

LAMPIRAN 1

CREW LIST

Page No.
1

| 1. Name of ship M/V. JUPITER ACE | | | 2. PORT OF ARRIVAL NIKOLAIEV, UKRAINA | | | 3. Date of Arrival/Departure | | | |
|--|--------------------------------|----------|--|-------------------|--------------------|------------------------------|------------------------------------|---------|-------------------------------------|
| 4. Nationality of ship & call sign PANAMA / 3FLK4 | | | 5. LAST PORT OF CALL EREGLI, TURKEY | | | JUL 2016 | | | |
| 6 No. | 7. Family name, Given names | 8. Rank | 9. Nationality | 10. Date of birth | 11. Place of birth | 12. Date/Port Sign on | 13. Number of Seamanbook, EXP DATE | 14. SEX | 15. Number of Passport, EXPIRY DATE |
| 1 | PARK JUPYONG | MASTER | REPUBLIC OF KOREA | 03/02/1949 | REPUBLIC OF KOREA | 02 DEC 2015 PARANAGUA | BS741-43418 PERMANENT | M | M77792712 18/05/2020 |
| 2 | YURRI FREDGARD UMBONUSA ROMPAH | C/O | INDONESIA | 27/03/1977 | BITUNG | 11 FEB 2016 EREGLI | E 024114 15-10-2018 | M | A 4203628 22/02/2018 |
| 3 | LEO ARDIANSYAH | 2/O | INDONESIA | 15/07/1977 | JAKARTA | 25 OCT 2015 SAN ANTONIO | Y 053423 13-06-2018 | M | B 1556440 01/07/2020 |
| 4 | DAVID POLTAK | 3/O | INDONESIA | 16/10/1989 | PANGKAL PINANG | 11 FEB 2016 EREGLI | D 066999 08-04-2018 | M | B 2993379 19/01/2021 |
| 5 | YAZID MIDKHOLI | A/O | INDONESIA | 20/08/1994 | SRAGEN | 11 AUG 2015 DURBAN | D 075064 05-06-2018 | M | B 1490354 22/06/2020 |
| 6 | JEONG YUN SEOB | C/E | REPUBLIC OF KOREA | 25/12/1963 | REPUBLIC OF KOREA | 11 FEB 2016 EREGLI | KS770-18083 PERMANENT | M | M52254063 09/10/2018 |
| 7 | BUYUNG KHARIL HAKIM | 1/E | INDONESIA | 19/12/1972 | SUKABUMI | 25 OCT 2015 SAN ANTONIO | D 058558 19/03/2018 | M | A 4027611 13/11/2017 |
| 8 | RONLI | 2/E | INDONESIA | 05/01/1981 | KARAWANG | 11 FEB 2016 EREGLI | Y 088402 16-11-2018 | M | A 7156547 27/12/2018 |
| 9 | EKO SETIONO | 3/E | INDONESIA | 21/03/1989 | BANYUMAS | 02 SEP 2015 DURBAN | X 026775 22-04-2017 | M | A 8330985 22/05/2019 |
| 10 | ANDRI GERALD KASEGO | A/E | INDONESIA | 18/11/1994 | HAASI | 11 AUG 2015 DURBAN | D 072177 22-04-2018 | M | B 1096235 29/04/2020 |
| 11 | EKO SEPTIONO | BSM | INDONESIA | 26/09/1969 | MAGETAN | 02 SEP 2015 DURBAN | C 008661 13-09-2016 | M | A 3741737 18/09/2017 |
| 12 | SUGIANTO | AB A | INDONESIA | 05/03/1973 | JAKARTA | 02 SEP 2015 DURBAN | D 089907 29-06-2018 | M | A 5706506 27/05/2018 |
| 13 | YUSUP IRMAWAN | AB B | INDONESIA | 07/05/1981 | JAKARTA | 02 SEP 2015 DURBAN | D 036758 12-01-2018 | M | A 2903708 15/05/2017 |
| 14 | HARI MUJIONO | AB C | INDONESIA | 20/06/1982 | MALANG | 02 SEP 2015 DURBAN | E 004944 26-08-2018 | M | A 3741738 18/09/2017 |
| 15 | MUZAKKI | OS | INDONESIA | 28/07/1988 | BANGKALAN | 02 SEP 2015 DURBAN | Y 069722 13-09-2016 | M | A 3898318 05/10/2017 |
| 16 | ASEP YAMINI | NO.1 OLR | INDONESIA | 13/02/1965 | JAKARTA | 02 SEP 2015 DURBAN | D 000622 03-09-2017 | M | A 8715021 24/07/2019 |
| 17 | EDY PAMULJI RAHARJO | OLR A | INDONESIA | 24/09/1965 | JAKARTA | 02 SEP 2015 DURBAN | E 004945 26-08-2018 | M | B 1831372 21/08/2020 |
| 18 | IRIN HENDRIYANTO | OLR B | INDONESIA | 21/08/1981 | MAJALENGKA | 02 SEP 2015 DURBAN | A 047045 25-05-2017 | M | A 7742361 05/03/2019 |
| 19 | IRFAN HIDAYAT | OLR C | INDONESIA | 06/05/1991 | SALU BONE | 02 SEP 2015 DURBAN | X 042399 11-05-2017 | M | A 8714216 17/07/2019 |
| 20 | ANDI ANWAR MAPPATLUJU | WIPER | INDONESIA | 26/09/1983 | JAKARTA | 02 SEP 2015 DURBAN | W 058827 03-08-2016 | M | A 6629816 28/11/2018 |
| 21 | AMAT MAHIB | C/CK | INDONESIA | 12/06/1965 | PURWOREJO | 02 SEP 2015 DURBAN | B 030363 27-12-2017 | M | A 8048074 08/05/2019 |
| 22 | ERWIN JATI NUGRAHA | M/M | INDONESIA | 20/06/1989 | KULON PROGO | 02 SEP 2015 DURBAN | E 001939 19-08-2018 | M | A 2751059 04/06/2017 |

