

Form N. C. B. No. 1

Name of Ship *U.S.N.S. "Graciel John Pope"*

Official Number .....

Port of Registry .....

Name of Owner *Military Sea Transportation Service*

Address *Washington, D.C.*

N.C.B. Register Number *892*

Issued at *San Francisco* Date *Oct. 26, 1965*

## NATIONAL CARGO BUREAU, INC.

### REGISTER OF VESSELS CARGO GEAR

Tests, examination and certification must be carried out in compliance with the applicable requirements set forth in United States Coast Guard Regulations, 46 CFR Part 31, 46 CFR Part 71 and 46 CFR Part 91 and International Labor Organization Convention No. 32 and in accordance with United States Department of Labor Regulations issued pursuant to Public Law 85-742 (Title 29 -Labor-Part 9 sec. 9.12).

## PART V OF THE CARGO GEAR REGISTER

Part V of the cargo gear register is provided as an appropriate permanent record of the periodical inspections of the gear by the responsible ship's officers; a permanent record of the Chief Mate's inspection, maintenance of gear, replacement of gear and repair of gear, whenever a new piece of gear is put into place, the fact shall be noted in part V, together with the specific place of the installation and the certificate for the new gear placed with the other current valid certificates in the back of the cargo gear register. Whenever any gear is overhauled or repaired, the fact shall be noted in part V giving a complete description of work done, dated and signed by the Chief Officer. In addition, every three (3) months the Chief Mate shall make a visual examination of all gear and record same in Part V of the cargo gear register.

From the foregoing, it can readily be seen that the cargo gear register should remain in the Chief Mate's custody at all times; it is also self evident that when Part V is properly maintained; it is an invaluable aid to anyone desiring to know the status of the ship's gear.

P-25  
1 February 1967

RECEIVED

MEMORANDUM

FEB 12 1967

From: P-25

To: All PAC Ships

**MASTER**  
**USNS POPE T-AP110**

Subj: Cargo gear; inspection and logging of

- Ref: (a) Revised check off list for Formal Administrative Inspections, MSTS Form 5041/2K (Rev 9-66)  
(b) MSTSPAC INST P-4700.3B "Ships Maintenance Manual"  
(c) CG-256 Rules and Regulations for Passenger Vessels  
(d) CG-257 Rules and Regulations for Cargo and Miscellaneous Vessels

1. Reference (a) is the new inspection check off list to be used for Formal Administrative Inspections. In that part of reference (a) with the heading "Safety Features", and Section I, Deck Department, Item 22 under Cargo Gear, which requires that a check be made in the YES or NO column or remarks if appropriate, that inspection and logging of cargo gear was made.

2. Your attention is invited to reference (b) which sets forth the responsibilities of the ship's boatswain and requires that:

(a) a daily check be made of all cargo gear stowage.

(b) a weekly inspection of all booms, rigging and associated fittings.

Both of these above checks and inspections are to be entered in the deck log by the watch officer.

3. Reference (c), Article 71.47-70 covers (passenger ships) responsibility of ship's officer for inspection of cargo gear and Article 78.37-5(a)(13) requires that cargo gear inspections be made at least once a month and so noted in the official log book.

4. Reference (d), Article 91.37-70 covers (cargo ships) responsibility of ship's officer for inspection of cargo gear and Article 97.35-5(a)(9) requires that cargo gear inspections be made at least once a month and so noted in the official logbook.

*CW Lockard*  
C. W. LOCKARD

C/c P-3  
P-01B

## CONTENTS

INSTRUCTIONS .....	Page 2 - 3
PART I. Annual Inspection and Quadrennial Thorough Examination of Derricks and Permanent Attachments (including Bridle Chains) to the Derricks, Masts and Decks	Page 4 - 7
PART II. Annual Thorough Examination of Cranes, Winches, Hoists, and Accessory Gear other than Derricks and Permanent Attachments Thereto	Page 8 - 11
PART III. Annual Thorough Examination of Gear Which is Exempt from Heat Treatment	Page 12 - 15
PART IV. Heat Treatment of Chains, Rings, Hooks, Shackles and Swivels Which Require such Treatment	Page 16 - 19
PART V. Periodical Inspections of Gear	Page 20 - 35

## INSTRUCTIONS

The purpose of the tests, examinations and inspections noted in this register is to establish periodically that the ships cargo gear is in safe working order and thus contribute to the prevention of accidents in dock work.

