

DAFTAR LAMPIRAN

N1 17-01-2025

Untuk narasumber pertama kepala *foreman* PT Putra Damai Banten Abadi.

N2 24-01-2025

Untuk narasumber kedua selaku operasional *foreman* di atas kapal.

N3 03-07-2025

Untuk narasumber ketiga selaku operasional *foreman*.

Lampiran 1 Transkrip wawancara narasumber menggunakan data wawancara semi-terstruktur.

Daftar pertanyaan dan jawaban wawancara Narasumber 1 (N1)

Pertanyaan	Jawaban
1. Dalam pengalaman anda, apakah pernah terjadi masalah terkait gesekan antar barang atau antara barang dengan struktur kapal?	Iya pernah ti yang kemarin kapal bulk courageous ada beberapa insiden goresan yang pertama itu goresan dengan ship crane itu terjadi karena posisi barang di bawah dudukan crane, barang di paling pinggir yang melebihi dimensi hatch cover itu sedikit susah untuk peletakan barangnya karna melihat lokasi ruang muat yang sangat terbatas jadi foreman yang memandu peletakan barang itu harus benar” ahli agar operator shore crane paham atas perintah yang di dapat yang kedua itu goresan dengan chassis itu terjadi karena biasanya barang di dudukan di

	chassis tidak sesuai dengan tumpuan yang benar jadi tergores.
2. Bagaimana proses pengukuran dunnage dan H-Beam dilakukan sebelum pemuatan?	Ada harusnya sebelum kapal tiba ataupun sebelum barang dimuat harusnya diukur aktualnya, kalau kapal oldendorff kita kan hanya ikutin perintah port captain, karena selama ini port captain ukur sesuai perhitungan dikomputer yang sudah disesuaikan dengan dimensi sudut ruang muat palka dan di ondeck kapal, yang pertama pastinya port captain dapat dimensi dan berat cargo dari yang punya barang kan ketahuan dari panjang barangnya berapa, jadi pas posisi hbeam sebagai ganjelnya.
3. Bagaimana proses pengukuran dunnage dan H-Beam dilakukan sebelum pemuatan?	Ada harusnya sebelum kapal tiba ataupun sebelum barang dimuat harusnya diukur aktualnya, kalau kapal oldendorff kita kan hanya ikutin perintah port captain, karena selama ini port captain ukur sesuai perhitungan dikomputer yang sudah disesuaikan dengan dimensi sudut ruang muat palka dan di ondeck kapal, yang pertama pastinya port captain dapat dimensi dan berat cargo dari yang punya barang kan ketahuan dari panjang barangnya berapa, jadi pas posisi hbeam sebagai ganjelnya.

4. Apakah bapak pernah mengalami situasi di mana peletakan barang tidak sesuai dengan stowage plan?	Pernah, misal dengan salah satu palka masih banyak material lashingnya akhirnya palka lain dulu yang dimuat atau yang kaya kemaren salah penempatan yang seharusnya zigzag tapi udah didudukan ngga zigzag Biasanya antara puter cargo, ada repair an, atau ngga reposisi roundsling terutama cargo 2nd tier yangh tidak bisa di reposisi didalam palka maka harus dikeluarkan ulang, muatan harus zig zag ti karena kl ngga zig zag selain susah posisikan ketika 2nd tier bisa jadi ruang muat ga cukup karena misal bagian upper masuk semua tapi lowernya ngga cukup semua, Utamanya untuk mempermudah kita muat disini dan mempermudah ketika bongkar di pelabuhan tujuan bisa berpengaruh di stabilitas barangnya juga karna muatan lebih berat di bagian atas dan stabilitas kapal karna muatan berat di Sebagian sisi kapalnya
5. Apa Solusi yang dari masalah gesekan antar barang selama proses pemuatan?	Sebelum kapal tiba ataupun sebelum barang dimuat harusnya diukur aktualnya, port captain yang mengukur menggunakan komputer tetapi sering kali terjadi kesalahan pengukuran sehingga harus dilakukan reposisi h-beam atau penataan ulang alas penyangga yang dilakukan foreman

	dan TKBM. Proses penataan ulang membutuhkan waktu yang lama karena harus sesuai dengan ukuran dan posisi yang diinginkan dan disepakati
6. Apa saja factor yang dianggap paling berpengaruh terhadap proses penataan windmill tower?	Yang paling berpengaruh itu kecakapan dari foreman-foreman di lapangan sama kemampuan operator shore crane karna itu berpengaruh besar sama keamanan barang dan lingkungan kapalnya. Dan setelah pemuatan selesai kita juga wajib mengecek lashing untuk memastikan barang sudah terikan dengan kuat dengan cara lashing tersebut agar pada saat kapal dalam perjalanan mengalami cuaca buruk barang akan tetap stay di tempatnya masing-masing.

Daftar pertanyaan dan jawaban wawancara Narasumber 2 (N2)

Pertanyaan	Jawaban
1. Bagaimana proses pemuatan di atas kapal?	PT Putra Damai Banten Abadi mendapatkan surat penunjukan perusahaan bongkar muat dari PT Adi Bahari Nuansa selaku perusahaan keagenan yang mengageni kapal, kemudian mengajukan permohonan pemberitahuan kegiatan bongkar muat pada instansi terkait, yaitu administrasi pelabuhan. <i>Meeting</i> yang dilakukan guna membahas kesiapan dermaga.

	Setelah mendapat penunjukan dari pelayaran atau pemilik barang perusahaan bongkar muat dapat mengajukan permohonan kegiatan bongkar, agen pelayaran, perusahaan bongkar muat, PT Pelindo sebagai operator, syahbandar, bea cukai serta instansi lain terkait. Sebelum pemuatan port captain ukur peletakan H-Beam lalu kami foreman dan TKBM yang melakukan pengukuran dan peletakan posisi H-Beamnya sesuai kemauan port captain, setelah H-Beam sudah diletakan baru pemuatan bisa dilaksanakan menggunakan shore crane dipandu oleh foreman. Jika ukuran H-Beam sudah sesuai maka muatan bisa di letakan diposisi yang sudah ditentukan. Setelah barang diletakan barang di lashing agar selama perjalanan barang tetap dalam posisinya. Foreman membuat laporan seperti <i>time sheet</i>. Setelah selesai kegiatan bongkar atau muat pihak perusahaan bongkar muat memastikan kondisi muatan di atas kapal sudah sesuai dengan perencanaan sebelumnya serta meminta tanda tangan dari pihak kapal, pihak pemilik barang atau pengirim barang segala bentuk laporan.
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2. Dalam pengalaman anda, apakah pernah terjadi masalah terkait gesekan antar barang atau antara barang dengan struktur kapal?	Pada saat pemuatan di kapal bulk courageous itu terjadi kerusakan muatan, yaitu pada bagian sisi barang yang bergesekan dengan ship crane. Hal ini terjadi kurang kecakapan operator shore crane dalam pengoperasiannya dan bisa terjadi karena factor alam seperti ombak yang besar atau angin yang kencang sehingga kapal goyang mengikuti ombak atau barang terbawa angin sehingga barang yang di muat terbentur
3. Tindakan apa yang dilakukan oleh bapak Ketika ngengetahui terjadinya kerusakan windmill tower pada saat pemuatan di tas kapal?	Kita pbm langsung info ke shipper untuk diperbaiki Kalau untuk goresan atau gesekan masih bisa diperbaiki oleh shipper di kapal, karena ketika shipment sampai pelabuhan tujuan menjadi tanggung jawab shipper. Tapi kita sebagai pbm juga harus berhati-hati dalam proses pemuatannya agar barang yang kita muat tidak ada kerusakan sedikitpun.
4. Bagaimana proses pengukuran dunnage dan H-Beam dilakukan sebelum pemuatan?	Selain oldendorff biasanya saya sama mandor sendiri yang ukur meski itu ada port captainnya, Belum lagi kl ada ganjel tambahan di luar deck kapal, Biasanya port captain belum mempunyai ukuran yang akurat Dan menyuruh kita yang ukur sendiri Beda masing2 gaya kerja port captain.tetapi

	kalua kapal oldendorff itu port captain yang menentukan ukurannya nanti baru kita foreman dan tkbm yang melaksanakan pengukuran sesuai perintah port captain.
5. Apa Solusi yang dari masalah gesekan antar barang selama proses pemuatan?	Biasanya kita pakai bantalan di bagian samping kanan kiri barang agar tidak menggores barang lain yang sudah di dudukan sama di bagian sudut sudut lingkungan kapal yang mempunyai kemungkinan besar untuk terjadinya goresan itu kita pakai bantalan sama tongkat yang udah di lapisi kain untuk meminimalisir terjadinya goresan antar barang.
6. Apa saja kendala yang pernah ditemui pada saat pemuatan windmill tower?	Kalau saya kompleks ti, bisa faktor alam, bisa alat, bisa cargo itu sendiri. Faktor alam tu kaya kemarin tiba-tiba ada badai yang bikin tali kapal putus, bisa dari alat yang rusak jadi harus di perbaiki terlebih dahulu, bisa dari cargo yang mengalami keterlambatan pengiriman dari gesekan antar barang, kondisi alam juga mempengaruhi proses pemuatan, pada saat pemuatan di kapal bulk courageous terjadi kerusakan muatan bisa terjadi karena faktor alam seperti ombak yang besar atau angin yang kencang sehingga kapal goyang mengikuti ombak atau

	barang terbawa angin sehingga barang yang di muat terbentur. Setelah pemuatan selesai wajib mengecek lashing untuk memastikan barang sudah terikan dengan kuat dengan cara lashing tersebut agar pada saat kapal dalam perjalanan mengalami cuaca buruk barang akan tetap stay pada posisi yang sudah ditentukan. Kondisi alam juga mempengaruhi proses pemuatan, jika kondisi alam buruk maka pemuatan tidak bisa dilakukan dan akan menghambat proses pemuatan dan membutuhkan waktu lebih lama untuk pemuatan tersebut.
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Daftar pertanyaan dan jawaban wawancara Narasumber 3 (N3)

