

LAMPIRAN 3





SEMUA SHIPPING SDN.BHD

SHIP PARTICULARS

Name of ship : M.T. SEMUA GEMBIRA MMSI : 533000793
 Port of Registry : Port Kelang / Malaysia Fax : 00870783152998
 Official No. : 333974 Inmarsat C : 453300765
 Call sign : 9 M I E 4 Inmarsat F : 00870773151464
 IMO No. : 9494917 Email : gembira@semuagroup.com
gembira@semuagroup.amosconnect.com

Classification : BV J-HULL MACH, Oil Tanker BSP, Unrestricted Navigation
 Owner's : SEMUA SHIPPING SDN BHD
 1B-11-5&6, PLAZA JALAN SENTRAL S, 50470 KUALA LUMPUR
 TEL: 03-22721505, 03-22721636, 03-22721653 FAX: 03-22721520

Shipbuilder's : Yangzhou Kejin Shipbuilding Co. Ltd (China)
 Date Keel Laid : 21 July 2008
 Date of Delivery : 26 May 2009

Principal Dimensions


Registered Length	: 99.60 m	<u>Tonnage's</u>	<u>Gross</u>	<u>Nett</u>
Length Over All (L.O.A)	: 105.83 m	International	5182 t	2593 t
Length Btwn Perpendicular (LBP)	: 99.85 m			
Breadth (moulded)	: 18.60 m			
Depth (moulded)	: 10.25 m			
Height (Keel to highest point)	: 33.81 m			

	<u>Tropical</u>	<u>Summer</u>	<u>L/Ship</u>
Freeboard	2.297 m	2.46 m	7.53 m
Draught	7.963 m	7.80 m	2.72 m
Displacement	11209.003 t	10938.700 t	2930.430 t
Deadweight	8278.573 t	8008.270 t	

Tank	<u>Carco</u>	<u>Fuel Oil</u>	<u>Diesel Oil</u>	<u>F/Water</u>	<u>Ballast</u>
Capacity (m3) (100%)	9212.673	419.100	113.380	183.790	3042.41
(98%)	9028.420	410.710	111.11		

Main Engine : Zichai – Yanmar 8N330-EN
 Output : 3310 kW (HP 4500)
 Composite Boiler : Vertical, Cylinder shell, natural circulation, Smoke tube type
 Generator : 3 x 335KW (440V 60Hz)
 Service Speed : 13.3 knots
 Consumption : 14.0/day
 Navigation Area : Near Coastal
 Complement : 18 Person (Max)

Lampiran 4

	SEMUA SHIPPING SDN. BHD. (Company No. 57564-K)	Ref: NCM/1-Appendix 2 Rev: 01/Jan12 Page: 1 of 7
MASTER'S STANDING ORDERS		
<p>All Deck Officers are to read the following orders carefully in conjunction with IMO Bridge Procedure Guide, SSSB Safety Management Manuals and to comply strictly at all times, in addition to standard practice of Safe Watch Keeping.</p>		
BRIDGE WATCHES		
<p>Prior to arrival and departure every port ensures controls are tested per Bridge checklist and ensures readiness of main engine and means of communication. DO NOT TICK OK ON ANY ITEM UNLESS CONFIRMED TO BE IN ORDER. Please note that checklist is a guidance to ensure all equipment is in good working order and should not be regarded as only documentation. Ensure main engine is blown-through when pilot is on board, prior to which check that propeller, gangway, loading hoses and gantry cranes are cleared and attend to moorings. Please inform me in case of any problem as to the readiness of vessel.</p>		
SECURITY OF VESSEL		
<ol style="list-style-type: none">1. Ensure that access control is in place, only one door at accommodation to be used for access. Access control to restricted areas & machinery spaces are locked accordingly. The use of security seal techniques to access control to emergency area as such Lifeboat & Engine Room Emergency escape.2. Gangway watch, ID check, search on person and baggage was carried out. All visitors onboard must be record on Visitor Records Book.3. Deck patrol must be carried out as vessel monitoring on surrounding area of waterside and quayside.4. Security equipment – all security doors locks, pad locks and lighting fittings are in good working condition.		
<p>When navigating in piracy prone area as marked on chart, follow instruction as below.</p>		
<ol style="list-style-type: none">1. Ensure proper patrol with constant contact with bridge is maintained and OOW to keep calling duty patrol to ensure their alertness.2. Lock all doors to accommodation including entrances to engine room and keep only one bridge access open. Liaison with duty engineer to ensure sealing engine room.3. Run deck water with four fire hoses, to chase away any small craft approaching to board vessel. In case of sighting any small boat duty patrol is to alert bridge.4. All aft deck and areas of potential boarding must be kept well lit without impairing night vision and a constant watch is to be maintained for small unlit crafts.5. Keep VHF watch to hear any alert from other vessels.		



