

"MATOHARI"

REASSIGNMENT. Re-computation

2853/2

Form LL. 4.C. Revised

15.10.47.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: S.M. "BILLITON I" ex L.C.T. 7008 WITH WITHOUT TIMBER DECK CARGO
 Nationality Dutch Builders' Name and No. of Ship Unknown
 Port of Registry 's Gravenhage Owners N. P. Gemeensch Myndbaar by Billiton
 Official Number - hyccumplein 19 's Gravenhage.
 Gross Tonnage 417.02 Port and Date of survey Amsterdam 2-9-47.
 Date of Build 1943.? Name of Surveyor W. B. Scheelings
 Particulars of Classification B.S. Names of Sister Ships "Billiton II"
Billiton Isles Service, Dutch East Indies Archipelago.
 Type of Superstructures None.
 Trade of Ship
 Service Endorsement if any Billiton Isles Service, Dutch East Indies Archipelago

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)			72 cm.
TROPICAL FRESH WATER LINE above centre of disc	9 cm.	Corresponding Freeboard	63 "
FRESH WATER LINE " " "	5 "	" "	67 "
TROPICAL LINE " " "	4 "	" "	68 "
WINTER LINE below " "	4 "	" "	76 "
WINTER NORTH ATLANTIC LINE " " "	3 "	" "	81 "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.		Corresponding Freeboard
FRESH WATER " " " "	" "	" "
TROPICAL " " " "	" "	" "
WINTER " " below "	" "	" "
WINTER NORTH ATLANTIC " " " "	" "	" "

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 5th November, 1947

Secretary



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COMPUTATION OF FREEBOARD

Length on summer load line 54.41 M, Moulded Breadth 9.144 M, Moulded Depth 2.68 M, Depth of Keel 51 M.M.

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = .83$

Displacement and tons per inch immersion in salt water at summer load line

Moulded depth 2.680 Deduction for Fresh Water $\frac{\Delta}{40T} = 5$ CM. inches

Stringer Plate 9.5 MM. .0095

Round of Beam Correction

Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ -

Ships Round of Beam 0 MM inches

Rise of floor (in sailers) -

Standard Round of Beam $\frac{B}{50} = 183$ MM

Depth for Freeboard (D) 2.690

Difference 183

Table Depth $\frac{L}{15} = 3.627$

Restricted to

Depth Correction $\frac{54.41}{3.96} \times 8.33 \times .937 = 1.077$ OFF. Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) = 45.72 \times .8123$

If restricted by superstructures

NIL.

= 37.14 MM ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F A				
Forecastle	10.21	-	915	10.21	.915 1.83	5.105
Trunk Aft						
Forward						
Tonnage Opening Aft						
Forward						
Totals				10.21		5.105

Standard Height of Superstructure 1.83 M.

" " R.Q.D.

Percentage covered S/L = 18.77%

" " E/L = 9.38%

" from Table line A, B, (corrected for

absence of forecastle if required) 4.69%

Percentage from Table by interpolation for Bridge

less than .2L if required =

Deduction = $606 \times .0469 = 28.42$ MM OFF

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	1340	707	707	1	707
$\frac{1}{3}$ L from A.P.	673	314	314	4	1256
$\frac{1}{3}$ L from A.P.	28	79	79	2	158
Amidships	-	-	-	4	-
$\frac{1}{3}$ L from F.P.	0	157	0	2	0
$\frac{1}{3}$ L " "	0	629	0	4	0
F.P.	140	1415	140	1	140
				18	2261

Mean Actual sheer aft = MORE THAN I
" Standard " "

Mean Actual sheer forward = LESS THAN I
" Standard " "

Length of enclosed superstructure forward of amidships =
Length of Ship

Length of enclosed superstructure aft of amidships =
Length of Ship

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 228 \times .6562$
= 149.6 ON.

