

**ARMY**                      **TM 55-607**  
**NAVY NAVSEA OP 3221 Rev 2**

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**TECHNICAL MANUAL**

**LOADING AND STOWAGE**  
**OF MILITARY AMMUNITION**  
**AND EXPLOSIVES ABOARD**  
**BREAKBULK MERCHANT SHIPS**

Approved for public release; distribution is unlimited.

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**DEPARTMENTS OF THE ARMY AND THE NAVY**  
**27 December 1988**

## INTRODUCTION

### 1-1. Purpose and Scope

This manual provides an operational reference guide for loading military munitions and explosives aboard breakbulk merchant ships. Only breakbulk stowage methods are discussed. Container loading procedures are described by specific outloading drawings prepared by the Services. The text provides general guidance for military and civilian personnel engaged in loading, blocking, and bracing military explosives cargo for ocean movement by ships in conformance with the *Code of Federal Regulations* (CFR), Title 46, Part 146, (46 CFR146).

### 1-2. Report of Publication Improvements

Users of this publication are encouraged to recommend changes and submit comments for its improvement. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. Reasons will be provided for each comment, to ensure understanding and complete evaluation. Comments should be prepared on DA Form 2028 (Recommended Changes to Publications and Blank Forms) or in a letter and forwarded to the Commander, Military Traffic Management Command, ATTN: MT-SA, 5611 Columbia Pike, Falls Church, VA 22041-5050, or the Commander, Naval Weapons Station Earle, ATTN: Naval Weapons Handling Laboratory, Colts Neck, New Jersey 07722. All proposed changes will be evaluated and approved by both commands.

### 1-3. Application and Intended Use

The information in this publication is intended for personnel, at shiploading activities, who are concerned with loading and shoring military ex-

sives onboard merchant ships. Particular emphasis is placed on dunnaging, with text and illustrations directed to the requirements of blockers and bracers. Additional information concerning associated functions, such as cargo planning, equipment and material scheduling, inspection, and labor requirements, is sufficiently detailed to describe the complete environment of shiploading and cargo stowage. When used in conjunction with applicable Federal and military regulations, this manual will provide ammunition terminals with a synopsis of user-tested procedures for the safe securing of breakbulk ammunition and explosives. Shiploading drawings, as listed in the Department of the Army

