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ANNUAL REPORT OF THE INDONESIAN MINISTRY OF SHIPPING FOR 1958

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ANNUAL REPORT OF THE INDONESIAN MINISTRY OF SHIPPING FOR 1958

/Following is a translation from the Indonesian-language Laporan Masa Tahun 1958 (Annual Report for 1958), published by the Indonesian Ministry of Shipping, Djakarta, April 1959, pages 5-162./

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I. PREFACE

As was mentioned in the Annual Report of the Ministry of Shipping for 1957, the Ministry of Shipping in 1959 would desire to be able to prepare a more complete annual report, that is, the 1958 Annual Report presented here. The date for publication of this report was also designated as 10 April 1959, because that date marked the second anniversary of both the Ministry of Shipping and the Karya Cabinet.

In the development of the Ministry of Shipping during so long a period of time it has become evident that there are still many works in the field of maritime affairs which must be executed in order to achieve all of our aspirations for a just and prosperous society; shipping is an important factor for achieving these aspirations. It is truly to be regretted that the security situation within our country has brought about capabilities and results in the field of the Ministry of Shipping which cannot be fully used for the needs of society. We all have the responsibility to restore security so that we may achieve even greater results.

In this Annual Report of the Ministry of Shipping for 1958 will be seen the activities and work progress of the Ministry, its Offices and Sections for 1958 as a continuation of its development for the past year.

To the extent possible we have presented objective information so that it may be accurate information for those outside [the Ministry of Shipping] and, at the same time, this treatise, it is hoped, will be for those inside [the Ministry] a work-guide for achieving even greater progress in the coming years. Our aim is for the society to be able to make the best use of this report by having at hand the necessary data concerning shipping.

Consequently we shall appreciate, and receive with pleasure, suggestions and constructive criticisms, which may become for us also materials for preparing better reports in future years.

Djakarta, 10 April 1959
Compiled and Published by
Information Section,
Ministry of Shipping

II. INTRODUCTION BY HIS EXCELLENCY, THE MINISTER OF SHIPPING

Upon the publication of this Annual Report of the Ministry of Shipping for 1958, we feel obligated to extend our thanks to each responsible person in the Ministry of Shipping, its offices and sections for having carried out the duties entrusted to them with full conscience and feeling of responsibility to all the people. We do not forget also to extend our thanks to the leaders of the national shipping and shipbuilding enterprises, whose many efforts advanced the maritime strength during 1958, and it is to be hoped that in the years to come this strength will continuously grow.

All this has the objective of directing all our inspiration and force toward the aspirations which have always existed within the feelings of our race, that is a maritime society and state which is large and strong.

We are proud and excited to experience ourselves the process of the progress in the development of our maritime world, and, on the long road leading to the above-mentioned aspirations, we have in a relative way supplied the answer to various demands of society with respect to the needs in the maritime field which adhere to our vast island state. From the time the Ministry of Shipping came into being in 1957 up to the end of that year our survey could do no more than the limits of its capability, that is, among other things, the making of preparations and the formulation of plans for further work.

The unfolding of conditions in 1958, in which we experienced difficulties in the economic field as a result of the withdrawal of the K.P.M. (Royal Dutch Shipping Company) from our waters, resulted in our sending representatives abroad to arrange for an increase in our shipping tonnage; among the countries contacted were Russia and Japan. This year can be called a year of acceleration in the realization of the development of a national fleet; in this our whole body and mind are directed toward the accomplishment of this plan.

This information has, of course, made the Indonesian Ministry (and world) of Shipping more vital, and this information will also stimulate us all with the desire to achieve completion and perfection in our work of national development. Fine results in the work of completing and perfecting within the areas of the Ministry of Shipping and the shipping and shipbuilding enterprises, especially in technical and organizational fields, will greatly assist our undertakings, if they can be carried out with guidance and cooperation between the Ministry of Shipping and other national undertakings in the maritime field.

With a consolidated strength and a firm unity, all negative factors must be eliminated on the "quick movement" journey along the long road to our aspirations. [("quick movement" ("gerak tjepat") seems faintly akin to the "leap forward" usage of China.]

the matters stated above have become a certainty for us simply due to our faith in "the force of the spell of the blue sea over a son

of the state, which inspires the revelation and feeling of love".... the raw material of the thought and feelings of our race which must be always cultivated and cherished.

This we consider our national duty in order to proceed from one undertaking to another undertaking.

Minister of Shipping

M. Nazir

Komodor, Indonesian Navy /ALRI/

II. FUNCTION OF THE MINISTRY OF SHIPPING IN THE KARYA CABINET

A. The Problem of Security

For the two years of the existence of the Karya Cabinet, which means also two years of existence of the Ministry of Shipping, it is clear that the central current problem, that is the problem of the restoration of security, has resulted in the circumstance that the duties of shipping have assumed an overwhelmingly important function, and one which must also be fulfilled.

As is generally known, the policy of the Government towards the restoration of security is as follows:

1. Above all else the policy of the government aims to give priority to the effort to restore security.

2. As an extension of military operations, each locality which has recently or formerly been freed must immediately undertake the normalization of government and the socio-economic livelihood of society.

The Office of Shipping and Pelni /Indonesian Shipping Co./ have also turned over their ships which were required by the importance of the operation, and furthermore the crews of the ships of the Office of Shipping were even militarized in 1958 in accordance with the stipulations made by A.L.R.I. /Navy of the Republic of Indonesia/.

In the above connections the following undertakings were engaged in:

1. Completion of the normalization of the shipping trade in North and Central Celebes;

2. Completion of the diverting /to other work/ of the workers of the ex-K.P.M. and Pelni;

3. Gradually increasing the tonnage and frequency /of schedules/ of shipping for the various localities.

B. The Problem of Local Areas /The Daerah Problem/

As a result of the withdrawal of the K.P.M. fleet from Indonesian waters and the reconstitution of shipping space which, because of the above situation, was a matter of severe shortage, there arose many-sided difficulties on the local level, the most significant of which were economic difficulties. The clamor of the local people, generally expressed in the form of delegations to the central government and through newspapers and which had the support of the local government, has also demanded considerable attention. The Ministry in the plan to normalize conditions in these local areas is making special efforts to create adequate shipping space; in connection with this there will also be the construction of wharves which are needed in the various areas, as well as other objectives related to shipbuilding, through loans from foreign countries. The construction of docks and wharves in the local areas is included in the urgent program of the Ministry of Shipping; for this reason also it has been placed on priority for the year 1959.

In connection with the effort to make a flourishing and complete local shipping situation, the Ministry of Shipping is assisting and encouraging the local governments to establish local enterprises, whose budgets will be funnished and initiated by the local government concerned itself. On the other hand the Ministry of Shipping establishes the priorities and the facilities necessary. Nevertheless the opinion of the Ministry of Shipping is that in order to carry out the local shipping policy there should be the best possible shipping enterprises partly owned or controlled by the local government.

Within the framework of the maritime development of the Unitarian State /N.K.I./ of Indonesia the Ministry of Shipping has aroused the interest of the society in the training of sailor cadres. Training in the maritime field presently fostered by the government through /cq./ the Ministry of Shipping, is among others, as follows:

1. Navigation Academy, in Djakarta (Akademi Ilmu Pelajaran)
2. Shipping Trade Academy, in Djakarta (Akademi Pelajaran Niaga)
3. Middle Shipping School, in Semarang (Sekolah Pelajaran Menengah)
4. Shipping School in Makassar (Sekolah Pelajaran)
5. Shipping School for Reindoctrination Courses, in Djakarta (Kursus-kursus Ulangan Sekolah Pelajaran)
6. Harbor Course, in Djakarta (Kursus Kepelabuhanan)

The acceptance of students for the above training has been so arranged that students from the local areas can participate.

It is planned, moreover, to open shipping schools in other places, but as yet we are still in need of teachers.

In addition to the training sponsored by the government, the Ministry appreciates the individual initiative, which has been rendering assistance by the introduction of special courses, such as the Sailor Cadre Course in Belawan, the I.K.V. Course /possibly Indoneisische Kleine Vaart - Indonesian Coasting Trade/ in Semarang, etc. Such efforts will always receive the support of the government either morally or materially, for example, by the facilities of the sufficiently-qualified local shipping office for rendering assistance in teaching and supplying the loan of motored vessels (motor-boat) for training needs, etc.

C. <u>The Problem of Repatriation of West Irian</u>

As we all know, the undertaking to make the national interest secure by the struggle for the return of West Irian to the fatherland has met with a response from all of the people of Indonesia, as is evidenced by the resolutions received at the Munas and Munap /National (Shipping) Conference and National Development Conference/ concerning the West Irian struggle. As was stated by Prime Minister Djuanda in his government report concerning the Struggle for West Irian at the session of Parliament on 27 January 1958, despite the support given to the government so that it would show a firm will for facing all

possibilities and new eventualities, nevertheless there is till found internal political opposition among ourselves.

After the Action Committee for the Liberation of West Irian (Panitia Aksi Pembebasan Irian Barat) was dissolved and simplified into a National Front for the Liberation of West Irian (Front Nasional Pembebasan Irian Barat), then everything concerning the liberation action came under one firm chain of command.

Dutch enterprises, among them the K.P.M., were seized by the workers and turned over to the government, which afterwards managed them, although the arrangement for this management was made by the Committee for Management of Dutch Maritime Enterprises (Panitia Penguasa Perusahaan-perusahaan Belanda) and, especially with regard to the K.P.M. by the N.V.K.P.M. Committee.

The difficulties resulting from a position which occurred so suddenly had an effect upon the economy of the Indonesian people, because up to now the ships of the K.P.M. had been an important factor in handling the shipping throughout the Indonesian archipelago. After the reality of the fact brought about disturbances in the livelihood of the people, the Ministry of Shipping immediately took firm and clear steps to eliminate, to the extent possible, the shortage of tonnage for maritime freight.

Within this framework, the Minister of Shipping took a trip abroad to increase shipping space. As a result of this trip, there was an increase in the already existing shipping tonnage of private national enterprises and Pelni. At present the lack of tonnage of shipping space which resulted from the withdrawal of the K.P.M. from Indonesian waters has been in part overcome.

Difficulties surely continue to exist, because the fact of relatively making up the shortage due to the withdrawal of the K.P.M. has not yet been able to fill all the requirements of society caused by a rise in the volume of "flow of goods" /sic. in English in the text/. Plans which have been compiled by the Ministry of Shipping will, within a specified time, not only be able to answer the needs for closing the gap resulting from the withdrawal of the K.P.M. ships but they will also bring about a normalization of shipping space so that we can solve all problems connected with the sea which at the present are still experiencing difficulties.

IV. FIELD OF RESPONSIBILITY OF THE MINISTRY OF SHIPPING

A. Policy

Upon entering the year 1958 the Ministry of Shipping adopted the basic policy of "normalizing relationships on behalf of the central /government/ with local /governments/ and on behalf of the various local areas by increasing the tonnage of ships in the hands of national operations."

The Political Section is an important organ for carrying out the intended policy.

1. Organization of the Political Section

In accordance with Article 5b of the Decree of the President of the Republic of Indonesia No. 130, 1957, the duty is as follows: "To assemble and study political and economic problems related to sea transportation and to establish shipping policies to be carried out."

In order to carry out this responsibility, the Political Section (Bagian) has the following sub-sections (Seksi):

a. Statistical Sub-section
b. Harbor Policy Sub-section
c. Shipping and Shipbuilding Policy Sub-section
d. Parliament/Cabinet Liaison Sub-section

These sections are in accord with the existing offices (Djawatan) and Agencies (Badan-badan) within the domain of the Ministry of Shipping; consequently it can thus be hoped to have efficiency in the division of responsibilities and operations.

2. Various Shipping Policy Problems

In the activities to develop Indonesian shipping there arise a number of problems which must be investigated and solved from the standpoint of shipping policy. Here are a few examples.

a. Result of Prohibiting the K.P.M. from Engaging in Coastal Shipping

In this matter it was considered whether it would be better to seize the K.P.M. ships outright or to release them, either choice being connected with the K.P.M. claim on Lloyd's if the ships were held for more than four months.

Finally it was decided to return the ships of the K.P.M. with the simultaneous prohibition that K.P.M. was no longer permitted to engage in coastal shipping (Decision of the Prime Minister, dated 20-3-1958, No. B/P/M/KB 1958) and with the proviso that the K.P.M. was

not released from the demand by Indonesia to make compensation for the loss to the Republic of Indonesia as a result of the K.P.M.'s non-observance of the decision of the Minister of Defense, based among other things, on the Verordening Medewerking Bedrijven -- Cooperative Work Regulation (See the general notice of the Minister of Shipping, dated 21 March 1958).

b. Policy and Arrangement for Shipping Permits

Because the carrying out of P.P. No. 47/57 required various changes in the "Procedure for Handling Shipping Permits," various changes were proposed in order, among other things, to accelerate the permit procedure.

c. Council on Maritime Transportation (Dewan Angkutan Laut)

[The problem of] formulating the composition, duties, and qualifications of the Council on Maritime Transportation.

d. Measure for Transportation of Industrial and Mining Goods

Together with the Office of Shipping Economy (Djawatan Pelajaran Ekonomi) we prepared measures concerning the transportation of industrial and mining goods.

e. Shipping Policy in East Indonesia and the Role of Boats (perahu)

In order to overcome the shortage of boats in the eastern part of Indonesia, the Minister of Shipping made a number of proposals to the Cabinet.

f. Restoration of the Shipping of North Celebes and Halmahera

In order to restore the transportation of copra from these areas it was proposed to increase the number of ships by a certain amount to sail to these local areas and for the export of copra from these areas to foreign countries.

g. The Shipping Enterprise, PEMAL

A policy of assistance to PEMAL was proposed; PEMAL ships had been wrecked as a result of P.R.R.I. and Permesta.

h. Policy of Releasing the Ships of Pelni

A policy of priorities and division was proposed.

i. Procedure for Surrender of Pelni Ships

Various guides were proposed for use in turning over the Pelni ships to other enterprises so that there would arise no further difficulties between Pelni and an enterprise receiving a ship and with laborers on the ship concerned.

j. Policy on Ocean Shipping

Because ocean shipping requires a fixed policy and regulation, various bases were proposed for a law for ocean shipping.

k. Prevention of Duplication Among Various Enterprises in the Field of Shipping

There was proposed a policy to prevent the occurrence of an enterprise duplicating another enterprise in the field of shipping.

l. Shipping Attaches of the Republic of Indonesia

There were proposals and discussions with the Ministry of Foreign Affairs concerning the principle of having shipping attaches of the Republic of Indonesia stationed in foreign countries. The problem here was whether such an official would be an official of Ministry of Foreign Affairs or the Ministry of Shipping, and what the consular status of such an official would be. This problem is still undecided.

m. Management of the Credit of DEVI

In connection with the unrest among the guilds [dunia Veem -- world of guilds] concerning the division of credit, various proposals were made and received by the Committee for Investigating the Credit of DEVI (Dewan Veem Indonesia -- Indonesian Guild Council).

3. Liaison With Parliament and Cabinet

The Chief of the Political Section was designated by the Ministry of Shipping as Chief of Liaison with Parliament and the Cabinet, and for this purpose some officials of the Political Section were appointed to undertake liaison with Parliament and the Cabinet.

This section has the responsibility of attending meetings of Parliament, preparing brief reports on the matters discussed in these meetings, and preparing replies for the Minister on the basis of either suggestions or requests concerning problems of shipping or shipbuilding. These replies are presented either orally in these meetings or are submitted in writing.

In the work of preparing Government replies quickly for the general debate of Parliament on shipping and shipbuilding questions,

this section is frequently faced with the fact that the time to collect the pertinent data is too short.

For the whole year of 1958 the liaison officers attended meetings of the Parliament 200 times.

4. Work To Be Performed

a. Basic tariff policy for transportation.

b. Establish figures for periodic "flow of goods" to be used for determining the policy for permits for coastal shipping, policy for shipbuilding, and the policy for ports and harbors.

c. Principles for changes in habor regulations in connection with the objective of bringing harmony into the division of piers and warehouses, in accordance with the present situation and in order to speed up the loading and unloading of goods.

d. Principles to change the "Reedenreglement" (Regulation of Fitting Out Ships) to bring it into accord with the current situation and to speed up the entry and exit of ships.

B. Law and Legislation

1. The Ministry of Shipping has responsibility in the field of law and legislation, especially in the matter of execution of and the supervision of the execution of shipping legislation as are colledted in the "Verordeningen en Bepalingen betrekking hebbende op de Scheepvaart in Indonesia" (Regulations and Measures Concerning Navigation in Indonesia) which among other things covers questions concerning the shipping trade (Zeehaven en Scheepvaartregime-Seaports and Navigation Control), nationality, registration and measurement of ships, ports and harbors, welfare and regularity of sailing /schedules/, including matters concerning the strength, arrangements, equipment, and shape /this could possibly mean the crews/ of ships. Moreover the Ministry also handles questions of claims and indemnification as well as the making and supervision of contracts for order and purchase of ships and also general laws concerning shipping.

Furthermore the Ministry carries on general activities related to the above matters; it arranges for changes or renewal of shipping arrangements in effect which are obviously no longer in accord with the current situation.

These activities include:

a. Shipping Policy and Shipping Economy

The objectives found in the Indonesian Navigation Act of 1936 (Indonesische Scheepvaartwet) were too limited for arranging the development and care of a national trade fleet; for this reason the question of the shipping trade must be considered in

an integral manner so that measures concerned with this matter can be prepared. In this connection a plan for a basic shipping law is being drawn up.

b. Shipbuilding

Regulations, such as the Ships Ordinance (Schepen-Ordonnantie), Ships Regulation (Schepen-Verordening), Scupper Regulation (Uitwaterings-Verordening), Construction Regulation for Passenger Ships (Constructie-Verordening Passagierschepen), Board for Public Ship Notices (Bekendmakingen Schepentoezicht) and others are still tied to the 1930 Convention for Safety of Life. This Convention was revised in 1948, and many other countries have accepted it and have formulated their regulations in accordance with this new Convention. In order to bring Indonesian shipbuilding regulations in line with this convention it is definite that this Convention must first be accepted by the Government and Parliament as an international agreement.

Until then regulations on shipbuilding which are in effect must be reviewed on the basis of investigations and discussions by our shipbuilding and nautical experts. Meanwhile the Office of Shipping is undertaking the translation of the new Convention.

c. Labor or The Social Position of Sailors

Formerly the Dutch Government signed conventions concerning maritime [sea] workers in conjunction with those concerning land workers. The Indonesian Government has informed the I.L.O. (International Labor Organization) that Indonesia is still bound by the conventions on land labor, whereas no such notification has been given with respect to maritime labor.

Furthermore, while constructing a modern national trade fleet, it is necessary to create a number of labor regulations based upon I.L.O. Conventions. Also regulations concerning ports and harbors now in effect must be reviewed to bring them in line with current conditions. A matter which must be considered as a deficiency is that there are as yet no regulations connected with the development and management of the shipbuilding industry With the decision soon on a basic law for shipping which will establish various fundamentals in the field of shipping, in which the principles for shipbuilding will also be included, it is hoped that this problem [shipbuilding industry] can be handled. In this connection various important measures were put forward and decided upon during 1958.

2. /Action on Laws, Regulations and Decisions/

a. The Following Laws and Measures were Issued:

(1) Law No. 11, 1958 (National Gazette No. 25, 1958) concerning changes in the Beaconage Regulation (Bakengeldordonnantie 1935) (Stbl. /Staatsblad-Official Gazette/ 1935, No. 46).

(2) Law No. 57, 1958 (National Gazette No. 107, 1958) concerning the confirming as law Emergency Law No. 8, 1952 concerning changes and increases in the Law on Tax on the Weight of Goods (Goederengeldordonnantie) and the Regulation on Tax on the Weight of Goods (Algemene Goederengeldreglement).

(3) Government Regulation No. 15, 1958 (National Gazette No. 27, 1958) concerning changes in the Regulation on Sea-going Ships' Cargo Enterprise (Government Regulation No. 61, 1954, National Gazette No. 107, 1954).

(4) Government Regulation No. 29, 1958 (National Gazette No. 49, 1958) concerning changes in the Regulation on Shipping Permits (Government Regulation No. 47, 1958 -- National Gazette No. 104, 1958) /sic/.

(5) Government Regulation No. 46, 1958 (National Gazette No. 74, 1958) concerning changes in the Navigation Regulation of 1936 concerning the designation of harbors as seaports.

b. Important Decisions

(1) Proclamation of the President No. 219, 1958, dated 13 November 1958, concerning the transfer of registration of ships from the Ministry of Agrarian Affairs (Office of Land Registration) to the Ministry of Shipping (Shipping Office).

(2) Proclamation of the Prime Minister No. 12/PMIKB 1958 dated 4 March 1958 confirming the regulation concerning the K.P.M. Authority /or Manager of/.

(3) Proclamation of the Chief of Staff of the Army No. Kpts/Peperpu/0356/1958 dated 29 November 1958 concerning vital facts of the stocks /galangan - stocks or ship yard/ and docks enterprises.

(4) Proclamations of the Chief of Staff of the Navy:

(a) No Z 1/2/9 dated 11 June 1958 concerning the militarization of the National Shipping Service (Dinas Pelajaran Negara);

(b) No Z 1/4/5 dated 6 September 1958 concerning vital facts of shipping enterprises.

(5) Proclamations of the Ministry of Shipping.

(a) The proclamation dated 17 April 1958, No. PE 6/2/24 was revised by the proclamation dated 13 October 1958, No. TH. 3/12/9 concerning the preparation of a Regulation

concerning the K.P.M. Authority and the organization of a Committee on the K.P.M. Authority.

(b) The proclamation dated 4 June 1958, No. TH 3/9/19 was revoked by proclamation dated 11 November 1958, No. TH 3/12/24 concerning stipulation of the Power of the Committee of the K.P.M. Authority.

(c) The proclamation dated 17 June 1958, No. Plb. 5/2/5 concerning the transfer of a piece of land in the Pekalongan harbor area, authority over which had been formerly transferred to the Director of B.O.W. (Havenwezen), and now included in the Ministry of Shipping (Harbors Office), to the Ministry of Agrarian Affairs.

(d) The proclamation dated 14 July 1958, No. TH 3/9/24 was replaced, with additions, by proclamation dated 4 November 1958, No. TH 3/13/9 concerning the formation of a Committee of Supervision of Extension of Credit to D.E.V.I.

(e) The proclamation dated 24 September 1958, No. Kab. 3/13/19 concerning confirming the field of work, responsibility, and organization of the Office of Shipbuilding Enterprises (Djawatan Perindustrian Perkapalan).

(f) Proclamation dated 16 October 1958, No. TH. 7/2/5 concerning establishment of the boundaries of the harbor of Dumai.

(g) The proclamation dated 6 November 1958, No. TH 6/5/6 concerning changes in the proclamation of the Ministry of Communications, dated 14 June 1955, No. M 26/3/12 (Supplement to the National Gazette No. 832 on limiting the possibility of Indonesian ships losing their nationality.

c. Matters for Which Regulations and Decisions Are Now Being Arranged

(1) Extension and transfer of the harbor of Bandjarmasin.

(2) Extension of the harbor of Palembang.

(3) Bring the Sailor's Compensation Regulation (Scheplingen Ongevallenregeling) of 1948 in agreement with the Worker's Compensation Act of 1947.

(4) Compensation for loss to native civilian official who take up positions as sailors.

(5) Changes in the structure of the Ministry of Shipping through a centralization of education affairs.

(6) Plan for basic shipping laws.

d. Matters Which Are Under Investigation

Under investigation is a plan for a procedure which would create a Harbor Office with harbor enterprises as enterprises in accordance with the I.B.W.

3. The Ministry of Shipping in the performance of its duties in the field of law and legislation has continuously run into difficulties which have circumscribed the current regulations and the efforts to change, form, or devise a new regulation from an existing one.

The difficulties of carrying out existing regulations are in the following spheres:

a. The language of laws and regulations in general is Dutch, while the officials who understand this language are becoming fewer, and this will be even more so in the future;

b. The objectives which are stipulated in the existing laws are obviously impossible to fulfill any longer (for example the stipulations for membership in the Shipping Court (Mahkamah Pelajaran), stipulations concerning sailing permits (surat laut) in connection with ships owned by foreign countries which are chartered by some enterprise for trading purposes).

These difficulties can probably be respectively solved as follows:

a. Translation (authentically) of the current shipping regulations;

b. Revision, as quickly as possible, of the regulations which are not in accord with actual conditions.

New regulations should be prepared which relate to a number of matters, for example:

a. There is no guide concerning the form of regulations, so that frequently what should be in the form of a law or regulation of the Government is made in the form of a ministerial decision, or vice-versa. (This matter must be considered seriously, and this must be done in connection with the system for the form of laws during the period of the Dutch Indies government and must be done in such a way as to avoid conflict among the various levels of regulations;

b. The time required for some processes of making of Government laws or regulations in Parliament or the Cabinet.

c. The execution of some regulations is hindered by the lack of close cooperation, before the regulations are issued, among the concerned agencies (instansi) which have connection with the regulations (this is especially true of regulations which must be carried out cooperatively by various agencies of different ministeries, especially in the opening of sea ports).

d. The lack of personnel who can fully devote their minds to drawing up plans for important regulations or the changes in existing regulations and who can be held responsible.

Probably it is necessary, in order to overcome these difficulties, to work our way out of these deficiencies in a positive manner as well as we can.

a. It is fitting that the Ministry of Justice immediately confirm definitively whether, for example an ordinance

(ordonansi) is always the same as a law (undang-undang), [or] if a governmental decision (gouvernements-besluit) is the same as a governmental regulation (peraturan pemerintah) or a ministerial decision (Keputusan) and [whether they] moreover are a kind of guide for the forms of legislation.

b. Parliament and the Cabinet can be requested to give their best attention to the plans for regulations which have been presented to them by suggesting to them why it is urgent that the problems, which require arrangements and regulations mentioned above, should be solved quickly.

c. In order to persist in the best execution of regulations, the execution of which cover responsibilities of various agencies or ministries, there should be liaison and discussions in depths considerably prior to their execution.

d. In making plans for important regulations (such as basic laws) in such a way that responsibility can be established, to the maximum degree there should be research ahead of time so that the planning will be of profit not only to the sphere of legislation but also to the field of jurisprudence (navigation law).

The special deficiencies in the field of navigation law create a situation in which many of the problems of navigation law cannot be studied and solved as well as possible, a fact which more or less hinders the continuous development of shipping in this country. It would be exceedingly wise if the Government would devote its efforts to these problems by, for example, furnishing scholarships and study assignments [for students or officials to go] to foreign countries which have a long tradition in the practice and law of navigation, with a plan for the formulation of a national body of navigation laws.

C. Administration

1. Organization

In accordance with the meaning of the Proclamation of the Republic of Indonesia of 14 June 1957, No. 130, 1957, which states, "The Administrative Office (urusan) will handle all ministerial administration to the extent that organizational units outside of the Central Ministry do not handle their own administration," the following organization has been arranged:

The Administration Office will be headed by a Ministerial Secretariat consisting of four sections: Staff Section, Finance Section, Logistics, Housing, and Records and Dispatch.

2. Personnel

Unit	Total Official by Quarters /1958/				
	1 Jan 58	I	II	III	IV
Office of the Minister	2	2	2	2	2
Office of Secretary General	2	2	2	2	2
Office of the Secretary	1	1	1	2	2
Legal Section	4	4	4	4	5
Political Section	10	11	11	10	11
Foreign Liaison Section	4	4	4	4	4
Education Section	1	1	1	1	1
Labor Section	2	2	2	3	4
Information Section	-	-	3	13	13
Technical and Ships Section	13	18	19	20*	1
Staff Section	10	12	11	13	14
Finance Section	20	26	24	40	42
Housing Section	21	31	32	40	48
Records and Dispatch Section	30	32	35	39	36
Shipping Court (Pakkamah Pelajaran)	4	4	4	5	6
Employees assigned as assistants to the Central Office	-	-	-	14	3
Assigned as assistants to P.T. "Pelni"	-	-	-	1	1
Day-laborers who will be appointed to become month-laborers	-	-	-	19	10
Non-active	-	-	-	2	2
Total	130	150	150	235	208

NOTE: * On 1 October 1958 transferred to the Office of Ships Industries

3. Finance

a. Budget

Original budget for 1958:

Personnel expenses	Rupiah	74,172,000
Expenses for Materials	"	106,002,500
Capital expenditures	"	166,218,500
Total		236,292,000

With additions (Registry No. 1 s/d 18 and 27) the Budget underwent changes and became at the end of 1958:

	1958 Budget			
	Original	1st Change	Registry No. 1 s/d 18 and 27	Total
Personnel	74,172,000	8,201,400	200,000	82,573,400
Materials	106,001,500	40,749,000	23,000,500	169,752,000
Capital	166,218,500	67,353,600	868,583,800	1,102,155,900
Others			58,417,000	58,417,000
Total	346,393,000	116,304,000	950,201,300	1,412,898,300

b. Authorization (otorisasi)

For	Number of Proclamations/*/	Total Money
Central Office Ministry of Shipping	416	1,007,120,675.59
Shipping Office	1819	149,908,390.08
Harbors Office	41	49,457,975.90
Shipping Office /sic/	388	76,441,312.53
Office of Ships Industries	4	220,527.64
Total	2740	1,283,148,881.74

NOTE: */The word Surat Keputusan is translated proclamation here as it has been throughout the text. The literal translation is letter of decision /resolution/ decree and doubtless means here authorizations for expenditures./

c. General Treasury

The completion of the work of this Section, which is begun in the Ministry of Communications, consumes a great deal of time, because the problems must be scrutinized one by one from the beginning and must be examined from the standpoint of the regulations in effect, although these regulations are not yet fully available in the Ministry; as a result it is necessary to make loans from the Ministry of Communications, the Ministry of Finance, and the Financial Control Council (Dewan Pengawas Keuangan).

d. Accounts and Examination

From the data received, the figures below state the receipts and expenditures for 1958 (in Rupiah).

Expenditures	Budgeted	/Expended/ in 1958	Difference
Personnel	82,573,400	82,267,483.99	305,916.01
Materials	169,752,000	72,475,012.73	97,276,987.27
Capital	102,155,900	59,334,754.08	1,042,821,145.90
Others	58,417,000	--	58,417,000
Total	1,412,898,300	214,077,250.80	1,198,821,049.20

Receipts	Budgeted	/Received/in 1958	
Estimate	180,797,700	82,906,608.13	97,891,091.87

The above figures are not absolute because we are still waiting for data for the accounts which have not yet been received from the local areas; at the same time we are waiting for the report (Koran) on settlement of accounts from the Bank of Indonesia.

e. Inspection of Accounts

The work of this Sub-Section (Sub-Bagian) has not yet been done properly because of a lack of personnel.

f. Central Office For Finance Affairs

(1) The Wages Section (Seksi Gadji) was transferred to the Housing Section at the end of December 1958.

(2) Purchase

During 1958 the following purchases were made:

Domestic	Rupiah	671,191.00
Foreign	"	784,177,871.47

Payment was made with foreign currency, based on the value of the rupiah.

(3) Treasury: Funds in the Treasury at the Beginning and End of 1958:

Balance as of 2/1/1958	Rupiah	2,204,082.90
Received during 1958		22,927,486.65
Total		25,131,569.55
Expended during 1958		22,690,042.11
Balance 31/12/1958		2,441,517.44

(4) General: Employees still boarding at hotels, inns, and restaurants total 40 in all. In order to reduce the burden, a 10,250 square meter area has been arranged for, on which a 19 unit housing project will be erected for these employees.

Domestic travel for employees for one year required an amount of 165,145.60 rupiah.

Reimbursement for medical treatment amounted to 46,876.72 rupiah.

380 Russian sailors brought 10 ships to Indonesia. The cost for their lodgings and return passage amounted to 5,390,173.53 rupiah.

There are 26 vehicles in the Central Office of the Ministry of Shipping. For these 61,935 liters of gasoline wereused.

D. Education and Training

1. Organization

The responsibility of the Education and Training Section (Bagian Pendidikan) in accordance with proclamation of the President No. 130, 1957 is:

a. Coordination of Education and Training falling within the sphere of the Ministry of Shipping:

b. Guidance and supervision of private undertakings in the field of instruction in the field of shipping.

