

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 17 9 MAY 1947)

Date of writing Report 17th April, 1947 When handed in at Local Office 22nd April, 1947 Port of Baltimore, Maryland
No. in Survey held at Baltimore, Maryland Date, First Survey February 12th Last Survey February 21st, 1947
Reg. Book 83745 on the Machinery of the Wood, Iron or Steel S.S. "ACTOR" (ex "Thomas Sully") (No. of Visits 11)

Gross Tonnage 7225 Vessel built at Jacksonville, Florida By whom St. Johns River S.B. Company When 1943
Net Tonnage 4397 Engines made at Hamilton, Ohio By whom General Machinery Corp. When 1943
Nominal Horse Power 1884 MN Boilers, when made (Main) 1943 (Donkey) -
No. of Main Boilers 2 Owners Neptune Shipping Company, Ltd. Owners' Address Panama City
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers - Managers Neptune Shipping Company Port Panama Voyage -
Steam Pressure in Main Boilers 490 lbs. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
in Donkey Boilers - (State name of Dock.) Bethlehem Key Highway precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) D.K., L.M.C., T.S., Class.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined -

Was a damage report made by anyone else? If so, by whom? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Date latest date of internal examination of each boiler February 15th P & S Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 240 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Date of examination of Screw Shaft February 12 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Whilst the vessel was on the drydock, the fastenings of the propeller, the stern tube and the sea valves were examined and found in order.

Done for BS: The two main boilers together with all mountings opened up, cleaned, examined internally and externally and all placed in good and safe working condition. The boilers afterwards examined under steam, the fire extinguishing appliances and oil burning equipment examined and the superheat and main safety valves adjusted to 230 and 240 lbs. per square inch respectively.

Done for TS: The tailshaft drawn, examined, and found in order and replaced.

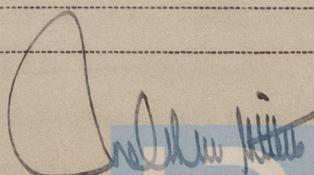
Done for LMC: The main engine cylinders, pistons, valves, valve chests, valve gear, piston rods, crossheads and brasses, guides and guide shoes, connecting rods, crankpins and bearings, main bearings and journals, the columns, sole plate and holding down bolts, the thrust shaft and bearings, the line shaft and bearings, the attached air and (P.T.O.)

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.S.M.S. 9,11; *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen is in good and safe working condition and is eligible in my opinion to be classed with this Society with a record of TS (CL) seen 2-47 and LMC 2-47 (Class Contemplated).

Survey Fee (per Section 29) \$: : Fees applied for
Special Damage or Repair Fee (if any) \$ See First Entry }
(per Section 29.) }
Travelling expenses (if chargeable) \$: : }
Received by me, }
- 19 }


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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK APR 30 1947

Assigned LMC-2, 47

T.S. 2, 47

VTB (SPT) 240 lbs

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



9 8454.

S.S. "ACTOR" (ex "Thomas Sully") Machinery Continued

bilge pumps all opened up, examined throughout, minor repairs made and all closed up in order.

the ballast pump, circulating pump and engine, the fire and bilge pump, the auxiliary condenser circulating pump, the sanitary pump, the two main feed pumps, the fuel oil transfer pump and the fuel oil service pumps and heaters opened up, minor repairs carried out and all closed up in order. The main and auxiliary condensers opened up, cleaned, and tested and found good. The pumping arrangements tested and found in order.

Done for alterations: In compliance with the Rules, Feed Water Regulators (Campbell Type) were fitted at this time to the P & S water tube boilers.

On completion of repairs the main, auxiliary and electrical installations were tried out under full load and found satisfactory.



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