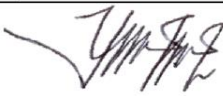
Pertanyaan	Jawaban
1. Tindakan apa yang dilakukan oleh bapak Ketika ngengetahui terjadinya kerusakan windmill tower pada saat pemuatan di tas kapal?	Tindakan awal yang kami lakukan yaitu memberitahukan pihak shipper dan juga port captain tentang kronologi kerusakan tersebut beserta dokumentasi berupa foto. Kemudian pihak shipper akan melakukan perbaikan kerusakan pada permukaan barang tersebut.
2. Bagaimana proses pengukuran dunnage dan H-Beam dilakukan sebelum pemuatan?	Selain oldendorff biasanya saya sama mandor sendiri yang ukur meski itu ada port captainnya, Belum lagi kl ada ganjel tambahan di luar deck kapal,

	Biasanya port captain belum mempunyai ukuran yang akurat Dan menyuruh kita yang ukur sendiri Beda masing2 gaya kerja port captain.tetapi kalua kapal oldendorff itu port captain yang menentukan ukurannya nanti baru kita foreman dan tkbm yang melaksanakan pengukuran sesuai perintah port captain. Tetapi sering kali terjadi kesalahan pengukuran sehingga harus dilakukan reposisi h-beam atau penataan ulang alas penyangga yang dilakukan foreman dan TKBM. Proses penataan ulang membutuhkan waktu yang lama karena harus sesuai dengan ukuran dan posisi yang diinginkan dan disepakati.
3. Apa Solusi yang dari masalah gesekan antar barang selama proses pemuatan?	Kita pakai bantaan di bagian sisi kanan kiri barang sama di bagian kapal yang memungkinkan terjadinya goresan dengan barang.
4. Apa saja faktor yang dianggap paling berpengaruh terhadap proses penataan windmill tower?	Pengalaman dari foreman sama operator ship crane si sama lashing barang yang harus benar” kuat agar barang tidak mudah goyang dan lepas untuk stabilitas barangnya .
5. Apakah kondisi lingkungan kapal serta pengalaman dan kecakapan personel mempengaruhi proses	Barang di paling pinggir yang melebihi dimensi hatch cover sedikit susah untuk peletakan barangnya karna melihat lokasi ruang muat yang sangat

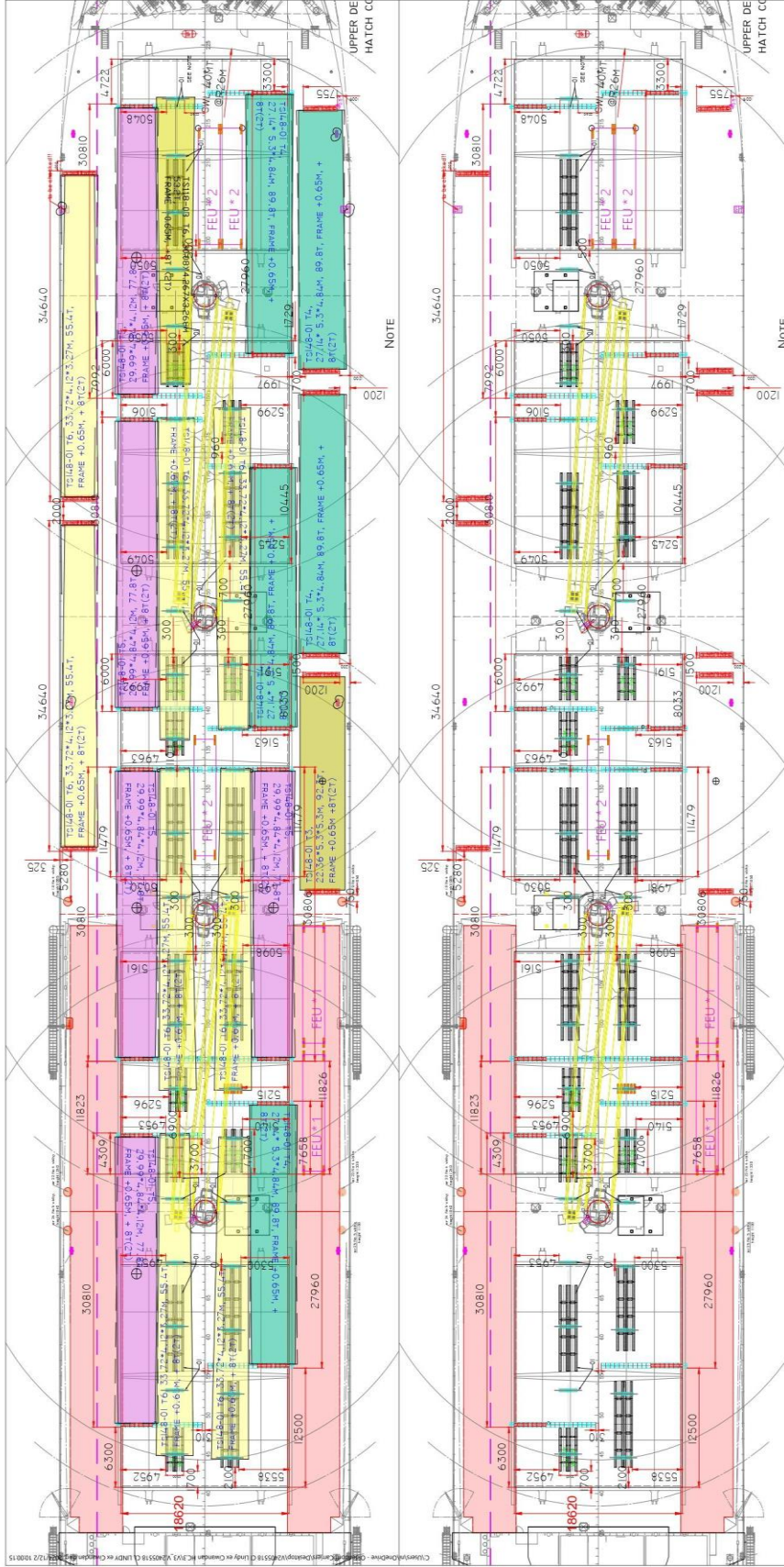
pemuatan juga memengaruhi keamanan dan penataan muatan?	terbatas sehingga kecakapan dari foreman - foreman di lapangan dan kemampuan operator shore crane agar paham atas perintah yang di dapat karena berpengaruh pada keamanan barang dan lingkungan kapalnya.
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Lampiran 2 Dokumen *Ship Particular*

 SEAMAR MANAGEMENT S.A. A PANAMA LOGISTICS SOLUTIONS LTD. COMPANY		SHIP'S PARTICULARS							
Vessel's Name		BULK COURAGEOUS							
Ex-Name		Orient Amabie (2020) / Navios Mercury (2013)							
Call Sign	3FSL6	Flag		PANAMA					
Port of Registry	PANAMA	Official No		52204-21					
IMO No.	9659919	MMSI No		356707000					
Date Keel Laid	27/Dec/2010	Date Delivered		10/Sep/2013					
Vessel's Telephone		+870-773063906 / +870-771369274 / +302-112341437							
Vessel's E-Mail		bulkcourageous@pangaeafleet.com							
Vessel's Inm-C Telex		435670710							
P&I Insurers		UK P&I Club							
Owners Full Style		NICOLE NAVIGATION S.A., PASEO DEL MAR AND PACIFIC AVENUES, MMG TOWER, 23RD FLOOR, PANAMA CITY, REPUBLIC OF PANAMA							
Technical Managers Full Style		SEAMAR MANAGEMENT S.A., 90,KIFISIAS Ave, MAROUSSI, ATHENS 151 25, GREECE ID No. 5349351							
Builder & Hull No		Imabari Shipbuilding Co., Ltd., Japan // S-835							
Classification Society		NIPPON KAIJI KYOKAI (NKK)							
Type of Ship		BULK CARRIER							
International GRT / NRT		GRT 34,815 / NRT 20,209							
Suez GRT / NRT		GRT 35,764.76 / NRT 32,875.02							
Panama GRT / NRT / SIN		GRT 115,550 m3 / 28,832							
LOA / LBP		199.98 m / 195.0 m							
Breadth Moulded	32.24 m	Depth Moulded		18.60 m					
FWA	294 mm	T.P.C. Summer Draft		61.40 mt					
Height Keel - Bridge Top Mast	47.06 m	Height Keel - Hatch Cover		20.10 m					
Light Ship Weight		10,929 mt							
Service Speed (Good Weather)		Laden	abt 13.80 kts		Ballast abt 14.50 kts				
Main Engine		Hitachi - MAN B&W 6S50MC-C / MCR 8450kw x 108 rpm / Nor 7020kw x 102 rpm							
Diesel Generators		Maker: Daihatsu Diesel Mfg., Co. Ltd. / Model: 6DE-18 / AC 480 kw x 450 V x 900 rpm							
Propeller Pitch		5 Blades Solid Type Fixed Pitch NI-Al-Bronze, Pitch 4.2797 m (Mean)							
Hatch Covers Type		Folding type 4 panel							
Cargo Gear Type		Maker: Manabe Zoki Co., Ltd / Electro- Hydraulic. / 4 x 30.7T x 27 m							
Grabs Type		Maker: Tobu / Hook on / Radio Controlled Opening Single Rope							
MAX CARGO INTAKES					TANK TOP DIMENSIONS				
Cargo Holds	Max Cargo Intake per Hold (MT)	Tank Top Strength (mt/m ²)	Max Grain Intake (cm ³)	Max Bale Intake (cm ³)	Hatch Covers Length X Width (m)	Cargo Holds Length (m)	Cargo Holds Width Fwd (m)	Cargo Holds Width Aft (m)	
No.1	18,797.00	23.67	14,129.47	13,626.99	18.40m x 18.72 m	28.80	11.00	23.80	
No.2	16,100.00	17.95	16,020.98	15,387.41	23.20m c 18.72 m	28.80	23.80	23.80	
No.3	21,334.00	23.81	16,010.98	15,377.41	23.20m c 18.72 m	28.80	23.80	23.80	
No.4	16,100.00	17.94	16,037.52	15,403.95	23.20m c 18.72 m	28.80	23.80	23.80	
No.5	20,631.00	23.85	15,475.74	14,842.17	23.20m c 18.72 m	28.80	23.80	9.80	
			77,674.69	74,637.93					
Max Acceptable Cargo Loading on Deck					N/A				
Max Acceptable Cargo Loading on Hatch Covers					N/A				
LOAD LINES					MAX INTAKE CAPACITY				
Condition	Freeboard (m)	Draft (Ext)	Displacement	Deadweight (MT)	IFO (85%)		1,667.00		
Winter	5.911	12.739	70,660.00	59,731.00	LSMGO (85%)		455.00		
Summer	5.640	13.010	72,322.00	61,393.00	FW (100%)		669.12 m3		
Tropical	5.369	13.281	73,986.00	63,057.00	NORMAL BALLAST CONDITION (100%)		18,074.89		
Fresh	5.346	13.304	72,320.00	61,391.00					
Tropical Fresh	5.075	13.575	73,944.00	63,015.00					
Panama Canal Deadweight and Draft (Ext)			55,194 mt at 12.04m		HEAVY BALLAST CONDITION INCLUDING C/H No.3 (98%)		34,089.16		




