

| M.T. EROWATI             |              |  |        |                |             |  |           |  |      | GOLD BRIDGE SHIPPING LTD HONGKONG<br>STOWAGE PLAN ( 1ST OPTION ) |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|--------------------------|--------------|--|--------|----------------|-------------|--|-----------|--|------|--|------|--------------|--|--|--|--------------------------|-----|-----|-----|-------|--------------|-------------|--------|------------|---------|------|--------|----|-----|-----|--------|----|-----|-----|--------|----|--------|-----|--------|----|--------|-----|--------|----|-----|-----|--------|----|-----|-----|--------|----|-----|-----|--------|----|-----|-----|--------|----|-----|-----|--------|----|-----|-----|--------|--------|--|--|--|--------|--|--|--|
| 1P                       |              | JET A1   |        | 1S             |             | JET A1   |           | Ship's Name :  |      | : M.T. EROWATI   |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,7900                   |              | 424,051 M <sup>3</sup><br>335,000 MT<br>93,9 % |        | 0,7900         |             | 424,051 M <sup>3</sup><br>335,000 MT<br>93,9 % |           | Voy No :   |      | : 17/18  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           | Date :   |      | : 07 <sup>th</sup> JUNE 2018                                     |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 451,6                    |              | M <sup>3</sup> EPOXY                           |        | 451,6          |             | M <sup>3</sup> EPOXY                           |           | Cargo pump :   |      | : Horizontal Screw, 4 set x 500 M <sup>3</sup> /h                |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 2P                       |              | AGO  |        | 2S             |             | AGO  |           | Manifold Size(")   |      | : 8"   |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,8400                   |              | 666,667 M <sup>3</sup><br>560,000 MT<br>95,2 % |        | 0,8400         |             | 666,667 M <sup>3</sup><br>560,000 MT<br>95,1 % |           | Pipe Line Size(")  |      | : 8"   |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           | Cargo Heater Cap(")  |      | : 70   |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 700,3                    |              | M <sup>3</sup> EPOXY                           |        | 701,3          |             | M <sup>3</sup> EPOXY                           |           | Cargo tank capacity :  |      | : 8399,3 M <sup>3</sup> (98%: 8231,3 M <sup>3</sup> )            |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 3P                       |              | AGO  |        | 3S             |             | AGO  |           | Dead Weight Summer :   |      | : 6688,4 M/T, Winter: 6469,1 M/T                                 |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,8400                   |              | 714,286 M <sup>3</sup><br>600,000 MT<br>93,7 % |        | 0,8400         |             | 714,286 M <sup>3</sup><br>600,000 MT<br>93,6 % |           | Draft: 6,013 m, Free board: 3,312 m, Air draft: 33,0 m   |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           | LOA/Breadth/Depth :  |      | : 107,9 / 19,2 / 9,3 Mtrs  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 762,3                    |              | M <sup>3</sup> EPOXY                           |        | 763,2          |             | M <sup>3</sup> EPOXY                           |           | Owner :  |      | : QUIMERA MARITIME SA  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 4P                       |              | AGO  |        | 4S             |             | AGO  |           | <b>T/C METHODE</b>   |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,8400                   |              | 583,333 M <sup>3</sup><br>490,000 MT<br>76,4 % |        | 0,8400         |             | 583,333 M <sup>3</sup><br>490,000 MT<br>76,5 % |           | T/C Methode : COT, 1P/S, 2P/S, 3P/S, 4P/S, 5P/S, 6P/S  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           | Butterworth with fresh water   |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 763,2                    |              | M <sup>3</sup> EPOXY                           |        | 762,5          |             | M <sup>3</sup> EPOXY                           |           | Draining of tank lines and pump  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 5P                       |              | JET A1   |        | 5S             |             | JET A1   |           | Gas freeing and tank atmosphere check  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,7900                   |              | 607,595 M <sup>3</sup><br>480,000 MT<br>79,7 % |        | 0,7900         |             | 607,595 M <sup>3</sup><br>480,000 MT<br>79,7 % |           | Mopping and drying   |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           | <table border="1"> <thead> <tr> <th>COT</th> <th>1st</th> <th>2nd</th> <th>3rd</th> </tr> </thead> <tbody> <tr><td>1P</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>1S</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>2P</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>2S</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>3P</td><td>JET A1</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>3S</td><td>JET A1</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>4P</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>4S</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>5P</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>5S</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>6P</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>6S</td><td>ADO</td><td>ADO</td><td>ULG 95</td></tr> <tr><td>Slop P</td><td></td><td></td><td></td></tr> <tr><td>Slop S</td><td></td><td></td><td></td></tr> </tbody> </table> |      |  |      |              |  |  |  | COT                      | 1st | 2nd | 3rd | 1P    | ADO          | ADO         | ULG 95 | 1S         | ADO     | ADO  | ULG 95 | 2P | ADO | ADO | ULG 95 | 2S | ADO | ADO | ULG 95 | 3P | JET A1 | ADO | ULG 95 | 3S | JET A1 | ADO | ULG 95 | 4P | ADO | ADO | ULG 95 | 4S | ADO | ADO | ULG 95 | 5P | ADO | ADO | ULG 95 | 5S | ADO | ADO | ULG 95 | 6P | ADO | ADO | ULG 95 | 6S | ADO | ADO | ULG 95 | Slop P |  |  |  | Slop S |  |  |  |