2. The Office of Shipping Economy supervises the Shipping Trade Academy (Akademi Pelajaran Niaga - A.P.N.) in Djakarta. Candidates for Shipping Trade Inspectors are taught for 3 years after /completion of/ S.M.A. (Higher Middle School Section C. or S.M.E.A. /Sekolah Menengah Ekonomi Atas -- Higher Middle Economic School/

3. The Shipping Office /supervises/:

a. The Navigation Academy (Akademi Ilmu Pelajaran - A.I.P.) in Djakarta. Period of instruction is 3 years, after completion of S.M.B. Section B. or S.T.M. /Sekolah Teknik Menengah -- Middle Technical School/.
Machine Section. Students are candidates for M.P.B. (Mualim Pelajaran Besar -- Major Ships Pilot) up to the grades M.P.B. III-Full, MPB. 2-Theory, M.P.B. 1-Theory and also A?P.B. (Ahli Mesin Kapal Pelajaran Besar -- Major Ships Mechanic up to the grades A-Full, B-Theory and C-Theory.

Note: If, initially, the candidates can put to sea immediately after completion of their complete training, in consideration of the present urgent need for officers, after two years of training the candidates can take an examination for M.P.B. III or A.M.K.A., /Ship's Mechanic-A?/ after which they can immediately set sail.

b. Middle Shipping School (Sekolah Pelajaran Menengah - S.P.M.) in Semarang. Period of instruction is 2 years after completion of S.M.P. (Elementary Middle School) Section B or S. T. /Technical School -- Sekolah Teknik?/ Machanic Section, plus one year sailing experience; students are candidates for Ships Pilots and Engineers (examination for M.P.B. III and V.D. /unidentified/.

c. Radio Telegraph and Telephone School (R.T. & T.) in Djakarta. Period of instruction is 2 years, after completion of S.M.P. Section B. Students are candidates for ship Radio Operator (Markonis) Class 2.

d. Training School for Celebes Sea Crossings (Sekolah Latihan Penjeberangan Laut "Sulawesi" -- S.L.P.L.S.) in Makassar. Period of instruction is one year, after completion of the People's School (Sekolah Rakjat) plus 2 years sea experience. Students are candidates for Limited Navigation Pilot (Mualim Pelajaran Terbatas) or Motor Expert /Vehicle Driver?/ (Djuru Motor).

e. Review Courses (Kursus-Kursus Ulangan) in Djakarta given at opportune times to ship officers for review and improvement in their knowledge for taking examinations for M.P.B. III, M.P.B. II, A.M.K. "V.D.", and A.M.K. "A".

4. Harbors Office

The Harbor Course (Kursus Pelabuhan) in Djakarta Period of instruction is one year for persons having completed S.M.A. or having equivalent knowledge. Students are employees of the Harbors Office in the field of harbor enterprises.

Expenditures

During 1958 the following amounts were expended:

Shipping Trade Academy (A.P.N.)		
1. Dutch Employees - Rupiah	248,012.41	
2. Dutch Goods	96,655.45	
		344,667.86
Navigation Instruction (Including A.I.P., S.P.M., etc)		
1. Dutch Employees - Rupiah	3,934,630.91	
2. Dutch Goods	6,724,012.13	
		10,658,643.04
Harbor Course		
1. Dutch Employees -Rupiah	28,264.00	
2. Dutch Goods	43,714.06	
		71,978.06
Total - Rupiah		11,075,288.96

Results of Education and Training for 1958

A. 1. The Shipping Trade Academy (A.P.N.) during the 1957-58 school year had no students of the high class. There were 34 students, including one female, grade I.

2. The Navigation Academy (A.I.P.) during the 1957-58 school year produced 49 officers, 40 of whom were Pilots and 9 were Mechanics P.B. /A.P.B./.

3. At the Middle Shipping School (S.P.M.), in the examinations completing the 1957-58 school year there were 10 passing students, six of whom were M.P.B. III and four A.M.K. "VD".

4. The Radio Telegraph and Telephone School (R.T. & T.) produced four Radio Operators (Markonis).

5. The Review Courses produced:

1 VD 1 M.P.B. II
2 A /Ahli-experts?/ 16 M.P.B. III

6. The Harbor Course for the school year 1957-58 produced no experts; it began with the 3rd Group /or school class/ of 32 students, including one female.

B. Students Connected with the Service Still Overseas at Higher Institutes and Academies:

There are 3 students at the University of Michigan, U.S.A., two of which are studying mechanics for a Bachelor of Science and one is studying ship construction.

There are 3 students in Europe, two of which are in their last year of studies in Electronics (Electro) at the Technik Hocheshule in Munchen.

Studying at home are 4 men at the Facultas Tehnik in Bandung (one at the C II level in Mechanics and three at the P II level in Electronics) and one at the Library Science School of the Ministry of Education and Culture (Kementarian Pendidikan, Pengadjaran, dan Kebudajaan).

C. Others

1. Shipping Office

At the end of 1958 within the framework of I.C.A. assistance a consultant from the U.S. Merchant Marine Academy at Kings Point was stationed in the Navigation Academy (A.I.P.) to observe and make recommendations concerning the system and equipment needed in Indonesia for educating and training seamen.

2. Office of Shipping Economy

Is Making arrangements to send to America for 12 months under the I.C.A. program a graduate of the Shipping Trade Academy (A.P.N.) to further his knowledge.

3. Harbors Office

Is sending several officers to take up the Pension and Allowance Course and the Assistant Chartered Accountant /C.P.A.?/ Course in Bandung. As yet plans have not been completed for sending nine officials abroad under the Colombo Plan assistance.

E. Labor

1. What Confronted the Ministry of Shipping?

Since the end of 1957 and throughout 1958 what basically confronted the Ministry of Shipping in the field of labor was a series of problems which arose as a phenomenon which, in its full scope, confronted also the Indonesian people, both politically and economically.

The struggle for the return of West Irian, which began at the end of 1957 with more emphatic actions gave rise to special activity in the struggle of maritime laborers, in which there was a movement from local struggle to a national struggle.

Basically the form taken by this struggle was that of operations aimed at assisting the government in transferring the power of the Dutch in the field of sea transport into the hands of the Indonesian government and people themselves. All this gives a special appearance to the problems which now confront the Ministry of Shipping.

2. Characteristics of the Struggle of Maritime Laborers

Along broad lines the problems can be divided into two types: 1) the desires and proposals of the Maritime Labor Unions (Serikat-Serikat Buruh Maritim) concerning control over and utilization of things which are taken for transport, and 2) their aims to secure the rights for themselves in work opportunities, guarantee of wages, gratuities, pensions and assistance, medical treatment and other social securities.

If we make an evaluation of these two forms of activity by the number of letters received, the ratio is about 1 to 2. This means that the desire of maritime laborers for the struggle to restore West Irian and the struggle to change the colonial economic system into a national economic system does not mean a great lessening of their struggle in the field of social economy.

This draws our attention also to the fact that in general there is found a solidarity in their arguments in the political sphere. It can be noted that the SBPP (Serikat Buruh Pelabuhan dan Pelajaran, - Harbor and Maritime Labor Union) appears rather active in this matter, together with the activities which are also directed by the SBMI (Serikat Buruh Mobil Indonesia - Motor Vehicle Labor Union of Indonesia) and the KBKI (Konsentrasi Buruh Kerakjatan Indonesia - Democratic Labor Federation of Indonesia) and other labor unions.

The arguments which are their basic demands clearly reflect their support of the government's attitude towards the Dutch transport enterprises in Indonesia.

Without any evaluation of "good" or "not good," probably it is necessary to state that there are also some labor unions which desire that parts of the enterprises engaged in transport be controlled by their organizations.

3. Cooperation in the Field of Maritime Labor

One thing which should be noted as an objective development is that 1958 was characterized by the flowering of the desire of the maritime workers to start upon the road of cooperation, or to use the term which they usually employed -- unity of action.

Thus in facing extensive problems and in requiring integral solutions, such as the disposition of workers of the former K.P.M., the form of this cooperation in a concrete way became the foundation of the struggle. In this connection we surely cannot forget the important role played by the BKS Bumil (Badan Kerdja Sama Buruh-Militer -- Labor-Military Cooperative Body) and the trade unions allied with it. This is the case also of the proposals of the Ministry of Labor which place emphasis on a method of settlement [of these problems] which brings about coordination among functional groups and the agencies of the central and local governments.

It is much to be regretted that in this matter the BKS-Maritim (Badan Kerdja Sama Maritim -- Maritime Cooperative Body) which was created on 9 December 1957, with a government-management-labor composition, at present clearly does not see itself in the role of an assistance team to the Ministry of Shipping.

4. Manpower, A Basic Problem

The interest of the Ministry of Shipping and of maritime workers to fill the void of sea transportation, just as it was summed up in the National Shipping Conference (Munas Pelajaran), is directed toward those activities which will raise the level of work productivity accompanied by a just distribution of the national product.

For this purpose the decision of the National Shipping Conference included the question of "manpower" as an essential element.

Practice indicates that this is correct. For this reason the maritime workers struggle, which runs parallel to the activity of the Ministries of Shipping and Labor in the securing of opportunities for work, appears in a direct way as a dominant aspect of the struggle.

During 1958 a number of disputes noted in the Labor Section were solved by the Committee for the Solving of Labor Disputes and there were many negotiations by various labor unions with management, the Ministry of Labor and the PP KPM (Government

Committee /?/ for the Royal Dutch Shipping Company). All of these concerned activities for removing differences in some form or another.

Moreover, with regard to the placing of workers of the former K.P.M., the objectives mentioned above have been already put forward by guild (veem) workers who, in the difficulties of a shortage of ships' crews (or shipping cargo, muatan kapal), have become the first to suffer, along with the employers themselves.

5. Problem of Redeployment of Workers of the Former K.P.M.

One problem, which can be considered to proceed only in an atmosphere of calm but which is still difficult, is that concerning the redeployment of workers of the former K.PLM. into the organization of Pelni (Indonesian Shipping Company).

Several decisions of the Ministries of Labor and Shipping have been promulgated in order to expedite this redeployment even though bodies which possess the authority to perform this function have been formed and have endeavored to carry out their responsibilities.

Thus we are aware of the existence of the PP KPM (Government Committee /?/ for the KPM) which is responsible for redeployment of the utilization of both laborers and equipment of the KPM as an agency for conducting day-by-day activities. In addition the government has given financial assistance in the form of V. Pr. Credit (credit with a promissory surety), e.g. an amount of 50 million rupiah for the first six-months period.

Although it is clear that guarantees for the fate of the workers of the former KPM have been arranged as well as possible, nevertheless there are other factors which, at the time the transfer of the workers was being carried on, did not receive our attention, or received little attention.

The document which, as it were in one breath, concluded the transfer of the labor force and facilities, the idle manpower and equipment, of PKM from the Government Committee for KPM to Pelni, requested that they be employed and used efficiently in the shipping enterprises of Pelni.

That the process of transfer of these two elements is being carried out quite differently /from what was requested/ is a matter of which both the government committee and Pelni are conscious, a fact which is now proven by the many problems in the field of labor which require solution in a special way.

As a result of the social bonds which exist for every human being who lives in society and the factors which influence these bonds, both individually and publicly, the problems which still hover around these matters are as follows:

a. The problem of breaking the work relations which came into being as a result of political measures;

b. The problem of labor turnover of an enterprise with a relatively small volume of business;

c. The problem of job rating and evaluation which exists in two different types of enterprises (national and colonial) and which exert double influence;

d. Problem which include human relations, national consciousness, and other social factors.

The reaction of the workers of the former KPM expresses itself in three different forms: 1) individually, 2) through organizations in which they are associated, and 3) through unity of action.

Actually the opinion of the individual has its use; in this report, however, we are examining the opinions and reactions which appear as the result of organized and directed ideas.

According to the material included, probably the general picture can be gathered that the struggle of the workers of the former KPM, who are gathered together in various types of labor unions, emanates from two cooperative groups located in Djakarta and Makasar.

The first BKS (Badan Kerdjasama Sereket buruh dan Sereket Sekerdja, -- Cooperative Association of Labor Unions and Federation of Trade-Unions) made up of large labor unions such as the SBPP (Serekat Buruh Pelabuhan dan Pelajaran,-- Harbors and Shipping Labor Union), SBKB (Serekat Buruh Kendaraan Bermotor -- Motor Vehicles Labor Union), and KBKI (Konsentrasi Buruh Kerakjatan Indonesia -- Confederation of Indonesian Laboring People) was increased by the SPSI (Sarekat Pelajar Seluruh Indonesia -- All-Indonesia Shipping Union), SBTP (Sarekat Buruh Technik dan Pelabuhan -- Technical and Habor Workers Union), SBPI (Sarekat Buruh Pertjetakan Indonesia -- Indonesian Printing Workers Union), Garperni (/Gabungan Rakjat Perkapalan Nasional Indonesia?/ People's Association for Indonesian National Shipping), and the LVP /not further identifiable/ which carried on the struggle under the name of the Cooperative Labor Committee (Panitiya Kerdjasama Buruh) of the Royal Dutch Shipping Company.

According to further reports the KPKI has withdrawn from this BKS. The number of people gathered into this cooperative organization is great.

The other BKS consists of the OBTR (Organisasi Buruh T.... R....,-- .... Labor Organization), Serbulin (Serikat Buruh Lindeteves, -- Lindeteves Labor Union), SBII (Serikat Buruh Islam Indonesia -- Indonesian Islamic Labor Union), OB Pelni (Organisase Buruh Pelni -- Pelni Labor Organization), and BPK (Badan Pemeriksa Keuangan -- Finance Investigators Association) with the name Makasar Labor Front for KPM and Pelni.

Not included in the above are other labor unions which have not participated in these BKS but have, in a continuous manner, directed their activities vis-a-vis this KPM labor problem. Among these can be listed the SBMI (Serikat Buruh Mobil Indonesia, Indonesian Transport Labor Union), SB3RI (Serikat Buruh B...B... Republik Indonesia, Republic of Indonesia ..?.. ..?.. Labor Union).

Their targets and also their aims are the same although here and there are those which aim at other things, such as requesting to act as ships' agent.

Attention is drawn to the fact that the Cooperative Labor Committee for KPM has also proposed methods for solutions, but the BKS in Makasar has not heeded these proposals.

It is probably too much to report here all of the objectives and desires which the labor unions have already put forth, and it is enough to state that up to the end of 1958 the government committee (PP) for the KPM had not been fully active in facing these difficulties.

6. Work Which Has Been Completed

Some labor problems in the maritime field and problems of functionaries who have liaison with the Labor Section have gradually been settled. Among these problems, those that need to be reported are as follows:

a. Problems of Maritime Labor (Except Native (Negeri) Employees)

(1) Assistance to the Committee on Control of Credit to PMKL (Sea Cargo enterprises, Perusahaan Muatan Kapal Laut) in solving the problem of the lack of work for PMKL laborers;

(2) Solution of part of the difficulty of redeployment of workers of the former KPM, especially the remainder of such workers who could not be assigned within the Pelni organization. This activity was completed by the issuance of a Joint Statement by the Ministries of Shipping and Labor.

(3) Jointly with the Office for Placement of Personnel (Djawatan Penempatan Tenaga), the Labor Relations Office (Djawatan Hubungan Perburuhan), and the SBPP, we completed the absorption of the workers of the ship Willem Ruys who were fired by the KRL while they were in Holland.

(4) During 1958 [we] succeeded in registering a number of maritime labor organizations throughout Indonesia, both those associated with trade unions (vak-sentral) and those which were not. According to the registrations made, the number of all labor organizations came to 57 large ones in all the Indonesian harbors with a membership of 136,246 (Figures from the Labor Relations Office).

(5) Concerning 5 of those officers of the KPM, who had settled in Singapore, who sought to carry on smuggling with the Netherlands, the Labor Section has given direct assistance for settlement of this matter to the /Indonesian/ Representative in Singapore.

b. Problems of Native Employees

(1) Through the statemanship of the Central Shipping Office (Djawatan Pelajaran Pusat), the labor aims with regard to the eight men of the Shipping Office in Surabaja, who had been suspended, have been achieved satisfactorily, and the men have returned to work with expressions of thanks to the leadership of the Ministry of Shipping.

(2) Change of harbor-master at Bandjarmasin was completed by the Shipping Office.

(3) The problems of the accusation of corruption made by native employees circles in Semarang has not been continued because after an investigation was held it was obvious that an objective picture had not been given.

7. Work Currently in Progress

a. The objectives of labor with regard to the agency /i.e. labor acting as an agency/, which is connected also with the question of workers of the former KPM, have been to some extent met by the KPM, but there are still some problems existing.

b. From a letter sent to the Labor Section by the worker of the former KPM we can see that those workers who are advanced in age in general refuse to be pensioned off. As is known, recently on 25 September 1958 the PPKPM (Government Committee for KPM) issued a decision that the employees who were advanced in age would be pensioned off. The Labor Section together with the PPKPM will seek methods for carrying out this decision.

8. Work to Be Undertaken

a. On the basis of reports from labor unions, in the form of both aims and suggestions, it is quite necessary that observation of local areas be continued, so that the Labor Section may be able to acquire more illuminating data in order to expedite the solution of difficulties and also may be able to arrive at conclusions and decisions which are somewhat more in accord with the truth.

b. Activity to participate in and spread operations for peaceful working conditions must be undertaken, although ideas concerning the fate of seamen who have become unemployed as a result of sea disasters must be consistent with laws which are in effect or which will be legislated.

c. /There should be undertaken/ collection of data on occupational health and /formulation of/ plans for operations to overcome some of the suffering which is experienced generally by maritime workers.

d. In accordance with the decisions of the National Shipping Conference in the field of labor, the question of labor productivity will be probed with respect to concrete forms of work operations so that an effective contribution may be made in preparing a labor force for the requirements of the development of shipping.

e. Many letters have been received by the Ministry of Shipping from labor union concerning their desires for work-clothes, bonuses, etc. Although the Ministry of Shipping has no general arrangement for such, except some offices which have measures in effect within their respective fields, the Labor Section considers it necessary to take the initiative in formulating a regulation on guides for furnishing work-clothes, bonuses, etc., in such a way as to be effective for all the agencies of the Ministry of Shipping. For this the Labor Section has begun exchange of information with the Office of Shipping and is now in the phase of collecting data.

f. In consideration of the proclamation of the Prime Minister dated 9 December 1957, No. 443/PM/1957, the Labor Section will do its utmost so that this body /badan, antecedent is vague/ may actively work in accordance with its aims.

F. Information

1. General

In connection with lack of personnel, from the establishment of the Ministry of Shipping up to 8 March 1958, information activities were handled by the Political Section. In order to bring about efficiency it has been decided also to centralize all informational activities related to shipping in the Central Office of the Ministry. This means that all the information sections (seksi) in the various offices will be incorporated into the Information Section (Bagian) of the Ministry.

2. Organization

In the proclamation of the President of the Republic of Indonesia No. 130/57 article 5, paragraph F the following duties of the Information Section were included in broad terms:

a. To plan, collect, organize and disseminate news reports and pamphlets concerning the operations of the Ministry of Shipping;

b. To handle relations, both within and outside of the sphere of the Ministry of Shipping for informational interests, and otherwise;

c. To compile documentary materials and statistics for the Ministry of Shipping.

In accordance with the above aims, the Information has, in practice, carried out the following duties:

a. Interpreter for the Ministry of Shipping;

b. Representative of the Ministry of Shipping in public discussions;

c. Information Officer on all matters within the field of the Ministry of Information;

d. Disseminating speeches and ideas within the Ministry of Shipping;

e. Setting up extensive libraries concerning shipping science and knowledge and other branches of knowledge;

f. Publication of the monthly "Suluh Nautika" (Shipping Instruction);

g. Collection and making of documentary, instructional, and informational photographs and films.

In order to achieve the above duties arrangements have been completed for an organization which will be in accord with the aims set forth above and at the same time will take speedy action to fulfill urgent requirements.

In accordance with the duties set forth in the proclamation of the President No. 130/57, the Information Section (Bagian) is divided into the following three sections (seksi).

a. Publications Section

b. Audio-Visual Section

c. Documentation and Libraries Section

The Publication Section has the following sub-sections: a) Press release, b) Periodicals, c) Pamphlets (brosur), and d) Posters, pamphlets (pamflet), and advertisements.

The Documentation and Libraries Section has Documentation and Libraries sub-sections.

3. Finance

In the 1958 budget for the Ministry of Shipping two budget items have been entered for the needs of information and libraries:

a. Budget item No. 8B.1.2.15 - Rupiah 200,000 (Information)

b. Budget item No. 8B.1.2.16 - Rupiah 100,000 (Libraries)

The information budget above is only sufficient for routine and urgent expenditures, inter alia subscriptions to newspapers and magazines and expenditures for publishing the "Suluh Nautika" and purchase of photographic materials, whereas there was a request for an increase in the budget of 190,000 rupiah for exhibition which were held twice (2x) during 1958.

Because of the difficulty in purchasing library books the budgetary allocation for libraries has not been completely used.

Since the request for an increase in the budget to purchase equipment was not approved, a policy was devised in such a way that part of the increase in the budget for holding exhibitions was applied to the purchase of that equipment which was most needed.

With the absorption of the Information Sections of the Offices of Shipping into the Ministry the remainder of the budget, 231,000 rupiah, was transferred to budget items of the Information Section.

4. Work Which Has Been Completed

a. Publication

(1) Publication of the 1957 Annual Report of the Ministry of Shipping;

(2) Publication each month of the periodical "Suluh Nautika" in such a way as to gradually broaden its contents, raise its quality and beautify its form;

(3) Holding of press conferences and interviews by the Minister of Shipping;

(4) Composing and disseminating general statements of the Ministry of Shipping and its offices through circulars, the press, and radio;

(5) Issuing press releases to news agencies and newspapers.

b. Information Campaign

(1) On 1 June 1958 there was held an exhibition, with satisfactory results, at the Industrialization and Mechanization Market for 1958 in Djakarta.

(2) On 30 September 1958 there was a moderately satisfactory exhibition at the Great Market and Exhibition in Makasar.

(3) Information contests were held, either with the Minister of Information or by the [Information Section] alone in Mollucas, Celebes, Riocuw, and North Sumatra.

(4) Various incidental informational activities were conducted, either orally or in writing to general, private and government agencies, including information on such questions as education, nautical-technical-shipbuilding, harbors, and shipping economy, the issuing of directions, the strength and growth of the national fleet, etc., for these activities frequently assistance was requested of the [shipping] offices.

c. Audio Visual

In cooperation with the P.F.N. (Perusahaan Filem Negara-National Film Industry) we made a 35mm film on shipping activities soon after the K.P.M. was driven from Indonesia.

The photo section has made about 6,000 photographs for purposes of documentation and to be used in the periodical "Suluh Nautika".

5. Work In Progress

a. Publications

(1) Publication of pamphlets containing full information on shipping and the Ministry of Shipping, arranged in a popular way and attractively, containing fine pictures and charts.

(2) Expanding and improving the quality of "Suluh Nautika".

(3) Preparations to publish a weekly which will contain abstracts of domestic and foreign news releases related to shipping. It will be for use by the employees in the Ministry and its offices.

b. Audio Visual

(1) Plans and financing for making a documentary on shipping and shipbuilding and film for foreign information and propaganda.

(2) Preparations for holding radio shipping broadcasts.

c. Libraries

At present we are collecting and purchasing book for librarial needs and library equipment such as chests, racks, etc.

6. Work to Be Undertaken

a. Publication

(1) Publication of pamphlets, especially those needed by the offices;

(2) Increasing the distribution of the "Suluh Nautika";

(3) Publishing the 1958 Annual Report of the Ministry of Shipping;

(4) Publishing of a weekly News Abstract (Sari Warta Berita Pers).

b. Campaigns

(1) Holding local information campaigns.
(2) Holding exhibitions and contests in connection with the celebration of the second anniversary of the Ministry of Shipping.
(3) Promoting water and sailing sports.

c. Audio Visual

(1) Obtaining necessary equipment;
(2) Making a 16 mm film on training of shipping cadres for use in information campaigns;
(3) Making a 35 mm film on ships and shipping for general purposes;
(4) Holding radio shipping broadcasts.

4. Foreign Relations

1. Organization

a. The organization of the Foreign Relations Section (Bagian) is based on responsibilities which must be carried out in accordance with the proclamation of the President, P.P. 130/57, article 5, paragraph c, to wit:

(1) To handle relations and cooperation with foreign countries andinternational organizations in the field of shipping;
(2) To handle assistance from and to foreign countries in the field of shipping;
(3) Arranging coordination with regard to the entry of foreign personnel for shipping purposes, within the broad meaning.

On this basis, in consideration of the division of work the following sections (seksi) were created:
(1) Experts Affairs
(2) Trainee Affairs
(3) Commodities Affairs

b. The development of work in 1958 gradually increased the duties which had to be undertaken by the Foreign Relations Section. The increase in duties which were in accordance with the conditions of this section are:

(1) To represent the Ministry of Shipping to foreign countries in trade negotiations connected with shipping matters, to undertake the work of follow-up and administration of these

agreements, such work as credit arrangements, trade matters, and other questions of importance for shipping in general.

(2) Handling the Reparations Agreement for the Japanese War in the sphere of the general requirements for shipping, and the follow-up and administration of carrying out of this agreement.

(3) To study and make notes and reports on Conventions and Conferences which have general importance, such as:

(a) Inter-Government Maritime Consultative Organization (IMCO), a specialized agency of the United Nations with internal organizational instruments such as the International Load Line Convention, Safety of Life Convention, etc.

(b) ECAFE: Inland Waterways, Coordination of Transport, Promotion of Trade, Inland Transport and Communications, Economic Development and Planning, and other ECAFE Committees.

(c) In these matters this section acts as liaison in matters which foreign embassies or our representatives in foreign countries raise with the Ministry of Shipping, through the Foreign Ministry. The solution to these problem rests within the Office (djawatan) which renders answers or opinions through the B.H.L.N. (Bagaian Hubungan Luar Negeri, Foreign Liaison Section).

(d) In connection with the above matters the ex-officio Chief of the Foreign Liaison Section acts as chairman in various committees such as:

Committee for Coordination of Foreign Assistance;
Committee on Interdepartment Affairs of ECAFE;
Committee on Japanese Reparations.

(e) Thus this section on its own, because of necessity, became the collector of various projects and plans for both the Ministry and the Offices and also, to some extent, for the enterprises connected with shipping. The collection of these projects and plans was needed for investigating the problems of:

Financing, whether in money itself, credits, or assistance (grants);
Appraisment, where appraisal was necessary and receivable;
Manpower connected with instruction in or increasing the knowledge of foreign countries.

2. Work Which Has Been Completed

a. Expert Affairs

(1) Since 1956 a number of experts have been received from the United Nations, experts on coast and interinsular shipping;

(2) At the end of 1957 and beginning of 1958 there arrived from the United Nations a naval architect to give a report of appraisal concerning shipbuilding industries;

(3) In mid-1958 there arrived from the United Nations a marine engineer to make recommendations concerning problems related to ships industries, e.g. recommendations on the improvement of stocks /shipyards/, the use of machinery, instruction of cadres for /building/ stocks, mechanization of sailboats, etc.;

(4) In mid-1958 there arrived from the United Nations an accounts and statistics expert to make recommendations on these problems which were connected with the shipping trade;

(5) Reports of these experts were collected and circulated to the offices concerned for study and as references for operational needs;

(6) At the end of the /first/ quarter of 1958, an expert in the subject of maritime training was placed at the AIP (Navigation Academy) to make recommendations concerning shipping and the necessary instruments;

(7) For these things the experts of the UNTA /United Nations Technical Assistance?/ required service travel which was arranged by the Foreign Liaison Section; expenses were defrayed by the National Planning Bureau (Biro Perantjang Negara) in accordance with the regulations "Letter of the National Planning Bureau dated 10 September 1958, No. 3360/UP/6.5 and Expenditures for Experts within the Framework of Foreign Assistance, B.P.N. dated 31-10-1956. Experts from I.C.A. travelled at the expense of I.C.A. itself. Travel was to the shipping objective, harbor, ships construction site, and sites for shipping instruction.

These experts completed the following reports during 1958:

(a) Progress Report No. 1 dated 17 October 1958 by A. G. Etherington, Accounts and Statistics Expert.

(b) "Standardization of Marine Diesel Engines in Indonesia" dated 26 July 1958 and others by A. Moller, Marine Engineer.

(c) Reports (18 in all) on the development of harbors, port facilities, and related projects, establishment of marine hydraulics laboratory in Indonesia, dated 26 September 1958, by Prof. Jean Larras, Harbors Expert.

(d) The Shipbuilding Industry of Indonesia, dated 28 March 1958, by G. Legnaiolli, Naval Architect.

b. Training Affairs

(1) Overseas during 1958 under the ICA assistance (in the U.S.A.) were two employees of P.T. Pelni specializing in Administration, and five employees of the Shipping Office specializing respectively in coastal and geodetic survey, hydrographic survey, map and chart construction, tide and currents, and optical and electronic instruments.

Under the Colombo Plan (in England) there was one employee of the P. T. Djakarta Lloyd specializing in Shipping Administration and Harbor Management.

Under the United Nations there were ten employees (in Denmark) of P. T. Pelni five of whome were specializing in studies for a M.P.B.(Major Ships Pilot) and five for a A.M.K. (Ships Mechanic-Achli Mesin Kapal).

These total 18 men.

(2) Returning from overseas in 1958 were four men from I.C.A. /group/ in coastal and geodetic survey, map and chart construction, and maritime administration and one man from the United Nations /group/ who had achieved his diploma (Mualim) in Home Trade.

The total was 6 men /sic/.

(3) Still overseas at the end of 1958 were three men in the I.C.A. /group/ specializing in hydrographic survey, tide and currents, and map and chart construction; and nine men in the United Nations /group/ (See United Nations in 2 /above/); one did not receive his M.P.B. and only received a diploma in Home Trade.

(4) Trainee Reports

It is much to be regretted that their reports are not yet complete; therefore they have not been collected. The difficulty is that among them there are those who have forgotten their responsibility to report on the results of their study abroad, especially those who are not state employees and who were sent overseas under the I.C.A. assistance program.

In a letter of decision it was included that those in foreign countries must make a report each four months. The majority of them have eased this situation and will begin their reports immediately upon arrival in Indonesia.

There are even some who purposely leave the agency before they have completed their contracts, and up to the present there has been no direction /of corrective measures/ with regard to this negligence. The reports which have been prepared are from those who have been sent by I.C.A., in which cases there is indeed control exercised by the I.C.A. in Washington.

(5) In general those sent by the Ministry of Shipping have not been disappointing in their application to studies, and we are now waiting to see what will be the profit from these missions to the work of the offices and enterprises concerned.

c. Commodities Affairs

(1) Up to the end of 1958 we had received for the Shipping Office, from the British Government, /commodities/ valued at about 35,122.14 pounds. Note: this was executed by the Communications Ministry (Perhubungan).

The above commodities were used as follows:

(a) Six Lawton Forklifts used respectively in the harbors of Tandjung Priok, Semarang, Surabaja, Belawan, and Palembang.

(b) Five Dodge Trucks, in Tandjung Priok, Teluk Bajur, Belawan and Makassar.

(c) Two Coles-Cranes, one each in Tandjung Priok and Semarang.

(2) We received seven reels of film on navigation instructions from I.C.A.; they were concerned with loading and unloading of goods and ship navigation.

(3) We received 39 books of 13 types containing information on ships and shipping. They were valued at 14 pounds 13 shilling 6 pence and were to fill the needs of the Navigation Academy and the Ministry of Shipping.

d. Other Matters

(1) In April 1958 a delegation was sent to England to study maritime education. The delegation consisted of Abdul Rachman, Budiardjo, M. Wibowo, Toat, and Gunawan.

(2) Mr. Sanitioso was sent as a member of the delegation to the I.L.O. (Geneva) for maritime labor affairs. He was a member of the delegation led by the Ministry of Labor which was held from 27 April to 26 May 1958.

(3) Mr. Toat was sent as a delegation to the Advisory Board Diesel Training Center, Rangoon (I.L.O. ECAFE).

(4) Furnish shipping data for the ECAFE negotiations in Bangkok on Economic Development and Planning, Coordination of Transport, and Trade Promotion, etc.