1. Before being taken into use all cranes, winches, hoists, derrick booms, derrick and mast bands, goose necks, eye bolts, and all other permanent attachments to the derricks, masts and decks, used in hoisting or lowering, shall have been tested and examined by a competent person. A CERTIFICATE IN THE APPROPRIATE FORM COVERING SUCH TESTING AND EXAMINATION MUST BE ATTACHED TO THIS REGISTER

2. All derricks and permanent attachments, including bridle chains, to the derricks, masts and decks used in hoisting or lowering, must be inspected by a competent person once in every 12 months. Every four (4) years the units of cargo gear must be tested and the components dismantled for examination. THE PARTICULARS OF THESE INSPECTIONS AND EXAMINATIONS MUST BE ENTERED IN PART I OF THIS REGISTER.

3. All cranes, winches and hoists and accessory Gear other than Derricks and Permanent Attachments thereto must be thoroughly examined by a competent person once at least in every 12 months, and every four (4) years they shall be tested as a unit and thoroughly examined by a competent person. THE PARTICULARS OF THESE EXAMINATIONS MUST BE ENTERED IN PART II OF THIS REGISTER.

4. All chains, rings, hooks, shackles, swivels or pulley blocks used in hoisting or lowering, and all wire ropes shall have been tested and examined by a competent person before being taken into use; also, chains, rings, hooks, shackles or swivels used in hoisting or lowering which have been lengthened, altered or repaired by welding shall, before being taken into use, be adequately tested and re-examined by a competent person.

5. In the case of gear used on lifting machinery driven by power, all half-inch (12.5mm) and smaller chains, rings, hooks, shackles and swivels in general use, if made of wrought iron, must be annealed under the supervision of a competent person once at least in every 6 months, and all other such gear once at least in every 12 months. In the case of gear used solely on lifting machinery worked by hand the

above period shall be 12 months and 2 years respectively. Chains, rings, hooks, shackles and swivels made of material other than wrought iron shall be treated where required in accordance with procedures approved by the NATIONAL CARGO BUREAU, INCORPORATED or the manufacturer. A CERTIFICATE IN FORM NO. 6, IN RESPECT OF SUCH HEAT TREATMENT MUST BE ATTACHED TO THIS REGISTER.

6. If the requirement of heat treatment does not apply to chains made of malleable cast iron, and chains, rings, hooks, shackles and swivels made of steel, all such chains, etc. must be thoroughly examined by a competent person once at least in every 12 months. CERTIFICATE IN FORM NO. 7 MUST BE ATTACHED TO THIS REGISTER.

7. The following classes of gear are exempt from heat treatment, subject to the provision that such gear shall be thoroughly examined by a competent person once at least in every 12 months.

Plate link chains; Pitched chains; Rings, hooks, shackles and swivels permanently attached to pitched chains, pulley blocks or weighing machines; Hooks and swivels having ball bearings or other case-hardened parts; Bordeau connections.

CERTIFICATE IN FORM NO. 7 MUST BE ATTACHED TO THIS REGISTER.

8. The Register must be produced on demand by any person authorized for the purpose. The Register should be preserved for at least 4 years after the date of the last entry.

9. "Competent Person": For the purpose of entries in this Register, "Competent Person," except in Part V, means a Surveyor to the National Cargo Bureau, Incorporated or, outside the United States, a surveyor of a recognized classification society or person acceptable as competent by the government of the nation in which the survey is made.

10. PART V of the Register is provided as an appropriate permanent record of the periodical inspections of the gear by the responsible ships officers to comply with Article 9 of the Convention as follows:

"All loose gear (e.g. chains, wire ropes, rings, hooks) shall be inspected on each occasion before use unless they have been inspected within the previous three months."

**PART I. Annual Inspection and Quadrennial Thorough Examination of Derricks and Permanent Attachments**

If all the derrick booms and above named gear are inspected or thoroughly examined on the same date it will be sufficient to enter in Column 1 "all derrick booms and above named gear." If not, the parts which have been inspected or thoroughly examined on the dates stated must be clearly indicated.

