

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Rotterdam
Date of Survey 5/6/32
Name of Surveyor

Ship's Name. KOTA INTEN		Port of Registry and Nationality. <u>Rotterdam</u> <u>Dutch</u>	Official Number. <u>Batona</u> <u>18.11.28</u>	Gross Tonnage. <u>7191</u>	Date of Build. <u>1927-10</u>	Particulars of Classification. <u>100A1</u>
Number in Register Book <u>25935</u>						

Registered dimensions from Ship's Register.	LENGTH. <u>449.6</u>	BREADTH. <u>60.83</u>	DEPTH. <u>29.67</u>	UNDER DECK TONNAGE. <u>4707.41</u> <u>1817.37</u> between tonnage deck & upper etc.	Moulded Depth as measured..... <u>33.6"</u>	NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.
Length on LOADLINE.	<u>448'-4"</u>	Frame Depth $\frac{9}{2}$ Rule " <u>Y</u> <u>as per plan 2 1/2</u> <u>= - .42</u> <u>for deck spacing</u> <u>+ .20</u>	Ceiling <u>fitted</u> Sheer + <u>.86</u> <u>to tank top</u> <u>at ends</u> <u>extended</u> <u>31.00</u>	Peak <u>included</u> Tanks <u>for raised DB</u> <u>amidships</u> <u>+ 48.5 tons</u> <u>for 8" timber dth</u> <u>frames - 7.5 tons</u>	Addition for Keel below base line for draught record... <u>1.60</u> inches. <u>Keel plate T A stroke</u>	
CORRECTED DIMENSIONS.	<u>448.33</u>	<u>60.61</u>	<u>31.86</u>	<u>6568.78</u>		

Co-efficient of fineness..... <u>.76</u>	FORM NO. modification necessary } Para. 4 (a) to (e)]*	<u>C.D.B.</u>	Co-efficient as corrected <u>.74</u>

Sheer { Stem..... <u>10-11 3/4</u> at { Sternpost ... <u>2-9</u> } <u>164.75 ÷ 2 = 82.37</u> ... Mean	<u>85-45</u> <u>54.83</u> <u>36.130.62</u> <u>85</u>
Sheer at $\frac{1}{8}$ of the length from { Stem <u>6.35</u> Sternpost <u>1-6 1/2</u> } <u>94 ÷ 2 = 47</u> ... Mean	$\div .55 = 85.45$
Gradual mean Sheer <u>allowed</u>	<u>83.91</u>
Standard mean Sheer [Table, Para. 18] <u>54.83</u>	Correction
Difference..... <u>29.08</u>	$\div 4 =$ <u>7.27</u>
§ If limited as Para. 18 (f)	<u>- 7 1/4"</u>

Rise in Sheer { At front of bridge house..... <u>1'-1"</u> from amidships { At after end of forecastle <u>5-6 3/4"</u> [Para. 18 (e)]
Fall in Sheer { $\div 2 =$ <u>✓</u> Para. 18 (d) }
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C..... <u>5'-9"</u>	
Correction for Length, if required (Para. 12, 13, and 14) <u>3 3/4</u>	
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } <u>8-11 1/4</u>	
Difference <u>2-10 1/2</u>	
Percentage as below..... <u>36.88%</u>	

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	
Allowance for Deck Erections <u>1.0 3/4</u>	

Length.	Length allowed.	Height.
Forecastle..... <u>65.75</u>	<u>65.75</u>	<u>7.5</u>
Bridge House <u>130.00</u>	<u>127.50</u>	<u>7.75</u>
† Raised Qr. Dk. <u>5.0</u>		
Poop..... <u>58.08</u>	<u>58.08</u>	<u>7.25</u>
Total <u>251.33</u>		
Length of Ship <u>448.33</u>		<u>= 561</u>
Corresponding percentage } (Para. 11, 12, 13, or 14) } <u>36.88%</u>		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line. Wood (Steel) Deck —

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 85.25' = 217 cm.

Tropical Fresh Water Line above Centre of Disc	<u>13"</u>	... = <u>33 cm</u>	Tropical Fresh Water Freeboard ...	<u>184 cm</u>
Fresh Water Line	<u>7"</u>	... = <u>18 cm</u>	Fresh Water	<u>199</u>
Tropical Line	<u>6"</u>	... = <u>15 cm</u>	Tropical	<u>202</u>
Winter Line below	<u>15 cm</u>	...	Winter	<u>232</u>
Winter North Atlantic Line	<u>15 cm</u>	...	Winter North Atlantic	<u>232</u>

20 JUN 1932

Fresh Water $\frac{15024}{54.1 \times 40} = 6.94"$

MARKING FORM
RECEIVED 28 JUN 1932

87.8.
17.6.32