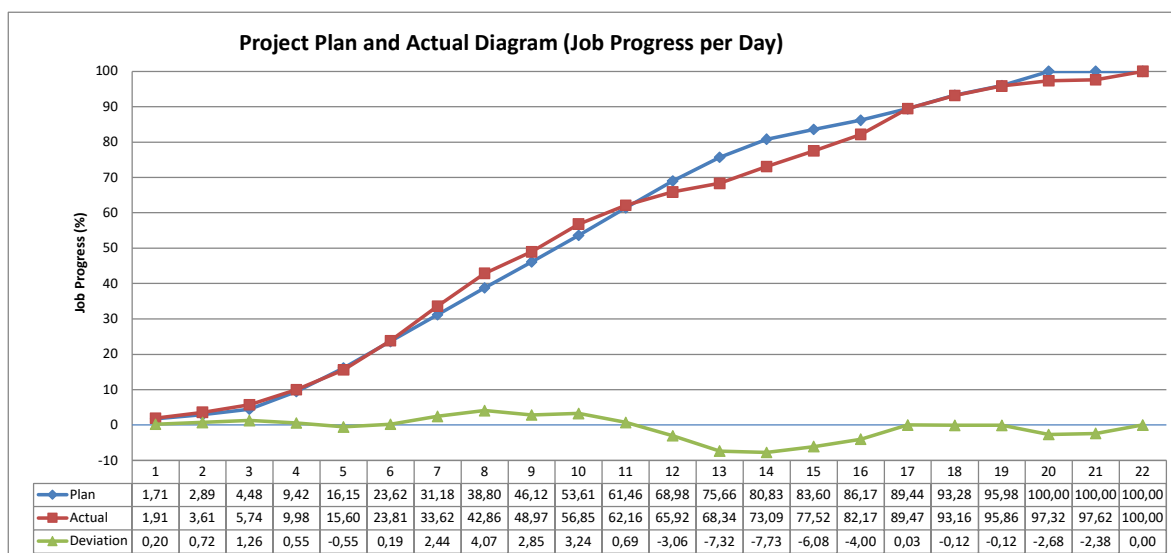




**DOCKING PROJECT REPORT
INTERMEDIATE SURVEY V**
at PT. YASA WAHANA TIRTA SAMUDERA
SEMARANG,
CENTRAN JAVA, INDONESIA

MT. GAS NURI ARIZONA
10th - 31st JULY 2018

PT. SAMUDERA INDONESIA SHIP MANAGEMENT
JL. KALIBESAR BARAT NO 39, JAKARTA - 11230



1) Summary of Progress Report

Date: 31-Jul-18

| No. | Items | Value | Remarks |
|-----|----------------------------------------------|-----------------|--------------------------------------------------------------------------------|
| 1 | Docking Budget (days) | 20 | |
| 2 | Docking Contract (days) | 20 | |
| 3 | Est. Project Time (days) | 22 | Sea trial 31 July 2018 |
| 4 | Plan until day 22 | 100,00 | |
| 5 | Progress until day 22 | 100,00 | |
| 6 | Deviation (%) | 0,00 | |
| 7 | Technical Budget | Rp5.925.001.500 | 438.889 USD , SISM Budget USD rate 13.500 |
| 8 | Supply and Purchase Budget | Rp2.769.997.500 | US\$ 205.185 (Rate of SISM Finance:US\$ 1 = Rp. 13.500) |
| 9 | Survey and Certification Budget | Rp134.716.500 | Certificate by Sea Comm and Annual Cost KR (Block Fee) |
| 10 | Total Budget | Rp8.829.715.500 | |
| 11 | Dockyard Contract Cost | Rp2.855.703.590 | Exclude PPN |
| 12 | Current Cost of Dockyard | Rp3.758.924.590 | Exclude PPN |
| 13 | Est. Reduction Item Cost | Rp0 | to be updated if any |
| 14 | Est. Increasing Item Cost | Rp627.186.200 | Updated based on speed letter received 25 July 2018 Exclude PPN |
| 15 | Est. Deleted Item Cost | Rp0 | to be updated if any |
| 16 | Est. Additional Item Cost | Rp276.034.800 | Updated based on speed letter received 25 July 2018 Exclude PPN |
| 17 | Est. Dockyard Cost | Rp3.758.924.590 | Updated based on speed letter received 25 July 2018 Exclude PPN |
| | Debit Note Dockyard Prior Negotiation | Rp4.266.263.100 | Include PPN, Exclude PPN is Rp 3.878.421.000,- |
| 18 | Est. Sub-Contractors Cost (Acticode Docking) | Rp1.037.521.000 | See Separate Sheet |
| 19 | Est. Crew's Non-Routine Works Cost | Rp18.600.000 | |
| 20 | Current Cost of Supply and Purchase | Rp878.288.349 | |
| 21 | Est. Survey and Certification Cost | Rp134.716.500 | |
| 22 | Total Docking Cost | Rp6.335.388.949 | WO: B5455, B5406 |
| 23 | Date Arrival at Dockyard | 07-Jul-18 | |
| 24 | Enter Graving Dock | 10-Jul-18 | |
| 25 | Date of Project Completion (Docking Item) | 31-Jul-18 | Sea Trial 31 July 2018 |
| 26 | Pertamina Safety Approval (PSA) | 03-Aug-18 | Operation matter |
| 28 | ETD from Dockyard | 03-Aug-18 | Depends on PSA completion on 3 August 2018 Depends on certificate readiness |