If limited on account of midship superstructure =

" to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =

Effective Mean Sheer =

125.6

Standard " " .05L+5 =

353.6

Difference

228.0

TABULAR FREEBOARD corrected for flush deck if required = $497.38 + 4.20 = 501.58$

Correction for co-efficient = $\frac{1.51}{1.36} = 556.9$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	-	-			
Deduction for superstructures		28.4		Depth to Freeboard Deck in feet 2.680 M	
Sheer correction	149.6			Summer Freeboard in feet .720	
Round of Beam correction	37.1			Moulded Draught (d) 1.960	(d1)
Correction for thickness of deck amidships				Addition for Keel .051	
Other corrections, scantlings, etc.				Extreme draught 2.011	
	186.7	28.4	158.3		
Summer Freeboard in inches 72 CM. =			715.2	Deduction for Tropical and addition for Winter freeboard $d/4 = 4$ CM. ins.	
Additional allowance for superstructures on				Addition for Winter North Atlantic (if required) = 3 CM. ins.	
Timber carrying ships =				Deduction for Tropical Timber Freeboard $d/4 =$ ins.	
Summer Timber Freeboard in inches =				Addition for Winter " " $d/3 =$ ins.	
				" " N.A. Timber Freeboard (if required) = ins.	

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Form LL. 4.C. Revised

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: S.M. "BILLITON I" ex L.C.T. 7008 WITHOUT TIMBER DECK CARGO

Nationality DUTCH Builders' Name and No. of Ship Unknown

Port of Registry S. Gravenhage Owners N.V. Gemeenschappelijke Maats. Bz. "Billiton"

Official Number — Hypermolein 19 Gravenhage

Gross Tonnage 417.02 T. Port and Date of survey Amsterdam, 2.9.1947.

Date of Build 1943 Name of Surveyor W.B. Scheelings

Particulars of Classification B.S. Billiton Isles Service Names of Sister Ships "Billiton II"

Type of Superstructures Dutch East Indies Archipelago.
None

Trade of Ship

Service Endorsement if any Billiton Isles Service
Dutch East Indies Archipelago.

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)

	3 1/2"	90 mm	Corresponding Freeboard	725.	2'-4 1/2"
TROPICAL FRESH WATER LINE above centre of disc	3 1/2"	90 mm		635	2'-1"
FRESH WATER LINE " " "	2"	50 mm	" "	675.	2'-2 1/2"
TROPICAL LINE " " "	1 1/2"	40 mm	" "	685.	2'-3"
WINTER LINE below " "	1 1/2"	40 mm	" "	765	2'-6"
WINTER NORTH ATLANTIC LINE " " "	3 1/2"	90 mm.	" "	815.	2'-8"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

FRESH WATER " " " "

TROPICAL " " " "

WINTER " " below "

WINTER NORTH ATLANTIC " " " "

Corresponding Freeboard

" "

" "

" "

" "

Number of years recommended for load line certificate

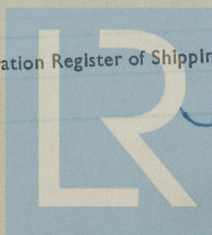
The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 1st October, 1947

Chief Surveyor

Secretary



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COMPUTATION OF FREEBOARD

Length on summer load line $178'-6"$ Moulded Breadth $30'$ Moulded Depth $8'-9\frac{1}{2}"$ Depth of Keel 1.99
 Moulded draught $6'-9"$ at moulded draught of 85 per cent. of moulded depth 953 Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = .83$

Displacement and tons per inch immersion in salt water at summer load line $850 \text{ Tons} = 11.1 \text{ Tons}$
 Moulded depth $8'-9\frac{1}{2}"$ 8.792 Deduction for Fresh Water $\frac{\Delta}{40 T} = 2$ inches
 Stringer Plate $3/8"$ $.032$ Round of Beam Correction
 Sheathing on exposed deck T $(\frac{L-S}{L})$ $-$ Ships Round of Beam 0 inches
 Rise of floor (in sailers) $-$ Standard Round of Beam $\frac{B \times 12}{50} = 7.20$
 Depth for Freeboard (D) 8.824 Difference 7.20
 Table Depth 415 11.900 Restricted to
 Depth Correction 4130 $3.076 = 4.220$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = 1.8 \times .9061 = 1.6304$
 If restricted by superstructures $= 4.11$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	$33'-6"$	$-$	$3'-0"$	$33.50 \times 3/4$		16.75
Trunk Aft						
Forward						
Tonnage Opening Aft						
Forward						
Totals				33.50		16.75