(5) Arrangement for an economic assistance agreement with the Soviet Union for the purchase of 12 ships valued at US $12,300,000 and the question of officers who reside /or sojourn/ in Indonesia.

(6) Administering Japanese reparations for the first year of reparations, and questions in this field.

3. Work Underway

a. Expert Affairs

(1) Assistance from I.C.A. in getting a maritime advisor and a maritime training advisor for a short period to assist in working out problems of shipping, shipbuilding, and training of seamen.

(2) Assistance from West Germany for sending an expert to investigate the river-beds of Pontianak and Bagan Siapi-api which are most important for the shipping and economy of those areas.

(3) Assistance from West Germany for acquiring instructions for courses for mechanics and laborers (Skilled Labor) for stocks /shipyards/.

(4) Assistance from United Nations Technical Assistance to extend the work period of the U.N. experts presently assigned and to increase the number by one more expert, an expert in ships and stocks /shipyards/ plans.

b. Trainee Affairs

(1) Requests were submitted to various organizations to accept the opportunity to send trainees, both of middle and high level in various shipping fields, to the U.S.A., Australia, Denmark, Hungary, England, Poland, France, and West Germany.

c. Commodities Affairs

(1) Assistance was proffered from Australia within the framework of the Colombo plan for a radio installation valued at 25,928 pounds 5 shillings. At the end of 1958 this matter in the phase of being settled.

(2) It was proposed to the U.S.A. within the framework of ICA /to supply/ various equipment for offices, vehicles, and educational facilities, to the amount of US $25,000.

(3) It was proposed to the USA within the framework of the D.L.F. /Development Loan Fund/ credit, to purchase ships and harbor development projects, to a total of US $15,000,000.

(4) A request was submitted to West Germany, within the framework of the economic and technical assistance agreement, for machines for freighters, to a total of about 150,000 Dutch Marks.

(5) Likewise a request for river-bed survey equipment, value pro memorie /as of record/.

d. Other Matters

(1) Evaluation of various trade agreements and their advantages for the Ministry of Shipping.

(2) Collection and evaluation of various Conventions and other types of international cooperation in the maritime field.

(3) Participation in activities and in various International negotiations in which maritime problems are directly or indirectly involved.

4. Work To Be Undertaken

a. Expert Affairs

(1) There are no new plans; plans not yet completed will be completed, including the procuring of instructors for the Navigation Academy (A.I.P.).

b. Trainee Affairs

(1) Arrangements will be made for sending employees abroad to study various problems in the shipping field:

(a) Budget problem

(b) Problem of expenses and plans over a long period of time for increasing the commercial fleet

(c) Problem of instructors for various fields of shipping education

(d) Specialization in the field of trade shipping organization, such as brokerage, insurance, claims, conferences, etc.

(e) Increase of knowledge in the matter of shipping safety

(f) Problems of stocks [shipyards]

(g) Problem of harbors

(h) Problem of protection of coasts

(i) Communication for ships and shipping

c. Commodities Affairs

(1) Equipment for the academies, work-shops, etc.

d. Other Matters

(1) Preparations for various conferences which will be held in 1959.

(2) Examination of the possibilities for agreements between the Republic of Indonesia and various foreign countries for the advantages of shipping in general.

(3) Further handling of the problem of Japanese reparations.

V. OFFICE OF SHIPPING ECONOMY (DJAWATAN PELAJARAN EKONOMI_DJAPEK)

1. General

The important function of shipping for the Indonesian economy is generally understood satisfactorily; however, the various complicated problems, the actuality of which must be confronted daily by shipping workers, still require further understanding by both official office workers in the government and by private individuals. Among these are the problems handled by DjaPek. Officially DjaPek's duties are those appearing in the proclamation of the President No 130, 1957, Article 7, Paragraph 1. Briefly the field of operations of DjaPek can be summarized as follows:

2. Duties of DjaPek

a. Conducts marine transportation to fulfill trade, development and other social needs. This includes the regulation of marine transportation enterprises and supervision over the stipulated transportation operations to the best of its ability.

b. Conducts and advances the national shipping development with the aim of completing Indonesia's national capacity so that Indonesia may be able to fill its own requirements for marine transportation.

The above duties include various types of work, all of which can be said to be brand new for our country.

3. The Year 1958 Brought Extra Difficulties

1958 was a work year which brought many unusual difficulties. In addition to the difficulties and shortages which must indeed by overcome, such as, for example the shortage of shipping space when compared with the needs which must be filled, the shortage of skills in the field of shipping enterprises, etc., the year 1958 brought the following two extra difficulties:

a. The ending of the K.P.M. enterprise meant the substitution of 190,547 gross registered tons (BRT) or 227,779 dead weight tons (DWT) of shipping space for vital needs within Indonesia, and

b. The requirements for much shipping space for military operations to secure areas which had been disturbed by the attacks of the PRRI/Permesta /Pemerintahan Revolusioner Republic Indonesia -- Revolutionary Government of the Republic of Indonesia -- / Permesta/ which used almost 25% of the total national interinsular fleet.

These needs were not limited to the military needs only but were required for the "follow-up" security activities, i.e., the normalization of the socio-economic situation in these areas at the first stage was heavily dependent on the availability of ships.

4. Extent of the Need for Marine Transportation

This can be seen from the extent of Indonesia's foreign trade which covers an annual volume of about 16 million tons (source BPS [Central Statistical Bureau] 1958; 1957 figures), all of which must be handled by sea-going ships, wheras the domestic trade for 1957 reached a volume of about 6 million tons (including oil and oil products), the greater part of which must basically also be transported by sea-going ships. The transportation of passengers and transmigrants within the country in 1957 came to about 613,696 passengers and many transmigrants; this is also an important shipping duty which must be fulfilled. Under conditions in which normalcy will soon be restored and in which the development of the economy has already begun, especially the development of branches of industry in the various islands, all this means that the need for sea-going transportation will rise greatly. And this means that maritime construction and development must also not stand still. Thus it is probably clear how broad and vital are the duties in the field of shipping which are faced by DjaPek, among others.

5. Shortage of Tonnage

In considering such broad work responsibilities we cannot forget the availability of equipment and capability, which is still limited severely. The following figures will make this clearer.

Table 1. Total Freight and Number of Passengers in the Interinsular Traffic of the K.P.M.

Year	Number of Passengers	Transported Goods in 1,000 m/tons	Number of Steam and [sic in English]	Gross Registered Tons
1935	445,000	1,736	129	--
1936	418,000	1,944	128	--
1937	604,000	2,378	131	--
1938	527,300	2,269	131	--
1939	516,400	2,671	134	--
1940	501,100	2,802	138	--
1950	638,687	3,610	110	176,602
1951	739,047	4,079	116	185,945
1952	766,805	3,835	111	178,400
1953	789,000	3,630	98	170,005
1954	701,148	3,312	100	184,881
1955	756,133	3,176	98	187,306
1956	744,133	2,999	96	190,547
1957	520,468	--	--	--

Table 2. Amount of Cargo and Passengers in the Interinsular Traffic of Pelni

Year	Passengers	Cargo + 1,000 kg	Total Ships		Gross Registered Tons
1952	--	--	21		20,450
1953	12,746	279,500	45		36,750
1954	34,205	470,000	51		51,100
1955	39,784	790,000	44		36,400
1956	47,536	970,000	47		61,056
			owned	chartered	
1957	97,702	1,010,000	41	5	62,786
1958	33,332	938,656	46	11	91,900

If we take the capacity of Pelni which with 71,348 Dwt (dead weight tons) transported 898,320 tons during 1957, this means that for each Dwt Pelni carries 12.6 tons annually, then in order to transport about 300,000 tons for which there is a space shortage, (not including oil) there is a need for about 237,300 Dwt [sic] of shipping space.

The problem is: How can the needed increase in tonnage be arranged?

If we wished to purchase the number of ships sufficient for this need, the value of ships per Dwt being estimated at about US $500, this would mean an investment of 237,000 x $500 = $118,650,000: an amount which perhaps is beyond the ability of Indonesia at present. It must be made explicitly clear that this does not include the transportation of oil and oil products, in which field the national activity has been, in practice, no activity at all as yet. And indeed it is not "imperative" to overcome all this shortage by the purchase of ships alone. Other avenues must be sought, that is, other avenues which can as quickly as possible acquire the largest amount of the necessary shipping tonnage for a stipulated time while we are busying ourselves accumulating capital and laying the foundations necessary for building a national shipbuilding industry.

The methods used during 1958 to increase tonnage for serving domestic needs were of three types, as follows:

a. The rent-purchase [purchase on installment plan?] of second-hand ships having a tonnage of about 21,640 DWT, but up to the end of the year no request of the Ministry of Shipping, mentioned above, has received the necessary monetary exchange approval [deviezen].

b. Foreign ships were chartered in 1958 to the extent of 72,860 DWT (calculated equally for each month because most of the charter transactions covered short periods of time) for which monetary exchange has been made for 1,698,365 pounds.

c. Permission was granted to foreign ships to display the flag for engaging in coastal shipping; in 1958 this covered about 61,450 DWT, monthly average.

The shortage of tonnage was nevertheless definitely felt in 1958 because the tonnage above clearly was far below what was required. In this connection we can add that the ships which were purchased in Japan and various European countries in 1958 will begin to arrive in 1959.

6. Other Difficulties Facing Indonesian Commercial Shipping

The loss of shipping tonnage is not the only difficulty facing Indonesian commercial shipping, although it is the basic difficulty. Among the other difficulties there are:

a. Difficulties in harbors faced by shipping managers, such as shortage of warehousing, slowness of administration, security of goods, etc.

b. Serious interruptions in the form of orders to managers or ship captains to change routes which had been initially planned. This seriously upsets transportation plans which had been established and has serious significance for the restoration of normal communications and trade.

c. The low rates for transportation which is officially permitted, a situation which results in black-market rates which push rates higher so that it is difficult to exercise supervision and order with respect to these rates.

d. There are indications and unhealthy desires for shipping managers meanwhile to look with disdain upon and violate the regulations, and thus the shipping enterprises must actually by controlled.

e. Difficulties within government administration itself, which covers the administration of foreign exchange, trade, and shipping. Deficiencies in government organization also frequently appear in the problems of supervision, which must necessarily be carried on, in the fields of trade, foreign exchange, and shipping. All this makes possible the occurence of many irregularities, which pile one upon the other and must be solved. Workers in government executive offices connected with these problems are surely not free from mistakes and delays in their own work itself, a matter which

must necessarily be improved. At the same time the difficulties and pressures from certain factions which frequently use official channels for fixed objectives and which frequently tempt these workers, must be removed. The lack of cooperation and coordination among government bodies is a form of general difficulty which must necessarily be overcome.

7. Perahu and River Shipping

Another matter which must receive special attention is that of measures to restore perahu shipping, which represent potential effectives of no less than about 200,000 tons, and also river shipping which has a vital function locally, such as for example in Borneo and South Sumatra. Up to the end of the year the responsibility for this work was still in the hands of the Ministry of Trade.

8. Ocean Shipping

This is especially important functionally as the means for furthering Indonesian foreign trade, but this important matter must be considered with the fact that according to estimates national undertakings in this field account for no more than two to three percent of Indonesia's foreign trade.

In registrations, to be sure, 48 ocean shipping enterprises have been registered, but they own only four ships with about 25,000 DWT. The volume of foreign trade is about five million tons (excluding oil) /see section 4 above/, all of which, in practice, must be transported by foreign ships, with the following proportions for 1957:

Dutch Ships	24.6%
British Ships	30.4%
American Ships	5.0%
Japanese Ships	2.6%
Italian Ships	3.4%
Scandinavian Ships	11.4%
Panama Ships	8.0%
German Ships	1.1%

In this connection it is necessary to make it clear that the various objections put forward from the point-of-view of the monetary exchange in developing ocean shipping are not valid. Actually the activity of ocean shipping must be defrayed by component f ("freight") which in someway also must be produced by the foreign exchange budget from the foreign trade sector in every import and export transaction which is carried on. This means that for the state the payment for the development of ocean shipping actually does not require a foreign exchange budget alone,

except in the matter of investment for purchasing ships, in which case the above-mentioned payment can be considered as a loan which will be granted by the state and will be repaid by the accumulation of the above-mentioned component "freight."

9. Work Completed

Work completed during 1958 is as follows:

a. Proposals for normalizing the organization and administration of DjaPek which were formulated by the Office Conference in December 1958 and which have been transmitted in complete form to His Excellency the Minister of Shipping.

b. Carried out P.P. 47/1957 by issuing shipping permits to Pelni for 31 basic trip divisions and to 52 private coasting shipping enterprises for 27 trip-divisions [the term trajek (trip-division) is probably equivalent to any one regular stop on a schedule].

c. Preparations for the import transportation of 250,000 tons of rice from Burma, the execution of which must be made at the beginning of 1959.

d. Transfer of the administration granting flag display on ships for carrying on coastal shipping from the Ministry of Finance to the Ministry of Shipping (Office of Shipping Economy).

e. Use of part of the tonnage increase to fill the gap from the loss of the K.P.M. tonnage since December 1957.

f. Transport of bulk cargoes, such as coal, cement, asphalt, and copra.

10. Work Not Yet Undertaken

a. The problem of the transportation of Mecca-pilgrims, which as a matter of fact is arranged and handled without the participation of DjaPek.

b. The problem of the transportation of salt, in which case there has not yet been any execution of the joint decision of the Ministries of Finance and Shipping for the transfer of the whole responsibility along with the salt transport fleet to the Ministry of Shipping.

THE HOPE OF THE OFFICE OF SHIPPING ECONOMY (DjaPek)

In consideration of all the above and mindful of the shipping situation and the Indonesian economic situation which is sufficiently serious at this time, DjaPek has the following hopes:

a. The hope that there be good understanding, cooperation, and coordination together with the necessity for divisions of and clear and firm demarkations of duties and responsibilities among all government agencies which are concerned with shipping (monetary exchange, excise taxes, trade, and the Indonesian Navy - A.L.R.I.).

b. The hope that there be good understanding and cooperation on the part of private employers, especially associations of employer organizations so that order may exist in the carrying out of marine transportation duties.

c. Hope that there will be the understanding to furnish a budget and equipment sufficient for the needs of the Office of Shipping Economy.

Finally the Office of Shipping Economy desires to state that with the achievement of the above hopes and with the good spirit of all workers in the office, from the Chief to the lowest functionary, especially with the understanding and cooperation of the above parties, without doubt the Office of Shipping Economy will be able to remedy its defects, fill its shortages, and perfect its organization and administration; thus there will be a flowering and developing of national shipping and the foundation of Indonesia's maritime potential.

VI. HARBORS OFFICE (DJAWATAN PELABUHAN)

1. Organization

The Harbors Office at present has responsibility for all affairs in the harbors throughout Indonesia. These can be divided into three groups:

a. Harbors operated within the meaning of the I.B.W. (Indonesische Bedrijren-Wet - Indonesian Enterprise Law - /National Gazette 1927 No 419/).

b. Harbors operated within the meaning of I.C.W. (Indonesische Compatabiliteits Wet - /Indonesians Treasury Law - National Gazette 1925 No. 448/).

c. Harbors which are not operated but are merely "public utilities".

This grouping of harbors is an obstacle to the quick development of the mentioned harbors and for this purpose at the National Shipping Conference in Tugu at the end of 1957 the problem of the organization of the office with its harbors was discussed in detail.

As a conclusion it was decided that the Harbors Office along with its harbors which are characterized by interinsular shipping become as one entity one sole I.B.W. wnterprise.

The handling of this was discussed in the service conference during May 1958 in Tretes.

The sole I.B.W. Enterprise will go under the name "Djawatan Pelabuhan" (Harbors Office) with headquarters located in Djakarta. It will include the headquarters of the Harbors Office (Kantor Pusat Djawatan Pelabuhan); the Dredging Service (Dinas Pengerukan); harbors which have special international importance and/or special national importance with a minimum frequency of ships and/or a minimum traffic in goods; and special harbors which have national and/or international importance based on the total of ships which enter and traffic of goods.

The Harbors Office (I.B.W.) will divide the areas of its control into 13 Inspection Areas which will cover harbors as indicated below:

Table 3.

Area	Province	Principal Harbor	Harbors Under Legal Control of Principal Harbor
I	Atjeh	1. Lho Seumawe	1. Kuala Langsa 2. Meulaboh 3. Olhe Lheue

Table 3 (continued)

Area	Province	Principal Harbor	Harbors Under Legal Control of Principal Harbor
II	North Sumatra	2. Belawan	4. Bagan Siapi-api 5. Bengkalis 6. Gunung Sitoli 7. Sibolga 8. Tandjung Balai (Asahan) 9. Dumai c.q. Teluknibung
III	West Sumatra, Riauw	3. Teluk Bajur, Padang	10. Pakanbaru 11. Rengat
IV	South Sumatra, Djambi	4. Palembang	12. Belinju 13. Bengkulu 14. Djambi 15. Pandjang 16. Pangkal Balam 17. Tandjung Pandan
V	West Java	5. Tandjung Priuk	18. Merak 19. Tjirebon
VI	Central Java	6. Semarang	20. Tegal 21. Tjilatjap
VII	East Java	7. Surabaja	22. Banjuwangi 23. Panarukan 24. Probolinggo
VIII	West Borneo	8. Pontianak	25. Pemangkat 26. Sambas 27. Singkawang
IX	Borneo, South Borneo, East Borneo, Central	9. Bandjarmasin	28. Balikpapan 29. Kotabaru 30. Lingkas (Tarakan) 31. Samarinda 32. Sampit
X	South Celebes	10. Makasar	33. Bau-Bau 34. Donggala 35. Kendari 36. Pare-Pare

Table 3 (continued)

Area	Province	Principal Harbor	Harbors Under Legal Control of Principal Harbor
XI	North Celebes	11. Bitung	37. Gorontalo 38. Menado 39. Poso
XII	Moluccas	12. Ambon	40. Ternate
XIII	Bali, West/ East Sundas	13. Benoa	41. Ampenan 42. Buleleng 43. Bima 44. Ende 45. Kupang 46. Maumere 47. Sumbawa (Badas) 48. Waingapu

The plan for a law to confirm the Harbors Office as an I.B.W. Enterprise has been present to the responsible authorities, but up to the end of 1958 there had been no decision.

Actually the conduct of administration has little by little been brought into line with the mentioned I.B.W. plan.

a. Cargo Enterprises for Sea-going Ships (Perusahaan Muatan Kapal Laut)

Entrusting of Responsibility for Handling P.P. 61/54

With the publication of P.P. 15/58 (National Gazette, 1958, No. 29) concerning changes in P.P. 61/54 (National Gazette, 1954, No. 107) concerning the regulation for the Cargo Enterprises for Sea-going ships, the responsibility for handling P.P. 61/54 was entrusted by the Ministry of Industry to the Ministry of Shipping, that is, the Harbors Office. This meant that the work of the (Secretariat) of the Central Experts Committee and Local Experts Committee of Cargo Enterprises for Sea-going Ships (PAP/PAD - Panitia Ahli Pusat/Panitia Ahli Daerah Perusahaan-perusahaan Muatan Kapal Laut) which was the intent of article 3 and 4 of P.P. 61/54 necessarily became the duty of the Ministry of Shipping, i.e. the Harbors Office.

b. Transfer of the Secretariat of PAP/PAD

Up to the present the transfer of the Secretariat PAP/PAD from the Ministry of Industry to the Ministry of Shipping,

i.e. the Harbors Office, has not been effected, because we are still awaiting the formation of a new arrangement for the members of PAP/PAD which is being taken up by the Ministry of Shipping together with the Ministry of Industry.

As the new PAP/PAD has not yet been formed the handing over of the Secretariat of the PAP/PAD to the Harbor Office has not yet been effected and the handling of some /of its duties/ which are connected with P.P. 61/54 are still duties of the old Secretariat (Ministry of Industry).

c. Expenses of the PAP/PAD

Although the handling of P.P. 61/54 is still a responsibility of the old Secretariat, the expenses for the PAP/PAD for one-half of 1958 and afterwards have been charged to the Ministry of Shipping, i.e. the Harbors Office.

The expenses for the PAP/PAD for the second semester /sic/ of 1958 was authorized at 155,740 rupiah, specified as follows:

PAP		28,240.00
15 PAD © 8,500		127,500.00
	Total	155,740.00 rupiah

Other than the above expenses, in connection with the screening of the Cargo Enterprises for Sea-going Ships within the framework of execution of P.P. 61/54, for which special expenses were required, the Ministry of Shipping has authorized for these expenses 244,260 rupiah; consequently the total expenses of PAP/PAD during the second half of 1958 /sic/ was a total of 400,000 rupiah.

d. Conclusions

As the new PAP/PAD has not been formed, which means that the transfer of the Secretariat to the Harbors Office has not been effected, then it is as if the two Ministries (Shipping and Industry) each has a Secretariat of the Committee, that is:

(1) Ministry of Industry: While the new PAP/PAD has not been formed the Secretariat of the Committee is held by the Ministry of Industry.

(2) Ministry of Shipping: With the P.P. 15/1958 the Ministry of Shipping, i.e. the Harbors Office which will /receive the/ transfer of the Secretariat of the Committee from the Ministry of Industry, has made the necessary preparations and has handled works connected with the execution of P.P. 61/54, inter alia:

(a) Planning and handling the expenses of PAP/PAD for the second half of 1958 and afterwards;
(b) Arranging for committee meetings;
(c) Arrangements for the minutes of the meetings;
(d) Arranging an index /or list/ of monthly reports on the work of the Cargo Enterprises for Sea-going Ships for all Indonesia.

2. Personnel

a. Table of Organization and Employment of Employees

As in 1957, the situation of employees in 1958 was still based on the table of organization of employees for 1956, because up to the end of this year there has been no validation for applying a table of organization of employees for 1957 and 1958. This is because of the existence of a situation which is somewhat improper. Although a way has been sought to overcome the difficulties in the field of personnel, nevertheless difficulties in appointing daily personnel to be organic /staff/ employees and of granting promotions is still being experienced.

For purposes of clarity here is a picture of the total table of organization of employees for 1956 and 1958 as well as the employment of employees as of 1 January 1958 and 1 July 1958 (employment of employees at the end of 1958 has not yet been drawn up because reports from all areas have not been received).

T/O of Employees in 1956	7,543
T/O of Employees in 1958	7,679

Employment of Employees as of 1 January 1958

a.	Organic Employees	6,799
b.	Day Workers and Month Workers	1,276
c.	C.A.O.* Personnel	7
	Total	8,802 /8072/

Employment of Employees as of 1 July 1958

a.	Organic Workers	6,618
b.	Day Workers and Month Workers	1,241
c.	C.A.O.* Personnel	5
	Total	7,864

*/Collective Arbeids Overeekomst - Collective Work Agreement/

The difference between 1 January and 1 July is 218 [208]. The larger part of this was from terminations of employees who reached the age for retirement, and for a smaller number who were terminated for other reasons, such as C.A.O. personnel who had completed their contracts, employees leaving at their own requests, deaths, etc.

b. Service Dress and Official Rank Uniforms

The granting of service dress (Pakaian Dinas) to the local areas has been made throughout.

Rank Uniforms (Pemakaian tanda Pangkat) were made official at the time of the Service Conference of the Harbors Office in Tretes during May 1958. The designation of rank has been made symbolically by the Minister of Shipping to the harbor directors (Direktur Pelabuhan).

The uniform (pakaian seragam) and insignia (tanda pangkat) have only been granted to certain workers and groups, and this draws attention daily to the misunderstanding in the work relationship between the employees of the Harbors Office (who do not wear uniforms nor insignia) and other agencies. It has been proposed to the Minister of Shipping, however, that uniforms and insignia be granted equally to all employees of the Harbors Office.

c. During the PRRI and Permesta Incident

During this period central communications with the areas outside of Java, especially with the harbors in Sumatra and the Celebes, where the fires of dissent exploded, were frequently severed. The execution of or despatch of many documents and proclamations had to be delayed. Some employees who were on leave or carrying out their duties, since there was no transportation for their return (and also posts of assignment were under the control of the PRRI / Permesta), were forced to work temporarily in some other place.

After the power of the PRRI/Permesta was ended, all employees returned to their work, with the special exceptions of the Harbor Masters (Penguasa Pelabuhan) of Menado and Bitung who are still held by the War Authority (Penguasa Perang). In order to avoid a vacuum in these harbors, employees have been appointed to replace them.

Also all of the employees of those harbors who have not or do not return will be replaced by other men to expedite the work.

d. Employees Reaching Retirement Age (Peremadjaan)

This is carried out without exception. The substitutions of functions [or offices] which were initially held by employees terminated because of their reaching retirement age can and have been made without experiencing difficulty.

3. Enterprises

a. Tariff

Harbor tariffs during 1958 experience no change, and at the end of this period a plan for uniformity of harbor tariffs throughout Indonesia was being prepared. In the matter of arranging these tariffs there was formed an ad hoc committee approved by the Chief of the Harbors Office and consisting of Messrs. Kusnoroto, Sardju, Sjahrul, Tie King Tiat, Wagimin, and Td. Enggan. The arrangement and wording of the plan for uniform collections of tariffs for this segment of enterprises has not yet been carried out because of the suggestions being received from the new harbor directors and masters.

b. Rent and c. Commodities Traffic

Rent of land, water [space] and equipment for harbors and the number of commercial ships entering harbors and the amount of traffic in commodities in the harbors can be seen from the tables on the following pages.

Table 4.* Lease of Land, Water, and Storage During 1955

Harbor	Term Contracts		New Contracts			Term Contracts		Revoked Contracts		
	Long Term	Short Term	Land	Water	Storage	Long Term	Short Term	Land	Water	Storage
Tandjung Priok	5	--	6,076	--	--	1	--	3,888	--	--
		105	135,565	--	--	--	3	34,258	--	--
Surabaja	2	--	520	--	--	--	--	1,532	--	--
		25	237,154	--	--			4,572	--	--
Semarang	--	1	373	--	--	--	--	1,080	--	450
	--	--	--	--	--	--	3	2,595	14,100	--
Belawan	--	10	6,499	--	--	--	7	11,041	--	750
Palembang	--	3	1.286	--	--	--	7	2,785	--	--
Makassar	--	8	2,096	--	637	2	--	6,714	--	3,680
	--	--	--	--	--	--	6	1,066	1,900	--
Teluk Bajur	--	--	--	--	--	--	--	--	--	--
Asahan	--	3	1,916	--	--	--	1	1,350	--	--
Banjuwangi	--	5	4,902	--	--	--	1	--	--	--
Benoa	--	2	2,150	--	--	--	--	--	--	--
Pontianak	--	72	--	2,662	--	--	--	--	--	--
Tjilatjap	--	34	27,727	--	--	--	25	17,261	--	--
Djambi	--	1	256	--	--	--	--	331	--	--
Samarinda	--	18	3,008	--	--	--	23	10,803	--	--
Bandjarmasin	--	53	2,366	--	--	--	2	180	690	--
Tegal	--	--	--	--	--	--	1	50,816	--	--
Pandjang	--	--	--	--	--	--	1	203	--	--
Pasuruan	--	--	--	--	--	2	--	91	--	78
Menado	--	--	--	--	--	--	2	817	--	--
Tjirebon			--	--	--	--	2	551	--	--
Total			431,784	2,662	637	1	--	153,119	16,790	4,958

* [Text does not indicate units]

Table 5. Percentage of Utilization of Moorings

No.	Harbor	Year (%) 1956	1957	1958	Note
1.	Lho Seumawe	--	--	3	
2.	Meulaboh	--	--	--	No report
3.	Olhee Lheue	--	--	--	I d e m
4.	Kuala Langsa	--	--	90	
5.	Belawan	45	48	52	
6.	Bengkalis	--	--	--	I d e m *
7.	Bagan Siapi-api	--	--	--	I d e m *
8.	Gunung Sitoli	--	--	--	I d e m
9.	Sibolga	40	47	65	
10.	Tandjung Balai (Asahan)	--	--	55	
11.	Dumai	--	--	--	I d e m *
12.	Teluk Bajur	43	40	34	
13.	Pakan Baru	--	--	--	I d e m
14.	Rengat	--	--	--	I d e m *
15.	Palembang	68	65	76	
16.	Belinju	--	--	--	I d e m *
17.	Bengkulu	--	--	--	I d e m
18.	Djambi	53	58	77	
19.	Pandjang	51	49	71	
20.	Pangkal Balam	--	--	--	I d e m *
21.	Tandjung Pandan	--	--	--	I d e m *
21.	Tandjung Priuk	45	43	35	
23.	Merak	--	--	--	I d e m *
24.	Tjirebon	--	--	18	
25.	Semarang	45	35	--	I d e m
26.	Tegal	--	--	--	I d e m
27.	Tjilatjap	20	15	11	
28.	Surabaja	31	25	24	
29.	Banjuwangi	--	6	7	
30.	Panarukan	--	--	--	I d e m *
31.	Probolinggo	--	--	5	
32.	Pontianak	63	50	50	
33.	Pemangkat	--	--	--	I d e m *
34.	Sambas	--	--	--	I d e m *
35.	Singkawang	--	--	--	I d e m *
36.	Bandjarmasin	34	47	60	
37.	Balikpapan	--	--	8	
38.	Kota Baru	--	--	--	I d e m *
39.	Lingkas (Tarakan)	--	--	--	I d e m *
40.	Samarinda	--	88	--	I d e m
41.	Sampit	--	--	--	I d e m *
42.	Makassar	36	32	16	
43.	Bau-Bau	--	--	--	I d e m *

No.	Harbor	Year (%) 1956	1957	1958	Note
44.	Donggala	--	--	--	I d e m *
45.	Kendari	--	--	--	I d e m *
46.	Pare-Pare	--	--	--	I d e m
47.	Poso	--	--	--	I d e m *
48.	Bitung	--	--	--	I d e m
49.	Gorontalo	--	--	--	I d e m *
50.	Menado	--	--	--	I d e m
51.	Ambon	50	65	71	
52.	Ternate	--	--	--	I d e m
53.	Benoa	--	--	30	
54.	Ampenan	--	--	--	I d e m *
55.	Buleleng	--	--	--	I d e m *
56.	Bima	--	--	--	I d e m *
57.	Ende	--	--	--	I d e m *
58.	Kupang	--	--	--	I d e m *
59.	Maumere	--	--	--	I d e m *
60.	Sumbawa Badas)	12	13	12	
61.	Waingapu	--	--	--	I d e m *

* As yet there are no harbor master nor jetties.
Idem throughout means "no report"

Table 6. Percentage of Utilization of Storage

No.	Harbor	Year (%) 1956	1957	1958	Note
1.	Lho Seumawe	--	--	95	
2.	Meulaboh	--	--	67	
3.	Olhee Lheue	--	--	--	No report
4.	Kuala Langsa	--	--	72	
5.	Belawan	84	72	40	
6.	Bengkalis	--	--	--	I d e m *
7.	Bagan Siapi-api	--	--	--	I d e m *
8.	Gunung Sitoli	--	--	25	
9.	Sibolga	46	44	37	
10.	Tandjung Balai (Asahan)	--	--	90	
11.	Dumai	--	--	--	I d e m *
12.	Teluk Bajur	70	75	37	
13.	Pakan Baru	--	--	--	I d e m
14.	Rengat	--	--	--	I d e m *
15.	Palembang	53	51	80	
16.	Belinju	--	--	--	I d e m *
17.	Bengkulu	--	--	--	I d e m
18.	Djambi	68	43	36	

No.	Harbor	Year (%) 1956	1957	1958	Note
19.	Pandjang	80	77	83	
20.	Pangkal Balam	--	--	--	I d e m *
21.	Tandjung Pandan	--	--	--	I d e m *
22.	Tandjung Priuk	82	49	55	
23.	Merak	--	--	--	I d e m
24.	Tjirebon	62	78	79	
25.	Semarang	69	100	--	I d e m
26.	Tegal	--	--	44	
27.	Tjilatjap	26	45	46	
28.	Surabaja	72	73	37	
29.	Banjuwangi	3	3	3	
30.	Panarukan	--	--	--	I d e m *
31.	Probolinggo	--	--	100	
32.	Pontianak	100	86	96	
33.	Pemangkat	--	--	--	I d e m *
34.	Sambas	--	--	--	I d e m *
35.	Singkawang	--	--	--	I d e m *
36.	Bandjarmasin	41	60	77	
37.	Balikpapan	--	--	53	
38.	Kota Baru	--	--	--	I d e m *
39.	Lingkas (Tarakan)	--	--	--	I d e m *
40.	Samarinda	--	31	--	I d e m
41.	Sampit	--	--	--	I d e m *
42.	Makassar	45	34	35	
43.	Bau-Bau	--	--	--	I d e m *
44.	Donggala	--	--	--	I d e m *
45.	Kendari	--	--	--	I d e m *
46.	Pare-Pare	--	--	--	I d e m
47.	Poso	--	--	--	I d e m *
48.	Bitung	--	--	--	I d e m
49.	Gorontalo	--	--	--	I d e m *
50.	Menado	--	62	55	
51.	Ambon	--	--	--	I d e m
52.	Ternate	--	--	31	
53.	Benoa	--	--	--	I d e m
54.	Ampenan	--	--	--	I d e m
55.	Buleleng	--	--	--	I d e m *
56.	Bima	--	--	--	I d e m *
57.	Ende	--	--	--	I d e m *
58.	Kupang	--	--	--	I d e m *
59.	Meumere	--	--	--	I d e m *
60.	Sumbawa Badas)	--	--	--	I d e m
61.	Waingapu	--	--	--	I d m *

* As yet there are no habor master nor storages
Idem throughout means "no report"

4. Technical Operations /Construction/

a. Project CITRA

As the result of work in 1957, Project "E" in Balikpapan was completed at the beginning of 1958, while Projects "A" and "D" in Tandjung Priok are still under active construction.

