

AMERICAN BUREAU OF SHIPPING
45 BROAD STREET, NEW YORK 4, N. Y.

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Report No. 13,107

San Francisco, Calif., July 18, 1952

USNS "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 twin screw steel steamer USNS "GENERAL JOHN POPE" on the 15th day of July 1952 and subsequent dates, while the vessel lay afloat at the Alameda Intransit Depot, Alameda, California, in order to examine and report upon miscellaneous repairs and report as follows:

1. The after engine room worn high pressure flexible coupling was removed and renewed at this time with a flexible coupling marked H66-17 A204B W.D.V. 7-10-52.
2. The telemotor transmitter was opened, cleaned, examined and placed in satisfactory condition by renewing worn plunger packing, recharging and purging system. Upon completion of repairs, system was tested under operative conditions and found satisfactory.
3. The anchor windlass port and starboard worn brake band linings were removed and renewed at this time. Upon completion of repairs, anchor windlass was tested under operative conditions and found satisfactory.
4. The after engine room main condenser was opened, cleaned, tested, water boxes, heads, tubes and tube sheets examined and placed in satisfactory condition by removal and renewal of 18 leaking condenser tubes. Upon completion of repairs the condenser was subjected to a standpipe head test and found satisfactory.
5. The make-up evaporator skin valve spool piece was found to be fractured between reinforcing webs. The shell penetration was temporarily blanked off by a diver and a 6" split doubler installed over the spool piece by welding same from outboard flange of skin valve to adjacent shell plating. It is recommended that permanent repairs be effected at the vessel's next regular dry docking period.
6. The after engine room boiler blow skin valve was found to be inoperative. The shell penetration was temporarily blanked off by a diver and inoperative skin valve removed and renewed. Upon completion of repairs, skin valve was tested under operative condition and found satisfactory.

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In the opinion of the undersigned the vessel is considered to be in a seaworthy condition and fit to retain present classification with this Bureau, subject to compliance with the above noted recommendation.

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s/ B. KURTZ, SURVEYOR

C-O-P-Y

Original received aboard the USNS GEN JOHN POPE, T-AP 110, 25 Aug 1952