REPUBLIC OF KOREA - 2 PRESONS

INDONESIAN - 20 PERSONS

CLOSED WITH (22) CREW MEMBERS
INCLUDING MASTER

PARK JUPYONG
MASTER OF JUPITER ACE

LAMPIRAN 2

| SHIP'S PARTICULARS | | | |
|--|-----------|--|--------------------|
| NAME OF VESSEL | | JUPITER ACE | |
| CALL SIGN : 3FLK4 | | TYPE OF VESSEL : BULK CARRIER | |
| PORT OF REGISTRY | | PANAMA | |
| OFFICIAL NUMBER | | 41112-10 | |
| INMARSAT C | | 435493811 / 435493812 | |
| INMARSAT F | | TEL : 870773110964 FAX : 870783112063 | |
| | | EMAIL : jupiterace@networkship.com | |
| MMSI | | 354938000 | |
| IMO IDENTIFICATION NUMBER | | 9557214 | |
| OWNER | | SAMMOK SHIPPING LTD.S.A | |
| | | 53rd E Street, Urbanizacion Marbella, MMG | |
| | | Tower, 16 Floor, Panama City, PANAMA | |
| MANAGER | | STX MARINE SERVICE CO., LTD. | |
| | | 16~18F, STX Pan Ocean Busan BLDG., 83-5, | |
| | | 4-Ka, Jungang-Dong, Jung-Ku, Busan, KOREA | |
| | | Tel. 82-51-461-2000 Fax. 82-51-461-2178 | |
| CHARTERER | | SAMMOK SHIPPING CO., LTD. | |
| | | 15F, Jangkyo BLDG., 1, Janggyo-Dong, | |
| | | Chung-Ku, Seoul, KOREA | |
| | | Tel. 82-2-778-8255 Fax. 82-2-778-8259 | |
| CLASS | | Korean Register of Shipping | |
| L.O.A. | | 177.40 Meters | |
| L.B.P. | | 168.00 Meters | |
| BREADTH MOULDED | | 28.20 Meters | |
| DEPTH MOULDED | | 14.20 Meters | |
| KEEL TO HIGHEST POINT | | 41.40 Meters | |
| LIGHT SHIP | | 8,584.9 MT | |
| YEAR BUILT : 15th Dec. 2009, KEEL LAID : 28th July 2008, LAUNCHED : 11th July 2009 | | | |
| BUILDER | | Zhejiang Hongxin Shipbuilding Co., Ltd., China | |
| INTERNATIONAL | | 20,141.00 Gross Tons | 11,367.00 Net Tons |
| SUEZ CANAL | | 20,953.86 Gross Tons | 18,914.18 Net Tons |
| PANAMA | | Gross Tons | 16,812.00 Net Tons |
| LOADLINE | FREEBOARD | D R A F T | DEADWEIGHT |
| F | 3.596 m | 10.636 m | 33,448.3 MT |
| T | 3.819 m | 10.413 m | 33,484.9 MT |
| S | 4.032 m | 10.200 m | 32,527.2 MT |
| W | 4.245 m | 9.987 m | 31,567.0 MT |
| WNA | 4.245 m | 9.987 m | 31,567.0 MT |
| Fresh Water Allowance : 228 mm | | | |
| MAIN ENGINE | | MAN B&W 6S42MC MK7(UNO), 6,480 KW, 8,810 HP | |
| | | MCR : 6,480 KW x 136.0 rpm | |
| | | NCR : 5,832 KW x 131.3 rpm | |
| PROPELLER | | Single Screw, Fixed Pitch Right-handed Propeller | |
| SERVICE SPEED | | LADEN :14.0 kts BALLAST : 14.8 kts | |
| TPC AT SUMMER DRAFT | | 45.1 MT | |
| CRANE | | 4 x 30 t / 24 m, IHI-WM Outreach : 9.80m | |
| TANK TOP STRENGTH | | 1 ~ 5 H : 20.0 t/sq.m | |
| KEEL TO TOP OF H/COVE | | 16.70 m | |
| HATCH SIZE | | 1H 14.40m X 15.20m 2H-5H 19.20m X 21.00m | |

LAMPIRAN 3

TRANSKRIP WAWANCARA

Dengan mengidentifikasi langkah-langkah pelaksanaan *draft survey* di MV. Jupiter Ace, peneliti kemudian menggunakan teknik *scoring* dengan pendekatan *urgency, seriousness, growth* (USG) untuk menentukan prioritas langkah-langkah pelaksanaan *draft survey* yang berdasarkan pada observasi lapangan dan wawancara yang dilakukan terhadap pihak-pihak yang bertanggung jawab terhadap pelaksanaan *draft survey*, dalam hal ini adalah Nakhoda dan Mualim I.

Peneliti menggunakan kalimat tanya “*kapan*” untuk menilai seberapa mendesak hal tersebut harus dilaksanakan (*urgency*), kalimat tanya “*mengapa*” untuk menilai seberapa serius hal tersebut harus dilaksanakan (*seriousness*), kalimat tanya “*bagaimana*” untuk menilai kemungkinan hal tersebut berkembang menjadi hambatan apabila tidak dilaksanakan (*growth*).

DAFTAR NAMA-NAMA RESPONDEN

| Responden | Nama | Kebangsaan | Jabatan |
|-----------|----------------|---------------|----------|
| I (Satu) | Park Jupyong | Korea Selatan | Nakhoda |
| II (Dua) | Yurri Fredgard | Indonesia | Mualim I |

A. HASIL WAWANCARA

1. Wawancara dengan Nakhoda MV. Jupiter Ace

P : “Selamat pagi Capt. ijin bertanya mengenai pelaksanaan *draft survey* di MV. Jupiter Ace?”

N : “Silahkan, mau tanya yang bagaimana?”

P : “Ada berapa jenis *draft survey* dan kapan pelaksanaannya?”

N : *draft survey* dibagi menjadi dua, yang pertama adalah *initial draft survey* dilaksanakan pada saat kapal tiba di pelabuhan muat atau bongkar, pelaksanaan *initial draft survey* bertujuan untuk mengetahui nilai *constant* yang dimiliki oleh kapal. Kedua adalah *final draft survey* yang dilaksanakan setelah kegiatan muat atau bongkar selesai dilaksanakan, tujuan *final draft survey* adalah untuk mengetahui jumlah muatan yang telah dimuat atau dibongkar.

P : “Bagaimana langkah-langkah pelaksanaan *draft survey* yang diterapkan di MV. Jupiter Ace?”

N : Langkah pertama adalah menyiapkan peralatan dan dokumen yang akan digunakan untuk *draft survey*, langkah kedua adalah memeriksa dokumen dan kondisi aktual kapal, langkah ketiga adalah membaca dengan seksama *draft mark* kapal dan *density* air setempat, langkah selanjutnya adalah menentukan *constant* dari kapal saat melaksanakan *initial draft survey*, langkah terakhir adalah menentukan total *cargo* saat melaksanakan *final draft*

survey, selain itu untuk menambah referensi anda juga bisa membaca buku yang berisi prosedur *draft survey* yang terdapat di *ship office* dan anjungan kapal dan dapat juga meminta pendapat dari Mualim I tentang Prosedur *draft survey*.

