

STEEL ~~STEAMER~~ or MOTORSHIP.

14 OCT 1929

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *October 5th 1929* Port of *Nicolaieff U.S.S.R.* No. *13*
Survey held at *Nicolaieff* Date First Survey *October 12th 1926* Last Survey *September 27th 1929*On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Steel Twin Screw Motor Ship "EMBANEF"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Longitudinally framed Oil Tanker* State Type of Erections *P.B. & F.*TONNAGE under Tonnage Deck... *6786.3*CLASS *+100A1*State if with freeboard as condition of Class *No*Built at *Nicolaieff U.S.S.R.*Do. of space or spaces between Tonnage Dk. and Upper Dk. *✓*

Total

Gross Tonnage *7491.5*Register Tonnage *5334.9*REGISTERED DIMENSIONS.
Metres. FEET.Length *133.45 437.7*Breadth *17.84 58.5*Depth *9.86 32.3*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *133.534 m 438.0 ft*Breadth (greatest moulded) *17.74 m 58.2 ft*Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *10.42 m 34.2 ft*1st Longitudinal Number (L x D) *1391 m² 14980 ft²*2nd Numeral L x (B + D) *3760 m² 40471 ft²*Framing Depth "d," at middle of length. See Sec. 3 (1d) *✓*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.81*Do. Long Bridge to top of keel *8.35 m*Draught Moulded *27.4 ft*Launched *7th November 1927* Yard No. *185*Builders *Nicolaieff State S.B. Yd "Andrea Marti"*Owners *Naphta Syndicate U.S.S.R.*Managers *✓*

(Where necessary to be entered in Reg. Book.)

Residence *Moscow*Port of Registry *Novorossisk*

If surveyed while building, afloat, or in dry dock

While building and in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m.m. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	<i>Longitudinal</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>In fore deep tank below tank top 685.8</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" " in peaks	<i>610</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>1145 x 13</i>	<i>✓</i>
Frame Amidships, Angle, \square or \sqcap	<i>Longitudinal framing see slip on p. 4</i>	<i>✓</i>	" " top Angles <i>double</i>	<i>150 x 100 x 15</i>	<i>✓</i>
" " Extends up to			" " bottom Angles <i>double</i>	<i>150 x 150 x 16</i>	<i>✓</i>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>Two 11</i>	<i>✓</i>
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>Inner bottom plating carried out to shell</i>	<i>✓</i>
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
Frames in Uppermost Continuous 'tween Decks, Angle, \square or \sqcap			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Second 'tween Decks, Angle, \square or \sqcap			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	<i>✓</i>	
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	<i>Longitudinal framing above double bottom</i>	<i>✓</i>
Framing in Peaks, Angle or \square	<i>200 x 75 8.5 12.5</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>Longitudinal framing above double bottom</i>	<i>✓</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>Longl. framing see p. 4</i>	<i>✓</i>	INNER BOTTOM PLATING, in Engine Room		
State if Frame Joggled <i>in peaks</i>	<i>No</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>13</i>	<i>✓</i>
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Intermediate str. 150 x 100 x 14 in fore peak + F.D.T. also intermediate str. 130 x 85 x 10 in fore hold, fwd. collision + fwd. space of foremost cargo tank for ice strengthening. Deep stringers in F.P. + F.D.T.</i>	<i>✓</i>	Thickness of remainder in Holds	<i>Yes</i>	<i>✓</i>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Floor bottom bars double riveted. Interc. girders 4 ft apart. Riveting increased. Midship thickness bottom shell maintained to coll. bulkhead</i>	<i>✓</i>	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?	<i>Yes</i>	<i>✓</i>
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	<i>Longitudinal</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, \square or \sqcap	<i>Longitudinal</i>	<i>✓</i>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, \square or \sqcap	<i>Longitudinal</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, \square or \sqcap			Spacing		
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle, \square or \sqcap	<i>Longitudinal</i>	<i>✓</i>
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, \square or \sqcap		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, \square or \sqcap		
" " Angles			Spacing		
DOUBLE BOTTOM, in Machinery Space			Poop Deck, Angle, \square or \sqcap	<i>200 x 75 8.5 12.5</i>	<i>✓</i>
Solid Floors, thickness and spacing	<i>11 x 685.8</i>	<i>✓</i>	Spacing	<i>610</i>	<i>✓</i>
" " Are Frame and Reversed Frame joggled?	<i>Yes</i>	<i>✓</i>	Bridge Deck, Angle, \square or \sqcap	<i>Longitudinal</i>	<i>✓</i>
Bracket Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing		
" " breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, \square or \sqcap	<i>180 x 70 8 12</i>	<i>Longitudinal 140 x 60 7.5 spaced 762 abaft collision bulkhead</i>
			Spacing	<i>610</i>	<i>✓</i>

