

COPY



LLOYD'S REGISTER OF SHIPPING

Port Sydney, New South Wales.Date 27th July, 1966.

This is to Certify that at the request of Messrs. Howard Smith Industries Pty. Limited (Owners Representatives), the undersigned Surveyor to this Society attended the works of Messrs. Weir Drysdale (Australia) Pty. Limited, Artarmon, on the 26th July, 1966 and subsequently for the purpose of ascertaining the nature and extent of damage to the main boiler after turbo feed pump stated to belong to the

S.S. "CALTEX LIVERPOOL". 11,814 tons gross of Sydney, N.S.W.

alleged to have occurred on the 18th July, 1966 whilst ship was entering drydock at Sydney, New South Wales.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance.

<u>Found</u>	<u>Recommended</u>
1. Turbine and pump shaft broken off in way of turbine end bearing.	Renew shaft.
2. Turbine wheel and fixing nut loose on shaft and blading shed (only half blading in two of three rows remaining).	Renew wheel complete with blading and fixing nut.

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

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, but it is to be understood that neither the Society nor any Member of any of its Committees nor any of its Officers, Servants or Surveyors is under any circumstances whatever to be held responsible or liable for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any act or omission, default or negligence of any of its Committees or any Member thereof, or of its Surveyors, or other Officers, Servants or Agents of the Society."

Certificate No.1527 (Continued.)

Found.

3. Nozzle and guide segments damaged beyond repair (contact damaged).
4. Turbine casing twisted and turbine end bearing housing worn.
5. Turbine end bearing, run and worn, bearing cover broken, bearing oil guard worn.
6. Overspeed governor, trigger, spindle bush and bottom lever damaged.
7. Turbine packing and packing casings cracked and broken.
8. Intermediate bearing run and bearing oil seals worn.
9. Pump and bearing run and bearing oil seal worn.
10. Turbine, intermediate and pump and bearings out of line.
11. Pressure Governor Strainer body broken off at thread.

Recommended.

- Renew nozzle and guide segments.
- Crack detect casing, build up bearing housing with electric welding and stress relieve casing.
- Renew bearing, cover and oil guard.
- Renew overspeed governor, trigger spindle bush and bottom lever.
- Renew packing and packing casings.
- Remetal intermediate bearing and renew bearing oil seals.
- Remetal pump and bearing and renew bearing oil seal.
- Unit to be line bored.
- Renew pressure governor strainer body.

.....*St. Johnson*.....
Surveyor to Lloyd's Register of Shipping
for (A.J. Dix.)

Fee: \$30.00

Exp: \$ 1.50



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