


AMERICAN BUREAU OF SHIPPING

DATE June 23, 1954

XFB 2-71609-675

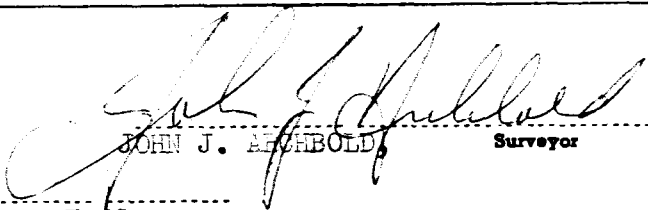
REPORT NO. 54-SF526-549	REPORT ON ONE (1) RECONDITIONED FEDERAL P-2 TYPE PROPELLER SHAFT (#128)	PORT OF San Francisco
CERTIFICATE NO.		SHIPYARD HULL NO.
VESSEL EX: USNS GEN. G.M. RANDALL STAMPED FOR IDENTIFICATION	INTENDED FOR SHIPBUILDER	WORKS NO.
	ENGINE OR BOILER BUILDER	SERIAL NO.
	OWNER U.S.A. DEPARTMENT OF NAVY - M.S.T.S. - OPERATING	OWNER'S CONTRACT NO. N220s-80218-A Rec. 6396-54
	PURCHASER	PURCHASER'S ORDER NO.
ACCEPTED DATE 6-23-54	Reconditioned MANUFACTURED BY San Francisco Naval Shipyard, Hunters Point	MANUFACTURER'S NO.
MATERIAL TESTED	FOR (STATE STRUCTURE OR TYPE)	WEIGHT
ANNEALED OR STRESS RELIEVED	PROCESS OF MANUFACTURE	INVOICE NO. (IF ANY)
H. P. (IF ANY)	DRAWING NO. AND DATE APPROVED	W. P. (IF ANY)

This is to certify that the undersigned Surveyor to this Bureau did at the request of the Military Sea Transportation Service the of attend ~~this~~ plant ~~at~~ San Francisco Naval Shipyard, Hunters Point, San Francisco, Cal. on the 15th day of June 1954 and subsequent dates in order to examine and report on Reconditioning of one (1) Federal Type P-2 Propeller Shaft ~~manufactured~~ according to ~~approved plans and~~ the Rules of this Bureau.

Details of construction: This shaft was removed from the General G.M. Randall, and was examined and checked on a preliminary basis, as outlined in San Francisco Report No. SF462 dated January 14, 1954.

Recommendations as contained in the above mentioned report were carried out at this time as follows:

- (a) The keyway was modified according to approved plan, and with all sharp corners removed and the sled end relieved.
- (b) Liners were skin cut within allowable limits, examined and found satisfactory.
- (c) Liners were cut back on the ends, and all found satisfactory, except for **Hydrostatic tests:** the area next to the liner at the large end of the taper. Considerable pitting and corrosion was noted and the area was ground, and the liner cut back approximately $\frac{1}{2}$ inch. All defects were satisfactorily removed within allowable depths, and the entire area magna-flux tested and found

1st Visit.....	Last Visit.....	 JOHN J. ARCHBOLD, Surveyor Chief Surveyor
Fees.....	No. of Visits.....	
Expenses.....	Time Involved.....	
TOTAL.....		

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.

ENC 1 (2)

AMERICAN BUREAU OF SHIPPING

REPORT No. 54-SF526-549

SHEET No. 2

DATE June 23, 1954

- satisfactory.
- (d) Hoop stress relief grooves were cut in the liner ends in an approved manner.
 - (e) The coupling was properly fit to the shaft, and the exposed portion of shafting between liners was prepared and rubber covered in an approved manner.

This shaft is now considered satisfactory for use aboard a classed vessel.

The outside diameter of the shaft in way of the liners, upon completion of skinning is as follows:

Forward liner: 22 Inches
After liner: 22.011 Inches

STAMPED FOR IDENTIFICATION

* 549-JJA-A B
128
RECOND-S.F.N.S.
54-SF526-549
6-23-54

*Verified as
being installed on
General John Pope
Starboard side of vessel
Aug. 26, 1955
J. J. Archbold
Surveyor
Ambr. Bur. of Ship.*

JOHN J. ARCHBOLD, Surveyor