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INDUSTRY STANDARD OF THE PEOPLE'S REPUBLIC OF CHINA

JT/T 39-2019

Technical requirements for salvaging wreck with steel camel

钢制浮筒打捞沉船技术要求 清晰版

(English Translation)

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Foreword

This standard is in accordance with GB/T Draft the rules given in 1-2009.

This standard replaces JT/T 39-1993 "Technical requirements for pontoon fishing and sunken ships". Compared with JT/T 39-1993, this standard the main technical changes outside the reform are as follows.

--- Added terms and definitions for buoy steel cables, buoy shackles, jack holes, shofar, fairleads, cable piles, quick-sinking valves (see 3.1, 3.2, 3.10 ~ 3. 14), revised terms and definitions for lifting buoyancy and salvage weight of sunken ships (see 3.3 and 3.8, 2.5, 1993 edition 2. 9), deleted the terms and definitions of bottom length and buoy staying cable (see 2.7, 2.8 of the 1993 edition);

--- Added basic requirements for pontoon salvaging sunken ships (see Chapter 4);

--- Increased the calculation requirements for the main data when using one or two pairs or more of pontoons for fishing construction (see 4.2, 1993 version) Chapter 3);

--- Increased the basic specifications of the pontoon (see 5.1);

--- Modified the layout requirements for pontoons (see Chapters 4, 5 of the 1993, 1993 edition) and the layout requirements for control pontoons (see 5.3, 1993 Chapter 6 of the Annual Edition);

--- Modified the optional requirements for buoyant steel cables (see Chapter 6.1, Chapter 7 of the 1993 edition);

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--- Increased optional requirements for buoy shackle (see 6.2);

--- Added matching rules for buoy steel cables and shackles (see 6.3);

--- Increased inspection and transportation requirements before pontoon transportation (see Chapter 7);

--- Modified the buoy steel cable lead-through (see Chapter 8, Chapter 8 of the 1993 edition);

--- Modified the pre-sinking inspection (see Chapter 8.2, Chapter 9 of the 1993 edition);

--- Revised the sinking of the pontoons (see 8.3, Chapter 9 of the 1993 edition);

--- Increased preparation and inflation requirements before lifting (see 9.1 and 9.2);

--- Increased state control after the wreck (see 9.4);

--- Modified the towing after the sunken ship floated (see Chapter 10, Chapter 14 of the 1993 edition).

This standard is proposed by and under the jurisdiction of the Technical Committee for Transport Rescue and Underwater Engineering Standardization.

This standard was drafted. Yantai Salvage Bureau of the Ministry of Transport.

1 Scope

This standard specifies the basic requirements for salvaging a sunken ship with a steel pontoon, as well as the pontoon configuration, the pontoon cable and shackle options, and Check the requirements for pontoon transportation, pontoon settling, sunken ship floating, towing after sunken ship floating.

This standard applies to steel buoys for salvaging sunken ships in waters with a depth of no more than 60m.

2 Normative references

The following documents are essential for the application of this document. For dated references, only the dated version applies to this article Pieces. For undated references, the latest version (including all amendments) applies to this document.

GB/T 1227 Precision Pressure Gauge GB/T 8918 wire rope for important uses GB/T.200667 thick diameter steel wire rope Technical Regulations for Statutory Survey of Inland Ships of the Maritime Safety Administration of the People's Republic of China Technical Regulations for Statutory Surveys of Maritime Ships in China Rules of the People's Republic of China Maritime Safety Administration for Ships and Offshore Installations China Classification Society Guidelines for Maritime Towing.2011 International

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Maritime Organization International Convention on the Safety of Life at Sea Convention) MSC. Resolution 266 (84) Safety Codes for Special Purpose Ships (Code of the safety foresight)

3 Terms and definitions

The following terms and definitions apply to this document.

Buoy steel cable

In the process of pontoon salvaging a sunken ship, a ring-shaped steel rope loop for lifting the sunken ship.

Buoy shackle

In the process of pontoon salvaging a sunken ship, a combination of a built-in twisted wire buckle and a pin is used to connect the pontoon steel cable.

Weight of shipwreck water of water wrink in water the sum of the weight of the wreck in the empty ship, the weight of the remaining mud in the tank and the weight of the remaining cargo in the tank.

Salvage weight of shipwreck salvaging weft of wreck the sum of the weight of the wreck in the water and the adsorption force of the seabed on the wreck.

3. Five

Center of gravity in shipwreck center of gravity of water of in the water JT/T 39-2019 the center of gravity of the sunken ship's empty ship, the center of gravity of the remaining mud water and the center of gravity of the remaining cargo water are superimposed.

Longitudinal position of the center of gravity in the wrecked water lungitudinal position of off of off of off of gravity of inking the center of gravity of the shipwreck faces the position of the ship in the direction of the captain.

The vertical position of the center of gravity in the wrecked water vertical of off of center of off of gravity of the inking of the water the center of gravity of the wreck in the water is perpendicular to the baseline.

Lift buoyancy

The buoy provides buoyancy to the sunken ship.

Adsorption force

When the sunken ship floats, the adhesion between the hull and the surface of the bottom of the sea.

3. 10

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Qianjindong Virorepe holle Under the seabed at the bottom of the shipwreck, vertically pass through the channel for the buoyant steel cables on both sides of the wreck.

3. 11

Fairlead pass hole

Round bell mouth structure that is symmetrically distributed at both ends of the buoy and is used to guide the buoy steel cable.

3. 12

Mast bitt

It is arranged on the port side top of the buoy, on both sides of the fairlead nozzle, and is used as a pile head for coiling and fixing the cable.

3. 13

Submerged valve

A valve body installed on the top of the outer cylinder of the buoy for sinking the buoy.

4 Basic requirements for pontoon salvaging sunken ships

4.1
Salvage plan

4.1.1
Data collection and shipwreck survey Data collection and shipwreck survey should include the following.

a) the name, type and structure of the shipwreck;

b) the sinking time, the reason for the sinking and the detailed process;

c) the layout of the superstructure of the sunken ship, the access to the cabins, the position, status and number of hatches;

d) the state of inclination of the ship's hull;

e) the situation of sunken ships;

f) damage and leaks of the sunken ship;

g) cargo condition of the sunken ship;

h) the status of silt in the shipwreck;

i) Hydrological and meteorological conditions such as water depth, sediment, tide, and current at the sinking site.

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