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	$4'-4\frac{3}{4}"$	27.85	27.85	1	27.85
$\frac{1}{2}$ L from A.P.	$2'-2\frac{1}{2}"$	12.39	12.39	4	49.56
$\frac{1}{2}$ L from A.P.	$1'-8"$	3.06	3.06	2	6.12
Amidships	0	$-$	$-$	4	$-$
$\frac{1}{2}$ L from F.P.	0	6.13	0	2	0
$\frac{1}{2}$ L " "	0	24.79	0	4	0
F.P.	$55"$	55.70	5.5	1	5.50
				18	89.03
Effective Mean Sheer					4.946
Standard " "					13.925
Difference					8.979

TABULAR FREEBOARD corrected for flush deck if required $= 19.575 + .165 = 19.74$

Correction for co-efficient $= \frac{15}{136} = .11$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	$-$	$-$			
Deduction for superstructures	$-$	1.12		8.824	
Sheer correction	5.89			2.375	
Round of Beam correction	1.63			6.449	
Correction for thickness of deck amidships	$-$			$.166$	
Other corrections, scantlings, etc.				6.615	
	7.52	1.12	6.40		
Summer Freeboard in inches	$2'-4\frac{1}{2}"$		28.32		
Additional allowance for superstructures on					
Timber carrying ships					
Summer Timber Freeboard in inches					

Depth to Freeboard Deck in feet 8.824
 Summer Freeboard in feet 2.375
 Moulded Draught (d) 6.449 (d1)
 Addition for Keel $.166$
 Extreme draught 6.615
 Deduction for Tropical and addition for Winter freeboard $d/4 = 1\frac{1}{2}$ ins.
 Addition for Winter North Atlantic (if required) $= 3\frac{1}{2}$ ins.
 Deduction for Tropical Timber Freeboard $d/4 =$ ins.
 Addition for Winter " " $\frac{d}{3} =$ ins.
 " " N.A. Timber Freeboard (if required) $=$ ins.

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD
CONDITIONS OF ASSIGNMENT

SHIP'S NAME "Billiton I"
 Nationality and Port of Registry Dutch

OFFICIAL NUMBER

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
R.Q.D. "								
Bridge Aft Bulkhead								
Forward "								
Forecastle Bulkhead	$6\frac{1}{4}"$	$-$	$-$	$-$	$-$	$-$	$-$	$3'-0"$
Trunk, Aft								
Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances								
Deckhouses on flush deck ships								

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead
 R.Q.D. "
 Bridge Aft Bulkhead
 Forward "
 Forecastle Bulkhead
 Exposed Machinery Casings on Freeboard or R.Q. decks
 Exposed Machinery Casings on superstructure decks
 Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances
 Deck houses on Flush Deck ships

Hinged steel W.T. doors with dogs.

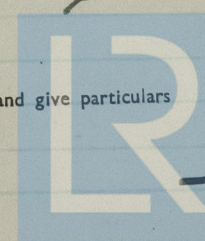
Hinged steel doors, strong wood doors.

