

COPY.

3168

Lloyd's Register of Shipping.

DISCLOSED
SECTION

No. 372



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 "TOKAI MARU"
of OSAKA, 5048 Tons Net, No.84946 in Register Book, then
at anchor in Manila Bay, for the purpose of ascertaining
the Condition of Port & Starboard Forward & After 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 Ma-
chinery Compartment in way of No.5 Hatch, divided longitu-
dinally and athwartships into four sections by bulkheads
with the pipe tunnel passing through the lower part.

A head of 8' of water was applied to Port & Star-
board Forward & After 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.

(OVER)

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 were properly blanked off and ventilators plugged and covered.

Bottoms of Port & Starboard Forward & After Sections of Forward Deep Tank by way of double bottoms were 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 Forward & After Sections of Forward Deep Tank of the M/V "TOKAI 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. B. Gibson

SURVEYOR TO LLOYD'S REGISTER.



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Foundation

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