LAMPIRAN

Lampiran 1 *Crew List*

CREW LIST

(TRAVEL PASSPORTS)

☐ Arrival ☐ Departure

Name of Ship	IMO Number	Call Sign	Port of Arrival	Date of Arrival
GOLDEN GRACE	**9955583**	**V7A7308**	**SINGAPORE**	**11 Mar 2025**

Nationality **MARSHALL ISLANDS** — Last port of call **HAY POINT, AUSTRALIA**

No.	Family name & Given names	Rank	SEX	Nationality	Date and place of birth		No.of identity document	Date of Issue	Expiry date	Embarkation Date	Embarkation Place
1	NOVIKOV OLEG	MASTER	M	UKRAINIAN	20-Aug-1972	UKR	FJ687043	27-Oct-2017	27-Oct-2027	25-Oct-2024	Hamburg, Germany
2	RYZHAKOV YEVGEN	CHIEF OFFICER	M	UKRAINIAN	19-Oct-1981	RUS	FH387462	08-Aug-2017	08-Aug-2027	11-Nov-2024	Norfolk, Usa
3	CUIZON DANN CHRISTOPHER SADAYA	SECOND OFFICER	M	FILIPINO	16-Nov-1987	CEBU CITY	P7500673C	09-Jul-2024	08-Jul-2034	11-Nov-2024	Norfolk, Usa
4	TOCO JASON TANUDRA	THIRD OFFICER	M	FILIPINO	04-Jan-1994	GINATILAN CEBU	P9768071A	30-Nov-2018	29-Nov-2028	26-Jan-2025	Kemen, China
5	BUCHKO OLEG	CHIEF ENGINEER	M	UKRAINIAN	31-Mar-1988	UKR	FE862417	16-Aug-2016	16-Aug-2026	25-Oct-2024	Hamburg, Germany
6	BUCHATSKYY KOSTYANTYN	SECOND ENGINEER	M	UKRAINIAN	02-Aug-1980	UKR	FV458621	14-Jun-2019	14-Jun-2029	14-Jul-2024	Mobile, Usa
7	DACANAY HELARIO PADRON	THIRD ENGINEER	M	FILIPINO	26-Jun-1973	SISON PANGASINAN	P0818759B	26-Feb-2019	25-Feb-2029	09-Jun-2024	Pecem, Brazill
8	MACAOROG JOEVEN BOMBASE	ELECTRO TECHNICAL OFFICER	M	FILIPINO	18-Jun-1988	BALAGTAS BULACAN	P1263798B	29-Mar-2019	28-Mar-2029	09-Jun-2024	Pecem, Brazill
9	KAMASI FERNANDA SATRIA NICHOLAS	DECK CADET	M	INDONESIAN	01-Nov-2001	BOGOR	E2655277	28-Mar-2023	28-Mar-2033	26-Jan-2025	Kemen, China
10	PRIMACIO MARLON DAÑO	BOSUN	M	FILIPINO	12-Mar-1977	LAPU-LAPU CITY	P8868627B	08-Feb-2022	07-Feb-2032	23-Jun-2024	Pecem, Brazill
11	TABO EDWARD LUCAS	AB 1	M	FILIPINO	17-Dec-1979	VIRAC CDS	P5232945B	17-Jun-2020	16-Jun-2030	09-Jun-2024	Pecem, Brazill
12	LAID JOVER AQUE	AB 2	M	FILIPINO	20-May-1998	ALORAN MIS OC	P7437910B	20-Aug-2021	19-Aug-2031	09-Jun-2024	Pecem, Brazill
13	MORAL NEIL LUIGI LOZADA	AB 3	M	FILIPINO	12-Sep-1991	MANILA	P6423386B	04-Mar-2021	03-Mar-2031	23-Jun-2024	Pecem, Brazill
14	RICARDOS BLADIMERE AYCO	OS1	M	FILIPINO	03-Feb-1991	VIGAN ILOCOS SUR	P3675716B	29-Oct-2019	28-Oct-2029	09-Jun-2024	Pecem, Brazill
15	TOMBIGA JORDAN CAPARRO	FITTER	M	FILIPINO	27-Apr-1988	ALMERIA LEYTE	P0330553B	21-Jan-2019	20-Jan-2029	23-Jun-2024	Pecem, Brazill
16	FLORES RICH CANCILLER	MTM 1	M	FILIPINO	16-Dec-1985	PALO LEYTE	P5953738B	16-Dec-2020	15-Dec-2030	09-Jun-2024	Pecem, Brazill
17	GARCIA EFREN NARA	MTM 2	M	FILIPINO	03-Aug-1977	MANGATAREM PGN	P3830160B	13-Nov-2019	12-Nov-2029	23-Jun-2024	Pecem, Brazill
18	GOCON RAPHAEL STA. ISABEL	CHIEF COOK	M	FILIPINO	24-Oct-1983	MAUBAN QUEZON	P3524326B	15-Oct-2019	14-Oct-2029	23-Jun-2024	Pecem, Brazill
19	CAIMOSO HOMEL CALAMPINAY	MESSMAN	M	FILIPINO	27-Nov-1984	LEON ILOILO	P7162002B	09-Jul-2021	08-Jul-2031	09-Jun-2024	Pecem, Brazill

Date and Signature by Master

GOLDEN GRACE MASTER

CAPT. OLEG NOVIKOV

MASTER M.V. GOLDEN GRACE

Lampiran 2 Surat Mutasi Perusahaan

SURAT MUTASI
Ref: BSM-IR/001/1405/XXV

Yang bertanda tangan dibawah ini Senior HR Marine Officer di PT BSM CSC Indonesia, menerangkan bahwa:

Nama	**: Fernanda Satria Nicholas Kamasi**
Tempat/Tgl Lahir	**: Bogor / 01 November 2001**
Posisi	**: Deck Cadet**
No. SBK / Expiry	**: I021806 / 24 Februari 2026**

Telah menyelesaikan masa kontrak diatas kapal berikut:

Nama kapal	: **MV. Golden Grace**
Tipe kapal	: **Bulk Carrier**
GRT	: **49508**
Masa berlayar	: **24 Januari 2025 – 12 Mei 2025**
Alasan	: **Finish Contract**

Demikian surat mutasi ini kami buat dengan sebenarnya agar dapat dipergunakan sebagaimana mestinya.

