

## STEEL STEAMER or MOTORSHIP

Received at London Office.

12 MAY 1947

REC'D NEW YORK APR 26 1947

State if Report has been sent on the Freeboard of the Vessel Yes

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 22nd April, 1947 Port of Baltimore, Maryland No. 8454  
Survey held at Baltimore, Maryland Date First Survey 12th February, 1947 Last Survey 22nd February, 1947

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw "ACTOR" (ex "Thomas Sully")

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) "Liberty" - EC2-S-C1 State Type of Erections Flush Deck

TONNAGE under Tonnage Deck...	-	CLASS 100 A1 contemplated	State if with freeboard as condition of Class No	Built at Jacksonville, Florida
Do. of space or spaces between Tonnage Dk. and Upper Dk.	-	Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)	L 417.73	Completed <del>launched</del> September, 1943 and No. 13
Total	-	Breadth (greatest moulded)	B 56.9	Builders St. Johns River Shipbuilding Co.
Gross Tonnage	7225	Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)	D 37.33	Owners Neptune Shipping Company, Ltd.
Register Tonnage	4397	1st Longitudinal Number (L x D)	= 15594	Managers Neptune Shipping Company (Where necessary to be entered in Reg. Book.)
		2nd Numeral L x (B + D)	= 39363	Residence Panama City
REGISTERED DIMENSIONS. FEET.		Framing Depth "d," at middle of length. See Sec. 3 (1d)	-	Port of Registry Panama
Length	422.8	Proportions—Depth to Length—Uppermost continuous deck to top of keel	11.19	If surveyed while building, afloat, or in dry dock
Breadth	57.0	Do. Long Bridge to top of keel	-	afloat and in drydock.
Depth	34.8	Draught Moulded	27' 8"	

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30	✓	Bracket Floors, Frame	-	
In No. 1 Hold	27	✓	" " Reversed Frame	-	
<del>from 8' length amidships to Collision bulkhead</del>	24	✓	" " Vertical Struts	-	
in peaks	-		Centre Girder, depth and thickness amidships	43 1/2 x .53	✓
DE FRAMING.			" " top Angles	C.G. welded to flat	
Frame Amidships, Angle [ or ]	12x4x4x35 lbs. 12' A. 4. 40 lbs. 40' B.	✓	" " bottom Angles	keel and inner bottom	✓
" " Extends up to	2nd deck	✓	Side Girders, No. each side and thickness	one ✓ .38	✓
Reversed Frame Amidships, Angle	-		Margin Plate depth (excl. of flange) and thickness	66 3/8 x .53	✓
" " Extends up to	-		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Tank top level to	
Depth of Framing Girder	8x3 1/2 x 3 1/2 x 21.4 lbs. (No. 1 Dk.)	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	ship's side	✓
Frames in Uppermost Continuous 'tween Decks, Angle [ or ]	6x3 1/2 x 3 1/2 x 18 lbs. ✓		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous 12x.44 with 2" flange	✓
" Second 'tween Decks, Angle [ or ]	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous 15x.44 with 2" flange	✓
" Third " " " "	-		In No. 1 Hold	15x.44 with 2" flange	✓
In No. 1 Hold	10x3 1/2 x 3 1/2 x 23.6 lbs. ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	85 1/2 ✓ .44	
Stem	8 3 1/2 20 lbs. ✓		INNER BOTTOM PLATING.		
in Peaks, Angle [ or ]	8 3 1/2 16 lbs. ✓		Breadth and thickness of Middle Line Strake	60 ✓ .53	
Number and Spacing of Rivets through Frame and Shell Plating amidships	7/8 ✓ 6 ✓ 5 3/4 Rule.		Thickness of remainder in Holds	.53	
if Frame Joggled	No ✓		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	as submitted ✓	
the scantlings and arrangements in the Panting Area in accordance with the Rules 1/ or as approved?	as submitted ✓		BEAMS.		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules 1/ or as approved?	as submitted ✓		Uppermost Continuous Deck, amidships	7 4 .44	✓
DOUBLE BOTTOM.			" " in way of Bridge, Angle [ or ]	-	
Floors, Depth and thickness at mid-line in Holds	-		Spacing	Every frame ✓	
Height of Brackets at side above base line at toe of frame	-		Second Deck, amidships, Angle [ or ]	8 4 .44	✓
Middle Line Keelson, on Floors, Angles, [ or ]	-		Spacing	Every frame ✓	
" " Through Plate or Intercoastal Plate	-		Third Deck, amidships, Angle [ or ]	-	
" " Foundation Plate on Floors	-		Spacing	-	
" " Flat Plate Keel Angles	-		Fourth Deck, amidships, Angle [ or ]	-	
Keelsons, No. each side	-		Spacing	-	
" thickness of Intercoastal Plate	-		Poop Deck, Angle [ or ]	-	
" Angles	-		Spacing	-	
DOUBLE BOTTOM.			Bridge Deck, Angle [ or ]	-	
Solid Floors, thickness and spacing	.44 30	✓	Spacing	-	
" " Are Frame and Reversed Frame joggled?	Floors E. W. to shell and inner bottom	✓	Forecastle Deck, Angle [ or ]	-	
Bracket Floors, breadth and thickness at middle line	Solid floors throughout	✓	Spacing	-	
" " breadth and thickness at margin plate	-				



