



Cargo Control Panel yang terletak di CCR (Cargo Control Room)



Cargo Pump



Cargo manifold



PV Valve



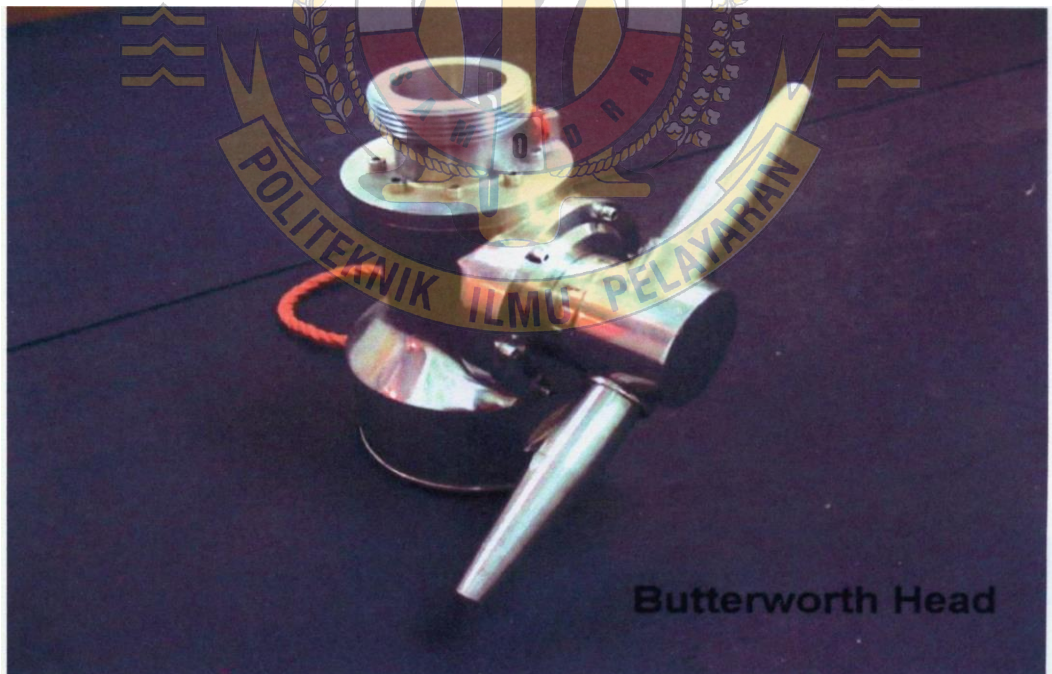
Pipe Line cargo



Manhole di kapal MT. Tanker Victory



Muatan yang masih tersisa di sekitar *bellmouth*.



Butterworth Head

Butterworth Head

BILL OF LADING



NO : 803Q116A111

SHIPPED in apparent good order and condition by PT PERTAMINA RU V BALIKPAPAN
on board to ..INDONESIA..... S.S./M.S.MT. TANKER VICTORY.....
where of CAPT. FACHRUDI SUDARMADJI is Master, the port of Balikpapan
a quantity in bulk as below and to be delivered (subject to the liberties, conditions, exceptions and limitation
hereinafter conditioned) in the like order and condition at the Port of TT MANGGIS
..... or so near thereunto as she may safely get and there discharge
unto CONSIGNEE : PT. PERTAMINA (Persero) MOR V - TT MANGGIS
or order on payment of freight in accordance with the charterparty hereinafter mentioned or failing such mentioned
freight shall be deemed to be earned on commencement of Lading any freight prepaid to be non-returnable,
vessel lost or not lost.

*QUANTITY and GRADE AS FURNISHED BY SHIPPER

Long tons	=	17,531.358	Shipment No. : 329273
Metric tons	=	17,012.737	DO : 8000906376
U.S. Barrels @ 60 °F	=	134,605.572	
Liters @ 15 °C	=	71,389.729	
Liters Observed	=	22,219.332	
Density @°C	=	0.8345, 0.8345, 0.8345, 0.8330,	
Temperature @ °C	=	55.7, 60.80, 60.55, 60.80	
Equipment Custody Transfer (ECT)	=	Metering	

* Where it is impracticable to ascertain the intake quantity before this
Bill of lading is signed, the quantity should be stated as approximate.
Weight, quantity, quality, grade and condition unknown. Vessel not accountable for
Leakage.
This shipment is carried under and pursuant to terms of the charter dated
..... at
between
and as Charterer
and all the terms whatsoever of the said Charter except the rate and payment of freight specified there in apply
to and govern the right of the parties concerned in this shipment.
Freight shall be deemed to be earned on commencement of loading.
Clauses 1 to 8 inclusive on the reverse of this Bill of Lading are incorporated herein and form
part of this Bill of Lading.

