

Lampiran 1 Transkrip Wawancara

Wawancara penulis dalam melaksanakan penelitian di kapal AHTS. OPS AORA.

Narasumber 1

Nama : Yani

Jabatan : Nahkoda AHTS. OPS AORA

Tanggal Wawancara : 17 Februari 2024

Tempat : Anjungan AHTS. OPS AORA

1. Apa saja faktor yang mempengaruhi kemampuan olah gerak pada saat kapal sedang melaksanakan DP *Operation*?

Jawaban : Secara alami, kemampuan kapal dalam mengolah gerak saat menjalankan operasi *Dynamic Positioning* sangat dipengaruhi oleh beberapa faktor utama. Kondisi cuaca yang berubah-ubah, seperti angin kencang dan arus laut yang kuat, dapat memberikan tekanan tambahan pada sistem. Selain itu, performa *thruster* dan sensor DP juga sangat menentukan keberhasilan operasi. Tidak kalah penting adalah keahlian dan pengalaman Operator DP (DPO) dalam mengoperasikan sistem ini, karena teknologi canggih sekalipun membutuhkan sentuhan manusia yang terampil agar bisa berfungsi optimal.

2. Apa dampak dari dari terganggunya olah gerak kapal pada saat ,melaksanakan DP *Operation*?

Jawaban : Gangguan pada kemampuan olah gerak kapal saat DP *operation* dapat menimbulkan konsekuensi yang cukup serius. Kapal bisa saja bergeser dari posisi yang telah ditetapkan, yang secara langsung berisiko menyebabkan tabrakan dengan instalasi bawah laut atau kapal lain di sekitar. Selain itu, kegagalan mempertahankan posisi yang tepat dapat menyebabkan operasi terhenti, sehingga berdampak pada efisiensi dan keselamatan kerja di lapangan.

3. Apa saja upaya yang harus dilakukan agar DP berfungsi secara optimal?

Jawaban : Untuk memastikan sistem DP bekerja secara optimal, perlu dilakukan pemeriksaan rutin dan pemeliharaan yang terjadwal. Pelatihan berkelanjutan bagi kru juga sangat penting agar mereka memahami setiap aspek operasional dan dapat merespons dengan cepat jika terjadi masalah.

Selain itu, memastikan semua sensor dan thruster dalam kondisi prima merupakan langkah preventif yang tidak boleh diabaikan.

4. Bagaimana standar prosedur perawatan DP?

Jawaban : Perawatan sistem DP dilakukan secara berkala dan mengikuti panduan dari pabrikan. Prosedur ini meliputi pengecekan sensor, kalibrasi sistem, serta pengujian fungsi setiap komponen agar dapat mendeteksi dini potensi kerusakan dan mencegah gangguan saat operasi berlangsung.

Narasumber 2

Nama : Gunawan Andriyanto

Jabatan : KKM AHTS. OPS AORA

Tanggal Wawancara : 17 Februari 2024

Tempat : Engine Control Room AHTS. OPS AORA

1. Apa saja faktor yang mempengaruhi kemampuan olah gerak pada saat kapal sedang melaksanakan *DP Operation*?

Jawaban : Dari sisi mesin, kondisi mesin utama dan mesin bantu, ketersediaan bahan bakar, serta kestabilan sistem kelistrikan menjadi faktor vital yang secara alami memengaruhi kemampuan kapal dalam mengolah gerak selama operasi DP. Jika salah satu dari faktor ini terganggu, maka performa kapal akan ikut menurun.

2. Apa dampak dari terganggunya olah gerak kapal pada saat melaksanakan *DP Operation*?

Jawaban : Gangguan pada sistem mesin atau kelistrikan dapat menyebabkan kapal kehilangan posisi yang telah ditentukan, yang pada akhirnya mengakibatkan penghentian operasi dan potensi bahaya bagi keselamatan kru dan peralatan. *Downtime* akibat gangguan ini tentu berdampak pada biaya operasional dan jadwal proyek.

3. Apa saja upaya yang harus dilakukan agar DP berfungsi secara optimal?

Jawaban : Upaya preventif seperti perawatan berkala, pengecekan sistem hidrolik dan elektrik secara rutin, serta memastikan tidak ada kebocoran atau

kerusakan pada *thruster* harus dilakukan secara konsisten. Hal ini sangat penting agar sistem DP dapat berjalan lancar tanpa hambatan.

4. Bagaimana standar prosedur perawatan DP?

Jawaban : Standar perawatan mengikuti jadwal yang telah ditetapkan oleh pabrikan, termasuk penggantian suku cadang secara tepat waktu dan pencatatan seluruh kegiatan maintenance. Dengan prosedur yang disiplin, potensi kerusakan dapat diminimalkan.

Narasumber 3

Nama : Haris Gurniyanto

Jabatan : Mualim I AHTS. OPS AORA

Tanggal Wawancara : 17 Februari 2024

Tempat : Anjungan AHTS. OPS AORA

1. Apa saja faktor yang mempengaruhi kemampuan olah gerak pada saat kapal sedang melaksanakan DP *Operation*?

Jawaban : Selain aspek teknis seperti *thruster* dan sensor, faktor manusia seperti koordinasi antar DPO dan komunikasi yang efektif juga sangat berperan dalam menjaga stabilitas posisi kapal. Hal ini secara alami menjadi pondasi keberhasilan operasi DP.

2. Apa dampak dari terganggunya olah gerak kapal pada saat melaksanakan DP *Operation*?

Jawaban : Jika kapal mengalami *loss of position*, kapal bisa keluar dari posisi yang seharusnya, sehingga mengganggu operasional dan bahkan membahayakan instalasi bawah laut. Ini menuntut perhatian ekstra agar semua prosedur dijalankan dengan ketat.

3. Apa saja upaya yang harus dilakukan agar DP berfungsi secara optimal?

Jawaban : Upaya yang dilakukan antara lain briefing sebelum bekerja, latihan simulasi skenario darurat, serta pembaruan software DP secara berkala agar sistem tetap up-to-date dan dapat menangani berbagai kondisi.

4. Bagaimana standar prosedur perawatan DP?

Jawaban : Perawatan dilakukan secara rutin dengan inspeksi harian, mingguan, dan bulanan. Jika ada indikasi kerusakan, segera dilaporkan untuk penanganan cepat agar tidak mengganggu operasi.

Narasumber 4

Nama : Heru Purnomo

Jabatan : Masinis II AHTS. OPS AORA

Tanggal Wawancara : 17 Februari 2024

Tempat : Engine Control Room AHTS. OPS AORA

1. Apa saja faktor yang mempengaruhi kemampuan olah gerak pada saat kapal sedang melaksanakan *DP Operation*?

Jawaban : Dari segi teknis, stabilitas pasokan daya listrik, kondisi generator, dan kesiapan sistem propulsi adalah faktor utama yang secara langsung mempengaruhi kinerja DP. Semua harus dalam kondisi prima agar kapal dapat mempertahankan posisi dengan baik.