PILLARS AND DECKS.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....				At centre of Hatch and beams			
" in 'tween Decks, Size and Spacing.....				10	10	.56	✓
" " " " " "				-	-	-	
" in Holds " " "				C. L. Bulkhead ✓			
" " " " " "				14	14	.62	pillars
Centre Line Bulkhead.				3x3 1/2 x 1/2 alternate			
Stiffeners and Spacing.....				.31			
Plating, thickness of.....				.31			
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness				54 1/2	✓	.71	✓
" " " " in way of Bridge				-			
" Angle in Wells				Stringer welded to sheerstrake ✓			
Thickness of Plating abreast Deck openings } <del>xxxxxx</del>				.71 ✓			
Thickness of Plating abreast Deck openings } in way of Bridge				-			
Thickness of Plating within line of openings..				.40 ✓			
If Sheathed, material and thickness .....				No ✓			
Second Deck.							
Stringer Plate, breadth and thickness				55	✓	140	✓
Stringer Plate, breadth and thickness in way of Bridge				-			
Thickness of Plating abreast Deck openings } in way of Bridge				-			
Thickness of Plating within line of openings..				.34 ✓			
If Sheathed, material and thickness.....				No ✓			
Third Deck.							
Stringer Plate, breadth and thickness.....				-			
If Plated, state thickness.....				-			
Fourth Deck.							
Stringer Plate, breadth and thickness.....				-			
If plated, state thickness.....				-			
Poop Deck.							
Stringer Plate, breadth and thickness.....				-			
Plating, Sheathing, material and thickness.....				-			
Bridge Deck.							
Stringer Plate, breadth and thickness.....				-			
Plating, Sheathing, material and thickness.....				-			
Forecastle Deck.							
Stringer Plate, breadth and thickness.....				-			
Plating, Sheathing, material and thickness.....				-			

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.				BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? No.	Rivets.		No. of Rows of RIVETS	Rivets.		STAPLE LAPPED	
	Breadth.	Thickness.	Thickness.	Thickness.			Single or DOUBLE.	Rivets.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.				Diam.					Spacing cr. to cr.
FLAT PLATE KEEL .....	60	.88	.88	.88		Flush welded			Flush welded				
" DBLG. (if any)	-	-	-	-		-			-				
BOTTOM PLATING, No. of Strakes A, B, C, D	3	.64	.88	.75		Flush welded			Flush welded				
BILGE PLATING, No. of Strakes .....	1	.64	.88	.58		" "			" "				
SIDE PLATING, No. of Strakes E, F, G	3	.63	.88	.62		" "			" "				
UPPER DECK, Sheer- strake in Wells J	80	.71	.88	.45		" "			" "				
UPPER DECK, Sheer- strake in Bridge	-	-	-	-		-			-				
STRAKE BELOW Sheer- strake in Wells	80	.63	.88	.45		Flush welded			Flush welded				
STRAKE BELOW Sheer- strake in Bridge	-	-	-	-		-			-				
POOP SIDE PLATING	-	-	-	-		-			-				
BRIDGE SIDE PLATING	-	-	-	-		-			-				
FOREC'TLE SIDE PLATING	-	-	-	-		-			-				

