

Oil Tanker "EMBANETT".

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Built at Nicolaieff by

Nicolaieff States Shipbuilding Yard

Class Contemplated : 100A1 "Carrying Petroleum in Bulk"

7,000 tons gross

Owners : Naptha Syndicate U.S.S.R.

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A letter was received from Mr. Cocks, the Society's Surveyor at Nicolaieff, stating that the Owners of this first ocean-going tanker built in Russia desired him to communicate an invitation to any of the Society's Staff to visit this vessel.

An examination was accordingly made of the vessel whilst she lay afloat at Coryton on the 19th instant in company with Mr. G.M.Shaw, Principal Surveyor on the London Outdoor Staff, and Mr. C.N.Hunter, a Ship & Engineer Surveyor on the London Outdoor Staff.

The vessel is 436.4 feet in length, and is built on the longitudinal system, a poop, bridge and forecastle being fitted.

She was loaded with oil at the time of the examination, so that it was impossible to make any internal examination of the oil compartments, summer tanks, cofferdams, or fore hold, but an inspection was made of the machinery space, pump room, inside erections, decks, windlass, steering gear and deck fittings.

There was no appearance of leakage from the deck, or from the oil bunker bulkhead in the machinery space, or the bulkheads in the pump room, and the workmanship throughout appears sound and good.

The vessel, as far as could be seen, is very similar to the oil tankers built in this Country, the only real difference being smaller hatches to the main oil compartments, and large hatchways to the summer tanks. The reason for these large hatchways to the summer tanks could not be explained

by the Captain, but he stated that in future vessels of this class the Owners had arranged for them to be considerably reduced in size.

The fittings, such as the windlass, steering gear, fairleads and bollards were of exceptionally strong construction.

The propelling machinery consists of two six cylinder heavy oil engines of M.A.N. two stroke cycle single acting type with blast air injection. These engines embrace no special features.

The Captain stated that the engines had worked satisfactorily, and that there had been no stoppage during the run from Batoum, where the vessel had loaded, to the Thames.

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23.10.29

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ARR*

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