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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. SF1960

San Francisco, Cal., April 12, 1954

U.S.N.S. "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau, at the request of the owner's representative, attended the U.S.N.S. "GENERAL JOHN POPE" on the 25th day of March 1954, and subsequent dates while the vessel lay afloat at Todd Shipyard Corporation, and in the In-Transit Depot No. 3, Alameda, California, in order to carry out Annual Classification Survey, Annual Boiler Survey and report as follows:

ANNUAL CLASSIFICATION SURVEY

1. All parts of the steering arrangements, including gear and transmission, were examined and found satisfactory.
2. Watertight doors in bulkheads and vessel's sides, closing appliances in superstructure bulkheads and for air and sounding pipes, were examined and found satisfactory.
3. The ventilator and hatchway coamings, tarpaulins, hatch covers, and all their supports and securing appliances were examined and found satisfactory.
4. The machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
5. A general inspection of the main and auxiliary machinery, steering engine and windlass was made and all found satisfactory.
6. A general examination was made of all valves, tanks, piping and control apparatus in connection with the fire extinguishing apparatus and all found satisfactory.
7. No alterations have been made to the vessel which could effect the load line assignment.
8. The Annual Load Line Inspection was carried out at this time. Reference is made to San Francisco Report No. SF1961, dated April 12, 1954
9. The International Load Line Certificate No. I-10905 was endorsed on April 12, 1954

ANNUAL BOILER SURVEY

10. The No. 1, 2, 3, and 4 boilers were hydrostatically tested to 657 pounds per square inch together with superheaters, economizers and main steam piping, and were made tight by rolling minor tube leaks in the superheaters.

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11. The 1, 2, 3 and 4 boilers were examined internally and externally together with their mountings, fittings, superheaters and economisers and were in satisfactory condition as follows:

(a) The desuperheater inlet piping within the steam drum was found wasted in boilers Nos. 1 and 2 and was renewed at this time. (Threaded connection on one end and belted and flanged on the other).

(b) The refractory material and ~~connections~~ in all four boilers was in part renewed and /or patched as found necessary.

(c) Three 5" main steam bulkhead stop valves from boilers Nos. 1, 2 and 3 seat rings were found fractured. The defective seat rings were renewed, valves tested and found tight.

(d) Two seat rings in the auxiliary generator superheater line valves from boilers 1 and 3 were found loose and were hardened up, tested and found tight.

12. The safety valves were set under steam to a working pressure in pounds per square inch as follows:

DRUM: 500

SUPERHEATER: 475

The Annual Survey of Hull, Machinery and Boiler is now considered complete.

It is recommended that this vessel, being on the 12th day of April 1954, in a satisfactory and seaworthy condition, be retained in her present class with this Bureau.

AMERICAN BUREAU OF SHIPPING

s/ Robert H. Connel, Jr.
ROBERT H. CONNEL, JR. SURVEYOR.