PILLARS AND DECKS.									
		mm. Inches IN SHIP.	Any Departure from Approved Plans to be Noted.				mm. Inches IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS. No. of Rows..... One									
Forecastle					Stringer Plate, breadth and thickness in way of Bridge		1600 x 11		
" in 'tween Decks, Size and Spacing.....		89 dia x 1220			Thickness of Plating abreast Deck openings in way of Wells		11		
" above FP tank		114 dia x 1220			Thickness of Plating abreast Deck openings in way of Bridge		11		
" in " " " " " "		240 x 85 x 1220			Thickness of Plating within line of openings...				
" Dry cargo		4 angles			If Sheathed, material and thickness		No		
" in Hold "in aft end of " Two		150 x 150 x 16 x 2.57			Third Deck.				
" Engine room " "					Stringer Plate, breadth and thickness.....				
" " " " " Horizontal		260 x 90 x 762			If Plated, state thickness.....				
Centre Line Bulkhead.					Fourth Deck.				
Stiffeners and Spacing.....		Vertical, 160 x 65 x 130 x 10 face bars			Stringer Plate, breadth and thickness.....				
Plating, thickness of		13-11			If Plated, state thickness.....				
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		1620 x 18			Poop Deck.				
" " " " in way of Bridge		1620 x 18			Stringer Plate, breadth and thickness.....		9		
" Angle in Wells		23 at bridge ends 150 x 150 x 16			Plating, Sheathing, material and thickness		Plating 8 Sheathed 65mm W.P.		
Thickness of Plating abreast Deck openings in way of Wells		14			Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge		14			Stringer Plate, breadth and thickness.....		1570 x 13		
Thickness of Plating within line of openings...		14			Plating, Sheathing, material and thickness		Plating 10 Sheathed composition		
If Sheathed, material and thickness		No			Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness.....		9		
Stringer Plate, breadth and thickness in Wells...		1600 x 11			Plating, Sheathing, material and thickness		Plating 9 Sheathing 65mm W.P.		

SHELL PLATING.													
SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	No	SINGLE OR DOUBLE.	RIVETS.	No. of ROWS OF RIVETS.	RIVETS.		STAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.							Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	1350	25	19	17	✓	Double	28	98	3	28	98	Double straps	
“ DELG. (if any)	1250 1600 1200 1800 1600	-	16 17.5 at forefoot	-	✓	✓			✓				
BOTTOM PLATING, No. of Strakes	2	16	16	16	✓	do	22	77	4	22	88	Lapped	
BILGE PLATING, No. of Strakes	2	16	17.5 x 18	20 @ 20 @	✓	do	22	77	4	22	88	“	
SIDE PLATING, No. of Strakes	4	16	24	12	✓	do	22	77	3	22	77	Compensating straps fitted inside. 20mm thick. 12 rivets. 22mm dia. each side.	
UPPER DECK, Sheer-strake in Wells	1370	23	12	16	✓	do	25	87	3	25	87	Double straps	
UPPER DECK, Sheer-strake in Bridge ...	1370	23			✓	do	25	87	3	25	87	“	
STRAKE BELOW Sheer-strake in Wells	1470	18	16	16	✓	do	22	77	4	22	88	Lapped	
STRAKE BELOW Sheer-strake in Bridge ...	1470	18	-	-	✓	do	22	77	4	22	88	“	
POOP SIDE PLATING					✓	Single	19	76	2	19	67	“	
BRIDGE SIDE PLATING ...		15			✓	Double	22	88	2	22	77	“	
FORE'C'TLE SIDE PLATING			11	✓	✓	Single	19	76	2	19	67	“	

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.)

oil fuel have been carried out, and in my opinion the vessel is eligible for the following notations: Fitted for oil fuel 9.29 F.P. above 150°F for the Donkey boilers and Fitted for low flash oil fuel 9.29 for Diesel machinery. The after oil fuel tanks are arranged for low flash oil fuel, and the forward deep tank for water ballast or oil fuel F.P. above 150°F. Prior to trials at sea the vessel was dry-docked, and the bottom and rudder cleaned, examined & recoated. The bulkheads, decks, and shell to waterline were examined during the loading of the first cargo of Kerosene & were found satisfactory. A summer freeboard of 2.08 metres has been assigned by the Russian Register and marked on the vessels sides. The following plans shewing vessel as built are forwarded herewith, viz: Midship Section, Profile & Decks. An Interim Certificate B was handed to the Owners Representative after completion of survey. (copy attached).