Project Updated : 31 July 2018

DOCKING DAILY STATUS - GAS NURI ARIZONA

PERIODE 2018

YASA WAHANA TIRTA SAMUDERA

YASA WAHANA TIRTA SAMUDERA

Dockyard HSE Inspector: **Mr. Indra Setiawan**

[illegible]

| | | | | | | | | | | | | | | | | | | | | | |
|------|--------------------------------------------------------|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|
| 4.9 | Propeller | 0 | 0 | 0 | 0 | 15 | 30 | 45 | 60 | 75 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 5 | 10 | 15 | 25 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 4.10 | Rudder Blade And Rudder Trunk | 0 | 0 | 0 | 15 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 75 | 85 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 5 | 15 | 30 | 35 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 4.11 | Anchor And Anchor Chain | 0 | 0 | 0 | 15 | 30 | 45 | 60 | 70 | 80 | 80 | 80 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 5 | 10 | 15 | 20 | 45 | 60 | 70 | 70 | 80 | 80 | 80 | 80 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 4.12 | Chain Locker (CLASS Inspection) | 0 | 0 | 0 | 0 | 0 | 20 | 40 | 60 | 80 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 20 | 25 | 30 | 40 | 50 | 60 | 60 | 70 | 80 | 80 | 80 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 4.13 | Corrosion Protection | 0 | 0 | 0 | 0 | 25 | 25 | 25 | 25 | 25 | 50 | 75 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 5 | DECK DEPARTMENT | | | | | | | | | | | | | | | | | | | | |
| 5.1 | Fresh Water Tank Cleaning | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 5.2 | Ballast Water Tank Cleaning | 0 | 0 | 7 | 20 | 27 | 33 | 40 | 47 | 53 | 60 | 67 | 73 | 80 | 87 | 93 | 100 | 100 | 100 | 100 | 100 |
| | | 5 | 8 | 10 | 20 | 27 | 33 | 65 | 70 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 5.3 | Safety Equipment | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 45 | 50 | 55 | 55 | 55 | 55 | 65 | 100 | 100 | 100 | 100 | 100 |
| 5.4 | REPLATING | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 5.5 | Forecastle Deck | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 3 | 5 | 10 | 20 | 30 | 40 | 50 | 55 | 65 | 70 | 75 | 80 | 85 | 90 | 100 | 100 | 100 | 100 |
| 5.6 | Main Deck and Cargo Tank No. 1 - No. 2 Area | 0 | 0 | 0 | 9 | 18 | 27 | 36 | 45 | 55 | 64 | 73 | 82 | 91 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 30 | 40 | 45 | 50 | 55 | 65 | 67 | 78 | 84 | 100 |
| 5.7 | Poop Deck and Accommodation Room | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 |
| 5.8 | Boat Deck, Bridge Deck, and Navigation Deck | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 100 | 100 | 100 | 100 |
| 5.9 | | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 5.10 | | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 5.11 | | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 5.12 | Air Pressure Test Pipelines | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 40 | 60 | 80 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 30 | 50 | 75 | 80 | 90 |
| 5.13 | Purging / Gassing Up of Cargo Tanks and Cargo Pipeline | 16 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 55 | 80 | 100 |
| | | 16 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 100 |
| 5.14 | Deck Machinery | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 50 | 75 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 50 | 75 | 100 | 100 |
| 5.15 | Radio and Navigation Equipment | 25 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 70 | 85 | 100 |
| | | 0 | 0 | 0 | 0 | 20 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 100 |
| 5.16 | Cargo Equipment (Class Survey) | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 75 | 100 | 100 | 100 | 100 |
| 6 | ENGINE DEPARTMENT | | | | | | | | | | | | | | | | | | | | |
| 6.1 | Main Engine Plant | 0 | 0 | 0 | 7 | 14 | 21 | 28 | 35 | 42 | 49 | 56 | 63 | 70 | 77 | 84 | 84 | 84 | 84 | 94 | 100 |
