

STEEL STEAMER OR MOTORSHIP.

Received at London Office 5064

State if Report has been sent on the Freeboard of the Vessel. Yes

State if Report is sent on the Machinery of the Vessel.....Yes.

Date of completion of report Port of NAPLES. No.

Survey held at CASTELLAMMARE. Date First Survey 9th MAY 1947 Last Survey 25th SEPTEMBER 1953

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) TWIN SCREW MOTOR TANKER 'SHAKTI' MACHINERY AFT.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)..... TANKER. State Type of Erections.....

TONNAGE under 2336-05 CLASS 100A1 State if with freeboard } No. Built at CASTELLAMMARE di STABIA.
Tonnage Deck ... as condition of Class } Mrs. 19th JUNE 1949.

Do. of space or spaces }
between Tonnage Dk. }
and Upper Dk. }

Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) } L 92.000 ✓

Breadth (greatest moulded) } B 13.500 ✓

Launched COMMISSIONED
OCTOBER 1953.

Builders 'NAVALMECCANICA' CASTELLAMMAR

Total 25 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous D 7.500 Owners THE GOVERNMENT of INDIA.

Gross Tonnage 2788.37 deck. See Sec. 3 (1c)]
1st Longitudinal Number (L x D) = 6666
Register Tonnage 1445.30 2d Longitudinal Number (B x D) = 20034
Managers ✓
(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

Length 97.240

13.530 OVER SHELL PLATING. Do. ~~Long Bridge~~ to top of keel } 10.84 If surveyed while building, afloat, or in dry dock.

7.620	Draught Moulded	6.6	BUILDING, AFLOAT & IN DRYDOCK
-------	-----------------	-----	-------------------------------

FRAMES, DOUBLE BOTTOM AND BEAMS.

M/M		Any Departure from Approved Plans to be Noted.	
MES, Spacing amidships.....		LONGITUDINAL FRAMING.	
" from 3/4 length amidships to Collision bulkhead.....			
" in peaks		605	
E FRAMING.			
Frame Amidships, Angle, [or [LONGITUDINAL FRAMING	
" Extends up to.....		SEE RPT 1*	
Reversed Frame Amidships, Angle			
" Extends up to		✓	
Depth of Framing Girder.....		✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or [.....		✓	
" Second 'tween Decks, Angle, [or [.....		✓	
" Third		✓	
" from 1/2 len. for'd. to 15% len. from Stem		✓	
" in Peaks, Angle [.....		165x75x8	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		SEE RPT 1*	
Date if Frame Joggled.....		No	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?		YES	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?		YES	
SINGLE BOTTOM.			
Floors, Depth and thickness at mid-line in Holds.....		✓	
Height of Brackets at side above base line at toe of frame.....		✓	
Middle Line Keelson, on Floors, Angles, [or [.....		✓	
" " " Through Plate or Inter-costal Plate		✓	
" " " Foundation Plate on Floors		✓	
" " " Flat Plate Keel Angles		✓	
Side Keelsons, No. each side.....		✓	
" thickness of Intercoastal Plate.....		✓	
" Angles		✓	
DOUBLE BOTTOM.			
Solid Floors, thickness and spacing		108x9x605	
" Are Frame and Reversed Frame joggled?		No	
Bracket Floors, breadth and thickness at middle line		✓	
" breadth and thickness at margin plate.....		✓	
Bracket Floors, Frame		✓	
" Reversed Frame.....		✓	
" Vertical Struts		✓	
Centre Girder, depth and thickness amidships		1054 to 1229x12	
" top Angles		1000x12 to 10	
" bottom Angles		600x14 Flat.	
Side Girders, No. each side and thickness.....		150x90x14 DOUBLE.	
Margin Plate depth (excl. of flange) and thickness		2 20 Pcs	
" Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		500x10	
" Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		LONGITUDINAL FRAMING.	
" Gussets, spacing and scantling abaft 1/2 len. from stem.....			
" Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area			
Tank Side Brackets, height above base line at toe of Frame and thickness			
INNER BOTTOM PLATING. MACHY SPACE			
Breadth and thickness of Middle Line Strake.....		11 35 Sole Plate	
Thickness of remainder in Holds		✓	
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....		Yes	
BEAMS.			
Uppermost Continuous Deck, amidships in Wells, Angle, [or [.....		LONGITUDINAL SEE RPT 1*	
" in way of Bridge, Angle, [or [.....		✓	
Spacing		✓	
Second Deck, Angle [or [.....		150x75x9.5	
Spacing		180x75x10 AFT.	
DEEP TANK TOP TWO 2 AFT.		605	
Third Deck, Angle [or [.....		180x75x10 FWD & 8 AFT.	
Spacing		605	
Fourth Deck, amidships, Angle, [or [.....		✓	
Spacing		✓	
Poop Deck, Angle [or [.....		140x65x7.5	
Spacing		605	
Bridge Deck, Angle, [or [.....		✓	
Spacing		✓	
Forecastle Deck, Angle [or [.....		140x65x7.5	
Spacing		605	

