

## DOCKING PROJECT REPORT INTERMEDIATE SURVEY V

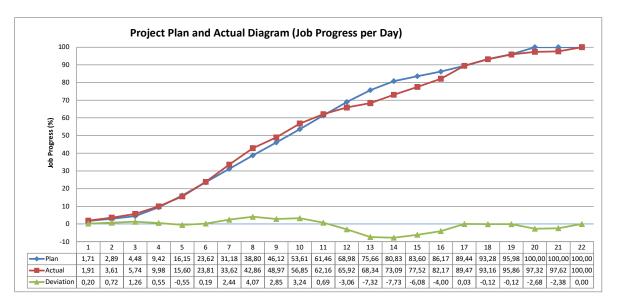
at PT. YASA WAHANA TIRTA SAMUDERA SEMARANG, CENTRAN JAVA, INDONESIA

# 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<br>ExcludePPN |
| 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               |
| L.    |  |                 | ExcludePPN  |
| 17    | Est. Dockyard Cost                           | Rp3.758.924.590 | Updated based on speed letter received 25 July 2018 Exclude PPN   |
|       | Debit Note Dockyard Prior Negosiation        | 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 Schedule: 10 - 30 July 2018 Project Actual Time:-

Project Contract Cost : Rp. 2.855.703.590 (exclude tax)

Est. Current Cost to date : Rp. 1.613.436.478 Est. Dockyard Cost : Rp. 2.855.703.590