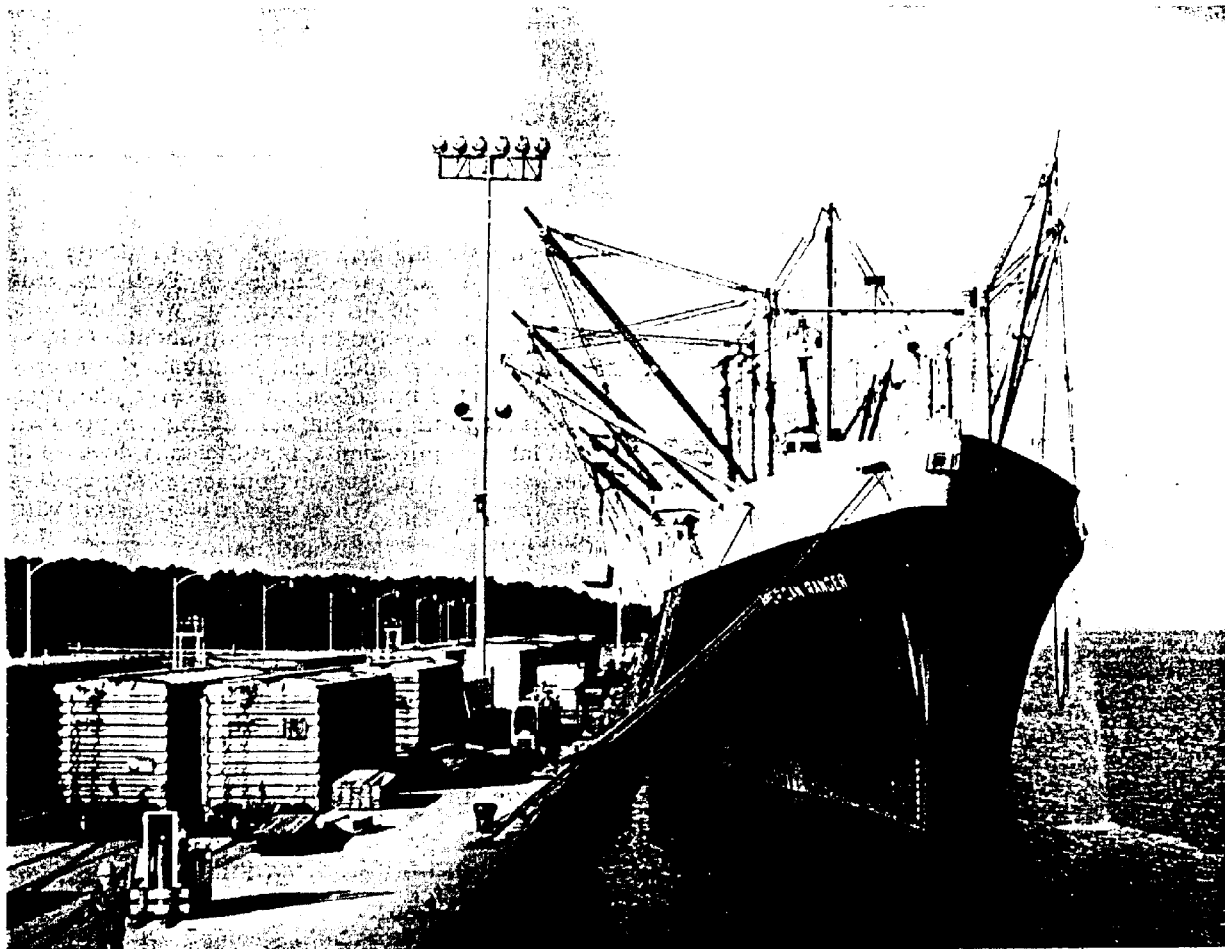
Pamphlet 310-24, are available for the stowage and shoring of US Army guided missile and large rocket components in accordance with approved methods and procedures. References are contained in appendix A.

### 1-4. Compliance With Federal Regulations

Procedures in this manual comply with requirements established in 46CFR146-29. These regulations prescribe the responsibilities of shippers and carriers of military explosives and hazardous materials and provide for their enforcement. Figure 1-1 shows a typical merchant ship being loaded with military ammunition and explosives.

### 1-5. Compliance by Navy Activities

Navy activities are required by OPNAV 8023.22A to comply with OP 3221/TM 55-607.



*Figure 1-1. Military cargo being loaded aboard merchant-type ship.*

## PERMITS, CERTIFICATES, INSPECTIONS, AND ACCEPTANCE

### 2-1. General

The hazardous properties of military explosives cargo require strict compliance with the accepted standards for packaging, marking, loading, and securing of dangerous cargoes. This chapter provides a summary of procedures for certification, inspections, and acceptance as required by 46CFR146 and local regulations.

### 2-2. Permit for Handling Military Explosives

Authorization to load, handle, or discharge military explosives and lethal chemicals, except Coast Guard Class I, on any vessel at a United States port must be obtained from the District Commander of the US Coast Guard, Captain of the Port, or other officer designated by the District Commander. Specific policies concerning permits for handling military explosives are defined by 46CFR146.29-13(a) and (b).

### 2-3. Certification of Cargo

Subject to the Code of Federal Regulations, the shipper is responsible for the preparation of any hazardous material offered for transportation by water. The following certification will be shown on the shipping paper and signed by the shipper:

“ This is to certify that the above-named articles are properly classified, described, packaged, marked, and labeled and are in proper condition for transportation, according to the applicable regulations of the Department of Transportation.”

### 2-4. Inspections and Acceptance

*a.* Prior to commencement of the actual loading operation, all hatches and compartments in which military explosives cargo is to be carried will be thoroughly inspected by cargo operations personnel and qualified station inspectors. All defects and/or substandard conditions will be corrected prior to the loading operation in the affected hatch or compartment. A Coast Guard explosives loading detail (ELD) may be assigned to a vessel being worked at a Navy or Army depot, arsenal, ocean terminal, or other similar facility, unless the Commanding Officer of the facility declines the detail. However, staff directives or instructions issued by the individual Services can require mandatory acceptance of Coast Guard inspection details by the explosives terminal or station. When no Coast Guard ELD is assigned and in attendance, safe operations will be enforced by explosives-qualified inspectors from the port or station.

