

Form N. C. B. No. 1

Name of Ship *U.S.N.S. "General 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.

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
N.S.C., OAKLAND, CALIFORNIA 94625

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-013

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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; Bordeaux 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."

QUADRENNIAL THOROUGH EXAMINATION

[illegible]

ANNUAL INSPECTIONS

REMARKS
(To be initialled and dated)
(4)

9/3/69. Proof load Test all booms
BTH. Pac Ship Yd. ARC

QUADRENNIAL THOROUGH EXAMINATION

[illegible]

7

"Thorough examination" means a visual examination, supplemented if necessary by other means such as a hammer test, carried out as carefully as the conditions permit in order to arrive at a reliable conclusion as to the safety of the parts examined; if necessary for the purpose, parts of the machines or gear must be dismantled.

ANNUAL INSPECTIONS

[illegible]

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".

[illegible]

Derricks and Permanent Attachments Thereto.

"Thorough examination" means a visual examination, supplemented if necessary by other means such as a hammer test, carried out as carefully as the conditions permit in order to arrive at a reliable conclusion as to the safety of the parts examined; if necessary for the purpose, parts of the machines or gear must be dismantled.

[illegible]

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".

[illegible]

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

Date and Signature

Date and Signature

(3)

[illegible]

REMARKS
(To be initialled and dated)
(4)

[illegible]

[illegible]

"Thorough examination" means a visual examination, supplemented if necessary by other means such as a hammer test, carried out as carefully as the conditions permit in order to arrive at a reliable conclusion as to the safety of the parts examined; if necessary for the purpose, parts of the machines or gear must be dismantled.

[illegible]

PART IV. Heat Treatment of Chains, Rings, Hooks Shackles and Swivels

[illegible]

[illegible]

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. B. O'Connell			MR. new runner #2 20 Jan 1966 MR. " " #3 10 Feb 66
No 2, 3, 6 & 7 CARGO GEAR, BOOMS & FITTINGS		2 JUNE 1966 J. H. O'Connell		VISUAL INSPECTION PRIOR LOADING Cargo J. H. O'Connell
Inspected # 6 and 7 25 September inspected # 2 and 3 28 September			28 September 1966 J. H. O'Connell	New 3/4" runner LSC 10m w/15m eye included 5 Sept MR No 2 with 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 J. H. O'Connell		16 April 1967 J. H. O'Connell	Visual inspection J. H. O'Connell
No. 2, 3, 6, 7 cargo gear; booms & fittings inspected	8 Aug 1967 J. H. O'Connell			Visual inspection. #2 & #3 blocks & fittings overhauled. top lifts & runners checked 7/67
No 2, 3, 6, 7 CARGO GEAR. BOOMS - FITTINGS ASSOCIATED EQUIPMENT INSPECTED	15 Dec 67 J. H. O'Connell			Visual inspection #2 & #3 blocks & fittings overhauled 4
#2, 3, 6, 7. Gear, Booms & ASSOCIATED EQUIPMENT INSPECTED	2-28-68 J. H. O'Connell			VISUAL INSPECTION #3 REPAIRS - 3-6-68 J. H. O'Connell
OVERHAULED #2, 3, 6 & 7 HEEL BLOCKS & ASSOCIATED EQUIPMENT - RENEWED	3/30/68 J. H. O'Connell			5/14/68 Visual Inspection #2, 3, 6, 7 GEAR PRIOR USE J. H. O'Connell
VISUAL INSPECTION #2, 3, 6 - CARGO GEAR AND ASSOCIATED EQUIPMENT PRIOR ARRIVAL OAKLAND. 7 JUNE 1968 J. H. O'Connell				

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.

[illegible]

This part of the Register is provided as an appropriate permanent record of the periodical inspections of the gear by the responsible ships officers.

[illegible]

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[illegible]

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[illegible]

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[illegible]

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[illegible]

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[illegible]

31

[illegible]

PART V. Periodical Inspections of Gear

All gear (c.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.

[illegible]

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 _____

<input checked="" type="checkbox"/> FORWARDED	<input type="checkbox"/> RETURNED	<input type="checkbox"/> FOLLOW-UP	<input type="checkbox"/> REQUEST	<input type="checkbox"/> ADVISE	<input type="checkbox"/> SUBMIT
<input checked="" type="checkbox"/> MESSAGE	<input type="checkbox"/> MESSAGE	<input checked="" type="checkbox"/> 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 _____			
<input checked="" type="checkbox"/> FOR INFORMATION OR FOR ACTION AND/OR 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 XXXX 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 Col-
umn 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).

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 ServicePort 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, 1969H. A. Reed

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).

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 (Degrees)	(3) Proof load applied (Tons) XXXX 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 Col-
umn 4.

Dated at San Francisco, California November 11, 19 65

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

S. J. Reddy SIGNATURE

By A. B. Currie
Deputy Chief Surveyor

**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
 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 (Tons) 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 SIGNATURE

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

By A. B. Currie A. B. Currie
 Deputy Chief Surveyor

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.

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 S F.
NCB DATE 11/3/66
SURVEYOR A. B. Surra

GEORGE H. HARLAN
By direction

NCB DATE 9/3/69
PORT OF San Francisco
SURVEYOR W. J. 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.**