

American Bureau of Shipping

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

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Report No. SF2168

San Francisco, Calif. June 4, 1954

U.S.N.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, twin screw steamer, "GENERAL JOHN POPE", on the 27th day of May, 1954 and subsequent date, as the vessel lay afloat at the Todd Shipyard Corp., Alameda, California, in order to examine and report upon the installation of fixed concrete and pig iron ballast being installed in the subject vessel at this time. For further particulars see report as follows:

1. In order to provide for increased stability of the subject vessel, fixed concrete and pig iron ballast was installed at this time within the No. 3 cargo hold space, port and starboard shaft alleys, and the forward engine room cofferdam located between frames No.'s 114 to 119 inclusive. For particulars, attention is invited to the MSTS Drawing No. T-AP110 S2901 1171437 dated April 6, 1954.
2. The ballast installation within the No. 3 cargo hold spaces was carried out as follows:
 - (a) Concrete ballast blocks, fill and topping were installed on the No. 3 cargo hold to a height of approximately 17" throughout excepting the space within the hatch square where the height was increased to approximately 26". The entire area of the No. 3 hold, full width and length was thus dealt with. The aggregate weight of all ballast installed in this space was approximately 1,158,474 pounds.
 - (b) The ballast installation described above was fitted with steel cribbing in way of all manhole plates and drain wells, and suitable protection provided for sounding tubes, vents, reach rods and drain lines. The tank tops were prepared by scaling and coating before the ballast was laid down. Expansion provisions were provided on all vertical bulkhead and side shell areas in way of the ballast by providing a 1/2" seal of marine glue.

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. The cofferdam spaces between frames No.'s 114 to 119 inclusive were filled with a heavy aggregate excepting the area directly beneath the lube oil sump tank which was filled with a lean thin concrete mix before the aggregate was installed. The total weight of ballast installed in this space was approximately 275,805 pounds. The cofferdam surfaces were cleaned and coated before the ballast was laid down and all bounding bulkheads were proven tight by hydrostatic test to the tanks adjacent to the cofferdam. One area between frames No.'s 118 and 119, and between the 4th and 5th, 5th and 6th, and 6th and 7th longitudinal to starboard of the center line was left free of ballast for access purposes to the lower man hole plate to the lube oil sump tank. This area is presently provided with a man hole plate for access, and the existing vent, sounding and suction lines to the cofferdam spaces were relocated to this area.
4. The port and starboard shaft alleys were ballasted with pig iron covered with a grout of cement with weights and location as follows:
 - (a) The port shaft alley between frames No. 147 to 166 inclusive was fitted with pig iron ballast to an approximate height of 38" and covered with a thin grout of cement. The total weight of the pig iron and grout was approximately 275,145 pounds.
 - (b) The starboard shaft alley between frames No. 146 to 166 was similarly fitted with pig iron ballast to an approximate height of 12" and covered with a thin grout of cement. The total weight of the pig iron and grout was approximately 103,600 pounds.
 - (c) Suitable cribbing was fitted in way of man hole plates, and drain wells. All piping in way of ballast, including vent and sounding lines were protected or altered as found necessary, and the shaft alley spaces in way of the ballast were cleaned and recoated before the ballast was laid down.
5. Upon completion of the ballast installation, same was examined, together with the alterations to the piping, tested as found necessary and all considered satisfactory.

The vessel is considered to be in a seaworthy condition and fit to retain her present class with this Bureau.

AMERICAN BUREAU OF SHIPPING

Robert H. Connell, Jr.
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