

American Bureau of Shipping

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

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Report No. 12,953

San Francisco, Calif., June 5, 1952

USNS "GENERAL JOHN POPE"

THIS IS TO CERTIFY that the undersigned Surveyors to this Bureau did, at the request of the owner's representative, attend the steel twin screw steamer "GENERAL JOHN POPE" on the 28th day of May, 1952 and subsequent dates, while the vessel lay afloat at the Naval Supply Center, Oakland, California and the Alameda Reefer Dock, Alameda, California, in order to carry out the Annual Survey of Hull, Machinery and Boilers, Miscellaneous Repairs and reports as follows:

Annual Boiler Survey

1. The four boilers were hydrostatically tested to 788 pounds per square inch, together with their main steam piping, economizers and superheaters and were found or placed in a satisfactory condition by lightly rolling minor tube leaks and making boilers tight.
2. The four boilers were examined internally and externally, together with their mountings, superheaters and economizers and all found or were placed in a satisfactory condition by renewing the wasted inlet piping to the desuperheater on the Nos. 3 and 4 boilers as recommended.
3. The safety valves were set under steam to a working pressure in pounds per square inch as follows:

Drum 500

Superheater 475

Annual Hull Survey

4. All parts of the steering arrangements, including gear and transmission, were examined and found satisfactory.
5. Watertight doors in bulkheads and vessel's sides, closing appliances in superstructure bulkheads and for air and sounding pipes were examined and were found or placed in a satisfactory condition by renewing the gaskets on all side ports, fairing one distorted watertight door and replacing various broken or missing watertight door dogs, as recommended.
6. The ventilator and hatchway coamings, tarpaulins, hatch covers and all their supports and securing appliances were examined and found satisfactory.

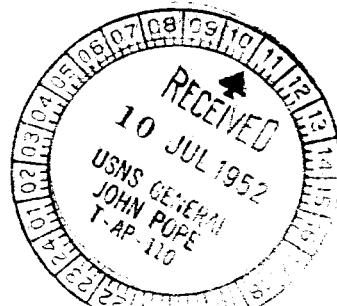
This Report is issued subject to the condition that it is understood and agreed that neither the Bureau nor any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by this Bureau or its Surveyors or in any entry in the Record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

7. The machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters were examined and found satisfactory.
8. A general inspection of the main and auxiliary machinery, steering engine and windlass was made and all found satisfactory.
9. A general inspection was made of all valves, tanks, piping and control apparatus in connection with the fire extinguishing apparatus and all found satisfactory.

The Annual Survey of Hull, Machinery and Boilers is now complete.

Miscellaneous Repairs

10. The deteriorated high speed flexible couplings from the high pressure and low pressure turbines in the forward engine room, and the high speed flexible coupling from the low pressure turbine in the after engine room, were removed and replaced at this time with new couplings supplied by the U. S. Naval Bureau of Ships. The new couplings were found to be marked in the following manner:
 H.P. B42426 S4200-941420 J 7-13-48.
 L.P. Fwd. Eng. B42425 S4200-941423 J 7-13-48.
 L.P. Aft. Eng. B42427 S4200-941425 J 7-13-48.
 At the conclusion of these repairs, a dock trial was held in which both the forward and after main engines were operated and same found to be satisfactory with regard to the above mentioned repairs.
11. The main propulsion shaft bearings Nos. 2, 4, 8 and 11 on the starboard shaft, and No. 3 on the port shaft were removed for inspection, the oil grooves restored, shaft stoned in way of the bearings, bearings spotted in and all assembled in good order.
12. The No. 4 - 400 kw auxiliary generator was opened for inspection, the rotor cleaned and balanced, the shaft in way of the carbon packing turned and built up to original size by metal spraying, new carbon packing installed, new flexible coupling and journal bearings installed and the unit closed in good order. The new flexible coupling can be identified by the following markings: AB 204 WDV 5-19-52) Drive AB 204 WDV 5-19-52) Driven
 Ht 6H 770 PC-2) Ht 7749 PC1988L)
 It was stated that during the operational test on the above mentioned generator that the turbine did not attain or maintain sufficient speed. Due to vessel's scheduled departure time no repairs to the governor unit were carried out and it is further recommended the governor unit be overhauled and placed in a satisfactory operating condition at the owners earliest opportunity.



The undersigned Surveyors consider the vessel seaworthy and fit to be retained in present class with this Bureau.

AMERICAN BUREAU OF SHIPPING

C. J. Mattson
C. J. MATTSON, SURVEYOR

Robert H. Connell Jr.
ROBERT H. CONNELL, JR.,
SURVEYOR