Project Updated : 31 July 2018

Barriers to Work today : NA

Technical Superintendent: Mr. Fachruddin

QHSE and Cost Control: Mr. Amal Hilmana / Mr. Wahyu Adi Nugraha

Dockyard Project Leader: Mr. Herdita

Dockyard HSE Inspector: Mr. Indra Setiawan

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

YASA WAHANA TIRTA SAMUDERA INTERMEDIATE SURVEY V



|      |   |          |          |          |           |           |                 |                |            | JOB PRO    | GRESS (%) - 10 | uly 2018 - 30 Ju   | ly 2018    |            |                  |               |            |            |            |            |     |                 |
|------|---|----------|----------|----------|-----------|-----------|-----------------|----------------|------------|------------|----------------|--------------------|------------|------------|------------------|---------------|------------|------------|------------|------------|-----|-----------------|
| NO.  | ITEM  | D1       | D2       | D3       | D4        | D5        | D6 D            | 7 D8           | D9         | D10        | D11            | D12 D13            | D14        | D15        | D16 D1           | .7 D18        | D19        | D20        | 21         | 22         | PIC | REMARKS         |
| 3    | GENERAL SERVICES                                      |          | _        | 7        |           |           |                 | 0 47           |            |            | -              |                    |            |            | 100 10           | 0 100         | 400        | 400        | 100        | 400        |     |                 |
| 3.1  | Dry Docking and Dock Preparation                      | 0<br>5   | 0<br>8   | 10       | 20<br>20  | 27<br>27  | 33 4<br>33 6    | 5 70           | 53<br>100  | 60<br>100  |                | 73 80<br>100 100   | 87<br>100  | 93<br>100  | 100 10<br>100 10 |               | 100<br>100 | 100<br>100 | 100        | 100<br>100 |     |                 |
| 3.2  | Mooring and Unmooring                                 | 0        | 0        | 25       | 50        | 50        | 50 5            |                | 50         | 50         |                | 50 50              | 50         | 50         | 50 7             |               | 75         | 100        | 100        | 100        |     |                 |
| 3.3  | Tugboat   | 5<br>25  | 7<br>25  | 25<br>50 | 50<br>50  | 50<br>50  | 50 5<br>50 5    | 0 50<br>0 50   | 66<br>50   | 66<br>50   | 66<br>50       | 66 66<br>50 50     | 66<br>50   | 66<br>50   | 50 7             | 5 75<br>5 75  | 75<br>75   | 100        | 100        | 100<br>100 |     |                 |
| 3.3  | lugboat   | 25       | 25       | 50       | 50        | 50        | 50 5            |                | 66         | 66         |                | 66 66              | 66         | 66         | 66 6             | 75            | 75         | 100        | 100        | 100        |     |                 |
| 3.4  | Fire Protection                                       | 0        | 0        | 6<br>10  | 18<br>18  | 24        | 29 3            | 5 41<br>5 41   | 47<br>47   | 53         |                | 65 71<br>65 71     | 76<br>76   | 82<br>82   | 88 9<br>88 9     |               | 100        | 100        | 100        | 100<br>100 |     |                 |
| 3.5  | Wharfage  | 16       | 33       | 33       | 33        | 33        | 33 3            |                | 33         | 53<br>33   |                | 65 71<br>33 33     | 33         | 33         | 33 5             |               | 83         | 100        | 100        | 100        |     |                 |
|      |   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 9          | 19         | 27             | 33 37              | 42         | 46         | 50 5             |               | 83         | 100        | 100        | 100        |     |                 |
| 3.6  | Pilotage  | 33<br>33 | 33<br>33 | 33<br>33 | 33<br>33  | 33<br>33  | 33 3<br>33 3    |                | 33<br>50   | 33<br>50   |                | 33 33<br>50 50     | 33<br>50   | 33<br>50   | 66 6<br>50 6     |               | 66<br>66   | 100        | 100<br>66  | 100<br>100 |     |                 |
| 3.7  | Fire Watchman   | 5        | 10       | 15       | 20        | 25        | 30 3            |                | 45         | 50         |                | 60 65              | 70         | 75         | 80 8             |               | 95         | 100        | 100        | 100        |     |                 |
| -    |   | 5        | 10       | 15       | 20        | 25        | 30 3            |                | 45         | 50         |                | 60 65              | 70         | 75         | 80 8             |               | 100        | 100        | 100        | 100        |     |                 |
| 3.8  | Security Watchman                                     | 0<br>5   | 0<br>10  | 6<br>14  | 18<br>18  | 24<br>24  | 29 3<br>29 3    | 5 41<br>5 41   | 47<br>47   | 53<br>53   |                | 65 71<br>65 71     | 76<br>76   | 82<br>82   | 88 9<br>85 9     |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 3.9  | Shore Power Supply                                    | 0        | 0        | 7        | 20        | 27        |                 | 0 47           | 53         | 60         |                | 73 80              | 87         | 93         | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| 3.10 | Cooling Water   | 5<br>0   | 10<br>0  | 16<br>7  | 20        | 27<br>27  | 33 4<br>33 4    | 0 47           | 53<br>53   | 60<br>60   |                | 73 80<br>73 80     | 87<br>87   | 93<br>93   | 95 10<br>100 10  |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 3.10 | Cooling Water   | 0        | 0        | 7        | 20        | 27        | 33 4            |                | 100        | 100        |                | 100 100            | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| 3.11 | Compressed Air  | 0        | 0        | 7        | 20        | 27<br>27  | 33 4<br>33 4    | 0 47           | 53<br>100  | 60<br>100  |                | 73 80<br>100 100   | 87<br>100  | 93<br>100  | 100 10<br>100 10 |               | 100        | 100<br>100 | 100        | 100        |     |                 |
| 3.12 | Fresh Water   | 0        | 0        | 6        | 18        | 24        | 29 3            |                | 47         | 100<br>53  |                | 65 71              | 76         | 82         | 88 9             |               | 100        | 100        | 100        | 100        |     |                 |
|      |   | 0        | 0        | 6        | 18        | 24        | 30 3            | 5 41           | 47         | 53         |                | 65 71              | 76         | 82         | 85 9             |               | 100        | 100        | 100        | 100        |     |                 |
| 3.13 | Bilge Pump  | 0        | 0        | 7        | 20<br>20  | 27<br>27  | 33 4<br>33 4    |                | 53<br>53   | 60<br>60   |                | 73 80<br>73 80     | 87<br>87   | 93<br>93   | 100 10<br>100 10 |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 3.14 | Staging – Unstaging                                   | 0        | 0        | 7        | 20        | 27        | 33 4            | 0 47           | 53         | 60         | 67             | 73 80              | 87         | 93         | 100 10           | 0 100         | 100        | 100        | 100        | 100        |     |                 |
| 2.45 |   | 0        | 0        | 6        | 20        | 27        | 33 4            | •              | 53<br>47   | 60         |                | 73 80              | 87         | 93         | 95 10<br>88 9    |               | 100        | 100        | 100        | 100        |     |                 |
| 3.15 | Temporary Lighting                                    | 0<br>5   | 8        | 10       | 18<br>18  | 24<br>24  | 29 3<br>29 3    |                | 47         | 53<br>53   |                | 65 71<br>65 71     | 76<br>76   | 82<br>82   | 88 9<br>88 9     |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 3.16 | Ventilation Fans, Blowers, and Lights                 | 5        | 10       | 15       | 20        | 25        | 30 3            |                | 45         | 50         |                | 60 65              | 70         | 75         | 80 8             |               | 100        | 100        | 100        | 100        |     |                 |
| 3.17 | Crane Service   | 5        | 10<br>5  | 10       | 20<br>15  | 25<br>20  | 30 3<br>25 3    |                | 45<br>40   | 50<br>45   | 55<br>50       | 60 65<br>55 60     | 70<br>65   | 75<br>70   | 80 8<br>75 8     |               | 100<br>90  | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
