

-5. SEP. 1966

Ship's Name SS **"CALTEX LIVERPOOL".** Sydney, N.S.W. PortProcessing
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

\$ 2.50See Report 8.S.A. fee **-**MAIN ENGINES ~~XXXX~~, STEAM ~~XXXX~~ (State Port—P for Starboard—S)1 Cyls., covers, pistons,
rods, valves & gears2 Con. rods, crossheads,
bearings & guides **Side**3 Crankpins
(incl. eccentrics)
& bearings **Centre**

Centre

4 Crankshaft journals
& bearings5 Detuner or
vibration damper

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

6 Cyls., covers,
pistons & rods7 Con. rods, crossheads,
bearings & guides8 Crankpins &
bearings9 Journals &
bearings10 Levers, links &
bearings11 Coolers &
safety devices12 Scavenge blowers
& superchargers

13 Air coolers

14 Crankcase & scavenge doors & explosion relief devices

MAIN TURBINES

15 Casings, rotors,
blading, bearings,
thrusters & 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 ~~XXXX~~ 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.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

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

(S.C. Johnson.)

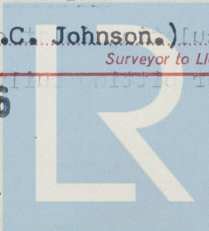
Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

FRIDAY 30 SEP 1966

As now subject

Lloyd's Register
Foundation

004693-004697-0154 1/2

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)	
30 Condensers (main & aux.)	31 Air ejectors (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

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

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

Has screw shaft been drawn?

No.

Date of examining shaft & condition

Has shaft been changed?

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner?

Approved oil gland -

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.

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Foundation

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.