Lampiran 3 Dokumen *Stowage Plan*



bedding beams arrangement - 材料方案

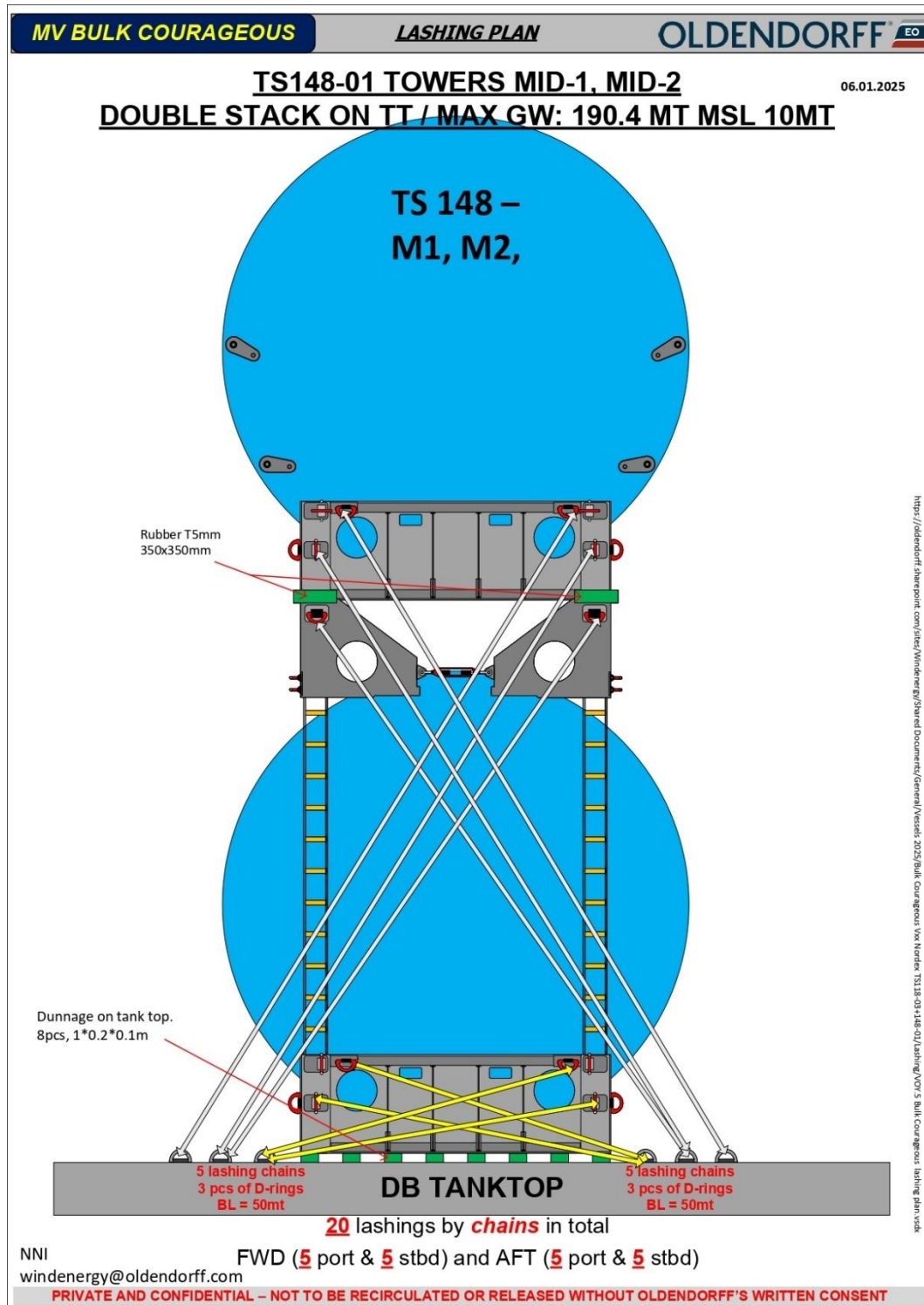
	Hatch.5	Hatch.4	Hatch.3	Hatch.2	Hatch.1	sum
H250x2 9.5m*0.5m	2	4	4	4	2	16
H300x2 3.8m*0.6m	28	52	60	24	56	10
H250, W1m, L9m	3	2	2	2	1	10
H250, W1m, L4.5m	1	3	3	2	0	9

AVAILABLE BEDDING BEAMS IN C/WANLAN AS REPORT -
 H300x2 3.8m*0.6m, 50 PCS, 250 /
 H300x2 3.8m*1.8m, 18 PCS.
 SUPPLIED IN CHINA - DNG -
 H250, W1m, L9m, 28 PCS.
 H250, W1m, L4.5m, 9 PCS.

NOTE -
 01 - THE WOODEN CRADLE SHALL SHIFT TO DECK AND OR BEDDING FRAMES.

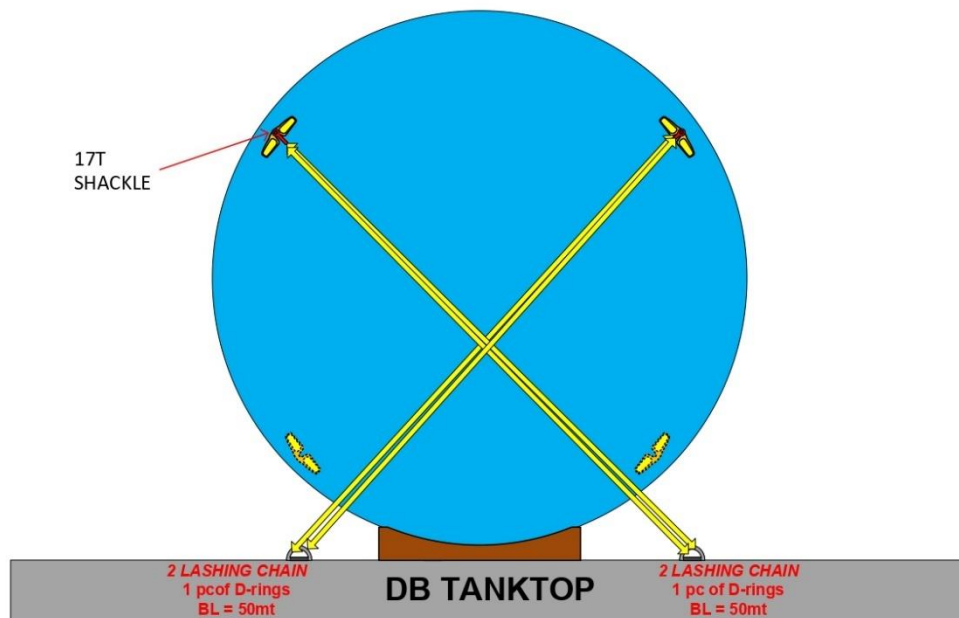
MS CL LINDY EX C/WANLAN - LOAD TOWER - BEDDING ARRANGEMENT MEASUREMENT.
 DOUBLE STACK OF TOWER WILL SEAT IN BNSF STEEL FRAMES.
 SINGLE STACK OF TOWER WILL SEAT IN WOODEN CRADLES.
 STEEL BEAMS AND WOODEN DUNNAGE WILL BE APPLIED ON DECK & TANK TOP.
 MEASUREMENT IN 'MM' UNLESS OTHERWISE STATED. SUBJECT TO FURTHER REVIEW.

