

**KEMENTERIAN PERHUBUNGAN
BADAN PENGEMBANGAN SDM PERHUBUNGAN
SEKOLAH TINGGI ILMU PELAYARAN**



SKRIPSI

**ANALISIS PENGGUNAAN METODE MUAT TERHADAP
EFEKTIVITAS WAKTU MUAT BATU BARA PT
BAHARI EKA NUSANTARA DI BERAU, KALIMANTAN
TIMUR**

Oleh :

ARIO GEMA MOSLEM

NRP: 461189670

**PROGRAM PENDIDIKAN DIPLOMA IV
JAKARTA
2022**

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**Diajukan Guna Memenuhi Persyaratan
untuk Penyelesaian Program Pendidikan Diploma IV**

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Judul : ANALISIS PENGGUNAAN METODE MUAT TERHADAP EFEKTIVITAS WAKTU MUAT BATU BARA PT BAHARI EKA NUSANTARA DI BERAU, KALIMANTAN TIMUR

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KATA PENGANTAR

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**“ANALISIS PENGGUNAAN METODE MUAT TERHADAP
EFEKTIVITAS WAKTU MUAT BATU BARA PT BAHARI EKA
NUSANTARA DI BERAU, KALIMANTAN TIMUR“**

Dasar penulisan skripsi ini adalah salah satu kewajiban pokok program pendidikan Diploma IV, sebelum menyelesaikan pendidikan seperti diatur di dalam kurikulum Sekolah Tinggi Ilmu Pelayaran (STIP) Jakarta. Bagian isi penulisan skripsi ini, diantaranya adalah referensi dari beberapa buku yang pernah dipelajari dan pengalaman yang pernah penulis alami selama praktik di perusahaan pelayaran.

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BAB I

PENDAHULUAN

A. LATAR BELAKANG

Batu bara adalah salah satu sumber energi di dunia. Batu bara merupakan campuran yang kompleks dari zat kimia organik yang mengandung karbon, oksigen, dan hidrogen dalam sebuah rantai karbon. Menurut Undang-undang Nomor 4 Tahun 2009 tentang Mineral dan Batu bara, batu bara merupakan endapan senyawa organik karbonan yang terbentuk secara alamiah dari sisa tumbuh-tumbuhan dan dapat terbakar. Dalam pengertian lain, batu bara adalah batuan sedimen (padatan) yang dapat terbakar, berasal dari sisa-sisa tumbuhan dan dapat terbakar. Sebagian besar batu bara Indonesia cocok digunakan untuk pembangkit listrik. Batu bara Indonesia mempunyai pasar tersendiri di dunia. Di pasar dunia, sebagian besar batu bara Indonesia khususnya di daerah Berau, Kalimantan Timur diekspor lebih banyak ke Cina dan India.

Untuk antarmoda pengangkut batu bara tersebut lebih efisien menggunakan jalur laut atau menggunakan kapal besar. Saat ini, batu bara di Indonesia bukan hanya merupakan komoditas ekspor penghasil devisa negara, tetapi juga mulai dimanfaatkan sebagai sumber energi pengganti minyak dan gas bumi. Di masa yang akan datang, dengan harga yang relatif lebih murah serta keberadaanya yang melimpah diperkirakan pemakaian batu bara di dalam negeri akan terus meningkat, terutama dengan semakin menyusutnya cadangan minyak dan gas dari dalam bumi yang dimiliki negara Indonesia

Faktor ekonomis yang dikehendaki dalam angkutan laut harus dapat memenuhi beberapa persyaratan. Diantaranya, yaitu kecepatan mengantar yang tinggi, daya muat yang besar, dan kemudahan dalam bongkar-muat. Kegiatan ekspor-impor melalui pelabuhan di Indonesia menjadi sangat tinggi. Hal ini dapat dibuktikan dengan banyak kapal-kapal berbendera asing maupun domestik yang melakukan bongkar-muat di pelabuhan Indonesia. Tingginya kegiatan bongkar-muat khususnya batu bara melalui pelabuhan juga ikut menunjang tumbuhnya perusahaan pelayaran Indonesia. Perusahaan pelayaran semakin tumbuh dan berkembang di Indonesia disertai dengan penawaran pelayanan jasa yang diberikan perusahaan pelayaran semakin meningkat terhadap kapal. Selain itu, pihak pelabuhan juga harus memberikan pelayanan jasa yang optimal, untuk melancarkan proses arus ekspor-impor barang dengan menggunakan transportasi laut. Instansi tersebut antara lain administrasi pelabuhan, karantina, bea cukai, imigrasi, kesehatan dan pihak keamanan.

Pada saat peneliti melaksanakan praktik darat (Prada) penulis mengamati adanya perbandingan antara *floating crane* dan *ship's gear* dalam pemuatan batu bara sehingga efektivitas pelayanan waktu pemuatan pada kapal yang mengangkut batu bara pun berbeda secara signifikan. Di samping itu *floating crane* yang kurang memadai saat kapal sudah siap melaksanakan kegiatan bongkar muat dan adanya *maintenance floating crane* dan *ship's gear* yang menghambat kegiatan pemuatan batu bara.

Dari uraian tersebut penulis merasa tertarik untuk mengangkat masalah ini sebagai judul penelitian, yaitu :

“ANALISIS PENGGUNAAN METODE MUAT TERHADAP EFEKTIVITAS WAKTU MUAT BATU BARA PT BAHARI EKA NUSANTARA DI BERAU, KALIMANTAN TIMUR”

B. IDENTIFIKASI MASALAH

Berdasarkan latar belakang permasalahan yang penulis temukan sewaktu melakukan praktik darat, penulis melakukan identifikasi masalah sebagai berikut :

1. Belum optimalnya efektivitas pemuatan batu bara menggunakan *floating crane* dan *ships's gear* sehingga terjadi perbedaan waktu.
2. Belum optimalnya penggunaan alat muat sehingga kapal harus menunggu waktu pemuatan.
3. Kurangnya ketersediaan batu bara sehingga kapal harus menunggu lama.
4. Lamanya waktu kegiatan pemuatan batu bara di Pelabuhan Berau, Kalimantan Timur
5. Lamanya muatan sampai di pelabuhan membuat kapal harus menunggu lama.

C. BATASAN MASALAH

Mengingat luasnya persoalan tentang penggunaan metode muat terhadap efektivitas waktu muat dan keterbatasan pengetahuan peneliti, maka peneliti membatasi masalah yang akan diangkat :

1. Belum optimalnya efektivitas pemuatan batu bara menggunakan *floating crane* dan *ships's gear* sehingga terjadi perbedaan waktu.
2. Lamanya waktu kegiatan pemuatan batu bara di Pelabuhan Berau, Kalimantan Timur

D. RUMUSAN MASALAH

Untuk dapat menganalisis dan memecahkan masalah yang terjadi maka penulis merumuskan permasalahan sebagai berikut :

1. Apakah ada pengaruh metode muat terhadap efektivitas waktu muat batu bara di Pelabuhan Berau, Kalimantan Timur?
2. Bagaimanakah mengatasi lamanya waktu pemuatan batu bara di Pelabuhan Berau, Kalimantan Timur?

E. TUJUAN DAN MANFAAT PENELITIAN

1. Tujuan Penelitian

Dalam setiap penulisan skripsi harus ditentukan tujuan agar skripsi yang telah dibuat lebih memiliki daya guna. Tujuan penulis dalam penyusunan skripsi ini antara lain :

- a. Untuk menganalisis besarnya pengaruh metode muat terhadap efektivitas pemuatan batu bara.
- b. Untuk mencari solusi agar pelaksanaan kegiatan pemuatan batu bara berjalan dengan efektif.

2. Manfaat Penelitian

Di samping memiliki tujuan, penelitian tentu bermanfaat baik secara langsung maupun tidak langsung yang dapat dirasakan. Manfaat penelitian sebagai berikut:

- 1) Secara Teoretis
 - a. Untuk mengembangkan ilmu pengetahuan khususnya pengaruh *floating crane* dan *ship's gear* terhadap efektivitas pelayanan pemuatan batu bara.
 - b. Bagi perusahaan *shipper* dan TKBM untuk pengembangan ilmu murni yang diterapkan bagi bidang profesi peneliti yang bertujuan memaksimalkan kinerja perusahaan.
 - c. Dapat dijadikan suatu bahan referensi dan sumbangan ilmu kepada pembaca serta diharapkan dapat memberikan pemahaman tentang kualitas jasa dan kegiatan pemuatan.
- 2) Secara Praktis
 - a. Bagi PT Bahari Eka Nusantara, Cabang Berau khususnya *shipper* dapat mengevaluasi produktivitas dan perbandingan perbedaan metode muat batu bara yang efektif.
 - b. Bagi peneliti selanjutnya sebagai bahan pembandingan.

F. SISTEMATIKA PENULISAN

Dalam sistematika penulisan skripsi, penulis menggunakan sistematika penulisan yang sudah standar. Dalam skripsi ini terdiri dari lima bab, yang antarbabnya memiliki keterkaitan. Adapun sistematika penulisannya adalah sebagai berikut :

BAB I PENDAHULUAN

Dalam bab ini penulis berusaha memberikan gambaran mengenai latar belakang, identifikasi masalah, batasan masalah, rumusan masalah, tujuan dan manfaat penelitian, dan sistematika penulisan.

BAB II LANDASAN TEORI

Pada bab ini penulis membahas tentang tinjauan pustaka mengenai ilmu yang terdapat dalam pustaka ilmu pengetahuan pendukung lainnya serta menjelaskan teori-teori yang *relavan* dengan masalah yang diteliti dan bab ini disertakan pula kerangka pemikiran yang penulis sajikan dalam bentuk yang mudah dimengerti, hukum yang *relavan* dan hipotesis yang memuat tentang anggapan sementara.

BAB III METODE PENELITIAN

Bab ini menerangkan waktu dan tempat penelitian, teknik pengumpulan data yang dilakukan penulis selama melakukan penelitian di lokasi yang disertai dengan populasi dan sampel, serta teknik analisis data.

BAB IV ANALISIS DAN PEMBAHASAN

Dalam bab ini penulis menjelaskan tentang data yang diperoleh penulis selama melakukan penelitian di PT Bahari Eka Nusantara Cabang Berau, dengan pendeskripsian yang jelas serta dilanjutkan dengan analisis data dan alternatif pemecahan masalah. Pada bagian akhir penulis melakukan evaluasi untuk pemecahan masalah.

BAB V KESIMPULAN DAN SARAN

Bab ini merupakan bab akhir dari skripsi yang berisikan kesimpulan dan saran dari hasil penelitian pada skripsi ini.

BAB II

LANDASAN TEORI

A. TINJAUAN PUSTAKA

Penulis memaparkan beberapa pengertian yang diambil dari beberapa referensi maupun pendapat-pendapat para ahli untuk memudahkan dan memahami penulisan dalam skripsi ini, diantaranya adalah :

1. Muatan

Muatan kapal merupakan objek dari pengangkutan dalam sistem transportasi laut, dengan mengangkut muatan sebuah perusahaan pelayaran niaga dapat memperoleh pendapatan dalam bentuk uang tambang (*freight*) yang sangat menentukan dalam kelangsungan hidup perusahaan dan membiayai kegiatan di pelabuhan. Adapun pengertian muatan menurut para ahli sebagai berikut :

- a. Muatan Kapal menurut Sudjarmiko (1995:64) Muatan kapal adalah segala macam barang dan barang dagangan (*goods and merchandise*) yang diserahkan kepada pengangkut untuk diangkut dengan kapal, guna diserahkan kepada orang/barang di pelabuhan atau pelabuhan tujuan, sedangkan menurut Arwina (2001:9) muatan kapal laut dikelompokkan atau dibedakan sesuai dengan jenis pengapalan, jenis kemasan, dan sifat muatan.

Jenis-jenis muatan sesuai bentuk, wujud, dan sifatnya dapat dikelompokkan dalam:

- 1) Muatan curah (*bulk cargo*) muatan jenis ini berupa muatan cair, seperti minyak bumi, minyak kelapa sawit, atau muatan kering seperti batu bara, ore, nikel, dan sebagainya.
 - 2) Muatan campuran (*general cargo*) muatan jenis ini adalah muatan yang jenis dan pembungkusnya yang beraneka ragam dalam peti, drum, kaleng, besi, dan karung.
- b. Pemuatan menurut Amir M.S dalam Susantoro (2019:5) “Muat yaitu menyiapkan dan mengangkut barang pada *tackle* di atas dermaga yang kemudian barang diangkat ke atas palka lalu melepaskan dan memadatkan muatan di dalam palka.”
 - c. Muat adalah adanya ruang untuk diisi, ditempati, dimasuki, dipakai, dan sebagainya. (Kamus Besar Bahasa Indonesia, 2021)

2. Efektivitas

Efektivitas dalam kamus besar bahasa Indonesia berasal dari kata efektif yang diartikan dengan :

- a) Ada efeknya (ada akibatnya, pengaruh, ada kesannya)
- b) Manjur atau mujarab
- c) Dapat membawa hasil, berhasil guna (usaha, tindakan) (Kamus Besar Bahasa Indonesia, 2021: 284).

Menurut Ravianto (2014:11), “Efektivitas ialah seberapa baik pekerjaan yang dilakukan, sejauh mana orang menghasilkan keluaran sesuai dengan yang diharapkan. Artinya apabila suatu pekerjaan dapat diselesaikan sesuai dengan perencanaan, baik dalam waktu, biaya, maupun mutunya maka dapat dikatakan efektif.”

Menurut Sedarmayanti yang dikutip oleh Hartono (2016:3), “Efektivitas merupakan suatu ukuran yang memberikan gambaran seberapa jauh target dapat dicapai. Pengertian efektivitas ini lebih berorientasi kepada keluaran, sedangkan masalah penggunaan masukan kurang menjadi perhatian utama.

Apabila efisiensi dikaitkan dengan efektivitas maka walaupun terjadi peningkatan efektivitas belum tentu efisiensi meningkat.”

Menurut Yamit yang dikutip oleh Hartono (2016:3) “Efektivitas merupakan suatu ukuran yang memberikan gambaran seberapa jauh tujuan tercapai, baik secara kualitas maupun waktu, orientasinya pada keluaran yang dihasilkan.” Berdasarkan pengertian tersebut, dapat dijelaskan bahwa efektivitas seringkali berarti kuantitas atau kualitas (keluaran) dari barang dan jasa. Efektivitas adalah ciri yang baik dalam suatu organisasi, dapat dilihat dari tingkat keberhasilan organisasi yang relatif seperti tercapainya suatu tujuan organisasi.

Menurut pendapat Mahmudi dalam Annas dan Chakti (2017:74-75), “Efektivitas merupakan hubungan antara *output* dengan tujuan, maka semakin besar kontribusi (sumbangan) *output* terhadap pencapaian tujuan, maka semakin efektif organisasi, program atau kegiatan.”

Seperti yang dikemukakan oleh Gedeain dkk. dalam Annas dan Chakti (2017:74-75), “Semakin besar pencapaian tujuan-tujuan organisasi semakin besar efektivitasnya. Efektivitas yaitu suatu keadaan tercapainya tujuan yang diharapkan atau dikehendaki melalui penyelesaian pekerjaan sesuai rencana yang telah ditentukan.”

Menurut Siagian dalam Annas dan Chakt (2017:74-75), “Efektivitas adalah pemanfaatan sumber daya, sarana dan prasarana dalam jumlah tertentu secara sadar ditetapkan sebelumnya untuk menghasilkan sejumlah barang dan jasa kegiatan yang dijalankannya.” Efektivitas menunjukkan keberhasilan dari segi tercapai tidaknya sasaran yang telah ditetapkan. Jika hasil kegiatan semakin mendekati sasaran, berarti makin tinggi efektivitasnya.

3. Batu bara

Menurut Undang-undang No 4 Tahun 2009 tentang Mineral dan Batu bara, batu bara merupakan endapan senyawa organik karbonan yang terbentuk secara alamiah dari sisa-sisa tumbuh-tumbuhan dan dapat terbakar, sedangkan

menurut KBBI batu bara adalah arang yang diambil dari dalam tanah, berasal dari tumbuhan darat, tumbuhan air, dan sebagainya yang telah menjadi batu.

Menurut Elliot dalam Mahreni (2019:6-7), “Batu bara adalah batuan sedimen yang secara kimia dan fisika adalah heterogen yang mengandung unsur-unsur karbon, hidrogen, dan oksigen sebagai unsur utama dan belerang serta nitrogen sebagai tambahan. Zat lain, yaitu senyawa anorganik pembentuk *ash* tersebar sebagai partikel zat mineral terpisah-pisah di seluruh senyawa batu bara. Beberapa jenis batu bara meleleh dan menjadi plastis apabila dipanaskan, tetapi meninggalkan suatu residu yang disebut kokas. Secara ringkas, batu bara dapat didefinisikan sebagai batuan karbonat berbentuk padat, rapuh, berwarna coklat tua sampai hitam, dapat terbakar, yang terjadi akibat perubahan tumbuhan secara kimia dan fisik.”

Menurut *The International Book of Coal Petrography* dalam Putri (2015:1-2), “Batu bara adalah batuan sedimen yang mudah terbakar, terbentuk dari sisa-sisa tanaman dalam variasi tingkat pengawetan, diikat proses kompaksi, dan terkubur dalam cekungan-cekungan pada kedalaman.

Definisi lengkap yang mencakup beberapa aspek mengenai batu bara :

1. Batu bara termasuk batuan sedimen.
2. Batu bara adalah senyawa yang heterogen.
3. Batu bara terdiri atas unsur-unsur utama : Karbon, hidrogen, dan, oksigen, serta unsur-unsur tambahan : Belerang dan nitrogen
4. Batu bara mengandung zat mineral, suatu senyawa anorganik
5. Beberapa jenis batu bara cocok untuk dimanfaatkan sebagai bahan bakar pembangkit uap di Pembangkit Listrik Tenaga Uap (PLTU)
6. Beberapa jenis batu bara tertentu dapat diubah menjadi kokas metalurgi
7. Beberapa jenis batu bara tertentu dapat diubah bentuknya menjadi zat cair dan gas.

a. Materi Pembentuk Batu bara

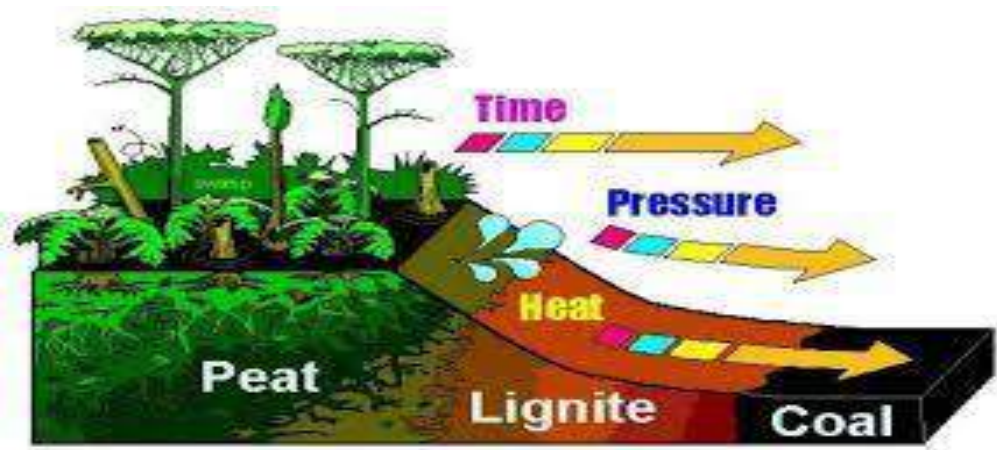
Jenis-jenis tumbuhan pembentuk batu bara dan umurnya adalah sebagai berikut :

- 1) *Algae*, dari Zaman *Pre-kambrium* hingga *Ordovisium* dan *bersel* tunggal. Sangat sedikit endapan batu bara dari periode ini.
- 2) *Silofita*, dari Zaman *Silur* hingga *Devon* Tengah, merupakan turunan dari *algae*. Sedikit endapan batu bara dari periode ini.
- 3) *Pteridofita*, umur *Devon* Atas hingga Karbon Atas. Materi utama pembentuk batu bara berumur Karbon di Eropa dan Amerika Utara. Tetumbuhan tanpa bunga dan biji, berkembang biak dengan spora dan tumbuh di iklim hangat.



Gambar 2.1
Batu bara

Sumber : www.indoenergi.com



Gambar 2.2
Proses Pembentukan Batu Bara
Sumber : www.indoenergi.com

- 4) *Gymnospermae*, kurun waktu mulai dari Zaman Permian hingga Kapur Tengah. Tumbuhan *heteroseksual*, biji terbungkus dalam buah, misalnya pinus, mengandung kadar getah (resin) tinggi. Jenis *Pterydospermae* seperti *gangamopteris* dan *glossopteris* adalah penyusun utama batu bara Permian seperti di Australia, India, dan Afrika
- 5) *Angiospermae*, dari Zaman Kapur Atas hingga kini. Jenis tumbuhan modern, buah yang menutupi biji, jantan dan betina dalam satu bunga, kurang bergetah dibandingkan dengan *gimnospermae*.

b. Klasifikasi Batu bara

Berdasarkan tingkat proses pembentukannya yang dikontrol oleh tekanan, panas dan waktu, batu bara umumnya dibagi dalam beberapa kelas yaitu:

- 1) *Lignit* merupakan batu bara peringkat rendah yaitu kedudukan lignit dalam tingkat klasifikasi batu bara berada pada daerah transisi dari jenis gambut ke batu bara. *Lignit* adalah batu bara yang berwarna hitam dan memiliki tekstur seperti kayu.

Sifat batu bara jenis *lignit* :

- a) Warna hitam, sangat rapuh.
- b) Nilai kalor rendah, kandungan karbon sedikit.
- c) Kandungan air tinggi.

- d) Kandungan abu banyak.
 - e) Kandungan sulfur banyak
- 2) *Sub-Bituminus*, batu bara jenis ini merupakan peralihan antara jenis *lignit* dan *bituminus*. Batu bara jenis ini memiliki warna hitam yang mempunyai kandungan air, zat terbang, dan oksigen yang tinggi serta memiliki kandungan karbon yang rendah. Sifat-sifat tersebut menunjukkan bahwa batu bara jenis *sub-bituminus* ini merupakan batu bara tingkat rendah.
- 3) *Bituminus*, Batu bara jenis ini merupakan batu bara yang berwarna hitam dengan tekstur ikatan yang baik. Sifat batu bara jenis *bituminus*:
- a) Warna hitam mengkilat, kurang kompak.
 - b) Nilai kalor tinggi, kandungan karbon relatif tinggi.
 - c) Kandungan air sedikit.
 - d) Kandungan abu sedikit.
 - e) Kandungan sulfur sedikit.
- 4) *Antrasit* merupakan batu bara paling tinggi tingkatan yang mempunyai kandungan karbon lebih dari 93% dan kandungan zat terbang kurang dari 10%. *Antrasit* umumnya lebih keras, kuat dan seringkali berwarna hitam mengkilat seperti kaca (Yunita, 2000). Sifat batu bara jenis antrasit :
- a) Warna hitam sangat mengkilat, kompak.
 - b) Nilai kalor sangat tinggi, kandungan karbon sangat tinggi.
 - c) Kandungan air sangat sedikit.
 - d) Kandungan abu sangat sedikit.
 - e) Kandungan sulfur sangat sedikit.

c. Pembentukan Batu bara

Proses perubahan sisa-sisa tanaman menjadi gambut hingga batu bara disebut dengan istilah pembatu baraan (*coalification*). Secara ringkas ada 2 tahap proses yang terjadi, yakni:

- 1) Tahap *Diagenetik* atau *Biokimia*, dimulai pada saat material tanaman terdeposisi hingga lignit terbentuk. Agen utama yang berperan dalam proses

perubahan ini adalah kadar air, tingkat oksidasi dan gangguan biologis yang dapat menyebabkan proses pembusukan (dekomposisi) dan kompaksi material organik serta membentuk gambut.

- 2) Tahap *Malihan* atau *Geokimia*, meliputi proses perubahan dari *lignit* menjadi bituminus dan akhirnya antrasit.

4. Surat Keputusan tentang Kegiatan Bongkar Muat.

- a. Sesuai dengan Keputusan Menteri Perhubungan No. KM. 35 Tahun 2007 tentang Pedoman Perhitungan Tarif Pelayanan Jasa Bongkar Muat Barang dari dan ke Kapal di Pelabuhan. Jumlah tenaga kerja untuk kegiatan bongkar muat disesuaikan dengan jenis alat yang dipakai dengan perbandingan tenaga kerja sebagai berikut :

- | | |
|---|------------|
| 1) Tenaga <i>stevedoring</i> sejumlah 12 orang terdiri dari | : 12 orang |
| a) Kepala regu kerja | : 1 orang |
| b) Tukang Derek/ <i>pilot</i> | : 3 orang |
| c) Anggota | : 8 orang |
| 2) Tenaga <i>cargodoring</i> sejumlah | : 12 orang |
| a) Kepala regu kerja | : 1 orang |
| b) Anggota | : 11 orang |
| 3) Tenaga <i>receiving/delivery</i> sejumlah | : 6 orang |
| a) Kepala regu kerja | : 1 orang |
| b) Anggota | : 5 orang |

- b. Penetapan waktu pelaksanaan kegiatan bongkar muat pada KM. 35 Tahun 2007 antara lain:

- | | |
|------------------|--------------------------|
| 1) Gilir kerja I | : Pukul 08.00 s.d. 16.00 |
| Istirahat | : 12.00 s.d. 13.00 |

: 11.30 s.d. 13.30 (Jumat)

2) Gilir kerja II : Pukul 16.00 s.d. 24.00

Istirahat : 18.00 s.d. 19.00

3) Gilir kerja III : Pukul 24.00 s.d. 08.00

Istirahat : 04.00 s.d. 05.00

Menurut (Suyono. 2005 : 15) untuk menunjang aktivitas di pelabuhan tersedia berbagai fasilitas, antara lain :

- a. Tempat labuh adalah tempat perairan yaitu kapal melego jangkarnya untuk melakukan kegiatan. Tempat labuh juga berfungsi sebagai tempat menunggu untuk masuk ke suatu pelabuhan.
- b. Tongkang adalah perahu-perahu yang dipergunakan untuk mengangkut muatan atau barang-barang dari atau ke kapal yang *on* dimuat/dibongkar, yang biasanya ditarik oleh kapal tunda.

5. Pengertian Bongkar Muat

Menurut Keputusan Menteri Perhubungan Nomor KM.14 Tahun 2002 tentang Penyelenggaraan Bongkar Muat dari dan ke Kapal di Pelabuhan sebagai berikut :

- a) Kegiatan bongkar muat dari dan ke kapal adalah kegiatan yang meliputi *stevedoring*, *cargodoring*, *receiving*, dan *delivery* di pelabuhan.
- b) Barang adalah semua jenis komoditas termasuk hewan dan peti kemas yang dibongkar dan dimuat dari dan ke kapal.
- c) Kapal adalah kendaraan air dengan jenis apa pun yang digerakkan dengan tenaga mekanik, tenaga mesin, atau ditunda termasuk kendaraan berdaya dukung dinamis, kendaraan di bawah permukaan air serta alat apung dan bangunan terapung yang tidak berpindah-pindah.
- d) Pelabuhan adalah tempat yang terdiri dari daratan dan perairan di sekitarnya dengan batas-batas tertentu sebagai tempat kapal bersandar, berlabuh, naik turun penumpang dan atau bongkar muat barang serta dilengkapi dengan

fasilitas keselamatan pelayaran dan kegiatan penunjang pelabuhan serta sebagai tempat perpindahan intra dan antarmoda transportasi.

- e) *Stevedoring* adalah pekerjaan membongkar barang dari kapal ke dermaga atau tongkang atau *truck* atau memuat barang dari dermaga atau tongkang atau *truck* ke dalam kapal dengan tersusun dalam palka dengan menggunakan derek kapal atau derek darat.
- f) *Cargodoring* adalah pekerjaan melepas barang dari tali atau jala-jala di dermaga ke gudang atau lapangan penumpukan barang selanjutnya menyusun di gudang atau lapangan penumpukan atau sebaliknya.
- g) *Receiving* atau *delivery* adalah pekerjaan memindahkan barang dari timbunan atau tempat penumpukan di gudang atau lapangan dan menyerahkan sampai tersusun di atas kendaraan, di pintu gudang atau lapangan penumpukan atau sebaliknya.

6. Pengertian *Ship's Gear & Floating Crane* beserta Komponennya

- a. Menurut Martopo dan Soegiyanto (2004:38-71) *Crane* kapal (*ship's gear*) adalah alat bongkar muat yang dirancang khusus di atas kapal yang digunakan sebagai alat pengangkat. *Crane* bekerja dengan mengangkat material yang akan dipindahkan, memindahkan secara horizontal, kemudian menurunkan material di tempat yang diinginkan. Alat ini memiliki bentuk dan kemampuan angkat yang besar dan mampu berputar hingga 360 derajat dan jangkauan hingga puluhan meter. *Crane* biasanya digunakan untuk mengambil muatan dari dermaga ke kapal. *Crane* terdiri dari beberapa bagian antara lain :
 - 1) Tiang *crane* yang dilengkapi dengan rel *crane* (gigi roda yang berputar) agar dapat bergerak ke kiri maupun ke kanan 360 derajat.
 - 2) *Boom* yaitu batang pemuat yang dilengkapi dengan *hydraulic* untuk mengangkat ke atas dan ke bawah.
 - 3) *Crane house* atau rumah *crane* adalah tempat untuk mengontrol dari pada *crane* tersebut, operator sebagai pengoperasiannya.
 - 4) Kerek muat atau *cargo block* adalah jalur *wire* untuk bergerak yang berada di ujung batang pemuat.
 - 5) *Wire drum* adalah tempat untuk melilitnya *wire*.

- 6) *Wire* adalah kawat sebagai penerus dari gerakan yang dihasilkan oleh *winch*.
- 7) Motor penggerak atau *winch* adalah penggerak utama dari setiap gerakan yang ada, seperti menaik-turunkan *spreader*.
- 8) *Spreader* adalah alat bantu untuk mengangkat *equipment* atau objek/material lain.
- 9) *Floating Crane*

Menurut Istopo (1993:17) alat-alat yang tersedia digunakan untuk menyelenggarakan kegiatan bongkar muat : *Floating Crane* adalah alat bongkar muat yang dirancang khusus di atas tongkang dan dapat bergerak dengan menggunakan baling-baling sendiri ataupun ditarik dan dikombinasikan dengan menggunakan penggaruk (*grab bucket*) untuk mengambil muatan dari tongkang ke kapal.

Floating Crane (Kran Apung) yaitu, pesawat bongkar muat yang dipasang pada semacam rakit baja, dengan tombak atau menara yang tidak dapat diubah posisinya.

Floating Crane adalah kran yang berdiri di atas tongkang atau alat apung lainnya seperti ponton, baik yang ditarik oleh kapal tunda maupun yang dapat bergerak sendiri (*self propelled*) dari suatu tempat ke tempat yang lain. Menurut Forum Komunikasi Operator Terminal (2002: 71).

Kran yang dipasang di atas *pontoon* dan di pergunakan untuk mengangkat beban berat di pelabuhan, di laut. (Hoesien & Manuputty, 2009 :157).

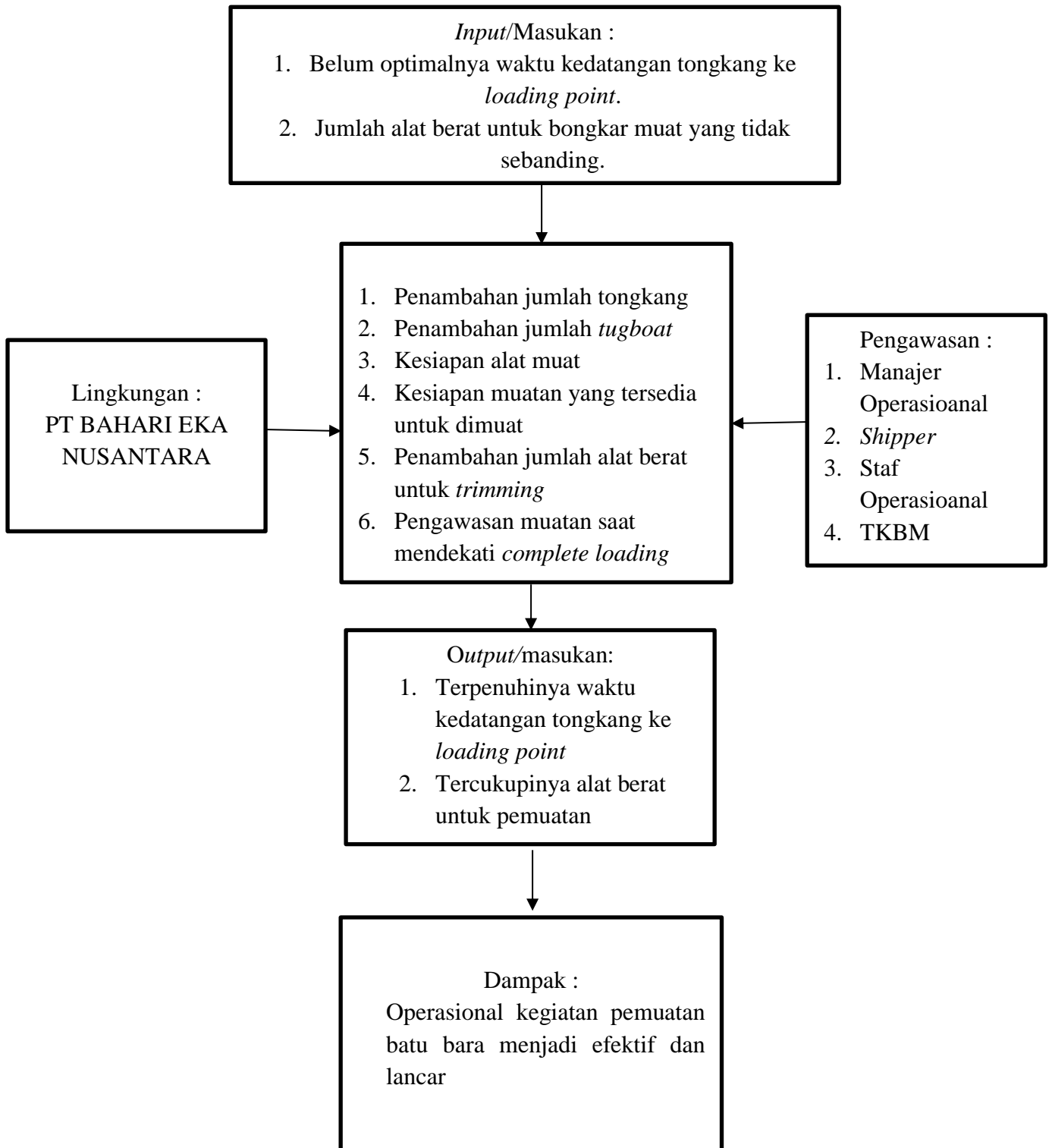
Kran bongkar muat atau pengangkat berukuran besar yang dipasang pada tongkang khusus supaya mobil sifatnya, digunakan untuk bongkar muat berat. (Hoesien & Manuputty, 2009 : 157).

- b. *Grab* adalah timba cakram (*Grab Bucket*) yang dirancang sedemikian rupa sebagai alat yang dipasang pada kran untuk membongkar atau memuat barang curah (*dry bulk cargo*)

- c. *Hooper* adalah semacam peti kemas yang terbuka bagian atas dan luas lantai bawah lebih sempit yang *on* dapatlah dibuka untuk mengeluarkan barang curah kering. Bentuk *hooper* ini sepertiga piramida-piramida terbalik, dan digunakan untuk membawa barang curah kering seperti : semen *clinker*, batu bara dan sebagainya. Waktu memuat ke atas kapal, *Hooper* yang berisi barang curah tersebut diangkat dengan *crane* atau *crane* kapal ke mulut palka dan muatan dicurahkan melalui lantai bawah yang berfungsi sebagai pintu.

B. KERANGKA PEMIKIRAN

Bagan 2.1

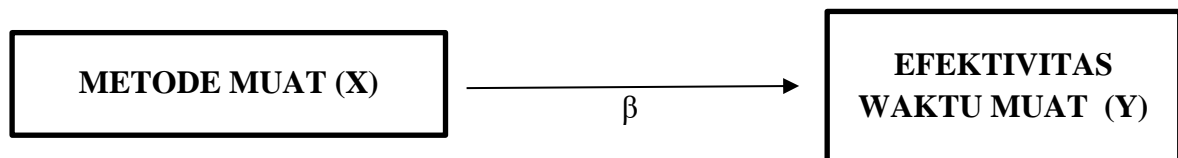


C. HIPOTESIS

Menurut Sugiyono (2014:134) hipotesis merupakan jawaban sementara terhadap rumusan masalah penelitian, Rumusan masalah penelitian dinyatakan dalam bentuk kalimat pertanyaan. Setelah hipotesis tersusun, peneliti mengujinya melalui penelitian. Oleh karena itu, hipotesis disajikan hanya sebagai suatu pemecahan masalah yang sementara, dengan pengertian bahwa penelitian yang dilaksanakan tersebut dapat berakibat penolakan atau penerimaan hipotesis yang disajikan.

Dengan demikian, berdasarkan perumusan masalah, kajian teori serta kerangka pikir tersebut, maka penulis mendapatkan hipotesis yaitu sebagai berikut :

Bagan 2.2



Keterangan :

X : Metode muat batu bara menggunakan *floating Crane* dan *ship's Gear*

Y : Efektivitas waktu muat

Ho : Diduga tidak ada pengaruh antara *floating crane* dan *ship's gear* terhadap efektivitas waktu muat batu bara di Pelabuhan Berau, Kalimantan Timur

H_a : Diduga ada pengaruh antara *floating crane* dan *ship's gear* terhadap efektivitas waktu muat batu bara di Pelabuhan Berau, Kalimantan Timur

BAB III

METODE PENELITIAN

Agar tidak menemui kendala dalam penelitian dan pengamatan perlu adanya suatu metode penelitian. Hal ini diharapkan agar data yang diperoleh akurat dan mendapatkan suatu kebenaran yang dapat diuji kebenarannya. Maka dalam melakukan penyusunan, penulis menggunakan metode-metode penelitian sebagai berikut :

A. WAKTU DAN TEMPAT PENELITIAN

Penulis melakukan analisis terhadap perbandingan muat menggunakan *ship's gear* dan *floating crane* waktu muat batu bara . Berikut ini penjelasan singkat tempat dan waktu penelitian pada saat penulis melakukan penelitian di perusahaan tersebut.