| | | 0 | 0 | 5 | 7 | 40 | 60 | 70 | 80 | 80 | 83 | 85 | 85 | 87 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 6.2 | Auxiliary Engine Plant no 1 & 2 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 90 | 90 | 90 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 5 | 7 | 25 | 35 | 45 | 70 | 75 | 78 | 80 | 80 | 80 | 85 | 85 | 85 | 90 | 95 | 100 | 100 |
| 6.3 | Steering Gear | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 6.4 | Engine Room Pumps | 0 | 0 | 0 | 0 | 0 | 13 | 25 | 38 | 50 | 63 | 75 | 88 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 5 | 10 | 13 | 25 | 50 | 60 | 70 | 75 | 80 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 |
| 6.5 | Main Air Compressor | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 6.6 | Main Air Reservoir | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 6.7 | Heat Exchangers | | | | | | | | | | | | | | | | | | | | Cancel by Owner |
| 6.8 | MARPOL Equipments | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 100 | 100 | 100 | 100 |
| 6.9 | Engine Room Tank Cleaning | 0 | 0 | 0 | 14 | 36 | 45 | 55 | 64 | 73 | 82 | 91 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 14 | 36 | 40 | 45 | 55 | 60 | 70 | 80 | 85 | 90 | 93 | 100 | 100 | 100 | 100 | 100 | 100 |
| 6.10 | Electrical System | 0 | 0 | 0 | 15 | 44 | 56 | 67 | 78 | 89 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 15 | 20 | 30 | 35 | 40 | 45 | 50 | 50 | 50 | 50 | 50 | 50 | 100 | 100 | 100 | 100 | 100 |
| 6.11 | Piping System at Engine Room | 0 | 0 | 0 | 11 | 22 | 33 | 44 | 56 | 67 | 78 | 89 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 11 | 22 | 33 | 44 | 56 | 67 | 75 | 80 | 85 | 90 | 94 | 96 | 100 | 100 | 100 | 100 | 100 |
| 6.12 | Miscellaneous | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 85 | 100 | 100 | 100 | 100 |
| 7 | ADDITIONAL WORKS | | | | | | | | | | | | | | | | | | | | |
| 7.1 | Main Deck Area = 505 m2 | 0 | 0 | 0 | 7 | 14 | 21 | 28 | 35 | 42 | 49 | 56 | 63 | 70 | 77 | 84 | 84 | 84 | 84 | 94 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 35 | 45 | 60 | 60 | 60 | 70 | 70 | 70 | 85 | 100 | 100 |
| 7.2 | Bridge Deck Area = 102 m2 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 90 | 90 | 90 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 30 | 40 | 40 | 60 | 70 | 70 | 70 | 70 | 100 | 100 |
| 7.3 | Perbaikan Gangway Ladder P5 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 20 | 30 | 50 | 60 | 70 | 80 | 90 | 90 | 90 | 100 | 100 | 100 | 100 | 100 | 100 |
| 7.4 | Las ulang pipa hydrolic ESD | 0 | 0 | 0 | 0 | 0 | 13 | 25 | 38 | 50 | 63 | 75 | 88 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 13 | 25 | 38 | 50 | 60 | 70 | 70 | 70 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 7.5 | Bongkar, Pasang baru deck komposit di mess room | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 30 | 43 | 57 | 71 | 86 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 40 | 50 | 60 | 60 | 70 | 80 | 100 | 100 | 100 | 100 | 100 | 100 |
| 7.6 | Cleaning got kamar mesin | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 |
| 7.7 | Las ulang Engine Room Deck, dibawah control room | 0 | 0 | 0 | 7 | 14 | 21 | 28 | 35 | 42 | 49 | 56 | 63 | 70 | 77 | 84 | 84 | 84 | 84 | 94 | 100 |
| | | 0 | 0 | 0 | 0 | 7 | 10 | 20 | 35 | 42 | 50 | 60 | 60 | 60 | 60 | 70 | 80 | 90 | 100 | 100 | 100 |
| 7.8 | Ganti baru kotak ESD | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 90 | 90 | 90 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 90 | 90 | 90 | 100 | 100 | 100 |
| 7.9 | Servis Air Vent Head FPT | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 7.10 | Bongkar ganti baru lidah-lidah windlass | 0 | 0 | 0 | 0 | 0 | 13 | 25 | 38 | 50 | 63 | 75 | 88 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | 0 | 0 | 0 | 0 | 13 | 20 | 30 | 50 | 60 | 70 | 80 | 90 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 7.11 | Fiber pipa udara POT | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 30 | 43 | 57 | 71 | 86 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| | | 0 | | | | | | | | | | | | | | | | | | | |

