

American Bureau of Shipping

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

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Report No. SF1535

San Francisco, Calif. December 9, 1953

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

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Owner's Representative, attend the steel screw vessel U.S.N.S. "GENERAL JOHN POPE", of 17,832 gross tons, on the 7th day of December 1953, and subsequent dates, as the vessel lay on drydock at the Bethlehem Pacific Coast Steel Corp., Shipbuilding Division, San Francisco, California, in order to examine and report upon the condition of the vessel's underwater body, and to carry out repairs to the port and starboard struts. For further particulars see report as follows:

DRYDOCKING

1. The vessel was placed on drydock and the stem, stern frame, keel and outside plating was cleaned, examined and found satisfactory, except for severe wastage in way of the leading edges of the vertical and horizontal, port and starboard struts. These areas were cleaned to good metal and then nose piece doublers installed by welding over the wasted areas, and then all pumped with red lead. All examined upon completion and found satisfactory.

2. The rudder was examined, together with its gudgeons, pintles, and side plating and found satisfactory. Gudgeon clearances were taken and found to be satisfactory.

3. The propellers were examined and found satisfactory. Blade tips were dressed as found necessary. The propeller shafts were gauged for wear down and found to be:

PORT SIDE		STARBOARD SIDE	
STRUT	Aft: .147	Strut	Aft: .159
"	Fwd: .190	"	Fwd: .214
TUBE	Aft: .131	TUBE	Aft: .145

The stern gland packing was removed and renewed in good order.

4. The anchors and chains were ranged on the dock, cleaned, examined and found satisfactory, except for a defective starboard anchor crown pin, which was renewed in good order. The port and starboard chains each consist of 165 fathoms. The chain locker was examined and found in good condition after cleaning and recoating.

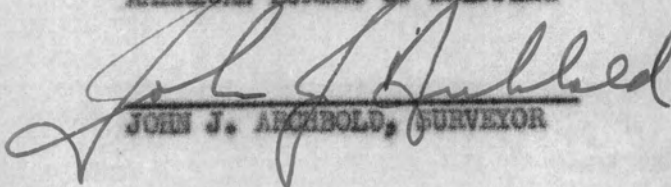
5. The sea valves and sea chests were opened, cleaned, and examined at this time. All valves were overhauled as necessary, including renewal of four (4) defective spool pieces, repairs to five (5) valves and renewal of the contaminated evaporator overboard valve, and all closed in good order. Sea strainers were cleaned and properly recoated.

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.

6. The vessel's underwater body was cleaned and recoated in good order.

This vessel is considered to be in a seaworthy condition and fit to retain her present classification with this bureau.

AMERICAN BUREAU OF SHIPPING


JOHN J. ARCHBOLD, SURVEYOR