Lampiran 4 Dokumen *Lashing Plan*



06.01.2025

TS148-01 BOTTOM
TS118-03 BOTTOM, MID-1, MID-2, MID-3, MID-4
SINGLE STACK ON TT / MAX GW: 96.17 MT MSL 10MT



8 Lashings by **chain** in total
FWD (**2** port & **2** stbd) and AFT (**2** port & **2** stbd)

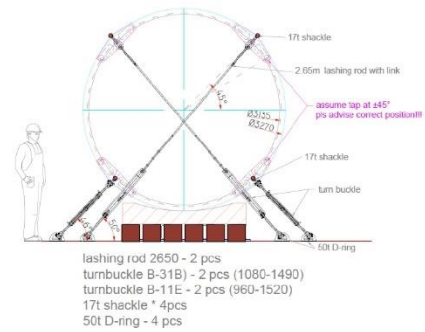
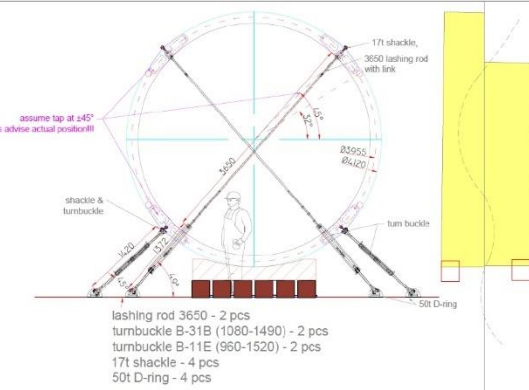
NNI

windenergy@oldendorff.com

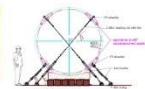
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<https://oldendorff.sharepoint.com/sites/Windenergy/Shared Documents/General/Vessels 2025/Bulk Courageous Vm Norden TS118-03+148-01/Lashing/VOR 5 Bulk Courageous Lashing plan.vsd>

Client: Oldendorff - Oldendorff Carriers (Germany) Ltd. Coast 80 tower 15.05.18, 1.18.18
 1482000000 - Oldendorff Carriers (Germany) Ltd. Coast 80 tower 15.05.18, 1.18.18
 1482000000 - Oldendorff Carriers (Germany) Ltd. Coast 80 tower 15.05.18, 1.18.18



TSI48-01 T6, 33.72*4.12*3.27M, 55.4T,
 PACKED IN WOODEN CRADLES



lashing rod 3650 - 2 pcs
 turnbuckle B-31B (1080-1490) - 2 pcs
 turnbuckle B-11E (960-1520) - 2 pcs
 17t shackle - 4 pcs
 50t D-ring - 4 pcs

Oldendorff tonnage O64
 lashing scheme for High Coast towers by turnbuckle & lashing rod.

Assuming lashing points at 445° only.

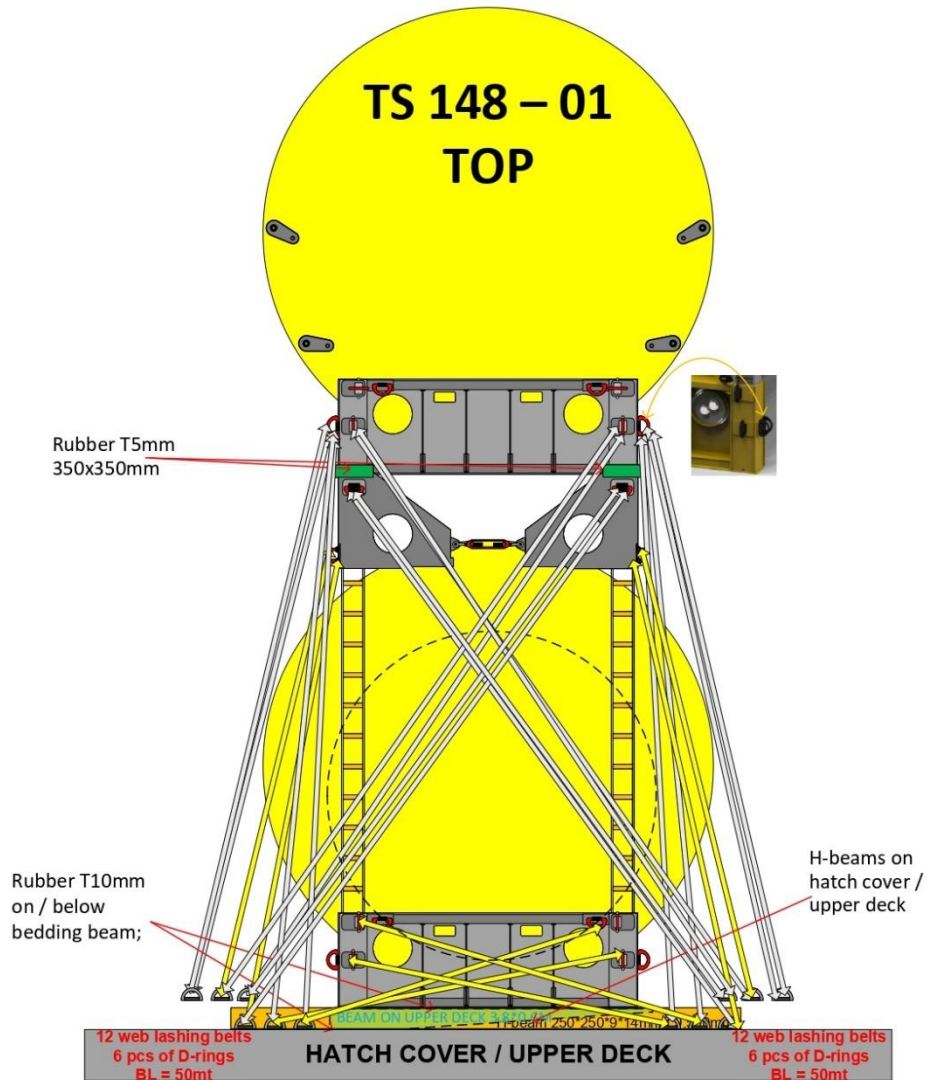
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06.01.2025

Nordex TS 148-01/ TOP
DOUBLE STACK ON WD / MAX GW:120.8mt MSL 10mt



48 lashings by **belts** in total (Yellow 24 + White 24)
 FWD (**12** port & **12** stbd) and AFT (**12** port & **12** stbd)

NNI

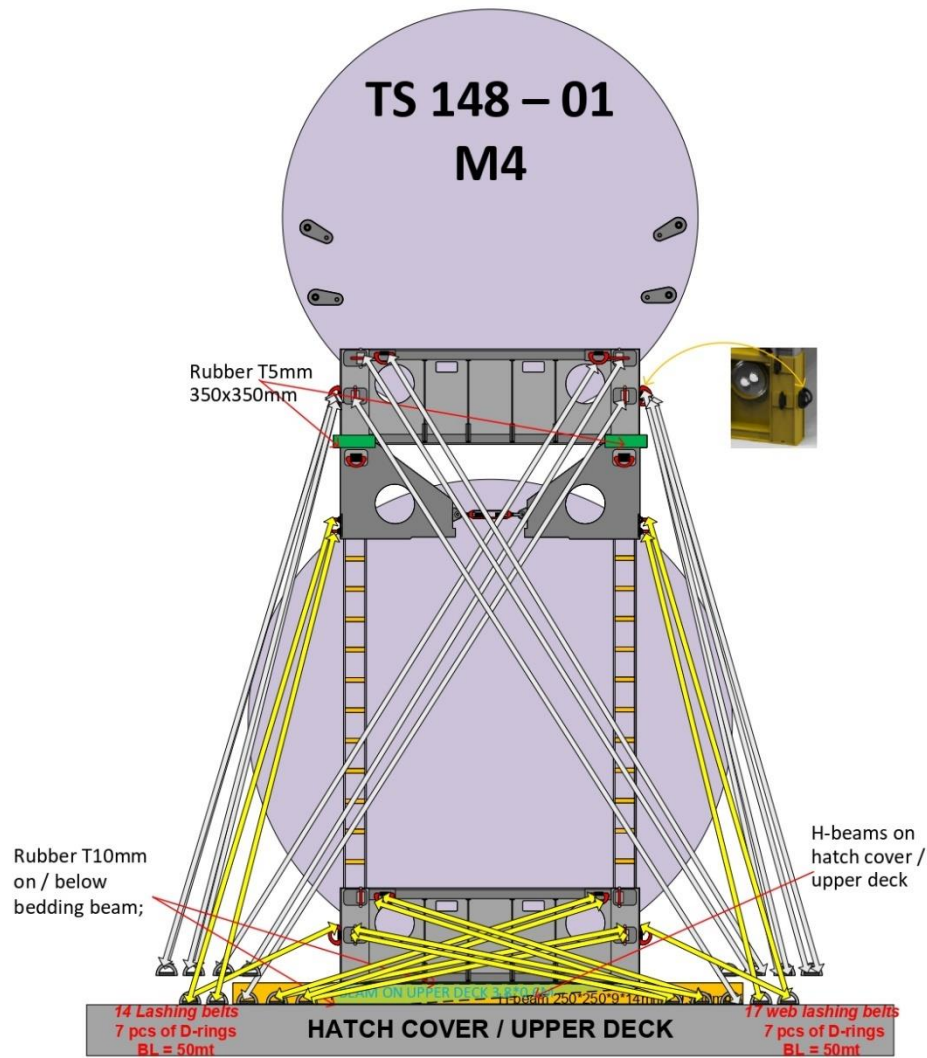
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<https://oldendorff.sharepoint.com/sites/Windenergy/Shared Documents/General/Vessels 2025/Bulk Courageous/Vor Nordex TS148-01+148-02/Lashing/Vor 5 Bulk Courageous Lashing plan.vsd>

Nordex TS 148-01/ M4

06.01.2025

DOUBLE STACK ON WD-HC / MAX GW: 162.6mt MSL 10mt**56** lashings by **belts** in total (28 whites & 28 yellows)FWD (**14** port & **14** stbd) and AFT (**14** port & **14** stbd)

