Rpt. 1

STEEL ~~STEAMER~~ OR MOTORSHIP.

Received at London Office 5 FEB 1954

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report 16-1-54 Port of GRONINGEN No. 911a

Survey held at FOXHOL Date First Survey 30.10.52 Last Survey 9-1-1954

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) single screw steel m.v. "INTAN" M/cy aft

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Fo'le-R.G.D.-Bridge

TONNAGE under Tonnage Deck ... 290,23

space or spaces between Tonnage Dk. & Upper Dk. ✓

✓

Tonnage 668,50

er Tonnage 429,86

EGISTERED DIMENSIONS.

FEET

174,3

31,9

7,2

CLASS ⊠ 100 A1 State if with freeboard as condition of Class No

FEET

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 171,6

Breadth (greatest moulded) B 31,02

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 9,71

1st Longitudinal Number (L × D) .....=

2nd Numeral L × (B + D) .....=

Framing Depth "d," at middle of length. See Sec. 3 (1d).....

Proportions—Depth to Length—Uppermost continuous deck to top of keel .....

Do. Long Bridge to top of keel

see PUSPARAGAM

Draught Moulded ..... 9'-6 5/8"

Built at FOXHOL

Launched 22-9-53 Yard No. 116

Builders N.V. FERUS SMIT & J. SMIT & ZN

Owners Republik Indonesia

Managers ✓

(Where necessary to be entered in Reg. Book)

Residence Djakarta

Port of Registry Djakarta

If surveyed while building, afloat, or in dry dock

while building and on the slipway.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.
RAMES, Spacing amidships	550	
" " from ¾ length amidships to Collision bulkhead	550	
" " in peaks	550	
DE FRAMING.		
Frame Amidships, Angle, ⊏	100 65 8½	90·65·8½
" Extends up to	freeb. deck	
Reversed Frame Amidships, Angle	✓	
" " Extends up to	✓	
Depth of Framing Girder	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, ⊏ or [	✓	
" " Second 'tween Decks, Angle, ⊏ or [	✓	
" " Third " " " "	✓	
" from ½ len. for'd. to 15% len. from Stem	127 65 8½	115·65·7½
" in Peaks, Angle ⊏	100 65 8	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8" 7d	
State if Frame Joggled	no	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	yes	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?	yes	
GLE BOTTOM.		
Floors, Depth and thickness at mid-line in Holds		
Height of Brackets at side above base line at toe of frame		
Middle Line Keelson, on Floors, Angles, ⊏ or [		
" " " Through Plate or Intercostal Plate		
" " " Foundation Plate on Floors		
" " " Flat Plate Keel Angles		
Side Keelsons, No. each side		
" " thickness of Intercostal Plate		
" " Angles		
DOUBLE BOTTOM.		
Solid Floors, thickness and spacing	7 2200	
" " Are Frame and Reversed Frame joggled ?	no	
Bracket Floors, breadth and thickness at middle line	545 65 7	
" " breadth and thickness at margin plate	545 65 7	

	IN SHIP.	Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame 4	130 75 9	·65·
" " Reversed Frame L	90 65 7	
" " Vertical Struts L	140	120
Centre Girder, depth and thickness amidships	750 9	
" " top ~~Angles~~	E.W.	
" " bottom ~~Angles~~	E.W.	
Side Girders, No. each side and thickness one	250 65 7	
Margin Plate depth (excl. of flange) and thickness	680 8	
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem	EW	
" " Vertical Angle to Tank side Bracket from forward ¼ len. from stem to Panting Area	EW	
" " Gussets, spacing and scantling abaft ¼ len. from stem	✓	
" " Gussets, spacing and scantling from forward ¼ len. from stem to Panting Area	✓	
Tank Side Brackets, height above base line at toe of Frame and thickness	1020 65 7	
INNER BOTTOM PLATING.		
Breadth and thickness of Middle Line Strake	1220 8	
Thickness of remainder in Holds	7	
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?	✓	
BEAMS. Freeboard deck		
Uppermost Continuous Deck, amidships in Wells, Angle, ⊏ or [L	75 65 8	75·50·6
" " in way of Bridge, Angle, ⊏ or [L	75 65 8	75·50·6
Spacing	550	
Second Deck, amidships, Angle, ⊏ or [	✓	
Spacing	✓	
Third Deck, amidships, Angle, ⊏ or [	✓	
Spacing	✓	
Fourth Deck, amidships, Angle, ⊏ or [	✓	
Spacing	✓	
Poop Deck, Angle, ⊏ L	75 50 6	65·50·6
Spacing	550	
Bridge Deck, Angle, ⊏ L	75 65 7	
Spacing	550	
Forecastle Deck, Angle, ⊏ L	75 65 8	75·50·7
Spacing	550	

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5 FEB 1954

PILLARS AND DECKS.

