

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....19..... Port of Adelaide

No. in Survey held at Reg. Book. 7-307 on the Machinery of the Wood, Iron or Steel S. S. "Garmula" Date. First Survey 10.4.20 Last Survey 10.4.20 19.....
(No. of Visits.....two.....)

Tonnage: Gross 5254 Vessel built at Newcastle By whom Palmer's Co. Ltd Year. Month. When 1920 5
Net 3234 Engines made at " By whom " When 1920
Nominal Horse Power 517 Boilers, when made (Main) 1920 (Donkey) -
No. of Main Boilers 3 Owners British India Steam Navigation Co. Ltd Owners' Address -
No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 180 lbs Port S. S. Sargol Voyage -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock.....
(State name of Dock.)

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>9.4.1</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. N.

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?

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

If not, state for what reasons

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

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?

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

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

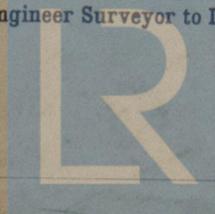
W. D. ACKLAND-HORMAN
Surveyor to Lloyd's Register.

Survey Fee (per Section 29)..... £ : :	Fees applied for
Special Damage or Repair Fee (if any)..... £ : :	
Travelling expenses (if chargeable)..... £ : :	
	Received by me,

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute.....

Assigned see later report
(Sunk)



Lloyd's Register Foundation

W 39-0005

10m. 7. 22. - Transfer Ink. (MADE AND PRINTED IN ENGLAND.) (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

is a Certificate required? If so, to be sent to

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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