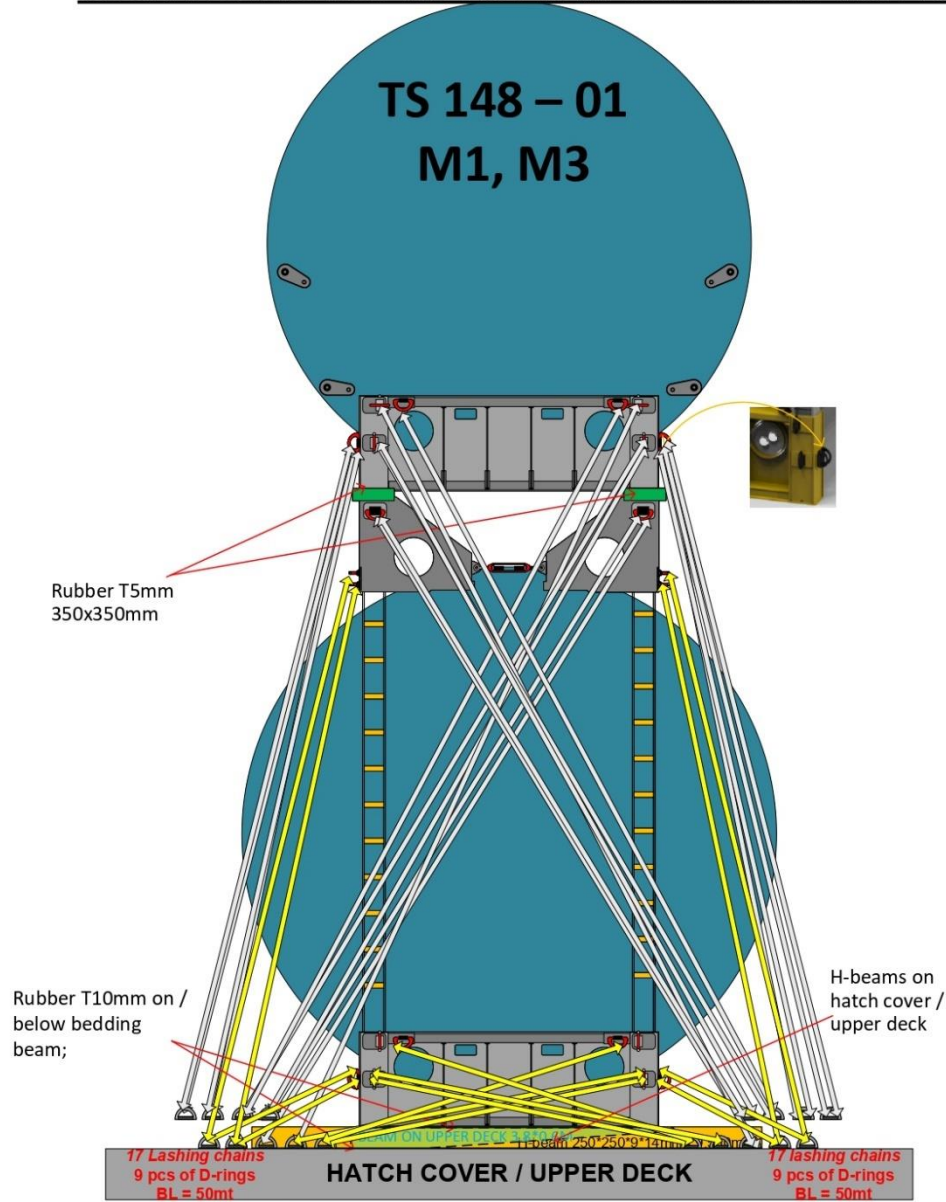
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Nordex TS 148-01/ M1, M3

06.01.2025

DOUBLE STACK ON WD-HC / MAX GW: 191.4mt MSL 10mt**68** lashings by **chain** in totalFWD (**17** port & **17** stbd) and AFT (**17** port & **17** stbd)

NNI

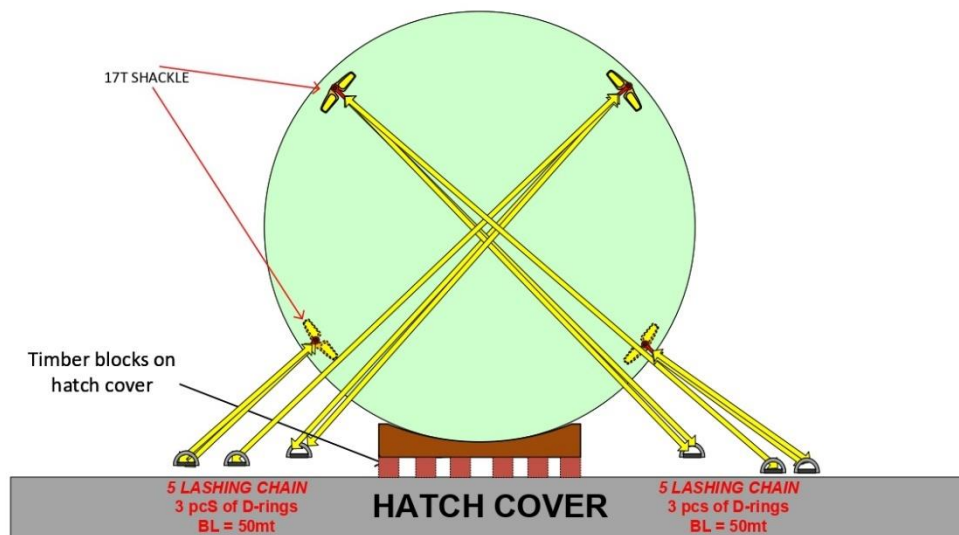
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06.01.2025

TS118 TOP
SINGLE STACK ON WD / MAX GW: 54.20 MT MSL 10MT



20 Lashings by **chain** in total

FWD (5 port & 5 stbd) and AFT (5 port & 5 stbd)

NNI

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[https://oldendorff.sharepoint.com/sites/Windenergy/Shared Documents/General/Vessels 2025/Bulk Courageous Von Korben TS118-03-148-02/Lashing/VOR's Bulk Courageous Lashing plan v04k](https://oldendorff.sharepoint.com/sites/Windenergy/Shared%20Documents/General/Vessels%202025/Bulk%20Courageous/Von%20Korben%20TS118-03-148-02/Lashing/VOR%205%20Bulk%20Courageous%20Lashing%20plan%20v04k)

WELDING REQUIREMENT FOR CARGO SECURING.

06.01.2025

Welding of securing devices such like d-ring, stopper and so on has to comply with below procedures.

- Welders have been trained and certified.
- Clean deck, tank top plate & materials by grinding and so on.
- Apply root run of welding and clean the slag. Visual inspection.
- Apply filling run and clean the slag to well form a welding seam. Visual inspection.
- 3rd run of welding shall be on top to fill the groove fully. Clear slag and visual inspection.
- The groove must be filled fully from end to end. Welding throat shall be not less than 8mm.

Pls refer to below good and bad welding.



NNI

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[https://oldendorff.sharepoint.com/sites/Windenergy/Shared Documents/General/Vessels 2025/Bulk Courageous Vor Kordec TS118-03-148-02/Lashing/Vor 5 Bulk Courageous Lashing plan v04](https://oldendorff.sharepoint.com/sites/Windenergy/Shared%20Documents/General/Vessels%202025/Bulk%20Courageous/Vor%20Kordec%20TS118-03-148-02/Lashing/Vor%205%20Bulk%20Courageous%20Lashing%20plan%20v04.docx)

Lampiran 5 Dokumen *SOF, Time Sheet* dan *Daily Work*



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

Office : Komplek Arga Baja Pura, Jl. Arga Welirang Blok A. 6 No. 6 Grogol - Cilegon 42436
 Telp : 0254 - 573460, 574903 Fax : 0254 - 572013 email : pdbamerak@indo.net.id

NAME OF VESSEL : **MV. BULK COURAGEOUS**
 VOYAGE :
 DATED : **JAN 16/17, 2025**
 PORT : **CIWANDAN**

SHEET NO.4

HATCH	TIME SHEET
	SHIP CRANE NO. 1,2,3,4,SHORE CRANE / HOLD NO.1,2,3,4,5, OD 0800-0900 : No operation due to heavv rain 0900-1200 : Start loading on hatch cover #5-4 1200-1300 : Meal break 1300-1800 : Loading on hatch cover #4-3-2 1800-1900 : Meal break 1900-2100 : Loading on WD P/S 2100-2200 : Reposition shore crane for load hatch cover #2-1 2200-2330 : Loading on hatch cover #2-1



Chief Officer

Port Of : **CIWANDAN**
 Date : **JAN 16/17,2025**



Chief Checker

Record



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
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SHEET NO. 4

STATEMENT OF FACT.

Date JAN.16/17. 2025.....

