

STEEL STEAMER OR MOTORSHIP.

Received at London Office 25 SEP 1953

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 27-8-53. Port of AMSTERDAM. No. 19091

Survey held at SPARNDAM. Date First Survey 14-5-48. Last Survey 1-7-1953

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW STEEL MOTOR SHIP "BOCA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING. State Type of Erections FORECASTLE

TONNAGE under Tonnage Deck ... 137.43

Do. of space or spaces between Tonnage Dk. Upper Dk.

Tonnage 192.87

or Tonnage 74.63

REGISTERED DIMENSIONS.

35.90 M

6.53 M

2.37 M

CLASS 100 A.1 State if with freeboard as condition of Class

FOR SERVICE IN THE INDONESIAN ARCHIPELAGO

Length from fore-part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 35.

Breadth (greatest moulded) B 6.50

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 2.45.

1st Longitudinal Number (L x D) = 103.20

2nd Numeral L x (B + D) = 330.8

Framing Depth "d," at middle of length. See Sec. 3 (1d) 2.35

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.9

Do. Long Bridge to top of keel

Draught Moulded 1.99 M

Built at SPARNDAM

Launched 19-3-53 Yard No. 26

Builders SPARNDAMMER SCHEEPSWERF STAPEL N.V.

Owners INDONESIAN GOVERNMENT

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

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. MM.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. MM.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	500	✓	Bracket Floors, Frame		
" " from 1/2 length amidships to Collision bulkhead.....	500	✓	" " Reversed Frame.....		
" " in peaks	450	✓	" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	7	900 161/2
Frame Amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	75 65 7	✓	" " top Angles	7	1200 30 1/2
" " Extends up to.....	MAIN DECK	✓	" " bottom Angles.....		
" " FORW. OR AFT.	90 65 6 1/2	75x65x7	Side Girders, No. each side and thickness.....	ONE	12 IN. ER.
Reversed Frame Amidships, Angle			Margin Plate depth (excl. of flange) and thickness	FL. 12 IN.	
" " Extends up to			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
Frames in Uppermost Continuous 'tween Decks, Angle, <input type="checkbox"/> or <input type="checkbox"/>			" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" " Second 'tween Decks, Angle, <input type="checkbox"/> or <input type="checkbox"/>			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" " Third " " " " " "			Tank Side Brackets, height above base line at toe of Frame and thickness		
from 1/2 len. for'd. to 15% len. from Stem			INNER BOTTOM PLATING.		
in Peaks, Angle <input checked="" type="checkbox"/>	90 65 7	75x65x8	Breadth and thickness of Middle Line Strake.....	ALL TANK	
Number and Spacing of Rivets through Frame and Shell Plating amid- ships	5/8" - 11200	✓	Thickness of remainder in Holds	TOP PLATING 6 MM	
if Frame Joggled.....	NO	✓	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....	IN WAY OF ENGINE SEATING 12 MM.	
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	A.S. APPROVED	✓	BEAMS.		
the scantlings and arrangements in way the Bottom Forward in accordance with the Rules and/or as approved?.....	A.S. APPROVED	✓	Uppermost Continuous Deck, amidships in Wells, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	90 65 6 1/2	75x50x6
DOUBLE BOTTOM.			" " in way of Bridge, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
Frames, Depth and thickness at mid-line in Holds.....	900 1200	✓	Spacing	500	✓
Height of Brackets at side above base line at toe of frame.....			Second Deck, amidships, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
Line Keelson, on Floors, Angles, <input type="checkbox"/> or <input type="checkbox"/>			Spacing		
" " Through Plate or Inter- costal Plate			Third Deck, amidships, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
" " Foundation Plate on Floors			Spacing.....		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
Side Keelsons, No. each side.....			Spacing.....		
" " thickness of Intercoastal Plate.....			Poop Deck, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
" " Angles			Spacing.....		
DOUBLE BOTTOM.			Bridge Deck, Angle, <input type="checkbox"/> or <input type="checkbox"/>		
Solid Floors, thickness and spacing	6 x 500	1200 1200	Spacing.....		
" " Are Frame and Reversed Frame joggled?			Forecastle Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	90 65 6 1/2	75x50x6
Bracket Floors, breadth and thickness at middle line			Spacing.....	500	450
" " breadth and thickness at margin plate.....					

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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.)

Plans report N° 10721 1/4 "BIDO"

LIST OF PLANS AS BUILT

MIDSHIP SECTION	N° 610615	APPROVED
CONSTRUCTION PLAN	610480A	20-11-51
SHELL PLATING	600208	20-11-51
DOUBLE BOTTOM	600108	23-11-51
W.T. BULKHEADS	635708A	14-11-51
MOTOR SEATING	660570A	16-11-51
RUDDER & STERN FRAME	610489	24-11-51
STEM	610441A	24-10-51
AFTER PEAK	600196A	23-11-51
MAIN DECK	600215	20-12-51
OIL BUNKERS	635710	7-11-51
FORE PEAK & FORECASTLE BHD.	610498A	27-11-51
FORECASTLE DECK	610502	27-11-51
		28-11-51.

ING CERTIFICATES OF STERN FRAME, RUDDER AND STOCK ARE ATTACHED WITH.

ARS OF ELECTRIC WELDING (if employed) BUTTS OF SHELL PLATING, BULKHEADS & STIFFENERS, CASES, DECKS, BEAMS, DOUBLE BOTTOM, ENGINE SEATING, RUDDER.

