

AMERICAN BUREAU OF SHIPPING

45 Broad Street, New York 4, N. Y.

Report No. 11,095

San Francisco, Calif., Feb. 21, 1952

S.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 steamer "GENERAL JOHN POPE" on the 15th day of February 1951 and subsequent dates, as vessel lay on drydock and afloat at Todd Shipyards Corp., Alameda, Calif., in order to carry out a drydock and propeller shaft examination, to continue the Special Periodical Survey No. 1 and has to report as follows:

Drydocking

1. The vessel was placed on drydock and the stem, steam frame, keel and outside plating were cleaned, examined and found as follows:
 - (a) The after end of the keel plate third from forward; the full length of keel plate fourth from forward; and the forward end of keel plate fifth from forward were found set up between floors.
 - (b) "A" strake, third plates from forward, port and starboard, were found set up along the common seam with the keel plate.
 - (c) "A" strake, fourth from forward, port was found set up between floors at the forward end of the plate.
 - (d) "A" strake, fourth from forward, starboard, was found set up between floors, for the full length of the plate.
 - (e) Internal examination of the double bottom tanks in way of above noted damage disclosed floors 39, starboard, moderately buckled in way of the fathometer compartment; floors 42 and 43 buckled in way of the first lightening hole to starboard of centerline; the tie bracket on longitudinal stiffener between floors 53 and 54 starboard buckled and fractured at the welded connection.
 - (f) No repairs to damage noted in items (a), (b), (c), (d) and (e) were effected at this time. It is recommended at this time. It is recommended that the damage be further examined and repairs be effected at owners first opportunity but prior to completion of Special Periodical Survey No. 1.

- (g) Wasted welded seams and butts in way of above noted damage were properly prepared and rewelded.
 - (h) The two floor spaces to starboard of the fathometer compartment were found to be inaccessible. Lightening holes to provide access to above noted spaces were cut in the effected floors.
2. The rudder, pintles and gudgeons were examined and found satisfactory.
 3. The sea valves and sea chests were opened up, cleaned, overhauled, examined and found satisfactory.
 - (a) The evaporator overboard blow valve in the forward and after engine rooms found wasted were renewed.
 - (b) The spool piece shell connection for the evaporator overboard blow and boiler overboard blow, after engine room, found wasted were renewed.
 - (c) The boiler test tank cooling water overboard discharge valve found wasted was renewed.
 4. The anchors and chains were ranged, cleaned, examined and made satisfactory as follows:
 - (a) Wasted shackle pins on the port and starboard anchor shackle were renewed.
 - (b) The crown pin on the port anchor was renewed.

The port chain consists of 165 fathoms, starboard chain consists of 165 fathoms.
 5. The vessel's underwater body was cleaned and recoated.

Propeller Shaft Survey

6. The propeller shaft bearings were checked for clearance and same found to be as follows:

<u>Port Shaft</u>		<u>Starboard Shaft</u>	
Strut Fwd.	1/8"	Strut Fwd.	3/16"
Strut Aft.	1/8"	Strut Aft.	9/64"
Tube Fwd.	1/8"	Tube Fwd.	1/8"
Tube Aft.	3/16"	Tube Aft.	9/64"

The shafts were drawn, cleaned, examined and both shafts found eroded at the after end of the liner and fractured at the forward corners of the keyway. The shafts were removed from the vessel and replaced with new shafts stamped as follows:

Port - Ht 17-L-233 - 44 AB 305 J.P. 10-30-44

Starboard - Ht 33745-2 AB 298 P.H. 6-2-44.

The shafts were fit to the propellers and installed in the vessel.

The stern glands were repacked.

(Shafts drawn 2-51).

7. The propellers (SHP) were examined and one blade of the port propeller set over approximately 10" over an approximate 24" area on the leading edge near the tip. The port and starboard propellers were replaced at this time with propellers found stamps as follows:
Port - Repitched and rebalanced by Dorn Co. 2-16-51 AB 160 WBN
Starboard- Repitched and rebalanced by Dorn Co. 2-16-51 AB 160 WBN
The propellers were fit to the new tailshafts and satisfactorily installed with rubber sealing rings. The cones were refilled with tallow.

Special Survey No. 1

Machinery

8. The fire pump in the evaporator flat was opened, examined, worn wear rings on impeller replaced, casing rings machined and pump closed in good order.

In order to complete the Special Survey No. 1 the following items remain to be carried out:

Hull

- (a) Test fresh water double bottoms and all fuel oil double bottoms with the exception of No. 4 and No. 7 starboard.
(b) Damage to shell plating noted in Items 1 (a), (b), (c), (d) and (e) to be repaired.

Machinery

- (a) Examine main thrusts.
(b) Renew impeller and shaft sleeves No. 2 main circulator.
(c) Examine Nos. 2 and 4 auxiliary circulating pumps.
(d) Examine motor driven lubricating oil pumps.
(e) Examine No. 1 main circulating pump.
(f) Examine all fire pumps with exception of pump in evaporator flat.

It is recommended that the vessel be retained in her present class with this Bureau, subject to completion of overdue surveys and repairs to shell plating as recommended herein.

AMERICAN BUREAU OF SHIPPING

/s/

B. P. THIBADEAU
B. P. THIBADEAU, SURVEYOR