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

GB/T 39617-2020

**Ships and marine technology - Single point mooring
arrangements for tankers**

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1:1-2009:

This standard uses the redrafting method to modify and adopt ISO 17907:2014 "Single Point Mooring Equipment for Traditional Oil Tankers in Ships and Offshore Technology":

Compared with ISO 17907:2014, the structural changes of this standard are as follows:

--- Add Chapter 2 "Normative Reference Documents";

--- Take the requirements of items "2" and "4" in the "Explanation" of Figure 2 as the content of "3:1:2 Layout Requirements":

The technical differences between this standard and ISO 17907:2014 and the reasons are as follows:

--- In the scope of Chapter 1, "This standard applies to single-point mooring equipment used by oil tankers, gas carriers and chemical tankers" is revised to "this

The standard is applicable to the design, manufacture and acceptance of single-point mooring equipment for oil tankers", the expression is more specific and accurate;

--- Regarding normative reference documents, this standard has made adjustments with technical differences to adapt to my country's technical conditions and adjustments:

The situation is collectively reflected in Chapter 2 "Normative Reference Documents", specifically for adding GB/T 6402-2008 (see Chapter

Chapter 4):

---In 3:2:1e), 3:2:2e), 3:2:3d) added "The yield strength (sigmas) of the material should not be less than 235N/mm²"

The main performance parameters of the material;

--- In 3:2:1g) delete "when bolts are used to connect to the foundation, an effective thrust block should be added to reduce the shear force", the thrust block is not

Required

--- Amend "according to the requirements for secondary forgings" in 4:1:1:2 to "according to the quality level 2 in Table 4 and Table 5 of Chapter 14 of GB/T 6402-2008

Requirements for forgings", normative references to clarify the basis for material requirements;

--- Modify the "continuous loading for 1 min" in 4:1:2, 4:2:2, and 4:3:2 to "continuous loading for 5 minutes", which is more scientific and reasonable:

This standard has made the following editorial changes:

---Change the standard name in order to be consistent with the existing standard series, and change to "Single point mooring for ships and offshore technical tankers equipment";

---Delete the informative summary elements in the international standards:

This standard was proposed and managed by the National Marine Outfitting Standardization Technical Committee (SAC/TC129):

This standard was drafted by: China Shipbuilding Industry Materials East China Co., Ltd:

1 Scope

This standard specifies that oil tankers that intend to use single-point mooring equipment should be equipped with equipment, such as bow chain stoppers, bow fairleads, and fairlead rollers:

Technical requirements and test methods:

This standard is applicable to the design, manufacture and acceptance of single-point mooring equipment for oil tankers:

2 Normative references

The following documents are indispensable for the application of this document: For dated reference documents, only the dated version applies to this article

Pieces: For undated references, the latest version (including all amendments) applies to this document:

GB/T 6402-2008 Ultrasonic testing method for steel forgings

3 Technical requirements

3:1 Design and layout of single point mooring equipment for oil tankers

3:1:1 The general design layout is shown in Figure 1 and Figure 2:

Description:

1---The center line of the anti-scratch chain is parallel to the deck;

2---Fore chain stopper;

3---The bow fairlead;

4---to the fairlead roller or directly to the winch storage drum;

5---Half width of anti-wiping chain:

Figure 1 General arrangement of single point mooring equipment for oil tankers