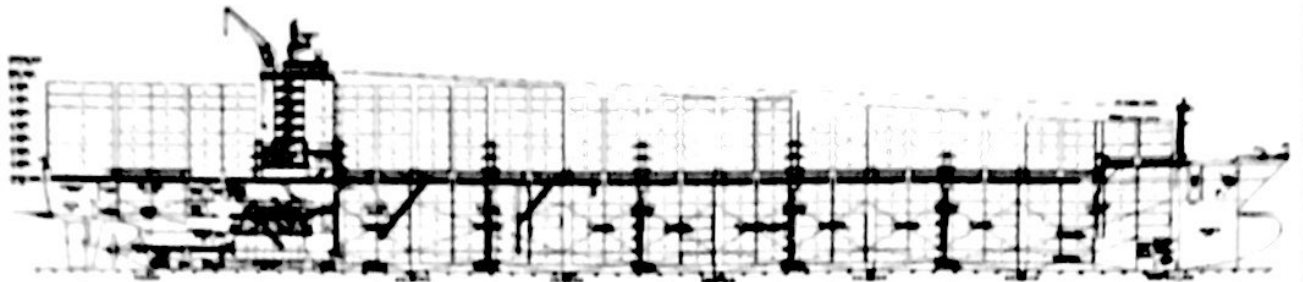


BERNHARD SCHULTE
SHIPMANAGEMENT



m/v GUENTHER SCHULTE



CALL SIGN : VRGK8
CLASS KOREAN REGISTER of SHIPPING
KRSA - Container Ship
CLASS No 0800012
IMO No.: 9436434
LENGTH O A : 231.0 mt
LENGTH B P P : 214.2 mt
BREADTH MLD : 32.20 mt
LIGHTSHIP 14,888.8 M/T
D W ON S L L 42,045.6 M/T
DISPLACEMENT 56934.4M/T
DRAFT ON S L L : 12.02 m
FREEBOARD MARK, SUMMER: 2811mm
F W ALLOWANCE 235 mm
TONE PER CM IMMERSION 60.6 mt
MAIN ENGINE : MAN B&W 7K 90MC-C6
OUTPUT: MCR 31,920KW at 104,0 Rpm
NCR 28,728KW at 100,4 Rpm
SERV SPEED AT NCR: 22.75 Knots
CONSUMP. PER DAY : 122+ 5 tons
DAILY PORT CONSUMP.: Min 4 ton Max 17t+ 3t for heating
AUXILIARY ENG.: 4 sets Hyundai, 7H21/32
1400 KW each
EMERG GENER.: 1 x 200 KVA
PROPELLER: 5 bladed solid type (Ni-Al-Br)
Dia 7750mm x Pitch 7091mm
BOWTHRUSTER: 1606HP/1200kw, Min Fwd Draft 3.5m
AAIC : CY03
FBB: +870 773 102 165
INMARSAT C: 447 702 683
E-MAIL: master@guenther.schulte.bsmfleet.com

DELIVERED 16th MAY 2008
BUILT (Keel was laid) 22TH NOV 2007
SHIPYARD : SHANGHAI CHENGXI, CHINA
YARD N : SS1131
TYPE : Cellular Container
OWNER : SCENIC HILL LTD
FLAG/HOME PORT : HONG KONG
OFFICIAL No.: HK - 2655
MANAGEMENT ID: 5214719
BERNHARD SCHULTE SHIPMANAGEMENT (CHINA)
1-3F, Block 7, 1690 Cai Lun Rd
Zhang Jiang, Pu Dong, Shanghai, 201203, PRC
DEPTH MOULDED: 18.80 m
KEEL TO TOP MAST : 54.44
KEEL TO DK UPP DK: 18.8 m
HATCHES TYPE : Pontoons
CARGO HOLD/HATCHES No.: 07 / 12
CARGO GEAR : GEARLESS
PROVISION / SUEZ CRANE:
Two Cranes aft of the Accommodations - SWL 10 Tons
REEFER PLUGS : 508 Units (308Dk+200H)
FUEL CAPACITY: 4386.7 m3
DIESEL CAPACITY: 416.4 m3
L.O. CAPACITY: 350.6 m3
F.W. CAPACITY: 261.6 m3
BALLAST CAPACITY: 11966.4 m3
M.E FUEL TYPE: IFO 380 CST
BUNKERING POINT : UPP DK Fr 60-62
P&I: GARD P&I (BARMUDA)LTD
H&M: GEORG DUNCKER GmbH & Co. KG

