

7/11/56

American Bureau of Shipping

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

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Report No. S3884

Seattle, 4, Wash., August 5, 1956

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 steel twin screw steamer USNS "GENERAL JOHN POPE" of 17927 gross tonnage, on the 23rd day of July 1956 and subsequent dates, while the vessel lay afloat at Todd Shipyards Corporation, Seattle, Washington, in order to examine and report upon renewal of superheater elements in Nos. 1 and 2 boilers and installation of armature in No. 4 ship's service generator and report as follows:

BOILER REPAIR

1.- The superheater elements in the Nos. 1 and 2 boilers were renewed in entirety with owner furnished U. S. Navy tubes.

Carbon tubes - Federal Stock No. GX4710-289-3498. Spec. MIL-T-16286 Class A.

Chrome Moly tubes - Federal Stock No. GX4710-288-7984. Spec. MIL-T-16286 Class E.

Both flame sheets were removed, faired and re-installed. The superheater headers in both boilers were examined and made satisfactory by replacing the drains and dressing the hand hole seats as required. Disturbed refractories were replaced.

Upon completion of installation of the new superheater elements, a hydrostatic test of 788 psi was applied to both elements and examination showed both were tight and satisfactory.

INSTALLATION OF NO. 4 GENERATOR ARMATURE

2.- A 400 KW, 120-240 Volt D.C., 1667-417 Amp., 1200 R.P.M. armature which had been re-wound by the U. S. Navy Yard at Bremerton, Washington, was installed in the No. 4 ship's service generating unit under the supervision of the manufacturer's representative. The armature was marked: "#4 Ship's Service Generator Mitchell".

Field coils and frame work were cleaned, pedestal bearing re-babbitted and bored, armature aligned with reduction gear shaft, coupling bolt holes reamed and fitted with new bolts of 4140 steel. Brush rigging was aligned and adjusted and new brushes installed. Prior to operational test, a megger reading of 6 mегs was obtained in the "made up"

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2.- Continued:

condition. The unit was operated under no load for a reasonable time and load then applied in increments of 250 amps, at five minute intervals to the maximum of 1650 Amps. The operation was satisfactory.

The overspeed trip was tested and found in order. Prior to completion of the test, the Nos. 3 and 4 generators were operated in parallel up to maximum load and found to function satisfactorily.

SURVEY COMPLETE

SUMMARY

Miscellaneous repairs complete 8-58.

It is recommended that this vessel retain her class with this Bureau.