2. Apa dampak dari terganggunya olah gerak kapal pada saat melaksanakan *DP Operation*?

Jawaban : Jika terjadi gangguan, kapal bisa kehilangan posisi yang sudah ditetapkan pada parameter DP. Sehingga operasional harus dihentikan sementara sampai DP kembali stabil. Hal ini tentu berdampak pada kelancaran pekerjaan di lokasi.

3. Apa saja upaya yang harus dilakukan agar DP berfungsi secara optimal?

Jawaban : Pengecekan rutin panel kontrol, memastikan tidak ada alarm eror, dan menjaga suhu mesin dalam batas aman adalah langkah-langkah penting yang harus dilakukan agar DP dapat berfungsi dengan baik.

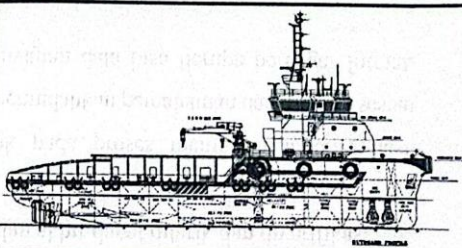
4. Bagaimana standar prosedur perawatan DP?

Jawaban : Perawatan meliputi pengecekan harian, penggantian oli dan filter secara berkala, serta kalibrasi sistem sesuai jadwal. Dengan perawatan yang tepat, sistem DP dapat berjalan dengan aman dan efisien.

Lampiran 2 Plan Maintenance System (PMS) DP AHTS. OPS AORA

Oceaninda		PLAN MAINTENANCE SYSTEM		Period : January - July 2024										Form 1.0 - 10/01/2024		Rev. 1.0 - 10/01/2024	
AL QUSAYIRIYAH		PLAN MAINTENANCE SYSTEM		Period : January - July 2024										Form 1.0 - 10/01/2024		Rev. 1.0 - 10/01/2024	
No	Equipment	Job Index	Interval	Standard Job Description	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	
1	SP HYDRA SYSTEM MAINTENANCE	UPD CHECKED	MONTHLY	Check the oil level and condition of the oil pump and replace if necessary.													
		POWER SWAPPER CHECKED	MONTHLY	Check the power swapper and replace if necessary.													
		POWER SWAPPER OIL	MONTHLY	Check the power swapper oil and replace if necessary.													
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		TO ACCESS THE LOWER MA															

Lampiran 3 Ship Particular AHTS. OPS AORA

SHIP'S PARTICULARS	
Over all : Ship Name : OPS AORA Call sign : YCFE2 IMO Number : 9558359 Official Number : 395655 Year built : 2010 Builder : Marcopolo Shipyard Flag : Indonesia Port of registration : Jakarta	
Classification: ABS+A1, Circle E Towing & Anchor Handling Service FI-FI Vessel Class 1 Offshore Support Vessel, +DPS-1, +AMS	Towing and anchor handling: Anchor Handling Towing Winch : Electro-Hydraulic Double Drum Waterfall type Mc Gregor/Plimsol W/ Line Pull 150 MT Anchor handling / towing winch: Drum capacity : 58 mm dia x 1000 m wire rope Upper drum(Towing) 58 mm dia x 120 m wire rope Lower drum(AH) Brake Holding : 200 T Storage Reel : Spare wire rope reel : Electro-hydraulic, 5 T @ 15 m/min 1000 m x 58 mm Towing Pin : 1 Set KARMOY, 160 MT SWL Shark Jaw : 1 Set KARM FORK, 300 MT SWL Stern roller : 4 m x 1.5 m; SWL180 MT SWL
Principal Dimensions: Length overall : 56.47 m Length B.P. : 53.9 m Breadth moulded : 16.00 m Depth moulded : 6.00 m Draft moulded : 4.80 m Deadweight @ 4.80 m draft: 1300 m Gross tonnage : 1712 T Net tonnage : 513 T Bollard Pull : 65.78 MT	Deck Equipment: Capstan : 2 x 5 MT @ 15m/min Tugger winch : 2 x 15 MT @ 15m/min, 100 m x 22 mm wire Crane : 5 T @ 8 m outreach Windlass : 9 T @ 12 m/min for 38 mm chain Anchors : 2 x HHP, 1305 kg each Anchor chain : 2 x 220 m lengths, 38 mm dia.
Machinery: Main Engines : 2 X MaK 6M25 1980 KW at750 RPM Propellers : 2 x BERG Propulsion CPP Package in Kort Nozzles Bowthruster : 2 x CPP W/8 MT-Kawasaki KT-72B3 Generators : 2 Caterpillar C18 x 370KW, diesel driven 440V/ 3PH/ 60 Hz Emergency generator : 2 Caterpillar-C4,4 DITA x 94 kW , Radiator Coolant Shaft Generator : 2 X 750 KW, 440V/ 3PH/ 60 Hz	Fire-fighting & Anti Pollution: External Fifi Class 1 Pump : 2 x 1500 m3/hr at 14 bar Fire Monitor : 2 x 200 m3/hr -remote control Sprinkle System : Fifi-1 Requirement Spray Boom : 2 X 5 m Length with 5 mm Nozzle Sopep Box
Speed Maximum speed : 12.5 knots Economic speed : 10.0 knots Bollard Pull : 66 MT	Navigation / Communication Equipment: All Round View Whellhouse Forward and After Control MF/ HF SSB, VHF, 2 Radars, Echo Sounder, Auto Pilot, Gyro Compass Magnetic Compass, EPIRB, GPS, D-GPS, GMDSS Area A-3, SART, AIS SSAS, Speed Log, Intercom/ PA System, Inmarsat-C Satellite, Weather Fax Reciever, E-Mail KONGSBERG DP-1 System
Cargo capacity: Clear Deck Area : Approx 379 m2 (31.5 m X 12 m) Deck strength : 7,0 MT / m2 Deck Cargo : 700 T Discharge capabilities: Tank cap. Discharge cap. Fuel Oil : 546 m3 1 x 150m3/hr @ 75 m head Liquid Mud : 244 m3 2 x 60m3/hr @ 75 m head Potable Water : 326 m3 1 x 150m3/hr @ 75 m head Drill water/ballast : 574 m3 1 x 100m3/hr @ 75 m head Base Oil/ Brine : 250 m3 Dry Bulk : 4 tanks x 1500 ft3 total 6000 ft3 2 X 20 m3/min @ 5.6 bar Foam : 17 m3 Detergent : 17 m3 Reefer Power Point : 2 X 32 Amps, 440V/ 3PH/ 60Hz SewageTreatment : 1 Unit Plant for @6 Persons (MARPOL Regulation)	Other : Engine Room CO2 Fire Extinguisher System 1 X 6 Rescue Boat c/w Outboard Motor Fire Alm & Detection as per SOLAS Search Light 2 X 2000 Watt Gangway 5 m Complete Lifesaving Equipment, First AID Kit, Pyrotechnic, Cargo Hoses, Lifting Gears, Fuel Meter & Gas Detector
Accommodation: Total complement: 40 persons Cabins: 4 x 1 Berth 5 x 2 Berth 3 x 4 Berth All cabins are fully air-conditioned. Hospital : 1 x Berth	
PT OCEANINDO PRIMA SARANA Komp. Rukan Artha Gading Niaga Block C No.25-26 Jakarta Utara Indonesia - 14240 Tel : +62-21-4585 0632 Fax: +62-21-4585 7348 www.commercial@oceanindo.com	

