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LAMPIRAN I

WAWANCARA

1. Wawancara Dengan Nakhoda

Nama : Kang Kyeong Seob

Tempat : MV. Pan Global

Tanggal : 06 Mei 2017

Deck cadet: Good morning, Sir. Excuse for interviewing you in a few minute.

What is the factor caused the coal cargo can smolder?

Deck cadet: Selamat pagi pak. Mohon ijin untuk wawancara. Apa faktor yang menyebabkan muatan batu bara berasap?

Nakhoda : An empty space in the hold means the empty space contains air. What is meant by the air here is oxygen. Oxygen is one of the factors of fire occurrence. Fire can be overcome by breaking the triangle of fire where in this case we must eliminate the oxygen (O₂) element. Or by minimizing the amount of empty load space.

Nakhoda : Ruang kosong dalam palka berarti ruangan yang kosong tersebut berisi udara. Yang dimaksud dengan udara disini adalah oksigen. Oksigen adalah salah satu faktor terjadinya kebakaran. Kebakaran dapat ditanggulangi dengan cara memutus hubungan segitiga api dimana dalam hal ini kita harus menghilangkan unsur oksigen (O₂) tersebut. Atau dengan meminimalisir jumlah ruang muatan yang kosong.

Deck cadet: What is the action taken to tackle the smoke of smolder coal?

Deck cadet: Apa tindakan yang dilakukan untuk menanggulangi muatan batu bara berasap?

Nakhoda : The effort taken to tackle the smoky coal load is to dismantle the cargo that emits smoke or fire, informing the shipper. In addition it can set up a warning in the loading space.

Nakhoda : Upaya yang dilakukan untuk menanggulangi muatan batu bara yang berasap adalah dengan membongkar muatan yang mengeluarkan asap atau api, menginformasikan kepada shipper. Selain itu dapat mengatur peranganin di ruang muat.

Deck cadet: What does the captain do to prevent coal loads from getting smolder?

Deck cadet: Apa yang kapten lakukan untuk mencegah muatan batu bara agar tidak berasap?

Nakhoda : Always check the load temperature in the hold by by using dipping thermometer and check the gas content in the hold with gas sampling technique.

Nakhoda : Selalu mengecek suhu muatan di dalam palka dengan menyounding menggunakan thermometer celup dan mengecek kandungan gas dalam palka dengan teknik gas sampling.

2. Wawancara Dengan Muallim I

Nama : Pangala Jefri Ronting

Tempat : MV. Pan Global

Tanggal : 06 Mei 2017

Deck cadet: Selamat malam, *Chief*. Mohon ijin untuk wawancara. Menurut *Chief*, Apa faktor yang menyebabkan muatan batu bara berasap?

Muallim I : Batu bara adalah muatan curah yang mudah menangas atau membara sendiri dikarenakan batu bara mengandung senyawa metana. Senyawa metana tersebut dapat terjadi sebuah ledakan atau bahkan terjadi sebuah kebakaran apabila ada pencampuran dengan udara khususnya oksigen.

Deck cadet: Bagaimana pengaruh suhu udara terhadap muatan batu bara di suatu tempat dibandingkan dengan tempat lain?

Muallim I : Pada saat di pelabuhan Kalimantan yang memiliki suhu lebih tinggi (panas) dibandingkan pada saat di pelabuhan Korea Selatan, memang benar suhu muatan batu bara memiliki suhu yang lebih panas saat di pelabuhan Kalimantan dibandingkan di pelabuhan Korea Selatan. Oleh karena itu, kita harus selalu mengecek keadaan suhu lingkungan maupun suhu muatan itu sendiri. Apabila kenaikan suhu muatan tersebut naik drastis maka akan menyebabkan bahaya yang lebih fatal dan merugikan bagi berbagai pihak

Deck cadet: Bagaimana pengaruh ruang muat terhadap muatan batubara dan akibat apa yang ditimbulkan?

Mualim I : Sistem peranginan dalam ruang muat atau palka sangatlah penting karena sistem peranginan ini dapat mengurangi keringat muatan yang dapat menyebabkan muatan batu bara menjadi rusak bahkan apabila tidak segera ditangani dapat menimbulkan sesuatu yang berbahaya. Batu bara yang berasap ini disebabkan karena sistem peranginan di MV. Pan Global tidak berjalan dengan optimal. Hal ini disebabkan kurangnya kesadaran perwira kapal ataupun awak kapal dalam perawatan sistem peranginan ini.

Deck cadet: Bagaimana pengaruh kedisiplinan serta kesadaran *crew* dalam menjalankan tugas dan tanggung jawabnya?