| NO | ITEM | AVERAGE OF PRESENTATION PROGRESS | | | | | | | | | | | | | | | | | | | | | |
|----|-------------------|----------------------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
| | | D1 | D2 | D3 | D4 | D5 | D6 | D7 | D8 | D9 | D10 | D11 | D12 | D13 | D14 | D15 | D16 | D17 | D18 | D19 | D20 | 21 | 22 |
| | Plan | | | | | | | | | | | | | | | | | | | | | | |
| 3 | GENERAL SERVICES | 4 | 5 | 12 | 20 | 24 | 27 | 30 | 34 | 37 | 41 | 45 | 49 | 53 | 58 | 63 | 69 | 78 | 86 | 89 | 100 | 100 | 100 |
| 4 | DRY DOCKING | 1 | 2 | 3 | 9 | 21 | 34 | 46 | 56 | 64 | 73 | 83 | 91 | 98 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| 5 | DECK DEPARTMENT | 3 | 7 | 7 | 10 | 16 | 21 | 27 | 34 | 40 | 46 | 53 | 59 | 65 | 72 | 76 | 79 | 82 | 90 | 95 | 100 | 100 | 100 |
| 6 | ENGINE DEPARTMENT | 0 | 0 | 0 | 6 | 16 | 25 | 34 | 44 | 54 | 64 | 73 | 81 | 88 | 92 | 94 | 96 | 97 | 98 | 99 | 100 | 100 | 100 |
| 7 | ADDITIONAL ITEM | 0 | 0 | 0 | 2 | 5 | 11 | 18 | 27 | 36 | 44 | 54 | 64 | 74 | 81 | 85 | 87 | 90 | 93 | 97 | 100 | 100 | 100 |
| | Average Total | 1,71 | 2,89 | 4,48 | 9,42 | 16,15 | 23,62 | 31,18 | 38,80 | 46,12 | 53,61 | 61,46 | 68,98 | 75,66 | 80,83 | 83,60 | 86,17 | 89,44 | 93,28 | 95,98 | 100,00 | 100,00 | 100,00 |
| | Actual | | | | | | | | | | | | | | | | | | | | | | |
| 3 | GENERAL SERVICES | 8 | 13 | 18 | 24 | 28 | 31 | 35 | 39 | 50 | 53 | 57 | 60 | 63 | 66 | 68 | 72 | 77 | 86 | 90 | 95 | 95 | 100 |
| 4 | DRY DOCKING | 0 | 2 | 6 | 13 | 19 | 41 | 65 | 86 | 87 | 88 | 91 | 91 | 91 | 94 | 94 | 95 | 100 | 100 | 100 | 100 | 100 | 100 |
| 5 | DECK DEPARTMENT | 2 | 3 | 4 | 5 | 9 | 12 | 22 | 26 | 32 | 39 | 46 | 51 | 55 | 59 | 62 | 71 | 83 | 86 | 91 | 93 | 94 | 100 |
| 6 | ENGINE DEPARTMENT | 0 | 0 | 1 | 7 | 19 | 26 | 33 | 45 | 51 | 57 | 61 | 64 | 67 | 73 | 83 | 89 | 99 | 99 | 100 | 100 | 100 | 100 |
| 7 | ADDITIONAL ITEM | 0 | 0 | 0 | 1 | 3 | 8 | 13 | 19 | 25 | 47 | 56 | 64 | 66 | 74 | 80 | 84 | 88 | 95 | 98 | 99 | 99 | 100 |
| | Average Total | 1,91 | 3,61 | 5,74 | 9,98 | 15,60 | 23,81 | 33,62 | 42,86 | 48,97 | 56,85 | 62,16 | 65,92 | 68,34 | 73,09 | 77,52 | 82,17 | 89,47 | 93,16 | 95,86 | 97,32 | 97,62 | 100,00 |

| | |
|--|-----------------|
| | reduction work |
| | delete job |
| | increasing work |
| | additional item |
| | floating repair |
| | dry dock |

