

OFFICE OF THE CHIEF ENGINEER
U.S. "GENERAL JOHN POPE"

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. 8069

San Francisco, Calif., May 17, 1948

T.S.S. GENERAL JOHN POPE

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the owners, the United States of America, Department of the Army, attend the twin screw steel steamer "GENERAL JOHN POPE" of 17832 gross tons, on the 5th day of May, 1948, and subsequent dates, as the vessel lay afloat at Pier 2E, Fort Mason, San Francisco, California, in order to commence the Special Survey No. 1 (Hull) and to commence the Special Survey of Machinery and Electrical Equipment. For further particulars, see report as follows:

Commence Special Survey Number One (Hull)

1. All parts of the steering arrangements, including gear and transmission, were examined and found in satisfactory condition.
2. The ventilator coamings, hatch way coamings, covers, their supports and tarpaulins were examined and found satisfactory.
3. The machinery casings and guard rails were examined and found satisfactory.
4. The closing appliances in superstructure bulkheads and for air and sounding pipes were examined and found satisfactory.
5. The peak spaces and engine room spaces were examined and found clean, and the surfaces of the framing and plating were found to be free of rust and were well coated.
6. The cargo holds and troop accommodation spaces were examined and found clean and the surfaces of the framing and plating were free of rust and were well coated.
7. The decks and tank tops were examined and found in good condition; Deck coverings were sounded and found satisfactory.
8. All watertight bulkheads were examined and found satisfactory.
9. All parts particularly liable to rapid deterioration, such as the plating in the way of air ports, etc, were examined and were found in satisfactory condition.
10. The masts, rigging and hawser pipes were examined and found in satisfactory condition.

11. The fore peak tank was examined internally and found in good condition.
12. The bilges, sumps and rose boxes were examined and found clean and in good condition.
13. The spare bower anchor, steam anchor, stream wire and tow wire were examined and found satisfactory.
14. This does not complete the Special Survey No. 1 of Hull. To complete this survey, the following items remain to be carried out.
 - (a) Vessel to be examined on dry dock.
 - (b) Internal examination and hydrostatic test of the after peak tank.
 - (c) Hydrostatic test of fore peak tank.
 - (d) Internal examination of all cofferdams.
 - (e) Internal examination and hydrostatic test of all fresh water double bottom tanks.
 - (f) All double bottom fuel oil tanks and deep tanks are to be tested in accordance with the rules.
 - (g) All sanitary discharges and other discharges through the vessel's sides are to be examined.

Commence Special Survey of Machinery

15. The Main condenser in the after engine room was opened, cleaned, retubed, hydrostatically tested upon the completion of retubing, examined and found satisfactory.
16. The four (4) Worthington main feed pumps were opened, cleaned, examined and found in good condition.
17. The two Lummis triple effect evaporators were opened, cleaned, examined, tested and placed in a satisfactory condition as follows:
 - (a) 1st Effect After Bank
 - (1) Renewed internal feed line from feed water supply.
 - (2) Renewed shell connections on brine suction line and the internal line.
 - (3) Renewed five (5) 3/8" brass stay bolts.
 - (b) 2nd Effect After Bank
 - (1) Renewed shell connections and internal feed line on brine suction line.
 - (2) Renewed brass pipe fittings on vent line.

(c) 3rd Effect After Bank

- (1) Renew shell connections on feed water suction line.
- (2) Renewed internal feed water line.
- (3) Renewed five (5) 3/8" brass stay bolts.
- (4) Renewed vent line.
- (5) Renewed all hangers.

(d) 1st Effect Forward Bank

- (1) Renewed brine suction line and shell connections.
- (2) Renewed vent line.
- (3) Installed five (5) brass stay bolts.

(e) 2nd Effect Forward Bank

- (1) Renewed nineteen condenser tubes.
- (2) Renewed shell connections and internal feed line on brine suction line.
- (3) Renewed internal and shell connections on feed line to evaporator.
- (4) Renewed vent line.
- (5) Renewed two (2) brass stay bolts.

