

# American Bureau of Shipping

45 BROAD STREET, NEW YORK, N. Y. 10004

Report No. SF14198

San Francisco, Calif. November 2, 1965

USNS "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 USNS "GENERAL JOHN POPE", 17,927 gross tons, on the 3rd day of September 1965, while the vessel lay on drydock and afloat at Todd Shipyards Corp., Alameda, California, in order to carry out the Special Survey No. 3 of Hull, Drydock Survey, Tailshaft Survey, Annual Classification Survey, Special Periodical Survey of Machinery and Annual Boiler Survey, and has to report as follows:

SPECIAL PERIODICAL SURVEY NO. 3 OF HULL

DRYDOCK SURVEY

1. The stem, stern frame, rudder, pintles and gudgeons, propellers and all outside shell plating were examined and found or placed in a satisfactory condition as follows:

(a) Scattered bottom shell welds were found wasted. The welds were properly prepared and rewelded.

2. The anchor chains were ranged and anchors and chains were examined and found satisfactory. The chain locker was cleaned, recoated, examined together with cable holdfasts and found satisfactory. The vessel carries 165 fathoms of chain port side and 165 fathoms on starboard side.

3. The stern bearings and strut bearings were checked for wear and found to be as follows:

Port side stern bearing:	Fwd..114"	Aft .098"
Port side strut bearing:	Fwd. .093"	Aft .092"
Star.side stern bearing:	Fwd. .110"	Aft .080"
Star.side strut bearing:	Fwd. .095"	Aft .095"

The port and starboard tailshafts and tubeshafts were drawn, tailshaft tapers magnaglo inspected and found satisfactory.

**P. & S. T.S. AND TBS DRAWN 9-65**

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4. The stern gland was repacked.
5. The underwater body was partially sandblasted, cleaned and recoated.
6. The Vessel was undocked September 9, 1965.
7. All parts of the steering arrangements, including gear and transmission, were examined and found satisfactory.
8. Watertight doors in bulkheads and vessel's sides, closing appliances in superstructure bulkheads and for air and sounding pipes, were examined and found satisfactory.
9. The ventilator and hatchway coamings, tarpaulins, hatch covers, and all their supports and securing appliances were examined and found satisfactory.
10. 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.
11. A general inspection of the main and auxiliary machinery, steering engine and windlass was made and all found satisfactory.
12. A general examination was made of all valves, tanks, piping and control apparatus in connection with the fire extinguishing apparatus and all found satisfactory.
13. No alterations have been made to the vessel which could affect the load line assignment.
14. The load line marks were examined, verified, found correct and well cut in.
15. The anchor windlass was examined, bearings opened, examined together with the journals and found satisfactory.
16. The plating in way of airports was examined and found satisfactory.
17. The plating in way of insulated spaces, No. 4 hold, 2 lower levels, was examined and found satisfactory.
18. The masts and rigging were examined and found satisfactory.
19. The port and starboard hawse pipes were examined and found satisfactory.

20. The eductor in the forepeak space was examined, operated and found satisfactory.
21. The steel upper, lower and bridge decks were examined, deck covering sounded where fitted and found sound and considered satisfactory.
22. The Nos. 1 through 7 cargo holds and compartments were examined together with the bulkheads, scuppers, vent and sounding pipes, bilges and bilge wells, framing and brackets, the tank top plating was examined in way of the previously removed wood ceiling and all found satisfactory. After examination, the tank top plating was coated and the wood ceiling replaced.
23. The overboard discharge and scupper valves were opened, overhauled and found satisfactory.
24. The No. 2 port, 4 starboard and 6 port fuel oil double bottom tanks were examined internally together with the framing, piping and plating and found satisfactory.
25. The Nos. 1 through 9 fuel oil double bottom tanks were hydrostatically tested, examined and found satisfactory.
26. The fore peak and after peak tanks were examined internally, hydrostatically tested and found satisfactory.
27. The Nos. 1 through 6 fresh water deep tanks were examined internally together with framing, brackets, piping and plating, hydrostatically tested and found satisfactory.
28. The forward and after machinery space cofferdams and the void under the refrigerated space were examined and found satisfactory.
29. The fuel oil settler tanks were examined externally, considered satisfactory and the internal examination waived. The settler tanks were hydrostatically tested, examined and found satisfactory.
30. The fore peak and after peak spaces were examined and found satisfactory.
31. The engine and boiler spaces were examined and found satisfactory. The shaft alley was examined and found satisfactory.
32. The steel wire rope tow line was examined and found satisfactory.

