American Bureau of Shipping

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

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Report No. 8473 San Francisco, Calif., September 16, 1948

"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, passenger vessel, "GENERAL JOHN POPE" of Washington, D. C., 17,832 gross tons, on the 10th day of September 1948, and subsequent dates, as the vessel lay on drydock and afloat at the Bethlehem Steel Company, S. B. Division, San Francisco, Calif., in order to examine and report on the condition of the vessel's underwater body, continuation of the Special Survey of Hull and Machinery, and completion of the Special Survey of Auxiliary Electrical Apparatus. For further particulars, see San Francisco Report 8304 of July 15, 1948, San Francisco Report No. 8069 of May 17, 1948 and report as follows:

Continuation of Special Survey No. 1 of Hull

Dry Docking

1. The vessel was placed on drydock and the stem, stern frame, keel and outside shell plating were examined and found as follows:

   (a) Wasted welding in the after butts of flat keel plates No. 1 and No. 2 were chipped to sound metal and rewelded.

   (b) Six feet of welded seam between shell plate A-2 starboard and adjacent flat keel, was chipped to sound metal and rewelded.

   (c) Flat keel plating adjacent to shell plate A-5 starboard was found pitted in small areas. Wasted areas were chipped and welded.

   (d) Approximately twenty five feet of the bilge keel port side, near after end, was noted to be missing and was replaced.

   (e) Approximately 120 feet of the starboard bilge keel, noted to be missing, was replaced.

   (f) Flat keel plate No. 3 set up one inch between floors, full length.

   (g) Shell plate A-3 port, set up between floors along inboard seam, full length.

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(h) Shell plate A-4 port, set up between floors along inboard seam, full length. Also four indents between floors at center of plate near after butt.

(i) Shell plate A-5 port, generally indented between floors in forward half of plate.

(j) Shell plate A-2 starboard, slightly wrinkled in two frame spaces along inboard seam at after butt.

(k) Shell plate A-3 starboard, set up between floors, along inboard seam, full length of plate.

(l) Shell plate A-4, starboard, set up between floors, full length.

2. The rudder, together with pintles and gudgeons, was examined and found satisfactory except for severe pitting at the leading edge. Pitted areas were chipped to sound metal and welded.

3. The propellers were examined and placed in good order by fairing small nicks. The port and starboard stern tube and strut bearings were checked for wear and found as follows:

	Port	Starboard
Stern Tube	1/8"	1/8"
Strut, forward end	1/8"	1/8"
Strut, after end	1/8"	5/32"

The shafting was not drawn at this docking. The stern glands were repacked.

4. Wrapper plates on the port and starboard propeller struts were found wasted. Wrapper plates were renewed and found satisfactory.

5. The sea valves and sea chests were opened, cleaned, examined and found as follows:

(a) Main injection low suction valves, in forward and after engine rooms badly wasted in guides. To be replaced.

(b) Four auxiliary condenser overboard discharge valves, two in each engine room. badly wasted in guides. To be replaced.

(c) Fire and Ballast Pump suction in forward engine room, wasted in guides. To be replaced.

(d) Evaporator and Fire Pump common sea suction valve in evaporator room, wasted in guides. To be replaced.

(e) Line shaft cooling water service suctions in port and starboard shaft tunnels were found wasted and were renewed.

(f) Boiler water test cooler, overboard discharge valve, found wasted, was renewed.

6. The anchors and chains were ranged on dock, examined and found satisfactory. The port chain consists of 165 fathoms and the starboard chain 165 fathoms. The chain locker was found satisfactory.

7. The vessel's underwater body was recoated.

8. The forepeaktank was tested to the Rules and found satisfactory.

9. The afterpeak tank was examined internally, tested to the Rules and found satisfactory.

10. The No. 4 starboard double bottom fuel tank was tested to the Rules and found satisfactory.

11. The No. 2 port double bottom was tested and found leaking in the tankometer sounding tube. A temporary repair was made to the tube and the tank retested. Repairs consisted of suitable packing and a clamp around the tube. After temporary repairs the tank was tested and found satisfactory. Permanent repairs to be made at owner's convenience.

12. The No. 7 centerline double bottom was tested. The sounding tube was renewed and a temporary repair consisting of packing and suitable clamp was fitted to the tankometer sounding tube. The tank was examined internally, tested to the Rules and found satisfactory. Permanent repairs to the tankometer tube to be made at the owner's convenience.

13. The No. 4 centerline tank was found leaking in the sounding tube. Temporary repairs were made by fitting packing and a suitable clamp to the tube. Owing to strike conditions and short availability the tank was not tested. Tests and permanent repairs to be made at the owner's convenience.

