

"MATOHARI"

REASSIGNMENT. Recompensation

2853/2

Form LL. 4.C. Revised

15-10-47.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

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

Nationality Dutch Builders' Name and No. of Ship Unknown
 Port of Registry 's Gravenhage Owners N. N. Gemeensch Myrboerw Nij 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"
 Type of Superstructures Billiton Isles Service, Dutch East Indies Archipelago.
 Trade of Ship None.
 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)			
TROPICAL FRESH WATER LINE above centre of disc	9	cm.	Corresponding Freeboard 72 cm.
FRESH WATER LINE " " "	5	"	63 "
TROPICAL LINE " " "	4	"	67 "
WINTER LINE below " "	4	"	68 "
WINTER NORTH ATLANTIC LINE " " "	9	"	76 "
			81 "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line			Corresponding Freeboard
TROPICAL FRESH WATER Timber line above L.S.			
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



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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 **850 TONS AND 11.1 T.B.I.**
 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 $\frac{B^2}{50} = 183$ MM
 Depth for Freeboard (D) **2.690** Difference **183**
 Table Depth **3.627** Restricted to
 Depth Correction $\frac{L}{15} \times 8.330 \times .937 = 1.077$ OFF. Correction $\frac{S}{4} \times \left(1 - \frac{E}{L}\right) = 45.72 \times .8123 = 37.14$ MM ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure 1.83 M.
Raised Quarter Deck							" " R.Q.D.
Bridge		F					Percentage covered S/L = 18.77%
		A					" " E/L = 9.38%
Forecastle	10.21	-	915	10.21	$\frac{.915}{1.83}$	5.105	" from Table line A, B, (corrected for absence of forecastle if required) 4.69%
Trunk Aft							Percentage from Table by interpolation for Bridge less than .2L if required =
" Forward							Deduction = $606 \times .0469 = 28.42$ MM OFF
Tonnage Opening Aft							Percentage from Table for Tankers (or Timber ships) =
" " Forward							Deduction =
Totals				10.21		5.105	

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.	1340	707	707	1	707	Mean Actual sheer aft = MORE THAN I
$\frac{1}{2}$ L from A.P.	673	314	314	4	1256	" Standard " "
$\frac{1}{3}$ L from A.P.	28	79	79	2	158	Mean Actual sheer forward = LESS THAN I
Amidships	-	-	-	4	-	" Standard " "
$\frac{1}{3}$ L from F.P.	0	157	0	2	0	Length of enclosed superstructure forward of amidships =
$\frac{1}{2}$ L " "	0	629	0	4	0	Length of Ship
F.P.	140	1415	140	1	140	Length of enclosed superstructure aft of amidships =
				18	2261	Length of Ship
Effective Mean Sheer					125.6	Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 228 \times .6562 = 149.6$ ON.
Standard " "					353.6	If limited on account of midship superstructure =
Difference					228.0	" to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =

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	Deduction for Tropical and addition for Winter freeboard $d/4 = 4$ CM. ins.	
Summer Freeboard in inches 72 CM.			715.2	Addition for Winter North Atlantic (if required) = 3 CM. ins.	
Additional allowance for superstructures on Timber carrying ships =				Deduction for Tropical Timber Freeboard $d/4 =$ ins.	
Summer Timber Freeboard in inches =				Addition for Winter " " $\frac{d}{3} =$ 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. Gemeenschappelyk Maats. Ry. "Billiton"
 Official Number - Hyceum plein 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)				
TROPICAL FRESH WATER LINE above centre of disc	3 1/2"	90 mm	Corresponding Freeboard	725. 2'-4 1/2"
FRESH WATER LINE " " "	2"	50 mm	" "	635. 2'-1"
TROPICAL LINE " " "	1 1/2"	40 mm	" "	675. 2'-2 1/2"
WINTER LINE below " "	1 1/2"	40 mm	" "	685. 2'-3"
WINTER NORTH ATLANTIC LINE " " "	3 1/2"	90 mm.	" "	765. 2'-6"
				815. 2'-8"

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

[Signature]
 Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft
 on the 1st October, 1947



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[Signature]
 Secretary
 Lloyd's Register of Shipping and Aircraft
 Foundation
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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 displacement (ex Bossing) 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 $4'15"$ 11.900 Restricted to

Depth Correction $4'13"$ $3.076 = 4.220$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = 1.8 \times .9061 = 1.6304$

If restricted by superstructures = H.L.