A. Waktu Penelitian

Penelitian dilaksanakan pada saat penulis melakukan Praktik Kerja Nyata (PKN) mulai tanggal 14 Agustus 2020 sampai dengan 18 Agustus 2021.

B. Tempat Penelitian

Penulis mengambil tempat penelitian di PT Bahari Eka Nusantara Cabang Berau, yang beralamat di Jalan Murjani II Gg. Terampil No.078A RT 17 Kelurahan Karang Ambun, Kabupaten Berau, Tanjung Redeb, Kalimantan Timur kode pos : 77311

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Mobile : +62 813 1576 6624

Email : ber-portservices@benline.co.id

B. TEKNIK PENGUMPULAN DATA

Penulis dalam penyusunan skripsi ini menggunakan beberapa teknik pengumpulan data yaitu dengan cara observasi, penelitian kepustakaan, dan dokumentasi.

1. Observasi

Menurut Hadi dalam Sugiyono (2010:145) *observasi* merupakan suatu proses yang kompleks, suatu proses yang tersusun dari berbagai proses *biologis* dan *psikologis*. Dua diantaranya yang terpenting adalah proses-proses pengamatan ingatan.

Observasi adalah teknik pengumpulan data dengan cara mendekati langsung kejadian di lapangan dan mencatat kegiatan yang terjadi pada PT Bahari Eka Nusantara Cabang Berau. Teknik ini mengacu pada kegiatan bongkar muat kapal-kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau selama berada di kawasan Pelabuhan Berau. Adapun gambar yang penulis kumpulkan sebagai berikut.





Gambar 3.1
Metode Pemuatan Batu Bara ke Palka Menggunakan *Floating Crane*



Gambar 3.2
Metode Pemuatan Batu Bara ke Palka Menggunakan *Ship's Gear*

2. Penelitian Kepustakaan

Menurut Sugiyono (2010:15) teknik pengumpulan data dengan mencari data-data dari kepustakaan buku, informasi-informasi berdasarkan data-data yang dibutuhkan penulis.

Penelitian juga dilakukan dengan cara membaca atau mempelajari tulisan-tulisan yang berasal dari buku pelayaran dan kepelabuhanan, pokok-pokok Pelayaran Niaga, Kamus Pusat Pembinaan dan Pengembangan Bahasa serta undang-undang terkait.

3. Dokumentasi

Menurut Sugiyono (2010:240) dokumen merupakan catatan peristiwa yang sudah berlalu. Dokumen dapat berbentuk tulisan, gambar atau karya-karya monumental dari seseorang.

Dokumentasi adalah teknik pengumpulan data dengan meneliti dokumentasi yang sudah menjadi arsip perusahaan. Hal tersebut dapat berupa data fasilitas yang dimiliki, data kunjungan kapal, data kegiatan bongkar muat, dan lain-lain. Pengambilan data dilakukan penulis selama melaksanakan praktek darat di PT Bahari Eka Nusantara.

C. POPULASI DAN SAMPEL

Populasi diartikan sebagai wilayah generalisasi yang terdiri atas: objek/subjek yang mempunyai kualitas dan karakteristik tertentu yang ditetapkan oleh peneliti untuk dipelajari dan kemudian disimpulkannya (Sugiyono, 2017:80). Sampel adalah bagian dari populasi yang mempunyai karakteristik dianggap dapat mewakili keseluruhan populasi. Pada penelitian ini sampel diambil dengan metode sampling jenuh. Menurut Sugiyono (2011:85) Sampling Jenuh adalah teknik penentuan sampel bila semua anggota populasi digunakan sebagai sampel.

Dalam skripsi ini penulis menentukan populasi tentang kegiatan kapal-kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau selama satu tahun

dari tanggal 14 Agustus 2020 hingga 18 Agustus 2021 dengan dua metode berbeda yaitu *floating crane* dan *ship's gear*.

D. TEKNIK ANALISIS DATA

Pada pembahasan ini penulis menganalisis dengan menggunakan metode deskripsi kuantitatif (perhitungan angka) yaitu teknik memperhitungkan atau memperkirakan besarnya pengaruh secara kuantitatif dan perubahan suatu kejadian lainnya. Perubahan suatu kejadian dapat dinyatakan dengan perubahan nilai variabel. Analisis kuantitatif ini ditunjukkan pada segi-segi yang lebih banyak dinilai dengan angka-angka. Data dianalisis dengan menggunakan teknik analisis statistik dan dibantu dengan penggunaan aplikasi SPSS versi 26 yaitu sebagai berikut :

1. Analisis koefisien korelasi
2. Analisis koefisien penentu atau determinasi

Penulis menggunakan teknik analisis statistik yaitu korelasi, determinasi, dan regresi linear sederhana . Dalam metode ini penulis mencoba memberikan gambaran mengenai hambatan-hambatan yang dihadapi oleh PT Bahari Eka Nusantara Cabang Berau, yaitu perusahaan pelayaran yang mengageni kapal-kapal yang berada dalam wilayah perairan Indonesia.

Dengan adanya hal tersebut, penulis menentukan langkah teknik analisis statistik kuantitatif sebagai penyelesaian dalam mengatasi hambatan-hambatan yang dihadapi oleh PT Bahari Eka Nusantara Cabang Berau, yaitu dengan teknik menganalisis data dengan mengidentifikasi pada dua variabel (variabel X dan Y) yang dianalisis tersebut. Penulis dapat mengetahui kuat atau lemahnya hubungan keterkaitan antara dua variabel tersebut.

Uraian teknik analisis statistik yang dilakukan oleh penulis adalah sebagai berikut:

1. Mencari Koefisien Korelasi

Korelasi pada dasarnya merupakan nilai yang menunjukkan tentang adanya hubungan antara dua variabel atau lebih serta besarnya hubungan tersebut, ini

berarti bahwa korelasi tidak menunjukkan hubungan sebab akibat. Apabila dipahami sebagai suatu hubungan sebab akibat, hal itu bukan karena diketahuinya koefisien korelasi melainkan karena rujukan teori atau logika yang memaknai hasil perhitungan. Analisis korelasi digunakan untuk mencari saling hubungan atau keeratan hubungan antarvariabel bebas (*independent variable*) dan variabel tidak bebas (*dependent variable*).

Adapun rumus koefisien korelasi adalah sebagai berikut :

$$r = \frac{n \sum XY - \sum X \sum Y}{\sqrt{n \sum X^2 - (\sum X)^2} \sqrt{n \sum Y^2 - (\sum Y)^2}}$$

Di mana ;

r = koefisien korelasi

n = Jumlah sampel

X = Variabel independen (metode muat batu bara)

Y = Variabel dependen (efektivitas waktu muat batu bara)

Kuat atau tidaknya hubungan yang ada antara variabel nilai metode muat batu bara dengan waktu kegiatan waktu pemuatan batu bara dinyatakan dalam nilai yang berkisar antar $-1 < r < 1$ yang berarti :

Bila $r > -1$ maka hubungan antara variabel sangat kuat dan negatif

Bila $r < 1$ maka hubungan antara dua variabel dikatakan kuat dan positif

Bila $r = 0$ maka kedua variabel tidak berkorelasi linier

2. Mencari Koefisien Determinasi (r^2)

Analisis ini dilakukan untuk mengetahui seberapa besar persentase hubungan variabel nilai metode muat batu bara (X) terhadap efektivitas waktu muat (Y) dengan menggunakan rumus :

$$KP = r^2$$

$$r^2 = r^2 \times 100\%$$

Tabel 3.1
Tabel Internal Koefisien

Internal Koefisien	Tingkat Hubungan
Antara 0 sampai dengan 19%	Sangat Rendah
Antara 20% sampai dengan 39%	Rendah
Antara 40% sampai dengan 59%	Sedang
Antara 60% sampai dengan 79%	Kuat
Antara 80% sampai dengan 100%	Sangat Kuat

Sumber Prof.DR. Arikunto Suharsimi, Prosedur Penelitian Suatu Pendekatan

Keterangan :

KP : Koefisien Positif

r : Koefisien korelasi X dan Y

Fungsi dari koefisien penentu adalah :

- Menentukan kelayakan penelitian menggunakan model regresi linier. Jika mendekati 1 maka layak digunakan, sedangkan apabila mendekati 0, maka tidak layak digunakan.
- Menentukan peranan variabel dependen dan mempengaruhi variabel independen (%)

3. Mencari Koefisiensi Regresi

Garis regresi adalah suatu garis untuk meramalkan Y kalau nilai X sudah diketahui. Dikatakan dapat diketahui apabila sudah terjadi atau masih berupa rencana saja atau mungkin berupa hasil ramalan.

$$Y = a + bx$$
$$a = \frac{n\sum X_i Y_i - \sum X_i \sum Y_i}{n\sum X_i^2 - (\sum X_i)^2}$$

Di mana :

- a. = Merupakan titik potong sumbu Y dengan garis regresi ($Y = a + bx$) apabila $x = 0$ atau a disebut juga konstanta.
- b. = Koefisien regresi, mengukur kenaikan yang sebenarnya dalam variabel y persatuan kenaikan variabel x atau b disebut juga *intercept*.

4. Uji Hipotesis

Uji hipotesis yang digunakan dalam penelitian ini yaitu:

a. Uji t

Uji Parsial (Uji t). Ghazali (2018; 88) Uji t digunakan untuk menguji pengaruh masing-masing variabel independen yang digunakan dalam penelitian ini terhadap variabel dependen secara parsial. Menurut Sugiyono (2018; 223) Uji t merupakan jawaban sementara terhadap rumusan masalah, yaitu yang menanyakan hubungan antara dua variabel atau lebih. Rancangan pengujian

hipotesis digunakan untuk mengetahui korelasi dari kedua variabel yang diteliti. Data dianalisis menggunakan SPSS 26.

Untuk menguji signifikansi koefisien korelasi digunakan uji t, dengan rumus:

$$t = \frac{r \sqrt{n - 2}}{\sqrt{1 - r^2}}$$

Untuk mengetahui nilai t tabel digunakan tabel distribusi t pada $n-2$; α 0,05 (standar umum dari tabel)

H_0 : hipotesis semula atau hipotesis o, di mana tidak ada hubungan antara X dan Y

H_a : hipotesis statistik atau hipotesis analisa di mana ada hubungan antara X dan Y

BAB IV

ANALISIS DAN PEMBAHASAN

A. DESKRIPSI DATA

1. Deskripsi Tempat Penelitian

Penelitian ini dilakukan penulis di Berau di tempat praktik darat PT Bahari Eka Nusantara Cabang Berau pada periode 14 Agustus 2020 s.d. 18 Agustus 2021.

2. Profil Singkat Perusahaan

Perusahaan PT Bahari Eka Nusantara merupakan perusahaan yang bergerak dalam bidang pelayanan jasa keagenan kapal. Perusahaan ini berdiri di Berau pada tahun 2011 sebagai kantor Cabang dari PT Bahari Eka Nusantara yang berada di Jakarta. PT Bahari Eka Nusantara Cabang Berau bertindak selaku agen lokal yang menangani kegiatan jasa keagenan pada kapal di Berau. Berikut ini struktur organisasi PT Bahari Eka Nusantara Cabang Berau :

a. Kedudukan masing-masing pegawai :

1. Kepala Regional : Jekson Tampubolon
2. Kepala Cabang : Mei Dwi Supriyatna
3. Bagian Keuangan : Lidya Simanjuntak
4. Bagian Operasional : Asman Bandaso
5. Boarding Agent : Ismangil Luthfi

b. Tingkat pendidikan pegawai :

1. S1 : 2 Orang
2. D3 : 2 Orang

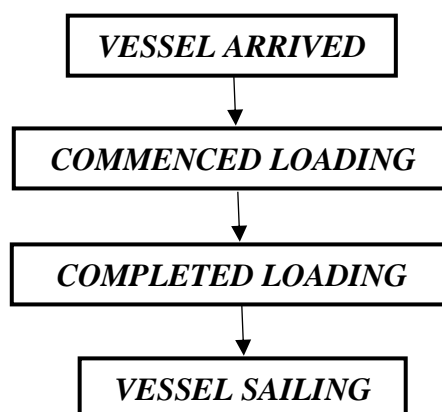
Tabel 4.1
Karyawan PT Bahari Eka Nusantara Berau

No	Jabatan	Jumlah
1.	Kepala Cabang	1
2.	Bagian Keuangan	1
3.	Bagian Operasional	1
4.	<i>Boarding Agent</i>	1
Jumlah		4

3. Skema Pelayanan Pemuatan Batu bara

Penulis memberikan skema pelayanan muat batu bara dari tongkang ke atas kapal besar. Data tersebut tercantum pada Gambar 4.1 sebagai berikut.

Gambar 4.1
Skema Pelayanan Batu bara dari Tongkang ke Kapal Besar



Keterangan Gambar :

- Arrived Vessel* : Merupakan kondisi saat kapal di pelabuhan tujuan di perairan Indonesia pada waktu kapal tiba dicatat sebagai waktu kedatangan kapal.
- Commenced Loading* : Merupakan suatu waktu yang akan dicatat pada saat *gear* pertama memindahkan batu bara dari tongkang ke kapal besar.

Completed Loading : Merupakan waktu kapal dinyatakan telah dimuat ke kapal yang muatannya yang telah disepakati oleh pihak kapal atau *shipper*.

Vessel Sailing : Merupakan keadaan kapal telah selesai melakukan kegiatan muat dan selanjutnya diantarkan ke tempat yang telah disetujui oleh *consignee*

1. Perbandingan Metode Muat *Floating Crane* dan *Ship's Gear* terhadap Efektivitas Muat Batu bara

Data yang diambil dari tempat penulis melakukan kegiatan praktik darat pada priode 2020 – 2021 dapat dijabarkan dan dilihat pada lembar *timesheet* perkapal yang di ageni oleh PT Bahari Eka Nusantara Cabang Berau. Dari keseluruhan data penulis menarik dua variabel yaitu variabel X yaitu total muatan pada kapal dan variabel Y efektivitas waktu muat kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan sampel data yang akan dilakukan analisis berikut :

1) Metode Muat Menggunakan *Floating Crane*

Tabel 4.2

Data Kapal Menggunakan *Floating Crane*

NO	Nama Kapal	Total Muat (X) (MT)	Efektivitas Waktu Muat (Y) (jam)
1	MV. PLATANOS	79.600	45,10
2	MV. NAN XIN 27	72.405	39,88
3	MV. STAR MACARENA	78.000	41,91
4	MV. CHANG MING	76.600	42,78
5	MV. DARYA DEVI	81.150	43,70

6	MV. SWEET VENUS	77.000	42,79
7	MV. CORINNA	81.372	46,90
8	MV. SUBARNAREKHA	73. 425	39,58

*Diolah dari Sumber PT Bahari Eka Nusantara Cabang Berau, 2022

Dari Tabel 4.2 di atas dapat dilihat nama kapal beserta total muatan dalam bentuk batu bara dalam satuan metriks ton (MT) yang dimuat di atas kapal (X) dan efektivitas waktu muat dalam satuan jam yang dilakukan saat kegiatan pemuatan (Y). Dari data kapal di atas dengan metode muat menggunakan *floating crane* penulis dapat menghitung selisih waktu muat dengan waktu labuh jangkarnya sehingga penulis dapat menghitung produktivitas atau kecepatan muatan *floating crane* per kapal yang diageni oleh PT Bahari Eka Nusantara sebagai berikut :

Tabel 4.3
Produktivitas Muat Menggunakan *Floating Crane*

NO	KAPAL	PRODUKTIVITAS (MT/JAM)
1	MV. PLATANOS	1,764.96674
2	MV. NAN XIN 27	1,815.57171
3	MV. STAR MACARENA	1,861.13099
4	MV. CHANG MING	1,790.55633
5	MV. DARYA DEVI	1,856.97940
6	MV. SWEET VENUS	1,799.48586
7	MV. CORINNA	1,375.01066
8	MV. SUBARNAREKHA	1,855.10358

*Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau

Dari Tabel 4.3 tersebut dapat dilihat produktivitas yang dilakukan oleh *floating crane* pada kapal *bulk carrier* yang mengangkut batu bara yang diageni oleh PT Bahari Eka Nusantara Cabang Berau di Pelabuhan Berau menggunakan metode *floating crane* pada priode 2020/21. Cara mendapatkan nilai dari produktivitas per kapal adalah dengan cara membagikan total muatan dengan waktu muat yang dibutuhkan per kapal yang diageni oleh PT Bahari Eka Nusantara.

2) Metode Muat Menggunakan *Ship's Gear*

Tabel 4.4

Data Kapal Menggunakan *Ship's Gear*

NO	Nama Kapal	Total Muat (X) (MT)	Efektivitas Waktu Muat (Y) (jam)
1	MV. ANTOINE	72.025	55,37
2	MV. HTK CONFIDENCE	26.650	27,56
3	MV. STAR GAIA	60.500	64,25
4	MV. BULK COURAGEOUS	60.500	64,20
5	MV. SANTA VITORIA	60.000	60,88
6	MV. BREEZE	54.228	56,65

*Diolah dari Sumber PT Bahari Eka Nusantara Cabang Berau, 2022

Dari Tabel 4.4 0, sebagai berikut :

Tabel 4.5

Produktivitas Muat Menggunakan *Ship's Gear*

NO	KAPAL	PRODUKTIVITAS (MT/JAM)
-----------	--------------	-----------------------------------

1	MV. ANTOINE	1,300.79465
2	MV. HTK CONFIDENCE	996.98113
3	MV. STAR GAIA	941.63424
4	MV. BULK COURAGEOUS	942.36760
5	MV. SANTA VITORIA	985.54533
6	MV. BREEZE	957.24624

*Diolah dari Sumber PT Bahari Eka Nusantara Cabang Berau, 2022

Dari Tabel 4.5 di atas dapat dilihat produktivitas muat di atas adalah produktivitas yang dilakukan oleh *ship's gear* pada kapal *bulk carrier* yang mengangkut batu bara yang diageni oleh PT Bahari Eka Nusantara Cabang Berau menggunakan metode *ship's gear* pada periode 2020/21. Cara mendapatkan nilai dari produktivitas per kapal adalah dengan cara membagikan total muatan dengan waktu muat yang dibutuhkan per kapal yang diageni oleh PT Bahari Eka Nusantara.

Dari tabel di atas dapat diketahui untuk metode pemuatan menggunakan *ship's gear* dan pada subbab di bawah akan dilakukan analisis data yang diantaranya; perbandingan produktivitas antarmetode muat menggunakan *floating crane* dan *ship's gear* terhadap efektivitas waktu muat. Kemudian penulis akan melakukan analisis koefisien regresi linear sederhana, koefisien determinasi atau koefisien penentu, analisis koefisien korelasi, dan terakhir melakukan perbandingan rata-rata waktu pada metode muat *floating crane* dan *ship's gear* yang selanjutnya penulis akan menjabarkan dan menyarankan metode muat terbaik kemudian dilakukan pemilihan dengan metode muat terbaik dari kedua metode muat tersebut.

B. ANALISIS DATA

Analisis data adalah sebagai pendukung yang dapat menunjukkan adanya hubungan penggunaan metode muat terhadap efektivitas waktu muat yang

diageni oleh PT Bahari Eka Nusantara Cabang Berau. Dalam melakukan analisis dalam sebuah penelitian, peneliti diharuskan mengetahui terlebih dahulu mengenai teknik-teknik dan langkah-langkah dalam menganalisis data yang harus dilakukan agar proses analisis lebih terarah. Begitu pula dalam melakukan analisis data, peneliti memerlukan usaha yang sangat perlu diimplementasikan yakni pemikiran para peneliti. Dalam skripsi ini penulis akan menganalisis perbandingan metode muat menggunakan *floating crane* dan *ship's crane* dan menganalisis pengaruh total muatan terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau. Untuk memastikan apakah kedua variabel tersebut memiliki hubungan atau tidak, maka dapat diuji dengan analisis statistik sebagai berikut:

1) Variabel (*Floating Crane*)

a. Analisis Regresi Linear Sederhana

Untuk mengetahui hubungan antara variabel X (total muatan menggunakan *floating crane*) dengan variabel Y (efektivitas waktu muat) akan dilakukan analisis regresi linier sederhana dengan menggunakan rumus :

$$Y = a + b.X$$

Besaran nilai a dan b dapat diketahui dengan perhitungan menggunakan program IBM SPSS Subscription. Berikut ini adalah hasil perhitungan untuk mengetahui nilai a dan b dengan menggunakan rumus *least square*.

Tabel 4.6
Tabel Statistik Koefisien Korelasi *Floating Crane*

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	,903 ^a	,816	,785	1,14350
a. Predictors: (Constant), Metode Muat_FC				

Tabel 4.7
Tabel Statistik Koefisien *Floating Crane*

Coefficients ^a						
Model		Unstandardized Coefficients		Standardized Coefficients	T	Sig.
		B	Std. Error	Beta		
1	(Constant)	-9,336	10,128		-,922	,392
	Metode Muat_FC	,674	,131	,903	5,155	,002
a. Dependent Variable: Efektivitas Waktu Muat						

Berdasarkan tabel koefisien (Tabel 4.7) di atas diperoleh persamaan regresi sederhana sebagai berikut :

$Y = -9,33 + 0,674 X$ Persamaan regresi tersebut mempunyai makna sebagai berikut:

- 1) Konstanta (β) = **-9,33**

Jika variabel muatan sama dengan nol, maka variabel waktu **-9,33**

- 2) Koefisien X = **0,674**

Jika variabel muatan mengalami kenaikan sebesar 1 poin maka akan menyebabkan kenaikan variabel waktu sebesar **0,674**

Jika persamaan garis regresinya adalah **$Y = -9,33 + 0,674 X$** dengan persamaan ini berarti dapat dijelaskan jika meningkatnya total muatan yang disebabkan oleh meningkatnya waktu sebesar **0,674** kali pada konstanta **-9,33** artinya antara koefisien Y dan X berbanding berlawanan, yaitu apabila meningkatnya total muatan menggunakan *floating crane* turun, maka efektivitas waktu muat yang dibutuhkan akan menurun.

b. Analisis Koefisien Penentu

Digunakan untuk dapat mengetahui besarnya kontribusi faktor variabel X terhadap perubahan variabel Y dapat dilihat kembali ke tabel 4.5 dan tabel 4.6

Tabel 4.8
Pedoman untuk Memberikan Interpretasi Koefisien

Interval Koefisien	Tingkat Hubungan
Antara 0.00 – 1.99	Korelasi Sangat Rendah
Antara 0.20 – 0.399	Korelasi Rendah
Antara 0.40 – 0.599	Korelasi Sedang
Antara 0.60 – 0.799	Korelasi Kuat
Antara 0.80 – 1.00	Korelasi Sangat Kuat

Pada tabel 4.7 dilihat (2-tailed) atau nilai angka signifikan dari hasil perhitungan di atas adalah 0,002. Berarti bahwa tingkat kepercayaan ini berdasarkan pada populasi dimana dari output diatas nilai (n) adalah 8. Artinya bahwa penulis menggunakan 8 populasi dalam penelitian ini. Dengan hasil tersebut (**r = 0,903**) berarti hubungan antara variabel berdasarkan tabel 4.8, X dan variabel Y adalah sangat kuat dan positif.

Untuk memastikan bahwa perhitungan menggunakan aplikasi adalah benar penulis memeriksa menggunakan rumus koefisien korelasi sebagai berikut :

$$\begin{aligned}
 Kp &= r^2 \cdot 100\% \\
 &= (0.903)^2 \cdot 100\% \\
 &= \mathbf{81,6\%}
 \end{aligned}$$

Dengan demikian dengan perhitungan manual dan program IBM SPSS Statistics diperoleh koefisien determinasi (R Square) pada tabel 4.6, yaitu **0,816** atau **81,6%**. Artinya pengaruh hubungan antara total muatan menggunakan *floating crane* terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau sebesar 81,6%. dan sisanya 18,4% dipengaruhi faktor lain dalam hal ini tidak menjadi bagian analisis penulis dalam penelitian.

c. Analisis Koefisien Korelasi

Dengan tujuan mengetahui kuat atau tidaknya korelasi antara dua variabel tersebut. Bila koefisien korelasi (r) positif, maka variabel X dan Y bersifat searah, yang berarti kenaikan atau penurunan nilai X akan terjadi juga pada nilai Y. Sebaliknya bila koefisien korelasi (r) negatif maka korelasi variabel X dan Y bergerak bertolak belakang

Analisis dapat dilakukan menggunakan aplikasi SPSS versi 26 seperti yang dihasilkan sebagai data berikut :

Tabel 4.9
Tabel Statistik Korelasi *Floating Crane*

Correlations			
		Metode Muat_FC	Efektivitas Waktu Muat
Metode Muat_FC	Pearson Correlation	1	,903**
	Sig. (2-tailed)		,002
	N	8	8
Efektivitas Waktu Muat	Pearson Correlation	,903**	1
	Sig. (2-tailed)	,002	
	N	8	8
**. Correlation is significant at the 0.01 level (2-tailed).			

**Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau menggunakan SPSS versi 26*

Berdasarkan hasil perhitungan *output* dari pengolahan menggunakan program IBM SPSS SUBSCRIPTION versi 26 tersebut maka diperoleh hasil nilai korelasi untuk hubungan antara total muatan menggunakan *floating crane* terhadap waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah sebesar **0,903** dan memiliki nilai signifikansi sebesar **0,002** Hal ini berarti hubungan antara total muatan menggunakan *floating crane* terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah sangat kuat dapat dilihat pada tabel 4.9, karena memiliki

nilai signifikansi kurang dari 0,001 dan koefisien korelasi berada pada interval tingkat hubungan yang **sangat kuat**. koefisien korelasi bernilai positif yang menunjukkan bahwa hubungan antara hubungan antara total muatan menggunakan *floating crane* terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah satu arah. Artinya jika total muatan menggunakan *floating crane* meningkat, maka efektivitas waktu muat akan meningkat pula sebaliknya jika total muatan menggunakan *floating crane*, kurang, maka efektivitas waktu muat batu bara ke atas kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau menurun, sementara itu sig. (2-tailed) atau nilai angka signifikan dari hasil perhitungan di atas adalah 0,674. Berarti bahwa tingkat kepercayaan ini berdasarkan pada populasi dari *output* yang nilai (n) adalah 8, artinya bahwa penulis menggunakan 8 sampel pada variabel *floating crane* dalam penelitian ini. Dengan hasil tersebut ($r = 0,903$) berarti hubungan antara variabel X dan variabel Y adalah sangat kuat dan positif.

d. Uji Hipotesis

Uji T

Uji T digunakan untuk mengetahui seberapa jauh pengaruh variabel bebas secara parsial mempengaruhi variabel terikat. Pengujian ini dilakukan untuk mengetahui signifikansi hubungan total muatan menggunakan metode *floating crane* (X) serta pengaruh terhadap efektivitas waktu muat (Y). Pengujian ini dilakukan dengan membandingkan jumlah $t_{hitung} > t_{tabel}$ sebesar 2,3 (dari t_{tabel}). Adapun hasil yang diperoleh dari perhitungan Uji T sebagai berikut :

$$t_{hitung} = \frac{r\sqrt{n-2}}{\sqrt{(1-r^2)}}$$

$$= \frac{0,903\sqrt{8-2}}{\sqrt{1-0,816}}$$

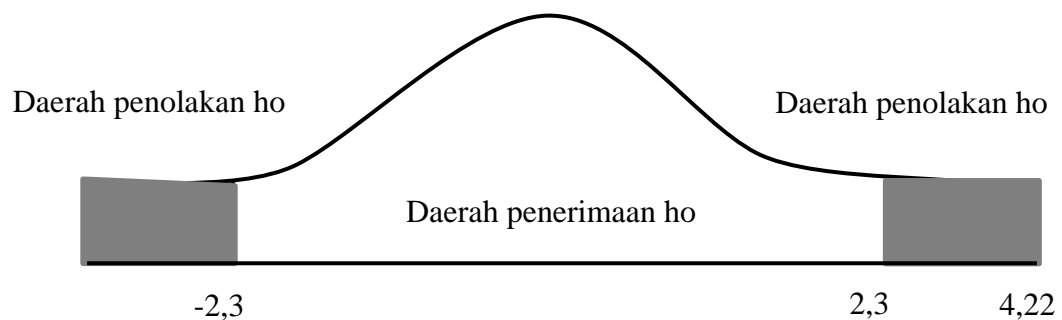
$$= \frac{0,903 \times 2}{\sqrt{1-0,816}}$$

$$= \frac{1,81}{\sqrt{0,184}}$$

$$= \frac{1,81}{0,429}$$

$$= 4,22$$

Berdasarkan nilai tersebut, diketahui nilai signifikansi antara metode *floating crane* (X) serta pengaruh terhadap efektivitas waktu muat (Y) diperoleh hasil t hitung $4,22 > t$ tabel 2,3 sehingga dapat disimpulkan bahwa H_0 diterima dan H_a ditolak yang berarti terdapat pengaruh antara X terhadap Y.



Namun dalam pelaksanaan di lapangan selalu ada hambatan yang memengaruhi waktu muat, yaitu:

1. Kurangnya ketersediaan tongkang
2. Kurangnya ketersediaan batu bara
3. Adanya kecenderungan waktu tunggu muatan ke *loading point* yang relatif lama
4. Kinerja divisi operasional yang kurang baik

2) Variabel (*ship's gear*)

a. Analisis Regresi Linear Sederhana

Untuk mengetahui hubungan antara variabel X (total muatan menggunakan *ship's gear*) dengan variabel Y (efektivitas waktu muat) akan dilakukan analisis regresi linier sederhana dengan menggunakan rumus :

$$Y = a + b.X$$

Besaran nilai a dan b dapat diketahui dengan perhitungan menggunakan program IBM SPSS Subscription. Berikut ini adalah hasil perhitungan untuk mengetahui nilai a dan b dengan menggunakan rumus *least square* :

Tabel 4.10

Tabel Statistik Koefisien Korelasi *Ship's Gear*

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	,860 ^a	,740	,675	7,90371
a. Predictors: (Constant), Metode Muat_SG				

Tabel 4.11

Tabel Statistik Koefisien *Ship's Gear*

Coefficients ^a					
Model		Unstandardized Coefficients		Standardized Coefficients	Sig.
		B	Std. Error	Beta	
1	(Constant)	11,582	13,220		,876
	Metode Muat_SG	,777	,230	,860	,028
a. Dependent Variable: Efektivitas Waktu Muat					

Berdasarkan tabel koefisien (Tabel 4.10) tersebut diperoleh persamaan regresi sederhana sebagai berikut :

$Y = 11,58 + 0,777 X$ Persamaan regresi tersebut mempunyai makna sebagai berikut :

- 1) Konstanta (β) = **11,58**

Jika variabel muatan sama dengan nol, maka variabel waktu **11,58**

- 2) Koefisien X = **0,777**

Jika variabel muatan mengalami kenaikan sebesar 1 poin maka akan menyebabkan kenaikan variabel waktu sebesar **0,777**

Jika persamaan garis regresinya adalah $Y = 11,58 + 0,777 X$ dengan persamaan ini berarti dapat dijelaskan jika meningkatnya total muatan yang disebabkan oleh meningkatnya waktu sebesar **0,777** kali pada konstanta **11,58** artinya antara koefisien Y dan X berbanding searah, yaitu apabila meningkatnya total muatan menggunakan *ship's gear* naik, maka efektivitas waktu muat yang dibutuhkan akan meningkat.

b. Analisis Koefisien Penentu

Fungsi dari koefisien penentu atau determinasi digunakan untuk dapat mengetahui besarnya kontribusi faktor variabel X terhadap perubahan variabel Y rumus yang digunakan dalam koefisien penentu yaitu :

Tabel 4.12
Pedoman untuk Memberikan Interpretasi Koefisien

Interval Koefisien	Tingkat Hubungan
Antara 0.00 – 1.99	Korelasi Sangat Rendah
Antara 0.20 – 0.399	Korelasi Rendah
Antara 0.40 – 0.599	Korelasi Sedang
Antara 0.60 – 0.799	Korelasi Kuat

Antara 0.80 – 1.00	Korelasi Sangat Kuat
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Tabel 4.11 di atas sig. (2-tailed) atau nilai angka signifikan dari hasil perhitungan diatas adalah **0,028**. Berarti bahwa tingkat kepercayaan ini berdasarkan pada populasi dari *output* di atas nilai (n) adalah 6, artinya bahwa penulis menggunakan 6 sampel dalam penelitian ini. Dengan hasil tersebut (**r = 0,860**) berarti hubungan antara variabel berdasarkan tabel 4.12, X dan variabel Y adalah sangat kuat dan positif.

Untuk memastikan bahwa perhitungan menggunakan aplikasi adalah benar penulis memeriksa menggunakan rumus koefisien korelasi sebagai berikut :

$$\begin{aligned}
 Kp &= r^2 \cdot 100\% \\
 &= (0.860)^2 \cdot 100\% \\
 &= \mathbf{74\%}
 \end{aligned}$$

Dengan demikian dengan perhitungan manual dan program IBM SPSS Statistics diperoleh koefisien determinasi (R Square) pada tabel 4.9, yaitu **0,740** atau **74%**. Artinya pengaruh hubungan antara total muatan menggunakan *ship's gear* terhadap waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau sebesar 74%. dan sisanya 26% diataranya pengaruh faktor lain dalam hal ini tidak menjadi bagian analisis penulis dalam penelitian.

c. Analisis Koefisien Korelasi

Penggunaan *ship's gear* juga digunakan sebagai metode muat untuk muatan batu bara di Pelabuhan Berau. Dengan data yang diperoleh penulis ketika melaksanakan praktik darat penulis bertujuan mengetahui kuat atau tidaknya korelasi antara dua variabel tersebut. Bila koefisien korelasi (r) positif, maka variabel X dan Y bersifat searah, yang berarti kenaikan atau penurunan nilai X akan terjadi juga pada nilai Y. Sebaliknya bila koefisien korelasi (r) negatif maka korelasi variabel X dan Y bergerak bertolak belakang.

Tabel 4.13
Tabel Statistik Korelasi *Ship's Gear*

Correlations			
		Metode Muat_SG	Efektivitas Waktu Muat
Metode Muat_SG	Pearson Correlation	1	,860*
	Sig. (2-tailed)		,028
	N	6	6
Efektivitas Waktu Muat	Pearson Correlation	,860*	1
	Sig. (2-tailed)	,028	
	N	6	6
*. Correlation is significant at the 0.05 level (2-tailed).			

**Diolah dari Sumber PT Bahari Eka Nusantara Cabang Berau menggunakan SPSS versi 26*

Penjelasan dari hasil *output* Tabel SPSS versi 26 pada kedua tabel di atas dapat dilihat bahwa datanya menyatakan diperoleh angka korelasi hubungan total muat terhadap waktu muat adalah sebesar **0,860** , dengan tingkat signifikansi **0,028 < 0,05**. Hal tersebut berarti terdapat hubungan yang signifikan antara total muatan menggunakan *ship's gear* terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah sangat kuat. Nilai korelasi (r) analisis ini pada variabel *Ship's Gear* memiliki hubungan yang sangat kuat antara variabel X dengan variabel Y dan bernilai positif yang berarti semakin banyaknya total batu bara yang dimuat maka waktu muat yang dibutuhkan akan meningkat.

Berdasarkan hasil perhitungan *output* dari pengolahan menggunakan program IBM SPSS SUBSCRIPTION versi 26 tersebut maka didapat hasil nilai korelasi untuk hubungan antara total muatan menggunakan *ship's gear* terhadap waktu

muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah sebesar **0,860** dan memiliki nilai signifikansi sebesar **0,028**. Hal ini berarti hubungan antara total muatan menggunakan *ship's gear* terhadap waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah **sangat kuat** dapat dilihat pada tabel 5.0, karena memiliki nilai signifikansi kurang dari 0,005 dan koefisien korelasi berada pada interval tingkat hubungan yang sangat kuat. koefisien korelasi bernilai positif yang menunjukkan bahwa hubungan antara hubungan antara total muatan menggunakan *ship's gear* terhadap efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau adalah satu arah. Artinya jika total muatan menggunakan *ship's gear* meningkat, maka efektivitas waktu muat akan meningkat pula sebaliknya jika waktu muat menggunakan *ship's gear* berkurang, maka total muatan yang dimuat akan berkurang. Sedangkan sig. (2-tailed) atau nilai angka signifikan dari hasil perhitungan diatas adalah **0,028**. Berarti bahwa tingkat kepercayaan ini berdasarkan pada populasi dari *output* di atas nilai (n) adalah 6 Artinya bahwa penulis menggunakan 6 populasi kapal menggunakan metode *ship's gear* dalam penelitian ini. Dengan hasil tersebut (**r = 0,860**) berarti hubungan antara variabel X dan variabel Y adalah sangat kuat dan positif.

