

Continued from page 1

Yard period ending, cont'd

was pulled and straightened. Benn left drydock on March 19.

While tied up to Pier One on March 21, the numbers one and two boilers were lighted, and by March 24, all eight boilers had been tested.

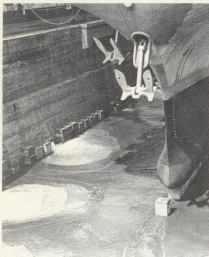
Captain William E. Barrow took Benn out to sea for several hours on Thursday, April 10, for a short sea trial. On the following day at personnel inspection, he announced the complete success of the trial and noted the ship had been brought up to 25 knots well in advance of the time allowed.

By the time Benn's yard period is completed on May 16, a projected \$8,745,400 will have been spent in the overhaul. Approximately \$6,440,000 of that went in wages for the yardworkers and was pumped back in to the Long Beach area economy.

The major alterations to the ship during the yard period include the installation of new ASCAC equipment; installation of a new electronic countermeasure system; modification of the ship's UHF communications



GENTLY NOW--Later on that night, the caisson was towed out of the way and the yard tugs eased Benn from the drydock.



OPEN FLOOD GATES--The afternoon of Benn's last day in drydock was highlighted by the rising waters which proved old Benn could still float.

system; installation of a new aircraft reciprocating engine shop; installation of two new JP-5 stations on the starboard side for escort destroyer replenishment purposes; installation of a new double hose refueling rig at station three; installation of a greatly improved fog foam/CO2 firefighting system in several machinery spaces; replacement of 40,000 linear feet of flight deck planking (45 per cent of all flight deck planking was replaced; 100 per cent of all planking was resurfaced); overhaul of all three aircraft elevators; overhaul of most of the ship's electronic gear; renovation of the ship's service telephone system; renovation of the ship's working and living spaces, and extensive amounts of chipping and painting.

"The overhaul period has given the Shipyard the opportunity to correct many deficiencies," observed LCDR John K. Gilligan, Damage Control Assistant and Overhaul Liaison Officer. "Those repairs which were vital needed were accomplished. Bennington...is ready to go to sea."