SEMUA SHIPPING SDN. BHD.

(Company No. 57564-K)

Ref: NCM/1-Appendix 2
Rev: 01/Jan12
Page: 2 of 7

6. Raise alert alarm in case of any threat to vessel.
7. Call me as marked on chart as we enter close coastal waters.
8. Enter a remark "anti piracy precautions taken or piracy watch maintained" in the Chief Officer's Logbook.

NAVIGATION IN HEAVY WEATHER OR IN TROPICAL STORM AREAS


1. Inform Master, Engine Room and crew of the weather condition.
2. Secure all movable objects above and below decks, particularly in the engine room, galley and in stores.
3. Closed and secure all accommodation port holes and deadlights.
4. Closed and secure all weather deck openings.
5. Adjust speed and course when it deem necessary.
6. Warned all crew to avoid the upper deck areas which is dangerous due to the weather.
7. If necessary rig up safety line / hand ropes along the areas where it is necessary to cling on when moving around.
8. Monitor the weather report systematically.
9. Prepare all the necessary information for Master to transmit weather report to the appropriate authorities in accordance with SOLAS requirement.

CALLING MASTER


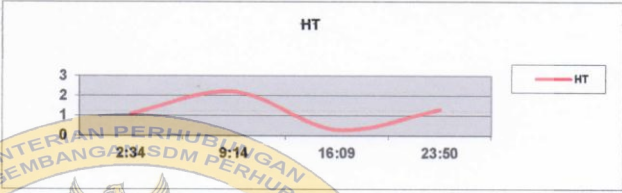

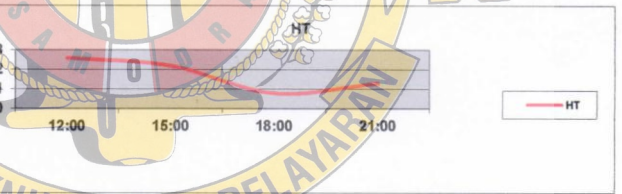
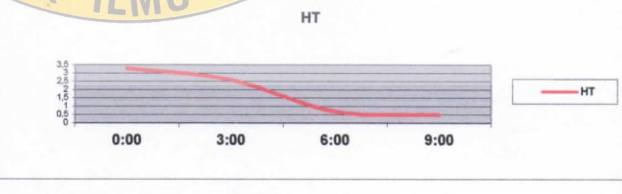
The OOW must call Master when the following occurred but not limited to:


1. If restricted visibility is encountered or expected.
2. If traffic conditions or the movements of other ships are causing concern.
3. If difficulties are experienced in maintaining course.
4. On failure to sight land, navigation mark or obtain soundings by the expected time.
5. If unexpectedly, land or navigation mark is sighted or a change in soundings occurs
6. On breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator.

Lampiran 5

Laminated Checklist			
	SEMUA SHIPPING SDN. BHD. (Company No. 57564-K)	Ref: NCM/1-Appendix 10 Rev: 00/Nov09 Page: 1	
NAVIGATION IN RESTRICTED VISIBILITY			
Vessel:	Pos: Lat:	Long:	Date / Time:
<input type="checkbox"/> Have the Master and engine room been informed, and the engine put on standby?			
<input type="checkbox"/> Has the following equipment been checked to ensure that it is fully operational?			
<input type="checkbox"/> Radar, ARPA or other plotting facilities			
<input type="checkbox"/> VHF			
<input type="checkbox"/> Fog signaling apparatus			
<input checked="" type="checkbox"/> Navigation lights			
<input checked="" type="checkbox"/> Echo sounder, in shallow waters			
<input type="checkbox"/> watertight doors, if fitted			
<input checked="" type="checkbox"/> Have a lookout (s) been posted and is a helmsman on standby?			
<input type="checkbox"/> Are the COLREGS being complied with, particularly with regard to rule 19 and proceeding at a safe speed?			
<input type="checkbox"/> Is the ship ready to reduce speed, stop or turn away from danger?			
<input type="checkbox"/> If the ship's position in doubt, has the possibility of anchoring been considered?			
Other checks:			
<input type="checkbox"/>			
<input type="checkbox"/>			
<input type="checkbox"/>			
Signature:			
_____ Officer of the Watch		_____ Master	
NOTE: TO RECORD IN LOG BOOK AFTER COMPLETION OF CHECKLIST.			