| No | ITEM | CONTRACT COST (Rp) | VALUE (%) | CURRENT COST (Rp) | REDUCTION WORK (Rp) | INCREASING WORK (Rp) | DELETED JOB (Rp) | EST. DOCKYARD COST (Rp) | REMARK |
|------------|---------------------------------------|--------------------|-----------|-------------------|---------------------|----------------------|------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3.0 | GENERAL SERVICE | | | | | | | | |
| 3.1 | Dry Docking and Dock Preparation | 101.400.000 | 2,70% | 101.400.000 | | | | 101.400.000 | |
| 3.2 | Mooring and Unmooring | 15.600.000 | 0,42% | 15.600.000 | | | | 15.600.000 | |
| 3.3 | Tugboat | 34.000.000 | 0,90% | 34.000.000 | | | | 34.000.000 | |
| 3.4 | Fire Protection | 11.855.000 | 0,32% | 11.855.000 | | | | 11.855.000 | |
| 3.5 | Wharfage | 12.000.000 | 0,32% | 12.000.000 | | | | 12.000.000 | |
| 3.6 | Pilotage | 7.500.000 | 0,20% | 7.500.000 | | | | 7.500.000 | |
| 3.7 | Fire Watchman | 5.570.000 | 0,15% | 5.570.000 | | | | 5.570.000 | |
| 3.8 | Security Watchman | 9.000.000 | 0,24% | 9.000.000 | | | | 9.000.000 | |
| 3.9 | Shore Power Supply | 93.940.000 | 2,50% | 93.940.000 | | | | 93.940.000 | |
| 3.10 | Cooling Water | 17.862.500 | 0,48% | 17.862.500 | | | | 17.862.500 | |
| 3.11 | Compressed Air | 13.575.000 | 0,36% | 13.575.000 | | | | 13.575.000 | |
| 3.12 | Fresh Water | 12.500.000 | 0,33% | 12.500.000 | | | | 12.500.000 | |
| 3.13 | Bilge Pump | 9.500.000 | 0,25% | 9.500.000 | | | | 9.500.000 | |
| 3.14 | Staging – Unstaging | 35.250.000 | 0,94% | 35.250.000 | | | | 35.250.000 | |
| 3.15 | Temporary Lighting | 4.000.000 | 0,11% | 4.000.000 | | | | 4.000.000 | |
| 3.16 | Ventilation Fans, Blowers, and Lights | 0 | 0,00% | 0 | | | | 0 | |
| 3.17 | Crane Service | 10.000.000 | 0,27% | 10.000.000 | | | | 10.000.000 | |
| 3.18 | Ballasting and De-Ballasting | 11.090.000 | 0,30% | 11.090.000 | | | | 11.090.000 | |
| 3.19 | Gas Free Inspection | 40.000.000 | 1,06% | 40.000.000 | | | | 40.000.000 | |
| 3.20 | Port Chemist Inspection | 0 | 0,00% | 0 | | | | 0 | |
| 3.21 | Alleyway Covering | 7.500.000 | 0,20% | 7.500.000 | | | | 7.500.000 | |
| 3.22 | Garbage and Galley Refuse Disposal | 3.750.000 | 0,10% | 3.750.000 | | | | 3.750.000 | |
| 3.23 | Final Cleaning | 11.000.000 | 0,29% | 11.000.000 | | | | 11.000.000 | |
| 3.24 | Engine Room Bilges and Sludge | 800.000 | 0,02% | 800.000 | | | | 800.000 | |
| 3.25 | Bottom Plugs | 7.700.000 | 0,32% | 11.900.000 | | 4.200.000 | | 11.900.000 | |
| 3.26 | Drawings | 1.650.000 | 0,04% | 1.650.000 | | | | 1.650.000 | |
| 3.27 | Basin Trial | 0 | 0,00% | 0 | | | | 0 | |
| 3.28 | Sea Trial & Compass Adjuster | 25.000.000 | 0,67% | 25.000.000 | | | | 25.000.000 | |
| 4.0 | DRY DOCKING | | | | | | | | |
| 4.1 | Ultrasonic Measurement Test | 0 | 0,00% | 0 | | | | 0 | |
| 4.2 | Hull Cleaning Preparation | 53.622.500 | 1,43% | 53.622.500 | | | | 53.622.500 | |
| 4.3 | Bottom Area, 1172 m2 | 105.362.800 | 2,80% | 105.362.800 | | | | 105.362.800 | |
| 4.4 | Vertical side Area = 1591 m2 | 155.047.800 | 4,12% | 155.047.800 | | | | 155.047.800 | |
| 4.5 | Top Side and Bulwark Area 1051 m2 | 0 | 0,00% | 0 | | | | 0 | |
| 4.6 | Mark Painting | 11.000.000 | 0,29% | 11.000.000 | | | | 11.000.000 | |
| 4.7 | Sea Chest and Gratings | 0 | 0,00% | 0 | | | | 0 | |
| 4.8 | Sea, Discharge, and Scupper Valves (4 | 7.164.300 | 0,19% | 7.164.300 | | | | 7.164.300 | |
| 4.9 | Propeller | 25.000.000 | 0,67% | 25.000.000 | | | | 25.000.000 | |
| 4.10 | Rudder Blade And Rudder Trunk | 6.048.000 | 0,16% | 6.048.000 | | | | 6.048.000 | |
| 4.11 | Anchor And Anchor Chain | 33.000.000 | 0,88% | 33.000.000 | | | | 33.000.000 | |
| 4.12 | Chain Locker (CLASS Inspection) | 0 | 0,00% | 0 | | | | 0 | |
| 4.13 | Corrosion Protection | 8.424.000 | 0,22% | 8.424.000 | | | | 8.424.000 | |
| 5.0 | DECK DEPARTMENT | | | | | | | | |
| 5.1 | Fresh Water Tank Cleaning | 0 | 0,00% | 0 | | | | 0 | |
| 5.2 | Ballast Water Tank Cleaning | 0 | 3,15% | 118.571.000 | | 118.571.000 | | 118.571.000 | class recommendation Price based on previous dockyard quotation |
| 5.3 | Safety Equipment | 15.000.000 | 0,40% | 15.000.000 | | | | 15.000.000 | |
| 5.4 | REPLATING | 725.000.000 | 19,29% | 725.000.000 | | | | 725.000.000 | |
| 5.5 | Forecastle Deck | 79.290.205 | 2,20% | 82.674.205 | | 3.384.000 | | 82.674.205 | |
| 5.6 | Main Deck and Cargo Tank No. 1 - N | 378.193.700 | 22,09% | 830.370.900 | | 452.177.200 | | 830.370.900 | Work item already listed in repair list and quoted by shipyard dated 19 March 2018 Semarang in early docking days Due to actual condition (very thin) and safety reason when |
| 5.7 | Poop Deck and Accommodation Room | 85.675.000 | 2,28% | 85.675.000 | | | | 85.675.000 | |
| 5.8 | Boat Deck, Bridge Deck, and Navigat | 3.000.000 | 0,08% | 3.000.000 | | | | 3.000.000 | |
| 5.9 | Tank Coating No. 1 (P/S) and No. 2 (I | 0 | 0,00% | 0 | | | | 0 | |

