

Ship's Name ~~SS~~ "CALTEX LIVERPOOL" Port Sydney, N.S.W.

Processing Number: LR 505856 Gross tons 11847 Rpt. No. 39214

Port of Registry Sydney, NSW Date of build 11-1952 Is there a rpt. 8? Yes

No. of visits 3 First date 13/3/1967 Last date 15/3/1967

Interim Cert. issued & copy herewith? Yes Damage rpt. issued and copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 21/3/67 Surveyed at, if different from Port above

Is a rpt. 9B attached? No MN 1640 Nature of survey C.S.M.

Survey fees Damage fee Expenses

\$20.00 - -

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons, rods, valves & gears
- 2 Con. rods, crossheads, bearings & guides Side
- Centre
- 3 Crankpins (incl. eccentrics) & bearings Side
- Centre
- 4 Crankshaft journals & bearings
- 5 Detuner or vibration damper

MAIN ENGINE DRIVEN SCAVENGE PUMPS AND/OR AIR COMPRESSORS (delete as applicable)

- 6 Cyls., covers, pistons & rods
- 7 Con. rods, crossheads, bearings & guides
- 8 Crankpins & bearings
- 9 Journals & bearings
- 10 Levers, links & bearings
- 11 Coolers & safety devices
- 12 Scavenge blowers & superchargers
- 13 Air coolers
- 14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

- 15 Casings, rotors, blading, bearings, thrusts & couplings
- 16 Astern turbine

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 to sea-going cargo ships of 500 tons gross and above registered in the U.K.)

I recommend that the machinery of this ship remain as classed with/with a fresh record of C.S.M. (with date) when the survey is 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

(A.J. DIX)
Surveyor to Lloyd's Register of Shipping

THURSDAY 20 JUL 1967

See Syed 39430

Lloyd's Register Foundation

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are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been hydraulically tested the pressure should be stated. Engine parts when referred to by numbers should be counted from forward.

that date a distinguishing mark that should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship

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 date of the next Periodical Examination. Where re-examination or repairs should be made before

MAIN REDUCTION GEARING

- | | | |
|---|-------------------------------------|---------------------------------------|
| 17 Pinions & wheels | 18 Shafts, bearings & couplings | } State
Port P. or
Starboard S. |
| 19 Exhaust steam turbines (with recip. eng.) | 20 Thrust blocks, shafts & bearings | |
| 21 M.E. steam compressors | 22 Intermediate shafts & bearings | |
| 23 Clutches & hydraulic couplings | 24 Steam re-heaters | |
| 25 De-superheaters | 26 Forced &/or induced draught fans | |
| 27 Stop & manoeuvring valves | 28 Holding down bolts & chocks | |
| 29 Main engine driven pumps (including fuel injection) | | |
| 30 Condensers (main & aux.) | 31 Air ejectors (main & aux.) | |
| 32 Have main engines been examined working & manoeuvring? | | |

- | | | |
|--|--|------------------------------|
| 33 Essential independent pumps | | |
| 34 Bilge, ballast & oil fuel suction lines, fittings & controls | 35 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary? | |
| 36 Fresh water coolers | 37 Lub. oil coolers | } Identify
by
position |
| 38 Heaters & safety devices including de-aerator (state service) | 39 Pressure feed water filters | |
| 40 Auxiliary air receivers & safety devices | 41 Starting air pipes | |
| 42 Main air receivers & safety devices | | |
| 43 Independent air compressors, coolers & safety devices | 44 Oil fuel tanks (not forming part of the hull structure) | |
| 45 Have all evaporators safety valves been tested under steam? | 46 Evaporators | |
| 48 Steering machinery | 49 Windlass | |
| | 50 Machinery spare gear | |

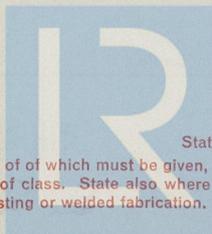
AUXILIARY ENGINES

DOCKING

- | | | |
|---|---|--|
| Propeller | Sea connections | Oil gland |
| Fastenings & gratings | Clearance in stern bush (if relined state clearance before & after) | Date of examining shaft & condition |
| Has screw/tube shaft been drawn? | | Has shaft now fitted been previously used? |
| Has shaft been changed? | | Approved oil gland |
| Has shaft now examined/fitted a continuous liner? | | |

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately for wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.



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