|      | Cluster Service                                       | 0        | 5        | 10       | 15        | 20        | 25 3            | 0 35           | 40         | 45         | 50             | 55 60              | 65         | 70         | 75 8             | 90            | 100        | 100        | 100        | 100        |     |                 |
| 3.18 | Ballasting and De-Ballasting                          | 20<br>20 | 20<br>20 | 40<br>40 | 40<br>40  | 40<br>40  | 40 4            |                | 40<br>40   | 40<br>40   |                | 40 40<br>40 40     | 40<br>40   | 40<br>40   | 40 6             |               | 80<br>100  | 100        | 100        | 100        |     |                 |
| 3.19 | Gas Free Inspection                                   | 0        | 0        | 6        | 18        | 24        | 29 3            |                | 47         | 53         |                | 65 71              | 76         | 82         | 88 9             |               | 100        | 100        | 100        | 100        |     |                 |
|      |   | 0        | 5        | 6        | 18        | 24        | 29 3            |                | 47         | 53         |                | 65 71              | 76         | 82         | 88 9             | 100           | 100        | 100        | 100        | 100        |     |                 |
| 3.20 | Port Chemist Inspection                               | 0<br>50  | 0<br>100 | 0<br>100 | 0<br>100  | 0<br>100  | 100 1           |                | 0<br>100   | 0<br>100   | 100            | 20 30              | 40<br>100  | 50<br>100  | 100 10           | 0 80<br>0 100 | 90<br>100  | 100        | 100        | 100<br>100 |     |                 |
| 3.21 | Alleyway Covering                                     | 0        | 0        | 0        | 0         | 0         | 0               |                | 0          | 0          |                | 20 30              | 40         | 50         | 60 7             |               | 90         | 100        | 100        | 100        |     |                 |
| 3.22 | Carbona and Caller Refere Discount                    | 50       | 100      | 100      | 100<br>20 | 100<br>40 | 100 1<br>40 4   | 0 100          | 100<br>40  | 100<br>40  |                | 00 100<br>40 40    | 100<br>60  | 100<br>80  | 100 10<br>100 10 |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 3.22 | Garbage and Galley Refuse Disposal                    | 0        | 0        | 0        | 20        | 40        | 40 4            |                | 40         | 45         |                | 55 60              | 65         | 80         | 85 10            | 0 100         | 100        | 100        | 100        | 100        |     |                 |
| 3.23 | Final Cleaning  | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 0          | 0          | 0              | 0 0                | 0          | 0          | 0 2              |               | 75         | 100        | 100        | 100        |     |                 |
| 3.24 | Engine Room Bilges and Sludge                         | 0        | 0        | 0        | 0         | 0         | 0               | 0 0            | 0          | 0          | 0              | 0 0                | 0          | 0          | 0 5              |               | 75<br>100  | 100        | 100        | 100<br>100 |     |                 |
|      |   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 0          | 20         |                | 40 50              | 60         | 60         | 100 10           | 0 100         | 100        | 100        | 100        | 100        |     |                 |
| 3.25 | Bottom Plugs  | 0        | 0<br>5   | 0<br>10  | 0<br>15   | 0<br>20   | 0 0             |                | 0<br>100   | 0<br>100   |                | 0 0                | 0<br>100   | 0<br>100   | 100 10           |               | 0<br>100   | 100        | 100        | 100        |     |                 |
| 3,26 | Drawings  | 0        | 0        | 0        | 0         | 0         | 0               |                | 0          | 0          |                | 0 0                | 0          | 0          | 0 2              |               | 75         | 100        | 100        | 100        |     |                 |
|      |   | 0        | 0        | 0        | 0         | 0         | 0               | 0 0            | 0          | 0          | 0              | 0 0                | 0          | 0          | 0 0              | 50            | 75         | 100<br>100 | 100<br>100 | 100        |     |                 |
| 3,27 | Basin Trial   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 0          | 0          | 0              | 0 0                | 0          | 0          | 0 0              | 50            | 100<br>75  | 100<br>100 | 100        | 100<br>100 |     |                 |
| 3,28 | Sea Trial & Compass Adjuster                          | 0        | 0        | 0        | 0         | 0         | 0               |                | 0          | 0          |                | 0 0                | 0          | 0          | 0 (              | 0             | 0          | 100        | 100        | 100        |     |                 |
| 4    | DRY DOCKING   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 0          | 0          | 0              | 0 0                | 0          | 0          | 0 (              | 0             | 0          | 0          | 0          | 100        |     |                 |
| 4.1  | Ultrasonic Measurement Test                           | 15       | 25       | 40       | 55        | 70        | 85 9            |                | 100        | 100        |                | 100 100            | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| -    |   | 0        | 0        | 0        | 15        | 25        | 50 7            |                | 100        | 100        |                | 100 100            | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| 4.2  | Hull Cleaning Preparation                             | 0        | 0<br>5   | 0<br>10  | 25<br>25  | 50<br>40  | 75 1:<br>100 1: | 00 100         | 100<br>100 | 100<br>100 |                | 100 100<br>100 100 | 100<br>100 | 100<br>100 | 100 10<br>100 10 |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 4.3  | Bottom Area, 1172 m2                                  | 0        | 0        | 0        | 0         | 15        |                 | 5 60           | 75         | 90         | 100            | 100 100            | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| 4.4  | Vertical side Area = 1591 m2                          | 0        | 0        | 0        | 15<br>0   | 25<br>15  | 70 1<br>30 4    | 00 100<br>5 60 | 100<br>75  | 100<br>90  |                | 100 100            | 100<br>100 | 100<br>100 | 100 10           | 0 100         | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
|      |   | ō        | ō        | 0        | ō         | 0         |                 | 00 100         | 100        | 100        |                | 100 100            | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
| 4.5  | Top Side and Bulwark Area 1051 m2                     |          |          |          |           |           |                 |                |            |            |                |                    |            |            |                  |               |            |            |            |            |     | Cancel by Owner |
| 4.6  | Mark Painting   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 0          | 25         |                | 75 100             | 100        | 100        | 100 10           |               | 100        | 100        | 100        | 100        |     |                 |
|      |   | 0        | 0        | 0        | 0         | 0         | 0               | 0              | 10         | 20         |                | 30 30              | 30         | 30         | 40 10            |               | 100        | 100        | 100        | 100        |     |                 |
| 4.7  | Sea Chest and Gratings                                | 0        | 0<br>5   | 0<br>10  | 0<br>15   | 15<br>20  | 30 4<br>30 6    |                | 60<br>100  | 60<br>100  |                | 90 100             | 100<br>100 | 100<br>100 | 100 10<br>100 10 |               | 100<br>100 | 100<br>100 | 100<br>100 | 100<br>100 |     |                 |
| 4,8  | Sea, Discharge, and Scupper Valves (CLASS Inspection) | 0        | 0        | 0        | 0         | 0         | 15 3            | 0 45           | 60         | 75         | 90             | 100 100            | 100        | 100        | 100 10           | 0 100         | 100        | 100        | 100        | 100        |     |                 |
|      |   | 0        | 5        | 10       | 15        | 20        | 30 4            | 5 100          | 100        | 100        | 100            | 100 100            | 100        | 100        | 100 10           | 0 100         | 100        | 100        | 100        | 100        |     |                 |

