PT. PERTAMINA (PERSERO)
JL. YOS SUDARSO No. 32 – 34
TANJUNG PRIOK
JAKARTA 14320 – INDONESIA
GAS ATTAKA

PERTAMINA

CREW LIST

Name of Ship	:	GAS ATTAKA	Owners or Charters	:	PERTAMINA
Nationality	:	INDONESIA	Gross Tonnage of Vessel	:	3966
Call Sign	:	PORJ	Type Of Vessel	:	LPG/Carrier
Last Port	:	Pangkalan Susu	Date of Arrival	:	
Next Port	:	Pangkalan Susu	Date of Proposed Departure	:	

No	Name	Rank	Date of Birth	COC / STCW / BST		Seaman Book Number	Exp. Of Seaman Book	No.Pek	Date of Sign On Crew
01	Sulistyo Ari Wibowo	Master	16/10/77	ANT-2	6200036406N20303	Y 073606	20/10/16	750815	11/04/15
02	Andhika Dwi C.K.	Chief Officer	17/05/86	ANT-2	6200426541N20113	B 030497	02/01/16	749364	17/01/15
03	Yanuar	2nd Officer	24/01/87	ANT-2	6200196558N20112	C 052670	24/06/17	10013547	08/01/15
04	Suthantio	3rd Officer	05/07/91	ANT-3	6201292433N30113	Y 035655	11/04/17	10013907	05/03/15
05	Erwin Catur Handayani	Ch. Engineer	07/05/78	ATT-2	6200061103T20305	B 067502	06/05/16	749373	12/07/15
06	Juantonius Rumapea	2nd Engineer	30/01/83	ATT-2	6200406760T20109	Y 032639	24/03/16	750823	29/11/14
07	Nodu Laksa Rizqi H	3rd Engineer	24/06/88	ATT-3	6200360854T30312	A 018961	12/02/17	10013686	24/01/15
08	Roni Pandapotan	4th Engineer	17/10/87	ATT-3	6200257323T30111	D 082445	03/06/18	749385	09/06/15
09	Triyogo Sakti	Electrician	02/10/79	BST	6201192007010710	X 043069	19/05/17	10013545	30/12/14
10	Marjan	Boatswain	05/08/63	ANT-D	6200153038N60307	X 083842	15/10/17	10014778	12/08/15
11	Alexander Lopi Wudhi	A.B	05/07/73	ANT-D	6200116804N60710	W 019426	15/02/16	10014578	30/07/15
12	Junaidi	A.B	03/01/87	ANT-D	6200267489N60712	Y 058158	19/07/16	10014354	28/05/15
13	Arimaya Guslihanda	A.B	17/08/79	ANT-D	6201407671010712	B 070347	24/05/16	10014849	21/08/15
14	Juhadi Eko Saputra	O.S	27/06/81	ANT-D	6201117334N60710	X 037559	27/04/17	10014956	05/09/15
15	Suhaeri	Foreman	22/01/68	ATT-D	6200543342T60203	A 008713	20/01/17	10013440	12/12/14
16	Joko Heryanto	Oiler	31/12/76	ATT-5	6201035689T50511	C 019920	30/10/16	10014264	15/05/15
17	Dodi Saputra	Oiler	10/03/80	ATT-D	6200255286010112	C 043210	13/02/17	10014381	06/06/15
18	Roiko Flores Napitupulu	Oiler	21/01/87	ATT-D	6201306857010111	Y 035974	01/04/16	10014090	03/04/15
19	Sarjono	Cook	19/12/70	BST	6201321552010711	Y 090652	05/12/16	10014679	01/08/15
20	Mohamad Shodiqul Amin	Messboy	13/04/84	BST	6200426803010711	A 012930	03/02/17	10014041	29/03/15
21	Yugo Sugeng Riyadi	Deck Cadet	06/05/91	BST	6202011347012513	C 028280	17/12/16	20140147	01/09/14
22	Dinar Asokawati	Deck Cadet	15/05/93	BST	6202115884010313	C 061860	03/06/17	20140159	01/09/14
23	Kiris Mekari Tambunan	Engine Cadet	30/01/91	BST	62115019330010115	D 046461	13/02/18	12020047	07/07/15

I, The Master hereby certify that **23 (Twenty Three)** Crew members as per crew list finished by me are on board the vessel.

Pangkalan Susu

Date : 06/09/2015

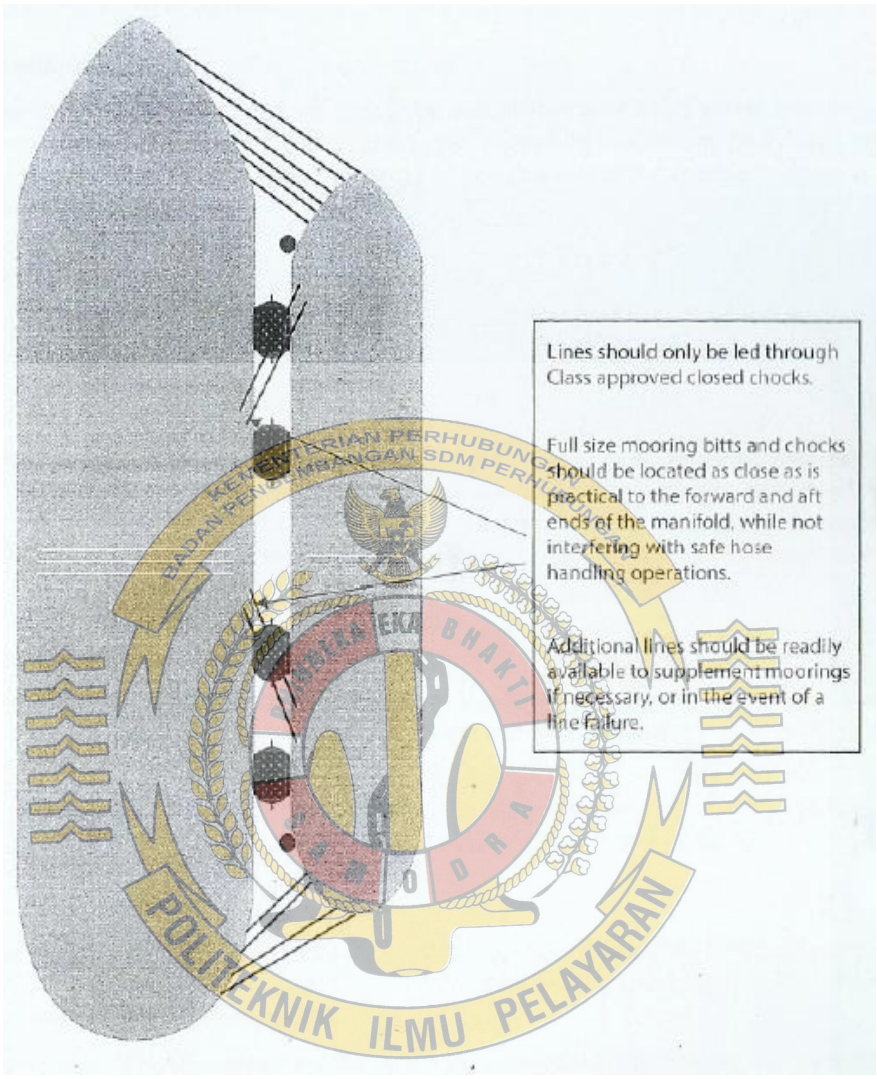
Time: 07:00 LT

Capt. Sulistyo Ari Wibowo
Master's Signature

LAMPIRAN 4

TEHKNIK *ALONGSIDE SHIP TO SHIP*

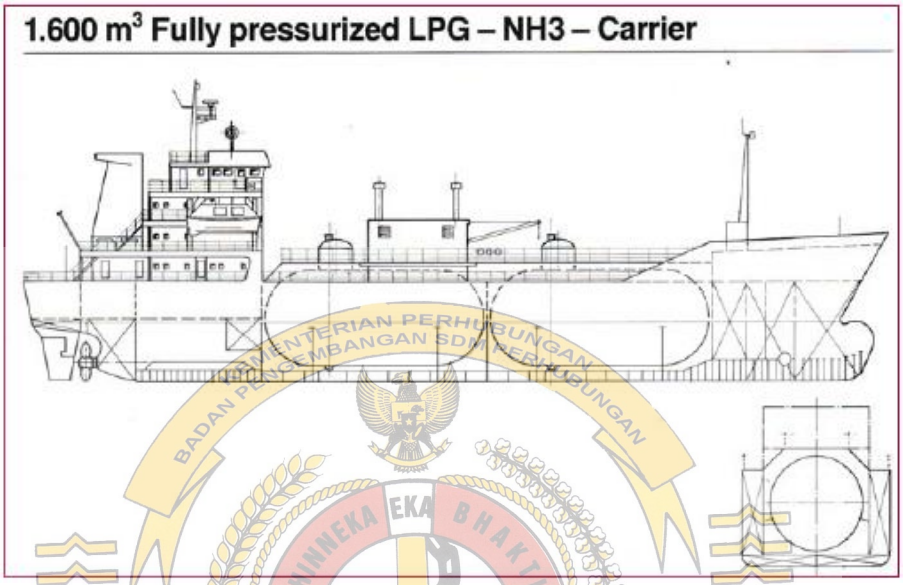
Gambar 5.1 Olah gerak proses *alongside*
Sumber: *Ship to Ship Transfer Guide*



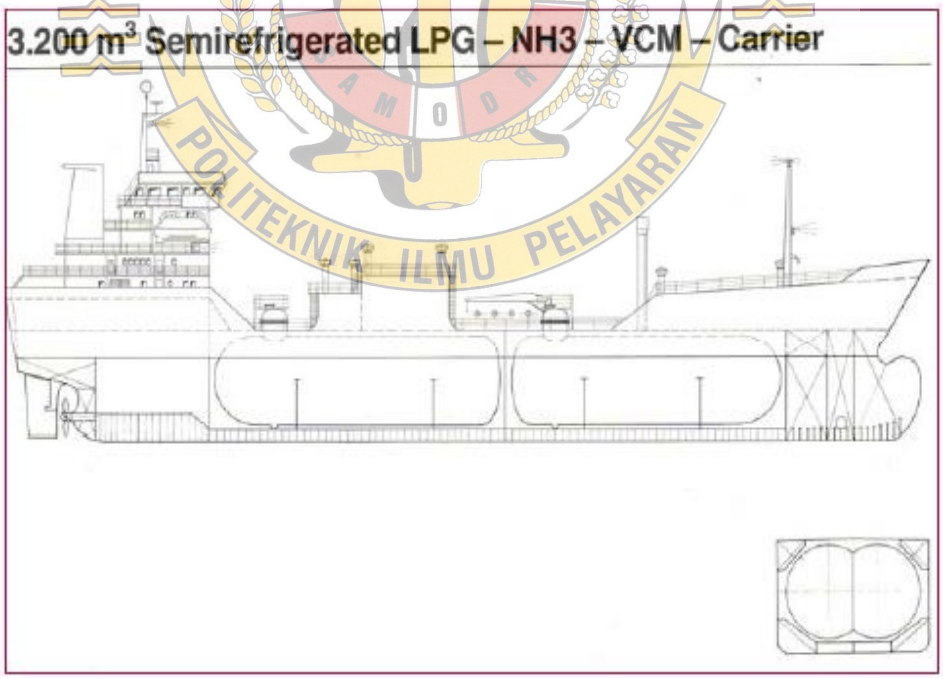
Gambar 5.2 *Mooring arrangement STS*
Sumber: *Ship to Ship Transfer Guide*