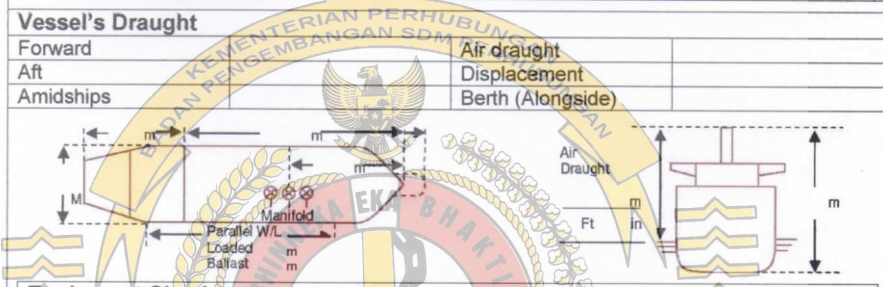
Lampiran 8

	SEMUA SHIPPING SDN BHD (Company no. 57564-K)	Ref: NCM/1-Appendix 15 Rev: 02/Oct12 Page: 4 of 4																												
PASSAGE PLANNING : TIDAL & SQUAT INFO																														
VESSEL: MT SEMUA GEMBIRA DEPARTURE PORT : SANDAKAN		VOY : 26/15																												
DATE : 29.07.2015																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>TIME</th> <th>HT</th> </tr> </thead> <tbody> <tr><td>2:34</td><td>1,1</td></tr> <tr><td>9:14</td><td>2,2</td></tr> <tr><td>16:09</td><td>0,3</td></tr> <tr><td>23:50</td><td>1,3</td></tr> </tbody> </table>	TIME	HT	2:34	1,1	9:14	2,2	16:09	0,3	23:50	1,3																				
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ARRIVAL PORT : SINGAPORE																														
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Confined Waters include fairway, Narrow Channels or when engaged in mooring/unmooring operations For guidance on Squat, please refer to NCM-Chapter 2-Section 10.3																														

Laminated Checklist		
	SEMUA SHIPPING SDN. BHD. (Company No. 57564-K)	Ref: NCM/1-Appendix 8 Rev: 00/Nov09 Page: 1
NAVIGATION IN COASTAL WATERS		
Vessel:	Pos: Lat:	Long: Date / Time:
Have the following factors been taken into consideration in preparing the passage plan?		
<input type="checkbox"/>	Advise/ recommendations in sailing directions.	
<input type="checkbox"/>	Ship's draft in relation to available water depths.	
<input type="checkbox"/>	Effect of 'squat' on under keel clearance in shallow water.	
<input type="checkbox"/>	Tide & currents.	
<input type="checkbox"/>	Weather, particularly in areas prone to poor visibility.	
<input type="checkbox"/>	Available navigational aids and their accuracy.	
<input type="checkbox"/>	Position fixing methods to be used.	
<input type="checkbox"/>	Daylight/night time passing of danger points.	
<input type="checkbox"/>	Traffic likely to be encountered – flow, type, volume.	
<input type="checkbox"/>	Any requirement for traffic separation/ routing schemes.	
<input type="checkbox"/>	Are local / coastal warning broadcasts being monitored?	
<input type="checkbox"/>	Is participation in area reporting systems recommended including VTS?	
<input type="checkbox"/>	In ship's position being fixed at regular intervals?	
Has equipment been regularly checked / tested, including:		
<input type="checkbox"/>	Gyro / magnetic compass error.	
<input type="checkbox"/>	Manual steering before entering coastal waters if automatic steering has been engaged for a prolonged period.	
<input type="checkbox"/>	Radar performance and radar heading line marker alignment?	
<input type="checkbox"/>	Echo sounder.	
<input type="checkbox"/>	Is the OOW. prepared to use the engines and call a look-out or a helmsman to the bridge?	
<input type="checkbox"/>	Have measures been taken to protect environment from pollution by the ship and to comply with applicable pollution regulations?	
Other checks:		
<input type="checkbox"/>		
<input type="checkbox"/>		
<input type="checkbox"/>		
Signature:		
Officer of the Watch	Master	

NOTE: TO RECORD IN LOG BOOK AFTER COMPLETION OF CHECKLIST.