As has already been announced the Balikpapan and Tandjung Priok projects are included under the work of phase I whereas phase II will, later, fall to Belawan and other harbors.

In brief the picture is as follows: (1) work which has been completed is that on Project "E" in Balikpapan; (2) works in process are Projects "A" and "D" in Tandjung Priok and land investigations; (3) works to be initiated are Project "F" in Belawan and the Oil and Fisherman's Harbors in Tandjung Priok.

The details of the above follow:

(1) Work Which has Been Completed

Project "E" in Balikpapan has been absolutely completed and for 1958 there remains only to operate it and to fill certain shortages, inter alia sea-buoys, receiving wharves, space for examination and customs posts, etc.

For these purposes there has been allocated 200,000 rupiah.

(2) Works in Process

(a) Project "A": Construction of an ocean anchorage on the west side of the third harbor in Tandjung Priok. Up to the end of 1958 about 77 percent of this project had been completed. Funds authorized in 1958 were 28,796,820 rupiah and $240,640 in foreign money /presumably US$/. The works carried on in 1958 were.

aa. Dredging: For technical considerations dredgings were extended to 17 /sic. possibly refers to the number of dredging operations/. Thus up to November dredgings were about 40 percent more than had been planned. Expenses for this sea-work was defrayed in part with foreign maney and part in rupiah.

bb. The work of digging out the sand in the water area behind the new wharf up to November was 90 percent completed.

cc. Building of a beach for a foundation: With the beginning of -17 (-16 in the initial plan) up to the end of November the work was 28 percent more than the original plan.

dd. Coral for foundations: This work was 55 percent more than had been planned.

ee. Working area installations and preparation of equipment [sic in English] was completed 100 percent in 1957.

ff. Platform levelling [sic in English] was 88 percent completed at the end of November.

gg. Digging out the coral behind the new anchorage was 76 percent completed up to the end of November.

hh. Making concrete blocks has been completed 97 percent.

ii. Erection of concrete blocks has been 89 percent completed.

The construction of storages, passenger stations, and other related facilities are now in their initial stages.

(b) Project "D": Extension of the outer harbor of Tandjung Priok.

Up to the end of 1958 about 45 percent of all the work had been completed. Authorized funds were 27,298,300 rupiah and $30,540 foreign currency. In 1958 the following works were carried on:

aa. 30 percent of the dredging

bb. 90 percent of the bamboo work

cc. Sand-fills: Up to end of November 50 percent more than had been planned

dd. 52 percent of the coral work

ee. Basalt work, 21 percent

ff. Making concrete blocks, 14 percent

gg. Accessory work (making roads, dumps, etc) was 100 percent completed.

For carrying out the work of this Project "D", CITRA made use of a sub-contractor, N. V. Volker Aannemingsmaatschappij. With the transfer of Dutch enterprises within the framework of the struggle over Dutch New Guinea (West Irian) there arose difficulties which were speedily settled. After the formation of the Control Committee (Panitya Penguasa) for N. V. Volker, Project "D" was continued by CITRA itself, making use of N. V. Volker equipment and the former Volker workers. For 1959 the local cost of new contracts (add. II [sic]) were stipulated at 5,200,000 rupiah. With the increase in costs the local-cost has increased by 3,818,000 rupian, whereas for 1957 local-cost of 8,218,924 was authorized.

(c) Land Investigations

In 1958 there were held land investigations in the harbors of Belawan, the Oil Harbor in Tandjung Priok, Bandjarmasin and Semarang.

In 1957 there was expended for land investigation the sums of 600,000 rupiah and U.S. $75,000, whereas for 1958 expenses for this purpose came to 1,293,920.25 rupiah and U.S. $31,216.50.

(3) Work to Be Initiated

(a) Project "F" Belawan

This work is included in Phase II in the plan for the development of harbors in Indonesia. The carrying out of this in 1959 will be connected with the budget struggle going on at this time.

The construction to be undertaken is [a] new pier and a new oil pier. According to an old contract the cost for Project "F" Belawan will be $4,852,346 plus 46,624,160 rupiah. Since there have been increases in construction costs and workers wages and with the improvements [in plans] by the U.N. Expert, Mr. J. Larras, whom we had come to Indonesia, the cost has risen to $5,208,401 plus 96,211,400 rupiah. As a first step in 1959 we are seeking ahead of time 80,000,000 rupiah [budgetary allocation].

(b) Oil Harbor in Tandjung Priok

This harbor will be constructed on the former fisherman's harbor and will be built and paid for by Stanvac and B.P.M. in the amount of 8,923,000 rupiah. The government will return this money by a cost collection [possibly means deduction from oil taxes]. Up to the present we have gone through the stages of planning, surveying, transfer of residents (2 million rupiah have been made ready), and [the erection of ?] wire fences and customs posts at an expense of 396,000 rupiah.

In connection with the difficulty of executing payment by the two above agencies, it is planned for the expenses to be borne by the Government itself.

(c) Fisherman's Harbor

Since this fisherman's harbor is to be used as an oil harbor, in the eastern part of this harbor, that is, near Tjilintjing there will be built a harbor for fishing. This is presently in the dredging stage.

b. Other Harbor Projects

Working capital in 1958 for I.B.W. harbors was expended for various types of projects (not included in the projects handled by the Contractor CITRA of France), for example the construction of concrete and wooden jetties, storages, roads, housing, offices, mosques, etc. as follows:

	Work Carried Over From 1957 (rupiah)	Work Started in 1958 (rupiah)
Makasar	4,186,250.00	2,924,240.00
Teluk Bajur	150,250.00	1,179,600.00
Belawan	1,892,000.00	6,639,300.00
Semarang	1,616,647.63	1,526,150.00
Tg. Priok	2,146,592.50	4,107,000.00
Surabaja	3,973,820.00	1,418,000.00
Palembang	5,541,000.00	2,588,750.00
Total	19,506,560.13	20,383,540.00

I.C.W. Harbors In Operation - rupiah

	Work Continued From 1957	Work Initiated In 1958
Sumatera Utara	122,804.74	237,000.00
Sumatera Tengah	133,350.00	340,294.67
Sumatera Selatan	186,000.00	1,813,000.00
Djawa Barat	---	717,000.00
Djawa Tengah	18,000.00	730,250.00
Djawa Timur	104,721.45	82,000.00
Kalimantan	390,000.00	1,161,000.00
Sulawesi	---	263,000.00
Nusatenggara	---	373,500.00
Maluku	---	1,582,700.00
Pusat	14,560.00	977,154.20
Total	969,436.19	8,276,898.87

I.C.W. Harbor Not in Operation, But Will Be Undertaken -- in rupiah

	Work Continued From 1957	Work Initiated in 1958
Atjeh	804,426.00	2,368,100.00
Sumatera Utara	---	132,200.00
Sumatera Tengah	1,078,947.87	1,030,375.00
Sumatera Selatan	481,000.00	44,000.00
Djawa Barat	2,854,500.00	---
Djawa Tengah	---	95,100.00
Djawa Timur	11,870.00	33,600.00
Kalimantan	1,074,257.55	383,260.00
Nusa Tenggara	256,000.00	686,000.00
Maluku	1,117,250.00	395,365.00
Total	7,678,251.42	5,168,000.00

For preparing the harbor of Dumai (Riauw) during this year there was expended two million rupiah - for the purchase of the land needed for the harbor.

At Iho Seumawe, Atjeh, preparations have been made for constructing landing jetties of wood, about 100 meters long. Likewise at Pelabuhan Pandjang (Long Harbor) construction has been begun on the framework of a concrete jetty which will be completed in about 1960.

The framework of the concrete jetty at Merak is underway and will be completed in 1960 also.

In the Lesser Sundas also preparations have been started for the construction of harbors such as Gilimanuk, Benoa, Ampenan, Bima, etc.

Ambon harbor is proceeding ahead with expansion, such as desilting /? penjemprotan/, repairs, jetties, and storages. Celebes, for example, at Pare-Pare is still making preparations for considerable improvement of its jetty, etc; other harbors also have made necessary improvements.

In the harbor of Makassar it has been officially approved to use framework of a concrete jetty which had been known as the Hatta Jetty; it is equipped with storages and there has been added a new office for taxes and import duties.

The de-silting in the perahu (native boat) harbor in Kampung Paoteri is proceeding.

Construction in the harbor of Bitung has been temporarily completed; there remains an office to be used jointly by the offices of Harbors, shipping and taxes and import Duties, addition of which must yet be given consideration along with the plan for installing water and electric systems.

In Pontianak, Bandjarmasin and Samarinda there are various works for improvement in and construction of landing jetties of wood, roads, etc.

Housing for employees has also partly been begun and actually there are some which have been occupied. The construction of housing and chapels of the I.B.W. harbors follows:

Makassar Harbor	2 housing units, 1 chapel
Teluk Bajur Harbor	2 housing units
/Vacant/ Harbor	2 housing units, 1 mess, 1 chapel
Semarang Harbor	7 housing units, 1 chapel
Tandjung Priok Harbor	Several housing units, 3 chapels
Surabaja Harbor	Several housing units, 1 chapel
Palembang Harbor	10 tenements

Construction of Employee Housing and Chapels in I.C.W. Harbors.

Atjeh Province	2 housing units
North Sumatra	2 housing units
Central Sumatra	2 housing units
West Java	2 housing units
Central Java	2 housing units
East Java	2 housing units
Borneo	3 housing units
Sundas (Nusa Tenggara)	5 housing units
Moluccas	5 housing units
Central Office	8 housing units

VII. SHIPPING OFFICE (DJAWATAN PELAJARAN)

The annual report of the Shipping Office for 1958 in general has few changes from the situation reported in the 1957 annual report.

The information in this report is the information in accordance with the duties of the various services (dinas).

A. Administrative Service (Dinas Tata Usaha)

1. Organization

In principle the structure of the organization of the Office of Shipping, taken as a whole, during 1958 experienced no changes, that is, it is the same as that of 1957.

The Information Section and Finance and Accounts disappeared from the organization of the Shipping Office and was incorporated into the organization of the Ministry of Shipping in accordance with the proclamation of the Ministry of Shipping dated 12 August 1958, No. Rt. 10/2/4.

The Finance Office Section (Bagian Keuangan Djawatan) which was initially a unit of the Administrative Service was divided into three Sections by the proclamations K.D.P. dated 28-12-1957, No. Sekr. 6/16/1 and dated 24-6-1958, No. Sekr. 6/5/9, The Finance Section, the Finance Inspection Service, and the Budget Section, all of which respectively continued to be assigned to the Secretary. This division was in accordance with a plan for reorganizing the Ministry of Shipping. Furthermore a General Section was activated by a proclamation of the Chief of the Shipping Office dated 17-6-1958, No. Sekr. 1/7/1. It has responsibility for the following affairs: buildings, workers' safety, passage, records, trips, and libraries.

2. Personnel

Altogether there have been few changes in this sector, in the sense of increases in employees. This is because for many years the budget for employees from year to year has always been based on the "employment" of the previous year, increased by about 10 percent, which increase is to account for the promotion of employees, contributions, and the promotion of day workers to month workers.

By circular letters of the Prime Minister dated 24-8-1957 and 6-1-58 which were revised and enlarged by Government Regulation 1958, No 68, concerning retirement, state agencies have terminated a number of employees who have fulfilled the requirements with pension rights.

From the numbers stated above it is obvious that among these personnel there were some who must necessarily be kept on duty, and, upon a proposal to the Employees Affairs Council (Dewan Urusan Pegawai), it was agreed to delay /the retirement/ of some until the end of 1958. Consequently on 1 January 1959 these had to be terminated, but, because there had been no replacements two of them were nominated for further retention, that is the Director of Navigation Academy and the Chief of the Ships Registration Section. Since there has been no decision yet, they are being employed as day-workers.

There are still remaining a few of the foreign personnel received on the basis of the C.A.O., on which their has been a decision since the beginning of 1958.

In general there is still felt a shortage of capable and qualified personnel especially in the technical field.

A serious shortage of instructor personnel for the education sector is being felt, especially after the return of many foreign personnel to their native lands.

In order to give some picture of the personnel situation in the Office of Shipping the following figures are presented.

T/O of the Office of Shipping

Administrative Corps	1,971
Harbor-masters Corps	60
Health Corps	37
Pilots Corps	113
Lighthouse Beacon Corps	382
Radio-telegraph Operators Corps (Markonis)	56
Teachers Corps	14
Technical Corps	1,005
Seamen	4,735
C.A.O. Personnel (excluded from T/O)	4
Government Workers	1,891
Total	10,274

3. Finance

The wheel of finance does not turn smoothly because of budgetary pressure. It must be stated that from year to year the budget causes disappointment to those in this office, because the amount of the budget allocated annually is actually far below what is required. As a result of this the office cannot accomplish its tasks well, especially in technical matters, such as repair shops activities, hydrography, beacons, and coastal and shipping information, along with the matters related to the handling of these activities, such as care of equipment, fuels, etc., and food and clothing for the seamen.

As a result of the fact that the budget is year after year under pressure to be decreased, eventually the office has always proposed increases year after year.

Moreover the complex procedure for purchasing, winding its way through other agencies, even if /only/ for control, has, nevertheless, the result of slowing down the whole developmental aspect of the office.

This will finally cause damage to the State, as evident in the matter of taking care of arrangements in all fields, which has become a bottleneck. The handling of expenses for the Office of Shipping in the budget for the fiscal /dinas-Service/ year 1958 can be pointed out by the following review:

Budget for 1958

The budget ceiling for 1958 indicated:

Employee expenses	58,140,000 rupiah
Expenses for materials	71,192,500 rupiah
Capital expenses	6,005,500 rupiah
Total	135,338,000 rupiah

Paragraph II (Budget item 8B.4) was 104,660,000 rupiah

After the Ministry of Finance faced the reality of the B.E. /Bill of Exchange/ regulation and such, it was permitted to propose a Note of Change (Nota Perubahan) in the budget which had been introduced. This meant the introduction of an increased, but limited budget, i.e., about 10 percent /increase/ for employee expenses, about 40 percent for expenses for materials, and about 30-40 percent for capital expenses.

New Estimate

Employee expenses	64,036,200 rupiah
Paragraph I Expenses for materials	100,219,500
Capital expenses	8,407,700
Total	172,663,400

This meant that the former estimate had been increased by 37,325,400 rupiah.

Paragraph II (Budget item 8B.4) was 105,664,700 rupiah (the former estimate was increased by 1,004,700 rupiah).

The budget increase (Budget item 8B.4) for 1958 which totaled 37,325,400 rupiah was made in the First Note of Change of the Ministry of Shipping (Section VIII B).

At the end of the first half of 1958 it was evident that the increase in the budget above was not sufficient for fulfilling the requirements of the Office of Shipping. In this connection a further urgent increase was proposed for expenses for materials and especially for the purchase of materials for equipment for storages (capital expenses), consisting of:

	Rupiah
Budget Increase (Purchase of materials)	16,785,000
Budget Increase (Adjustments- "Regularisasi")	17,498,500
Budget Increase (Capital expenses for equipment for storages)	90,949,370
Total Proposed Increase	145,232,870

The above proposal for increase was discussed with the National Treasury (Thesauri Negara) and finally it was given interim approval as follows:

Budget Increase (Expenses for Materials and Adjustments)	27,420,000 rupiah
Budget Increase (Capital Expenses)	37,500,000
Total Approved	64,920,000

To recapitulate the story from the first 1958 budget up to the present, it is necessary to explain here that the arrangement of the latest 1958 budget is detailed as follows:

Paragraph I 1958	Original	1st Increase	2nd Increase	Recent Budget Arrangement
Employees Expenses	58,140,000	5,896,200		64,036,200
Expenses for Material	71,192,500	29,027,000	27,420,000	127,639,500
Capital Expenses	6,005,500	2,402,200	37,500,000	45,907,700
	135,338,000	37,325,400	64,920,000	237,583,400

Paragraph II 1958 is 105,660,000

Ship Construction

It must be noted here that for the Office of Shipping there is furnished no credit for ship construction (udget item 8B.1.1.24a according to the five year plan) while a long-term payment plan is furnished for payment only for:

South Iron Motor /sic in English/	250,000 Rupiah
Jolly-boats, small light boats, etc.	1,000,000
Pilot-boats	700,000
Total	1,950,000

This situation is the basis for taking other steps, that is, the proposal for increase in the budget, especially in budget item 8B.1.2.24a.

In December 1958 the National Treasury designated 40,000,000 rupiah to be an increase for the requirements for /ship/ construction within the framework of the five year plan as first installment payment (including advance payments) for ship construction (Higgins, inspection, pilot boats, etc.).

Supplying of Equipment for Storages

For supplying equipment for the storages of the Office of Shipping there was furnished a credit of three million rupiah, and in the end (with the 1958 budget increases) there was furnished 45,907,500 rupiah (including the purchase of machinery for repair shops).

B. National Shipping Service (Dinas Pelajaran Negara)

1. New Ships

In 1958 five ships were received and entered into the operations of the Office of Shipping:

Three inspection ships (AE-010, AE-011, and AE-012)
Two L.C.V.P. (N-110 and N-111)

The hulls of these three ships are each 47.04 gross registered tons; they were constructed by the V.P.V. Djakarta (Verenigde Prauwenveren) but since the motors, etc., were too slow, the installation of new machinery was handled by the D.D.M. Tandjung Priok in 1958.

2. Ships Which Have Become or Will Become Unfit For Use

During 1958 six ships became unfit for service. They were H-070, H-122, B-087, L.S.T. III and L.S.T. IV /sic/ of which the last three had not been completely decommissioned. We must note here that while we were awaiting a decision on the decommissioning of the L.S.T. III, it was set adrift by the Sungai Musi, began to leak and at present is wrecked /or submerged/ at position 104-55-09 E, 02-17-04 S. The harbor-master of Palembang is endeavoring to pump water from this ship and will tow it to Palembang.

3. Number of Ships as of 31 December 1958

There were 378 ships as of 31 December 1958 with a total of 31,737.77 gross registered tons. On this total there were 152 rented under a Time Charter or Bare Boat Charter, as follows:

	No. of Ships	Gross Registered Tons
Ministry of Interior	108	8,186.62
Ministry of Defense	14	629.80
Immigration Office	14	307.02
Customs and Tax Office	13	288.54
Ministry of Health	1	103.78
Ministry of Justice	1	33.61
Ministry of Agriculture	1	33.61
National Police Office	1	131.46
Railway Office	2	815.59
Total	152	10,530.03

Other than those there are 137 boats in the Harbor-master and Pilot Boats Service (Dinas Kesjahbandaran dan Kepanduan) with a total of 3,109.03 gross registered tons and 89 boats used for other services, as follows:

	No. of Ships	Gross Registered Tons
Lighthouse Service	10	3,059.30
Topography Service	4	2,475.10
Stocks /Shipyards/ and Workshops	9	93.31
P.L.P. /Possibly Pengawas Lautdan Pantai - Coast and Sea Guard (Service)/	24	1,714.46
Nautical and Technical Services	8	67.93
Training	5	1,945.16
General	11	7,921.04
Barracks	2	635.61
Central Storage	1	11.74
In Repair	15	143.68
Total	89	18,068.33

The 378 ships /or boats/ include 21 which are the property of the Indonesian Election Committee (Panitya Pemilihan Indonesia) with 622.28 gross registered tons, consisting of eleven Tenggiri-type each of 47.78 gross registered tons and ten Tjutjut-type each of 9.67 gross registered tons.

The above ships of the Indonesian Election Committee have been handled by the Office of Shipping since 1957 and have been based at various places for the interests of the civil government on a loan basis, with first priority to the Indonesian Election Committee in case a general election is held.

4. Ships Wrecked and Damaged by the PRRI/Permesta Affair
/Note: In some cases the word "wrecked" may mean "sunk"/

As a result of the PRRI/Permesta affair two ships were wrecked, the "Blekok" which was damaged at Teluk Bajar (Padang) and the "Permata" damaged at Donggala by an air attack on 30 April 1958. The "Blekok" was picked up by Insal on 25 December 1958, and on 29 December 1958, it was turned over by Insal to the Harbor Master at Teluk Bajur who proceeded to tow it to Priok for needed repairs.

The ships which were damaged are as follows: On 21 and 22 April 1958 when the ships "Anggang" and "Bekaka" were in Ternate harbor they were suddenly attacked by air; as a result the "Anggang" received damage on the port side, to /a/ motor boat and the engine room, and the deck and awning were perforated by bullets. Also the compass, helm and lights were damaged and had to be replaced. Also there were an a.b.k /anak .... Kapal - ship's .... crew?/ personnel who received serious wounds.

The ship "Bekaka" received serious damage on the bridge; the compass was smashed and there were 22 holes on the port side and 10 on the starboard side.

In addition to the "Anggang" and "Bekaka" in Ternate, the Tenggiri-004 was found damaged in Morotai and the Tenggiri-011 in Sibolga.

In Menado as a result of the forced evacuation of all the a.b.k. personnel, much of the furnishings of the ships "Alulu" and "Tjeerd" were lost or damaged.

5. Shipping Report, Registry A and B and Use Coupon.

The importance of these three items is as follows:

a. The shipping report is used for control over ship routes, the use and receipt of fuel and crude oil, drinking water, etc., cargo and passengers, and is especially for use as statistical data, with graphics.

b. Registry A is used for calculations of the money receipts of the respective ships and Registry B for calculation of expenses by and for the respective ships.

c. The use coupon /bon pemakaian/ is for recovery of ship rental from the renter.

6. Care of Ships

This matter encounters many difficulties with regard to needed materials, such as paints, linseed oil (lijnolie), soap, polishes for copper and brass, putty, grease, etc., which are either non-existent or available in limited quantities so that the work of ships' care must be entrusted to the Droogdok Maatschappij if the ship gets a turn at the dock or is up for repairs.

As a result of this shortange of materials for care of ships we can state that a) the life of a ship is short; b) the cost for repairs is manifold; c) the time required for repairs is long; and the ships' crews are idle, a matter which harms ships' discipline.

Moreover the quality of paints used at present, such as in the D.M.S. [Droogdok Maatschappij] is unsatisfactory.

Together with the fact that the Technical Service has no further supply of anti-fouling paint, the use of this anti-fouling paint by the D.M.S. proves that it is unsatisfactory because it dissolves in water and doesn't adhere to the under-coating.

Because the request for anti-fouling paint by the Technical Service in Surabaja has not yet been answered by headquarters, the ships are compelled to be painted only with anti-corrosive paint, which results in the destruction of the outer hull long before its time.

7. Handling of Ships

In connection with the lack of goods such as motor parts, inventories and consumer items, many ships are forced to delay their departures from month to month, and thus also repairs takes much longer time than established, which means a loss (see annual report for 1957).

8. Expenses for Maintaining Ships

The cost of goods and materials has increased in connection with the B.E. (Bill of Exchange) regulation. Because the estimate of cost for ships' maintenance is based upon costs in effect at the end of 1953, there must be a review of current maintenance costs.

It is proposed that the rate for chartering ships be raised as follows:

a. A 50 percent increase for motor boat types A, AB, AC, AD, AE, H, AP, and Higgins;

b. A 100 percent increase for ship types Anggang, Bettet, Damara, and PAT;

c. A 150 percent increase for ships type Coaster, Burdjamhal, and Biduk.

9. Ships' Stocks /Shipyards/

(Dock). At present we begin to feel a lack of docks (stocks) so that a month or more must be waited after the request for dock space.

10. Ships Used in /military/ Operations

At the time of the launching of Operation Tegas, Operation 17 August, Operation Merdeka, etc. by the Armed Forces of the Republic of Indonesia against the PRRI/Permesta the ships of the Office of Shipping did not hesitate to participate in these operations. The following ships were envolved: 1. Km. Andis; 2. Km. Anggang; 3. Km. Burdjamhal; 4. Km. Babut; 5. Km. Blibis; 6. Km. Bekaka; 7. Km Barlian; 8. Km. Bimasakti; 9. Km. Dewakembar; 10. Km. Djadajat; 11. Km. Fak-fak; 12. Km. Intan; 13. Km. Ampok; 14. Km. Pusparagam; 15. Km. Medan; 16. Km. Mengkara; 17. Km. Mutiara (until it was wrecked at Donggala on 30 April 1958).

The above ships were returned to the Office of Shipping by Cable (Dawat) KSAL No. 2049/70/58 dated 14 August 1958.

Note: At the time Permesta became active in Menado the ships Kartika, Blibis, Alulu, and Tjeerd were found there. With strong desire to obey the Central Government the Kartika and Blibis escaped from the Permesta area. This was a step which must be appreciated because they had to run in the muzzles of Permesta's coastal guns.

C. Shipping Supervision Service of the PPK (short for K.P.P.K., Ministry of Education and Culture)

1. Safety and Pilots Section (Bagian Kesedjahteraan dan Kepanduan)

a. Certificates Given During 1958

(1)	Limited Ships' Pilot	284
(2)	Motor Expert	208
(3)	Machinist	41
(4)	Interinsular Shipping /Pilot?/	68
(5)	P.L.I. (nterinsular Shipping) Service	6
(6)	Pilot III, Major Shipping	95
(7)	Pilot II, Major Shipping	11
(8)	Pilot I, Major Shipping	1
(9)	Temporary Ship's Mechanic	18
(10)	Mechanic A	10

b. Ship Nationality Certificate

(1)	Sea Certificate	8
(2)	1st Year Pass (Pas)	250
(3)	White Pass	7,778
(4)	Blue Pass	73,216

c. The Situation With Regard to Cards and Books Executed During 1957-58.

Item No	Explanation	Number /Issued/	Note
1	C.v.D. /Certificoat van Dokken - Docking Certificate?/ which are no longer in effect and must be extended.	91	Mrs. /?/ is extended by the local Harbor Master/Classification Bureau
2	C.V.U. /?/ which are no longer in effect and must be extended.	92	I d e m
3	Docking which had to be undertaken	90	- - -
4	P.C. /?/ No longer in effect	90	The Harbor Masters Office must give the year of extension or cancellation.
5	Occupation License/ Permits..... In effect....	634	Mid 1957 through 1958
6	Passenger License	362	I d e m
7	Occupation License/ Permit	672	During 1958
8	Passenger License	362	I d e m
9	Model E granted by /Shipping/ Headquarters	49	I d e m
10	Model E, granted by the Harbor Master's Office	159	I d e m
11	Registered Parcel Ships	628	Reports complete
12	Parcel Ships Not Registered	168	Report incomplete, in preparation
13	Chartered Foreign Ships	100	Not counted
/Blank/	/Blank/	121	---
15	Enterprises Which charters Foreign Ships	137	---
16	Registered Parcel Ships	111	---

2. Ship Standard Section (Bagian Pengukuran Kapal)
/No report under this section/

3. Technical Supervision Section (Bagian Pengawasan Teknik)

This section was formed after the Ship Construction Section of the Office of Shipping was detached to the Ministry of Shipping; it has the duties basically of covering the matters of ship construction of the Office of Shipping and technical matters of the P.P.K. (Education and Culture) Service:

a. To prepare 2 buoy-laying ships. The plan of the design has been sent to Japan, Germany, Holland, and Italy, but up to the present there has been no indication of which country will receive the order.

b. Plan Ship Hydrography
c. Plan 15 Patrol Boats
d. Plan 20 area (daerah) boats
e. Plan 9 twenty-one-meter wooden boats
f. Plan 15 twenty-one-meter armor-plated inspection boats

All the above ships are included in the five year plan, which is summarized below:

/To be constructed/ abroad

2 Buoy-laying ships
1 Hydrography ship
1 Training ship
20 Area boats
15 Patrol boats

39 Ships at an estimated cost of US $25,630,000

/To be constructed/ at Home

15 Higgins-type iron inspection boats
9 A.E.-type wooden inspection boats

24 Ships at an establish cost of 65,150,670 rupiah

The means of construction of those to be made at home can be seen in the attachment.

4. Ship Registry Section (Bagian Pendaftaran Kapal)
First Registry 152 ships

It must be noted here that the work of ships registry which initially was included in the sphere of the Land Registry Office of the Ministry of Agrarian Affairs was transferred by

proclamation of the President dated 13 November 1958, No. 219, to the Ministry of Shipping, Office of Shipping. We trust that with this the work will be further increased.

5. Radio Section

a. Mobile Radio Affairs

(1) Tandjung Priok Coastal Radio Station conducts communications with all ships of the Office of Shipping, also other ships both those flying the Indonesian flag and those which do not. Handles 16,500 reports a month (sending and receiving).

(2) Surabaja Coastal Radio Station. Communications with ships sailing in the eastern section of Indonesian waters, also with the Tandjung Priok Station.

(3) Semarang Coastal Radio Station. Radio Communications with ships and with the radio stations at Priok and Tarakan.

(4) Pontianak Coastal Radio Station. Communications with ships and with the Priok Station.

(5) Tarakan Coastal Radio Station. Communication with the Semarang radio station and with ships entering and leaving the harbor. It handles 1,050 reports monthly.

(6) Palembang Coastal Radio Station. Communications with the Priok radio station and with both Indonesian and foreign ships. It handles 1,350 reports a month. During this year there has been opened a new coastal radio station at Tandjung Bujut.

(7) Belawan Coastal Radio Station. Communications with the Tandjung Uban radio station and with ships. Handles 1,590 reports a month. This radio station has occupied a new building.

(8) Sungai Pakning Coastal Radio Station. Communications with Tandjung Priok and with ships, especially foreign tankers. Handles 4,050 reports monthly.

(9) Tandjung Uban Coastal Radio Station. Communications with Tandjung Priok, Belawan, ships of the Office of Shipping and ships now on patrol in the Riauw area.

(10) Tandjung Pinang and Tandjung Balai Karimun Coastal Radio Stations. Communications with Tandjung Uban and ships. The Tandjung Balai station recently began operations and held radio communications with Tandjung Uban on 22 December 1958.

b. Technical Radio Affairs

(1) Has worked for the exchange of the radar ship Burdjamham for a new one.

(2) Constructed the Tandjung Balai Karimun radio station.

(3) Renovated the Tandjung Pinang radio station
(4) Takes care of all ship radio installations and coastal radio stations.

D. Beacon and Coastal Information /Signal/ Service

1. Tjilintjing Acetylene Gas Factory

Total bottles filled was 600. We must report here that for five months this factory had absolutely no production, because the supply of agatol /acetone?/ was exhausted.

All the bottles according to record number 1,145; of these only 773 are in circulation; the remainder are being held in the daerahs because of a shortage of transportation.

2. Repair Shop of the PPP (Shipbuilding Enterprise) in Tandjung Priok

a. Makes ties (trekstangen), which were initially imported, with the needed raw-materials.

b. Makes toptekens /top beacons ?/, which formerly utilized plate iron but now small gauge iron. This is light and easier to install.

c. Made changes in Ketel carbid /carbide boiler/ construction; they were soldered to become one plate /membraan/; now they are divided from each other and joined by bolts and packing.

