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nt to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME "ACTOR" ex. "THOMAS SULLY" REPORT Bal. No. 8454

For the ~~CHIEF-SHIP-SURVEYOR~~ and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." — (Extract from Sub-Committee's Report, 24/5/92.)

ature of Survey..... When due.....

This vessel was built in 1943 to American Bureau requirements, and classification with this Society is now desired. ✓

First Entry Reports have been examined and the arrangements and scantlings are generally similar to those of the "FORT COLUMBIA", which has already been accepted.

The vessel has been examined in dry dock and the requirements of LMC and TS surveys. *held except for examination + testing of steam pipes.*

The Surveyor recommends that the main generator equalizer connections be increased to meet the Rule requirements, but these have been accepted in an endorsement dated 13. 5. 47.

The American Committee have assigned a Record of LMC 2.47 and S (CL) 2.47 and this is concurred in.

The Baltimore Surveyor should be informed, with reference to the diagrammatic plan of bilge and clean ballast piping, it is concluded the Y connections (P. & S.) in boiler room are of a reversible type so as to disconnect the bilge and ballast system as required. If not, N.R. valves (P. & S.) should be inserted between the Y pieces and the bilge line.

Baltimore 20/8/47
He should also be asked the object of fitting spectacle flanges in the pipe lines to Nos. 1 and 2 deep tanks since, with these pipes blanked off, it would appear to be impossible to deal with any leakage into these spaces.

With regard to No. 3 deep tanks, it is concluded these can be filled for ballast purposes via. the O.F. transfer pump, but his comments are desired on all these points.

It is further concluded that approved feed water regulators are fitted to the boilers.

The steam pipes were tested by the American Bureau at time of building, & a note should be made in S.R.L.:—
"Steam pipes to examine & test about 1-51"

668 MN per E.L.K.