| COT                      | 1st          | 2nd  | 3rd    |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 1P                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 1S                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 2P                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 2S                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 3P                       | JET A1       | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 3S                       | JET A1       | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 4P                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 4S                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 5P                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 5S                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 6P                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 6S                       | ADO          | ADO  | ULG 95 |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| Slop P                   |              |  |        |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| Slop S                   |              |  |        |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 762,5                    |              | M <sup>3</sup> EPOXY                           |        | 762,4          |             | M <sup>3</sup> EPOXY                           |           | <table border="1"> <thead> <tr> <th colspan="4">TOTAL CARGO AGO &amp; JET A1</th> </tr> <tr> <th>Cargo</th> <th>LineContents</th> <th>Total Cargo</th> <th></th> </tr> </thead> <tbody> <tr> <td>5830,000MT</td> <td>8,000MT</td> <td>5838</td> <td></td> </tr> </tbody> </table>  |      |  |      |              |  |  |  | TOTAL CARGO AGO & JET A1 |     |     |     | Cargo | LineContents | Total Cargo |        | 5830,000MT | 8,000MT | 5838 |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| TOTAL CARGO AGO & JET A1 |              |  |        |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| Cargo                    | LineContents | Total Cargo                                    |        |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 5830,000MT               | 8,000MT      | 5838   |        |                |             |  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 6P                       |              | AGO  |        | 6S             |             | AGO  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 0,8400                   |              | 535,714 M <sup>3</sup><br>450,000 MT<br>70,5 % |        | 0,8400         |             | 535,714 M <sup>3</sup><br>450,000 MT<br>70,7 % |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              | BUKOM - MUARA                                  |        |                |             | BUKOM - MUARA                                  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 762,5                    |              | M <sup>3</sup> EPOXY                           |        | 757,9          |             | M <sup>3</sup> EPOXY                           |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| SLOP P                   |              | EMPTY  |        | SLOP S         |             | EMPTY  |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 1,0250                   |              | 0,000 M <sup>3</sup><br>0,000 MT<br>0,0 %      |        | 1,0250         |             | 0,000 M <sup>3</sup><br>0,000 MT<br>0,0 %      |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 161,6                    |              | M <sup>3</sup> EPOXY                           |        | 145            |             | M <sup>3</sup> EPOXY                           |           |  |      |  |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| TOTAL                    |              | 2915,000 M/T                                   |        | 2915,000 M/T   |             | 5830,000MT                                     |           | 8,000MT  |      | 5838   |      |              |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| No                       | LOAD PORT    | DISCH PORT                                     | GRADE  | Density in Vac | STOWAGE     | QTY LOAD (NOMINATION in CBM)                   | In Bbls   | ARR. DRAFT   |      | DEP. D   |      | DISPLACEMENT |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
|                          |              |  |        |                |             |  |           | F  | A    | F  | A    | ARR. DEPT    |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 1                        | BUKOM        | MUARA  | AGO    | 0,8400         | 3W,3W,4W,6W | 5000,000                                       | 31470,000 | 2,50   | 4,90 | 5,67   | 6,21 | 5578 / 9300  |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |
| 2                        | BUKOM        | MUARA  | JET A1 | 0,7900         | 1W, 5W      | 2063,291                                       | 12984,290 | 2,50   | 4,90 | 5,67   | 6,21 | 5578 / 9300  |  |  |  |                          |     |     |     |       |              |             |        |            |         |      |        |    |     |     |        |    |     |     |        |    |        |     |        |    |        |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |    |     |     |        |        |  |  |  |        |  |  |  |

*[Signature]*  
( Chief Officer )

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12-07-18 10:25  
( Master )

Lampiran 1 Stowage Plan Voyage 17/18