Lampiran 10

		SEMUA SHIPPING SDN. BHD. (Company No. 57564-K)		Ref: NCM/1-Appendix 7 Rev: 01 / Aug 11 Page: 1	
PILOT CARD					
Ship Name:				Date:	
Call sign				Vessel's LOA	
Deadweight				Vessel's Beam	
GRT				Anchor chain (Port)	
NRT				Anchor chain (Stbd)	
Vessel's Type				Bulbous bow	
Year Built (Delivery)				Bow Thrusters Power (KW / HP)	
Vessel's Draught					
Forward				Air draught	
Aft				Displacement	
Amidships				Berth (Alongside)	
					
Equipment Check:					
Ready in use			Ready in use		
Yes	No		Yes	No	
<input type="checkbox"/>	<input type="checkbox"/>	Main Engine/s	<input type="checkbox"/>	<input type="checkbox"/>	Telegraph
<input type="checkbox"/>	<input type="checkbox"/>	Main Steering Gears	<input type="checkbox"/>	<input type="checkbox"/>	Gyro Compass
<input type="checkbox"/>	<input type="checkbox"/>	Anchor Gear	<input type="checkbox"/>	<input type="checkbox"/>	Standard Magnetic Compass
<input type="checkbox"/>	<input type="checkbox"/>	Bow Thrusters	<input type="checkbox"/>	<input type="checkbox"/>	Radars
<input type="checkbox"/>	<input type="checkbox"/>	Ship's Whistle/Siren	<input type="checkbox"/>	<input type="checkbox"/>	Echo-sounding Device
<input type="checkbox"/>	<input type="checkbox"/>	Rudder / RPM (tachometer) indicator	<input type="checkbox"/>	<input type="checkbox"/>	Radiotelephone (VHF)
<input type="checkbox"/>	<input type="checkbox"/>	Fire wire (fwd & aft)	<input type="checkbox"/>	<input type="checkbox"/>	Speed Log (Water/Ground)
<input type="checkbox"/>	<input type="checkbox"/>	Mooring winches and line	<input type="checkbox"/>	<input type="checkbox"/>	AIS
Type of Engine		Maximum power		KW (HP)	
Maneuvering engine order		Rpm / Pitch		Speed (Knots)	
Full ahead				Loaded Ballast	
Half ahead					
Slow ahead					
Dead slow ahead					
Dead slow astern				Time limit astern	
Slow astern				Full ahead to full astern	
Half astern				Max. number of consecutive starts	
Full astern				Astern power	
Steering					
Rudders : 1 / 2 (number)		(type)		° (maximum angle)	
Time hard-over to hard-over:		(sec)		Rudder angle for neutral effect: °	
Propellers : (number)		Direction of turn : Left / Right		Controllable pitch : Yes / No	
Steering idiosyncrasies :					
I hereby declare that the information provided above is true and correct to my best knowledge.				Acknowledged by Pilot.	
Name:		Name:		Name:	
Date:		Date:		Date:	
		Signature of Master		Signature of Pilot	

Chapter D IV

ordination centres on a 24 hour basis. Where appropriate, international organizations maintaining a registry of these identities shall be notified by the Contracting Government of these assignments.

