

COPY.

Lloyd's Register of Shipping.



Port Vancouver, B.C.,

December 31st, 1940

This is to Certify that

R. KNOX

the undersigned Surveyer to this Society did at the request of the Master, attend on board the T.S.M.V. "BENJAMIN FRANKLIN" 7034 tons gross of Oslo, for the purpose of ascertaining the nature and extent of damage stated to have been sustained during heavy weather encountered between the 27th. September and 2nd. October, 1940 whilst on a voyage from Taku-Bar to San Francisco via the Phillipine Islands.

For further particulars please refer to the official log books.

On the 16th. December, 1940 and on subsequent dates while the vessel was lying on the floating dry dock of the Burrard Dry Dock Co.Ltd., North Vancouver, B.C., the undersigned in company with Mr. Toralf Ostbye, representing the Underwriters, after testing forward and after peak tanks and Nos. 1, 2, and 3 double bottom tanks, upon examination,

FOUND:

BALLAST PIPES in Nos. 1, 2 and 3 double bottom tanks, reported leaking.

RECOMMENDED:

No.1 tank, Nos. 2 and 3 port and starboard tanks to be drained, steamed, opened up and proven free of explosive gases.



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“JAMIN FRANKLIN”.

Ballast pipes to be tested to locate leaks and defective pipes to be repaired as directed and pipe lines re-tested on completion of repairs.

Notes:- It was found necessary to renew the following ballast pipes:-
11 straight lengths and four bent pipes.

STAR BOTTOM IN WAY OF
NO. 2. TANK.

No.2 keel plate set up and buckled.

To be removed, faired and refitted.

Port Side.

Shell plate A-2 set up over one frame space at the after end.

To be faired in place and one defective rivet adjacent to be renewed.

Shell plate A-3 set up between frames over the whole length.

To be removed, faired and refitted.

Shell plate B-1, set up over two frame spaces.

To be released, faired in place and part riveted.

Starboard Side.

Shell plate A-3 set up between frames over the whole length.

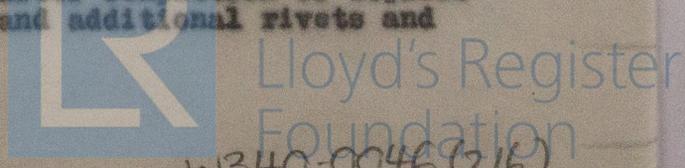
To be removed, faired and refitted.

Shell plate B-1, set up over three frame spaces.

To be released and faired in place and part riveted.

Notes:- When No.2 keel plate and shell plates A-3, port and starboard were removed it was found they were heavily grooved in way of floor angles and also pitted in places, and it was necessary to recommend that they be renewed.

No.1 double bottom tank to be tested and proven tight after completion of repairs and additional rivets and



RAHAM LINCOLN".

seams to be caulked as may be found necessary at final test.

Bilge timbers, port and starboard sides, in No.1 Hold, also two planks of ceiling along margins, port and starboard, to be lifted for tank test and afterwards refitted.

Keel blocks in way of damaged plating to be removed for access to repairs as necessary and bottom to be adequately shored.

No.1 D. B. Tank

A number of scattered internal rivets loose and shaken.

About 50 rivets to be renewed.

PEAK TANK.

A number of rivets in plate landings to stern frame leaking.

Seven rivets on port side and ten on starboard side to be caulked and made tight by electric welding.

After peak tank to be tested on completion of repairs.

RUDDER.

Rudder head slack and scored in way of rudder gland bearing.

Rudder head to be disconnected, steering gear and quadrant removed for access and rudder head removed to shop.

Head to be lightly machined in way of gland bearing. Gland bearing to be bored out in place and a new bronze neck bush in halves to be fitted.

Two oil holes to be drilled as directed and two compression grease cups to be supplied and fitted for lubrication of rudder bearing.

"BENJAMIN FRANKLIN".

Rudder (Cont'd)

Stuffing box gland in two halves to be renewed to suit diameter of rudder head. Rudder head to be refitted and rudder bearing gland repacked.

Rudder to be lifted for examination of pintles and gudgeons. All pintles to be removed for examination and refitted and lignum vitae bushing in all five gudgeons to be renewed. Stainless steel riser under heel pintles to be renewed.

Notes:- On further examination it was found that owing to the excessive wear of the slack pintles it was necessary to renew Nos. 2 and 4 pintles, true up the taper of No.3 pintle and true up No.5 pintle and fit a new bronze liner to same.

PORT PROPELLER.

Leading edge of one blade slightly nicked.

Rope guard missing.

To be brazed and dressed up. Pitch of all blades to be checked.

To be renewed.

PORT SCREW SHAFT.

Excessively worn down.

Propeller to be removed and screw shaft to be drawn in for examination.

Inner and outer stern bushes to be re-wooded, shaft refitted in correct alignment to tunnel shafting and stern gland repacked.



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"BENJAMIN FRANKLIN".

STARBOARD PROPELLER.

One blade distorted and bent, also two blades nicked at leading edges.

Propeller to be removed to work shop, distorted blade to be faired and leading edges of two blades to be brazed and dressed up where nicked. Pitch of all blades to be checked and propeller to be refitted.

Rope guard missing.

To be renewed.

STARBOARD SCREW SHAFT.

Excessively worn down.

Propeller to be removed and screw shaft to be drawn in for examination.

Inner and outer stern bushes to be re-wooded, shaft refitted in correct alignment in tunnel shafting and stern gland repacked.

In addition to the foregoing damage, repairs were recommended to indented shell plating damaged on some previous occasion as follows:-

FOUND:

Shell Plating, Port Side, abreast No.2 hold, set in in 2nd. and 3rd. frame spaces from forward end of hold in way of shell plates J-5 and H-5, and temporarily repaired by cement boxes.

Shell plating on starboard side abreast No.2 hold, Shell Plates J-4 and J-5 slightly indented.

RECOMMENDED:

Cement boxes to be removed, lower edge of Plate J-5 and adjoining upper edge of Plate H-5 to be faired in place, and part riveted.

Repairs to be hose tested and proven tight on completion.

To be faired in place and hose tested and proven tight on completion of repairs.



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"BENJAMIN FRANKLIN".

A specification was drawn up covering the foregoing recommendations and the repairs put in hand and carried out by the Burrard Dry Dock Co.Ltd., North Vancouver.

The repairs were satisfactorily completed and tested on the 21st. December and the vessel refloated at 9:00 a.m. on that day; the vessel was drydocked at 9:00 a.m. on the 16th. December.

Whilst on dry dock the underwater body was cleaned and recoated with one coat of anti-corrosive and one coat of anti-fouling compositions.

An interim certificate was issued recommending that the vessel's class be maintained.

R. Knowles

SURVEYOR TO LLOYD'S REGISTER.



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