**QUADRENNIAL THOROUGH EXAMINATION**

Situation and description of gear inspected or examined, with distinguishing number or mark (if any) (1)	Number of certificate of test and examination (2)	I certify that on the date to which I have appended my signature, the gear shown in Column 1 was thoroughly examined by a competent person and no defects affecting its safe working condition were found other than those shown in Column 3. Date and Signature Date and Signature		REMARKS (To be initialed and dated) (3)
# 2 Hatch 2-5 Ton booms ALL DERRICK BOOMS AND ABOVE NAMED GEAR		PORT OF San Francisco NCB DATE 10/26/65 SURVEYOR W. F. O'Leary	DATE 9/3/69 PORT OF San Francisco SURVEYOR W. F. O'Leary	GEAR PROOF TESTED AS A UNIT AND BLOCKS, PINS AND CONNECTIONS EXAMINED TO ASCERTAIN MEET THE REQUIREMENTS FOR A QUADRENNIAL EXAMINATION; SEE CERT. NO. _____ DATE 10/26/65 W. F. O'Leary SURVEYOR, U. S. B.
# 3 Hatch 2-5 Ton booms ALL DERRICK BOOMS AND ABOVE NAMED GEAR		PORT OF San Francisco NCB DATE 10/26/65 SURVEYOR W. F. O'Leary	DATE 9/3/69 PORT OF San Francisco SURVEYOR W. F. O'Leary	GEAR PROOF TESTED AS A UNIT AND BLOCKS, PINS AND CONNECTIONS EXAMINED TO ASCERTAIN MEET THE REQUIREMENTS FOR A QUADRENNIAL EXAMINATION; SEE CERT. NO. _____ DATE 10/26/65 W. F. O'Leary SURVEYOR, U. S. B.
# 6 Hatch 2-5 Ton booms ALL DERRICK BOOMS AND ABOVE NAMED GEAR		PORT OF San Francisco NCB DATE 10/26/65 SURVEYOR W. F. O'Leary	DATE 9/3/69 PORT OF San Francisco SURVEYOR W. F. O'Leary	GEAR PROOF TESTED AS A UNIT AND BLOCKS, PINS AND CONNECTIONS EXAMINED TO ASCERTAIN MEET THE REQUIREMENTS FOR A QUADRENNIAL EXAMINATION; SEE CERT. NO. _____ DATE 10/26/65 W. F. O'Leary SURVEYOR, U. S. B.
# 7 Hatch 2-5 Ton booms ALL DERRICK BOOMS AND ABOVE NAMED GEAR		PORT OF San Francisco NCB DATE 10/26/65 SURVEYOR W. F. O'Leary	DATE 9/3/69 PORT OF San Francisco SURVEYOR W. F. O'Leary	GEAR PROOF TESTED AS A UNIT AND BLOCKS, PINS AND CONNECTIONS EXAMINED TO ASCERTAIN MEET THE REQUIREMENTS FOR A QUADRENNIAL EXAMINATION; SEE CERT. NO. _____ DATE 10/26/65 W. F. O'Leary SURVEYOR, U. S. B.







PART II. Annual Thorough Examination of Cranes, Winches, Hoists, and Accessory Gear other than

Column 1 should show clearly the machines and gear which have been thoroughly examined. If, for example, all the winches (with their accessory gear) have been thoroughly examined, it will be sufficient to enter "All winches, blocks, shackles and other accessory gear".

Situation and description of machinery and gear examined, with distinguishing number or mark (if any)

(1)

Number of certificate of test and examination (2)

I certify that on the date to which I have appended my signature the machinery and gear shown in Column 1 was thoroughly examined by a competent person and no defects affecting its safe working condition were found other than those shown in Column 3.

Date and Signature

Date and Signature

Date and Signature

# 2 Hatch 2-5 Ton beams

ALL WINCHES, BLOCKS, SHACKLES AND OTHER ACCESSORY GEAR

# 3 Hatch 2-5 Ton beams

ALL WINCHES, BLOCKS, SHACKLES AND OTHER ACCESSORY GEAR

# 6 Hatch 2-5 Ton beams

ALL WINCHES, BLOCKS, SHACKLES AND OTHER ACCESSORY GEAR

# 7 Hatch 2-5 Ton beams

ALL WINCHES, BLOCKS, SHACKLES AND OTHER ACCESSORY GEAR

PORT OF San Francisco  
NOB DATE 10/26/65  
SURVEYOR W. S. Dooling

11/1/66  
San Francisco  
W. S. Dooling

9/2/69  
San Francisco  
W. S. Dooling

9/2/69  
San Francisco  
W. S. Dooling























PART V. Periodical Inspections of Gear

All gear (e.g. chains, wire ropes, rings, hooks, etc.) shall be inspected on each occasion before use unless they have been inspected within the previous three months.

