

Baltimore, Md.

1st February, 1923

This is to Certify that

Harry Arthur Stewart

the undersigned Surveyor to this Society did at the request of the Curtis Bay Towing Co., attend on board the Steamer "J. L. LUCKENBACK" ex "SOUTH BRND", for the purpose of ascertaining the nature and extent of damage stated to have been sustained as follows:- That on the 27th December, 1922 while the Tugs "DANDY" and "LUDDINGTON PATTON" were moving the vessel at the South Plant of the Bethlehem S.B. Corp., she took a sheer and the ~~port~~^{Starboard} propeller fouled the pier piling.

On the 29th December, 1922 the vessel then lying afloat at the repairers yard made examination and found that the propeller blades were bent and one fractured at the tip. As the tip of the propeller blade was very little above the water it was not possible to effect repairs afloat.

Recommended that the vessel be placed in dry dock for further examination and repair.

At the time of the accident the propeller shaft was not coupled to the line shafting and it was drawn out by the contact with the pier piles and the coupling fouled the stern gland studs breaking one of them.

On the 30 January, 1923 the vessel then lying in the Upper Dry Dock, of the Bethlehem S.B. Corp., made examination with



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Steamer "J. L. LUCKENBACK" ex "SOUTH BEND"

The shaft being turned in place and found the shaft true and the stern
be and strut bearings undisturbed. Found two bronze blades of pro-
peller bent at tips and on edge and one blade bent and fractured 5/8
out 3" at the tip.

Recommended:- That the broken stud for stern gland be
filled out and renewed. That the propeller nut be tightened.
That the blades be faired in place and fractured in blade tip be re-
paired by electric welding.

For effecting the above recommended repairs, and including
dock charges and towing charges to and from the dry dock the bid
\$ 1686.68, by the Bethlehem S.B. Corp., is considered fair and rea-
sonable.

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H. A. Stewart
Surveyor to Lloyd's Register.



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