

Received London  
19 JUL 1965

Ship's Name **SS/MS** TANKER "CALTEX LIVERPOOL" Gross tons 11814  
 LR. No. 505856.  
 Is there a rpt. 9? no Port Brisbane Rpt. No. 10905  
 No. of visits one First date and Last date 24/6/65  
 Interim Cert. issued & copy herewith? yes Damage rpt. issued & copy herewith? no Last rpt. (H.Q. only) - 8722  
 Date of completing rpt. 25/6/65 Surveyed at, if different from Port above-  
 Surveyed afloat and/or in D.D. afloat Last date of examination in D.D. -  
 Has a Load Line Survey been held? no Freeboard Marks verified no  
 State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) -

Survey fees £20-0-0

Damage fee -

Expenses £1-9-2

S.A. fee £6-0-0

I have surveyed the above ship in accordance with the Rules for examination after grounding in the North-East Channel, Moreton Bay; on 23rd June 1965, whilst on passage Brisbane to Port Alma.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

At request of the Owners' representative, examined the ship afloat, as far as practicable, after grounding in Moreton Bay. It was stated that ship grounded at 1502 hours, 23/6/65, and re-floated under her own power, without the assistance of tugs, at 0344 hours 24/6/65.

Now done: Forward and Aft pump rooms examined; forward cofferdam examined; soundings records checked before and after grounding, and ship found to be making no water.

The ship was in a part-loaded, part-ballasted condition, and no examination of cargo tanks was possible; peak tanks were also full of ballast. Accurate ullage measurements were taken of all cargo tanks, deep tanks, etc., and no variation from original found; indicating that no set-up of the bottom plating had occurred. Pumping arrangements were checked, Engine room bilges examined, steering gear tested, and found good.

The Chief Engineer stated that all filter boxes on sea inlets were cleared of sand after re-floating, and that machinery had operated satisfactorily since. Due to the main turbines being on steam, it was not possible to examine condenser

I recommend that this ship remain as classed ~~with/without~~ fresh record of dry-docking survey, subject to the bottom shell plating, sternframe, rudder and outside fastenings being specially examined at the next drydocking (grounding); and 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)

Date of Committee

FRIDAY 30 JUL 1965

Minute

Deferred for drydocking  
Subject

J. McCarlie  
Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN  
CLASSN. CTTEE

ALSO FOR

SPL FOR

TWO  
THREE  
FOUR  
FIVE  
SIX  
SEVEN  
EIGHT  
NINE  
TEN  
ELEVEN  
TWELVE  
THIRTEEN  
FOURTEEN  
FIFTEEN  
SIXTEEN  
SEVENTEEN  
EIGHTEEN  
NINETEEN  
TWENTY

POSTING  
HEADER  
CERT

Lloyd's Register  
Foundation



or oil coolers; but normal vacuum indicated that sand had not reached these items. Anchors were not used during re-floating.

As far as could be seen, the ship has suffered no damage, but it is recommended that bottom shell plating, stern-frame, rudder and outside fastenings be specially examined at next dry docking.

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.** The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Foundation