(1) Situation and description of gear inspected	(2) I certify that on the date to which I have appended my signature the gear shown in Column 1 was thoroughly inspected by me and no defects affecting its working condition were found other than those shown in Column 3.			(3) REMARKS (To be initialled and dated)
	Date and Signature 2nd Quarter	Date and Signature 3rd Quarter	Date and Signature 4th Quarter	
No 2, 3, 6 & 7 cargo Booms - gear & fittings.	Feb 8 1966 M. J. [Signature]			new runner # 2 20 Jan 1966 " " # 3 10 Feb 66
No 2, 3, 6 & #7 CARGO GEAR, BOOMS & FITTINGS		2 JUNE 1966 L. [Signature]		VISUAL INSPECTION PRIOR TO LOADING CARGO L. [Signature]
Inspected # 6 and 7 25 September inspected # 2 and 3 28 September			28 September 1966 [Signature]	New 3/4" runner 250' 10mm W/LWH eye included 5 Soft #66 No 2 blocks and No 3. All blocks # 2-3-6 and 7 overhauled and greased 16 Sept 1966
No 2, 3, 6, 7 cargo gear. Apparently satisfactory.	16 April 1967		16 April 1967 D. [Signature]	Visual inspection D. [Signature]
No. 2, 3, 6, 7 cargo gear, booms & fittings inspected	8 Aug 1967 D. [Signature]			Visual inspection. # 2 & # 6 blocks & fittings overhauled. top lifts & runners checked 7/67
No 2, 3, 6, 7 CARGO GEAR, BOOMS & FITTINGS ASSOCIATED EQUIPMENT INSPECTED	15 Dec 67 R. [Signature]			Visual inspection # 2 & # 6 blocks & fittings overhauled 11/67
# 2, 3, 6, 7. Gear, Booms & ASSOCIATED EQUIPMENT INSPECTED	2-28-68 R. [Signature]			VISUAL INSPECTION # 3 RENEWED 3-6-68 R. [Signature]
OVERHAULED # 2, 3, 6 & 7 HULL BLOCKS & ASSOCIATED EQUIPMENT - RENEWED	3/30/68 V. [Signature]			5/14/68 Visual Inspection # 2 # 3-6-7 GEAR PRIOR USE V. [Signature]
VISUAL INSPECTION # 2, 3, 6 - CARGO GEAR AND ASSOCIATED EQUIPMENT PRIOR ARRIVAL OAKLAND. 7 JUNE 1968 R. [Signature]				

























DATE 8 Sep 1969

FROM

Commander, Military Sea Transportation Service, Pacific

FILE NUMBER

P-4E1

SUBJECT

USNS POPE (T-AP 110) National Cargo Bureau, Inc. certificate; forwarding of

REFERENCE

TO: Master  
USNS POPE

ENCLOSURE (1) National Cargo  
Bureau certificate No.  
892-96-23 dtd 3 Sep 69

This form may be used in a window envelope.

