

Lloyd's Register of Shipping.

Port MANILA, P. I.

April 29th, 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 28th, 1941 and subsequent dates, on board the Japanese M/V "KIRISIMA MARU" of YOKOHAMA, 5918 Tons Net, No.77500 in Register Book, then moored at Pier No.3 and at anchor in Manila Bay, for the purpose of ascertaining the Condition of Port & Starboard Sections of Forward Deep Tank for receiving Coco-nut Oil in bulk as cargo, and have to report as follows:-

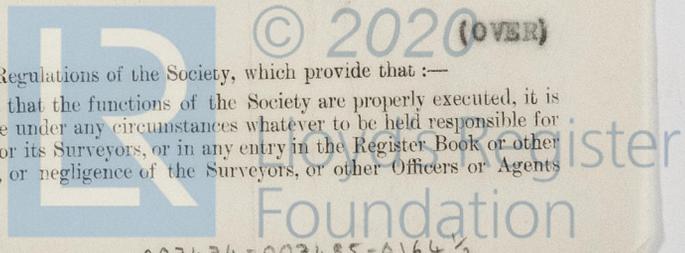
The Forward Deep Tank is situated forward of the Machinery Compartment in way of No.3 Hatch, divided longitudinally into Port & Starboard Sections by a cofferdam with the pipe tunnel passing through the lower part.

A head of 8' of water was applied to Port & Starboard Sections of Forward Deep Tank with vessel afloat, and tank tops and surrounding bulkheads, part of pipe 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 the Society, which provide that:—

“While the Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents of the Society.”



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

Bilge suction pipes passing through the tank were tested and found to be tight, sound and in good order.

Bottom of Port & Starboard Sections of Forward Deep Tank by way of double bottom 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 bottom was pumped down.

Port & Starboard Sections of Forward Deep Tank of the M/V KIRISIMA 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 bottom under Deep Tank whilst Coco-nut Oil is on board.

Fee as per account.

B. J. Nelson

SURVEYOR TO LLOYD'S REGISTER.

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Foundation