

# 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. S1060

Seattle, Wash., July 15, 1954.

## USNS "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the Undersigned Surveyor to this Bureau, did, at the request of Military Sea Transportation Service, attend the USNS "GENERAL JOHN POPE", on the 14th day of July 1954 and subsequent date, while the vessel lay afloat at Pier 91, Seattle, Washington, in order to examine and report upon condition of the vessel said to be taking water in the distilled water double bottom tank. For further particulars see log and report as follows:

- 1.- Distilled water from the D. C. heater in double bottom tank in the forward engine room, port side, was found to be salted and upon opening and examining the tank, a leak from the sea through a small hole in the bottom plating was found at approximately frame No. 150 immediately under the pipe end of the D. C. heater discharge. Plating in way slightly discolored but no particular wastage, on the inside noted.
- 2.- Upon recommendation, a diver was obtained who inserted a 3/8" bolt with suitable washer and grommet through a hole from the sea which was secured on the inside on washer and grommet. Diver reported a wasted condition of the bottom shell approximately three to four inches wide and about six or seven inches long, irregular in shape, which had a small hole at which point the plate was only about 1/16" thick. Upon request by Coast Guard inspector, the area reported wasted by the diver was checked by autograph and the plate was found to be in general in a satisfactory condition.
- 3.- Temporary repairs were effected as follows:

A 3/4" plate 22" in diameter was partly cut out to receive the nut in the center of the bolt closing the leak, welded on it's periphery with a 1/2" fillet weld with four 1-1/2" x 1" plug welds about nine or ten inches radially from the center. To increase the thickness where the plate had been cut out, an eight inch diameter plate was welded on top the first doubler over it's recessed portion. This plate was also plug welded.

It is recommended the vessel retain her Class with this Bureau, subject to further examination and carrying out of permanent repairs at her next regular drydocking.

  
B. K. SMITH  
SURVEYOR.

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