LAMPIRAN 5

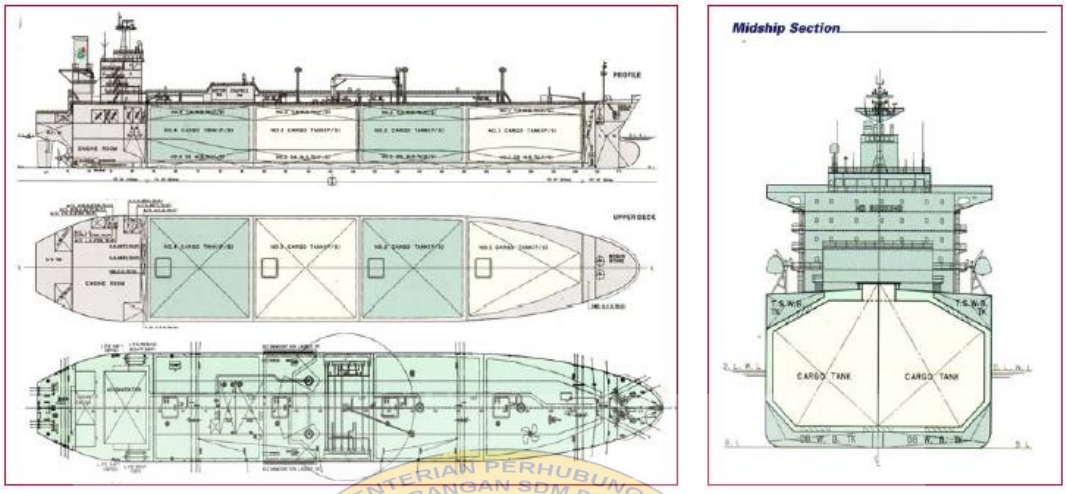
GAMBAR TIPE KAPAL *LPG*



Gambar 5.3 Kapal *LPG* tipe *fully pressurized*



Gambar 5.4 Kapal *LPG* tipe *semi refrigerated*



Gambar 5.5 Kapal *LPG* tipe *fully refrigerated*

LAMPIRAN 6

GAMBAR PERALATAN PEMUATAN

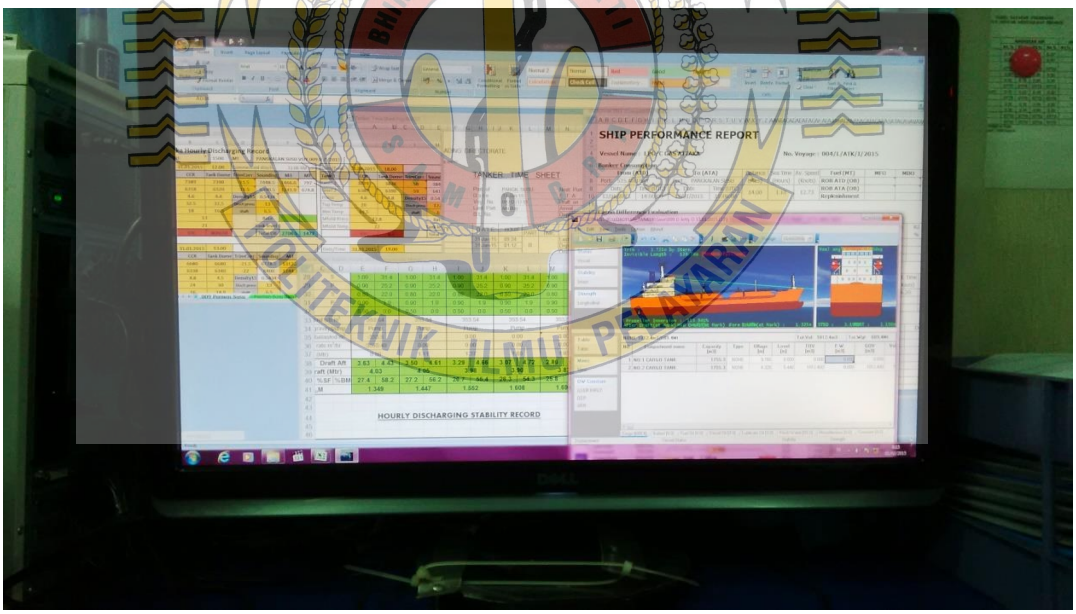
Gambar 5.6 Pipa pemuatan

Gambar 5.7 *Cargo Tank* no. 2

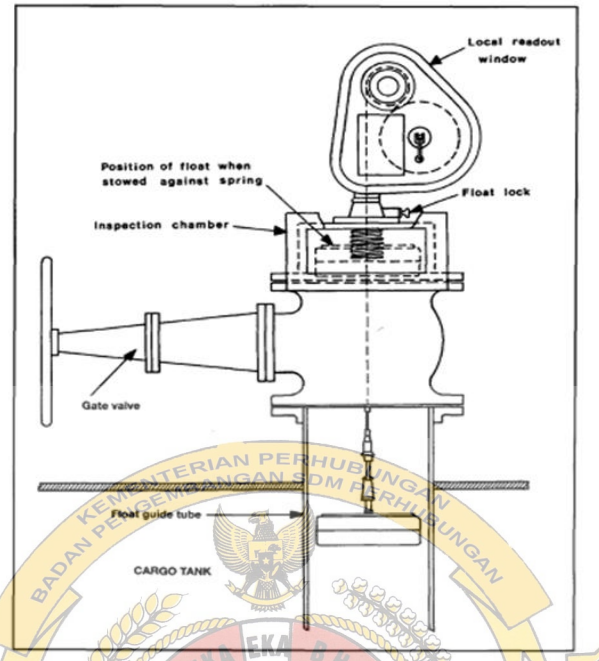
Gambar 5.8 *Manifold*

Gambar 5.9 Indikator *pressure* dan *temperature*

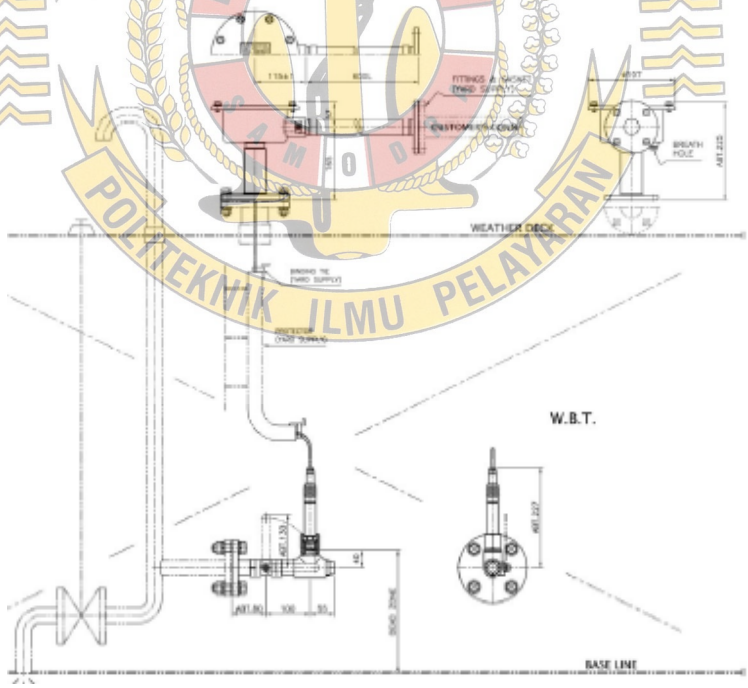
Gambar 5.10 monitor level tanki no. 2 pada CCR



Gambar 5.11 Loading komputer



Gambar 5.12 *Level gauge*



Gambar 5.13 *Level gauge* di dalam tanki

LAMPIRAN 7

GAMBAR KERUSAKAN *FLOATING LEVEL GAUGE*

Gambar 5.14 Kerusakan pada *level gauge (floating gauge* tersangkut*)*

Gambar 5.15 Pembongkaran *level gauge*

LAMPIRAN 8

GAMBAR PELATIHAN *CREW* DAN *SAFETY MEETING*

Gambar 5.16 *Chief Officer* memberikan pelatihan tentang proses pemuatan serta penanganan kebakaran pada *cargo area*

Gambar 5.17 *Safety meeting*

Gambar 5.18 *videotel*

Gambar 5.19 Penayangan *video safety* pada saat *safety meeting*

LAMPIRAN 9

DOKUMEN PEMUATAN

NOR

NOTICE OF READINESS

Voy : 50/L/ATK/VI/2015

PORT : **PANGKALAN SUSU**
DATE : **12-Jun-15**
TIME TENDERED : **13:00** Hrs

To : PERTAMINA (PERSERO) - PANGKALAN SUSU

Dear Sirs,
I hereby tender you that the LPG/C **GAS ATTAKA**
At the date and time shown above as being ready in all respect to commence the
Loading of her cargo consisting of :

Description of cargo	Approximate amount / Bill of Lading quantity
LPG MIX	± 1500 MT

Laytime will commence as specified in the charter party covering this voyage.

ACCEPTED

13:45 **6-Dec-14**

Very truly yours,

By : Rachmad
Loading Master

Capt. Sulistyo Ari Wibowo
Master

INFORMASI DARI KAPAL KE TERMINAL

INFORMASI DARI KAPAL KE TERMINAL	PERTAMINA
LPG/C GAS ATTAKA	No.

Nama Kapal : GAS ATTAKA
Pelabuhan : STS ARU BAY
Tanggal : 12 JUNI 2015
Voyage : 50 / L / ATK / VI / 2015

1.	Draft,	F : 2.20 A : 3.80 (MTR)
	Trim Kapal tiba	1.60 (MTR)
2.	Perkiraan maksimum	
	Draft	4.30 (MTR)
	Trim	0.00 (MTR)
	Selama / selesai penanganan muatan	0.70 (MTR)
	Perkiraan waktu berangkat	28.12.2014
3.	Bantuan tug boat	YA
4.	Jika dilengkapi IGS/N2 Generator ditegaskan	
	Kondisi tangki inert	YA
	Sistem bekerja dengan baik	YA
5.	Konsentrasi oksigen dalam tangki	100% INERT
6.	Apakah kapal membutuhkan pencucian tangki	TIDAK
7.	Apakah ada kebocoran :	
	Lambung	TIDAK
	Sekat	TIDAK
	Kerangan	TIDAK
	Pipa muat	TIDAK
	Hingga dapat mempengaruhi penanganan muatan atau menyebabkan pencemaran	
8.	Apakah ada pekerjaan perbaikan hingga dapat menyebabkan keterlambatan terhadap pengoperasian penanganan muatan	TIDAK
9.	Apakah melaksanakan Crude Oils washing	TIDAK
10.	Keterangan sambungan yang akan digunakan	
	Manifold	LIQ : 8",
	Tipe	300 ANSI
	Jumlah	LIQ : 1

INFORMASI DARI KAPAL KE TERMINAL	PERTAMINA
LPG/C GAS ATTAKA	No.

Ukuran	8 INCH
Material	SOLID STEEL
11. Apakah ada pengaruh terhadap sistem current cathodic protection	TIDAK
12. Keterangan jumlah ballast kotor dari slop tank	-
13. Mengusulkan pengoperasian penanganan muatan atau merubah perencanaan penanganan muatan.	TIDAK
14. Jenis muatan sebelumnya apabila ada sisa muatan laporkan jenis minyak, jumlah dan penempatannya.	MIX LPG
15. Maksimum temperatur muatan yang dapat dimuat (jika dapat dilaksanakan).	40 DEG C
16. Maksimum :	
Kecepatan muatan	250 MT/HR
Awal pemuatan	50 MT/HR
Akhir pemuatan	50 MT/HR
17. Metode peranginan (sistem ventilasi)	PILOT RELIEF VALVE
18. Jumlah dan spesifikasi bahan bakar	MFO & HSD

Wakil Terminal	Mualim I	Nakhoda
Rachmad	Andhika Dwi C. K	Capt. Sulistyo Ari W

DRY CERTIFICATE

PT. PERTAMINA (PERSERO)
MARKETING & TRADING DIRECTORATE
SHIPPING DEPARTMENT
HEAD OFFICE 10 TH Floor Jln. Merdeka Timur 1A jakarta 10110 INDONESIA
Phone : (62 - 21) 3815111, 3816111. Fax : (62 - 21) 3455430, 3816348 , 3507121.
E - mail : opstanker@pertamina-shipping.com
WWW.PERTAMINA.COM

PERTAMINA

DRY CERTIFICATE
BEFORE LOADING

PORT : STS ARUBAY P. SUSU
DATE : 12-Jun-15
VOY. NO : 50/L/ATK/VI/2015

To : PERTAMINA (PERSERO) - P. SUSU

I, the Master of LPG/C - GAS ATTAKA, have inspected all ship's tank at 16:48 hours local time, on 12-Jun-15

And ready to commence loading of cargo.

Remarks
Quantity of ROB :

CT.I : Vapour Only	:	16,387	MT In Air
CT.II : Liquid and Vapour	:	16,394	MT In Air
Total	:	32,781	MT In Air

Yours trully,

Capt. Sulistyo Arif Wibowo
Master

To Master of LPG/C - GAS ATTAKA

We confirmed acceptance of your written Dry Certificate at 16:54 hours local time,on 12-Jun-15

Yours trully,

Pachmad
Loading Master

LOADING CARGO OPERATION PLAN

LOADING CARGO OPERATION PLAN

PERTAMINA

VESSEL:	**LPG/C GAS ATTAKA**	**PORT:**	**ARU BAY**
VOY. NO:	**63/L/ATK/VII/2015**	**BERTH:**	**STS NAVIGATOR PLUTO**
		DATE:	**24 Juli 2015**

1. **CARGO INFORMATION**

		CARGO GRADE 1	CARGO GRADE 2
CARGO GRADE		**BUTANE**	**PROPANE**
STOWAGE TANKS		**Tank 1 and 2**	**Tank 1 and 2**
QUANTITY	SHIP'S FIG	**750**	**750**
	NOMINATED FIG	**750**	**750**
LOADING PORT		**STS NAVIGATOR PLUTO**	**STS NAVIGATOR PLUTO**
DISCHARGING PORT		**PANGK.SUSU**	**PANGK.SUSU**
S.G. or DENSITY / MW		**0.5783 / 58.02**	**0.5086 / 44.22**
S.G. or DENSITY / MW MIX		**0.5435**	**/ 51.12**
LOADING TEMPERATURE (°C)		**5-10°C**	**5-10°C**
Max / Min allowed Temperature		**0°C**	**0°C**
Maximum allowed increase in temp./day		**N/A**	**N/A**
IG/ N_2 REQUIREMENTS (If yes, indicate max. O2 Contents)		**NO**	**NO**
POLLUTION CATEGORY		**Flammable**	**Flammable**
VISCOSITY		0.01cp@20°C, 0.2cp@-1°C	0.05cp@20°C, 0.10cp@-44°C
FREEZING POINT POINT		-138.35 °C	-187.69°C
FLASH POINT		-35°C	-105°C
BOILING POINT		-0.5°C	-42.1°C
CARGO MISCIBILTY		YES	YES
PREWASH REQUIREMENTS		**NO**	**NO**
COATING COMPATIBILITY		**-**	**-**
TOXICITY (SPECIFY TOXIC GAS(s) AND TLV)		**1,000ppm**	**1,000ppm**
ANTIDOTES		**-**	**-**
SAFETY / PROTECTIVE EQUIPMENT		**Dry Powder System & Water Spray System**	**Dry Powder System & Water Spray System**
IS THE CARGO STATIC ACCMULATOR? (YES/NO)		**NO**	**NO**
EXTINGUISHING AGENTS		**Dry Powder System & Water Spray System**	**Dry Powder System & Water Spray System**
MAXIMUM LOADING RATE		**250 MT / HOUR**	
COF CONDITIONS OF CARRIAGE		**Fully Pressurized**	**Fully Pressurized**

Note: Cargo information sheet is to be completed for each grade of cargo. Additional sheets to be attached if more cargo grades are carried at a time.

LOADING CARGO OPERATION PLAN

PERTAMINA

Manifold arragement diagramme showing transfer arrangement and pipelines to be used shall be displayed in the CCR and a copy to be attached to the cargo plan.

REMARKS :

Bow to Manifold	:	43	M	Manifold to Spill tank	:		M
Aft to Manifold	:	56	M	Upper deck to C. O. P.	:		M
Parllel body	:	80	M	L. W. L. to Upper deck	:	3.2	M
Spill tank to Manifold	:		M	Keel to L. W. L.	:	4.6	M
Summer Draft	:	5.0	M	Air Draft(Height)	:	34	M

5. PROCEDURES - LOADING OPERATION

(1) Preparation of loading

a) Oil Spill equipment ready for immediate use.
b) Personal protective equipment with BA sets
c) 2 Fire hose and 2 Portable extinguisher at manifold
d) Turret guns ready and aligh to manifold
e) All cargo / vapor return line valves line up as per Chief officer's instruction.
f) Confirmed all dedicated valve open and/or close(manifold and pump side)
g) Ensure all reducers at manifold for loading cargo and vapor return line correctly connected
h) Ensure all accommodation doors are shut, except **PORT/STBD** side entrance door on poop deck
i) Ensure all deck scuppers on upper deck and all drains of spill container are plugged.
j) Ship/ Shore checklist to be completed and initialled as required.

(2)Tanks inspecton by cargo surveyor or Loading Master

(3)Ship and Shore safety inspection for the safe cargo operation by terminal

(4)Agreement of cargo nomination with loading master

(5)High Level and High High level alarm test each tank.

(6)ESD TEST.

(7)Leak test on manifold before loading.