3. Blue Gas (Blaugas) Factory at Surabaja

Total bottles filled were 867. All of the bottles according to reports, after subtracting those sunk with the ship "Belantik", number 526, of which 109 are held in the daerahs and 417 are in circulation.

4. Installation of New Information /Signal Devices/ (Red Lamps and Light Buoys and Beacons)

a. Dumai: For the security of ships entering and leaving, especially large tankers of Caltex, there have been installed here 18 light buoys which use blue gas as fuel.

b. Tandjung Balai Karimun. For the sake of ships of the Office of Customs and Taxes and also commercial ships which must be investigated by that office in Palmerah, one blue gas light buoy has been installed on the south side of the island of Merak.

c. Pulau Tambelas. For the same purposes as above, to be used for facilitating the investigation of commercial ships which come to Palmerah from the west, i.e. from Selat Pandjang and Selat

Bengkalis (Pandjang and Bengkalis Straits) there has been installed on the top of the western hill of Pulau Tambelas (Tambelas Island) a 15 meter high lighthouse, which can be seen for a distance of 15 to 20 miles.

d. Palembang. In connection with the completion of construction of a Pilot Station on the coast of Tandjung Bujut, the placing of a light-signal pilot boat at the mouth of the Sungai Musi is considered no longer necessary. This boat has been withdrawn inland. As replacement, there has been installed one light buoy as the first light.

e. Asahan. In conjunction with the above place, traffic has begun to be heavier; consequently at the request of the harbormaster at Belawan, the lighthouse at Tandjung Bajan has been reactivated and the shipping channel there has been completely cleaned out or dredged.

f. Pangkal Balam. At the request of the B.P.M. /Bataafshe Petroleum Maatschappij/ at Muara Sungai, at Batu Ruso (on the route entering the harbor of Pangkal Balam, east coast of Bangka) are being constructed two large buoys respectively three and five meters high, equipped with light beacons. It must be reported that the tankers of the B.P.M. cannot enter there during daylight because it is shallow. The ships meant here can, consequently, bring their oil in safely at night. This means that difficulty in petroleum in this area has been overcome.

5. Recent Installation of Buoys

a. Teluk Aru. At the request of Permina (Perusahaan Minjak tanah Nasional -- National Petroleum Company) on behalf of tankers, the number (14) of buoys in the channels of Sembilan and Bebalon have been increased, and because of the requests of oil tanker captains it is planned to add four more. All these have been equipped with Scotchlite /Scotch lights?/.

b. Teluk Bajur. In order to indicate the outlines of the ships Blekok and Both which were sunk by the PRRI in the harbor at Teluk Bajur there have been installed five green buoys.

c. Donggala. In this harbor also, in order to outline a ship sunk by Permesta, there have temporarily been placed five small buoys (not the 3e. gr. /sic. type 3e-green?/ which we usually use).

d. Balikpapan. In this harbor there has also been placed one lantern buoy to mark a ship sunk by a Permesta airplane. In this case, to mark the spot of the ship Hang Tuah there was placed a beacon with an indicator of two red spires.

6. Transfer and Major Repairs of Lighthouses and Beacon Lights

a. Jurisdiction of the Harbor Master of Padang

The lighthouse Goso Bachi, dsi. [?] 285, whose tower is 21 meters high, has been removed 15 meters inland, because the land it was on was being invaded by sea-waves. It must be stated that this big and arduous task was completed by the ship Pusparagam in only 20 days. This is a task of which we can be proud.

b. Jurisdiction of the Harbor Master of Bandjarmasin

The beacon light Selat Djaran (Sungai Musi), dsi 145, has been removed 5 meters inland because of sea invasion.

E. Hydrographic Service

Indonesia has been successful in its work of printing hydrographic charts, that is in the Kebajoran Printing Office and the Printing Office of Army Topographic Office. Work has been conducted at other printing offices, such as the National Printing Office and private printing shops. The paper [presumably the printing work] at the National Printing Office is not exactly like that of private printing shops; although [the private ones] turn out good products, they are not approved by the National Printing Office because they do not fulfill certain stipulations.

The above works are conducted in conjunction with a plan to transfer all hydrographic chart printing and other printing jobs from the Netherlands to Indonesia, to the point that Indonesian hydrography may be free from the Netherlands. Within this framework it was requested that there be returned from the Netherlands the astrolons [sic] concerning Indonesian maps, which total about 400. Recently we succeeded [in having returned] 38 of them.

It must be noted that in the work of making hydrographic charts in their totality - from the chart work by the hydrographic ship up through printing for use there have been 3 charts; they are the Dumai chart, the Sei Siak chart and the Tandjung Perak chart.

Charting work by the ships Burdjamhal and Dewa Kembar:

1. Placing watermark posts, making small scale surveys and designating positions (small scale triangulation) at Palembang, by the Burdjamhal.
2. Recharting of Natuna Besar and Tandjung Uban (by the Burdjamhal), Donggala and Surabaja. It is to be noted that from April to July 1958 the Burdjamhal was used by the Indonesian Navy.
3. Charting of Surabaja harbor.
4. Control (Kontrole) charting of the Strait of Dumai
5. Canalizing the strait of Dumai

F. Equipment and Technical Affairs Service (Dinas Peralatan Dan Urusan Teknik-P.U.T.)

1. Repair Shops

a. Nine big ships have received major repairs, while the rest of the ships have received the necessary routine care. This work in 1958 was not carried out according to plan, since these ships had been used directly for the requirements of military operations.

b. Surveys [sic in English] of ships of the Office of Shipping were discontinued as of 1 May 1958, since it became clear that there was no further use for such surveys, and furthermore this work is being carried on by the [ships!] personnel themselves.

c. The second foundation frame for the central electric station (Kodja) has been completed, as well as its light and power-installation, and the crab [tackle ?] (loopkat) and doors of the central building.

d. Eight percent of the wires for the electric, light, and power installation of the A.I.P. (Navigation Academy) have been renewed, the diesel generator has been renovated, and a new artesian well pump has been installed and is working.

2. Buildings and Technical Section (Bagian Gedung Teknik)

a. The Technical Service of the East Java Area began to disappear on 1 January 1958, and in its place there is the agency [called] the Buildings and Technical Section (Bagian Gedung-gedung dan Teknik).

b. 69 buildings in the daerahs and in Djakarta were readied for operations in 1957-58. (Warehouses, storehouses and other buildings).

For ships and motor-boats of the Office of Shipping, there were in 1958 about 111 requests (coupons) for repair and maintenance work (for motorized ships) and requests for docking appointments.

(1) The stocks [shipyards] of the Office of Shipping carried out about 700 "coupon" repairs and maintenance at a cost of about 60,000,000 rupiah.

(2) Performed outside [of the Office of Shipping]

"Droogdok Mg" for raising the dock for large ships	33	[operation]
"Geveke" for repairs of the mt carterpiller [sic]	6	"
"Borimex" for Electric installation repairs	50	"
"Marong" for technical refrigeration repairs	88	"
"Rospindo" for motor and machinery repairs	55	"
"Tachta" for electric dynamo repairs	73	"
"Lien" for batteries (acu-acu)	3	"

The work of repair and maintenance was seriously hampered by the difficulty in supplies of materials and tools, so that they had to be done in other places.

G. Navigation Training Service
(See the Ministry report on Training).

VIII. OFFICE OF SHIPBUILDING INDUSTRY

1. Creation, Duties, and Organization

The Office of Shipbuilding Industry (Djawatan Perindustrian Perkapalan) which was designed as one of the operating instruments of the Ministry of Shipping, was created along with the Ministry by Presidential proclamation dated 4 June 1957, No. 130.

The duties of the office are: To manage, guide, and control ship industries within the meaning of operations for the repair and construction of ships; and to prepare and carry out regulations concerning the shipbuilding industry.

In order that these duties might be carried out, a regulation was issued by proclamation of the Ministry of Shipping dated 3 December 1958, No. PK/TK.2/2220, which authorized the Chief of the office to give agreement to technical measures in the matter of purchasing or building ships and in buying ship motors and other typse of equipment and in control over the building of ships.

For completing the organization of the office, by proclamation of the Ministry of Shipping dated 24 September 1958, No. Kab. 3/13/7 the field of operations and the duties were established more concretely, as well as the structure of the office, as given respectively below:

a. The field of operations of the office covers the shipbuilding industry in its broadest meaning.

b. The duties of the office are

(1) To manage, guide, and control shipbuilding industries such as stocks [shipyards], docks, and related industries;

(2) To manage, examine, and revise the technical developments related to the shipbuilding industry;

(3) To examine technical condition which are bought or built by the government or private enterprises with government credits or surety;

(4) To prepare and carry out regulations concerned with the shipbuilding industry.

c. The Office consists of

(1) Administrative Affairs Section;

(2) Legal Section;

(3) Ship Construction Section, responsibilities of which are: (a) To make and investigate building schedules, designs, and evaluations of costs; (b) to investigate and control ships which are built or bought, both at home and abroad; and (c) to hold experiments and investigations in the field of technical progress in shipbuilding;

(4) Sub-section for the control of shipbuilding in Japan;

(5) Sub-section for the control of shipbuilding in Europe;

(6) Stocks /shipyards/ and Docks Section, whose responsibilities are: (a) To guide private stocks /shipyards/ and docks enterprises; and (b) To plan and operate stocks and docks owned by the State.

2. Operational Results

During 1958 the five year plan for the development of the shipbuilding industry was devised by the Office of Shipbuilding Industries together with other offices and sections of the Ministry of Shipping.

Of the above 5-year Plan items, the following building and purchase of ships was accomplished during the reporting year. /M is presumed to be "meters long"/.

a. Ships of the Office of Shipping Service

9 wooden inspection boats	@	21.40 M
15 Higgins boats	@	21.60 M

b. Ships for work of the Harbor Office

1 Tugboat	@	180 horsepower
1 Oil tanker	@	150 tons
2 Mud boats	@	150 cubic M

c. Commercial Ships

		Dead Weight Tons
4 Coasters	@	200
2 Coasters	@	360
11 Cargo/passenger ships	@	950
4 Cargo ships	@	1,100
1 Cargo ship	@	1,395
1 Cargo ship	@	1,987
10 Cargo/passenger ships	@	2,300
9 Cargo/passenger ships	@	2,500
2 Cargo ships	@	2,687
1 Cargo/passenger ship	@	2,700
6 Cargo ship	@	3,100
4 Cargo/passenger ships	@	4,350
*2 Cargo/passenger ships	@	4,000

* for the Indonesian Navy

In addition to fulfilling the above parts of the five year plan, the office during the report year also supervised further construction and new construction of interest to other agencies.

For the Commercial Fleet		
6 Coasters	@	360
4 Coasters	@	940
6 Coasters	@	1,020
1 Cargo/passenger ship	@	2,200
2 Cargo/passenger ships	@	2,300
For the Ministry of Health		
33 Ships	@	12.00 M
1 Ship	@	14.50 M
6 Ships	@	18.00 M
For the Ministry of Home Affairs /Interior/, project 1956		
15 Ships	@	6.50 M
12 Ships	@	10.00 M
6 Ships	@	14.50 M
For the Ministry of Home Affairs, project 1957		
20 Ships	@	7.30 M
7 Ships	@	10-12 M
7 Ships	@	12.20 M
For the Ministry of Home Affairs, project 1958		
10 Ships	@	12.00 M
3 Ships	@	15.00 M
For the Railway Office		
1 Ferry-passenger	@	38.50 M
1 Ferry-auto	@	33.50 M
1 Ferry-passenger	@	1,000 DWT
	(DWT - Dead Weight tons)	
For the Ministry of Social Affairs (Social)		
1 Ship	@	14.00 M
For the Agrarian Ministry		
1 Ship	@	16.00 M

IX. SHIPPING COURT (Mahkamah Pelajaran)

During 1958 there were the following changes in the structure of the Shipping Court.

Member J. C. M. Jansen left Indonesia at the end of 1957. As a replacement Mr. C. V. P. E. Komansilan, Captain, employee of P.T. Pelni, was appointed by proclamation of the Ministry of Shipping dated 11 February 1958.

In October 1958, member J. P. Nieborg returned to the Netherlands. No replacement has been designated.

In 1958 the Shipping Court completed investigation of the following matters:

1. On 6 May 1958 a decision was rendered concerning the sinking of the K. M. Labadjau, property of P. T. Pelni, on 25 November 1956, while sailing from Pontianak to Singapore the opinion of the Shipping Court was that the sinking was caused by wrong measures taken by the captain when he filled the ballast tanks in an effort to bring the ship upright.

2. On 1 November 1958 there was a decision of the case concerning the collision between the Republic of Indonesia's ship Belantik and the Dutch commercial ship Plancius on 3 August 1957 in the West Shipping Channel entering Surabaja harbor, as a result of which the Belantik sank. According to the decision of the Shipping Court was that the collision happened because the Plancius was "outside the helm" ("Keluar dari Kemudi") because it was sailing too fast with a shallow shipping channel.

X. P. T. PELNI, 1958

A. Aim

According to the By-laws of P. T. Pelni, Article 4: "To conduct shipping business in service of the people in general and government in particular in transporting men, animals, and goods, especially in Indonesian waters and seas."

B. Situation

The situation of Pelni can be stated briefly as being short of capital, raw materials, equipment, and provisions, as well as qualified leaders and administrators; this causes other sectors also to experience pressures which are short of satisfactory.

Although there is sufficient cargo to transport, because the fleet is too small and the organization of enterprises is not sufficient to work efficiently, however, it can be stated that there has not been achieved any unusual results in fulfilling the needs for basic sea transport which is the duty of Pelni.

C. Difficulties

1. "P. T. Pelni has the responsibility to manage and support communications among the principal islands, which are designated by the Ministry of Shipping:"

a. Communication among the islands is divided into two types:

(1) basic: Pelni
(2) non-basic: Other shipping enterprises

2. Capital

According to the By-laws P. T. Pelni is capitalized as follows:

1.	Fleet	43,000,000 rupiah - capital	Floating /Saluran/	200,000,000 R
2.	Construction	6,000,000 rupiah -	In portfolio	150,900,000 R
3.	Government	100,000 rupiah		
		49,100,000		

3. Fleet

Pelni does not yet have an efficient and economic fleet, neither in its composition, nor from the standpoint of the shape of the ships, which should be in accordance with the requirements of the cargo which they are to carry.

4. a. Use of the KPM fleet during 1957 was arranged as follows:

Specially for interinsular shipping, 79 ships with 135,000 dead weight tons.

In KJCPL /Koninklikje Java China Paketvaart Lijnen -- Royal Java China Packet Line?/ communications: 18 ships with 58,780 dead weight tons.

Total: 97 ships with 193,814 dead weight tons

The fleet strength in 1957 for the need of inter-insular shipping:

	Number of Ships	Dead Weight Tons	Cargo /tonnage/	Passengers
KPM-owned	79	135,034	110,000	42,147
Pelni Owned	37	34,838	29,050	5,333
Pelni Chartered	2	8,500	8,000	--
Shipping Companies	33	23,500	20,000	1,000
		201,872	167,050	48,480

The KPM owns 65% of the shipping space and transports, 60% of the total flow of goods, that is about 3,000,000 tons

b. Suspension and effective disappearance of KPM activity since 3 December 1957: Sixty-five percent of the total supply /of shipping space?/ is removed from circulation which means that about 3,000,000 tons of goods are slow in moving.

4. PRRI/Permesta in Relation to the Flow of Goods

With the eruption of the PRRI and Permesta affair in February 1958 which gave rise to the fact that local areas were closed by the Armed Forces and sea communications between Java with West Sumatra and East Indonesia were practically suspended.

d. Government Activity

(1) Chartered foreign ships during 1958 on the average of 50,000 dead weight tons monthly.
(2) Purchased 10 Russian ships of 28,000 dead weight tons.
(3) Purchased 10 ships through Japanese reparations, of 25,000 dead weight tons.
(4) Purchased 24 ships from Poland, of 65,000 dead weight tons.

D. Organization

1. Central Office

Basic Department

a. Fleet Section (Bagian Armada): Maintains and operates so that the fleet is in condition and seaworthy on each trip.

Components: Nautical, Technical, Shipping, Survey, Repair shop and Storage Services.

b. Operations Section: Operates and supervises so that ships in operation make shipping schedules to obtain the necessary regularity.

c. Traffic Section: Ascertains where there is cargo, of what type, where it is going, and makes allotments for the various harbors; arranges the circulation of enterprise funds /probably a wrong entry; See below/.

d. Treasury Section: Arranges the circulation of enterprise funds.

e. Accountancy Section: Registers and supervises operations (eksploitasi).

Service Department

a. Employees and Welfare Service
b. Secretariat

2. Agencies

Agencies are a prominent function of the work program in the work process. As of 1 January 1958 there were 16 agencies within themselves and 59 agency /representations/ commissions.

With the channeling of the personnel and materials of the former KPM by degrees the representation on commissions ceased, and was replaced with the KPM apparatus.

E. Personnel

Central Office and Priok Sections	1,068
Agency /Representatives?/	537
Officers	161
Junior Officers	545
LVP /not further identified/	1,254
Students	155
	3,720

Former KPM	
Central Office and Priok Sections (Monthly-workers)	2,180
Agency /Representatives/ (Monthly-workers)	2,100
Fixed Day Workers for all Indonesia	2,800
Officers	5
Junior Officers	465
LVP	2,500
	10,500

Seamen Personnel

In accordance with government policy, 80 foreign seamen have been returned /to their native countries/. As replacements Indonesia personnel are being employed by granting dispensation /waving of qualification requirements?/. To maintain work safety we are endeavoring to get foreign personnel from Poland and Yugoslavia.

Requirements of Pelni to protect its 56 ships

			No. Required	No. Short
mpb	/Master Pilot, Mualian Pelajaran Besar?/	I	39	34
mpb	"	II	43	33
mpb	"	III	28	9
			110	76

		No. Required	No. Short
apb [Master Technician, Ahli Pelajaran Besar?]	B	24	19
apb "	B + 3 yrs study	45	45
	A + 3 yrs study	6	6
	A	27	9
mmd [Mandur motaris diesel, Diesel Motor Superintendent]		66	29
		168	108
Electrical Expert		33	24
Radio Operator		46	37

F. Fleet

1. As of January 1958

Number	Type	Dead Weight Tons
2	Buru and Ceram	1,580
2	Kalimantan & Irian	2,400
1	Prambanan	1,100
1	Timur	1,050
6	"P"	3,708
5	"E"	3,500
14	"L"	8,050
1	Tampomas	8,500
37		34,838

2. On 1 May sold to U.S.O.

1	Buru	790
36		34,048

Additions

6	Tandjung	18,084
4	Telok	4,200
46		56,332

Chartered Ships

15	--	65,155
61		117,487

Chartered to the Army Transportation Office

25	29,668
36	87,819

Note: a. Type "B" in general good for tropical areas; it can transport both cargo and passengers.
b. Type "E" for trnsporting gasoline.
c. Type "Tandjong" /Tandjung/ in general is not suitable for tropical areas.
d. Type "Telok" is old and generally not suitable for Indonesia.

Supply of Spare Parts

For more than 2 years Pelni has not received an increase in the supply of spare parts because of money.

G. Operations

1. Although 1958 seen from the standpoint of operations was not satisfactory, nevertheless the thing that was achieved was a blessed increase in transportation rates, since August 1958. This can be said to be relatively satisfactory.

Pelni Ships and Chartered Ships Transported

Goods	938,656 tons
Animals	7,319 head
Passengers	33,332

Mine Profits

Money from Mines	217,109,850 rupiah
Money from Chartering	128,438,603 rupiah
	345,548,453 rupiah

2. Mecca Pilgrims

"Tampomas" was used to transport 882 Mecca pilgrims in June 1958.

H. Finance

	Rupiah
a. Advance in debtors /Advances on accounts?/	33,208,123
b. Payment to workers of ex-KPM	38,797,406.86
Total	72,005,529.86
c. Deduction for liquidation of equipment	43,231,026.72
d. Balance	28,774,503.14
e. Amount creditors /Bills collectable/	7,000,000
f. Carried forward in transportation fund	21,774,503.14

The balance sheet for profit and loss for the 1958 account is still in preparation.

I. The relocation of about 10,000 employees of the former K.P.M. into the organization of Pelni on 1 July 1958, without the ships, was a new difficulty for Pelni.

This was of increasing difficulty because Pelni itself had an excess of workers of about 40% of its working force. If we assume that the Pelni Fleet should become as large as the KPM fleet which needed only about 8,000 employees, whereas Pelni had a labor force of about 3,000 men, then it is clear that somehow or another there will be an excess of about 3,000 men.

The KPM matter is not only a socio-economic matter but also a socio-political matter.

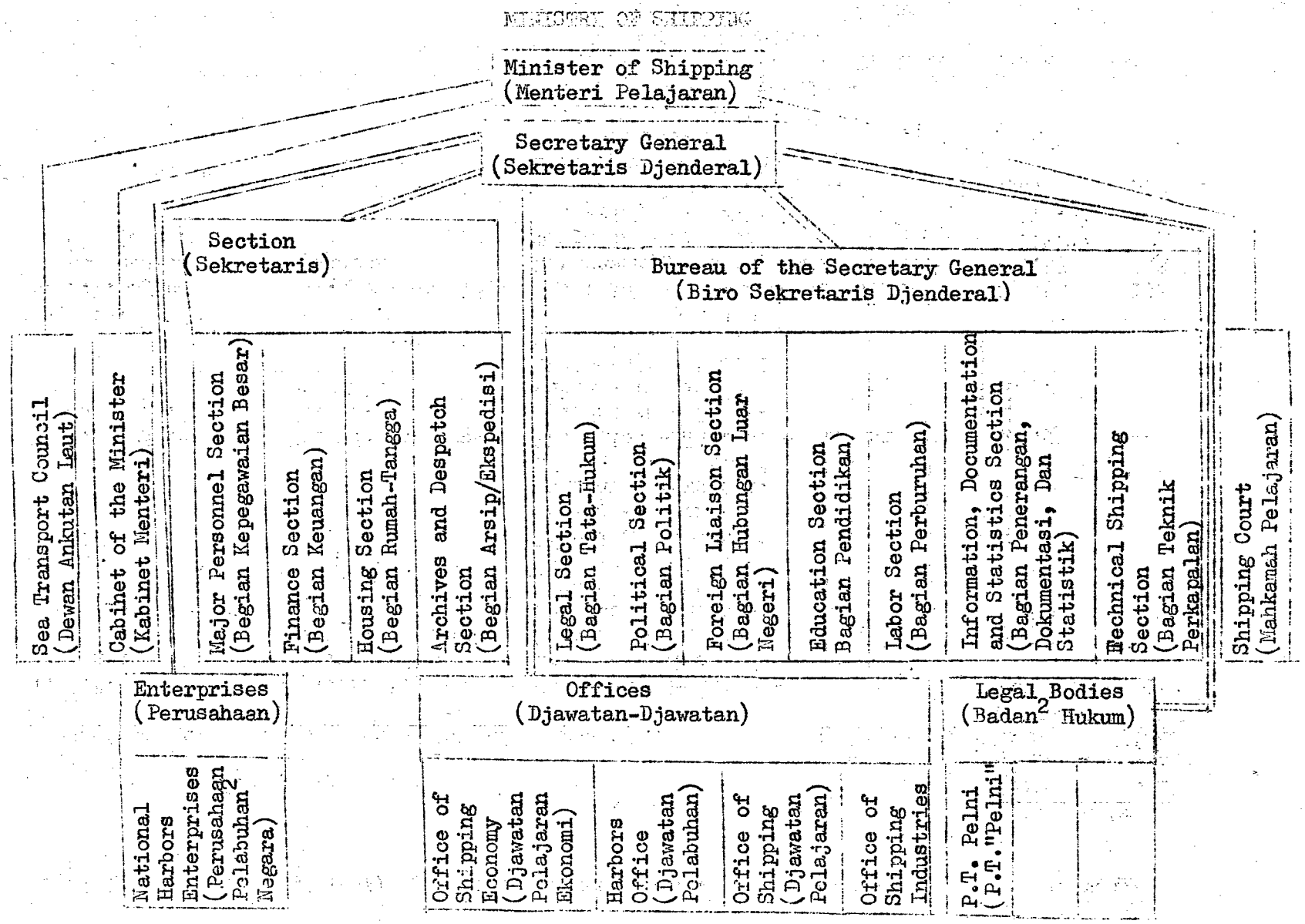
J. Conclusion.

Suggestions

1. A sufficient increase in capital
2. Increase of new ships for Pelni
3. Necessary financing and other facilities for solving the problem of ex-employees of KPM.
4. Wharves and storehouses in every harbor.

XI. CONCLUSION [not translated]

XII. APPENDIX OF TABLES AND CHARTS


MINISTRY OF SHIPPING
Minister of Shipping (Menteri Pelajaran)
Secretary General (Sekretaris Djenderal)
Sea Transport Council (Dewan Ankutan Laut)
Cabinet of the Minister (Kabinet Menteri)
Section (Sekretaris)
Major Personnel Section (Begian Kepegawaian Besar)
Finance Section (Begian Keuangan)
Housing Section (Begian Rumah-Tangga)
Archives and Despatch Section (Begian Arsip/Ekspedisi)
Bureau of the Secretary General (Biro Sekretaris Djenderal)
Legal Section (Bagian Tata-Hukum)
Political Section (Bagian Politik)
Foreign Liaison Section (Bagian Hubungan Luar Negeri)
Education Section Bagian Pendidikan)
Labor Section (Bagian Perburuhan)
Information, Documentation and Statistics Section (Bagian Penerangan, Dokumentasi, Dan Statistik)
Technical Shipping Section (Bagian Teknik Perkapalan)
Shipping Court (Mahkamah Pelajaran)
Enterprises (Perusahaan)
National Harbors Enterprises (Perusahaan Pelabuhan Negara)
Offices (Djawatan-Djawatan)
Office of Shipping Economy (Djawatan Pelajaran Ekonomi)
Harbors Office (Djawatan Pelabuhan)
Office of Shipping (Djawatan Pelajaran)
Office of Shipping Industries
Legal Bodies (Badan Hukum)
P.T. Pelni (P.T. "Pelni")

List of Coastal Shipping Enterprises Under the Administration of the License Committee (Panitiya Peridzinan 47/1957) [47 reference not known. There are 46 enterprises listed.]
* "Has no ship"

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
1. P.T. Bintang Maluku	Djl. Luning Geredja Wulitar Wijk A, Ambon.	Surabaja - Makasar - Ambon - Namlea - Sanana - Batjan - Ternate - Tobelo - Morotai - Ternate - Makasar - Batjan - Laiwui (fac) Sanana - Namlea - Ambon - Makasar - Surabaja.	*	--	--
2. P.T. Djawa Sumatera.	Djl. Hajam Wuruk No. 88, Djakarta	Tg. Priok - Tjirebon- Tg. Pandan - Dobo - Kuala - Tungkal dan sekitarnja - Djambi - Tg. Priok.	1. Kah Hua	405.96	--
3. P.T. Djawa Kalimantan (Pedjaka).	Djl. Kopi No. 73, Djakarta	Tg. Priok - Pontianak - Singkawang - Pemangkat Tambelan - Manggar - Tg. Priok	1. Jandena	144.55	136
			2. Taruna	171.37	198
		Manggar - Tambelan - Permangkat - Singkawang - Pontianak - Tg. Priok.	3. Tirtonadi	330.	330
		Tg. Priok - Bandjarmasin - Sampit - Tg. Priok - Bandjarmasin - Sampit - Singapore - Bandjarmasin.	4. Tabinta	152.64	180
			5. Madju	127.	302

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
4. P.T. Gabungan Pelajaran Sulawesi Selatan (Pabsu).	Djl. Pasar No. 81, Gorontalo.	Surabaja - Makasar - Kendari - Kolonedale - Luwuk - Banggai - Gorontalo - Teluk Tomini - Gorontalo - Kepulauan Banggai - Luwuk - Kolonedale - Kendari - Makasar - Surabaja.	1. Tuty	407.65	600
5. P.T. Gasco	Djl. Pantjoran 37, Djakarta-Kota.	Tg. Priok - Bandjarmasin - Sampit - Tg. Priok.	1. Nangkasinder	--	400
6. P.T. Maskapai Pelajaran Hadji Djamaludin.	Djl. Boom Baru, Palembang	Tg. Priok - Palembang - Muntok - Blinju - Pangkal Pinang - Tg. Pandan - Tg. Priok.	1.Ylkaruguntura	279.70	--
7. P.T. Imanu	Djl. Tjakdoko No. 1, Kupang	Surabaja - Makasar - Maumere - Larantuka - Waiwerang - Atapupu - Kupang - Waingapu - Waikelo - Ampenan - Pelabuhan-pelabuhan - di Bali - Surabaja - Makasar.	1. Masariku.	138.03	--

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
8. P.T. Iskandar Muda Lloyd.	Djl. Suwatan No.31, Medan.	Belawan - Langsa - (fac) - Lhokseumawe - Sigli - Olehleh - Meulaboh - Sinabang - Meulabah - Olehleh - Sabang - Sigli - Lhokseumawe - Langsa - Belawan - Penang - Belawan. Belawan - Penang - Sebang - Meulaboh - Susoh - Tapatuan - Singkel - Sinabang - Olehleh - Sabang - Penang - Belawan.	1. Fisco. 2. Paden.	150 580	167 618
9. P.T. Indonesia Shipping (ex-Pelajaran Meratus).	Pasar Lima Atas, Bandjarmasin.	Surabaja - Bandjarmasin - Makasar - Bandjarmasin - Surabaja.	*	--	--
10. P.T. P.a.m. Pelajaran Indonesia Lloyd.	Djl. Kopi No. 9, Djakarta-Kota.	Tg. Priok - Pandjang - Palembang - Tg. Priok.	1. Mempawah	407	287
11. P.T. Indonesia Shipping Organisation (I.S.O.)	Djl. Raja Pelabuhan, Tg. Priok.	Tg. Priok - Bandjarmasin - Sampit - Tg. Priok.	--	--	--

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
12. P.T. Kalimantan	Djl. Pintu Air, Djakarta	Tg. Priok - Pontianak- Singkawang - Pemangkat- Tambelan - Manggar - Tg. Priok - Manggar Tambelan - Pemangkat - Singkawang - Pontianak - Tg. Priok. Tg. Priok - Bandjarmasin - Sampit - Tg. Priok - Surabaja - Bandjarmasin - Makasar - Bandjarmasin - Surabaja.	1. Bawean. 2. Kapuas. 3. Mualang. 4. Muara.	396.14 342.78 150. 150.	470 435 -- --
13. P.T. M.P.N. "Karimata".	Djl. Parit Darat 9, Pontianak.	Tg. Priok - Pontianak - Singkawang - Pemangkat - Tambelan - Manggar - Tg. Priok - Manggar - Tambelan - Pemangkat - Singkawang - Pontianak - Tg. Priok.	1. Indra	413.22	600
14. P.T. Kidang Mas.	Djl. Taman, Djambi.	Tg. Priok - Palembang - Djambi - Pelabuhan-pelabuhan Sungai Inderagiri - Singapore- Palembang - Tg. Priok.	1. Juliana	418.	600

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
15. P.T. Kongsi Pelajaran Normal.	Pasar Pagi 120, Djakarta-Kota.	Pontianak - Singkawang - Tambelan - Tg. Pinang - Singapore - Tg. Pinang - Tambelan - Singkawang - Pontianak.			
		Tg. Priok - Palembang (fac) Singapore - Belawan - Singapore - Palembang (fac) Tg. Priok			
16. P.T. Mahakam.	Djl. Bunga, Samarinda.	Surabaja - Buleleng - Balikpapan - Samarinda - Donggala - Tarakan - Donggala - Samarinda - Balikpapan - Kotabaru - Surabaja.			
17. P.T. M.P.N. (Maskapai Pelajaran Nusantara).	Djl. Lodan No. 6, Djakarta-Kota.	Tg. Priok - Tg. Pandan - Pangkal Pinang - Blinju - Muntok - Palembang - Tg. Priok	1. Biaro.	146.76	170
			2. Djenedatara	176.37	240
			3. Tanggamus	176.37	240
			4. Taliwang	176.37	191
			5. Inis.	272.26	250
		Tg. Priok - Djambi - Kuala - Tungkal - dan sekitarnja - Dabo - Tg. Pandan - Tjirebon - Tg. Priok.			
		Pontianak - Singkawang - Tambelan - Tg. Pinang - Singapore - Tg. Pinang - Tambelan - Singkawang - Pontianak.	6. Radjabasa	176.37	240