|      | 7  |          |          |          |          |          |                |           |                     |           |           |                 |            |            |            |            |           |                  |                  |            |            |            |   |  |
|------|--|----------|----------|----------|----------|----------|----------------|-----------|---------------------|-----------|-----------|-----------------|------------|------------|------------|------------|-----------|------------------|------------------|------------|------------|------------|---|--|
| 4,9  | Propeller  | 0        | 0        | 0<br>5   | 0<br>10  | 0<br>15  | 25             | 50        | 45<br>100           | 60<br>100 | 75<br>100 | 90<br>100       | 100<br>100 | 100        | 100<br>100 | 100        | 100       |                  | 00 100           | 100<br>100 | 100<br>100 | 100        |   |  |
| 4,10 | Rudder Blade And Rudder Trunk                          | 0        | 0        | 0        | 15<br>15 | 30<br>30 | 35<br>35       |           | 45<br>100           | 50<br>100 | 55<br>100 | 60<br>100       | 75<br>100  | 85<br>100  | 100        |            |           |                  | 00 100           | 100<br>100 | 100        | 100<br>100 |   |  |
| 4,11 | Anchor And Anchor Chain                                | 0        | 0        | 0        | 15       | 30       | 45             |           | 70                  | 80        | 80        | 80              | 80         | 90         | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 4,12 | Chain Locker (CLASS Inspection)                        | 0        | 5        | 10<br>0  | 15<br>0  | 0        | 45<br>20       | 60<br>40  | <del>70</del>       | 70<br>80  | 70<br>100 | 100             | 100        | 100        | 100        |            |           | 100 1            | 00 100           | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
|      |  | 0        | 0        | 20       | 25       | 30       | 40             | 50        | 60                  | 60        | 70        | 80              | 80         | 80         | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 4,13 | Corrosion Protection                                   | 0        | 0        | 0        | 0        | 25<br>0  | 25<br>0        | 25<br>100 | 25<br>100           | 25<br>100 | 25<br>100 | 50<br>100       | 75<br>100  | 100<br>100 | 100<br>100 |            |           |                  | 00 100           | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 5    | DECK DEPARTMENT  |          |          |          |          |          |                |           |                     |           |           |                 |            |            |            |            |           |                  |                  |            |            |            |   |  |
| 5.1  | Fresh Water Tank Cleaning                              | 1        |          |          |          |          |                |           |                     |           |           |                 |            |            |            |            |           |                  |                  |            |            |            |   | Cancel by Owner  |
| 5.2  | Ballast Water Tank Cleaning                            | 0        | 0        | 7<br>10  | 20       | 27<br>27 | 33<br>33       | 40<br>65  | 47<br>70            | 53<br>100 | 60<br>100 | 67<br>100       | 73<br>100  | 80<br>100  | 87<br>100  |            |           |                  | 00 100<br>00 100 | 100<br>100 | 100<br>100 | 100<br>100 |   | Cancel by Owner  |
| 5.3  | Safety Equipment                                       | 0        | 0        | 0        | 0        | 10       | 20             | 30        | 40                  | 50        | 60        | 70              | 80         | 90         | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   | Class request to check all ballast and UT thickness of all WBT |
| 5.4  | REPLATING  | 0        | 0        | 0        | 10       | 10<br>20 | 30             | 30<br>40  | <del>40</del><br>50 | 45<br>60  | 50<br>70  | 55<br>80        | 55<br>90   | 55<br>100  | 55<br>100  |            |           |                  | 00 100           | 100<br>100 | 100<br>100 |            |   |  |
|      |  | 0        | 0        | 0        | 0        | 0        | 10             | 70        | 100                 | 100       | 100       | 100             | 100        | 100        | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 5.5  | Forecastle Deck  | 0        | 0        | 0<br>3   | 0<br>5   | 10<br>10 | 20<br>20       | 30<br>30  | 40<br>40            | 50<br>50  | 60<br>55  | 70<br>65        | 80<br>70   | 90<br>75   | 100<br>80  |            |           | 100 10<br>100 10 | 00 100           | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 5.6  | Main Deck and Cargo Tank No. 1 - No. 2 Area            | 0        | 0        | 0        | 9        | 18       | 27             | 36        | 45                  | 55        | 64<br>20  | 73              | 82         | 91         | 100        | 100        | 100       |                  | 00 100<br>8 84   | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 5.7  | Poop Deck and Accommodation Room                       | 0        | 0        | 0        | 0        | 10       | 20             | 30        | 40                  | 50        | 60        | 70              | 80         | 90         | 100        |            |           | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 5.8  | Boat Deck, Bridge Deck, and Navigation Deck            | 0        | 0        | 0        | 0        | 10       | 20             | 30        | 40                  | 50        | 60        | <b>30</b><br>70 | 40<br>80   | 50<br>90   | 100        |            |           |                  | 00 100           | 100<br>100 | 100<br>100 | 100<br>100 | + |  |
|      | ,g,  | 0        | ō        | 0        | 0        | 10       | 0              | 0         | 0                   | 0         | 20        | 30              | 40         | 50         | 60         |            |           | 100 1            | 00 100           | 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          | 0          | 20         | 40         | 60        | 80 1             | 00 100           | 100        | 100        | 100        |   |  |
|      |  | 0        | ō        | 0        | 0        | 0        | 0              | 0         | 0                   | 0         | 0         | 0               | 0          | 0          | 0          | 0          | 10        | 30 5             | 0 75             | 80         | 90         | 100        |   |  |
| 5.13 | Purging / Gassing Up of Cargo Tanks and Cargo Pipeline | 16<br>16 | 33<br>33 | 33<br>33 | 33<br>33 | 33<br>33 | 33<br>33       | 33<br>33  | 33<br>33            | 33<br>33  | 33<br>33  | 33<br>33        | 33<br>33   | 33<br>33   | 33<br>33   |            |           |                  | 5 80<br>3 33     | 100<br>33  | 100<br>33  | 100<br>100 |   |  |
| 5.14 | Deck Machinery   | 0        | 0        | 0        | 0        | 0        | 0              | 0         | 0                   | 0         | 0         | 0               | 0          | 0          | 0          |            |           |                  | 0 75<br>00 100   | 100        | 100        | 100<br>100 |   |  |
| 5.15 | Radio and Navigation Equipment                         | 25       | 50       | 50       | 50       | 50       | 50             | 50        | 50                  | 50        | 50        | 50              | 50         | 50         | 50         |            |           | 50 7             |                  | 100        | 100        |            |   | Cancel by Owner  |
| 5,16 | Cargo Equipment (Class Survey)                         | 0        | 0        | 0        | 0        | 20<br>0  | <b>30</b><br>0 | 30<br>10  | 30<br>20            | 50<br>30  | 40        | 50              | 60         | 70         | 80         | 50<br>90   | 50<br>100 | 70 7<br>100 1    | 0 100            | 100<br>100 | 100<br>100 | 100<br>100 |   | Cargo Re-Heater only   |
| 5,16 |  | 0        | 0        | 0        | 0        | 0        | 0              | 0         | 0                   | 10        | 20        | 30              | 40         | 50         | 60         |            |           | 100 1            |                  | 100        | 100        | 100        |   | Cargo Re-heater only   |
| 6,1  | ENGINE DEPARTMENT Main Engine Plant                    |          | 0        | 0        | 7        | 14       | 21             | 28        | 35                  | 42        | 49        | 56              | 63         | 70         | 77         | 84         | 84        | 84 8             | 4 94             | 100        | 100        | 100        |   | Waiting for commissioning                                      |
| 1.   |  | 0        | 0        | 5        | 7        | 40       | 60             | 70        | 80                  | 80        | 83        | 85              | 85         | 87         | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   | Training for commissioning                                     |
| 6,2  | Auxiliary Engine Plant no 1 & 2                        | 0        | 0        | 0<br>5   | 0<br>7   | 0<br>25  | 10<br>35       | 20<br>45  | 30<br>70            | 40<br>75  | 50<br>78  | 60<br>80        | 70<br>80   | 80<br>80   | 90<br>85   | 90<br>85   | 90<br>85  | 90 10<br>90 9    | 00 100<br>5 100  | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 6,3  | Steering Gear  |          |          |          |          |          |                |           |                     |           |           |                 |            |            |            |            |           |                  |                  |            |            |            |   | Cancel by Owner  |
| 6,4  | Engine Room Pumps                                      | 0        | 0        | 0        | 0        | 0        | 13             |           | 38                  | 50        | 63        | 75              | 88         | 100        | 100        | 100        | 100       | 100 1            | 00 100           | 100        |            | 100        |   |  |
| 6.5  | Main Air Compressor                                    | 0        | 0        | 0        | 5        | 10       | 13             | 25        | 50                  | 60        | 70        | 75              | 80         | 80         | 90         | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   | 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 1            |                  | 100        | 100        | 100        |   |  |
| 6,9  | Engine Room Tank Cleaning                              | 0        | 0        | 0        | 14       | 0<br>36  | 0<br>45        | 55        | 64                  | 73        | 0<br>82   | 91              | 100        | 100        | 100        | •          |           | 100 1            | 00 100           | 100<br>100 | 100<br>100 | 100<br>100 | + |  |
|      |  | 0        | 0        | 0        | 14       | 36       | 40             | 45        | 55                  | 60        | 70        | 80              | 85         | 90         | 93         | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 6.10 | Electrical System                                      | 0        | 0        | 0        | 15<br>15 | 44<br>20 | 56<br>30       | 35        | 40                  | 89<br>45  | 100<br>50 | 100<br>50       | 50         | 50         | 100<br>50  | 100        | 100       | 100 1            | 00 100           | 100<br>100 | 100<br>100 | 100        |   |  |
| 6,11 | Piping System at Engine Room                           | 0        | 0        | 0        | 11<br>11 | 22       | 33             | 44        | 56<br>56            | 67<br>67  | 78<br>75  | 89<br>80        | 100        | 100        | 100        |            |           | 100 1            | 00 100           | 100        | 100        |            |   |  |
| 6,12 | Misscelaneous  | 0        | 0        | 0        | 0        | 0        | 0              | 0         |                     | 20        | 30        | 40              | 50         | 60         | 70         | 80         | 90        | 100 1            | 00 100           | 100        | 100        | 100        | + |  |
| 7    | ADDITIONAL WORKS                                       | 0        | 0        | 0        | 0        | 0        | 0              | 0         | 10                  | 20        | 30        | 40              | 50         | 60         | 70         | 80         | 85        | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 7,1  | Main Deck Area = 505 m2                                | 0        | 0        | 0        | 7        | 14       | 21             | 28        | 35                  | 42        | 49        | 56              | 63         | 70         | 77         | 84         | 84        | 84 8             |                  | 100        | 100        | 100        |   |  |
| 7,2  | Bridge Deck Area = 102 m2                              | 0        | 0        | 0        | 0        | 0        | 10             | 20        | 10<br>30            | 20<br>40  | 35<br>50  | 45<br>60        | 60<br>70   | 60<br>80   | 60<br>90   | 70<br>90   | 70<br>90  | 70 8<br>90 1     | 5 100<br>00 100  | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| Ľ    |  | 0        | 0        | 0        | 10       | 20       | 30             | 0         | 50                  | 0         | 20        | 35              | 40         | 40         | 60<br>100  | 70         | 70        | 100 1            | 00 100           | 100        | 100        | 100        | 1 |  |
| 7,3  | Perbaikan Gangway Ladder PS                            | 0        | 0        | 0        | 0        | 0        | 20             | 30        | 50                  | 60<br>60  | 70<br>70  | 80<br>80        | 90         | 90         | 90         | 100        | 100       | 100 1            | 00 100           | 100        | 100<br>100 | 100        |   |  |
| 7,4  | Las ulang pipa hydrolic ESD                            | 0        | 0        | 0        | 0        | 0        | 13<br>13       | 25<br>25  | 38<br>38            | 50<br>50  | 63<br>60  | 75<br>70        | 88<br>70   | 100<br>70  | 100<br>100 |            |           |                  | 00 100<br>00 100 | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 7,5  | Bongkar, Pasang baru deck komposit di mess room        | 0        | 0        | 0        | 0        | 0        | 0              |           | 14                  | 30        | 43        | 57              | 71         |            | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        | 1 |  |
| 7,6  | Cleaning got kamar mesin                               | 0        | 0        | 0        | 0        | 0        | 10             | 20        | 30                  | 10<br>40  | 50        | 50<br>60        | 60<br>70   | 60<br>80   | 70<br>90   |            |           |                  | 00 100           | 100        | 100<br>100 | 100        | + |  |
|      |  | 0        | 0        | 0        | 0        | 0        | 10             | 20        | 30                  | 40        | 50        | 60              | 70         | 80         | 90         | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 7,7  | Las ulang Engine Room Deck, dibawah control room       | 0        | 0        | 0        | 7<br>0   | 14<br>7  | 21<br>10       | 28<br>20  | 35<br>35            | 42<br>42  | 49<br>50  | 56<br>60        | 63<br>60   | 70<br>60   | 77<br>60   | 84<br>70   | 84<br>80  | 84 8<br>90 1     | 4 94<br>00 100   | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
| 7,8  | Ganti baru kotak ESD                                   | 0        | 0        | 0        | 0        | 0        | 10             | 20        | 30                  | 40        | 50        | 60              | 70<br>90   | 80         | 90<br>100  |            |           | 90 10            | 00 100<br>00 100 | 100<br>100 | 100<br>100 | 100<br>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 1            | 00 100           | 100        | 100        | 100        |   |  |
| 7,10 | Bongkar ganti baru lidah-lidah windlass                | 0        | 0        | 0        | 10<br>0  | 0        | 30<br>13       | 40<br>25  | 50<br>38            | 60<br>50  | 90<br>63  | 90<br>75        | 90<br>88   | 90<br>100  | 100        | 100        |           | 100 10           |                  | 100<br>100 | 100<br>100 | 100<br>100 | + |  |
|      |  | o        | ō        | ō        | 0        | ō        | 13             | 20        | 30                  | 50        | 100       | 100             | 100        | 100        | 100        | 100        | 100       | 100 1            | 00 100           | 100        | 100        | 100        |   |  |
| 7,11 | Fiber pipa udara FOT                                   | 0        | 0        | 0        | 0<br>10  | 0<br>20  | 0<br>30        | 0<br>40   | 14<br>50            | 30<br>60  | 43<br>100 | 57<br>100       | 71<br>100  | 86<br>100  | 100<br>100 | 100<br>100 |           | 100 10<br>100 10 | 00 100<br>00 100 | 100<br>100 | 100<br>100 | 100<br>100 |   |  |
|      | 1  |          |          |          |          |          |                |           |                     |           |           |                 |            |            |            |            |           |                  |                  |            |            |            |   |  |

