

Rpt. 9A

**REPORT OF MACHINERY SURVEYS AND REPAIRS**  
(ENGINES AND AUXILIARIES)

Received London

23/9/65

Ship's Name ~~SS~~ **"CALTEX LIVERPOOL"** 11,814 Gross Tons  
LR - 505856.

Is there a rpt. 8? Yes

Port Sydney, N.S.W.

Rpt. No.

38 044

No. of visits 2

First date 1. 7. 65

Last date 2. 7. 65

Interim Cert. issued  
& copy herewith? YesDamage rpt. issued  
& copy herewith? Yes

Last rpt. (H.Q. only)

- 858 10905

Date of  
completing rpt. 17. 8. 65

Surveyed at, if different from Port above -

Is a rpt. 9B  
attached? No

MN

Nature of survey

CSM/DAMAGE.

Survey fees

Damage fee

Expenses

£14. 0. 0

10/-

S.A. fee -

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

1 Cyls., covers,  
pistons & rods

2 Valves &amp; gears

3 Con. rods, top ends  
& guides centre

Side

4 Crankpins &  
bearings centre

Side

5 Journals &  
bearings

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

6 Cyls., Covers,  
pistons & rods7 con. rods &  
top ends8 Crankpins &  
bearings9 Journals &  
bearings10 Coolers &  
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,  
pistons & rods12 Con. rods &  
top ends13 Crankpins &  
bearings14 Journals &  
bearings

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

16 Casings, rotors,  
blading, bearings  
thrusters

15 Levers

17 Reduction  
gearing18 Scavenge  
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/ ~~xxxxx~~ fresh record of  
CSM (with date) when the survey 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 certi-  
ficate.)

Date of Committee

TUESDAY 28 SEP 1965 - T. J. McGINNESS -

Minute

As now

Surveyor to Lloyd's Register of Shipping

ALSO FOR

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fully under "defects and repairs". At part or complete Special Sur-  
veys those items which are not applicable to the ship are to be can-  
celled; 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-ex-  
amination or repairs should be made before the  
date a distinguishing mark must be in-  
serted 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



20	Exhaust steam turbine (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)	Aux - Good. Cargo - Good.	
26	Steam re-heaters	27	Air ejectors (main & aux.)	Aux. Condenser - Good.	
28	De-superheaters	29	Forced &/or induced draught fans		
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	Aux. Condenser Extraction/Circ. Pump - 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	Both - Good.	
41	Heaters (state service)	Main O.F. (Port - Outbd.)- Good.			
43	Auxiliary air receivers & safety devices	42	Feed water filters		
45	Main air receivers & safety devices	44	Starting air pipes		
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	50	Distillers
51	Fire extinguishing arrangements	52	Steering machinery	53	Windlass

Identify  
by  
position

## AUXILIARY ENGINES

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

**DAMAGE:** Stated to have been caused by grounding and refloating operations at Moreton Bay on the 23rd 24th June, 1965.

**FOUND:** Auxiliary condenser, main condenser, cargo condenser, and both main L.O. coolers: all choked with sand.

All units satisfactorily cleaned, tested, and found good.

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.



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Lloyd's Register  
Marine Insurance