**SHIP PARTICULAR**

- **Vessel's name**: KM. Lintas Damai – 1
- **Nationality**: Indonesia
- **Call sign**: PNUU
- **Classification**: Biro Klasifikasi Indonesia
- **Register number**: 2011, KBk No.1057/L
- **Owner**: PT. Lima Utama Wisesa
- **When, Where built**: 1997, Japan
- **Kind of vessel**: General Cargo
- **Gross Tonnage**: 1,741 GT
- **Net Tonnage**: 1,092 NT
- **Dead Weight Tonnage**: 3,000 DWT
- **Load capacity**: 2,800 Tons
- **Length**: 74,8 meters
- **Width**: 12,2 meters
- **Height**: 5,2 meters
- **Draft**: Radar, Compass, SSB, VHF, GPS
- **Navigation**: Hansin 6 LUN 28 A.2 / 1,550 HP
- **Main Engine**: 10 mile / hour
- **Auxiliary Engine 1**: Yanmar HS-TKB 80 KW
- **Auxiliary Engine 2**: Yanmar STC-30.30 KW
- **Auxiliary Engine 3**: Yanmar STC-30.30 KW
- **Auxiliary Engine 4**: HS-TKB 100 KW
- **Crane**: SKK Q @ 16 Ton (2 units)
# STANDARD LINTAS DAMAI 1 MUSTER LIST

<table>
<thead>
<tr>
<th>Team</th>
<th>Rank</th>
<th>Muster Station</th>
<th>Articles To Be Carried</th>
<th>Roles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Command Team</td>
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<td>W/H</td>
<td>Transceiver</td>
<td>Overall Command</td>
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<td>Watch keeping on Bridge, Recording, and Other Work as Ordered by Master.</td>
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<tr>
<td>On-scene Leader</td>
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<td>Scene</td>
<td>Transceiver &amp; MASTER KEY</td>
<td>Leader</td>
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<td>Cuxswain, Rescue Operations</td>
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<td>Command in Engine Room</td>
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<td>Coom, with Command</td>
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<td></td>
<td>Measures</td>
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<tr>
<td>No.1 Fire/D/C Team</td>
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<td>2/O</td>
<td>Transceiver</td>
<td>Fire team No.1 Leader</td>
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<td>GYM</td>
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<td>D/C Team No.1 Leader</td>
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<td>Oil Collection Team Leader</td>
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<td>Leader of Mobile Teams</td>
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<td>Arrangement of Em/ey Steg</td>
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<td>Measures</td>
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<tr>
<td>No.2 Fire/D/C Team</td>
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<td>2/E</td>
<td>Transceiver</td>
<td>Fire team No.2 Leader</td>
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<td>D/C Team No.2 Leader</td>
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<td>Oil Removal Team Leader</td>
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<td>C/E of Boat, Rescue Operations</td>
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<td>Measures</td>
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<td>Assistance of 2/E</td>
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<td>Oil Removal Team</td>
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<td>Assistance of C/E &amp; Leader of Engine Room Team</td>
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<td>Assistance of 3/E</td>
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<td>Engine Room Team</td>
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<td>E/E</td>
<td>Transceiver</td>
<td>Transceiver</td>
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<td>Assistance of Machinery &amp; Equipment</td>
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<td>Assistance of 1/E &amp; 3/E Watchkeeping in E/R</td>
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<td>Back-up Team</td>
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<td>Tools, Trans'y</td>
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<td>Preparation for Lifeboats Assistance of Mobile Teams*</td>
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<td>Lowering of Rescue Boat</td>
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<td></td>
<td>Assistance of Mobile Teams if instructed To Do So by Master or On-scene Leader</td>
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</tbody>
</table>