C. UJI HIPOTESIS

Uji T

Uji T digunakan untuk mengetahui seberapa jauh pengaruh variabel bebas secara parsial memengaruhi variabel terikat. Pengujian ini dilakukan untuk mengetahui signifikansi hubungan total muatan menggunakan metode *ship's gear* (X) serta pengaruh terhadap efektivitas waktu muat (Y). Pengujian ini dilakukan dengan membandingkan jumlah t hitung > t tabel sebesar 2,44 (dari t tabel). Adapun hasil yang diperoleh dari perhitungan Uji T sebagai berikut :

$$t_{hitung} = \frac{r\sqrt{n-2}}{\sqrt{(1-r^2)}}$$

$$= \frac{0,860\sqrt{6-2}}{\sqrt{1-0,860^2}}$$

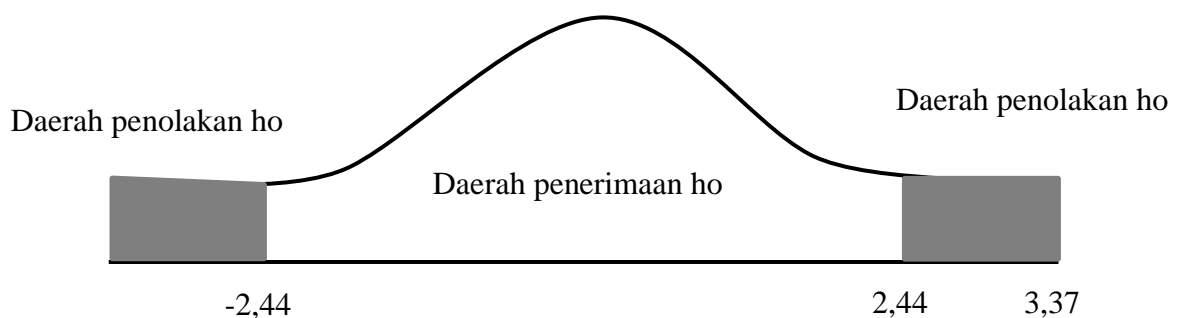
$$= \frac{0,860 \times 2}{\sqrt{1-0,740}}$$

$$= \frac{1,72}{\sqrt{0,260}}$$

$$= \frac{1,72}{0,51}$$

$$= 3,37$$

Berdasarkan nilai di atas, diketahui nilai signifikansi antara metode *ship's gear* (X) serta pengaruh terhadap efektivitas waktu muat (Y) diperoleh hasil t hitung $3,37 > t$ tabel 2,44 sehingga dapat disimpulkan bahwa H_0 diterima dan H_a ditolak yang berarti terdapat pengaruh antara X terhadap Y.



Namun dalam pelaksanaan di lapangan selalu ada hambatan yang memengaruhi waktu muat, yaitu:

5. Kurangnya ketersediaan tongkang
6. Kurangnya ketersediaan batu bara

7. Adanya kecenderungan waktu tunggu muatan ke *loading point* yang relatif lama
 8. Kinerja divisi operasional yang kurang baik
- 3) **Perbandingan Rata-rata Kecepatan Muat atau Produktivitas pada Metode *Floating Crane* dan *Ship's Gear***

Tabel 4.14

Rata-rata Kecepatan Muat *Floating Crane*

N (rata-rata kecepatan muat)	1,764.85440 (MT/jam)
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**Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau, 2022*

Dapat kita hitung produktivitas atau kecepatan muat dari alat muat batu bara yang penulis dapatkan berdasarkan data kapal yang ada di Tabel 4.3 yang sudah di ketahui setelah melakukan perhitungan rata-rata muat keseluruhan kapal menggunakan metode *floating crane*. Penghitungan rata-rata dilakukan dengan menjumlahkan seluruh nilai data suatu kelompok sampel, kemudian dibagi dengan jumlah sampel tersebut. Dapat dilihat hasil dari perhitungan rata-rata sampel pada variabel *floating crane* sebesar **1,764.85440 MT/Jam**.

Tabel 4.15

Rata-rata Kecepatan Muat *Ship's Gear*

N (rata-rata kecepatan muat)	1,020.76153 (MT/jam)
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**Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau, 2022*

Seperti variabel sebelumnya dapat kita hitung berdasarkan data kapal yang ada di tabel 4.4 dapat di ketahui setelah melakukan perhitungan rata-rata muat keseluruhan kapal menggunakan metode *ship's gear*. Penghitungan rata-rata dilakukan dengan menjumlahkan seluruh nilai data suatu kelompok sampel, kemudian dibagi dengan jumlah sampel tersebut. Dapat dilihat hasil dari perhitungan rata-rata sampel pada variabel *ship's gear* **1,020.76153 MT/Jam**.

Dapat dilihat dari hasil kedua perhitungan diatas rata-rata dari muat menggunakan metode *floating crane* lebih besar dari hasil nilai perhitungan rata-rata metode *ship's gear*. Dapat dilihat hasilnya **1,764.85440 MT/Jam** untuk metode muat menggunakan *floating crane* dan **1,020.76153 MT/Jam** untuk metode muat *ship's gear* sehingga dapat ditarik kesimpulan bahwa penggunaan *floating crane* lebih efektif dan lebih cepat bahkan muatan yang diangkut lebih banyak dari segi produktivitasnya dibandingkan dengan metode muat menggunakan *ship's gear*.

4) Perbandingan Rata-rata Waktu Muat pada Metode *Floating Crane* dan *Ship's Gear*

Tabel 4.16

Rata-rata Efektivitas Waktu Muat *Floating Crane*

N (rata-rata efektivitas waktu muat)	42.83 Jam
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**Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau*

Dari perhitungan rata-rata efektivitas waktu muat menggunakan metode muat *floating crane* dapat diketahui hasilnya **42,83 Jam** dijumlahkan dari total jam ke 8 populasi sampel lalu dibagi dengan jumlah populasi sampel yaitu 8 populasi atau 8 kapal yang menggunakan *floating crane*.

Tabel 4.17

Rata-rata Efektivitas Waktu Muat *Ship's Gear*

N (rata-rata efektivitas waktu muat)	54.82 Jam
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**Diolah Dari Sumber PT Bahari Eka Nusantara Cabang Berau*

Dari perhitungan rata-rata waktu muat menggunakan metode muat *ship's gear* dapat diketahui hasilnya **54,82 Jam** dijumlahkan dari total jam ke 6 populasi sampel lalu dibagi dengan jumlah populasi sampel yaitu 6 populasi atau 6 kapal menggunakan *ship's gear*.

Dari kedua perhitungan sampel tersebut dapat ditarik kesimpulan bahwa waktu muat *floating crane* lebih singkat di bandingkan dengan waktu muat menggunakan *ship's gear* karena yang di gunakan pada metode *floating crane* menggunakan 2 *grab* dan 1 *conveyor* yang mendorong pada satu palka kapal yang dimuatkan batu bara di Pelabuhan Berau. Dibandingkan dengan kapal yang menggunakan *ship's gear* metode *floating crane* lebih efektif karena titik menjatuhkan muatan dikumpulkan menjadi satu palka. Jika menggunakan *ship's gear* kecepatan muat akan berkurang karena tidak semua dapat dilakukan bersamaan total ada 4 gear di atas kapal. Jika harus menempelkan tongkang di kedua sisi kapal menggunakan *ship's gear*, ini sangat berisiko untuk kestabilan kapal yang sedang dimuat.

D. PEMBAHASAN

Penelitian ini berusaha untuk memperoleh gambaran mengenai total muatan terhadap efektivitas waktu muat yang dilakukan dengan metode *floating crane* dan *ship's gear* pada kapal yang diageni PT Bahari Eka Nusantara Cabang Berau. Dari hasil pengujian diperoleh pembahasan sebagai berikut:

- a) Dari perhitungan analisis koefisien korelasi (r) di atas diperoleh angka korelasi sebesar **0,903** untuk metode menggunakan *floating crane* dan diperoleh angka korelasi sebesar **0,860** untuk metode menggunakan *ship's gear* hal tersebut berarti terdapat hubungan yang kuat dan sangat kuat antara total muatan dengan efektivitas waktu pemuatan kapal yang diageni PT Bahari Eka Nusantara Cabang Berau.
- b) Hasil perhitungan analisis koefisien determinasi X terhadap Y. Besarnya kontribusi dari variabel total muatan terhadap efektivitas waktu muat pada kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *floating crane* sebesar **81,6%**, sedangkan sisanya **18,4%** merupakan pengaruh faktor lain. Untuk variabel total muatan terhadap efektivitas waktu muat pada kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *ship's gear* sebesar **74%**, sedangkan sisanya **26 %** merupakan pengaruh faktor lain.

- c) Regresi X terhadap Y (sederhana) diperoleh nilai $Y = -9,33 + 0,674 X$. Dari persamaan regresi linier sederhana tersebut terlihat bahwa jika total muatan meningkat satu satuan maka efektivitas waktu muat kapal yang di ageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *floating crane* akan meningkat **0,674** satuan.

Regresi X terhadap Y (sederhana) diperoleh nilai $Y = 11,58 + 0,777 X$. Dari persamaan regresi linier sederhana tersebut terlihat bahwa jika total muatan meningkat satu satuan maka efektivitas waktu muat kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *ship's gear* akan meningkat **0,777** satuan.

- d) Dapat diketahui hasil dari perbandingan muat menggunakan *floating crane* dan *ship's gear* memiliki perbedaan kecepatan muat dan efektivitas waktu muat yang berbeda itu disebabkan oleh potensi *gerak gear* di atas kapal sangat terbatas karena tidak selalu ke 4 *gear* di atas kapal yang menggunakan *ship's gear* akan berkerja di ke 4 *gear* nya, hal ini disebabkan dari ukuran tongkang yang relatif kecil hanya dapat dijangkau dengan 2 *gear* saja dan jika menggunakan tongkang ke dua sisi akan berisiko untuk kestabilan kapal jika terjadi hal yang tidak dapat di prediksi seperti gelombang tinggi dan angin yang kencang. Jadi, dapat disimpulkan bahwa penggunaan *floating crane* lebih cepat dan lebih efektif dari segi waktu dan muatan yang dapat dimuat pun lebih banyak, karena seperti yang dijelaskan di atas, jika muat menggunakan *floating crane* lebih efektif karena 2 *grab* yang bekerja bersamaan menjatuhkan muatan di 1 titik yang sama dan selanjutnya muatan akan jatuh ke satu palka yang dituju melalui corong *conveyor* atau *hooper*.

BAB V

KESIMPULAN DAN SARAN

A. KESIMPULAN

Dari analisis dan pembahasan yang telah diuraikan terdapat perbedaan yang penulis dapatkan dari Bab IV sebelumnya, maka dapat disimpulkan :

TABEL 5.1
Tabel Perbandingan *Floating Crane* dan *Ship's Gear*

No	Deskripsi	Perbandingan	
		<i>Floating Crane</i>	<i>Ship's Gear</i>
1	Regresi Linear Sederhana	$Y = -9,33 + 0,674 X$	$Y = 11,58 + 0,777 X$
2	Koefisien Determinasi	81,6%	74%
3	Koefisien Korelasi	0,903	0,860
4	Rata-rata Kecepatan Muat	1,764.85440 (MT/jam)	1,020.76153 (MT/jam)
5	Rata-rata Waktu Muat	42.83 Jam	54.82 Jam
6	Alat yang Digunakan	2 grab 1 conveyor	4 ship's gear

1. Regresi X terhadap Y (sederhana) diperoleh nilai $Y = -9,33 + 0,674 X$. Dari persamaan regresi linear tersebut dapat terlihat bahwa jika total muatan meningkat satu satuan maka waktu pemuatan kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *floating crane* akan meningkat **0,674** satuan.
 Regresi X terhadap Y (sederhana) diperoleh nilai $Y = 11,58 + 0,777 X$. Dari persamaan regresi linear sederhana tersebut dapat terlihat bahwa jika total muatan meningkat satu satuan maka waktu pemuatan kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan metode *ship's gear* akan meningkat **0,777** satuan.
2. Hasil perhitungan analisis koefisien determinasi X terhadap Y menghasilkan besarnya kontribusi dari variabel total muatan terhadap efektivitas waktu muat pada kapal yang diageni PT Bahari Eka Nusantara Cabang Berau menggunakan *floating crane* sebesar **81,6%** sedangkan sisanya **18,4%** merupakan pengaruh faktor lain seperti waktu tunggu tongkang yang lama, kurangnya ketersediaan batu bara, volume hujan yang tinggi, gelombang laut berubah-ubah, perpindahan posisi kapal karena angin yang besar, *maintenance* pada *floating crane*, *conveyor belt* yang macet, waktu istirahat pada saat bulan Ramadhan (waktu sahur dan buka puasa). Untuk variabel total muatan terhadap efektivitas waktu muat pada kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau menggunakan metode *ship's gear* sebesar **74%** sedangkan sisanya **26%** merupakan pengaruh faktor lain seperti waktu tunggu tongkang yang lama, kurangnya ketersediaan batu bara, volume hujan yang tinggi, gelombang laut yang berubah ubah, perpindahan posisi kapal karena angin yang besar, *maintenance* pada *gear* kapal.
3. Perhitungan analisis koefisien korelasi (r) di atas diperoleh angka korelasi sebesar **0,903** dengan menggunakan metode muat *floating crane* dan diperoleh angka korelasi sebesar **0,860** dengan menggunakan metode muat *ship's gear* hal tersebut mengartikan bahwa terdapat hubungan yang sangat kuat antara total muatan dengan efektivitas waktu muat kapal yang diageni oleh PT Bahari Eka Nusantara Cabang Berau.
4. Hasil analisis yang dilakukan oleh penulis, kecepatan muat yang paling tinggi dilakukan oleh metode muat menggunakan *floating crane* dengan kecepatan sebesar **1,764.85440 (MT/jam)**, sedangkan kecepatan metode muat menggunakan *ship's gear* sebesar **1,020.76153 (MT/jam)** memiliki kecepatan yang lebih rendah dibandingkan dengan

metode muat menggunakan *floating crane* karena spesifikasi dari kedua metode tersebut berbeda, metode muat *floating crane* menggunakan 2 *grab* 1 *conveyor*, sedangkan metode muat *ship's gear* menggunakan 4 *gear*, tetapi pada pelaksanaan muat yang bergerak hanya 2 *gear* dan masing-masing *gear* pada saat keadaan di lapangan hanya mengisi 1 palka karena untuk mengurangi resiko tabrakan antar *gear*.

5. Terlihat perbandingan rata-rata efektivitas waktu muat dari dua metode tersebut. Untuk penggunaan metode muat dengan menggunakan *floating crane* sebanyak **42.83 Jam**, sedangkan untuk metode muat dengan menggunakan *ship's gear* sebanyak **54.82 Jam**. Dapat disimpulkan bahwa metode muat yang menggunakan *floating crane* cenderung lebih singkat dibandingkan dengan metode muat yang menggunakan *ship's gear*.
6. Alat yang digunakan oleh *floating crane* adalah 2 *gear* dan 1 *conveyor*, sedangkan untuk *ship's gear* menggunakan 4 *gear*. Akan tetapi, pada pelaksanaannya *floating crane* menggunakan keduanya dan menjatuhkan muatan batu bara pada 1 titik yang selanjutnya akan dijatuhkan melalui *conveyor* menuju palka. Dengan demikian, hasil yang diperoleh maksimal, sedangkan untuk *ship's gear* memiliki 4 *gear*, tetapi pada pelaksanaannya hanya menggunakan 2 *gear* sesuai jangkauannya untuk menghindari tabrakan antar-*gear*. Dengan demikian, hasil yang diperoleh menggunakan *ship's gear* tidak semaksimal dalam kecepatan dan produktivitas saat menggunakan *floating crane* dalam kegiatan pemuatan batu bara.

B. SARAN

Dari hasil kesimpulan tersebut maka penulis menyampaikan saran-saran yang dapat digunakan menjadi masukan bagi pihak *shipper* yang diageni oleh PT Bahari Eka Nusantara Cabang Berau. Adapun saran bagi pemilihan penggunaan metode muat antara *floating crane* dan *ship's gear* kepada pihak *shipper* yang diageni oleh PT Bahari Eka Nusantara Cabang Berau dan pihak TKBM adalah sebagai berikut:

1. Dari kedua metode tersebut memang memiliki keunggulan masing-masing antara penggunaan *floating crane* dan *ship's gear*, akan tetapi yang menyebabkan memakan waktu yang lama dalam kegiatan pemuatan batu bara di Pelabuhan Berau adalah waktu tunggu tongkang dari *jetty* ke Pelabuhan Berau dan kurangnya ketersediaan batu bara, tongkang yang tidak sebanding membuat waktu menunggu menjadi sangat lama hanya untuk menunggu tongkang yang dilakukan antara *floating crane* dan *ship's gear* sehingga menurut penulis jumlah tongkang yang tersedia sebaiknya ditambah untuk menghindari dari terkenanya *demurrage*, dan dapat menekan pengeluaran untuk pembayaran TKBM
2. *Shipper* sebagai pemilik batu bara yang diageni oleh PT Bahari Eka Nusantara Cabang Berau sebaiknya melakukan penelitian lebih lanjut tentang perbandingan biaya untuk pemilihan metode muat dengan tujuan menekan biaya dan dapat memilih pemuatan dengan metode terbaik
3. Perusahaan TKBM lebih mengawasi dan mengevaluasi kinerja anggotanya dengan tujuan tidak terjadinya risiko sekecil mungkin dan sebisa mungkin tidak memengaruhi waktu kinerja pemuatan
4. Perusahaan TKBM lebih mengawasi dan mengevaluasi kinerja anggotanya dengan tujuan agar tidak terjadi penurunan produktivitas kegiatan pemuatan
5. Perusahaan TKBM memperhatikan *maintenance* terhadap peralatan yang dimiliki, jika peralatan yang digunakan pada saat kegiatan pemuatan mengalami kerusakan pada saat pemuatan karena sangat mengganggu waktu dan kinerja pemuatan, sehingga membuat waktu menjadi lebih lama dari yang sudah diperkirakan oleh pihak *owner* maupun *buyer*.

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LAMPIRAN

Lampiran 1 Regresi Linear Sederhana *Floating Crane*

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	,903 ^a	,816	,785	1,14350

a. Predictors: (Constant), Metode Muat_FC

Coefficients^a

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	-9,336	10,128		-,922	,392
	Metode Muat_FC	,674	,131	,903	5,155	,002

a. Dependent Variable: Efektivitas Waktu Muat

Lampiran 2 Koefisien Korelasi *Floating Crane*

Correlations		Metode Muat_FC	Efektivitas Waktu Muat
Metode Muat_FC	Pearson Correlation	1	,903**
	Sig. (2-tailed)		,002
	N	8	8
Efektivitas Waktu Muat	Pearson Correlation	,903**	1
	Sig. (2-tailed)	,002	
	N	8	8

** . Correlation is significant at the 0.01 level (2-tailed).

Lampiran 3 Regresi Linear Sederhana *Ship's Gear*

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	,860 ^a	,740	,675	7,90371

a. Predictors: (Constant), Metode Muat_SG

Coefficients^a

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	11,582	13,220		,876	,430
	Metode Muat_SG	,777	,230	,860	3,373	,028

a. Dependent Variable: Efektivitas Waktu Muat

Lampiran 4 Koefisien Korelasi *Ship's Gear*

Correlations		Metode Muat_SG	Efektivitas Waktu Muat
Metode Muat_SG	Pearson Correlation	1	,860*
	Sig. (2-tailed)		,028
	N	6	6
Efektivitas Waktu Muat	Pearson Correlation	,860*	1
	Sig. (2-tailed)	,028	
	N	6	6

*. Correlation is significant at the 0.05 level (2-tailed).

Lampiran 5 Time Sheet MV. PLATANOS



PT. BAHARI EKA NUSANTARA

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Jl. Marjani 2 Gg. Terampil No.78 RT.17 Kel.Karang Ambon
Kec.Tanjung Radas (7731) Telp : 554 3822214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

PAGE - 01

NAME OF VESSEL	MV. PLATANOS	COMMENCED LOADING	: 01 NOV 2020 - 20:00 HRS
PORT OF LOADING	MUARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 03 NOV 2020 - 11:50 HRS
ARRIVED QUARANTINE CHECK POINT	: 30 OKT 2020 - 18:45 HRS	DESCRIPTION OF GOODS	: STEAMING (NON-COKING) COAL IN BULK
NOTICE OF READINESS TENDERED	: 30 OKT 2020 - 18:45 HRS	QUANTITY OF CARGO	: 78,600 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
30 OCT - FRI	FINE	10:00 16:48 18:45 18:48 19:00	LEAVE (END OF SEA PASSAGE) VESSEL ARRIVED AT PILOT STATION NOT RECORDED VESSEL DROPPED ANCHOR FINISHED WITH ENGINE
31 OCT - SAT	FINE	10:35 10:35 12:00 12:54 14:30 14:30 14:35 14:42	QUARANTINE OFFICER ON BOARD FOR CHECKING AGENT / PORT AUTHORITY ON BOARD FREE PASSAGE GRANTED PILOT ON BOARD ARRIVED AT LOADING POINT VESSEL DROPPED ANCHOR AT LOADING POINT PILOT GET OFF FINISHED WITH ENGINE
01 NOV - SUN	FINE	14:42-24:00 00:00-16:30 16:00 16:00-17:00 17:00-17:30 17:30-17:45 17:45-18:00 18:00 18:50 18:50-19:20 19:20-19:30 19:30-19:40 19:40-20:00 20:00	NO LOADING ACTIVITY DUE TO WAITING SCHEDULE FROM SHIPPER NO LOADING ACTIVITY DUE TO WAITING SCHEDULE FROM SHIPPER SHIPPER, SURVEYOR, FOREMAN & STEVEDORE ON BOARD INITIAL DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR HOLD CLEARANCE INSPECTION BY CHIEF OFFICER AND SURVEYOR SAFETY BRIEFING BY SHIPPER ON BOARD PROCESS FC BLTZ TO ALONGSIDE FIRST LINE FC BLTZ ALONGSIDE AT MV. PLATANOS FC BLTZ IN POSITION AT STED OF SHIP PROCESS 1ST BARGE TO ALONGSIDE FIRST LINE & 1ST BARGE ISA 300 ALONGSIDE AT FC BLTZ CHECK BARGE CONDITION TRANSFER 4 DOZER FROM FC BLTZ TO BARGE COMMENCED LOADING MV. PLATANOS IN H2 & H3 BY FC BLTZ STOPPED LOADING DUE WAITING COLLECT CARGO BY DOZER & TRANSFER 1 DOZER TO FC BLTZ (DOZER BROKEDOWN) H2 & H3 RESUMED LOADING BY FC BLTZ H2 & H3 STOPPED LOADING DUE TO FINISHED FROM BG ISA 300 TRANSFERRED 3 DOZER FROM BARGE TO FC BLTZ CASTED OFF BG ISA 300 PROCESS ALONGSIDE CARGO 2ND BARGE FIRST LINE & 2ND BG. RMN 388 ALONGSIDE AT FC BLTZ CHECK BARGE CONDITION TRANSFER 3 DOZER FROM FC BLTZ TO BARGE H2 & H3 RESUMED LOADING BY FC BLTZ STOP LOADING DUE TO WAITING COLLECT CARGO ON BARGE H2 & H3 RESUMED LOADING BY FC BLTZ H2 & H3 STOPPED LOADING DUE TO FINISHED CARGO FROM BG. RMN 388 TRANSFERRED DOZER FROM BARGE TO FC BLTZ CASTED OFF BG. RMN 388 NO LOADING ACTIVITY DUE TO WAITING SCHEDULE FROM SHIPPER FIRST LINE & ALONGSIDE 2ND BG. ATK 318 AT FC BLTZ CHECK BARGE CONDITION TRANSFERRED 4 DOZER FROM BLTZ TO BARGE RESUME LOADING H2 & H3 BY FC BLTZ COMPLETED BG ATK 318 TRANSFERRED 4 DOZER FROM BARGE TO BLTZ CASTED OFF BG. ATK 318 WAITING NEXT BARGE TO ALONGSIDE FIRST LINE & ALONGSIDE 4TH BG. ISA 300 AT FC BLTZ CHECK BARGE CONDITION CONTINUE LOADING H2 & H3 LOADING IN PROGRESS IN H2 & H3 BY FC BLTZ TRANSFERRED 4 DOZER FROM BLTZ TO BARGE CONTINUE LOADING H2 & H3 SHIFT ASTERN TO REACH H2 & H3 RESUME LOADING H2 & H3 BY BLTZ WAITING COLLECT CARGO BY 3 DOZER/HARGE SHIFT DOZER OPERATION CONTINUE LOADING H2 & H3
02 NOV - MON	FINE	22:40-23:20 23:30 00:00 00:00 00:50-01:20 01:20-01:30 01:30-01:40 01:40 02:40-03:20 03:20 03:50 03:50-04:10 04:20 04:20-18:30 18:30-18:40 18:40-18:50 18:50-19:10 19:10-21:00 21:00-21:30 21:30-21:30 21:30-21:30 21:30-21:40 21:40-24:00 24:00-01:10 01:10-01:30 01:30-02:20 02:20-02:30 02:30-05:20 05:20-07:00 07:00-08:00	02 NOV - MON
03 NOV - TUE	FINE	07:00-08:00	03 NOV - TUE

Continued to Page 02

We hereby certify above that above statement of fact of fact are true and correct;

Additional Remarks :

PT. BAHARI EKA NUSANTARA

PT. BERAU COAL

MV PLATANOS

[Signature]
As Agent only

[Signature]
PARK & FISCO Marine Operation



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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
04 NOV - WED	FINE	08:00-08:20	COMPLETED BG. ISA 302/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		08:20-08:30	CASTED OFF BG. ISA 302
		08:30-09:40	ALONGSIDE LST BAKA BONGUNA 2 TO FC BLTZ FOR TRANSFER 1 DOZER
		09:40-10:20	PROCESSING ALONGSIDE 5TH BARGE
		10:20-10:30	FIRST LINE & ALONGSIDE 5TH BG. RMN 178 TO FC BLTZ
		10:30-10:40	CHECK BARGE CONDITION
		10:40-12:10	RESUME LOADING H3 & H5 BY FC BLTZ
		12:10-12:30	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		12:30-17:10	RESUME LOADING H3 & H5 BY FC BLTZ
		17:10-17:30	COMPLETED BG. RMN 320/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		17:30-17:40	CASTED OFF BG. RMN 320
		17:40-18:20	PROCESSING ALONGSIDE 6TH BARGE
		18:20-18:30	FIRST LINE & ALONGSIDE 6TH BG. RMN 368 TO FC BLTZ
		18:30-18:40	CHECK BARGE CONDITION
		18:40-20:00	RESUME LOADING H4 & H7 BY FC BLTZ
		20:00-20:20	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		20:20-20:40	CONTINUE LOADING H4 & H7 BY FC BLTZ
		20:40-24:00	COMPLETED BG. RMN 368/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		00:00-08:10	CASTED OFF BG. RMN 368
		08:10-07:30	WAITING NEXT BARGE TO ALONGSIDE
		07:30-08:00	SAFETY TALK WEEKLY
		08:00-10:40	WAITING NEXT BARGE TO ALONGSIDE
		10:40-10:50	FIRST LINE & ALONGSIDE 7TH BG. PST 211 TO FC BLTZ
		10:50-16:00	CHECK BARGE CONDITION
		16:00-17:40	RESUME LOADING H4 & H7 BY FC BLTZ
		17:40-18:30	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		18:30-21:30	RESUME LOADING H4 & H7 BY FC BLTZ
		21:30-21:40	H4 & H7 STOPPED LOADING DUE TO FC BLTZ LOADING TO H4 & H8
		21:40-23:00	CONTINUE LOADING H4 & H8 BY FC BLTZ
		23:00-23:20	COMPLETED BG. PST 211/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		23:20-23:30	CASTED OFF BG. PST 211
05 NOV - THU	FINE	23:30-24:00	PROCESSING ALONGSIDE NEXT BARGE
		00:10-00:20	FIRST LINE & ALONGSIDE 8TH BG. KOMPAS 3091 TO FC BLTZ
		00:20-00:30	CHECK BARGE CONDITION
		00:30-01:10	RESUME LOADING H1 & H4 BY FC BLTZ
		01:10-01:30	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		01:30-01:40	CONTINUE LOADING H1 & H4 BY FC BLTZ
		01:40-07:00	WAITING COLLECT CARGO BY 3 DOZER/ CHANGE SHIFT DOZER OPERATOR
		07:00-07:20	CONTINUE LOADING H1 & H4 BY FC BLTZ
		07:20-07:40	COMPLETED BG. KOMPAS 3091/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		07:40-07:50	CASTED OFF BG. KOMPAS 3091
		07:50-08:30	PROCESSING ALONGSIDE NEXT BARGE
		08:30-08:40	FIRST LINE & ALONGSIDE 9TH BG. ISA 301 TO FC BLTZ
		08:40-09:00	CHECK BARGE CONDITION
		09:00-09:40	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		09:40-11:30	CONTINUE LOADING H1 & H4 BY FC BLTZ
		11:30-11:50	COMPLETED BG. ISA 301/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		11:50-12:00	CASTED OFF BG. ISA 301
		12:00-10:20	WAITING NEXT BARGE TO ALONGSIDE
		10:20-10:30	FIRST LINE & ALONGSIDE 10TH BG. ISA 307 TO FC BLTZ
		10:30-16:40	CHECK BARGE CONDITION
		16:40-17:00	RESUME LOADING H1 & H4 BY FC BLTZ/ COMPLETED H4
		17:00-17:10	SHIFTED ASTERN TO REACH H2 & H5
		17:10-18:30	CONTINUE LOADING H2 & H5 BY FC BLTZ
		18:30-18:50	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		18:50-22:10	CONTINUE LOADING H2 & H5 BY FC BLTZ
		22:10-22:30	COMPLETED BG. ISA 307/ TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		22:30-22:40	CASTED OFF BG. ISA 307
06 NOV - FRI	FINE	22:40-24:00	WAITING NEXT BARGE TO ALONGSIDE
		00:00-00:10	WAITING NEXT BARGE TO ALONGSIDE
		00:10-00:20	FIRST LINE & 11TH ALONGSIDE BG. RMN 370 TO FC BLTZ
		00:20-00:30	CHECK BARGE CONDITION
		00:30-01:30	CONTINUE LOADING H2 & H5
		01:30-01:50	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE

We hereby certify above that above statement of fact of fact are true and correct;
Additional Remarks :

Continued to Page 03

PT. BAHARI EKA NUSANTARA

[Signature]
As Agent only

PT. DERAH COAL

[Signature]
Capt. Hendriyanti Singar
PJNCL & PPSO Marine Operation

MV PLATANOS



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TIME SHEET / STATEMENT OF FACT
WORKING RECORDS

PAGE - 01

DATE / DAY	WEATHER	WORKING TIME	REMARKS
07 NOV / SAT	RAIN FINE	07:10:00	RESUME LOADING H0 & H1 BY FC BLTZ
		07:20:00	SHIFT ASTERN TO REACH H0, H0, & H1
		07:30:00	RESUME LOADING H0 & H1
		07:40:00	STOPPED LOADING DUE TO RAIN
		07:50:00	CONTINUE LOADING H0 & H1 BY FC BLTZ
		08:00:00	WAITING COLLECT CARGO BY 4 DOZER/AMMOE SHIFT DOZER OPERATOR
		08:10:00	CONTINUE LOADING H0 & H1 BY FC BLTZ
		08:20:00	COMPLETED BG. RAIN STOP TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		08:30:00	CASTED OFF BG. RAIN 310
		08:40:00	WAITING NEXT BARGE TO ALONGSIDE
		08:50:00	WAITING NEXT BARGE TO ALONGSIDE
		09:00:00	FIRST LINE & ALONGSIDE 12TH BG. PST 21H TO FC BLTZ
	RAIN FINE	09:10:00	CHECK BARGE CONDITION
		09:20:00	RESUME LOADING H0 & H1 BY FC BLTZ / COMPLETED H0
		09:30:00	CONTINUE LOADING H0 & H1 BY FC BLTZ
		09:40:00	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE
		09:50:00	CONTINUE LOADING H0 & H1 BY FC BLTZ
		10:00:00	STOPPED LOADING DUE TO HEAVY RAIN & CLOSED ALL HATCHES COVER
		10:10:00	CONTINUE LOADING H0 & H1 BY FC BLTZ / COMPLETED H1
		10:20:00	TRANSFERRED 4 DOZER FROM BARGE TO H1 FOR TRIMMING
		10:30:00	STOPPED LOADING DUE TO WAITING TRIMMING H1 BY DOZER
		10:40:00	PICKED UP 1 DOZER FROM H1 TRANSFER TO BARGE
		10:50:00	SHIFTED AHEAD TO REACH H0 & H1
08 NOV / SUN	FINE	11:00:00	RESUME LOADING H0 & H1
		11:10:00	COMPLETED BG. PST 21H TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		11:20:00	CASTED OFF BG. PST 21H
		11:30:00	PROCEEDING ALONGSIDE NEXT BARGE
		11:40:00	FIRST LINE & ALONGSIDE 12TH BG. PST 21H TO FC BLTZ
		11:50:00	CHECK BARGE CONDITION
		12:00:00	RESUME LOADING H0 & H1
		12:10:00	TRANSFERRED 4 DOZER FROM FC BLTZ TO BARGE BY C1 / C2 CONTINUE LOADING H0
		12:20:00	CONTINUE LOADING H0 & H1
		12:30:00	TRANSFERRED 1 DOZER FROM BARGE TO H1 FOR TRIMMING
		12:40:00	STOPPED LOADING DUE TO HEAVY RAIN & CLOSED ALL HATCHES COVER
		12:50:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2) C1 STANDBY TRIMMING H1
	FINE	13:00:00	CONTINUE LOADING H0 & H1 / COMPLETED H0
		13:10:00	TRANSFERRED 1 DOZER FROM H1 TO BARGE
		13:20:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2)
		13:30:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2)
		13:40:00	STOPPED LOADING DUE TO BARGE SHIFTED AHEAD
		13:50:00	STOPPED LOADING DUE TO HEAVY RAIN & CLOSED ALL HATCHES COVER
		14:00:00	CONTINUE LOADING H0 (SINGLE LOADING BY C1)
		14:10:00	COMPLETED BG. 12A STOP TRANSFERRED 4 DOZER FROM BARGE TO FC BLTZ
		14:20:00	CASTED OFF BG. 12A 310
		14:30:00	PROCEEDING ALONGSIDE NEXT BARGE
		14:40:00	FIRST LINE & ALONGSIDE 14TH BG. RAIN 310 TO FC BLTZ
		14:50:00	CHECK BARGE CONDITION
		15:00:00	INTERMEDIATE DRAFT SURVEY
		15:10:00	SHIFTED ASTERN TO REACH H0
		15:20:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2)
		15:30:00	TRANSFERRED 3 DOZER FROM FC BLTZ TO BARGE & 1 DOZER TO H0 FOR TRIMMING
		15:40:00	SHIFTED AHEAD TO REACH H0
		15:50:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2)
		16:00:00	CHECK DRAFT SURVEY
		16:10:00	CONTINUE LOADING H0 (SINGLE LOADING BY C2)
		16:20:00	Completed Loading Operation of MV PLATANOS with Cargo 73,000 MT
		16:30:00	Final Draft Survey
		16:40:00	Casted Off BG. RAIN 310
		16:50:00	Casted Off FC BLTZ

We hereby certify above that above statement of fact are true and correct.
Additional Remarks :

PT. BAHARI EKA NUSANTARA

PT. BERANCOAL

MV PLATANOS

[Signature]
Agent only

[Signature]
Capt. Huseini Sagar
PJKE, & PPSO Marine Operation



Lampiran 6 Time Sheet MV. NAN XIN 27



PT. BAHARI EKA NUSANTARA

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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	: MV. NAN XIN 27	COMMENCED LOADING	: 24 FEB 2021 - 17:15 HRS
PORT OF LOADING	: MUARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 26 FEB 2021 - 10:00 HRS
ARRIVED PILOT STATION	: 03 FEB 2021 - 22:00 HRS	DESCRIPTION OF GOODS	: COAL IN BULK
NOTICE OF READINESS TENDERED	: 03 FEB 2021 - 22:00 HRS	QUANTITY OF CARGO	: 72,495 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
03 FEB - WED	FINE	21:00 22:00 22:00 23:00	ECSP VESSEL ARRIVED AT MUARA PANTAI (QUARANTINE ANCHORAGE POSITION) NOR TENDERED DROPPED ANCHORAGE AT QUARANTINE ANCHORAGE POINT
04 FEB - THU	FINE	23:12 - 24:00 10:20 11:30 12:00 13:00 13:00 13:10 13:10 13:10 13:30 - 14:30 14:30 - 15:00 15:00 - 15:15 15:40 16:25 17:15 17:15 18:50 18:50 - 19:05 19:10 19:30 19:30 21:00 21:20 21:40 21:50 21:50 - 22:00 22:00 21:50 - 22:05 22:10 - 22:30 22:30 23:00 23:00 - 23:10 23:00 - 23:15 23:20 23:40 23:40 - 23:50 0:00 0:00 0:00 0:20 0:30 00:30 - 00:40 0:40 02:20 - 02:30 2:30 02:25 - 02:40 0:20 02:25 - 02:40	FINISH WITH ENGINE AGENT AND PORT AUTHORITY ON BOARD FREE PRAKTIQUE GRANTED PILOT ON BOARD VESSEL ARRIVED AT LOADING POINT DROPPED ANCHORAGE AT LOADING POINT FINISH WITH ENGINE PILOT OFF INITIAL DRAFT SURVEY HOLD CLEANING INSPECTION SAFETY BRIEFING FIRST LINE & ALONGSIDE BULK SUMATRA FTS BULK SUMATRA IN POSITION FIRST LINE & ALONGSIDE 1ST BG. RMN 300 / TL. KSA 100 WITH CARGO 3,748.457 MT MV. NAN XIN 27 COMMENCE LOADING OPERATION IN HQ & HS FRM BG. RMN 300 STOPPED LOADING H2 & H5 DUE TO FINISH CARGO BG. RMN 300 TRANSFER DOZER FRM BARGE TO BULK SUMATRA BG. RMN 300 / TL. KSA 100 CAST OFF 2ND BG. KSA 303 / TL. KSA 100 ALONGSIDE BULK SUMATRA RESUMED LOADING HQ & HS BG. KSA 303 FIRST LINE PRINCESSE CHLOE ALONGSIDE SHOPS PRINCESSE CHLOE IN POSITION 1ST BG. RMN 386 / TL. KSA 36 ALONGSIDE PRINCESSE CHLOE 3RD BG. RMN 386 / TL. KSA 36 IN POSITION INSPECTION BARGE START LOADING H1 FRM BG. RMN 386 TRANSFER DOZER FRM BULK SUMATRA TO BARGE STOPPED LOADING H2 & H5 DUE TO SHIFTING TO H1 & H4 START LOADING H1 & H4 FRM BG. KSA 303 STOPPED LOADING H1 & H4 DUE TO FINISH CARGO BG. KSA 303 TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE TRANSFER DOZER FRM BARGE TO BULK SUMATRA BG. KSA 303 / TL. KSA 100 CAST OFF STOPPED LOADING H1 DUE TO FINISH CARGO BG. RMN 386 TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE 4TH BG. PST 313 / TL. PANCARAN 1212 ALONGSIDE BULK SUMATRA RESUMED LOADING H1 & H4 FRM BG. PST 313 BG. RMN 386 / TL. KSA 36 CAST OFF 1ST BG. PST 1212 / TL. PANCARAN 1212 5TH BG. PST 1212 / TL. PANCARAN 1212 IN POSITION INSPECTION BARGE RESUMED LOADING H1 FROM BG. PST 1212 LOADING H1 DUE TO SHIFTING TO H4 START LOADING H5 FRM BG. PST 1212 TRANSFER DOZER FRM BULK SUMATRA TO BARGE STOPPED LOADING H1 & H4 DUE TO FINISH CARGO BG. PST 313 TRANSFER DOZER FRM BARGE TO BULK SUMATRA
05 FEB - FRI	FINE		

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks : 1. Only Receive 2. No delay on ship's Account.

