

20th August, 1947

The Principal Surveyor  
Lloyd's Register of Shipping  
New York, New York

Dear Sir:

S/S "ACTOR"

I am in receipt of your letter of 7th inst. containing remarks from London regarding Baltimore Report No. 8454 on the above named vessel.

The statement on page one of Rpt. 8 that the double bottom tanks, peak tanks and deep tanks were tested is incorrect and the wording in the recommendation indicates that these items are outstanding. The error is regretted.

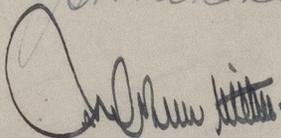
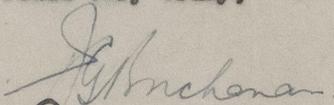
With regard to the bilge and clean ballast piping the "Y" connections, port and starboard sides in the boiler room, are reversible and the bilge and ballast system may be disconnected as required. ✓

The object of fitting spectacle flanges in the pipe lines to Nos. 1 and 2 deep tanks is an added precaution to prevent leakage from forward deep tanks to machinery space when these tanks are used for liquid cargo. It should be noted that this is a purely local arrangement by the Delta Shipbuilding Co., Inc. of New Orleans, La., and applies to vessels built only by them. It does not apply in the case of the above vessel. ✓

The No. 3 deep tanks can be filled for ballast purposes via the oil fuel transfer pump and also by the ballast pump. ✓

Approved feed water regulators are fitted to the boilers of this vessel and so reported in Reports 4 and 9 on this case. ✓

Yours very truly,



VGB&amp;RL:S



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Foundation