**Total No. of W.T. BULKHEADS in Vessel—**

Extending to Upper Deck (Sec. 3 c) 7 ✓

" Deck next below 8 ✓ *not for Record.*

As per Rule 7 ✓

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
	.25	5 x 3	T		
	.28	x .56	30		
MIDSHIP BULKH'D, Upper tween decks		-	-		
" " Second "		-	-		
" " Third "		-	-		
" " Holds .....	.31	15x51	T		
	.34	x .46	T	30	
	.38	7 x 4	T	24	2-24x.40 girde
	.38	x .40	T	24	7x4x.38 face b
COLLISION " (in Hold)	.38	6 x 4	T	24	2-24x.46 girde
	.38	x .40	T	24	8x3x.38 face
AFTER PEAK "					

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep't from App' Plans to be
KEEL, Bar .....	-	and casting		
STEM .....	plate 10x3	st forefoot		
STERN FRAME { Propeller Post .....	C. S.	see plan ✓		
{ Rudder .....	None	✓		
Speed of Vessel .....	-			
RUDDER—Type .....	Built up,	stream lined,		
" A X D .....		balers ✓		
" Diam. of head .....	C. S.	9 1/2 ✓		
" Mainpiece at top pintle .....	C. S.	12 1/2 ✓		
" " heel .....	10	✓		
" how constructed .....	Welded plates	✓		
" double or single plate .....	double .43	✓		
" coupling, vertical or .....	Horiz.	- 6 1/2 dia. bolt		
" horizontal .....				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules? Tested by American Bureau of Shipping ✓

## ANCHORS

Number of Certificate.	Anchors.	Weight, Ex. Stock.	Weight of Stock.	Test, per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		<u>Wt.</u> lbs.	<u>Cwts.</u> <u>qrs.</u> <u>lbs.</u>	<u>Wt.</u> <u>lbs.</u>	<u>Wt.</u> <u>lbs.</u>			
B728	1st Bower.....	192 84 85	-	54 12 65 06	✓ 7616 108	Powell Stockless	Pittsburgh	Pittsburgh 26/5/43
B739	2nd " .....	154 84 85	-	12 65 06	✓ 7616 108	" "	Steel	D. B. Burns
	3rd " .....						Foundry	
	Collective Weight				✓ 192 108			
B740	Stream .....	211 32 88	✓ -	28 6 30 40	✓ 2128 190 5	Powell Stockless	Company Pittsburgh	26/5/43 D.B. Burns

## HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and Size per Table 63.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 63.	
	Length.	Diam.	Status.	Breakage.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
0423	210	2 1/8	✓	✓	OK	lbs.	Cts.	270	2 1/8	C.S. National Malleable & Steel Co.	Pittsburgh 6/7/43	TOWLINE	130	5	164000	120	4 1/2
											J. R. Smith	HAWSEYS } AND WARPS }	2 @ 90	8 1/2	Manilla	2 @ 90	8
												"	2 @ 90	7 1/2	Manilla	2 @ 90	7
(Stream Line or gal Wire)	90	4 1/2	✓	✓	-	-	-	90	5	6x24 Gal. Plow	Amer. Steel Philadelphia 18/9/43	"					
										Wreaton	W. R. Roco						

Wing Gear, Type (Power or hand) Steam Alternative Means of Steering Wire ropes to winch  
 4 steel boats (2 fitted with  
 Steering Chains (Size and Test) Talemotor Windlass Steam Boats motors) for 34, 35, 38, & 38 persons  
 Lifting in Holds, thickness and material Two layers of 2" pine Cargo Battens, thickness, material and spacing 2" - wood - 2"  
 Cargo Hatchways.—(Upper Deck) Steel plates and welded connections Thickness of Hatches 2½"  
 Number of Hatchways No. 1 (Fwd.) 33'9" x 20' No. 2 35' x 20' No. 3 20' x 20' No. 4 35' x 20' No. 5 35' x 20' No. 6 -  
 Number of Shifting Beams/ 6 in Nos. 1, 2, 4, and 5; 3 in No. 3  
 and/or Fore and Afters  
 Builder's Signature \_\_\_\_\_