P : “Iya Capt. saya akan meminta pendapat Mualim I untuk melengkapi referensi. Mengapa persiapan alat dan dokumen yang diperlukan di dalam pelaksanaan *draft survey* menempati urutan pertama, kemudian dilanjutkan dengan pemeriksaan dokumen dan kondisi aktual kapal, membaca dengan seksama *draft mark* kapal dan *density* air setempat, menentukan *constant* dari kapal, dan terakhir adalah menentukan total *cargo* saat melaksanakan *final draft survey*?”

N : “Persiapan alat dan dokumen yang diperlukan di dalam pelaksanaan *draft survey* menempati urutan pertama karena efektifnya pelaksanaan *draft survey* bergantung kepada seberapa baik kita dalam mempersiapkan peralatan dan dokumen yang diperlukan, kemudian dapat dilanjutkan sesuai dengan urutan langkah pelaksanaan di atas.”

P : “Bagaimana cara perhitungan nilai *constant* dan total *cargo* yang dimiliki kapal dengan menggunakan metode *draft survey*?”

N : Perhitungan nilai *constant* pada saat *initial draft survey* dan perhitungan total *cargo* pada saat *final draft survey* dilaksanakan dengan cara yang sama, pertama kita harus menemukan nilai *draft*

yang dikoreksi dengan letak *perpendicular*, kemudian cari nilai *quartermean draft*, maka akan digunakan untuk membaca nilai *displacement* yang terdapat di dalam *hydrostatic book*, setelah ditemukan nilai *displacement* kemudian dilakukan koreksi dengan *trim* dan koreksi berdasarkan *density* perairan setempat, langkah terakhir untuk menemukan *constant* adalah *displacement* yang dikoreksi dengan *density* dikurangi dengan *deductibles*. Perhitungan total *cargo* pada saat *final draft survey* memiliki cara yang sama, perbedaan hanya untuk menentukan total *cargo* adalah *displacement* yang dikoreksi dengan *density* dikurangi *deductibles* dan *constant*, prosedur pelaksanaan dan perhitungan *draft survey* yang dilaksanakan di atas kapal berdasarkan pada peraturan internasional sesuai dengan UN ECE *draft survey*.

P : “Terima kasih Capt. atas penjelasannya.”

N : “Sama-sama.”

2. Wawancara dengan Mualim I MV. Jupiter Ace

P : “Selamat sore Chief, izin bertanya mengenai *draft survey*?”

N : Okay det, mau tanya yang bagian mananya?

P : “Kapan *draft survey* dilaksanakan dan urutan langkah pelaksanaan yang harus dilakukan di dalam *draft survey* yang diterapkan di MV.Jupiter Ace?”

N : *Draft survey* dilaksanakan pada saat sebelum kegiatan muat atau bongkar dimulai atau yang sering disebut dengan *initial draft survey* dan dilaksanakan setelah kegiatan muat atau bongkar selesai dilaksanakan atau yang sering disebut dengan *final draft survey*. Urutan langkah-langkah pelaksanaan *draft survey* dimulai dengan persiapan alat-alat dan dokumen yang akan digunakan di dalam *draft survey*, pengecekan terhadap dokumen dan kondisi aktual kapal, pembacaan *draft* kapal dan *density* perairan di sekitar kapal, perhitungan untuk menentukan nilai *displacement* dan nilai *deductibles* yang dimiliki oleh kapal, terakhir adalah menentukan nilai *constant* kapal pada *initial draft survey* dan menentukan jumlah muatan yang telah dimuat pada saat *final draft survey*.

P : “Bagaimana penerapan langkah-langkah pelaksanaan *draft survey* di MV. Jupiter Ace?”

N : Langkah pertama persiapan alat-alat dan dokumen yang akan digunakan di dalam *draft survey*, alat-alat tersebut yang harus disiapkan antara lain: *sample jar*, *hydrometer*, *sounding tape*, komputer yang akan digunakan untuk menghitung nilai *constant* dan jumlah muatan, kemudian dokumen yang harus dipersiapkan antara lain: *loading manual book*, *sounding table book*, *capacity plan*. Langkah kedua yaitu melaksanakan pengecekan terhadap dokumen dan kondisi aktual kapal, dokumen kapal meliputi

loading manual book, sounding table book, capacity plan, formulir perhitungan *draft survey*, pengecekan kondisi aktual kapal dilaksanakan dengan melakukan *sounding* terhadap tanki untuk mengetahui total *ballast water, total fresh water, total fuel and diesel oil* yang ada di atas kapal pada saat itu. Langkah ketiga adalah membaca *draft* kapal dan *density* perairan di sekitar kapal, pembacaan *draft* kapal dan *density* perairan di sekitar kapal dilaksanakan dengan teliti, pembacaan *density* perairan dilaksanakan dengan mengambil *sample* air dengan menggunakan *sample jar* kemudian dibaca dengan menggunakan skala yang ditunjukkan *hydrometer* untuk mengetahui nilai *density* perairan di sekitar kapal. Langkah keempat adalah menentukan nilai *displacement* dan nilai *deductibles* yang dimiliki oleh kapal. Langkah terakhir adalah menentukan nilai *constant* kapal pada *initial draft survey* dan menentukan jumlah muatan yang telah dimuat pada saat *final draft survey*, perhitungan jumlah muatan dilaksanakan setelah *cargo operation* selesai dilaksanakan. Sebagai tambahan referensi dan pemantapan terhadap penjelasan saya dapat dibaca di dalam buku panduan *draft survey* yang terdapat di *ship's office* dan anjungan.

P : “baik chief, saya akan pelajari lebih lanjut buku panduan *draft survey*, izin tanya mengenai cara perhitungan *draft survey* yang dilaksanakan di MV. Jupiter Ace?”

N : untuk perhitungan *draft survey* di MV. Jupiter Ace dilaksanakan menggunakan rumus di dalam program microsoft excel, pada dasarnya perhitungan yang dilaksanakan di MV. Jupiter Ace menerapkan cara perhitungan sesuai dengan panduan *draft survey*. Perhitungan dibagi menjadi dua, pada saat *initial draft survey* dilaksanakan perhitungan untuk menentukan nilai *constant*, perhitungan dilaksanakan dengan mencari nilai *quartermean* untuk mendapatkan nilai *displacement* yang didapat dari *draft* yang dikoreksi dengan letak *perpendicular*, kemudian menentukan nilai *displacement* yang dikoreksi dengan *trim*, menentukan *displacement* yang dikoreksi dengan *density*, terakhir adalah menentukan nilai *constant* yang didapat dari *displacement* yang dikoreksi dengan *density* dikurangi dengan berat *deductibles* yang dimiliki kapal. *Final draft survey* dilaksanakan untuk menentukan jumlah muatan, cara perhitungan sama dengan perhitungan untuk menentukan nilai *constant*, namun di dalam menentukan jumlah muatan dilakukan dengan cara *displacement* yang dikoreksi dengan *density* dikurangi berat *deductibles* yang dimiliki kapal dan nilai *constant* yang telah diketahui nilainya pada saat *initial draft survey*.