| | | | | | | | |
|-----------------------------------------------------------------------|---------------------------------------|---------------|-------------|---------------|------------|-------------|---------------|
| 5.10 | Cargo Pressure Tanks for Class Survey | 0 | 0,00% | 0 | | | 0 |
| 5.1 | Air Pressure Test for Cargo Tanks | 0 | 0,00% | 0 | | | 0 |
| 5.12 | Air Pressure Test Pipelines | 95.000.000 | 2,53% | 95.000.000 | | | 95.000.000 |
| 5.13 | Purging / Gassing Up of Cargo Tanks | 0 | 0,00% | 0 | | | 0 |
| 5.14 | Deck Machinery | 88.753.000 | 2,36% | 88.753.000 | | | 88.753.000 |
| 5.15 | Radio and Navigation Equipment | 0 | 0,01% | 350.000 | 350.000 | | 350.000 |
| 5.16 | Cargo Equipment (Class Survey) | 95.000.000 | 2,53% | 95.000.000 | | | 95.000.000 |
| 6.0 | ENGINE DEPARTMENT | | | | | | |
| 6.1 | Main Engine Plant | 27.500.000 | 1% | 27.500.000 | | | 27.500.000 |
| 6.2 | Auxiliary Engine Plant no 1 & 2 | 15.000.000 | 0,40% | 15.000.000 | | | 15.000.000 |
| 6.3 | Steering Gear | 0 | 0,00% | 0 | | | 0 |
| 6.4 | Engine Room Pumps | 19.500.000 | 0,61% | 23.000.000 | 3.500.000 | | 23.000.000 |
| 6.5 | Main Air Compressor | 0 | 0,00% | 0 | | | 0 |
| 6.6 | Main Air Reservoir | 0 | 0,00% | 0 | | | 0 |
| 6.7 | Heat Exchangers | 0 | 0,00% | 0 | | | 0 |
| 6.8 | MARPOL Equipments | 0 | 0,00% | 0 | | | 0 |
| 6.9 | Engine Room Tank Cleaning | 10.000.000 | 0,27% | 10.000.000 | | | 10.000.000 |
| 6.10 | Electrical System | 0 | 0,00% | 0 | | | 0 |
| 6.11 | Piping System at Engine Room | 136.716.975 | 4,12% | 154.720.975 | 18.004.000 | | 154.720.975 |
| 6.12 | Miscellaneous | 7.500.000 | 0,92% | 34.500.000 | 27.000.000 | | 34.500.000 |
| 7. ADDITIONAL WORKS | | | | | | | |
| 7.1 | Main Deck Area = 505 m2 | 61.026.250 | 1,62% | 61.026.250 | | | 61.026.250 |
| 7.2 | Bridge Deck Area = 102 m2 | 9.970.000 | 0,27% | 9.970.000 | | | 9.970.000 |
| 7.3 | Perbaikan Gangway Ladder PS | 4.125.000 | 0,11% | 4.125.000 | | | 4.125.000 |
| 7.4 | Las ulang pipa hydrolic ESD | 500.000 | 0,01% | 500.000 | | | 500.000 |
| 7.5 | Bongkar, Pasang baru deck komposit | 7.500.000 | 0,20% | 7.500.000 | | | 7.500.000 |
| 7.6 | Cleaning got kamar mesin | 30.400.000 | 0,81% | 30.400.000 | | | 30.400.000 |
| 7.7 | Las ulang Engine Room Deck, dibawa | 2.000.000 | 0,05% | 2.000.000 | | | 2.000.000 |
| 7.8 | Ganti baru kotak ESD | 3.750.000 | 0,10% | 3.750.000 | | | 3.750.000 |
| 7.9 | Servis Air Vent Head FPT | 1.500.000 | 0,04% | 1.500.000 | | | 1.500.000 |
| 7.10 | Bongkar ganti baru lidah-lidah windla | 850.000 | 0,02% | 850.000 | | | 850.000 |
| 7.11 | Fiber pipa udara FOT | 750.000 | 0,02% | 750.000 | | | 750.000 |
| 7.12 | Bongkar ganti baru engseludukan la | 750.000 | 0,02% | 750.000 | | | 750.000 |
| 7.13 | Bongkar ganti baru support kabel lam | 1.800.000 | 0,05% | 1.800.000 | | | 1.800.000 |
| 7.14 | Pasang pondasi antenna di Top deck | 1.000.000 | 0,03% | 1.000.000 | | | 1.000.000 |
| 7.15 | Pasang nepple sea water shower pipe | 17.875.000 | 0,48% | 17.875.000 | | | 17.875.000 |
| 7.16 | Manifold GS | 15.644.200 | 0,42% | 15.644.200 | | | 15.644.200 |
| 7.17 | Scupper galley pipe | 5.250.360 | 0,14% | 5.250.360 | | | 5.250.360 |
| 7.18 | Cooling Gundroom Pipe | 3.172.000 | 0,08% | 3.172.000 | | | 3.172.000 |
| ADDITIONAL 1 (Speed Letter received 21 July 2018) see sheet "ADD#1" | | | | | | | |
| Item no 1-35 (exclude ballast water tank cleaning) | | 4,79% | 180.222.800 | | | | 180.222.800 |
| ADDITIONAL 2 (Speed Letter received 21 July 2018) see sheet "ADD#2" | | | | | | | |
| | | 1,45% | 54.572.000 | | | | 54.572.000 |
| ADDITIONAL 3 (Speed Letter received 25 July 2018) see sheet "ADD#3" | | | | | | | |
| | | 0,67% | 25.300.000 | | | | 25.300.000 |
| ADDITIONAL 4 (Speed Letter received 25 July 2018) see sheet "ADD#4" | | | | | | | |
| | | 0,42% | 15.940.000 | | | | 15.940.000 |
| TOTAL | | 2.855.703.590 | 100% | 3.758.924.590 | 0 | 627.186.200 | 3.758.924.590 |

