

Ship's Name SS/M/S "CALTEX LIVERPOOL".

Port Sydney, N.S.W.

Processing
Number: LR 505856.

Gross tons 11,814.

Rpt. No. 38817

Port of Registry Sydney, N.S.W.

Date of
build 11/1952.

Is there a Rpt. 9? Yes.

No. of visits Four (4).

First date 19th July, 1966.

Last date 27th July, 1966.

Cert. B issued
& copy herewith? Yes.Damage rpt. issued
& copy herewith? No.

Last rpt. (H.Q. only)

Date of
completing rpt. 29th August, 1966.

Surveyed at, if different from Port above

Safcon Cert. (ST)
issued & copy herewith? No.

If surveyed in D.D. last date of examination

22nd July, 1966.

Has a Load Line
Survey been held? No.

Summer freeboard as verified

9'-7".

State which additional Rpt. 8 is attached: (Cont) XXXXXXXXXXXXXXX

Survey fees \$35.00

Damage fee \$75.00

Expenses \$ 2.50

S.A. fee

I have surveyed the above-named ship in accordance with the Rules for Docking Survey, Wear and Tear

Repairs and Conditions of Class.

Docking Survey:- Shell plating, stern frame and rudder
cleaned, examined and recoated.Conditions of Class, S.R.L. No.256."Indented shell plates G 17 (port and starboard),
H 15 and 16 and G 16 (S.S.) and H 14 and J 16 (psf) to be specially examined
and dealt with as found necessary at N.D.D.".These plates have now been examined, the indents found to be of a minor
nature, the internal structure in way to be undamaged and all to remain efficient.It is considered that repairs to these items may be left to the Owners
convenience.

(Cont'd.)

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 XXXXX fresh record of dry docking.conditions of class concerning the indented shell plates G 17 (port and
starboard), H 15 and 16 and G 16 (S.S.), H 14 and J 16 (psf) and the
bottom shell and centre girder in No.4 centre cargo tank but subject to
any other outstanding conditions 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.)

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 30 SEP 1966

Deferred for SS (postponement

to 5.67 approved)

DS 7.66 without spl. can. (h) subject (m)

note SYD (pp. 1-4) - (h) - mbs

ALSO FOR

SPL FOR

SRL

POSTING

HEADER

CERT

FOR CHAIRMAN
CLASSN. CTTEE.

	†Condition		†Condition
Shell plating	Good.	*Hatchways	Good.
Sternframe	Good.	*Ventilators & air pipes	Good.
Rudder	Good.	*Casings	Good.
Was rudder lifted?	No.	*Fiddley openings	Good.
Plating, etc. in way of shell openings	Good.	*Skylights	Good.
F.P. spaces	Good.	*Flush deck scuttles	—
Chain locker	—	*Deckhouses & companionways	—
A.P. spaces	Good.	*Superstructures	Good.
Engine space	—	*Side, bow & sterndoors	—
Boiler space	—	*Side scuttles & deadlights	Good.
Under E. & B.	—	*Ash shoots, etc.	—
Coal bunker	—	Scuppers, discharges & valves	Good.
Tunnel & well	—	Guard rails & bulwarks	Good.
Duct keel	—	Freeing ports	—
Cement, asphalt, etc., on btm. shell	—	Gangways & lifelines	Good.
Weather decks	Good.	Fittings & appliances for timber deck cargoes	—
Sounding pipes with doublers under	—	Means of escape:	Good.
Windlass	Good.	(a) machinery spaces	Good.
Masts & standing rigging	—	(b) crew xxxxxxxx spaces	Good.
Hand pumps & suction	—	(c) spaces in which crew normally employed	Good.
W.T. doors	—	Communications between:	Good.
Fire equipment	Good.	(a) bridge & eng. room	Good.
		(b) bridge and alternative steering position	Good.
		Steering control systems (main and alternative)	Good.
Other items:		Helm indicator	Good.
		Protection of aft steering wheel & gear	Good.
		Steering arrangements (main)	Good.
		" " (aux.)	Good.

†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 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

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

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:—

10th October, 1966. Commonwealth of Australia. Cert. No.6829.

EQUIPMENT:

Equipment letter	—	State if ranged	No.
Fee ltr., if diff. from eqpt. ltr.	h+	Length on board	Stated complete.
Anchors: No. on board	3.	Cables	
		Mean dias. range from	—
		Rule length	—
		Mooring ropes	Good.

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. 25/16" s.q.

Lloyd's Register
Foundation

"Indented bottom shell and fractured centre girder in No.4 centre Cargo tank to be specially examined and dealt with as found necessary at N.D.D."

The bottom shell (keel plate) indentation found to be light and requiring no attention. Approximately 5 ft. of the centre girder buckled and rider plate fractured, all below the after bulkhead centre line stiffener.

On release of buckled section of centre girder from bottom shell the bulkhead centre line stiffener itself buckled in the sweep between the vertical and horizontal planes. One bottom longitudinal bracket to bulkhead stiffener either side the centre line tripped. Examination of the other side of the bulkhead in No.5 Cargo tank revealed that the centre girder and deep bracket connection to the bulkhead were also buckled.

Work was then stopped and investigation revealed that Nos.3 centre and No.4 port and starboard cargo tanks were each full of water for ballast and that there was no support in the dock bottom except the centre blocks. The wing tanks were accordingly run out but no repairs continued until the ship was again afloat.

The centre girder and bulkhead centre line stiffener in No.4 tank and the centre girder and deep bracket in No.5 tank were then cropped in way of the damaged parts and renewed.