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
(AS AGENT)
KARANGAMBUN



Dipindai dengan CamScanner



PT. BAHARI EKA NUSANTARA

As Agent Only
Jl. Merjai 2 Gg. Terampil No.78 RT. 17 Kal. Katang Ambun
Kec. Tanjung Redeb (7311) Telp : +62 954 2022714

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
		3:45	BG.PST 313 / TB.PANCARAN 313 CAST OFF
		03:45 - 08:35	BULK SUMATRA WAITING BARGE
		04:16 - 04:20	TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE
		5:00	STOPPED LOADING H6 DUE TO FINISH CARGO BG.PST 1212
		05:00 - 05:10	TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE
		5:30	BG.PST 1212 / TB.PANCARAN 1212 CAST OFF
		05:40 - 05:50	8TH BG.ISA 307 / TB.KSA 194 ALONGSIDE PRINCESSE CHLOE
		05:50 - 06:00	INSPECTION BARGE
		6:00	RESUMED LOADING H3 FROM BG.KSA 307
		6:35	7TH BG.TBG 303 / TB.KSA 30 ALONGSIDE BULK SUMATRA
		6:35	RESUMED LOADING H3 & H4 FROM BG.TBG 303
		07:25 - 07:45	STOPPED LOADING H3 & H4 DUE TO SHIFTING TO H1 & H5
		7:45	RESUME LOADING H1 AND START LOADING H3 FROM BG.TBG 303
		08:45 - 09:00	TRANSFER DOZER FROM BULK SUMATRA TO BARGE
		09:25 - 09:40	STOPPED LOADING H3 & H5 DUE TO SHIFTING TO H3
		9:40	RESUME LOADING H3 SINGLE LOADER BULK SUMATRA FROM BG.TBG 303
		9:45	STOPPED LOADING H3 DUE TO FINISH CARGO BG.TBG 303
		09:45 - 10:00	TRANSFER DOZER FROM BARGE TO BULK SUMATRA
		09:40 - 09:50	STOPPED LOADING H6 DUE TO SHIFTING TO H7
		09:50 - 10:00	TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE
		10:00	RESUMED LOADING H7 FROM BG.ISA 307
		10:05	BG.TBG 303 / TB.KSA 30 CAST OFF
		10:05 - 14:15	WAITING NEXT BARGE AND PRAY FRIDAY FOR MUSLIM
		10:30	STOPPED LOADING H7 DUE TO FINISH CARGO BG.ISA 307
		10:30 - 10:40	TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE
		10:50	BG.ISA 307 / TB.KSA 104 CAST OFF
		10:50 - 11:30	WAITING NEXT BARGE
		11:30 - 13:30	NO ACTIVITY DUE TO PRAY FRIDAY FOR MUSLIM
		13:30 - 13:40	8TH BG.RMN 2711 / TB.KSA 94 ALONGSIDE PRINCESSE CHLOE
		13:40 - 13:50	INSPECTION BARGE
		13:50	RESUMED LOADING H7 FROM BG.RMN 2721 BY FC PRINCESSE CHLOE
		14:15 - 14:35	SHIFTING FROM H3 TO H2 & H5
		14:35	8TH BG.RMN 2712 / TB.KSA DIAMOND ALONGSIDE BULK SUMATRA
		14:35	RESUME LOADING H2 & H5 FROM BG.RMN 2710
		15:55 - 16:10	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		16:40 - 16:50	TRANSFER DOZER FROM FC PRINCESSE CHLOE TO BARGE
		16:50 - 17:00	STOPPED LOADING H7 DUE SHIFTING TO H3
		16:55	STOPPED LOADING H2/H5 DUE TO FINISH CARGO BG.RMN 2710
		16:55 - 17:10	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		17:00	RESUME LOADING H3 FROM BG.RMN 2721 BY FC PRINCESSE CHLOE
		17:15	BG.RMN 2710 / TB.KSA DIAMOND CASTED OFF
		17:45	STOPPED LOADING H3 DUE TO FINISH CARGO BG.RMN 2721
		17:45 - 17:50	TRANSFER DOZER FROM BARGE TO FC PRINCESSE CHLOE
		17:55	10TH BG.PST 613 / TB.PANCARAN 613 ALONGSIDE FTS BULK SUMATRA
		17:55	RESUME LOADING H2 & H5 FROM BG.PST 613 BY FTS BULK SUMATRA
		18:25 - 18:30	11TH BG.RMN 370 / TB.KSA 31 ALONGSIDE FC PRINCESSE CHLOE
		18:30 - 18:40	INSPECTION BARGE
		18:45	RESUME LOADING H3 FROM BG.RMN 370 BY FC PRINCESSE CHLOE
		20:00 - 20:15	STOPPED LOADING H2/H5 DUE SHIFTING TO H3/H5 BY FTS BULK SUMATRA
		20:15	RESUME LOADING H3/H5 FROM BG.PST 613 BY FTS BULK SUMATRA
		20:20 - 20:35	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks:

1. only Reserve. 2. No delay On ship's Account.

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
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MTV NAN KIN 27





PT. BAHARI EKA NUSANTARA

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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
06 FEB , SAT	FNC	20:30 - 20:40	STOPPED LOADING H8 DUE SHIFTING TO H8 BY FC PRINCESSE CHLOE
		20:40	RESUME LOADING H8 FROM BG RMN 318 BY FC PRINCESSE CHLOE
		20:55 - 21:10	STOPPED LOADING H8 H8 DUE SHIFTING TO H8
		21:10	RESUME LOADING H8 SINGLE LOADER FROM BG PST 813 BY FTS BULK SUMATRA
		21:20	STOPPED LOADING H8 DUE FINISHED CARGO BG PST 813
		21:20 - 21:35	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		21:40	BG PST 813 / TS/PANCAKUN 813 CASTED OFF
		22:20	BG RMN 318 / TS KSA 31 CASTED OFF
		22:20 - 24:00	WAITING NEXT BARGE
		22:40	FTS BULK SUMATRA CASTED OFF
		00:00 - 00:10	WAITING NEXT BARGE
		00:10 - 00:20	12TH BG ATK 318 / TS KSA 80 ALONGSIDE FC PRINCESSE CHLOE
		00:20 - 00:30	INSPECTION BARGE
		00:30	RESUME LOADING H8 FROM BG ATK 318 BY FC PRINCESSE CHLOE
		02:00 - 02:10	STOPPED LOADING H8 DUE SHIFTING TO H8
		04:10 - 05:10	STOPPED LOADING H8 DUE TO INTERMEDIATE BY SURVEYOR AND CHIEF OFFICER
		05:10 - 05:20	SHIFTING H8 TO H8
		05:40 - 06:50	SHIFTING H8 TO H8
		06:50 - 07:00	TRANSFER DOZER FROM FC PRINCESSE CHLOE TO BARGE
		07:20 - 07:30	SHIFTING H8 TO H8
		07:40	FINISHED CARGO BG ATK 318
		07:40 - 07:50	TRANSFER DOZER FROM BARGE TO FC PRINCESSE CHLOE
		08:00	BG ATK 318 / TS KSA 80 CASTED OFF
		08:40 - 08:50	10TH BARGE BG RMN 318 / TS KSA 27 ALONGSIDE FC PRINCESSE CHLOE
		08:50 - 09:00	INSPECTION BARGE
		09:00	RESUME LOADING H8 FROM BG RMN 318
		09:10 - 09:20	SHIFTING H8 TO H8
		09:30 - 09:40	SHIFTING H8 TO H8
		10:00	COMPLETED LOADING OPERATION
		10:00 - 11:00	FINAL DRAFT SURVEY
		11:10	BG RMN 318/TS KSA 27 CASTED OFF
		12:10	FC PRINCESSE CHLOE CASTED OFF

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks :

1. Only Receive. 2. No delay On Ship's Account

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
(AGENT)
AS AGENT ONLY



Lampiran 7 Time Sheet MV. STAR MACARENA



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
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TIME SHEET / STATEMENT OF FACT WORKING RECORDS

PAGE - 01

NAME OF VESSEL	MV. STAR MACARENA
PORT OF LOADING	MUARA PANTAI ANCHORAGE, INDONESIA
ARRIVED PILOT STATION	02 MAY 2021 - 19:42 HRS
NOTICE OF READINESS TENDERED	02 MAY 2021 - 19:42 HRS
NOTICE OF READINESS ACCEPTED	AS PER CHARTER PARTY

COMMENCED LOADING	02 MAY 2021 - 06:10 HRS
COMPLETED LOADING	10 MAY 2021 - 21:40 HRS
DESCRIPTION OF GOODS	INDONESIAN STEAM COAL
QUANTITY OF CARGO	78.900 MT
SHIPPER/CONSIGNEE	PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
01 MAY - SUN	FINE	18:00 18:42 19:42 19:42 20:00	COBP VESSEL ARRIVED AT QUARANTINE ZONE VESSEL DROPPED ANCHOR DROPPED ANCHOR FIVE (FINISH WITH ENGINE)
03 MAY - MON	FINE	00:00 - 11:00 11:00 13:00 14:30 14:30 14:30 - 15:42 15:42 15:42 16:00 16:00	NO LOADING ACTIVITY DUE TO WAITING LOADING PLAN FROM SHIPPER PORT AUTHORITY QUARANTINE ON BOARD FREE PRATIQUE GRANTED PILOT ON BOARD ANCHOR AWEIGH VESSEL PROCESS SHIFTING TO LOADING POINT ARRIVED AT LOADING POINT DROPPED ANCHOR AT LOADING POINT PILOT OFF FIVE (FINISH WITH ENGINE)
04 MAY - TUE	FINE	16:00 - 24:00	NO LOADING ACTIVITY DUE TO WAITING LOADING PLAN FROM SHIPPER
05 MAY - WED	FINE	00:00 - 24:00	NO LOADING ACTIVITY DUE TO WAITING LOADING PLAN FROM SHIPPER
06 MAY - THU	FINE	00:00 - 24:00	NO LOADING ACTIVITY DUE TO WAITING LOADING PLAN FROM SHIPPER
07 MAY - FRI	FINE	00:00 - 24:00	NO LOADING ACTIVITY DUE TO WAITING LOADING PLAN FROM SHIPPER
08 MAY - SAT	FINE	00:00 - 16:00 16:00 16:00 - 17:00 17:00 - 17:30 17:30 - 17:45 17:45 - 18:45 18:45 - 22:20 22:20 22:20 22:20 - 22:50 22:50 - 24:00	SHIPPER, SURVEYOR, FOREMAN AND SITE WARDEN ON BOARD INITIAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR HOLD CLEANLINE INSPECTION BY SURVEYOR SAFETY BRIEFING BY SHIPPER & FOREMAN NO LOADING ACTIVITY DUE TO BREAK TIME RAMADHAN FOR MOSLEM LOADER FC BLITZ PROCEED TO ALONGSIDE FIRSTLINE OF FC BLITZ DOV FC BLITZ IN POSITION AT SIDE OF THE VESSEL FIRST BARGE PROCEED ALONGSIDE FIRSTLINE & ALONGSIDE 1ST BG. ISA 307 AT FC BLITZ WITH CARGO 7,217.897 MT
09 MAY - SUN	FINE	00:00 - 00:10 00:10 - 01:30 01:30 03:30 - 04:30 04:30 06:00 - 06:30 06:30 07:30 07:30 - 07:50 07:50 08:00 - 24:00 00:00 - 01:30 01:30 - 01:40 01:40 - 01:50 01:50	MA STAR MACARENA COMMENCED LOADING OPERATION IN H318 FROM BG. ISA 307 H318 STOPPED LOADING DUE TO TRANSFER DOZER 4 UNIT FROM FC BLITZ TO BARGE BY D1 H318 RESUMED LOADING OPERATION H318 STOPPED LOADING DUE TO BREAK TIME RAMADHAN H318 RESUMED LOADING OPERATION H318 STOPPED LOADING DUE TO BARGE LISTING TO S/SIDE H318 RESUMED LOADING OPERATION H318 STOPPED LOADING DUE TO FINISH CARGO ON BG. ISA 307 TRANSFER DOZER 4 UNIT FROM BARGE TO FC BLITZ BG. ISA 307 CASTED OFF NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE FIRSTLINE & ALONGSIDE 2ND BG. PSE 110 AT FC BLITZ WITH TOTAL CARGO 7,439.374 MT CHECK BARGE CONDITION BY CREW OF FC BLITZ H318 RESUMED LOADING OPERATION
10 MAY - MON	FINE		

We hereby certify above that above statement of fact are true and correct:

Master's Remarks: *No delays in ships acct*

PT. BAHARI EKA NUSANTARA
(Signature)
PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER
(Signature)
PT. BERAU COAL
SANDY SANTOSA
PT. BERAU COAL





PT. BAHARI EKA NUSANTARA

As Agent Only

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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 04

DATE / DAY	WEATHER	WORKING TIME	REMARKS
19 MAY - WED	FINE	17:00 - 17:45	HLHT RESUMED LOADING OPERATION
		17:45 - 17:50	HLHT STOPPED LOADING DUE TO TRANSFER DOZER FROM FC BLTZ TO BARGE
		17:50 - 18:00	HLHT RESUMED LOADING OPERATION
		18:00 - 18:10	HLHT STOPPED LOADING DUE TO FINISH CARGO ON BG TOS 300
		18:10 - 18:20	TRANSFER DOZER FROM BARGE TO FC BLTZ
		18:20 - 18:30	BG TOS 300 CASTED OFF
		18:30 - 18:40	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		18:40 - 18:50	FIRSTLINE & ALONGSIDE 11TH BG RMN 370 AT FC BLTZ WITH CARGO 7,961,317 MT
		18:50 - 19:00	CHECK BARGE CONDITION BY CREW OF FC BLTZ
		19:00 - 19:10	HLHT RESUMED LOADING OPERATION
		19:10 - 19:20	HLHT STOPPED LOADING DUE TO BARGE LISTING TO SIDE
		19:20 - 19:30	HLHT STOPPED LOADING DUE TO BARGE LISTING TO SIDE
		19:30 - 19:40	HLHT STOPPED LOADING DUE TO TRANSFER DOZER FROM FC BLTZ TO BARGE
		19:40 - 19:50	HLHT RESUMED LOADING OPERATION
		19:50 - 20:00	HLHT STOPPED LOADING DUE TO TRIMMING BY GRAB ON HLH
		20:00 - 20:10	HLHT RESUMED LOADING OPERATION
		20:10 - 20:20	HLHT STOPPED LOADING DUE TO TRIMMING BY GRAB ON HLH
		20:20 - 20:30	TRANSFER 1 DOZER FROM FC BLTZ TO HL FOR TRIMMING
		20:30 - 20:40	TRIMMING ON HL BY DOZER
		20:40 - 20:50	TRANSFER 1 DOZER FROM HL TO FC BLTZ BY C2
		20:50 - 21:00	FC BLTZ SHIFTING TO H1 H3
		21:00 - 21:10	HLH3 RESUMED LOADING OPERATION
		21:10 - 21:20	HLH3 STOPPED LOADING DUE TO FINISH CARGO ON BG RMN 381
		21:20 - 21:30	TRANSFER DOZER FROM BARGE TO FC BLTZ
		21:30 - 21:40	BG RMN 381 CASTED OFF
		21:40 - 21:50	NEXT BARGE PROCESSING TO ALONGSIDE
		21:50 - 22:00	FIRSTLINE & ALONGSIDE 12TH BG RMN 381 AT BLTZ WITH CARGO 7,384,140 MT
		22:00 - 22:10	CHECK BARGE CONDITION BY CREW OF FC BLTZ
		22:10 - 22:20	SAFETY TALK BY SHIPPER ON BOARD
		22:20 - 22:30	HLH3 RESUMED LOADING OPERATION
		22:30 - 22:40	HLH3 STOPPED LOADING ACTIVITY DUE TO HEAVY RAIN
		22:40 - 22:50	TRANSFER DOZER FROM FC BLTZ TO BARGE
		22:50 - 23:00	HLH3 RESUMED LOADING OPERATION
		23:00 - 23:10	STOPPED LOADING HLH3 DUE TO TRANSFER DOZER FROM BARGE
		23:10 - 23:20	TRIMMING HL BY DOZER
		23:20 - 23:30	HLH3 RESUMED LOADING OPERATION
		23:30 - 23:40	HLH3 STOPPED LOADING DUE TO FC BLTZ SHIFTING TO H6
		23:40 - 23:50	HLH3 RESUMED LOADING OPERATION BY CRANE 2
		23:50 - 00:00	HLH3 STOPPED LOADING DUE TO INTERFERED BY CHIEF OFFICER & SURVEYOR
		00:00 - 00:10	HLH3 RESUMED LOADING OPERATION BY C2
		00:10 - 00:20	HLH3 STOPPED LOADING DUE TO TRIMMING BY GRAB ON HLH
		00:20 - 00:30	TRANSFER 1 DOZER FROM BARGE TO HLH BY C2
		00:30 - 00:40	FC BLTZ SHIFTING TO H2
		00:40 - 00:50	WAITING COLLAGE CARGO
		00:50 - 01:00	HLH3 RESUMED LOADING OPERATION BY C1
		01:00 - 01:10	HLH3 STOPPED LOADING DUE TO FINISHED CARGO ON BG RMN 385
		01:10 - 01:20	TRANSFER DOZER FROM BARGE TO FC BLTZ
		01:20 - 01:30	BG RMN 385 CASTED OFF
		01:30 - 01:40	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		01:40 - 01:50	FIRSTLINE & ALONGSIDE BG PST 411 AT FC BLTZ WITH TOTAL CARGO 7,825,119 MT
		01:50 - 02:00	CHECK BARGE CONDITION BY CREW OF FC BLTZ
		02:00 - 02:10	HLH3 RESUMED LOADING OPERATION BY C1

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks:

No delays on ships accd

PT. BAHARI EKA NUSANTARA
(Signature)
PT. BAHARI EKA NUSANTARA
(AS AGENT ONLY)
AS AGENT ONLY

SHIPPER
(Signature)
PT. BERAU COAL
SANDY SANTOSA
PT. BERAU COAL

STAR MACARENA
LIBERTY
(Signature)
CAPT. CRANES OF PT
MASTER



PT. BAHARI EKA NUSANTARA

As Agent Only

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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
17 MAY - MON	FINE	04:20 - 04:30	CHECK BARGE CONDITION BY CREW OF FC. BLITZ
		04:30	H4/H7 RESUMED LOADING OPERATION
		05:50 - 06:20	H4/H7 STOPPED LOADING DUE TO FC. BLITZ SHIFTING TO H1/H4
		06:20	H1/H4 STARTED LOADING OPERATION
		08:00 - 08:08	H1/H4 STOPPED LOADING DUE HEAVY RAIN
		08:08 - 08:20	TRANSFER DOZER FROM FC. BLITZ TO BARGE
		08:20	H1/H4 RESUMED LOADING OPERATION
		12:20 - 12:30	H1/H4 STOPPED LOADING DUE TO FC. BLITZ SHIFTING TO H2/H5
		12:30	H2/H5 RESUMED LOADING OPERATION
		12:40	H2/H5 STOPPED LOADING DUE TO FINISH CARGO ON BG. ISA 364
		12:40 - 13:00	TRANSFER DOZER FROM BARGE TO FC. BLITZ
		13:10	BG. ISA 304 CASTED OFF
		13:10 - 14:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		14:10 - 14:20	FIRSTLINE & ALONGSIDE PTH BG. PST 118 WITH CARGO 7,400,433 MT
		14:20 - 14:30	CHECK BARGE CONDITION BY CREW OF FC. BLITZ
		14:30	H2/H5 RESUMED LOADING OPERATION
		15:30 - 15:50	H2/H5 STOPPED LOADING DUE TO TRANSFER DOZER FROM FC. BLITZ TO BARGE
		15:50	H2/H5 RESUMED LOADING OPERATION
		18:00 - 18:20	H2/H5 STOPPED LOADING DUE TO BARGE LISTING TO SIDE
		18:20	H2/H5 RESUMED LOADING OPERATION
		20:30	H2/H5 STOPPED LOADING DUE TO FINISH CARGO ON BG. PST 118
		20:30 - 20:50	TRANSFER DOZER FROM BARGE TO FC. BLITZ
		21:00	BG. PST 118 CASTED OFF
		21:00 - 21:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		21:10 - 21:20	FIRSTLINE & ALONGSIDE 8TH BG. ARMADA KALTIM 3802 AT FC. BLITZ WITH CARGO 7,582,839 MT
		21:20 - 21:30	CHECK BARGE CONDITION BY CREW OF FC. BLITZ
		21:30	H2/H5 RESUMED LOADING OPERATION
		22:50 - 23:10	H2/H5 STOPPED LOADING DUE TO TRANSFER DOZER FROM FC. BLITZ TO BARGE
		23:10	H2/H5 RESUMED LOADING OPERATION
		23:30 - 23:40	H2 STOPPED LOADING DUE TO TRIMMING BY GRAB AT H2
		23:40 - 23:50	FC. BLITZ SHIFTING TO H1/H3
		23:50 - 24:00	H1/H3 STOPPED LOADING ACTIVITY DUE TO BARGE LISTING TO SIDE
18 MAY - TUE	FINE	00:00 - 00:10	H1/H3 STOPPED LOADING ACTIVITY DUE TO BARGE LISTING TO SIDE
		00:10	H1/H3 RESUMED LOADING OPERATION
		04:20	STOPPED LOADING DUE TO FINISH CARGO ON BG. ARMADA KALTIM 3802
		04:20 - 04:40	TRANSFER DOZER FROM BARGE TO FC. BLITZ
		04:40	BG. ARMADA KALTIM 3802 CASTED OFF
		04:50 - 05:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		05:10 - 05:20	FIRSTLINE & ALONGSIDE 8TH BG. PST 1212 AT FC. BLITZ WITH CARGO 7,270,374 MT
		05:20 - 05:30	CHECK BARGE CONDITION BY CREW OF FC. BLITZ
		05:30	H1/H3 RESUMED LOADING OPERATION
		07:10 - 07:30	H1/H3 STOPPED LOADING DUE TO TRANSFER DOZER FROM FC. BLITZ TO BARGE
		07:30 - 07:40	FC. BLITZ SHIFTING TO H5/H7
		07:40	H5/H7 RESUMED LOADING OPERATION
		09:00	H5/H7 STOPPED LOADING DUE TO RECEIVED SHIPPING INSTRUCTION FOR CAST OFF ON BG. PST 1212
		09:00 - 09:20	TRANSFER DOZER FROM BARGE TO FC. BLITZ
		09:20	BG. PST 1212 CASTED OFF
		09:30 - 10:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		10:00 - 10:10	FIRSTLINE & ALONGSIDE 10TH BG. TNG 363 AT FC. BLITZ WITH CARGO 7,888,822 MT
		10:10 - 10:20	CHECK BARGE CONDITION BY CREW OF FC. BLITZ
		10:20	H5/H7 RESUMED LOADING (NE COMPLETED)
		10:30	H5 STOPPED LOADING DUE TO FINISH LOADING ON H5

We hereby certify above that above statement of fact is true and correct:

Master's Remarks: *No delays on ship's acct*

PT. BAHARI EKA NUSANTARA
[Signature]
PT. BAHARI EKA NUSANTARA
(AS AGENT)
AS AGENT ONLY

SHIPPER
[Signature]
SANDY SANTOSA
PT. BERAU COAL





PT. BAHARI EKA NUSANTARA

As Agent Only

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Kec.Tanjung Redeb (77311) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE : 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
10 MAY - MON	FINE	00:00 - 00:20 00:20 00:30 - 04:30 04:30 05:00 - 05:20 05:20 05:30 - 06:20 06:20 06:20 06:10 - 06:30 06:40	HE HAS STOPPED LOADING DUE TO TRANSFER DOZER 4 UNIT FROM FC BLTZ TO BARGE HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO BREAK TIME RAMADHAN HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO FC BLTZ SHIFTING TO H2 H2 HE HAS STARTED LOADING OPERATION HE HAS STOPPED LOADING DUE TO BARGE LISTING TO S-SIDE HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO FINISH CARGO ON BG. PST 110 TRANSFER DOZER 4 UNIT FROM BARGE TO FC BLTZ BG. PST 110 CASTED OFF
11 MAY - TUE	FINE	06:40 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
12 MAY - WED	FINE	00:00 - 24:00 00:00 - 11:00 11:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE FOREMAN & MOORING DISSEMBARKED DUE TO NATIONAL HOLIDAY (EID MUBARRAK)
13 MAY - THU	FINE	11:00 - 24:00	NO LOADING ACTIVITY DUE TO NATIONAL HOLIDAY (EID MUBARRAK)
14 MAY - FRI	FINE	20:00 - 24:00	NO LOADING ACTIVITY DUE TO NATIONAL HOLIDAY (EID MUBARRAK)
15 MAY - SAT	FINE	00:00 - 12:20 12:20 - 12:30 12:30 - 12:40 12:40 12:50 - 13:10 13:10 13:50 13:50 - 14:10 14:30	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE FIRSTLINE & ALONGSIDE 9RD BG. ARMADA KALTIM 3002 AT BLTZ WITH CARGO 1,039.445 MT CHECK BARGE CONDITION BY CREW OF FC BLTZ HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO TRANSFER DOZER 4 UNIT FROM FC BLTZ TO BARGE HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO FINISH CARGO ON BG. ARMADA KALTIM 3002 TRANSFER DOZER 4 UNIT FROM BARGE TO FC BLTZ BG. ARMADA KALTIM 3002 CASTED OFF
		14:30 - 15:10 15:10 - 15:20 15:20 - 15:30 15:30 15:50 - 17:10 17:10 17:20 - 19:30 19:30 21:40 21:40 - 21:50 21:50 - 22:00 22:00 - 22:10 22:10 23:10 - 23:30 23:40 - 24:00	NEXT BARGE PROCESSING TO ALONGSIDE FIRSTLINE & ALONGSIDE 4TH BG. T80 303 AT FC BLTZ WITH CARGO 1,014.304 MT CHECK BARGE CONDITION BY CREW OF FC BLTZ HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO TRANSFER DOZER 4 UNIT FROM FC BLTZ TO BARGE HE HAS RESUMED LOADING OPERATION HE HAS STOPPED LOADING DUE TO FC BLTZ SHIFTING TO H4 H7 H4 H7 STARTED LOADING OPERATION HE HAS STOPPED LOADING DUE TO FINISH CARGO ON BG. T80 303 TRANSFER DOZER FROM BARGE TO FC BLTZ BG. T80 303 CASTED OFF NEXT BARGE PROCESSING TO ALONGSIDE FIRSTLINE & ALONGSIDE 5TH BG. ANGELINE 219-01 AT FC BLTZ WITH CARGO 1,297.378 MT CHECK BARGE CONDITION BY CREW OF FC BLTZ H4 H7 RESUMED LOADING OPERATION H4 H7 STOPPED LOADING DUE TO TRANSFER DOZER FROM FC BLTZ TO BARGE H4 H7 STOPPED LOADING DUE TO BARGE LISTING TO S-SIDE H4 H7 STOPPED LOADING DUE TO BARGE LISTING TO S-SIDE
16 MAY - SUN	FINE	00:00 - 00:10 00:10 04:30 04:30 - 04:50 05:00	HE HAS RESUMED LOADING OPERATION H4 H7 STOPPED LOADING DUE TO FINISH CARGO ON BG. ANGELINE 219-01 TRANSFER DOZER FROM BARGE TO FC BLTZ BG. ANGELINE 219-01 CASTED OFF
17 MAY - MON	FINE	05:00 - 24:00 00:00 - 04:10 04:10 - 04:20	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE FIRSTLINE & ALONGSIDE 6TH BG. ISA 304 AT FC BLTZ WITH TOTAL CARGO 7,479.342 MT

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks: *No delays on ship's acct*

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
(AGENT)
AS AGENT ONLY

SHIPPER'S OPERATION

PT. BERAU COAL
SANDY SANTOSA
PT. BERAU COAL





PT. BAHARI EKA NUSANTARA
As Agent Only
 Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
 Kec.Tanjung Redeb (77311) Telp : +62 554 202214

**TIME SHEET / STATEMENT OF FACT
 WORKING RECORDS**

PAGE - 05

DATE / DAY	WEATHER	WORKING TIME	REMARKS
19 MAY - WED	FINE	21:40 21:40 - 22:40 22:50 23:50	MV STAR MACARENA COMPLETED LOADING OPERATION WITH TOTAL CARGO 78.000 MT FINAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR BG. PST 611 CASTED OFF PC. BLITZ CASTED OFF - TOTAL CARGO LOADED FROM PC. BLITZ (78.000 MT) -
20 MAY - THU	FINE	23:50 - 24:00 24:00 00:00 - 00:50 00:50 00:50 - 02:15 02:15 - 08:00 08:00 - 11:30 11:30 11:30 - 14:20 14:20 15:00	WAITING SHIPPER CUSTOM EXPORT DOCUMENT SHIPPER, SURVEYOR & STEVEDORE DISEMBARKED FROM VESSEL WAITING SHIPPER CUSTOM EXPORT DOCUMENT EXPORT DOCUMENT RECEIVED BY AGENT PROCESS OUTWARD MANIFEST ON CUSTOMS HARBOUR MASTER OFFICE CLOSED PROCESS CLEARANCE OUT AT HARBOUR MASTER PORT CLEARANCE ISSUED DELIVERY SHIP'S CERTIFICATE & PORT CLEARANCE TO VESSEL SHIP'S CERTIFICATE & PORT CLEARANCE ONBOARD VESSEL SAILED

We hereby certify above that above statement of fact of fact are true and correct :
 Master's Remarks :

PT. BAHARI EKA NUSANTARA

 PT. BAHARI EKA NUSANTARA
 AS AGENT ONLY

SHIPPER

 SANDY SANTOSA
 PT. BERAU COAL

MV STAR MACARENA

 DENNIS ORLENA
 MASTER

Lampiran 8 Time Sheet MV. CHANG MING



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Muzani 2 Gg. Terampil No.78 RT.17 Kel Karang Ambun
Kec. Tanjung Redeb (7731) Telp : +62 554 2022214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

PAGE - 01

NAME OF VESSEL : MV. CHANG MING
PORT OF LOADING : MUARA PANTAI ANCHORAGE, INDONESIA
ARRIVED PILOT STATION : 23 FEB 2021 - 06:18 HRS
NOTICE OF READINESS TENDERED : 23 FEB 2021 - 06:18 HRS
NOTICE OF READINESS ACCEPTED : AS PER CHARTER PARTY

COMMENCED LOADING : 23 FEB 2021 - 21:00 HRS
COMPLETED LOADING : 26 FEB 2021 - 21:00 HRS
DESCRIPTION OF GOODS : INDONESIAN STEAMING COAL
QUANTITY OF CARGO : 76,600 MT
SHIPPER/CONSIGNEE : PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
23 FEB - TUE	FINE	06:18	ECGP
		06:18	VESSEL ARRIVED AT QUARANTINE ZONE
		06:18	VESSEL DROPPED ANCHOR
		06:18	VOR TENDERED
		06:30	FW (FINISH WITH ENGINE)
		12:30	AGENT QUARANTINE AND PORT AUTHORITY ON BOARD
		13:30	FREE PRAIQU GRANTED
		14:40	PILOT ON BOARD
		15:30	VESSEL ARRIVED AT LOADING POINT
		15:30	DROPPED ANCHOR AT LOADING POINT
		15:40	PILOT OFF
		15:42	FINISH WITH ENGINE
		17:00 - 18:00	INITIAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR
		18:00 - 19:30	HOLD CLEANING INSPECTION BY SURVEYOR
		19:30 - 19:45	SAFETY BRIEFING BY SHIPPER
		19:15	FTS BULK SUMATRA :
		20:10	FIRSTLINE & ALONGSIDE FTS BULK SUMATRA
24 FEB - WED	FINE	20:50 - 21:00	FTS BULK SUMATRA IN POSITION
		21:00	FIRSTLINE & ALONGSIDE 1ST BG. ISA 307 TB. KSA 104 WITH TOTAL CARGO 7,026,048 MT
		21:00	MV. CHANG MING COMMENCE LOADING OPERATION IN H4 & H2 FROM BG. ISA 307
		21:00 - 21:15	LOADING ON PROGRESS H4 & H2 FROM BG. ISA 307
		21:15 - 21:30	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		21:30	RESUMED LOADING H4 & H2 FROM BG. ISA 307
		21:30 - 21:45	STOPPED LOADING H4 & H2 DUE TO FINISH CARGO FROM BG. ISA 307
		21:45 - 22:00	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		22:00	BG ISA 307 CASTED OFF
		22:00 - 22:15	FIRSTLINE & ALONGSIDE 2ND BG. PST 1212 /TB PANCARAN 1213 WITH TOTAL CARGO 7,112,376 MT
		22:15	RESUMED LOADING H4 & H2 BY FTS BULK SUMATRA
		22:15 - 22:30	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		22:30	STOPPED LOADING H4 & H2 DUE TO FINISH CARGO FROM BG. PST 1212
		22:30 - 22:45	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		22:45	BG PST 1212 CASTED OFF
		22:45 - 23:00	FIRSTLINE & ALONGSIDE 3RD BG. RMN 344 /TB KSA 10 WITH TOTAL CARGO 7,194,706 MT
		23:00	RESUMED LOADING H4 & H2 BY FTS BULK SUMATRA
		23:00 - 23:15	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		23:15	STOPPED LOADING H4 & H2 DUE TO FINISH CARGO FROM BG. RMN 344
		23:15 - 23:30	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		23:30	BG RMN 344 CASTED OFF
		23:30 - 23:45	FIRSTLINE & ALONGSIDE 5TH BG. RMN 370 /TB KSA 31 WITH TOTAL CARGO 7,202,893 MT
		23:45	RESUMED LOADING H4 & H2 BY FTS BULK SUMATRA FROM BG. RMN 370
		23:45 - 24:00	STOPPED LOADING H4 & H2 DUE TO SHIFTING H4 & H2 BY FTS BULK SUMATRA
		24:00	STARTED LOADING H1, RESUMED LOADING H1 BY FTS BULK SUMATRA FROM BG. RMN 370
		24:00 - 24:15	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		24:15	STOPPED LOADING H1 & H4 DUE TO FINISH CARGO FROM BG. RMN 370
		24:15 - 24:30	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		24:30	BG RMN 370 CASTED OFF
25 FEB - THUR	FINE	19:00 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		00:00 - 02:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ALONGSIDE
		02:00 - 02:10	FIRSTLINE & ALONGSIDE 6TH BG. PST 211 /TB PANCARAN 713 WITH TOTAL CARGO 7,503,758 MT
		02:10	RESUMED LOADING H4 & H2 BY FTS BULK SUMATRA FROM BG. PST 211

We hereby certify above that above statement of fact of fact are true and correct.
Master's Remarks :

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
ARIQ GEMO MOSELM
AS AGENT ONLY

SHIPPER
PT. BERAU COAL
SANDY SANTOSO
PT. BERAU COAL

MV. CHANG MING
CAPT. U. GANTUNG
MASTER

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
25 FEB - FRI	CLOUDY	01:20 - 01:40	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		01:40 - 02:00	STOPPED LOADING H1 H4 DUE TO FINISH CARGO FROM BG PST 211
		02:00 - 02:30	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		02:30 - 02:40	BG PST 211 CASTED OFF
		02:40 - 02:50	FIRST LINE & ALONGSIDE 7TH BG. PSPM 211 /TB BERAU 211 WITH TOTAL CARGO 7,279,489 MT
		02:50 - 03:00	RESUMED LOADING H1 H4 BY FTS BULK SUMATRA FROM BG PSPM 211
		03:00 - 03:20	STOPPED LOADING H1 H4 DUE TO SHIFTING H2 H4 BY FTS BULK SUMATRA
		03:20 - 03:30	RESUMED LOADING H2 H4 BY FTS BULK SUMATRA FROM BG PSPM 211
		03:30 - 03:40	STOPPED LOADING H2 H4 DUE TO SHIFTING H2 H5 BY FTS BULK SUMATRA
		03:40 - 03:50	RESUMED LOADING H2 H5 BY FTS BULK SUMATRA FROM BG PSPM 211
		03:50 - 04:00	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		04:00 - 04:10	STOPPED LOADING DUE TO FINISH CARGO FROM BG PSPM 211
		04:10 - 04:20	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		04:20 - 04:30	BG PSPM 211 CASTED OFF
		04:30 - 04:40	FIRST LINE & ALONGSIDE 8TH BG. PST 213 /TB PANCARAN 213 7,001,285 MT
		04:40 - 04:50	RESUMED LOADING H2 H5 BY FTS BULK SUMATRA FROM BG PST 213
		04:50 - 05:00	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		05:00 - 05:10	STOPPED LOADING H2 H5 DUE TO FINISH CARGO FROM BG PST 213
		05:10 - 05:20	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		05:20 - 05:30	BG PST 213 CASTED OFF
		05:30 - 05:40	TRANSFER DOZER FROM FTS BULK SUMATRA TO H5 H4 DUE TO TRIMMING CARGO
		05:40 - 05:50	TRANSFER DOZER FROM H5 H4 TO FTS BULK SUMATRA DUE TO FINISH TRIMMING
		05:50 - 06:00	FIRST LINE & ALONGSIDE 9TH BG PST 611 /TB PANCARAN 115 WITH TOTAL CARGO 7,278,394 MT
		06:00 - 06:10	SHIFTING H2 H5 TO H1 H3
		06:10 - 06:20	RESUMED LOADING H1 H4 FROM FTS BULK SUMATRA
26 FEB - THUR	FINE	06:20 - 06:30	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		06:30 - 06:40	RESUMED LOADING H1 H4 BY FTS BULK SUMATRA FROM BG PST 611
		06:40 - 06:50	STOPPED LOADING DUE TO FINISH CARGO FROM BG PST 611
		06:50 - 07:00	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
26 FEB - FRI	CLOUDY	07:00 - 07:10	BG PST 611 CASTED OFF
		07:10 - 07:20	NO LOADING ACTIVITY DUE TO WAITING FC PRINCESSES CHLOE FINISH LOADING
		07:20 - 07:30	FTS BULK SUMATRA CASTED OFF
		07:30 - 07:40	TOTAL CARGO LOADED FROM FTS BULK SUMATRA : 64,702,080 MT
		07:40 - 07:50	FC PRINCESSES CHLOE :
		07:50 - 08:00	FIRST LINE & ALONGSIDE AT PORTSIDE FC PRINCESSES CHLOE
		08:00 - 08:10	FC PRINCESSES CHLOE IN POSITION
		08:10 - 08:20	NO LOADING ACTIVITY DUE TO WAITING BARGE ALONGSIDE
		08:20 - 08:30	FIRST LINE & ALONGSIDE 10TH BG PST 1012 /TB PANCARAN 1012 WITH TOTAL CARGO 7,308,688 MT
		08:30 - 08:40	CHECK BARGE
		08:40 - 08:50	RESUMED LOADING H4 BY FC PRINCESSES CHLOE FROM BG PST 1012
		08:50 - 09:00	STOPPED LOADING DUE TO SHIFTING H4 TO H5
		09:00 - 09:10	RESUMED LOADING H5 FROM BG PST 1012
		09:10 - 09:20	STOPPED LOADING DUE TO SHIFTING H5 TO H2
		09:20 - 09:30	RESUMED LOADING H2 BY FC PRINCESSES CHLOE FROM BG PST 1012
		09:30 - 09:40	STOPPED LOADING DUE TO SHIFTING H2 TO H3
		09:40 - 09:50	RESUMED LOADING H3 FROM BG PST 1012
		09:50 - 10:00	TRANSFER DOZER FROM CHLOE TO BARGE
		10:00 - 10:10	STOPPED LOADING DUE TO SHIFTING H3 TO H1
		10:10 - 10:20	RESUMED LOADING H1 FROM BG PST 1012
		10:20 - 10:30	STOPPED LOADING DUE TO FINISH CARGO FROM BG PST 1012
		10:30 - 10:40	TRANSFER DOZER FROM BARGE TO CHLOE
		10:40 - 10:50	BG PST 1012 CASTED OFF
		10:50 - 11:00	FIRST LINE & ALONGSIDE 11TH BG. PST 311 /TB PANCARAN 311 WITH TOTAL CARGO 7,281,717 MT
		11:00 - 11:10	CHECK CARGO
		11:10 - 11:20	FRIDAY PRAYERS
		11:20 - 11:30	RESUMED LOADING H1 FROM BG PST 311
		11:30 - 11:40	