Lampiran 4 DP Operation Log



Oceanindo
PT OCEANINDO PRIMA SARANA

DP ARRIVAL 500 M ZONE CHECKLIST

Form No. : OPS-MSF-SMS-49120

Version : 0

Rev. date : 21 Dec'20

File in :

Page : 1 of 3

Project		Location / Position		Date	Time
		BUKIT TUA FIELD		29/01/2023	14.00 LT
Vessel name	OPS AORA	Client	PETRONAS		

This list to be completed outside the 500 m zone. Circle the appropriate yes or no. Explain any "no's". DPO on watch to date and sign

Note :
Infrom ECR that you are going into DP mode. Discuss operation with Chief Engineer, ensure tie breaker is open, cooling and fuel systems segregated, cooling on for ST vent open

Main engines						Shaft Generator		ME control on bridge						
								Controller			Ahead		Astern	
# 1	Yes	No	Port	Yes	No	P. Fwd	Yes	No	Yes	No	Yes	No	Yes	No
# 2	Yes	No												
			Stbd	Yes	No	P. Aft	Yes	No	Yes	No	Yes	No	Yes	No
						S. Aft	Yes	No	Yes	No	Yes	No	Yes	No
			Switch board tie breaker to be open			Fwd p emerg	Yes	No	Yes	No	Yes	No	Yes	No
						Fwd s emerg	Yes	No	Yes	No	Yes	No	Yes	No
						Aft p emerg	Yes	No	Yes	No	Yes	No	Yes	No
						Aft s emerg	Yes	No	Yes	No	Yes	No	Yes	No
Remarks :														

Auxiliary Generators							
Generator	Running		On line		Stand by		
Port	Yes	No	Yes	No	Yes	No	
Starboard	Yes	No	Yes	No	Yes	No	
Emergency	Yes	No	Yes	No	Yes	No	
Remarks :							

Tunnel Thrusters									
Thruster	Running		Test to port		Test to starboard		NFU test		Power from
BT 1	Yes	No	Yes	No	Yes	No	Yes	No	Psb
BT 2	Yes	No	Yes	No	Yes	No	Yes	No	Ssb
ST	Yes	No	Yes	No	Yes	No	Yes	No	Psb
Starting thrusters : turn key on, start hyd pumps, then start thruster one at a time as per instruction on fwd console									
Remarks :									

Steering/rudder control									
Steering pumps		Ind fwd p/s		Ind aft p/s		Back up fwd p/s		Back up aft p/s	
Pump 1	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Pump 2	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Pump 3	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Pump 4	Yes	No	Yes	No	Yes	No	Yes	No	Yes

Joystick control					
Controller	Ahd & stern		Port & starboard		Full gain in all axes
Fwd console independent	Yes	No	Yes	No	Yes
Aft console DP 1 stbd	Yes	No	Yes	No	Yes

**DP ARRIVAL 500 M ZONE CHECK LIST**

FORM NO

APPROVED BY

REF. NO

Aft console DP 2 port	Yes	No	Yes	No	Yes	No
-----------------------	-----	----	-----	----	-----	----

Remarks :

Reference and sensors systems**Position and heading reference systems**

Note :

Three reference systems are to be available for DP2, two of which are to be Independent i.e 2 x DGPS + 1 x fanbean

System	Location	Operation ok?		Gyros			
DGPS 1	DP1 p aft	Yes	No				
DGPS 2	DP2 s aft	Yes	No	Gyro 1		Yes	No
DGPS 3	Chart table	Yes	No	Gyro 2		Yes	No
Fanbean	Stbd aft	Yes	No	Gyro 3		Yes	No

Remarks :

Wind and motion sensors**Wind sensors****Motion sensors**

Unit	Wind dir	Spd knts		Unit	Roll	Pitch	
Stbd Sensor			Yes	VRU 1			Yes
Port Sensor			Yes	VRU 2			Yes

Remarks :

Environmental conditions

Wind		Sea		Sky		Swell		Current	
Speed		Av HT		Cover		Av HT		Speed	
Direction		Dir		Height		Sir		Dir	

Remarks :

DP setup and controlStation in control = DP 1 DP2 (circle as appropriate)

Ref/hdg sensor	Selected ?		Wind sens	Dir	Speed	Selected?	
DGPS 1	Yes	No	Anem 1			Yes	No
DGPS 2	Yes	No	Anem 2			Yes	No
DGPS 3	Yes	No					
Fanbean	Yes	No	Motion sens	Pitch	Roll		
Gyro 1	Yes	No	VRU 1			Yes	No
Gyro 2	Yes	No	VRU 2			Yes	No
Gyro 3	Yes	No					

Remarks :

DP system test

Inform facility OIM that vessel has arrived and is performing DP check with vessel stopped outside 500 m zone , perform following function test of DP system :

Engage DP, hold heading and hold position	Yes	No
Change heading 20' to port & stbd in 5' increments	Yes	No
Move ahead 10 m at 2m/second	Yes	No
Move astern 10 m at 2m/second	Yes	No
Change position 10m ahead and 10 to stbd and change heading 20' to port	Yes	No
Turn on consequence analyser	Yes	No



DP ARRIVAL 500 M ZONE CHECK LIST

FORM NO

APPROVED BY :

REF. NO

In setup, deselect one BT and check cons analysis

Is printer for DP1 printing/sufficient paper?

Yes

No

Reselect

Is printer for DP2 printing/sufficient paper?

Yes

No

Perform indicator lamp test on all systems?

Yes

No

Are you satisfied that system is operating normally?

Yes

No

Remarks :

DP Operator and qualifications

DPO name

Cert#

Limited?