14. The No. 7 starboard double bottom tank was tested to the Rules and found satisfactory.

15. The anchor windlass and steering engine were opened for examination, closed in good order, tested and found satisfactory.

16. Gaskets on all side shell ports, were renewed. Hinge pins were renewed on the forward cargo port, starboard side, "B" deck, frames 82-85. Ports were examined, hose tested and found satisfactory.

17. The Special Survey No. 1 of Hull is not complete. Completion of the survey is dependent on the following.

(a) Internal examination of all cofferdams.

(b) Internal examination and hydrostatic testing of all fresh water

double bottoms.

(c) Test all fuel oil double bottoms except No. 4 starboard and No. 7 starboard.

(d) Make permanent repairs, correct deficiencies and test as required, tanks as noted in Items 11, 12 and 13.

(e) Repair as found necessary, the indents noted in Items 1 (f) to (l).

(f) Repair or renew wasted sea valves as noted in Items 5 a, b, c and d.

(g) Sanitary and other discharges through the vessel's sides to be examined.

Continuation of Special Survey of Machinery

18. The H.P. and L.P. turbines in the forward engine room were opened for examination. All parts of the rotors and casings were examined. The first row blading of the H.P. turbine was found to have suffered minor mechanical damage and slight pitting on the inlet side of the blading. Carbon packings were refitted, clearances were checked, and the turbines closed in good order.

19. The forward main reduction gears were opened for examination. Tooth contacts and bearings were found satisfactory. The gear was closed in good order.

20. The after engine room H.P. and L.P. turbines were opened for examination. All parts of the rotors and casings were examined. The first row blading and nozzles of the H.P. turbine were found to have suffered mechanical injury, all blades being bent. Bent blading was straightened and found satisfactory. Carbon packings were refitted, clearances were checked and the turbines closed in good order.

21. The after main reduction gear was opened for examination. Tooth contacts and bearings were found satisfactory. The gear was closed in good condition.

22. The port and starboard line shafting, together with bearings, was examined and found satisfactory.

23. The forward main condenser and all auxiliary condensers were opened, cleaned, tested and found satisfactory.

24. The after main circulating pump was opened, cleaned and examined. The impeller was found wasted and shaft sleeve scored. Impeller and shaft sleeve to be renewed.

25. All fuel oil service pumps were opened, examined and found satisfactory.

26. The Nos. 1 and 3 auxiliary circulating pumps were opened and examined. Wearing rings and shaft sleeves were renewed on both pumps.

27. The refrigeration circulation pump was opened. All rotating parts were renewed due to excessive wastage. The casing was found wasted but is considered satisfactory.

28. The forward stand-by reciprocating feed pump and stand-by reciprocating lube oil service pump, were opened, examined and found satisfactory.

29. The after auxiliary condensate pump was opened, examined and found satisfactory.

30. The after stand-by reciprocating feed pump was opened, examined and placed in good order by renewal of plunger packing.

31. The after stand-by reciprocating lube oil service pump was opened, examined and found satisfactory.

32. On completion of all work, the overspeed trips on the main engines were adjusted, and all principal units observed in operation.

33. The Special Survey of Machinery is not complete. Completion of the survey requires compliance with the following:

(a) Fire extinguishing systems to be tested.

(b) Main thrust bearings to be examined.

(c) Renew impeller and shaft sleeve of No. 2 main circulating pump, as noted in Item 24.

(d) Open for examination fuel oil transfer pumps, Nos. 2 and 4 auxiliary circulating pumps, all motor driven lubricating oil pumps, No. 1 main circulating pump, No. 1 auxiliary condensate pump and fire pumps.

(e) Examine as required, main and auxiliary air ejectors, together with associated heat exchangers.

(f) Examine deaerating feed heaters.

(g) Machinery spares to be checked and reported on.

Completion of Special Survey of Auxiliary Electrical Apparatus

34. The No. 3 auxiliary generator turbine and reduction gear were opened. The 1st and 2nd rows of blading were renewed as previously recommended. The reduction gears were found satisfactory. On completion of repairs,

the generator was observed under operating conditions and found satisfactory.

35. The tube nest drain pump motor, the fuel oil service pump motor No. 3, and the refrigeration condenser circulating pump motor were placed in good order as follows:

(a) Field coils and armatures were cleaned, baked and reinsulated.

(b) Commutators were machined and mica undercut.

(c) Brush rigging was repaired and adjusted.

(d) Grease seals were renewed.

The Special Survey of Auxiliary Electrical Apparatus is complete.

In the opinion of the undersigned, this vessel is considered to be in a seaworthy condition and fit to retain her present Classification in this Bureau, subject to satisfactory compliance with recommendations of this report and completion of all outstanding surveys.

AMERICAN BUREAU OF SHIPPING

Kenneth G. Robertson
SURVEYOR.