P : “Terima kasih Chief atas penjelasannya.”

N : “Semoga penjelasan saya dapat bermanfaat.”

LAMPIRAN 4

Notice of Readiness

TO: FERTIMPORT SA
CC: NORVIC SHIPPING .
CC: SAMMOK SHIPPING
CC: STX MARINE SERVICE-SM
FM: MASTER OF JUPITER ACE

PORT : SAN LORENZO, ARGENTINA
DATE : 11TH MAY, 2016

Gentlemen:

NOTICE OF READINESS

M/V. JUPITER ACE, under my command, arrived at Recalada W. Anchorage at 10:00LT on 11th May, 2016 and she is ready to Loading her cargo in accordance with the terms and conditions of the Charter Party.

N.O.R tendered time is 10:00LT on 11th May, 2016 (13:00UTC on 11th May, 2016).

Very truly yours,

Capt Park Ju Pyong
Master of M/V JUPITER ACE



Charterer's Acceptance:

Date: _____

Time: _____

By: _____

NOTICE OF READINESS RECEIVED ON JULY 18TH, 2016
AT 2342 HOURS LOCAL TIME AND TIME STARTS TO
COUNT AS PER TERMS, CONDITIONS AND EXCEPTIONS
OF THE RULING CHARTER PARTY GOVERNING/COVERING
THE PRESENT SHIPMENT/VOYAGE SUBJECT TO CARGO
HOLDS APPROVAL BY NOMINATED SURVEYORS .



Cargo Manifest

[illegible]

LAMPIRAN 6

Bill of Lading




M.V. " JUPITER ACE "
Flag: Panama

San Lorenzo, July 20th, 2016

Messrs.
Fertimport S.A.
PORT OF SAN LORENZO

Dear Sirs,

I hereby authorise Messrs. Fertimport S.A. to sign on my behalf the bills of lading covering the cargo loaded on board the vessel under my actual command, in all accordance with Mate's Receipt, and relevant terms, conditions and exceptions of the governing Charter Party.



Capt Chu Sangkyun
Master M.V. Jupiter Ace



Fertimport S.A. A Bunge Company
Berón de Astrada 1331 S22000GU San Lorenzo Santa Fe Argentina
Tel (54) 3476 432690/1/2 - 430077 - 425050 - 421436 - 422118 Fax (54) 3476 431878 - 426782 www.fertimport.com.br
BRASIL Santos São Paulo Recife Vitória Rio de Janeiro Sepetiba Paranaguá São Francisco do Sul Porto Alegre Rio Grande São Luis
ARGENTINA Buenos Aires San Lorenzo Bahía Blanca San Nicolás

LAMPIRAN 7

Condition Report

|  | | | |
|---|--|------------------------------|--|
| CONDITION REPORT ARRIVAL DEPARTURE | | | |
| Ship's Name : | | JUPITER ACE | |
| Port : | | SAN LORENZO. ARGENTINA | |
| Arrived/Departed Time : | | Date : 23 JUL 2016 | |
| Pratique Granted Time : | | Date : | |
| Berthed Time : | | Date : | |
| Draft | | Fore : 9.52 M | |
| | | Aft : 9.580 M | |
| | | Mid : 9.605 M | |
| Cargo | | Kind : CORN IN BULK | |
| | | Quantity : 28 000 M/T | |
| | | Density of Sea Water : 0.999 | |
| Onhand F.O. | | (Grade: HB) 49.4 M/T | |
| 10724 D.O. | | (Grade: HSMO) 52.1 M/T | |
| 9200 Eng. Oil : | | LTRS Cyl. Oil : LTRS | |
| 3600 F.W. : | | 75 M/T Ballast : 135 M/T | |
| 23524 | | | |
| Remarks | | | |
| 19 JUL 2016 / 0940 : COMMENCED LOADING. | | | |
| 23 JUL 2016 / 2045 : COMPLETED LOADING | | | |
| | | | |
| | | | |
| CHIEF OFFICER _____ | | | |

LAMPIRAN 8

Delivery Order

Master of M.V. JUPITER ACE
Port of San Lorenzo

Port of San Lorenzo,
July 23rd, 2016

Messrs.

FERTIMPORT S.A.

Beron de Astrada 1331

SAN LORENZO

Dear Sirs,

I, Master of the good Panamanian flag motor vessel named 'JUPITER ACE', hereby certify to have loaded on the vessel under my command a cargo of:

28,000.00 MT of Corn in bulk as per shore figures.

bound for: Ports of Angola.

The said mentioned cargo was loaded, stowed and trimmed by Shippers, and/or Charterers stevedores/longshoremen under surveillance/ supervision of the Chief Mate of the vessel under my command, leaving upon load completion at this port in a seaworthy trim, to my entire and full satisfaction, so as to perform her sea passage from the River Plate up to ports of Angola as discharging ports, in accordance with all terms, conditions, and exceptions of the ruling contract covering the present shipment.

Yours faithfully,



Master of M.V. 'JUPITER ACE'

LAMPIRAN 9

Protest for Cargo Shortage

| | | | |
|------------|-----------------------------------|-----------------|------------|
| stx | Protest for Cargo Shortage | Form Number | BOM - 04 |
| | | Revision Number | 00 |
| | | Revision Date | 2010.01.01 |

MESSRS : BUNGE ARGENTINA.S.A

M/V : JUPITER ACE

VOY. No:061

PORT : SAN LORENZO

DATE : 23RD JULY 2016

CARGO : CORN IN BULK

DEAR SIRs,

THIS IS INFORM YOU, THAT AS PER SHIP'S DRAFT CALCULATIONS, MY VESSEL HAS LOADED A QUANTITY OF 27.945.810 M/T CARGO AT THIS PORT.

THERE IS A DIFFERENCE OF (-) 54.190 M/T, WHICH IS SHORTAGE OF CARGO ON BOARD IN COMPARISON WITH 28.000 M/T OF FIGURES PROVIDED AS PER BILL OF LADING.

REMARKS :

- MATE'S RECEIPT AND BILL OF LADING SIGNED WITH QUANTITY AND QUALITY UNKNOWN AS PER SHIPPER ORDER.
- SHIP WILL NOT BE RESPONSIBILITY OF ANY ISSUE THAT COULD ARISE REGARDING THIS MATTER.

