

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

Processing Number: LR 505856. Gross tons 11,814. Rpt. No.

Port of Registry Sydney, N.S.W. Date of build 11/1952. Is there a rpt. 8? Yes.

No. of visits Four (4). First date 19th July, 1966. Last date 22nd July, 1966.

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued and copy herewith? Yes. Last rpt. (H.Q. only) -

Date of completing rpt. 29th August, 1966. Surveyed at, if different from Port above -

Is a rpt. 9B attached? No. MN 1640. Nature of survey Docking and Damage repairs.

Survey fees Damage fee \$60.00 Expenses \$ 2.50

See Report 8.

S.A. fee -

MAIN ENGINES, ~~XXXX~~, STEAM ~~XXXX~~ (State Port—P for 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 ~~xxxxx~~ fresh record of D.S. 7/66, subject to the main inlet valve chest being renewed by 5/67, to the after turbo feed pump being placed in order by 8/66 and to any other 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

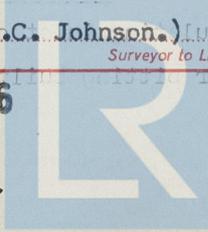
Minute

FRIDAY 30 SEP 1966

As now subject

(S.C. Johnson.)  
Surveyor to Lloyd's Register of Shipping

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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 must 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
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 & manœuvring valves	28 Holding down bolts & chocks
29 Main engine driven pumps (including fuel injection)	31 Air ejectors (main & aux.)
30 Condensers (main & aux.)	
32 Have main engines been examined working & manœuvring?	

State Port P. or Starboard S.

33 Essential independent pumps After turbo feed pump +.

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
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	44 Oil fuel tanks (not forming part of the hull structure)
43 Independent air compressors, coolers & safety devices	46 Evaporators
45 Have all evaporators safety valves been tested under steam?	47 Distillers
48 Steering machinery	49 Windlass
	50 Machinery spare gear

Identify by position

AUXILIARY ENGINES

Emergency Diesel / Generator engine +.

DOCKING

Propeller	Good.	Sea connections	+	Oil gland	-
Fastenings & gratings	Good.	Clearance in stern bush (if relined state clearance before & after)	234	Date of examining shaft & condition	-
Has screw shaft been drawn?	No.	Has shaft now fitted been previously used?	-	Approved oil gland	-
Has shaft been changed?					
Has shaft now examined/fitted a continuous liner?	-				

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. All sea connections opened up, examined and found good with exception of main circulating inlet cast steel valve chest which heavily wasted and holed. Now patched and major pitting built up by welding as temporary repair pending Construction of new casting.

(Cont'd.) State whether continuation sheet attached

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.

New sea inlet valve fitted in port side of Aft., Peak tank for independent fire pump.

After turbo feed pump:- Turbine shaft fractured in way of N.D.E bearing; stated to have occurred under working conditions 18/7/66.

Turbine rotor, nozzles and guide segments, overspeed governor and both turbine bearings damaged beyond repair and to be renewed. Intermediate and pump end bearings scored and wiped and to be renewed. Pump end otherwise good. Complete unit now placed ashore for reconditioning by Makers.

Forward turbo feed pump and Standby recip. feed pump now examined under working conditions and found satisfactory.

Emergency Diesel / Generator. Stated that on 29/4/66 the No.3 unit cam follower bracket dropped onto the revolving crank and was consequently hurled through the crankcase door, twisting and holing the door and cracking the entablature base in two places in way. Broken section of entablature cut out and new section cast and metalocked in place, new crankcase door, cam followers and bracket made and fitted. Engine now tested under working conditions and found satisfactory.