*b.* As the loading of each compartment is completed, the adequacy and acceptance of the stowage will be approved by authorized station personnel and inspectors and by an authorized ship's officer. Final acceptance of completed cargo stowage will be certified by the ship's master or his authorized representative. A cargo stowage inspection record may be used for this purpose, a sample of which is shown in figure 2-1.

FINAL HOLD INSPECTION, ACCEPTANCE AND CERTIFICATION OF SHIPS  
LOADED WITH MILITARY EXPLOSIVES AND HAZARDOUS MUNITIONS

SHIP <i>SS AMERICAN KNIGHT</i>		ACTIVITY <i>3CD NAVWPNSTAL</i>		PIER <i>1</i>	BERTH <i>2</i>
DATE AND TIME OF ARRIVAL <i>1030 HRS 10 AUG 74</i>			DATE AND TIME LOADING STARTED <i>0800 11 AUG 74</i>	DATE AND TIME LOADING COMPLETED <i>1530 14 AUG 74</i>	
SIGNATURES					
DATE	TIME	HOLD & DECK	SHIP'S BLOCKER & BRACER SUPERVISOR	SHIP'S OFFICER	STATION/COAST GUARD INSPECTOR
<i>11 AUG 74</i>	<i>1300</i>	<i>#1 3RD</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood LT, USCG</i>
<i>12 AUG 74</i>	<i>0900</i>	<i>2ND</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood</i>
<i>12 AUG 74</i>	<i>1200</i>	<i>MAIN</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood</i>
<i>11 AUG 74</i>	<i>1500</i>	<i>#2 IN. BOTTOM</i>	<i>E White</i>	<i>G. Jones 2/0</i>	<i>Paul Wood LT, USCG</i>
<i>12 AUG 74</i>	<i>1300</i>	<i>3RD</i>	<i>E White</i>	<i>G. Jones 2/0</i>	<i>Paul Wood</i>
<i>12 AUG 74</i>	<i>0930</i>	<i>2ND</i>	<i>E White</i>	<i>G. Jones 2/0</i>	<i>Paul Wood</i>
<i>13 AUG 74</i>	<i>0900</i>	<i>MAIN</i>	<i>E White</i>	<i>G. Jones 2/0</i>	<i>Paul Wood</i>
		<i>#3</i>			
		<i>#4</i>			
<i>12 AUG 74</i>	<i>1100</i>	<i>#5 IN. BOTTOM</i>	<i>Bill Smith</i>	<i>G. Jones 2/0</i>	<i>James Adams LTjg</i>
<i>12 AUG 74</i>	<i>1545</i>	<i>3RD</i>	<i>Bill Smith</i>	<i>G. Jones 2/0</i>	<i>James Adams LTjg</i>
<i>13 AUG 74</i>	<i>1200</i>	<i>2ND</i>	<i>Bill Smith</i>	<i>G. Jones 2/0</i>	<i>James Adams LTjg</i>
<i>14 AUG 74</i>	<i>0945</i>	<i>MAIN</i>	<i>Bill Smith</i>	<i>G. Jones 2/0</i>	<i>James Adams LTjg</i>
<i>13 AUG 74</i>	<i>1115</i>	<i>#6 16' FLAT</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood LT, USCG</i>
<i>13 AUG 74</i>	<i>1330</i>	<i>26' FLAT</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood</i>
<i>14 AUG 74</i>	<i>0830</i>	<i>2ND</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood</i>
<i>14 AUG 74</i>	<i>1300</i>	<i>MAIN</i>	<i>Bill Smith</i>	<i>John Andrews</i>	<i>Paul Wood</i>
		<i>#7</i>			
		SPECIAL STOW.			
		SPECIAL STOW.			
		SPECIAL STOW.			
		SPECIAL STOW.			
		SPECIAL STOW.			