	~~Midship~~ in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows widely spaced				
„ in ~~'tween Decks~~ Bridge, Size ~~and Spacing~~	ϕ 63-75			
„ „ „ „ „				
„ in Holds „ „ —	ϕ 100-90-76			
„ „ „ „ „				
Centre Line Bulkhead. Stiffeners and Spacing		✓		
Plating, thickness of		✓		
STRINGERS AND DECKS. **Uppermost Continuous Deck.** Freeb. deck Stringer Plate, breadth and thickness in Wells		✓		
„ „ „ „ in way of Bridge		✓		
„ Angle in Wells		✓		
Thickness of Plating abreast Deck openings in way of Wells			6½	
Thickness of Plating abreast Deck openings in way of Bridge			6½	
Thickness of Plating within line of openings			6½	
If Sheathed, material and thickness		✓		
Second Deck. Stringer Plate, breadth and thickness in Wells		✓		

	~~Midship~~ in Ship.	Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	✓	
Thickness of Plating abreast Deck openings in way of Wells	✓	
Thickness of Plating abreast Deck openings in way of Bridge	✓	
Thickness of Plating within line of openings	✓	
If Sheathed, material and thickness	✓	
Third Deck. Stringer Plate, breadth and thickness	✓	
If Plated, state thickness	✓	
Fourth Deck. Stringer Plate, breadth and thickness	✓	
If Plated, state thickness	✓	
Poop Deck. Stringer Plate, breadth and thickness	✓	
Plating, Sheathing, material and thickness	8-6 Teak 50	
Bridge Deck. Stringer Plate, breadth and thickness	1280 7	
Plating, Sheathing, material and thickness	8 Teak 50	
Forecastle Deck. Stringer Plate, breadth and thickness	✓	
Plating, ~~Sheathing, material and~~ thickness	9-6	

SHELL PLATING.

SCANTLINGS.

STRAKES.	AS IN VESSEL. Amidships. Breadth.	Amidships. Thickness.	Forward. Thickness.	Aft. Thickness.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
	~~Midship~~	~~Midship~~	~~Midship~~	~~Midship~~	
Flat Plate Keel	1220	12½	12½	12½	
„ Dblg. (if any)	✓				
Bottom Plating, No. of Strakes 2	A 1760	8½	11½	9	
	B 1820	8½	10½	9	
Bilge Plating, No. of Strakes 1	C 1200	8½	8½	8½	
Side Plating, No. of Strakes	✓				
Upper Deck, Sheer-strake in Wells	E 1480	9	9	8	
Upper Deck, Sheer-strake in Bridge	E 1480	8½	✓	✓	
Strake below Sheer-strake in Wells	D 1490	8½	9	8½	
Strake below Sheer-strake in Bridge	D 1490	8½	✓	✓	
Poop Side Plating				9½-7	
Bridge Side Plating		13-8½			
Forecastle Side Plating			9-6		

RIVETING.

EDGES. State if logged.	Single or Double.	Rivets. Diams.	Rivets. Spacing cr. to cr.	BUTTS. No. of Rows of Rivets.	Rivets. Diam.	Rivets. Spacing cr. to cr.	Strapped or Lapped.
Keel; no. Rest: yes		Inches.	~~Millimetres~~		Inches.	Inches.	
	S	5/8	69	E.W.	✓	✓	✓
	"	"	"	"			
	"	"	"	"			
	"	"	"	"			
	"	3/4	78	"			
	"	5/8	69	"			
	"	5/8	69	"			
	"	"	"	"			
	"	"	"	"			
	"	"	"	"			
	"	"	"	"			
	"	"	"	"			

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) frame 5/6-23-49-57-67-88

„ Deck next below ✓

As per Rule yes

	Plating Thickness.	STIFFENERS. Vertical. Scantlings.	Vertical. Spacing.	Horizontal. Scantlings.	Horizontal. Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓				
„ „ Second „	✓				
„ „ Third „	✓				
„ „ Holds fr 49	9½-8½-7½	⌐100·75·9 ⌐100·65·7	515/600	✓	✓
COLLISION „ (in Hold)	10-7½	⌐150·75·9	610	✓	✓
AFTER PEAK „ „	10-13-7½	⌐100·75·10	600	✓	✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings. m.m.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	Flat plate keel			
STEM	Soft nose stem			
STERN FRAME Propeller Post	F	125·100	PMF	
STERN FRAME Rudder „	E.W.	17-15-13	"	
Speed of Vessel	< 10 knots			
RUDDER—Type	Oertz			
„ A × D		95.6		
„ Diam. of head	F	140	"	
„ Mainpiece at top pintle	✓			
„ „ heel	✓			
„ how constructed	EW	15-9	"	
„ double or single plate coupling, vertical or horizontal	D H			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth pro

Kon. Ned. Hoogovens } Colvilles Steel
Dorman, Long & Co }

Has the Steel been tested as required by the Rules? yes

EQUIPMENT No. 8777 LETTER j

ANCHORS.