(8) During cargo operation

a) Ensure 2 tanks are opened during loading
b) Regular check for cargo or oil leakage from the all cargo/hydraulic lines and gasket.
c) Regular check on loading rate, pressure of all lines/valves on deck and manifold
d) Check and confirm pressure gauge fitted on off-shore manifold, in operational condition and being monitored regularly in order to avoid any pressure surge.
e) Regular lookout all around of vessel for oil pollution
f) Ensure vessel has intact stability at all times,
g) Ensure Ship/Shore communication opened at all times
h) To call Chief Officer whenever in doubt.
i) Strictly comply with loading sequence
j) To compare visual draft with sequence draft – to ensure correct loading according to plan
k) To comply with ship/shore safety check list and also the recurring items checklist.

(9)Topping-off

a) I hr notice to all deck crew before completion of cargo operation
b) 1 hr / 30 mins / 15 mins to terminal or Mother Ship

(10) Final sampling after completion of loading

(11) Line clearing with hot blowing gas by Mother Ship

(12) Cargo Hose / Loading Arm disconnected

a) Use Personnel Protective Equipment

b) Dry pressure at manifold untill zero pressure

c) Disconnect Cargo Hose / Loading Arm by Non Spark Tools

d) Close the manifold with blank flange and tight with all bolt - nut

e) Disconnect bounding cable

(12) Final gauging and calculation of cargo quantity.

(13) To call Chief Officer whenever in doubt.

6. SAFETY PRECAUTIONS

(1) Mooring lines and accommodation ladder tended regularly
(2) Safety Wires (if required by the terminal) adjusted to correct height at all times
(3) Oxygen resuscitator and antidotes of the cargoes being handled are available in the CCR.
(4) Wilden pump tested and ready for use
(5) Ensure Personal Protective Equipment are used as required

8. EMERGENCY SHUTDOWN

With Verbal STOP STOP STOP on VHF CH. 09 or by wishtle or Activated ESD pendant from mother ship which stand by near P/S manifold.

9. PRE-MEETING FOR CARGO OPERATION

Pre-cargo operation meeting shall be carried out prior to the cargo operation, following item but not limited to shall be discussed:

✓ ☑ Contents of the cargo operation plan.
☑ MSDS of each cargo grade.
☑ Hazards of each cargo, such as toxicity, flammability, corrosiveness and reactivity.
☑ Specific safety and protective equipment to be used at each stage of the operation.
☑ Emergency spill procedure discussed and explained.
☑ First aid measures and antidotes required discussed and explained.
☑ Fire-extingusihing arrangment discussed and explained.
☑ Terminal information / Requirements
☑ Security measures to be implemented.
☑ Other operational matters. (e.g. Bunkering, Stores delivery, etc.)

(aa) FIRST AID MEASURES

a)	Inhalation	:	Refer to attached MSDS
b)	Eye Contact	:	Refer to attached MSDS
c)	Skin Contact	:	Refer to attached MSDS
d)	Ingestion	:	Refer to attached MSDS

(bb) **FIRE FIGHTING MEASURES**

a)	Specific Hazard	Refer to attached MSDS
b)	Extinguishing Media	Refer to attached MSDS
c)	Unsuitable Extinguishing Media	Refer to attached MSDS
d)	Other information	Refer to attached MSDS

LOADING CARGO OPERATION PLAN

PERTAMINA

(cc) WEATHER INFORMATION

Please monitor weather condition from time to time. Weather information during port stay can be check based on the information from Navtex and Sat-C print out.

(dd) OTHER INFORMATION

a) All deck drip tray cap must be closed
b) Dry powder hoses to rigged on deck & monitor pointed towards the manifold being use
c) Air conditioning system to be in the partial re-circulation mode
d) Smoking area to be strictly observed
e) Observed one acces point only
f) Double watch on deck troughout the entrie Discharging operation

8. **WATCH ARRANGEMENTS**

TIME		RANK	NAME	DUTIES
		Chief Officer	Andhika Dwi Cahyo K	Person In charge of Cargo Operation
FROM	TO	Gas Engineer	Juantonius Rumapea	
0000	0600	Officer Duty	Yanuar	OOW / Ballasting / De-ballasting lining up / Support
		A/B	Zuliyansah	Deck Watch / Support / Mooring
1200	1800	Deck Cadet	Yugo Sugeng	Gangway Security watch / Support
		A/B	Tri Suprianto	Deck Watch / Support / Mooring
0600	1200	Deck Cadet	Dinar Asokawati	Gangway Security watch / Support
		Officer Duty	Suthantio	OOW / Ballasting / De-ballasting lining up / Support
1800	2400	A/B	Junaidi	Deck Watch / Support / Mooring
		OS	Isra Payapo	Deck Watch / Support / Mooring

Prepared by:

Andhika Dwi Cahyo Kumolo
Chief Officer

Approved by:

Capt. Sulistyo Ari Wibowo
Master

Acknowledged by :

Gas Eng | 2/O | 3/O

Documents to be attached;
The following document shall be attached to the cargo plan.

- ☑ MSDS of each cargo grade carried.
- ☑ Ship/Shore Agreement
- ☑ Cargo manifold arrangment diagramme.
- ☑ D-Stowage Plan
- ☑ Local Tidal information
- ☑ Latest Weather Report. (to be updated regularly)
- ☑ Terminal information / Requirements

LOADING CARGO OPERATION PLAN

9. **LOADING AND DEBALLASTING SEQUENCE**

VESSEL: LPG/C GAS ATTAKA Voy No.: 63/L/ATK/VII/2015 Date: 24 JULY 2015

Summer Draft: 4.5 m Minimum UKC Expected: 7.0 m Summer Displacement: 5055 t

Seasonal Loadline Zone: TROPIC Loading Port: STS NAVIGATOR PLUTO Discharge Port: Pangk. Susu

SEQUENCE NO.				SEQUENCE 1		SEQUENCE 2		SEQUENCE 3		SEQUENCE 4		Final	
Condition After-Hrs		Initial		25%		50%		75%		100%			
		Sounding	Weight	Sounding	Weight	Sounding	Weight	Sounding	Weight	Sounding	Weight	Sounding	Weight
TANK DOME NO. 1		0.00	0.0	2.66	200.0	4.72	400.0	6.22	650.00	8.25	820.0	8.25	820.0
TANK DOME NO. 2		0.00	0.0	2.52	185.0	3.53	350.0	5.00	500.00	6.20	685.0	6.20	685.0
Total Cargo o/b m^3		0.00		385.00		750.00		1150.0		1505.0		1505.0	
Cargo Loaded m^3				385.00		365.00		400.00		355.00		0.00	
Loading Rate m^3/hr (Max 300)				256.67		243.33		266.67		236.67		0.00	
FORE PEAK TANK		0	0	0	0	0	0	0	0	0	0	0	0
DEEP WBT	P	4.36	26.7	4.36	26.7	4.36	26.7	4.36	26.7	4.36	26.7	4.36	26.7
	S	4.42	27.41	4.42	27.41	4.42	27.41	4.42	27.41	4.42	27.41	4.42	27.41
WBT no.1	P	3.80	78.7	3.80	78.7	3.80	78.7	3.80	78.7	3.80	78.7	3.80	78.7
	S	2.48	47.1	2.48	47.1	2.48	47.1	2.48	47.1	2.48	47.1	2.48	47.1
WBT no.2	P	1.10	29.1	1.10	29.1	1.10	29.1	1.10	29.1	1.10	29.1	1.10	29.1
	S	0.78	19.3	0.78	19.3	0.78	19.3	0.78	19.3	0.78	19.3	0.78	19.3
WBT no.3	P	0.72	20.1	0.72	20.1	0.72	20.1	0.72	20.1	0.72	20.1	0.72	20.1
	S	1.85	55.6	1.85	55.6	1.85	55.6	1.85	55.6	1.85	55.6	1.85	55.6
WBT no.4	P	0.71	20.2	0.71	20.2	0.71	20.2	0.71	20.2	0.71	20.2	0.71	20.2
	S	0.72	20.7	0.72	20.7	0.72	20.7	0.72	20.7	0.72	20.7	0.72	20.7
WBT no.5	P	0.20	5.6	0.20	5.6	0.20	5.6	0.20	5.6	0.20	5.6	0.20	5.6
	S	0.24	6.7	0.24	6.7	0.24	6.7	0.24	6.7	0.24	6.7	0.24	6.7
WBT no.6	P	0.48	12.6	0.48	12.6	0.48	12.6	0.48	12.6	0.48	12.6	0.48	12.6
	S	0.58	15.6	0.58	15.6	0.58	15.6	0.58	15.6	0.58	15.6	0.58	15.6
AFT PEAK TANK	P	1.31	6.3	1.31	6.3	1.31	6.3	1.31	6.3	1.31	6.3	1.31	6.3
	S	1.81	14.1	1.81	14.1	1.81	14.1	1.81	14.1	1.81	14.1	1.81	14.1
Total Ballast o/b m^3		405.62		405.62		405.62		405.62		405.62		405.62	
Deballast: gravity/pump		Pump		Pump		Pump		Pump		Pump		Pump	
Amount Deballasted m^3				0.0		0.00		0.00		0.00		0	
Deballast rate m^3/hr				0.00		0.00		0.00		0.00		0	
Trim (Mtr)		1.40		1.65		1.30		0.50		0.02		0.00	
Draft Ford	**Draft Aft**	**2.30**	**3.70**	**2.30**	**3.95**	**3.20**	**4.50**	**3.90**	**4.40**	**4.24**	**4.26**	**4.25**	**4.25**
Mean Draft (Mtr)		**3.00**		**3.13**		**3.85**		**4.15**		**4.25**		**4.25**	
Max:	**%SF %BM**	**27.8**	**53.1**	**19.5**	**39.5**	**18.6**	**34.5**	**25.0**	**38.1**	**25.0**	**40.0**	**25.7**	**41.2**
G_oM		**2.908**		**2.572**		**2.356**		**1.934**		**1.563**		**1.553**	
DISPLACEMENT		**3209.000**		**3694.000**		**3959.000**		**4334.000**		**4748.000**		**4748.000**	

* Delete as appropriate

PT PERTAMINA DIRECTORATE M&T ATTAKA

Andhika Dwi C.K
Prepared by C/O:

Capt. Sulistyo Ari Wibowo
Approved by Master

2/0 3/0
Duty Officers Signatures

LOADPLUS Ver. 1.0.0
GAS ATTAKA
Voyage No : 063/L/ATK/VII/2015
Voyage Cond. : HARBOUR
Voyage Desc. : Load Plan 063L / VII / 2015

Print : 2015-07-24 06:04
Date : 24/07/2015
From : Pangkalan Sus
To : STS Aru Bay

LOADING CONDITION REPORT(1/2)

Compartment	Fill Ratio (%)	S.G MT/m3	Weight Mt	LCG m	TCG m	VCG m	FSM Mt-m
NO.1 CARGO TANK	88.8	0.5435	845.0	20.121	0.000	5.742	410
NO.2 CARGO TANK	69.3	0.5435	660.0	-9.300	0.000	4.979	824
CARGO TANKS TOTAL			1505.0	7.219	0.000	5.407	1233
F.P.T.	0.0	1.0250	0.0	0.000	0.000	0.055	0
DEEP W.B.T.(P)	39.2	1.0250	29.0	36.690	-2.934	3.406	9
DEEP W.B.T.(S)	40.0	1.0250	29.6	36.693	2.942	3.438	9
NO.1 W.B.T.(P)	81.2	1.0250	79.4	23.565	-5.666	2.144	16
NO.1 W.B.T.(S)	35.9	1.0250	35.0	23.405	5.042	1.190	23
NO.2 W.B.T.(P)	18.9	1.0250	24.5	15.993	-5.237	0.521	45
NO.2 W.B.T.(S)	14.4	1.0250	18.7	15.965	5.155	0.415	39
NO.3 W.B.T.(P)	20.6	1.0250	25.7	8.863	-5.552	0.473	55
NO.3 W.B.T.(S)	45.0	1.0250	56.2	8.879	5.768	0.964	45
NO.4 W.B.T.(P)	16.9	1.0250	21.2	1.900	-5.547	0.387	53
NO.4 W.B.T.(S)	17.5	1.0250	22.0	1.900	5.553	0.399	53
NO.5 W.B.T.(P)	5.1	1.0250	7.0	-5.421	-5.328	0.128	39
NO.5 W.B.T.(S)	4.7	1.0250	6.5	-5.421	5.317	0.119	38
NO.6 W.B.T.(P)	7.5	1.0250	10.0	-12.984	-5.173	0.205	34
NO.6 W.B.T.(S)	13.1	1.0250	17.5	-13.003	5.290	0.339	43
A.P.T(P)	0.2	1.0250	0.1	-43.533	-3.842	4.602	0
A.P.T(S)	21.4	1.0250	8.9	-43.992	4.482	5.251	8
BALLAST TANKS TOTAL			391.2	14.092	-0.104	1.465	509
HSD STOR. TK (P)	0.0	0.8200	0.0	0.000	-2.160	0.025	0
HSD STOR. TK (S)	0.0	0.8200	0.0	0.000	2.160	0.025	0
NO.1 HSD DAY TANK	72.0	0.8200	7.2	-36.924	-6.395	5.744	3
NO.2 HSD DAY TANK	56.6	0.8200	6.3	-39.318	-6.158	5.645	2
FUEL OIL TANKS TOTAL			13.4	-38.039	-6.284	5.698	5
MDO STORAGE TK.(P)	25.3	0.8700	22.8	-20.232	-5.048	0.728	23
MDO STORAGE TK.(S)	15.4	0.8700	13.8	-20.200	4.885	0.486	19
NO.1 MDO DAY TK	59.1	0.8700	5.8	-33.794	-6.260	5.501	4
NO.2 MDO DAY TK	75.0	0.8700	7.1	-35.193	-6.219	5.720	4
MDO SETTLING TK	68.5	0.8700	13.5	-25.046	6.683	5.107	7
M.D.O. OVERFLOW TK	0.0	0.8700	0.0	0.000	1.850	0.026	0
DIESEL OIL TANKS TOTAL			63.0	-24.196	1.957	2.615	57
ME L.O. SUMP TK	51.9	0.9000	2.3	-29.950	0.000	0.816	0
NO.1 LUB OIL STORAGE TANK	28.0	0.9000	2.8	-37.878	6.457	5.269	1
NO.2 LUB OIL STORAGE TANK	20.8	0.9000	0.8	-40.008	6.268	5.346	0
LUBLICATE OIL TANKS TOTAL			5.9	-35.050	3.893	3.529	1
F.W.T.(C)	51.8	1.0000	66.0	37.151	0.000	2.035	23
FRESH WATER TANKS TOTAL			66.0	37.151	0.000	2.035	23
COOL.W.T.(C)	0.0	1.0000	0.0	0.000	0.000	0.310	0
STERN TUBE LUB OIL TK	0.0	1.0000	0.0	0.000	0.000	0.028	0
BILGE WATER TK	0.0	1.0000	0.0	0.000	0.000	0.026	0
SEWAGE HOLD TK	0.0	1.0000	0.0	0.000	0.000	0.026	0
DIRTY OIL TK	0.0	1.0000	0.0	0.000	-1.850	0.026	0
SLUDGE TANK	0.0	1.0000	0.0	0.000	6.931	3.525	0
MISC TANKS TOTAL			0.0	-46.300	0.000	0.000	0
Crew	stores & provisions		5.0	-36.600	0.000	14.000	0