Signature

Date

CAPT. PAMUNGKOR

18459

(UNLIMITED CERTIFICATE)

CALL SIGN

YOF2

21/01/23

IMO NO

9330559

GRT / NET

1712/513

PORT REGISTRATION : INDONESIA

MASTER

DP FOOT PRINT

Form No. : OPS-MSF-SMS-49123

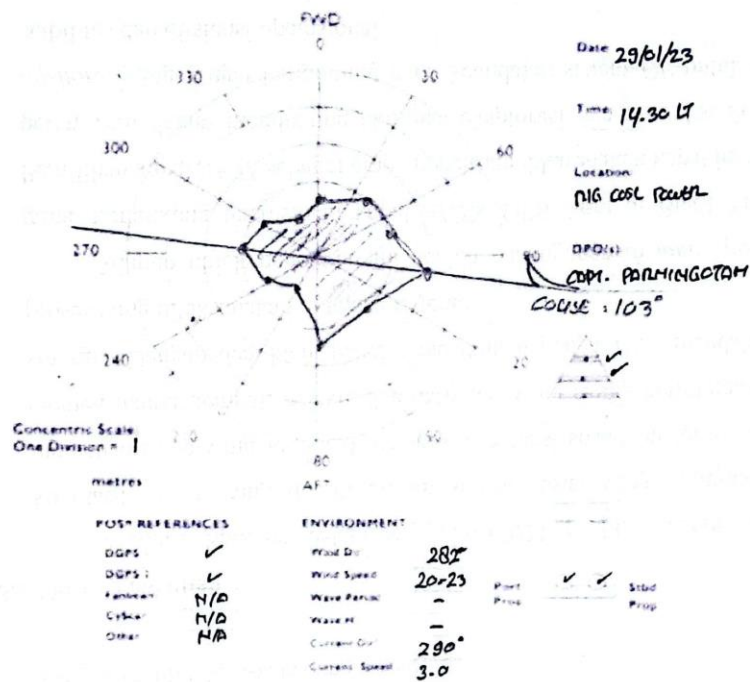
Version : 0

Rev. date : 21 Dec'20

File In :

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Project	Location / Position	Date	Time
COSL POWER	BUKIT TUA FIELD	29/01/2023	14.30 LT
Vessel name	OPS AORA	Client	PETRONAS



COMMENTS

VSL IN GOOD KEEPING POSITION
AND RADIUS ERROR 0.5 - 2.0 M

NO CRANE AND
NO LIFTING ACTIVITY
IN THE AREA



DP OPERATION LOG

Form No. : OPS-MSF-SMS-49126

Version : 0

Rev. date : 21 Dec'20

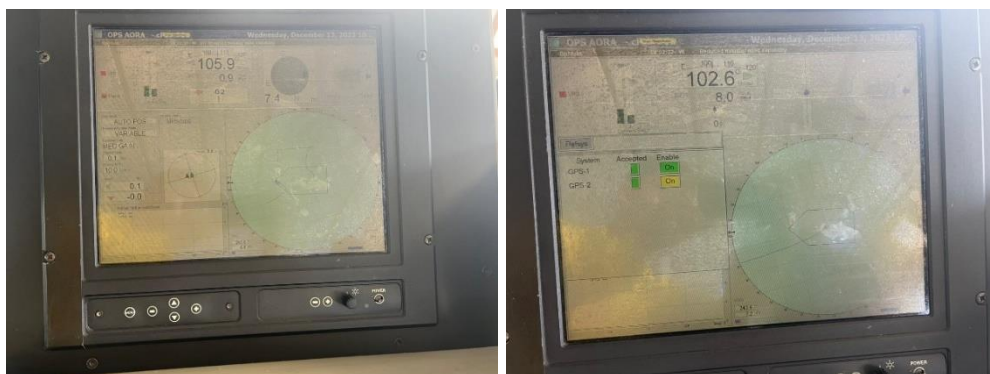
File in _____ ;

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Project	Location / Position	Date	Time
COSL POWER	BUKIT TUA FIELD	29/01/2023	14-00 LT
Vessel name	OPS AORA	Client	PETRONAS

[illegible]

Lampiran 5 DP *Trial* AHTS. OPS AORA



DP TRIAL CHECKLIST

Form No. : OPS-MSF-SMS-49109

Version : 0

Rev. date : 21 Dec'20

File in :

Page : 1 of 3

Location / Position		Date	Time
BUKIT TUA a.f.		3.12.2023	10.24 LT
Vessel name	OPS AORA	Client	SELF TEST

1. Environment Condition			2. Communication Check		
Wind Dir/Speed	354° / 6.4	Kts	Bridge to	UHF Ch	VHF Ch
Current dir/Speed	290° / 0.4	Kts	Deck/ECR	N/A	77
Swell dir/hgt	270° / 0.3	Mtrs	Survey/ROV	N/A	PTT
Wave height (sig)	0.3	Mtrs	Dive control		
Wave Height (max)	0.3	Mtrs	Installation		
Water dept	52	Mtrs			

3. General Information			4. Collision Regulations		
Operator station in command	☒ OS1 ☐ OS2			☐ Yes ☐ No	
Any Active alarm	☒ Yes ☐ No			☐ Yes ☐ No	
DP Heading	106° Degrees			☐ Yes ☐ No	
Rotation Point	COR (CENTER)			☐ Yes ☐ No	
Follow up reaction radius	N/A			☐ Yes ☐ No	
Next HW/LW (if applicable)	N/A hrs	hrs	DP Logbook available and up to date	☒ Yes ☐ No	

5. Generator/Engine Status				6. Thruster Status			
Generator/Engines	Engaged	Available	Unavailable	Thruster/Prop	Online	Available	Unavailable
GENERATOR 1	☒	☒	☐	BT No. 1	☒	☐	☐
SHAFT GEN 1/P	☒	☒	☐	BT No. 2	☒	☐	☐
SHAFT GEN 1/S	☒	☒	☐		☐	☐	☐
	☐	☐	☐		☐	☐	☐
	☐	☐	☐		☐	☐	☐
	☐	☐	☐		☐	☐	☐
	☐	☐	☐	SPLIT RUDER/P	☒	☒	☐
	☐	☐	☐	Split Rudder/S	☒	☒	☐

7. DP Warning/Alarm/Speed			
Position warning /alarm set	1.8	3.0	Mtr
Heading warning /alarm set to	1°	3°	° Degrees
Cross warning /alarm set to	N/A		mtr
DP Class operation	☒ 1 ☐ 2 ☐ 3		
Heading strategies set to	☒ Operator ☐ System		
Rotation speed set to	20		°/min
DP speed set to	0.2		m/s / knots
Gain setting	☐ low ☒ Medium ☐ High		

8. Reference System			
Before deploying HIPAP/HPR transducer, make sure that the vessels speed is not exceeding 2 knots			☐ Ok
With HIPAP/HPR transducer deployed, make sure that the vessels speed is not exceeding 2 knots			☐ Ok
"Transducer out" warning sign posted on both fore and aft main engine manoeuvring handles			
Signal intensity & performance level		Stable	Unstable
GPS Satellites / phase adequate		☒	☐
Differential signals intensity and performance		☒	☐
HIPAP / HPR Signals		☐	☐
FANBEAM / RADIUS signals		☐	☐
LTW Limits	F/A m	☐	☐

