

Lampiran 4



PT PERTAMINA (PERSERO)
SHIPPING – MARKETING & TRADING DIRECTORATE
SHIPPING OPERATION DIVISION, HEAD OFFICE 19TH Floor, Jln. Merdeka Timur 1A Jakarta 10110
Phone : (62-21) 3816367, 3816314, 3816339, 3816353, 3816217. Fax : 3456430, 3816348, 3507121
E-mail: opstanker@pertaminashipping.com

DRY CERTIFICATE (Before Loading)

PORT : SEMAMPIR, SBY
DATE : 27 Agustus 20 17

To Loading Master PT. PERTAMINA Tanjung Emas

I, the Master of MT BERKAT ANUGERAH, have inspected all ship's tanks
03 / PMLJ
at 13.24 – 13.36 hours local time, on 27 Agustus 20 17
found dry/empty for C.O.T. No. 1P/S, 2 P/S, 3 P/S, 4 P/S, 5 P/S

Remark: : NIL

Yours Truly,

Falens Sikome

Master

To Master of MT. BERKAT ANUGERAH 03

We confirmed acceptance of your written dry certificate at 13.42
hours local time, on 27 Agustus 2017

Yours truly,

Yogo Suwoko
Loading Master

Agus DS
Cargo Surveyor

Lampiran 5

Stowage Plan

3ENOA

15 / D / MND / VII / 2016

17.07.2016

P	S
DRY	DRY
DRY	DRY
DRY	DRY
DRY	DRY
DRY	DRY

SELAMAT BEKERJA



DISCHARGE ORDER

- 1 DISCHARGE CARGO PREMIUM 2500 HSD 1500
- 2 SAFETY FIRST AND PREVENT FIRE, ACCIDENT AND OIL POLLUTION
- 3 PASANG SCUPPER DECK, SOPEP EQUIPMENT, FIRE HOSE & APAR
- 4 PERHATIKAN TEGANGAN TALI - TALI TAMBAT & SAFETY WIRE
- 5 PERHATIKAN ULLAGE STOP DAN DISCHARGE RATE
- 6 DISCHARGE RATE 200 KL
- 7 INFORMASIKAN 30 MENIT SEBELUM STOP KE DARAT/TERMINAL
- 8 INFORMASIKAN MUJLIM 1 SEKITAR 30 MENIT SEBELUM STOP
- 9 SELAMA CARGO ACTIVITY KAPAL HARUS SELALU STEADY
- 10 DILARANG MENINGGALKAN JAGA (DI DECK & CCR) TANPA PENGGANTI
- 11 CHECK PUMP ROOM MINIMAL INTERVAL 60 MENIT
- 12 UTAMAKAN KESELAMATAN (SAFETY FIRST)

Prepared By :

Ch. Officer :

2nd Officer :

3rd Officer :

Pump Man :

APPROVED

Master :

SHORE STOP SHIP MONITOR

BALLASTING = 1P/S, 2P/S, 3P/S, 100%

ESTIMATE DRAFT F = 1.90 M
M = 2.90 M T : -2.00 M
A = 3.90 M

DISCHARGE SQUENCE :

- RATE MAX 250 KL /HRS, INITIAL RATE 200 KL/HRS
- STRIPPING 60 KL/HRS

Note :

- SETIAP SATU JAM SEKALI CEK BENDING MOMENT & SEARCHING FORCE PADA SHIP MANAGER LOG METER (FOR 2ND MATE & 3RD MATE)
- PASTIKAN INDIKATOR DI PANEL SAMA DENGAN INDIKATOR DI CONTROL VALVE.
- PASTIKAN SEMUA VALVE YANG TIDAK DIGUNAKAN TERTUTUP RAPAT.
- PASTIKAN CROSS OVER BLOCK DI PUMP ROOM TERTUTUP RAPAT.
- PASTIKAN TIDAK TERJADI KEBOCORAN PADA MANIFOLD YANG TIDAK DI GUNAKAN