Mualim I : Kurangnya kedisiplinan serta kesadaran dalam menjalankan tugas dan tanggung jawab tersebut ada karena kurangnya pengetahuan para anak buah kapal terhadap bahaya yang ditimbulkan jika tidak dilaksanakannya tugas dan tanggung jawab, seperti halnya tidak dilaksanakan pengecekan suhu dan kandungan gas dalam muatan batu bara. Hal ini akan berakibat sangat fatal karena kita tidak tau kondisi muatan batu bara, berapa suhu batu bara pada saat itu dan bagaimana keadaan kandungan batu bara tersebut. Jika ternyata suhu muatan batu bara tinggi (panas) dan kandungan gas terutama metana besar maka muatan batu bara dapat menimbulkan asap yang lama-lama bisa terbakar apabila hanya ditinggalkan dan akan

menimbulkan kerugian bagi berbagai pihak termasuk awak kapal sendiri. Selain itu para anak buah kapal juga kurang respek terhadap lingkungan sekitar. Terlalu cuek dan menyepelekan akan bahaya yang akan ditimbulkan bila terjadinya suatu muatan batu bara yang berasap

Deck cadet: Apa tindakan yang dilakukan untuk menanggulangi muatan batu bara yang berasap?

Mualim I : Upaya yang harus dilakukan untuk menanggulangi muatan batu bara yang berasap adalah dengan membongkar terlebih dahulu pada bagian yang telah mengeluarkan asap atau api dan dengan melakukan pemantauan kandungan metana, karbon monoksida dan oksigen di dalam palka, ketika kandungan di dalam ruang muat mencapai 50 ppm atau meningkat secara teratur dalam 3 (tiga) hari berturut-berturut, Nakhoda wajib menginformasikan kepada *shipper*. Selain itu dapat mengatur peranganin di ruang muat. Hal tersebut selalu dilakukan agar di dalam palka tidak terdapat muatan batu bara yang berasap apabila didiamkan akan terbakarnya muatan tersebut sehingga dapat merusak muatan.

Deck cadet: Bagaimana cara mencegah muatan batubara agar tidak berasap?

Mualim I : Kegiatan mencegah lebih baik daripada menanggulangi. Agar muatan batu bara tidak berasap dapat dilakukan dengan cara selalu mengecek suhu muatan di dalam palka dengan menyounding menggunakan thermometer celup dan mengecek kandungan gas

dalam palka dengan teknik gas sampling. Kedua kegiatan tersebut dilakukan secara rutin. Hal tersebut dilakukan agar dapat meminimalisir terjadinya muatan batu bara yang berasap

Deck cadet: Terima kasih atas waktunya *chief*, selamat malam.

Mualim I : Selamat malam.



3. Wawancara Dengan Muallim II

Nama : Surya Gandhi

Tempat : MV. Pan Global

Tanggal : 7 Mei 2017

Deck cadet: Selamat pagi, Ken. Mohon ijin beberapa waktu untuk wawancara.

Apa faktor yang menyebabkan muatan batubara berasap?

Muallim II : Kurangnya kedisiplinan serta kesadaran dalam menjalankan tugas dan tanggung jawab disebabkan oleh beberapa faktor seperti dalam pelaksanaan HSE (*Health, Safety and Environment*) Meeting belum maksimal. Dimana dalam HSE meeting tidak dijelaskan bahaya yang akan terjadi pada muatan yang akan dimuat, cara penanganan apabila muatan tersebut rusak sehingga anak buah kapal tidak mengetahui apa yang harus diperbuat ketika muatan batu bara tersebut berasap. Selain itu, kelalaian atau tidak disiplinnya dalam menjalankan tugas dan tanggung jawab dikarenakan kurangnya pengawasan terhadap proses bongkar muat

Deck cadet: Apa upaya yang dilakukan untuk menanggulangi muatan batu bara berasap?

Muallim II : Dilarang menggunakan air dalam pemadaman kebakaran muatan di dalam ruang muat karena air tidak dapat memadamkan api yang berasal dari batu bara melainkan dapat menambah genangan di dalam palka sehingga dapat mengurangi kualitas

batu bara. Menutup *hatch cover* dan semua ventilasi perangan yang menuju ke dalam ruang muat karena untuk mengurangi kontak langsung dengan oksigen yang merupakan faktor dari kebakaran. Selain itu, mengeluarkan udara di dalam palka untuk mengurangi kebakaran, disarankan untuk penggunaan karbon dioksida atau *inert gas system* jika tersedia dan harus dipertahankan hingga api padam

Deck cadet: Cukup sekian ken, terima kasih telah meluangkan waktu untuk melakukan wawancara. Selamat pagi.

Mualim II : Selamat pagi.



4. Wawancara Dengan Bosun

Nama : Djemi Marlon Pioh

Tempat : MV. Pan Global

Tanggal : 7 Mei 2017

Deck cadet: Selamat siang, bos. Minta waktunya sebentar untuk wawancara.

Bosun : Selamat siang, det. Iya Silahkan.

Deck cadet: Saya mau tanya, apa faktor yang menyebabkan batu bara berasap?