| Note: 1. In addition to designated articles, all crew shall carry lifejackets, immersion suit, helmets and a flashlight. Fire/Damage Control Team and Oil Removal/Collection Team may be referred to as "Mobile Teams" in general.  
2. If master station is inaccessible, crew shall muster to Secondary Master Station: UPPER DECK STARBOARD OUTSIDE (STARBOARD GANGWAY)  
3. Do not use the elevator in an emergency.  
4. Before releasing CO2 extinguisher, full crew roll must be taken on the Bridge.  
5. "Articles To Be Carried" shown above must be taken to the designated muster station by each individual.  
6. The channel of transceivers to be used in an emergency: CH.01 a) For orders by Overall Command; b) For communications between Chief Engineer and engine room team.  
7. Assistant for the Commander: a) Deputy for Master/Chief Officer: b) Deputy for Chief Engineer/First Engineer: c) Deputy for On-scene Leader (Second Officer).  
8. With no exclusive Chief or other Radio Officers available on board, the duties related to communications in general must be conducted by Third Officer.  
9. Chief Officer or Chief Engineer as his back-up, shall be Persons-In-Charge for operating and releasing fixed FFA system (CO2, Halon, Foam, etc) upon order of the Master. |
LAMPIRAN 3

Whindlass MV. Lintas Damai
LAMPIRAN 4

Rantai jangkar MV. Lintas Damai 1
LAMPIRAN 5

ANCHORING AND ANCHOR WATCH

Has an anchoring plan been prepared taking into account:
- Speed reduction in ample time
- Positioning and depth of anchorage
- Wind and current
- Tidal stages
- Headroom
- Need for adequate space particularly in hazardous areas
- Re-rigging
- Have the engine room and anchor party been informed of the time of "stand-by" for anchoring?
- Are the anchors, lights, shapes and sound signaling apparatus ready for use?
- Has the anchor position of the ship been reported to the port authority?
- Apakah peralatan yang berkaitan dengan upacara yang dilakukan?

Semestinya di segala cuaca:
- Dep relying on the ship's position on the appropriate chart and weather information
- Monitor the chart plot periodically to maintain situational awareness
- When in doubt, continue to monitor the chart plot and report any changes or uncertainties
- Use the chart plot for decision-making and understanding the situation
- Keep an eye on the weather forecast and adjust the anchor plan accordingly
- Observe the ship's behavior and modify the plan as necessary

While as anchor, the checklist:

1. Checklist Anchorage
2. Checklist Anchor Watch
3. Checklist Engine Room
4. Checklist Cargo Operations
5. Checklist Deck Operations

Ensure that the ship is clear of hazards and is in a safe location
- Beri tahu menteri dan meletakkan sambungan antara kapal yang ditandai lensa terang yang tepat
- Take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations
- Mengindikasikan untuk melindungi lingkungan dari pencemaran oleh kapal dan mesin
Log Book Anchorage
DAFTAR RIWAYAT HIDUP

1. Nama Lengkap : Adrianus Widagdo M
2. Tempat/ Tanggal Lahir : Banyumas, 5 februari 1996
3. NIT : 51145140 N
4. Alamat Asal : Jl. Siliwangi Rt 06 Rw03
5. Agama : Islam
6. Jenis Kelamin : Laki-Laki
7. Golongan Darah : A
8. Nama Orang Tua
   a. Ayah : Y. Donny Motto
   b. Ibu : Rosalia Kadirah
   Alamat Orang Tua : Jl. Siliwangi RT 006/003 Desa Pajerukan, Kecamatan Kalibagor, Banyumas Jawa Tengah
9. Riwayat Pendidikan
   a. SD : SD Kristen Banyumas, tahun 2002 - 2008
   b. SMP : SMP N 1 Banyumas, tahun 2008 - 2011
   c. SMA : SMA N Banyumas, tahun 2011 - 2014
   d. Perguruan Tinggi : PIP Semarang, 2014 – Sekarang
10. Pengalaman Praktek Laut
    a. Perusahaan Pelayaran : PT. Lima Utama Wisesa
    b. Nama Kapal : MV. Lintas Damai I
    c. Masa Layar : 12 bulan 11 hari