Lampiran 6

COMPARTMENT LOGSHEET AFTER DISCHARGE



Name Of Vessel : **MT. Berkat Aungmya 03 / PLMJ**
 Port / Date : **TANJUNG EMAS / 12.09.2017**
 Voyage : **02 / D1 / MND / 1 / 2017**

Draft : **F 3.55 M 4.25 A 4.95**
 (meter)

COT No.	GRADE	Tanks Observation					Sample Observation		SG / API @ 60 F (TABLE 23 / 5)	DENSITY @ 15 C (TABLE 21 / 3 / 53 (TABLE 54))	VOL. COR FACTOR @ 15 C (TABLE 54)	NETT KL @ 15 C (TABLE 52)	VOLUME CONW. FACTOR @ 60 F (TABLE 52)	WEIGHT CONW. FACTOR @ 60 F (TABLE 57)	LONGTONS	METRIC TONS		
		CORRECTED SQUIDING M - CM	GROSS VOL.(KL)	FREEMATER DIP	VOL. (KL)	NETT VOL. (KL)	TEMP. (C / F)	SG / API DENSITY (Celsius)										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
PORT																		
1	PREMIUM	5.539	397.235	-	0	397.235	-	0.7050	30	-	0.7176	0.982156	390.146	6.294	2455.581	0.7052	275.131	279.547
2	PREMIUM	4.121	321.991	-	0	321.991	-	0.7050	30	-	0.7176	0.982156	316.245	6.294	1990.449	0.7052	223.016	226.596
3	PREMIUM	3.200	200.838	-	0	200.838	-	0.7050	30	-	0.7176	0.982156	197.254	6.294	1241.518	0.7052	139.104	141.336
4	PREMIUM	3.009	218.604	-	0	218.604	-	0.7050	30	-	0.7176	0.982156	214.703	6.294	1351.342	0.7052	151.409	153.839
STARBOARD																		
1	PREMIUM	5.547	398.844	-	0	398.844	-	0.7050	30	-	0.7176	0.982156	391.727	6.294	2465.530	0.7052	276.246	280.680
2	PREMIUM	4.110	320.370	-	0	320.370	-	0.7050	30	-	0.7176	0.982156	314.653	6.294	1980.428	0.7052	221.894	225.455
3	PREMIUM	3.193	199.546	-	0	199.546	-	0.7050	30	-	0.7176	0.982156	195.865	6.294	1233.530	0.7052	138.209	140.427
4	PREMIUM	3.010	217.964	-	0	217.964	-	0.7050	30	-	0.7176	0.982156	214.075	6.294	1347.387	0.7052	150.966	153.389
TOTAL	PREMIUM		2275.392			2275.392						2234.790			14085.796		1575.974	1601.288

REMARKS :
 1. Pengukuran dilakukan sesuai prosedur manual berdasar "Manual Berencana Loading manifest & surveyor".
 2. Pengukuran volume dilakukan pada suhu dan kelembaban 50, sedang temperatur.
 3. Keadaan laut saat pengamatan calm sea.
 4. Pihak kapal tidak melakukan perhitungan angka / figure di sample data.

GRADE	BY	NEW BL.	AD	DIFF	R1
KCOB		2282.124	2275.392	-6.732	-0.30
KL15		2234.869	2234.790	-0.079	-0.18
PREMIUM		14091.447	14085.796	-5.651	-0.18
LT		1585.201	1575.974	-9.227	-0.83
MT		1614.708	1601.288	-13.440	-0.83

Acknowledge POC / Marine TRI ARI SUSANTO	Acknowledge Measurement Loading / Disch - Supervisor RISKY BUDIYAN	Acknowledge Measurement Cargo Surveyor ANSARI NAVIRA	Chief Officer SNI DARYA
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Lampiran 7

SLOP TANK CERTIFICATE



Name of vessel : MT. Berkat Anugerah 03
 Description of Cargo : PREMIUM
 Port of Call : Tanjung Emas