| 7,12  | Bongkar ganti baru engsel dudukan lampu navigasi kanan                |          |          |   |    |    | 10   | 20 | 20 | 40 | 50  | 60  | 70  | 90  | 90  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1 |   | <br> | <br>$\overline{}$ |
|-------|---|----------|----------|---|----|----|------|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|---|------|-------------------|
| 7,12  | bongkar ganti baru engsei dudukan lampu navigasi kanan                |          | 0        |   | ·  | 10 | 20   | 20 | 30 | 40 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| -     |   | <u> </u> | <u> </u> |   |    | 10 | 20   | 25 | 30 | 40 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |     |     |     |     |   |   | <br> | <br>              |
| 7,13  | Bongkar ganti baru support kabel lampu navigasi kanan                 | 0        | 0        | 0 | 7  | 14 | 21   | 28 | 35 | 42 | 49  | 56  | 63  | 70  | 77  | 84  | 84  | 84  | 84  | 94  | 100 | 100 | 100 |   |   |      |                   |
|       |   | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 50  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| 7,14  | Pasang pondasi antenna di Top deck                                    | 0        | 0        | 0 | 0  | 0  | 10   | 20 | 30 | 40 | 50  | 60  | 70  | 80  | 90  | 90  | 90  | 90  | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
|       |   | 0        | 0        | 0 | 0  | 7  | 10   | 20 | 30 | 40 | 50  | 60  | 70  | 70  | 80  | 90  | 90  | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| 7,15  | Pasang nepple sea water shower pipe line                              | 0        | 0        | 0 | 10 | 20 | 30   | 40 | 50 | 60 | 70  | 80  | 90  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| 1,    |   | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 20  | 40  | 40  | 60  | 70  | 80  | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| 7.16  | Manifold GS   | 0        | 0        | 0 | 0  | 0  | 13   | 25 | 38 | 50 | 63  | 75  | 88  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   | <br> | <br>              |
| 7,10  | Walliold G3   | 0        | 0        | 0 | 0  | 0  | 12   | 20 | 20 | 40 | 50  | 60  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
|       |   | •        |          |   |    |    | - 13 | 20 | 30 | 90 |     |     | 100 | 100 | 100 | 100 | 100 | 100 | 100 |     |     |     |     |   | + | <br> | <br>_             |
| 7,17  | Scupper galley pipe   | U        | U        | U | U  | U  | U    | U  | 14 | 30 | 43  | 5/  | /1  | 86  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
|       |   | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 30  | 40  | 50  | 50  | 60  | 70  | 80  | 100 | 100 | 100 | 100 | 100 | 100 |   |   | <br> | <br>              |
| 7,18  | Cooling Gundroom Pipe   | 0        | 0        | 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  | 0    | 0  | 0  | 0  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 100 | 100 | 100 | 100 | 100 | 100 |   |   |      |                   |
| ADD#1 | ADDITIONAL 1 ( Speed Letter received 21 July 2018 ) see sheet "ADD#1" | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 10  | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 100 | 100 |   |   |      |                   |
|       |   | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 10  | 20  | 30  | 40  | 50  | 60  | 60  | 80  | 90  | 90  | 95  | 100 |   |   |      |                   |
| ADD#2 | ADDITIONAL 2 ( Speed Letter received 21 July 2018 ) see sheet "ADD#2" | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 10  | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 100 | 100 |   |   | <br> |                   |
|       | ,,,   | 0        | 0        | 0 | 0  | 0  | n    | 0  | 0  | 0  | 0   | 10  | 20  | 30  | 40  | 50  | 60  | 60  | 80  | 90  | 100 | 100 | 100 |   |   |      |                   |
| ADD#3 | ADDITIONAL 3 ( Speed Letter received 25 July 2018 ) see sheet "ADD#3" | 0        |          | - | -  |    |      |    | -  |    |     | 10  | 20  | 20  | 40  | 50  | 60  | 70  | 90  | 90  | 100 | 100 | 100 |   | + | <br> | <br>              |
| AUU#3 | ADDITIONAL 3 ( Speed Letter received 25 July 2018 ) see sneet ADD#3   |          | 0        |   |    |    | •    |    |    | •  |     | 10  | 20  | 30  | 40  | 50  | 60  | , o | 80  | 90  | 100 | 100 | 100 |   |   |      |                   |
|       |   | U        | U        | U | U  | U  | U    | U  | U  | U  | U   | 10  | 20  | 50  | 40  | 50  | 00  | 60  | 80  | 90  | 100 |     |     |   | + | <br> | <br>              |
| ADD#4 | ADDITIONAL 4 ( Speed Letter received 25 July 2018 ) see sheet "ADD#4" | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 20  | 40  | 60  | 80  | 100 | 100 | 100 |   |   |      |                   |
|       |   | 0        | 0        | 0 | 0  | 0  | 0    | 0  | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 60  | 90  | 80  | 90  | 100 |   | 1 |      |                   |
|       | TOTAL   |          |          |   |    |    |      |    |    |    |     |     |     |     |     |     |     |     |     |     |     |     |     |   | 4 |      |                   |

