

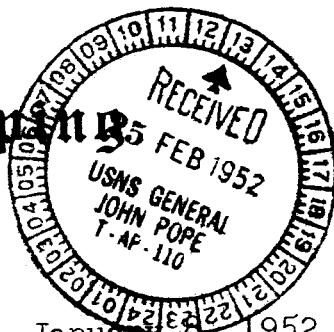
American Bureau of Shipping

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

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

Report No. 12,228

San Francisco, Calif., January 8, 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 USNS "GENERAL JOHN POPE" of 17,832 gross tons, while the vessel lay on dry-dock and afloat at Bethlehem Pacific Coast Steel Corp., S. B. Div., San Francisco, California, on the 3rd day of January, 1952, and subsequent dates, relative to dry-docking, port tail shaft survey, repairs and report as follows:

Dry-docking Survey

1. The stem, stern frame, rudder, pintles and gudgeons, struts, propellers and all outside shell plating were examined and found in satisfactory condition except as follows: The bottom shell plating on the port and starboard sides as outlined in San Francisco Report No. 11,095 dated February 21, 1951 was not dealt with at this time. It is recommended that the bottom shell plating be repaired as per the above report.
2. The anchor chains were ranged, and anchors and chains were examined and found satisfactory. The chain locker was cleaned, recoated, examined together with cable holdfasts and found satisfactory. The port and starboard anchor chains were turned end for end at this time.
3. The stern bearing and struts were checked for wear down and found as follows:

<u>Port</u>		<u>Starboard</u>	
Strut Forward	.137"	Strut Forward	.175"
Strut Aft	.115"	Strut Aft	.140"
Stern Tube	.107"	Stern Tube	.120"

The above clearances are considered satisfactory. The propeller on the port tail shaft was removed and shaft examined and found cracked in the keyway on the forward starboard corner. Owing to nature and extent of crack the shaft is considered unsatisfactory unless repairs by approved methods are carried out. A new tail shaft was installed and found stamped as follows: I.I.W. A 373 B 1A1995, 3-9-48. The fit of the new tail shaft to the existing propeller was witnessed, examined and found satisfactory. A new muff-coupling was installed on the port tail shaft and found stamped as follows: I.I.W., A 373 B, 1A1996, 3-9-48.

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.

The starboard tail shaft and the port and starboard tube shafts were not drawn for examination at this time.
(New Port Tail Shaft 1-52).

4. All openings to the sea, together with chests, nipples and valves in connection therewith, were opened, overhauled, examined internally and externally and found or placed in satisfactory condition by the following recommended repairs:
 - (a) Overboard discharge valve from make-up feed evaporator, two lube oil cooler overboard discharge valves, four auxiliary circulator overboard discharge valves and two ballast sea suction valves were found wasted in the bodies and guides were removed and renewed.
 - (b) The following valves were found wasted in the guides and the valves were removed and new guides installed: Main high injection, two auxiliary injection and two main overboard discharge valves.

The above valves were examined after installation and found satisfactory.

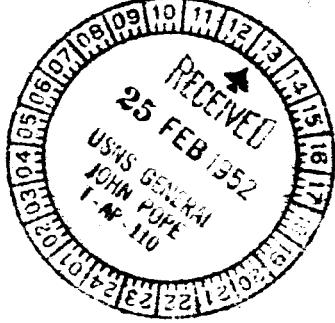
5. The stern glands were repacked.
6. The underwater body was cleaned and recoated.

Repairs

7. Sections of wasted sounding pipes were removed and renewed in No. 5 port double bottom tank and No. 6 starboard double bottom tank. Renewals were tested and found satisfactory.
8. A steel doubler plate was installed by welding over a leaky and wasted area of tank top plating adjacent to manhole for the echo sounding device in No. 1 cargo hold. The repair was tested by hydrostatically testing No. 1 starboard double bottom tank with satisfactory results.
9. Section of main steam piping from the superheater to the main steam stop valve was removed and renewed on boilers Nos. 1 and 2. The new piping was stated to have been furnished by the U. S. Navy.

It is recommended that this vessel being on the 8th day of January, 1952, in a satisfactory and seaworthy condition be retained in her present class with this Bureau, subject to recommendation as noted in this report and compliance with Special Periodical Survey Requirements.

AMERICAN BUREAU OF SHIPPING



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