Operator : CHIEF OFFICER

LOADPLUS Ver. 1.0.0
GAS ATTAKA
Voyage No : 063/L/ATK/VII/2015
Voyage Cond. : HARBOUR
Voyage Desc. : Load Plan 063L / VII / 2015

Print : 2015-07-24 06:0
Date : 24/07/2015
From : Pangkalan Su
To : STS Aru Bay

LOADING CONDITION REPORT(2/2)

Compartment	Fill Ratio (%)	S.G MT/m3	Weight Mt	LCG m	TCG m	VCG m	FSM Mt-m
UNKNOWN ITEMS			0.0	0.000	0.000	0.000	0
DEADWEIGHT CONSTANT TOTAL			5.0	-36.600	0.000	14.000	0
LIGHTSHIP WEIGHT			2688.9	-6.985	0.000	6.796	0
TOTAL DEADWEIGHT			2049.5				
DISPLACEMENT			4738.5	-0.502	0.004	5.793	1829

DRAFT AT F.P	4.249	m	KMT	7.733	m
DRAFT AT MIDSHIP	4.251	m	VCG	5.793	m
DRAFT AT A.P	4.253	m	GM	1.940	m
TRIM	0.004	m	FREE SURF. CORR.(GGo)	0.386	m
HEEL	0.164	deg	GoM	1.554	m
PROPELLER I/D	129.137	%	KGo ACTUAL	6.179	m
DRAFT AT LCF	4.251	m	TRIM(DISxA)/(MTCx100)	0.004	m
LCB FROM MIDSHIP	0.231	m	FREE SURF. MOM.	1828.914	Mt-m
LCG FROM MIDSHIP	-0.502	m	MTC	74.677	Mt-m
TRIM LEVER : A	0.733	m	LCF FROM MIDSHIP	-1.402	m
SEA WATER DENSITY	1.025	t/m3			

'*' means that tank is used Maximum FSM

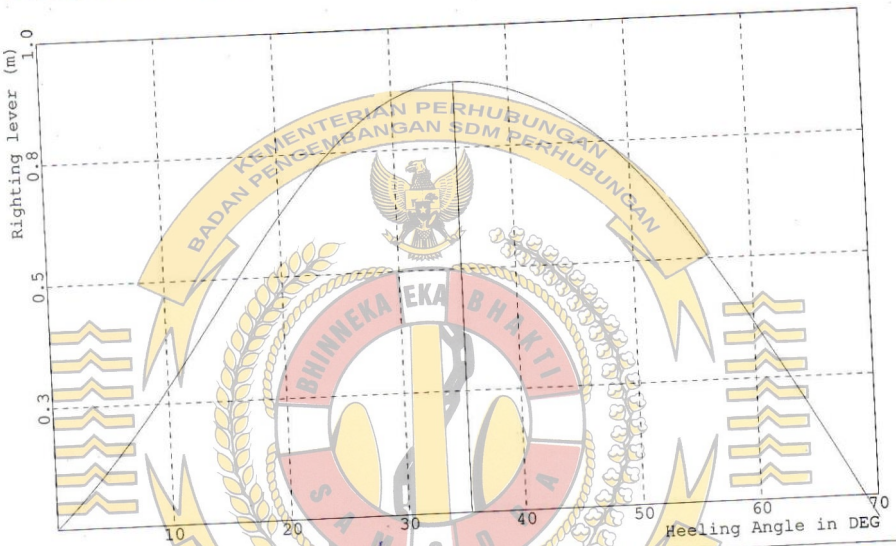
Operator : CHIEF OFFICER

ADPLUS Ver. 1.0.0
AS ATTAKA
Voyage No : 063/L/ATK/VII/2015
Voyage Cond. : HARBOUR
Voyage Desc. : Load Plan 063L / VII / 2015

Print : 2015-07-24 06:04
Date : 24/07/2015
From : Pangkalan Sus
To : STS Aru Bay

INTACT STABILITY REPORT

Angle	0	10.0	20.0	30.0	40.0	50.0	60.0	70.0
KN	0.000	1.354	2.738	3.944	4.838	5.436	5.717	5.760
GoZ	0.000	0.281	0.624	0.855	0.866	0.703	0.366	-0.046



IMO A-749(18) CRITERIA	ACTUAL		ALLOW	UNIT	JUDGE
Flooding Angle	53.869			deg	
Area under GZ to 30deg	0.234	>	0.055	m-rad	OK
Area under GZ to 40deg	0.387	>	0.090	m-rad	OK
Area between 30 and 40.	0.153	>	0.030	m-rad	OK
Maximum GZ	0.886	>	0.200	m	OK
Max. GZ at an angle	35.345	>	25.000	deg	OK
GoM	1.554	>	0.150	m	OK

JUDGEMENT : OK

Operator : CHIEF OFFICER

SAFETY CHECKLIST

PT PERTAMINA (PERSERO)

PERTAMINA

SHIP / SHORE SAFETY CHECKLIST/ RECURRING ITEM CHECKLIST

Vessel : LPG/C ATTAKA

Berth : STS with NAVIGATOR PLUTO | Port : STS ARU BAY, PANGKALAN SUSU

Date of Arrival : 11-07-2015 | Time of Arrival : 09:36 LT / ALL FAST

INSTRUCTIONS FOR COMPLETION:

The safety of operations requires that all questions should be answered affirmatively by clearly ticking (√) the appropriate box. If an affirmatively answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the ship and the terminal. Where any questions is considered to be not applicable, then a note to that effect should be inserted in the remarks column.

A box in the column 'ship' and 'terminal' indicates that the party concerned should carry out checks.

The presence of the letters A, P or R in the column 'Code' indicates the following :

A – ('Agreement'). This indicates 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 the case of a negative answer to the statements coded, 'P', operations should not be conducted without the written permission from the appropriate authority.

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

The joint agreement should not be signed until both parties have checked and accepted their assigned responsibilities, at periods stated in the declaration.

PART 'A' – BULK LIQUID GENERAL – Physical Checks

Bulk Liquid - General	Receiving Ship	Ship	Code	Remarks
1. There is safe access between the ship and shore.	✓	✓	R	BY THE BOAT
2. The ship is securely moored.	✓	✓	R	3+2 FORE & AFT + 1 ADD @ FWD
3. The agreed ship/shore communication system is operative.	✓	✓	A R	System: VHF Ch. 09 Backup System: UHF Ch. 01
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	Stand by near scupper hole
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.	✓			

PT PERTAMINA (PERSERO)

PERTAMINA

SHIP / SHORE SAFETY CHECKLIST/ RECURRING ITEM CHECKLIST

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:Port & STBD accomodation

If the ship is fitted, or is required to be fitted with an inert gas system (IGS), the following points should be physically checked.

Inert Gas System	Receiving Ship	Ship	Code	Remarks
19. Fixed IGS pressure and oxygen content recorders are working.	N/A	N/A	R	Not in use
20. All cargo tank atmospheres are at positive pressure with oxygen content of 8% or less by volume.	N/A	N/A	P R	

PART 'B' – BULK LIQUID GENERAL – *Verbal Verification*

Bulk Liquid - General	Receiving Ship	Ship	Code	Remarks
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	Double Watch
23. There are sufficient personnel on board and ashore to deal with an emergency.	✓	✓	R	Double watch on deck
24. The procedures for cargo, bunker and ballast handling have been agreed.	✓	✓	A R	Attach on Loading plan
25. The emergency signal and shutdown procedure to be used by the ship and shore have been explained and understood.	✓	✓	A	STOP-STOP-STOP by VHF CH. 09 Sound by whistle continously
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.	N/A	N/A		H2S Content : Benzene Content:
28. An International Shore Fire Connection has been provided.	✓	✓		
29. The agreed tank venting system will be used.	N/A	N/A	A R	Method: No venthing
30. The requirements for closed operations have been agreed.	✓	✓	R	
31. The operation of the P/V system has been verified.	✓	✓		FOR HOLD SPACE ONLY
32. Where a vapour return line is connected, operating parameters have been agreed.	N/A	N/A	A R	NOT CONNECTED
33. Independent high level alarms, if fitted, are operational and have been tested.	✓	✓	A R	
34. Adequate electrical insulating means are in place in the ship/shore connection.	✓	✓	A R	STS Operation
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.	✓	✓	A R	Nominated smoking rooms: Crew Recreation room
37. Naked light regulations are being observed.	✓	✓	A R	
38. Ship/shore telephones, mobile phones and pager requirements are being observed.	✓	✓	A R	Inspected & switch off
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.	✓	✓	A R	
41. Portable VHF/UHF transceivers are of an approved type.	✓	✓		

SHIP / SHORE SAFETY CHECKLIST/ RECURRING ITEM CHECKLIST

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.	N/A	N/A		No windows, AC type
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.	N/A	N/A	R	No pump room
47. There is provision for an emergency escape.	✓	✓		
48. The maximum wind and swell criteria for operations have been agreed.	✓	✓	A	Stop cargo at: 20 knts Disconnect at: 25 knts Unberth at: 30 knts
49. Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate.	✓	✓	A	Present Security Level : 1
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.	N/A	N/A	A P	Hot gas blowing by Discharging Ship

If the ship is fitted, or is required to be fitted, with an inert gas system (IGS) the following statements should be addressed.

Inert Gas System	Receiving Ship	Ship	Code	Remarks
51. The IGS is fully operational and in good working order.	N/A	N/A	P	Not required for use
52. Deck seals, or equivalent, are in good working order.	N/A	N/A	R	
53. Liquid levels in pressure/vacuum breakers are correct.	N/A	N/A	R	Not required for use
54. The fixed are portable oxygen analysers have been calibrated and are working properly.	N/A	N/A	R	
55. All the individual tank IG valves (if fitted) are correctly set and locked.	N/A	N/A	R	
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.	N/A	N/A		Not required for use

If the ship is fitted with a Crude Oil Washing (COW) system, and intends to crude oil wash, the following statements should be addressed.

Crude Oil Washing	Receiving Ship	Ship	Code	Remarks
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	N/A	R	

If the ship is planning to tank clean alongside, the following statements should be addressed.

Inert Gas System	Receiving Ship	Ship	Code	Remarks
59. Tank cleaning operations are planned during the ship's stay alongside the shore installation.	Yes / (No*)	Yes / (No*)		
60. If yes, the procedures and approvals for tank cleaning have been agreed.	N/A	N/A		
61. Permission has been granted for gas freeing operations	Yes / (No*)	Yes / (No*)		

** Delete yes or no as appropriate*

PT PERTAMINA (PERSERO)

PERTAMINA

SHIP / SHORE SAFETY CHECKLIST/ RECURRING ITEM CHECKLIST

PART 'C' – BULK LIQUID CHEMICALS –*Verbal Verification*

Bulk Liquid Chemicals	Receiving Ship	Ship	Code	Remarks
1. Material Safety Data Sheets are available giving the necessary data for the safe handling of the cargo.	N/A	N/A		
2. A manufacturer's inhibition certificate, where applicable, has been provided.	N/A	N/A	P	
3. Sufficient protective clothing and equipment (including self-contained breathing apparatus) is ready for immediate use and is suitable for the product being handled.	N/A	N/A		
4. Countermeasures against accidental personal contact with the cargo have been agreed.	N/A	N/A		
5. The cargo handling rate is compatible with the automatic shutdown system, if in use.	N/A	N/A	A	
6. Cargo system gauges and alarms are correctly set and in good order.	N/A	N/A		
7. Portable vapour detection instruments readily available for the products being handled.	N/A	N/A		
8. Information on fire-fighting media and procedures has been exchanged.	N/A	N/A		
9. Transfer hoses are of suitable material, resistant to the action of the products being handled.	N/A	N/A		
10. Cargo handling is being performed with the permanent installed pipeline system.	N/A	N/A	P	
11. 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.	N/A	N/A	A P	

PART 'D' – BULK LIQUEFIED GASES – Verbal Verification

Bulk Liquefied Gases	Receiving Ship	Ship	Code	Remarks
1. Material Safety Data sheets are available giving the necessary data for the safe handling of the cargo.	✓	✓		
2. A manufacturer's inhibition certificate, where applicable, has been provided.	N/A	N/A	P	
3. The water spray system is ready for immediate use.	✓	✓		
4. There is sufficient suitable protective equipment (including self-contained breathing apparatus) and protective clothing ready for immediate use.	✓	✓		
5. Hold and inter-barrier spaces are properly inerted or filled with dry air, as required.	N/A	N/A		
6. All remote control valves are in working order.	✓	✓		
7. The required cargo pumps and compressors are in good order, and the maximum working pressures have been agreed between ship and shore.	✓	✓	A	Max pressure 10 bars
8. Re-liquefaction or boil-off control equipment is in good order	N/A	N/A		
9. The gas detection equipment has been properly set for the cargo, is calibrated, has been tested and inspected and in good order.	✓	✓		
10. Cargo system gauges and alarms are correctly set and in good order.	✓	✓		
11. Emergency shutdown systems have been tested and are working properly.	✓	✓		
12. Ship and shore have informed each of the closing rate of ESD valves, automatic valves or similar devices.	✓	✓	A	Ship : 28 sec Terminal: _____
13. Information has been exchanged between ship and shore on the maximum/minimum temperatures/pressures of the cargo to be handled.	✓	✓	A	
14. Cargo tanks are protected against inadvertent overfilling at all times while any cargo operations are in progress.	✓	✓		
15. The compressor room is properly ventilated, the electrical motor room is properly pressurized and the alarm system is working.	✓	✓		

SHIP / SHORE SAFETY CHECKLIST/ RECURRING ITEM CHECKLIST

16. Cargo tank relief valves are set correctly and actual relief valve settings are clearly and visibly displayed. (Record settings below) Tank No.1 _____ 7 bar_____ Tank No.2 _____ 7 bar_____	✓			

DECLARATION:

We the undersigned, have checked the above items in Parts A and B , and where appropriate Part C or D, 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 rechecked at intervals not exceeding 2 hours.