HOLDS MARKED WITH ASTERISK \* CONTAIN SECURITY ITEMS

CERTIFICATION OF FINAL INSPECTION

THE LOADING WAS CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND THE STOWAGE HAS BEEN INSPECTED AND ACCEPTED AS SATISFACTORY. NO DAMAGE OR PILFERAGE NOTED.

(SIGNATURE) *Thomas Parker* SHIP SUPERVISOR

(SIGNATURE) *Paul Wood LT, USCG* STATION/COAST GUARD INSPECTOR

(SIGNATURE) *Simon Rollins* BLOCKER AND BRACER FOREMAN

THE STOWAGE HAS BEEN INSPECTED BY ME OR MY REPRESENTATIVE AND IS ACCEPTED AS SATISFACTORY. NO APPARENT DAMAGE OR PILFERAGE NOTED.

DATE *14 Aug 1974* (SIGNATURE) *John Jones*

Figure 2-1. Typical cargo stowage inspection record.

Should a dispute arise about the adequacy of the stowage, the matter should be referred to the Military Sealift Command (MSC) representative, the MSC Office, or the MSC Area Commander as appropriate.

## **2-5. Standard Feedback Forms and Systems**

Cargo stowage is inspected and the cargo condition reported during and upon completion of the voyage.

*a.* SF 364 (Report of Discrepancy) (fig 2-2) will be prepared by military load inspector, Coast Guard inspector, or ship's master to report unsa-

tisfactory conditions noted in received cargo, including item damage or loss resulting from improper packaging. Any deficiency in packaging involving ammunition, explosives, and other hazardous materials must be reported, whether or not damage or other unsatisfactory condition has resulted. SF 364 must be filed in any instance of improper identification or marking of items, packages, containers, or unitized loads of ammunition, explosives, or hazardous materials. Joint Regulation AR 700-58/NAVSUPINST 4030-29/AFR 71-13/MCO P4030.29A/DSAR 4145.8 prescribes use of SF Form 364 and provides instructions for preparing, routing, and taking corrective action.

<b>REPORT OF DISCREPANCY (ROD)</b>				1. DATE OF PREPARATION		2. REPORT NUMBER		
<input checked="" type="checkbox"/> SHIPPING <input type="checkbox"/> PACKAGING				6 May 88				
3. TO (Name and address, include ZIP Code)				4. FROM (Name and address, include ZIP Code)				
Chief, Storage Branch U. S. Army Garrison, Honshu APO Seattle 98764				Water Terminal Branch U. S. Army Garrison, Honshu APO Seattle 98760				
5a. SHIPPER'S NAME			5b. NUMBER AND DATE OF INVOICE		6. TRANSPORTATION DOCUMENT NUMBER (GIL, Waybill, TCN, etc.)			
Ordnance Ammo Depot Songhwan Ni, Korea APO San Francisco 96271			A33333 1 May 88		AX38541			
7a. SHIPPER'S NUMBER (Purchase Order/Shipments, Contract, etc.)		7b. OFFICE ADMINISTERING CONTRACT		8. REQUISITIONER'S NUMBER (Requisition, Purchase Request, etc.)				
N/A		N/A		123xx125				
9. SHIPMENT, BILLING, AND RECEIPT DATA					10. DISCREPANCY DATA			11. ACTION CODE
NSN/PART NUMBER AND NOMENCLATURE (a)		UNIT OF ISSUE (b)	QUANTITY SHIPPED/BILLED (c)	QUANTITY RECEIVED (d)	QUANTITY (a)	UNIT PRICE (b)	TOTAL COST (c)	CODE <sup>1</sup> (d)
1315-00-0279-CJ30		1	2	50	50	\$1.00	\$50.00	Z
<b>SAMPLE</b>								

12. REMARKS (Continue on separate sheet of paper if necessary)

Five pallets of propellant charge were found in damaged condition in Hatch No. 2 Lt of SS Green Lake during discharge operations at Hiro Port, Japan, on 7 Jul 87. Vessel sailed from Pusan, Korea. Damaged 5 pallets were delivered to storage branch, Dir. of Ammo., USAGH, on 8 Jul 87 via barge No. 74.

