

American Bureau of Shipping

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

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Report No. 51731

Seattle 4, Wash. May 13, 1955

"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" on the 29th day of April, 1955 and subsequent dates while the vessel lay afloat at Puget Sound Bridge & Dredging Company, in order to carry out the annual survey of hull, machinery, lead line and boilers, and repairs to L.P. turbines, examination of 1/4 generator turbine, and report as follows:

ANNUAL SURVEY

1. All parts of the steering arrangements were examined and found in satisfactory condition.
2. Couplings of ventilators to spaces below the freeboard deck and below the decks of superstructures, hatchway couplings, tunneling, hatch covers and their supports were examined and found in satisfactory condition.
3. Watertight doors in bulkheads, and closing appliances in superstructure bulkheads, and for air and sounding pipes were examined and found in order.
4. Machinery casings, guard rails and all other means of protection provided for openings and for access to crew quarters were examined and found in order.
5. The main engine, the steering machinery and fire extinguishing apparatus were examined, and were reported to be, and as far as seen found to be in order.
6. CO₂ bottles were weighed and placed in order.
7. International Certificate No. I-10905 was endorsed 5/12/55

ANNUAL SURVEY IS NOW COMPLETE

ANNUAL BOILER SURVEY

8. The four (4) water tube boilers were hydrostatically tested and examined together with their economizers, superheaters and main steam lines and proved in order. The boilers were emptied, cleaned, reconnected internally and placed in satisfactory condition.

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9. All defective boiler casting plates, insulation and brick work was renewed as required.
10. The damperheater inlet piping was renewed to the #1-2-3-4 boiler drums as originally, hydrostatically tested and proved satisfactory.
11. The principle boiler mountings were opened, overhauled, examined, and placed in order as recommended.
 - (a) The main and superheater safety valves were sent to San Francisco for repairs, and on return were examined and found in order.
12. All boiler mounting studs and nuts were renewed of approved material.
13. Two (2) tubes in $\frac{1}{4}$ boiler were found with center punch holes and/or heavy hammer marks. The 13th front wall tube marred near top of arch and the 19th back wall tube marred 6" above bottom header. It is recommended that these tubes be further examined during next Annual Survey and dealt with as found necessary.
14. One 1-1/4" generating tube and one 2" boiler for examination. These tubes were split and found slightly pitted. Spare tubes were installed in place of removals, hydrostatically tested and proved in order.
15. The upper 30" section of the forward outer stack was renewed.
16. The safety valves were floated under steam to a working pressure of 500 P.S.I. and sealed by the U.S. Coast Guard.

REPAIRS

17. Defective section of fuel oil vent was renewed at frame 83 starboard side in way of oil deck level. Section tested and proved in order.
18. The #1 low pressure main propulsion turbine casing was found fractured through its center stiffening rib and extending approximately 20" fore and aft from the vertical flange. Upon recommendation the L.P. ahead and astern casing was removed and turned over as required and the inner section of fracture was closed by the Harmon Chain Lock method and the outer section was closed by welding using the Harmon Val-O-Weld process and all accomplished by their representatives. The repairs were later examined while the unit was in operation and proved satisfactory.
19. The L.P. ahead and astern rotor was removed, overhauled and its journals, bearing and blading were found in satisfactory condition.
20. The L.P. stationary blading diaphragms were examined and found in order. The ahead and astern nozzle blocks were renewed.
21. The last stages of the stationary and rotor blades are water cut on their trailing edges. In the opinion of the undersigned this condition does not effect the overall area of blades.

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21. The rotor was replaced and connected up in order and its casing closed and a suitable deck trial witnessed and all proved in order.

Portland Report dated May 27, 1953 - The metal spraying in way of the carbon packing and guide worms on rotor shaft of #4 generator turbine was examined and found in order. It is recommended that the above report be cancelled.

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