PILLARS AND DECKS.
PILLARS, No. of Rows As Approved.
Folsle in 'tween Decks, Size and Spacing 120 x 98
TWEEN DECKS AFT. 120 x 11
Two in Holds 114 x 10
CONTINUOUS Bulkheads 200 x 90 x 12 - 140 x 90 x 8
Stiffeners and Spacing SPACING 620 x 590 m/m
TRANSV. 1000 x 11 FACE 250 x 11
Plating, thickness of 10.5 to 7
STRINGERS AND DECKS.
Uppermost Continuous Deck.
Stringer Plate, breadth and thickness 1600 x 15 x 22 At Poop
Stringer Plate, breadth and thickness 150 x 150 x 16
Angle in 13 18 at Poop Front
Thickness of Plating abreast 11
Thickness of Plating abreast Deck openings 11 AND AS APPROVED
Thickness of Plating within line of openings 7
If Sheathed, material and thickness No
Second Deck.
Stringer Plate, breadth and thickness 300 x 8

SHELL PLATING.
SCANTLINGS.
AS IN VESSEL.
STRAKES.
Flat Plate Keel 1375 15 14 14
Dblg. (if any) 1200 13 12 11
Bottom Plating, No. of Strakes 3
Bilge Plating, No. of Strakes 1
Side Plating, No. of Strakes 2
Upper Deck, Sheer-strake 1500 15 12 11
Upper Deck, Sheer-strake in Bridge 1550 13 11 11.5
Strake below Sheer-strake in Bridge 1550 13 11 11.5
Strake below Sheer-strake in Bridge 1550 13 11 11.5
Poop Side Plating 12 10
Bridge Side Plating 10 x 10.5
Forecastle Side Plating 10 x 10.5
RIVETING.
EDGES.
BUTTS.
WELDED.
WELDED.
BUTTS.

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel 8 Plus 2 COFFERDAMS, PUMP ROOM & DEEP TANK BULKHEADS.
Deck next below 5.
As per Rule 5.
STIFFENERS.
MIDSHIP BULKH'D, Upper 'tween decks
Second
Third
CENTRE 2 SIDE TANKS BULKHEADS.
Holds 10.5 to 7 LOWER STIFFS 350 x 130 x 11
COLLISION (in Hold) FR. 143 10.5 to 7 (150 x 75 x 11 to 100 x 65 x 9, 2 DRS 1 STRONGER
AFTER PEAK FR. 2 9.5 to 6.5 (150 x 75 x 11 to 100 x 50 x 8
STEEL.
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) STATED STEEL PRODUCED BY MESSRS. ILVA & TERNI.
Has the Steel been tested as required by the Rules? PART.

EQUIPMENT No. 1932 METRIC UNITS LETTER t
ANCHORS.
30 1st Bower 1825 1825 36.000
31 2nd 1878 1878 34.243
32 3rd 1855 1855 34.000
33 Stream 565 182 13.800
CHAIN CABLES.
43 4483 475 22714 21540 440 475 M.S. ACCIAIERIA GENOA
STUD LINK FERRIERA 2nd 9th SEPT 1949
CALCOTTO. A. MAGGI. H.I. GREEN.