IN WITNESS where of the Master of the said Vessel hath affirmed to 1 (ONE)
Bills of Lading al of this tenor and date one of which being accomplished the other(s) to
stay void.
Dated at Balikpapan the 28th day
at JANUARY 2016

CAPT. FACHRUDI SUDARMADJI

MASTER



CERTIFICATE OF QUANTITY LOADING (METERING)



Document Number : 803Q116A111
Date : 28 January 2016
Grade : ADO/SOLAR-48

Loaded to : MT. TANKER VICTORY
For : TT MANGGIS
Order Number : 0080/E15132/LO/2016-S2

Tank No	Meter No	Batch Totals		Temp Obs (C)	Lab Analysis Density 15°C	Litre Obs (C)	Litre 15°C	Mton	Lton	Barrels 60°F	Remarks		
		Start	Stop								Meter Factor	CPL Meter	CTL Meter
1	2	3	4	5	6	7	8	9	10	11	12	13	14
D2007C	855A	13,050,131.561	13,051,563.257	55.70	0.8345	1,431,696	1,383,853	1,153,324	1,135,105	8,708,587	0.999500	1.000300	0.966300
D2007A	855A	13,051,563.257	13,057,184.115	60.80	0.8345	5,620,858	5,408,408	4,508,282	4,437,067	34,041,407	0.999600	1.000300	0.962100
D2007A	855A	13,057,536.809	13,062,980.680	60.55	0.8345	5,443,871	5,240,188	4,367,251	4,298,264	32,976,504	0.999600	1.000300	0.962300
D2007B	855A	13,062,980.680	13,072,703.587	60.80	0.8330	9,722,907	9,356,280	7,783,880	7,660,922	58,879,074	0.999800	1.000300	0.962000
		NET TOTAL QUANTITY				22,219,332	21,389,729	17,812,737	17,531,358	134,605,572			
		ROB				0	0	0.000	0.000	0.000			

Remarks	Litre Obs	Litre 15°C	Barrels 60°F	Mton	Lton
Bill of Lading	22,219,332	21,389,729	134,605,572	17,812,737	17,531,358
Ship Figure A/L	22,037,681	21,354,338	134,382,848	17,808,957	17,527,640
Difference (Fig)	181,651	35,391	222,724	3,780	3,718
Difference (%)	1	0	0.165	0.021	0.021

Finance Dept / Off Accounting

WENDY WEWISA PUTRA

PT PERTAMINA (PERSERO)
REFINERY UNIT V BALIKPAPAN

CERTIFICATE OF QUANTITY LOADING (METERING)



Document Number : 803Q118A112

Date : 28 January 2016

Grade : KEROSENE/MINYAK TANAH

Loaded to : MT. TANKER VICTORY

For : TT MANGGIS

Order Number : 0080/E15132/L.O/I/2016-S2

Tank No	Meter No	Batch Totals		Temp Obs (C)	Lab Analysis Density 15°C	Litre Obs (C)	Litre 15°C	Mton	Lton	Barrels 60°F	Remarks		
		Start	Stop								Meter Factor	CPL Meter	CTL Meter
1	2	3	4	5	6	7	8	9	10	11	12	13	14
D2005B	581	9,052,151,299	9,057,225,307	37.05	0.8007	5,074,008	4,973,502	3,976,968	3,914,146	31,298,249	0.999600	1.000200	0.980000
NET TOTAL QUANTITY											ROB	0	0
											0.000	0.000	0.000
											5,074,008	4,973,502	3,976,968
											0	0.000	0.000
											0.000	0.000	0.000
											0.000	0.000	0.000

Remarks	Litre Obs	Litre 15°C	Barrels 60°F	Mton	Lton	Surveyor
Bill of Lading	5,074,008	4,973,502	31,298,249	3,976,968	3,914,146	
Ship Figure A/L	5,088,061	4,977,162	31,321,281	3,982,928	3,920,012	
Difference (Fig)	(14,053)	(3,660)	(23,032)	(5,960)	(5,866)	
Difference (%)	0	0	0.074	0.150	0.150	

