

-9. MAY 1967

Ship's Name SS/XX "CALTEX LIVERPOOL" Port SYDNEY. N.S.W.
 Processing Number: LR 505856 Gross tons 11847 Rpt. No. *Alers 39280*
 Port of Registry Sydney N.S.W. Date of build 11-1952 Is there a Rpt. 9? Yes
 No. of visits Six (6) First date 4-4-67 Last date 11-4-67
 Cert. B issued & copy herewith? Yes Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) -SYD9214
 Date of completing rpt. 1-5-67 Surveyed at, if different from Port above -
 Safcon Cert. (ST) issued & copy herewith? - If surveyed in D.D. last date of examination -
 Has a Load Line Survey been held? No Summer freeboard ~~xx~~verified No

State which additional Rpt. 8 is attached: (Cont); (A); (DR); (EQ); (Rig) (A) (Cont) & (DR)

Survey fees	Damage fee	Expenses
S.S. \$60:00	-	\$4:00
S.S. (Mod) \$200:00		
		S.A. fee

I have surveyed the above-named ship in accordance with the Rules for Advancement of Modified Hull
Special Survey and Advancement of Hull Special Survey also Contact Damage P.S.
 shell in way of Nos 1 & 2 wing tanks, with wharf at Australian Oil Refinery
 Botany Bay, on arrival on the 13th January, 1967.

Now done Modified Hull Special Survey:-

Preliminary examination carried out on the following cargo tanks,

No. 1 P.C. & S
 No. 2 P.C. & S
 No. 7 P.C. & S
 No. 8 P.C. & S
 No. 9 P.C. & S

This completed the preliminary examination of all cargo tanks.

Repairs :-

Repairs to cargo tank structure have been progressed at this time
 and will be completed during a future lay-up period about the middle of
 May, 1967 the defects now found are of such a nature as to be safely
 deferred for this period. It is proposed to report the defects in more
 detail on completion of the survey.

I declare that the items detailed in this report (except as stated otherwise) comply with the requirements of the Merchant Shipping (Cargo Ship Construction
 and Survey) Rules 1965, applicable to this ship, and are in all respects satisfactory for the service on which the ship is intended to ply namely International
 voyages/voyages within the limits

(The above declaration applies only to sea-going cargo ships of
 500 tons gross and above registered in the U.K.)

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.
 I recommend, therefore, that this ship remain as classed with/w/out fresh record of ~~xxxxxx~~ S.S. (I.D. with time limit)
 and Modified S.S. (with date) when the surveys are complete subject
 to any outstanding conditions of class being dealt with as previously
 recommended.

(Where conditions of class are recommended to be
 retained, imposed, amended or deleted, particulars
 must be stated above and on the interim certificate.)

Date of Committee

Minute

THURSDAY 20 JUL 1967

See Syd 39430

004693-004697-0103 1/4

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

taken or recommended should be described
 fully under "defects & repairs". When any
 part has been subjected to pressure test this
 should be stated.

date of the next Special Survey. Where repairs
 have been effected or it is considered that
 re-examination or repairs should be made
 before that date the circumstances and action

†The condition of any item is to be described
 as "good" only when it has been examined,
 found or placed in good condition and is
 considered to be acceptable until the due

for *St. Rand.*
 (P.H.W. EVANS & A.J. DIX)
 Surveyor to Lloyd's Register of Shipping

Lloyd's Register
 Foundation

†Condition

†Condition

Shell plating	*Hatchways
Sternframe	*Ventilators & air pipes
Rudder	*Casings
Was rudder lifted?	*Fiddle openings
Plating, etc. in way of shell openings	*Skylights
F.P. spaces	*Flush deck scuttles
Chain locker	*Deckhouses & companionways
A.P. spaces	*Superstructures
Engine space	*Side, bow & stern doors
Boiler space	*Side scuttles & deadlights
Under E. & B.	*Ash shoots, etc.
Coal bunker	Scuppers, discharges & valves
Tunnel & well	Guard rails & bulwarks
Duct keel	Freeing ports
Cement, asphalt, etc., on btm. shell	Gangways & lifelines
Weather decks	Fittings & appliances for timber deck cargoes
Sounding pipes with doublers under	Means of escape: (a) machinery spaces
Windlass	(b) crew and passenger spaces
Masts & standing rigging	(c) spaces in which crew normally employed
Hand pumps & suctions	Communications between: (a) bridge & eng. room
W.T. doors	(b) bridge and alternative steering position
Fire equipment	Steering control systems (main and alternative)
Other items:	Helm indicator
	Protection of aft steering wheel & gear
	Steering arrangements (main)
	" " (aux.)

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At each regular drydocking state here the expiry date of and certifying authority for the Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate:—

EQUIPMENT:

Equipment letter	Cables {	State if ranged
Fee ltr., if diff. from eqpt. ltr.		Length on board
Anchors: No. on board		Mean dia. range from
		Rule length
		Mooring ropes

Where a part Special Survey and, say, Dry Docking Survey are held at the same time, only items marked "For SS" will be credited towards the Special Survey.

*These items to include their closing appliances, repairs and renewals of which should be reported.

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Dia.