CONTAINER CAPACITY - 3534 teus			
compulsory 40' max loading capacity			
below deck	707 x 40'	46	x 20'
on deck	1034 x 40'	6	x 20'
total	1741 x 40'	52	x 20'
compulsory 20' max loading capacity			
below deck	0 x 40'	1460	x 20'
on deck	0 x 40'	2074	x 20'
total	0 x 40'	3534	x 20'
45' max loading capacity			
on deck	0 x 45'	3rd tier onwards	
One High Cube can be loaded in holds without losing any slot			

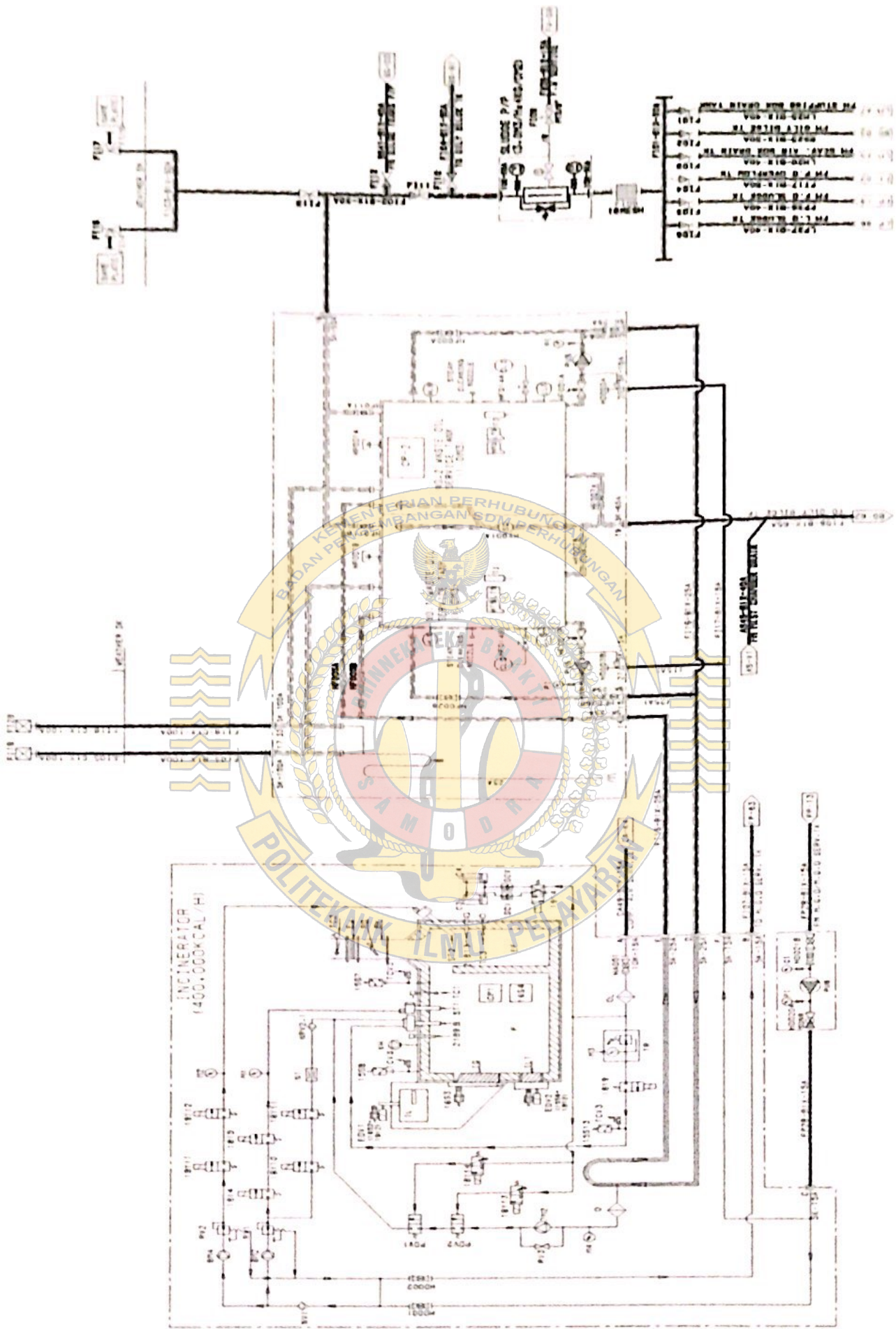
TONNAGE		
	Gross	Net
International	35,991	15,938
Suez	37,350.99	31,853.08
Panama	vol cub mt 119373.22	29,800.00
Intake basis Panama Canal range of Visibility: 3438TEU		
STACK WEIGHT		
	Deck	Hold
20 foot cont.	80 ton	168 ton/stk
40 foot cont.	100 ton	210 ton/stk
IMDG on Dk: All Classes & Hold: Hold 1-7 IMDG 1.4S,2.2, 3.4.1,4.2,4.3,5.1,6.1(Solids),8,9. For others see IMDG DOC		