Bosun : Saya tidak terlalu memahami tentang penanganan muatan batu bara, namun menurut saya kebakaran disebabkan karena ventilasi ruang muat yang tidak difungsikan sebagaimana harusnya dan Mualim 1 tidak pernah memerintahkan kepada saya untuk mengatur ventilasi di setiap palka, saya hanya selalu merawat ventilasi tersebut.

Deck cadet: Bagaimana pengaruh kedisiplinan dan kesadaran para *crew* dalam menjalankan tugas dan tanggung jawab?

Bosun : Kurangnya kedisiplinan dan kesadaran dalam menjalankan tugas dan tanggung jawab disebabkan kurangnya pengawasan pihak perwira dalam pelaksanaan pengecekan suhu dan kandungan gas dalam muatan batu bara oleh anak buah kapal. Tidak hanya itu, Perwira kapal tidak pernah menginformasikan atau memberitahu

dampak yang terjadi dan cara penanggulangan jika terjadi muatan batu bara yang berasap ketika diadakannya HSE *meeting*.

Deck cadet: Terima kasih bos atas waktunya, cukup sekian. Selamat siang bos.

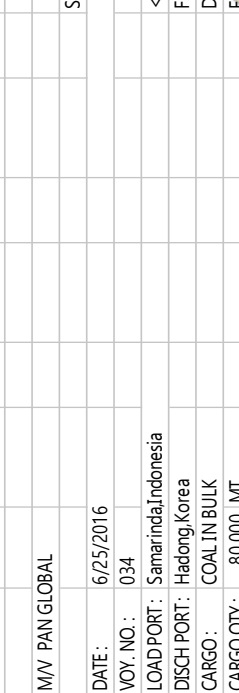
Bosun : Iya sama-sama. Selamat siang.