We hereby certify above that above statement of fact of fact are true and correct
Master's Remarks :

PT. BAHARI EKA NUSANTARA
PT. BAHARI EKA NUSANTARA
ARIQUEMA MOSELMAN
AS AGENT ONLY

SHIPPER
SANDY SANTOSO
PT. BERAU COAL

CHANG MING
CAPT. LITONGLIN
MASTER

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
		14.45	INTERMEDIATE DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR
		15.45 - 17.00	STOPPED LOADING DUE TO HEAVY RAIN
		17.00	RESUMED LOADING H1 FROM BG PST 311
		17.40 - 17.50	STOPPED LOADING DUE TO SHIFTING H1 TO H5 BY FC PRINCESSE CHLOE
		17.50	RESUMED LOADING H5 FROM BG PST 311
		18.50 - 19.00	STOPPED LOADING DUE TO SHIFTING H5 TO H3 BY FC PRINCESSE CHLOE
		19.00	RESUMED LOADING H3 FROM BG PST 311
		19.30 - 19.40	STOPPED LOADING DUE TO SHIFTING H3 TO H2 BY FC PRINCESSE CHLOE
		19.40	RESUMED LOADING H2 FROM BG PST 311
		19.50 - 20.00	STOPPED LOADING DUE TO SHIFTING H2 TO H5 BY FC PRINCESSE CHLOE
		20.00	RESUMED LOADING H5 FROM BG PST 311
		20.40 - 20.50	STOPPED LOADING DUE TO SHIFTING H5 TO H2 BY FC PRINCESSE CHLOE
		20.50	RESUMED LOADING H2 FROM BG PST 311
		21.00	STOP LOADING H1 DUE TO COMPLETED LOADING OF MV. CHANG MING WITH TOTAL CARGO 78,804 MT
		21.00 - 22.00	FINAL DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR
		22.10	BG PST 311 CASTED OFF
		23.10	FC PRINCESSE CHLOE CASTED OFF
			TOTAL CARGO LOADED FROM FC PRINCESSE CHLOE : 11,818,000 MT

We hereby certify above that above statement of fact of fact are true and correct;
Master's Remarks :

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
AS (AGENT ONLY, T)

SHIPPER
SANDY SANTOSO
PT. BERAU COAL

EV-CHANG MING
CAPT. LIQINGLIN
MASTER

Lampiran 9 Time Sheet MV. DARYA DEVI



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78 RT.17 Kel.Karang Amban
Kec.Tanjung Redeb (73111) Telp. : +62 554 203214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

PAGE - 01

NAME OF VESSEL	: MV. DARYA DEVI	COMMENCED LOADING	: 21 DEC 2020 - 02 30 HRS
PORT OF LOADING	: MUARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 24 DEC 2020 - 06 50 HRS
ARRIVED PILOT STATION	: 20 DEC 2020 - 16 30 HRS	DESCRIPTION OF GOODS	: INDONESIA STEAM COAL
NOTICE OF READINESS TENDERED	: 20 DEC 2020 - 16 30 HRS	QUANTITY OF CARGO	: 81,156 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. REKAJI COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
20 DEC - MON	TIME	15:12	EDSP
		16:30	Vessel arrival at Quarantine Zone.
		16:30	NOR Tendered.
		16:30	Vessel Dropped Anchor
		16:48	F.W.E (Finish With Engine)
		17:00	Port Authority (Quarantine officer) on board
		17:00	Agent on board
		18:30	F.P.D (Free Practice Granted)
		19:48	Pilot on board
		20:05 - 20:42	Anchor Up and Manuevering to Loading Point
		20:42	Arrived at Loading Point
		20:42	Dropped Anchorage at Loading Point
		21:06	Pilot On Airy
		21:06	F.W.E (Finished With Engine) at Loading Point
		22:00	Shipper, Surveyor, Foreman and Mooring gang on board
		22:00 - 23:00	IO S (Initial Draft Survey)
		23:00 - 23:30	HCI (Holds Clearliness Inspection)
		23:30 - 23:45	Safety Briefing in order by Shipper
		23:45 - 24:00	Loader (FC Bilir) proceed to alongside
21 DEC - TUE	TIME	00:00 - 00:40	Loader (FC Bilir) proceed to alongside
		00:40	Firstline of FC Bilir to QGV
		01:00	FC Bilir in position at ship's starboard side
		01:30 - 02:00	Firstbarge proceed to alongside
		02:00 - 02:10	Firstline and 1st BG. TERANG 3003 alongside at FC Bilir
		02:10 - 02:20	Check barge condition by crew of FC Bilir
		02:20	MV DARYA DEVI Commenced Loading Operation in H2/S BY FC Bilir
		02:30 - 02:50	H2/S Stopped loading. Tiltsters from FC Bilir to barge by CxQ
		02:50 - 03:30	H2/S Stopped loading due to collecting cargo on barge by dunnies
		03:30	H2/S Resumed loading operation
		04:10 - 05:50	H2/S Stopped loading due to barge list to starboard side
		05:50	H2/S Resumed loading operation
		06:30	H2/S Stopped loading due to finished cargo on BG. TERANG 3003
		06:30 - 06:50	Transfer dunnies from barge to FC Bilir
		07:00	BG. TERANG 3003 casted off
		07:00 - 07:20	Next barge proceed to alongside
		07:20 - 07:30	Firstline and 2nd BG. RMN 390 alongside at FC Bilir
		07:30 - 07:40	Check barge condition by crew of FC Bilir
		07:40	H2/S Resumed loading operation
		08:10 - 08:30	H2/S Stopped loading. Tiltsters from FC Bilir to barge by CxV
		08:30	H2/S Resumed loading operation
		11:30 - 12:10	H2/S Stopped loading due to barge list to starboard side
		12:10	H2/S Resumed loading operation
		13:50 - 14:30	H2/S Stopped loading due to collecting cargo on barge by dunnies
		14:30	H2/S Resumed loading operation
		16:50	H2/S Stopped loading due to finished cargo on BG. RMN 390

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks : As Per Port Agent Report

PT. BAHARI EKA NUSANTARA
PT. BAHARI EKA NUSANTARA
(AS AGENT)
AS AGENT ONLY



**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
21 DEC - TUE	FINE	14:50 - 15:10	Transfer dozers from barge to FC. Blitz
		15:20	BG. RMN 209 casted off
22 DEC - WED	FINE	15:20 - 15:40	Next barge proceed to alongside
		15:40 - 16:00	First line and 3rd BG. PST 610 alongside at FC. Blitz
		16:00 - 16:10	Check barge condition by crew of FC. Blitz
		16:10	H2/S Resumed loading operation
		17:20 - 17:30	H2/S Stopped loading due to FC. Blitz shifting to H3/S
		17:30	H3 Started loading operation
		17:30 - 17:50	Transfer dozers from FC. Blitz to barge by Cr2
		17:50	H3 Started loading operation
		22:10 - 23:20	H3/S Stopped loading due to collecting cargo on barge by dozers
		13:20	H3/S Resumed loading operation
		13:50	H3/S Stopped loading due to finished cargo on BG. PST 610
		23:50 - 24:00	Transfer dozers from barge to FC. Blitz
		00:00 - 00:10	Transfer dozers from barge to FC. Blitz
		00:20	BG. PST 610 casted off
		00:20 - 01:00	Next barge proceed to alongside
		01:00 - 01:10	First line and 4th BG. RMN 344 alongside at FC. Blitz
		01:10 - 01:20	Check barge condition by crew of FC. Blitz
		01:20	H3/S Resumed loading operation
		02:40 - 03:00	Transfer dozers from FC. Blitz to barge by Cr1
		03:00	H3/S Resumed loading operation
		08:00	H3/S Loading operation in progress
		08:10 - 09:20	H3/S Stopped loading due to FC. Blitz shifting to H1/H
		09:20	H1/H Started loading operation
		10:10	H1/H Stopped loading due to finished cargo on BG. RMN 344
		10:10 - 10:30	Transfer dozers from barge to FC. Blitz
		10:40	BG. RMN 344 casted off
		10:40 - 11:20	Next barge proceed to alongside
		11:20 - 11:30	First line and 5th BG. RMN 378 alongside at FC. Blitz
		11:30 - 11:40	Check barge condition by crew of FC. Blitz
		11:40	H1/H Resumed loading operation
		12:20 - 13:40	H1/H Stopped loading. Transfer dozers from FC. Blitz to barge by Cr2
		13:40	H1/H Resumed loading operation
		16:40 - 18:20	H1/H Stopped loading due to barge list to starboard
		18:20	H1/H Resumed loading operation
		19:20	H1/H Stopped loading due to finished cargo on BG. RMN 378
		19:30 - 19:50	Transfer dozers from barge to FC. Blitz
		20:00	BG. RMN 378 casted off
		20:00 - 20:40	Next barge proceed to alongside
		20:40 - 21:00	First line and 6th BG. ISA 302 alongside at FC. Blitz
		21:00 - 21:05	Check barge condition by crew of FC. Blitz
		21:05	H1 Resumed loading operation
		21:05 - 21:20	Transfer dozers from FC. Blitz to barge by Cr2
		21:20	H1 Resumed loading operation
		22:15	First line of FC. Princess Chloé to OGV
		22:45	FC. Princess Chloé in position at ship's port side
		22:50 - 23:20	H1/H Stopped loading due to collecting cargo on barge by dozers

We hereby certify above that above statement of fact of fact are true and correct;

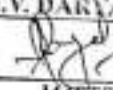
Master's Remarks: *As per ATTACHED SHEET*

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER

PT. BAHARI EKA NUSANTARA

M/V DARYA DEVI

MASTER
MASTER



PT. BAHARI EKA NUSANTARA

As Agent Only
Jl. Murjani 2 Gg. Terampil No.78 RT. 17 Kel.Karang Ambon
Kec.Tanjung Redeb (7731) Telp : +62 554 252214

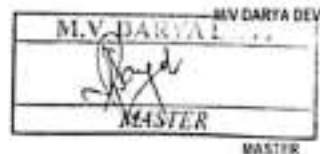
**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
27 DEC - WED	FINE	23:22	H1/M Resumed loading operation
		22:45 - 23:10	Next barge proceed to alongside
		23:10 - 23:28	First line and 7th BG. PST 213 alongside at FC. Princess Chloé
		23:20 - 23:30	Check barge condition by crew of FC. Princess Chloé
		23:30	H7 Started loading operation
		23:50	H1/M Stopped loading due to finished cargo on Bg. ISA 302
		23:50 - 24:00	Transfer dunnies from barge to FC. Blitz
28 DEC - THU	FINE	00:00 - 00:10	Transfer dunnies from barge to FC. Blitz
		00:20	BG. ISA 302 casted off
		00:20 - 01:10	Next barge proceed to alongside
		01:00 - 01:10	First line and 8th BG. PST 313 alongside at FC. Blitz
		01:10 - 01:20	Check barge condition by crew of FC. Blitz
		01:20	H1/M Resumed loading operation
		02:50 - 03:00	Tidsters from FC. Princess Chloé to barge while loading
		03:00 - 03:20	H1/M Stopped loading. Tidsters from FC. Blitz to barge by Cr2
		03:20	H1/M Resumed loading operation
		03:40	H7 Stopped loading due to finished cargo on BG. PST 213
		03:40 - 03:50	Transfer dunnies from barge to FC. Princess Chloé
		04:00	BG. PST 213 casted off
		04:00 - 04:20	Next barge proceed to alongside
		04:20 - 04:30	First line and 9th BG. ISA 308 alongside at FC. Princess Chloé
		04:30 - 04:40	Check barge condition by crew of FC. Princess Chloé
		04:40	H7 Resumed loading operation
		08:00 - 08:15	H7 Stopped loading due to FC. Princess Chloé shifting to H1
		08:15	H1 Resumed loading operation
		08:10 - 08:20	H1/M Stopped loading due to FC. Blitz shifting to H2/S
		08:20	H2/S Resumed loading operation
		08:55 - 09:05	Tidsters from FC. Princess Chloé to barge while loading
		09:10	H2/S Stopped loading due to finished cargo on Bg. PST 313
		09:10 - 09:30	Transfer dunnies from barge to FC. Blitz
		09:30	H1 Stopped loading due to finished cargo on BG. ISA 308
		09:30 - 09:40	Transfer dunnies from barge to FC. Princess Chloé
		09:40	BG. PST 313 casted off
		09:50	BG. ISA 308 casted off
		09:40 - 10:10	Next barge proceed to alongside
		10:10 - 10:20	First line and 10th BG. ISA 303 alongside at FC. Blitz
		10:20 - 10:30	Check barge condition by crew of FC. Blitz
		10:30	H2/S Resumed loading operation
		09:50 - 10:25	Next barge proceed to alongside
		10:25 - 10:35	First line and 11th BG. RMN 365 alongside at FC. Princess Chloé
		10:35 - 10:45	Check barge condition by crew of FC. Princess Chloé
		10:45	H1 Resumed loading operation
		11:30 - 12:10	H2/S Stopped loading due to barge list to starboard side
		12:10	H2/S Resumed loading operation
		12:20 - 12:30	H1 Stopped loading due to FC. Princess Chloé shifting to H1
		12:30	H1 Resumed loading operation
		12:40 - 13:00	H2/S Stopped loading. Tidsters from FC. Blitz to barge by Cr2
		13:00	H2/S Resumed loading operation
		14:10 - 15:00	H5 Stopped loading due to FC. Princess Chloé shifting to H3
		15:00	H3 Resumed loading operation

We hereby certify above that above statement of fact of fact are true and correct :

Master's Remarks : *As per NOTAMEN Sheet*



DATE / DAY	WEATHER	WORKING TIME	REMARKS
23 DEC - THU	FINE	15:00-15:10	Tidiers from FC Princess Chole to barge while loading
		15:30-16:10	H2's Stopped loading due to collecting cargo on barge by dokers
		16:30	H3 Stopped loading due to finished cargo on BG RMN 303
		16:30-16:40	Transfer dokers from barge to FC Princess Chole
		16:50	BG RMN 303 casted off
		16:50-17:20	Next barge proceed to alongside
		17:20-17:30	First line and 12th BG RMN 316 alongside at FC Princess Chole
		17:30-17:40	Check barge condition by crew of FC Princess Chole
		17:40	H3 Resumed loading operation
		18:10	H2's Resumed loading operation
		18:40	H2's Stopped loading due to finished cargo on BG ISA 303
		18:40-19:00	Transfer dokers from barge to FC Bita
		18:50-19:00	H3 Stopped loading due to FC Princess Chole shifting to H4
		19:00	H4 Resumed loading operation
		19:10	BG ISA 303 casted off
		19:10	LCT Daya Berguna 03 alongside at Fc Bita
		19:10-20:00	Transfer dokers from LCT to Fc Bita (Changed Dokers)
		20:00	LCT Daya Berguna 03 casted off
		20:50-21:00	H4 Stopped loading due to FC Princess Chole shifting to H2
		21:00	H2 Resumed loading operation
		21:20-21:30	Tidiers from FC Princess Chole to barge while loading
		22:40	H2 Stopped loading due to finished cargo on BG RMN 316
		22:40-22:50	Transfer dokers from barge to FC Princess Chole
		23:00	BG RMN 316 casted off
24 DEC - THU	FINE	23:00-23:30	Next Barge Proceed to alongside at Fc Princess Chole while at ship's H3
		23:50-24:00	First line and 13th BG PGT 212 alongside at FC Princess Chole
		00:30-00:40	Check barge condition by crew of FC Princess Chole
		00:40	H3 Resumed loading operation
		01:10-01:20	H3 Stopped loading due to FC Princess Chole shifting to H5
		01:20	H5 Resumed loading operation
		02:20-02:30	Stopped loading operation due to Intermediate draft survey
		02:30-02:40	H5 Stopped loading due to FC Princess Chole shifting to H5
		02:40	H5 Resumed loading operation
		04:40-04:50	H5 Stopped loading due to FC Princess Chole shifting to H3
		04:50	H3 Resumed loading operation
		04:50-05:00	Tidiers from FC Princess Chole to barge while loading
		05:20	H2 Stopped loading due to finished cargo on BG PGT 212
		05:20-05:30	Transfer dokers from barge to FC Princess Chole
		05:40	check barge condition by crew of FC Princess Chole
		05:40-06:00	Next barge proceed to alongside
		06:00-06:15	First line and 14th BG TERANG 303 alongside at FC Princess Chole
		06:10-06:20	Check barge condition by crew of FC Princess Chole
		06:20	H2 Resumed loading operation
		06:30	Fc Bita casted off
		06:50	MV DARIA DEVI Completed Loading Operation
		06:50-07:00	Final Draft Survey
		08:10	BG TERANG 303 Casted off
		09:10	FC Princess Chole Casted off
		09:30	Shopper, Surveyor, Foreman and Mooring gang disembarked

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks : As per ATTACHED SIGN.

PT. BAHARI EKA NUSANTARA


PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER


PT. BERAS COAL

MV DARIA DEVI


MASTER

Lampiran 10 Time Sheet MV. SWEET VENUS



PT. BAHARI EKA NUSANTARA

As Agent Only
Jl. Muzard 2 Gg. Terampil No.78 RT.17 Kel. Karang Ambun
Kec.Tanjung Radeb (77311) Telp : +62 554 202214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	: MV. SWEET VENUS	COMMENCED LOADING	: 21 OCT 2020 - 20:40 HRS
PORT OF LOADING	: MUARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 25 OCT 2020 - 01:45 HRS
ARRIVED PILOT STATION	: 21 OCT 2020 - 14:00 HRS	DESCRIPTION OF GOODS	: INDONESIAN STEAM COAL
NOTICE OF READINESS TENDERED	: 21 OCT 2020 - 12:50 HRS	QUANTITY OF CARGO	: 77,906 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
20 OCT - WED	FINE	20:00	EOGP
		21:48	Vessel arrival at Quarantine Zone
		22:00	NOR Tendered
		22:00	Vessel Dropped Anchor
		12:50	NOR Re-Tendered
21 OCT - THU	FINE	22:15	F.W.E (Finish With Engine)
		11:15	Agent & Port Authority on board for checking
		12:50	F.P.G (Free Pilotage Granted)
		14:00	Pilot on Board
		14:30	Anchor Up and Maneuvering to loading point
		15:20	Arrived at Loading Point
		15:20	Dropped Anchorage at Loading Point
		15:30	Pilot On Away
		15:30	F.W.E (Finished With Engine) at Loading Point
		16:00	Shipper, Surveyor, Foreman and Mooring gang on board
		16:00 - 17:00	Initial Draft Survey by Surveyor & C/O Officer
		17:00 - 17:30	Holds Cleanliness Inspection
		17:30 - 17:50	Safety Briefing in order by Shipper
		17:50 - 19:00	Loader (CCL Ocean Flow 1) proceed to alongside
		19:00	First line of CCL Ocean Flow 1 to OGV
		20:00	CCL Ocean Flow 1 In position at stbd side
		20:40	First line and 1st BG RMN 2714 alongside at CCL Ocean Flow 1 (4,868,704 MT)
		20:40	MV. SWEET VENUS Commenced loading operation in H3
		20:40 - 20:55	Transfer dozers from CCL Ocean Flow 1 to barge while loading
		21:50	H3 Stopped loading due to finished cargo on BG RMN 2714
22 OCT - FRI	FINE	22:50 - 24:00	Transfer dozers from barge to CCL Ocean Flow 1
		00:00-00:05	Transfer dozers from barge to CCL Ocean Flow 1
		00:05	BG RMN 2714 casted off
		00:05 - 00:35	Next barge proceed to alongside
		00:35 - 00:45	First line and 2nd BG ISA 303 alongside at CCL Ocean flow 1 (7,219,350 MT)
		00:45	H3 Resumed Loading operation
		00:45 - 01:00	Transfer dozers from CCL Ocean Flow 1 to barge while loading
		01:20-02:40	H3 Stopped loading due to heavy rain, bad weather
		10:40	H3 Resumed Loading operation
		10:50 - 11:00	H3 Stopped loading due to CCL Ocean Flow 1 shifting to H2
		11:00	H5 Started loading operation
		12:00 - 13:00	H5 Stopped loading due to Muslim Friday prayers
		13:00	H5 Resumed loading operation
		14:40 - 14:50	H5 Stopped loading due to CCL Ocean Flow 1 shifting to H2
		14:50	H2 Started loading operation
		15:30	H2 Stopped loading due to finished cargo on BG ISA 303
		15:30 - 15:40	Transfer dozers from barge to CCL Ocean Flow 1
		15:40	BG ISA 303 casted off
		15:40 - 16:00	Next barge proceed to alongside
		16:00 - 16:10	First line and 3rd BG ISA 302 alongside at CCL Ocean flow 1 (7,243,045 MT)
		16:10	H2 Resumed Loading Operation
		16:10 - 16:25	Transfer dozers from CCL Ocean Flow 1 to barge while loading
		16:25 - 16:10	H2 Stopped loading due to CCL Ocean Flow 1 shifting to H5
		16:10	H5 Started loading operation

We hereby certify above that above statement of fact of fact are true and correcty :

Master's Remarks :

PT. BAHARI EKA NUSANTARA

[Signature]
AS AGENT ONLY



MV SWEET VENUS

[Signature]
M.V SWEET VENUS
(LIBERIA)
CHIEF OFFICER



PT. BAHARI EKA NUSANTARA
As Agent Only
Jl. Merdeka 2 Dg. Teraspili No.78 RT.17 Kel. Karang Ambun
Kec. Tanjung Redab (7311) Telp : +62 954 222214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORD**

PAGE - 01

DATE / DAY	WEATHER	WORKING TIME	REMARKS
23 OCT - SAT	FINE	10:50-18:30	H/S Resume loading operation
		19:30-19:40	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H3
		19:40	Transfer dozens from barge to CCL Ocean Flow 1
		20:40-20:50	H/S Stopped loading due to finished cargo on Bg PST 313
		20:50	BG PST 313 casted off
		20:50-21:30	Next barge proceed to alongside
		21:30	First line and 9th BG PST 313 alongside at CCL Ocean Flow 1 (3,508,000 MT)
		21:30	H/T Resume loading operation
		21:30-21:45	Transfer dozens from CCL Ocean Flow 1 to barge while loading
		23:25-23:35	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H6
		23:25	H/S Resume loading operation
		23:55-24:00	H/S Stopped loading due to finished cargo on Bg PST 313
		24 OCT - SUN	FINE
06:05	BG PST 313 casted off		
06:05-06:45	Next barge proceed to alongside		
06:45	First line and 10th BG/RMN 385 alongside at CCL Ocean Flow 1 (7,343,544 MT)		
02:25-02:45	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H2		
02:45	H/T Resume loading operation		
02:45	Transfer dozens from CCL Ocean Flow 1 to barge while loading		
04:40-04:50	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H7		
04:50	H/T Resume loading operation		
05:15	H/T Stopped loading due to finished cargo on Bg RMN 385		
05:15-05:20	Transfer dozens from barge to CCL Ocean Flow 1		
05:20	BG RMN 385 casted off		
05:25-06:00	Next barge proceed to alongside		
06:00	First line and 11th BG/ISA 301 alongside at CCL Ocean Flow 1 (7,487,673 MT)		
06:00	H/T Resume loading operation		
06:05 - 06:20	Transfer dozens from CCL Ocean Flow 1 to barge while loading		
06:30 - 06:45	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H1		
06:45	H/T Resume loading operation		
10:10 - 10:20	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H4		
10:20	H/T Resume loading operation		
10:45	H/T Stopped loading due to finished cargo on Bg ISA 301		
10:45 - 10:55	Transfer dozens from barge to CCL Ocean Flow 1		
10:55	BG ISA 301 casted off		
10:55 - 11:35	Awaiting next barge proceed to alongside		
11:00	First line and 12th BG/ISA 307 alongside at CCL Ocean Flow 1		
11:00	H/T Resume loading operation		
11:05-11:15	Transfer dozens from CCL Ocean Flow 1 to barge while loading		
16:15-16:25	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H1		
16:25	H/T Resume loading operation		
16:30-16:35	H/T Stopped loading due to heavy rain, bad weather		
20:20-20:30	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H4		
20:30-22:40	H/T Stopped loading due to heavy rain, bad weather		
25 OCT - MON	FINE	22:40	H/T Resume loading operation
		23:20-00:30	Stopped loading operation due to intermediate draft survey
		00:20-00:30	H/T Stopped loading due to CCL Ocean Flow 1 shifting to H6
		00:30-01:05	H/S Resume loading operation
		01:05-01:15	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H2
		01:15	H/T Resume loading operation
		06:45	MT SWEET VENUS Completed Loading Operation
Final Draft Survey by Surveyor & C/O Officer			

We hereby certify above that above statement of fact of fact are true and correct;

Master's Remarks :

PT. BAHARI EKA NUSANTARA

[Signature]
PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER



MT SWEET VENUS
(LIBERTY)
CHIEF OFFICER
[Signature]
MASTER



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murni 2 Gg. Terampil No.78 RT.17 Kel.Karang Ambon
Kec.Tanjung Radeb (7731) Telp : +62 554 282214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 04

DATE / DAY	WEATHER	WORKING TIME	REMARKS
25 OCT - MON	FINE	02:45-02:55 02:55 03:55 04:00	Transfer docers from barge to CCL Ocean Flow 1 GG ISA 367 casted off CCL Ocean Flow 1 Casted off Shipper, Surveyor, Foreman and Mooring gang disembarked

We hereby certify above that above statement of fact of fact are true and correct :
Master's Remarks :

PT.BAHARI EKA NUSANTARA

[Signature]
AS AGENT ONLY TARA



M.V SWEET VENUS
M.V SWEET VENUS
(LIBERTY)
CHIEF OFFICER
[Signature]
MASTER



PT. BAHARI EKA NUSANTARA
As Agent Only
Jl. Marjani 2 Gg. Terang 8 No.78 RT.17 Kel.Karang Ambon
Kec.Tanjung Redeb (7731) Telp : +62 554 202214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
22 OCT - FRI	FINE	20:10	H/S Stopped loading due to finished cargo on BG. ISA 302
		20:10 - 20:20	Transfer docum from barge to CCL Ocean Flow 1
		20:20	BG. ISA 302 casted off
		20:20 - 21:20	Next barge proceed to alongside
		21:20 - 21:30	First line and 4th BG ANGE LINE 219-01 alongside at CCL Ocean flow 1 (7,010.666 MT)
		21:30	H/S Resume loading operation
		21:30 - 21:40	Transfer docum from CCL Ocean Flow 1 to barge while loading
		21:40	H/S operation in progress
		00:15 - 00:25	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H4
		00:25	H4 Started loading operation
23 OCT - SAT	FINE	01:30	H4 Stopped loading due to finished cargo on Bg. ANGE LINE 219-01
		01:30 - 01:40	Transfer docum from barge to CCL Ocean Flow 1
		01:40	BG. ANGE LINE 219-01 casted off
		01:40 - 02:10	Next barge proceed to alongside
		02:10 - 02:20	First line and 5th BG RMN 348 alongside at CCL Ocean flow 1 (7,394.915 MT)
		02:20	H4 Resume loading operation
		02:20 - 02:30	Transfer docum from CCL Ocean Flow 1 to barge while loading
		04:20 - 04:30	H4 Stopped loading due to CCL Ocean Flow 1 shifting to H7
		04:30	H7 Started loading operation
		06:45	H7 Stopped loading due to finished cargo on Bg. RMN 348
		06:45 - 06:50	Transfer docum from barge to CCL Ocean Flow 1
		06:50	BG. RMN 348 casted off
		06:50 - 07:25	Next barge proceed to alongside
		07:25 - 07:35	First line and 6th BG RMN 390 alongside at CCL Ocean flow 1 (8,848.809 MT)
		07:35	H7 Resume loading operation
		07:35 - 07:45	H7 Stopped loading due to CCL Ocean Flow 1 shifting to H/S
		07:45	H/S Resume loading operation
		08:20 - 08:30	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H/S
		08:30	H/S Resume loading operation
		08:10 - 08:20	H/S Stopped loading due to CCL Ocean Flow 1 shifting to H4
		08:20	H4 Resume loading operat
		10:00 - 10:10	H4 Stopped loading due to CCL Ocean Flow 1 shifting to H3
		10:10	H3 Resume loading operat
		10:40 - 10:50	H3 Stopped loading due to CCL Ocean Flow 1 shifting to H2
		10:50	H2 Resume loading operat
		11:20 - 11:30	H2 Stopped loading due to CCL Ocean Flow 1 shifting to H7
		11:30	H7 Resume loading operat
		12:00	H7 Stopped loading due to finished cargo on Bg. RMN 390
		12:00 - 12:10	Transfer docum from barge to CCL Ocean Flow 1
		12:10	BG. RMN 390 casted off
		12:10 - 12:50	Next barge proceed to alongside
		12:50 - 13:05	First line and 7th BG. PST 611 alongside at CCL Ocean Flow 1 (5,600.09 MT)
		13:05	H7 Resume loading operation
		13:05 - 13:15	H7 Stopped loading due to CCL Ocean Flow 1 shifting to H7
		13:15	H7 Resume loading operat
		15:40	H1 Stopped loading due to finished cargo on Bg. PST 611
		15:40 - 15:50	Transfer docum from barge to CCL Ocean Flow 1
		15:50	BG. PST 611 casted off
		15:50 - 16:15	Next barge proceed to alongside
		16:15 - 16:30	First line and 8th BG. PST 213 alongside at CCL Ocean Flow 1 (7,223.684 MT)
		16:30 - 16:40	H1 Stopped loading due to CCL Ocean Flow 1 shifting to H/S
		16:40	H/S Resume loading operation
		16:40 - 16:50	Transfer docum from CCL Ocean Flow 1 to barge while loading

We hereby certify above that above statement of fact of fact are true and conery :
Master's Remarks :

PT. BAHARI EKA NUSANTARA
[Signature]
AS AGENT ONLY



M.Y. SWEET VENUS
(LIBER)
CHIEF OFFICER

Lampiran 11 Time Sheet MV. CORINA



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78 RT.17 Kel Karang Ambun
Kec. Tanjung Redeb (77311) Telp : +62 554 2922214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	: MV CORINA	COMMENCED LOADING	: 30 MAR 2021 - 03:40 HRS
PORT OF LOADING	: MUARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 28 MAR 2021 - 18:45 HRS
ARRIVED PILOT STATION	: 15 MAR 2021 - 18:38 HRS	DESCRIPTION OF GOODS	: INDONESIAN STEAM COAL
NOTICE OF READINESS TENDERED	: 15 MAR 2021 - 06:10 HRS	QUANTITY OF CARGO	: 81,372,808 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	V
15 MAR - TUE	FINE	05:30	LOSP
		06:10	Vessel arrival at Quarantine Zone
		06:15	NOR Tendered
		06:40	Vessel Dropped Anchor
		06:50	F.W.E (Finish With Engine)
		13:25	Agent & Port Authority on board for checking
		15:00	F.P.G (Free Pratique Granted)
		15:58	Pilot on Board
		16:20-17:00	Anchor Up and Maneuvering to loading point
		17:00	Arrived at Loading Point
		17:00	Dropped Anchorage at Loading Point
		17:06	Pilot On Away
		17:06	F.W.E (Finished With Engine) at Loading Point
		18:30	Shipper, Surveyor, Foreman and Mooring gang on board
		18:30-19:30	Initial Draft Survey by Surveyor & Officer
19 MAR - SAT		19:30-20:00	Holds Cleanliness Inspection
		20:00-20:15	Safety Briefing in order by Shipper
		20:15-20:30	Leader (FC - DEMPO) proceed to alongside
		20:30	First line of FC DEMPO to COV
		21:20	FC DEMPO in position at ship's stbd side
20 MAR - MON	FINE	21:20-24:00	Awaiting first barge to alongside
		00:00-02:30	Awaiting first barge to alongside
		02:30-02:45	First line and 1st BG, RMN 344 alongside at FC MDM DEMPO
		02:40-03:45	Stopped loading due to heavy rain, bad weather
		03:45	MV CORINA Commenced loading operation in H4
		03:55-07:45	H4 Stopped loading due to heavy rain, bad weather
		07:45	H4 Resumed Loading operation
		08:30-08:40	H4 Stopped loading, Tiddlers from FC MDM DEMPO to barge
		08:40	H4 Resumed Loading operation
		10:40-10:50	Stopped loading due to shifting barge
		10:50	H4 Resumed Loading operation
		12:15	H4 Stopped loading due to finished cargo on Bg RMN 344
		12:15-12:25	Transfer docers from barge to FC MDM DEMPO
		12:30	BG, RMN 344 casted off
		12:30-12:50	Next barge proceed to alongside
21 MAR - TUE	FINE	12:50-13:00	First line and 2nd BG, PST 1012 alongside at FC MDM DEMPO
		13:00	H4 Resumed Loading operation
		14:55-15:05	H4 Stopped loading, Tiddlers from FC MDM DEMPO to barge
		15:05	H4 Resumed Loading operation
		15:20-15:30	H4 Stopped loading due to FC MDM DEMPO shifting to H/S
		21:50-22:00	Transfer docers from barge to FC MDM DEMPO
		22:10	BG, PST 1012 casted off
		22:10-24:00	Next barge proceed to alongside
		00:00-01:25	Next barge proceed to alongside
		01:35-01:45	First line and 3rd BG, RMN 390 alongside at FC MDM DEMPO
		01:45-07:30	H/S Stopped loading due to heavy rain, bad weather
		07:30	H/S Resumed Loading operation
		08:20-08:30	H/S Stopped loading, Tiddlers from FC MDM DEMPO to barge
		08:30	H/S Resumed Loading operation

We hereby certify above that above statement of fact of fact are true and correct :

Master's Remarks :

PT. BAHARI EKA NUSANTARA
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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
21 MAR - MON	FINE	08:40-08:50	H2 Stopped loading due to FC. MDM DEMPO shifting to H2
		08:50	H2 Started loading operation
		11:20-11:30	Stopped loading due to shifting barge
		11:30	H2 Started loading operation
		12:45-12:55	Stopped loading due to shifting barge
		12:55	H2 Resumed loading operation
		16:00	H2 Stopped loading due to finished cargo on Bg RMN 378
		16:00-16:10	Transfer dozers from barge to FC MDM DEMPO
		16:20	BG. RMN 378 casted off
		16:20-16:30	FC. MDM DEMPO shifting to H2
		16:30-16:50	Next barge proceed to alongside
		16:55-17:05	First line and 4th BG. RMN 380 alongside at FC. MDM DEMPO
		17:05	H2 Resumed loading operation
		19:15-19:25	H2 Stopped loading. Tidocers from FC MDM DEMPO to barge
		19:25	H2 Resumed loading operation
		22:30-22:40	H2 Stopped loading due to shifting barge
		22:40	H2 Resumed loading operation
		23:45-23:55	H2 Stopped loading due to FC. MDM DEMPO shifting to H2
22 MAR - TUE	FINE	00:00-00:20	H2 Stopped loading due to heavy rain, bad weather
		00:20	H2 Started loading operation
		00:50-01:40	H2 Stopped loading due to heavy rain, bad weather
		01:40	H2 Resumed loading operation
		02:15	H2 Stopped loading due to finished cargo on Bg. RMN 380
		02:15-02:25	Transfer dozers from barge to FC MDM DEMPO
		02:35	BG. RMN 380 casted off
		02:35-02:45	Next barge proceed to alongside
		02:45-02:55	First line and 5th BG. AP 3011 alongside at FC. MDM DEMPO
		02:55-03:10	H2 Stopped loading due to heavy rain, bad weather
		03:10	H2 Resumed loading operation
		04:30-04:40	H2 Stopped loading due to heavy rain, bad weather
		04:40-05:10	H2 Stopped loading. Tidocers from FC MDM DEMPO to barge
		05:10	H2 Resumed loading operation
		06:25	H2 Stopped loading due to finished cargo on Bg. AP 3011
		06:25-06:35	Transfer dozers from barge to FC MDM DEMPO
		06:45	BG. AP 3011 casted off
		06:45-12:45	Awaiting next barge to alongside
		12:45-13:55	First line and 6th BG. KOMPAS 3001 alongside at FC. MDM DEMPO
		13:55-14:15	H2 Stopped loading due to heavy rain, bad weather
		14:15	H2 Resumed loading operation
		16:25-16:35	H2 Stopped loading. Tidocers from FC MDM DEMPO to barge
		16:35	H2 Resumed loading operation
		17:25-17:40	H2 Stopped loading due to FC. MDM DEMPO shifting to H2
23 MAR - WED	FINE	17:40	H2 Started loading operation
		19:30-19:40	H2 Stopped loading due to shifting barge
		19:40	H2 Resumed loading operation
		22:40	H2 Stopped loading due to finished cargo on Bg. KOMPAS 3001
		22:40-22:50	Transfer dozers from barge to FC MDM DEMPO
		22:55	BG. KOMPAS 3001 casted off
		22:55-24:00	Awaiting next barge to alongside
		00:00-04:30	Awaiting next barge to alongside
		04:35-04:45	First line and 3rd BG. ARMADA KALIM 3002 alongside at FC. MDM DEMPO
		04:45	H2 Resumed Loading operation
		06:35-06:50	H2 Stopped loading due to FC. MDM DEMPO shifting to H2

