

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME.....

"SHAKTI"

REPORT.....

Nap. 5033

Nap. No. 5084

Nap. 5034

Nap. 5032

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

2 Oil Engine 2 SCSA

6 cylinders 18.1/8" - 25.3/16" each engine

New MN 440

If Boilers fitted with forced draught -

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 8.9.47 for a service speed of 190 RPM.

The main and auxiliary engines were built under the Special Survey of the Registro Italiano and were installed under the supervision of the Society's Surveyors. The decision that the machinery could be accepted and recommended for a notation of IMC without the distinguishing mark * was made in the Secretary's letter of 8.9.47.

The machinery of this ship was built in 1947 but was not in use until commissioned in September 1953.

Since leaving the Builders the vessel has been under survey at Alexandria and Port Said on account of scale choking the piston cooling pipes. The lubricating oil used for cooling the pistons has been changed.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is

eligible to be classed

IMC 9.53

NE 1947 fitted '53

DB 185 lb.



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8.6.54

Lloyd's Register
Foundation

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