Part C Ship requirements

Regulation 6 Radio installations

- 1 Every ship shall be provided with radio installations capable of complying with the functional requirements prescribed by regulation 4 throughout its intended voyage and, unless exempted under regulation 3, complying with the requirements of regulation 7 and, as appropriate for the sea area or areas through which it will pass during its intended voyage, the requirements of either regulation 8, 9, 10 or 11.
Every radio installation shall:
 - .1 be so located that no harmful interference of mechanical, electrical or other origin affects its proper use, and so as to ensure electromagnetic compatibility and avoidance of harmful interaction with other equipment and systems;
 - .2 be so located as to ensure the greatest possible degree of safety and operational availability;
 - .3 be protected against harmful effects of water, extremes of temperature and other adverse environmental conditions;
 - .4 be provided with reliable, permanently arranged electrical lighting, independent of the main and emergency sources of electrical power, for the adequate illumination of the radio controls for operating the radio installation; and
 - .5 be clearly marked with the ship's name, call sign, MMSI number and any INMARSAT numbers.
- 3 Control of the VHF radiotelephone channels, required for navigational safety, shall be immediately available on the navigation bridge convenient to the conning position and, where necessary, facilities should be available to permit radiocommunications from the wings of the navigation bridge. Portable VHF equipment may be used to meet the latter provision.
- 4 In passenger ships, a distress panel shall be installed at the conning position. This panel shall contain either one single button which, when pressed, initiates a distress alert using all radiocommunication installations required on board for that purpose or one button for each individual installation. The panel shall clearly and visually indicate whenever any button or buttons have been pressed. Means shall be provided to prevent inadvertent activation of the button or buttons. Regulation 6.4 on a distress panel shall not apply to existing passenger ships of less than 24 metres in length. If the satellite EPIRB is used as the secondary means of distress alerting and is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position.
- 5 In passenger ships, information on the ship's position shall be continuously and automatically provided to all relevant radiocommunication equipment (DSC and INMARSAT) to be

Chapter D IV

included in the initial distress alert when the button or buttons on the distress panel is pressed.

- 6 In passenger ships, a distress alarm panel shall be installed at the conning position. The distress alarm panel shall provide visual and aural indication of any distress alert or alerts received on board and shall also indicate through which radiocommunication service the distress alerts have been received.

Regulation 6.6 on a distress alarm panel shall not apply to existing passenger ships of less than 24 metres in length.

Regulation 7 Radio equipment: General

- 1 Every ship shall be provided with:

a VHF radio installation capable of transmitting and receiving:

- .1.1 DSC on the frequency 156.525 MHz (channel 70). It shall be possible to initiate the transmission of distress alerts on channel 70 from the position from which the ship is normally navigated,⁷ and

- .1.2 radiotelephony on the frequencies 156.300 MHz (channel 6), 156.650 MHz (channel 13) and 156.800 MHz (channel 16);

- .2 a radio installation capable of maintaining a continuous DSC watch on VHF channel 70 which may be separate from, or combined with, that required by regulation 7.1.1;⁷

- .3 a radar transponder capable of operating in the 9 GHz band, which:

- .3.1 shall be so stowed that it can be easily utilized; and

- .3.2 may be one of those required by regulation III/2 for a survival craft;

Regulation 7.1.3 on radar transponders shall not apply to passenger ships of class D (operation in protected waters, cf. the class division of passenger ships in chapter I).

a receiver capable of receiving international NAVTEX service broadcasts if the ship is engaged on voyages in any area in which an international NAVTEX service is provided;

Regulation 7.1.4 on NAVTEX receivers shall not apply to passenger ships of class D (operation in protected waters, cf. the class division of passenger ships in chapter I).

- .5 a radio facility for reception of maritime safety information by the INMARSAT enhanced group calling system (EGC) if the ship is engaged on voyages in any area of INMARSAT coverage but in which an international NAVTEX service is not provided. However, ships engaged exclusively on voyages in areas where an HF direct-printing telegraphy maritime safety information service is provided and fitted with equipment

⁷ Certain ships may be exempted from this requirement (see regulation 9.4).

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM
IN THE STRAITS OF MALACCA AND SINGAPORE**

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the ship reporting system:

- .1 vessels of 300 GT and above;
- .2 vessels of 50 metres or more in length;
- .3 vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
- .4 vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
- .5 all passenger vessels that are fitted with VHF, regardless of length or GT; and
- .6 any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The operational area of STRAITREP covers the Straits of Malacca and Singapore between longitudes 100°40'E and 104°23'E as shown in the chartlets attached as appendix 1 and appendix 2. The area includes the routing system in the Straits of Malacca and Singapore. The area is divided into nine sectors, each has an assigned VHF channel as shown in appendix 3.

2.2 The reference charts which include the operational area of STRAITREP are the Malaysian Chart Series MAL 515, 521 and 523 of the Hydrographer, Royal Malaysian Navy or the equivalent charts published by the competent hydrographic authority.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom reports should be sent, available services. The ship report short title STRAITREP, shall be made to the VTS authorities as follows:

3.1 Format

The ship report shall be drafted in accordance with the format shown in appendix. The information requested from ships is derived from the Standard Reporting Format given in paragraph 2 of the IMO resolution A.851(20).