DP TRIAL CHECKLIST

Form No. : OPS-MSF-SMS-49109

Version : 0

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System in use (x out or add)	☒ DGPS 1	☒ DGPS 2	☐ HIPAP/HPR	☐ LTW 1	☐ LTW 2	☐ Fanbeam
			N/A	N/A	N/A	N/A

9. HIPAP / HPR Beacons in use (transponders, responders, etc)									
Location	No.	Serial	Type of TP	No.	Serial	Type of TP	No.	Serial	Type of TP
Seabed (array)									
ROV									
Plough									
Template									
Other									

10. Environmental Sensors					
Reference gyro	106 ° Deg	If no Reference Gyro, use Magnetic Compass readings			
Gyro no1	☒ Preference	☒ Enabled	Wind sensor no 2	☒ Preference	☒ Enabled
Gyro no 2	☒ Preference	☒ Enabled	VRS (MRU) no.1	☒ Preference	☒ Enabled
Gyro no 3	N/A	☐ Preference	VRS (MRU) no.2	☐ Preference	☐ Enabled
Wind sensor no 1	☒ Preference	☒ Enabled		☐ Preference	☐ Enabled

11. Winch Sensor (Cable-laying, Trenching, etc)					
AH Winch	☐ Enabled	Work wire	☐ Enabled	Tow winch	☐ Enabled
Correction factor for winch sensor		See DP Manuals for guide if applicable			
Length of Towing wire		meters	Tension control on winch set to		Tonne

When factor is set too high, false current will build up and from aft. When factor is set too low, false current will build up from fore.

12. Tracking Settings / Alarms (Cable laying, Trenching, ROV, etc)					Fill out only if applicable
Winch	Wire length out:	mtr	Depth:	mtr	Calculated elevation: ° Deg.
Alongship force	Setpoints	Lower (T)	Upper (T)	Remarks	
	Clipping				
	Warning				
	Alarm				
Speed mode	Low speed ☐	High speed ☐	Waypoint table ☐	Operator ☐	kts
Track setup	Leg offset	mtr	Next waypoint no.	Across speed setpoint	m/s
Track course	Forward ☐	Reverse ☐	Track Course	° Deg.	System ☐ Operator ☐

13. Diving					Fill out only if applicable
DP status alarm tested:	☐ Green	☐ Amber	☐ Red	Dive position agreed:	
Green light given:		Permission to dive received from:			
	Date / Time	Name in print and signature			

14. Escape Routes / Emergencies			
Safe Escape Routes planned	Ok: ☒	Emergency procedures prepared	Ok: ☒
		Permit to Work	Ok: ☒

15. Remarks / Comments / Signatures

DP TRIAL CHECKLIST

Form No. : OPS-MSF-SMS-49109

Version : 0

Rev. date : 21 Dec'20

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<i>DP 1 System OPS AORA is in good working order</i>	OPS AORA CALL SIGN : YCFE2 IMO NO : 9558359 GRT / NRT : 1712/514 18549
Hand over duty Officer	Take over duty Officer JAKARTA

DP ARRIVAL 500 M ZONE CHECKLIST

Form No. : OPS-MSF-SMS-49120
Version : 0
Rev. date : 21 Dec'20
File in :
Page : 1 of 3

Project	Location / Position	Date	Time
SELF TEST	BUKIT TUA D.F.	13.12.2023	10.24 LT
Vessel name	Client		
	H/A		

This list to be completed outside the 500 m zone. Circle the appropriate yes or no. Explain any "no"s". DPO on watch to date and sign

Note :

Infrom ECR that you are going into DP mode. Discuss operation with Chief Engineer, ensure tie breaker is open, cooling and fuel systems segregated, cooling on for ST vent open

Main engines				Shaft Generator		ME control on bridge					
#	Yes	No		Port	No	Controller	Ahead		Astern		
# 1	☒			☒		P. Fwd	☒	No	☒	No	
# 2	☒					S. Fwd	☒	No	☒	No	
				Stbd	☒	P. Aft	☒	No	☒	No	
						S. Aft	☒	No	☒	No	
				Switch board tie breaker to be open		Fwd p emerg	Yes	No	Yes	No	
			Fwd s emerg			Yes	No	Yes	No		
			Aft p emerg			Yes	No	Yes	No		
			Aft s emerg			Yes	No	Yes	No		
Remarks :											

Auxiliary Generators					
Generator	Running		On line		Stand by
Port	Yes	No	Yes	No	Yes
Starboard	Yes	No	Yes	No	Yes
Emergency	Yes	No	Yes	No	Yes
Remarks :					

Tunnel Thrusters									
Thruster	Running		Test to port		Test to starboard		NFU test		Power from
BT 1	☒	No	Yes	No	☒	No	☒	No	Psb N/a
BT 2	☒	No	Yes	No	☒	No	☒	No	N/a Ssb
ST H/A	Yes	No	Yes	No	Yes	No	Yes	No	Psb Ssb
Starting thrusters : turn key on, start hyd pumps, then start thruster one at a time as per instruction on fwd console									
Remarks :									

Steering/rudder control									
Steering pumps		Ind fwd p/s		Ind aft p/s		Back up fwd p/s		Back up aft p/s	
Pump 1	☒	No	☒	No	☒	No	☒	No	☒
Pump 2	☒	No	☒	No	☒	No	☒	No	☒
Pump 3	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Pump 4	Yes	No	Yes	No	Yes	No	Yes	No	Yes

Joystick control					
Controller	Ahd & stern		Port & starboard		Full gain in all axes
Fwd console independent	Yes	☒	Yes	☒	Yes
Aft console DP 1 stbd	☒	No	☒	No	Yes

	DP ARRIVAL 500 M ZONE CHECK LIST		FORM NO
			APPROVED BY
			REF. NO

Aft console DP 2 port	Yes	No	Yes	No	Yes	No
-----------------------	-----	----	-----	----	-----	----

Remarks: **JOLSTICK CONTROL NOT AVAILABLE, VESSEL USING JOLSTICK CONTROL BY DP WS 1. CONSOLE.**

Reference and sensors systems
Position and heading reference systems

Note: Three reference systems are to be available for DP2, two of which are to be independent i.e 2 x DGPS + 1 x fanbeam

System	Location	Operation ok?				Gyros		
DGPS 1	DP1 p aft	Yes	No			Hdg		
DGPS 2	DP2 s aft	Yes	No			Gyro 1	106	Yes No
DGPS 3	N/A Chart table	Yes	No			Gyro 2	107	Yes No
Fanbeam	N/A Stbd aft	Yes	No			Gyro 3		Yes No

Remarks:

Wind and motion sensors

Wind sensors				Motion sensors			
Unit	Wind dir	Spd knts		Unit	Roll	Pitch	
Stbd Sensor	338	3.9	Yes No	VRU 1	N/A		Yes No
Port Sensor	071	4.5	Yes No	VRU 2	NOT INSTALLED		