LAMPIRAN II

Data – Data Kapal

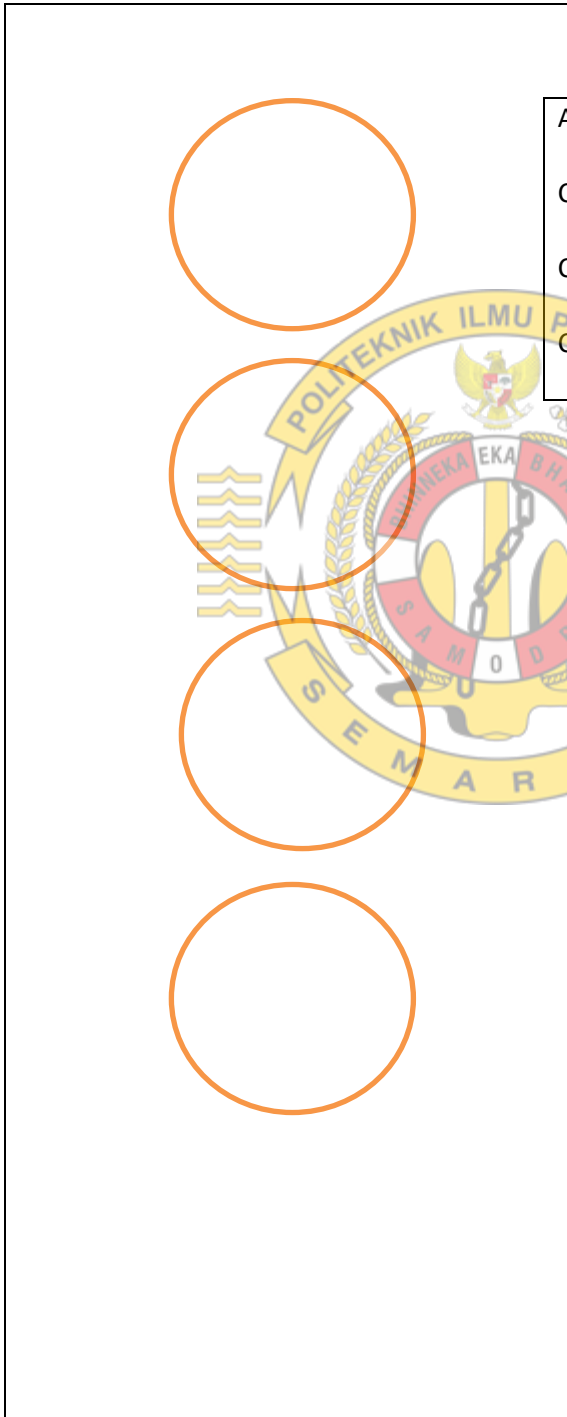
1. Stowage Plan

M/V PAN GLOBAL		SUMMER DW : 82,686.6 M/T (14.50M/1.025)				
DATE :	6/25/2016	<DEP : SAMARINDA >	<ARR : HADONG >			
VOY. NO. :	034	F.O	549.00 M/T			
LOAD PORT :	Samarinda, Indonesia	D.O	62.60 M/T			
DISCH PORT :	Hadong, Korea	F.W	245.00 M/T			
CARGO :	COAL IN BULK	B.W (incl.APT)	1350.00 M/T			
CARGO QTY :	80,000 MT	CONST.	300.00 M/T			
Stow.Factor	42 CuFt/Mt	SAG CORR 10 CM	180.00 M/T			
		TOTAL	2441.00 M/T			
H/NO.1	10,700 99.7%	DENSITY	1.025			
H/NO.2	11,750 99.9%	DRAFT LIMIT	M			
H/NO.3	11,750 99.9%	DRAFT F	14.45 M			
H/NO.4	10,650 90.5%	DRAFT M	14.50 M			
H/NO.5	11,750 99.9%	DRAFT A	14.50 M			
H/NO.6	11,750 99.9%	TRIM	0.00 M			
H/NO.7	11,650 99.8%					
TOTAL CARGO QTY : 80,000 M/T						
						
No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7
99.9%	99.9%	99.9%	90.5%	99.9%	99.9%	99.9%
COAL IN BULK	COAL IN BULK	COAL IN BULK	COAL IN BULK	COAL IN BULK	COAL IN BULK	COAL IN BULK
11,650 MT	11,750 MT	11,750 MT	10,650 MT	11,750 MT	11,750 MT	11,650 MT
TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
11,650 MT	11,750 MT	11,750 MT	10,650 MT	11,750 MT	11,750 MT	11,650 MT
TOTAL CARGO 80,000 MT						
TPC= 71.9						
REMARK :						
PLEASE NOTE THAT ABOVE STOWAGE PLAN MIGHT BE CHANGE BY REAL SF,						
REAL HARBOUR DENSITY AND THE CONDITION OF SAGGING / HOGGING.						
MASTER OF M/V. PAN GLOBAL						: Capt. Kang Kyeong Seob

2. *Cargo Temperature*

CARGO TEMPARATURE ON THE BARGE

1. **BARGE NAME : KALIMANTAN CAHAYA 68**
DATE : 10TH JUNE 2017



ALONG SIDE : 02:20 LT
CAST OFF : LT
CAPACITY/QTY : 7507 MT
CONDITION : REJECT



3. Loading Sequence


POS		Cargo Loading Plan										Form Number	BOM - 01			
												Revision Number	00			
												Revision Date	2015.10.15			
Loading Plan Version No.		Date		Vessel		M.V. PAN GLOBAL		Voyage		N 035						
Loading Port		Samarinda, IDN		Assumed stowage factor of cargo		42.0 CU FT / MT		Max draught available (HW) in t		NO LIMIT		Ballast pumping rate : 1,000 m ³ x 2				
To Port		HADONG, KOREA		Last Cargo : COAL IN BULK		1 (One)		Min draught available (LW) in b		20		Max sailing/ draught		14.53		
														2,500 MT/hr		
Tonnes		11,624.7 Mt		11,763.8 Mt		11,630.0 Mt		11,763.8 Mt		11,756.6 Mt		10,119.0 Mt				
Grade		PAN GLOBAL		Coal in Bulk/100%		Coal in Bulk/100%		Coal in Bulk/100%		Coal in Bulk/100%		Coal in Bulk/95.95				
Totals		Grade : Coal in Bulk										Total :		80,421.8 Tonnes		
Pour No.	Hold No.	CARGO	Ballast Operations	Time Req'd (Hrs)	Comments	Calculated Values						Observed Values				
						Draught	FWD	AFT	BM*	Maximum SF*	Air Draught	Mid	Trim	Draught	FWD	AFT
1	3	6,000.0	GO:WBT 3 & 6P/S	3.5	ARRIVAL / INITIAL DRAFT SURVEY	4.54	7.37	7.8	7.2	16.36	5.94	2.80				
2	5	6,000.0	GO:WBT 4 & 1 P/S	3		5.98	6.54	4.8	4.9	16.04	6.26	0.57				
3	2	6,000.0	GO:WBT 2 P/S	2.5		5.48	8.16	4.4	5.4	15.47	6.83	2.68				
4	6	6,000.0	GO:WBT 5 P/S	2.5		7.45	7.49	4.5	5.0	14.83	7.47	0.04				
5	1	6,000.0	PO:WBT 1 & 2 P/S	2.5		7.15	9.40	4.1	4.3	14.02	8.28	2.24				
6	7	6,000.0	PO:WBT 4 & 6 P/S	2.5		8.43	8.64	4.2	5.2	13.76	8.54	0.22				
7	4	6,000.0	PO:WBT 3 & 5 P/S	2.5		7.57	10.39	4.0	4.5	13.32	8.98	2.82				
8	3	5,763.8	STRIPPING	1.8	COMPLETED CH 3	7.79	10.39	4.0	1.3	13.21	9.09	2.59				
9	7	5,624.7	STRIPPING	1.8	COMPLETED CH 7	9.49	10.33	4.0	4.1	12.39	9.91	0.84				
10	2	5,756.6	STRIPPING	1.8	COMPLETED CH 2	8.74	12.68	3.0	4.5	11.6	10.70	3.95				
11	6	5,763.8	STRIPPING	1.8	COMPLETED CH 6	11.02	12.03	3.6	6.1	10.77	11.53	1.03				
12	1	2,619.0	STRIPPING	1.8		10.90	13.74	3.6	5.0	9.98	12.32	2.84				
13	5	5,763.8	STRIPPING	1.8	COMPLETED CH 5	12.19	13.20	2.8	5.6	9.61	12.69	1.01				
14	4	4,130.0	STRIPPING	1.8		12.68	14.30	3.4	4.6	8.81	13.49	1.62				
15				1.8		13.45	14.67	4.3	6.2	8.24	14.06	1.21				
RED CARGO OPERATION FOR INTERMEDIATE DRAFT SURVEY & CARGO TR																
15	1	1,500.0				13.74	14.80	4.9	6.5	8.03	14.27	1.06				
16	4	1,500.0				14.53	14.53	9.4	8.6	7.77	14.53	0.00				
TOTAL TIME						31.6	DEPARTURE/SEA CONDITION			14.53	14.53	9.4	8.6	7.77	14.53	0.00
Total		80,421.8		Signed for terming		PANGALA JEFRI		CH-OFFICER		NO DEVIATION FROM ABOVE PLAN WITHOUT PRIOR APPI		Sag/Hog amount at Initial/Final survey		Sag/Hog Int.....		