IMO Crew List

Name of Ship		Port of Arrival				Date of Arrival		
GUENTHER SCHULTE		Melbourne				20/Feb/16		
Nationality of Ship		Port arrived from				Port of Destination		
HONG KONG		Auckland				Sydney		
No	Family Name, Given Name	Rank	Nationality	Sex	Date of Birth	Place of Birth	Passport no	Expiry
1	Talandzis, Jacek	Master	Polish	M	7-Sep-70	Debno Lubuskie	EJ1249553	23-Jun-25
2	Parthsarathi, Rahul Kumar	Chief Officer	Indian	M	16-Feb-66	Bihar Sharif	Z3124645	11-Jan-26
3	Nan, Zhong Jian	2nd Officer	Chinese	M	30/Nov/89	Jiangsu	G36756155	21/Jun/19
4	Arayan, Amith Vasanthan	3rd Officer	Indian	M	01/Feb/89	Kasargod	G8144728	23/Jun/18
5	Aji, Rifandi Ananto	Deck Cadet	Indonesian	M	10-Jan-95	Semarang	B1490318	22-Jun-20
6	Jeyapaul Lazarus, Nishanth	Chief Engineer	Indian	M	08-Nov-79	Tuticonn	M4504217	14-Dec-24
7	Karl Marx, Roudin Victoria	2nd Engineer	Indian	M	12/Feb/73	Tuticonn	J9705525	29/Nov/21
8	Raghuwanshi, Rahul	3rd Engineer	Indian	M	19/Nov/84	Bhopal	G4387175	13/Sep/17
9	Satinder, Pal Singh	4th Engineer	Indian	M	25/Apr/86	Gurdaspur	G5665918	11/Nov/17
10	Yasin, Mohammad	Engine Cadet	Indonesian	M	14-Nov-95	Bangkalan	B1490314	22-Jun-20
11	Plenkovic, Marin	Electrical Officer	Croatian	M	24-Oct-86	Split	089705935	28-Aug-23
12	Saplavskis, Pavels	Electrical Assistant	Latvian	M	25/Mar/91	Riga	LV5284619	20/Mar/25
13	Vagadia, Praful Khimji	Bosun	Indian	M	27/Nov/78	Mumbai	N4158516	15/Oct/25
14	Solanki, Mukesh Ramji	A/B	Indian	M	11/Apr/78	Ghoghla	F9570060	27/Aug/18
15	Tandel, Rameshchandra Dhanjibhai	A/B	Indian	M	1-Mar-84	Valsad	N1413325	29-Jul-25
16	Rodrigues, Vilas Joseph	A/B	Indian	M	11/Oct/76	Peel, Thana MS	F8454484	22/Jun/16
17	Wala, Satish Vinod	O/S	Indian	M	08/Feb/89	Mumbai	H1626081	11/Nov/18
18	Puthiya Veetil, Sreenath	Tr O/S	Indian	M	1-Jul-92	Karvellur	J8209199	2-Jun-21
19	Habin, Joven Onin	Deck Trainee	Filipino	M	24-Sep-92	Tobias Fornier Antique	EB6101905	7-Aug-17
20	Yadav, Sahab Lal	Fitter	Indian	M	10-Dec-75	U P	Z3400446	11-Oct-25
21	Baniya, Jayant Babubhai	Oiler	Indian	M	20/Aug/75	Mumbai	Z2477696	20/Feb/23
22	Patel, Harishkumar Maganbhai	Oiler	Indian	M	09/Nov/71	Mor, Surat, Gujarat	K6954508	01/Jan/23
23	Estigoy, Arvhi Villanueva	Engine Trainee	Filipino	M	14/Feb/90	Manila	EC5774999	22/Oct/20
24	Singh, Jasman	Chief Cook	Indian	M	1-Feb-79	Tehri Garhwal	H6291908	11-Aug-19
25	Gohil, Jitubhai Ramjibhai	MessMan	Indian	M	25/Nov/79	Mumbai	H9272285	20/Dec/19

Date and Signature of Master, authorized Agent or Officer

Capt. Talandzis Jacek



MARPOL ANNEXE VI - INCINERATOR OPERATION DATA LOG

Name of the Vessel
Report Month / Year

MV "GUENTHER SCHULTE"
Apr-16

Type of Incinerator
Equipment onboard
Maker of the Equipment
Date of Manufacture
Capacity of Equipment