(f) 3rd Effect Forward Bank

- (1) Renewed shell connections and internal feed line on brine suction line.

18. The submersible bilge pump was opened, cleaned, examined and placed in satisfactory condition as follows:

- (a) Plunger casing rib was built up by welding.
- (b) Machined make up joint for true gasket face.
- (c) Crankshaft web was loose on crankshaft and was built up by welding and reborod to fit.
- (d) Main bearings were refit.
- (e) Connecting rod bearings were refit.
- (f) Wrist pins were polished and bushings were renewed.
- (g) Impeller shaft was polished in way of packing and bearings. Bearings were renewed.
- (h) Impeller was machined in way of seals and new seal rings were fitted.

19. The Special Survey of Machinery is not complete. To complete

in this survey, the following items remain to be carried out:

- (a) All openings to the sea, together with the cocks and valves connected therewith, are to be examined internally and externally and while the vessel is in dry dock.
- (b) Pumps and pumping arrangements, except the pumps covered in items 16 and 18 of this report, are to be examined.
- (c) Main turbines in forward and after engine rooms to be opened for examination.
- (d) Main reduction gears in forward and after engine rooms to be opened for examination of their shafts, bearings and gear teeth.
- (e) Main condenser in forward engine room to be examined & tested.
- (f) Auxiliary condensers are to be examined and tested.
- (g) The line shafting and bearings to be examined.
- (h) Steering engine to be opened and examined.
- (i) Anchor windlass to be opened for examination.
- (j) Main thrusts are to be opened and examined.
- (k) A general examination is to be made of all valves, tanks, piping and control apparatus in connection with fire extinguishing installations and the installations are to be tested under working conditions.

Commence Special Survey of Electrical Equipment

20. The Nos. 3 and 4 De Laval generator turbines and reduction gears were opened, cleaned, examined and placed in a satisfactory condition as follows:

(A) No. 3 Turbine and Reduction Gear

- (1) Remetaled rotor bearings.
- (2) Polished journals.
- (3) Machined 1st and 2nd rows of damaged blades as an emergency repair. It is recommended that these rows of blades be renewed upon the vessel's return from her present contemplated voyage. It is further recommended that this unit be used in the case of emergency only.
- (4) Cleaned and balanced rotor.
- (5) Renewed thrust shoes and plates.
- (6) Renewed interstage and carbon packing.
- (7) Scrapped and refit reduction gear bearings.

(b) No. 4 Turbine and Reduction Gear

- (1) Remetalized rotor bearings.
- (2) Polished journals.
- (3) Cleaned and balanced rotor.
- (4) Renewed interstage and carbon packing.
- (5) Renewed thrust shoes.
- (6) Scrapped and refit reduction gear bearings.

21. The Nos. 1 and 2 De Laval generator turbines and reduction gears were opened, cleaned, examined and found in satisfactory condition.
22. The numbers 3 and 4 generators were cleaned and placed in satisfactory condition as follows:
 - (a) Commutators were turned in place.
 - (b) Brush rigging was overhauled.
 - (c) New brushes were installed.
 - (d) Field coils were cleaned.
23. The numbers 1 and 2 generators were examined and were found in satisfactory condition.
24. All fittings and connections on the main and auxiliary switchboards were examined and found satisfactory.
25. The main cables were examined as far as practicable without undisturbance to the fixtures and were found satisfactory.
26. All circuits were examined for any evidence of deterioration or damage and were found satisfactory.
27. All equipment was examined during a normal operational test and was found satisfactory.
28. This does not complete the Special Survey of Electrical Equipment. To complete this survey, the recommendation set forth in item 20 (a) (3) must be carried out.

In the opinion of the undersigned, this vessel is considered to be in a seaworthy condition and fit to retain her present class with this Bureau.

AMERICAN BUREAU OF SHIPPING

Surveyor