| NO | ITEM              |      |      |      |      |       |       | A۱    | ERAGE OF | PRESENTAT | ION PROGR | ESS   |       |       |       |       |       |       |       |       |        |        |               |
|----|-------------------|------|------|------|------|-------|-------|-------|----------|-----------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|---------------|
|    |                   | 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            |      |      |      |      |       |       |       |          |           |           |       |       |       |       |       |       |       |       |       |        |        | $\overline{}$ |
| 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        |



|                   | dry dock   |                       |              |                      |                        |                         |                     |                            |   |
|-------------------|--|-----------------------|--------------|----------------------|------------------------|-------------------------|---------------------|----------------------------|---|
| No                | ITEM   | CONTRACT<br>COST (Rp) | VALUE<br>(%) | CURRENT<br>COST (Rp) | REDUCTION<br>WORK (Rp) | INCREASING<br>WORK (Rp) | DELETED<br>JOB (Rp) | EST. DOCKYARD<br>COST (Rp) | REMARK  |
| 3.0<br>3.1        | GENERAL SERVICE Dry Docking and Dock Preparation | 101.400.000           | 2,70%        |                      |                        |                         |                     |                            |   |
| 3.2               | Mooring and Unmooring                            | 15.600.000            | 0,42%        | 101.400.000          |                        |                         |                     | 101.400.000                |   |
| 3.3               | Tugboat  | 34.000.000            | 0,90%        | 15.600.000           |                        |                         |                     | 15.600.000                 |   |
| 3.4               | Fire Protection                                  | 11.855.000            | 0,32%        | 34.000.000           |                        |                         |                     | 34.000.000                 |   |
| 3.5               | Wharfage   | 12.000.000            | 0,32%        | 11.855.000           |                        |                         |                     | 11.855.000                 |   |
| 3.6               | Pilotage   | 7.500.000             | 0,20%        | 12.000.000           |                        |                         |                     | 12.000.000                 |   |
| 3.7               | Fire Watchman                                    | 5.570.000             | 0,15%        | 7.500.000            |                        |                         |                     | 7.500.000                  |   |
| 3.8               | Security Watchman                                | 9.000.000             | 0,24%        | 5.570.000            |                        |                         |                     | 5.570.000                  |   |
| 3.9               | Shore Power Supply                               | 93.940.000            | 2,50%        | 9.000.000            |                        |                         |                     | 9.000.000                  |   |
| 3.10              | Cooling Water                                    | 17.862.500            | 0,48%        | 93.940.000           |                        |                         |                     | 93.940.000                 |   |
| 3.11              | Compressed Air                                   | 13.575.000            | 0,36%        | 17.862.500           |                        |                         |                     | 17.862.500                 |   |
| 3.12              | Fresh Water                                      | 12.500.000            | 0,33%        | 13.575.000           |                        |                         |                     | 13.575.000                 |   |
| 3.13              | Bilge Pump                                       | 9.500.000             | 0,25%        | 12.500.000           |                        |                         |                     | 12.500.000                 |   |
| 3.14              | Staging – Unstaging                              | 35.250.000            | 0,94%        | 9.500.000            |                        |                         |                     | 9.500.000                  |   |
| 3.15              | Temporary Lighting                               | 4.000.000             | 0,11%        | 35.250.000           |                        |                         |                     | 35.250.000                 |   |
| 3.16              | Ventilation Fans, Blowers, and Lights            | 0                     | 0,00%        | 4.000.000            |                        |                         |                     | 4.000.000                  |   |
| 3.17              | Crane Service                                    | 10.000.000            | 0,27%        | 0                    |                        |                         |                     | 0                          |   |
| 3.18              | Ballasting and De-Ballasting                     | 11.090.000            | 0,30%        | 10.000.000           |                        |                         |                     | 10.000.000                 |   |
| 3.19              | Gas Free Inspection                              | 40.000.000            | 1,06%        | 11.090.000           |                        |                         |                     | 11.090.000                 |   |
|                   |  |                       |              | 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                 |   |
| <b>4.0</b><br>4.1 | DRY DOCKING Ultrasonic Measurement Test          | 0                     | 0,00%        |                      |                        |                         |                     |                            |   |
| 4.2               | Hull Cleaning Preparation                        | 53.622.500            | 1,43%        | 0                    |                        |                         |                     | 0                          |   |
| 4.3               | Bottom Area, 1172 m2                             | 105.362.800           | 2,80%        | 53.622.500           |                        |                         |                     | 53.622.500                 |   |
| 4.4               | Vertical side Area = 1591 m2                     | 155.047.800           | 4,12%        | 105.362.800          |                        |                         |                     | 105.362.800                |   |
| 4.5               | Top Side and Bulwark Area 1051 m2                | 0                     | 0,00%        | 155.047.800          |                        |                         |                     | 155.047.800                |   |
| 4.6               | Mark Painting                                    | 11.000.000            | 0,29%        | 0                    |                        |                         |                     | 0                          |   |
| 4.7               | Sea Chest and Gratings                           | 0                     | 0,00%        | 11.000.000           |                        |                         |                     | 11.000.000                 |   |
| 4,8               | Sea, Discharge, and Scupper Valves (             | 7.164.300             | 0,19%        | 0                    |                        |                         |                     | 0                          |   |
| 4,9               | Propeller  | 25.000.000            | 0,67%        | 7.164.300            |                        |                         |                     | 7.164.300                  |   |
| 4,10              | Rudder Blade And Rudder Trunk                    | 6.048.000             | 0,16%        | 25.000.000           |                        |                         |                     | 25.000.000                 |   |
| 4,11              | Anchor And Anchor Chain                          | 33.000.000            | 0,88%        | 6.048.000            |                        |                         |                     | 6.048.000                  |   |
| 4,12              | Chain Locker (CLASS Inspection)                  | 0                     | 0,00%        | 33.000.000           |                        |                         |                     | 33.000.000                 |   |
| 4,13              | Corrosion Protection                             | 8.424.000             | 0,22%        | 0                    |                        |                         |                     | 0                          |   |
| 5.0               | DECK DEPARTMENT                                  |                       |              | 8.424.000            |                        |                         |                     | 8.424.000                  |   |
| 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           |                        | 11000                   |                     | 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 Dook and Course To 1 No. 1 No.              | 279 102 700           | 22.000/      | 62.074.203           |                        | 3.364.000               |                     | 62.074.203                 | Work item already listed in repair list and quoted by shipya<br>dated 19 March 2018 |
| 5.6               | Main Deck and Cargo Tank No. 1 - N               | 378.193.700           | 22,09%       | 920 270 000          |                        | 452 177 200             |                     | 920.270.000                | Semarang in early docking days  |
| 5.7               | Poop Deck and Accommodation Roon                 | 85.675.000            | 2,28%        | 830.370.900          |                        | 452.177.200             |                     | 830.370.900                | Due to actual condition (very thin) and safety reason when                          |
|                   |  | 2 000 000             | 0,08%        | 85.675.000           | +                      |                         | -                   | 85.675.000                 | 1   |
| 5.8               | Boat Deck, Bridge Deck, and Navigati             | 3.000.000             | 0,0876       | 3.000.000            |                        |                         |                     | 3.000.000                  |   |

