

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

(Received at London Office)

8-NOV 1954

Date of writing Report 29th. October, 1954 When handed in at Local Office 29th. October, 1954 Port of BUENOS AIRES  
 in BUENOS AIRES Date, First Survey 2-4-54 Last Survey 3-8-1954  
 Book Survey held at BUENOS AIRES (No. of Vessel FOUR)  
 on the Machinery of the Wooden Steel S.S. "SUD"  
 Gross 1665 Vessel built at Haverton Hill-on-Tees By whom Furness S.B.Co.Ld. When 1924 Month 4mo.  
 Net 949 Engines made at Govan By whom Ross & Duncan When 1924  
 Main 156 MN Boilers, when made (Main) 1924 (Donkey) --  
 of Main Boilers 2 SB Owners Compañia Argentina de Navegación Dodero Owners' Address --  
 of Donkey Boilers -- Managers -- Port Buenos Aires Voyage --  
 Main Boilers 180 15 Surveyed Afloat & in Dry Dock. Naval Arsenal Particulars of Classification (which must be inserted  
 Donkey Boilers -- (State name of Dock.) Buenos Aires. previously as in Register Book & Supplements).

Report No. -- Port --  
 Particulars of Examination and Repairs (if any) DOCKING & L.M.C.  
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
 use 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  
 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 initials and initials of any letters respecting this case  
 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 --

a damage report made by anyone else? If so, by whom? --  
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " --  
 state for what reasons -- What parts of the Boilers could not be thus thoroughly examined? --

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? --

Latest date of internal examination of each boiler Both 2-4-54 Present condition of funnel(s) Efficient

the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Not adjusted.

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

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

the Surveyor examine the drain plugs of the Main Boilers? None. and of the Donkey Boilers? --

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

the screw shaft now been drawn and examined? No. Has it a continuous liner? -- Is an approved oil retaining appliance fitted at the after end? --

has now been changed? -- If so, state reasons -- Has the shaft now fitted been previously used? -- Has it a continuous liner? --

approved oil retaining appliance fitted at the after end? -- State date of examination of Screw Shaft? -- State the wear down in the

bush 3 m/m Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey for fresh  
record of +LMC the repairs as recommended hereunder remain to be effected. The Owners have stated  
these repairs will be effected before the vessel is placed in commission.

DONE:- Vessel placed in dry dock examined propeller, aft end of stern bush, and outside  
fastenings of sea connections all being found or placed in good order. Wear down as stated above.  
Main boilers examined throughout together with their safety valves, mountings, manhole doors  
fastenings.

lined HP IP & LP cylinders, valves and valve casings, crank, thrust and intermediate shafting  
condensers (tested) attached and independent pumps, pumping arrangements, generators, steering  
, windlass and electrical installation.

RECOMMENDED REPAIRS:- Main boilers to be retubed.

boiler C.C. tube, back and wrapper plates to part renew with screw stays in way. Several screw  
longitudinal stays to renew in both boilers.

st shaft collars to be skimmed, bearing collars to remetal due to wear. (P.T.O.)

al Observations, Opinion, and Recommendation:- The Machinery of this vessel, so far as now seen, is in  
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.&M.S. 9,11, + L.M.C. 9,11 or  
+ LMC 140lb., F.D., &c.)

order and eligible in my opinion to remain as classed, with fresh record of +LMC (with date)

ject to main engine and boiler repairs being effected before vessel is placed in commission.-

Fee (per Section 29.) \$ 1,500.00 Fees applied for 3/9/54  
 Damage or Repair Fee (if any) \$ Received by me, --  
 (per Section 29.) \$ 40.00  
 Expenses (if chargeable) \$  
 Committee's Minute Deferred  
 signed H. Taylor Engineer Surveyor to Lloyd's Register of Shipping.  
H. Taylor. Lloyd's Register  
 Foundation

004308-004315-0162

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



Lower half crankshaft bearings to remetal due to loose metal shafting to align.  
Minor repairs to auxiliaries.

The foregoing examination held to determine extent of repairs necessary for +LMC survey. Owners stated that the recommended repairs were as follows:

The Owners stated that the recommended repairs would be effected and survey completed before the vessel is again placed in commission.

**NOTE:-** Certificates were requested by the Owners Superintendent, for presentation at a meeting of a special commission to discuss the future of the vessel, and as far as can be ascertained no decision was reached. It is possible the vessel will be broken up on account of the major repairs necessary to boilers etc.