Jakarta, 14 April 2025
PT. BSM Crew Service Centre Indonesia

Indri Ramadhani

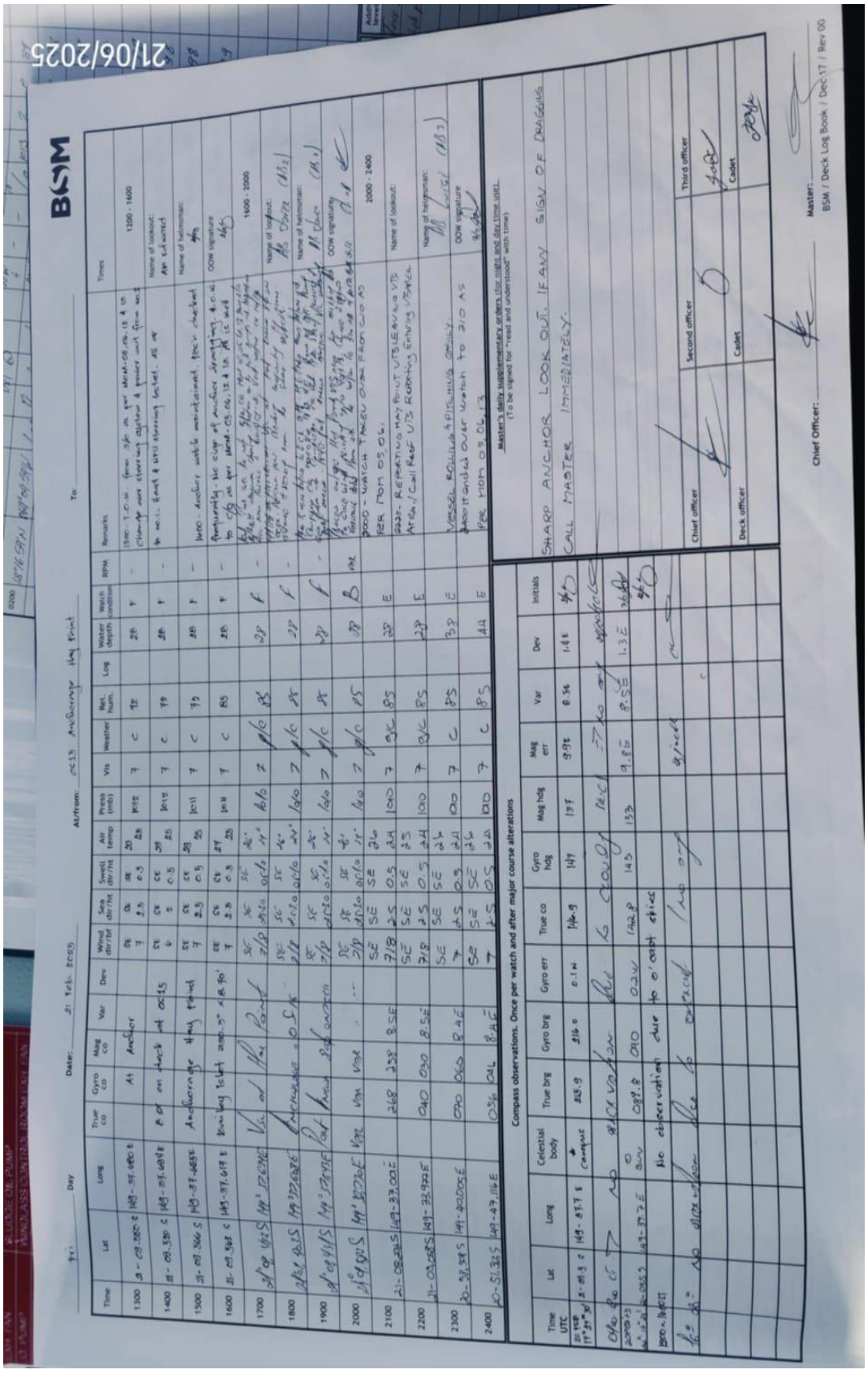
Fleet Personnel Officer

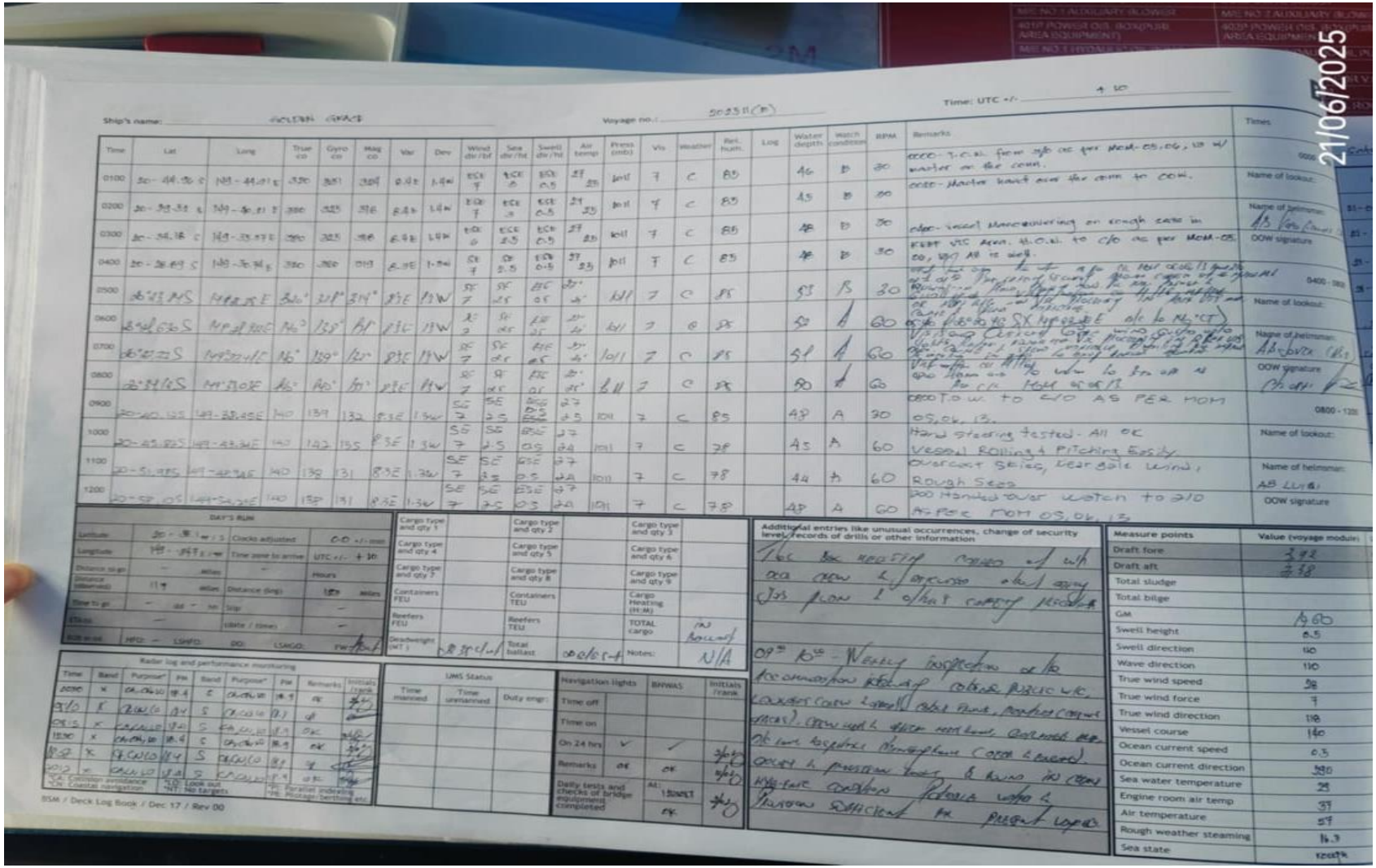
PT. BSM CREW SERVICE CENTRE INDONESIA
Sentra Pemuda Kav. 5 - 6, Jalan Pemuda No. 61 Rawamangun, Jakarta, 13220
T. +62 21 29617300 | E. id-csc-management@bs-shipmanagement.com
www.bs-shipmanagement.com | www.bsm-indonesia.com

SIUKAK No. 5.05 - R Tahun 2024
NIB No. 9120300760694

Member of the SCHULTE GROUP

Lampiran 3 *Log Book*





Ship's name: GOLDEN GRACE Voyage no.: 50251(P) Time: UTC +/- 4.00

Time	Lat	Long	True co	Gyro co	Mag co	Var	Dev	Wind dir/bf	Sea dir/ht	Swell dir/ht	Air temp	Press (mb)	Vis	Weather	Rel. hum.	Log	Water depth	Watch condition	RPM	Remarks	Times
0100	20-44.56 S	149-44.01 E	330	331	328	2.0E	1.4W	ESE 7	ESE 3	ESE 0.5	27 25	1011	7	C	83		46	B	80	0000- T.O.W. from 4th on for MOM-05,06; 12 M/ master on the coun.	0000 - 0100
0200	20-39.53 S	149-39.81 E	330	331	328	2.0E	1.4W	ESE 7	ESE 3	ESE 0.5	27 25	1011	7	C	83		45	B	80	0100- Master hand over the conn to OOW.	Name of lookout:
0300	20-34.18 S	149-33.57 E	330	331	328	2.0E	1.4W	ESE 6	ESE 2.5	ESE 0.5	27 25	1011	7	C	83		46	B	80	0200- vessel manoeuvering on rough seas in	Name of helmsman: AB Lwin
