

A. B. S. report No. 10,403

S.S. 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 21st day of July 1950 and subsequent dates, as the vessel lay on dry dock and afloat at Todd Shipyards Corp., Alameda, California, in order to continue the Special Survey No. 1 of Hull, Special Survey of Machinery and carry out Annual Survey of Hull and Boilers and reports as Follows:

Continuation of Special Periodical Survey No. 1 of Hull

1. The vessel was placed in dry dock and the stem, stern frame, keel and outside plating were cleaned, examined and found as follows:
  - (a) Damage to keel plate No. 3 from forward, A strake third, fourth and fifth port, and A strake second, third and fourth starboard was found to be as previously noted in San Francisco Report No. 8473 dated September 16, 1948. No repairs were effected at this time.
  - (b) Wasted welding was satisfactorily prepared and rewelded.
2. The rudder, pintles and gudgeons were examined and found satisfactory.
3. The propellers were examined and found in a satisfactory condition. The propeller shaft stern tube and strut bearings were checked for clearance and found to be as follows:

Port Strut	.163 inch	Starboard Strut	.197 inch
Port Tube	.130 inch	Starboard Tube	.143 inch
- The propeller shafts were not drawn at this time.
4. The sea valves were opened, cleaned, examined and made satisfactory as follows: The following sea valves noted as wasted in way of guides in San Francisco Report No. 8473 dated September 16, 1948 were repaired by renewing the valve guides.
  - (a) Main injection low suction fwd and after engine rooms.
  - (b) Auxiliary condenser overboard discharge valves, two in forward and two in after engine rooms.
  - (c) Fire and ballast pump suction in forward engine room.
  - (d) Evaporator and fire pump common sea suction in evaporator room.
5. The anchors and chains were not ranged at this time.
6. The vessel's underwater body was recoated.
7. The holds 'tween decks, fore and after peak spaces, bilges, engine and boiler room spaces were examined and found satisfactory.

8. Cofferdams were opened, cleaned, examined and found satisfactory.
9. Freshwater double bottom tanks were examined internally and found satisfactory.
10. Defective tankometer sounding tubes to No. 2 port double bottom tank and to No. 7 center double bottom tank were repaired, tested and proven satisfactory.
11. The decks were examined and found in satisfactory condition. Decks where covered by a composition were sounded and composition was found to adhere satisfactorily.
12. The plating in way of airports was examined and found satisfactory.
13. The sanitary and discharges through the vessel's side were overhauled, examined and found satisfactory.

#### Annual Survey

14. All parts of the steering arrangements, including gear and transmission, were examined and found satisfactory.
15. The ventilator and hatchway coamings, covers, their supports and tarpaulins were examined and found satisfactory.
16. The machinery casings and guard rails were examined and found satisfactory. Watertight doors in vessel's side and the closing appliances in superstructure bulkheads for air and sounding pipes were examined and found satisfactory.
17. A general examination was made of the engine, steering engine and windlass which were found in a satisfactory condition.
18. A general examination was made of all valves, tanks, piping and control apparatus of the fire extinguishing installation and same were found in a satisfactory condition.

The Special Periodical Survey No. 1 of Hull is not complete; to complete the same the following remains to be carried out:

- (a) Test to Rule requirements all fresh water double bottom tanks.
- (b) Test to Rule requirements all double bottom fuel oil tanks, except No. 4 starboard and No. 7 starboard.

#### Annual Boiler Survey

19. The four boilers were hydrostatically tested to 788 lbs. per square inch, together with their superheaters and main steam piping, examined and found satisfactory.
20. The boilers were examined internally and externally, together with mountings and fittings and found satisfactory.
21. The safety valves were set under steam for a working pressure of 525 lbs. per square inch.

The Annual Boiler Survey is now complete

## Continuation of Special Survey of Machinery

22. The main and auxiliary air ejectors and heat exchangers were examined and found satisfactory.
23. The deaerating feed heaters were examined and found satisfactory.
24. The fire extinguishing systems were tested and proven satisfactory.
25. The machinery spares were checked and found to comply with Rule requirements.
26. The fuel oil transfer pumps were opened, examined, and made satisfactory by renewing two steel valve stems in steam chest.
27. The No. 1 main feed pump motor was removed, armature rewound, tested and proven satisfactory.
28. The No. 1 auxiliary condensate pump was opened, examined and made satisfactory as follows: shaft, packing sleeve and impeller wearing rings were renewed and casing wearing rings trued up.

The Special Survey of Machinery is not complete; to complete same the following requirements remain to be carried out:

- (a) Examine main thrust bearing.
- (b) Renew impeller and shaft sleeve of No. 2 after main circulating pump.
- (c) Examine No. 2 and No. 4 auxiliary circulating pump.
- (d) Examine all motor driven lube oil pumps.
- (e) Examine No. 1 main circulating pump.
- (f) Examine fire pumps.

See San Francisco Report No. 8473 dated September 16, 1948 for the above recommendations.

It is recommended that this vessel be retained in her present Class with this Bureau subject to examination of propeller and tube shafts and compliance with Rule requirements.

AMERICAN BUREAU OF SHIPPING

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C. E. STITH, SURVEYOR

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B. P. THIBADEAU, SURVEYOR