VIA \_\_\_\_\_ Endorsement on

FORWARDED  RETURNED  FOLLOW-UP  REQUEST  ADVISE  SUBMIT

X	MESSAGE	X	MESSAGE	X	MESSAGE
	FOR APPROPRIATE ACTION		SUBJECT DOCUMENT(S) WAS/WERE FORWARDED TO YOUR OFFICE AS A MATTER UNDER YOUR JURISDICTION.		CERTIFY ENCLOSURE _____ AS TO RECEIPT AND ACCEPTANCE OF MATERIAL AND FORWARD TO _____
X	FOR INFORMATION <del>ON</del> <del>AND/OR</del> FILE.		SUBJECT DOCUMENTS WAS/WERE APPROVED _____ AND FORWARDED TO YOU.		_____ COPIES OF SUBJECT CHANGE ORDER AMENDMENT OR MODIFICATION
	<input type="checkbox"/> APPROVED <input type="checkbox"/> DISAPPROVED		_____ COPY(IES) OF THIS CORRESPONDENCE WITH YOUR REPLY.		CHANGE NOTICE TO THE SUPPLIER
	APPROVAL <input type="checkbox"/> IS <input type="checkbox"/> IS NOT RECOMMENDED		ENCLOSURE(S) _____ IS/ARE FORWARDED AS REQUESTED BY REFERENCE _____		_____ COPIES OF APPLICABLE PLANS AND/OR SPECIFICATIONS.
	CONCURRING IN RECOMMENDATIONS MADE IN THE BASIC CORRESPONDENCE.		ENCLOSURE(S) IS/ARE RETURNED FOR CORRECTION AS INDICATED.		FOR PLAN ACTION AS INDICATED
	COMMENTS AND/OR RECOMMENDATIONS.		CORRECTED ENCLOSURE(S) AS REQUESTED		CLASSIFICATIONS OF DEFECTS FOR SUBJECT ITEMS
	MAILING LIST ACTION		SUBJECT PERSON'S ATTENTION SHOULD BE INVITED TO THIS MATTER		CONFIRMATION THAT INSPECTION OR SOURCE INSPECTION IS NOT REQUIRED
	FOR ASSIGNMENT OF BUREAU FILE NUMBER(S)		SUBJECT PERSON(S) REPORTED TO THIS COMMAND		INSPECTION UNDER THE SUBJECT SUBCONTRACT IS NOT REQUIRED
	ON A LOAN BASIS RETURN BY _____		SUBJECT PERSON(S) COMPLETED HIS/THEIR DUTY AND WAS/WERE DETACHED FROM THIS COMMAND		_____ COPIES OF SUBJECT PURCHASE DOCUMENT. IF SOURCE INSPECTION OR PROGRESSING IS REQUIRED
	SIGN ORIGINAL RECEIPT AND RETURN TO THIS OFFICE.		NAME AND LOCATION OF SUPPLIER OF SUBJECT ITEMS.		STATUS OF MATERIAL ON SUBJECT PURCHASE DOCUMENT
	SUBJECT FILES, WHICH ARE LOCATED IN BOX NO. _____ SHIPMENT NO. _____		SUBCONTRACT NUMBER FOR SUBJECT ITEM		CLEARANCE AS INDICATED IN BASIC CORRESPONDENCE VERIFIED. NO REPLY UNLESS NEGATIVE.
	REPLY TO THE ABOVE REFERENCE(S) BY _____		SUBJECT PURCHASE DOCUMENT HAS BEEN REQUESTED AND WILL BE FORWARDED WHEN RECEIVED.		VERIFICATION OF NEED-TO-KNOW FOR VISIT PERSONNEL CLEARANCES VERIFIED.
	_____ COPY(IES) OF REFERENCE DESCRIBED ABOVE WAS/WERE NOT RECEIVED.		ENDORSEMENT _____ OF SUBJECT SUBCONTRACT IS BEING DELAYED PENDING RECEIPT OF BASIC PURCHASE DOCUMENT.		
	SUBJECT DOCUMENT(S) WAS/WERE FORWARDED TO _____		APPROPRIATION SYMBOL SUBHEAD AND CHARGEABLE ACTIVITY		
	SUBJECT DOCUMENT(S) IS/ARE WAS/WERE RETURNED FOR _____		WHETHER SUBJECT ITEMS ARE TO BE COMMERCIALY SHIPPED OR AT GOVERNMENT EXPENSE		
			A CERTIFICATE IN LIEU OF SUBJECT BILL OF LADING WHICH HAS BEEN LOST.		SEE REMARKS ON THE REVERSE SIDE.

COPY TO

COMSTS (with encl.(1))

SIGNATURE

*Geo. H. Harlan*  
GEO. H. HARLAN  
By direction

**NATIONAL CARGO BUREAU, INC.**

**CERTIFICATE OF TEST AND EXAMINATION OF WINCHES, DERRICKS AND ACCESSORY GEAR, BEFORE BEING TAKEN INTO USE, AT QUADRENNIAL SURVEYS, AFTER IMPORTANT ALTERATIONS OR RENEWALS OR AFTER REPAIRS**

Name of ship on which machinery is fitted USNS "GENERAL JOHN POPE"  
 Name and address of owner Military Sea Transportation Service  
 Port of registry Washington, D.C.

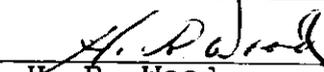
(1) Situation and description of machinery and gear, with distinguishing number or mark (if any)	(2) Angle to the horizontal of derrick boom while the load was applied (Degrees)	(3) Proof load applied pounds	(4) Safe working load at the angle shown in Column 2 (Tons)
No. 2 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 3 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 6 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 7 Hatch: two (2) five-ton booms.	15°	14,000	5

(5) Name and address of public service, association, company or firm making the test and examination National Cargo Bureau, 233 Sansome St., San Francisco, Calif. 94104

(6) Position of signatory in public service, association, company or firm surveyor.