Finance Dept / Oil Accounting

PT PERTAMINA
REFINERY UNIT V
BALIKPAPAN

WENDY WEMISA PUTRA



PT. PERTAMINA (PERSERO)
REFINERY UNIT V BALIKPAPAN

Jalan Yos Sudarso No. 1 Balikpapan - 76111
Telp. (0542) 515080-515092 (Hunting) fax. (0542) 5156886 Telex 737160-737161-737132



GOIP

CERTIFICATE OF QUALITY

Product : Kerosine Date : January 28, 2016
Vessel : MT. TANKER VICTORY Report No. : 0162 / 2016
Port Of Destination : T.T. MANGGIS Loading No. : 0080/E15132/LO/1/2016-S2
Shore Tank : D20-05B Ship's Tank No. : 1 - 7 P/S

Properties	Units	Limits		Methods	Results	
		Min.	Max.		Shore Tank D20-05B	SHIP TANK
Density at 15 °C	kg/m ³	790	835	ASTM D 1298	800.7	801.4
Smoke Point	mm	18	-	ASTM D 1322	22	22
Char Value	mg/Kg	-	40	IP 10	23	
Distillation Atmospheric				ASTM D 88		
FBP	°C		310		260	260
Recovery at 200°C	% w/v	18			64	64
Flash Point Abel	°C	38		IP 170	40	40
Sulfur Content	%w/m	-	0.05	ASTM D 2622	0.020	
Copper Strip	class	Class 1	Class 1	ASTM D 130	Class 1	Class 1
Odour		Marketable	Marketable	VISUAL	Marketable	Marketable
Colour Visual		Reported	Reported	VISUAL	Marketable	
Sampling Method						
Date of Sampling					27-Jan-2016	28-Jan-2016

Remarks :

- 1) *) SK. Dirjen Migas No. 17 K/72/DJ/M/1999, (16.04.1999)

Distribution :

- 1) Port of Destination (2), one copy via Nakhoda
2) Supply Chain & Optimization RU V
3) Marine Region VI
4) Laboratory RU V

Laboratory Production RU V

Hendri

Shift Supervisor



**PT. PERTAMINA (PERSERO)
REFINERY UNIT V BALIKPAPAN**

Jalan Yos Sudarso No. 1 Balikpapan - 76111

Telp. (0542) 515090-515092 (Hunting) faks. (0542) 5150066 Telex 737180-737181-737132



CERTIFICATE OF QUALITY

Product : ADO
Vessel : MT. Tanker Victory
Port Of Destination : T.T. Manggis
Shore Tank : D20-07C
D20-07A

D20-07B

Date : January 28, 2016
Report No. : 0163/2016
Loading No. : 0080/E15132/LOI/2016-S2
Ship's Tank No. : 2-3-4-5-6-7-8 P/S

Properties	Units	Limits		Methods	Results			
		Min.	Max.		D20-07C	D20-07A	D20-07B	SHIP TANK
Calculated Cetane Index	CCI	-	45	ASTM D 4737	50	55	55	53
Density at 15 °C	kg/m ³	815	860	ASTM D 1298	834.5	834.5	833.0	834.0
Kinematic Viscosity at 40 °C	mm ² /s	2.0	4.5	ASTM D 445	2.95	2.70	3.00	2.91
Sulfur Content	%m/m	-	0.30	ASTM D 2622	0.06	0.08	0.07	
Distillation Atmospheric				ASTM D 86				
90%v rec at.	°C	-	370		358	364	361	361
Flash Point PMCC	°C	52		ASTM D 93	58	60	59	56
Pour Point	°C	-	18	ASTM D 97	12	12	12	12
Micro Carbon Residue	%m/m	-	0.1	ASTM D 4530	<0.1	<0.1	<0.1	
Water Content	ppm	-	500	ASTM D 6304	100	30	101	80
Copper Strip	class	Class 1	Class 1	ASTM D 130	Class 1	Class 1	Class 1	Class 1
Ash Content	%m/m	-	0.01	ASTM D 482	<0.01	<0.01	<0.01	
Sediment	%m/m	-	0.01	ASTM D 473	<0.01	<0.01	<0.01	
Strong Acid Number	mg KOH/g	-	-	ASTM D 664	0.00	0.00	0.00	
Total Acid Number	mg KOH/g	-	0.5	ASTM D 664	0.15	0.15	0.20	
Appearance		Clear & Bright	Clear & Bright	VISUAL	Clear & Bright	Clear & Bright	Clear & Bright	Clear & Bright
Colour ASTM		-	3.0	ASTM D 1500	1.0	1.0	1.0	1.0
Lubricity	Wear Scar Diameter	-	480	ASTM D 8079	219	242	252	
Sampling Method								
Date of Sampling					24-Jan-2016	25-Jan-2016	27-Jan-2016	28-Jan-2016

