

Baltimore, Md.

March 29th 1920

John M. Sheriff

The Local Representative of the U.S.S. Board attend on board the S.S. "Arcoxie" of Philadelphia for the purpose of ascertaining the nature and extent of damage stated to have been caused by the vessel striking end of dock on Feb. 24th 1920 while leaving Dunkirk, on a voyage from Dunkirk to New York, Feb 24th till March 9th, 1920.

On March 15th and subsequent dates the vessel then lying in dry dock at Bethlehem S.B. Co's plant at Sparrow's Point, attended on board and

FOUND

RECOMMENDED

Port side plate No 3 in G strake and plate No 4 in H strake indented and web frame in way of same buckled.

Cutting adrift plates in way of damage and also cutting adrift web frame and fairing same in place.

Wear & Tear

About 200 rivets in fore peak tank leaking. Recommended same to be caulked.

The plate butt starboard side in way of No 4 D.B. tank started. Recommended all rivets in butt be cut adrift and butt bolted up tight and re-riveted.



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der. Plate on starboard side cracked from rivet hole out to edge  
12'-8" mark. Recommended crack cut out and filled in with electric  
ding. Defective rivets in rudder to be caulked.  
at 300 rivets in bilge keels both sides were found to be loose and  
e were recommended to be renewed.  
op locker floor was found to be leaking and water dripping through  
o cargo space. Recommended cement cut out and renewed.  
ve joints in the oil filling pipe under bridge deck were found to  
leaking and same recommended to be rejointed.  
the above repairs were attended to at this time and completed in  
atisfactory manner.  
propeller shaft was found to be down in the stern bush 3/16" and  
left in that condition. All sea cocks and valves were examined  
d found in order.

(signed) John M. Sheroff  
Surveyor to Lloyd's Register



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