For Receiving Ship	For Discharging Ship
Name : Andhika Dwi Cahyo Kumolo	Name :
Rank : Chief Officer	Position : Chief Officer
Signature :	Signature :
Date : 11-07-2015	Date : 11-07-2015
Time : 09 : 42	Time :

Record of repetitive checks :

Date :	11-07-2015	11-07-2015	11-07-2015
Time :	12 : 00	14 : 00	16 : 00
Initials for Ship :			
Initials for Shore :			

AT SEA SHIP TO SHIP TRANSFER
CHECKLIST 1 - PRE FIXTURE INFORMATION (FOR EACH SHIP)
(BETWEEN SHIP OPERATION/CHARTERER AND ORGANISER)

PERTAMINA

Ship Operator :	Ship Charterer :	STS Organiser :
PT. PERTAMINA (PERSERO)	PT. PERTAMINA (PERSERO)	PERTAMINA REGION - I Pangkalan Susu

Ship's Name :	Company :
LPG/C GAS ATTAKA	PT. PERTAMINA (PERSERO)
Call Sign/Inmarsat No :	Proposed Date of Transfer :
PORJ / IMN-C 452502396	April 28th, 2015
IMO Number :	Proposed Location :
9629433	STS ARU BAY

	Discharging / Receiving Ship (Delete as appropriate)	Ship Operator's Confirmation	Remarks
1	Current vessel particulars questionnaire (VPQ) data has been exchanged	✓	
2	State the anticipated maximum berthing displacement of the ship	✓	
3	State the anticipated arrival draughts and freeboard	✓	F: 2.30 M, A: 3.90 M
4	If the berthing operation is to be conducted underway, confirm that the ship can maintain about five knots for a minimum of two hours		MOTHER SHIP @ ANCHOR
5	The ship is able to conduct operation in accordance with the latest edition of the *Ship to Ship Transfer Guide*	✓	
6	Sufficient manpower will be provided to ensure the safe conduct of operations while minimising the potential for fatigue	✓	
7	Key vessel personnel can communicate in English. If not, state working language used	✓	Yes, English / Bahasa Indonesia
8	The ship's manifold arrangement and lifting gear is in accordance with OCIMF or SIGTTO recommendations for the ship type/size	✓	
9	State the maximum and minimum expected height of the cargo manifold from the waterline during the transfer	✓	MAX: MIN:
10	The SWL and outreach of the ship's lifting equipments is sufficient for intended operation	✓	SWL: 2.0 TONS, 6.5 M
11	Where applicable, a copy of the STS operations plan has been exchanged	✓	
12	If not included within the STS operations plan, a general arrangements plan or other similar mooring diagram has been exchanged	✓	
13	The location and number of enclosed fairleads and mooring bitts fitted on the ship is in accordance with *Mooring Equipments Guidelines* (reference 6)	✓	
14	The ship is able to deploy all lines on winch drums	✓	
15	Messenger lines of suitable strength will be available at each mooring location	✓	
16	MSDS information has been exchanged for the cargo being transferred and, where applicable, the previous cargo of the receiving ship	N/A	
17	Both sides of the ship are clear of any overhanging projections, including bridge wings	✓	
18	Sufficient accomodation is available onboard for STS personnel	✓	
	Additional for Oil Transfers :		
19	Confirm the vessel is equipped to conduct vapour balancing	N/A	
	Additional for LPG Transfers :		
20	State the arrangement of liquid and vapour manifold connections	✓	Liquid connection only
	Additional for LNG Transfers :		
21	STS Transfer Compatibility Quistionaire data has been exchaged	N/A	

FOR DISCHARGING / RECEIVING SHIP (Delete as appropriate)

Name : Capt. Sulistyo Ari Wibowo

Rank or Position in Company : Master

Signature : Date : April 28th, 2015

AT SEA SHIP TO SHIP TRANSFER

CHECKLIST 2 - BEFORE OPERATIONS COMMENCE

PERTAMINA

Discharging Ship's Name : **NAVIGATOR PLUTO**

Receiving Ship's Name : **LPG/C GAS ATTAKA**

Name of Designated POAC : Faisal **/ Loading Master**

Name of STS Superintendent if Different from POAC : **Capt.** Agewin **- Mooring Master**

Date and Location of Transfer : **April 28th, 2015** **STS ARU BAY**

		Checked	Remarks
1	A copy of the completed checklist 1 has been received	✓	
2	A copy of the JPO that encompasses the entire transfer operation has been received	✓	
3	Personnel will comply with the hours of work and rest requirements of IMO and national regulations as appropriate	✓	
4	Radio communications, including back-up system have been agreed and tested and clocks have been syncronised between the ships	✓	VHF CH 06 , CH 67
5	The language of operations has been agreed	✓	Bahasa Indonesia / English
6	The rendezvous position of the transfer area has been agreed	✓	STS Aru Bay
7	Information on ship handling characteristics has been exchanged, including details of any critical main engine revolutions and corresponding speed	✓	
8	Approach, manoeuvring and mooring plans are understood and confirmed	✓	
9	Mooring procedures have been agreed, including fender positions and number/type of ropes to be provided by each ship	✓	
10	The system and method of electrical isolation between the ships has been agreed	✓	
11	The ship is upright and at a suitable trim, without any overhanging projections	✓	
12	Manoeuvring, mooring and navigational equipment has been tested and found in good order	✓	
13	Cargo transfer system safety devices, including IG and emergency shutdown (ESD) systems, where applicable, have been proven operational not more that 48 hours prior the operation	✓	
14	The ship's boilers and tubes have been cleared of soot and it is understood that during STS operations, tubes must not be blown	✓	
15	Engineers have been briefed on engine speed (and speed adjustment) requirements	✓	
16	Weathern forecasts have been revied for the transfer area and arrangements have been made for their continued receipt throughout the operation	✓	
17	The hose lifting equipment is suitable and ready for use	✓	
18	The cargo transfer hoses/arms have been tested and certified and they are in apparent good condition	✓	
19	The fenders and assosiated equipment are visually in good order	✓	
20	The crew has been briefed on the mooring procedure	✓	
21	The contingency plan is agreed and an appropriate emergency drill has been conducted	✓	
22	Local authorities have been advised of the STS operation	✓	
23	A navigational warning has been broadcast	✓	
24	Monitoring is in place for accomodation, void spaces, pumproom, compressor and motor rooms, as applicable, to detect possible flammable atmospheres	✓	
25	The other ship(has been advised that checklist 2 is satisfactory complted	✓	
Additonal for LNG and LPG transfers :			
26	Cargo lines have been cooled	N/A	

FOR DISCHARGING / RECEIVING SHIP (Delete as appropriate)

Name : **Andhika Dwi Cahyo Kumolo**

Rank : **Chief Officer**

Signature : Date : **April 28th, 2015**

*Note that items 17, 18 and 19 can only be checked by the vessel that has them onboard

This form should not be substituted for other required checklists. If this form is used, it should be used in its entirety.

Ref. Ship to Ship Transfer Guidance for Petroleum, Chemicals and Liquified Gases - First Edition 2013

SEA SHIP TO SHIP TRANSFER

CHECKLIST 3 - BEFORE RUN-IN AND MOORING

PERTAMINA

Discharging Ship's Name :	**NAVIGATOR PLUTO**
Receiving Ship's Name :	**LPG/C GAS ATTAKA**
Name of Designated POAC :	Fauzal / **Loading Master**
Name of STS Superintendent if Different from POAC :	**Capt.** Alwin T. - **Mooring Master**
Date and Location of Transfer :	**April 28th, 2015** **STS ARU BAY**

		Checked	Remarks
1	Checklist 2 has been satisfactorily completed	✓	
2	Primary fenders are correctly positioned and fender rigging is in order	✓	
3	If required, secondary fenders are correctly positioned and secured	N/A	
4	There are no overhanging projections on the side of berthing	✓	
5	A proficient helmsman is at the wheel	✓	
6	Cargo manifold connections are prepared, blanked and marked	✓	
7	Course and speed information has been exchanged and agreed	✓	
8	The method for controlling the ship's ship adjustment, e.g by changes to revolutions, propeller pitch or by telegraph, has been agreed	✓	Specify method
9	Navigational signals are displayed	✓	
10	adequate lighting is available	✓	
11	Power is available for winches and they are in good order	✓	
12	Rope messengers, rope stoppers and heaving lines are ready for use	✓	
13	All mooring lines are ready	✓	
14	Fire axes, or suitable cutting equipment, are in position at the fore and aft mooring stations	✓	
15	Crew are standing by at their mooring stations	✓	
16	Communications are established with mooring personnel and with the other ship	✓	VHF CH: 09
17	Fire-fighting and anti-polution equipment is ready for use	✓	
18	Shipping traffic in the area is being monitored	✓	
19	The vessel status has been appropriately set on the Automatic Identification System (AIS)	✓	Moored, change to 1 watt
20	The other has been advised that checklist 3 satisfactory completed	✓	

FOR DISCHARGING / RECEIVING SHIP (Delete as appropriate)

Name :	**Andhika Dwi Cahyo Kumolo**
Rank :	**Chief Officer**
Signature :	Date : **April 28th, 2015**

DIRECTORATE MAT GAS ATTAKA

This form should not be substituted for other required checklists. If this form is used, it should be used in its entirety.

Ref: Ship to Ship Transfer Guidance for Petroleum, Chemicals and Liquified Gases - First Edition 2013

AT SEA SHIP TO SHIP TRANSFER

CHECKLIST 4 - BEFORE CARGO TRANSFER

PERTAMINA

Discharging Ship's Name : **NAVIGATOR PLUTO**

Receiving Ship's Name : **LPG/C GAS ATTAKA**

Name of Designated POAC : Faisol **/ Loading Master**

Name of STS Superintendent if Different from POAC : **Capt.** Aswin T. **- Mooring Master**

Date and Location of Transfer : **April 28th, 2015** **STS ARU BAY**

		Checked	Remarks
1	Checklist 3 has been satisfactorily completed	✓	
2	A standard pre-transfer checklist, such as the ISGOTT ship/shore safety checklist	✓	
3	Required regional checklist have been completed	✓	
4	Procedures for the transfer of personnel have been agreed	✓	by tug boat
5	If used, the gangway is correctly positioned and well secured	N/A	
6	Inter-ship communication systems, including back-up, are agreed and tested	✓	VHF Ch : 09 ,BACK UP UHF : 01
7	Emergency signals and shutdown procedures are agreed	✓	Stop 3X on VHF&ship whistle
8	The engine room will be manned as required throughout the transfer and maintained on standby or on short notice of readiness	✓	
9	A bridge watch and / or an anchor watch is established	✓	
10	Officers in charge of the cargo transfer on both ships are identified and etails have been exchanged and posted	✓	
11	A deck watch has been established to pay particular attention to moorings, fenders, hoses, manifold area and overside	✓	Double watch
12	The initial cargo transfer rate has been agreed with the other ship	✓	+/- 100 mt/hr
13	The maximum cargo transfer rate is agreed with the other ship	✓	+/- 250 mt/hr
14	Arrangements have been made for the regular exchange of information on quantities of cargo trtansferred	✓	
15	The topping-off rate has been agreed and recorded	✓	+/- 100 mt/hr
16	The procedure for stopping transfer is agreed	✓	1Hr/ 30 Min/ 15 Min/ Standby
17	Ballasting and deballasting arrangements are agreed	✓	FOR TRIM CORRECTION
18	Cargo hoses are well supported and protected from chafing and the hose release area is clear of obstructions	✓	
19	Tools required for rapid disconnection are located at the cargo manifold	✓	
20	Messengers are prepared and positioned ready for unmooring in accordance with the unmooring plan	✓	
21	Details of the previous cargo of the receiving ship, including any hazardous or toxic properties. Have been given to the discharging ship	✓	
22	Security information mhas been exchanged and , if required, a Declaration of Security has been completed	✓	
23	The other ship has been advised that checklist 4 is satisfactorily completed	✓	
Additional for LNG and LPG transfers :			
24	Cool down procedures have been agreed	✓	
25	Vapour differentials and maximum pressures have been agreed	✓	MARVS : 17.5 Barg
26	proceduresfor increasing/reducing transfer rates have been agreed	✓	
27	Procedures for the control of vapour pressure have agreed	✓	
28	The potential for cargo roll-over has been considered	✓	
29	Where fitted, ESD link or pendant arrangements are in place and tested	✓	
30	The deck watch is aware of the location and activation method of ESD system on deck	✓	
31	Cargo safety and monitoring system are operational	✓	
Additional for LNG transfers :			
32	ESD 1 and ESD 2 system arrangements are in place and tested : > ESD 1 warm test has been undertaken > ESD 1 cold test has been undertaken > ESD 2 release mechanism only (with no coupling breakaway) has been tested	N/A	
33	Cargo transfer lines have been purged with nitrogen to below 5% O_2	N/A	
34	Cargo transfer line connections are confimed tight	N/A	
35	The nitrogen plan will be opeartional throughout the transfer	N/A	
36	The protective water curtain is fully operational	N/A	

FOR DISCHARGING / RECEIVING SHIP (Delete as appropriate)

Name : **Andhika Dwi Cahyo Kumolo**

Rank : **Chief Officer**

Signature :

Date : **April 28th, 2015**

This form should not be substituted for other required checklists. If this form is used, it should be used in its entirety.

