

Lloyd's Register of Shipping.

Ship's Name "KOTA INTEN"

Official No.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines
in NEW YORK - February 7, 1944

This vessel has been fitted up for carrying troops and the following alterations have been carried out.

No. 1 hatch partly plated over at fore end, electrically welded to hatch coaming and existing hatch beam, and two intermediate 8 x 3 1/2 B. A. beams fitted. Steel companionway fitted with three W.T. doors 5'-3" x 3'-0" and 9 1/2" sill.

No. 2 hatch partly plated over at fore end, electrically welded to hatch coaming and two existing hatch beams, and one intermediate 8 x 3 1/2 B.A. beam fitted. Steel companionway fitted with two W.T. doors 5'-3" x 3'-0" and 9 1/2" sill.

No. 3 hatch partly plated over at fore end, electrically welded to hatch coaming and two existing hatch beams, two athwartship and five longitudinal 5 x 3 angle beams fitted. Steel companionway fitted with steel W.T. doors 9 1/2" sill.

No. 4 hatch partly plated over at after end, electrically welded to hatch coaming and one existing hatch beam and three intermediate 8 x 3 1/2 B. A. beams fitted. Steel companionway fitted with three steel W.T. doors 5'-0" x 3'-0" and 9 1/2" sill. Steel companionway with W.T. door 4'-5" x 3'-0" and 24" sill (above steel deck) fitted on fore deck between after end of No. 2 hatch and the bridge front bulkhead.

A steel house with division bulkheads, efficiently stiffened, fitted each side of foremast on weather deck, enclosing companionway to tween decks. One steel W.T. door 4'-3" x 3'-0" with 24" sill.

A steel house with division bulkheads, efficiently stiffened, fitted each side of main mast on weather deck, enclosing companionway to tween decks. Three steel W.T. doors 4'-3" x 3'-0" with 24" sill.

Bridge deck extended 17'-6" after end two steel W.T. doors fitted in bridge end bulkhead, 4'-6" x 2'-6" with 24" sill above steel deck.

Two steel W.T. doors fitted to poop front 4'-6" x 3'-0" with 24" sill above steel deck.

Overboard discharges. Discharge pipes connected to existing valves in ship side. Although the bridge has been lengthened, no reduction in freeboard is required on this account, as the present drafts are sufficient for the proposed service.

C. S. Brown

Surveyor to Lloyd's Register of Shipping

February 7, 1944