| .10                | Cargo Pressure Tanks for Class Surve  | 0                    | 0,00%                   | 0                           |   |             |   | 0                           |                                    |
|--------------------|---|----------------------|-------------------------|-----------------------------|---|-------------|---|-----------------------------|------------------------------------|
| 1                  | Air Pressure Test for Cargo Tanks   | 0                    | 0,00%                   |                             |   |             |   |                             | -                                  |
| 12                 | Air Pressure Test Pipelines   | 95.000.000           | 2,53%                   | 0                           |   |             |   | 0                           | -                                  |
| 13                 | Purging / Gassing Up of Cargo Tanks   | 0                    | 0,00%                   | 95.000.000                  |   |             |   | 95.000.000                  |                                    |
| 14                 | Deck Machinery  | 88.753.000           | 2,36%                   | 0                           |   |             |   | 0                           | -                                  |
| .15                | Radio and Navigation Equipment  | 0                    | 0,01%                   | 88.753.000                  |   |             |   | 88.753.000                  |                                    |
| ,16                | Cargo Equipment (Class Survey)  | 95.000.000           | 2,53%                   | 350.000                     |   | 350.000     |   | 350.000                     |                                    |
|                    |   | 75.000.000           | 2,5570                  | 95.000.000                  |   |             |   | 95.000.000                  |                                    |
| i <b>,0</b><br>i.1 | ENGINE DEPARTMENT Main Engine Plant   | 27.500.000           | 1%                      |                             |   |             |   |                             |                                    |
| 5.2                | Auxiliary Engine Plant no 1 & 2   | 15.000.000           | 0,40%                   | 27.500.000                  |   |             |   | 27.500.000                  | -                                  |
| 5.3                | Steering Gear   | 0                    | 0,00%                   | 15.000.000                  |   |             |   | 15.000.000                  | -                                  |
| 5.4                | Engine Room Pumps   | 19.500.000           | 0,61%                   | 0                           |   |             |   | 0                           |                                    |
| 5.5                | Main Air Compressor   | 0                    | 0,00%                   | 23.000.000                  |   | 3.500.000   |   | 23.000.000                  |                                    |
| 5.6                |   | 0                    |                         | 0                           |   |             |   | 0                           |                                    |
|                    | Main Air Reservoir  |                      | 0,00%                   | 0                           |   |             |   | 0                           |                                    |
| 5.7                | Heat Exchangers   | 0                    | 0,00%                   | 0                           |   |             |   | 0                           |                                    |
| 5.8                | MARPOL Equipments   | 0                    | 0,00%                   | 0                           |   |             |   | 0                           | ]                                  |
| 6.9                | Engine Room Tank Cleaning   | 10.000.000           | 0,27%                   | 10.000.000                  |   |             |   | 10.000.000                  |                                    |
| 5,10               | 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                 |                                    |
| 5,12               | Misscelaneous   | 7.500.000            | 0,92%                   | 34.500.000                  |   | 27.000.000  |   | 34.500.000                  |                                    |
|                    | 7 ADDITIONAL WORKS  | C1 00 C 0 F0         | 1.600/                  | 34.300.000                  |   | 27.000.000  |   | 34.300.000                  |                                    |
| 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                  | 1                                  |
| 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%                   |                             |   |             |   |                             | 1                                  |
| 7,9                | Servis Air Vent Head FPT  | 1.500.000            | 0,04%                   | 3.750.000                   |   |             |   | 3.750.000                   | -                                  |
| 7,10               | Bongkar ganti baru lidah-lidah windla   | 850.000              | 0,02%                   | 1.500.000                   |   |             |   | 1.500.000                   | -                                  |
| 7,11               | Fiber pipa udara FOT  | 750.000              | 0,02%                   | 850.000                     |   |             |   | 850.000                     | -                                  |
| 7,12               | Bongkar ganti baru engsel dudukan la  | 750.000              | 0,02%                   | 750.000                     |   |             |   | 750.000                     | -                                  |
| 7,13               | Bongkar ganti baru support kabel lam  | 1.800.000            | 0,05%                   | 750.000                     |   |             |   | 750.000                     | -                                  |
| 7,14               | Pasang pondasi antenna di Top deck  | 1.000.000            | 0,03%                   | 1.800.000                   |   |             |   | 1.800.000                   |                                    |
| 7,15               | Pasang nepple sea water shower pipe l   | 17.875.000           | 0,48%                   | 1.000.000                   |   |             |   | 1.000.000                   |                                    |
| 7,16               | Manifold GS   | 15.644.200           | 0,48%                   | 17.875.000                  |   |             |   | 17.875.000                  |                                    |
|                    |   |                      |                         | 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                   | 0                                  |
| ADDITI             | IONAL 1 (Speed Letter received 21 Ju<br>Item no 1-35 (exclude ballast water<br>tank cleaning) | ıly 2018 ) see sheet | "ADD#1"<br>4,79%        | 180.222.800                 |   |             |   | 180.222.800                 | Speed Letter received 21 July 2018 |
| ADDITI             | IONAL 2 ( Speed Letter received 21 Ju   | ıly 2018 ) see sheet | "ADD#2"                 |                             |   |             |   |                             | Speed Letter received 21 July 2018 |
|                    | YON Y AVG   |                      | 1,45%                   | 54.572.000                  |   |             |   | 54.572.000                  |                                    |
| ADDITI             | IONAL 3 ( Speed Letter received 25 Ju   | ily 2018 ) see sheet | "ADD#3"<br><b>0,67%</b> | 25.300.000                  |   |             |   | 25.300.000                  | Speed Letter received 25 July 2018 |
| ADDITI             | IONAL 4 ( Speed Letter received 25 Ju   | ıly 2018 ) see sheet |                         |                             |   |             |   |                             | Speed Letter received 25 July 2018 |
|                    | TOTAL   | 2.855.703.590        | 0,42%<br>100%           | 15.940.000<br>3.758.924.590 | 0 | 627.186.200 | 0 | 15.940.000<br>3.758.924.590 |                                    |