1 DISCREPANCY CODES		2 ACTION CODES	
<b>CONDITION OF MATERIAL</b> C1 - In condition other than that indicated on release/receipt document C2 - Expired shelf life C3 - Damaged parcel post shipment <b>SUPPLY DOCUMENTATION</b> D1 - Not received D2 - Illegible or mutilated D3 - Incomplete improper or without authority (Only when receipt cannot be properly processed) <b>MISDIRECTED MATERIAL</b> M1 - Addressed to wrong activity <b>OVERAGE/DUPLICATE SHIPMENTS</b> O1 - Quantity in excess of that on receipt document O2 - Quantity in excess of that requested (Other than unit of issue pack) O3 - Quantity duplicates shipment <b>PACKING DISCREPANCY</b> P1 - Improper preservation P2 - Improper packing P3 - Improper marking P4 - Improper utilization	<b>PRODUCT QUALITY DEFICIENCIES</b> Q1 - Deficient material (Applicable to Grant Aid and FMS shipments only) <b>SHORTAGE OF MATERIAL</b> S1 - Quantity less than that on receipt document S2 - Quantity less than that requested (Other than unit of issue pack) S3 - Non-receipt of parcel post shipments <b>ITEM TECHNICAL DATA MARKINGS (i.e., Name Plates, Log Books, Operating Handbooks, Special Instructions, etc.)</b> T1 - Missing T2 - Illegible or mutilated T3 - Precautionary operational markings missing T4 - Inspection data missing or incomplete T5 - Serviceability operating data missing or incomplete T6 - Warranty data missing <b>WRONG ITEM (Identify requested item as a separate copy in Item 9 above)</b> W1 - Incorrect item received W2 - Unacceptable substitute <b>OTHER DISCREPANCIES</b> Z1 - See remarks	1A - Disposition instructions requested (Reply on reverse) 1B - Material being retained (See remarks) 1C - Supporting supply documentation requested 1D - Material still required expedite shipment (Not applicable to FMS) 1E - Local purchase material to be returned at supplier's expense unless disposition instructions to the contrary are received within 15 days (Reply on reverse) (Not applicable to FMS) 1F - Replacement shipment requested (Not applicable to FMS) 1G - Reshipment not required. Item to be re-requisitioned. 1H - No action required. Information only 1Z - Other action requested (See remarks)	

13. FUNDING AND ACCOUNTING DATA

N/A

14a. TYPED OR PRINTED NAME, TITLE, AND PHONE NUMBER OF PREPARING OFFICIAL	14b. SIGNATURE
Mr. James Hoover, ITO 927-4646	

15. DISTRIBUTION ADDRESSEES FOR COPIES

2 - Chief, Storage Br. USAGH  
1 - ORD Ammo Depot, Songhwan Ni, Korea

16. FROM:  Same As #4	17. DISTRIBUTION ADDRESSEES FOR COPIES  Same As #5
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18. TO:  Same As #3	Use window envelope to mail this document. Insert name and address, including ZIP Code, starting one typing space below the left dot. Each address line must NOT extend beyond right dot. Address must not exceed four single space typing lines.
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19. IN ACCORDANCE WITH NOTICE OF DISCREPANCY ON FACE OF THIS FORM:

Fold here →	a. MATERIAL <input checked="" type="checkbox"/> HAS BEEN <input type="checkbox"/> WILL BE SHIPPED	DOCUMENT NUMBER AX38541	b. <input type="checkbox"/> NO RECORD OF SHIPMENT. RESUBMIT REPORT TO PROPER OFFICE UNDER APPROPRIATE REGULATION.
	c. <input type="checkbox"/> AN ADJUSTMENT IN BILLING HAS BEEN/WILL BE PROCESSED AS A:	<input type="checkbox"/> CREDIT <input type="checkbox"/> DEBIT	d. <input checked="" type="checkbox"/> INVOICE/BILL ATTACHED
	e. <input checked="" type="checkbox"/> PROOF OF DELIVERY (Parcel Post Shipments) OR EVIDENCE OF SHIPMENT ENCLOSED.		
	f. <input type="checkbox"/> AN ADJUSTMENT IN BILLING FOR THE REFERENCED DISCREPANCY WILL NOT BE PROCESSED FOR THE FOLLOWING REASON WHICH IS CITED IN THE INDICATED REGULATION.		
	(1) REASON FOR NOT PROCESSING	(2) PRESCRIBING REGULATION	
	(a) DISCREPANCY WAS NOT REPORTED WITHIN THE TIME FRAMES ALLOWED AND/OR	(a) CHAPTER 5 OF THE GSA HANDBOOK, DISCREPANCIES OR DEFICIENCIES IN GSA OR DOD SHIPMENTS, MATERIAL, OR BILLINGS (FPMR 101-26.8)	
	(b) DOLLAR VALUE DOES NOT MEET THE CRITERIA PRESCRIBED IN THE REGULATION OR AGREEMENT INDICATED IN 19f(2)	(b) CHAP. 2 AND/OR 7 OF DOD 4000.25-7-M, MILITARY STANDARD BILLING SYSTEM (MILSBILLS) AND/OR DD 1513, U.S. DOD OFFER AND ACCEPTANCE, AS APPLICABLE.	

20. THE FOLLOWING DISPOSITION IS TO BE MADE OF THE REFERENCED MATERIAL:

a. <input type="checkbox"/> PROCESS FOR DISPOSAL IN ACCORDANCE WITH SERVICE/AGENCY DIRECTIVES.	b. <input checked="" type="checkbox"/> REPRESENTATIVE WILL CALL FOR DISCUSSION CONCERNING DISPOSITION IN:	DAYS 15
c. <input type="checkbox"/> RETAIN MATERIAL AT NO CHARGE.	d. <input type="checkbox"/> MATERIAL WILL BE PICKED UP IN:	DAYS
e. <input type="checkbox"/> SHIP MATERIAL (Specify location):		
(1) <input type="checkbox"/> GBL APPROPRIATION CHARGEABLE: (2) <input type="checkbox"/> CHARGES COLLECT-VIA: <input type="checkbox"/> FREIGHT <input type="checkbox"/> EXPRESS <input type="checkbox"/> PARCEL POST (\$ _____ postage advanced herewith. NOTE: Please enclose postage. Material cannot be returned Parcel Post collect.) (3) <input type="checkbox"/> PARCEL POST LABEL ATTACHED (4) <input type="checkbox"/> FREIGHT PREPAID		
f. <input type="checkbox"/> OTHER (Specify)		

21. <input type="checkbox"/> IF MATERIAL IS STILL REQUIRED, SUBMIT NEW REQUISITION	22. <input checked="" type="checkbox"/> REPLACEMENT WITH SATISFACTORY MATERIAL WILL BE MADE ON OR BEFORE:	DATE 15 May 88
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23. REMARKS (Continue on separate sheet of paper if necessary)  
N/A

24a. TYPED OR PRINTED NAME AND PHONE NUMBER OF PREPARING OFFICIAL Mr. James Hoover, ITO 927-4646	24b. SIGNATURE	24c. DATE 1 May 88
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Figure 2-2. Report of Discrepancy (ROD) (SF 364) (Sheet 2 of 2).



*b.* Details of improper loading, stowing, handling, blocking and bracing, and lashing are reported by the discharging activity on Standard Form 361 (Transportation Discrepancy report)

(fig 2-3). Joint Regulation AR 55-38/NAVSUPINST 4610.33A/AFM 75-18/MCO P4610.19B/DSAR 4500.15 provides details for preparation and disposition of the Standard Form 361.





c. Cargo Outturn Advisory and Reconciliation Message (CORM)

(1) The CORM includes specified forms and formats with supporting documentary evidence, reports, and photographs and provides a source of information for maintaining shipper services' property accountability records. Also, it constitutes the basic source of information for the Military Sealift Command (MSC) to:

- (a) Administer ocean cargo loss and damage prevention programs
- (b) Assess ship responsibility and commercial carrier liability for all changes in the quantity and condition of cargo that occurred while the cargo was in the custody of the ship.
- (c) Evaluate the performance of MSC ships and its contractors' ship.