Remarks :
1) *) Refer to SK. Urjen Migas No. 978/K/10/DJM S/2013 (19-11-2013)

Distribution :
1) Port of Destination (2), one copy via Nakhoda
2) Supply Chain & Optimization RU V
3) Marine Region VI
4) Laboratory RU V

Laboratory Production RU V

Shift Supervisor

SHIP / SHORE SAFETY CHECKLIST

Vessel: MT. TANKER VICTORYArrival Date & Time: 27. 01. 2016.Berth: JETTY # 5Port: BALIKPAPAN.

PART 'A' - BULK LIQUID GENERAL - PHYSICAL CHECKS

NO	BULK LIQUID GENERAL	SHIP	SHORE	CODE	REMARK
1	There is safe access between the ship and shore	✓	✓	R	GANGWAY BY SHORE
2	The ship is securely moored	✓	✓	R	
3	The agreed ship/shore communication system is operative	✓	✓	A R	System: Radio VHF CH Backup System:
4	Emergency towing-off pennants are correctly rigged and positioned.	✓	✓	R	
5	The ship's fire hoses and fire-fighting equipment are positioned and ready for immediate use.	✓	✓	R	
6	The terminal's fire-fighting equipment is positioned and ready for immediate use.	✓	✓	R	
7	The ship's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended.	✓	✓		
8	The terminal's cargo and bunker hoses or arms are in good condition, properly rigged and appropriate for the service intended.	✓	✓		
9	The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection.	✓	✓		
10	Scuppers and save-alls on board are effectively plugged and drip trays are in position and empty.	✓	✓	R	
11	Temporarily removed scupper plugs will be constantly monitored.	✓	✓	R	
12	Shore spill containment and sumps are correctly managed.	✓	✓	R	
13	The ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted.	✓	✓		
14	The terminal's unused cargo and bunker connections are properly secured with blank flanges fully bolted.	✓	✓		
15	All cargo, ballast and bunker tank lids are closed.	✓	✓		
16	Sea and overboard discharge valves, when not in use, are closed and visibly secured.	✓	✓		
17	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine room vents may be open.	✓	✓	R	
18	The ship's emergency fire control plans are located externally.	✓	✓		Location: MAIN DECK.
If the ship is fitted, or is required to be fitted, with an INERT GAS SYSTEM (IGS), the following points should be physically checked:					
19	Fixed IGS pressure and oxygen content recorders are working.	✓	✓	R	
20	All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume.	✓	✓	P R	

PART 'B' - BULK LIQUID GENERAL - VERBAL VERIFICATION

NO	BULK LIQUID GENERAL	SHIP	SHORE	CODE	REMARK
21	The ship is ready to move under its own power.	✓	✓	P R	
22	There is an effective deck watch in attendance on board and adequate supervision of operations on the ship and in the terminal.	✓	✓	R	
23	There are sufficient personnel on board and ashore to deal with an emergency.	✓	✓	R	
24	The procedures for cargo, bunker and ballast handling have been agreed.	✓	✓	A R	75 % CREW O/R