All entries within the box must be completed as far as possible. The entries outside the box of

This page should be used as a divider between the self-carbonated sets of checklist: * Bending moments and shear for VERIFIED BY

Abbreviations : PI = Pump In
 PO = Pump Out
 GI = Gravitai
 GO = Gravitat
 MT = E

4. Coal Monitoring Temperature Report



SII
AISI No.86

PT. SARANA INSPECT INDONESIA
Independent Surveyors – Inspection & Marine Consultants
Marine Bulk Surveyors – Marine Superintendent
Marine Consultants Analytical & Testing Laboratories

COAL MONITORING TEMPERATURE REPORT

THIS IS TO REPORT, that the undersigned of PT. SARANA INSPECT INDONESIA did the request of Messrs SICA SERVICE INDONESIA attend on board:

Vessel Name : MV. PAN GLOBAL

Whilst she was lying anchored at MUARA BERAW, SAMARINDA
On APRIL 01, 2017 from 10.05 hours local time up to 10.30 hours local time, for the purpose of conducting inspection Coal Temperature at cargo barge :

KALIMANTAN TUJUH

Declared Cargo On Barge : 7535

Measurement Results and Equipment Used :
Inspection was carried out and measuring using DIGITAL THERMOMETER inserting stick sensor into the cargo
The result of measurements are as follows:

POINT	TEMPERATURE (°C) DIGITAL
1	31.8
2	31.4
3	30.4
4	32.0
5	35.7
6	41.9
7	32.7
8	46.5
9	53.2
10	29.1
11	53.2
12	31.6

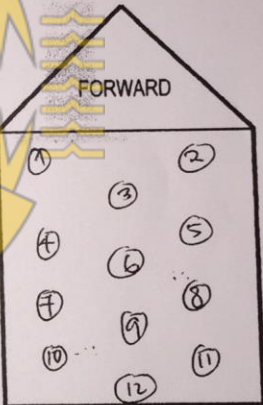
CONCLUSION:

Based on above result of temperature measurement of coal cargo in the subject hold found temperature of BELOW 55° C. During inspection, there is no sign of smoke was observed and the cargo appeared to be in suitable condition. Based to IMO BC Code In case of the temperature of coal cargo exceeds 55° C, expert advice should be obtained.
This Report refers to Coal Temperature Inspection Only and does not certify any other matters, it reflects our finding at the time and place of intervention only and is issued without prejudice.

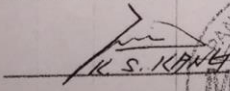
Acknowledge by,
Master/Chief Officer

PT. SARANA INSPECT INDONESIA
Surveyor,

ANG GUNAWAN




Max : 53.2 MIN : 29.1



PAN OCEAN CO., LTD.
MV PAN GLOBAL
MASTER
PETUN
PANAMA

PT. SARANA INSPECT INDONESIA
Surveyor,

ANG GUNAWAN



Form Certificated No. SII-01
Jl. Gorontalo III No. 14 Jakarta 14330, INDONESIA Telp. (021) 43800165, Fax. (021) 43935389
Email : ops@saranainspect.com and sinne@indo.net.id website : www.saranainspect.com



AIISI No.86

PT. SARANA INSPECT INDONESIA
Independent Surveyors – Inspection & Marine Consultants
Marine Bulk Surveyors – Marine Superintendent
Marine Consultants Analytical & Testing Laboratories