Ref: Ship to Ship Transfer Guidance for Petroleum, Chemicals and Liquified Gases - First Edition 2013

EA SHIP TO SHIP TRANSFER

CHECKLIST 5 - BEFORE UNMOORING

PERTAMINA

Discharging Ship's Name :	NAVIGATOR PLUTO
Receiving Ship's Name :	LPG/C GAS ATTAKA
Name of Designated POAC :	
Name of STS Superintendent if Different from POAC :	Capt. Asdwin T. - Mooring Master
Date and Location of Transfer :	April 28th, 2015 STS ARU BAY

		Checked	Remarks
1	Cargo hoses are properly drained prior to hose disconnection	✓	
2	Cargo hoses or manifolds are securely blanked	✓	
3	The transfer side of the ship is clear of obstructions (including hose lifting equipment)	✓	
4	The method of letting go moorings and separtion of ships has been agreed and crew have been briefed on procedures	✓	
5	The fenders, are correctly positioned and secured for departure	✓	
6	Secondary fenders are correctly positioned ad secured for departure	N/A	
7	Power is available for mooring winches	✓	
8	Rope messengers and rope stoppers are available at all mooring station	✓	
9	Crew are standing by at their stations	✓	
10	Communications are established with mooring personnel and with the other ship	✓	VHF CH : 09
11	Shipping traffict in the area is being monitored and very high frequency (VHF) alert has been transmitted	✓	
12	Manoeuvring, mooring and navigational equipment has been tested and is ready for departure	✓	
13	Mooring personnel have been instructed to let go only as directed by the Master	✓	
14	Agreement has been reached that navigational warnings will be cancelled and AIS ststus updated when clear of the other ship	✓	
15	The other ship has been advised that checklist 5 is satisfactorily completed	✓	
Additional for LNG transfers :			
16	Cargo hoses are properly isolated, drained and purged with nitrogen prior to disconnection	N/A	

FOR DISCHARGING / RECEIVING SHIP (Delete as appropriate)

Name :	Andhika Dwi Cahyo Kumolo
Rank :	Chief Officer
Signature :	Date : April 28th, 2015

This form should not be substituted for other required checklists. If this form is used, it should be used in its entirety

Ref: Ship to Ship Transfer Guidance for Petroleum, Chemicals and Liquified Gases - First Edition 2013

IN PORT SHIP TO SHIP OPERATION

CHECKLIST 6 - PRE-TRANSFER CARGO

PERTAMINA

Discharging Ship's Name : **NAVIGATOR PLUTO**

Receiving Ship's Name : **LPG/C GAS ATTAKA**

Name of STS Superintendent : -

Date and Location of Transfer : **April 28th, 2015** **STS ARU BAY**

		Discharging ship Checked	Receiving Ship Checked	Terminal Checked
1	A standard pre-transfer checklist, such as the ISGOTT ship/shore safety checklist or equivalent, has been satisfactorily completed and arrangements have been made for respective checks during the transfer	✓	✓	
2	Required regional checklists have been completed	✓	✓	
3	Written permissions for cargo operations to take place are available to all responsible persons	✓	✓	
4	The formal risk assessment has been communicated by the transfer organiser and reviewed by involved parties	✓	✓	
5	The general contingency plan for the cargo transfer operation has been communicated by the transfer organiser and reviewed by involved parties	✓	✓	
6	Security information nhas been exchanged and, if required, a Declaration of Security has been completed	✓	✓	LEVEL 1
7	Suitable fenders are rigged correctly to prevent contact of the vessels	✓	✓	
8	Fire axes, or suitable cutting equipment, are in place at the fore and aft mooring stations	✓	✓	
9	Present and forecast weather and sea conditions have been considered	✓	✓	
10	A means of access in place to allow personnel to safetly transety between the vessels	✓	✓	
11	Cargo specifications and any requirements for inerting, heating, reactivity and inhibitors have been exchanged	N/A	N/A	
12	The cargo transfer operation is to be completed under closed conditions	✓	✓	
13	Where applicable, procedures for vapour control/balancing have been agreed	N/A	N/A	
14	All cargo monitoring systems, including level gauges and alarms, have been tested and are operational	✓	✓	
15	Where necessary, permissions for tank cleaning have been obtained and procedures are in place	N/A	N/A	
16	Access to the cargo deck is restricted and controlled during cargo transfer operations	✓	✓	
17	All personnel enganged in the cargo operation are provided with appropriate PPE including, where necessary, personal gas detectors/monitors	✓	✓	
18	Cargo hoses have been pressure tested within prescribed period and documentation is available on board	✓	✓	
19	The construction and material of the cargo hoses is suitable for the temperature and nature of the product(s)	✓	✓	
20	Where electrically continous hoses are used, the hoses are connected nto the vessel with the insulated flange before being passed to the other vessel for	✓	✓	
21	The cargo hose string is of adequate length and properly supported	✓	✓	
22	The cargo hose string is of accordance with the cargo operation plan	✓	✓	
23	Spill response equipment is on station and ready for immediate development	✓	✓	
24	Where applicable, fire-fighting provision has been made for unmanned barges	✓	✓	
25	Spaces to be routinely monitored for any build-up of flammable and/or toxic vapour have been identified	✓	✓	

	Signature	Name
Officer in Charge Discharging Ship		
Officer in Charge Receiving Ship		Andhika Dwi Cahyo Kumolo
Terminal		PONCAL (LM)
STS Superintendent		

Ref: Ship to Ship Transfer Guidance for Petroleum, Chemicals and Liquified Gases - First Edition 2013

BILL OF LADING

PERTAMINA

BILL OF LADING
NO. 139/LPGM/STSTLA/NP_GAT/ 20.08.2015

PT. PERTAMINA (PERSERO) LPG & GAS PRODUCTS

SHIPPED in apparent good order and condition by. PT. PERTAMINA (PERSERO) DOMESTIC GAS
On board the S.S/M.S LPG/C GAS ATTAKA where of
CAPT. SULISTYO ARI WIBOWO is Master at the port of TELUK ARU PKL. SUSU
BY STS TRANSFER FROM LPG/C NAVIGATOR PLUTO
A quantity in bulk as below and to be delivered subject to the liberties, conditions, exception and limitation here in after contained) in the like order and condition at the port of
TERMINAL LPG PANGKALAN SUSU Or so near there un to as she may safely get and the discharge Un to

PT. PERTAMINA (PERSERO) TERMINAL LPG PANGKALAN SUSU

of order on payment of freight (in accordance with the charter party here in after mentioned or failing such mentioned freight shall be deemed to be earned on commencement of loading, freight prepaid to be non- returnable, vessel lost or not lost.

* QUANTITY and GRADE AS FURNIHSED BY SHIPPER

GRADE

L.P.G PRESSURIZED MIX

Long tons	=	-
Metric ton in air	=	1.494,187
U.S Barrels @ 60 °F	=	-
Liters @ 15 °C	=	-
Liters Observed	=	-
Density @ 15 °C	=	0,5437
Temperatur @ °C	=	16

* Where it is impracticable to ascertain the intake quantity before this Bill of Lading is signed, The quantity should be state as approximate.

Weight, quantity, quality, grade and condition unknown. Vessel not accountable for leakage.

All the term, condition and exceptions (including but not limited to due diligence, negligence, Force Majeur, war liberties and clauses) contained in the Charter Party are deemed to be incorporated in this Bill of Lading and Form part here of. If anything in present form is repugnant there to it shall be void to that extent and further

IN WITNESS where of the master of the said Vessel have.without prejudiceto the term, conditions and exception of said Charter Party, affirmed to 1 (ONE)
Bill of Lading all of this tenor and date one of which being accomplished the other(s) to stay void
Date at TELUK ARU PKL. SUSU the day of Agst 20 2015

CAPT. SULISTYO ARI WIBOWO
Master

Kantor Unit Pemasaran I
Jalan K.L. Yos Sudarso No. 8-10
Medan 20114 Indonesia
Tlp. + 62 61 4554666 - 4552522
Fac. + 62 61 4556659 - 4558142
www.upms1-pertamina.com

TANKER TIME SHEET

PT. PERTAMINA (PERSERO)
SHIPPING - MARKETING & TRADING DIRECTORATE
Head Office : 19th Floor, Jln. Merdeka Timur 1A Jakarta 10110
Phone : (62-21)3816367, 3816314, 381663. Fax : 3455430, 3816348, 3507121
Email : opstanker@pertamineshipping.com

PERTAMINA

TANKER TIME SHEET

Vessel Name	: GAS ATTAKA	Port of	: STS Aru Bay P. Susu	Next Port	: Pangkalan Susu			
Flag	: INDONESIA	Date	: 12-Jun-15	E T A	:			
G R T	: 3930 T	Voy. No	: 50 / L / VI /15	Draft on		Fwd	Mean	Aft
D W T	: 2398 T	Last Port	: Pangkalan Susu	Arrival	:	2,30	2,95	3,60
		B L No.	:	Departure	:	4,30	4,30	4,30

STATEMENT OF ACTIVITY	DATE	HOUR	TOTAL PART	TOTAL TIME	REMARKS
Actual Time Arrival	12-Jun-15	12:00			Last Port Condition : Pangkalan Susu
Anchor at Outer Bar		-	B		Departure date : 12-Jun-15
Sea Pilot On Board	-	-			Departure time : 12:00 Local Time
Anchor Up	-	-	A		HSD : 61,636 MT
Anchor at Inner Anchorage	-	-			:
Free Pratique Granted	-	-			FW : 72 TON
MM On Board	12-Jun-15	13:18	B		
Anchor Up	-	-			
NOR Tendered	12-Jun-15	13:00			
NOR Accepted	12-Jun-15	13:48			
First Line	12-Jun-15	13:36			
All made fast	12-Jun-15	13:48			Load./Disch. Press/Rate Agreement:
Commenced ~~Ballast /~~ Deballast	12-Jun-15	15:00	A		Shore : Press.: 6 Rate : 200
Completed ~~Ballast /~~ Deballast	12-Jun-15	20:00			Ship : Press.: 7 Rate : 150
Loading Arms/Cargo Hose connected	12-Jun-15	14:12			Agreed : Press.: 8 Rate : 200
Vapour Arms/Vapour Hose connected	-	-			
Commenced Test Line Leakage	12-Jun-15	14:12			Actual : Press.: 6 Rate : 234.3 Mt/hr
Completed Test Line Leakage	12-Jun-15	14:18			
ESD Test	12-Jun-15	14:18	A/C		
Commenced Loading Butane	12-Jun-15	14:24			
Completed Loading Butane	12-Jun-15	17:18			
Commenced Loading Propane	12-Jun-15	17:24			
Completed Loading Propane	12-Jun-15	20:54			
Loading Arms/Cargo Hose disconnected	12-Jun-15	21:24			
Ship's paper & Cargo document on board	12-Jun-15	21:42	B		R O B Bunker (Metric Ton)
Commenced Bunker	-	-	A		Grade / Arr. / Repl. / Dept.
Completed Bunker	-	-			
MM On Board	12-Jun-15		B		HSD 61,390
Anchor Up	-	-			
NOR Tendered	12-Jun-15	13:00			
NOR Accepted	12-Jun-15	13:48			
First Line	12-Jun-15	13:36			
All made fast	12-Jun-15	13:48			Load./Disch. Press/Rate Agreement:
Commenced ~~Ballast /~~ Deballast	12-Jun-15	15:00	A		Shore : Press.: 6 Rate : 200
Completed ~~Ballast /~~ Deballast	12-Jun-15	20:00			Ship : Press.: 7 Rate : 150
Loading Arms/Cargo Hose connected	12-Jun-15	14:12			Agreed : Press.: 8 Rate : 200
Vapour Arms/Vapour Hose connected	-	-			
Commenced Test Line Leakage	12-Jun-15	14:12			Actual : Press.: 6 Rate : 234.3 Mt/hr
Completed Test Line Leakage	12-Jun-15	14:18			
ESD Test	12-Jun-15	14:18	A/C		
Commenced Loading Butane	12-Jun-15	14:24			
Completed Loading Butane	12-Jun-15	17:18			
Commenced Loading Propane	12-Jun-15	17:24			
Completed Loading Propane	12-Jun-15	20:54			
Loading Arms/Cargo Hose disconnected	12-Jun-15	21:24			
Ship's paper & Cargo document on board	12-Jun-15	21:42	B		R O B Bunker (Metric Ton)
Commenced Bunker	-	-	A		Grade / Arr. / Repl. / Dept.
Completed Bunker	-	-			
MM On Board	12-Jun-15		B		HSD 61,390
Cast off	12-Jun-15				
Anchor at OB	12-Jun-15		A		
Anchor Up	13-Jun-15				F W 70 69
Actual Time Departure / Sailed	13-Jun-15				

GRADE	SHORE FIGURE (BL/AR) B/L	A/R	DIFF	BEFORE	AFTER	LOADING	TOTAL TIME FOR :	Hours
KL Obs							SHIP (A)	
KL 15 * C								
BBLS 60 * F							AGENT (B)	
L T							[	
M T in Air	1.499,716	1.499,554	0,162	32,674	1.532,228	1.499,554	SHORE (C)	

Explanation of Delay :							
From :		To :			Total Loading Hours	6,4	Hours
From :		To :			Total Loading Rate	234,3	MT
From :		To :			Lay Time Allowed		Hours
From :		To :			Excess Time		Hours

PT. PERTAMINA (PERSERO)
Representative :

Rachmad
Loading Master

GAS ATTAKA
Master,

Capt. Sulistyo Ari Wibowo

DECLARATION OF SECURITY

PT. PERTAMINA (PERSERO)
JL. YOS SUDARSO No. 32 – 34
TANJUNG PRIOK
JAKARTA 14320 – INDONESIA

PERTAMINA

Delivery of ship's stores		
Handling unaccompanied baggage		
Controlling the embarkation of persons and their effects		
Ensuring that security communication is readily available between the ships		

The signatories to this agreement certify that security measures and arrangements for both the ship during the specified activities meet the relevant provisions of their national maritime security legislation (or,if not enacted, of chapter 5 in part A of the ISPS Code) and will be implemented in accordance with the provisions already stipulated in their approved ship security plan(s) or with specific arrangements agreed to (as set out in the attached annex).

Dated at , 2015 on the Aru Bay Anchorage

Signed for and on behalf of	
Shuttle Ship:	Mother Ship:
(Signature of Master or Ship Security Officer)	*(Signature of Master or Ship Security Officer)*

Name and title of person who signed	
Name: Yanuar	Name: Susilo Anggit
Title : SSO	Title : SSO

Contact Details

(to be completed as appropriate)

(indicate the telephone numbers or the radio channels or frequencies to be used)

for the Ship:	for the Mother Ship:
Master : 081332052204	Master :
Ship Security Officer : 082111304182	Ship Security Officer :
Company : +62 21 4392 8200	Company :
Company Security Officer : +62 812 112 3401 (Capt. Syafiq)	Company Security Officer :

LAMPIRAN 10

BERITA ACARADAN HASIL INSPEKSI

PT. PERTAMINA (PERSERO)
SHIPPING – MARKETING & TRADING DIRECTORATE
LPG/C – GAS ATTAKA

PERTAMINA

Berita Acara Kerusakan Floating Level Gauge
No. 835 /ATK/IX/2015

Pada hari Jum'at tanggal 11 September 2015, terjadi kerusakan pada Floating Level Gauge Cargo Tank No. 2, dengan kronologis kejadian sebagai berikut :

1. Pukul 09:30 Kapal All Fasted STS dengan kapal Navigator Pluto
2. Pukul 09:40 Mualim 3 menurunkan level gauge di tanki 1 dan 2
   Level CT 1 menunjukkan : 00003 mm dan CT 2 menunjukkan level 00005 mm (Normal)
3. Pukul 09:42 Cargo Hose Connect
4. Pukul 09:48 Completed Leak test
5. Pukul 10:06 Commence Loading Butane
6. Pukul 10:09 Comfirm bahwa Gas Attaka sudah terima Cargo
   Level CT 1 menunjukkan : 00150 mm dan CT 2 menunjukkan : 00020 mm
7. Pukul 10:12 level CT 2 masih menunjukkan 00020 mm dan terindikasikan bahwa level gauge stagnant (sama seperti kejadian – kejadian sebelumnya). Floating gauge di hoist pelan, akan tetapi pada saat level menunjukkan 00320 mm Crank case magnet tidak dapat di hoist lagi dan tidak dapat di lower.
8. Pukul 10:30 Melaporkan kejadian tersebut kepada KKM.
9. Pukul 10:54 Pemeriksaan awal dan observasi dilakukan, di putuskan bahwa akan dilakukan pemeriksaan dan perbaikan saat kondisi Cargo Tank No. 2 kosong

Pada hari Minggu tanggal 13 September. 2015 setelah kegiatan bongkar Voy : 078D/ATK/IX/2015, dilakukan pemeriksaan kembali pada Floating Level Gauge Cargo Tank No. 2

1. Pemeriksaan spring motor compartement
2. Pemeriksaan hand crank magnet
3. Membandingkan sistem kerja di Floating level gauge CT1

Pada hari Selasa tanggal 15 September 2015 setelah kegiatan bongkar Voy : 079D/ATK/IX/2015, dilakukan pemeriksaan kembali pada Floating Level Gauge Cargo Tank No. 2

1. Pemeriksaan spring motor compartement
2. Pemeriksaan hand crank magnet
3. Ada kenaikan level pada saat loading voy : 079L/IX/ATK/2015 pada tanggal 14 September 2015 yaitu angka awal 00210 mm kemudian naik menjadi 00313 mm
4. Sampai saat ini kami belum dapat memastikan apakah posisi floating di bawah atau sudah di atas saat di hoist secara mannual.
5. Valve level gauge posisi selalu terbuka dan tidak ditutup saat kejadian ataupun saat pemeriksaan.