I certify that on the 25th day of August, 1969, the above machinery, together with its accessory gear, was tested by a competent person in the manner set forth on the reverse side of this certificate; that a careful examination of the said machinery and gear by a competent person after the test showed that it had withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in Column 4.

Dated at San Francisco, California September 3, 19 69

  
H. R. Wood SIGNATURE

NOTE.—For definition of "competent person" see reverse side.

**INTERNATIONAL FORM RECOMMENDED BY  
INTERNATIONAL LABOR ORGANIZATION CONVENTION NO. 32**

Tests, examination and certification must be carried out in compliance with the applicable requirements set forth in United States Coast Guard Regulations, 46 CFR Part 31, 46 CFR Part 71 and 46 CFR Part 91 and International Labor Organization Convention No. 32 and in accordance with United States Department of Labor Regulations issued pursuant to Public Law 85-742 (Title 29 - Labor - Part 1504, Sec. 1504.12).

*8-25-69*

## INSTRUCTIONS

Every winch with the whole of the gear accessory thereto (including derricks, goose-necks, eye plates, eye bolts, or other attachments) shall be tested with a proof load which shall exceed the safe working load as follows:—

<u>SAFE WORKING LOAD</u>	<u>PROOF LOAD</u>
Up to 20 tons —	25 per cent in excess
20-50 tons —	5 tons in excess
Over 50 tons —	10 per cent in excess

The proof load shall be lifted with the ship's normal tackle with the derrick at an angle, which should not be more than 15 degrees to the horizontal, or, when this is impracticable, at the lowest practicable angle. The angle at which the test was made should be stated in the certificate of test. After the proof load has been lifted, it should be swung as far as possible in both directions.

As a general rule, all tests should be carried out in this way by dead load, and no exception should be allowed in the case of gear on new ships. In the case of replacements or renewals, however, spring or hydraulic balances may be used where dead loads are not available. Where a spring or hydraulic balance is used it should be reliable and accurate, and the test should not be regarded as satisfactory unless the indicator remains constant for a period of at least five minutes.

After being tested as aforesaid, all lifting machinery, with the whole of the gear accessory thereto, shall be examined to see whether any part has been injured or permanently deformed by the test.

(NOTE.—The expression "ton" means a ton of 2240 pounds.)

NOTE.—"Competent person": For the purpose of this certificate a competent person is defined as a surveyor of the National Cargo Bureau, Incorporated or, outside the United States, a surveyor of a recognized classification society or person acceptable as competent by the government of the nation in which the test is carried out.

892-96-23

**NATIONAL CARGO BUREAU, INC.**

**CERTIFICATE OF TEST AND EXAMINATION OF WINCHES, DERRICKS AND ACCESSORY GEAR, BEFORE BEING TAKEN INTO USE, AT QUADRENNIAL SURVEYS, AFTER IMPORTANT ALTERATIONS OR RENEWALS OR AFTER REPAIRS**

Name of ship on which machinery is fitted USNS "GENERAL JOHN POPE"  
 Name and address of owner Military Sea Transportation Service  
 Port of registry Washington, D.C.

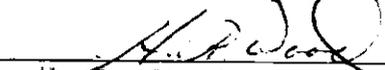
(1) Situation and description of machinery and gear, with distinguishing number or mark (if any)	(2) Angle to the horizontal of derrick boom while the load was applied (Degrees)	(3) Proof load applied pounds	(4) Safe working load at the angle shown in Column 2 (Tons)
No. 2 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 3 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 6 Hatch: two (2) five-ton booms.	15°	14,000	5
No. 7 Hatch: two (2) five-ton booms.	15°	14,000	5

(5) Name and address of public service, association, company or firm making the test and examination National Cargo Bureau, 233 Sansome St., San Francisco, Calif. 94104

(6) Position of signatory in public service, association, company or firm Surveyor.

I certify that on the 25th day of August, 1969, the above machinery, together with its accessory gear, was tested by a competent person in the manner set forth on the reverse side of this certificate; that a careful examination of the said machinery and gear by a competent person after the test showed that it had withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in Column 4.