We hereby certify above that above statement of fact of fact are true and correct :
Master's Remarks :

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[Signature]

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
23 MAR- WED	FINE	06:30	H1 Started loading operation
		07:40-07:50	H1 Stopped loading, Tiddlers from FC MDM DEMPO to barge
		07:50	H1 Resumed loading operation
		07:55-10:30	H1 Stopped loading due to heavy rain, bad weather
		10:30	H1 Resumed loading operation
		13:30-13:45	Stopped loading due to shifting barge
		13:45	H1 Resumed loading operation
		16:15	H1 Stopped loading due to finished cargo on Bg. ARMADA KALTIM 3002
		16:15-16:30	Transfer driers from barge to FC MDM DEMPO
		16:30	BG. ARMADA KALTIM 3002 casted off
		16:35-16:45	FC. MDM DEMPO shifting to H4
		16:45-16:50	Awaiting next barge to alongside
		00:00-05:25	Awaiting next barge to alongside
		05:25-05:35	First line and 8th BG. ISA 301 alongside at FC. MDM DEMPO
24 MAR- THU	FINE	05:35	H4 Resumed loading operation
		06:30-06:40	H4 Stopped loading, Tiddlers from FC MDM DEMPO to barge
		06:40	H4 Resumed loading operation
		09:20-09:40	H4 Stopped loading due to shifting barge
		11:30-11:40	H4 Stopped loading, Tiddlers from FC MDM DEMPO to barge
		11:40-11:50	H4 Stopped loading due to FC. MDM DEMPO shifting to H5
		11:50	H4 Resumed loading operation
		14:20	H4 Stopped loading due to finished cargo on Bg. ISA 301
		14:20-14:35	Transfer driers from barge to FC MDM DEMPO
		14:40	BG. ISA 301 casted off
		14:40-14:50	Tiddlers from FC MDM DEMPO to barge
		14:50-15:10	Awaiting next barge to alongside
		15:10-15:20	First line and 9th BG. ISA 302 alongside at FC. MDM DEMPO
		15:20-15:30	H5 Stopped loading, Tiddlers from FC MDM DEMPO to barge
25 MAR- FRI	FINE	15:30	H5 Resumed loading operation
		20:25-20:35	H5 Stopped loading, Tiddlers from FC MDM DEMPO to H6
		20:35-20:45	H5 Stopped loading due to FC. MDM DEMPO shifting to H2
		20:45	H2 Resumed loading operation
		21:05-21:15	Stopped loading due to shifting barge
		21:15	H2 Resumed loading operation
		24:00	H2 loading operation in progress
		00:45	H2 Stopped loading due to finished cargo on Bg. ISA 302
		04:45-05:00	Transfer driers from barge to FC MDM DEMPO
		05:05	BG. ISA 302 casted off
		05:05-05:15	H2 FC. MDM DEMPO shifting to H6
		05:15-05:25	Tiddlers from H6 to FC MDM DEMPO
		05:25-05:30	H6 FC. MDM DEMPO shifting to H2
		05:30-05:40	Awaiting next barge to alongside
		05:40-05:50	First line and 10th BG. PST 110 alongside at FC. MDM DEMPO
		05:50	H2 Resumed loading operation
		06:20-06:35	Tiddlers from FC MDM DEMPO to H2 & barge
		06:35-06:50	FC. MDM DEMPO shifting to H6
		06:50	H6 Resumed loading operation
		07:10-07:15	H6 Stopped loading, Tiddlers from barge to H6
		07:15-07:25	Waiting trimming H6 by drier
		07:25-07:30	Tiddlers from H6 to barge
		07:30	H6 Resumed loading operation
		08:30-08:45	H6 Stopped loading due to FC. MDM DEMPO shifting to H2
		08:45-08:50	Tiddlers from H2 to FC MDM DEMPO
		08:50-09:00	FC. MDM DEMPO shifting to H6

We hereby certify above that above statement of fact of fact are true and correct :
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**TIME SHEET / STATEMENT OF FACT
 WORKING RECORDS**

PAGE - 04

DATE / DAY	WEATHER	WORKING TIME	REMARKS
25 MAR. FRI	FINE	09:00	H5 Resumed loading operation
		10:00-10:10	H5 Stopped loading due to shifting barge
		10:00	H5 Resumed loading operation
		12:00	H5 Stopped loading due to finished cargo on Bg. PST 110
		12:50-13:00	Transfer dozers from barge to FC MDM DEMPO
		13:10	BG. PST 110 casted off
		13:10-13:40	Next barge proceed to alongside
		13:40-13:50	First line and 11th BG. PST 210 alongside at FC. MDM DEMPO
		13:50	H5 Resumed loading operation
		15:30-15:35	H5 Stopped loading, T/dozers from FC MDM DEMPO to H5
		15:35-15:45	FC. MDM DEMPO shifting to H3
		15:45	H3 Resumed loading operation
		19:10-19:20	H3 Stopped loading due to shifting barge
		19:20	H3 Resumed loading operation
		22:15	H3 Stopped loading due to finished cargo on Bg. PST 210
		22:15-22:30	Transfer dozers from barge to FC MDM DEMPO
		22:30	BG. PST 210 casted off
		22:35-23:35	Trimming H3 by dozer
		23:35-23:50	FC. MDM DEMPO shifting to H7
26 MAR. SAT	FINE	23:50-24:00	Awaiting next barge to alongside
		00:00-03:25	Awaiting next barge to alongside
		03:25-03:35	First line and 12th BG. PST 212 alongside at FC. MDM DEMPO
		03:35	H7 Resumed loading operation
		05:35-05:45	H7 Stopped loading, T/dozers from FC MDM DEMPO to barge
		05:45	H7 Resumed loading operation
		07:45-07:55	H7 Stopped loading due to shifting barge
		07:55	H7 Resumed loading operation
		09:40-09:55	H7 Stopped loading due to FC. MDM DEMPO shifting to H1
		09:55	H1 Resumed loading operation
		13:00	H1 Stopped loading due to finished cargo on Bg. PST 212
		13:00-13:55	Transfer dozers from barge to FC MDM DEMPO
		13:20	BG. PST 212 casted off
		13:20-13:45	Next barge proceed to alongside
		13:45-13:55	First line and 13th BG. ISA 306 alongside at FC. MDM DEMPO
		13:55-14:55	Stopped loading operation due to Intermediated draft survey
		14:55	H1 Resumed loading operation
		15:25-15:40	H1 Stopped loading due to GTS. MDM DEMPO shifted to H7
		15:40	H7 Resumed loading operation
		16:45	MV. CORINNA Completed Loading Operation
		16:45-17:45	Final Draft Survey by Surveyor & Officer
		17:50	BG. ISA 306 casted off
		18:50	FC. MDM DEMPO casted off
		19:00	Shipper, Surveyor, Foreman and Mooring gang disembarked

We hereby certify above that above statement of fact are true and correct :
 Master's Remarks :

PT. BAHARLEKA NUSANTARA

 AS AGENT ONLY



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Lampiran 12 Time Sheet MV. SUBARNAREKHA



PT. BAHARI EKA NUSANTARA

As Agent Only
Jl. Murjani 2 Gg. Terampil No.78 RT.17 Kel.Karang Ambun
Kec.Tanjung Redeb (77311) Telp : +62 554 202214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

PAGE - 01

NAME OF VESSEL	: MV. SUBARNAREKHA
PORT OF LOADING	: MUARA PANTAI ANCHORAGE, INDONESIA
ARRIVED PILOT STATION	: 21 SEPT 2020 - 22:42 HRS
NOTICE OF READINESS TENDERED	: 21 SEPT 2020 - 22:42 HRS
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY

COMMENCED LOADING	: 22 SEPT 2020 - 00:10 HRS
COMPLETED LOADING	: 24 SEPT 2020 - 16:20 HRS
DESCRIPTION OF GOODS	: INDONESIA STEAM COAL
QUANTITY OF CARGO	: 73,425 MT
SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
20 SEPT - MON	FINE	22:00 22:42 22:42 23:18 23:18	EOSP Vessel arrival at Quarantine Zone NOR Tendered Vessel Dropped Anchor NOR Re-Tendered
21 SEPT - TUE		00:00 11:30 13:25 14:45 15:00 - 18:06 18:06 18:06 18:30 18:30 19:00 19:00 - 20:00 20:00 - 20:30 20:30 - 20:45 20:45 - 22:20 23:00 23:00 - 23:45 23:45 - 23:55 23:55 - 00:10	F.W.E (Finish With Engine) Agent & Port Authority on board for checking F.P.G (Free Pratique Granted) Pilot on Board Anchor Up and Maneuvering to loading point Arrived at Loading Point Dropped Anchorage at Loading Point Pilot On Away F.W.E (Finished With Engine) at Loading Point Shipper, Surveyor, Foreman and Mooring gang on board Initial Draft Survey by Surveyor & C/Officer Holds Cleanliness Inspection Safety Briefing in order by Shipper Loader (CTS Bulk Derawan) proceed to alongside CTS. BULK DERAWAN in position at stbd side Barge proceed to alongside First line and 1st BG. ISA 305 alongside at CTS. BULK DERAWAN (7,136.334 MT) Check barge condition by crew of CTS. BULK DERAWAN
22 SEPT - WED	FINE	00:10 00:20 - 00:40 01:15 01:15 - 01:25 01:40 01:40 - 02:00 02:00 - 02:10 02:10 - 02:25 02:25 02:30 03:30 03:30 - 04:10 03:40 - 04:00 04:10 - 04:20 04:10 - 04:20 04:20 04:15 - 04:30 04:30 05:00 - 05:15 05:15 06:40 06:40 - 07:00 06:45 - 07:00 07:00 07:15	MV. SUBARNAREKHA Commenced loading operation in H/6 Transfer dozers from CTS. Bulk Derawan to barge while loading H/6 Stopped loading due to finished cargo on BG. ISA 305 Transfer dozers from barge to CTS. Bulk Derawan BG. ISA 305 casted off Next barge proceed to alongside First line and 2nd BG. RMN 344 alongside at CTS. Bulk Derawan (7,479.664 MT) Check barge condition by crew of CTS. Bulk Derawan H/6 Resumed Loading Operation First line of CTS. Bulk Celebes to OGV CTS. Bulk Celebes in position at ship's port side First barge proceed to alongside Transfer dozers from CTS. Bulk Derawan to barge while loading First line and 1st BG. RMN 349 alongside at CTS. Bulk Celebes (7,085.429 MT) Check barge condition by crew of CTS. Bulk Celebes H/4 Started loading operation H/6 Stopped loading due to CTS. Bulk Derawan shifting to H/5 H/5 Started loading operation H/5 Stopped loading due to CTS. Bulk Derawan shifting to H/7 H/7 Started loading operation H/7 Stopped loading due to finished cargo on BG. RMN 344 Transfer dozers from barge to CTS. Bulk Derawan H/4 Stopped loading due to CTS. Bulk Celebes shifted to H/3 H/3 Started loading operation BG. RMN 344 casted off

We hereby certify above that above statement of fact of fact are true and correct:
Master's Remarks :

No delays on ship's account

PT. BAHARI EKA NUSANTARA

SHIPPER

MV SUBARNAREKHA

AS AGENT ONLY

PT. BERAU COAL

M.V. SUBARNAREKHA
MONROE
IMO No. : 9252424
GT : 40,002 NT : 26101
Engine Power : 8550 kw

**TIME SHEET / STATEMENT OF FACT
 WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
23 SEPT - THU	FINE	03:40	H/3 Stopped loading due to finished cargo on BG. ISA 306
		03:40 - 03:55	Transfer dozers from BG. ISA 306 to CTS. Bulk Celebes
		04:00	BG. RMN 346 casted off
		04:00 - 04:30	Next barge proceed to alongside
		04:30 - 04:40	First line and 6th BG. ANGELINE 219-01 alongside at CTS. Bulk Celebes (7,331.106 MT)
		04:40	H/3 Resumed loading operation
		06:10 - 06:25	H/3 Stopped loading due to CTS. Bulk Celebes shifted to H/7
		06:25	H/7 Resumed loading operation
		07:40 - 07:55	H/7 Stopped loading due to CTS. Bulk Celebes shifted to H/2
		07:45	H/2 Resumed loading operation
		08:00 - 08:15	Transfer dozers from CTS. Bulk Celebes to barge while loading
		08:40	H/2 Stopped loading due to finished cargo on BG. ANGELINE 219-01
		08:40 - 08:55	Transfer dozers from barge BG. ANGELINE 219-01 to CTS. Bulk Celebes
		09:00	BG. ANGELINE 219-01 casted off
		09:00 - 09:30	Next barge proceed to alongside
		09:30 - 09:40	First line and 7th BG. RMN 370 alongside at CTS. Bulk Celebes (7,671.750 MT)
		09:40 - 11:00	Stopped loading activity due to bad Weather & Heavy Rain
		11:00	H/2 Resumed loading operation
		13:30 - 13:50	H/2 Stopped loading due to CTS. Bulk Celebes shifted to H/7
		13:50	H/7 Resumed loading operation
		14:00 - 14:15	Transfer dozers from CTS. Bulk Celebes to barge while loading
		14:35 - 15:00	H/7 Stopped loading due to CTS. Bulk Celebes shifted to H/4
		15:00	H/4 Resumed loading operation
		15:10	H/4 Stopped loading due to finished cargo on BG. RMN 370
		15:10 - 15:25	Transfer dozers from barge BG. RMN 370 to CTS. Bulk Celebes
		15:30	BG. RMN 370 casted off
		15:30 - 23:40	Awaiting next barge to alongside
		23:40 - 23:50	First line and 8th BG. RMN 378 alongside at CTS. Bulk Celebes (7,180.977 MT)
		23:50	H/4 Resumed loading operation
24 SEPT - FRI	FINE	02:45 - 03:00	H/4 Stopped loading due to CTS. Bulk Celebes shifted to H/1
		03:00	H/1 Resumed loading operation
		03:15 - 03:30	Transfer dozers from CTS. Bulk Celebes to barge while loading
	Swell	04:40 - 09:00	No loading activity due to Bad Weather (High Swell & Strong Wind)
		09:00-10:00	No loading due to Intermediated draught survey
		10:00	H/1 Resumed loading operation
		10:10	H/1 Stopped loading ops by CTS. Bulk Celebes finished cargo on BG. RMN 378
		10:10-10:25	Transfer dozers from CTS. Bulk Celebes to barge
		10:30	BG. RMN 378 casted off
		10:30-15:35	Waiting next barge to a.side at CTS. Bulk Celebes
		15:35-15:45	First line and 12th BG. RMN 347 alongside at CTS. Bulk Celebes
		15:45	H/1 Resumed loading operation
		16:00-16:16	H/1 Stopped loading due to CTS. Bulk Celebes shifted to H/6
		16:15	H/6 Resumed loading operation
		16:25	MV. SUBARNAREKHA Completed Loading Operation
		16:25	Final Draft Survey by Surveyor & C/Officer
		17:35	BG. RMN 347 casted off
25 SEPT - SAT	FINE	18:35	CTS. Bulk Celebes casted off
		18:45	Shipper, Surveyor, Foreman and Mooring gang disembarked
		18:45 - 18:50	Waiting process Export permit document from Shipper/Customs
		19:00	Received Export documents from Shipper
		21:20	Port Clearance Issued
		21:20 - 01:00	Delivery Ship's certificate & Port Clearance to vessel
		01:00	Ship's certificate & Port Clearance on board
		02:30	Vessel sailing

We hereby certify above that above statement of fact of fact are true and correct :
 Master's Remarks :

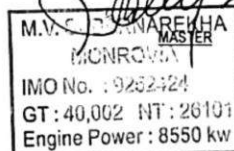
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*No delays on
 Ship's account*

MV SUBARNAREKHA





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Kec.Tanjung Redeb (7731) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
22 SEPT - WED	FINE	07.15 - 07.45	No loading activity due to safety talk at CTS. Bulk Derawan
		07.05 - 07.20	Transfer dozers from CTS. Bulk Celebes to barge while loading
		07.45	H/3 Stopped loading due to finished cargo on BG. RMN 349
		07.45 - 08.00	Transfer dozers from barge BG. RMN 349 to CTS. Bulk Celebes
		08.05	BG. RMN 349 casted off
		07.45 - 08.05	Next barge proceed to alongside
		08.05 - 08.15	First line and 3rd BG. PST 812 alongside at CTS. Bulk Derawan (7,340.746 MT)
		08.15 - 08.30	Check barge condition by crew of CTS. Bulk Derawan
		08.30	H/7 Resumed Loading Operation
		08.05 - 08.35	No loading activity due to safety talk at CTS. Bulk Celebes
		08.35 - 09.05	Next barge proceed to alongside
		09.05 - 09.15	First line and 2nd BG. ISA 303 alongside at CTS. Bulk Celebes (7,211.212 MT)
		09.15	H/3 Resumed loading operation
		09.25 - 09.35	H/7 Stopped loading due to CTS. Bulk Derawan shifting to H/5
		09.35	H/5 Resumed loading operation
		10.00 - 10.20	Transfer dozers from barge to CTS. Bulk Derawan while loading
		11.00 - 11.15	Transfer dozers from CTS. Bulk Celebes to barge while loading
		11.40 - 11.55	H/3 Stopped loading due to CTS. Bulk Celebes shifted to H/1
		11.55	H/2 Started loading operation
		11.50 - 12.00	H/5 Stopped loading due to CTS. Bulk Derawan shifting to H/6
		12.00	H/6 Resumed loading operation
		12.35	H/6 Stopped loading due to finished cargo on BG. PST 812
		12.35 - 12.55	Transfer dozers from barge to CTS. Bulk Derawan
		13.10	BG. PST 812 casted off
		13.10 - 14.00	CTS. Bulk Derawan casted off
		13.10	H/1 Stopped loading due to finished cargo on BG. ISA 303
		13.10 - 13.25	Transfer dozers from barge BG. ISA 303 to CTS. Bulk Celebes
		13.30	BG. ISA 303 casted off
		13.30 - 14.20	Next barge proceed to alongside
		14.20 - 14.30	First line and 3rd BG. PST 110 alongside at CTS. Bulk Celebes (6,958.963 MT)
		14.30	H/1 Resumed loading operation
		15.00 - 15.15	H/1 Stopped loading due to CTS. Bulk Celebes shifted to H/2
		15.15	H/2 Started loading operation
		17.40 - 17.55	Transfer dozers from CTS. Bulk Celebes to barge while loading
		18.00 - 18.15	H/2 Stopped loading due to CTS. Bulk Celebes shifted to H/6
		18.15	H/6 Resumed loading operation
		18.30	H/6 Stopped loading due to finished cargo on BG. PST 110
		18.30 - 18.45	Transfer dozers from barge BG. PST 110 to CTS. Bulk Celebes
		18.50	BG. PST 110 casted off
		18.50 - 19.40	Next barge proceed to alongside
		19.40 - 19.50	First line and 4th BG. RMN 346 alongside at CTS. Bulk Celebes (4,475.422 MT)
		19.50	H/6 Resumed loading operation
		20.55 - 21.10	Transfer dozers from CTS. Bulk Celebes to barge while loading
		21.25 - 21.35	H/6 Stopped loading due to CTS. Bulk Celebes shifted to H/5
		21.35	H/5 Resumed loading operation
		22.10	H/5 Stopped loading due to finished cargo on BG. RMN 346
		22.10 - 22.25	Transfer dozers from barge BG. PST 110 to CTS. Bulk Celebes
		22.30	BG. RMN 346 casted off
		22.30 - 23.10	Next barge proceed to alongside
		23.10 - 23.20	First line and 5th BG. ISA 306 alongside at CTS. Bulk Celebes (7,436.134 MT)
23 SEPT - THU	RAIN FINE	23.20 - 00.00	Stopped loading due to bad Weather, Heavy Rain
		00.00	H/5 Resumed loading operation
		01.45 - 02.00	H/5 Stopped loading due to CTS. Bulk Celebes shifted to H/3
		02.00	H/3 Resumed loading operation
		02.10 - 02.25	Transfer dozers from CTS. Bulk Celebes to barge while loading

We hereby certify above that above statement of fact of fact are true and correcty :
Master's Remarks :

No delays on ships account

PT. BAHARI EKA NUSANTARA

AS AGENT ONLY



MV SUBARNAREKHA

M.V. SUBARNAREKHA
MONROVIA
IMO No. 17039124
GT : 40,002 MT : 28101
Engine Power : 8550 kw

MASTER

Lampiran 13 Time Sheet MV. ANTOINE



PT. BAHARI EKA NUSANTARA
As Agent Only
Jl. Marjani 2 Gg. Terangil No.78 RT.17 Kel.Karang Ambun
Kec.Tanjung Rodeb (7731) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	: MV. NAN XIN 27	COMMENCED LOADING	: 24 FEB 2021 - 17:15 HRS
PORT OF LOADING	: MILARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 26 FEB 2021 - 10:00 HRS
ARRIVED PILOT STATION	: 02 FEB 2021 - 22:00 HRS	DESCRIPTION OF GOODS	: COAL IN BULK
NOTICE OF READINESS TENDERED	: 02 FEB 2021 - 22:00 HRS	QUANTITY OF CARGO	: 72,495 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAN COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
03 FEB - WED	FINE	21:00 22:00 22:00 23:00	ESCP VESSEL ARRIVED AT MILARA PANTAI (QUARANTINE ANCHORAGE POSITION) NOR TENDERED DROPPED ANCHORAGE AT QUARANTINE ANCHORAGE POINT
04 FEB - THU	FINE	23:12 - 24:00 10:20 11:30 12:00 13:00 13:00 13:10 13:10 13:10 13:30 - 14:30 14:30 - 15:00 15:00 - 15:15 15:40 16:25 17:15 17:15 18:00 18:50 - 19:05 19:10 19:30 19:50 21:00 21:20 21:40 21:50 21:50 - 22:00 22:00 21:50 - 22:05 22:10 - 22:30 22:30 23:00 23:00 - 23:10 23:00 - 23:15 23:20 23:40 23:40 - 23:50 0:00 0:00 0:00 0:20 0:30 00:30 - 00:40 0:40 02:20 - 02:30 2:30 02:25 - 02:40 0:20 02:25 - 02:40	FINISH WITH ENGINE AGENT AND PORT AUTHORITY ON BOARD FREE PRAKTIQUE GRANTED PILOT ON BOARD VESSEL ARRIVED AT LOADING POINT DROPPED ANCHORAGE AT LOADING POINT FINISH WITH ENGINE PILOT OFF INITIAL DRAFT SURVEY HOLD CLEANING INSPECTION SAFETY BRIEFING FIRST LINE & ALONGSIDE BULK SUMATRA FTS BULK SUMATRA IN POSITION FIRST LINE & ALONGSIDE 1ST BG. RMN 300 / TL. KSA 100 WITH CARGO 3,748.457 MT MV. NAN XIN 27 COMMENCE LOADING OPERATION IN HQ & HS FROM BG. RMN 300 STOPPED LOADING H2 & H5 DUE TO FINISH CARGO BG. RMN 300 TRANSFER DOZER FROM BARGE TO BULK SUMATRA BG. RMN 300 / TL. KSA 100 CAST OFF 2ND BG. KSA 303 / TL. KSA 100 ALONGSIDE BULK SUMATRA RESUMED LOADING HQ & HS BG. KSA 303 FIRST LINE PRINCESSE CHLOE ALONGSIDE SHIP'S PRINCESSE CHLOE IN POSITION 1ST BG. RMN 386 / TL. KSA 36 ALONGSIDE PRINCESSE CHLOE 3RD BG. RMN 386 / TL. KSA 36 IN POSITION INSPECTION BARGE START LOADING H1 FROM BG. RMN 386 TRANSFER DOZER FROM BULK SUMATRA TO BARGE STOPPED LOADING H2 & H5 DUE TO SHIFTING TO H1 & H4 START LOADING H1 & H4 FROM BG. KSA 303 STOPPED LOADING H1 & H4 DUE TO FINISH CARGO BG. KSA 303 TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE TRANSFER DOZER FROM BARGE TO BULK SUMATRA BG. KSA 303 / TL. KSA 100 CAST OFF STOPPED LOADING H1 DUE TO FINISH CARGO BG. RMN 386 TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE 4TH BG. PST 313 / TL. PANCARAN 1212 ALONGSIDE BULK SUMATRA RESUMED LOADING H1 & H4 FROM BG. PST 313 BG. RMN 386 / TL. KSA 36 CAST OFF 1ST BG. PST 1212 / TL. PANCARAN 1212 5TH BG. PST 1212 / TL. PANCARAN 1212 IN POSITION INSPECTION BARGE RESUMED LOADING H1 FROM BG. PST 1212 LOADING H1 DUE TO SHIFTING TO H4 START LOADING H5 FROM BG. PST 1212 TRANSFER DOZER FROM BULK SUMATRA TO BARGE STOPPED LOADING H1 & H4 DUE TO FINISH CARGO BG. PST 313 TRANSFER DOZER FROM BARGE TO BULK SUMATRA
05 FEB - FRI	FINE		

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks : 1. Only Receive 2. No delay on ship's Account.

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
(AS AGENT)
AS AGENT ONLY



Dipindai dengan CamScanner



PT. BAHARI EKA NUSANTARA
As Agent Only
Jl. Mujiati 2 Gg. Terampil No.78 RT. 17 Kel. Karang Ambun
Kec. Tanjung Radeb (7731) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
05 FEB, SAT	FNC	20:30 - 20:40	STOPPED LOADING H3 DUE SHIFTING TO H4 BY FC PRINCESSE CHLOE
		20:40	RESUME LOADING H4 FROM BG RMN 318 BY FC PRINCESSE CHLOE
		20:55 - 21:10	STOPPED LOADING H3 H4 DUE SHIFTING TO H1
		21:10	RESUME LOADING H3 SINGLE LOADER FROM BG PST 813 BY FTS BULK SUMATRA
		21:20	STOPPED LOADING H3 DUE FINISHED CARGO BG PST 813
		21:20 - 21:35	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		21:40	BG PST 813 / TS PAMCARAN 813 CASTED OFF
		22:20	BG RMN 370 / TS KSA 31 CASTED OFF
		22:20 - 24:08	WAITING NEXT BARGE
		22:40	FTS BULK SUMATRA CASTED OFF
		00:00 - 00:10	WAITING NEXT BARGE
		00:10 - 00:20	12TH BG ATK 318 / TS KSA 81 ALONGSIDE FC PRINCESSE CHLOE
		00:20 - 00:30	INSPECTION BARGE
		00:30	RESUME LOADING H4 FROM BG ATK 318 BY FC PRINCESSE CHLOE
		02:00 - 02:10	STOPPED LOADING H4 DUE SHIFTING TO H3
		04:10 - 05:10	STOPPED LOADING H3 DUE TO INTERMEDIATE BY SURVEYOR AND CHIEF OFFICER
		05:10 - 05:20	SHIFTING H3 TO H2
		06:40 - 06:50	SHIFTING H2 TO H4
		06:50 - 07:00	TRANSFER DOZER FROM FC PRINCESSE CHLOE TO BARGE
		07:20 - 07:30	SHIFTING H4 TO H5
		07:40	FINISHED CARGO BG ATK 318
		07:40 - 07:50	TRANSFER DOZER FROM BARGE TO FC PRINCESSE CHLOE
		08:00	BG ATK 318 / TS KSA 89 CASTED OFF
		08:40 - 08:50	10TH BARGE BG RMN 376 / TS KSA 27 ALONGSIDE FC PRINCESSE CHLOE
		08:50 - 09:00	INSPECTION BARGE
		09:00	RESUME LOADING H4 FROM BG RMN 318
		09:10 - 09:20	SHIFTING H5 TO H1
		09:30 - 09:40	SHIFTING H1 TO H3
		10:00	COMPLETED LOADING OPERATION
		10:00 - 11:00	FINAL DRAFT SURVEY
		11:10	BG RMN 376 / TS KSA 27 CASTED OFF
		12:10	FC PRINCESSE CHLOE CASTED OFF

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks :

1. Only Receive. 2. No delay On Ship's Account

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
(AGENT)
AS AGENT ONLY





PT. BAHARI EKA NUSANTARA

As Agent Only
Jl. Merjai 2 Gg. Terampil No.78 RT. 17 Kal. Katang Ambun
Kec. Tanjung Redeb (7331) Telp : 492 554 2022714

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
		3:45	BG PST 313 / TB PANCARAN 313 CAST OFF
		03:45 - 09:35	BULK SUMATRA WAITING BARGE
		04:16 - 04:20	TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE
		5:00	STOPPED LOADING H6 DUE TO FINISH CARGO BG PST 1212
		05:00 - 05:10	TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE
		5:30	BG PST 1212 / TB PANCARAN 1212 CAST OFF
		05:40 - 05:50	8TH BG ISA 307 / TB KSA 104 ALONGSIDE PRINCESSE CHLOE
		05:50 - 06:00	INSPECTION BARGE
		6:00	RESUMED LOADING H3 FROM BG ISA 307
		6:35	7TH BG TBG 303 / TB KSA 30 ALONGSIDE BULK SUMATRA
		6:35	RESUMED LOADING H1 & H4 FROM BG TBG 303
		07:25 - 07:45	STOPPED LOADING H1 & H4 DUE TO SHIFTING TO H1 & H3
		7:45	RESUME LOADING H1 AND START LOADING H3 FROM BG TBG 303
		08:45 - 09:00	TRANSFER DOZER FROM BULK SUMATRA TO BARGE
		09:25 - 09:40	STOPPED LOADING H1 & H3 DUE TO SHIFTING TO H3
		9:40	RESUME LOADING H3 SINGLE LOADER BULK SUMATRA FROM BG TBG 303
		9:45	STOPPED LOADING H3 DUE TO FINISH CARGO BG TBG 303
		09:45 - 10:00	TRANSFER DOZER FROM BARGE TO BULK SUMATRA
		09:40 - 09:50	STOPPED LOADING H6 DUE TO SHIFTING TO H7
		09:50 - 10:00	TRANSFER DOZER FROM PRINCESSE CHLOE TO BARGE
		10:00	RESUMED LOADING H7 FROM BG ISA 307
		10:05	BG TBG 303 / TB KSA 30 CAST OFF
		10:05 - 14:15	WAITING NEXT BARGE AND PRAY FRIDAY FOR MUSLIM
		10:30	STOPPED LOADING H7 DUE TO FINISH CARGO BG ISA 307
		10:30 - 10:40	TRANSFER DOZER FROM BARGE TO PRINCESSE CHLOE
		10:50	BG ISA 307 / TB KSA 104 CAST OFF
		10:50 - 11:30	WAITING NEXT BARGE
		11:30 - 13:30	NO ACTIVITY DUE TO PRAY FRIDAY FOR MUSLIM
		13:30 - 13:40	8TH BG RMN 2711 / TB KSA 36 ALONGSIDE PRINCESSE CHLOE
		13:40 - 13:50	INSPECTION BARGE
		13:50	RESUMED LOADING H7 FROM BG RMN 2721 BY FC PRINCESSE CHLOE
		14:15 - 14:25	SHIFTING FROM H3 TO H2 & H5
		14:25	8TH BG RMN 2712 / TB KSA DIAMOND ALONGSIDE BULK SUMATRA
		14:25	RESUME LOADING H2 & H5 FROM BG RMN 2710
		15:55 - 16:10	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE
		16:40 - 16:50	TRANSFER DOZER FROM FC PRINCESSE CHLOE TO BARGE
		16:50 - 17:00	STOPPED LOADING H7 DUE SHIFTING TO H3
		16:55	STOPPED LOADING H2 & H5 DUE TO FINISH CARGO BG RMN 2710
		16:55 - 17:10	TRANSFER DOZER FROM BARGE TO FTS BULK SUMATRA
		17:00	RESUME LOADING H3 FROM BG RMN 2721 BY FC PRINCESSE CHLOE
		17:15	BG RMN 2710 / TB KSA DIAMOND CASTED OFF
		17:40	STOPPED LOADING H3 DUE TO FINISH CARGO BG RMN 2721
		17:40 - 17:50	TRANSFER DOZER FROM BARGE TO FC PRINCESSE CHLOE
		17:55	10TH BG PST 613 / TB PANCARAN 613 ALONGSIDE FTS BULK SUMATRA
		17:55	RESUME LOADING H2 & H5 FROM BG PST 613 BY FTS BULK SUMATRA
		18:25 - 18:30	11TH BG RMN 310 / TB KSA 31 ALONGSIDE FC PRINCESSE CHLOE
		18:30 - 18:40	INSPECTION BARGE
		18:40	RESUME LOADING H3 FROM BG RMN 310 BY FC PRINCESSE CHLOE
		20:00 - 20:15	STOPPED LOADING H2 & H5 DUE SHIFTING TO H3 & H5 BY FTS BULK SUMATRA
		20:15	RESUME LOADING H3 & H5 FROM BG PST 613 BY FTS BULK SUMATRA
		20:20 - 20:35	TRANSFER DOZER FROM FTS BULK SUMATRA TO BARGE

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks:

1. only Receive. 2. No delay On ship's Account.

