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Lloyd's Register of Shipping.

Port

MANILA, P. I.

April 24th, 1941

This is to Certify that

----- C. B. NELSON, -----

the undersigned Surveyor to this Society did at the request of
MESSRS. THE CAPTAIN & AGENTS, attend on April 22nd, 1941
 and subsequent dates, on board the Japanese M/V "AMAGISAN
 MARU" of KOBE, 4711 Tons Net, No.69520 in Register Book,
 then at anchor in Manila Bay, for the purpose of ascertain-
 ing the Condition of Port & Starboard Sections of After
 Deep Tank for receiving Coco-nut Oil in bulk as cargo,
 and have to report as follows:-

The After Deep Tank is situated aft of the Machinery
 Compartment in way of No.4 Hatch, divided longitudinally
 into Port & Starboard Sections by a cofferdam with the shaft
 tunnel passing through the lower part.

A head of 8' of water was applied to Port & Star-
 board Sections of After Deep Tank with vessel afloat, and
 tank tops and surrounding bulkheads, part of shaft tunnel
 and ship's sides in way of Deep Tank were all found to be
 tight, sound and in good order.

Piping was fitted for heating the oil and tested under
 a steam pressure of 100 lbs. per square inch and found in
 good order, after which piping was filled with water.

This Certificate is issued upon the terms of the Rules and Regulations of

"While the Committee use their best endeavours to ensure that the func-
 to be understood that neither the Committee nor the Society are under any cir-
 any inaccuracy in any report or certificate issued by the Society or its Surveyors,
 publication of the Society, or for any error of judgment, default, or negligence
 of the Society."

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Tank and bilge suction were properly blanked off and ventilators plugged and covered.

Bottom of Port & Starboard Sections of After Deep Tank by way of double bottoms was tested to a head of eight feet above the crown of the Deep Tank and found to be tight, sound and in good order, after which double bottoms were pumped down.

Port & Starboard Sections of After Deep Tank of the M/V "AMAGISAN MARU" were properly cleaned and wiped down with copra meal and were finally examined INTERNALLY and found to be tight, clean, dry, free from rust, paint, scale, moisture and copra meal and the tank was, in my opinion, suitable for the carriage of Coco-nut Oil in bulk, provided no pressure of fuel oil is put on double bottoms below and/or adjacent to Deep Tank whilst Coco-nut Oil is on board.

Fee as per account.

C. P. Gibson
SURVEYOR TO LLOYD'S REGISTER.



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