RECEIVED AND ACKNOWLEDGED BY :

YOURS FAITHFULLY,

SHIPPER

AGENT

ONLY RECEIVED WITHOUT PREJUDICE
FOR PASSING ON TO SHIPPERS /
TERMINALS / PARTIES CONCERNED
PERTUAPORT S.A. AS AGENTS ONLY

MASTER OF M/V. JUPITER ACE



LAMPIRAN 10

UN ECE Draft Survey code form

| U.N. - ECE - DRAUGHT SURVEY CODE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------|--|------------------|-----------------|--|------------------|--|-------|--|-------|--|--------------|-----|--------------|-----|--------------------|--|--|--|--------|--|--|--|---------------|--|--|--|----------------|--|--|--|------------------|--|--|--|--|--|--|--|-----------------------|--|--|--|--|--|--|--|-----------------|--|--|--|---------------------|--|--|--|--|--|--|--|---------------|--|--|--|-----------------|--|--|--|--|--|--|--|----------------|--|--|--|-------------------|--|--|--|--|--|--|--|------|--|--|--|-----|--|--|--|
| 001 | DRAUGHT SURVEY REPORT OF CARGO IN BULK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 002 | <input type="checkbox"/> LOADED | FORM "A" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 003 | <input type="checkbox"/> UNLOADED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 004 | Voyage identification: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 006 | Office of the surveyor at: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 008 | Telephone no: | Fax no: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 009 | | Telex no: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 010 | Vessel M/V: | Call letters: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 011 | | Survey no: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 012 | Vessel previous name & | Registry: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 013 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 014 | Built year: | Reg: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 015 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 016 | Survey requested by: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 017 | On the account of: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 018 | Attended also by: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 021 | as: <input type="checkbox"/> joint surveyor <input type="checkbox"/> umpire <input type="checkbox"/> monitoring | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 022 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 023 | This is to certify that the undersigned did, in Bona Fide, attend on board the subject vessel as she lay afloat | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 024 | at the port of: _____ for the purpose of determining by draught computations the | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 025 | amount of _____ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 026 | loaded, unloaded (holds no. _____) and having followed the rules as set by the | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 027 | U.N. ECE Uniform Code of Standards and Procedures for the Performance of Draught Surveys have the | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 028 | following to report: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 029 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 031 | <table border="1"> <thead> <tr> <th colspan="2">STARTING SURVEY</th> <th colspan="2">FINISHING SURVEY</th> </tr> </thead> <tbody> <tr> <td>date:</td> <td></td> <td>date:</td> <td></td> </tr> <tr> <td>hours: from:</td> <td>to:</td> <td>hours: from:</td> <td>to:</td> </tr> <tr> <td>Name of surveyor's</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Master</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Chief Officer</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Chief Engineer</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Witness draughts</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Witness tank sounding</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ship's location</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Weather temperature</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sea condition</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Heading of ship</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Direction wind</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Stream speed Km/h</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Tide</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ice</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | | STARTING SURVEY | | FINISHING SURVEY | | date: | | date: | | hours: from: | to: | hours: from: | to: | Name of surveyor's | | | | Master | | | | Chief Officer | | | | Chief Engineer | | | | Witness draughts | | | | | | | | Witness tank sounding | | | | | | | | Ship's location | | | | Weather temperature | | | | | | | | Sea condition | | | | Heading of ship | | | | | | | | Direction wind | | | | Stream speed Km/h | | | | | | | | Tide | | | | Ice | | | |
| STARTING SURVEY | | FINISHING SURVEY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| date: | | date: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Name of surveyor's | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Master | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chief Officer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chief Engineer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Witness draughts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Witness tank sounding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Ship's location | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather temperature | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Sea condition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Heading of ship | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Direction wind | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stream speed Km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Tide | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 032 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 033 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 034 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 035 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 052 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 053 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 054 | Cargo handling equipment T. brought on board: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 055 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 056 | Missing ship's equipment: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 057 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

U.N. - ECE - DRAUGHT SURVEY CODE

| | | | | |
|-----|---|--------------------------------------|--|-------------------------|
| 058 | DRAUGHT SURVEY REPORT OF CARGO IN BULK | | <input type="checkbox"/> LOADED <input type="checkbox"/> UNLOADED | FORM "B" |
| 061 | Company Identification: | | | |
| 063 | Vessel Name: | | Surveyor: | |
| 065 | General remarks by the surveyors | | | |
| 067 | Correction for stem and stern obtained by: | <input type="checkbox"/> calculation | <input type="checkbox"/> tables | |
| 068 | Correction for trim (1) obtained by: | <input type="checkbox"/> calculation | <input type="checkbox"/> tables | |
| 069 | Correction for trim (2) obtained by: | <input type="checkbox"/> calculation | <input type="checkbox"/> tables | |
| 070 | Correction due to trim for liquid applied at: | <input type="checkbox"/> soundings | <input type="checkbox"/> volumes | |
| 071 | Correction due to trim for liquid obtained by: | <input type="checkbox"/> calculation | <input type="checkbox"/> tables | |
| 073 | Ship's approved hydrostatic tables and lightship information issued by and dated: | | | |
| 075 | | | | |
| 077 | | | | |
| 079 | | | | |
| 080 | Degree of tank calibration complies with code: | | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 082 | Range of tank correction tables used: | | | |
| 084 | Depth no.: | Midship: | Depth no.: | |
| 086 | General remarks on ship's documents: | | | |
| 088 | | | | |
| 089 | Length overall | metres | Constant declared | metric tonnes |
| 090 | Length between p.p. | | Constant calculated | |
| 091 | Extreme breadth | | Light displacement | |
| 092 | Moulded breadth | | Light shipweight (plan) | |
| 093 | Depth overall incl. keel plate | | Summer displacement | |
| 094 | Moulded depth | | Summer deadweight | |
| 095 | Summer draught | | Net register tons | |
| 096 | Summer freeboard | | Gross register tons | |
| 098 | | | STARTING SURVEY | FINISHING SURVEY |
| 099 | Tonnes per Centimetre Immersion | | | |
| 100 | Longitudinal Centre of Flotation | | | |
| 101 | Distance marks forward pp. (forward - aft+) | | | |
| 102 | Distance marks after pp. (forward - aft+) | | | |
| 103 | Distance marks midship pp. (forward - aft+) | | | |
| 104 | Moment to Trim One Centimetre +50 | | | |
| 105 | Moment to Trim One Centimetre -50 | | | |
| 106 | Vessel list | | | |
| 107 | Accessibility of sounding pipes | | | |
| 108 | Working order of gauges | | | |
| 109 | Legibility of draught marks | | | |
| 110 | | | | |
| 111 | | | | |
| 112 | | | | |
| 113 | | | | |
| 114 | | | | |
| 115 | This form should be filled with pertinent shipyard-registry data by the Master in advance of survey start to reduce time/inconvenience. | | | |
| 116 | | | | |

U.N. - ECE - DRAUGHT SURVEY CODE

DRAUGHT SURVEY REPORT OF CARGO IN BULK

☐ LOADED
☐ UNLOADED

FORM "C"

Company identification:

Vessel name:

Surveyor:

DRAUGHT STATEMENT

DRAUGHT READINGS HOURS:

STARTING SURVEY
FROM: TO:

FINISHING SURVEY
FROM: TO:

meters

meters

Draught forward port
Draught forward starboard
Draught forward mean

Stem correction
Draught forward (corrected to fore pp.)