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well					
Forward Well					
State fore and aft position and height above deck to bottom of port, for each port					

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Give particulars of freeing port area, etc., on superstructure decks

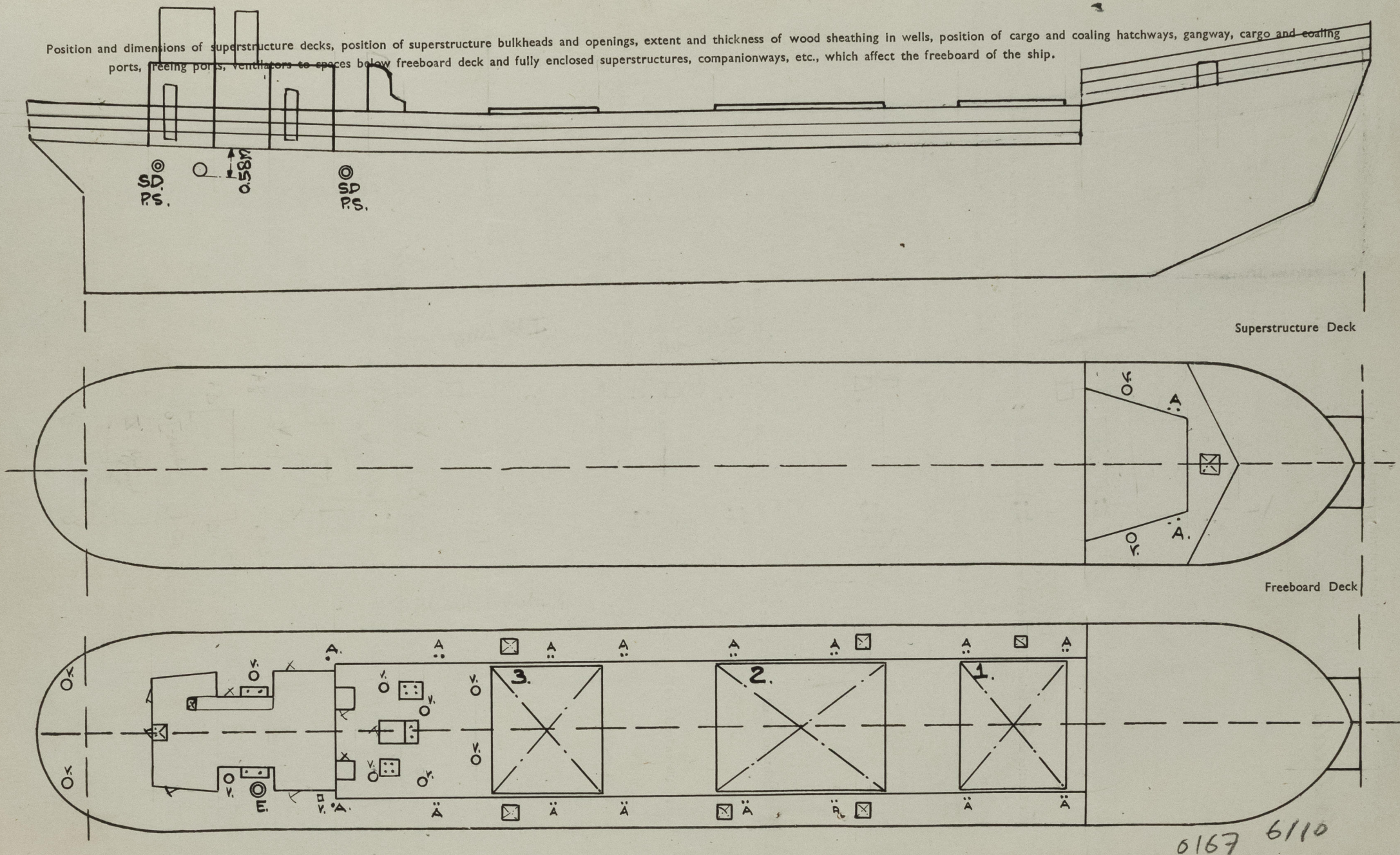


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Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2	3	On F.C. Deck	On Maindeck P.S. "A"	On Maindeck S.B. & P.S. "A"	On Maindeck S.B. "B"	On Maindeck S.B. & P.S. "C"
Dimensions of Hatchway	4870 x 6580	7370 x 6580	4870 x 6580	815 x 710	455 x 455	610 x 610	600 x 600	600 x 600
COAMINGS	Height } steel { deck above } wood {	1220 mm	1220 mm	665	80	300	310	310
	Thickness { sides { ends {	6 1/4 mm	6 1/4 mm	7 mm		6 1/4	6 1/4	6 1/4
	Stiffeners	L 230 x 90 x 11	L 230 x 90 x 11	L 230 x 90 x 11				
Brackets or Stays	3.	5.	3					
HATCH BEAMS	Number	3	5	3				
	Spacing	122 M	1.23 M	1.22 M.				
	Scantling and Sketch	391 x 6 1/4	391 x 6 1/4	391 x 6 1/4				
Bearing Surface and thickness of carriers or sockets	50 x 10 mm	50 x 10 mm	50 x 70 mm					
FORE AND AFTERS	Number							
	Spacing							
	Unsupported lengths							
Scantling and Sketch								
Bearing Surface and thickness of carriers or sockets								
HATCH COVERS	Material	Pine	Pine	Pine				
	Thickness	2 3/8"	2 3/8"	2 3/8"				
	How Fitted	Long.	Long.	Long.				
Bearing Surface	3" x 2 1/2"	3" x 2 1/2"	3" x 2 1/2"	3" x 2 1/2"				
Spacing of Cleats	610/550	610/550	610/550	430				
Number of Tarpaulins	2	2	2	2				

Are tarpaulins in good condition and in accordance with rule requirements? *yes.*
Are lashings provided in accordance with rule requirements? *locking bars.*

Are wood fore and afters steel shod at all bearing surfaces?
Are battens and wedges efficient and in good condition?

yes.

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Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

Engine room skylight, Starboard and portside on maindeck alongside deckhouse aft. Height of skylights above maindeck 610 mm and opening can be closed by hinged steel watertight covers with 4 dogs. Intransit to engine room on Starboard on maindeck, coaming 610 mm above maindeck and can be closed by steel W.T. cover and dog.

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

