

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

22 JAN 1934

Date of writing Report 27-12-1933 When handed in at Local Office 10 Port of Karachi

No. in Reg. Book. 01251 Survey held at Karachi Date, First Survey 16-12-33 Last Survey - 19  
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel Dredger "GRAHAM LYNN"  
Tonnage { Gross 990 Vessel built at Renfrew By whom Lobnitz & Co.Ld. When 1915 - 1  
Net - Engines made at Renfrew By whom Lobnitz & Co.Ld. When -  
Nominal Horse Power - Boilers, when made (Main) - 1915-1 (Donkey) -  
No. of Main Boilers 4 Owners KARACHI PORT TRUST Owners' Address Karachi at present -  
No. of Donkey Boilers - Managers - Port Karachi Voyage laid up -  
Steam Pressure 160 lbs If Surveyed Afloat or in Dry Dock Dry dock  
in Main Boilers (State name of Dock.) Giles dry dock  
in Donkey Boilers

Last Report No. 559 Port Karachi

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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? NO

Do. " Donkey " " " " " -

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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 Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? - Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

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

All sea cocks and valves with their fastenings examined, found sound and in order.

All sea cocks and valves cleaned, ground in and repacked.

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Recommend that the vessel remain as at present classed.

The boilers should be surveyed before the vessel is again worked.

The vessel is laid up in Karachi Harbour.

Survey Fee (per Section 29) Rs. 30/- Fees applied for 19  
Special Damage or Repair Fee (if any) £ Received by me, 19  
(per Section 29.)  
Travelling expenses (if chargeable) £

Committee's Minute TUE 30 JAN 1934 FRI. 29 MAR 1935  
Assigned TUE 13 AUG 1935

W480-0021



If set, is the Report sent now, or when will it be sent?

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

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

connections - ~~opened~~  
hard up

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

On Dec 8-27.

The Rules are not being  
used.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

*[Signature]*  
26/1/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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