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-<br>contractors<br>Quotation<br>(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<br>& | ME GOVERNOR, A/E INJECTION PUMP AND A/E TURBOCHARGER          | 84.849.000                               | B4978        |
|     |                           | 6.2      | ME TURBOCHARGER MET42SC JASA                                  | 45.450.000                               | B4979        |
| į,  | PT. SAHABAT MARINE SEJATI | NA       | JASA AMBIL/PENGANTARAN BARANG<br>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**

Updated on 06 July 2018

| USD | 1 | Rp13.5 | 300 |
|-----|---|--------|-----|
|     |   |        |     |

| 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

| 2  | DESCRIPTION  HULL PAINT  ANODE FOR SEA CHEST, BALLAST & HULL | BUDGET (US\$)<br>50.000,00 | <b>ACTICODE</b> 203003 | KURS | TOTAL PRICE             | convert to IDR | PO    | VENDOR                            | STATUS                    |
|----|--|----------------------------|------------------------|------|-------------------------|----------------|-------|-----------------------------------|---------------------------|
| 2  |  | 50.000,00                  | 203003                 | IDB  |                         |                |       |                                   |                           |
| 3  | ANODE FOR SEA CHEST RAILAST & HIIII                          |                            |                        | IDN  | 231.539.951             | 231.539.951    | F1579 | JOTUN INDONESIA                   | ALREADY AT SHIPYARD       |
| 3  | ANODE FOR SEA CHEST, BALLAST & HULL                          |                            |                        | IDR  | 154.106.910             | 154.106.910    | F1585 | JOTUN INDONESIA                   | PROCESS                   |
| 3  | ANODE FOR SEA CHEST, BALLAST & HULL                          |                            |                        | IDR  | 4.028.955               | 4.028.955      | F1627 | JOTUN INDONESIA                   | PROCESS                   |
|    | ANOBE TO NOET CHEST, BILES OF A HOLE                         | 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                   |
| 4  | ANCHOR CHAIN & SWIFEL  | 45.111,00                  | 431021                 |      |                         |                |       |                                   |                           |
|    | 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 | INMARSAT C#SAILOR FBB 150 |
|    | TOTAL BUDGET SUPPLY FOR DOCK                                 | 205.185                    |                        |      |                         |                |       | PTE LTD                           |                           |
|    | TOTAL BUDGET SUPPLY FOR DOCK (IDR)                           | 2.967.585.834              |                        |      | TOTAL COST SUPPLY (IDR) | 878.288.349    |       |                                   | _                         |