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
18. P.T. Medan Lloyd.	Djl. Masdjid No.171, Medan	Belawan - Bagan Si-Api-Api - Bengkalis - Pelabuhan-pelabuhan Sungai Siak/Pakan Baru - Selat Pandjang - Singapore - Belawan	*	--	--
19. P.T. Nagah Berlian Pelajaran Teluk.	Djl. Orpa 64-66, Djakarta-Kota	Tg. Priok - Pandjang - Palembang - Tg.Priok.	1. Telok I.	135.42	180
			2. Telok III.	106.79	100
			3. Telok VI.	116.99	122
		Tg. Priok - Palembang - Djambi - Pelabuhan Sungai Inderagiri - Singapore - Palembang - Tg. Priok.	4. Telok VII.	153.22	170
			5. Telok VIII.	157.46	180
			6. Telok IX.	176.05	280
		Tg. Priok - Palembang - Singapore - Pelabuhan-pelabuhan di Sungai Inderagiri - Djambi - Palembang - Tg. Priok.			
20. P.T. Pulau Laut	Bandjarmasin	Bandjarmasin - Sampit - Singapore - Bandjarmasin.	*	--	--
21. P.T. Pelnama.	Djl. Diponegoro, Kutaradja.	Belawan - Langsa (fac) Lhoksumawe - Sigli - Olehleh - Meuleboh - Sinabang - Meulaboh - Olehleh - Sabang - Sigli - Lhoksumawe - Langsa - Belawan - Penang - Belawan.	*	--	--

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
22. P.T. Pantai Mas	Kali Besar Barat No. 5, Djakarta	Tg. Priok - Pandjang - Palembang - Tg. Priok	*	--	--
23. P.T. Pelajaran Pantai Nasional (P.T. Pepana).	Djl. Tertjut No 11, Medan	Belawan - Bagan Si-Api-Api - Bengkalis - Pelabuhan-pelabuhan Sungai Siak/(Pakan Baru) Selat Pandjang - Singapore - Belawan.	1. Nukaha 2. Pantai Tjermin. 3. Pantai Labu	425 120 246	425 150 180
		Belawan - Langsa (fac) - Lhokesumawe - Sigli - Olehleh - Meulaboh - Sinabang - Meulaboh - Olehleh - Sabang - Sigli - Lhokseumawe - Langsa - Belawan - Penang - Belawan.			
24. P.T. Perusahaan Pelajaran Sulawesi Selatan (P.P.S.S.)	Djl. Pelabuhan 78, Makasar.	Surabaja - Makasar - Pare-Pare - Donggala - Menado - Kepaulauan - Sangir - Talaut - Menado - Toli-Toli - Makasar - Surabaja.	1. Intata. 2. Pasudu. 3. Tongkol.	282.91 544.66 422.86	250 618 215.63
		Surabaja - Makasar - Kendari - Kolonedale - Luwuk - Banggai - Gorontalo - Teluk Tomini - Gorontalo - Kepulauan Banggai - Luwuk - Kolonedale - Kendari - Makasar - Surabaja.	4. Lompobalang	176.27	86.14

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity: Gross Registered Tons	Capacity: Dead Weight Tons
25. P.T. Pelajaran Nasional Gangga (P.T. Pelnaga).	Djl. Krapu 40, Djakarta	Tg. Priok - Pandjang - Palembang - Tg. Priok.	1. Judistira	156.88	--
26. P.T. Pelajaran Veteran Indonesia (P.T. Pelvin).	Djl. Djembatan Batu No. 72, Djakarta.	Tg. Priok - Djambi - Kuala Tungkal dan sekitarnja - Dabo - Tg. Pandan - Tjirebon - Tg. Priok.	1. Karanganom	150	148
27. P.T. Perniagaan Pelajaran Indonesia (P.T. Perpelin).	Djl. Pasar Besar No. 66, Surabaja.	Surabaja - Buleleng - Ampenan - Sumbawa-besar - Makasar - Bima - Waingapu - Endeh - Sawu - Roti - Atapupu - Kupang - Roti Sawu - Endeh - Reo - Bima - Sumbawa-besar - Makasar - Ampenan - Buleleng - Surabaja. Surabaja - Benoa - Padangbaai - Pelabuhan Hadji - Ampenan - Surabaja.	1. Tripang 2. Nurage 3. Paserang	415 510 560	480 425 618

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
		Surbaja - Makasar - Maumere - Larantuka - Waiwerang - Atapupu - Kupang - Waingapu - Waikelo - Ampenan - Pelabuhan-pelabuhan di Bali - Surabaja - Makasar.			
28. P.T. Pelajaran Rakjat Indonesia (Pelri).	Djl. Gunung Lalimadjong No.127, Makasar.	Surabaja - Makasar - Pare-Pare - Donggala - Mendado Kepulauan Sangir - Talaut - Menado - Toli-Toli - Makasar - Surabaja.	1. Pasoso.	544.64	618
29. P.T. Pelajaran Maluku.	Djl. Pelabuhan, Ambon.	Surabaja - Makasar - Ambon - Namlea - Sanana - Batjan - Ternate - Tobelo - Morotai - Ternate - Makian - Batjan - Laiwui (fac) Sanana - Namlea - Ambon - Makasar - Surabaja.	1. Sanny. 2. Pegate	407.65 544.66	610 618
		Surabaja - Makasar Ambon - Bandanaira - Tual - Elat - Dobo - Larat - Saumlaki-Saumlaki - Tepa - Kisar - Bandanaira - Ambon - Makasar - Surabaja.			

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
30. P.T. Persabi	Djl. Gedung Pandjang No. 28, Djakarta-Kota	Tg. Priok - Tg.Pandan Pangkal Pinang - Blinju - Muntok - Palembang - Tg. Priok	1. Persabi I	110.	--
31. P.T. Pelajaran Bangka (P.T. Pelba).	Kali Besar Timur Djakarta-Kota	Tg. Priok - Palembang - Muntok - Blinju - Pangkal Pinang - Tg. Pandan - Tg. Priok.	1. Reinhard	320.63	513
32. P.T. Pelajaran Persatuan Nasional (P.P.N.).	Petak Baru No. 66, Djakarta-Kota.	Tg. Priok - Tg. Pandan - Pangkal Pinang - Blinju - Muntok - Palembang - Tg. Priok.	1. Kota Silat II.	146.91	--
		Tg. Priok - Pandjang - Palembang - Tg. Priok.	2. Bin Hap	116.73	--
33. P.T. Pelajaran Nasional Indonesia (P.T. Pelni).	Djl. Angkasa Kemajoran, Djakarta.	--	1. Bengawan	2,575.	1,700.
			2. Brantas	2,575.	1,700.
			3. Bogowanto	2,575.	1,700.
			4. Batanghari	2,575.	1,700.
			5. Berau.	2,575.	1,700.
			6. Ceram	515.62	750.
			7. Ende	514.35	700.
			8. Empoh.	514.35	700.
			9. Enggano	514.35	700.
			10. Epar.	514.35	700.
			11. Esan.	514.35	700.
			12. Irian.	847.11	1,200.
			13. Kalimantan	847.11	1,200.

Name of Enterprise	Location of Office	Ports of Call		Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
			14.	Lagong	522.32	575.
			15.	Lairan	522.32	575.
			16.	Lakor	522.32	575.
			17.	Lahota	522.32	575.
			18.	Landu	522.32	575.
			19.	Lalang	522.32	575.
			20.	Langkara.	522.32	575.
			21.	Langir.	522.32	575.
			22.	Laponda.	522.32	575.
			23.	Larat	522.32	575.
			24.	Lawak	522.32	575.
			25.	Lawandra	522.32	575.
			26.	Lawin.	522.32	575.
			27.	Lawoto	522.32	575.
			28.	Padjonga.	544.66	618.
			29.	Pailowa	544.66	618.
			30.	Panehan.	544.66	618.
			31.	Pasigi.	544.66	618.
			32.	Papado.	544.66	618.
			33.	Pajangan.	544.66	618.
			34.	Prambanan.	909.	1,100.
			35.	Timor.	922.06	1,050.
			36.	Tampomas	6,072.52	4,950.
			37.	Tg. Sele.	1,711.77	3,100.
			38.	Tg.Torawitan	1,711.77	3,100.
			39.	Tg. Datu.	1,711.77	3,100.
			40.	Tg. Sepi.	1,711.77	3,100.
			41.	Tg. Raya	1,711.77	3,100.
			42.	Tg. Alang.	1,711.77	3,100.
			43.	Teluk Wedal	1,193.81	1,100.
			44.	Teluk Bintuni	1,193,81	1,100.
			45.	Teluk Semangka	1,193.81	1,100.
			46.	Teluk Tomini	1,193.81	1,100.

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
34. P.T. Riasco Archipelago Shipping	Djl. Finghor, Tg. Pinang	Pontianak - Singkawang - Tambelan - Tg. Pinang - Singapore - Tg. Pinang - Tambelan - Singkawang - Pontianak.	Sudari	282.91	250
35. P.T. Sangsaka	Djl. Boom Baru No. 332, Palembang	Tg. Priok - Palembang (fac) Singapore - Belawan - Singapore - Palembang (fac) Tg. Priok.	1. Sang Prama	282.91	250
			2. Sang Djaja	106.37	100
			3. Sang Muda	146.91	180
			4. Sang Toralang	--	680
		Tg. Priok - Palembang- Djambi - Pelabuhan Sungai Inderagiri - Singapore - Palembang - Tg. Priok.	5. Harum Manis	378.18	600
		Tg. Priok - Pandjang - Kroe - Bintaran - Bengkulu - Padang - Sibolga - Padang - Bengkulu - Bintuhan - Peroe - Pandjang - Tg. Priok.			
36. P.T. Samerlin	Djl. Wuni No. 7, Surabaja	Surabaja - Buleleng - Balikpapan - Samarinda - Donggala - Tarakan - Donggala - Samarinda - Balikpapan - Kotabaru - Surabaja.	1. Surja	857.54	1,400.

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
37. P.T. Selamat Shipping	Kalimas Timur 114, Surabaja	Surabaja - Bandjarmasin - Makasar - Bandjarmasin - Surabaja.	1. Sempurna	148.33	--
38. P.T. Sribahagia	15 Djl. Djelakang, Djakarta-Kota	Tg. Priok - Pandjang - Kroe - Bintuan - Bengkulu - Padang - Sibolga - Padang - Bengkulu - Bintuan - Kroe - Pandjang - Tg. Priok.	1. Sribahagia	171.66	216.96
39. P.T. South Sumatra Shipping	d/a. P.T. Veem Sriwidjaja Djl. Boom Baru, Palembang	Tg. Priok - Palembang - Singapore - Pelabuhan-pelabuhan di Sungai Inderagiri - Djambi - Palembang - Tg. Priok.	--	--	--
40. P.T. Maskapai Pelajaran Sumatera	Djl. Kartini No.22, Padang.	Tg. Priok - Pandjang - Kroe - Bintuhan - Bengkulu - Padang - Sibolga - Padang Bengkulu - Dintuhan - Kroe - Pandjang - Tg. Priok.	--	--	--
41. P.T. Tandjung Bunga	Djl. Pasar No.24, Ende Felores/Nusa Tenggara	Surabaja - Buleleng - Ampenan - Sumbawabesar - Makasar - Bima - Waingapu - Ende - Sawu -	1. Rainy.	369.26	--

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
		Roti - Atapupu - Kupang - Roti Sawu - Enden - Reo - Bima - Sumbawabesar - Makasar - Ampenan - Bueleng - Surabaja.			
42. P.T. Tenga Shipping	Menteng Raya No.79, Djakarta.	Tg. Priok - Palembang - Djambi - Pelabuhan-pelabuhan Sungai Indergiri - Singapore - Palembang - Tg. Priok.	--	--	--
43. P.T. Tjipanas.	Djl. Sanur, Denpasar (Bali).	Surabaja - Benoa - Padangbaai - Pelabuhan Hadji - Ampenan - Surabaja.	1. Hin Hoang	400	--
44. P.T. Tugas	Djl. Djembatan Batu No. 48, Djakarta.	Tg. Priok - Djambi - Kuala Tungkal - dan sekitarnja - Dobo - Tg. Pandan - Tjirebon - Tg. Priok.	1. Khai Heng	--	200

Name of Enterprise	Location of Office	Ports of Call	Name of Ships Owned	Capacity Gross Registered Tons	Capacity Dead Weight Tons
45. P.T. Tong An Shipping	Djl. Besar No. 10, Selat Pandjang.	Belawan - Singapore - Selat Pandjang - Pelabuhan Sungai Siak/(Pakan Baru) Bengkalis - Bagan Si-Api-Api - Belawan.	1. Ang Kheng	130.24	--
			2. Hai Hui	114.62	--
			3. Kim Lam An	114.52	--
			4.	100	155
46. P.T. United Shipping Organisation (U.S.O.).	Djl. Nelajan Barat No. 31, Djakarta - Kota	Surbaja - Makasar - Kendari - Kolonedale - Luwuk - Banggai - Gorontalo - Teluk Tomini Gorontalo - Kepulauan Banggai - Luwuk - Kolonedale - Kendari - Makasar - Surabaja	1. Sendangan	100	155
			2. Kawang Koan (ex-Buru)	315.62	750
			115 Buah	73,316.74	76,583.46

Summary

Total enterprises according to the License Committee:	46
Enterprises owning their own fleets:	38
Enterprises not yet having their own fleet:	8
Total Gross Registered Tons: 73,316.74;	
Total Dead Weight Tons: over 76,583,46 (not yet complete.	See list)

List of Ships Chartered in 1958, Paid in Foreign Currency

Name of Enterprise	Name of Ship	Capacity: Dead Weight Tons	Capacity: Gross Registered Tons	Duration of charter (months)	Dead Weight Tons Per Month	Foreign Currency: British Pound	Foreign Currency: Strait's Dollar	Foreign Currency: HK Dollar	Goods Carried in Tons
1. Bintang Maluku	1.Ka.Kamo	1150	1449	3	3,450	-/27,600/	--	--	--
	2.Ka.Brenda	1730	1388	3	5,190	--	94,977.	--	--
	3.Ka.Easter Fortune	2324	1513	3	6,972	--	8,893.88	--	2,351,946.
	4.Ka.Tadjouri	4750	2878	3	14,250	-/327,750/	1,174,020	--	8,239.5
	5.Ka.Qualidia	1700	1379	3	5,100	--	138,120	--	--
2. Bintang Merah Putih	1.Ka.Amonia	3750	2174	3 1	6,522	--	7,628,562.	--	3,750.
3. P.T.Djaja Segara	1. Km. Mangkachindr	450	430	3	1,350	--	59,994.	--	2,310,047.
4. P.T. Djakarta Lloyd	1.Ka.Forselady	5450	3136	2	10,900	-/272,500/	--	--	--
	2.Ka. Jarra Breeze	3745	2517	3	11,235	-/268,740/	--	--	3,100.
	3.Ka.Bonita ex-Gordian	4440	2958	3	8,880	-/195,360/	--	--	36,809.
5.P.T.Great Indonesia Lines	1.Ka.Amazone	3150	2177	3	6,531	--	66,354.96	--	3,364,756.
	2.Km.Libertad	3600	3575	2	7,200	--	79,560.00	--	5,913,118.
6.Great Indonesia Ocean Lines	1. Km.Shinei Maru	5674	3685.07	3	17,002	-/424,484/	--	--	--
	2. Km. Fuei Maru	4195	2566.40	3	12,585	-/276,870/	--	--	--

Name of Enterprise	Name of Ship	Capacity: Dead Weight Tons	Capacity: Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Currency: British Pound	Foreign Currency: Strait's Dollar	Foreign Currency: HK Dollar	Goods Carried in Tons
7. P.T. Gapsu	1. Ka. Theta Star	4144	3601	3	12,420	-/273,240/	--	--	284 animals 51,934,283.
8. P.T. Garuda Shipping	1. Km. Nangka Sarindr	400	--			--	--	--	--
9. P.T. Inall	1. Ka. Mukali (ex-Ambouli)	4668	2878	3	14,004	-/420,120/	--	--	--
10. P.T. Indonesia Sugar Lines	1. Ka. Planet	10,920	7228	3	32,760	-/524,180/	--	--	--
11. P.T. Indonesia Fortune Lloyd	1. Ka. Bianca	6950	4440	3	20,850	-/500,400/	--	--	--
	2. Ka. Ocean Fortune	4600	3101	70	32,000	-/19,320,000/	--	--	--
12. P.T. Incotra	1. Ka. San Romeli	4190	3395			--	--	--	--
	2. Ka. Sona	6175	--	2	12,350	-/247,000/	--	--	--
13. P.T. I.S.T.A.	1. Ka. Ringhorn	4670	2828	2	9,340	-/248,180/	--	--	5,820,629
	2. Ka. Incharnt	9250	4970	1	9,250	-/157,250/	--	--	8,000
14. P.T. Indonesia Shipping Organisation	1. Km. Hoc San	1500	829.16	1	1,500	--	29,400.	--	11,759,962
	2. Km. Eastern Pearl	200	1370		2,00	--	59,580.	--	6,709,314.

Name of Enterprise	Name of Ship	Capacity Dead Weight Tons	Capacity Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Exchange British Pound	Foreign Exchange Strait's Dollar	Foreign Exchange HK Dollar	Goods Carried in Tons
15. P.T. Indolines	1. Ka.Woodlock	4624	2878	3	13,872	-/277,440/	--	--	1,707,275
	2. Ka.Armonia	4065	2740	3	12,195	-/243,900/	--	--	--
16. P.T. Indonesia Lloyd	1. KM. San Ernesto	1900	1538	3	5,700	-/359,100/2	--	--	$33,433. 1672 oxen
	2. Km. Isabel	1320	783	3	3,960	-/190,080/6	--	--	146,752,204
17. P.T. Karimata	1. Ka.Nangka-chindr	400	430	3	1,200	--	45,600	--	1,287,501
	2. Ka.Debora	500	553	3	1,500	--	45,600	--	
18. P.T. Mandira-dja Shipping Coy	1. Km.Brenda	1730	1338	3	5,190	--	114,180	--	796,550
	2. Km. Lan Sun	600	--	--	--	--	--	--	--
	3. Ka. Nangka-vindr	600	--	--	--	--	--	--	--
19. P.T. Neptune Lines	1. Ka. San Fernando	9260	4982	[illegible]	4,982	-/44,694/	--	--	--
				2	9,860	-/216,920/	--	--	--
20. P.T. Pelni	1. Ka.Golden Gamma	3345	3094	6	20,070	-642,240/	--	--	--
	2. Ka.Daviken	3450	2922	6	20,700	-/765,900/6	--	--	--
	3. Ka.South Deal	2975	2201	6	16,050	-/249,400/-	--	--	--
	4. Ka. San Roberto	4114	2847	6	24,684	-/687,152/	--	--	--

Name of Enterprise	Name of Ship	Capacity: Dead Weight Tons	Capacity: Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Exchange: British Pound	Foreign Exchange: Strait's Dollar	Foreign Exchange: HK Dollar	Goods Carried in Tons
	5. Ka. Kali	5147	3317	6	30,882	-/864,696/	--	--	--
	6. Ka. Mascot	3350	2042	18	60,300	-/2,110,500/	--	--	--
	7. Ka. Bella	6809	5072	24	121,728	-/4,747,392/	--	--	--
	8. Ka. Diana	4915	3708	18	88,470	-/2,946,340/	--	--	--
	9. Ka. Admiral Hardy	3120	1929	6	18,720	-/506,440/	--	--	--
	10. Ka. Valles	5182	3545	24	323,368	-/1,327,088/9	--	--	--
	11. Ka. San Eduardo	4573	3088	6	27,438	-/576,198/6	--	--	--
	12. Ka. San Francisco	2150	--	12	25,800	-/242,200/	--	--	--
21. P.T. Pelajaran Rakjat Indonesia	1. Ka. Flaying Lark	1750	1253	3	5,250	--	110,250.	--	--
22. P.T. Pantai Mas	1. Ka. Larnah	1000	800	3	3.00	--	--	120,000	1,685,421
23. P.T. Pulau Laut	1. Km. Torina	700	--	--	--	--	--	--	--
24. P.T. Pepana	1. KM. Barkerc	1362	1270	3	4,086	--	--	--	3,186,116
	2. Km. Inchislay	2800	1941	3	7,400	--	--	--	958,501
	3. Ka. Shapur	3700	2865	6	22,200	-/666,000/	--	--	5,911.746.52
	4. Ka. Negostar	3525	2492	6	19,150	-/574,500/	96,021.00	--	4,157,022.77
	5. Ka. Elbrenon	1440	1141	3	4,320	--	229,400.	155,995,20	4,998,924. 864 animals

Name of Enterprise	Name of Ship	Capacity Dead Weight Tons	Capacity Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Exchange British Pound	Foreign Exchange Strait's Dollar	Foreign Exchange HK Dollar	Goods Carried in Tons
	6. Ka San Francisco	2150	1367	3	6,450	-/193,500/3	--	--	1,160,512.
	7. Ka. South Wind	3790	2358	3	11,370	-/2,319,480/	--	--	343,175.58
	8. Km. Koki Maru	1540	919	3	4,620	--	78,999,220	--	187,673
25. P.T. Pacific Shipping	1. Ka. Marito ex-Ranhim	5500	3246	1	5,500	-/115,500/	--	--	
26. P.T. Pelba	1. Ka. Kim Hai	750	478.11	1	2,250	--	55,498,500	--	
27. P.T. Raya Lloyd	1. Ka. Kali	5147	2025	3	15,441	--	139,162,646	--	9,869,837
28. P.T. Sang Saka	1. Km. Hong Ming	900	795	2	1,800	--	55,800	--	
	2. Km. New Susana	745	500	2	1,990	--	45,565	--	3,384,371.
	3. Ka. Eastern Pearl	2000	1350	3	6,000	--	81,000	--	20,117,620 23 men
	4. Km. Tornia	700	--						
	5. Ka. Tai Seun Hong	3754	2604	3	11,262	--	109,128.78	--	10,666,437
	6. Ka. Tai Nam Shan	1580	1337	3	4,740	--	--	81,717,380	5,844,770
	7. Ka. Leewana	1014	960	3	3,042	--	--	70,513,56	3,499,842.
	8. Km. Floretha	1300	952	3	3,900	--	--	85,800.	1,553,566

Name of Enterprise	Name of Ship	Capacity: Dead Weight Tons	Capacity: Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Exchange: British Pound	Foreign Exchange: Straits Dollar	Foreign Exchange: HK Dollar	Goods Carried in Tons
29. P.T. Semarang Ocean Lines	1. Ka.Nukali	4624	2877	3	13,872	-/305/184/	--	--	4,484,880
	2. Ka.Obokil	4668	2878	9	42,012	-/924,284/	--	--	6,144,472.10
30. P.T. Sabang Lines	1. Ka.Inchilda	2709	1895.78	4	10,876	-/304,528/	--	--	5,727,653
31. P.T. South East Asian Lines	1. Ka. Tees Breeze	4382	3296	3	13,146	-/289,212/	--	--	6,376,015
32. P.T. Maskapai Pelajaran Sumatera	1. Km. Sletter	850	499	3	2,550	--	70,372.00	--	
	2. Km. Slidre	1300	815	3	3,900	--	82,173.00	--	23,797,930.
	3. Ka. Peggy	3290	2059	3	9,870	--	104,997,060	--	4,619,265
33. P.T. South Sumatera Shipping (SSS)	1. Km.Keisho Maru	762	496.12	3	2,286	-/144,018/	--	--	968,597.
	2. Km. Kfune San Maru	607	--						
34. P.T. Sumatera Shipping	1. Ka.Honesta	3600	3580.71	--	3,600	--	40,388,400	--	

Name of Enterprise	Name of Ship	Capacity: Dead Weight Tons	Capacity: Gross Registered Tons	Duration of charter (months)	Dead Weight Tons per Month	Foreign Exchange: British Pound	Foreign Exchange: Strait's Dollar	Foreign Exchange: HK Dollar	Goods Carried in Tons
35. P.T. Pelajaran Sumatera	1. Ka. Clyde Breeze	4920							2,113.
36. P.T. Tataman Ocean Lines	1. Ka. San Daviken	3450	2916	3	8,748	-/45,370,900/	--	--	15,427
	2. Ka. Shei Shin Maru	1472	903	3	3,416	-/167,136/5	--	--	218,737 7,940 men
	3. Umezone Maru	1669	999.67	3	5,007	-/235,329/	--	--	48,118
	4. Ka. Sensho Maru	800	496.12	3	2,400	-/151,200/	--	--	5,482.
	5. Km.Hantale	600	347.74	3	1,800	-/115,200/	--		3,776.
37. P.T. Tenggara	1. Danakil	4382	3088	3	13,146	--	123,572.40	--	3,976,642.952 /?/
	2. Ka. North Wind	3300	--						
38. P.T. Tenaga Shipping	1. Km. Phuang Ngern	540	446.92	3	1,620	--	45,999,240	--	2,045.
	2. Ka.Valubilis	700	337.94	3	2,100	--	80,283.00	--	782
	3. Km. Bicol	1050	599						
Total	93 ships	283,002	226,173.13		1,655,340	-/92,256,325/43	690,874,716	157,195.20	7,598,512.11 /?/ tons

Total in £ = 4,399,147/12/

2820 animals
7993 men

Note:	Total enterprises chartering ships in 1958:	38
	Ocean Shipping Enterprises	22
	Coastal Shipping Enterprises	16
	Total Chartered ships	93
	Operating companies [conducting business exclusively]	26

7,598,512.11 tons

2,820 animals

7,993 men

[this is same as puzzling total in lists above]

$$\frac{\text{goods transported}}{\text{dead weight tons monthly}} = \frac{7,598,512}{1,655,340} = \frac{7,600}{1,700} = 4.5 =$$

= passengers and animals

Chartered in pounds Sterling = $\frac{4,399,512}{7,598,512}$ 1 pound = 1,727 ton
1 ton costs - 11 Shilling, 6 pence

Total Foreign Exchange Permits Required For Chartered Foreign Ships in 1958
(In Pounds (£)

Month	Coastal Shipping	Ocean Shipping	Disbursements and Other Expenditures	Grand Total
January	136,414/2/	19,837/15/	5,692/4/	161,944/1/10
February	147,761/7/3	43,718/-/-	4,133/17/11	195,613/5/2
March	66,696/18/7	105,379/7/-	264/8/-	172,349/3/7
April	662,973/12/5	25,606/38/9	12/4/2	689,581/11/2
May	51,860/1/2	32,998/12/2	--	84,858/13/4
June	20,632/15/4	5,548/16/-	--	26,181/11/4
July	57,089/9/-	93,800/19/9	5,499/2/5	156,389/11/2
August	41,816/9/5	65,304/10/11	5,766/15/--	112,887/15/4
September	78,173/12/9	48,025/18/-	--	126,199/10/9
October	212,204/2/3	84,309/7/11	171/12/8	296,785/2/10
November	108/743/9/-	59,825/-/-	5,684/4/10	174,252/13/10
December	82,527/17/6	44,379/11/6	7,154/14/-	134,062/3/-

Ship/Tonnage Situation Up to/ 15 October 1957

Ship Situation	No of Ships	Gross Registered Tons 100-300	No. of Ships	Gross Registered Tons 300-500	No of Ships	Gross Registered Tons 500-1,000
Situation on 1 Dec 57						
Private National						
Owned	37	6,678.17	11	4,347.23	18	10,387.14
Rented	--	--	1	441.00	5	3,197.00
Total	37	6,678.17	12	4,788.23	23	13,584.14
K.P.M.	5	878.12	3	2,268.00	24	14,782.20
Pelni						
Owned	--	--	--	--	31	16,909.17
Rented						
Total	--	--	--	--	31	16,909.17
Complete Total	42	7,556.29	15	7,056.23	78	45,275.61
Situation on 15 Dec 57	42	7,556.29	15	7,056.23	78	45,275.61
Deducts						
K.P.M.	5	878.12	3	2,268.00	24	14,782.20
Total Private National & Pelni	37	6,678.17	12	4,788.23	54	30,493.41
Situation on 1 May 58						
Private National						
Owned	37	6,678.17	11	4,347.23	18	10,387.14
Rented	--	--	1	380.00	4	2,787.00
Pelni						
Owned	--	--	--	--	31	16,909.29
Rented	--	--	--	--	--	--
Total Private National & Pelni	37	6,678.17	12	4,727.23	53	30,083.43

Ship Situation	No. of Ships	Gross Registered Tons 100-300	No. of Ships	Gross Registered Tons 300-500	No. of Ships	Gross Registered Tons 500-1,000
Situation on 1 Jul 58 Private National and Pelni	37	6,678.17	12	4,727.23	53	30,083.43
Sunk (June 1958)	4	913.19	2	1,054.60	--	--
Total on 15 Oct 1958 Private National and Pelni	33	5,764.98	10	3,672.57	53	30,583.43

Ship Situation	No of Ships	Gross Registered Tons 1000-2000	No of Ships	Gross Registered Tons 2000 & Over	Grand Total Ships	Grand Total Registered Tons
Situation 1 Dec 57						
Private National						
Owned	--	--	4	25,111.72	70	46,594.26
Rented	4	4,352.00	--	--	10	7,990.00
Total	4	4,352.00	4	25,181.72	80	54,584.26
K.P.M.	15	20,350.38	25	78,688.46	27	116,967.16
Pelni						
Owned	--	--	6	18,872.00	37	35,781.27
Rented			11	44,830.00	11	44,830.00
Total	--	--	17	63,722.00	48	80,611.27
Complete Total	19	24,702.38	46	167,572.18	200	252,163.17
Situation on 15 Dec 57	19	24,702.38	46	167,572.18	200	252,163.27
Deduct:						
K.P.M.	15	20,350.38	25	78,688.46	72	116,967.16
Total						
Private National & Pelni	4	4,352.00	21	88,883.72	128	135,195.53
Situation on 1 May 58						
Private National						
Owned	--	--	4	25,181.72	70	46,594.26
Rented	4	6,232.00	12	37,289.00	21	46,688.00
Pelni						
Owned	10	15,045.86	6	18,872.00	47	50,827.15
Rented	--	--	11	46,260.00	11	46,260.00
Total						
Private National & Pelni	14	21,277.86	33	127,602.72	149	190,369.41

Ship Situation	No of Ships	Gross Registered Tons 1000-2000	No of Ships	Gross Registered Tons 2000 & Over	Grand Total Ships	Grand Total Registered Tons
Situation on 1 Jul 58 Private National and Pelni	14	21,277.86	33	127,602.72	149	190,369.41
Sunk (June 1958)	--	--	--	--	6	1,967.85
Total on 15 Oct 58 Private National & Pelni	14	21,277.86	33	127,602.72	143	188,401.56