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25	The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood.	g	g	A		3 LONG BLACS
26	Material Safety Data Sheets (MSDS) for the cargo transfer have been exchanged where requested.	✓	✓	P	R	
27	The hazards associated with toxic substances in the cargo being handled have been identified and understood.	✓	✓			H ₂ S Contag:
28	An International Shore Fire Connection has been provided.	✓	✓			Benzene Content:
29	The agreed tank venting system will be used.	g	g	A	R	Method: 165
30	The requirements for closed operations have been agreed.	✓	✓		R	
31	The operation of the P/V system has been verified.	✓	✓			
32	Where a vapour return line is connected, operating parameters have been agreed.	NA	NA	A	R	
33	Independent high level alarms, if fitted, are operational and have been tested.	✓	✓	A	R	TESTED
34	Adequate electrical insulating means are in place in the ship/shore connection.	✓	✓	A	R	
35	Shore lines are fitted with a non-return valve, or procedures to avoid back filling have been discussed.	✓	✓	P	R	
36	Smoking rooms have been identified and smoking requirements are being observed.	g	g	A	R	Nominated Smoking Rooms: 1 CREW MESS ROOM 2 OFFICER MESS ROOM 3. 4.
37	Naked light regulations are being observed.	g	g	A	R	NO NAKED
38	Ship/shore telephones, mobile phones and pager requirements are being observed.	g	g	A	R	
39	Hand torches (flashlights) are of an approved type.	✓	✓			
40	Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off.	✓	✓			
41	Portable VHF/UHF transceivers are of an approved type.	✓	✓			
42	The ship's main radio transmitter aerials are earthed and radars are switched off.	✓	✓			
43	Electric cables to portable electrical equipment within the hazardous area are disconnected from power.	✓	✓			
44	Window type air conditioning units are disconnected.	✓	✓			
45	Positive pressure is being maintained inside the accommodation, and air conditioning intakes, which may permit the entry of cargo vapours, are closed.	✓	✓			
46	Measures have been taken to ensure sufficient mechanical ventilation in the pumproom.	✓	✓		R	
47	There is provision for an emergency escape.	✓	✓			
48	The maximum wind and swell criteria for operations have been agreed.	g	g	A		Stop Cargo at <u>25</u> Disconnect at <u>25</u> Unberth at <u>25</u>
49	Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate.	g	g	A		
50	Where appropriate, procedures have been agreed for receiving nitrogen supplied from shore, either for inerting or purging ship's tanks, or for line clearing into the ship.	g	g	A	P	

NO	BULK LIQUID GENERAL	SHIP	SHORE	CODE	REMARK
If the ship is fitted, or is required to be fitted, with an inert gas system (IGS) the following statements should be addressed:					
51	The IGS is fully operational and in good working order.	✓	✓	P	
52	Deck seats, or equivalent, are in good working order.	NA	NA	R	
53	Liquid levels in pressure/vacuum breakers are correct.	✓	✓	R	
54	The fixed and portable oxygen analysers have been calibrated and are working properly.	✓	✓	R	
55	All the individual tank IG valves (if fitted) are correctly set and locked.	✓	✓	R	

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56	All personnel in charge of cargo operations are aware that, in the case of failure of the inert gas plant, discharge operations should cease and the terminal be advised.	✓		✓	
If the ship is fitted with a Crude Oil Washing (COW) system, and intends to crude oil wash, the following statements should					
57	The Pre-Arrival COW check-list, as contained in the approved COW manual, has been satisfactorily completed.	N/A		N/A	
58	The COW check-lists for use before, during and after COW, as contained in the approved COW manual, are available and being used.	N/A		R	
If the ship is planning to tank clean alongside, the following statements should be addressed:					
59	Tank cleaning operations are planned during the ship's stay alongside the shore installation.	Yes/No	Yes/No*	N/A	
60	If 'yes', the procedures and approvals for tank cleaning have been agreed.	NO	N/A	N/A	
61	Permission has been granted for gas freeing operations.	Yes/No	Yes/No*	N/A	

* DELETE Yes or No as appropriate

DECLARATION

We, the undersigned, have checked the above items in Parts A and B, in accordance with the instructions, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

We have also made arrangements to carry out repetitive checks as necessary and agreed that those items with code 'R' in the Check-List should be re-checked at intervals not exceeding 4 hours.

If to our knowledge the status of any item changes, we will immediately inform the other party.

	FOR SHIP	FOR SHORE
Name	SEKH HANZAH	DICKY TRIANDU N
Rank, Position or Title	CHIEF OFFICER	SAFETY OFFICER
Signature		
Date	27 Jan 2016	27 Jan 2016
Time		

Coding of Items

A - ('Agreement'). This indicates that the referenced consideration should be address by an agreement or procedure that should be identified in the 'Remarks' column of the Check List, or communicated in some other mutually acceptable form.

P - ('Permission') In case if a negative answer to the statements coded 'P', no operations are to be conducted without the written permission from the appropriate authority.

R - ('Re-check') This indicates items to be re-checked at appropriate intervals, as agreed between both parties and stated in the declaration.

The joint declaration should not be signed until all parties have checked and accepted their assigned responsibilities and accountabilities.

NOTE: PLEASE FILE IN B03