

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Dec 30th 1940 When handed in at Local Office Dec 30th 1940 Port of Vancouver B.C.

No. in Survey held at Vancouver B.C. Date, First Survey Dec 10th Last Survey Dec 30th 1940  
No. of Visits 2

10736 on the Wood from Steel T.S.M.V. BENJAMIN FRANKLIN

TONNAGE: - Built at St. Nazaire By whom Ch & Atel. de St Nazaire When 1927 YEAR MONTH 6

GROSS 7034 Owners A/S Ganger Polf. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 6074 Managers F. Olsen & Co Port belonging to Oslo

NET 3960

Surveyed Afloat or in Dry Dock? D.D. Name of Dock Burrard D.D. Destined Voyage

Height of Deck above Base of Hull feet; u&B feet; f feet  
Total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8347 Port S.fo

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
CHARACTER: \* for Special Survey, Date of last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., in any).  
+100 A1 with +LMC 7-37  
freeboard 2-38 DBS 8.40  
SSDial No 2-35 CL 3-40  
+ Lloyd's Rm. 3.40  
for temp. 320F

When a damage case where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined body of Damage Report herewith.

Was a damage report made by anyone else? If so, by whom? T. O'Boyle for Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Completion Special Survey No 3. and Damage.

stated to have been sustained during heavy weather encountered between the 27th September and 2nd October 1940 while on a voyage from Takou. Bow to San Domingo via Phillipia.

bow due to Completion SS No 3 in accordance with letter from San Domingo Surveyor)  
bow peak tank sealed, scanned and recoated with Shushing oil  
no 5x6 double bottom of tanks cleaned & scanned internally.

bow due to Condition: Generally scanned decks, hatchways, ventilators  
skylights Coamings Coamings & hol Head

(Please see follow)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3							Rudder overhauled
Removed and Faired or Repaired								
Faired or Repaired in place	3							

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks <u>eff.</u>	<u>eff.</u>	<u>eff.</u>	When fitted, Month Year
Planking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	Boats <u>eff.</u>
Stairways	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c. <u>no dk.</u>
Staircases & Fastenings	Rudder <u>eff.</u>	Scuppers	Condition, how ascertained (State if wedges removed)
Outside Plating	Steering gear and its connections	Cargo Hatchways	Equipment letter <u>et</u>
" " in way of sidelights	Windlass	Hatches	Anchors, No. of <u>4.</u>
Frames	Have pumps been examined and found efficient?	Planking	Cables (State if now ranged) <u>no.</u>
Transverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	" length <u>Standard</u>
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" (on board) <u>Complete</u>
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length <u>size</u>
Decks	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Staircases	Doubling Plates under Sounding Pipes <u>no.</u>	Timbers of Frame at openings	Hawsers & Warps
Inner Bottom Plating		" " at other places	Standing and Running Rigging <u>eff.</u>
Have the Tanks been examined internally? <u>FPT 65x6.</u>		Stringers, Clamps & Shelves	Sails
Have the Tanks been tested? <u>no. &amp; AP.</u>		Salting (State if examined.)	

### General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel as far as now seen is in efficient condition and in my opinion is eligible to remain as classed with fresh record of Survey 12.40 and notation of SS 086. N°3 with date as previously recommended. Reserves in SK part for indicated plating to be deleted.

Survey Fee (per Section 20) <u>Capt 88 No 3 \$50.00</u>	Fees applied for, <u>30.12.1940</u>
Special Damage or Repair Fee (if any) <u>6000 \$150.00</u>	Received by me, <u>Hubert Jensen &amp; R. Knox</u>
Travelling Expenses (if chargeable) <u>2500 \$35.00</u>	
Second Surveyor's Fee (if any) <u>2500 \$6.00</u>	
<b>Total \$241.00</b>	

Committee's Minute Mchy 100 A Without  
Character Assigned With for  
Boats 5/12/40  
Winkonjal  
S.S. No 3-3.40  
TUE. 18 MAR 1941  
Surveyor to Lloyd's Register of Shipping.  
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W340-0045(192)

TSMY " BENJAMIN FRANKLIN "Work done for Damage:

Vessel placed on dry dock: bottom and rudder cleaned examined and recoated.

Rudder head machined - way of gland bearing: gland bearing bored out and new bronze neck bush in halves fitted.

oil holes & grease cups fitted for lubrication of rudder bearing. Gland renewed in halves. Rudder lifted all gudgeons relubricated: No 2 & 4 putty renewed, No 3 trued in way of taper, No 5 trued & relubricated.

Outer bottom (in way No 1 DB tank) A

No 2 keel plate and shellplates A3 port and starboard renewed (plates removed for damage & renewed for wear & tear)

Shellplates A2 & B1 port and B1 starboard released and fixed in place. No 1 DB tank tested in completion of repairs, bilge hatches & ceiling put lifted in No 1 Hold. About 50 scattered internal nuts renewed in No 1 tank.

After Peak Tank. A few nuts in shell laps to stern frame cracked & electric welded.

Ballast pipes. in No 1 & 2 & 3 Port and starboard tanks tested close straight lengths and four bent pipes renewed.

undry other minor repairs carried out.

SR Lint.

Indented plating about No 2 Hold port and starboard now fixed in place viz:-

Port side shellplates J5 & H5 at the Comm. Lany.

Starboard side shellplates J4 & J5.

The port side indented plating referred to in the SR list was due to damage repairs found.

The remaining indentations in this vessel's shell plating are of a minor character and need not be noted against the vessel.

Wear & Tear: Fore top mast head stay and fore stay renewed. Several hatch cleats renewed, some deck pipes repaired and guards repaired andundry other minor repairs carried out.

*John Lewis*