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading :
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4 SHORE CRANE/ HOLD 1,2,3,4,5,OD				
0800-0900 : No operation due to heavv rain				
0900-1200 : Start loading on hatch cover #5-4				
1200-1300 : Meal break				
1300-1800 : Loading on hatch cover #4-3-2				
1800-1900 : Meal break				
1900-2100 : Loading on WD P/S				
2100-2200 : Reposition shore crane for load hatch cover #2-1				
2200-2330 : Loading on hatch cover #2-1				
Consignee / Shipper			Master / Chief Officer	Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI		DAILY WORK RECORD										OFFICE :	
		SHEET NO.3											
VESSEL : MV. BULK COURAGEOUS		ARRIVAL DATE : JAN 13, 2025		DISCH/LOAD		START WORK AT 1900 HRS		DAY WORK :					
VOYAGE :		PIER/ANCHOR : AT 0624 HRS		SHIFT :		DATE WORK JAN 13, 2025		PLANT SAILING DATE :					
PORT : CIWANDAN													
DESCRIPTION		WIND TOWER											
DECK		AMOUNT STARTING K.T./M³		BALANCE		BALANCE		BALANCE		TOTAL DISCHARGED			
HATCH		K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS		
F/C										200.000	2		
D/B										400.000	4		
III										366.600	4		
IV										366.600	4		
V										285.200	3		
IV													
TOTAL										1.618.400	17		
REMARKS													
TOTAL CARGO LOAD TODAY : 17 TOWER / 1.618.400 MT													
PREPARED BY STEVEDORE DEPT													
DATE JAN 15/16, 2025													
HOUR													
NAME & SIGNATURE													



[Signature]



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

Office : Komplek Arga Baja Pura, Jl. Arga Welirang Blok A. 6 No. 6 Grogol - Cilegon 42436
Telp : 0254 - 573460, 574903 Fax : 0254 - 572013 email : pdbamerak@indo.net.id

NAME OF VESSEL : **MV. BULK COURAGEOUS**
VOYAGE :
DATED : **JAN 15/16, 2025**
PORT : **CIWANDAN**

SHEET NO.3

HATCH	TIME SHEET
	SHIP CRANE NO. 1,2,3,4,SHORE CRANE / HOLD NO.1,2,3,4,5, OD 0800-1030 : Loading 5 CH P/S 1030-1050 : Reposition shore crane for load CH 4 P/S 1050-1230 : Loading CH4 P/S 1230-1310 : Meal break 1310-1420 : Continue load CH4 p/s 1420-1450 : Reposition shore crane for load CH 3p/s 1450-1730 : Loading CH 3 P/S 1730-1800 : Reposition shore crane for load CH 2 p/s 1800-1900 : Meal break 1900-2200 : Loading CH2 P/S 2200-2230 : Reposition shore crane for load CH 1 P/S 2230-2330 : Loading CH1 and finished 2330-0230 : Preparing loading Ondeck
	 Chief Officer Port Of : CIWANDAN Date : JAN 15/16,2025  Chief Checker



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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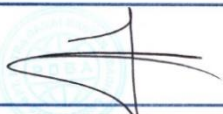
SHEET NO. 3

STATEMENT OF FACT.

Date JAN.15/16.,2025.....

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading :
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4 SHORE CRANE/ HOLD 1,2,3,4,5,OD				
0800-1030		: Loading 5 CH P/S		
1030-1050		: Reposition shore crane for load CH 4 P/S		
1050-1230		: Loading CH4 P/S		
1230-1310		: Meal break		
1310-1420		: Continue load CH4 p/s		
1420-1450		: Reposition shore crane for load CH 3p/s		
1450-1730		: Loading CH 3 P/S		
1730-1800		: Reposition shore crane for load CH 2 p/s		
1800-1900		: Meal break		
1900-2200		: Loading CH2 P/S		
2200-2230		: Reposition shore crane for load CH 1 P/S		
2230-2330		: Loading CH1 and finished		
2330-0230		: Preparing loading Ondeck		
				
Consignee / Shipper			Master / Chief Officer	Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI										DAILY WORK RECORD										OFFICE :			
VESSEL : M/V. BULK COURAGEOUS										ARRIVAL DATE : JAN 13, 2025										DISCH/LOAD		SHEET NO.2	
VOYAGE :										PIER/ANCHOR : AT 0624 HRS										SHIFT :		START WORKAT 1900 HRS	
PORT : CEMANDAN										DATE WORK JAN 13, 2025										DAY WORK :		PLANT SAILING DATE :	
DESCRIPTION		AMOUNT STARTING K.T./M³		K.T./M³		BALANCE		K.T./M³		BALANCE		K.T./M³		BALANCE		TOTAL DISCHARGED							
DECK	HATCH																						
F/C																285.200	3						
DPD																381.400	4						
III																261.200	3						
II																							
I																							
IV																							
TOTAL																927.800	10						

REMARKS

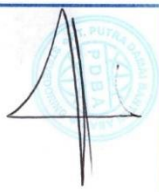
TOTAL CARGO LOAD TODAY : 10 TOWER / 927.800 MT

PREPARED BY STEVEDORE DEPT

DATE : JAN 14/15, 2025

HOUR

NAME & SIGNATURE



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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Telp : 0254 - 573460, 574903 Fax : 0254 - 572013 email : pdbamerak@indo.net.id

SHEET NO.2

NAME OF VESSEL : **MV. BULK COURAGEOUS**
VOYAGE :
DATED : **JAN 14/15, 2025**
PORT : **CIWANDAN**

HATCH	TIME SHEET
	SHIP CRANE NO. 1,2,3,4,SHORE CRANE / HOLD NO.1,2,3,4,5, OD 0800-0930 : No activity due ti heavy rain 0930-1015 : Loading CH3 S/S used 2 shore crane 1015-1115 : No activity due ti heavy rain 1115-1235 : Continue loading CH 3 S/S and finished 1235-1315 : Meal break 1315-1630 : Loading CH2 S/S and finished 1630-1710 : Reposition shore crane for load CH 1 S/S 1710-2000 : Loading CH1 S/S.finished and waiting for turning vessel 2230 HRS : POB for turning vessel 2254-2348 : Swinging vessel 0024 HRS : Ship P/S berthing after turning  <u>Chief Officer</u> Port Of : CIWANDAN Date : JAN 14/15,2025  <u>Chief Checker</u>



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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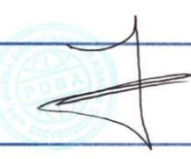
SHEET NO. 2

STATEMENT OF FACT.

Date JAN.14/15, 2025.....

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading :
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4 SHORE CRANE/ HOLD 1,2,3,4,5,OD				
0800-0930		No activity due to heavy rain		
0930-1015		Loading CH3 S/S used 2 shore crane		
1015-1115		No activity due to heavy rain		
1115-1235		Continue loading CH 3 S/S and finished		
1235-1315		Meal break		
1315-1630		Loading CH2 S/S and finished		
1630-1710		Reposition shore crane for load CH 1 S/S		
1710-2000		Loading CH1 S/S finished and waiting for turning vessel		
2230 HRS		POB for turning vessel		
2254-2348		Swinging vessel		
0024 HRS		Ship P/S berthing after turning		
				
Consignee / Shipper			Master / Chief Officer	Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI				DAILY WORK RECORD				SHEET NO.1				OFFICE :	
VESSEL : M/V. BULK COURAGEOUS		ARRIVAL DATE : JAN 13, 2025		DISCH/LOAD		START WORK AT 1900 HRS		DAY WORK :					
VOYAGE :		PIER/ANCHOR : AT 0624 HRS		SHIFT :		DATE WORK JAN 13, 2025		PLANT SAILING DATE :					
PORT : CIWANDAN													
DESCRIPTION		WIND TOWER			BALANCE			BALANCE			TOTAL DISCHARGED		
DECK HATCH	AMOUNT STARTING K.T./M ³	K.T./M ³	PKGS	K.T./M ³	PKGS	K.T./M ³	PKGS	K.T./M ³	PKGS	K.T./M ³	PKGS	K.T./M ³	PKGS
F/C													
D/D													
I													
IV												340.200	4
V												149.900	2
IV													
TOTAL												490.100	6
REMARKS													
TOTAL CARGO LOAD TODAY : 6 TOWER / 490.100 MT													
PREPARED BY STEVEDORE DEPT													
DATE : JAN 13/14, 2025													
HOUR :													
NAME & SIGNATURE													
 Chief Officer													
													



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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Telp : 0254 - 573460, 574903 Fax : 0254 - 572013 email : pdbamerak@indo.net.id

SHEET NO.1

NAME OF VESSEL : **MV. BULK COURAGEOUS**
VOYAGE :
DATED : **JAN 13/14, 2025**
PORT : **CIWANDAN**

HATCH	TIME SHEET
	JAN 13, 2025 AT 0624 HRS : TIME ARRIVAL, DROP ANCHOR AT 0815 HRS : FREE PRATIQUE GRANTED AT 1324 HRS : PILOT ON BOARD AT 1354 HRS : UP ANCHORE AT 1454 HRS : FIRST LINE AT 1524 HRS : ALL MADE FAST SHIP CRANE NO. 1,2,3,4, SHORE CRANE / HOLD 1,2,3,4,5,OD 1540-1640 : Safety meeting before loading 1640-1900 : Marking preparing loading in cargo hold, shore crane and disch. material from HC3 1900-2025 : Loading 2 towers HC5 S/S 2025-2050 : Reposition shore crane for load HC4 S/S 2050-2345 : Loading CH4 S/S used 2 shore crane 2345-0100 : Continue prepare loading CH 1.2.3
	Port Of : CIWANDAN Date : JAN 13/14, 2025  Chief Officer  Chief Checker



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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Telp : 0254 - 573460, 574903 Fax : 0254 - 572013 email : pdbamarak@indo.net.id

SHEET NO. 1

STATEMENT OF FACT.

Date JAN.13/14, 2025.....

