

A. B. S. report No. 9375

"GENERAL JOHN POPE"

THIS IS TO CERTIFY that the undersigned Surveyor to this Bureau did, at the request of the Moore Dry Dock Co., attend the steel twin screw steamer "GENERAL JOHN POPE" of 17,832 gross tons, on the 1st day of July 1949 and subsequent dates, as vessel lay afloat at the Moore Dry Dock Co., Oakland, Calif., in order to report upon the installation of evaporators and repairs in connection with same. For further particulars see report as follows:

1. The shell plate was cut on the port side 4" aft of frame 126 and 7- $\frac{1}{2}$ " forward of frame 129 vertically on "H" and "J" strakes, and 3" from C deck to an approximate height of 6'9". All four corners were cut with a 12" radius.
2. C deck was cut between frames 122- $\frac{1}{2}$ to 125- $\frac{1}{2}$ transversely approximately 8' 6" and longitudinally approximately 10' 0" with 6" radius corners.
3. The two new 40,000 G.P.D. Foster-Wheeler salt water distilling units were installed on the auxiliary engine flat and tank top, port side, between frames 118 and 130.
4. The C deck plating was replaced, together with longitudinal deck beams and welded in place. A 4"x6"x $\frac{3}{8}$ " flat bar was welded in way of cut deck beams, hose tested and found same satisfactory.
5. The shell plating was refitted and plating beveled to 60 degrees seal weld on inside, outside welding was bebbed after the first pass, six rivets on each side of seam of the opening were redriven.
6. The shell was hose tested after the replacement and found satisfactory.
7. All new and old electrical circuits, panels and meters, part and parcel of the new evaporator installation were megger tested and found satisfactory. The evaporators were tried out under full working conditions and found satisfactory.

In the opinion of the undersigned, this vessel is considered to be in a seaworthy condition and fit to retain her present class with this Bureau.

BEN FREE, SURVEYOR.