DATE : 28.08.2017
 Voy. No : 02 / D1 / MND / 1 / 2017

BEFORE LOADING / DISCHARGING

Draft: Fore : 04.35 m
 Aft : 05.35 m
 Trim : 01.00 m

Tank No.	ACTUAL SOUNDING	VOLUME OIL WATER	INTERFACE	VOLUME WATER	REMARKS	
SLOP	P	0.000	0.000 KL	0.000	0.000 KL	OILY MIXTURE WATER
	S	0.000	0.000 KL	0.000	0.000 KL	OILY MIXTURE WATER

VESSEL REPRESENTATIVE	TERMINAL REPRESENTATIVE	CARGO SURVEYOR
SRI DARTA CHIEF OFFICER	RISKY BUDIMAN LOAD / DISCH MASTER	ANSARI .N

AFTER LOADING / DISCHARGING

Draft: Fore : 03.55 m
 Aft : 04.95 m
 Trim : 01.40 m

Tank No.	ACTUAL SOUNDING	VOLUME OIL WATER	INTERFACE	VOLUME WATER	REMARKS	
SLOP	P	0.000	0.000 KL	0.000	0.000 KL	OILY MIXTURE WATER
	S	0.000	0.000 KL	0.000	0.000 KL	OILY MIXTURE WATER

VESSEL REPRESENTATIVE	TERMINAL REPRESENTATIVE	CARGO SURVEYOR
SRI DARTA CHIEF OFFICER	RISKY BUDIMAN LOAD / DISCH MASTER	ANSARI .N

Lampiran 8



PT PERTAMINA (PERSERO)
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NOTICE OF READINESS

Voy No. 02 / D1 / MND / I / 2017

PORT : TANJUNG EMAS
DATE : 28.08.2017
TIME TENDERED : 03.18 Hrs

TO: PT. PERTAMINA TBBM Tanjung Emas

Dear Sirs,

I hereby tender you the MT Berkat Anugerah 03 / PLMJ

at the date time shown above as being ready in all respect to commence the loading /
discharging of her cargo consisting of :

Description of cargo	Approximate amount / Bill of Lading quantity
PREMIUM	4027.632 KLObs / 24885.876 Bbls
.....
.....
.....

Laytime will commence as specified in the charter party covering this voyage

ACCEPTED

Very truly yours

Date : 28.08.2017 Hour: 09.00


By : Risky Budiman
Discharging Master


Capt. Falens Sikome
Master

Lampiran 9

PT PERTAMINA (PERSERO)
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E-mail: opstanker@pertaminashipping.com
MT. MUNDU / YEGW



“ SURAT - PROTES “ **LETTER OF PROTEST**

No. / F303H6 / I / 2017

Tanggal : 28 Juli 2017
Date

Voyage : 02 / D1 / MND / I / 2017

Pelabuhan : Tanjung Emas
Port

Kepada : Loading Master Pertamina Tanjung Emas

To

Dari Nakhoda : MT. Berkas Anugerah 03 / PLMJ

From Master

Setelah pengecekan kembali dengan teliti figures muatan yang di muat dan disesuaikan dengan draft serta deadweight dari kapal kami maka terdapat perbedaan lebih dari 0,2 % antara NEW B/L figures dengan ship's figures dengan perincian sebagai berikut :


After having been rechecked the figures of the cargo loading carefully and compared it with the draft and deadweight of our vessel, a difference of more than 0,2 % between NEW B/L and the ship's figures has been found as follows :

JENIS	ANGKA MUATAN KAPAL	ANGKA ² B/L	SELISIH
GRADE	SHIP'S FIGURES	B/L FIGURES	DIFFERENCE
PREMIUM	7959.710 Bbls	8061.142 Bbls	-101.432 Bbls (-1.26 %)

Berdasarkan figures tersebut diatas dengan ini kami nyatakan bahwa NEW B/L telah kami tandatangani dibawah protes dengan ketentuan bahwa kapal tidak dapat diper - tanggung jawabkan atas figures pembongkaran pada pelabuhan bongkar.