Enclosed List

Harbors Office

Trade Ships Calling 1957/1958

No.	Name of Harbor	1957 Total /ships/	1957 Gross Weight	1958 Total /ships/	1958 Gross Weight	Remarks
1.	Iho Seumawe	380	240,491	199	99,308	1958 up to incl August
2.	Meulaboh	123	337,978	83	149,572	1958 " " " Oct
3.	Olhe Lheue	191	501,625	--	--	1958 no report. 1957
4.	Kuala Langsa	137	75,388	123	60,383	" up to Incl Sep
5.	Belawan	2,243	12,916,799	1,045	7,374,762	" " " " Apr, July
6.	Bengkalis	--	--	--	--	" " " " Aug
7.	Bagan siapiapi	--	--	--	--	" no report
8.	Gunung Sitoli	357	369,749	241	78,746	" " "
9.	Sibo ga	292	417,641	348	104,589	" up to incl Sep
10.	Tg Balai (Asahan)	--	--	1,936	156,729	" " " " Jul
11.	Dumai	--	--	--	--	" no report
12.	Teluk Bajur	425	2,538,942	94	897,016	" up to incl Aug
13.	Pakan Baru	1,312	482,631	--	--	" no report
14.	Rengat	--	--	--	--	" " "
15.	Palembang	1,361	3,198,682	1,100	2,992,749	" up to incl Nov
16.	Belinju	--	--	--	--	" no report
17.	Bengkulu	172	--	--	--	" " "
18.	Djambi	345	459,597	342	414,041	" up to incl Nov
19.	Pandjang	1,967	1,484,959	2,025	2,048,093	" " " " "
20.	Pangkal Bulam	--	--	--	--	" no report
21.	Tg. Pandan	--	--	--	--	No report
22.	Tg. Priuk	3,086	28,014,885	2,133	18,741,696	" Up to incl Oct
23.	Merak	--	--	--	--	No report
24.	Tjirebon	755	3,844,540	413	198,540	" Up to incl Sep
25.	Semarang	1,062	11,994,965	--	--	No report
26.	Tegal	381	1,449,127	111	14,542	" Up to incl Mar
27.	Tjilatjap	93	1,077,950	76	748,443	" " " " Nov

No.	Name of Harbor	195[illegible] Total /ships/	Gross Weight	1958 Total /ships/	Gross Weight	Remarks
28.	Surabaja	2,346	21,807,079	1,526	13,485,020	1958 up to incl Oct
29.	Banjuwangi	2,503	100,389	2,548	75,593	" " " " Nov
30.	Panarukan	2,985	1,458,441	1,551	443,198	" " " " Jul
31.	Probolinggo	1,834	85,312	1,212	49,571	" " " " Oct
32.	Pontianak	2,900	1,032,083	349	441,011	" " " " Nov
33.	Pemangkat	--	--	--	--	No report
34.	Sambas	--	--	--	--	No report
35.	Singkawang	--	--	--	--	No report
36.	Bandjarmasin	2,675	996,870	2,669	736,105	" Up to incl Nov
37.	Baikpapan	1,113	14,598,349	--	--	No report
38.	Kota Baru	--	--	--	--	No report
39.	Lingkas (Tarakan)	--	--	--	--	No report
40.	Samarinda	279	640,729	162	205,023	" Up to incl Oct
41.	Sampit	--	--	--	--	No report
42.	Makassar	2,956	8,119,159	2,000	2,434,604	" Up to Incl Sep
43.	Bau-Bau	--	--	--	--	No report
44.	Donggala	--	--	--	--	No report
45.	Kendari	--	--	--	--	No report
46.	Pare-Pare	--	--	--	--	No report
47.	Poso	--	--	--	--	No report
48.	Bitung	833	2,177,660	104	292,419	" Up to Incl Jan
49.	Gorontalo	--	--	--	--	No report
50.	Menado	--	--	--	--	No report
51.	Ambon	307	10,494	533	18,324	" Up to incl May
52.	Ternate	--	--	--	--	No report
53.	Benoa	588	492,612	291	248,477	1958 Up to incl Oct
54.	Ampenan	--	--	--	--	No report
55.	Buleleng	--	--	--	--	No report
56.	Bima	--	--	--	--	No report
57.	Ende	--	--	--	--	No report
58.	Kupang	--	--	--	--	No report
59.	Meumere	--	--			No report
60.	Sumbawa (Badas)	373	245,646	181	61,159	" Up to incl Oct
61.	Waingapu	--	--	--	--	No report

Export and Import of Goods 1957-1958 (in tons/1,000 kg)

No.	Name of Harbor	1957 Intercontinental Import	Intercontinental Export	Interinsular Incoming	Interinsular Outgoing	Total Import & Incoming	Total Export & Outgoing	Total Goods Traffic
1.	Iho Seumawe	208	23,460	4,104	5,964	4,312	28,528	32,838
2.	Meulaboh	42	2,727	6,751	132	6,793	2,859	9,652
3.	Kuala Langsa	--	12,594	913	--	913	12,594	13,507
4.	Olhee Lheue	93	4,486	9,074	538	9,167	5,024	14,191
5.	Belawan	369,243	416,803	377,040	71,874	746,283	488,677	1,234,960
6.	Began Siapi api	7,623	14,321	41,209	49,677	48,832	54,998	103,830
7.	Bengkalis	24,308	6,930,112	9,673	203,895	33,981	7,134,007	7,167,988
8.	Gunung Sitoli	384	9,967	1,371	272	1,755	10,239	11,994
9.	Sibolga	361	8,500	30,125	2,178	30,486	10,678	41,164
10.	Tg. Balai (Asahan)	61	15,546	10,097	20,264	10,158	35,810	45,968
11.	Dumai	--	--	--	--	--	--	--
12.	Teluk Bajur	27,612	28,435	177,309	118,659	204,921	147,094	352,015
13.	Pakan Baru	23,622	23,723	11,997	1,718	35,600	5,441	61,060
14.	Rengat	16,889	21,754	17,779	55,368	34,668	77,120	111,122
15.	Palembang	1,962,416	5,011,122	507,420	2,373,614	2,469,836	7,384,736	9,854,572
16.	Belinju	1,592	9,418	4,409	2,909	6,001	12,327	18,328
17.	Bengkulu	222	1,519	15,681	5,948	15,903	7,467	23,370
18.	Djambi	12,684	39,407	65,801	1,661	78,485	41,068	119,553
19.	Pandjang	812	54,348	72,699	31,638	73,511	85,986	159,497
20.	Pangkal Balam	16,700	24,000	38,311	2,208	55,011	26,208	81,219
21.	Tandjung Pandan	17,403	14,339	19,584	21,181	36,987	35,520	72,507
22.	Tandjung Priuk	989,301	156,917	1,485,582	406,709	2,474,883	563,626	3,038,509
23.	Merak	--	--	2,910	9,674	2,910	9,674	12,584
24.	Tjirebon	61,041	23,083	172,797	48,409	233,838	71,492	305,330
25.	Semarang	161,941	44,992	147,725	53,110	309,666	98,102	407,768

No.	Name of Harbor	Intercontinental Import	Intercontinental Export	Interinsular Incoming	Interinsular Outgoing	Total Import & Incoming	Total Export & Outgoing	Total Goods Traffic
26.	Tegal	12,244	33,746	10,857	10,090	23,101	43,836	66,937
27.	Tjilatjap	6,668	50,292	79,510	--	86,178	136,470	136,470
28.	Surabaja	539,098	336,948	1,115,603	873,594	1,654,701	1,210,542	2,865,249
29.	Banjuwangi	--	16,372	27,694	19,997	27,694	36,369	64,063
30.	Panarukan	--	60,793	1,330	21,991	1,330	82,784	84,114
31.	Probolinggo	--	40,101	498	64,739	498	194,830	105,328
32.	Pontianak	16,217	69,989	102,637	19,604	118,894	3,502	208,356
33.	Pemangkat	657	291	13,848	16,124	14,124	16,415	30,920
34.	Sambas	123	11,625	2,167	1,031	2,290	12,656	14,946
35.	Singkawang	1,027	5,336	9,081	4,407	10,108	9,743	17,851
36.	Bandjarmasin	6,704	63,090	153,814	55,133	160,518	118,223	278,741
37.	Balikpapan	1,895,596	3,601,323	329,644	327,330	2,225,240	2,928,653	6,153,393
38.	Kota Baru	--	1,616	7,394	4,499	7,394	6,115	13,509
39.	Lingkas (Tarakan)	631	147,590	9,033	147,666	9,664	295,256	304,920
40.	Samarinda	152	9,274	24,914	57,355	35,066	66,629	91,685
41.	Sampit	885	11,590	8,611	13,415	9,496	25,005	34,501
42.	Makassar	53,342	67,940	257,463	111,614	310,805	479,554	490,359
43.	Bau Bau	--	--	894	9,579	894	9,579	10,473
44.	Donggala	394	1,460	12,437	15,433	12,831	16,893	29,724
45.	Kendari	--	--	81	527	81	527	608
46.	Pare-Pare	--	--	8,446	3,834	8,446	3,834	12,280
47.	Poso	--	--	4,308	11,856	4,308	11,856	16,164
48.	Bitung	507	114,705	1,935	8,025	2,442	122,730	125,172
49.	Gorontalo	394	--	--	11,382	394	11,382	11,776
50.	Menado	8,595	41,150	93,436	22,672	103,031	63,822	166,853
51.	Ambon	549	--	42,307	15,040	42,856	15,040	56,996
52.	Ternate	346	5,080	18,260	25,111	18,606	30,191	48,797
53.	Benoa	106	3,050	41,024	29,542	41,130	32,592	73,722

No.	Name of Harbor	1957 Intercontinental Import	Intercontinental Export	Interinsular Incoming	Interinsular Outgoing	Total Import & Incoming	Total Export & Outgoing	Total Goods Traffic
54.	Ampenan	--	3,070	22,525	24,008	22,524	27,078	49,602
55.	Buleleng	20	1,896	20,099	29,381	20,119	31,277	51,396
56.	Bima	--	308	5,583	15,301	5,583	15,396	20,979
57.	Ende	144	--	7,447	8,120	7,447	8,120	15,567
58.	Kupang	188	80	11,218	4,204	11,406	4,284	15,690
59.	Meumere	--	--	4,375	10,592	4,375	10,592	14,967
60.	Sumbawa	39	152	6,286	7,881	6,225	8,033	14,258
61.	Waingapu	--	--	4,188	1,922	4,188	1,922	6,110

No.	Name of Harbor	1958 Intercontinental Import	Intercontinental Export	Interinsular Incoming	Interinsular Outgoing
1.	Lho Seumawe	--	8,090	1,946	--
2.	Meulaboh	767	4,983	224	--
3.	Kuala Langsa	5,710	20,043	719	--
4.	Olhee Lheue	2,496	6,348	2,515	5
5.	Belawan	138,962	230,899	108,188	17,953
6.	Bagan Siapiapi	948	3,065	6,160	5,747
7.	Bengkalis	9,910	4,668,840	1,447	361
8.	Gunung Sitoli	9	1,747	223	1
9.	Sibolga	257	1,255	7,910	316
10.	Tg Balai (Asahan)	--	10,593	2,243	3,533
11.	Dumai	--	--	--	--
12.	Teluk Bajur	866	832	21,791	709
13.	Pakan Baru	4,104	2,973	6,865	80
14.	Rengat	8,416	10,929	2,466	119
15.	Palembang	701,173	3,347,495	62,725	506,223
16.	Belinju	744	3,567	485	876
17.	Bengkulu	--	20	1,470	377
18.	Djambi	2,024	12,614	16,394	490
19.	Pandjang	685	14,514	14,743	5,566
20.	Pangkal Balam	20,255	13,101	8,488	1,782
21.	Tandjung Pandan	3,032	5,313	3,156	3,006
22.	Tandjung Priuk	407,123	290,057	267,920	69,963
23.	Merak	--	--	822	2,046
24.	Tjirebon	10,948	12,236	6,242	13,216
25.	Semarang	75,611	29,255	25,749	7,544
26.	Tegal	1,607	2,700	20	10,065
27.	Tjilatjap	--	28,196	39,729	--
28.	Surabaja	152,702	111,709	218,347	144,272
29.	Banjuwangi	--	6,509	6,682	4,828
30.	Panarukan	--	26,235	5	3,702
31.	Probolinggo	--	13,275	86	18,074

Remarks

1. Incoming and outgoing Interinsular up to Mar 58

2. Intercontinental Import up to Jun 58

3. Export Intercontinental up to Aug 58

No.	Name of Harbor	Intercontinental Import	Intercontinental Export	Interinsular Incoming	Interinsular Outgoing	Remarks
32.	Pontianak	13,208	48,595	22,982	6,225	
33.	Pemangkat	82	20	1,013	4,902	
34.	Sambas	--	9,746	107	--	
35.	Singkawang	90	3,504	392	2,226	
36.	Bandjarmasin	6,143	38,456	29,337	11,411	
37.	Balikpapan	167,760	477,778	65,042	65,816	
38.	Kota Baru	--	505	1,374	2,857	
39.	Lingkas (Tarakan)	8	97,011	2,396	25,930	
40.	Samarinda	19	3,754	5,401	1,958	
41.	Sampit	--	6,422	1,192	1,842	
42.	Makassar	19,044	14,911	30394	7,484	
43.	Bau Bau	--	--	198	2,280	
44.	Donggala	--	--	1,379	147	
45.	Kendari	--	--	5	--	
46.	Pare-Pare	--	--	2,008	3	
47.	Poso	--	--	209	25	
48.	Bitung	--	13,043	481	103	
49.	Gorontalo	--	--	492	15	
50.	Menado	--	17,787	4,878	54	
51.	Ambon	--	--	8,945	6	
52.	Ternate	847	--	1,950	1,047	
53.	Benoa	79	1,564	11,546	5,435	
54.	Ampenan	--	1,661	3,875	1,914	
55.	Buleleng	7	1,019	5,198	5,695	
56.	Bima	--	--	936	379	
57.	Ende	--	--	1,746	1,337	
58.	Kupang	--	--	2,365	498	
59.	Meumere	--	--	376	3,230	
60.	Sumbawa	--	--	1,178	578	
61.	Maingapu	--	--	945	74	

Summary of Capital Expenditures 1958

Area/Harbor	Budget		Authorized		Used		Remarks
	Regular Plan	5-Year Plan	Regular Plan	5-Year Plan	Regular Plan	5-Year Plan	
1. Tandjung Priuk	81,690,500.	--*)	56,982,120.	--	9,204,828.65	--	Up to incl June 1958
2. Semarang	3,995,200.	--*)	2,956,250.	--	937,865.98	--	Up to incl Nov 1958
3. Surabaja	8,330,000.	--*)	5,390,420	--	1,820,232.42	--	Up to incl Sep 1958
4. Belawan	14,362,000.	--*)	12,434,000.	--	3,145,184.68	--	Up to incl Jul 1958
5. Teluk Bajur	2,761,000.	--*)	1,344,186.	--	630,709.78	--	Up to incl Nov 1958
6. Makasar	9,037,500.	--*)	6,662,740.	--	5,800,330.20	--	Up to incl Oct 1958
7. Palembang	--	--	7,359,750.	--	1,736,152.	--	Up to incl Oct 1958
	120,176,300.		93,129,466.	--	23,275,303.71		

* Combined

Project list for each project is appended

Area/Harbor	Budget		Allotment		Used		Remarks
	Regular Plan	5-Year Plan	Regular Plan	5-Year Plan	Regular Plan	5-Year Plan	
ICW (Summary)				1,901,450.			
1. Atjeh	177,000.	295,000.	909,076.	132,000.	16,625.	400,250.	See enclosure
2. Sumatera Timur	91,000.	145,000	327,244.75	3,500,838.47	66,730.	--	
3. Sumatera Tengah/Riau	135,200.	2,249,000.	1,271,179.17	2,225,000.	234,450.	822,053.38	
4. Sumatera Selatan	580,000	2,000,000.	296,000	2,854,500.	161,000.	--	
5. Djawa Barat	1,070,000.	2,000,000.	717,000.	--	220,000.	1,768,275.	
6. Djawa Tengah	526,800.	--	808,400	--	560,923.50	--	
7. Djawa Timur	128,700.	--	182,191.45	956,000.	59,503.50	--	
8. Nusa Tenggara	688,000	1,000,000.	159,500	665,000.	72,360.	102,461.63	
9. Kalimantan Barat	--	1,581,000.	756,000.	51,000.	483,141.95	--	
10. Kalimantan Selatan/ Tengah	138,000.	--	25,000.	2,019,017.55	--	--	
11. Kalimantan Timur	589,000.	3,250,000.	420,048.	200,000.	347,736.90	1,136,638.90	
12. Sulawesi	1,000,000.	1,000,000.	850,000.	2,526,250.	--	--	
13. Maluku	1,456,900.	1,700,000.	1,497,065	24,560.	656,641.75	725,846.53	
14. Djakarta Raya	1,560,000.	--	2,331,074.45	--	1,991,554.59	--	
15. Pelbagai pekerdjaan landjutan	649,000	--	--	--	--	--	
16. Tambahan A.B.	8,563,300.	--	--		--	--	
	17,352,900.	15,220,000.	10,549,778.82	17,045,616.02	4,870,667.19	4,957,524.44	
	32,572,900		27,595,394.84		9,828,191.63		

Summary of Receipts and Expenditures from Operations and Capital in IBW Harbors During 1st Half 1958 (Rupiah sign omitted)

Harbor	Receipt From Operations			
		Tax on Goods by Weight	Total	
1. Belawan	10,777,495.81	288,592.20	11,066,088.01	1,493,254.11
2. Makasar	5,000,807.90	124,455.30	5,126,263.20	1,245,685.17
3. Palembang	2,986,569.74	90,671.40	3,077,241.14	190,751.57
4. Semarang	3,132,235.10	269,680.40	3,401,915.50	837,156.34
5. Surabaja	18,357,728.	932,477.50	19,290,205.50	2,723,845.46
6. Tandjung Priuk	34,189,837.29	1,567,200.90	35,757,038.19	---
7. Teluk Bajur	1,394,668.52	20,362.40	1,415,030.92	916,501.53
Total	75,839,342.36	3,293,440.10	79,132,782.46	

Harbor	Operating Expenses		Used		Capital Expenditures	Remarks
	Goods and Wages	Total	Profit	Loss		
1. Belawan	1,559,852.13	3,053,106.24	8,012,981.77	--	2,816,821.53	*) Figures According to report of the Tax & Customs Office. Including in expenses for 1957 - 26,811.14 Rupian
2. Makasar	670,420.82	1,916,105.99	3,209,157.21	--	2,935,396.23	
3. Palembang	671,333,57	862,085.14	2,215,156.	--	1,236,562.	
4. Semarang	487,119.29	1,324,275.63	2,077,639.87	--	717,531.40	
5. Surabaja	1,904,818.68	4,628,664.14	14,661,541.36	--	1,274,186.38	
6. Tandjung Priuk	--	13,996,364.83	21,760,673.36	--	32,824,713.32	
7. Teluk Bajur	173,573.22	1,090,074.75	324,956.17	--	95,394.60	
Total		26,870,676.72	52,262,105.74	--	41,900,695.46	

Summary of Receipts and Expenditures from Operations and Capital in IBW Harbors
During 1st Half 1957

Harbor	Receipts Including Tax on Goods By Weight	Receipts from Operations: Regular Employees	Receipts from Operations: Goods and Wages	Receipts from Operations: Total	Gross Balance: Profit	Gross Balance: Loss	Capital Expenditures
1.Belawan	23,079,648.66	2,074,922.30	4,225,740.68	6,300,662.98	16,778,985.68	--	4,544,956.05
2.Makasar	8,815,388.98	2,165,464.58	1,531,338.17	3,696,802.75	5,118,586.23	--	7,390,596.26
3.Palembang	3,467,918.14	316,351.32	997,028.22	1,313,379.54	2,154,538.60	--	4,462,114.07
4.Semarang	7,259,418.48	1,282,516.40	738,403.63	2,020,920.03	5,238,498.45	--	1,037,392.13
5.Surabaja	37,636,516.09	3,772,609.84	7,069,174.47	10,841,784.31	26,794,731.78	--	4,904,832.11
6.Tandjung Priuk	60,121,995.03	15,235,549.01	16,257,540.64	31,493,089.65	28,628,905.38	--	58,907,282.52
7.Teluk Bajur	4,684,852.79	1,651,134.61	988,822.23	2,639,956.84	2,044,895.95	--	552,291.88
Total	145,065,738.17	26,498,548.06	31,808,048.04	58,306,596.10	86,759,142.07	--	82,599,474.02

Rupiah sign omitted

Summary of Operations and Capital Receipts and Expenditures for Dredging Service in 1957 and 1958

Dredging Service	Receipts	Operating Expenses: Employees Wages	Operating Expenses: Support of Enterprises	Operating Expenses: Other Expenses	Operating Expenses: Total
1957					
Tandjung Priok	2,726.489.16	5,734,254.15	3,225,687.95	9,709,177.66	18,669,119.76
Semarang	12,943.26	556,405.12	269,808,15	290,291.35	1,116,504.62
Surabaja	--	1,313,809.67	2,741,038.93	3,061,275.88	7,116,124.48
Belawan	327,650.81	1,350,338.95	2,043,570.29	2,739,963.75	6,133,872.99
Menado	--	76,918.27	100,577.19	397,320.50	574,815.96
Total	3,067,083.23	9,031,726.16	8,380,682.51	16,198,029.14	33,610,437.81
Dredging profit	64,127,424.				
1st Half 1958					
Tandjung Priok	350,810.15	4,059,788.03	856,431.36	4,824,722.89	9,740,942.28
Semarang	25,222.17	282,487.21	103,019.40	29,194.41	414,701.02
Surabaja	--	1,214,218.81	383,712.06	1,423,538.88	3,021,469.75
Belawan	160,252.36	780,820.83	691,339.74	1,046,959.	2,519,119.57
Menado	--	--	--	--	--
Total	536,284.68	6,337,314.88	2,034,502.56	7,324,415.18	15,696,232.62
Dredging Profit	--			--	--

Note: Rupiah signs not given

Summary of Operational and Capital Receipts and Expenditures for the Dredging Service in 1957 and 1958 (Continued)

Dredging Service	Gross Balance Profit	Gross Balance Loss	Capital Expenses	Remarks
1957				
Tandjung Priok		15,942,630.60	19,678,698.10	
Semarang		1,103,561.36	--	
Surabaja		7,116,124.48	--	
Belawan		5,806,222.18	--	
Menado		574,815.96		
Total	64,127,424.-	30,943,354.58	19,678,698.10	See Specification below
Dredging Profit				
1st Half 1958				
Tandjung Priok		9,390,132.13		
Semarang		389,478.85		
Surabaja		3,021,469.75		
Belawan		2,358,867.21		
Menado		--		nothing (Permesta).
Total		15,159,947.94		
Dredging Profit				

Note: Rupiah signs not given

Results of Dredging in Cubic Meters at 4 Rupiah Per Cubic Meter

	1957	Rupiah	1958
Tandjung Priok	5,317,857 m^3	21,271,428.	Not yet
Semarang	70,730 m^3	282,920.	calculated
Surabaja	4,207,038 m^3	16,828,152.	
Belawan	6,436,231 m^3	25,744,924.	
Menado	--	--	
	16,031,856 m^3	64,127,424.	--

Summary of Dredging Locations in 1958

Name of Ship	January	February	March	April	May	June
1. S/Z Sumatra II	Belawan	In dock	In dock	Belawan	Belawan	Belawan
2. S/Z Selebes	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja
3. S/Z Borneo	In repair	Semarang	Semarang	Semarang	Semarang	Semarang
4. S/Z Bali	Palembang	Palembang		P16-Priok	Priok	
5. S/Z Madura	T. Bale	In repair	Tjirebon	Tegal	Pontianak	
6. C/Z Musi	Priok	Priok	Priok	Priok	Priok	
7. C/Z Bengawan	Belawan	In repair	In Repair	In Repair	In Repair	Belawan
8. C/Z Brantas	No report					
9. C/Z Kapuas	Priok	Priok	Priok	Priok	Priok	Priok
10. C/Z Serdang	No report					
11. C/Z Mahakam						
12. C/Z Bt. Hari	Surabaja	Surabaja	Surabaja	Surabaja	In Dock	Surabaja
13. C/Z Tjimanuk	Priok	Priok	Priok	Priok	Priok	P. Ikan
14. B/M Bromo	Priok	Priok	Priok	Priok	Palembang	
15. B/M Semeru II	In dock	In dock	Priok	Priok	Priok	Priok
16. B/M Semeru III	Arrived	Scheduled		Priok	Priok	Priok
17. B/M Semeru IV				Arrived	Scheduled	
18. B/M Selamet II	Surabaja	Surabaja	In dock	Surabaja	Surabaja	Surabaja
19. B/M Selamet III	Priok	Priok	Priok	Priok	Priok	Priok
20 B/M Puntjak I	Priok	Priok	Priok	Priok	Priok	Priok
21. B/M Puntjak II	Semarang		Semarang	Semarang		In repair
22. B/M Tjangkram S	Surabaja	Surabaja	Surabaja	Surabaja	Surbaja	Surbaja
23. B/M Tjangkram B	Belawan	Belawan	Belawan	Belawan	Belawan	Belawan
24. B/M Tjangkram	No report					
25. B/M Tjangkram ketjil	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja

Name of Ship	July	August	September	October	November	December
1. S/Z Sumatra II	Belawan	Belawan	Belawan	Belawan	In repair	In repai
2. S/Z Selebes	Surabaja	Surabaja	Surabaja	In repair	In repair	In repai
3. S/Z Borneo	- -		In repair	- -		
4. S/Z Bali	Palembang		Palembang	In repair	Palembang	
5. S/Z Madura	In dock	In dock	In dock	Pontianak		Pontianak
6. C/Z Musi	Priok	Priok	Priok	Priok	Priok	Priok
7. C/Z Bengawan	Belawan	Belawan	In repair	Belawan	In repair	Belawan
8. C/Z Brantas	No report					Belawan
9. C/Z Kapuas	In repair	In repair	In repair	Priok	Priok	Priok
10. C/Z Serdang	No report					
11. C/Z Mahakam						
12. C/Z Bt. Hari	Surabaja	Pemeliharaan		Surabaja	Surabaja	Surabaja
13. C/Z Tjimanuk	P. Ikan	P. Ikan	In repair	In repair	In repair	In repai
14. B/M Bromo	In repair	In repair	In repair	In repair	Priok	Priok
15. B/M Semeru II	Priok	Priok	Priok	Priok	Priok	In repai
16. B/M Semeru III	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja
17. B/M Semeru IV	Priok	Priok	Priok	Priok	Priok	In repai
18. B/M Selamet II	In dock	Surabaja	Surabaja	In repair	In repair	In repai
19. B/M Selamet III	In dock	In dock	Priok	Priok	Priok	Priok
20. B/M Puntjak I	Priok	Priok	Priok	Priok	Priok	In repair
21. B/M Puntjak II	In repair	Tegal	Tegal	Pek-Teg	Pekalongan	
22. B/M Tjangkram S.	Surabaja	Surabaja	Surabaja	Banjuwangi	Banjuwangi	
23. B/M Tjangkram B	Belawan	Belawan	Belawan	Belawan	Belawan	Belawan
24. B/M Tjangkram	No report					
25. B/M Tjangkram ketjil	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja	Surabaja

Enclosed List

Shipping Office

Expenditures and Balances for Budget for Materials and Capital Expenditures for Budget Items 8B4.1 Through 8B4.9 for 1958 (calculated from 1 January - 31 December 1958) (Finance for Shipping Office)

Budget Item	Item	Provisional 1958 Budget	Necessary Expenditures: S.P.P. Restriction, etc. (General)	1958 Clearance Fund	Adjustment	MvG Central Office	MvG National Ships
Materials Expenditures							
8B.4.1	Censal Office	5,374,000.	3,863,833.23	749,995.64	24,107.25	--	--
4.2	Health Service	1,736,000.	157,232.99	1,140,000.	12,677.5-	--	--
4.3	National Ships Service	60,812,000.	33,407,812.13	20,265,914.70	518,084.07	--	--
4.4	Radio Service	2,351,000.	1,813,565.32	44,400.	--	--	--
4.5	Hydrographic Service	7,168,000.	4,949,514.78	240,000.	33,122.34	--	--
4.6	Harbor Master & Pilot Service	12,422,000.	3,261,805.09	5,638,591.27	203,632.19	--	--
4.7	Coastal Beacons & Information	18,475,000.	10,236,010.98	2,667,809.09	185,896.01	--	--
4.8	Navigation Instruction	11,199,000.	4,099,256.65	4,785,150.	5,024.08	--	--
4.9	Warehouses & Repair Shops						
	Total	6,646,500.	5,053,228.16	1,222,769.98	1,595.46	--	--
	MvG National Ships Total	--	--	--		3,600,000.	--
	Total	126,163,500.	66,842,259.33	36,754,630.68	984,138.90	3,600,000.	--

Budget Item	Item	Provisional 1958 Budget	Necessary Expenditures: S.P.P. Restriction, etc. (General)	1958 Clearance Fund	Adjustment	MvG Central Office	MvG National Ships
Capital Expenditures							
8B4.1 to 4.8		--	--	--	--	--	--
4.9	Warehouses and Repair Shops	44,181,500.	58,041,468.88	--	--	--	--
	Total	44,181,500.	58,041,468.88	--	--	--	--
	MvG National Ships	--	--	--	--	--	34,651,500.
	Total	--	--	--	--	--	34,651,500.