COAL MONITORING TEMPERATURE REPORT

THIS IS TO REPORT, that the undersigned of PT. SARANA INSPECT INDONESIA did the request of Messrs SPLICA SERVICES INDONESIA attend on board:

Vessel Name : MV. PAN GLOBAL

Whilst she was lying anchored at MUARA BEPAU, SAMARINDA
On APRIL 02, 2017 from 12.30 hours local time up to 13.50 hours local time, for the purpose of conducting inspection Coal Temperature at cargo barge :

BG. KALIMANTAN DUA

Declared Cargo On Barge : 7494

Measurement Results and Equipment Used :
Inspection was carried out and measuring using DIGITAL THERMOMETER Inserting stick sensor into the cargo
The result of measurements are as follows:

POINT	TEMPERATURE (°C)	
	DIGITAL	EKA
1	72.1	73.5
2	71.3	72.7
3	72.1	71.9
4	60.9	60.8
5	57.4	60.8
6	62.2	61.1
7	65.9	65.0
8	60.7	60.1
9	70.9	70.0
10	82.1	78.9
11	82.2	83.1
12	77.9	76.1



CONCLUSION: MAX: 83.1 / MIN: 57.4

Based on above result of temperature measurement of coal cargo in the subject hold found temperature of BELOW 55° C. During inspection, there is no sign of smoke was observed and the cargo appeared to be in suitable condition. Based to IMO BC Code in case of the temperature of coal cargo exceeds 55° C, expert advice should be obtained.
This Report refers to Coal Temperature Inspection Only and does not certify any other matters, it reflects our finding at the time and place of intervention only and is issued without prejudice.

Acknowledge by,
Master/Chief Officer

[Signature]
K. S. NIPHA
MASTER
PAN OCEAN CO., LTD.
PANAMA

PT. SARANA INSPECT INDONESIA
Surveyor,

[Signature]
Ading Garawan



Form Certificated No. SII-01
Jl. Gorontalo III No. 14 Jakarta 14330, INDONESIA Telp. (021) 43800165, Fax. (021) 43935389
Email : ops@saranainspect.com and siops@indo.net.id website. www.saranainspect.com

5. Checklist Break Bulk Cargo Operation (Before Loading)

POS	Checklist Break Bulk Cargo Operation (Before Loading)	Form Number	BOM - 10
		Revision Number	00
		Revision Date	2010.01.01

VSL/VOY. NO : 034 DATE : PORT : TRUNO - IDN
 MASTER : _____ (SIGNATURE) C/OFF : _____ (SIGNATURE)

No.	Contents to Perform	Results
1	The methods of hold cleaning	Sweeping(<input checked="" type="checkbox"/>), washing()
2	The methods of hold washing 1) hold 2) hatch cover	FW only(), FW rinse after SW() FW only(<input checked="" type="checkbox"/>), FW rinse after SW()
3	Hatch cover hose test - If leaked, leaked hold no., reason and taken Measurement? - Condition of tarpauline cover (in case of pontoon type h/cover)	Yes (<input checked="" type="checkbox"/>), No () Leaked(), No leaked(<input checked="" type="checkbox"/>)
4	Hold dry up condition - If not dried, taken measurement?	Dried up(), Humid() Water droplet()
5	Previous voyage cargo residues 1) under hatch cover 2) on the upper structure in hold - If remained, taken measurement?	Remained(), Cleaned(<input checked="" type="checkbox"/>) Remained(), Cleaned()
6	Remained salty (results of silver nitrate test) 1) under hatch cover 2) near the hatch cover and in hold 3) inside of tarpauline - If positive, taken measurement?	Positive(), Negative(<input checked="" type="checkbox"/>) Positive(), Negative(<input checked="" type="checkbox"/>) Positive(), Negative(<input checked="" type="checkbox"/>)
7	Condition of hold ventilator	Good(<input checked="" type="checkbox"/>), Poor(), Stick()
8	Condition of manhole cover tightness - If leaked, leaked position and taken Measurement?	Leaked(), No leaked(<input checked="" type="checkbox"/>)
9	Condition of ballast tank - If leaked, tank No. and taken measurement	Leaked(), No leaked(<input checked="" type="checkbox"/>)
10	The custody method of dunnages and lashing materials collected in previous voyage 1) Whether they are covered or not, when on deck during in bound voyage, covering? 2) Whether or not they contact with in bound cargo, when in hold?	On deck(<input checked="" type="checkbox"/>), In hold () Covered(<input checked="" type="checkbox"/>), Uncovered()
11	Others	

6. Checklist Break Bulk Cargo Operation (During Loading)

POS		Checklist for Break Bulk Cargo Operation (During Loading)		Form Number	BOIM - 11
				Revision Number	00
				Revision Date	2010.01.01

VSL/VOY. NO : _____ DATE : _____ PORT : _____


MASTER : _____ (SIGNATURE) C/OFF : _____ (SIGNATURE)