Based on above mentioned figures, we hereby declare that the NEW B/L has been signed under protest notably that the ship could not be hold responsible for the outturn figure at the discharging Port.

Mengetahui,
Acknowledge,


Novi Aris Wandana
Loading Master


Ansari Navira
Surveyor

Hormat kami,
Yours faithfully,


Capt. Falens Sikome
Nakhoda
Master

Catatan :

- Tanggung jawab kapal sebatas manifold
- Pengambilan sounding dilakukan bersama Perwira kapal, Loading Master, dan disaksikan oleh Surveyor

Lampiran 10



TANKER TIME SHEET

Vessel Name : MT. Berkat Anugerah 03 / PLM. Port of : Tanjung Emas, SMG Next Port : Tanjung Emas
 Flag : INDONESIA Date : 27 September 2017 ETA :
 Master : Capt. FALENS SIKOME Voy No. : 05 / L / MND / 1 / 2017
 GRT : 2965 T Last Port : Cilacap
 DWT : 3675 T B / L No. :

Draft on	:	Fwd	Mean	Aft	
Arrival	:	1.90	2.90	3.90	Mtr
Departure	:	4.80	5.00	5.20	Mtr

STATEMENT OF ACTIVITY	DATE	TIME	TOTAL		REMARKS
			PART	TIME	
Actual Time Arrived	26 Januari 2016	09:00:00			
Anchor at Outer Bar	26 Januari 2016	09:42:00	B		Kerosene
Anchor Up	27 Januari 2016	09:48:00			Stopped Temporary order by Shore 28-01-2016 00:30:00
Pilot On Board (Sea Pilot)	27 Januari 2016	10:24:00	A		Resume Loading 28-01-2016 17:18:00
Free Pratique Granted	--	--			
Anchor at Inner Anchorage	--	--			
Anchor Up	--	--			
Pilot On Board (Harbour Pilot)	--	--			
First Line A Shore	27 Januari 2016	12:42:00			
All Made Fasted	27 Januari 2016	13:00:00			
NOR Tendered	26 Januari 2016	09:00:00			
NOR Accepted	27 Januari 2016	14:00:00	A		
Cargo Hose / L/A: Connected KEROSENE	27 Januari 2016	14:00:00	C		
Commenced Loading KEROSENE	27 Januari 2016	16:36:00			
Stopped Temporary order by Ship / Shore	27 Januari 2016	20:12:00			
Resume Loading	27 Januari 2016	21:42:00			
Completed Loading KEROSENE	28 Januari 2016	23:42:00			
Cargo Hose / L/A: Disconnected KEROSENE	29 Januari 2016	00:54:00			
Cargo Hose / L/A: Connected HSD	29 Januari 2016	01:00:00	A / C		
Commenced Loading HSD	29 Januari 2016	10:30:00			Loading Agreement
Stopped Temporary order by Ship / Shore	--	--			Shore rate 400 KL/ Hrs, Press : 5 kg/m3
Resume Loading	--	--			Ships rate 300 KL/ Hrs, Press : 3,5 kg/m3
Completed Loading HSD	29 Januari 2016	14:30:00			
Cargo Hose / L/A: Disconnected HSD	29 Januari 2016	17:06:00			Agreement :
					KEROSENE 300 KL/ Hrs, Press : 3,5 kg/m3
					HSD 300 KL/ Hrs, Press : 3,5 kg/m3
					Actual Rate
					KEROSENE 179.28 KL/Hrs
					HSD 308.69 KL/Hrs
Ullaging (After Loading)	29 Januari 2016	16:12 - 17:00			
Complete Cargo Calculation	29 Januari 2016	17:00 - 17:48			
Re-Ullaging					
Complete Cargo Calculation					
Commenced DeBallasting	29 Januari 2016	15:00:00			
Completed DeBallasting	29 Januari 2016	20:00:00			
Ship's Paper & Cargo Document on Board	29 Januari 2016	20:12:00	B		
Commenced Bunker MDO	--	--	A		ROB Bunker (Metric Ton)
Completed Bunker MDO	--	--			Grade Arrival Repl. Dept.
Commenced Supply FW	--	--			MFO - - -
Completed Bunker MDO	--	--	A		MDO 37.633 55.412 90.041
Cast Off	29 Januari 2016		B		HSD - - -
			A		FW 120 40 145
					LO - - -