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading :
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4 SHORE CRANE/ HOLD 1,2,3,4,5,OD				
1540-1640				: Safety meeting before loading
1640-1900				: Marking, preparing loading in cargo hold, shore crane and disch. material from HC3
1900-2025				: Loading 2 towers HC5 S/S
2025-2050				: Reposition shore crane for load HC4 S/S
2050-2345				: Loading CH4 S/S used 2 shore crane
2345-0100				: Continue prepare loading CH 1.2.3
				
Consignee / Shipper		Master / Chief Officer		Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI										DAILY WORK RECORD										OFFICE :			
VESSEL : MV. BULK COURAGEOUS VOYAGE :										ARRIVAL DATE : JAN 13, 2025 PIER/ANCHOR : AT 0624 HRS										DISCH/LOAD		START WORK AT 1900 HRS	
PORT : CIWANDAN										SHIFT :										DATE WORK JAN 13, 2025		DAY WORK :	
PLANT SAILING DATE :										SHEET NO.6													

DECK	DESCRIPTION	AMOUNT STARTING K.T./M ³	WIND TOWER				TOTAL DISCHARGED								
			K.T./M ³	PKGS	BALANCE K.T./M ³	BALANCE K.T./M ³	K.T./M ³	PKGS	K.T./M ³	PKGS					
00	HAUTCH														
00	Comptainer														
I															
II															
III															
IV															
TOTAL														1.438.761.74	23

REMARKS		PREPARED BY STEVEDORE DEPT	
TOTAL CARGO LOAD : 17 WIND TOWER & 6 CONTAINERS / 1.438.761.74 MT GRAND TOTAL CARGO LOAD : 66 TOWERS, 8 CONTAINERS : 5.856.697.74 MT / 39.281.93 CBM		DATE : JAN 18/19, 2025 HOUR :	
 Chief Officer		NAME & SIGNATURE 	



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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NAME OF VESSEL : MV. BULK COURAGEOUS
VOYAGE :
DATED : JAN 18/19, 2025
PORT : CIWANDAN

SHEET NO.6

HATCH	TIME SHEET
-------	------------

SHIP CRANE NO. 1,2,3,4,SHORE CRANE / HOLD NO.1,2,3,4,5, OD

0800-1600 : Stevedore presented on board and resumed loading
1600-1630 : Suspended loading due to heavv rain
1630-1800 : Resumed loading ondeck
1800-2025 : Suspended loading for meal.Raining again
2025-2300 : Resumed loading ondeck and completed loading. continue lashing securing
12.45 HRS : Completed lashing



Chief Officer

Port Of : CIWANDAN
Date : JAN 18/19,2025



Chief Checker



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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SHEET NO. 6

STATEMENT OF FACT.

Date JAN.18/19, 2025.....

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading : JAN 18, 2025 AT 2300 HRS
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4 SHORE CRANE/ HOLD 1,2,3,4,5,OD				
0800-1600				Stevedore presented on board and resumed loading
1600-1630				Suspended loading due to heavy rain
1630-1800				Resumed loading on deck
1800-2025				Suspended loading for meal. Raining ag.
2025-2300				Resumed loading on deck and completed loading. continue lashing securing
1245 HRS				Completed lashing
				
Consignee / Shipper			Master / Chief Officer	Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI										DAILY WORK RECORD										OFFICE :																													
VESSEL : MV. BULK COURAGEOUS VOYAGE :										ARRIVAL DATE : JAN 13, 2025 PIER/ANCHOR : AT 0624 HRS										DISCH/LOAD SHIFT :										START WORK AT 1900 HRS DATE WORK JAN 13, 2025										DAY WORK : PLANT SAILING DATE :									
PORT : CIWANDAN																																																	

DECK HATCH	AMOUNT STARTING K.T./M³	WIND TOWER				BALANCE				TOTAL DISCHARGED										
		K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS									
DB																				
D/D																				
I																				
II																				
III																				
IV																				
TOTAL																				

REMARKS		TOTAL CARGO LOAD TODAY : 4 TOWER & 2 CONTAINERS / 354.736 MT	
  Chief Officer		PREPARED BY STEVEDORE DEPT DATE : JAN 17/18, 2025 HOUR : NAME & SIGNATURE : 	

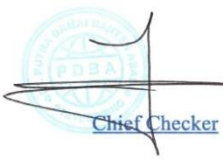


PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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NAME OF VESSEL : **MV. BULK COURAGEOUS**
VOYAGE :
DATED : **JAN 17/18, 2025**
PORT : **CIWANDAN**

SHEET NO.5

HATCH	TIME SHEET
	SHIP CRANE NO. 1,2,3,4,SHORE CRANE / HOLD NO.1,2,3,4,5, OD 0800-0830 : No operation due to rain 0830-1120 : Loading #2-1 P/S 1120-1300 : Moeslem Friday praying 1300-1730 : Continue lashing securing cargo on P/S1 1730-1930 : 2nd turning to S/S alongside 1930-2240 : No operation due to heavv rain 2240-2310 : Loading 2 containers on hatch cover 5 2310 HRS : No operation due to heavv rain
	Port Of : CIWANDAN Date : JAN 17/18,2025
 Chief Officer	 Chief Checker



PERUSAHAAN BONGKAR MUAT / STEVEDORING COMPANY
PT. PUTRA DAMAI BANTEN ABADI

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SHEET NO. 5

STATEMENT OF FACT.

Date JAN 17/18, 2025

Name of vessel : MV. BULK COURAGEOUS
Loading port : CIWANDAN
Discharging port : ROSTOCK, GERMANY
Time of arrival : JAN 13, 2025 AT 0624 HRS
Time of berthed : JAN 13, 2025 AT 1524 HRS
Quantity per B/L :
Kind of cargo : WIND TOWER
Commenced discharging / Loading : JAN 13, 2025 AT 1900 HRS
Completed discharging / Loading :
Time of Sailing :

STOPPED AND HAPPENINGS

DATE	GANG	DISCH/LOAD	STOPPED	REMARKS
SHIP CRANE 1,2,3,4, SHORE CRANE/ HOLD 1,2,3,4,5,OD				
0800-0830		No operation due to rain		
0830-1120		Loading #2-1 P/S		
1120-1300		Moeslem Fridav praying		
1300-1730		Continue lashing securing cargo on P/S		
1730-1930		2nd turning to S/S alongside		
1930-2240		No operation due to heavv rain		
2240-2310		Loading 2 containers on hatch cover 5		
2310 HRS		No operation due to heavv rain		
				
Consignee / Shipper			Master / Chief Officer	Stevedore

PERUSAHAAN BONGKAR MUAT PT. PUTRA DAMAI BANTEN ABADI		DAILY WORK RECORD										OFFICE :	
		SHEET NO.4											
VESSEL : MV. BULK COURAGEOUS		ARRIVAL DATE : JAN 13, 2025		DISCH/LOAD		START WORK AT 1900 HRS		DAY WORK :					
VOYAGE :		PIER/ANCHOR : AT 0624 HRS		SHIFT :		DATE WORK JAN 13, 2025		PLANT SAILING DATE :					
PORT : CIWANDAN													
DESCRIPTION		WIND TOWER											
DECK		AMOUNT STARTING		BALANCE		BALANCE		BALANCE		TOTAL DISCHARGED			
HATCH		K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS	K.T./M³	PKGS		
05										1.026.900	12		
D/D													
I													
II													
III													
IV													
TOTAL										1.026.900	12		
REMARKS													
TOTAL CARGO LOAD TODAY : 12 TOWER / 1.026.900 MT													
PREPARED BY STEVEDORE DEPT													
DATE		JAN 16/17, 2025											
HOUR													
NAME & SIGNATURE													



Chief Officer

Lampiran 6 Dokumen *Mate's Receipt*

MATE'S RECEIPT					
Shipper PT. KENERTEC POWER SYSTEM JL. RAYA ANYER KM. 122 LINK. GAMBIRAN RT.12 RW.03 GUNUNG SUGIH CIWANDAN CILEGON BANTEN 42447 INDONESIA TEL : +62 254 600 882 FAX : +62 254 600 870			Shipping Instruction : 2025/KPS/SI/0001 Packing List Number : 400255428 PT. ADI BAHARI NUANSA Komp. Arga Baja Pura Jl.Arga Welirang Blok A.6 No.6 Grogol, Cilegon, Banten - Indonesia 42436 Tel: (+62) - 254 513460 - 574903, Fax: (+62) - 254 572013 E-mail: abnindonesia@indo.net.id		
Consignee NORDEX ENERGY SE & CO. KG LANGENHORN CHAUSSEE 600 22419 HAMBURG GERMANY TEL. +49(40)30030 1000			Port of Loading CIWANDAN, INDONESIA Port of Discharge ROSTOCK, GERMANY		
Notify Party 1) KOUSA INTERNATIONAL, LLC. 6300 WILSHIRE BLVD., SUITE 1400 LOS ANGELES, CALIFORNIA 90048 USA 2) REVENO LIMITED SUITE 805 OCEAN CENTRE, HARBOUR CITY, CANTON ROAD KOWLOON, HONG KONG TO ORDER OF KOUSA INTERNATIONAL, LLC. USA			Notify Party 3) AHLMANN-ZERSSSEN GMBH OST-WEST-STR. 5 18147 ROSTOCK-GERMANY +49 (0) 381-67333-28 +49 (0) 381-67333-22 (24 H) MAIL: ROSTOCK@AHLMANN-ZERSSSEN.DE		
Vessel and Voyage Number MV. BULK COURAGEOUS / VOY. 2500257					
Marks & Nos.	No./Kind of Packages	Description of Goods	Net - Gross	Measurement	
NORDEX N163/6.X (TS118-03) WIND TOWER (153)	(*1 SET = 6 UNITS) 1 SETS	WIND TOWER			
		Net Weighth (KGS)	Gross Weight (KGS)	Measurement (CBM)	
<u>DETAIL</u>					
NRX018B5 24318-40	1 UNITS	BOTTOM SECTION W/ CRADLES UNIT	78.516,00	79.407,28	184,70
NRX018M1 24318-40	1 UNITS	MIDDLE 1 SECTION W/ CRADLES UNIT	74.665,00	75.556,28	234,78
NRX018M2 24318-40	1 UNITS	MIDDLE 2 SECTION W/ CRADLES UNIT	74.775,00	75.666,28	330,90
NRX018M3 24318-40	1 UNITS	MIDDLE 3 SECTION W/ CRADLES UNIT	72.543,00	73.434,28	401,65
NRX018M4 24318-40	1 UNITS	MIDDLE 4 SECTION W/ CRADLES UNIT	68.143,00	69.034,28	455,65
NRX018T5 24318-40	1 UNITS	TOP SECTION W/ CRADLES UNIT	49.234,00	50.248,56	448,36
	1 UNITS	ACCESSORIES FOR WIND TOWER CONTAINER NO. KPS-113 SEAL NO. MCK18808	1.269,79	5.213,00	67,70
GRAND TOTAL	7 UNITS		419.145,79	428.559,96	2.123,74
Particulars furnished by the Merchant					
weight, measurement, marks, numbers, quality, quantity, contents and value unknown to us					
Remarks : <i>- "stowed on dock at charterers Rvk and Expense"</i> "CARGO CONDITION IS AS PER PT. CAMARINDO CARGO CONDITION SURVEY REPORT NUMBER CMR/003.0125/LM DATED 18 JANUARY 2025"					
This receipt is given subject to all the conditions of our principals Bill of Lading By _____ No. of Packages _____ 7 UNITS Stowed in Hatch No. _____ Date _____ 18 JANUARY 2025					



