technical requirements for hot working of sea going transport
ships**

海洋营运船舶明火作业安全技术要求

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Foreword

This standard replaces GB/T 13386-1992 "operation of ships Marine fire operations safety technical requirements." This standard compared with GB/T 13386-1992 main changes are as follows:

- Modify the "hot work" and the definition of "dangerous area" (1992 version 2.1 edition and 2.5);
- "Environmental test conditions" to "operating environment scope of the study," and adjust the "danger zone open deck," the scope of the study (1992 Version 3.1.2;
- Adjustments and modifications on "fire operations can not be a condition" content (Edition 1992 Chapter 4; edition 3.2);
- "Fire operations can be carried out conditions" and "technical conditions" to "operational requirements", adjust and amend the relevant content (1992 edition The first edition chapter 4); 3.2;
- Adjustment on "combustible gas concentration tests" relevant content (Edition 1992 Chapter 5; Chapter 5 of this edition);
- Adjustment on "wind speed, wind direction measurement" relevant statements (version 1992 Chapter 6; Chapter 6 of this edition). Appendix A of this standard is an informative annex. The standard proposed by the Ministry of Transport of the People's Republic of China. This standard by the Ministry of Maritime Safety Standardization Technical Committee. This standard was drafted. People's Republic of China Maritime Safety Administration, Shanghai Maritime Safety Administration. The main drafters of this standard. Lilin Jie, Ling Lihua, Gu Haijun, Fan Feng, Yuan Chenggang Wang remaining. This standard replaces the standards previously issued as follows:
 - GB/T 13386-1992. Marine fire operations operation of ships - Safety requirements

1 Scope

GB/T 13386-2009 is the Chinese national standard on technical requirements for hot working of sea going transport ships, in the field of environment and health protection, safety. The /T suffix marks it as a recommended standard: it is not compulsory by itself, but it becomes binding as soon as a contract, a tender or a customer specification calls it up - which in practice is how most foreign buyers meet it. It was issued on 31 March 2009 by the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China; Standardization Administration of China, and has been in force since 1 November 2009. Classification: ICS 13.100, CCS R30. 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 standard specifies the fire ship operating conditions, testing and wind direction, wind speed measuring combustible-gas concentration and other basic security management technology Claim. This standard applies to sailing, berthing, loading and aircraft repair (not included in the ship repair plant) operation of ships marine case, does not apply to liquid Of gas carriers, bulk chemical carrier.

2 Terms and definitions

The following terms and definitions apply to this standard.

2.1 With naked flames and hot workpiece jobs, use the job as welding, gas welding, gas cutting torch and other equipment.

2.2 Operation may occur Mars jobs, such as line work, chipping rust or pneumatic, electric tools.

2.3 It has the ability to burn gas or vapor.

2.4 The combustible gas is mixed with air, encountered the fire source can cause the volume percentage of the minimum and maximum limits explosion.

2.5 Or may produce accumulation of combustible gases, dust or handling, storage place flammable goods, items.

3.1 Operating environment Scope of Study

3.1.1 is not a dangerous area open deck to the operating point as the center, 10m radius, up 2m, down to the platform or deck cylindrical space.

3.1.2 dangerous open deck area to the operating point as the center, 15m radius, up 2m, down to the platform or deck cylindrical space.

3.1.3 is not a dangerous area compartment, to work as the center point, 5m spatial radius.

3.1.4 cabin hazardous areas, examining and operating compartment adjacent compartments.

3.2 No open flames and workplace health

3.2.1 refueling, brushing paint fire risk of the work site.

3.2.2 or filled with explosive remnants of oil, gas, container or piping without pressure vent to normal pressure vessel.

3.2.3 is handling flammable cargo or the ship may produce flammable gases or dust goods.

3.2.4 tanker loading and unloading, washing, degassing and ballast operations (segregated ballast ballast operations except) when.

3.2.5 voyage tanker cargo tanks and cargo piping on.