

AMERICAN BUREAU OF SHIPPING  
45 Broad St., New York 4, N.Y.

(This form is to be used in confirmation of class only).

Report No. 11,655

San Francisco, Calif., July 24, 1951

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

THIS IS TO CERTIFY that the undersigned Surveyors to this Bureau did, at the request of the owner's representative, attend the twin screw steel steamer "GENERAL JOHN POPE" as the vessel lay afloat at Berth A, Oakland Outer Harbor, Oakland, California, on the 12th day of July, 1951 and subsequent dates, in order to carry out the Annual Boiler Survey, Annual Survey, continue Special Periodical Survey No. 1 on Hull, complete Special Survey on Machinery and report as follows: For further particulars regarding Special Periodical Survey No. 1 see San Francisco Report No. 11,095 dated February 21, 1951.

## Annual Boiler Survey

1. The four boilers were hydrostatically tested to 788 pounds per square inch, together with the main steam pipes, economizers and superheaters and were found or placed in a satisfactory condition by lightly rolling minor tube leaks and making boilers tight.
2. The four boilers were examined internally and externally, together with their superheaters, economizers, mountings, studs and fittings, and all found or placed in a satisfactory condition by renewing defective stud and overhauling or renewing the valves as recommended.
3. The safety valves were reset under steam pressure to a working pressure in pounds per square inch as follows:

Drums 500 Superheaters 475

The Annual Boiler Survey is now complete.

### Annual Classification Survey

4. All parts of the steering arrangements, including gear and transmission, were examined and found satisfactory.
5. Watertight doors in bulkheads and vessel's sides, closing appliances in superstructure bulkheads and for air and sounding pipes, were examined and found satisfactory.
6. The ventilator and hatchway coamings, tarpaulins, hatch covers, and all their supports and securing appliances were examined and found satisfactory.

7. 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.

8. A general inspection of the main and auxiliary machinery, steering engine and windlass was made and all found satisfactory.

9. A general examination was made of all valves, tanks, piping and control apparatus in connection with the fire extinguishing apparatus and all found satisfactory.

The Annual Survey of Hull and ~~Machinery~~ is now complete.

Special Periodical Survey No. 1 on Machinery.

10. The two main propulsion thrust bearings were opened up, shoes, thrust plates and collars examined, clearances checked and all found in a satisfactory condition.

11. All fire pumps, with the exception of the fire pump located on the evaporator flat, were opened up, examined and found or placed in a satisfactory condition as follows:

(a) The impeller shaft in the aft engine room fire pump was found to be scored and grooved and was renewed. The casing was found to be watercut moderately with slight fracture in edge of discharge throat and same was repaired by building up with welding and grinding smooth as recommended. The packing was renewed and the pump closed in a satisfactory condition.

12. The No. 2 main circulating pump was opened and the impeller was found to be excessively wasted. The impeller unit was removed and the used spare unit on the vessel was removed to the shop, reconditioned and installed. It is recommended that a new unit be obtained and placed on board the vessel at the owners first opportunity as the vessel is presently without a spare unit.

13. The Nos. 2 and 4 auxiliary circulating pumps were opened, examined and were found or placed in a satisfactory condition by renewing worn impeller unit in No. 4 pump.

14. The two motor driven rotary lube oil pumps were opened, examined and found satisfactory.

15. The No. 1 main circulating pump was opened, examined and found in a satisfactory operating condition.

The Special Periodical Survey No. 1 on Machinery is now complete.

## Special Periodical Survey No. 1 on Hull

16. All double bottom fresh water tanks and fuel oil tanks were tested to the Rule requirements and found in a satisfactory condition except as follows:

- (a) The tank tops in way of No. 1 double bottom tanks were not available for examination due to stowage of gear in No. 1 cargo hold. It is further recommended that No. 1 double bottom tanks be tested and that tank top be sufficiently cleared to permit examination being carried out.
- (b) It was noted during examination of No. 1 cargo hold that the striking pads for the port and starboard bilge sounding lines in drainwells were missing. It is recommended that the missing striking plates or pads be replaced.

The Special Periodical Survey No. 1 on Hull is not considered complete. In order to complete same the following remains to be carried out:

- (a) Testing of No. 1 double bottom tanks as recommended in Item 16 (a) and replacement of striking plates as recommended in Item 16 (b) of this report.
- (b) Completion of damage to shell plating as recommended in Items 1 (a), (b), (c), (d), and (e) of San Francisco Report No. 11,095 dated February 21, 1951.

It is recommended that the vessel be retained in present class with this Bureau subject to completion of recommendations as noted in this report.

AMERICAN BUREAU OF SHIPPING

/s/ Wm. B. Murray, Surveyor  
WM. B. MURRAY, SURVEYOR

/s/ B. Kurtz  
B. KURTZ, SURVEYOR