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Specification for

Presentation of ships' cargo gear particulars

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Foreword

This British Standard has been prepared under the authority of the Shipbuilding and Marine Industry Standards Committee and is in conformity with International Standard ISO 2333, “*Cargo gear particulars book*”. The International Standard was drawn up with a view to achieving uniform presentation of cargo gear particulars necessary for the purposes described in the Scope of this standard.

Accordingly, this British Standard is published in the Marine Series in order to bring about the more rapid adoption of the ISO Standard in the United Kingdom.

This Standard makes reference to the following British Standard:
BS MA 15, “*Indication of details on the general arrangement plans of ships*”.
A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 to 15 and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

This British Standard, having been approved by the Shipbuilding and Marine Industry Standards Committee, was published under the authority of the Executive Board on 17 August 1973

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The following BSI references relate to the work on this standard:
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Amendments issued since publication

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1 Scope

This British Standard lays down a form of presentation of ships' cargo gear particulars which as minima, will provide the information necessary to enable rigs to be properly assembled and will facilitate the correct ordering of spare components.

The standard is complementary to, and intended for use with, the ship's register of cargo handling machinery and gear based on the International Labour Office (ILO) Form No 1¹⁾, which is primarily concerned with the continuous recording of the various inspections and tests carried out on the cargo gear.

2 Form of presentation

The form of presentation of cargo gear particulars and the minimum information provided shall be as set out in the following pages of this standard, Forms 1 to 13. For ease of reproduction and handling, it is recommended that the size of the forms be retained as shown in this standard (A4). A larger size may be used if more suited to any purpose.

Additionally, a suitably robust and hard-wearing protective cover-binder shall be provided for the forms. The front outer cover shall be clearly marked with the ship's name and the title, "Cargo gear particulars book".

3 Method of completion of forms

3.1 General

3.1.1 A number of forms contain spaces for the insertion of plans and diagrams: in particular, Forms 6 and 7. Where a rig is particularly complicated, or where a derrick or crane can be rigged in more than one way, more than one form should be used in order fully to show all details, and the spaces in the bottom right hand corner of each form should be completed accordingly.

3.1.2 It is strongly recommended that all interchangeable items should be allocated the same "position mark" (see footnote to Form 8). This would enable the test certificates for such items to be marked "suitable for all positions... as shown in the particulars book" (or with words of similar meaning), thereby facilitating interchangeability of items.

The position marks may be numbers, letters or a combination, as desired. They may be consecutively allocated, or arranged such that all components of similar general type, for example wire ropes or shackles, commence with the same number or letter. It is recommended that in all cases the mark should consist of three characters.

3.1.3 If the key plans (Forms 3 to 9) are sufficiently comprehensive, and show the details of all items, then summaries of components (Forms 10 to 13, inclusive) may be omitted from the actual particulars book.

3.1.4 The Notes shown incorporated in Forms 1–13 are considered to elicit the minimum information necessary for satisfactory completion of the forms by those acquainted with the ship's cargo gear. Additional guidance and certain requirements are specified in **3.2** which may be included in the forms if so desired by the user.

3.1.5 A complete set of forms should always include a copy of Form 1 properly entered.

3.2 Individual forms

3.2.1 Form 1: Cover sheet of cargo gear particulars book. A space is provided for a Plan Number and Sheet Number to be written in, since shipyards may wish to use this Particulars Book as a substitute for the more traditional rigging plan.

3.2.2 Form 2: Lists of symbols and abbreviations. A list of symbols is shown for the convenience of the user. Additional symbols may be added by the shipyard, and subsequently by the shipowner, as the need arises on any particular ship. The symbols are in agreement with corresponding symbols in BS MA 15, which should be consulted for representation of other relevant features.

3.2.3 Form 3: Summary of masts and derrick posts. Mast scantlings may be added to the remarks column if required. A column has not been included for these data since in many countries masts are not legally regarded as part of the cargo gear.

The order of numbering of the centreline derricks is not stated in this British Standard. However, it will often be appropriate to adopt an order following on from that of the port and starboard derricks, in which case the derrick marking system will be in agreement with that generally used for numbering ships' lifeboats.

¹⁾ This ILO document was communicated to the governments of States Members of ILO in pursuance of the decision of the Governing Body at its 135th session.

3.2.4 Form 5: Summary of derrick booms. The form shall not include a column for SWL (safe working load), since any particular design of boom may have varying SWLs depending on the lengths of the masts to which it is rigged. The maximum boom thrust, however, will be determined by the boom's scantlings and the layout of its span and runner eyeplates.

3.2.5 Form 6: Key plan of cranes. It is recommended that a profile view be included in the diagram space.

3.2.6 Form 7: Key plan of forces. A key plan of forces is essential for the proper assembly of the rig.

3.2.7 Form 8: Key plan of position marks. It is recommended that where more than one method of rigging is proposed for any given derrick, then each rig should be shown on a separate copy of the form.

3.2.8 Form 9: Union purchase. The diagrams should be kept large for reasons of clarity. Any critical dimensions should be marked as such on the plan. Additional sketch plans shall be drawn as stated in the Notes on this Form, and attached to it.

3.2.9 Form 10: Summary of pulley blocks. The sheave diameter is given to "bottom of groove" and not to the outside of the sheave. A common practice of the past in shipping has been to use sheave outside diameter on derricks but the bottom of groove diameter on cranes and on engineering pulleys. In the interests of standardization over the widest field, and because the bottom of groove diameter is the critical one from technical considerations, diameter of all pulley block sheaves quoted shall be "bottom of groove". Where ship requirements necessitate the outside diameter of a pulley to be quoted, this shall be clearly stated on Form 10.