Draught after port
Draught after starboard
Draught after mean

Stem correction
Draught after (corrected to after pp.)

Draught fore & after mean

Draught midship port
Draught midship starboard
Draught midship mean

Midship correction
Draught midship (corrected to midship pp.)

Sag (+) Hog (-)

Mean of means

Draught extreme corrected for hog/sag
Correction (-) for keel thickness if applicable

Draught moulded corrected for hog/sag
(Note: Utilize line 152 or line 154)

Trim: fwd (-) aft (+)

Observed density
(Ship's tables density Kg/m³)
(Hydrometer no. _____)

Displacement (at _____ Kg/m³ density)

First trim correction

Second trim correction

Total trim correction

Displacement corrected for trim

Correction for density average

Displacement corrected for density

Total deductibles

Displacement corrected for deductibles

Kg/m³

Kg/m³

Metric tonnes

Metric tonnes

Draughts, densities, fresh water and ballast soundings witnessed and agreed to by the Chief Officer. Fuel oil soundings witnessed and agreed to by the Chief Engineer unless otherwise stated in form "A"

U.N. - ECE - DRAUGHT SURVEY CODE

| | | | | | | | | |
|-----|---|------------------------------------|-------------------------|--|--|---|--|------------------|
| 178 | DRAUGHT SURVEY REPORT OF CARGO IN BULK | | | | | | <input type="checkbox"/> LOADED <input type="checkbox"/> UNLOADED | FORM "D1" |
| 181 | Company Identification: | | | | | | | |
| 183 | Vessel Name: | | | | Survey No: | | | |
| 185 | STARTING SOUNDING: | | From Hours: | To Hours: | Date: | Time: | | |
| 188 | Compartment Title | Maximum height measured (*) meters | Sounding /ullage meters | Sounding /ullage corrected for trim /list meters | Volume corrected for trim /list m ³ | Density of water in air Kg/m ³ | Total weight Metric tonnes | |
| 193 | A - BALLAST | | | | | | | |
| 195 | | | | | | | | |
| 196 | | | | | | | | |
| 197 | | | | | | | | |
| 198 | | | | | | | | |
| 199 | | | | | | | | |
| 200 | | | | | | | | |
| 201 | | | | | | | | |
| 202 | | | | | | | | |
| 203 | | | | | | | | |
| 204 | | | | | | | | |
| 205 | | | | | | | | |
| 206 | | | | | | | | |
| 207 | | | | | | | | |
| 208 | | | | | | | | |
| 219 | | | | | | | Total A | |
| 221 | B - FRESH WATER | | | | | | | |
| 223 | | | | | | | | |
| 224 | | | | | | | | |
| 225 | | | | | | | | |
| 226 | | | | | | | | |
| 227 | | | | | | | | |
| 228 | | | | | | | | |
| 229 | | | | | | | | |
| 232 | | | | | | | Total B | |
| 234 | (*) Statement of obstructions in sounding tube A: | | | | | | | |

U.N. • ECE • DRAUGHT SURVEY CODE

DRAUGHT SURVEY REPORT OF CARGO IN BULK

☐ LOADED
☐ UNLOADED

FORM "E"

Corporate identification:

Vessel MAF:

Surveyor:

CARGO STATEMENT

Metric Tonnes

Starting Displacement Corrected

Finishing Displacement Corrected

Difference in Displacement = TOTAL CARGO IN BULK IS:

OBSERVATIONS: Shore scale quantity (if available) M.T.

Note on any unusual situation/s, exception/s from required Uniform Code standard, specific identification (source, drawing no., date, title, certifying authority) of each ship's document used in translating recorded measurements into weights and, when applicable, reasons for surveyor's refusal or impossibility to perform the survey:

Metric Tonnes

Corrected light displacement =

Deductibles =

Lightship =

Constant =

Mean of previous constants =

I certify that the constant calculated from this draught survey has been entered into the ship's "Constant Certificate"

In my judgement the weather conditions, the sea conditions, and the conditions of the ship at the times the draught surveys were conducted, were within acceptable limits and did not adversely affect the accuracy of this survey. This Bona Fide report consisting of _____ pages, including this page, all duly initialled or signed is issued without prejudice and is for the benefit of whom it may concern.

Name of surveying firm

(corporate identification)

By:

(Signature of Surveyor)

Name/s in print

I have participated in all stages of this draught survey and agree with the results obtained. I acknowledge receipt of the ship's copy.

Signed:

Rank:

Name in print:

LAMPIRAN 11

MV. Jupiter Ace *draft survey calculation form*

M/V JUPITER ACE

PANAMA

DRAFT SURVEY REPORT

PORT OF:

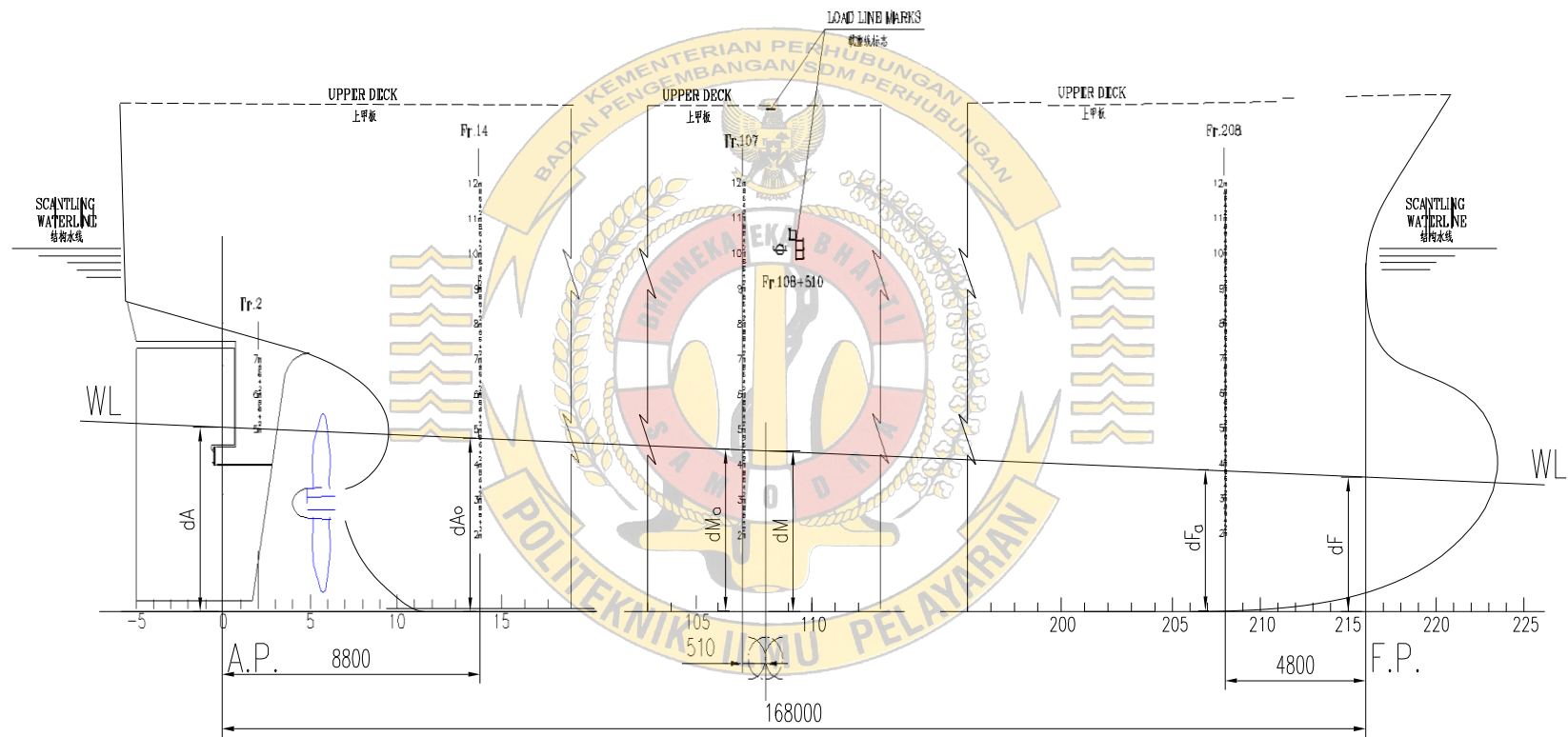
DATE OF:

| A/A | DESCRIPTION | INITIAL | FINAL |
|-----|-----------------------------------|----------|----------|
| 1 | DRAFTS | | |
| 2 | Frwd Strd | | |
| 3 | Frwd Port | | |
| 4 | Frwd Mean | 0.000 | 0.000 |
| 5 | Aftd Strd | | |
| 6 | Aftd Port | | |
| 7 | Aftd Mean | 0.000 | 0.000 |
| 8 | Mid. Strd | | |
| 9 | Mid. Port | | |
| 10 | Mid. Mean | 0.000 | 0.000 |
| | DRAFTS AT PERPERTICULARS | | |
| 11 | Aftd Perperticular | 0.0000 | 0.0000 |
| 12 | Frwd Perperticular | 0.0000 | 0.0000 |
| 13 | Middships | 0.0000 | 0.0000 |
| | Q. Mean Draft | -0.0160 | -0.0160 |
| 14 | Displacement at Mean Draft | #N/A | #N/A |
| 15 | TPC at Mean Draft | #N/A | #N/A |
| 16 | LCF at Mean Draft | #N/A | #N/A |
| 17 | MTC at Mean Draft | #N/A | #N/A |
| | TRIM CORRECTIONS | | |
| 18 | Trim Corr1 | #N/A | #N/A |
| 19 | Trim corr2 | #N/A | #N/A |
| 20 | TRIM CORRECTION | #N/A | #N/A |
| 21 | DISPLACEMENT Corrected to Trim | #N/A | #N/A |
| | DENSITY CORRECTION | | |
| 22 | Density | | |
| 23 | Correction Factor | -1.00000 | -1.00000 |
| 24 | Density Correction | #N/A | #N/A |
| 25 | DISPLACEMENT Corrected to Density | #N/A | #N/A |
| 26 | FUEL OIL | | |
| 27 | DIESEL OIL | | |
| 28 | FRESH WATER | | |
| 29 | BALLAST WATER | | |
| 30 | DEDUCTIONS + CARGO | #N/A | #N/A |
| 31 | LIGHT SHIP | 8,584.90 | 8,584.90 |
| 32 | CONSTANTS+CARGO | #N/A | #N/A |
| 31 | CARGO (Loaded/Discharged) | 0.00 | #N/A |
| | LUB OIL | 0.00 | 0.00 |