	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

Standard Height of Superstructure $6'-0"$
 " " R.Q.D. $-$
 Percentage covered S/L = 18.77%
 " " E/L = 9.39%
 " from Table line A, B, (corrected for absence of forecastle if required) 4.70%
 Percentage from Table by interpolation for Bridge less than 2L if required = $-$
 Deduction $23.85 \times .047 = 1.126$
 Percentage from Table for Tankers (or Timber ships) = $-$
 Deduction = $-$

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								

Poop Bulkhead
 R.Q.D. "
 Bridge Aft Bulkhead
 " Forward "
 Forecastle Bulkhead
 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 N.T. door with dogs.

Hinged steel door, strong wood doors.

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
$\frac{1}{3}$ L from A.P.	$1'8"$	3.06	3.06	2	6.12
Amidships	0	$-$	$-$	4	$-$
$\frac{1}{3}$ L from F.P.	0	6.13	0	2	0
$\frac{1}{2}$ L " "	0	24.79	0	4	0
F.P.	$5'5"$	55.70	5.5	1	5.50
				18	89.03
Effective Mean Sheer					4.946
Standard " "		$.05L + 5$			13.925
Difference					8.979

Mean Actual sheer aft = *MORE THAN 1*
 " Standard " "
 Mean Actual sheer forward = *LESS THAN 1*
 " Standard " "
 Length of enclosed superstructure forward of amidships = $-$
 Length of Ship
 Length of enclosed superstructure aft of amidships = $-$
 Length of Ship
 Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = 8.979 \times .6561 = 5.8904$
 If limited on account of midship superstructure = $-$
 " to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. = $-$

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

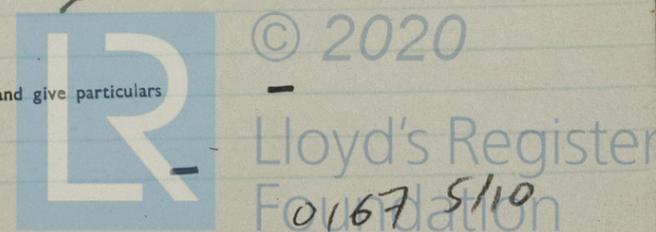
Correction for co-efficient = $\frac{15}{136} = 21.92$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction				
Deduction for superstructures		1.12		
Sheer correction	5.89			
Round of Beam correction	1.63			
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.				
	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.

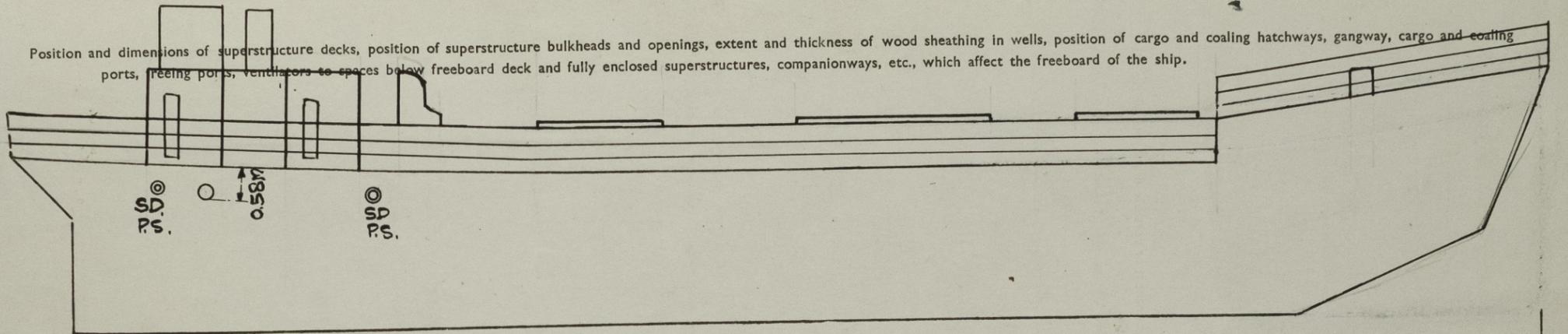
PARTICULARS OF FREEING ARRANGEMENTS

	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					
			After Well		
			Forward Well		
State whether freeing ports are fitted with shutters, bars or rails, and give particulars					
Give particulars of freeing port area, etc., on superstructure decks					