Remarks:

Environmental conditions

Wind		Sea		Sky		Swell		Current	
Speed	3.9	Av HT	0.3	Cover	C	Av HT	0.3	Speed	0.4
Direction	338	Dir	270	Height		Dir	290	Dir	290

Remarks:

DP setup and control

Station in control = DP 1 DP2 (circle as appropriate)									
Ref/hdg sensor	Selected ?				Wind sens	Dir	Speed	Selected?	
DGPS 1	Yes	No			Anem 1	338	3.9	Yes	No
DGPS 2	Yes	No			Anem 2	071	4.5	Yes	No
DGPS 3	Yes	No							
Fanbeam	Yes	No			Motion sens	Pitch	Roll		
Gyro 1	Yes	No			VRU 1	N/A			Yes No
Gyro 2	Yes	No			VRU 2	NOT INSTALLED			Yes No
Gyro 3	Yes	No							

Remarks:

DP system test

Inform facility OIM that vessel has arrived and is performing DP check with vessel stopped outside 500 m zone, perform following function test of DP system:

Engage DP, hold heading and hold position	Yes	No
Change heading 20' to port & stbd in 5' increments	Yes	No
Move ahead 10 m at 2m/second	Yes	No
Move astern 10 m at 2m/second	Yes	No
Change position 10m ahead and 10 to stbd and change heading 20' to port	Yes	No
Turn on consequence analyser	Yes	No

	DP ARRIVAL 500 M ZONE CHECK LIST	FORM NO
		APPROVED BY
		REF NO

In setup, deselect one BT and check cons analysis	☒ Yes	☐ No	Reselect
Is printer for DP1 printing/sufficient paper?	☒ Yes	☒ No	N/A
Is printer for DP2 printing/sufficient paper?	☒ Yes	☒ No	N/A
Perform indicator lamp test on all systems?	☒ Yes	☐ No	
Are you satisfied that system is operating normally?	☒ Yes	☐ No	

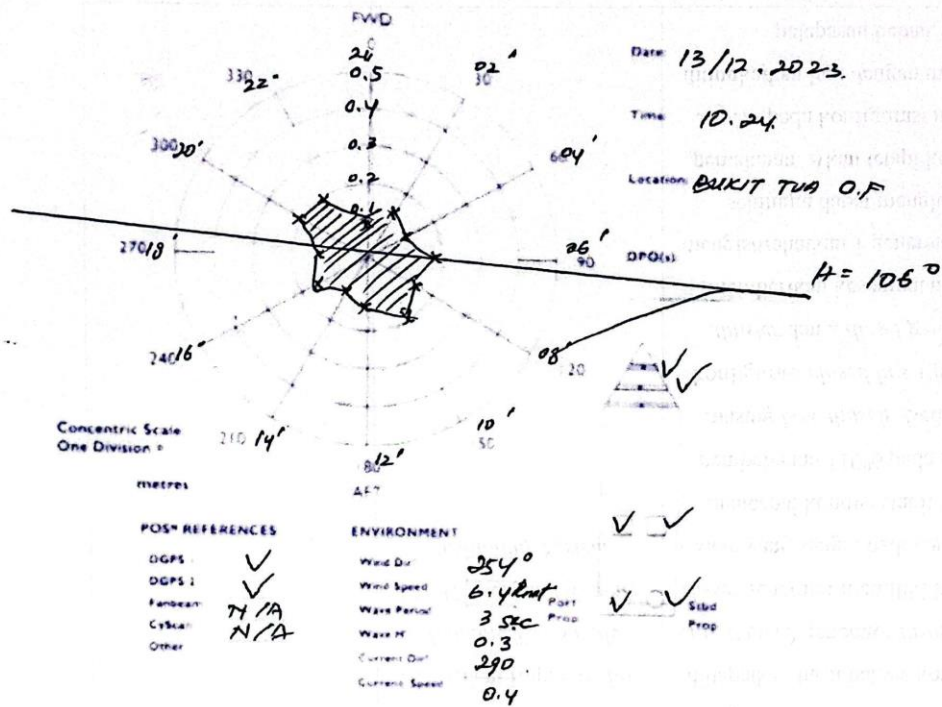
Remarks : *DP1 system on board ops AORA is working in normal condition, all in order and Reculter satisfied*

DP Operator and qualifications			OPS AORA	
DPO name	Cert#	Limited?	CALL SIGNATURE	Date
<i>PARDINGOTAN</i>	<i>18549</i>	<i>FULL DP Unlimited</i>	<i>YCFF2</i>	<i>13/12/2023</i>
			<i>IMO NO : 9558359</i>	
			<i>GRT / NRT : 1712514</i>	
			JAKARTA	

DP FOOT PRINT

Form No. : OPS-MSF-SMS-49123
Version : 0
Rev. date : 21 Dec'20
File In :
Page : 1 of 1

Project	Location / Position	Date	Time
SELF TEST	BUKIT TUA O.F.	13.12.2023	10.24 LT.
Vessel name	OPS AORA	Client	



OPS AORA

CALL SIGN : YCFE2

IMO NO. : 9630000

GRT/NET : 1712/514

JAKARTA

Lampiran 6 Crew List AHTS. OPS AORA



VESSEL NAME : OPS AORA
 FLAG : JAKARTA
 CALL SIGN : YCFE2
 TYPE : ANCHOR-HANDLING TOW & SUPPLY VESSEL
 GRT / NRT : 1712 / 514
 PURPOSE : ANCHOR HANDLING / SERVICE BOAT
 LOCATION : LAMONGAN SHOREBASE
 AGENT : PT ORINDO
 PICTEL NO. :
 CONTACT NO. :

CREW LIST

DATE : 18-Jan-24
 LAST PORT CALL :
 NEXT PORT CALL :
 DATE OF ARRIVAL :
 DATE OF DEPARTURE :

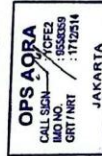
MASTER : CAPT. YANI
 OWNER : PT. OCEANINDO PRIMA SARANA
 CHARTERER :