Budget Item	Item	Total Expenditures	Balance	Note
Materials Expenditures				
8B.4.1	Censal Office	4,637,936.12	736,063.88	
4.2	Health Service	1,309,910.49	426,089.51	
4.3	National Ships Service	54,191,810.90	6,620,189.10	
4.4	Radio Service	1,857,965.32	493,034.68	
4.5	Hydrographic Service	5,222,637.12	1,925,362.88	
4.6	Harbor Master & Pilot Service	9,104,028.55	3,317,971.45	
4.7	Coastal Beacons & Information	13,089,716.08	5,365,283.92	
4.8	Navigation Instruction	8,889,430.73	2,309,569.27	
4.9	Warehouses & Repair Shops Total	--	368,906.40	
	MvG National Ships Total	6,277,593.60	--	
		3,600,000.00		
	Total	108,181,028.91	17,982,471.09	
Capital Expenditures				
8B.4.1 to 4.8				
4.9	Warehouses and Repair Shops	58,041,468.88	13,859,968.88	deficit
	Total	58,041,468.88	13,859,968.88	deficit
	MvG National Ships	34,651,500.00	--	
	Total	34,651,500.00	--	

Summary: Budget for Materials and Capital Expenditures for 1958 Concerning Budget Item 8B.4
(Finance, Shipping Office)

Budget Item	Item	Provisional Allocation	Changes and Increases By: 1st Note of Change	2nd Note of Change	Draft Proposal No 10 (Letter of the Minister of Shipping dated 8-10-1958 No. Keu. 1/4/7	Letter of Proposal K.D.P. dated 1-12-1958 No Anggr/ IIB/84/58
Materials Expenditures						
8B.4.1	Censal Office	3,825,000	1,210,000	--	200,000	400,000
4.2	Health Service	1,240,000	496,000	--	--	--
4.3	National Ships Service	30,975,000	12,390,000	25,000	18,250,000	--
4.4	Radio Service	2,145,000	908,000	--	50,000	--
4.5	Hydrographic Service	5,070,000	2,028,000	--	300,000	--
4.6	Harbor Master and Pilot Service	7,230,000	2,892,000	50,000	2,020,000	300,000
4.7	Coastal Beacons and Information	9,625,000	3,850,000	--	5,000,000	--
4.8	Navigation Instruction	6,885,000	2,754,000	200,000	1,600,000	--
4.9	Warehouses and Repair Shops	4,747,500	1,999,000	50.000	--	--
	Total	71,742,500	28,527,000	325,000	27,420,000	700,000
Capital Expenditures						
8B.4.1 to 4.8		--	--	--	--	--
4.9	Warehouses and Repair Shops	54,772,500	1,909,000	--	37,500,000 b	--
	Total	54,772,500	1,909,000	--	37,500,000	--

Budget Item	Item	Decreased by a. Draft Proposal No 10 b. Letter of Proposal K.D.P. NO. Anggr/II/84/58	Total Allocation
Materials Expenditures			
8B.4.1	Censal Office	a. 261,000	5,364,000
4.2	Health Service	--	1,736,000
4.3	National Ships Service	a. 128,000	
		b. 700,000	
		828,000	60,812,000
4.4	Radio Service	a. 752,000	2,351,000
4.5	Hydrographic Service	a. 250,000	7,148,000
4.6	Harbor Master and Pilot Service	a. 70,000	12,422,000
4.7	Coastal Beacons and Information	--	18,475,000
4.8	Navigation Instruction	a. 240,000	11,199,000
4.9	Warehouses and Repair Shops	a. 150,000	6,646,500
	Total	a. 1,851,000	
		b. 700,000	
		2,551,000	126,163,000
Capital Expenditures			
8B.4.1 to 4.8		--	--
4.9	Warehouses and Repair Shops	a. 50,000,000	44,181,500
	Total	a. 50,000,000	44,181,500

Fleet of the Office of Shipping

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
1.	L.S.T. IV	3,578.45	Tg. Priok	General Service	To be decommissioned
2.	BIMASAKTI	1,819.79	Tg. Priok	Navigation Academy	Pilot and Machinist training
3.	DWAKEMBAR	1,361.39	Tg. Priok	Charting	--
4.	DJADAJAT	1,131.64	Tg. Priok	General Service	--
5.	MENGKARA	1,131.64	Tg. Priok	"	
6.	BURDJANHAL	1,074.37	Tg. Priok	Charting	--
7.	BIDUK	1,215.45	Tg. Priok	Bucy [Laying?]	
8.	PUSPARAGAM	668.50	Tg. Priok	" "	
9.	INTAN	664.89	Tg. Priok	" "	
10.	BIDURI	664.89	Benoa	Gov. of Sundas	Chartered to KDN
11.	BARLIAN	664.89	Ambon	Gov. of Moluccas	" " "
12.	PERMATA	664.89	Makassar	Gov. of Celebes	" " "
13.	ZAMRUD	404.69	Tg. Priok	Ferry	" " "
14.	MANIKAM	410.90	Tg. Priok	Ferry	" " "
15.	KARTIKA	575.88	Bitung	Chief of Daerah	" " "
16.	BETET	194.34	Tg.Pinang	Gov. of Riauw	" " "
17.	BEO	194.34	Sabang	Gov. of Atjeh	" " "
18.	BANGO	194.34	Samarinda	Gov. of East Borneo	" " "
19.	BIDO	191.53	Bandjar-masin	Gov. of South Borneo	" " "
20.	BLIBIS	191.53	Menado	Chief of the Sangir/Talacit Daerah	" " "
21.	BABUT	191,34	Ambon	Gov. of Moluccas	" " "
22.	BARAU	191.53	Soa-Sio	Gov. of New Guinea	" " "
23.	BAJAN	192.87	Tarempa	Regent	" " "
24.	BENDALU	192.87	Teluk Bajur	Gov. Central Sumatra	" " "
25.	BEKAKA	192.87	Ternate	Chief of the Moluccas Daerah	" " "
26.	BOGA	192.87	Kalianget	Regent	" " "
27.	BALAM	192.87	Tg. Priok	Army Tpt.Office	Charter to Min. of Defense

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
28.	ALULU	131.46	Menado	Sea & Coast Control Service	Patrol Duty
29.	ARYAT	131.46	Tg. Uban	"	" "
30.	ANDIS	131.46	Tg. Uban	"	" "
31.	AMPOK	131.46	Menado	"	" "
32.	ALKAI	131.46	Pontianak	"	" "
33.	FAK-FAK	131.46	Menado	"	" "
34.	ATTAT	131.46	Kupang	Gov. of Sundas	Chartered to KDN
35.	ANGGANG	131.46	Ambon	Gov. of Moluccas	" " "
36.	ANGKLUNG	131.46	Tg. Priok	Police	" " "
37.	DAMARA	10.78	Buleleng	Gov.of Sundas	" " "
38.	DURIAN	103.78	G. Sitoli	District Chief	" " "
39.	DUATA	103.78	Bau-Bau	Regent	" " "
40.	DUKU	103.78	B. Masin	Gov. Central Borneo	" " "
41.	DAIK	103.78	Pontianak	Gov. West Borneo	" " "
42.	DIMGKI	103.78	Tg.Pinang	Immigration Office	Charter to Immigration Office
43.	DUDAT	103.78	Bengkalis	Regent	Chartered to KDN
44.	DATA	103.78	Labuha	Health	Chartered to Ministry of Health
45.	DAGONG	103.78	B. Masin	Harbor Master	
46.	DAFI	103.78	Tual	Regent	Chartered to KDN
47.	DEMPO	103.78	Amahai	Regent	" " "
48.	DEDAWANG	103.78	Sibolga	Regent	" " "
49.	IDA	31.30	Samarinda	Gov. East Borneo	" " "
50.	SLAMAT	31.30	Pontianak	Sea & Coast Control Service	Patrol Duty
51.	GRIFFIUN	42.80	Ambon	General Service	Damaged
52.	SIMALUR	31.30	P. Sambu	Harbor Master	
53.	SEBESI (D-034)	31.30	Bengkalis	Regent	Chartered to KDN
54.	SULAWESI	24.54	Tg. Priok	Navigation Academy	Training
55.	IRMA	31.30	Samarinda	Harbor Master	
56.	MEDAN	195.	Tg. Priok	Buoy [Laying]	
57.	MANOKWARI	195	Tg. Priok	" "	

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
58.	PAT-01	98.24	Tg. Uban	Sea & Coast Control Service	Patrol Duty
59.	PAT-03	98.24	Pontianak	"	" "
60.	PAT-04	98.24	Tg. Uban	"	" "
61.	PAT-05	98.24	Tg. Priok	"	" "
62.	PAT-06	98.24	Tg. Priok	"	" "
63a.	PAT-02	98.24	Tg. Uban	"	" "
63.	TIA	53.80	Tg. Uban	"	" "
64.	TJELAD	53.80	Menado		" "
65.	TENGGIRI-001	47.78	P. Tello	Asst. District Chief/Election Committee (PPI)	Chartered to KDN
66.	TENGGIRI-002	47.78	TG. Pinang	Gov. of Riauw/ Election Committee (PPI)	" " "
67.	TENGGIRI-003	47.78	Bengkalis	Regent/PPI	" " "
68.	TENGGIRI-004	47.78	Donggala	" "	" " "
69.	TENGGIRI-005	47.78	Kalabahi	" "	" " "
70.	TENGGIRI-006	47.78	B. Masin	Gov. South Borneo/PPI	" " "
71.	TENGGIRI-004	47.78	Ambon	Gov. of Malaca/PPI	" " "
72.	TENGGIRI-008	47.78	Samarinda	Gov. of Borneo/PPI	" " "
73.	TENGGIRI-009	47.78	Soa-Sio	Gov. New Guinea/PPI	" " "
74.	TENGGIRI-010	47.78	Tg.Pinang	Gov. of Riauw/PPI	
75.	TENGGIRI-011	48.78	Pontianak	Gov. of West Borneo/PPI	
76.	T-001	20.	Makassar	Harbor Master	
77.	T-004	20.	Tarakan	" "	
78.	T-005	20.	Tg. Priok	Stochs	
79.	T-011	20.	Tg. Priok	"	
80.	T-012	20.	Surabaja	Harbor Master	
81.	T-023	20.	Tg. Priok	Stochs	

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
82.	T-025	20.	Surabaja	Harbor Master	
83.	T-026	20.	Tjilatjap	" "	
84.	T-027	20.	Makassar	" "	
85.	T-028	20.	Tg. Pinang	" "	
86.	T-220	20.	Tg. Priok	" "	
87.	B-001	30.	Tg. Priok	Immigration	Chartered to Immigration Office
88.	B-002	30.	Tg. Priok	"	"
89.	B-003	33.61	Pare-Pare	Army Tpt. Office	Chartered to Ministry of Defense
90.	B-004	33.61	Sampit	Regent	Chartered to KDN
91.	B-005	33.61	Tg. Pinang	Harbor Master	
92.	B-006	33.61	Pontianak	Gov. of West Borneo	" " "
93.	B-007	33.61	Rengat	Regent	" " "
94.	B-008	33.61	Djepara	Regent	" " "
95.	B-011	33.61	Kotabaru	Gov. of South Borneo	" " "
96.	B-012	33.61	Bau-Bau	Army Tpt. Office	" " "
97.	B-013	33.61	Bengkalis	Regent	Chartered to Ministry of Defense
98.	B-015	33.61	Samarinda	Gov. of East Borneo	Chartered to KDN
99.	B-016	33.61	Buntok	Army Tpt. Office	Chartered to Ministry of Defense
100.	B-017	33.61	Menado	Repairs	
101.	B-018	33.61	Amuntai	Regent	Chartered to KDN
102.	B-019	33.61	Tg. Uban	Sea & Coast Control Service	Patrol Duty
103.	B-020	33.61	Pontianak	Army Tpt Service	Chartered to Ministry of Defense
104.	B-021	33.61	Belawan	Harbor Master	
105.	B-023	33.61	Ambon	Army Tpt. Office	Chartered to Ministry of Defense
106.	B-025	33.61	Palembang	Harbor Master	
107.	B-027	33.61	Semarang	Secondary Shipping School	Training
108.	B-029	33.61	Palopo	Regent	Chartered to KDN
109.	B-031	33.61	Menado	Harbor Master	
110.	B-032	33.61	Pare-Pare	Army Tpt. Office	Chartered to Ministry of Defense
111.	B-033	33.61	Tarakan	Regent	Chartered to KDN

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
112.	B-034	33.61	B. Papan	Harbor Master	
113.	B-036	33.61	Kupang	Chief of Daerah	Chartered to KDN
114.	B-037	33.61	Tg. Priok	Sea & Coast Control Service	Patrol Service
115.	B-038	33.61	Madjene	Regent	Chartered to KDN
116.	B-039	33.61	Makassar	Pilot	
117.	B-043	33.61	Makassar	SLPS	Training
118.	B-044	33.61	Surabaja	Harbor Master	
119.	B-045	33.61	Belawan	Tax and Customs	Chartered to Tax & Customs Service
120.	B-046	33.61	Djambi	Regent	Chartered to KDN
121.	B-047	33.61	B. Masin	Gov. of South Borneo	" " "
122.	B-048	33.61	Tg. Pinang	Gov. of Riauw	" " "
123.	B-049	33.61	Pontianak	Sea & Coast Control Service	Patrol Duty
124.	B-050	33.61	Tg. Priok	Navigation Academy	Training
125.	B-051	33.61	Tg.Pinang	Harbor Master	
126.	B-052	33.61	Tg. Priok	Sea & Coast Control Service	Patrol Service
127.	B-053	33.61	Semarang	Harbor Master	
128.	B-056	33.61	Belawan	" "	
129.	B-057	33.61	Namlea	Regent	Chartered to KDN
130.	B-058	33.61	Makassar	General Service	
131.	B-062	33.61	Kupang	Chief of Daerah	" " "
132.	B-063	33.61	Kalianget	Regent	" " "
133.	B-064	33.61	Makassar	Army Tpt. Service	Chartered to Ministry of Defense
134.	B-066	33.61	Bengkalis	Regent	Chartered to KDN
135.	B-067	33.61	Tg.Pinang	Gov. of Riauw	" " "
136.	B-068	33.61	Surabaja	Harbor Master	
137.	B-071	33.61	Bupati	Regent	" " "
138.	B-072	33.61	Tg. Priok	Army Tpt. Service	Chartered to Ministry of Defense
139.	B-073	33.61	Samarinda	Harbor Master	
140.	B-074	33.61	Bengkalis	Regent	Chartered to KDN
141.	B-075	33.61	Taruna	Attorney General	Chartered by Ministry of Defense

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
142.	B-077	33.61	Surabaja	Harbor Master	
143.	B-078	33.61	Supang	Chief of Daerah	Chartered to KDN
144.	B-079	33161	Sabang	Gov. Of Atjeh	" " "
145.	B-080	33.61	Gesser	Army Tpt. Office	Chartered by Ministry of Defense
146.	B-081	33.61	Djambi	Regent	Chartered by KDN
147.	B-082	33.61	Tg.Pinang	Gov of Riauw	" " "
148.	B-083	33.61	Samarinda	Gov. of Borneo	" " "
149.	B-084	33.61	Menado	Tax and Customs	Chartered to Tax and Customs
150.	B-085	33.61	Makassar	Army Tpt. Office	Chartered to Ministry of Defense
151.	B-086	33.61	Tarakan	Regent	Chartered to KDN
152.	B-088	33.61	B. Masin	Gov. of South Borneo	" " "
153.	B-089	33.61	Pegatan	Regent	" " "
154.	B-090	33.61	Inobonto	"	" " "
155.	B-091	33.61	Ambon	Army Tpt. Office	Chartered to Ministry of Defense
156.	B-094	33.61	Makassar	Harbor Master	
157.	B-095	33.61	Tg. Priok	General Service	
158.	B-096	33.61	Tg. Priok	Army Tpt Office	Chartered to Ministry of Defense
159.	B-099	33.61	Tg. Prick	Sea & Coast Control Service	Patrol Duty
160.	B-100	33.61	Surabaja	Harbor Master	
161.	B-102	33.61	Ternate	Chief of Daerah	Chartered to KDN
162.	B-104	33.61	Saumlaki	Regent	" " "
163.	B-106	33.61	Pontianak	Gov of West Borneo	" " "
164.	B-108	33.61	Ternate	Agriculture	Chartered to Ministry of Defense
165.	B-110	33.61	Tg. Priok	Army Tpt. Office	" " "
166.	B-111		Tarakan	Regent	Chartered to KDN
167.	B-113	33.61	Tg.Pinang	"	" " "
168.	B-114	33.61	Makassar	Gov. of Celebes	" " "
169.	B-301	30.	Selaiar	Regent	" " "
170.	GUAN LIE	21.55	Pontianak	Harbor Master	
171.	AE-001	26.51	Mengat	Regent	Chartered to KDN

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
172.	AE-002	26.51	Bengkalis	Harbor Master	
173.	AE-003	26.51	Tg. Uban	" "	
174.	AE-004	26.51	Palembang	Regent	Chartered to KDN
175.	AE-005	26.51	Lab. Bilik	"	" " "
176.	AE-006	26.51	Pontianak	Tax & Customs	Chartered to Tax and Customs
177.	AE-007	26.51	Tg. Balai	Regent	"
178.	AE-008	26.51	Pemangkat	Tax and Customs	"
179.	AE-009	26.51	Sambas	" "	"
180.	AE-010	47.04	Samarinda	Gov. of East Borneo	"
181.	AE-011	47.04	Tg. Balai	General Service	
182.	AE-012	47.04	Tg. Balai	General Service	
183.	SEMERU	45.63	Surabaja	General Service	
184.	AP-001	13.02	Tg. Uban	Harbor Master	
185.	AP-002	13.02	Palembang	Harbor Master	
186.	AP-003	13.02	Makassar	Harbor Master	
187.	AP-004	13.02	B'Papan	Harbor Master	
188.	AP-005	13.02	Tg. Priok	Harbor Master	
189.	AP-006	13.02	Belawan	Harbor Master	
190.	AP-007	13.02	P. Sambu	Harbor Master	
191.	AP-008	13.02	Tel. Bajur	Harbor Master	
192.	AP-009	13.02	Tg. Priok	Harbor Master	
193.	AP-010	13.02	Tg. Priok	Harbor Master	
194.	AP-011	13.02	Tarakan	Harbor Master	
195.	AP-012	13.02	Belawan	Harbor Master	
196.	AP-013	78.50	Tarakan	Harbor Master	
197.	AP-014	78.50	Samarinda	Harbor Master	
198.	AP-015	78.50	Balikpapan	Harbor Master	
199.	AP-016	78.50	Belawan	Harbor Master	
200.	AP-017	78.50	Palembang	Pilot	
201.	AP-018	78.50	Palembang	Pilot	
202.	PARIT-1	20.17	Surabaja	Charting	
203.	PARIT-2	20.17	Surabaja	Charting	
204.	RAMBU-I	47.73	Palembang	Buoy [laying]	
205.	RAMBU-II	47.73	Surabaja	" "	
206.	AC-001	18.83	Bengkalis	Tax & Customs	Chartered to Tax and Customs
207.	AC-002	18.83	Bengkalis	" " "	"
208.	AC-003	18.83	Bengkalis	" " "	"
209.	AC-004	18.38	Rengat I	" " "	"
210.	AC-005	18.38	Palembang	" " "	"
211.	AC-006	18.38	P. Sambu	Harbor Master	

No.	Name of Ship	Gross Registered Tons	Base	Used by or for	Remarks
212	AC-007	18.38	Djambi	Regent	Chartered to KDN
213	AC-008	18.38	Siak Ind	Harbor Master	
214	AC-009	18.38	Pemangkat	" "	
215	AC-010	18.38	Dabo Sing.	" "	
216	AC011	18.38	Tg. Balai	Immigration	Chartered to Immigration
217	AC-012	18.38	Palembang	"	" " "
218	AC-013	18.38	P. Sambu	"	" " "
219	AC-014	18.38	Lab. Bilik	Regent	Chartered to KDN
220	AC-015	18.38	Belawan	Immigration	Chartered to Immigration
221	AC-016	18.38	Sabang	Harbor Master	
222	AC-018	18.38	Ambon	" "	
223	AC-019	18.38	Tg. Priok	Immigration	Chartered to Immigration
224	AC-202	18.38	Ambon	Harbor Master	
225	AC-021	18.38	Tg. Pinang	Immigration	" " "
226	AC-022	18.38	Ka. Sabak	Regent	Chartered to KDN
227	AC-023	18.38	Bawean	Harbor Master	
228	AC-024	18.38	Bengkalis	" "	
229	AC-025	18.38	Tg. Priok	Tax & Customs	Chartered to Tax and Customs
230	AC-026	18.38	Tg. Priok	Harbor Master	
231	AC-027	18.38	Tjilatjap	" "	
232	AC-028	18.38	Tg. Priok	" "	
233	AC-029	18.38	Tarakan	" "	
234	AC-030	18.38	Surabaja	Asrama Gemma /Barracks/	
235	AC-031	18.38	P. Sambu	Harbor Master	
236	AC-032	18.38	Tg. Pandan	Regent	Chartered to KDN
237	AC-033	18.38	B'Masin	Harbor Master	
238	AC-034	18.38	Tel. Bajur	" "	
239	AC-035	18.38	Semarang	Immigration	Chartered to Immigration
240	AC-036	18.38	Pandjang	Harbor Master	
241	AC-037	18.38	Menado	Sea & Coast Control Service	
242	AC-038	18.38	B'Masin	Harbor Master	
243	AC-039	18.38	Tarakat	" "	
244	AC-040	18.38	Menado	" "	
245	AC-041	18.38	Ternate	" "	
246	AC-042	18.38	Kupang	" "	
247	AC-001	5.93	Djambi	" "	
248	AC-002	5.93	Makassar	" "	
249	AC-003	5.93	Surabaja	" "	
250	AC-004	5.93	Tjilatjap	Repairs	Priok Stocks
251	AC-005	5.93	Tjerebon	"	" "

No.	Name of Ship	Gross Registered Tons	Base	Used By or For	Remarks
252	AB-006	5.93	Tg. Priok	Repairs	Priok Stocks
253	AB-007	5.93	Sabang	Harbor Master	
254	AB-008	5.93	Belawan	" "	
255	AB-009	5.93	Tg. Priok	Technical Service	
256	AB-010	5.93	Tg. Priok	Sea & Coast Control Service	
257	AB-011	5.93	Tjilatjap	Harbor Master	
258	AB-012	5.93	Surabaja	" "	
259	AB-013	5.93	Ps. Ikan	" "	
260	AB-014	5.93	Tg. Priok	" "	
261	AB-015	5.93	Surabaja	" "	
262	AB-016 /AP-016?/	5.93	Surabaja	" "	
263	AB-017	5.93	Tg. Priok	Nautical Service	
264	AB-018	5.93	Bitung	Harbor Master	
265	AB-019	5.93	Tg. Priok	Nautical Service	
266	AB-020	5.93	Tg. Uban	Harbor Master	
267	AB-021	5.93	Makassar	" "	
268	AB-022	5.93	Surabaja	" "	
269	AB-023	5.93	Belawan	" "	
270	AB-024	5.93	Balige	Regent	
271	AB-025	6.50	Makassar	Harbor Master	
272	AB-026	6.50	Belawan	" "	
273	AB-027	6.50	Tg. Priok	Nautical Service	
274	AB-028	6.50	Tg. Priok		
275	AB-029	5.93	Benoa	Harbor Master	
276	AB-030	5.93	P. Baru	" "	
277	AB-031	5.93	Tg. Priok	" "	
278	AB-032	5.93	Tg. Priok	Repairs	Priok Stocks
279	AD-001	14.58	Bengkalis	Regent	Chartered to KDN
280	AD-002	14.58	Tg.Balai K	Harbor Master	
281	AD-003	14.58	Tnh. Grogat	Regent	Chartered to KDN
282	AD-004	14.58	Tg.Balai K.	General Service	
283	AD-006	14.58	Tg.Pinang	Immigration	Chartered to Immigration
284	AD-007	14.58	Rengat T.	Regent	Chartered to KDN
285	AD-008	14.58	Pontianak	Harbor Master	
286	AD-009	14.58	Piru	Regent	Chartered to KDN
287	FB-013	4.44	Tg. Priok	Repairs	Priok Stocks
288	DEWI KWATAN	5.00	Tg. Priok	"	" "
289	P-005	17.14	Belawan	Pilot	
290	P-006	17.14	Tg.Balai K	Regent	Chartered to KDN
291	P-012	17.14	Tg. Uban	Pilot	
292	P-013	17.14	Pontianak	Harbor Master	

No.	Name of Ship	Gross Registered Tons	Base	Used By or For	Remarks
293	P-018 (RUDY)	17.14	Tg. Priok	Nautical Service	
294	P-019	17.14	Surabaja	Harbor Master	
295	P-021	17.14	Slt. Pandjang	Chief of District	Chartered to KDN
296	P-022	17.14	Pekan Baru	Regent	" " "
297	P-023	17.14	Samarinda	Pilot	
298	P-024	17.14	Palembang	Harbor Master	
299	Tjutjut-001	9.67	Makassar	Governor of Celebes/PPI	" " "
300	Tjutjut-002	9.67	Samarinda	"	" " "
301	Tjutjut-003	9.67	Samarinda	"	" " "
302	Tjutjut-004	9.67	Samarinda	Repairs	Djapel Repair Shop
303	Tjutjut-005	9.67	Samarinda	"	" " "
304	Tjutjut-006	9.67	Pontianak	Gov. of West Borneo	Chartered to KDN
305	Tjutjut-007	9.67	Tg. Priok	Repairs	Stocks
306	Tjutjut-008	9.67	Pontianak	Gov. of West Borneo	Chartered to KDN
307	Tjutjut-009	9.67	Djambi	Regent	" " "
308	Tjutjut-010	9.67	P.Panggang	Asst. District Chief	" " "
309	H-005	5.62	Tarakan	Harbor Master	
310	H-007	5.00	B'Papan	" "	
311	H-009	5.00	Palembang	" "	
312	H-014	4.47	Pontianak	" "	
313	H-023	5.00	Tg.Priok	Nautical Service	
314	H-032	5.00	B.'Masin	Repairs	Djapel Repair Shop
315	H-039	4.37	Samarinda	Harbor Master	
316	H-042	5.36	Tg. Priok	Pilot	
317	H-043	14.14	Tg. Priok	Pilot	
318	H-044	5.00	Palembang	Harbor Master	
319	H-074	5.00	Ketapang	Gov. of West Borneo	Chartered to KDN
320	H-075	5.00	Ketapang	"	" " "
321	H-076	5.00	Pontianak	"	" " "
322	H-078	5.00	Sintang	"	" " "
323	H-079	5.00	Senggau	"	" " "
324	H-081	5.00	Senggau	"	" " "
325	H-085	5.00	Tg. Priok	Repairs	
326	H-086	5.00	Surabaja	Harbor Master	
327	H-087	8.80	Tel Bajur	" "	
328	H-088	5.00	Pontianak	" "	
329	H-091	5.00	Tg. Priok	Stocks	

No.	Name of Ship	Gross Registered Tons	Base	Used By or For	Remarks
330	H-092	5.00	Palembang	Harbor Master	
331	H-093	5.00	Palembang	" "	
332	H-123	4.29	Tg. Priok	Stocks	
333	H-125	5.00	Tel.Bajur	Harbor Master	
334.	H-126	5.00	B.Siapi-api	" "	
335	H-128	5.00	B.Siapi-api	Tax & Customs	Chartered to KDN
		3.26	Tarakan	Harbor Master	
337	H-134	3.22	Djambi	" "	
338	H-140	3.33	Ma. Sabak	" "	
339	H-141	5.00	Tg. Priok	Repairs	Stocks
340	H-142	5.00	Tg. Priok	Buoy /laying/	
341	H-143	5.00	Pandjang	Stocks	
342	H-148	10.05	Tg. Priok	Harbor Master	
343	H-155	14.02	Tg. Priok	Stocks	
344	H-156	9.05	Semarang	Harbor Master	
345	H-157	5.00	Surabaja	" "	
346	H-158	5.00	Palembang	" "	
347	H-161	2.62	Samarinda	" "	
348	H-162	5.00	Bengkalis	Kep /?/ Repair Shop	
349	H-163	2.55	Djuana	Harbor Master	
350	A-016	5.00	B'Papan	Pilot	
351	A-023	15.00	B'Papan	Pilot	
352	A-024	15.00	Tg. Priok	Pilot	
353	A-025	19.46	Samarinda	Repairs	Stocks
354	A-026	15.00	Surabaja	Gov. of West Borneo	Chartered to KDN
355	A-042	15.00	Surabaja	Technical Service	
356	A-045	13.44	Tg. Priok	Repairs	Stocks
357	A-046	11.74	Tg. Priok	G /?/ Central	
358	A-047	16.84	Surabaja	Harbor Master	
359	A-047	13.01	Makassar	Pilot	
360	A-104	15.00	B'Masin	Harbor Master	
361	A-105 (OBOR)	15.00	Tg. Priok	General Service	
362	AA-04	15.00	Belawan	Harbor Master	
363	GEMMA	617.23	Surabaja	Barracks	
364	POLLUX	738.4		Pilot	
365	DEWI TUNGGAL	5.00	Djambi	Resident	Chartered to KDN
366	R-0400		Pontianak	Harbar Master	Barge "Tong Kang"
367	E-004		Tg. Priok	Stocks	
368	SEKOTJI MOT2	2.00	Pontianak	Harbor Master	
369	RB-I-11	2.00	Bawean	" "	
370	L.C.V.P.. 5018	10.00	Pontianak	" "	

No.	Name of Ship	Gross Registered Tons	Base	Used By or For	Remarks
371	L.C.V.P. -110	10.00	Pakan Baru	Buoy [laying]	
372	L.C.V.P. -111	10.00	Pakan Baru	" "	
373	Y-006	5.00	Tg. Pinang	Harbor Master	
374	L.V. III No 1	2.00	B. Siapi-api	" "	
375	L.V. II No 3	2.00	Buleleng	" "	
376	SC-6700		Tg. Uban	Sea & Coast Control Service	
377	Y-010	5.00	Tg. Uban	"	
377	Ships	31,737.77	--	--	--

Note: buah = ships

Ships Purchased and Included in 5-Year Plan

Shipyard	Type of Ship	Total Ships	Total Dead Weight Tons	Remarks
Niestern Netherlands	Cargo mas.	6	6,120	à ± 1020 DWT
Valmet dg Finland	Cargo/Pass. ms.	1	2,200	
Ferro Staal West Germany	Pass./Cargo mss.	2	4,600	à 2,300 DWT
G.G.I. Indonesia	Coasters	6	2,160	àà 360 DWT
Contiere Navale Italy	Cargo/Pass mas	4	3,760	à 940 DWT
Sudo Import Russia	Cargo/mas. + Tankers	10 2	31,000	4 à ± 1000 DWT and 6 à ± 3000 DWT + 2 tanker ALRI
Kinoshita Japan	Cargo mss. Cargo/Pass Mss	5 4	22,897	à ± 2,500 DWT
Centromor Poland	Coasters C/P mss P/cattle Pass mss	11 9 2 2	63,400	11 à ± 950 DWT 4 à ± 4,350 DWT 7 à ± 230 DWT 2 à ± 10,300 DWT
Nichimen Japan	Cargo ms	1	2,700	
	Total	65	178,837	

Ships Purchased and Included in 5-Year Plan (Cont'd)

Target				
Total	Dead Weight Tonnage	Total	Dead Weight Tonnage	Remarks
6	à ± 10,000	2	à 10,300	
10	à ± 4,000	4	à 4,300	
20	à ± 2,000	19	à 2,500	
		6	à 3,000	
60	à ± 25	25	à ± 1,000	
10	à 360	6	à ± 326	

Shipyards and Docks

Shipyards and Docks which have registered and are thus under the jurisdiction of the Office of Shipbuilding Industries are listed below:

No.	Name of Shipyard	Address	
1.	Fa. M. H. Said	Tjipinang Lontar I/11	Djatinegara
2.	N.V. Nusa Putra	Djalan Lodan 6	Djakarta Kota
3.	P.T. Tirtadjaja	Djalan Sulawesi 2	Tandjung Priok
4.	P.T. Galsia	Djl. Tanah Abang II/48	Djakarta
5.	Djantra	Djalan Sabang 27a	Djakarta
6.	N.V. Susula	Pedjambon I/14	Djakarta
7.	P.T. Galinda	Djl. Tirtajasa pers. 39 Blok M. I/39 Keb. Baru	Djakarta
8.	P.T. Sibih	Antjol Tg. Priok atau Djalan Garut 15	Djakarta
9.	Indomarine Ltd.	Djalan Segara II/8	Djakarta
10.	P.K. Thai Seng	Djalan Lodan	Djakarta
11.	Fa. Cordesius & Zonen	Djl. Gunungsahari 34/45	Djakarta
12.	Carya Ltd.	Kampung Bandan	Djakarta
13.	N.V. V.P.V.	Pasar Ikan	Djakarta
14.	Droogdok Mij Tg.Priok	Tandjung Priok	Djakarta
15.	N.V. Menara	Djalan Kalimantan 1	Tegal
16.	Fa. M. Djusdi	Djalan Kraton Barat. 2	Tegal
17.	Pembangunan Prahu Bermotor Samudra	Taman Bugisan 8	Pekalongan
18.	P.P.P.B. Tritunggal	Batang	Pekalongan
19.	G.K.P.I.	Batang	Pekalongan
20.	Dharma Bakti	Batang	Pekalongan
21.	Perusahaan Perkapalan Badjo	Djl. Sungai Ngerang	Djuana
22.	Kapetiga (Koperasi P.P. Perikanan)	Djuanda	
23.	P.T. Pasuruan	Petjinan Kulon 102 atas or Djalan Lombok 1	Surabaja
24.	N.V. Djawimex	Djalan Djakarta 6	Surabaja
25.	Sumber Bhaita	Tandjung Perak Barat	Surabaja
26.	N.V. Droogdok Mij Surabaja	Tandjung Perak Barat	Surabaja
27.	Shipbuilding Indra	Djl. Nilam Barat	Surabaja
28.	C.V. Gama	Djalan Kapasari 6	Surabaja
29.	B.R.N. Perkapalan Gadon	Djalan Watutiban 25	Tuban
30.	Pal (Penataran Angkatan Laut)	Surabaja	
31.	N.V.I.M.P.	d/a Sdr Kadjad Asmadi Djl. Mampang 77.	Djakarta

No.	Name of Shipyard	Address	
32.	N.V. WAhab Sidik	Palembang	
33.	Dok Perkapalan Tanah Timbun	Teluk Bajur Padang. or Djl. Tasikmalaja 1/pav.	Djakarta
34.	B.T.P. Pesat	Djalan Sulawosi 137A	Bandjarmasin
35.	Dok Merdeka	Djalan Selili	Samarinda
36.	Dockyar Indonesia	Menado	
37.	P.P.P.M. Ternate	Ternate	
38.	P.T. Galangan Kapal Djakarta	Djalan Halimum 2	Djakarta
39.	N.V. "Budiyard Ltd."	Tandjung Priok	
40.	P.T. Waisisil	Djalan Udjung No. 3	Surabaja
41.	Perusahaan Pembikinan Prau Bermotor	Klidang	Batang

/Notes on names of above shipyards, for which translation of names add meaning./

13. N. V. Verenigde Prouwenveren
17. Motored Ocean Vessels Construction
18. PPPB /Association of Motor Transportation Enterprises?/
19. GKPI /Association of Indonesian Fishing Cooperatives/
21. Badjo Shipbuilding Industry
22. Fishing Craft Construction Cooperative
23. /?/ Gadon Shipbuilding, Bureau of National Reconstruction
24. PAL /Naval Firing-range?/
31. N.V. Priangan Motor League /?/
33. Shipbuilding Dock, Tanah Timbun
38. Djakarta Shipbuilding Co.
41. Motored Craft Construction Industry

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