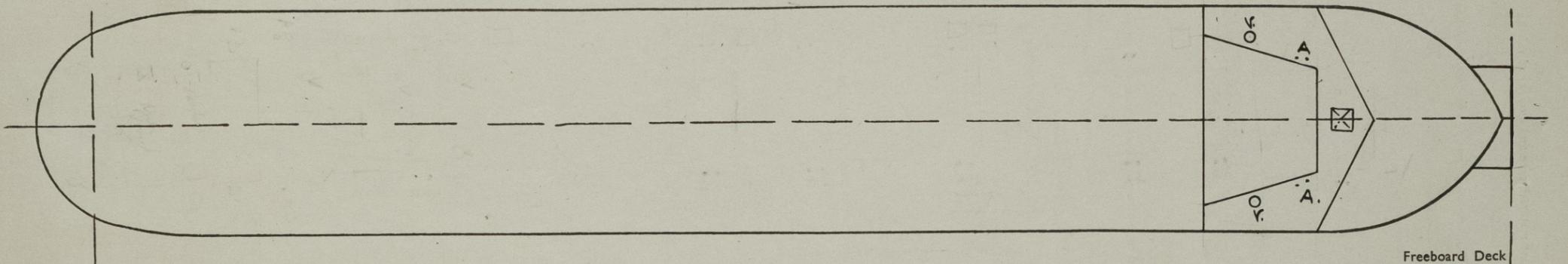


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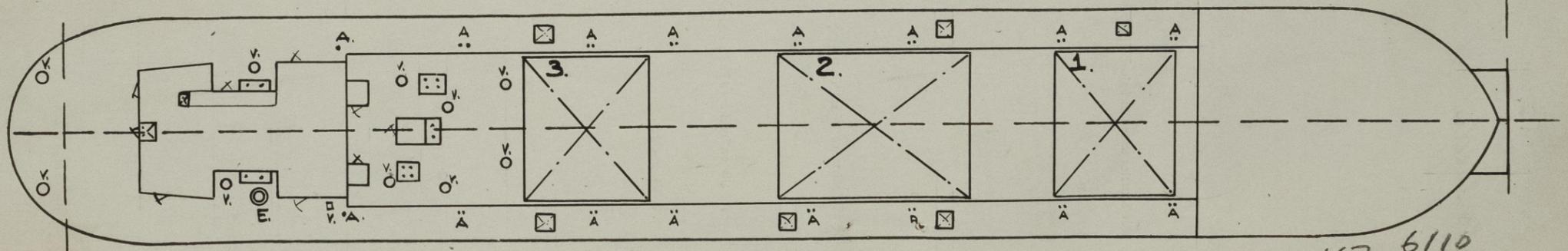
Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, reeling ports, ventilators to spaces below freeboard deck and fully enclosed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



Superstructure Deck



Freeboard Deck



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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 SB & P.S. "A"	On Maindeck S.B. "B"	On Maindeck SB & 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 above steel deck	1220 mm	1220 mm	665	80	300	310	310
	Height above wood deck	1220 mm	1220 mm	665	80	300	310	310
THICKNESS	sides	6 1/4 mm	6 1/4 mm	7 mm	7 mm	6 1/4	6 1/4	6 1/4
	ends	7 mm	7 mm	7 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	inside coaming starboard and port							
HATCH BEAMS	Number	3	5	3				
	Spacing	1.22 M	1.23 M	1.22 M.				
	Scantling and Sketch				new			
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							
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"					
Spacing of Cleats	610/550	610/550	610/550					
Number of Tarpaulins	2	2	2					

closed by steel hinges with rubber packing, 5/8" bolts, fitted 80 mm.

closed by steel hinges with rubber packing with 5 stops, dist 300 mm.

closed by steel hinges with rubber packing with 5 stops, dist 300 mm.

closed by steel hinges with rubber packing with 5 stops, dist 300 mm.

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? *yes.*

Are battens and wedges efficient and in good condition? *yes.*

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 in transverse 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 690x1315 mm, top of sill 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 fragments

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 forecathedral 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 ventilator 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 forecathedral deck: S.P. 8 P.S. 2, height above deck resp 930-950 mm.
On maindeck: Starboard and portside on double bottom, resp side tanks, from fore to aft:
2 - height above deck 705 mm
2 - " " " 640 mm
2 - " " " 500 mm
On maindeck aft: S.B. & P.S. 1, 950 above deck
" " aft: S.P. 1, 910 above deck.

All airpipes on oil tanks will be closed by canvas cover.
All airpipes on other tanks by water plug attached to 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 (brong) 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 forecathedral and foreboard deck, 0.97 m above deck three rows, stranchions of angle iron dist. 1.95 m.

Gangways and Lifelines Jockstays 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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