

COPY.

Lloyd's Register of Shipping.



Port MANILA, P. I.

August 27th, 1940

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 August 25th, 1940 and subsequent dates, on board the Japanese M/V "KINUGASA MARU" of TOKYO, 3698 Tons Net, No.27660 in Register Book, then at anchor in Manila Bay, for the purpose of ascertaining the Condition of Port & Starboard Forward Sections (A & B) 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 by a bulkhead and athwartships by a cofferdam with the shaft tunnel passing through the lower part, and it was proposed to load Coco-nut Oil in bulk in the Port & starboard Forward Sections (A & B).

A head of 8' of water was applied to Port & starboard Forward Sections (A & B) of After Deep Tank with vessel afloat, and tank tops and surrounding bulkheads, part of shaft tunnel under tank 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

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"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is 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 any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

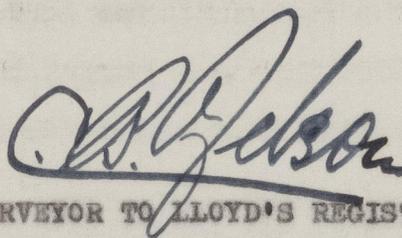
a steam pressure of 100 lbs. per square inch and found in good order, after which piping was filled with water.

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

Bottoms of Port & Starboard Forward Sections (A & B) of After 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 Sections (A & B) of After Deep Tank of the M/V "KINUGASA 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 tanks were, 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.



SURVEYOR TO LLOYD'S REGISTER.



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