0

Speed Letter received 21 July 2018

Speed Letter received 21 July 2018

Speed Letter received 25 July 2018

Speed Letter received 25 July 2018

SUB-CONTRACTORS COST

Updated on 2 Aug 2018

SGD 1 10.500

USD 1 14.400

| No. | Name of Sub-Contractors | Item in Docking and Repair Specs | | Sub-contractors Quotation (Rp) | Remarks (WO) |
|-------|---------------------------|----------------------------------|------------------------------------------------------------|--------------------------------|--------------|
| 1 | PT WADI DAYA SAKTI | 4,1 | ULTRASONIC THICKNESS MEASUREMENT FOR SPECIAL SURVEY 5 | 59.972.000 | B4851 |
| 4 | PT. TANINDO | 6.1 | ME GOVERNOR, A/E INJECTION PUMP AND A/E TURBOCHARGER | 84.849.000 | B4978 |
| | | 6.2 | ME TURBOCHARGER MET42SC JASA | 45.450.000 | B4979 |
| 5 | PT. SAHABAT MARINE SEJATI | NA | JASA AMBIL/PENGANTARAN BARANG BEKAS,CYL.HEAD,T/C, SMRG-JKT | 21.100.000 | B4888 |
| 6 | Haris Automation | 6.9 | ELECTRIC SYSTEM AUTOMATION FOR DECK AND ENGINE | 413.650.000 | B4890 |
| 8 | PT.Tangerang Gas Industri | 5,15 | SUPPLY N2 FOR PURGING COT NO: 1 & 2 | 412.500.000 | B4834 |
| Total | | | | 1.037.521.000 | |