NO	NAME	RANK	SEX	DATE OF BIRTH	CREW NATIONALITY	SEAMAN BOOK (CPC)		CERTIFICATE NUMBER	DURATION ON BOARD (90 DAYS)	DATE SIGN ON		DATE SIGN OFF
						NUMBER	EXPIRY DATE					
1	YANI	MASTER	M	17.05.1978	INDONESIA	I 11484	11-Jan-27	6200067310N10215	90	17-Jan-24		16-Apr-24
2	HARI GURRYANTO	CHIEF OFFICER	M	22.11.1981	INDONESIA	G 10564	15-Sep-24	6201016452N10316	90	08-Nov-23		07-Feb-24
3	ANDI POLENDRO	2ND OFFICER	M	19.10.1994	INDONESIA	I 10013	14-Nov-26	6211605456N10121	90	20-Dec-23		19-Mar-24
4	GUNAWAN ANDRIYANTO	CHIEF ENGINEER	M	21.02.1970	INDONESIA	F 30732	17-Jan-25	6200071575T10315	90	20-Dec-23		19-Mar-24
5	HERU PURNOMO	2ND ENGINEER	M	19.09.1999	INDONESIA	F 272130	11-Jan-24	6200016507T10214	90	13-Dec-23		12-Mar-24
6	HABIB MUHAMMAD FANDY	THIRD ENG	M	21.04.1998	INDONESIA	H 069300	4-Oct-25	6211727413T10120	90	10-Jan-24		09-Apr-24
7	HALIM	BOSUN	M	03.06.1965	INDONESIA	G 108819	1-Dec-24	6200069293340220	90	10-Jan-24		09-Apr-24
8	ALBERT TODING BUNGA	FITTER	M	27.12.1990	INDONESIA	I 073603	14-Aug-26	6201171227T40122	90	01-Dec-23		28-Feb-24
9	SAMSI HARUN	AB	M	19.01.1991	INDONESIA	I 058811	18-Oct-26	620047246340222	90	09-Nov-23		07-Feb-24
10	SUDIRMAN	AB	M	05.06.1981	INDONESIA	G 076878	3-Jun-24	6201018647340622	90	20-Dec-23		19-Mar-24
11	ANDRIYANSYAH FIRDAUS	AB	M	19.07.1985	INDONESIA	I 075630	28-Jul-26	6201482207N105020	90	10-Jan-24		09-Apr-24
12	YUSRIAN	OILER	M	01.02.1986	INDONESIA	H 031440	19-May-25	6201019718T120617	90	20-Dec-23		19-Mar-24
13	MUHAMMAD REZAL	OILER	M	10.09.1988	INDONESIA	I 002892	9-Jan-26	6211500164420721	90	09-Nov-23		07-Feb-24
14	GANGGANG ISMANTO	COOK	M	24.09.1972	INDONESIA	I 007894	10-Jan-26	62003537N1060711	90	10-Jan-24		09-Apr-24
15	MUHAMMAD HARI BRYAM BAH	CADET DECK	M	15.03.2002	INDONESIA	I 031839	3-Jul-26	6212209184012520	90	15-Aug-23		13-Nov-23
16	MURFAN BAHAR	CADET ENGINE	M	26.04.2006	INDONESIA	H 059334	6-Sep-25	6212210699010622	90	26-Jun-23		24-Sep-23
17	ADILLA ULIL ARI ANTHARES	CADET ENGINE	M	12.10.2000	INDONESIA	G 132229	21-Aug-25	6212212156071720	90	04-May-23		02-Aug-23

Remarks : Total Crew on board 17 person including Master

I certify that the above information is to the best of my knowledge, belief, and true in every particulars.

SIGNATURE
 Acknowledge By



Lampiran 7 Mutasi Sign On

 Oceanindo Prima Sarana	MUTATION ORDER	Form No1. : QSA 425 Ver. No. : 01 Rev. Date : 17.02.2014 Approved : Director Page : 1/1
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11 August 2023
MO-

**PERINTAH
MUTATION ORDER**

Kepada Mohammad Haris Irsyam Sah Jabatan DCD
Rank

Dengan ini diberitahukan bahwa mulai tanggal 15 August 2023
We hereby notify you, that as from

Saudara ditempatkan/dimutasikan sebagai DCD
You are appointed/transferred as

di kapal OPS Aora Di Pelabuhan KJ-A
At the port of
onboard the vessel

Harap melaporkan diri kepada THE MASTER
You are kindly requested to report to

Jakarta, 11 August 2023

Endang Susilowati
Crewing (As Agents Only)

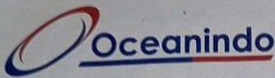
Keterangan Pegawai
Personel Data

Earnings		
Basic Wages	: IDR	533,458.00
Operation Allowance	: IDR	0.00
Fixed Over Time	: IDR	350,959.00
Over Time/hour	: IDR	0.00
Leavepay	: IDR	71,128.00
DP Allowance	: IDR	0.00
Religion Allowance	: IDR	44,455.00
Deduction		
Union membership	: IDR	0.00
Cash Advance	: IDR	0.00
Loan Installments	: IDR	0.00
Allotment	: IDR	800,000.00
Others	: IDR	0.00
PPH 21	: IDR	

Note :
Payment of The Allotment :
First : 27 September 2023
Following : The 27th of every month until stopped by the master
Inclusive PPH 21

Cc : 1. Master
2. FI&Adm.Dept(T&CP Unit)
3. Principal
4. File

Lampiran 8 Mutasi Sign Off



SIGN OFF INSTRUCTION

To the Master,

We hereby notify you, that

Name : Mohammad Haris Irsyam
Rank : DCD
Sign On Date : 14 Agustus 2023
Vessel : OPS Aora

The above name has signed off at

Port : Jakarta
Date : 23 Agustus 2024
Please instruct to him as following:

1. Report immediately to Crewing Dept - PT Oceanindo, upon arrived at Jakarta
2. Balance of wages will pay at office
3. Remaining Leave Pay and other expenses (if any) will be calculated by office
4. All relevant document has been delivered before leave
5. Please do well handed over to the reliever included cabin inventory
6. Travelling Arrangement from port to Jakarta will be prepared by PT. Oceanindo Jakarta.

Jakarta, 23 Agustus 2024


Endang S
Crewing



CC : 1. Finance Dept
2. Local Agent
3. File Crewing Dept
4. File On Board

PT Oceanindo Prima Sarana
Artha Gading Niaga, Block C No. 25 - 26
Kelapa Gading, Jakarta 14240 - Indonesia
Ph +6221 4585 0632 Fax+6221 4585 7348
www.oceanindo.com

CERTIFIED by  
ISO 9001
ISO 14001
ISO 45001



Lampiran 9 Surat Keterangan Masa Layar



**KEMENTERIAN PERHUBUNGAN
DIREKTORAT JENDERAL PERHUBUNGAN LAUT
KANTOR KESYAHBANDARAN DAN OTORITAS PELABUHAN UTAMA TANJUNG PRIOK**

Jl. Padamarang No.4
Tanjung Priok
Jakarta 14310

Telepon : (62-21) 43800054 Fax : 43935405
43910256 4305 256
43910259

IG : @dpt_kaputamacriok
Email : sb_tanjungpriok@dephub.go.id/
optanjungpriok@dephub.go.id
http://opnprk.dephub.go.id
Website : Kesyahbandaran Utama Tanjung Priok
Fb/YouTube :