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. Yes  
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. Yes. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).  
This vessel was built under the supervision of and classed by the American Bureau of Shipping.  
The scantlings and arrangements have been compared with the submitted plans, and as far as seen, the workmanship materials are good.  
The greater part of the Special Survey for classification has been carried out (See Report B).  
Oil can be carried as fuel in Nos. 1, 2, 3, 5, and 6 double bottom tanks and as fuel or cargo in No. 3 deep tank.  
Particulars of the equipment were taken from the endorsed American Bureau test certificates on board.

amount of Entry Fee ..... £ : : Fees applied for, *(Special notations, where part of class, to be stated.)*  
 Special Survey Fee..... £ \$1,425.00 *24 April 19 47*  
 Sun. Fee 10.00 Received by me, \_\_\_\_\_  
 Travelling Expense, if any £ 13.00 \_\_\_\_\_ 19\_\_\_\_  
 Photostats 28.50  
 Telephone 5.50  
 whether the Vessel has been built under Special Survey \_\_\_\_\_  
 Certificate to be sent to *new york* Date of issue *27/2/47*  
 Signature \_\_\_\_\_  
 Surveyor to Lloyd's Register of Shipping

ommittee's Minute NEW YORK APR 30 1947 *240*  
 haracter assigned 100A1 (*Class burst templated*)  
*Working date 2,47 subject.*  
*LMC-2,47. T.S. 2,47.*

NOTE - PART ELEC. W.E.L.D  
 CRUISER ITERN -  
 GY, C - D.F. - E.S.D.  
 2 WT8(NPT) - 240 lbs.  
 CL - ELEC. LIGHT.

NOTE - S. P. PARTLY HELD.  
Write n. y. ~~to~~ <sup>100</sup>  
" ~~from~~ n. y.  
The sum 25/7/42.



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded a Rpt.  
List of the Plans should be embodied.)

The following plans are forwarded:

✓ Midship Section

✓ Rudder and Stock

✓ Stern Frame

✓ Inboard Profile and Holds

✓ Shell Expansion, Bow to Frame 80

✓ Upper Deck Plating, Bow to Frame 83

The following modifications and reinforcements had been previously carried out:

1. Hatch corners reinforced.
  2. There is no recess in sheerstrake at accommodation ladder platform.
  3. Welding at upper edges of sheerstrake butts in order except 3 (1 P & 2 S) which have now been made good.
  4. Slots already in bulwark plating at sheerstrake butts and also at Lower ends of bulwark butts.
  5. Welding at corners of wash ports and scuppers in order.
  6. Door openings in recesses in sides of deckhouse already reinforced with an angle frame.
  7. Slots already cut in bilge keel butts and in way of bilge strake butts.
  8. 8" x 1/2" intermediate plate frames welded to shell in forward half No. 1 Hold and in lower peak store and peak
- Crack arrester strap not fitted at top edge of sheerstrake. ✓

#### PARTICULARS OF ELECTRIC WELDING (if employed)

E. W. employed throughout except connection of side framing to shell plating. ✓

#### SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Part electric welded, cruiser stern, Gyro Compass, Echo Sounding Device, Direction Finder.

Particulars of Drop Test of Cast Steel Anchors, viz:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower —

2nd " —

3rd " —

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle — ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. — Signal Letters **H. P. O. B.** Extreme Breadth over Belting — Over-all Length **441.5'**  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks **2 decks (steel)**

Parts of Bottom of Vessel coated with cement or approved composition **Engine Room (No. 4) d.b. fresh water tank.**

Particulars of composition (if fitted) and of approval **Bitumastic.**

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <b>Nos. 5 and 6</b>	<b>135</b>	<b>370</b>	Fore peak tank,	—	14
Double bottom, under Engines and Boilers, <b>Coffd.</b>	<b>215</b>	—	After peak tank,	—	15
Double bottom, if under Engines only, <b>F. W. only</b>	<b>275</b>	<b>136 SW</b>	Deep tank, aft, <b>No. 2 ballast and O. F.</b>	<b>20</b>	<b>76</b>
Double bottom, if under Boilers only, <b>Dry Tank</b>	<b>205</b>	—	Deep tank, forward, <b>Nos. 1 and 2</b>	<b>61</b>	<b>64</b>
Double bottom, forward, <b>Nos. 1, 2, and 3</b>	<b>183</b>	<b>735</b>	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity.	<b>368'0"</b>	<b>1241</b>	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys held while building



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Total No. of Visits