GRADE	SHORE FIGURE (BL)		SHIP FIGURE (AL)	
	KEROSENE	HSD	KEROSENE	HSD
KL Obs	2358.036	1239.675	2,344.008	1,235.453
KL 15°C	2316.195	1221.051	2,311.856	1,218.790
Bbls 60°F	14575.814	7684.074	14,548.513	7,669.847
LT	1827.683	997.442	1,816.865	991.658
MT	1857.017	1013.451	1,846.026	1,007.575

TOTAL TIME FOR : SHIP (A) :		SHORE (C) :	
Explanation of Delay :		Port Time	Hrs
From :		Laytime Used	Hrs
From :		Laytime Allowed	Hrs
From :		Excess Time	Hrs

PT. PERTAMINA (PERSERO)
 Terminal Representative
 Tanjung Emas, SMG

Sandro

MT. Berkat Anugerah 03 / PLM1
 MASTER

Capt. FALENS SIKOME

Lampiran 11



PT PERTAMINA (PERSERO)
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SURAT PERBEDAAN ANGKA MUATAN
LETTER OF DISCREPANCY

Tanggal : **28 JULI 2017**
 Date :
 Voyage : **02 / D1 / MND / 1 / 2017**

 Pelabuhan : **TANJUNG EMAS**
 Port :

Kepada : **Terminal BBM TANJUNG EMAS**
 To :
 Dari Nakhoda : **MT. BERKAT ANUGERAH 03**
 From Master :

Setelah pengecekan kembali dengan teliti figures muatan yang dimuat serta disesuaikan dengan draft dan deadweight dari kapal kami, maka terdapat perbedaan antara NEW B/L figures dengan ship's figures dengan perincian sebagai berikut :

After having been rechecked the figures of the cargo loaded carefully and compared it with the draft and deadweight of our vessel, a difference between NEW B/L and the Ship's figures has been found as follows :

Jenis Grade	Angka Kapal Ship Figures	No. dan angka B/L No. and B/L figures	Selisih Difference
PREMIUM	14065.766	14091.447	-25.681 Bbls -0.18 %
..... %
.....
.....

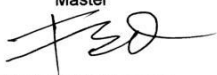
Berdasarkan figures tersebut diatas dengan ini kami menyatakan bahwa NEW B/L telah kami tandatangani dengan ketentuan bahwa kapal tidak dapat dipertanggung jawabkan atas figures pembongkaran pada pelabuhan bongkar.

Base on above mentioned figures, we here by declare that the NEW B/L has been signed, notably that the ship could not be hold responsible for the outturn figures at the discharging port.

Catatan :
 Tanker Ullage Report pertama dan kedua diukur dan dihitung bersama-sama Loading Master serta Agen dan telah diserahkan ke perwakilan/Agen PT. PERTAMINA (PERSERO)

Remarks :
 The first and the second Tanker Ullage Report already measure and calculated together with Loading Master and Agent and send to PT. PERTAMINA (PERSERO) Representative.