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

	cwt's	qrs	lbs			
1st Bower	45	0	0	FCC	5	22.12.26
2nd "	43	3	7	FCC	6	1.7.27
3rd "	42	2	2	JTB	7	29.10.28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 105.6 ft., R.Q.D. — ft., Bridge 47.2 ft., Forecastle 60.2 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Disconnected

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks (stl) & web frames.

Official No. — ; Signal Letters — Is bottom of Vessel coated with cement No if not give particulars of composition Peak tanks, and tanks in double bottom for water coated with paint.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	25.6	230
Double bottom, under Engines and Boilers,			After peak tank,	26.0	72
Double bottom, if under Engines only,	60.75	142	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	29.25	353
Double bottom, forward,			Other tanks, if fitted, <u>Fit tank in after peak</u>	10.00	30
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. —

Date —

Dates of Surveys held while building

1926: Oct. 12, 13, 14, 15, 16, 18, 19, 20, 21, 23, 25, 26, 28, 29, 30 Nov. 1, 3, 4, 5, 8, 9, 12, 15, 17, 19, 22, 23, 25 Dec. 8, 10, 13
16, 18, 21, 22, 24, 27, 30, 31, 1927: Jan. 4, 6, 10, 11, 14, 17, 18, 21, 24, 27, 28, 31 Feb. 3, 4, 7, 11, 14, 15, 18, Mar. 10, 14, 15, 17, 23, 24, 25, 28, 30, 31
Apr. 1, 4, 5, 8, 9, 11, 12, 14, 15, 18, 19, 21, 22, 26, 27, 28 May 10, 11, 12, 13, 17, 19, 20 June 16, 20, 23, 24, 27, 28, 29 July 1, 4, 6, 13, 15, 16, 18
Aug. 1, 2, 3, 4, 8, 9, 10, 11, 12, 13, 16, 18, 19, 22, 23, 24 Oct. 11, 13, 14, 15, 16, 18, 19, 21, 24, 26 Nov. 5, 6, 7, 11, 16, 21 Dec. 14, 21, 27, 1928
Jan. 5, 7, 12 Feb. 1, Mar. 6, 7, 8, 9, 14, 19, 22, 26, 28 Apr. 2, 5, 9, 10, 12, 17, 20, 24, 26, 27 May 3, 4, 8, 9 Total No. of Visits 250
11, 17, 23, 25, 26, 28 June 1, 7, 22 July 9, 13, 16, 19, 21, 25, 26, 27, 28 Aug. 7, 8, 10, 13, 16, Oct. 3, Dec. 4, 5, 6, 7, 11, 14, 19, 27, 1929
Jan. 4, 8, 11, 17, 22, 28 Feb. 1, 7, 11, 15, 20, 27 Mar. 1, Apr. 9, 15, 16, 22, 23, 25, 26, 29 June 18 July 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30
Aug. 9, 22, 29 Sept. 4, 9, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27.

0188 3/4

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel:—

Extending to Upper Deck (Sec. 3c) 17

" " Deck next below 1

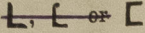
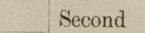
As per Rule 7

	Plating Thickness m.m.	STIFFENERS			
		Vertical		Horizontal	
		Scantlings m.m.	Spacing m.m.	Scantlings m.m.	Spacing m.m.
MIDSHIP BULKHEAD, Upper tween decks.	10			pl. 400 x 10 flanged 75	76
" " Second " "					
" " Third " "					
" " Holds.	13-11	Web 1250 x 11 pl. double 120 x 80 x 12 face bars	Under Long Summer tank bulkhead.	pl. 400 x 12-10 face bar 120 x 80 x 12 to 80 x 80 x 10	76
COLLISION " (In Hold)	12-6 1/2	300 x 100 x 11/16 to F.D.T.T. 200 x 75 x 5/8 to 2nd dk 240 x 85 x 7/8 1/2 Up dk	610	2nd dk, Fore deep tan x Semibox 6m. in F.F.	
AFTER PEAK "	12-8	Web 600 x 10 pl. 130 x 85 x 10 face bar		180 x 70 x 5/8 to 220 x 80 x 3/4	560