TATIONS:—Either as part of the vessel's class or for record in the Register Book
VICE IN THE INDONESIAN ARCHIPELAGO.
N. CRUISER STERN.

RADAR Equipment (State if fitted) N.O.

State Type or Pattern No.

State } Maker
Name } and/or
of } Supplier

Top Test of
hors, viz.:—
yor's Initials,
ertificate, Date

1st Bower 3-1-4 A.E.G. 7021-6-11-52.
2nd " 3-1-1. A.E.G. 7020-6-11-52.
3rd "

S FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 47 7/8 ft.
tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Signal Letters PKBF

Extreme Breadth over Belting
(Circ. 1611)

Over-all Length 125.33
(Circ. 1703)

Material of Decks ONE STEEL DECK

of Bottom of Vessel coated with cement or approved composition

ulars of composition (if fitted) and of approval

TICULARS 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
bottom, aft,	7.5 25	23	Fore peak tank,	7	
bottom, under Engines and Boilers,			After peak tank,		
bottom, if under Engines only,	7.5 21	18.05	Deep tank, bunkers p. 20-31	150	20 5/8
bottom, if under Boilers only,			Deep tank, forward,		
bottom, forward,	9 30	26	Other tanks, if fitted,		
length (if continuous) and Capacity	24	67 39	(If necessary furnish further information by sketch.)		

Special Survey No. 200

Dates of Surveys
held while building

14-5-52; 11-6-52; 5-8-52; 6, 10, 10-52; 20-11-52; 7, 23, 29
-1-53; 21-2-53; 4, 9, 12, 17, 19, 24-3-53; 21-4-53;
4, 9-6-53; 3, 24, 28-7-53; 4, 11-8-53

Total No. of Visits 26

0293 2 1/2

EQUIPMENT No.										LETTER <u>C</u>		ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 53. Cwts.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.						
73900	1st Bower	5	1	24	—	—	—	—	—	7	16	1	0	270 KG.	HALL'S TYPE	CRADLEY HEATH
73907	2nd "	5	1	22	—	—	—	—	—	7	16	1	0	270 KG.	SHROPS	22-12-1952 PHILLIPS
	3rd "															
	Collective weight	10	3	108										540 KG.		
3410	Stream	0	2	26	0	5	21	4	4	1	0	19		COMMON STOCK	1.N.G.	LEIDEN 9-12-5
														NEW & ANNEALED	9 KALIPS	

CHAIN CABLES

HAWSERS AND WARPS

[illegible]

Steering Gear, Type (Power or hand) HAND HYDRAULIC. Alternative Means of Steering ON TILLER BLOCKS & TACKLES.

Steering Chains (Size and Test) V Windlass ELECTRIC DRIVEN Boats 2 LIFE BOATS

Ceiling in Holds, thickness and material 2" TEAK. Cargo Battens, thickness, material and spacing 40 MM TEAK

Cargo Hatchways.—(Upper Deck) STEEL Thickness of Hatches 60 MM TEAK

Size of Hatchways No. 1 (Fwd.) 1200 x 1200 No. 2 2000 x 1000 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams ONE TEAK FORE AND AFTER. 150 x 60 MM. Builder's Signature Spaarndammer Scheepswerf
and/or Fore and Afters STAPEL N.V.
Stapel N.V.

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 M.T.O.R.S.H.
(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).

THIS SHIP HAS BEEN BUILT UNDER SPECIAL SURVEY IN CONFORMITY WITH THE SOCIETY'S RULES AND REGULATIONS AND SECRETARY'S 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 ADDITIONALS TO THE ORIGINAL APPROVED ARRANGEMENTS MADE DURING THE CONSTRUCTION HAVE BEEN INDICATED ON THE PLANS, AND HAVE BEEN APPROVED AS BEING IN ACCORD WITH OR BY STANDARDS EQUIVALENT TO THE RULE REQUIREMENTS. THE PLANS OF MIDSHIP SECTION AND PROFILE AND DECK SHOWING THE SHIP AS BUILT NOW FORWARDED HERewith HAVE BEEN CHECKED WITH APPROVED ARRANGEMENTS AND FOUND IN ORDER. THE WORKMANSHIP WAS FOUND GOOD. ALL DOUBLE BOTTOM TANKS, FORE PEAK AND AFTER PEAK, OIL VENT TANKS HAVE BEEN TESTED AS PER RULE REQUIRED AND FOUND SOUND AND TIGHT. STEERING GEAR, EMERGENCY STEERING GEAR AND WINDLASS TRIED UNDER WORKING CONDITION AND FOUND SATISFACTORY. FREEBOARD MARKS CUT IN IN SHIP SIDE, BUT NOT PAINTED.

The amount of Entry Fee..... £ : : } Fees applied for,
Special Survey Fee..... FL 7.50.- } 23-9-1953
Travelling Expenses, if any FL 1.77.- } Received by me, 19

State whether the Vessel has been built under Special Survey YES

Certificate 5414 sent to ROTTERDAM SURVEYORS Date of issue 13/1/54

(Special notations, where part of class, to be stated.)
FOR SERVICE IN THE INDONESIAN
ARCHIPELAGO
I am of opinion the Vessel should be Classed T 100 A
Signature J. H. W. H. H. H.
Surveyor to Lloyd's Register of Shipping