

American Bureau of Shipping
45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. SF19324

San Francisco, Cal. - October 23, 1969

USNS "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the undersigned Surveyors to this Bureau did, at the request of the owner's representative, attend the USNS "GENERAL JOHN POPE" of 17927 Gross Tons, Call Letters NJKL, on the 21st day of August 1969 and subsequent dates, while the vessel lay afloat at Pier 64, San Francisco, and on drydock at Bethlehem Steel Corporation, Shipbuilding Division, San Francisco, California, relative to Drydock Survey, Tailshaft Survey, Annual Survey of Hull, Machinery and Boilers, Year of Grace Survey, Commencement of the Special Periodical Survey No. 6 of Hull and Commencement of the Special Periodical Survey of Machinery and report as follows:

DRYDOCK SURVEY

1. The stem, stern frame, rudder, pintles and gudgeons, struts, propellers and all outside shell plating were examined and found or placed in satisfactory condition by the following repairs:

- a. The starboard 4 bladed solid bronze propeller was found with a fracture approximately 2" in depth in the after end of the propeller boss ending in one of the propeller seal ring bolt holes and extending approximately 1 1/4" into the small end of the taper.

The starboard service propeller was removed ashore for further examination and repair and the owner's spare propeller was fitted and installed. The service propeller removed was found stamped:
Mfg. CRAMP Stbd RH Dia. 18'0" Pitch 22.69'
Repaired by Doran 4107 Date 12-22-59 # AB 54 SF699 12-3-54
WFB 531 12-3-54

The spare propeller installed was found stamped:
Ex USNS POPE Repaired by Doran - 601 Oakland, California
AB 799 LHM 67-SF4701-799 3-22-67
Wt 29,960# Furnace stress relieved
Stbd. RH Mfg. CRAMP Dia. 18'0" Pitch 22.69'
Ht. # 955C # A 268 B JOM 7-28-49

2. The sea valves together with their sea chests and strainers were opened, examined and found or placed in satisfactory condition upon minor recommended repairs and the following spool piece renewals:
 - a. One 2" for the contaminated evaporator overboard.
 - b. One 5" for the evaporator circulator pump overboard.
 - c. One 1 1/4" for the boiler blow at frame 102 1/2.
 - d. One 1" for the air compressor cooling water overboard at frame 134 1/2.

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

3. The tailshafts were drawn, examined by a crack detection method and repaired as follows:

a. The port tailshaft was found corroded between the non-continuous liners, was removed to the shop, skinned in way of corrosion, rubber coating removed, examined, found satisfactory and re-installed in the vessel in good order.

b. The starboard tailshaft was found with 2 circumferential fractures at the propeller hub forward and at approximately 11 and 1 o'clock.

The owner's spare tailshaft was fitted and installed with a 2 1/2" spacer installed between the intermediate and tailshaft coupling since the spare service tailshaft was found to be too short. The coupling bolts were removed and fitted.

For material reference on coupling bolts, see San Francisco Report No. 69-675954-104.

The starboard spare tailshaft installed was found stamped:

Record. Bath 1617 67-SF11332-611

A & B VELJ 3-31-67 W.S.R.

The starboard service tailshaft removed was found stamped:
No legible stamping.

The port service tailshaft was found stamped:

11 W & A 373 B 1A 1995 3-9-48.

~~It is recommended~~ that the starboard tailshaft, spacer, coupling and coupling bolts be further examined at the next regular dry-dock period with a view towards acceptance as a permanent repair.

Drawn and removed: 10-1969.

4. The port and starboard stern and strut bearings were removed and bored to .070" which was considered satisfactory.
5. The anchors and chains, 330 fathoms, were ranged, examined and found satisfactory. The chain locker was cleaned, recoated, examined together with the holdfasts and found satisfactory. The chains were calipered and found to measure 2-9/16".
6. The stern gland was repacked.
7. The bottom was cleaned and recoated.
8. Vessel undocked: 10-1969.