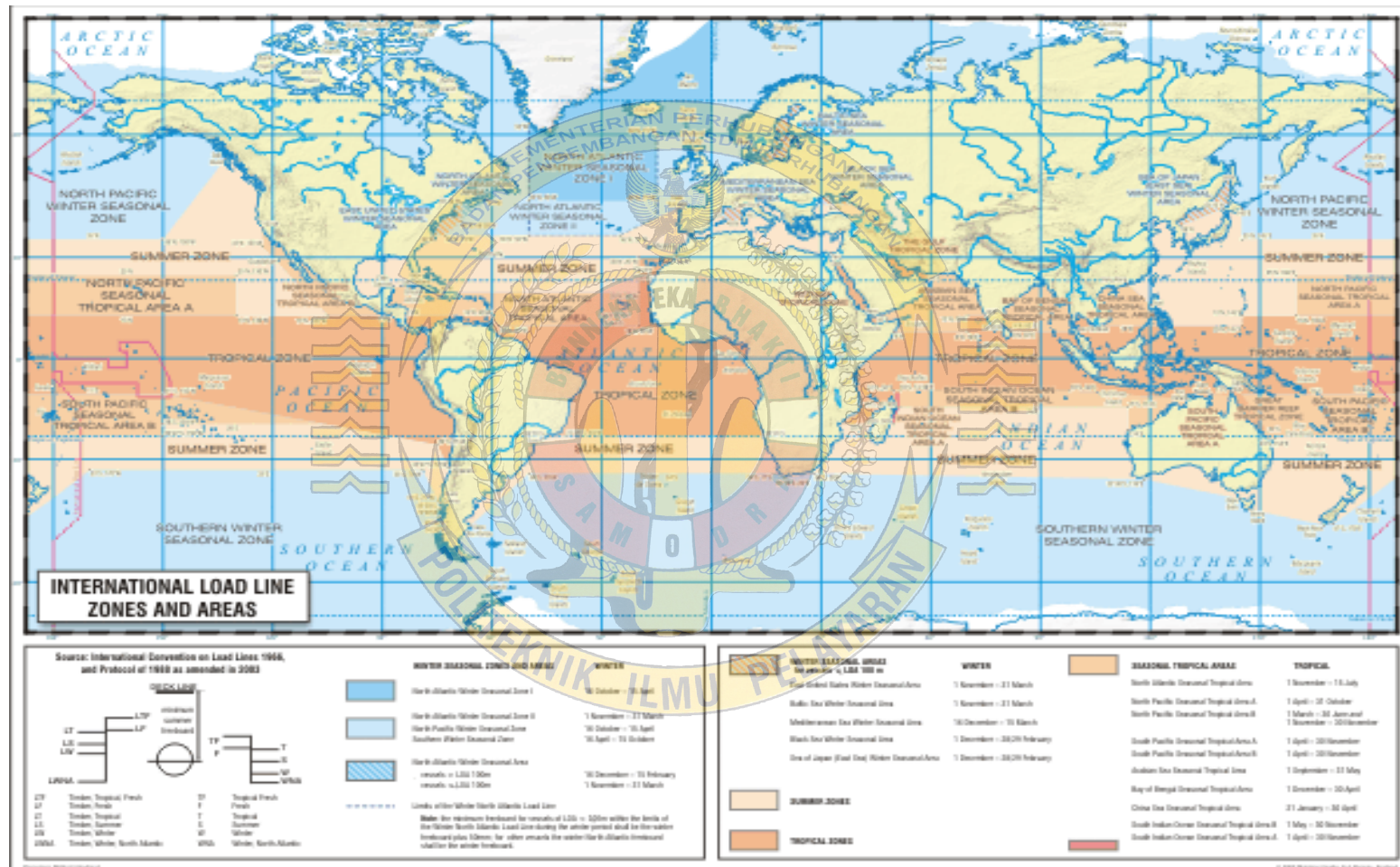
CH.OFFICER

LAMPIRAN 12

Draft Arrangement



















International Load Line Chart




KARTU KONSULTASI PENYUSUNAN SKRIPSI PEMBIMBING I / II

NAMA : YASID MIDHOLI
NIT : 50134798 N
PEMBIMBING I/II : Dr. Capt. SURYADI, M.Pd., M.Mar
JUDUL SKRIPSI : ANALISIS DRAFT SURVEY REPORT DI MV JUPITER ACE


| TANGGAL | URAIAN KEGIATAN | TANDA TANGAN |
|------------|---|---|
| 10/11/2016 | Konfirmasi Judul |  |
| 11/11/2016 | Acc Judul |  |
| 02/12/2016 | Pengajuan Bab I dan revisi |  |
| 13/12/2016 | Acc Bab I, lanjut Bab II |  |
| 19/01/2017 | Pengajuan Bab II, revisi untuk referensi |  |
| 23/01/2017 | Acc Bab II, lanjut Bab III |  |
| 30/01/2017 | Pengajuan Bab III, revisi Teknik Analisis Data |  |
| 10/02/2017 | Acc Bab III, lanjut Bab IV |  |
| 03/03/2017 | Pengajuan Bab IV, revisi analisa masalah |  |
| 14/03/2017 | Revisi Bab IV, Teknik Steering Pada metode USB |  |
| 29/03/2017 | Revisi Bab IV, Pembahasan masalah |  |
| 04/04/2017 | Revisi Bab IV, masih Perbaikan pembahasan masalah |  |
| 26/04/2017 | Acc Bab IV, lanjut Bab V |  |
| 11/05/2017 | Pengajuan Bab V, revisi Kesimpulan |  |
| 23/05/2017 | Revisi Bab V, Perbaikan Contoh sesuai materi pembelajaran |  |
| 31/05/2017 | Acc BAB V dan siap untuk cetak dan di lampirkan dengan lampiran |  |

Semarang, 06-06-2017

Mengetahui,
Ketua Program Studi Nautika


Capt. SURYADI, M.Pd., M.Mar
Pembina Tingkat I, III/d
NIP 19721228 199203 1 001

Pembimbing I / II


Dr. Capt. SURYADI, M.Pd., M.Mar
Pembina Utama Muda, IV/c
NIP 19550419 198303 1 001

KARTU KONSULTASI PENYUSUNAN SKRIPSI PEMBIMBING I / II

NAMA

YANID MUDHOLI

NIT


50134798 N

PEMBIMBING II

VEBA FONGULA ANDROMEDA, S.PT., S.Rd, M.Hum

JUDUL SKRIPSI

ANALISIS DRAFT SURVEY REPORT DI MV JAGHER ACE

| TANGGAL | URAIAN KEGIATAN | TANDA TANGAN |
|------------|-------------------------|--|
| 11-11-2016 | Persetujuan judul |  |
| 30-3-2017 | Konsultasi Bab I - III | |
| 6-4-2017 | Revisi bab I - III | |
| 3-5-2017 | Konsultasi Bab II & III | |
| 14-6-2017 | Ace Hai persetujuan | |

Sematang 14-06-2017

Mengantar
Ketua Program Studi Nautika

Pembimbing II

Capri Satrio Huda, M.D., M.Hum

VEBA FONGULA ANDROMEDA, S.PT., S.Rd, M.Hum

Revisi Tingkat I, II, & III

Revisi I, II, & III

NID 19721228 1998031001

NID 19770326 2002121002

LEMBAR PENGAJUAN JUDUL SKRIPSI

Nama Taruna : YAZID MIDKHOLI

NIT : 50134798. N

Semester/ Program studi : VII/ NAUTIKA

Judul skripsi yang diajukan yaitu :

"ANALISIS DRAFT SURVEY REPORT DI MV. JUPITER ACE"

Rumusan Permasalahan :

1. Langkah-langkah apa sajakah yang dilakukan untuk pelaksanaan *draft survey* di MV. Jupiter Ace?
2. Bagaimana cara perhitungan *draft survey* di MV. Jupiter Ace?
3. Mengapa ada perbedaan hasil perhitungan *draft survey* antara cara manual dan dengan rumus?

Pembimbing I (Materi): **Dr. Capt. SUWIYADI, M. Pd., M. Mar**

Pembina utama muda (IV/c)

NIP. 19550419 198303 1 001

Pembimbing II : **VEGA FONSULA ANDROMEDA, S.ST., S.Pd, M.Hum**

(Metodologi Penulisan)

Penata (III/c)

NIP. 19770326 200212 1 002

Mengetahui / Menyetujui.

Pembimbing I

Semarang, \November 2016

Yang mengajukan judul skripsi

Pembimbing II

YAZID MIDKHOLI

NIT. 50134798. N

Mengetahui/ Menyetujui
Ketua Program Studi Nautika

Capt. SAMSUL HUDA, MML, M. Mar

Penata Tingkat I (III/d)

NIP. 19721228 199803 1 001