Hormat kami
 Yours faithfully

 Nakhoda
 Master


Capt. Falens Sikome

Diketahui
 Known by

 PT PERTAMINA (PERSERO)
 Representative
Terminal BBM Tanjung Eas


Risky Budiman

Lampiran 12



**PT PERTAMINA (PERSERO)
SHIPPING – MARKETING & TRADING DIRECTORATE**

TANKER OPERATION, PT PERTAMINA (PERSERO) HEAD OFFICE 19TH Floor, Jln. Merdeka Timur 1A Jakarta 10110
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SHIP / SHORE AGREEMENT

Vessel Name : MT. Berkaf Anugerah 03 Grade of Cargo : LSWR
Port / Berth No. : TANJUNG EMAS# JETTY 1 PERTAMINA Date : 17TH AUGUST 2017

A. Vessel's Information:

Product Code	Ship Pipeline Dia. size	Maximum Discharge Rate as per KPI	Maximum Pressure
LSWR	20 - 16 "	12580 Bbls	6 kg/cm2

B. Terminal Information

Product Code	Loading Hose/Arm Dia. size	Maximum Rate	Maximum Pressure	Tank Number

C. Agreed Cargo Handling Procedure

	1 st Grade	2 nd Grade	3 rd Grade
Initial Discharge rate	5000 bbls		
Maximum Load rate	12580 bbls		
Stripping Rate	3000 bbls		
Slowdown Notice	60 – 30 – 15 mnt		
Final stopping by	Ship Stop - Shore Control		
Quantity Discharge	200 MB		

D. Emergency Shut Down

Emergency Signal	Stop Stop Stop / One Long Blast
Action In Case Of Emergency	Inform to terminal and Closed manifold
Location of Emergency Stop	Manifold P/S, Pump Room, CCR, ECR

E. Communication Procedure

Contact of Ship / Shore	VHF = 09	Back Up = VHF 16
	Control Galunggung, Will be Reply by COOW	

Chief Officer	Loading Master	PQC
Name : Tommy Wilyam Padoma	Name : Suyoto	Name : Amir Hamzah
Signature :	Signature :	Signature :

Lampiran 13



PT PERTAMINA (PERSERO) The Ship/Shore Safety Check-List

Ship's Name : **NO. Ananda**
 Nama Kapal
 Berth : **PERUMPER BAHUT** Port : **SUMBARA**
 Dermaga
 Date of Arrival : **09 July 2016** Time of Arrival : **12-42**
 Tanggal Tiba

The safety of operations requires that all questions should be answered affirmatively by clearly ticking ✓ the appropriate box. If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the ship and the terminal. Where any question is considered to be not applicable, then a note to that effect should be inserted in the remarks column.
 Keselamatan pelaksanaan operasi mensyaratkan bahwa setiap pertanyaan harus dijawab tegas dan memberi tanda ✓ pada kotak yang sesuai. Jika tidak diperoleh jawaban afirmatif (ya), maka alasan untuk hal tersebut harus diberikan dan kesepakatan untuk tindakan pencegahan yang tepat harus diambil antara kapal dan terminal. Untuk klausul yang tercantum pada daftar pertanyaan yang dianggap tidak dapat diterapkan, maka kemungkinan dampak yang akan terjadi harus dibuktikan dalam kolom komentar.

The presence of the letters A, P or R in the column Code indicates the following:
 Ketentuan dari kode huruf A, P atau R pada kolom menunjukkan sebagai berikut:

- A: (Agreement) This indicates an agreement or procedure that should be identified in the Remarks column of the Check-List or communicated in some other mutually acceptable form. (Persetujuan). Prosedur dan persetujuan harus ditulis di kolom keterangan pada checklist atau formulir lain yang dapat diterima.
- P: (Permission). In the case of a negative answer to the statements coded "P", operations should not be conducted without the written permission from the appropriate authority. (Izin). Apabila diperoleh jawaban "negative" pada pernyataan yang diberi tanda kode P, Operasi tidak dapat dilaksanakan tanpa izin tertulis dari Pejabat Pelabuhan/Terminal.
- R: (Re-check). This indicates items to be re-checked at appropriate intervals, as agreed between both parties, at periods stated in the declaration. (Pemeriksaan Ulang). Menunjukkan item-item yang harus diperiksa kembali dalam interval waktu tertentu, sesuai kesepakatan kedua belah pihak yang tertuang dalam pernyataan.