CG-400C
L12718-8-TEAM TEC
2007
SOLID-400000 kwh/wh

Date	Time (From - To)	Start and End Position	Combustion Chamber Temp.	Av. O2% in comb.chamber	Fuel Oil Pressure	Combustion Air Pressure	Flue Gas Outlet Temperature	Total Sludge Burnt (Litres)	Total Plugs Burnt (ind)
4/8/2016	6:00:00 AM	34°03'15" / 158°47'5"E	1000		1.7BAR	-24mmwc	250	750	
	4:00:00 PM	34°03'25" / 162°10'4"E							
4/9/2016	1:00:00 AM	34°03'05" / 165°12'1"E	1000		1.7BAR	-24mmwc	250	770	
	4:00:00 PM	34°02'65" / 170°05'3"E							
4/10/2016	2:00:00 AM	34°16'45" / 173°00'1"E	1000		1.7BAR	-24mmwc	250	750	
	12:00:00 PM	35°54'75" / 175°37'2"E							
4/12/2016	1:00:00 AM	34°50'25" / 178°32'2"E	1000		1.7BAR	-24mmwc	250	700	
	5:00:00 PM	31°42'35" / 178°45'6"W							
4/12/2016	1:00:00 AM	30°16'85" / 177°40'0"W	1000		1.7BAR	-24mmwc	250	670	
	9:00:00 PM	26°26'05" / 174°43'5"W							
4/13/2016	1:00:00 AM	25°32'45" / 174°02'6"W	1000		1.7BAR	-24mmwc	250	650	
	9:00:00 PM	21°53'25" / 171°15'7"W							
4/14/2016	1:00:00 AM	21°01'95" / 170°36'9"W	1000		1.7BAR	-24mmwc	250	650	
	5:00:00 PM	18°07'05" / 168°27'3"W							
4/15/2016	2:00:00 AM	16°33'75" / 167°15'5"W	950		1.7BAR	-24mmwc	250	550	
	6:00:00 PM	13°50'35" / 165°08'1"W							
4/16/2016	1:00:00 AM	12°34'05" / 164°09'7"W	950		1.7BAR	-24mmwc	250	500	
	5:00:00 PM	09°29'05" / 161°47'8"W							
4/17/2016	1:00:00 AM	07°51'45" / 160°33'9"W	900		1.7BAR	-24mmwc	250	410	
	3:00:00 PM	05°26'35" / 158°44'0"W							
4/18/2016	2:00:00 AM	03°37'05" / 157°21'4"W	900		1.7BAR	-24mmwc	250	350	
	5:00:00 PM	01°00'05" / 155°24'0"W							
4/19/2016	1:00:00 AM	00°26'35" / 154°19'0"W	900		1.7BAR	-24mmwc	250	370	
	5:00:00 PM	03°13'85" / 152°12'8"W							
4/20/2016	1:00:00 AM	04°44'85" / 151°04'5"W	900		1.7BAR	-24mmwc	250	350	
	4:00:00 PM	07°35'65" / 148°55'2"W							
	9:00:00 PM	08°29'65" / 148°14'0"W	900		1.7BAR	-24mmwc	250		0.15
	10:00:00 AM	08°40'75" / 148°05'6"W							
4/21/2016	2:00:00 AM	09°13'65" / 147°41'0"W	850		1.7BAR	-24mmwc	250	300	
	5:00:00 PM	11°51'55" / 145°40'0"W							

Remarks: (Record here last test of high temperature alarms and other maintenance carried out which should include cleaning of Filters - checking of refractory conditions, checking of various alarms with status from the separation of LSFO)
 2) Incinerator is prohibited, though the incinerator may be designed to burn PVCs
 4) Monitoring of combustion chamber temperature shall be required at all times and waste shall not be fed into a continuous - feed shipboard incinerator when the temperature is below the minimum allowed
 5) If Incinerator is not fitted with an O2 monitor, the average O2 percentage stated in the Type Approval Certificate may be used for recording in this form.

