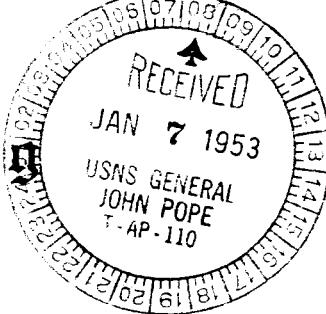


American Bureau of Shipping

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



(THIS FORM IS TO BE USED IN CONFIRMATION OF CLASS ONLY.)

Report No. SF80

San Francisco, California, December 1, 1952

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 of November, 1952, and subsequent date, as the vessel lay afloat at the In-Transit Depot No. 3, Alameda, California, in order to examine and report upon various machinery and electrical repairs being carried out at this time. For further particulars, see report as follows:

MACHINERY REPAIRS

1. It was stated that the starboard side line shaft bearings No. 1, 3 and 8 were operating at excessively high temperatures under normal sea steaming conditions, and were opened at this time for examination. The above mentioned line shaft bearings were found to be scored moderately, oil grooves partially filled with white metal, and the shaft journals in way of the bearings to be scored moderately. As recommended, the above mentioned shaft bearings were scraped to proper fit, oil grooves recut, shaft journals in way of the bearings polished and the bearings restored to proper clearance and alignment, examined and found satisfactory.
2. The aft engine room L.P. propulsion engine flexible coupling was stated to have been damaged during maneuvering operations, and was opened at this time for examination. Upon removal of the coupling it was found that the coupling head, turbine shaft end was fractured for the full circumference of the head, with the damage extending into the coupling teeth at both ends. In view of the possible consequences of the above damage, it was recommended that the aft turbine rotor bearing together with the high speed pinion bearings be opened for examination. The bearings were opened, as recommended and found the rotor bearing in satisfactory condition. The high speed pinion bearings, fore and aft, were found to be scored moderately together with loose white metal. New pinion bearings, together with a new flexible coupling were installed, as recommended, lube oil lines to same proven clear and in proper operating condition, and the unit was closed in good order.

The new flexible coupling was furnished by the Navy and found to

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be marked as follows:

Coupling Head: GR 441 KC XI
HT 39738 (US Navy Anchor)
R 412
H 67-16

Coupling Hub GR 441 KC
HT 39738 (US Navy Anchor)
K 34-5
R 411

3. The No. 4 triplex variable stroke feed pump reduction gears were opened for examination and found the pinion and idler gear bearings to be worn considerably. New pinion and idler gear bearings were fitted and the unit was closed in good order.
4. Upon completion of repairs as outlined in Items 1, 2 and 3 above, the affected machinery was tested under operating conditions and found satisfactory.

ELECTRICAL REPAIRS

5. The No. 1 auxiliary generator turbine governor assembly was stated to operate in an erratic manner during load changes and was opened, together with the steam control valve assembly for examination at this time. The fly-balls together associated link gear, springs and bushings were found to be worn heavily and were renewed. The steam control valves together with seats were found to be heavily pitted and it was recommended that new control valves and seats be installed. Due to the departure schedule of the vessel, it was stated that there was not sufficient time to complete the above recommended repairs, and the unit was closed without further reparation.

Upon completion of the repairs to the governor assembly, the unit was tested under operating conditions and found to respond to load changes satisfactorily; however, under constant loads, both singly and in parallel, the unit would affect a moderate to heavy "hunting" condition. It is therefore further recommended that the steam control valves together with seats be removed and renewed before completion of the Special Periodical Survey of Electrical Apparatus, and the governor otherwise proven to act in a satisfactory manner.

It is the opinion of the undersigned Surveyor that this vessel is in a seaworthy condition with respect to the repairs as carried out in the above report and fit to retain her present class with this Bureau, pursuant to satisfactory completion of the recommendations contained in Item 5 above.

AMERICAN BUREAU OF SHIPPING

Robert H. Connell, Jr.
Robert H. Connell, Jr. Surveyor