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

GB/T 34000-2016

China shipbuilding quality standard

中国造船质量标准

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Quarantine;
Standardization Administration of the PRC**

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Foreword

This standard is drafted in accordance with the rules given in GB/T 1.1-2009. This standard is proposed by the Ministry of Industry and Information Technology of the People's Republic of China. This standard is nationalized by the National Marine Ship Standardization Technical Committee (SAC/TC12). The drafting unit of this standard. China Shipbuilding Industry Comprehensive Technology and Economic Research Institute, Hudong China Shipbuilding (Group) Co., Ltd., Dalian ship heavy Industrial Group Co., Ltd., Jiangnan Shipbuilding (Group) Co., Ltd., Shanghai Waigaoqiao Shipbuilding Co., Ltd., Shanghai Shipbuilding Technology Research Institute, China Classification societies, Guangzhou Shipbuilding International Co., Ltd., Shanghai Shipyard Ship Co., Ltd., COSCO Shipping Engineering Group Co., Ltd., China Ship Huangpu Wenchong Ship Ltd., Nantong COSCO Kawasaki Ship Engineering Co., Ltd., Shanghai Ship Research and Design Institute, Fujian Shipbuilding Industry Group Co., Ltd., Jiangsu New Times Shipbuilding Co., Ltd., China Shipping Industry Co., Ltd., China Shipping (Group) Corporation, Huanghai Shipbuilding Co., Ltd., Dalian COSCO Kawasaki Ship Engineering Co., Ltd., Shanghai Jiahao Ship Engineering Design Co., Ltd. The main drafters of this standard. Li Qiang, Xia Yongfeng, Ma Yulong, Cai Ganya, Geng Haiping, Wang Yun, Li Tianyu, Liu Fang, Ren Kangxu, Jiang Baotao, Wang Zhaogong, Wang Junqiang, Li Jun, Yao Wen, Song Yanyuan, Zhan Shuming, Wei Qing Song, Chen Decheng, Wang Yi, Zhang Zhonglin, Wang Shengjun, Lu Yibin, Zhao Ke, Zhao Jianping, Zhu Zhentao, Wang Yifeng, Xu Xuemin, Liu Yusheng. China Shipbuilding Quality Standard

1 Scope

The Chinese shipbuilding quality standard - the single reference against which the workmanship of a new ship built in China is measured, and one of the documents most often written into a shipbuilding contract, because it is what an owner's representative and a yard's quality department both point at when they disagree about whether a piece of work is acceptable. It sets the quality requirements and the tolerances for the construction of a ship,

and it applies to the building of steel seagoing and inland vessels. It is a large document because a ship is: it works through the trades in the order the ship is built. The hull comes first and takes the greatest part - the accuracy of the cut and formed parts, the fit-up and alignment tolerances of the joints, the welding with its permitted profiles, undercut, misalignment and distortion and the criteria for the repair of a defect, the flatness and fairness of the plating and the deformation permitted in a panel between stiffeners, the block dimensions and the erection tolerances, and the straightness and the principal dimensions of the completed hull. Then the outfitting - the piping and its supports, the machinery seatings and the alignment of the shafting, the ventilation, the joinery and the accommodation, the deck equipment and the closing appliances - each with its dimensional and workmanship tolerances. Then the surface preparation and coating, with the cleanliness and roughness of the steel, the film thicknesses and the criteria for acceptance. And then the testing: the tank and compartment tightness tests, the pipe pressure tests and the checks made at the various stages of completion. What such a standard is really for is to move the argument off the ship and into the contract: a tolerance agreed in advance and written down is worth more to both parties than a dispute at the fitting-out quay. Issued on 22 December 2016 and in force since 1 January 2017.

This standard specifies the quality control of the production process during the construction of the ship, the inspection project and the construction accuracy requirements. This standard applies to the construction, inspection and delivery of steel manned marine vessels of 500 gross tonnage and over, the construction, inspection and delivery of other ships Ship can refer to use.

2 Normative reference documents

The following documents are indispensable for the application of this document. For dated references, only the dated edition applies to this article Pieces. For undated references, the latest edition (including all modifications) applies to this document. Hot - rolled steels GB/T 706-2008

GB/T 9945-2012 hot rolled ball flat steel

GB/T 14039 hydraulic transmission fluid solid particle pollution grade code

GB/T 14977 General requirements for surface quality of hot rolled steel sheets

IMO/MS.C.215 (82) Performance standards for protective coatings for all types of marine seaborne ballast and bulk carriers Called PSPC) (Performance standard for protective coatings for the dedicated seawater ballast tanks in all types of ships and double-side skins spaces of bulk carriers International Convention for the Safety of Life at Sea [International Convention for the Safety of Life at Sea (SOLAS)]

3.1.1 Steel management and processing

3.1.1.1 steel management 3.1.1.1.1 steel into the factory should check the certificate and the consistency of the seal, and the appearance of quality inspection. 3.1.1.1.2 Transfer of grade steel should be required to do the transfer procedures. 3.1.1.1.3 Steel management should be traceable. 3.1.1.1.4 steel should be based on production and processing plan by steel single hair. 3.1.1.1.5 Steel should be subjected to surface quality inspection before entering the production line. 3.1.1.1.6 Quality control of steel management points.

a) specifications, grade, furnace number, lot number;

b) thickness deviation of steel plate and section steel;

c) surface quality;

d) large castings and forgings defects.

3.1.1.2 steel processing 3.1.1.2.1 Scribing and cutting 3.1.1.2.1.1 steel plate and steel should be carried out before the leveling, straightening and the necessary derusting (including removal of surface pitting) and other pretreatment.