KUISIONER ANALISIS SWOT

(OPTIMALISASI PERAWATAN PADA PESAWAT *INCINERATOR* DALAM MENUNJANG PENCEGAHAN PENCEMARAN LAUT DI M V GUENTHER SCHULTE)

I. Nama : EIZAH FAHRI
Kelas : X VII C

II. Acuan pengisian kuisisioner ini adalah sebagai berikut:

Penilaian urgensi Penanganan:

Angka 5 = sangat berkaitan

Angka 4 = berkaitan

Angka 3 = cukup berkaitan

Angka 2 = kurang berkaitan

Angka 1 = sangat kurang berkaitan

Beri tanggapan menurut pendapat responden mengenai pengaruh dan keterkaitan faktor terhadap permasalahan yang di analisa, dengan memberikan tanda silang (X) pada pilihan tanggapan yang telah disediakan dibawah ini:

NO	Indikator Kekuatan	Urgensi Penanganan				
		5	4	3	2	1
1	Tekanan <i>waste oil</i> rendah					X
2	Sistem <i>waste oil</i> berjalan normal			X		
3	Jumlah udara yang mencukupi	X				
4	Pemanasan yang stabil oleh <i>sludge pump</i> pada <i>waste oil tank</i>	X				
5	Ruang pembakaran terawatt dengan baik	X				

NO	Indikator Kelemahan	Urgensi Penanganan				
		5	4	3	2	1
1	Solenoid <i>valve</i> tidak bekerja sempurna	×				
2	Elektroda tidak memercikan api	×				
3	Tersumbetnya <i>burner</i> oleh partikel bekas pembakaran	×				
4	Terdapat gangguan pada <i>flame eye</i>	×				
5	Filter yang tersumbat atau kotor	×				

NO	Indikator Peluang	Urgensi Penanganan				
		5	4	3	2	1
1	Pengetahuan dan pengalaman masinis tentang <i>incinerator</i>	×				
2	<i>Sparepart</i> yang tersedia di atas kapal		×			
3	Tidak membutuhkan waktu lama untuk melakukan pembakaran		×			
4	Hasil pembakaran yang stabil		×			
5	Tangka penampungan minyak bekas dapat dikelola dengan baik	×				

NO	Indikator Ancaman	Urgensi Penanganan				
		5	4	3	2	1
1	Dikenakan denda bila ada <i>survey</i> dan dinyatakan tidak layak		×			
2	Pemborosan biaya jika membuang sampah di darat			×		
3	Pencemaran lingkungan jika harus membuang sampah di laut	×				
4	Berkurangnya waktu istirahat bila diperlukan perbaikan mendadak	×				
5	Suhu pembakaran yang menurun	×				

HASIL PERHITUNGAN KUISIONER

OPTIMALISASI PERAWATAN PADA PESAWAT *INCINERATOR* DALAM MENUNJANG PENCEGAHAN PENCEMARAN LAUT DI M.V. GUENTHER SCHULTE

FAKTOR INTERNAL		Jumlah penilaian responden					Nilai dukung yang diambil
		1	2	3	4	5	
1	Tekanan <i>waste oil</i> yang stabil	0	4	5	12	9	4
2	Sistem <i>waste oil</i> berjalan normal	4	6	10	5	5	3
3	Jumlah udara yang mencukupi	1	1	14	11	3	3
4	Pemanasan yang stabil oleh <i>sludge pump</i> pada <i>waste oil tank</i>	1	2	4	17	6	4
5	Ruang pembakaran terawat dengan baik	8	7	13	1	1	3
6	Solenoid <i>valve</i> tidak bekerja sempurna	0	2	17	6	5	3
7	elektroda tidak memercikan api	3	4	5	13	5	4
8	Tersumbatnya <i>burner</i> oleh partikel bekas pembakaran	0	0	6	7	17	5
9	Terdapat gangguan pada <i>flame eye</i>	9	14	6	1	0	2
10	Filter yang tersumbat atau kotor	3	3	13	7	4	3

FAKTOR EKSTERNAL		Jumlah penilaian responden					Nilai dukung yang diambil
		1	2	3	4	5	
1	Pengetahuan dan pengalaman dari masinis tentang <i>incinerator</i>	1	1	5	9	14	5
2	<i>Sparepart</i> yang tersedia di atas kapal	3	6	12	4	5	3
3	Tidak membutuhkan waktu lama untuk melakukan pembakaran	0	3	11	9	7	3
4	Hasil pembakaran yang stabil	2	5	6	14	3	4
5	Tangki penampungan minyak bekas dapat dikelola dengan baik	9	6	3	11	1	4
6	Dikenakan denda bila ada <i>survey</i> dan dinyatakan tidak layak	3	4	10	7	6	3
7	Pemborosan biaya jika harus membuang sampah di darat	1	5	5	12	7	4
8	Pencemaran lingkungan jika harus membuang sampah di laut	0	0	3	18	9	4
9	Berkurangnya waktu istirahat jika diperlukan perbaikan mendadak	4	2	12	9	3	3
10	Suhu pembakaran yang menurun	4	9	6	6	5	2