starting

seamless, l

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets to
			mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	mm	Diam. Speng.	mm.	Number
Framing of 																	
Frames in Bridge 'tween Decks ...			160	65	$\frac{7.5}{11}$				160	65	$\frac{7.5}{11}$				19	114	
Frames from Uppermost Continuous Deck			180	70	$\frac{8}{12}$	180			180	70	$\frac{8}{12}$	180			19	95	For 700 mm. 76
" 2			"	"	"	"			"	"	"	"			"	"	76
" 3			200	75	$\frac{8.5}{12.5}$	200			200	75	$\frac{8.5}{12.5}$	200			22	132	" 99
" 4			"	"	"	"			"	"	"	"			"	"	"
" 5			220	80	$\frac{9}{13.5}$	220			220	80	$\frac{9}{13.5}$	220			"	"	"
" 6			"	"	"	"			"	"	"	"			"	"	"
" 7			240	85	$\frac{9.5}{14}$	240			240	85	$\frac{9.5}{14}$	240			"	"	77
" 8			"	"	"	"			"	"	"	"			"	"	"
" 9			260	90	$\frac{10}{15}$	260			260	90	$\frac{10}{15}$	260			"	"	"
" 10			"	"	"	"			"	"	"	"			"	"	"
" 11			300	100	$\frac{11}{16.5}$	300			300	100	$\frac{11}{16.5}$	300			"	"	"
" 12			"	"	"	"			"	"	"	"			"	"	"
" 13			"	"	"	"			"	"	"	"			"	"	"
" 14			"	"	"	"			"	"	"	"			"	"	"
" 15			Deep Girder			At fore peak bulkhead and after cofferdam.			Deep Girder			At fore peak bulkhead and after cofferdam.			" back bars 80x80x10 at ends		
" 16			300	100	$\frac{11}{16.5}$	300			300	100	$\frac{11}{16.5}$	300			"	"	For 700 mm. 77
Spacing of Longitudinal Frames			Amidships			At Ends			762			762			back bars 80x80x10 at ends		
Double Bottoms			Tank Top Longitudinals			Bottom											
L, L or C																	
Spacing of Longitudinals			Amidships			At Ends...											
Transverses.															Rivets in Lugs to Shell Diam. Speng.		
In Bridge 'tween Decks			Depth and Thickness			300 x 10			300 x 10								
			Face Angles			80 x 80 x 10 double			80 x 80 x 10 double								
			Lugs to Shell*			80 x 80 x 10			80 x 80 x 10						22 110		
In Upper 'tween Decks.			Depth and Thickness			550 x 10			550 x 10								
			Face Angles			130 x 85 x 10			130 x 85 x 10								
			Lugs to Shell*			80 x 80 x 10			80 x 80 x 10						22 99		
			Depth and Thickness			Side 900 x 12 Bottom 1000 x 12			Side 900 x 12 Bottom 1000 x 12								
In Hold.			Face Angles			Side 130 x 85 x 10 db Bottom 150 x 150 x 16 db			Side 130 x 85 x 10 db Bottom 150 x 150 x 16 db								
			Lugs to Shell*			80 x 80 x 10 db			80 x 80 x 10 db						22 99		
			Brackets			680 x 680 x 11 flanged 80			680 x 680 x 11 flanged 80								
Spacing of Transverse Frames			2743			2743			2743								
* State if joggled or liners.																	
Longitudinal Beams of 			Bridge Deck ...			140 60 $\frac{7}{10.5}$			140 60 $\frac{7}{10.5}$			Spacing. 762					
			Upper			160 65 $\frac{7.5}{11}$			160 65 $\frac{7.5}{11}$			762			Transverse Beams. 300 x 10 80 x 80 x 10		
			Second			200 75 $\frac{8.5}{12.5}$			200 75 $\frac{8.5}{12.5}$			762			400 x 10 130 x 85 x 10		
			Third			200 75 $\frac{8.5}{12.5}$			200 75 $\frac{8.5}{12.5}$						500 x 10 x 10 db with 150 x 10 rider plates		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in 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, etc., on the first page.