0400	20-28.83 S	149-28.14 E	330	331	328	2.0E	1.4W	ESE 7	ESE 2.5	ESE 0.5	27 25	1011	7	C	83		46	B	80	KEEP VTC Ackn. 4th O.W. to C/O as per MOM-05. CO, 1st AB to watch.	OOW signature
0500	20°23.4S	149°23.4E	330°	331°	328°	2.0E	1.4W	ESE 7	ESE 2.5	ESE 0.5	27° 25°	1011	7	C	83		46	B	80		0400 - 0800
0600	20°18.6S	149°18.6E	330°	331°	328°	2.0E	1.4W	ESE 7	ESE 2.5	ESE 0.5	27° 25°	1011	7	C	83		46	B	80		Name of lookout:
0700	20°13.8S	149°13.8E	330°	331°	328°	2.0E	1.4W	ESE 7	ESE 2.5	ESE 0.5	27° 25°	1011	7	C	83		46	B	80		Name of helmsman: AB Lwin
0800	20°9.0S	149°9.0E	330°	331°	328°	2.0E	1.4W	ESE 7	ESE 2.5	ESE 0.5	27° 25°	1011	7	C	83		46	B	80		OOW signature
0900	20°40.1S	149°38.4SE	140	139	132	8.3E	1.3W	SE 7	SE 2.5	ESE 0.5	27 25	1011	7	C	85		48	A	30	0800 T.O.W. to C/O AS PER MOM 05,06,12.	0800 - 1200
1000	20-43.82S	149-43.3E	140	142	135	8.3E	1.3W	SSE 7	SSE 2.5	ESE 0.5	27 24	1011	7	C	78		45	A	60	Hand steering tested - All OK Vessel Rolling & Pitching Easily.	Name of lookout:
1100	20-51.9S	149-47.9E	140	139	131	8.3E	1.3W	SE 7	SE 2.5	ESE 0.5	27 24	1011	7	C	78		44	A	60	Overcast Skies, Near gale winds, Rough Seas	Name of helmsman: AB Lwin
1200	20-58.0S	149-54.2E	140	139	131	8.3E	1.3W	SE 7	SE 2.5	ESE 0.5	27 24	1011	7	C	78		48	A	60	200 Handed over watch to 2/O AS PER MOM 05,06,12.	OOW signature