HAWSERS AND WARPS.
Length and Size supplied. Breaking Test of Steel Wire. Length and Size per Table 53.
2 165 178
2 165 152

General Declaration. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel MOTOR VESSEL.
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo TANKER.
This vessel has been built under Special Survey in conformity with the Society's Rules and regulations, and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications in addition to the original approved arrangements, made during the construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the Rule Requirements. The plans of the midship section and profile and decks showing the ship as built, now forwarded herewith have been checked with the approved arrangements and found in accordance. The material and workmanship are good. The DB tanks, cargo tanks, peak tanks, deep tanks and forepeaks have been hydraulically tested and found good. The deck in way of the peak and chimney spaces have been hose tested and found tight. The steering gear, secondary means of steering, windlass, bilge suction and pumps have been tested and found in order.

FORGINGS AND CASTINGS.
KEEL, Bar CAST 15 m/m PLATE
STEM CAST
STERN FRAME Propeller Post CAST
Rudder CAST
Speed of Vessel 12 KNOTS.
RUDDER-Type SEMI BALANCED.
A x D. AS APPROVED.
Diam. of head 300 m/m
Mainpiece at top pintle SPECIAL SHAPE.
heel CAST STEEL FRAME.
how constructed DOUBLE WELDED.
double or single plate HORIZONTAL.
coupling, vertical or horizontal OPEN HEARTH.

amount of Entry Fee Lit. 2,046,000 Less 216,900 Dual Class reduction of remainder. 19
Special Survey Fee Rev. Tar. 46,589. Received by me, 19
Travelling Expenses, if any 213,865
I am of opinion the Vessel should be Classed 100 A1 CARRYING PETROLEUM IN BULK.
Signature L. Butler / J. H. Sutcliffe / Stevenson
Surveyor to Lloyd's Register of Shipping.
A. Ansaldo & self
FRIDAY - 6 AUG 1954
+100A1 Carrying Petroleum in Bulk.
Lloyds A&P. LMC 9.53 Gil Eng.
NE made '47 fitted '53
DB 185 lb. Launched 6.49
Commissioned 9.53

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The prefabrication of this vessel was commenced during the war under the survey of the Registro Italiano Navale and the Italian Navy, and has been built to the classification requirements of the Registro Italiano.

The parts previously prefabricated have been examined and a number of test pieces cut from plates and sections have been tested with satisfactory results. The remainder of the steel used in the construction of the vessel, which was under survey from the laying of the keel by this Society, has been tested as required by the Rules.

The Rudder and Stern frame were tested by the Registro Italiano, check tests (Brinell) have been made and a copy of the results is attached hereto.

The vessel has been examined in dry dock at Naples on the 28th November 1951 and subsequently on the 14th August 1953 when about 10,000 rivets were renewed and the affected tanks afterwards tested with satisfactory results.

The vessel was launched in June 1949 but not commissioned until October 1953.

PARTICULARS OF ELECTRIC WELDING (if employed) Seams and butts of shell plating, decks, double bottoms, deep tanks, transverse and longitudinal bulkheads welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
Longitudinal Framing. Partly Electrically Welded. Cruises
Stern. Launched June 1949 Commissioned October 1953.

RADAR Equipment (State if fitted) None.
State Type or Pattern No. —
State Name of Maker and/or Supplier —

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Shank 580 Kgs. Cent 1A. Head 1217 Kgs. Cent 1B. EFB. 20-8-53.
2nd " Shank 550 Kgs. Cent 2A. Head 1140 Kgs. Cent 2B. EFB. 20-8-53.
3rd " Shank 547 Kgs. Cent 3A. Head 1120 Kgs. Cent 3B. EFB. 20-8-53.

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 23.595 Mts. R.Q.D. ft., Bridge ft., Forecastle 12.86 Mts.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. Signal Letters Extreme Breadth over Belting 13.530. Over-all Length 98.6 Mts.
(Circ. 1703) 323.5

No. and Material of Decks One Steel. 2nd Steel deck aft. F&A Palks. N° 7, 19 and 18 P&S. Cais.