No.	CONTENTS TO PERFORM	RESULTS
1	TYPES OF THE CARGO SLING	PLY : _____ REG PIPE : _____ PLT : _____ BAR : _____ TIMBER : _____ TWP & F/T : _____ COIL : _____ H-BEAM : _____
2	USING WET/GREEN DUNNAGE - STAINED CARGRO LOCATION : EXTENT(Q'TY AND B/L NO.)	YES(), NO()
3	USED F/LIFT? - F/LIFT OIL LEAKAGE - STAINED CARGRO LOCATION : EXTENT(Q'TY AND B/L NO.) - TAKEN MEASUREMENT	YES(), NO()
4	REASONABLE Q'TY OF RUNNING PLATES USED OR NOT? - IF NOT SUFFICIENT, TAKEN	YES(), NO()
5	REMAINED SALTY ON STEEL CARGO FROM BARGE (SILVER NITRATE TEST) - POSITIVE B/L NO. : - CARRIED BARGE NAME : - THER B/L NO. OF CARGO IN THOSE GRADE : - TAKEN MEASUREMENT	YES(), NO()
6	UNCOVERED BARGE - B/L NO. OF CARGO IN THOSE GRADE :	BARGE NAME :
7	STOPPAGE OF LOADING DUE TO RAIN - CARGO WORK IN RAINY DAYS, PERIODS AND REASON	STOPPAGE PERIODS
8	EXCEPTION(HEAVY DMG ONLY :: EXTENT, REASON, TAKEN MEASUREMENT)	RUST DAMAGE : PHYSICAL DAMAGE :
9	CARGO GEAR TROUBLE - STOPPAGE : - REASON : - TAKEN MEASUREMENT :	YES(), NO()
10	OTHERS(MAIN ITEMS HAD DISCUSSED WITH SUPERCARGO BEFORE DEPARTURE)	

■ SHEQ-3.1 Ch. 6.5.3 / FILE NO. G-10

- 1/1 -

7. Declaration Of Cargo Condition


DEPARTEMEN KEUANGAN REPUBLIK INDONESIA
DIREKTORAT JENDERAL BEA DAN CUKAI
KANTOR PENGAWASAN DAN PELAYANAN BEA DAN CUKAI TIPE MADYA PABEAN B BALIKPAPAN
SEKSI PENINDAKAN DAN PENYIDIKAN

PERNYATAAN KEADAAN MUATAN
DECLARATION OF CARGO SITUATION

Nama Kapal / Voy. No.
 Name of Ship/Voy. No. : **MV. PAN GLOBAL VOY .**

Bendera
 Flag : **PANAMA**

Bobot Mati
 Dead Weight : **82765 MT**

Agen
 Agent : **PT PELAYARAN BAHTERA ADHIGUNA**

Tanggal/jam tiba
 Date time of arrival : **JULY 2017. at HRS**

Datang dari
 Last Port : **HADONG, S. KOREA**

Posisi Kapal
 Ship position : **ADANG BAY ANCHORAGE**

Yang bertanda tangan di bawah ini sebagai Nakhoda Kapal
 Under Sign Master of The Ship

Nama Lengkap
 Full Name : **Capt. KANG KYEONGSEOB**

Menerangkan sebagai berikut
 To declare as follow

a. Muatan Sesuai dengan daftar muatan (Manifest)
 Situation of the cargo is according to the Cargo Manifest : **NIL**

b. Muatan berbeda dengan daftar muatan (Manifest)
 Situation of the cargo is not according to the Cargo Manifest : **NIL**

c. Ada muatan / barang-barang yang tidak dilindungi dokumen
 Have cargo / goods are not protected by document : **NIL**

