

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, cross-heads, bearings & guides centre

3 Crankpins & bearings centre

4 Journals & bearings

Side

Side

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

6 Cyls., Covers, pistons & rods

7 Con. rods, crossheads and bearings

8 Crankpins & bearings

9 Journals & bearings

10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (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/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.

(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 | Have the remaining piping arrangements & fittings in the machinery space been examined as considered 38 necessary? | |
| 39 | Fresh water coolers | 40 | Lub. oil coolers Good |
| 41 | Heaters (state service) | 42 | Feed water xxx de aerator) Good |
| 43 | Auxiliary air receivers & safety devices | 44 | Starting air pipes |
| 45 | Main air receivers & safety devices | | |
| 46 | Independent air compressors coolers & safety devices | | |

Identify
by
position

| | | | | | |
|----|---|----|------------------------------|----|----------------------|
| 47 | Oil fuel tanks (not forming part of the hull structure) | 49 | Evaporators HP & LP | 50 | Distillers |
| 48 | Have all evaporators safety valves been tested under steam? | 52 | Steering machinery GE - Good | 53 | Windlass G.E. - Good |
| 51 | Fire extinguishing arrangements | | | | |

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.

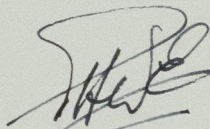
Rpt. 9A (cont.)

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