Parts of Bottom of Vessel coated with cement or approved composition

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

Where Fitted.	Length. Mts. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Mts. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	FRS 143-150	4.30 11
Double bottom, under Engines and Boilers,			After peak tank,		4.20 45
Double bottom, if under Engines only,	27.645	10.89 34	Deep tank, aft,	FRS 2-27 F&W P&OF	11.40 38 73
Double bottom, if under Boilers only,			Deep tank, forward,	FRS 120-123 143	13.91 46 187
Double bottom, forward,	36'	10.89 34	Other tanks, if fitted,	FRS 45-50 F&W	3.02 205
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No.

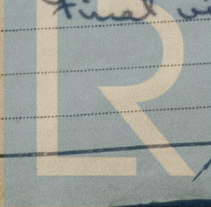
Date

Dates of Surveys held while building

From 9th May 1947 - 12 visits. 1948 - 17 visits. 1949 - 11 visits.
1950 - 10 visits. 1951 - 1 visit. 1953 - 18 visits.
Final visit 25th September 1953.

Total No. of Visits 6

No. S.S. O.F. available



Lloyd's Register Foundation

Rpt. 1*.

M.V. SHAKTI. CASTELLAMMARE YARD N°590. PARTICULARS OF LONGITUDINAL FRAMING.

NAPLES.

RPT. No. 50

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Longitudinal Frames.
	In Ship.			In Ship.				Diam.	Speng.			
	$\frac{1}{2}$ in.	$\frac{3}{4}$ in.	$\frac{1}{2}$ in.	In.	In.	In.		$\frac{1}{2}$ in.	$\frac{3}{4}$ in.			
Framing of X, L or E TRUNK								16	96			
Frames in Bridge Decks ...	140	65	9					22	132			
Frames from Uppermost Continuous Deck No. 1	180	90	9.5					22	132			
" 2	20							22	132			
" 3	20							19	114			
" 4	20							19	114			
" 5	230	90	11					19	114			
" 6	20							19	114			
" 7	20							19	114			
" 8	20							22	132			
" 9	250	90	12					22	132			
" 10	20							22	132			
" 11	20							22	132			
" 12	20							22	132			
" 13	20							22	132			
" 14	20							22	132			
" 15	20							22	132			
" 16	20							22	132			
Spacing of Longitudinal Frames	Amidships $\frac{1}{2}$ in.	Side 738	562.5	Butt								
	At Ends $\frac{1}{2}$ in.	738	562.5									
Double Bottoms L, L or E	Tank Top Longitudinals											
	Bottom											
Spacing of Longitudinals	Amidships	TRANSVERSELY FRAMED.										
	At ends...											
Transverses.												
Side (in 'tween Decks)	Depth and Thickness											
	Face Angles											
	Lugs to Shell*											
Side (in Hold)	Depth and Thickness	1000 x 11						22	121			
	Face Angles	250 x 11 FACE PLATE.						19	104.5			
	Lugs to Shell*	TRANS. WELDED TO 90° FLANGE.										
		150 x 90 x 12 SINGLE.										
Bottom	Depth and Thickness	1000 at Ch. to 900 x 12 1/2 at Side.						22	121			
	Face Angles	150 x 10 FACE PLATE.										
	Lugs to Shell*	150 x 90 x 12 SINGLE.										
	" " Back Bars	TRANS. WELDED TO 90° FLANGE.										
	Brackets	AS APPROVED.										
		2420 IN NO 1.2.3 TANKS										
		2117 " " 4 "										
		2016 & 2420 IN NP5.										
Spacing of Transverse Frames...												
* No. SHOWN FLUSH WELDED.												
Longitudinal Beams of X, L or E	TRUNK DECK.	140 x 65 x 9 B.L.B.						826.5	7			
	Bridge Deck	230 x 90 x 11						562.5	7			
	Upper "	130 x 65 x 7.5 Aft										
	Second "	130 x 65 x 7.5 Fwd.										
	Third "											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

In 11, 42. T.

0133 1/4

that visit 25 September 1953.



Sur

M.

on

ma

and

Regi

reco

been

Rec

be

be

be

be

be

be

be

be

be

be

be

be

be

be

be