DAY'S RUN

Latitude:	20-18.1 W / S	Clocks adjusted:	0.0 +/- mins
Longitude:	149-19.5 E / W	Time zone to arrive:	UTC +/- + 10
Distance to go:	- miles	-	Hours
Distance (observed):	11.9 miles	Distance (log):	12.0 miles
Time to go:	- dd - hh	Slip:	-
ETA/D:	-	(date / time):	-
ROB M-GO:	HFO: - LSHFO:	DO:	LSMGO: FW:

Cargo type and qty 1		Cargo type and qty 2		Cargo type and qty 3	
Cargo type and qty 4		Cargo type and qty 5		Cargo type and qty 6	
Cargo type and qty 7		Cargo type and qty 8		Cargo type and qty 9	
Containers FEU		Containers TEU		Cargo Heating (H/M)	
Reefers FEU		Reefers TEU		TOTAL cargo	
Deadweight (MT)	18,394.0 MT	Total ballast	00.0 MT	Notes:	N/A

Additional entries like unusual occurrences, change of security level, records of drills or other information

1st Ex Heaving Lines with sea crew & secured abt aft. Gen plan & other safety measures.

09[00] Hrs - Weekly Inspection of Accommodation Area by Capt. Basic H.K. Lowered Crew Lowered Abt Port, Monitored Compass (Mags). Crew used & Water Hose Lines. Secured All. Ok Fire Extinguishers Breathing Apparatus (Capt & Engrs). Secured & Portable Lights & Radio in Crew Accommodation. Fire Station Fire Hoses Water & Pressure Sufficient for Purpose Used.

Measure points	Value (voyage module)
Draft fore	7.92
Draft aft	7.98
Total sludge	
Total bilge	
GM	0.60
Swell height	0.5
Swell direction	140
Wave direction	110
True wind speed	38
True wind force	7
True wind direction	110
Vessel course	140
Ocean current speed	0.3
Ocean current direction	320
Sea water temperature	25
Engine room air temp	37
Air temperature	27
Rough weather steaming	14.3
Sea state	rough

Radar log and performance monitoring

Time	Band	Purpose*	PM	Band	Purpose*	PM	Remarks	Initials / rank
0000	X	CA,CW,LO	14.4	S	CA,CW,LO	14.9	OK	
0400	X	CA,CW,LO	14.4	S	CA,CW,LO	14.1	OK	
0800	X	CA,CW,LO	14.4	S	CA,CW,LO	14.9	OK	
1200	X	CA,CW,LO	14.4	S	CA,CW,LO	14.9	OK	
1600	X	CA,CW,LO	14.4	S	CA,CW,LO	14.9	OK	
2000	X	CA,CW,LO	14.4	S	CA,CW,LO	14.9	OK	

*CA: Collision avoidance *CW: Coastal navigation *LO: Look out *NT: No targets *PI: Parallel indexing *PE: Pilotage/ berthing etc

