

American Bureau of Shipping

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

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Report No. S3045

Seattle, Wash., March 27, 1957

USNS "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the Undersigned Surveyor to this Bureau did, at the request of Military Sea Transportation Service, attend the USNS "GENERAL JOHN POPE" of 12927 Gross Tons, on the 25th day of March 1957 and subsequent dates, while the vessel lay dry on dock at the plant of the Puget Sound Bridge and Dredging Co., Seattle, Washington, in order to commence the Special Periodical Survey No. 3 of Hull and Machinery and reports as follows:

HULL - SPECIAL SURVEY NO. 3

1.- The vessel was placed upon drydock and after the underwater body was washed and cleaned, examination was carried out of the stem, fairwater, rudder struts, propellers, keels and all bottom and side shell plating which were, except as further noted, found to be in satisfactory condition. The underwater body was recoated.

(a) Scattered wasted weld (approximately 160') was properly prepared and re-welded.

(b) Starboard bow plating found indented at a location approximately 10' forward of hawse pipe lip. In the opinion of the undersigned, this indent does not affect the structural integrity of the vessel and is noted for record only.

(c) In the opinion of the undersigned the exterior condition of shell plating does not warrant drilling at this time.

2.- The bower anchor chains were ranged, cleaned, examined and were found satisfactory. The vessel is equipped with a total of 330 fathoms of chain. The chain locker was cleaned, examined, found satisfactory and recoated, and pumping arrangements proved in order.

(a) Bitter end and outboard shots transposed.

3.- Propeller shaft clearances in the stern tube and strut bearings was found by dial indicator to be as follows:

	<u>PORt</u>	<u>STARBOARD</u>
Stern Tube (Fwd)	.080"	.075"
Bearings (Aft)	.079"	.072"

This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record or other publication of the Bureau or for any error of judgment, default or negligence of its Officers, Surveyors or Agents.

3.- Continued:

	<u>FORT</u>	<u>STARBOARD</u>
Strut (Fwd)	.096"	.080"
Bearings (Aft)	.087"	.072"

SPECIAL SURVEY OF MACHINERY

4.- The sea valves and chests were opened out, cleaned, examined internally and externally together with fastenings and strainers and were found or placed in satisfactory condition as noted. Valves were ground or spotted in as required, repacked, regasketed, recoated and closed in good order.

- (a) After engine room make-up evaporator bottom blow shell valve renewed.
- (b) After engine room auxiliary condenser overboard discharge valve guides renewed. Total of two (2) valves.
- (c) Refrigerating condenser circulating water pump sea suction valve renewed.
- (d) Unused and leaky valve at starboard forward side of after engine room was removed and shell opening satisfactorily blanked off.
- (e) Submersible bilge pump overboard discharge valve disc refaced and air operated cylinder overhauled.
- (f) Forward engine room bilge pump overboard discharge valve renewed.
- (g) Forward engine room make-up evaporator bottom blow shell valve renewed.
- (h) Forward engine room contaminated water evaporator bottom blow shell valve disc refaced.
- (i) Forward emergency diesel sea suction valve chest steaming out valve renewed. Runners of 8" sea suction valve renewed.

SUMMARY

OUTSTANDING RECOMMENDATION

Recommendation of Seattle Report No. S1913 dated August 26, 1955 re: removal of insulation for further examination of No. 5 port sheerstrake plate was not dealt with.

The Special Periodical No. 3 of Hull is not complete and in order to complete this survey, the following remain:

- (a) Examination of discharges, scuppers etc.
- (b) Examination of troop and cargo compartments (Liftings)
- (c) Examination of hatchway coamings and means of closing.
- (d) Examination of engine, boiler and tunnel spaces.
- (e) Examination of forepeak, afterpeak and storeroom spaces.

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SUMMARY continued:

Hull continued:

- (f) Examination of watertight bulkheads and doors.
- (g) Examination of fuel oil tanks and cofferdams.
- (h) Examination of deep tanks (Fuel oil or dry cargo).
- (i) Examination of fresh water double bottom tanks.
- (j) Examination of peak tanks.
- (k) Testing of fuel oil tanks.
- (l) Testing of deep tanks.
- (m) Testing of fresh water double bottom tanks.
- (n) Testing of peak tanks.
- (o) Examination of decks and deck compositions.
- (p) Examination of masts, rigging and hawse pipes.
- (q) Examination of equipment (except bowers and cables).
- (r) Examination of insulated refrigeration spaces.
- (s) Examination of ventilators, air and sounding pipes.
- (t) Examination of steering arrangements.
- (u) Examination of machinery casing, guard rails and bulwarks.
- (v) Examination of airports and plating thereto.
- (w) Carry out recommendation of Seattle Report No. S1913 dated August 26, 1955.
- (x) Verification of load line marks.

Special Periodical Survey of Machinery is not complete. In order to complete this survey, all the requirements of the survey remain except examination of sea valves and chests.

Special Periodical Survey of Electrical Equipment not commenced.

Special Survey No. 3 of Hull	Commenced 3-57.
Special Survey of Machinery	Commenced 3-57.
Vessel Drydocked	3-57.

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