ANNUAL CLASSIFICATION SURVEY

9. All parts of the steering arrangements including gear and transmission were examined and found satisfactory.
10. Watertight doors in bulkheads and vessel's sides, closing appliances in superstructure bulkheads and for air and sounding pipes were examined and found satisfactory.
11. The ventilator and hatchway coverings, tarpaulins, hatch covers and all their supports and securing appliances were examined and found satisfactory.
12. The machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
13. A general inspection of the main and auxiliary machinery, boilers, steering engine and windlass was made and all found satisfactory.
14. A general examination was made of all valves, tanks, piping and control apparatus in connection with the fire extinguishing apparatus and all found satisfactory.
15. No alterations have been made to the vessel which could affect the load line assignment.
16. The Annual Load Line Inspection was carried out at this time. Reference is made to San Francisco Report SF19325 dated October 23, 1969.
17. The International Load Line Certificate No. 1-10,905-2 was endorsed on October 23, 1969 and renewed until October 23, 1970.

ANNUAL BOILER SURVEY

18. The port and starboard boilers were hydrostatically tested to 655 PSI together with their superheaters, economizers and main steam piping, examined and found satisfactory.
19. The boilers were examined on fire sides and water sides together with their superheaters, economizers, mountings and fittings and all found satisfactory.
 - a. All tubes were mechanically cleaned.
20. The safety valves were set under steam to the allowable working pressure.

The Annual Survey of Hull, Machinery and Boilers is complete.

YEAR OF GRACE

21. All cargo holds including drain wells, reach rods, sounding lines, 'tween decks, bulkheads, shell plating, framing, bulkheads, shell plating, framing, and tank top plating were examined and found in satisfactory condition.
22. Vessel was gauged at the flat keel plating, all of the shell plating, all exposed main deck plating, all double bottom tank top plating, frames in way of No. 3 port and starboard fresh water deep tanks, transverse bulkheads in way of No. 1, 2, 3, 5, 6 and 7 holds.

The gaugings were witnessed by the undersigned, verified and considered to be representative of the average condition of the plating.

Gaugings have been submitted to the Technical Staff of this Bureau for review.

Pending satisfactory review of gauging, it is the opinion of the undersigned, that this vessel is eligible for the Year of Grace for completion of the Special Periodical Survey of Hull.

COMPLETION OF THE SPECIAL PERIODICAL SURVEY No. 6 OF HULL

23. The fore and after peak tanks were opened, examined internally and found satisfactory.
24. All cofferdams in way of No. 1 and 2 engine rooms were opened, cleaned, examined internally and found satisfactory.
25. Voids under the No. 1 and 2 feed water tanks were opened, examined internally and found satisfactory.
26. The void under the reefer boxes between frames 82 - 102 was opened, examined internally and found satisfactory.
27. The pipe tunnel between frames 80 - 102 was opened, examined internally and found satisfactory.
28. The No. 3 port, starboard and center fresh water deep tanks were opened, examined internally and found satisfactory.

Items No. 21 through 28 may be credited to the Special Periodical Survey No. 6 of Hull.

Current Special Periodical Survey of Hull is not complete. To complete same, the following remain to be dealt with:

- a. Internal examination of the double bottom tanks.
- b. Hydrostatic testing of the double bottom tanks.
- c. Internal examination of the deep tanks.
- d. Hydrostatic testing of the deep tanks.
- e. Hydrostatic testing of the fore and aft peak tanks.

COMPLETION OF SPECIAL PERIODICAL SURVEY OF MACHINERY

29. The following listed pumps were opened, examined and were found or placed in satisfactory condition:

- a. Main condensate pumps - 4 each.
- b. Auxiliary condensate pumps - 2 each.
- c. Auxiliary circulating pumps - 2 each.
- d. Main circulating pumps - 2 each.
- e. Main fire pumps - 3 each.
- f. Bilge pumps - 2 each.
- g. No. 3 and 4 main feed pumps.
- h. No. 2 fuel oil transfer pump.

Item No. 29 may be credited to the Special Periodical Survey of Machinery.

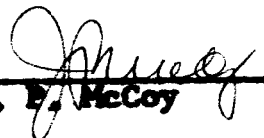
Current Special Periodical Survey of Machinery is not complete. To complete same, the machinery not listed in this report remains to be dealt with.

The undersigned recommend that this vessel be retained as classed with this Bureau.

AMERICAN BUREAU OF SHIPPING


V. E. Julianel Surveyor


Jan K. Strom Surveyor


J. E. McCoy Surveyor