33. The decks and the side shell plating were examined internally and externally, particularly in way of the wind and water strakes, and found to be in good condition. Gaugings taken at this time were forwarded to the New York Office and approved in their letter dated November 1, 1965.
34. The Annual Load Line Inspection was carried out at this time. Reference is made to San Francisco Report No. SF14199 dated November 2, 1965.
35. The International Load Line Certificate No. I-10,905 was renewed until November 2, 1970 at Alameda, California on November 2, 1965.

The Special Periodical Survey No. 3 of Hull is complete.

SPECIAL PERIODICAL SURVEY OF MACHINERY

36. The forward H.P. and L.P. turbines were opened, rotor lifted, examined together with diaphragms, bearings, journals, blading and flexible coupling and found satisfactory.
37. The after H.P. and L.P. turbines were opened, rotor lifted, examined together with diaphragms, bearings renewed, journals, blading and flexible coupling and found satisfactory.
38. The forward and after main reduction gears were examined through the inspection plates and found satisfactory. The forward reduction gear low speed pinions and main reduction gears found slightly undercut with a slight wire edge.
39. The forward and after main thrust, thrust shaft and bearings were opened, examined and found satisfactory.
40. Foundations of main and auxiliary machinery were examined and found satisfactory.
41. The line shaft and line shaft bearings were examined and found satisfactory.
42. The main switchboard and distribution panels were examined together with their fittings and connections, found satisfactory and correctly fused.
43. The electrical cables were examined as far as practicable and found satisfactory.
44. The forward and after inboard and outboard auxiliary generators were operated singly and in parallel, switches and circuit breakers tested and found satisfactory.

45. The vital auxiliary motors were removed to the shop, completely overhauled, examined and found satisfactory.
46. The forward and after, inboard and outboard turbo-generator sets were opened, rotors lifted, examined together with the reduction gears and generators, and found satisfactory.
47. The insulation resistance of the generators, motors and of all circuits was measured, several short circuits repaired and readings found satisfactory.
48. All openings to the sea, together with chests, nipples and valves in connection therewith were opened, overhauled, examined internally and externally and found or placed in satisfactory condition as necessary.
49. All pumps were opened, overhauled, examined and found or placed in a satisfactory condition as necessary.
50. The pumping arrangements were examined, tested and found satisfactory.
51. The forward and after main condensers were opened, examined and found satisfactory.
52. The forward and after inboard and outboard auxiliary condensers were opened, examined and found satisfactory.
53. The four ram dual pump steering engine was examined, operated relief valves tested and found satisfactory.
54. The windlass and its electric motor were examined, operated and found satisfactory.
55. The evaporators were opened, cleaned, examined and found satisfactory.
56. The fuel oil heaters and lube oil coolers were opened, cleaned, tested and found satisfactory.
57. The forward and after D.C. heaters were examined and found satisfactory.
58. The air ejectors were examined and found satisfactory.
59. The forced draft fans were opened, examined and found satisfactory.
60. A 4 hour dock trial was satisfactorily carried out.

The Special Periodical Survey of Machinery is complete.

ANNUAL BOILER SURVEY


61. The Nos. 1, 2, 3 and 4 boilers were hydrostatically tested to 600 pounds per square inch, together with their superheaters, economizers and main steam piping, examined and found satisfactory after renewing the floor tubes in the No. 2 boiler.
62. The boilers were examined on the steam-water and fire sides together with their superheaters, economizers, mountings and fittings, and all found satisfactory. All boiler mountings opened and mounting studs renewed as necessary.
63. The safety valves were set under steam to a working pressure in pounds per square inch as follows:

DRUM 520 - 525

SUPERHEATER 480 - 485

The vessel being considered seaworthy by the undersigned, it is recommended she be retained in her present classification.

AMERICAN BUREAU OF SHIPPING

  
J. F. MCCANN, SURVEYOR