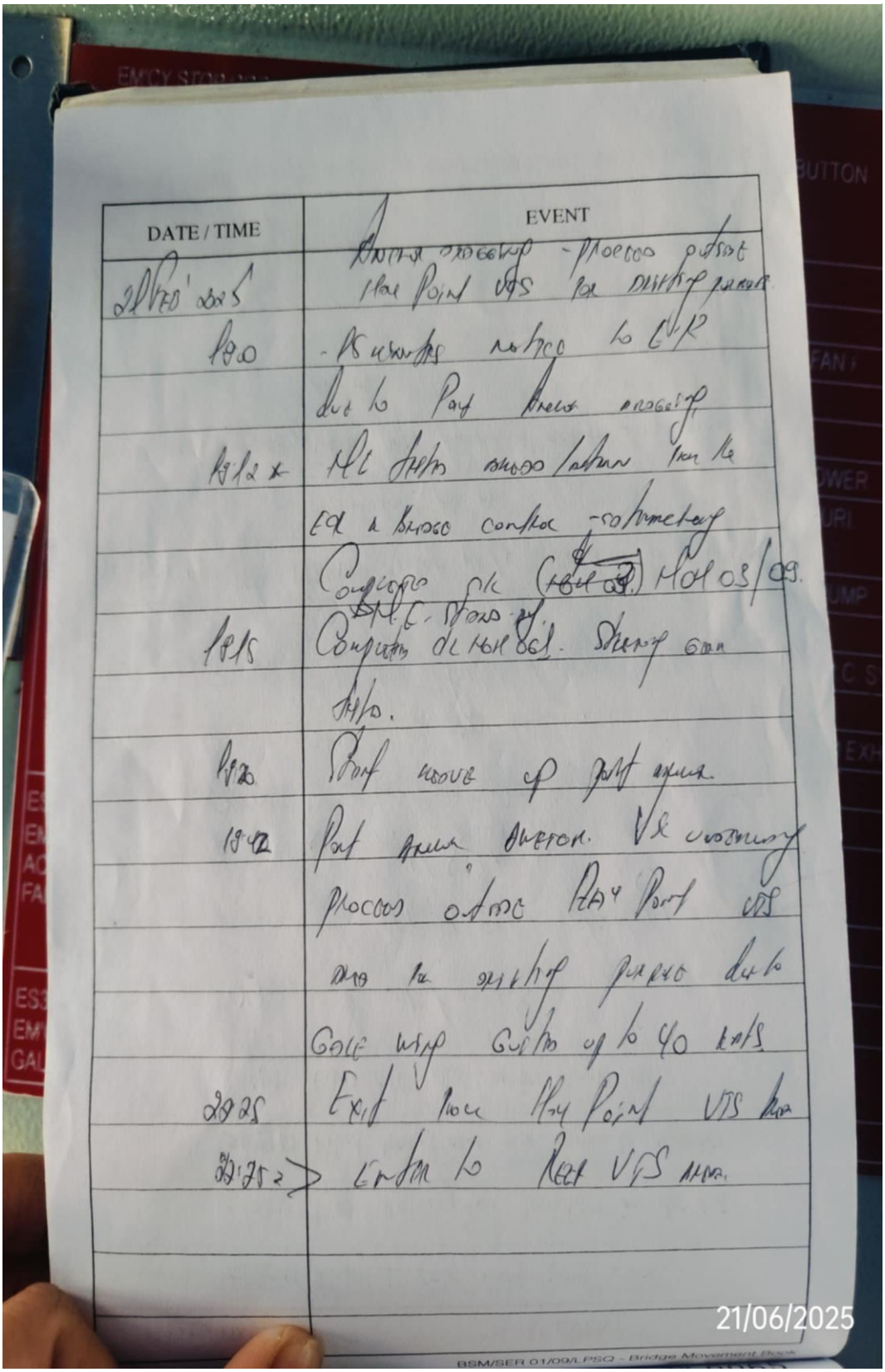
UMS Status

Time manned	Time unmanned	Duty engr:

Navigation lights	BNWAS:	Initials / rank
Time off		
Time on		
On 24 hrs	✓	
Remarks	OK	OK
Daily tests and checks of bridge equipment completed	AM: 15/06/25 PM:	

BSM / Deck Log Book / Dec 17 / Rev 00

Lampiran 4 *Bell Book*



Lampiran 5 Hasil Wawancara

Nama : Novikov Oleg

Tempat, tanggal lahir : Ukraine, 20 Agustus1972

Jabatan : Nakhoda

Cadet : Good evening captain, I want to ask something regarding drop anchor.

Nakhoda : Good evening cadet, yes you can ask.

Cadet : What is the challenge you find during drop anchor?

Nakhoda : Weather is the biggest challenge when you make drop anchor, because when the vessel at low speed the weather effect is more strong and its more harder to control the vessel. So we need to make good estimation and consider about the action we take to avoid any mistake.

Cadet : What will happen when if we fail to drop anchor and we cannot control our vessel?

Nakhoda : As you know, on arround our position now, there are a lots of vessel and also we close with shallow water. There are possible if the vessel running aground and get collided with another vessel. and if vessel get collided or grounded it will become big problem, there will be many party included to resolve the problem.

Cadet : Okay captain I fully understand. Thankyou so much

Nakhoda : Yes your welcome.

Nama : Ryzhakov Yevgen

Tempat, tanggal lahir : Rusia, 19 Oktober 1981

Jabatan : Chief Officer

Cadet : Good morning chief, I want to ask about what happen at anchor station so we fail to drop our anchor?

C/O : Good morning amigo, we fail to drop anchor because of the coupling is got stuck so we cannot open the gear and the other one is suddenly our windlass is no have power to lower anchor

Cadet : Why the coupling is becoming stuck chief?

C/O : It because the grease was dirty and start going to dry

Cadet : What we must do so the coupling will not stuck again?

C/O : We need to do more detail maintenance like clean first the dirty grease, after check the physicall look if there are have some damage or not and last step we put new grease to all necessary part

Cadet : And then what happen with the windlass chief?

C/O : When I give order to bosun for lower anchor, when the anchor chain already 3 shackle suddenly the windlass not have any power, so we cannot lower the anchor. After that I inform captain and next elect come to fix the windlass

Cadet : Is there another problem you face chief when you drop anchor?

C/O : Yes of course, at that time wind blowing really strong, it makes our movement become restricted and also we need to becarefull to avoid slips and get fall.

Cadet : Okay chief thankyou for your time to answer my question

C/O : Alright amigo.

Nama : Macaorog Joeven Bombase

Tempat, tanggal lahir : Balagtas Bulacan, Filipina, 18 Juni 1988

Jabatan : Electro Technical Officer

Cadet : Hello elect I want to ask about the problem was happen at our windlass

ETO : Yeah go ahead

Cadet : Because of what lect our windlass is overheat lect?

ETO : When two hydaulic pump running together the oil is easily getting hot at the same time oil is not circulation to the cooling coil, so it make overheat

Cadet : How you fix the overheat so the windlass can keep operate?

ETO : The setpoint alarm for temperature has two alarm, high temperature alarm at 60°C it will trigger alarm on the hydraulic panel and engine control room and high high alarm at 65°C this one will make the windlass automatic shutdown. Immidiate action I take to fix the windlass is to increase the temperature in high high against the present value seen in hydraulic panel.

Cadet : Is it the oil can circulate only by manual or possible automatic circulation?

ETO : Based on the windlass design on this vessel, the oil only possible circulation by manual control.