Part 'A' Bulk Liquid General - Physical Checks
 Bagian 'A' Muatan Cair Umum - Pemeriksaan Fisik

No.	Bulk Liquid - General Muatan Cair Umum	Ship Kapal	Terminal Darat	Code Kode	Remarks Keterangan
1.	There is safe access between the ship and shore. Terdapat sarana penghubung (akses) yang aman antara kapal dan darat.	✓	✓	R	
2.	The ship is securely moored. Kapal telah tertambat dengan aman.	✓	✓	R	
3.	The agreed ship/shore communication system is operative. Sistem komunikasi yang digunakan antara kapal dan terminal telah dioperasikan.	✓	✓	A R	System (Sistem utama) Back up system (Cadangan)
4.	Emergency (swing-off) pensets are correctly rigged and positioned. Kawat luncur untuk keadaan darurat telah dipasang dengan benar pada tempatnya.	✓	✓	R	
5.	The ship's fire hoses and fire-fighting equipment are positioned and ready for immediate use. Selang pemadam dan peralatan pemadam kebakaran di kapal telah ditempatkan pada posisinya dan siap untuk segera dipergunakan.	✓	✓	R	
6.	The terminal's fire-fighting equipment is positioned and ready for immediate use. Selang pemadam dan peralatan pemadam kebakaran di terminal telah ditempatkan pada posisinya dan siap untuk segera dipergunakan.	✓	✓	R	
7.	The ship's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended. Selang muatan & bunker, pipa serta manifold di kapal dalam kondisi baik, terpasang dengan benar dan sesuai dengan peruntukannya.	✓	✓		
8.	The terminal's cargo and bunker hoses or arms are in good condition, properly rigged and appropriate for the service intended. Selang muatan & bunker, pipa serta manifold di terminal dalam kondisi baik, terpasang dengan benar dan sesuai dengan peruntukannya.	✓	✓		
9.	The cargo transfer system is sufficiently flexible and designed to allow safe removal of blank flanges prior to connection. Sistem transfer cargo telah disolasi dan dikerahkan sehingga flange dapat dibuka dengan aman sebelum hose connection.	✓	✓		
10.	Scupper and overboard discharge valves are effectively plugged and drip trays are in position and empty. Lubang saluran pembuangan di deck dan bak penampungan di atas kapal, sumbuhnya telah terpasang secara efektif dan tangki penadah di manifold berada pada posisinya dan dalam keadaan kering.	✓	✓	R	
11.	Temporarily removed scupper plugs will be constantly monitored. Sumbat lubang saluran pembuangan sementara harus dipantau terus menerus.	✓	✓	R	
12.	Shore spill containment and ramps are correctly managed. Bak penampungan tumpah minyak di dermaga dikelola dengan tepat.	✓	✓	R	
13.	The ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted. Jaringan pipa cargo dan bunker yang tidak digunakan (kapal) telah ditutup dengan blank flange dan dipasang baut dengan lengkap.	✓	✓		
14.	The terminal's unused cargo and bunker connections are properly secured with blank flanges fully bolted. Jaringan pipa cargo dan bunker yang tidak digunakan (terminal) telah ditutup dengan blank flange dan dipasang baut dengan lengkap.	✓	✓		
15.	All cargo, ballast and bunker tank lids are closed. Semua penutup tanki cargo, ballast dan bahan bakar telah ditutup.	✓	✓		
16.	Sea and overboard discharge valves when not in use, are closed and visibly secured. Valve air laut (sea valve) dan valve pembuangan ke laut (overboard discharge valve), bila tidak digunakan, ditutup dan dikunci.	✓	✓		
17.	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open. Seluruh pintu keluar/masuk dan jendela akomodasi, gudang dan kamar mesin harus ditutup. Ventilasi kamar mesin boleh terbuka.	✓	✓	R	
18.	The ship's emergency fire control plans are located externally. Rencana pemanggulan darurat kebakaran di kapal ditempatkan di dinding luar ruang akomodasi.	✓	✓		Location : (Lokasi)

Lampiran 14

