

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report.....

When handed in at Local Office.....

Port of AdelaideNo. in Survey held at
Reg. Book.

Date. First Survey.....

Last Survey.....

(No. of Visits.....)

7-307 on the Machinery of the Wood, Iron or SteelS. S. "Garmula"Tonnage: Gross 5254
Net 3234
Nominal 517Vessel built at NewcastleBy whom Palmer's Co. LtdYear. Month. When 1920 5Horse Power 517Engines made at "By whom "When 1920No. of Main Boilers 3Boilers, when made (Main) 1920(Donkey) "No. of Donkey Boilers "Owners British India Steam Navigation Co. Ltd

(if not already recorded in Appendix to Register Book.)

Steam Pressure 180 lbsManagers "Port GlasgowVoyage "in Main Boilers 180 lbsIf Surveyed Afloat or in Dry Dock "

(State name of Dock.)

in Donkey Boilers "Particulars of Classification which must be inserted
precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1</u>		<u>+LMC</u>
<u>9.41.</u>		<u>MS 1.40</u>
<u>ss. Cal. No. 3-4.32.</u>		<u>BS 10.41</u>
<u>ss. Bom. No. 2-40.</u>		<u>TS 12.39</u>
		<u>(C) N.</u>

Last Report No. 3151 Port C. T. C.

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

stern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

"GARMULA"

Rpt. 9

No. 2461

1st visit 10th April

2nd visit 10th April - two

I attended on board the abovementioned vessel in order to examine Aft No. 7 Tunnel Stool also Gwyn pump for damage. Seventeen rivets were found to be slack in Aft No. 7 tunnel stool. These were renewed. The Gwyn pump casing was cracked at root of discharge from impellor six inches long. It was recommended that test holes be put in same and it was found that the metal was thin. This was veed out and welded with Tobin Bronze. It was further recommended that a Phosphor Bronze patch be made 12" deep x 10" x 1/2" to cover the weak part. Owing to the limited time at this port, same was not put on and was forwarded on to Melbourne for fitting.

General Observations

(State clearly) RECOMMENDED that the record of LMC remain as at present in the Register Book in the case of this vessel subject to a phosphor bronze patch, which was made at this port, being fitted in Melbourne, present voyage.

Fee £4. 4. 0
Expenses 3. 0

W. D. ACKLAND-MORMAN
Surveyor to Lloyd's Register.

Survey Fee (per Section 29) £ : : Fees applied for

Special Damage or Repair Fee (if any) (per Section 29.) £ : : 19

Travelling expenses (if chargeable) £ : : Received by me, 19

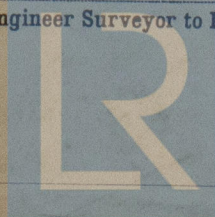
Committee's Minute

Assigned

See later report

(Sink)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W 39-0005

Temporary repairs effected to circulating
pump.

It is stated these repairs will be completed
at 11.00.

Submitted Action be deferred

Yours

11. 2. 63



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