Cadet : Okay lect thank you so much for your answer

ETO : Your welcome

Nama : Primacio Marlon Daño

Tempat, tanggal lahir :Lapu-lapu City, Filipina, 12 Maret 1977

Jabatan : Bosun

Cadet : Good afternoon boss, I have some question for you bos regarding our anchor operation.

Bosun : Good afternoon det, what is your question?

Cadet : What happen with the windlass boss so you cannot lower the anchor?

Bosun : At that time the coupling is got stuck, me and other 2 crew was hard trying to open but still cannot, and also the windlass is overheat.

Cadet : Why it possible get stuck bos?

Bosun : When i see there the coupling is dry and not so much grease. Because of that the coupling is get stuck

Cadet : Do you know bos why the windlass is overheat?

Bosun : As I know windlass on this vessel need to move frequently to avoid overheat, but at that time I focus for waiting order from chief officer and chief also not give order to me for move the windlass frequently

Cadet : So that why we fail to drop our anchor.

Bosun : yes correct.

Cadet : okay boss thankyou so much for your answer.

Bosun : alright det, your welcome

BSM	Familiarisation Checklist	Form: SMM 05

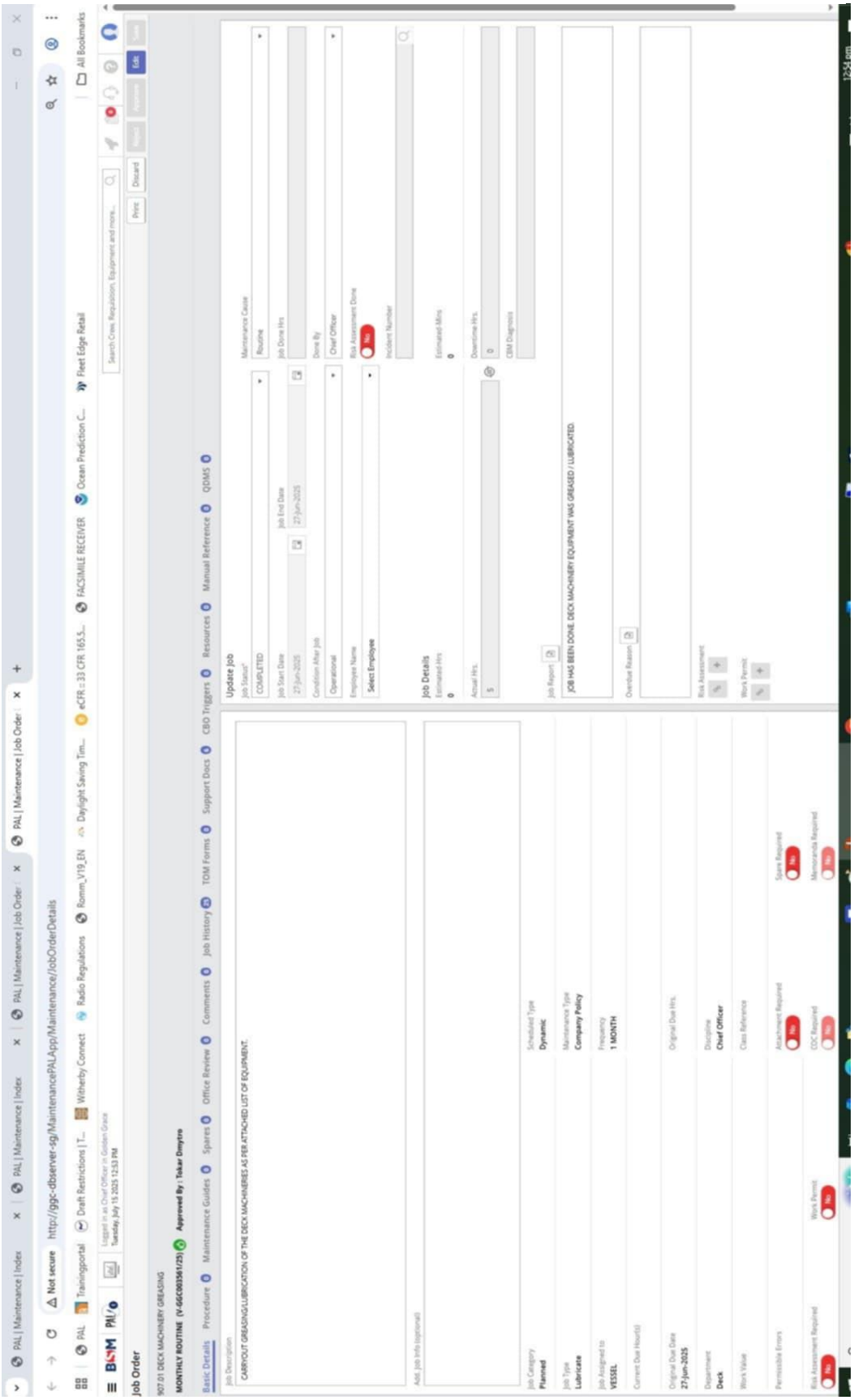
Part D Departmental familiarisation

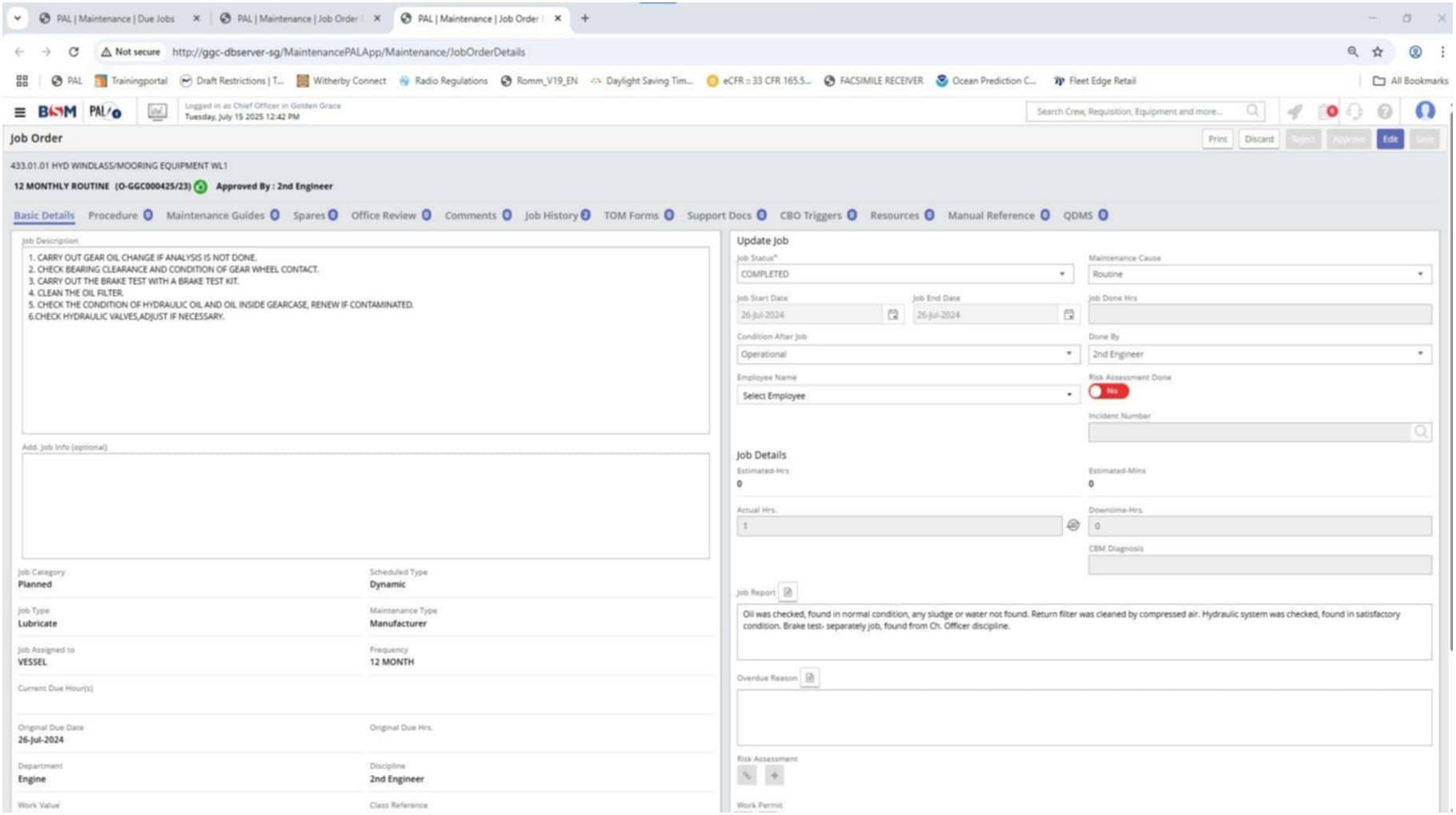
Note: Complete the applicable department section before the on-signer is assigned duties. Gas Engineers must complete familiarisation for engine department and also cargo/ballast related familiarization listed under the deck department. Complete all remaining sections within two weeks of embarkation. All on-signers must complete the security, environmental and their department section. State the department (deck, engine, catering) in the box below.

Department	

Deck department familiarisation			
	Item	Remarks / familiarised by (rank / signature)	Date completed
1	Operation of Gangways, accommodation and pilot ladders		
2	Cranes, derricks, lifting appliances and lifting gear		
3	Mooring and anchoring equipment		
4	Cargo and ballast systems (includes fam. of lines and valves)		
4a	Loading computer – Explain and demonstrate that all safety criteria is within limits. Master cross checks all criteria before each departure		
