

Chief Eng.

American Bureau of Shipping

45 BROAD STREET, NEW YORK 4, N. Y.

(THIS FORM IS TO BE USED IN CONFIRMATION OF CLASS ONLY.)

Report No. 23136

Seattle, Wash., May 13, 1957

U.S.A. "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the Undersigned Surveyor to this Bureau did, at the request of Military Sea Transportation Service, attend on board the steel screw steamer "GENERAL JOHN POPE" of 12,927 gross tons, on the 4th day of April 1957 and subsequent dates, while the vessel lay afloat at Commercial Ship Repair Co., Winslow and afloat at Pier 91, Seattle, Washington, in order to carry out the Annual Survey of Hull, Machinery, Tools, Pipe and Boilers, continue the Special Periodical Survey No. 3 of Hull, carry out previous recommendations and reports as follows:

ANNUAL SURVEY AND CONTINUATION OF SPECIAL SURVEY NO. 3 OF HULL

- 1.- Scuppers and sanitary discharges were examined without opening and bodies as well as shell fastenings were found to be satisfactory.
- 2.- Examination was carried out of the masts, mast houses, rigging and deck fastenings thereto which were found to be in satisfactory condition. Equipment was checked, verified and found in accordance with requirements.
- 3.- The hawse pipes were examined, hammered, and were found to be sound and satisfactory.
- 4.- Examination was carried out of the weather deck, boat deck and bridge deck plating which was found satisfactory.
- 5.- Examination was carried out of the deckhouses, hatchways and accesses leading to staterooms and working spaces and the condition of plating of bulkheads, coamings, watertight doors and hinged covers together with means of securing and gasketing were found to be satisfactory.
- 6.- Weather deck hatches of cargo compartments were examined and the condition of coamings, brackets, stiffeners, beams, supports, covers, tar-paulins, battens, lashings and wedges were found satisfactory.
- 7.- Framing and plating in way of insulated refrigeration spaces was examined with insulation lifted and plating and framing found satisfactory and well coated.

(a) With reference to Seattle Report No. 21913 dated August 26, 1955, Item 4, the framing and plating in way of the port sheer strake plate No. 5 aft of the forward vertical bow plate was further examined at this time. Deflections of the framing and plating were found to be 1

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.

7.- Continued!

than one-half inch and it is the opinion of the undersigned that no repairs are necessary. It is recommended that the outstanding recommendation of Seattle Report No. 81913 dated August 26, 1955 be considered completed.

8.- Examination was carried out of ventilator coamings as well as mushroom type ventilators and the condition of coamings as well as provided means of closure were found satisfactory.

9.- Bulwarks and freeing ports were examined and were found satisfactory. Machinery casings, guard rails and all other means of protection provided for openings and for access to the crew's quarters were examined and found in satisfactory condition.

10.- Cleaning appliances for air and sounding pipes were examined and were found in satisfactory condition and order.

11.- Plating in way of airports was examined and found satisfactory. Portlight lenses and frames together with deadlights and dogs were found satisfactory.

12.- Deck compositions including tiling within fully enclosed spaces were examined, sounded and found satisfactorily adhering.

13.- The condition of plating and framing in the forepeak and afterpeak spaces in way of storerooms was found satisfactory.

14.- The combined engine and boiler space was examined and the condition of bulkheads, framing and plating was found satisfactory. Platform plates were lifted and examination carried out of the tank tops and platforms supports in way were examined and found satisfactory.

15.- Watertight doors at the after end of the engine space leading to the shaft tunnel was found satisfactory. The shaft tunnels were also examined and together with tank tops and single bottom section in fantail found to be in satisfactory condition.

16.- Examination carried out of the steering arrangements consisting of the quadrant, engine, hydraulic system and controls thereto. The steering engine was tried and found to operate satisfactorily. Emergency steering provisions satisfactory.

17.- The condition of plating and framing in forward and afterpeak spaces and in way of storerooms was found satisfactory.

18.- The windlass was examined, tried, and together with controls found to operate satisfactorily.

19.- The fire extinguishing apparatus including the fire pumps, mains, hoses, cargo hold smothering systems, machinery space smothering and portables throughout were examined and found or placed in satisfactory condition. CO₂ containers were weighed and recharged as found necessary. Boiler and engine room fog nozzle and foam apparatus in order.

20.- No alterations have been made to the hull or deckhouses or means of closing openings therein that would affect the assigned position of load lines.

21.- International Load Line Certificate No. I-10,905, aboard the vessel, was endorsed on May 13, 1957. For further particulars, refer to Seattle Report No. S3136-X dated May 13, 1957.

ANNUAL BOILER SURVEY

22.- The main steam chests of the H.P. and L.P. turbines were blanked off and together with the main piping and four watertube boilers as well as superheaters were, in conjunction with the U.S. Coast Guard inspectors, subjected to a hydrostatic test pressure of 625 psi and were proved tight.

23.- The four watertube boilers together with superheaters and air heaters, examined internally and externally, were found to be in satisfactory condition.

(a) With reference to Seattle Report No. S1731 dated May 13, 1955, Item 13, relative to two front wall tubes in No. 4 boiler, the two defective tubes were reportedly previously renewed. The tubes were examined at this time, renewals verified and found satisfactory.

24.- The principal boiler mountings were opened, examined, and were found or placed in satisfactory condition. Valves were spotted or ground in, repacked and closed in good order.

25.- The main safety valves and superheater relief valves were set under steam to the allowable working pressure. Safety valves were sealed by the U.S. Coast Guard inspectors.

SUMMARY

OUTSTANDING RECOMMENDATIONS CARRIED OUT

Recommendation of Seattle Report No. S1214 dated September 25, 1954 relative to fracture in starboard L.P. main turbine casing was found to have been dealt with and reported upon in Seattle Report No. S1731 dated May 13, 1955. It is recommended that outstanding recommendation of Seattle Report No. S1214 dated September 25, 1954 be considered carried out.

Recommendation of Seattle Report No. S1731 dated May 13, 1955 carried out per item No. 23 of this report.

Recommendation of Seattle Report No. S1913 dated August 26, 1955 carried out per item No. 7 of this report.

Report No. 33136
U.S.S. "GENERAL JOHN POPE"

-4-

Seattle, Wash., May 13, 1957

SUMMARY continued:

The Special Periodical Survey No. 3 of Hull is not complete. To complete the survey the following remain to be reported upon:

- (a) Open out for examination, discharges, scuppers etc.
- (b) Examination of troop and cargo compartments (liftings).
- (c) Examination of fuel oil tanks and cofferdams.
- (d) Examination of deep tanks (Fuel oil or dry cargo).
- (e) Examination of fresh water double bottom tanks.
- (f) Examination of peak tanks.
- (g) Testing of fuel oil tanks.
- (h) Testing of deep tanks.
- (i) Testing of fresh water double bottom tanks.
- (j) Testing of peak tanks.
- (k) Verification of load line markings.

The Special Periodical Survey of Machinery is not complete. To complete the survey all requirements of the survey remain except examination of sea valves and chests.

The Special Periodical Survey No. 3 of Hull
Annual Survey of Hull and Machinery
Annual Boiler Survey

continued 5-57.
completed 5-57.
completed 5-57.

It is recommended that this vessel retain her present class with this Bureau.