PT. PERTAMINA (PERSERO)
SHIPPING – MARKETING & TRADING DIRECTORATE
LPG/C – GAS ATTAKA

PERTAMINA

Demikian berita acara ini kami buat dengan sebenar - benarnya dan kami mohon bantuan dan sumbangsih pemikirannya.

Pelabuhan : Pangkalan Susu
Tanggal : 15 Septemberi 2015

Yang membuat

Andhika Dwi Cahyo K.
Chief Officer

Mengetahui :

Capt Sulistyo Ari Wibowo
Master Gas Attaka

Saksi-saksi :

1. Erwin Catur Handayani — Chie Engineer : ----------
   NP : 749373
2. Yanuar — 2nd Officer : ----------
   Np.10013547
3. Suthantio — 3rd Officer : ----------
   Np.10013907

BERITA ACARA PERMINTAAN PERALATAN DEK

PT. PERTAMINA (PERSERO)
JL. YOS SUDARSO No. 32 – 34
TANJUNG PRIOK
JAKARTA 14320 – INDONESIA
GAS ATTAKA

PERTAMINA

BERITA ACARA

No.673 / ATK / VII / 2015

Perihal : Kekurangan deck dan safety equipment di atas kapal

Pada tanggal 20 Juli 2015 saat kapal sandar di pelabuhan Pangkalan Susu, telah dilaksanakan pemeriksaan terhadap peralatan deck dan keselamatan ,ada beberapa temuan adanya kekurangan alat antara lain :

1. Kunci Non Spark untuk kegiatan di manifold tidak ada
2. Anti corrosive tape untuk maintenance di deck sudah habis
3. Cargo sling bags di atas kapal tidak ada
4. Cargo sling bags tidak ada
5. Peralatan maintenance non spark tidak ada (chipping kuningan), sudah diusahakan untuk membeli dengan swakelola namun tidak ada
6. Imo dan fire sunbol sudah banyak yang rusak, spare tidak ada.

Dengan dasar tersebut diatas dan demi menunjang operasional dan keselamatan awak kapal kami,maka kami membuat permintaan dalam bentuk Action Plan untuk triwulan III tahun 2015.

Demikian berita acara ini dibuat dengan sebenarnya dan dapat dipertanggung jawabkan.

Mengetahui
Master,

Cant. Sulistyo Ari Wibowo
NP. 750815

P. Susu, 22 Juli 2015
Chief Officer,

Andhika Dwi C.K
NP. 749364

Saksi – saksi :

1. 2nd Officer / Yanuar : .....
   NP.10013547
2. 3rd Officer / Suthantio : .....
   NP.10013907

PT PERTAMINA (Persero)
DIREKTORAT PEMASARAN DAN NIAGA - PERKAPALAN

ACTION PLAN

PERTAMINA

ACTION PLAN	:	Triwulan III Tahun 2015
NAMA KAPAL	:	LPG/C GAS ATTAKA
COST CENTER	:	A1404065
COST ELEMENT	:	6001013130
PERMINTAAN KAPAL	:	DECK EQUIPMENT

No.	ITEM DESCRIPTION *URAIAN PERMINTAAN*	PART NUMBER	QUANTITY	UNIT	QUOTATION	REMARKS
	DECK EQUIPMENT					
1	Non Spark socket wrench sets	615671	2	set		
2	Non spark ratchet wrenches for socket 17mm	615640	4	PCS		
3	Non spark ratchet wrenches for socket 19mm	615641	4	PCS		
4	Non spark ratchet wrenches for socket 24mm	615644	4	PCS		
5	Non spark ratchet wrenches for socket 32mm	615648	4	PCS		
6	Non spark ratchet wrenches for socket 36mm	615650	4	PCS		
7	Non spark straight pipe wrenches	615652	2	PCS		
8	Non spark straight pipe wrenches	615653	2	PCS		
9	Non spark straight pipe wrenches	615656	2	PCS		
10	Non spark chipping hammers handled	615751	30	pcs		
11	Non spark chipping hammers handled	615752	30	pcs		
12	Non spark adjustable wrenches	615616	2	PCS		
13	Non spark adjustable wrenches	615618	2	PCS		
14	Non spark adjustable wrenches	615620	2	PCS		
15	Non spark double face hammers with handle	615730	2	PCS		
16	Non spark double face hammers with handle	615732	2	PCS		
17	Non spark hand scrappers	615840	15	PCS		
18	Non spark hand scrappers	615841	15	PCS		
19	Chain stopper	231135	10	PCS		
20	Anticorrosive tapes width 50 mm	812492	40	roll		
21	Strand polyethylene tiger rope	211397	3	roll		
22	Cargo sling bags	232181	2	PCS		

Pelabuhan	Pangkalan Susu
Tanggal	July 22nd, 2015

Manager Technical Fleet I LR-MR	Owner Superintendent	Master	Chief Officer
Gandung Rachman Nur Atman	Aris Priyanto	Capt. Sulistyo Eri W.	Andhika Dwi Cahyo Kumolo

VESSEL VETTING INSPECTION LISENSI *VIDEOTEL*

Vessel	GAS ATTAKA
Owner/Operator	PT. PERTAMINA
Date & Port of Inspection	24 December 2014, Pangkalan Susu

VESSEL VETTING INSPECTION CLOSED-OUT FORM

VIQ Ref.	Observation
(3) 3.5	Videotel license expired on May 2014, safety video is not available to watch.
Corrective Action	Alreadry reminded crewing by e mail for license Videotel.
Preventive Action	Expired license for Videotel has been reported to the office @ 20 September 2014 & remained again '@ 07 Desember 2014 by email
Date of Closed-Out	26 Desember 2014
Close-Out evidence (documents/procedures/photos/certificate/service report/purchase order/etc.)	

A48978/MASTER ⊙ 26/12/2014 1:07 A48978-5960 001/001

From: Gas Attaka - Master
To : Timbul Arifin <timbul.arifin@pertamina.com@SMTSAMOS> Sent 20/09/2014 14:19
Cc : Husu Iskandar <husu.iskandar@pertamina.com@SMTSAMOS> Sent 20/09/2014 14:19
Cc : Andy Suardi <andy.suardi@pertamina.com@SMTSAMOS> Sent 20/09/2014 14:19
Date: 20 September 2014 14:13 Msg: A48978-5942
Sub : License Videotel Gas Attaka Expired
Attach: License Videotel Expired Gas Attaka.jpg

NO EMAIL:252/ATK/IX/2014

Dengan Hormat,

Bersama email ini kami laporkan bahwa License untuk Videotel diatas kapal GAS ATTAKA sudah habis masa berlakunya, terhitung Bulan Mei 2014.
Dengan ini kami harapkan bantuan dari bapak untuk mengirimkan License Videotel terbaru untuk GAS ATTAKA. Berikut kami lampirkan License Videotel Expired Gas Attaka.

Demikian kami sampaikan atas kerjasamanya kami ucapkan.
Terima Kasih.

Salam
Nakhoda Gas Attaka
Capt. Ahkamil Chang

A48978/MASTER ⊙ 28/12/2014 12:16 AMOS-735602722 001/002

From: Timbul Arifin <timbul.arifin@pertamina.com@SMT>
To : Gas Attaka - Master Sent 08/12/2014 8:24
To : Indra Multi Integra <indra.nurmawan@...com@SMT> Sent 07/12/2014 17:03
To : Wahyudi Aim <wahyudi@multiintegra.co.id@SMT> Sent 07/12/2014 17:03
Date: 07 Desember 2014 17:02 Msg: AMOS-735602722
Sub : Re: VIDEOTEL ONBOARD TRAINING SCHEDULE

Dear Capt,

Thank you for information, and I will follow up accordingly to Videotel vendor.

Rgrds,
Timbul

Sent from my BlackBerry 10 smartphone on the XL network.
Original Message
From: Gas Attaka - Master
Sent: Sunday, December 7, 2014 12:14
To: Timbul Arifin
Subject: Re: VIDEOTEL ONBOARD TRAINING SCHEDULE

Dear Capt.Timbul

Perlu kami informasikan bahwa diatas kapal Gas Attaka License Videotel masih expire dan kami sudah mengirimkan informasi untuk di update melalui email pada tanggal 20 September 2014. Mohon ditindak lanjuti pada kesempatan yang pertama.

Terima kasih
Salam
Nakhoda Gas Attaka

From: Timbul Arifin
Date: Sun, 7 Dec 2014 08:54 +0700 Msg: AMOS-735493836
Subject: VIDEOTEL ONBOARD TRAINING SCHEDULE
To: GAS ARAR
To: GAS WALIO
To: GAS WIDURI
To: GAS ARJUNA
To: GAS ATTAKA
To: ARIMBI
To: SENIPAH
To: PEGADEN
To: GANDINI (master.a46720@amosconnect.com)
To: GAMALAMA
To: GAMSUNORO
To: GUNUNG GEULIS
To: FASTRON
To: Pertamina Gas 1
To: PG 2 (email 1)
To: PG 2 (email 2)
To: SEI PAKNING
To: SAMBU
To: SUNGAI GERONG
To: GALUNGGUNG
Cc: Agus Pranoto
Cc: Husu Iskandar

PT PERTAMINA (PERSERO) DIRECTORATE ... GAS ATTAKA

CLOSED OUT INTERNAL AUDIT

LAPORAN INTERNAL AUDIT
QMS - TMSA
(Sistem Manajemen Keselamatan)

PERTAMINA
Safety Management Representative
Perkapalan

Fungsi / Kapal : ...GAS ATTAKA... Tanggal : ...21 APRIL 2015.....

Audit No. : ..... Halaman : 1 dari 3

Rujukan :

Pedoman Manajemen Keselamatan (QMS – TMSA) : Elemen .....7.....

International Safety Management Code : Element .....7.....

Pernyataan ketidak-sesuaian / kekurangan : ~~**Mayor**~~ / **Minor** / ~~**Observation**~~

Prosedur pengoperasian kapal belum sepenuhnya dilaksanakan secara konsisten

Ob.Ev.:
Belum ada bukti pelaksanaan risk assessment sesuai dengan prosedur-A-017/F20000/2012-SO untuk kegiatan ship to ship (tanggal 16/04/2015) dan ship to shore transfer (tanggal 19/04/2015) sesuai dengan form 9.03 telah dilaksanakan.

Auditor **Nakhoda**

Capt. Sulistyo Ariyo

Usulan tindakan perbaikan :
SEGERA DIIMPLEMENTASIKAN SESUAI DENGAN PROSEDUR.

Batas tanggal penyelesaian perbaikan : 21 JULI 2015

Tindakan pencegahan sementara : RISK ASSESSMENT UNTUK KEGIATAN SHIP TO SHIP DAN SHIP TO SHORE (TMSA - FORM 9.03) TELAH DILAKSANAKAN.

Tanggal penyelesaian : 18 JUNI 2015 **Nakhoda**

CAPT. SULISTYO ARIYO
NP. 750 815

Penilaian tindakan perbaikan / hasil pemeriksaan kembali :

Tindakan perbaikan terpenuhi dan ditutup tanggal :

Auditor, **Safety Management Representative**

(.....) (.....)

LAMPIRAN 11

PENILAIAN *CREW*

PT PERTAMINA (PERSERO) PERKAPALAN
LAPORAN PENILAIAN PERWIRA DECK

PERTAMINA

Nama : Yanuar
Jabatan : 2nd Officer
Kapal : BAS ATTAYA
Periode : Semester I 2015

Tipe Penilaian : ☐ Selesai kontrak ☐ Off karena sakit √ Per-semester ☐ Diturunkan ☐ Transfer ☐ Mengundurkan Diri

Beri tanda check (√)pada kolom per item sesuai nilai yang diberikan.
Ket Penilaian: 1.0 (jarang/ tidak pernah dilakukan), 2.0 (sesekali/ kadang), 3.0 (biasa dilakukan),4.0 (konsisten dilakukan).