4b	Portable gas analysers (Officers must be able to demonstrate their correct calibration and use)		
4c	ODME operation and simulation test procedures		
5	Cargo measurement, monitoring, ESD and VECS (ref. Form PTM 38)	NA	
6	MSDS for cargo, paints and chemicals and available PPE		
7	Steering gear, wheelhouse and steering flat		
8	Maintenance procedures of all deck equipment		

Lampiran 7 *Plan Maintenance System*




PAL | Maintenance | Due Jobs
PAL | Maintenance | Job Order
PAL | Maintenance | Job Order
Not secure
http://ggc-dbserver-sg/MaintenancePALApp/Maintenance/JobOrderDetails
Logged in as Chief Officer in Golden Grace
Tuesday, July 15 2025 12:42 PM
Search Crew, Requisition, Equipment and more...
Job Order
Print
Discard
Reject
Approve
Edit
Save
433.01.01 HYD WINDLASS/MOORING EQUIPMENT WL1
12 MONTHLY ROUTINE (O-GGC000425/23) Approved By : 2nd Engineer
Basic Details
Procedure 0
Maintenance Guides 0
Spares 0
Office Review 0
Comments 0
Job History 2
TOM Forms 0
Support Docs 0
CBO Triggers 0
Resources 0
Manual Reference 0
QDMS 0
Job Description
1. CARRY OUT GEAR OIL CHANGE IF ANALYSIS IS NOT DONE.
2. CHECK BEARING CLEARANCE AND CONDITION OF GEAR WHEEL CONTACT.
3. CARRY OUT THE BRAKE TEST WITH A BRAKE TEST KIT.
4. CLEAN THE OIL FILTER.
5. CHECK THE CONDITION OF HYDRAULIC OIL AND OIL INSIDE GEARCASE, RENEW IF CONTAMINATED.
6.CHECK HYDRAULIC VALVES,ADJUST IF NECESSARY.
Add. Job Info (optional)
Job Category
Planned
Scheduled Type
Dynamic
Job Type
Lubricate
Maintenance Type
Manufacturer
Job Assigned to
VESSEL
Frequency
12 MONTH
Current Due Hour(s)
Original Due Date
26-Jul-2024
Original Due Hrs.
Department
Engine
Discipline
2nd Engineer
Work Value
Class Reference
Update Job
Job Status*
COMPLETED
Maintenance Cause
Routine
Job Start Date
26-Jul-2024
Job End Date
26-Jul-2024
Job Done Hrs
Condition After Job
Operational
Done By
2nd Engineer
Employee Name
Select Employee
Risk Assessment Done
No
Incident Number
Job Details
Estimated-Hrs
0
Estimated-Mins
0
Actual Hrs.
1
Downtime-Hrs.
0
CBM Diagnosis
Job Report
Oil was checked, found in normal condition, any sludge or water not found. Return filter was cleaned by compressed air. Hydraulic system was checked, found in satisfactory condition. Brake test- separately job, found from Ch. Officer discipline.
Overdue Reason
Risk Assessment
Work Permit