(2) The CORM applies only to shipments moved in lift capability provided or arranged by MSC. It reports cargo discrepancies in the form of overages, shortages, apparent pilferages, and damages that occur while the cargo is in the custody of ocean carriers, their agents, or the ships. The term Discrepancy in Shipment Cargo Outturn Reporting System (DISCORS) includes the complete array of formats that are the CORM

Message, the CORM Reconciliation/Reply, and the formal Discrepancy in Shipment Cargo Outturn Report; this, for ammunition and explosives shipments, includes DD Form 470, and SF 361. These reports are described briefly as follows:

(a) *CORM Message*. The CORM Message is the initial action in the DISCORS. It reports to the Military Sealift Command, to the loading activity, and to other selected addressees that the cargo has been discharged and that changes in the quantity and condition of cargo as manifested have or have not occurred while in the custody of the ocean carrier.

(b) *CORM Reconciliation*. The CORM Reconciliation is a message report forwarded, by the discharge activity, to the loading port and other ports on the ship's itinerary. This report advises of overages and/or shortages and requests verification to reconcile the discharge tally.

(c) *Discrepancy in Shipment Cargo Outturn Report*. The Cargo Outturn Report (DD Form 470) is illustrated in figure 2-4 and, with the Transportation Discrepancy Report (SF 361), constitutes a statement of all changes in quantity and condition of the ammunition or explosives that occurred while in the custody of the carriers, their agents, or the vessels. DD Form 470 identifies the ship and the loading and discharging ports and activities. DD Form 470 and SF 361 list those unreconciled changes in the form of overages, shortages, apparent pilferages, and damages as such changes appear from a comparison between the cargo manifested and the cargo as tallied at the time and place of discharge from the vessel. Effective 1 July 1975, DISCORS provisions were incorporated into Joint Regulation AR 55-38/NAVSUPINST 4610.33A/AFM 75-18/MCO P4610.19B/DSAR 4500.15, *Reporting of Transportation Discrepancies in Shipment*. This regulation provides necessary details for report preparation and disposition under the DISCORS system.



d. Feedback concerning the loading/stowage procedures used for military explosives is important if dunnaging procedures are to be improved continually. The reporting system prescribed by DISCORS is concerned primarily with discrete deficiencies noted after loss or damage has occurred. Figure 2-5 illustrates a typical feedback report that can be used for eval-

uating loading and dunnaging procedures regardless of whether or not loss, damage, or deficiency has occurred. It is recommended that the report be provided the ship's master by the responsible loading activity. Copies should be furnished the responsible military command, the station or terminal commander, the Military Sealift Command, and the responsible Coast Guard or military loading inspector.

CARGO AMMUNITION STOWAGE EVALUATION SHEET		
VESSEL	SS NEVERSAIL	DATE DEPARTED May 16, 1974
OUTLOADING ACTIVITY	MOT SUNNYPOINT NC	DATE ARRIVED May 27, 1974
DESTINATION(S)	Zeebrugge, Belgium	
<p>1. COMMENTS ON LOADING/STOWAGE PROCEDURES AND EVALUATION OF STOWAGE AT TIME OF DEPARTURE. Loading/stowage proceeded smoothly, utilizing the block stowage technique. Stow was tight and secure. No unshored voids or deficiencies were noted.</p> <p>2. EVALUATION OF STOWAGE DURING VOYAGE. No comment. Fine weather throughout voyage.</p> <p>3. EVALUATION OF OFFLOADING PROCEDURES AT DESTINATION. Offloading proceeded normally in all holds. However, an access ladder in No. 1 lower hold was not shored properly and cargo was resting against it.</p> <p>4. RECOMMENDATIONS TO IMPROVE STOWAGE AND HANDLING PROCEDURES. Use of access ladders as load-bearing structures is not acceptable. Recommend ladders be shored in such manner that all cargo weight is transmitted by the dunnage to stronger ship's structures.</p>		
<p><i>Mag 28, 1974</i> DATE</p>		<p><i>John M. Withers</i> MASTER OF VESSEL</p>

Figure 2-5. Typical ammunition stowage evaluation sheet.