Dated at San Francisco, California September 3, 1969

  
H. A. Reed SIGNATURE

NOTE.—For definition of "competent person" see reverse side.

**INTERNATIONAL FORM RECOMMENDED BY  
 INTERNATIONAL LABOR ORGANIZATION CONVENTION NO. 32**

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## INSTRUCTIONS

Every winch with the whole of the gear accessory thereto (including derricks, goose-necks, eye plates, eye bolts, or other attachments) shall be tested with a proof load which shall exceed the safe working load as follows:—

<u>SAFE WORKING LOAD</u>	<u>PROOF LOAD</u>
Up to 20 tons —	25 per cent in excess
20-50 tons —	5 tons in excess
Over 50 tons —	10 per cent in excess

The proof load shall be lifted with the ship's normal tackle with the derrick at an angle, which should not be more than 15 degrees to the horizontal, or, when this is impracticable, at the lowest practicable angle. The angle at which the test was made should be stated in the certificate of test. After the proof load has been lifted, it should be swung as far as possible in both directions.

As a general rule, all tests should be carried out in this way by dead load, and no exception should be allowed in the case of gear on new ships. In the case of replacements or renewals, however, spring or hydraulic balances may be used where dead loads are not available. Where a spring or hydraulic balance is used it should be reliable and accurate, and the test should not be regarded as satisfactory unless the indicator remains constant for a period of at least five minutes.

After being tested as aforesaid, all lifting machinery, with the whole of the gear accessory thereto, shall be examined to see whether any part has been injured or permanently deformed by the test.

(NOTE.—The expression "ton" means a ton of 2240 pounds.)

NOTE.—"Competent person": For the purpose of this certificate a competent person is defined as a surveyor of the National Cargo Bureau, Incorporated or, outside the United States, a surveyor of a recognized classification society or person acceptable as competent by the government of the nation in which the test is carried out.

**NATIONAL CARGO BUREAU, INC.**

**CERTIFICATE OF TEST AND EXAMINATION OF WINCHES, DERRICKS AND ACCESSORY GEAR, BEFORE BEING TAKEN INTO USE, AT QUADRENNIAL SURVEYS, AFTER IMPORTANT ALTERATIONS OR RENEWALS OR AFTER REPAIRS**

Name of ship on which machinery is fitted USNS GENERAL JOHN POPE  
 Name and address of owner Military Sea Transportation Service  
 Port of registry Washington, D. C.

(1) Situation and description of machinery and gear, with distinguishing number or mark (if any)	(2) Angle to the horizontal of derrick boom while the load was applied	(3) Proof load applied	(4) Safe working load at the angle shown in Column 2
	(Degrees)	<del>(Tons)</del> Lbs.	(Tons)
No. 2 Hatch Two (2) 5-ton Booms	15	14,000	5 Tons
No. 3 Hatch Two (2) 5-ton Booms	15	14,000	5 "
No. 6 Hatch Two (2) 5-ton Booms	15	14,000	5 "
No. 7 Hatch Two (2) 5-ton Booms	15	14,000	5 "

(5) Name and address of public service, association, company or firm making the test and examination. National Cargo Bureau, Inc.

(6) Position of signatory in public service, association, company or firm. Surveyor

I certify that on the 26th day of October, 19 65, the above machinery, together with its accessory gear, was tested by a competent person in the manner set forth on the reverse side of this certificate; that a careful examination of the said machinery and gear by a competent person after the test showed that it had withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in Column 4.

Dated at San Francisco, California November 11, 19 65

S. J. Reddy  
S. J. Reddy SIGNATURE

By A. B. Currie  
Deputy Chief Surveyor

NOTE.—For definition of "competent person" see reverse side.

**INTERNATIONAL FORM RECOMMENDED BY  
INTERNATIONAL LABOR ORGANIZATION CONVENTION NO. 32**

Tests, examination and certification must be carried out in compliance with the applicable requirements set forth in United States Coast Guard Regulations, 46 CFR Part 31, 46 CFR Part 71 and 46 CFR Part 91 and International Labor Organization Convention No. 32 and in accordance with United States Department of Labor Regulations issued pursuant to Public Law 85-742 (Title 29 — Labor — Part 9 sec. 9.12).