MATE'S RECEIPT

Shipper PT. KENERTEC POWER SYSTEM JL. RAYA ANYER KM. 122 LINK. GAMBIRAN RT.12 RW.03 GUNUNG SUGIH CIWANDAN CILEGON BANTEN 42447 INDONESIA TEL : +62 254 600 882 FAX : +62 254 600 870		Shipping Instruction : 2025/KPS/SI/0001 Packing List Number : 400255418 PT. ADI BAHARI NUANSA Komp. Arga Baja Pura Jl.Arga Welirang Blok A.6 No.6 Grogol, Cilegon, Banten - Indonesia 42436 Tel: (+62) - 254 513460 - 574903, Fax: (+62) - 254 572013 E-mail: abnindonesia@indo.net.id	
Consignee NORDEX ENERGY SE & CO. KG LANGENHORN CHAUSSEE 600 22419 HAMBURG GERMANY TEL. +49(40)30030 1000		Port of Loading CIWANDAN, INDONESIA Port of Discharge ROSTOCK, GERMANY Notify Party 3) AHLMANN-ZERSSEN GMBH OST-WEST-STR. 5 18147 ROSTOCK-GERMANY +49 (0) 381-67333-28 +49 (0) 381-67333-22 (24 H) MAIL: ROSTOCK@AHLMANN-ZERSSEN.DE	
Notify Party 1) KOUSA INTERNATIONAL, LLC. 6300 WILSHIRE BLVD., SUITE 1400 LOS ANGELES, CALIFORNIA 90048 USA 2) REVENO LIMITED SUITE 805 OCEAN CENTRE, HARBOUR CITY, CANTON ROAD KOWLOON, HONG KONG TO ORDER OF KOUSA INTERNATIONAL, LLC. USA			
Vessel and Voyage Number MV. BULK COURAGEOUS / VOY. 2500257			

Marks & Nos.	No./Kind of Packages	Description of Goods	Net - Gross	Measurement
NORDEX N163/6.X (TS148-01) WIND TOWER (143-152) <u>DETAIL</u>	(*1 SET = 6 UNITS) 10 SETS	WIND TOWER	Net Weight (KGS)	Gross Weight (KGS) Measurement (CBM)
NRX020B5 24520-21-24520-30	10 UNITS	BOTTOM SECTION W/ CRADLES 10UNITS	991.940,00	1.003.412,80 3.764,00
NRX020M1 24520-21-24520-30	10 UNITS	MIDDLE 1 SECTION W/ BNSF DOUBLE SUNITS, BNSF W/O FRAME SUNITS	926.220,00	989.135,60 5.968,70
NRX020M2 24520-21-24520-30	10 UNITS	MIDDLE 2 SECTION W/ BNSF DOUBLE SUNITS, BNSF W/O FRAME SUNITS	921.920,00	984.282,60 7.148,30
NRX020M3 24520-21-24520-30	10 UNITS	MIDDLE 3 SECTION W/ BNSF DOUBLE SUNITS, BNSF W/O FRAME SUNITS	912.820,00	974.278,20 7.937,00
NRX020M4 24520-21-24520-30	10 UNITS	MIDDLE 4 SECTION W/ BNSF DOUBLE SUNITS, BNSF W/O FRAME SUNITS	778.090,00	837.713,00 6.896,75
NRX020T5 24520-21-24520-30	10 UNITS	TOP SECTION W/ BNSF DOUBLE SUNITS, BNSF W/O FRAME SUNITS, CRADLES GUNITS	568.300,00	594.488,28 4.969,34
	7 UNITS	ACCESSORIES FOR WIND TOWER CONTAINER NO. KPS-106 SEAL NO. MCK18801 CONTAINER NO. KPS-107 SEAL NO. MCK18802 CONTAINER NO. KPS-108 SEAL NO. MCK18803 CONTAINER NO. KPS-109 SEAL NO. MCK18804 CONTAINER NO. KPS-110 SEAL NO. MCK18805 CONTAINER NO. KPS-111 SEAL NO. MCK18806 CONTAINER NO. KPS-112 SEAL NO. MCK18807	15.842,70	44.827,30 474,10
GRAND TOTAL	67 UNITS		5.115.132,70	5.428.137,78 37.158,19

Particulars furnished by the Merchant

weight, measurement, marks, numbers, quality, quantity, contents and value unknown to us

Remarks :
- Stowed on deck at charterer's risk and Expense
 - "CARGO CONDITION IS AS PER PT. CAMARINDO CARGO CONDITION SURVEY REPORT NUMBER CMR/003.0125/LM DATED 18 JANUARY 2025"

This receipt is given subject to all the conditions of our principals Bill of Lading

By _____
 No. of Packages _____ 67 UNITS
 Stowed in Hatch No. _____
 Date _____ 18 JANUARY 2025

By _____



MATE'S RECEIPT

Shipper PT. KENERTEC POWER SYSTEM JL. RAYA ANYER KM. 122 LINK. GAMBIRAN RT.12 RW.03 GUNUNG SUGIH CIWANDAN CILEGON BANTEN 42447 INDONESIA TEL : +62 254 600 882 FAX : +62 254 600 870		Shipping Instruction : 2025/KPS/SI/0001 Packing List Number : 200074574 PT. ADI BAHARI NUANSA Komp Arga Baja Pura Jl.Arga Welirang Blok A.6 No.6 Grogol, Cilegon, Banten - Indonesia 42436 Tel: (+62) - 254 513460 - 574903, Fax: (+62) - 254 572013 E-mail: abnindonesia@indo.net.id	
Consignee NORDEX ENERGY SE & CO. KG LANGENHORNER CHAUSSEE 600 22419 HAMBURG GERMANY TEL.+49(40)30030 1000		Port of Loading CIWANDAN - INDONESIA Port of Discharge ROSTOCK, GERMANY Notify Party 3) AHLMANN-ZERSEN GMBH OST-WEST-STR. 5 18147 ROSTOCK-GERMANY +49 (0) 381-67333-28 +49 (0) 381-67333-22 (24 H) MAIL: ROSTOCK@AHLMANN-ZERSEN.DE	
Notify Party 1) KOUSA INTERNATIONAL, LLC. 6300 WILSHIRE BLVD., SUITE 1400 LOS ANGELES, CALIFORNIA 90048 USA 2) REVENO LIMITED SUITE 805 OCEAN CENTRE, HARBOUR CITY, CANTON ROAD KOWLOON, HONG KONG TO ORDER OF KOUSA INTERNATIONAL, LLC. USA			
Vessel and Voyage Number MV. BULK COURAGEOUS / VOY. 2500257			

Marks & Nos.	No./Kind of Packages	Description of Goods	Gross / Net	Measurement
NORDEX N163/6.X		TOWER CRADLES AND DOUBLE STACKED		
WIND TOWER (143~153)		TRANSPORTATION TOOLS FOR WIND TOWER		
		11 SETS	Net Weight	Gross Weight Measurement
<u>DETAIL</u>	10 PC	TOWER CRADLE 5100	1.250,00	1.250,00 0.00
	88 PC	TOWER CRADLE 5300 MM	11.000,00	11.000,00 0.00
	11 PC	TOWER CRADLE 3360	1.375,00	1.375,00 2.11
	44 PC	TOWER CRADLE 4150 MM	44,00	5.500,00 0.00
	7 PC	TOWER CRADLE 4100	875,00	875,00 0.00
	28 PC	TOWER CRADLE 4320	3.500,00	3.500,00 5.38
	40 PC	TOWER CRADLE 4900	5.000,00	5.000,00 0.00
	92 PC	TOWER CRADLE 5290	11.500,00	11.500,00 0.00
	320 PC	LASHING STRAP	960,00	960,00 0.00
	58 PC	VARIO TAP LEFT (RED)	1.783,50	1.783,50 1.45
	58 PC	VARIO TAP RIGHT (GREEN)	1.791,62	1.791,62 1.45
	10 SET	DOUBLE STACKING FRAME	244.956,32	244.956,32 0.00
GRAND TOTAL :	766 PC		284.035,44	289.491,44 #VALUE!

Particulars furnished by the Merchant

weight, measurement, marks, numbers, quality, quantity, contents and value unknown to us

Remarks :

• "Stowed on deck at charterers risk and Expense"
 "CARGO CONDITION IS AS PER PT. CAMARINDO CARGO CONDITION SURVEY REPORT NUMBER CMR/003.0125/LM DATED 18 JANUARY 2025"

This receipt is given subject to all the conditions of our principals Bill of Lading

By _____

No. of Packages 766 PCS

Stowed in Hatch No. _____

Date 18 JANUARY 2025

By _____

Lampiran 7 Gambar Proses penataan dan pemuatan di atas kapal

1. Gambar goresan *windmill tower*



2. Gambar penataan muatan di atas kapal





3. Gambar penggunaan bantalan pada *windmill tower*



4. Gambar repair lapisan tower



5. Gambar *Lashing plan*





6. Gambar reposisi muatan di dalam palka



7. Gambar proses pemuatan







Lampiran 8 Gambar wawancara