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
3522	1st Bower	17	0	27	✓	✓	✓	18	0	2	0	16-3-0	Hall type	KNG. Leiden	30·7·53 M.B.
3427	2nd „	16	2	18	✓	✓	✓	18	0	2	14		" "	" "	12·12·52 G.K.
3596	3rd „	14	2	21	✓	✓	✓	16	6	0	0		" "	" "	2·11·53 K.v.D
	Collective weight	48	2	10								48-0-0			
3601	Stream	4	3	6	1	0	25	7	8	0	0	4-3-0 ex	Common Stock	" "	" "

CHAIN CABLES. HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied. Length. Fathoms	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length and Size per Table 53. Length. Fathoms	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied. Length. Fathoms	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length and Size per Table 53. Length. Fathoms	Cir. Ins.
6258	315	1¼	28⅞	41⅞	266-1-27	168-0-0	210	1¼	stud l.	KNG Leiden	18·6·53 K.v.D	Towline	75	2¾	152	75	2¾
												Hawsers & Warps	90	2¼	108	90	2¼
												"	90	4	Fibre	90	4
~~Common Stock~~ Chain & Steel Wire	60	Cir. 3	✓	48.6			60	Cir. 3	6×12			"					

Steering Gear, Type (Power or hand) Elec. Hydr. + Handhydr. (Svenborg) Alternative Means of Steering Spare wheel stern, directly coupled to steering gear.

Steering Chains (Size and Test) ✓ Windlass Electric Boats 1 wood motorlaunch, 4 „ lifeboats

Ceiling in Holds, thickness and material 50 Teak Cargo Battens, thickness, material and spacing 50 teak 230

Cargo Hatchways.—(Upper Deck) Two Thickness of Hatches 65

Size of Hatchways No. 1 (Fwd.) 5.50 × 2.50 m. No. 2 4.40 × 4.10 m. Bridge: ~~No. 3~~ 4.40 × 3.70 No. 4 — No. 5 ✓ No. 6 ✓

Number of Shifting Beams ~~and/or Fore and Afters~~ 3 2 2

Builder's Signature

N.V. REPUS SMIT

C. Smit

GENERAL DECLARATION. *It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel* ✓

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo no *The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).*

F.P. above 150°F, situated in fuelbunker abaft E.R and in aftermost d.b.t.

This ship has been built under Special Survey, in conformity with the Society's Rules and Regulations and the Secretary's and Rotterdam letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the Rule requirements. Copies of the plans as approved and kept up to date by me as regards deviations or alterations, which have been approved as being equivalent to the approved arrangements, are forwarded herewith.

Windlass, steering gear and auxiliary steering gear tried to satisfaction. All tanks, W.T. bulkheads and decks tested as required and found tight. The workmanship is good.

The amount of Entry Fee £ — : —

Special Survey Fee £ 2350. — Fees applied for, 30 | 1954

Travelling Expenses, if any £ 169. — Received by me, 19

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed ☒ 100A1

Signature

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey

Certificate to be sent to ~~GRO~~ ROT. Date of issue 11/3/54

Committee's Minute FRIDAY 19 FEB 1954

Character assigned +100A1

1.54 Dzl.

Lloyds A & Ch. +LMC 1.54 Oil Eng.

OG.

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GENERAL REMARKS—(*The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.*)

Sistership: m.v. "PUSPARAGAM", Gro Rpt 887

Sisterships except minor details: BARLIAN
BIDURI
MUTIARA
PERMATA

Plans attached: Midship Section
Longitudinal "
Rudder & Sternframe

For further plans please see m.v. "BARLIAN"

Docking date: 1-54 Dzl. The vessel was placed on the slipway at Delfzijl 4-1-54.
Bottom, sternframe & rudder good.
Shell coating restored where required.

PARTICULARS OF ELECTRIC WELDING (*if employed*)
Butts of Shell.
Major parts of: double bottom, motorseating, decks, girders, bulkheads, superstructures, rudder & sternframe.

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*
Cruiser stern
Partly elec. welded
E.S.D.

RADAR *Equipment (State if fitted)* Not fitted
State Type or Pattern No.
State Name of Maker and/or Supplier

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	582 kgs	G.Z.	Antwerp	4046	18-11-'52
2nd "	570 "	"	"	4040	24-10-52
3rd "	480 "	"	"	4104	6-7-53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 42 ft., forward R.Q.D. 32.6 ft., Bridge 79.3 ft., Forecastle 18.5 ft (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated recessed Poop/Bridge

Official No. ✓ Signal Letters Not known Extreme Breadth over Belting (Circ. 1611) ✓ Over-all Length (Circ. 1703) 192'-0"

No. and Material of Decks one steel deck

Parts of Bottom of Vessel coated with cement or approved composition ballasttanks: bitumastic

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(*Comprising all tanks which may be used for Water Ballast.* (Circ. 1284) *Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.*

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft, fr 22-49	48.8	58	Fore peak tank,	12.9	3
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	11.5	20
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, ~~forward~~, midships	14.4	126
Double bottom, forward, fr. 57-88	56.1	80	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. 206
Date 8.12.53

Dates of Surveys held while building

1951 Oct. 30.
1953 Jan. 2-15-22
March 6-12-19-23
April 2-8-14-25-29
May 7-8-13-18-26
June 11-18-26
July 2-6-13-31
Aug. 1-4-12-20-24-27 1954 Jan. 4-7.
Sept. 1-4-10-14-15
Oct. 2-7-16-21
Nov. 2-14-19-25
Dec. 10-19-24-30

Total No. of Visits 50

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40 S.S.O.F. available.