## INSTRUCTIONS

Every winch with the whole of the gear accessory thereto (including derricks, goose-necks, eye plates, eye bolts, or other attachments) shall be tested with a proof load which shall exceed the safe working load as follows:—

<u>SAFE WORKING LOAD</u>	<u>PROOF LOAD</u>
Up to 20 tons	— 25 per cent in excess
20-50 tons	— 5 tons in excess
Over 50 tons	— 10 per cent in excess

The proof load shall be lifted with the ship's normal tackle with the derrick at an angle, which should not be more than 15 degrees to the horizontal, or, when this is impracticable, at the lowest practicable angle. The angle at which the test was made should be stated in the certificate of test. After the proof load has been lifted, it should be swung as far as possible in both directions.

As a general rule, all tests should be carried out in this way by dead load, and no exception should be allowed in the case of gear on new ships. In the case of replacements or renewals, however, spring or hydraulic balances may be used where dead loads are not available. Where a spring or hydraulic balance is used it should be reliable and accurate, and the test should not be regarded as satisfactory unless the indicator remains constant for a period of at least five minutes.

After being tested as aforesaid, all lifting machinery, with the whole of the gear accessory thereto, shall be examined to see whether any part has been injured or permanently deformed by the test.

(NOTE.—The expression "ton" means a ton of 2240 pounds.)

NOTE.—"Competent person": For the purpose of this certificate a competent person is defined as a surveyor of the National Cargo Bureau, Incorporated or, outside the United States, a surveyor of a recognized classification society or person acceptable as competent by the government of the nation in which the test is carried out.

892-96-124

**NATIONAL CARGO BUREAU, INC.**

**CERTIFICATE OF TEST AND EXAMINATION OF WINCHES, DERRICKS AND ACCESSORY GEAR, BEFORE BEING TAKEN INTO USE, AT QUADRENNIAL SURVEYS, AFTER IMPORTANT ALTERATIONS OR RENEWALS OR AFTER REPAIRS**

Name of ship on which machinery is fitted USNS GENERAL JOHN POPE  
 Name and address of owner Military Sea Transportation Service  
Washington, D. C.  
 Port of registry \_\_\_\_\_

(1) Situation and description of machinery and gear, with distinguishing number or mark (if any)	(2) Angle to the horizontal of derrick boom while the load was applied (Degrees)	(3) Proof load applied <del>(Tons)</del> Lbs.	(4) Safe working load at the angle shown in Column 2 (Tons)
No. 2 Hatch Two (2) 5-ton Booms	15	14,000	5 Tons
No. 3 Hatch Two (2) 5-ton Booms	15	14,000	5 "
No. 6 Hatch Two (2) 5-ton Booms	15	14,000	5 "
No. 7 Hatch Two (2) 5-ton Booms	15	14,000	5 "

(5) Name and address of public service, association, company or firm making the test and examination. National Cargo Bureau, Inc.

(6) Position of signatory in public service, association, company or firm. Surveyor

I certify that on the 26th day of October, 19 65 the above machinery, together with its accessory gear, was tested by a competent person in the manner set forth on the reverse side of this certificate; that a careful examination of the said machinery and gear by a competent person after the test showed that it had withstood the proof load without injury or permanent deformation; and that the safe working load of the said machinery and gear is as shown in Column 4.

Dated at San Francisco, California November 11, 19 65

S. J. Reddy  
 S. J. Reddy SIGNATURE  
 By A. B. Currie A. B. Currie  
 Deputy Chief Surveyor

NOTE.—For definition of "competent person" see reverse side.

INTERNATIONAL FORM RECOMMENDED BY  
 INTERNATIONAL LABOR ORGANIZATION CONVENTION NO. 32

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P-4R1  
2 November 1966

From: Commander Military Sea Transportation Service, Pacific Area  
To: National Cargo Bureau, Inc., 233 Sansome street, San Francisco

Subj: Material Certificate for loose cargo gear

1. This is to certify that all loose cargo gear carried in cargo gear lockers aboard the USNS GENERAL JOHN POPE (T-AP 110) has been procured on requisition from the Navy Supply system. All items meet applicable U. S. Navy or Federal specifications with supporting certification of proof load test and chemical composition filed with Navy Supply at time of procurement.

PORT OF SF.  
NCB DATE 11/3/66  
SURVEYOR A. G. Surra

GEORGE H. HARLAN  
By direction

NCB DATE 9/3/69  
PORT OF San Francisco  
SURVEYOR G. W. O'Neil

**For your convenience this Register is arranged so  
that Gear Certificates may be attached to the back  
of the Register between the two green covers.**