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

GB/T 16559-2010

Replacing GB/T 16559-1996

Muster list for shipboard oil spillage

船舶溢油应变部署表

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Table of Contents

- 1 Scope
- 2 Terms and definitions
- 3 Requirements

Foreword

This standard replaces GB/T 16559-1996 "oil spill contingency deployment schedule." This standard and GB/T 16559-1996 compared to the main changes are as follows:

- New "oil spill" terms and definitions (see 2.5);
- Redrawing use oil spill in the muster list, divided into oil tankers and oil tankers and oil tankers and cargo shipping oil Merged into a table (see Table 1 and Table 2);
- Tables 1 and 2 "ID" column empty, filled out by the ship manning the actual situation;
- Tables 1 and 2 of the 1996 version to remove "political commissar", "officer", "steward" and "electrical engineer" four positions and responsibilities;
- Captain clear job responsibilities can be adjusted according to actual conditions (see 3.5). The standard proposed by the Ministry of Transport of the People's Republic of China. This standard by the Ministry of Transport and Maritime Safety Standardization Technical Committee. This standard was drafted. Shandong Maritime Bureau, Yantai Maritime Safety Administration of China Oil Spill Response Technology Center, Dalian Maritime University, China Shipping (Group) Corporation, COSCO Qingdao Ocean Shipping Company. The main drafters of this standard. Yuanzhu Han, Hui Zhang Shuo, Han Long, Zhang Yong, fees Shanshan, Wu Chengming, Liu Zhengjiang. This standard replaces the standards previously issued as follows:
- GB/T 16559-1996. Oil spill muster list

1 Scope

GB/T 16559-2010 is the Chinese national standard on muster list for shipboard oil spillage, in the field of services and company organization. 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 10 November 2010 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 March 2011. 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 standard specifies the oil spill occurred when the ship, the crew emergency response roles and responsibilities. This standard applies to oil tankers of 150 gross tonnage and above and 400 gross tonnage and above other than oil tankers and. Other ships and offshore installations, etc. can be referred carried out.

2 Terms and definitions

The following terms and definitions apply to this standard.

2.1 Tanker oiltankers Construction or alterations to the main carrying oil in bulk in its cargo spaces of ships, and includes all or part of the shipment of bulk oil and loaded ferry. Also include all or part for carrying oil in bulk as cargo, "a ship carrying noxious liquid substances 1) (NLStanker)" and any gas Transport ship 2). 1) See definition in MARPOL Annex II. 2) Refer to the SOLAS/

3.20 define the first-1 II.

2.2 Non-oil tankers non-oiltankers Other ships other than oil tankers above.

2.3 Cargo cargooil Tanker carrying as cargo of crude oil and refined oils.

2.4 Ship oil typesofoilusedonboard Used or intended for operation of the ship or propulsion hydrocarbon mineral oil, including lubricating oils and their residues.

2.5 Oil Spill oilspillage Oil tankers and oil tankers loading oil cargo and ship the occurrence or possible occurrence of an overflow or spill overboard into the water.

3 Requirements

3.1 For oil tankers, cargo oil occurs and/or ship oil spill, the tanker spill using the muster list, in Table 1.

3.2 For oil tankers, in the event of bunker oil spill, using a non-tanker spill muster list, are shown in Table 2. Table

3.3 Number column can be arranged according to the actual number of crew.

3.4 Table 1 or Table 2, etc. should be posted on the bridge, engine room and restaurant public places.

3.5 Ships with actual manning table has not the same, according to the actual manning of duties listed in the table is adjusted.

- a) The boat has no positions in this table, you can fill in the blank space after the turn table, arranged by the captain of such personnel in oil spill response Responsibilities;
- b) there are no people on board listed in the table, the captain of their duties should be re-assigned to another person; C) When the oil spill occurred, and the arrangements for the table does not apply to on-site emergency response, the captain has the right to adjust their duties according to the actual situation.

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