On raised deck between hatch No 3 and deckhouse on aft deck made of steel. Sill of door opening 420 mm above lower deck on raised deck, door opening 690 x 1315 mm, door of steel in two halves, and can be closed and secured both sides.

Skylights on raised deck, steel openings can be closed by hinged steel W.T. covers by bolts and flange nuts.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

On forecastle deck: Starboard and portside each side 1, height above steel deck 910 mm, welded to deck.
On raised deck aft: Starboard and portside, each side 1, height above steel deck 760 mm, welded to deck.
On raised deck aft: Starboard and portside, each side 1, height above wood deck 710 mm, welded to deck.
On maindeck aft: Starboard 2 and portside 1, height 910 mm above steel deck and welded to deck.
On maindeck aft: Starboard and portside 1, height 910 mm above steel deck and welded to deck.

Normal ventilators closing arrangements: wood plugs and canvas cover.
Special ventilator with cap on top: closing arrangement: canvas cover.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

On forecastle deck: S.B. & P.S. 2, height above deck resp 930-950 mm.

On maindeck: Starboard and Portside on double bottom, resp. 1st tank from forward

2 -	height above deck	705 mm
2 -	"	640 mm
2 -	"	640 mm
2 -	"	640 mm
2 -	"	640 mm
2 -	"	560 mm

On maindeck aft: S.B. & P.S. 1, 950 above deck
" " aft: S.B. 1, 910 above deck.

All airpipes on oil tanks will be closed by canvas cover.
All airpipes on other tanks by wood plug attached on chain.

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Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

Portside aft two sanitary discharge pipes with non return valve chest (change) connected to shell.

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Starboard and Portside one side scuttle in steering gear compartment, permanent deadlights fitted.
Side scuttles in deckhouse all with permanent deadlights.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

580 mm.

Guard Rails on freeboard and superstructure decks (state type and where fitted)

Guard rails on forecastle and foreward deck, 0.97 m above deck three rows, straddlers of angle iron dist. 1.95 m.

Gangways and Lifelines

Jackstays fitted on deckhouse aft where required for protection of crew in getting to and from their quarters.

Gangway, Cargo and Coaling Ports in sides of ship

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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