

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. 81913

Seattle, Wash., August 26, 1955

USNS "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the Undersigned surveyors to this Bureau did, at the request of Military Sea Transportation Service, attend the USNS "GENERAL JOHN POPE" of 17927 gross tonnage, on the 22nd day of August 1955 and subsequent dates, while she lay dry on deck at Puget Sound Bridge and Dredging Co., Seattle, Washington, in order to carry out the Annual Drydocking Survey, Examine the Port and Starboard Tailshafts, repairs and report as follows:

DRYDOCKING

- 1.- The vessel was placed on drydock and the underwater body, stem, stern frame, rudder and propellers were cleaned, examined and placed in satisfactory condition.
- 2.- The welding at the forward and after ends of the port strut were found eroded and upon recommendation were cleaned to bare metal and rewelded.
- 3.- The vessel's underwater plating show no wrinkles or indentations.
- 4.- The port sheer strake plate No. 5 aft of the forward vertical plates at bow is set in with the first below sheer through approximately their after half length including frames. It is recommended that the insulation in way of these plates be removed for further examination during the next special survey period and plating and frames dealt with as found necessary.
- 5.- The fourth plate below port sheer was found set in sharply for approximately 12" long between the 7th and 8th frames forward of the after bulkhead in No. 1 hold. This plate is the 2nd aft of the bow vertical plates. Upon recommendation, the insulation was removed from in way of indent and indent found free of fractures and insulation replaced. In the opinion of the undersigned, this indent does not affect the vessel's efficiency and is noted for record only.
- 6.- The vessel's underwater body was recoated.
- 7.- The 330 fathoms of chain cables and their bower anchors were ranged, examined and placed in order after hardening up the port anchor shackle pin.
- 8.- All sea valves and overboard discharge valves were opened, cleaned, overhauled, examined and placed in satisfactory condition as recommended. One overboard discharge valve from reefer system, one steaming out valve and one sea suction valve to ballast system in the after engine room were renewed.

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.

Seattle, Wash., August 26, 1965

- 9.- The rudder was tested and leaks dealt with as recommended.
- 10.- The inspection plate in rudder in way of its pintle was removed and pintle, gudgeon bushings and pintle nut were found in order.
- 11.- Approximately thirty feet of damaged starboard bilge keel was renewed and approximately fifteen feet of damaged port bilge keel was removed from vicinity of main injection sea chest.
- 12.- The fathometer discs were found dished and were renewed; also one fathometer head was found fractured and was also renewed.
- 13.- Approximately 150 frame rivets were caulked and or welded and proved tight in way of Nos. 1 and 2 lower holds and approximately six feet of seam caulked.
- 14.- The port tailshaft was drawn for examination and the taper examined under magnaglo and found in order. Upon recommendation the keyway was spooned out, re-examined under magnaglo and found in order. The protecting steel band at the forward end of strut liner was found eroded and upon recommendation was removed. Very light pitting was noted in shaft approximately $1/4"$ forward of liner and one area directly opposite of keyway is eroded approximately $3/16"$ deep by $2"$ circumferentially and one inch wide. The end of liner was chipped back in way of erosion and area cleaned to bare metal and no water grooving found. The shafting at end of liner was coated with red lead putty and served with marlin as a protection.
- 15.- The port stern and port strut bearings were rewooded and bored to their proper clearance and shaft reinstalled and connected up in order to its muff coupling and propeller with a new rubber ring in propeller counterbore and counterbore pumped up with red lead putty. (Port tailshaft drawn 8-55) The shaft strut and stern bearing clearance .085".
- 16.- The starboard tailshaft was drawn for examination, the taper examined under magnaglo tests and found in order. The shafting was cleaned at the ends of their liners and found in order. This shaft was damaged during the course of repairs and was replaced with a spare shaft marked:

549(*) AB - JJA 128 - Recond. S.P.N.S. 54-SP526-549 - 6-23-54.

The spare shaft was fitted to a reconditioned propeller marked:

WBM 52 - 17355 - AB160 - 11-7-52

with and without the key and proved satisfactory. The stern and strut bearings were rewooded and bored to their proper clearance and shaft installed and fitted to the original muff coupling and proved in order. Propeller installed with a new rubber ring in its counterbore and counterbore pumped up with red lead putty. Shaft strut and stern bearing clearance .085". (Starboard tailshaft drawn 8-55)

It is recommended the vessel retain her Class with this Bureau.