Lampiran 8 Prosedur Perawatan *Windlass* Berdasarkan Buku Manual

Chapter3 Management and Maintenance

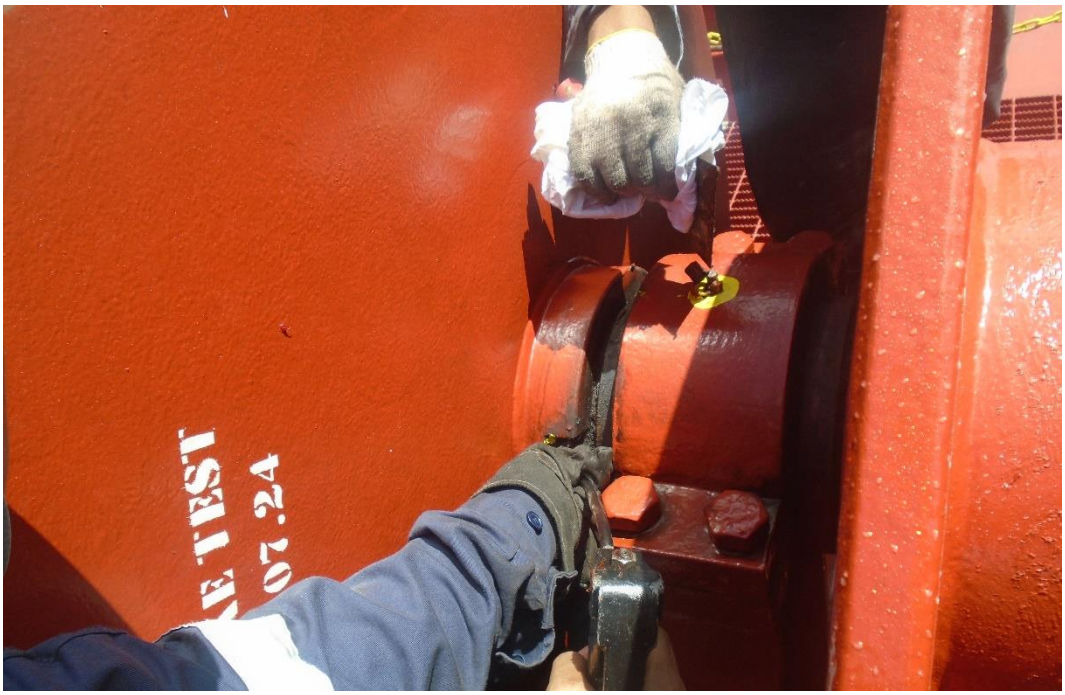
1. The combined windlasses and the mooring winches are the essential equipment on the ship. It is important to make a regular maintenance for ensuring the availability to operate at any time. The mechanical parts of machines shall be properly and well lubricated. The machine shall be run without load for a while after filling to make the grease on the moving surface uniformly.
2. The exposed no-working surface of machines shall be cleaned regularly and painted for anti-rust.
3. No material around the machines so as to avoid obstructing the normal operation.
4. It should be checked the completeness and fastening of the machine body and fixed bolts regularly.
5. The brake shall be regularly inspected. The braking surface shall be free of grease. In case the rivet on brake belt scrubs against the brake ring, the brake lining shall be replaced immediately.

Limit of brake lining thickness:

Original thickness	Limit of thickness
9.0 mm	6.5 mm
10 mm	7.0 mm
12 mm	8.0 mm
16 mm	10 mm

6. A regular inspection for hydraulic system shall be done as followings:
The oil level and temperature for the oil tank, the leakage for joint, valve, motor, oil pump and sealing parts, the temperature of all parts, and the pressure gauge indication.
7. The filter shall be cleaned regularly. When filling or replacing the hydraulic oil, the oil shall be clean. The hydraulic oil shall be filled to the cleaned oil tank through air filter. Particular attention shall be paid to the brand of hydraulic oil in accordance with the requirements of instruction.
8. The suitable oil temperature in oil tank is no more than 60℃. Commonly the temperature of hydraulic machines is about 35~60℃. From the view of maintenance, it is necessary to avoid the high oil temperature. Check it when the temperature of oil is high according to "*General troubles and troubleshooting for Hydraulic System*".
9. The relief valve should be without load while the hydraulic pumps started and stopped.
10. The pressure of relief valve is not more than the highest pressure of hydraulic system.
11. Keep the voltage of electric valve stable, otherwise lead to the winding too hot.
12. Easily damaged parts, such as seal rings, should have the spare parts for replacing in time.

Lampiran 9 *Maintenance Windlass*



Lampiran 10 Dokumentasi Pribadi