

Ship's Name ~~SS/XX~~ "CALTEX LIVERPOOL" IR505856

11. JUL. 1966

Gross Tons 11,814

Port of Registry Sydney

Port Sydney, N.S.W.

Date of build 11-1952 Is there a rpt. 8? Yes

Rpt. No. 38719

No. of visits 8

First date 2-5-66

Last date 4-6-66

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith?

Last rpt. (H.Q. only)

Date of completing rpt. 27-6-66

Surveyed at, if different from Port above -

Is a rpt. 9B attached? Yes

MN 1640

Nature of survey C.S.M. & DAMAGE

Survey fees

Damage fee

Expenses

\$160.00

\$120.00

\$3.50

S.A. fee

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

1 Cyls., covers, pistons & rods

2 Valves & gears

Con. rods, crossheads, bearings & guides centre

Side

3 Crankpins & bearings centre

Side

4 Journals & bearings

fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

been effected or it is considered that re-examination or repairs should be made before the date a distinguishing mark thus should be inserted against the item and the circumstances and action taken or recommended described

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 repairs have

6 Cyls., Covers, pistons & rods

Con. rods, crossheads and bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

11 Cyls., covers, pistons & rods

12 Con. rods, crossheads and bearings

13 Crankpins & bearings

14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 ~~XXXXXX~~ bearings & thrusts

HP and LP - Good

17 Reduction gearing

Good

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/~~xxxxxx~~ fresh record of C.S.M. (with date) when the survey cycle has been completed subject to any outstanding conditions of class being dealt with as previously recommended.

ALSO FOR

SPL. FOR

NOTED BY

SEL

POSTING

HEADER

CHRT

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

(P.H.W. EVANS and J. JULIUS)
 Surveyor to Lloyd's Register of Shipping

Date of Committee

WEDNESDAY 10 AUG 1966

Minute

As now

20	Exhaust steam turbine (with recip. eng.)	21	Thrust blocks shafts & bearings	Good
22	Steam compressors	23	Intermediate shafts & bearings	Good
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	Gland seal and de-aerator - Good
26	Steam re-heaters	27	Air ejectors (main & aux.)	Aux. Evap. SW and Distiller - Good
28	De-superheaters	29	Forced &/or induced draught fans	P & S - Good
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32 Detuner or vibration damper
33	Main engine driven pumps			
34	Crankcase doors & explosion relief devices			35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

State Port P. or Starboard S.

36	Essential independent pumps	Cargo condenser S.W. Cir. pump (s.f.) - Good
		Main extraction pump (p. outer) - Good
		Both cargo condenser extraction pumps (p & s.f.) - Good
		Turbo-feed pump (For'd/s) - Good

37	Bilge, ballast & oil fuel suction lines, fittings & controls	38	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
39	Fresh water coolers	40	Lub. oil coolers
41	Heaters (state service)	42	Feed water xxx de aerator)
43	Auxiliary air receivers & safety devices	44	Starting air pipes
45	Main air receivers & safety devices		
46	Independent air compressors coolers & safety devices		
47	Oil fuel tanks (not forming part of the hull structure)		
48	Have all evaporators safety valves been tested under steam?	49	Evaporators HP & LP
51	Fire extinguishing arrangements	52	Steering machinery GE - Good
		53	Distillers
		53	Windlass G.E. - Good

Identify by position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

DAMAGE REPAIRS :- For damage to main turbine gearbox, main wheel after bearing, stated to have been sustained on the 28th April, 1966, on account of contamination of the lubricating oil system and further damage found on opening out the gear box bearings and turbine bearings. For detailed information see Damage Report No.1510 attached.

FOUND :- All gearbox pinion and gearwheel journals, bearings and thrust, together with H.P. and L.P. turbine bearings and thrusts were found effected by scoring by varying degrees of severity.

NOW DONE :- All defective journals honed and lapped as necessary.

Bearings remetalled as necessary and fitted to journals.

Thrust collars rectified and the spare ahead shoes fitted to the main thrust.

The lubricating oil system, lines filters, tanks, coolers, connections dismantled, purged and made servicable.

(See Rpt.8 concerning the entry of bilge water through a hole in the lub. oil drain tank top).

(Cont'd).

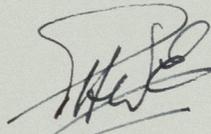
The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of 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 also be reported above.

Rpt. 9A (cont.)

Ship's Name SS/~~MY~~ "CALTEX LIVERPOOL"

Port Sydney, N.S.W. Rpt. No. 38719

Basin trials held on the turbines and gearing and same found to function satisfactorily.



(P.H.W. EVANS)



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Foundation