

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

REPORT NO. SF15552

SAN FRANCISCO, CALIF.-NOVEMBER 11, 1966

U.S.N.S. "GENERAL JOHN POPE"

THIS IS TO CERTIFY, that the undersigned Surveyor to this Bureau did, at the request of the Owner's representative, attend the U. S. N. S. "GENERAL JOHN POPE" of 17927 Gross Tons on the 21st day of October, 1966 and subsequent dates, while the vessel lay on drydock at Todd Shipyards Corporation, Alameda, and afloat at Pier 36, San Francisco and Naval Supply Center, Oakland, California, in order to carry out the Drydock Survey, Annual Classification Survey and Annual Boiler Survey, Repairs and have to reports as follows:

DRYDOCK SURVEY

1. The stem, stern frame, rudder, pintle and gudgeon, propellers and all outside shell plating were examined and found or placed in a satisfactory condition as follows:
  - a. The starboard four bladed propeller was found with minor nicks and fractures on 3 blades and the other blade was found torn on the trailing edge over a 6" length and the leading edge found set up and distorted both approximately at the mid length of blade.

The propeller was removed and a reconditioned propeller installed. The reconditioned propeller was found stamped as follows:

Buships Serial No. 16738  
Buships Dwg. No. Mc 668-S4400-405706  
Suitable for USMC No. P2-S2-R2 S44-0-1  
Stbd. R.H. Dia. 18'0" Pitch 22.69' Mfg. Cramp  
Federal S.B. & D.D. Co. P.O. 268-404  
Fin.Wt. 29750 lbs.  
Repaired & Dynamically Balanced by Doran & Co. 4107  
Date 12-22-52 U S  
AB 54-SF699 12-3-54  
WFB 531

The fit of the reconditioned propeller and tailshaft was examined and found satisfactory.

2. The anchor chains were ranged and examined together with the bower anchors and placed in satisfactory condition by the renewal of the port bower anchor connecting link. The vessel carries 330 fathoms of 2 5/8" stud link chain.

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.

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The new detachable anchor connecting link was found stamped as follows:

66-PA11120 R.J.H. 6/66  
69300#A.B. 495000#  
Mfg. **WST** 200#

3. All openings to the sea together with chests, nipples and valves in connection therewith, were opened, cleaned, examined internally and externally and found or placed in satisfactory condition as follows:
  - a. The overboard discharge valves of the Nos. 3 and 4 auxiliary condensers were renewed.
  - b. Both the lube oil cooler overboard discharge valves were renewed.
  - c. The for'd engine room boiler blow down valve was renewed.
  - d. The for'd engine room evaporator blow down valve was renewed.
  - e. The air compressor cooling water overboard discharge valve was renewed.
  - f. The evaporator brine overboard discharge valve was renewed.
  - g. The starboard shaft cooling water line stop valve was renewed.
4. The stern bearings and strut bearings were checked for weardown and found to be as follows:

Port side stern bearing; forward 0.180" aft 0.204".  
Port side strut bearing; forward 0.211" aft 0.155".  
Starboard stern bearing forward 0.140" aft 0.142".

Starboard strut bearings forward 0.213" aft 0.145", which are considered satisfactory. The tailshafts and tube shafts were not drawn for examination at this time.
5. The chain locker together with holdfasts were examined, found satisfactory and recoated.
6. The stern glands were repacked.
7. The underwater body was cleaned and recoated.
8. The vessel was undocked on 10-24-66.

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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 coamings, 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, 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 No. SF15553 dated November 11, 1966.
17. The International Load Line Certificate No. I-10905-2 was endorsed on November 11, 1966.

ANNUAL BOILER SURVEY

18. The Nos. 1,2,3, and 4 boilers were hydrostatically tested to 655 pounds per square inch, together with their superheaters, economizers and main steam piping, examined and found satisfactory.
19. The boilers were examined on both firesides and watersides, together with their superheaters, economizers, mountings and fittings and all found satisfactory.

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20. The safety valves were set under steam to a working pressure in pounds per square inch as follows:

DRUM 525

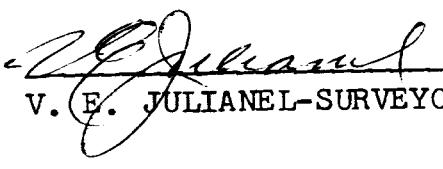
SUPERHEATER 480

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

It is recommended that this vessel be retained as classed with this Bureau.

AMERICAN BUREAU OF SHIPPING

  
P.J. BRIGHT-SURVEYOR

  
V.E. JULIANEL-SURVEYOR