SURAT KETERANGAN MASA BERLAYAR

No. AL. 506 / 1582 / 08 / KSOP. TPK - 2024

- Kepala Kantor Kesyahbandaran dan Otoritas Pelabuhan Utama Tanjung Priok dengan ini menerangkan bahwa :
 Nama : MOHAMMAD HARIH IHSYAM SAIL
 Tempat / Tgl. Lahir : JOMBANG, 15-03-2002.
 Alamat sekarang : DSN. SAPON RT.02/RW.01 DS. JOMBATAN, KESAMBEN, JOMBANG.
 Nomor Buku Pelaut : 1 031839.
 Nomor Buku Saku (Cadet) : -
 Sertifikat Keahlian Keterampilan : BST, 10-03-2022.
 Setelah diadakan penelitian pada Buku Pelaut dan / atau Buku Saku, yang bersangkutan mempunyai masa berlayar - seperti dibawah ini :

NO	NAMA KAPAL	ISI KOTOR (GT)	TENAGA PENCERAIK (KW)	DAERAH PELY.	JABATAN	TANGGAL		MASA BERLAYAR		
						NAIK	TURUN	THN	BLN	HARI
01.	OPS.AORA	1.712	-	NCV	CADET / D	14-08-2023	23-08-2024	01	00	09
JUMLAH MASA BERLAYAR SELURUHNYA					SATU THN NOL BLN SEMBILAN HARI			01	00	09

- Surat keterangan berlayar ini diberikan untuk keperluan : UJIAN PASCA PRALA
- Data pada surat Keterangan Masa Berlayar ini diambil berdasarkan Buku Pelaut nomor : 1 031839.
 Dan / atau Buku Saku nomor : - atau surat keterangan dari perusahaan / Instansi (khusus kapal penangkapan ikan, kapal layar motor / KLM, kapal tradisional dan kapal negara) nomor : -
- Demikianlah Surat Keterangan Masa Berlayar ini diberikan untuk dapat dipergunakan seperlunya.
 Nomor Billing : 820 240 829 049 816
 DIKELUARKAN DI : TANJUNG PRIOK
 PADA TANGGAL : 29-08-2024

A.n KEPALA KANTOR KESYAHBANDARAN DAN OTORITAS
PELABUHAN UTAMA TG. PRIOK
KEPALA BIDANG PERKAPALAN DAN KEPELAUTAN
KEPALA SEKSI STRUKTUR

(Signature)
Capt. JAKA DWI CAITANY, S.S., M.M., M.Mar
NTP.19721203-2003021 00 1
DIREKTORAT JENDERAL PERHUBUNGAN LAUT

CATATAN:

Tidak berlaku apabila yang bersangkutan ditemukan melakukan pemalsuan pada dokumen pengambilan data

"Mentaati Peraturan Pelayaran Berarti Mendukung Terciptanya Keselamatan Berlayar"

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Lampiran 10 Surat Keterangan Dinas Jaga

SURAT KETERANGAN DINAS JAGA
Letter of Watch Keeping Duties

Nomor : 24/PL38/XIII/2024
Number : 24/PL38/XIII/2024

Seperti yang telah dipersyaratkan dalam regulasi II/I dan regulasi III/I dari lampiran konvensi STCW
As required by regulation II/I and regulation III/I of the annex to the STCW convention

Dengan ini menerangkan bahwa
This explains that

Nama Taruna : MOHAMMAD HARIS IRSYAM SAH
Name of apprentice

Tempat & Tanggal Lahir : JOMBANG & 15 MARET 2002
Place & Date of Birth

Nomor Induk Taruna : 200904016
Reg. Number Apprentice

Departemen : NAUTIKA
Department

Lembaga Pendidikan : POLITEKNIK MARITIM Negeri INDONESIA
Educational Institution

Telah melaksanakan Dinas Jaga
Has conduct of watch keeping duties

Nama Kapal : ONS AORA
Ship's name

Tanda Panggilan : VCFE2
Call sign

Bobot Kapal : 1712 GT
Gross tonnage

Tenaga Mesin : ... KW
Engine Power

Pelabuhan : JAKARTA
Port of Registry

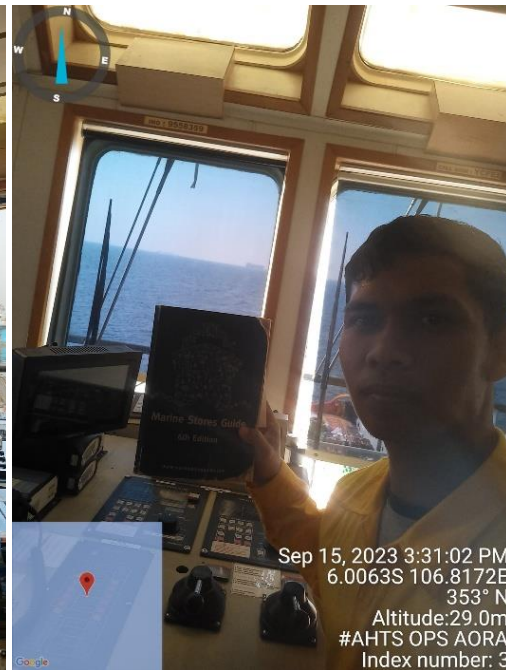
Tanggal <i>Dates</i>		Masa Layar <i>Seagoing Service</i>		Dinas Jaga <i>Watch Keeping Duties</i>	
Mutasi Naik <i>Sign On</i>	Mutasi Turun <i>Sign Off</i>	Bulan <i>Months</i>	Hari <i>Days</i>	Bulan <i>Months</i>	Hari <i>Days</i>
15-08-2023	23-08-2024	12	09	08	04

Demikian Surat Keterangan Dinas Jaga ini diberikan untuk dapat digunakan seperlunya
This Letter of Watch Keeping Duties is given to be used as necessary

 HIMPINAN LEMBAGA DIKLAT
Director of Maritime Education

 NAHRO AORA
Signature of Master
IMO NO : 9558359
GRT/TWT : 1712/514
CAPT. Y. A. AORA
Signature of Captain

Lampiran 11 Dokumentasi



Lampiran 12 *Certificate* DP Narasumber





DPTC SEMARANG

Certificate No. 118039621

CERTIFICATE OF COMPLETION AWARDED TO

HARIS GURNIYANTO

Has completed training course for
DYNAMIC POSITIONING - INDUCTION COURSE

On, 04 October to 08 October 2021

Aulivia Tandau
Director



Capt. Hatawi Anwar
DP Instructor



CERTIFICATE OF TRAINING

This Certificate is awarded to

Gunawan Andriyanto

As having successfully completed training in

CONVERTEAM 'A' SERIES

MAINTENANCE COURSE

Date Completed: 19 February 2015

Certificate number: S094/15

Lecturer: Joe Gorman





CERTIFICATE OF TRAINING

This Certificate is awarded to

Heru Purnomo

As having successfully completed training in

CONVERTEAM 'A' SERIES

MAINTENANCE COURSE

Date Completed: 07 February 2014

Certificate number: S069/14

Lecturer: Joseph Gorman