NO	ASPEK PENILAIAN	DESKRIPSI	1	2	3	4
1	Crew Management	Memberdayakan orang lain; mempromosikan nilai-nilai organisasi dan hasil yang diinginkan, melaksanakan pelatihan dan pengembangan diri staf; mengelola kinerja dan perubahan; merencanakan dan menerapkan strategi pengembangan staf yang efektif;			√	
2	Vessel Management	Efektif dalam perencanaan dan pengelolaan semua kegiatan di kapal; beroperasi pada atau di bawah anggaran; mempertahankan pemeliharaan seluruh kapal;			√	
3	Cooperation	bekerjasama, membantu dan mendukung dalam mencapai tujuan; konstruktif dan bermanfaat;			√	
4	Administrative Activities	Memenuhi standar, kerja secara menyeluruh, akurat dan tepat;			√	
5	Navigational Activities	Memantau kegiatan navigasi; menemukan bidang perbaikan; laporan audit yang jelas dan informatif;			√	
6	Cargo Operations	Pengoperasian Cargo			√	
7	Deck Officer's Review	Memenuhi standar pada TMSA-QMS, membawa review yang lengkap, memberi masukan yang sangat baik untuk perbaikan lebih lanjut;			√	
8	Closing Out Defects, Deficiencies, CC and Nonconformities	Melaksanakan item sebelum waktunya; semua cacat, kekurangan dan ketidaksesuaian dicatat dan dimonitor sampai selesai; bekerja sama sepenuhnya dengan Chief Officer dan Chief Engineer.			√	
9	Vessel Management Team Activities	Berperan aktif dalam rapat untuk memperoleh informasi mutual dan perbaikan kinerja kapal; memungkinkan masukan dari anggota tim lain dan berusaha untuk mencari solusi melalui konsensus;			√	
10	Safety Committee Activities	Berperan aktif dalam rapat untuk memperoleh informasi mutual dan perbaikan kinerja kapal; memungkinkan masukan dari anggota tim lain dan berusaha untuk mencari solusi melalui konsensus;			√	
11	Knowledge About the TMSA-QMS	Pengetahuan tentang prosedur kerja; mengambil bagian aktif dalam kegiatan upaya peningkatan dan ketidaksesuaian terus-menerus; mempromosikan tepat waktu, insiden dan pelaporan kecelakaan; melakukan verifikasi kinerja didokumentasikan;			√	
12	Training and Communication with Crew	Berusaha untuk mengidentifikasi kebutuhan untuk pelatihan kapal tambahan; konsisten memulai dan pemantauan pelatihan tersebut; berkomunikasi dengan semua tingkat awak; informasi tentang kinerjakru;			√	
13	Near Miss and Nonconformity Generating Activities	Mencari untuk meningkatkan nyaris dan ketidaksesuaian sistem pelaporan; awak sangat termotivasi dengan tingkat tinggi partisipasi; mempromosikan budaya tidak menyalahkan kapal;		√		
14	Communication	Menunjukkan keterampilan lisan dan tertulis yang efektif antar; menggunakan saluran komunikasi yang sesuai			√	
15	Safety and Quality Management	Mencari untuk meningkatkan tingkat pemahaman tentang keselamatan dan kualitas prosedur kapal; mengurangi cacat, kekurangan dan ketidaksesuaian dilaporkan oleh pihak ketiga; mempromosikan penilaian risiko formal dan informal sebagai alat untuk menghindari insiden;			√	

Penilai Menyetujui Tanggal: 30-06-2015

(Andhika Dwi Cahyo K.) (Capt. Sulistyo Ari Wibowo) (Yanuar)

Ver 10092014

PT PERTAMINA (PERSERO) PERKAPALAN

PERTAMINA

LAPORAN PENILAIAN PERWIRA DECK

Nama : Suhantio
Jabatan : 3RD Officer

Kapal : BAS ATTAKA
Periode : Semester I 2015

Tipe Penilaian : ☐ Selesai kontrak ☑ Per-semester ☐ Transfer ☐ Off karena sakit ☐ Diturunkan ☐ Mengundurkan Diri

Beri tanda check (√)pada kolom per item sesuai nilai yang diberikan.
Ket Penilaian: 1.0 (jarang/ tidak pernah dilakukan), 2.0 (sesekali/kadang),3.0 (biasa dilakukan),4.0 (konsisten dilakukan).

NO	ASPEK PENILAIAN	DESKRIPSI	1	2	3	4
1	Crew Management	Memberdayakan orang lain; mempromosikan nilai-nilai organisasi dan hasil yang diinginkan, melaksanakan pelatihan dan pengembangan diri staf; mengelola kinerja dan perubahan; merencanakan dan menerapkan strategi pengembangan staf yang efektif;			✓	
2	Vessel Management	Efektif dalam perencanaan dan pengelolaan semua kegiatan di kapal; beroperasi pada atau di bawah anggaran; mempertahankan pemeliharaan seluruh kapal;			✓	
3	Cooperation	bekerjasama; membantu dan mendukung dalam mencapai tujuan; konstruktif dan bermanfaat;			✓	
4	Administrative Activities	Memenuhi standar kerja secara menyeluruh, akurat dan tepat;			✓	
5	Navigational Activities	Memantau kegiatan navigasi; menemukan bidang perbaikan, laporan audit yang jelas dan informatif;			✓	
6	Cargo Operations	Pengoperasian Cargo				✓
7	Deck Officer's Review	Memenuhi standar pada TMSA-QMS, membawa review yang lengkap, masukan yang sangat baik untuk perbaikan lebih lanjut;			✓	
8	Closing Out Defects, Deficiencies, CC and Nonconformities	Melaksanakan item sebelum waktunya; semua cacat, kekurangan dan ketidaksesuaian dicatat dan dimonitor sampai selesai; bekerja sama sepenuhnya dengan Chief Officer dan Chief Engineer.			✓	
9	Vessel Management Team Activities	Berperan aktif dalam rapat untuk memperoleh informasi mutual dan perbaikan kinerja kapal; memungkinkan masukan dari anggota tim lain dan berusaha untuk mencari solusi melalui konsensus;			✓	
10	Safety Committee Activities	Berperan aktif dalam rapat untuk memperoleh informasi mutual dan perbaikan kinerja kapal; memungkinkan masukan dari anggota tim lain dan berusaha untuk mencari solusi melalui konsensus;			✓	
11	Knowledge About the TMSA-QMS	Pengetahuan tentang prosedur kerja; mengambil bagian aktif dalam kegiatan upaya peningkatan dan ketidaksesuaian terus-menerus; mempromosikan tepat waktu; insiden dan pelaporan kecelakaan; melakukan verifikasi kinerja didokumentasikan;			✓	
12	Training and Communication with Crew	Berusaha untuk mengidentifikasi kebutuhan untuk pelatihan kapal tambahan; konsisten memulai dan pemantauan pelatihan tersebut; berkomunikasi dengan semua tingkat awak; informasi tentang kinerjakru;			✓	
13	Near Miss and Nonconformity Generating Activities	Mencari untuk meningkatkan nyaris dan ketidaksesuaian sistem pelaporan; awak sangat termotivasi dengan tingkat tinggi partisipasi; mempromosikan budaya tidak menyalahkan kapal;		✓		
14	Communication	Menunjukkan keterampilan lisan dan tertulis yang efektif antar; menggunakan saluran komunikasi yang sesuai			✓	
15	Safety and Quality Management	Mencari untuk meningkatkan tingkat pemahaman tentang keselamatan dan kualitas prosedur kapal; mengurangi cacat, kekurangan dan ketidaksesuaian dilaporkan oleh pihak ketiga; mempromosikan penilaian risiko formal dan informal sebagai alat untuk menghindari insiden;			✓	

Penilai Menyetujui Tanggal: 30-06-2015

(Andhika Dwi Cahyo K.) (Capt. Sulistyo Ari Wibowo) (Suhantio)

Ver 10092014

PT PERTAMINA (PERSERO) PERKAPALAN
LAPORAN PENILAIAN RATING

PERTAMINA

Nama : Junaidi
Jabatan : AB

Kapal : Bas Attaka
Periode : Semester I 2015

Tipe Penilaian : ☐ Selesai kontrak ☑ Per-semester ☐ Transfer ☐ Off karena sakit ☐ Diturunkan ☐ Mengundurkan Diri

Beri tanda check (√)pada kolom per item sesuai nilai yang diberikan.
Ket Penilaian: 1.0 (jarang/ tidak pernah dilakukan), 2.0 (sesekali/kadang),3.0 (biasa dilakukan),4.0 (konsisten dilakukan).

NO	ASPEK PENILAIAN	DESKRIPSI	1	2	3	4
1	**Productivity**	Rencana dan mengatur pekerjaan untuk memprioritaskan tugas-tugas yang lebih penting; menyelesaikan pekerjaan secara efisien dan tepat waktu;			✓	
2	**Job Attitude**	Menopang motivasi untuk melakukan pekerjaan sebaik mungkin; teliti dan antusias saat melakukan tugas yang diberikan, membuat setiap usaha ke arah mencapai kesuksesan;			✓	
3	**Quality of Work**	Memenuhi atau melebihi standar; kerja rapi, teliti, akurat dan tepat			✓	
4	**Dependability Rating**	Melaksanakan tanggung jawab tanpa pengawasan; menilai pengawas senior / manajer kualitas dan tindakan yang diambil;			✓	
5	**Initiative**	Starter diri; improvisasi solusi; penuh ide yang memberikan wawasan yang baik dan perspektif yang luas;		✓		
6	**Cooperation**	Bekerjasama; membantu dan mendukung dalam mencapai tujuan; pergi keluar dari cara untuk menjadi konstruktif dan bermanfaat;			✓	
7	**Communication**	Menunjukkan keterampilan lisan dan tertulis yang efektif antar; memanfaatkan saluran komunikasi yang sesuai;			✓	
8	**Punctuality**	Tepat waktu untuk bekerja dan kehadiran; mulai bekerja segera;			✓	
9	**Reliability Under Stress**	Tenang dan terpercaya, berkaitan dengan krisis dan keadaan darurat tanpa kehilangan fokus;		✓		
10	**Cost Control**	Menunjukkan kemampuan untuk mengendalikan biaya; menggunakan anggaran kapal sebagai panduan; memulai langkah-langkah penghematan biaya;			✓	
11	**Management of Staff**	Memberdayakan orang lain; mempromosikan nilai-nilai organisasi dan hasil yang diinginkan, pelatihan dan pengembangan diri staf; mengelola kinerja dan perubahan; rencana dan menerapkan strategi pengembangan staf yang efektif;			✓	
12	**Knowledgeable about the TMSA-QMS**	Memiliki pengetahuan tentang prosedur kerja; mengambil bagian aktif dalam upaya perbaikan terus-menerus dan kegiatan ketidaksesuaian; mempromosikan tepat waktu nyaris, insiden dan pelaporan kecelakaan; melakukan verifikasi kinerja didokumentasikan;			✓	
13	**Safety and The Environment**	Memonitor keselamatan kegiatan dan bahwa sesama awak kapal; memastikan bahwa kondisi dan peralatan aman; berpartisipasi aktif dalam upaya perbaikan kapal; menggunakan PPE yang dibutuhkan; mempromosikan daur ulang dan penggunaan kembali bahan dan mempromosikan operasi yang ramah lingkungan; aktif menggunakan penilaian risiko formal dan informal sebagai bagian dari upaya peningkatan keselamatan;			✓	
14	**Health and Hygiene**	Mempertahankan standar yang tinggi kebersihan diri dan membantu secara aktif dalam upaya menjaga rumah-benar; mempertahankan kabin dan kamar umum tertib; latihan teratur dan jam tangan / berat nya;			✓	

Penilai — Menyetujui — Tanggal: 30-06-2015

(Andhika Dwi C.K.) (Capt. Sulistyo Ari Wibowo) (Junaidi)

Ver 10092014

PT PERTAMINA (PERSERO) PERKAPALAN
LAPORAN PENILAIAN RATING

PERTAMINA

Nama : Tri Suprianto
Jabatan : AB

Kapal : SAS ATTAYA
Periode : Semester 1 2015

Tipe Penilaian : ☐ Selesai kontrak ☐ Off karena sakit √ Per-semester ☐ Diturunkan ☐ Transfer ☐ Mengundurkan Diri

Beri tanda check (√)pada kolom per item sesuai nilai yang diberikan.
Ket Penilaian: 1.0 (jarang/ tidak pernah dilakukan), 2.0 (sesekali/kadang),3.0 (biasa dilakukan),4.0 (konsisten dilakukan).

NO	ASPEK PENILAIAN	DESKRIPSI	1	2	3	4
1	Productivity	Rencana dan mengatur pekerjaan untuk memprioritaskan tugas-tugas yang lebih penting; menyelesaikan pekerjaan secara efisien dan tepat waktu;			✓	
2	Job Attitude	Menopang motivasi untuk melakukan pekerjaan sebaik mungkin; teliti dan antusias saat melakukan tugas yang diberikan, membuat setiap usaha ke arah mengatasi kesulitan;			✓	
3	Quality of Work	Memenuhi atau melebihi standar; kerja menyeluruh, akurat dan tepat			✓	
4	Dependability Rating	Melaksanakan tanggung jawab tanpa pengawasan; menilai pengawas / mentor / manajer kesulitan dan tindakan yang diambil;			✓	
5	Initiative	Starter diri; improvisasi solusi; penuh ide yang memberikan wawasan yang baik dan perspektif yang luas;		✓		
6	Cooperation	Bekerjasama; membantu dan mendukung dalam mencapai tujuan; cergi keluar dari cara untuk menjadi konstruktif dan bermanfaat;			✓	
7	Communication	Menunjukkan keterampilan lisan dan tertulis yang efektif antar; memanfaatkan saluran komunikasi yang sesuai;			✓	
8	Punctuality	Tepat waktu untuk bekerja dan kehadiran; mulai bekerja segera;			✓	
9	Reliability Under Stress	Tenang dan terpercaya, berkaitan dengan krisis dan keadaan darurat tanpa kehilangan fokus;		✓		
10	Cost Control	Menunjukkan kemampuan untuk mengendalikan biaya; menggunakan anggaran kapal sebagai sarana; memulai langkah-langkah penghematan biaya;			✓	
11	Management of Staff	Memberdayakan orang lain; mempromosikan nilai-nilai organisasi dan hasil yang diinginkan, pelatihan dan pengembangan diri staf; mengelola kinerja dan perubahan; rencana dan menerapkan strategi pengembangan staf yang efektif;			✓	
12	Knowledgeable about the TMSA-QMS	Memiliki pengetahuan tentang prosedur kerja; mengambil bagian aktif dalam upaya perbaikan terus-menerus dan kegiatan ketidaksesuaian; mempromosikan tepat waktu nyaris, insiden dan pelaporan kecelakaan; melakukan verifikasi kinerja didokumentasikan;			✓	
13	Safety and The Environment	Memonitor keselamatan kegiatan dan bahwa sesama awak kapal; memastikan bahwa kondisi dan peralatan aman; berpartisipasi aktif dalam upaya perbaikan kapal; menggunakan PPE yang dibutuhkan; mempromosikan daur ulang dan penggunaan kembali bahan dan mempromosikan operasi yang ramah lingkungan; aktif menggunakan penilaian risiko formal dan informal sebagai bagian dari upaya peningkatan keselamatan;			✓	
14	Health and Hygiene	Mempertahankan standar yang tinggi kebersihan diri dan membantu secara aktif dalam upaya menjaga rumah-benar; mempertahankan kabin dan kamar umum tertib; latihan teratur dan jam tangan / berat nya;			✓	

Penilai | Menyetujui | Tanggal: 30-06-2015

(Andhika Dwi C.K.) (Capt. Bulistyo Ari Wibowo) (Tri Suprianto)

Ver 10092014