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY



MTV NAN KIN 27



Lampiran 14 Time Sheet MV. HTK CONFIDENCE



PT. BAHARI KKA MESANTARA

As Agent Only

Jl. Mekarjati 2 Gg. Terampil No.78 RT.17 Kel. Karang Asih
Kec. Tanjung Roded (7731) Telp : +62 554 2022214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

Name of Vessel	MV. HTK CONFIDENCE	Commenced Loading	FEB 03rd 2021-05:05 HRS
Port of Discharging	MURAH PANTAI, ANCHORAGE	Completed Loading	FEB 04th 2021-14:18 HRS
Arrived Pilot Station	FEB 01ST 2021-10:45 HRS	Description of Goods	INDONESIAN STEAM (SCM-CORING) COAL IN BULK
Notice of Readiness Tendered	FEB 01ST 2021-10:48 HRS	Quantity of Cargo	34,650 MT
Notice of Readiness Accepted	AS PER CHARTER PARTY	Shipper/Consignee	PT. NIKRAU COAL / TO ORDER

DATE / DAY	WEATHER	WORKING TIME	REMARKS
FEB 01, 2021	CLOUDY	09:20	SHIP
		10:45	VESSEL ARRIVED AT MURAH PANTAI QUARANTINE ANCHORAGE POSITION
		10:45	FOR TIDINGS
		10:45	AGENT AND PORT AUTHORITY ON BOARD
		11:30	STOPPED ANCHORAGE AT QUARANTINE ANCHORAGE POINT
		11:48	ENTER WITH ENGINE
		14:00	QUARANTINE OFFICER ON BOARD
		15:00	FREE PRACTICE GRANTED
		16:20	AGENT AND AUTHORITY DISMISSED
		16:40	FILED ON BOARD
		16:45	ANCHOR AHEAD
		17:00	VESSEL ARRIVED AT LOADING POINT
		17:18	STOPPED ANCHORAGE AT LOADING POINT
		17:48	FILED OFF
		24:00	NO LOADING ACTIVITIES DUE TO WAITING LOADING PLAN FROM SHIPPER
FEB 02, 2021	FINE	00:00-02:00	NO LOADING ACTIVITIES DUE TO WAITING LOADING PLAN FROM SHIPPER
		22:00	PERSONNEL ON BOARD
		23:00-24:00	INITIAL DRAFT SURVEY BY SURVEYOR & CHIEF OFFICER
FEB 03, 2021	CLOUDY	00:00-00:30	WHL OPERATIONAL INSTRUCTION BY SUPERVISOR
		00:30-00:50	SAFETY BRIEFING BY SHIPPER
		02:30	LCT DATA BERKUNTA 3 A/S AT PORTSIDE, DISCHARGING 4 UNIT BULDOZER BY C3
			1 FOR BULK/IN SAFETY BULK
		04:30	LCT DATA BERKUNTA 3 CHARTER OFF
		04:50-05:00	LCT 02 FOR 304/ TO ARNAGA KALPUN 08 ALONGSIDE AT STANDBY/ALONGSIDE TWO WITH GOOD 4,310.718 MT
		05:00	MV. HTK CONFIDENCE COMMENCE LOADING OPERATION IN BULK, BULK/202 FROM BG FOR 304
		05:00	TRANSFER BULK 1 UNIT BY C3 TO BARGE
		05:20	STARTED LOADING BULK FROM BG, FOR 304
		05:20-05:50	RESUMED LOADING BULK, BULK/202, BULK/202, BULK/202 FROM BG, FOR 304
		10:10-11:15	STOPPED LOADING BULK, BULK/202, BULK/202, BULK/202 DUE TO HEAVY RAIN
		11:15	RESUMED LOADING BULK, BULK/202, BULK/202, BULK/202 ON BG FOR 304
		14:30	STOPPED LOADING BULK
		16:00	STOPPED LOADING BULK, BULK/202, BULK/202 DUE TO FORNISHED CARGO
		20:10-20:20	FOR BG FOR 1012/ TO BARGE/1012 A/S AT PORTSIDE TWO WITH TOTAL CARGO 5,083.844
		20:10-20:30	TRANSFER BULK 1 UNIT FROM C3 TO BG FOR 212, 1 UNIT TO BG
		20:30	BG FOR 304 CHARTER OFF
		21:20-21:30	BG FOR 212/ TO BARGE/212 A/S AT STANDBY/ALONGSIDE WITH TOTAL CARGO 8,059.120
		21:20-21:30	STARTED LOADING BULK ON BG FOR 212
		21:20-21:30	TRANSFER BULK 1 UNIT BY C3 TO BG FOR 212
		21:30-24:00	RESUMED LOADING BULK
FEB 04, 2021	FINE	01:00	STOPPED LOADING BULK, BULK/202
		04:20	STOPPED LOADING BULK, BULK/202 DUE TO FORNISHED CARGO
		04:20	TRANSFER BULK FROM BG TO BG BY C3
		04:30	BG FOR 1012 CHARTER OFF
		04:30	LCT DATA BERKUNTA 3 ALONGSIDE AT PORTSIDE
		04:30	TRANSFER BULK 2 UNIT TO BG FOR 212, 4 UNIT TO LCT BY C3

We hereby certify above that above statement of fact of fact are true and correct;

Remarks :

PT. BAHARI KKA MESANTARA
PT. BAHARI KKA MESANTARA
As Agent Only
(AS AGENT)

PT. NIKRAU COAL
SHIPPER

MV. HTK CONFIDENCE
CAPT. VI NGOC HUYEN
MASTER OF MV. HTK CONFIDENCE



PT. BAHARI LSA MUCANTARA

As Agent Only

Jl. Murjani 2 Gg. Tersempil No.78 RT.17 Kel. Karang Anson
Kec. Tanjung Rodeh (7731) Telp : +62 854 2022214

TIME SHEET / STATEMENT OF FACT

WORKING RECORDS

Name of Vessel	: MV. BEK CONFIDENCE	Commenced Loading	: FEB 23rd 2021-05:00 HRS
Port of Discharging	: SEMBA KAPAL, ANSONADE	Completed Loading	: FEB 24th 2021-14:10 HRS
Arrived Pilot station	: FEB 23ST 2021-10:45 HRS	Description of Goods	: INDONESIA STEAM (HSH-COKING)
Notice of Readiness Tendered	: FEB 23ST 2021-10:45 HRS	COAL IN BULK	
Notice of Readiness Accepted	: AS PER CHARTER PARTY	Quantity of Cargo	: 28,650 MT
		Shipper/Consignee	: PT. BERAU COAL / TO GREED

DATE / DAY	WEATHER	WORKING TIME	REMARKS
		09:10-12:23	ARRANGE PORT CLEARANCE AT BARRON MASTER
		12:26	RECEIVED PORT CLEARANCE DOCUMENT FROM BARRON MASTER
		12:29-14:12	DELIVERED ALL DOCUMENT SHIP'S CERTIFICATED TO VESSEL BY SPEEDRAT
		14:20	DOCUMENT ON BOARD
		15:28	DOCUMENT COMPLETED
		15:30	VESSEL SAILING

We hereby certify above that above statement of fact of fact are true and correcty :

Remarks :

PT. BAHARI LSA MUCANTARA

PT. BAHARI LSA MUCANTARA
ARTOCHRISA MOSLEM
As Agent Only

PT. BERAU COAL

PT. BERAU COAL
SAMSANTOSA
SHIPPER

PT. BEK CONFIDENCE

PT. BEK CONFIDENCE
CAPT. W. WOOK HUIHM
MASTER OF MV. BEK CONFIDENCE



PT. BAHARI KKA MUSAHTARA
As Agent Only
Jl. Marjani 2 Gg. Thorapil No.78 RT.17 Kel. Karang Ambun
Kec. Tanjung Ruchib (7731) Telp : +62 554 2022214

TIME SHEET / STATEMENT OF FACT
WORKING DOCUMENT

Name of Vessel	: MV. HTK CONFIDENCE	Commenced Loading	: FEB 03rd 2021-05:00 HRS
Port of Discharging	: MUNSA PAMUKI, ANCHORAGE	Completed Loading	: FEB 04th 2021-14:10 HRS
Arrived Pilot Station	: FEB 01ST 2021-10:45 HRS	Description of Goods	: INDONESIA STEAM (NON-COOKING) COAL IN BULK
Notice of Readiness Tendered	: FEB 01ST 2021-10:45 HRS	Quantity of Cargo	: 24,650 MT
Notice of Readiness Accepted	: AS PER CHARTER PARTY	Shipper/Consignee	: PT. SERAS COAL / TO ORDER

DATE / DAY	WEATHER	WORKING TIME	REMARKS
		05:00	LET DATA BERKAS GATE OFF
		06:00	RESUMED LOADING BULK, BULK, BULK ON BG PFT 112
		08:20	STOPPED LOADING BULK DUE TO RESUMED BULK
		08:20-09:40	LET DATA BERKAS 3 A/W AT PORTSIDE
		08:20-09:40	TRANSFER DOKER 4 UNIT TO BG.7 UNIT TO LCT BY C3
		09:40	RESUMED LOADING BULK, BULK, BULK ON BG PFT 112
		14:30	STOPPED LOADING BULK, BULK, BULK DUE TO FINISHED BULK
		14:45	TRANSFER DOKER 4 UNIT FROM BARGE TO BG BY C3
		14:50	NO PFT 112 GATE OFF
		14:52-24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE SCHEDULE FROM SHIPPER
FEB 03, 2021	FINE	00:06-14:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE SCHEDULE FROM SHIP
		14:10-14:20	4TH BG PFT 112 /TH PANGRAM 213 AGOINGSIDE AT PORTSIDE WITH TOTAL CARGO 6,002.519
		14:20	RESUMED LOADING BULK, BULK, BULK, BULK ON BG PFT 112
		14:20-14:40	TRANSFER DOKER 4 UNIT TO BARGE
		21:40	STOPPED LOADING BULK, BULK, BULK, BULK DUE TO FINISHED CARGO
		22:00	NO PFT 112 GATE OFF
		22:00-24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE SCHEDULE FROM SHIP
FEB 04, 2021	FINE	00:00-07:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE SCHEDULE FROM SHIP
		07:10-07:20	5TH BG PFT 112 /TH PANGRAM 213 AGOINGSIDE AT PORTSIDE WITH TOTAL CARGO 4,511.984
		07:20	RESUMED LOADING BULK, BULK ON BG PFT 112
		07:25	RESUMED LOADING BULK ON BG PFT 112
		08:20	STOPPED LOADING BULK
		10:20	STOPPED LOADING BULK DUE TO RESUMED LOADING BULK
		10:20	RESUMED LOADING BULK
		12:30-13:10	STOPPED LOADING OPERATION DUE TO INTERMEDIATE DRAFT SURVEY BY CHIEF OFFICER & SURVEYOR
		13:30	RESUMED LOADING BULK, BULK ON BG PFT 112
		14:10	COMPLETED LOADING OPERATION MV. HTK CONFIDENCE WITH TOTAL CARGO 24,650 MT
		14:20-15:10	FINAL DRAFT SURVEY BY CHIEF OFFICER & SURVEYOR
		15:20-15:30	TRANSFER DOKER 4 UNIT TO LCT
		15:30	NO BULK GATE OFF
		15:30	LET DOKER BERKAS 33 GATE OFF
		15:30-16:00	SHIPDOKER DISCHARGED
		16:00	WAITING BARGE PERMIT FROM SHIPPER / CUSTOM
		16:00	ENTER OUTWARD MANIFEST AT CUSTOM OFFICE
		16:00-24:00	UNABLE TO ARRANGE CLEARANCE OUT AT BANGKOK MASTER OFFICE DUE TO REFERS TO THE CIRCULAR OF THE GOVERNOR AND THE TRANSPORTATION OFFICE OF EAST MALAYSIA PROVINCE ON FEBRUARY 6TH AND 7TH, 2021 NO SERVICE OFFERED
FEB 07, 2021	FINE	00:00-24:00	UNABLE TO ARRANGE CLEARANCE OUT AT BANGKOK MASTER OFFICE DUE TO REFERS TO THE CIRCULAR OF THE GOVERNOR AND THE TRANSPORTATION OFFICE OF EAST MALAYSIA PROVINCE ON FEBRUARY 6TH AND 7TH, 2021 NO SERVICE OFFERED
FEB 08, 2021	CLOUD	00:00-24:00	UNABLE TO ARRANGE CLEARANCE OUT AT BANGKOK MASTER OFFICE DUE TO REFERS TO THE CIRCULAR OF THE GOVERNOR AND THE TRANSPORTATION OFFICE OF EAST MALAYSIA PROVINCE ON FEBRUARY 6TH AND 7TH, 2021 NO SERVICE OFFERED
		07:00-08:00	ARRANGE OUTWARD CLEARANCE AT CUSTOM OFFICE
		08:00-08:15	ARRANGE CLEARANCE DOCUMENT AT IMMIGRATION AND QUARANTINE OFFICE

We hereby certify above that above statement of fact of fact are true and correct :
Remarks :

PT. BAHARI KKA MUSAHTARA
PT. BAHARI KKA MUSAHTARA
AS AGENT ONLY

PT. SERAS COAL
SHIPPER

MV. HTK CONFIDENCE
CAPT. VE MUDIC HATIRI
MASTER OF MV. HTK CONFIDENCE

Lampiran 15 Time Sheet MV. STAR GAIA



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Marjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec.Tanjung Redeb (77311) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	: MV. STAR GAIA	COMMENCED LOADING	: 14 MAR 2021 - 01:15 HRS
PORT OF LOADING	: MAJARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 24 MAR 2021 - 19:15 HRS
ARRIVED PILOT STATION	: 12 MAR 2021 - 17:30 HRS	DESCRIPTION OF GOODS	: COAL IN BULK
NOTICE OF READINESS TENDERED	: 13 MAR 2021 - 11:30 HRS	QUANTITY OF CARGO	: 60,504 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
12 MAR - FRI	FINE	16:24 17:18 17:38	DOEP VESSEL ARRIVAL AT GUARANTINE ZONE VESSEL DROPPED ANCHOR
13 MAR - SAT	FINE	18:00 19:30 19:55 20:30 21:00 21:30 22:00 22:30 23:00 23:42 - 14:18	FAV (FINISH WITH ENGINE) AGENT & PORT AUTHORITY ON BOARD FOR CHECKING FREE PRACTICE GRANTED NOT TENDERED AGENT & PORT AUTHORITY DISEMBARKED FROM VESSEL PILOT ON BOARD ANCHOR UP VESSEL SHIFTING TO LOADING POINT
14 MAR - SUN	FINE	14:18 14:18 14:30 19:00 - 20:00 20:00 - 20:30 20:30 - 20:45 22:30 23:00 23:58 - 24:00 01:10 01:18 01:10 - 01:30 01:05 21:25 - 10:00 12:00 12:30 13:00 13:00 13:30 14:10 14:20 14:20 14:40 - 19:00 19:00 22:00 22:10 22:10 22:40 22:40 - 24:00 00:00 - 10:10 10:10 10:25 10:30 10:30 10:35 11:00	ARRIVED AT LOADING POINT DROPPED AT LOADING POINT PILOT OFF INITIAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR HOLD CLEANLINE INSPECTION BY SURVEYOR SAFETY BRIEFING BY SHIPPER/PORTMAN LCT DAYA BERGUNA 03 ASIDE AT S/SIDE, DISCHARGING 4 UNIT DOZER AND EQUIPMENT BY C3 LCT DAYA BERGUNA 02 CAST OFF NO LOADING ACTIVITY DUE TO AWAITING LOADING PLAN FROM SHIPPER 1ST BG ISA 302 TO KSR 102 AIS AT S/SIDE FWD WITH CARGO 6,001,875 MT MV. STAR GAIA COMMENCED LOADING OPERATION IN HYL/HCC3 FROM BG ISA 302 TRANSFER DOZER 4 UNIT TO BARGE BY C3 STARTED LOADING HCC3 FROM BG ISA 302 RESUMED LOADING HCC1/HCC2/HCC3 ON BG ISA 302 STOPPED LOADING HCC1 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE STOPPED LOADING HCC2 DUE TO FINISHED CARGO ON BG ISA 302 STOPPED LOADING HCC3 FROM BG ISA 302 TRANSFER DOZER 4 UNIT FROM BG ISA 302 TO DECK BY C3 BG ISA 302 CASTED OFF 2ND BG RMN 349 TO TTB 2008 ASIDE AT P/SIDE WITH CARGO 6,002,008 MT RESUMED LOADING HCC3, STARTED LOADING HCC1 TRANSFER DOZER 8 UNIT TO BARGE FROM DECK BY C3 RESUMED LOADING HCC2/HCC1/HCC3 FROM BG RMN 349 STOPPED LOADING HCC2 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE STOPPED LOADING HCC4 DUE TO FINISHED FUEL DIESEL FROM DOZER LCT DAYA BERGUNA 03 AIS AT S/SIDE TRANSFER DOZER 4 UNIT TO LCT DAYA BERGUNA 03 BY C3 LCT DAYA BERGUNA 03 CASTED OFF NO LOADING ACTIVITY DUE TO AWAITING REFUELING DIESEL FOR DOZER NO LOADING ACTIVITY DUE TO AWAITING REFUELING DIESEL FOR DOZER LCT DAYA BERGUNA 03 AIS AT S/SIDE TRANSFER DOZER 4 UNIT TO BARGE BY C3 LCT DAYA BERGUNA 03 CASTED OFF RESUMED LOADING HCC2/HCC4 FROM BG RMN 349 RESUMED LOADING HCC3 FROM BG RMN 349 STOPPED LOADING HCC4 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
15 MAR - MON	FINE		

We hereby certify above that above statements of fact of fact are true and correct.

Master's Remarks:

NO DEMO/IT VSL / OWNER'S ACCOUNT

VSL PROVIDED ALL 5 BOLD/HATCHES FOR LOADING AT ALL THREE

PT. BAHARI EKA NUSANTARA

SHIPPER

MV STAR GAIA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

PT. BERAU COAL
SANDY SANTOSA
PT. BERAU COAL

CAPT. LUBA NAWA JR.
MASTER

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
20 MAR - SAT	FINE	00:00 - 09:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		09:00	LCT DAYA BERGUNA IS ASIDE AT P/SIDE
		10:15	7TH BG. PST 1812 /B. PANCARAN 1812 ASIDE AT S/SIDE WITH TOTAL CARGO 4,004.915 MT
		10:25	RESUMED LOADING H/C1/H/C2 FRM BG. PST 1812
		10:45	TRANSFER DOZER 4 UNIT TO BARGE BY C3
		10:50	LCT DAYA BERGUNA IS CASTED OFF
		11:00 - 12:20	STOPPED LOADING OFF RATION DUE TO HEAVY RAIN
		12:20 - 15:10	RESUMED LOADING H/C1/H/C2 FRM BG. PST 1812
		15:10	STOPPED LOADING DUE TO SHIFTING FRM H/C2 TO H/C3
		19:00	STOPPED LOADING H/C1/H/C2/H/C3 DUE TO FINISH CARGO ON BG. PST 1812
		19:30	TRANSFER DOZER 4 UNIT TO DECK BY C3
		19:35	BG. PST 1812 CASTED OFF
		19:35 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 09:30	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		09:30	8TH BG. ISA 308 /B. KSA 110 ASIDE AT P/SIDE WITH TOTAL CARGO 4,002.915 MT
21 MAR - SUNDAY	FINE	09:30	RESUMED LOADING H/C2/H/C3 FRM BG. ISA 308
		09:50	TRANSFER DOZER 4 UNIT TO BARGE BY C3
		09:55	RESUMED LOADING H/C3 FRM BG. ISA 308
		09:55 - 15:00	STOPPED LOADING DUE TO UNAVAILABLE CARGO ON THE SID PART OF BARGE
		15:00	STOPPED LOADING H/C3/H/C4 DUE TO FINISH CARGO ON BG. ISA 308
		15:15	TRANSFER DOZER 4 UNIT TO DECK BY C3
		16:20	BG. ISA 308 CASTED OFF
		16:20 - 17:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		17:00	LCT DAYA BERGUNA IS ASIDE AT S/SIDE
		17:15	TRANSFER DOZER 4 UNIT TO LCT BY C3
		17:20	LCT DAYA BERGUNA IS CASTED OFF
		17:20 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 11:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		11:00	9TH BG. PST 313 /B. PANCARAN 313 ASIDE AT P/SIDE WITH TOTAL CARGO 4,208.415 MT
		11:00	RESUMED LOADING H/C2/H/C4 FRM BG. PST 313
22 MAR - MON	FINE	11:00 - 11:20	TRANSFER DOZER 4 UNIT TO DECK BY C3
		11:20	RESUMED LOADING H/C3 FRM BG. PST 313
		11:30	STOPPED LOADING DUE TO SHIFTING FRM H/C2 TO H/C3
		12:30	STOPPED LOADING H/C2/H/C3, RESUMED LOADING H/C3 FRM BG. PST 313
		15:30	STOPPED LOADING H/C3 DUE TO COMPLETED LOADING IN H3
		15:30 - 24:00	LOADING ON PROGRESS H/C4 FRM BG. PST 313
		00:00 - 01:50	LOADING ON PROGRESS H/C4 FRM BG. PST 313
		01:50	STOPPED LOADING H/C4 DUE TO FINISH CARGO
		02:05	TRANSFER DOZER 4 UNIT TO DECK BY C3
		02:10	BG. PST 313 CASTED OFF
		02:10 - 12:30	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		12:30 - 13:00	10TH BG. PST 219 /B. PANCARAN 219 AS AT S/SIDE WITH TOTAL CARGO 4,204.915 MT
		13:00	RESUMED LOADING H/C1
		13:00 - 13:15	TRANSFER DOZER 3 UNIT TO BARGE BY C3
		13:15 - 13:20	TRANSFER DOZER 1 UNIT TO H3 BY C4 FOR TRAINING
23 MAR - TUE	FINE	13:20 - 24:00	LOADING ON PROGRESS H/C1 FRM BG. PST 219
		00:00 - 02:00	LOADING ON PROGRESS
		02:00	STOPPED LOADING H/C1 DUE TO COMPLETED CARGO
		03:15	BG. PST 219 SHIFTING TO H/T
		03:15	RESUMED LOADING H/C4
		04:30 - 06:00	STOPPED LOADING H/C4 DUE TO HEAVY RAIN
		06:00	RESUMED LOADING H/C4
24 MAR - WED	FINE	06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4
		06:00	RESUMED LOADING H/C4

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks :

NO DELAYS VCL / OWNER'S ACCOUNT
VCL PROVIDED ALL IS BLD / WATCHES PORT LOADING AT ALL TIMES

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SMEDY SANTOSA
PT. BERAU COAL

MV STAR GAMA

CAPT. LIPSA NUSANTARA JR.
NUSANTARA



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Marjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec. Tanjung Redeb (77311) Telp : +62 554 262214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
		06:30	TRANSFER COWS 1 UNIT TO HQ FOR TRIMMING
		06:40	TRANSFER COWS 1 UNIT TO HQ FOR TRIMMING
		06:50	STOPPED LOADING HSCA DUE TO INTERMEDIATE
		08:00 - 09:00	INTERMEDIATE DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR
		09:00	RESUMED LOADING HSCA
		09:15	STOPPED LOADING HSCA DUE TO COMPLETED CARGO
		09:20	RESUMED LOADING HSCA
		10:15	STOPPED LOADING HSCA DUE TO COMPLETED CARGO
		10:35	MV. STAR GATA COMPLETED LOADING OPERATION
		10:35	LCT DATA BERGUNA AS AT PORT SIDE
		10:45 - 11:15	FINAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR
		11:20	BS. PST 218 CASTED OFF
		11:30	LCT DATA BERGUNA CASTED OFF
		12:00	SHIPPED, FOREMAN & STOREHOUSE DISMISSED FROM VESSEL
			TOTAL FINAL CARGO ONBOARD : 80,500 MT
			WAITING EXPORT DOCUMENT FROM SHIPPER
			EXPORT DOCUMENT ISSUED
			EXPORT DOCUMENT RECEIVED BY AGENT
			ARRANGE OUTWARD MANIFEST
			ARRANGE CLEARANCE OUT AT HARBOUR MASTER
			PORT CLEARANCE ISSUED
			DELIVERY SHIP'S CERTIFICATES & PORT CLEARANCE TO VESSEL
			SHIP'S CERTIFICATES & PORT CLEARANCE ONBOARD
			DOCUMENTS COMPLETED
			PILOT ON BOARD
			ANCHOR AWEIGH
			VESSEL SAILING

We hereby certify above that above statement of fact are true and correct:

Master's Remarks: *NO DELAYS VSL / OWNER'S ACCOUNT*

VSL PROVIDED ALL S HND / WATCHES FOR LOADING AT ALL TIMES

PT. BAHARI EKA NUSANTARA

*PT. BAHARI EKA NUSANTARA
(AGENT)*
AS AGENT ONLY

SANDY SANTOSA
SANDY SANTOSA
PT. BERAU COAL

MV STAR GATA

CAPT. LUKA ANHANA JR.
MASTER



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun

Kec.Tanjung Rodeb (77311) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
16 MAR - MON	FINE	11:30	STOPPED LOADING HOC2 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		12:30	STOPPED LOADING HOC3 DUE TO FINISH CARGO ON BG. RMN 340
		13:00	2RD BG. PST 1012 / 10 PANCARAN 1012 A/S AT SSIDE WITH TOTAL CARGO 6,084,814 MT
		13:10	RESUMED LOADING HOC1/HOC2 FROM BG. PST 1012
		13:25	TRANSFER DOKER 4 UNIT TO BARGE AT STUNBOARDSIDE BY C3
		13:30	BG. RMN 340 CASTED OFF
		13:30 - 18:30	LOADING ON PROGRESS HOC1/HOC2 FROM BG. PST 1012
		18:30	STOPPED LOADING DUE TO SHIFTING FROM HOC2 TO HOC3
		19:10	STOPPED LOADING DUE TO SHIFTING FROM HOC2 TO HOC3
		20:30	STOPPED LOADING HOC1 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		21:30	STOPPED LOADING HOC2 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		22:10	STOPPED LOADING HOC3 DUE TO FINISH CARGO ON BG. PST 1012
		22:25	TRANSFER DOKER 4 UNIT FROM BARGE TO DOKER BY C3
		22:30	BG. PST 1012 CASTED OFF
		22:30 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 09:30	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		09:35	4TH BG. ATK 318 / 10 KSA 10 A/SIDE AT SSIDE WITH TOTAL CARGO 6,005,815 MT
18 MAR - TUE	FINE	09:45	RESUMED LOADING HOC2, HSC4 FROM BG. ATK 318
		10:00	TRANSFER DOKER TO BARGE BY C3
		10:00	RESUMED LOADING HOC3 FROM BG. ATK 318
		10:30	STOPPED LOADING HOC2 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		10:45	STOPPED LOADING HOC3/HSC4 DUE TO FINISH CARGO ON BG. ATK 318
		17:05	BG. ATK 318 CASTED OFF
		17:20	UCT DANA BERGUNA 05 A/S AT STRO SIDE
		17:35	TRANSFER DOKER 4 UNIT TO UCT DANA BERGUNA 05 BY C3
		17:45	UCT DANA BERGUNA 05 CASTED OFF
		17:45 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 18:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
17 MAR - WED	FINE	18:15	5TH BG. ISA 308 / 10 KSA 09 A/SIDE AT S/SIDE WITH TOTAL CARGO 6,001,250 MT
		18:20	RESUMED LOADING HOC1/HOC2 FROM BG. ISA 308
		18:25	RESUMED LOADING HOC3 FROM BG. ISA 308
		21:30	STOPPED LOADING HOC2 DUE TO SHIFTING LOADING TO HOC3
		22:10	STOPPED LOADING HOC1 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		23:10	STOPPED LOADING HOC2 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		23:45	STOPPED LOADING OPERATION DUE TO FINISH CARGO ON BG. ISA 308
		00:00	TRANSFER DOKER 4 UNIT FROM BARGE TO DECK BY C3
		08:25	BG. ISA 308 CASTED OFF
		08:05 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 06:20	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
18 MAR - THU	FINE	06:25	6TH BG. PST 210 / 10 PANCARAN 210 A/SIDE AT SSIDE WITH TOTAL CARGO 6,002,451 MT
		06:30	RESUMED LOADING HOC2/HSC4 FROM BG. PST 210
		06:50	TRANSFER DOKER 4 UNIT FROM DECK TO BARGE BY C3
		06:50	RESUMED LOADING HOC3 FROM BG. PST 210
		12:00 - 13:30	STOPPED LOADING ACTIVITY DUE TO FRIDAY MOESLEN PRAY
		13:30	RESUMED LOADING HOC2/HOC3/HSC4 FROM BG. PST 210
		18:10	STOPPED LOADING HOC2/HOC3 DUE TO UNAVAILABLE CARGO ON THE SIDE PART OF BARGE
		18:10	STOPPED LOADING HSC4 DUE TO FINISH CARGO ON BG. PST 210
		18:20	UCT DANA BERGUNA A/SIDE AT SSIDE
		18:30 - 18:35	TRANSFER DOKER 4 UNIT TO UCT DANA BERGUNA 05 BY C3
		18:35	BG. PST 210 CASTED OFF
		18:40	UCT DANA BERGUNA 05 CASTED OFF
19 MAR - FRI	FINE	18:40 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 06:20	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks: *NO DOKER USE / DOKER'S ACCOUNT*

USE PROPOSED ALL 5 HMO/HOMES FOR LOADING AT ALL TIMES

PT. BAHARI EKA NUSANTARA

SHIPPER

MV STAR GATA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SANDY SANTIAGO
PT. SERAU COAL

CAPT. LUT A. ALMINAZA JR.
MASTER

Lampiran 16 Time Sheet MV. BULK COURAGEOUS



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec.Tanjung Radeb (77311) Telp : +62 554 2022214

TIME SHEET / STATEMENT OF FACT WORKING RECORDS

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NAME OF VESSEL	: MV. BULK COURAGEOUS	COMMENCED LOADING	: 14 APR 2021 - 23:30 HRS
PORT OF LOADING	: NIMARA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	: 15 APR 2021 - 22:30 HRS
ARRIVED PILOT STATION	: 14 APR 2021 - 09:12 HRS	DESCRIPTION OF GOODS	: COAL IN BULK
NOTICE OF READINESS TENDERED	: 14 APR 2021 - 09:12 HRS	QUANTITY OF CARGO	: 60,500 MT
NOTICE OF READINESS ACCEPTED	: AS PER CHARTER PARTY	SHIPPER/CONSIGNEE	: PT. BERAU COAL

DATE / DAY	WEATHER	WORKING TIME	REMARKS
14 APRIL - WED	FINE	07:00 08:12 08:12 08:12 08:24 11:00 13:00 13:30 14:54 15:18 15:18 - 15:48 15:48 15:48 15:00 17:00 17:50 - 18:00 18:00 - 20:00 20:00 - 20:30 20:30 - 20:45 21:00 21:00 - 22:00 22:00 23:20 - 23:30 23:30	LOG VESSEL ARRIVED AT QUARANTINE ZONE VESSEL DROPPED ANCHOR NOR TENDERED PWE (FINISH WITH ENGINE) AGENCY QUARANTINE AND PORT AUTHORITY ON BOARD FREE PRACTICE GRANTED QUARANTINE AND PORT AUTHORITY DISMISSED PILOT ON BOARD ANCHOR RANGKAI VESSEL PROCESS SHIFTING TO LOADING POINT ARRIVED AT LOADING POINT DROPPED ANCHOR AT LOADING POINT PILOT OFF SHIPPER, SURVEYOR, FOREMAN & STEVEDORE ON BOARD MOBILE OPEN BREAKFASTING INITIAL DRAFT SURVEY BY SURVEYOR AND CHIEF OFFICER HOLD CLEAN INSPECTION BY SURVEYOR SAFETY BRIEFING BY SHIPPER & FOREMAN LCT DANA BERGUNA 5 ALONGSIDE AT SIDE SHIP TRANSFER ALL LOADING EQUIPMENT BY CQ LCT DANA BERGUNA 5 CASTED OFF 1ST DGRMN 378 (78 KSA 37 AS AT 5/5 WITH TOTAL CARGO 6,268 MT MV. BULK COURAGEOUS COMMENCE LOADING OPERATION IN HSC4 2ND BG. PST 611 (118 PANGARAN 115 ASIDE AT SIDE WITH CARGO 6,201.738 HSC1 HSC2 STARTED LOADING FROM BG. PST 611 TRANSFER DGRMN FROM DECK TO BG. RMN 378 & BG. PST 611 BY CQ HSC3 STARTED LOADING OPERATION FROM BG. RMN 378 HSC1 HSC2 HSC3 HSC4 LOADING ON PROGRESS HSC1 HSC2 HSC3 HSC4 STOPPED LOADING DUE TO HEAVY RAIN HSC1 HSC2 HSC3 HSC4 RESUMED LOADING HSC4 STOPPED LOADING DUE TO NO CARGO REACHED BY CQ HSC2 HSC3 STOPPED LOADING DUE TO FINISH CARGO BG. RMN 378 HSC2 RESUMED LOADING FROM BG. PST 611 TRANSFER DGRMN FROM BG. RMN 378 TO BG. PST 611 BY CQ STOPPED LOADING OPERATION DUE TO MOBILE BREAKFASTING BG. RMN 378 CAST OFF HSC1 HSC2 HSC3 RESUMED LOADING FROM BG. PST 611 HSC1 HSC2 HSC3 STOPPED LOADING DUE TO WAITING REFUEL DGRMN NO LOADING ACTIVITY DUE TO WAITING REFUEL DGRMN LCT DANA BERGUNA 05 ASIDE AT SIDE TRANSFER DGRMN FROM BG. PST 611 TO LCT DANA BERGUNA 05 BY CQ FOR BUNKER DGRMN LCT DANA BERGUNA 05 CASTED OFF NO LOADING ACTIVITY DUE TO WAITING BUNKER FOR DGRMN STOPPED LOADING OPERATION DUE TO MOBILE BREAKFASTING LCT DANA BERGUNA 15 ASIDE AT SIDE 13:10
15 APRIL - THU	FINE	00:00 - 00:10 00:10 00:10 - 00:40 00:40 00:40 01:50 - 07:10 07:10 - 07:15 17:15 17:40 17:40 17:40 17:40 - 18:00 18:00 - 19:00 19:00 19:00 22:00 - 24:00 00:00 - 00:00 00:00 00:30 - 08:30 08:30 08:30 - 12:00 12:00 - 13:10 13:10	NO LOADING ACTIVITY DUE TO WAITING REFUEL DGRMN HSC1 HSC2 HSC3 HSC4 STOPPED LOADING DUE TO WAITING REFUEL DGRMN NO LOADING ACTIVITY DUE TO WAITING REFUEL DGRMN LCT DANA BERGUNA 05 ASIDE AT SIDE TRANSFER DGRMN FROM BG. PST 611 TO LCT DANA BERGUNA 05 BY CQ FOR BUNKER DGRMN LCT DANA BERGUNA 05 CASTED OFF NO LOADING ACTIVITY DUE TO WAITING BUNKER FOR DGRMN STOPPED LOADING OPERATION DUE TO MOBILE BREAKFASTING LCT DANA BERGUNA 15 ASIDE AT SIDE 13:10
16 APRIL - FRI	FINE	00:00 00:30 - 08:30 08:30 08:30 - 12:00 12:00 - 13:10 13:10	NO LOADING ACTIVITY DUE TO WAITING REFUEL DGRMN LCT DANA BERGUNA 05 ASIDE AT SIDE TRANSFER DGRMN FROM BG. PST 611 TO LCT DANA BERGUNA 05 BY CQ FOR BUNKER DGRMN LCT DANA BERGUNA 05 CASTED OFF NO LOADING ACTIVITY DUE TO WAITING BUNKER FOR DGRMN STOPPED LOADING OPERATION DUE TO MOBILE BREAKFASTING LCT DANA BERGUNA 15 ASIDE AT SIDE 13:10

We hereby certify above that above statement of fact of fact are true and correct.

Master's Remarks: **SUBJECT TO TIME CHARTERER'S APPROVAL
NO DELAY ON VESSEL'S ACCOUNT**

PT. BAHARI EKA NUSANTARA

PT. BERAU COAL

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SANDY SANTOSA
SHIPPER



**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
25 APR - SUN	FINE	00:00 - 11:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		11:15 - 11:25	10TH BG. ISA 300 (TG. KSA 100) ASIDE AT BUDE WITH TOTAL CARGO 5,508,213 MT
		11:25	HQ02 HQ04 RESUMED LOADING
		11:25 - 11:55	TRANSFER DOZER FROM DECK TO BG. ISA 300 BY C3
		11:55	HQ03 RESUMED LOADING
		12:00 - 15:00	HQ02 HQ03 HQ04 STOPPED LOADING DUE TO MOSLEM BREAKFASTING
		15:00	HQ02 HQ03 HQ04 RESUMED LOADING
		15:20	HQ02 HQ03 HQ04 STOPPED LOADING DUE TO FRESH CARGO BG. ISA 300
		15:20 - 15:50	TRANSFER DOZER FROM BG. ISA 300 TO DECK BY C3
		15:50 - 20:00	WAITING ASSIST TUG FOR CAST OFF BARGE
		20:00	BG. ISA 300 CASTED OFF
26 APR - MON	FINE	20:50 - 24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		00:00 - 09:30	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE
		09:30 - 09:30	10TH BG. RMN 386 (TG. KSA 386) ASIDE AT BUDE WITH TOTAL CARGO 5,505,366 MT
		09:30	HQ01 HQ02 RESUMED LOADING
		09:30 - 10:00	TRANSFER DOZER FROM DECK TO BG. RMN 386 BY C3
		10:00	HQ03 RESUMED LOADING
		12:30	HQ03 STOPPED LOADING DUE TO ADJUST TRIMMING & COMPLETED CARGO
		17:00	HQ01 HQ02 STOPPED LOADING DUE TO INTERMEDIATE
		17:00 - 18:00	INTERMEDIATE DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR
		18:00 - 19:00	NO LOADING ACTIVITY DUE TO MOSLEM BREAKFASTING
		19:00	HQ01 RESUMED LOADING
		19:30 - 20:00	HQ01 STOPPED LOADING DUE TO SHIFTING BARGE & COMPLETED CARGO
27 APR - TUE	FINE	20:00	HQ04 RESUMED LOADING
		22:30	HQ04 STOPPED LOADING DUE TO COMPLETED CARGO
		22:30	HW. BULK COURAGEOUS COMPLETED LOADING OPERATION
		22:30 - 23:30	FINAL DRAUGHT SURVEY BY CHIEF OFFICER & SURVEYOR
		23:45	LCT DARA BEROUNA IS ASIDE AT BUDE
		24:00	BG. RMN 386 CASTED OFF
		01:30	LCT DARA BEROUNA IS CASTED OFF
		02:00	SHIPPER, FOREMAN & STEVEDORE DISMISSED FROM VESSEL
			TOTAL FINAL CARGO ONBOARD : 60,500 MT
		02:00 - 05:00	WAITING EXPORT DOCUMENTS FROM SHIPPER
		05:00	RECEIVED EXPORT DOCUMENT BY AGENT
		05:00 - 05:15	PROCESS OUTWARD MANIFEST IN CUSTOMS
		05:15 - 09:00	UNABLE TO ARRANGE CLEARANCE OUT DUE TO HARBOUR MASTER OFFICE CLOSED
		09:00	HARBOUR MASTER OFFICE OPENED
		09:00 - 12:30	PROCESS CLEARANCE OUT AT HARBOUR MASTER
		12:30	PORT CLEARANCE ISSUED
		12:30 - 15:15	DELIVERY PORT CLEARANCE & SHIPS CERTIFICATE TO VESSEL
		15:15	PORT CLEARANCE & SHIPS CERTIFICATE ON BOARD
		16:00	DOCUMENTS COMPLETED
		17:00	ANCHOR AHEAD
		18:00	VESSEL SAILING

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks: SUBJECT TO TIME-CHARTERER'S APPROVAL
NO DELAY ON VESSEL'S ACCOUNT