SURVEY AND CERTIFICATION COST

USD 1

Rp13.500

Updated on 06 July 2018

| No. | Item Survey/Certification | Institution | Cost (USD) | Cost (IDR) | Remarks |
|-----|---------------------------------|-------------|------------|-------------|------------|
| 1 | Intermediate Survey No. 5 | KR | 5.979 | 80.716.500 | Block Fee |
| | Transfer Of Class | | | | |
| | Docking Survey | | | | |
| 2 | Safety Construction Certificate | Seacom | 4.000 | 54.000.000 | Estimation |
| 3 | Safety Equipment Certificate | | | | |
| 4 | Safety Radio Certificate | | | | |
| 5 | Fitness Certificate | | | | |
| 6 | Compasseren Certificate | | | | |
| | | Total | 9.979 | 134.716.500 | |

PURCHASE SUMMARY FOR DOCKING 2018
GAS NURI ARIZONA

| NO | DESCRIPTION | BUDGET (US\$) | ACTICODE | KURS | TOTAL PRICE | convert to IDR | PO | VENDOR | STATUS |
|-------------------------------------------|------------------------------------------------------|----------------------|----------|------|--------------------------------|--------------------|-------|----------------------------------------------|---------------------------|
| 1 | HULL PAINT | 50.000,00 | 203003 | IDR | 231.539.951 | 231.539.951 | F1579 | JOTUN INDONESIA | ALREADY AT SHIPYARD |
| | | | | IDR | 154.106.910 | 154.106.910 | F1585 | JOTUN INDONESIA | PROCESS |
| | | | | IDR | 4.028.955 | 4.028.955 | F1627 | JOTUN INDONESIA | PROCESS |
| 2 | ANODE FOR SEA CHEST, BALLAST & HULL | 7.407,00 | 278001 | IDR | 26.235.000 | 26.235.000 | | UD CEMARA MAS | ALREADY AT SHIPYARD |
| | | | | IDR | 42.570.000 | 42.570.000 | | UD CEMARA MAS | PROCESS |
| 3 | ANCHOR CHAIN & SWIFEL | 45.111,00 | 431021 | | | | | | |
| 4 | STERN TUBE SEAL | 14.815 | 403001 | | | | | | |
| 5 | Brake Lining | 3.704 | 432001 | | | | | | |
| 6 | Main Sea Chest Valve | 7.407 | 262010 | | | | | | |
| 7 | Overboard Valve | 4.444 | 299001 | | | | | | |
| 8 | Ballast valve | 1.111 | 299001 | | | | | | |
| 9 | Bearing Electromotor M/E Aux. Blower | 1.000 | 601084 | | | | | | |
| 10 | Bearing Alternator | 3.704 | 601084 | | | | | | |
| 11 | Wire Lifting Equipment | 11.111 | 501051 | | | | | | |
| 12 | Air Vent Head | 1.000 | 274061 | | | | | | |
| 13 | LRRS | 6.000 | 503100 | | | | | | |
| 14 | Rubber Packing for Cargo Tank Dome | 1.200 | 304002 | | | | | | |
| 15 | Rubber Packing for Cargo Dome (incl. bolts and nuts) | 9.244 | 304002 | | | | | | |
| 16 | Main Engine | 18.519 | 601053 | | | | | | |
| | TURBOCHARGER MET42SC PART | | | | | 65.000.000 | | TANINDO | |
| 17 | Auxiliary Engine | 7.407 | 651053 | | | | | | |
| | YANMAR S165L-UN GOVERNOR PART" | | | | | 27.358.000 | | TANINDO | |
| | YANMAR S165L-UN INJECTION PUMP AE PART | | | | | 78.785.000 | | TANINDO | |
| | YANMAR S165L-UN TURBO AE PART | | | | | 14.000.000 | | TANINDO | |
| | TURBOCHARGER RU110-1A UNIT | | | | | 135.000.000 | | TANINDO | |
| 18 | Boiler Safety Valve Aux. Boiler | 1.111 | 601084 | | | | | | |
| 19 | Circulating Pump Aux. Boiler | 2.000 | 601084 | | | | | | |
| 20 | HVAC | 5.185 | 570001 | | | | | | |
| 21 | E/R Pumps | 3.704 | 800001 | | | | | | |
| | | | | USD | 6.891 | 99.664.533 | F1625 | APPLIED SATELLITE TECHNOLOGY ASIA PTE LTD | INMARSAT C#SAILOR FBB 150 |
| TOTAL BUDGET SUPPLY FOR DOCK | | 205.185 | | | | | | | |
| TOTAL BUDGET SUPPLY FOR DOCK (IDR) | | 2.967.585.834 | | | TOTAL COST SUPPLY (IDR) | 878.288.349 | | | |