Lloyd's Register
Foundation

Ship's Name SS/MS "CALTEX LIVERPOOL"

Port SYDNEY

Rpt. No.

Hull Special Survey

Thickness determination :- In addition to the items records on Rpt 8(a) a ~~belt~~ thickness determination survey carried out across cargo tanks Nos. 5 and 8.

The structural members, ie., bulkheads, deep webs, girders, stringers etc., also checked. Deck longitudinals and upper structure, protected by epoxy resin coating not checked as condition found good. Bottom structure also found good and likewise not checked.

~~Gauging~~ checked against 20% drillings of the shell and its ultrasonic equipment found to comply with the required accuracy. Vessel was not dry-docked at this time.

Ultrasonic equipment used:-

Ultrasonoscope Mark 2B

Serial No. M43

Manufacturer M Falk & Co. U.K.

Records (2 sheets) of the ultrasonic survey attached to this report.

Contact Damage :- (Botany Bay 13-1-67)

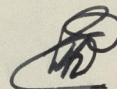
Damage to p,s, shell in 1st and 2nd strakes below sheer in way of Nos 1 and 2 cargo tanks between frames Nos. 148 and 154.

Shell plating locally set in at the bulkhead of Nos 1 and 2 tanks and on the seam of the 1st and 2nd strakes below sheer. The bulkhead side stringers, and two vertical frames each side of the bulkhead buckled by the impact.

Now Done:

Temporary repairs carried out by cropping the affected materials and welding in new material. No attempt made to repair the ~~shell~~ plating at this time. Shell rivets set up and ring welded, subsequently hose tested and found satisfactory.

It is recommended that permanent repairs be left to be dealt with at the Owners convenience and the damage noted in the appendix of the S.R.L.



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Ship's Name SS/~~MS~~ "C A L T E X L I V E R P O O L"

Port Sydney, NSW.

S.S. (D) Due May, 1966.

Rpt. No.

Holds & 'Tween Decks:	†Condition	Tanks:	†Condition	Tested
		(See illustrations in Register Book)		
No. 1	Hold	F.P. tank		
"	'Tween decks	A.P. tank		
		D.B. tanks & c/dams		
No. 2	Hold			
"	'Tween decks			
No. 3	Hold			
"	'Tween dks			
		O.F. bunkers		
No. 4	Hold	Port	-	Good (for SS)
"	'Tween decks	Starb.	-	Good (for SS)
No. 5	Hold			
"	'Tween decks			
		Settling tanks		
No. 6	Hold			
"	'Tween decks	Deep tanks		
		Port	-	Good (for SS)
		Starb.	-	Good (for SS)
		Side tanks		
	Cargo battens			
	Ceiling, etc			
		Other tanks:		

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Lloyd's Register

Surveyor to Lloyd's Register of Shipping
(F.H.W. Evans & A.J. Dix)

Rpt. 8 (Dr.)

Ship's Name SS/MS "CALTEX LIVERPOOL"

Date of gauging 19-4-67

Port SYDNEY N.S.W. Rpt. No.

Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

SHELL PLATING—XX

STRAKE		FORWARD—FRAME Nos.						AFT—FRAME Nos.				REMARKS
Position	Letter	Original Thickness	Thickness by gauging		Diminution, if any		Original Thickness	Thickness by gauging		Diminution, if any		
			Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd	
Bilge Strake			Sheet No. 1					Sheet No. 2				All reading recorded in inches.
Bilge Strake below			No. 5 Tanks.					No. 8 Tanks.				
Bilge Strake	E	.76	.665	.700			.6	.630	.650			
1st strake below	D	.82	.725	.730				.670	.710			
2nd " "	C	.82	.730	.750				.750	.760			
3rd " "	B	.82	.762	.762				.770	.770			
4th " "	A	.82	.762	.762				.770	.770			
5th " Keel,		1.07 1.09	1.050	1.050				1.050	1.050			TOP SIDES
6th " "	A	.82	.760	.760				.770	.770			17-2 = 15%
7th " "	B	.82	.760	.760				.770	.770			
8th " "	C	.82	.800	.800				.745	.770			BOTTOM
9th " "	D	.82	.680	.720				.700	.704			15-2 = 13%
Bilge Strake	E	.76	.680	.720				.650	.675			
11th " "		9.17	8.374	8.514				8.275	8.399			
12th " "			Average 8.444					Average 8.342				
			Deterioration 7.92%					Deterioration 9.03%				

STRENGTH DECK—xx

Sheerstrake	1.00	.945	.950		1.00	.860	.890
Stringer Plate	.85	.805	.840		.85	.680	.740
1st strake inboard	.85	.740	.755		.85	.680	.680
2nd " "	.85	.640	.760		.85	.690	.710
3rd " "	.85	.770	.780		.85	.665	.770
4th C/L "	.85	.770	.810		.85	.700	.760
5th " "	.85	.728	.740		.85	.680	.710
6th " "	.85	.615	.780		.85	.705	.710
1st	.85	.700	.775		.85	.655	.660

Deterioration ~~10.53%~~

7m.11.63 (MADE AND PRINTED IN ENGLAND)

Deterioration 16.92%

Mean 8.017

P. H. W. EVANS & A. J. DIX