Muatan untuk pelabuhan lain
 Cargo for next Port : **NIL**

Muatan untuk Balikpapan
 Cargo for Balikpapan : **NIL**


Balikpapan, July 2017
 Nakhoda / Atas nama Nakhoda
 Master / On behalf of master

Capt. KANG KYEONGSEOB

M/V PAN GLOBAL

Lembar 1 : Laporan
 Lembar 2 : Nakhoda Kapal
 Lembar 3 : Arsip

8. Form For Cargo Information

FORM FOR CARGO INFORMATION for Solid Bulk Cargoes		
MSC 84/24/Add.3 ANNEX 12		
Bulk Cargo Shipping Name : COAL		
Shipper :	Transport document number :	
PT. KIDECO JAYA AGUNG MENARA MULIA, SUITE 1701, 17th FLOOR, JL. JEND. GATOT SUBROTO KAV. 9-11, JAKARTA 12930, INDONESIA	244/660/TMCT-SP/VII/2017	
Consignee :	Carrier:	
TBN	Dry Bulk Carrier	
Name/means of transport : MV. PAN GLOBAL Port/place of departure : Adang Bay, Indonesia	Instructions or other matters: Refer to IMSBC Code Appendix 1	
Port/place of destination : Any South Korean Port (S)		
General description of the cargo :	Gross mass (kg/tonnes):	
INDONESIAN STEAM COAL IN BULK	Abt 80,000 MT (as per shipping request)	
(Type of material/particle size) :		
SIZE : 0 - 50mm 100%		
Specifications of bulk cargo, if applicable: Stowage factor: <i>Approx. 43 - 44 CUFT / MTWOG</i> Angle of repose, if applicable: - Trimming procedures: <i>Trimming by Dozer or FLF Loader</i> Chemical properties if potential hazard: (* e.g., Class & UN No. or "MHB")		
Group of the cargo :	* For cargoes which may liquefy (Group A and Group A and B cargoes) Transportable moisture limit : N/A Moisture content at shipment : Approx. 18.5 %	
<input type="checkbox"/> Group A and B* <input type="checkbox"/> Group A* <input checked="" type="checkbox"/> Group B <input type="checkbox"/> Group C		
Relevant special properties of the cargo: (e.g., highly soluble in water) a) The commodity is not considered a cargo which may liquefy during the voyage. b) The intended cargo is not considered liable to emit significant amounts of methane. c) The intended cargo is considered not liable to spontaneous combustion. d) The cargo loaded on board are not harmful to the marine environment.	Additional certificate(s)*: <input type="checkbox"/> Certificate of moisture content and transportable moisture limit <input type="checkbox"/> Weathering certificate <input type="checkbox"/> Exemption certificate <input type="checkbox"/> Other (specify) * If required	
DECLARATION :	Signature on behalf of shipper	Acknowledge receipt the document by
I hereby declare that the consignment is fully and accurately described and that the given test results and other specifications are correct to the best of my knowledge and belief and can be considered as representative for the cargo to be loaded.	PT. KIDECO JAYA AGUNG Atang Merah, July 19, 2017  EAHWA RAMADHANI Port Captain	or on behalf of ship's Master Adang Bay, July 2017 Master

9. Standard Operational Procedure Of Loading And Unloading Cargo

POS	Standard Operational Procedure Loading And Unloading Cargo	Form Number	TRA - 05
		Revision Number	00
		Revision Date	2015.10.15

1. Before entering a port for loading or unloading cargo, the chief officer must prepare the cargo plan such as the stowage plan and loading/ unloading sequence, etc. so that it conform to the relevant domestic or international regulations including the following matters.
 - a. Ensure properly stability during the entire period of navigation
 - b. The limits of the hull's strength such as the shearing force and bending moment, etc according to allocation of cargo in holds.
 - c. Local strength when loading of heavy cargo.
 - d. The best suitable trim to maintained.
 - e. The ballasting and de ballasting capability of the ship.
 - f. The sequence, quantity, and rate of loading or unloading, taking into consideration the speed of loading or unloading
2. The master must review the cargo plan submitted by the chief officer to see if it is appropriate and approve it.
3. Before commencing loading or unloading of cargo, the chief officer should receive the sign of superintendent of the stevedore's company in the cargo plan which was reviewed and approved by master. Then, the chief officer hand the copy of the cargo planto the superintendent.
4. The chief officer should carefully confirm the difference between the cargo plan and the stevedore's and the finally ask for the master's approval before the cargo operation is started. (Accident case caused by the mistaken cargo plan of the stevedore).
5. If there is any abnormal conditions foud during the loading or unloading which is not in accordance with the cargo plan, the chief officer must immediately notice the superintendent ao that the abnormal conditions can be removed.
6. When loading or unloading solid bulk cargo (except grain), apply the company Standard form BOM-01 "Cargo Loading/Unloading Plan", break bulk cargoes and PCTC, apply stowage plan, subjected owner's bussines dept.

BIODATA PENULIS

Data Diri

Nama : Muhammad Kodrat Wicaksana

NIT : 51145221N

Tempat,Tanggal Lahir: Muara Bungo, 20 Januari 1996

Alamat : Jalan Jendral Sudirman no 61 Mardisari, Temanggung



Data Orang Tua

Nama Ayah : Drh. Sri Widodo

Nama Ibu : Tri Yuliningsih

Alamat : Jalan Jendral Sudirman no 61 Mardisari, Temanggung

Riwayat Pendidikan

1. SD Negeri 2 Jampiroso Temanggung, Lulus Tahun 2008
2. SMP Negeri 2 Temanggung, Lulus Tahun 2011
3. SMA Negeri 1 Temanggung, Lulus Tahun 2014
4. Politeknik Ilmu Pelayaran Semarang

Pengalaman Praktek Laut

1. Perusahaan Pelayaran : PT. Jasindo Duta Segara
2. Alamat : Jl. Raya Boulevard Barat, RT.2/RW.9, Kelapa Gading Barat, DKI Jakarta 14240, Indonesia.
3. Nama Kapal : MV. Pan Global
4. Masa Layar : 01 September 2016 – 06 September 2017