PT. BAHARI EKA NUSANTARA


PT. BAHARI EKA NUSANTARA
AGENT
AS AGENT ONLY

PT. BERAU COAL


SANDY SANTOSA
SHIPPER

HW. BULK COURAGEOUS


HW. BULK COURAGEOUS
CHIEF OFFICER

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
16 APRIL - FRI	FINE	13:10 - 13:45	TRANSFER DOZER UNIT FROM DAYA BERGUNA 05 TO DECK BY C3
		13:45 - 14:00	RESUMED LOADING HOC2 FROM BG. POST 611
	RAIN	14:00 - 14:45	HOC2 STOPPED LOADING DUE TO HEAVY RAIN
		14:45 - 14:55	3RD BG. ISA 303/78 HSA 100 ASIDE AT SIDDE WITH CARGO 6,305,828 MT
		14:55	HOC2/HSC4 RESUMED LOADING OPERATION
		14:55 - 15:15	TRANSFER DOZER FROM DECK TO BG. ISA 303 BY C3
		15:15 - 15:50	HOC2 RESUMED LOADING OPERATION
		15:50	HOC2 CONTINUED LOADING BG. ISA 303
		16:00	HOC2 STOPPED LOADING DUE TO FINISH CARGO BG. POST 611
		16:50 - 17:10	TRANSFER DOZER FROM BG. POST 611 TO BG. ISA 303 & DECK BY C3
		17:10	3RD. POST 611 CAST OFF
		17:50 - 18:00	4TH BG. ISA 308/78 HSA 140 ASIDE AT SIDDE WITH CARGO 6,298,469 MT
		18:00 - 19:00	HOC2 STOPPED LOADING DUE TO MOBILEM BREAKFASTING
		19:00	HOC2 RESUMED LOADING BG. ISA 305
		19:00	HOC2/HSC4 RESUMED LOADING FROM BG. ISA 305
		19:00 - 19:20	TRANSFER DOZER FROM DECK TO BG. ISA 305 BY C3
		19:20 - 20:00	HOC2 RESUMED LOADING FROM BG. ISA 305
		20:00 - 20:10	CONTINUED LOADING FROM LAST DAY
17 APRIL - SAT	FINE	20:10 - 20:30	HOC1/HOC2/HOC3/HSC4 STOPPED LOADING DUE TO HEAVY RAIN
		20:30 - 20:35	HOC1/HOC2/HOC3/HSC4 RESUMED LOADING
		08:30	HSC4 STOPPED LOADING DUE TO NO CARGO REACHED BY C4
		09:00	HOC2 CONTINUED LOADING FROM BG. ISA 307
		09:00	HOC3 STOPPED LOADING DUE TO FINISH CARGO BG. ISA 303
		09:00 - 09:20	TRANSFER DOZER FROM BG. ISA 303 TO BG. ISA 305 & DECK BY C3
		09:20	3RD. ISA 303 CAST OFF
		09:20	HOC3 RESUMED LOADING FROM BG. ISA 305
		10:40 - 10:50	5TH BG. RMN 370/78 HSA 11 ASIDE AT SIDDE WITH CARGO 6,298,765 MT
		10:50	HSC4 RESUMED LOADING OPERATION
		10:50 - 11:10	HOC3 STOPPED LOADING DUE TO TD FROM DECK TO BG. RMN 370 BY C3
		11:10	HOC3 RESUMED LOADING FROM BG. ISA 305
		12:10	HOC2 STOPPED LOADING & STARTED LOADING HOC2 FROM BG. ISA 305
		12:50 - 12:55	HOC2 STOPPED LOADING DUE TO TRANSFER DOZER FROM SHIP'S DECK TO BG. ISA 306 BY C3
		12:55	HOC3 RESUMED LOADING OPERATION
		14:00	HOC1 STOPPED LOADING DUE TO NO MORE CARGO REACHED BY C1
		15:00	HOC2 STOPPED LOADING DUE TO FINISH CARGO BG. ISA 305
		15:00	HOC2 CONTINUED LOADING FROM BG. RMN 370
		15:00 - 15:20	TRANSFER DOZER FROM BG. ISA 306 TO DECK BY C3
		15:20	3RD. ISA 306 CASTED OFF
		15:25	LOT DIPA BERGUNA 05 AS AT PS
		15:25 - 15:55	TRANSFER DOZER FROM DECK TO LOT DIPA BERGUNA 05 BY C3 FOR BLANKET
		15:55	LOT DIPA BERGUNA 05 CASTED OFF
		17:10	LOT DIPA BERGUNA 05 AS AT PS
		17:10 - 17:45	HOC3 STOPPED LOADING DUE TO TRANSFER DOZER FROM LOT TO BG. RMN 370 & DECK BY C3
		17:45	LOT DIPA BERGUNA 05 CAST OFF
		18:00 - 19:00	HOC2/HSC4 STOPPED LOADING DUE TO MOBILEM BREAKFASTING
		19:00	HOC2/HSC4 RESUMED LOADING OPERATION
		20:15 - 20:25	6TH BG. POST 613/78. PANCARAN 614 ASIDE AT SIDDE WITH CARGO 6,293,876 MT
		20:25	HOC1 RESUMED LOADING IN BG. POST 613
18 APRIL - SUN	FINE	20:25 - 20:45	TRANSFER DOZER FROM DECK TO BG. POST 613
		20:45 - 24:00	HOC3 RESUMED LOADING FROM BG. RMN 370
		20:50 - 22:10	CONTINUED LOADING FROM LAST DAY

We hereby certify above that above statement of fact of fact are true and correcty :

Master's Remarks : **SUBJECT TO TIME CHARTERER'S APPROVAL
NO DELAY ON VESSEL'S ACCOUNT**

PT. BAHARI EKA NUSANTARA


PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

PT. BERAU COAL


SANDY SANTOSA
SHIPPER

MYSELY CO. PT. BERAU


MYSELY CO. PT. BERAU
CAPT. PETERO SINGANA
MASTER

Lampiran 17 Time Sheet MV. SANTA VITORIA



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec.Tanjung Radeb (77311) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

NAME OF VESSEL	MV. SANTA VITORIA	COMMENCES LOADING	APR 11TH 2021 - 23:45 LT
PORT OF LOADING	MUSA PANTAI ANCHORAGE, INDONESIA	COMPLETED LOADING	APR 17TH 2021 - 22:00 LT
ARRIVED PILOT STATION	APR 11TH 2021 - 08:45 LT	DESCRIPTION OF GOODS	INDONESIAN STEAM COAL IN BULK
NOTICE OF READINESS TENDERED	APR 11TH 2021 - 08:45 LT	QUANTITY OF CARGO	86,000 MT
NOTICE OF READINESS ACCEPTED	AS PER CHARTER PARTY	DISPENSER/CONSIGNEE	PT. SUNGAI BERILIAN BAKTI

DATE / DAY	WEATHER	WORKING TIME	REMARKS
APRIL 11TH 2021 - MON	FINE	07:45	COUP-BEND OF DEATHPASSAGE
		08:45	VESSEL ARRIVED AT QUARANTINE ZONE
		09:45	VESSEL DROPPED ANCHOR
		09:45	NOT TENDERED
		10:00	PROSH WITH ENSURE AT QUARANTINE ZONE
		11:10	AGREE QUARANTINE AND PORT AUTHORITY ON BOARD
		12:00	FREE PROTECTOR GRANTED
		13:30	QUARANTINE AND PORT AUTHORITY DISMARBED
		13:45	PILOT ON BOARD
		14:00	ANCHOR RELEASE
		14:35-14:45	VESSEL PROCESS SHIFTING TO LOADING POINT
		14:45	ARRIVED AT LOADING POINT
		14:45	DROPPED ANCHOR AT LOADING POINT
		15:05	PILOT OFF
		15:05-20:45	NO LOADING ACTIVITY DUE TO WHARF SCHEDULE FOR LOADING
		16:00-17:30	TOTAL DRAFT SURVEY BY CHIEF OFFICER AND SURVEYOR
		17:00-17:30	HOLD CLEAN INSPECTION BY CHIEF OFFICER AND SURVEYOR
		17:00	FOREMAN AND TOWER ON BOARD
		17:00	1ST STEVEDORE ON BOARD
		18:00	LOT MERRAHI BLAUDE AT SIDE OF THE VESSEL
		20:45	1ST BG PRIMA SAKTI 23 ARRIVE AT POSE OF THE VESSEL WITH CARGO 5,342,384 MT
		20:45	MV SANTA VITORIA COMMENCED LOADING IN HISSON FROM BG PRIMA SAKTI 23
		20:45-21:55	TRANSFER DOZER FROM LOT MERRAHI 08 TO DECK VESSEL AND BG PRIMA SAKTI 23 BY C3
		22:10	LOT MERRAHI 08 CASTED OFF
		22:30	2ND BG PRIMA SAKTI 08 ARRIVE AT SIDE OF THE VESSEL WITH CARGO 8,095,000 MT
		22:30	1ST GRANE LOADING FROM BG PRIMA SAKTI 08
		23:25	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 23 BY C3
		23:25	HOLD START LOADING FROM BG PRIMA SAKTI 23
APRIL 12TH 2021 - TUE	FINE	24:00	H2BG/123H CONTINUE LOADING FROM BG PRIMA SAKTI 23 AND BG PRIMA SAKTI 08 TO NEXT DAY
		24:00	H2BG/123H CONTINUE LOADING FROM BG PRIMA SAKTI 23 AND BG PRIMA SAKTI 08 FROM LAST DAY
		00:30-04:30	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		04:30-07:00	H2BG/123H RESUME LOADING FROM BG PRIMA SAKTI 23
		07:00	H1C1 RESUME LOADING FROM BG PRIMA SAKTI 08
		12:00	H2BG/123H RESUME LOADING FROM BG PRIMA SAKTI 23
		12:00	H1C1 RESUME LOADING FROM BG PRIMA SAKTI 08
		14:25-14:40	TRANSFER DOZER FROM DECK VESSEL TO SARIGE
		14:40	H2BG/123H RESUME LOADING FROM BG PRIMA SAKTI 23 & BG PRIMA SAKTI 08
		15:30-16:00	H2BG/123H RESUME LOADING FROM BG PRIMA SAKTI 23
		16:00-19:00	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		19:00-24:00	H2BG/123H & H1C1 RESUME LOADING FROM BG PRIMA SAKTI 23 & BG PRIMA SAKTI 08
APRIL 13TH 2021 - WED	FINE	24:00	H2BG/123H CONTINUE LOADING FROM BG PRIMA SAKTI 23 & BG PRIMA SAKTI 08 TO NEXT DAY
		00:00	H2BG/123H CONTINUE LOADING FROM BG PRIMA SAKTI 23 & BG PRIMA SAKTI 08 FROM LAST DAY
		01:30	H2BG/123H STOP LOADING DUE TO FRESH CARGO FROM BG PRIMA SAKTI 23
		01:30-02:30	PICK UP DOZER FROM BG PRIMA SAKTI 23 TO DECK VESSEL
		01:30-02:30	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 08 BY C3
APRIL 13TH 2021 - THU	RAIN	02:30-03:30	NO LOADING ACTIVITY DUE TO HEAVY RAIN

We hereby certify above that above statement of fact of fact are true and correctly.

Master's Remarks: **NO DELAY ON DELIVERY ACCOUNT.**

PT BAHARI EKA NUSANTARA
AS AGENT ONLY

PT. SUNGAI BERILIAN BAKTI

M/V SANTA VITORIA
BY SANTA VITORIA
GRACE HAWK SHIPPING S.A.
PANAMA
CAPT. CARLOS E. BLANCO JR.

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
APRIL 16TH 2021-FRI	FINE	24:00	H045C234 & H10C1 RESUME LOADING FROM BG PRIMA SAKTI 19 & BG PRIMA SAKTI 25 TO NEXT DAY
		00:00	H045C234 & H10C1 RESUME LOADING FROM BG PRIMA SAKTI 19 & BG PRIMA SAKTI 25 FROM LAST DAY
		03:30-04:40	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		04:40	H045C234 & H10C1 RESUME LOADING FROM BG PRIMA SAKTI 19 & BG PRIMA SAKTI 25
		06:00	H045C234 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 19
		06:25-06:45	PICKUP DOZER FROM BG PRIMA SAKTI 19 TO DECK VESSEL BY C3
		06:50	BG PRIMA SAKTI 19 CASTED OFF
		06:50	H23C23 RESUME LOADING FROM BG PRIMA SAKTI 25
		12:00	17TH BG PRIMA SAKTI 37 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,017.974 MT
		12:00	H5C4 & H0C2 RESUME LOADING FROM BG PRIMA SAKTI 37 & BG PRIMA SAKTI 25
		12:05-12:15	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 37 BY C3
		12:25	H134C123 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 25
		12:25-12:45	PICKUP DOZER FROM BG PRIMA SAKTI 25 TO DECK VESSEL BY C3
		12:25	H45C24 RESUME LOADING FROM BG PRIMA SAKTI 37
		12:45	H4C3 RESUME LOADING FROM BG PRIMA SAKTI 37
		13:55	BG PRIMA SAKTI 25 CASTED OFF
		18:00-19:00	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		19:00	H045C234 RESUME LOADING FROM BG PRIMA SAKTI 37
		20:45	10TH BG PRIMA SAKTI 36 ASIDE AT SSIDE OF THE VESSEL WITH CARGO 4,879.856 MT
		20:45	H10C1 RESUME LOADING FROM BG PRIMA SAKTI 39
		20:45-21:00	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 39 BY C3
		21:30	H045C234 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 37
		23:30-24:00	PICKUP DOZER FROM BG PRIMA SAKTI 37 TO DECK VESSEL BY C3 & TRIMMING CARGO HOLD 5 BY C4
		24:00	BG PRIMA SAKTI 37 CASTED OFF
APRIL 16TH 2021-SAT	FINE	24:00	H123C123 CONTINUE LOADING FROM BG PRIMA SAKTI 39 TO NEXT DAY
		00:00	H123C123 CONTINUE LOADING FROM BG PRIMA SAKTI 39 FROM LAST DAY
		03:30-04:30	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		04:30	H123C123 RESUME LOADING FROM BG PRIMA SAKTI 39
		07:00	H123C123 RESUME LOADING FROM BG PRIMA SAKTI 39
		12:00	H123C123 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 39
		10:00-12:40	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ASIDE
		12:40	11TH BG PRIMA SAKTI 30 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 4,727.482 MT
		12:40	H05C24 RESUME LOADING FROM BG PRIMA SAKTI 20
		12:40-13:00	PICKUP DOZER FROM BG PRIMA SAKTI 39 TO DECK VESSEL BY C3
		12:40-13:00	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 20 BY C3
		13:00	H4C2 RESUME LOADING FROM BG PRIMA SAKTI 20
		13:20	BG PRIMA SAKTI 39 CASTED OFF
		18:00	H234C234 RESUME LOADING FROM BG PRIMA SAKTI 20
		18:00-19:00	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		19:00	H234C234 RESUME LOADING FROM BG PRIMA SAKTI 20
		23:00	H234C234 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 20
		23:00-23:25	PICKUP DOZER FROM BG PRIMA SAKTI 20 TO DECK VESSEL BY C3
		23:00-24:00	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ASIDE
		23:45	BG PRIMA SAKTI 20 CASTED OFF
APRIL 17TH 2021-SUN	FINE	00:00-12:10	NO LOADING ACTIVITY DUE TO WAITING NEXT BARGE ASIDE
		12:10	12TH BG PRIMA SAKTI 07 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 3,601.186 MT
		12:10-12:30	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 07 BY C3
		12:10	H13C12 RESUME LOADING FROM BG PRIMA SAKTI 07
		15:05-15:20	H10C1 STOP LOADING DUE TO PICKUP DOZER FROM BG PRIMA SAKTI 07 TO H1 BY C1
		15:25-17:20	TRIMMING CARGO HOLD NO 1 BY DOZER
		17:25-18:20	H0C2 STOP LOADING FROM DUE TO INTERMEDIATE DRAFT SURVEY BY CHIEF OFFICER & SURVEYOR

We hereby certify above that above statement of fact of fact are true and correct:

Master's Remarks: *NO DELAY ON VESSEL ACCOUNT.*

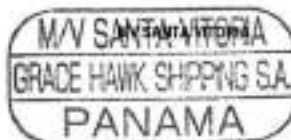
PT. BAHARI EKA NUSANTARA


T. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER



PT. SUNGAI BERLIAN SAKTI




CAPT. CARLITO B. BALLONES JR.



PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec.Tanjung Redeb (77311) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
APRIL 18TH 2022 MON	FINE	16:20 - 17:20	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		18:20	HVSC1 RESUME LOADING FROM BG PRIMA SAKTI 87
		20:15-20:35	HVSC1 STOP LOADING FROM BG PRIMA SAKTI 87 DUE TO SHIFTING BARGE TO AFT
		20:35	HVSC4 RESUME LOADING FROM BG PRIMA SAKTI 87
		22:00	MY SANTA VITORIA COMPLETED LOADING IN ALL HOLDS
		22:00-23:00	FINAL DRAFT SURVEY BY CHIEF OFFICER & SURVEYOR
		23:00-24:00	WAITING PROCESS EXPORT PERMIT FROM SHIPPER
		00:00-05:21	WAITING PROCESS EXPORT PERMIT FROM SHIPPER
		05:21	EXPORT DOCUMENT CLEAR
		05:30	RECEIVED EXPORT DOCUMENT
		05:30-05:45	ARRANGE OUTWARD MANIFEST AT CUSTOMS
		05:45	OUTWARD MANIFEST ISSUED
		05:45-09:00	HARBOUR MASTER OFFICE CLOSED
		09:00	HARBOUR MASTER OFFICE OPEN
		09:00	ARRANGE CLEARANCE OUT AT HARBOUR MASTER
		10:45	PORT CLEARANCE ISSUED
		11:00-13:30	DELIVERY PORT CLEARANCE & SHIP'S CERTIFICATE TO VESSEL
		13:30	PORT CLEARANCE & SHIP'S CERTIFICATE ON BOARD
		14:30	DOCUMENT COMPLETED
		15:00	PILOT ON BOARD
		15:35	ANCHOR AWEIGH
		15:45	VESSEL SAILING

We hereby certify above that above statement of fact of fact are true and correcty :

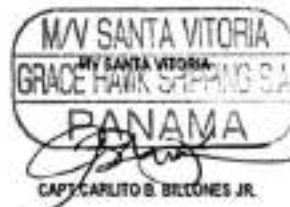
Master's Remarks : *NO DELAY ON VESSEL'S ACCOUNT.*

PT. BAHARI EKA NUSANTARA

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY



PT. SUNGAI BERLIAN BAKTI





PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Merjani 2 Gg. Terampil No.78A RT.17 Kel. Karang Ambun
Kec.Tanjung Redeb (77311) Telp : +62 554 2922214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

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DATE / DAY	WEATHER	WORKING TIME	REMARKS
APRIL 14TH 2021 THU	FINE	02.30	BG PRIMA SAKTI 23 CASTED OFF
		03.30-04.30	NO LOADING ACTIVITY DUE TO RAMADHAN MEALS TIME
		05.25	3RD BG PRIMA SAKTI 07 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,166,266 MT
		06.30	H124C123 RESUME LOADING FROM BG PRIMA SAKTI 08
		08.30	H5C4 RESUME LOADING FROM BG PRIMA SAKTI 07
		09.30-10.00	H4C3 STOP LOADING DUE TO NO CARGO REACH ON BG PRIMA SAKTI 08
		09.30-09.50	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 07 BY C3
		10.00	H4C3 RESUME LOADING FROM BG PRIMA SAKTI 08
		11.00	H124C123 RESUME LOADING FROM BG PRIMA SAKTI 08
		14.00	H5C4 RESUME LOADING FROM BG PRIMA SAKTI 07
		14.20	H124C123 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 08
		14.20-14.40	PICKUP DOZER FROM BG PRIMA SAKTI 08 TO DECK VESSEL BY C3
		14.45	BG PRIMA SAKTI 08 CASTED OFF
		14.45-15.30	PROCESS BARGE ASIDE
		15.30	4TH BG PUTRA KAPUAS XX ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,210,725 MT
		15.30-15.45	TRANSFER DOZER FROM DECK VESSEL TO BG PUTRA KAPUAS XX BY C3
		15.45	H245C234 & H1VC1 RESUME LOADING FROM BG PRIMA SAKTI 07 & BG PUTRA KAPUAS XX
		18.00-18.00	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		19.00	H45C34 & H5C4 RESUME LOADING FROM BG PRIMA SAKTI 07 & BG PUTRA KAPUAS XX
		00.00	H245C234 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 07
		00.10-00.30	PICKUP DOZER FROM BG PRIMA SAKTI 07 TO DECK VESSEL BY C3
		00.30	BG PRIMA SAKTI 07 CASTED OFF
		00.30-01.00	PROCESS BARGE ASIDE
		01.00	5TH BG PRIMA SAKTI 05 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,192,763 MT
		01.00	H4C3 START LOADING & H5C4 RESUME LOADING FROM BG PRIMA SAKTI 05
		01.00-01.20	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 05 BY C3
		01.20	H4C3 RESUME LOADING FROM BG PUTRA KAPUAS XX
		06.30	H124C123 STOP LOADING DUE TO FINISH CARGO FROM BG PUTRA KAPUAS XX
		06.30-07.00	PICKUP DOZER FROM BG PUTRA KAPUAS XX TO DECK VESSEL BY C3
		07.00	BG PUTRA KAPUAS XX CASTED OFF
		07.30	6TH BG PRIMA SAKTI 35 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,267,175 MT
		07.30-08.00	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 35 BY C3
		08.00	H245C234 & H1VC1 RESUME LOADING FROM BG PRIMA SAKTI 05 & BG PRIMA SAKTI 35
		12.30	H245C234 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 05
		12.30-12.55	PICKUP DOZER FROM BG PRIMA SAKTI 05 TO DECK VESSEL BY C3
		12.55	H124C123 RESUME LOADING FROM BG PRIMA SAKTI 35
		12.55	BG PRIMA SAKTI 05 CASTED OFF
		12.55-13.45	PROCESS BARGE ASIDE
		13.45	7TH BG PRIMA SAKTI 19 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,292,903 MT
		13.45-14.00	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 19 BY C3
		14.00	H124C123 & H5C4 RESUME LOADING FROM BG PRIMA SAKTI 35 & BG PRIMA SAKTI 19
		18.00-18.00	ALL STOP LOADING DUE TO RAMADHAN MEALS TIME
		19.00	H124C123 & H5C4 RESUME LOADING FROM BG PRIMA SAKTI 35 & BG PRIMA SAKTI 19
		20.15	H124C123 STOP LOADING DUE TO FINISH CARGO FROM BG PRIMA SAKTI 35
		20.15-20.40	PICKUP DOZER FROM BG PRIMA SAKTI 35 TO DECK VESSEL BY C3
		20.40	H4C3 RESUME LOADING FROM BG PRIMA SAKTI 18
		20.40	BG PRIMA SAKTI 35 CASTED OFF
		21.00	8TH BG PRIMA SAKTI 25 ASIDE AT PSIDE OF THE VESSEL WITH CARGO 5,154,976 MT
		21.00-21.20	TRANSFER DOZER FROM DECK VESSEL TO BG PRIMA SAKTI 25 BY C3
		21.20	H1VC1 RESUME LOADING FROM BG PRIMA SAKTI 25
		21.35	H245C234 RESUME LOADING FROM BG PRIMA SAKTI 19

We hereby certify above that above statement of fact of fact are true and correct :

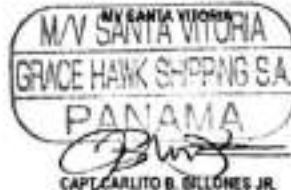
Master's Remarks : *NO DELAY ON VESSEL'S ACCOUNT.*

PT. BAHARI EKA NUSANTARA


PT. BAHARI EKA NUSANTARA
AS AGENT ONLY



PT. SUNGAI BERLAN BAKTI



CAPT. CARLITO B. BELLONES JR.

Dipindai dengan CamScanner

Lampiran 18 Time Sheet MV. BREEZE



PT. BAHARI EKA NUSANTARA
As Agent Only
Jl. Marjani 2 Gg. Terampil No.78 RT.17 Kel. Karang Amban
Kec. Tanjung Redeb (7731) Telp : +62 554 202214

PAGE - 01

BEN LINE AGENCIES

TIME SHEET / STATEMENT OF FACT
WORKING RESOURCES

NAME OF VESSEL : MV. BREEZE PORT OF LOADING : NUMA PANTAI ANCHORAGE, INDONESIA ARRIVED PILOT STATION : 17 APRIL 2021 - 21:35 HRS NOTICE OF READINESS TENDERS : 17 APRIL 2021 - 21:35 HRS NOTICE OF READINESS ACCEPTS : AS PER CHARTER PARTY	COMMENCED LOADING : 18 APRIL 2021 - 15:15 HRS COMPLETED LOADING : 24 APRIL 2021 - 25:30 HRS DESCRIPTION OF CARGO : STEAM COAL IN BULK QUANTITY OF CARGO : 54,328 MT SHIPPER/CONSIGNEE : PT. RANTAU PANJANG UTAMA (BHAKT)
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DATE / DAY	WEATHER	WORKING TIME	RE MARKS
17 APRIL - SAT	FINE	21:35	LOGP
		21:38	VESSEL ARRIVED AT QUARANTINE ZONE
		21:38	NOR TENDERED
		22:15	VESSEL DROPPED ANCHOR
		22:20	TWE (FINISH WITH ENGINE)
18 APRIL - SUN	FINE	00:45	AGENT QUARANTINE AND PORT AUTHORITY ON BOARD
		12:04	FREE PRATIQUE GRANTED
		12:30	AGENT AND PORT AUTHORITY DISMARBED
		14:54	PILOT ON BOARD
		14:45	ANCHOR AWLIGH
		14:45 - 15:15	SHIFTING TO LOADING POINT
		15:15	ARRIVED AT LOADING POINT
		15:15	DROPPED ANCHOR AT LOADING POINT
		15:20	PILOT OFF
		15:20	TWE (FINISH WITH ENGINE)
19 APR - MON	FINE	15:00 - 17:00	STREVE DORING ON BOARD, INITIAL DRAFT SURVEY
		17:00 - 17:30	HOLD CLEARANCE'S IN PROGRESS
		17:30	ICT ANGSA LAUT 8 AIS AT STED SHIP
		18:00 - 19:00	MOSLEM BREAKFASTING
		19:00 - 19:15	1ST BG PRIMA SAKTI IS AIS AT PS TWO SHIP, PREPARE FOR COMMENCE LOADING
		19:15	START COMMENCE LOADING H1C1 H2C2 FROM BG PRIMA SAKTI 18
		19:15 - 20:15	TRANSFER ALL EQUIPMENT FROM ICT TO SHIP DECK AND RANGE ICT ANGSA LAUT 8 CASTED OFF
		20:00 - 24:00	H1C1 H2C2 STOP LOADING DUE HEAVY RAIN
		00:00 - 00:30	H1C1 H2C2 STOP LOADING DUE HEAVY RAIN
		00:30	H1C1 H2C2 RESUME LOADING
		02:10	2ND BG PRIMA SAKTI IS AIS AT STED AFT SHIP
		02:10	H3C4 START LOADING ON BG PS 10
		02:10 - 02:40	TRANSFER DOLER FROM SHIP DECK TO BG PS 10
		02:40	H3C3 START LOADING ON BG PS 21
		03:20 - 04:30	STOP LOADING ACTIVITY DUE MOSLEM MEAL BREAKFASTING
		04:30	H1C1 H2C3 H3C3 H3C4 RESUME LOADING
		07:00 - 12:15	LOADING ON PROGRESS H1C1 H2C2 H3C3 H3C4
		12:15	STOP LOADING H1C1 H2C3 FC ON BG PS 10
		12:15	CONTINUE LOADING H2C2 FROM BG PS 10
		12:45 - 13:15	TRANSFER DOLER FROM BG TO SHIP DECK BY C1
		13:15	BG PS 10 CASTED OFF
		13:04	3RD BG PS 21 AISIDE AT PSIDE FWG SHIP
		13:00	RESUME LOADING H3C1 FROM BG PS 21
		13:00 - 14:20	TRANSFER DOLER FROM SHIP DECK TO BG PS 21 BY C3
		14:20	RESUME LOADING H3C3 FROM BG PS 10
		14:20 - 15:00	LOADING ON PROGRESS H1C1 H2C2 H3C3 H3C4
		15:00 - 16:00	LOADING ON PROGRESS H1C1 H2C2 H3C3 H3C4
		16:00 - 19:00	STOP LOADING ACTIVITY DUE MOSLEM MEAL BREAKFASTING
		19:00	RESUME LOADING H1C1 H2C2 H3C3 H3C4
		20:15	STOP LOADING H3C3 H3C4 FINISHED CARGO FROM BG PS 10
		20:15	H2C2 CONTINUE LOADING FROM BG PS 10

We hereby certify above that above statement of fact of fact are true and correct;

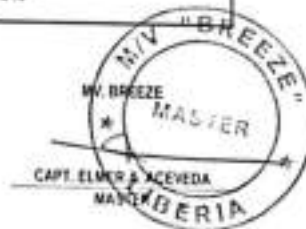
Master's Remarks:



PT BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER

[Signature]
PT. RANTAU PANJANG UTAMA (BHAKT)





PT. BAHARI EKA NUSANTARA

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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 03

DATE / DAY	WEATHER	WORKING TIME	REMARKS
22 APR - THU	FINE	06:30	BG PS 17 CASTED OFF
		07:10	WITH BG PS 17 A/S AT STBD AFT SHIP
		07:10	RESUME LOADING HSC4
		07:19 - 07:40	TRANSFER DOZER FROM SHIP DECK TO BG PS 17 BY C3
		07:40	RESUME LOADING HSC3
		08:00 - 12:45	LOADING IN PROGRESS H1C1 H3C2 H4C3 H5C4
		12:45	STOP LOADING H1C1 H4C3 FINISHED CARGO FROM BG PS 35
		12:45 - 13:15	TRANSFER DOZER FROM BG PS 35 TO SHIP DECK BY C3
		13:15	BG PS 35 CASTED OFF
		14:30	WITH BG PRIMA SAKTI 35 A/SIDE AT PSIDE FWD SHIP
		14:30	RESUME LOADING H1C1 H3C2 LOADING IN PROGRESS H3C3 H5C4
		14:30 - 15:00	TRANSFER DOZER FROM SHIP DECK TO BG PS 35 BY C3
		15:00	RESUME LOADING H3C3 FROM BG PS 17
		17:30	STOP LOADING H3C3 H5C4 FINISHED CARGO FROM BG PS 17
		17:30 - 18:00	TRANSFER DOZER FROM BG PS 17 TO SHIP DECK BY C3
		18:00	BG PS 17 CASTED OFF
		18:00 - 19:00	STOP LOADING ACTIVITY DUE MUSLEM BREAKFASTING
		19:00	RESUME LOADING H1C1 H3C2 H3C3 FROM BG PS 35
		19:00 - 24:00	LOADING ON PROGRESS H1C1 H3C2 H3C3
		00:00 - 01:50	STOP LOADING H1C1 H3C2 H3C3 FINISHED CARGO ON BG PS 35
		01:50 - 02:20	TRANSFER DOZER FROM BG PS 35 TO SHIP DECK BY C3
		02:20	BG PS 35 CASTED OFF
		02:20 - 07:30	WAITING NEXT BARGE TO ALONGSIDE
		07:30	WITH BG PRIMA SAKTI 19 A/SIDE AT STBD AFT SHIP
		07:30	RESUME LOADING H3C2 H5C4
		07:30 - 08:00	TRANSFER DOZER FROM SHIP DECK TO BG PS 19 BY C3
		08:00	RESUME LOADING H3C3
		08:00 - 13:00	LOADING IN PROGRESS H3C2 H3C3 H5C4
		13:00	STOP LOADING H3C2 RESUME LOADING H4C3
		13:00 - 18:00	LOADING ON PROGRESS H3C2 H4C3 H5C4 FROM BG PS 19
		18:00 - 19:00	STOP LOADING ACTIVITY DUE MUSLEM MEAL BREAKFASTING
		19:00	RESUME LOADING H3C2 H4C3 H5C4
		21:00	STOP LOADING H3C2 H4C3 H5C4 DUE FINISHED CARGO FROM BG PS 19
		21:00 - 21:30	TRANSFER DOZER FROM BG PS 19 TO SHIP DECK BY C3
		21:30	BG PS 19 CASTED OFF
23 APR - FRI	FINE	21:30 - 24:00	WAITING NEXT CARGO TO ALONGSIDE
		00:00 - 24:00	WAITING NEXT BARGE TO ALONGSIDE
24 APR - SAT	FINE	00:00 - 14:00	WAITING NEXT BARGE TO ALONGSIDE
		14:00	WITH BG KAYLA 81 A/S AT STBD AFT SHIP
		14:00 - 14:30	TRANSFER DOZER FROM SHIP DECK TO BG KAYLA 81
		14:30	CONTINUE LOADING H3C2 H3C3 H4C4
		15:00	ACT ANKSA LAUT 8 ALONGSIDE AT PORTSIDE MID SHIP
		17:00 - 18:00	STOP LOADING ACTIVITY DUE INTERMEDIATE
		18:00 - 19:00	MUSLEM MEAL BREAKFASTING
		19:00	RESUME LOADING H5C4
		19:20	FINISHED LOADING H5
		19:20 - 19:35	SHIFTING BG KAYLA 81 FROM AFT SHIP TO FWD SHIP

We hereby certify above that above statement of fact of fact are true and correct.
Master's Remarks :

PT. BAHARI EKA NUSANTARA

SHIPPER

PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

PT. RANTAU PANJANG UTAMA (BAKTI)





PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78 RT.17 Hal Karang Ambun
Kec.Tanjung Radeb (7731) Telp : +62 554 2022214

**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 01

DATE / DAY	WEATHER	WORKING TIME	REMARKS
15 APR - SUN	FINE	19:35	RESUME LOADING H1C1
		20:30	FINISHED LOADING H1
		20:30	COMPLETED LOADING OPERATION MV.BREEZE WITH TOTAL CARGO 34,228 MT
		20:30 - 21:30	FINAL DRAFT SURVEY
		21:30 - 22:30	TRANSFER ALL EQUIPMENT TO LET ANGSA LAUT 8 BY C3
		22:30	RG KAYLA 01 CASTED OFF
		22:40	LOT ANGSA LAUT 8 CASTED OFF
		22:50	STEVEDORE DISSEMBARKED
		22:50 - 24:00	WAITING PROCESS EXPORT DOCUMENT FROM SHIPPER
		00:00 - 03:45	WAITING PROCESS EXPORT DOCUMENT FROM SHIPPER
		03:45	EXPORT DOCUMENT RECEIVED BY AGENT
		03:45 - 04:00	PROCESS OUTWARD MANIFEST IN CUSTOMS
		04:00 - 06:30	UNABLE TO ARRANGE CLEARANCE OUT DUE TO HARBOUR MASTER OFFICE CLOSED
		06:30	HARBOUR MASTER OFFICE OPENED
		06:30 - 13:00	ARRANGE CLEARANCE OUT AT HARBOUR MASTER
		16:00	PORT CLEARANCE ISSUED
		18:00 - 12:00	DELIVERY SHIP'S CERTIFICATE AND PORT CLEARANCE TO VESSEL
		12:30	SHIP'S CERTIFICATE AND PORT CLEARANCE ON BOARD
		12:30	DOCUMENTS COMPLETED
		13:30	PILOT ON BOARD
		13:42	ANCHOR AWEIGH
		14:30	VESSEL SAILING

We hereby certify above that above statement of fact of fact are true and correct :
Master's Remarks :

PT. BAHARI EKA NUSANTARA

SHIPPER


PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

PT. BANTAPANJANG UTAMA BHAKTI





BEN LINE AGENCIES

PT. BAHARI EKA NUSANTARA

As Agent Only

Jl. Murjani 2 Gg. Terampil No.78 RT. 17 Kel Karang Ambun
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**TIME SHEET / STATEMENT OF FACT
WORKING RECORDS**

PAGE - 02

DATE / DAY	WEATHER	WORKING TIME	REMARKS
20 APR - TUE	FINE	22:15 - 22:45	TRANSFER DOZER FROM BG PS 10 TO SHIP DECK BY C3
		22:45	BG PRIMA SAKTI 10 CASTED OFF
		24:00	H1C1 H2C2 LOADING FIRM PROGRESS
		00:30	4TH BG KAYLA 01 AISIDE AT STBD AFT SHIP
		00:30	RESUME LOADING H2C4 FROM BG KAYLA 01
		00:30 - 01:00	TRANSFER DOZER FROM SHIP DECK TO BG KAYLA 01 BY C3
		01:00	RESUME LOADING H2C3 FROM BG PS 31
		01:00 - 01:30	LOADING ON PROGRESS
		01:30 - 04:30	STOP LOADING ACTIVITY DUE MOSLEM MEAL BREAKFASTING
		04:30	RESUME LOADING H1C1 H2C2 H4C3 H5C4
		06:20	STOP LOADING H1C1 H2C2 FINISHED CARGO ON BG PS 31
		06:20	H2C2 CONTINUE LOADING FROM BG KAYLA 01
		06:20 - 06:50	TRANSFER DOZER FROM BG PS 31 TO SHIP DECK BY C3
		06:50	BG PRIMA SAKTI 31 CASTED OFF
		06:50	LOADING ON PROGRESS H2C2 H5C4
		07:40	4TH BG PRIMA SAKTI 08 AISIDE AT PISIDE FWD SHIP
		07:40	RESUME LOADING H1C1
		07:40 - 08:10	TRANSFER DOZER FROM SHIP DECK TO BG PS 08 BY C3
		08:10	RESUME LOADING H2C3 FROM BG KAYLA 01
		08:30	STOP LOADING H2C2 START LOADING H2C2
		09:30	STOP LOADING H2C1 H5C4 DUE FINISHED CARGO ON BG KAYLA 01
		09:30	CONTINUE LOADING H2C2 FROM BG PS 08
		09:30 - 10:00	TRANSFER DOZER FROM BG KAYLA 01 TO SHIP DECK BY C3
		10:00	BG KAYLA 01 CASTED OFF
		10:15	4TH BG PRIMA SAKTI 17 AISIDE AT STBD AFT SHIP
		10:15	RESUME LOADING H5C4
		11:15 - 11:45	TRANSFER DOZER FROM SHIP DECK TO BG PS 17 BY C3
		11:45	RESUME LOADING H2C3 FROM BG PS 08
		11:45 - 12:00	LOADING IN PROGRESS H1C1 H2C2 H2C3 H5C4
		12:00 - 12:30	STOP LOADING ACTIVITY DUE MOSLEM MEAL BREAKFASTING
		12:30	RESUME LOADING H1C1 H2C2 H2C3 H5C4
		21:00	STOP LOADING H1C1 H2C2 FINISHED CARGO FROM BG PS 08
		21:00	H5C4 CONTINUE LOADING FROM BG PS 17
		21:00 - 21:30	TRANSFER DOZER FROM BG PS 08 TO SHIP DECK BY C3
		21:30	BG PS 08 CASTED OFF
		22:20	4TH BG PS 15 AISIDE AT PISIDE FWD SHIP
		22:20	RESUME LOADING H1C1
		22:20 - 22:50	TRANSFER DOZER FROM SHIP DECK TO BG PS 05
		22:50	RESUME LOADING H2C3 FROM BG PS 17
		24:00	LOADING ON PROGRESS H1C1 H2C2 H2C3 H5C4
21 APR - WED	FINE	00:00 - 03:30	LOADING ON PROGRESS H1C1 H2C2 H2C3 H5C4
		03:30 - 04:30	STOP LOADING ACTIVITY DUE MOSLEM MEAL BREAKFASTING
		04:30	RESUME LOADING H1C1 H2C2 H2C3 H5C4
		06:00	STOP LOADING H2C3 H5C4 FINISHED CARGO ON BG PS 17
		06:00	H2C2 CONTINUE LOADING ON BG PS 08
		06:00 - 06:30	TRANSFER DOZER FROM BG PS 17 TO SHIP DECK BY C3

We hereby certify above that above statement of fact of fact are true and correcty :

Master's Remarks :

PT. BAHARI EKA NUSANTARA



PT. BAHARI EKA NUSANTARA
AS AGENT ONLY

SHIPPER

[Signature]

PT. RANTAU PANJANG (UTAMA BHAKTI)

