BAB V

PENUTUP

5.1 KESIMPULAN

Dari pembahasan yang telah dilakukan maka dapat diambil kesimpulan sebagai berikut:

1. Dalam sewa-menyewa kapal tidak hanya dilihat dari berapa biaya yang dikeluarkan tetapi dilihat pula kondisi kapal, kecepatan, permesinan, dan perlengkapan kapal.
2. Sewa kapal dengan menggunakan system short term time charter (STTC) dapat menguntungkan pihak penyewa seperti : dapat memutuskan kontrak sewaktu-waktu mengingat waktu yang singkat.
3. Setelah diadakan survey ternyata kapal Tanker ukuran 17.500 DWT berbendera Singapura yang dioperasikan di Indonesia untuk mengangkut minyak mentah dan minyak produksi dinyatakan layak untuk disewa disebutkan berdasarkan :
   a. Kondisi badan kapal dan navigasi serta perlengkapan sudah sesuai peraturan.
   b. Dokumen sesuai persyaratan bendera kapal.

5.2 SARAN

Dari hasil penulisan ini penulis dapat menyarankan kepada perusahaan adapun saran tersebut sebagai berikut :

1. Menyarankan kepada perusahaan agar menambah beberapa unit kapal untuk dapat disewa ditinjau dari segi keuntungan sistem penyewaan ini.
2. Menambah sumber daya manusia yang terampil yang sesuai dengan bidang-bidangnya masing-masing.

DAFTAR PUSTAKA

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6. Machinery Outfitting Design, Vol 1, PT Bumi Perkasa Bahtera, Jakarta, IMO, Marpol 73-74, London Tahun 1991
7. Soekarsono NA, Sistem Pipa Dalam Kapal, Fakultas Teknologi Kelautan, Universitas Darma Persada, Jakarta
8. Soekarsono NA, Sistem Dan Perkapalan, Fakultas Teknologi Kelautan, Universitas Darma Persada, Jakarta

Code word for this Charter Party
"PERTAMINE I"
Issued September 1984
Revised September 1987
Revised September 1991
Revised September 1993

Time Charter Party

Perjanjian Sewa Berdasarkan Waktu

Jakarta, 20 th NOVEMBER 19 96.

It is this day mutually agreed between:

Pada hari ini telah disetujui bersama antara:

PT. PAN INDONESIA BANGUN LTD.

of (full address) JL. RAYA PLUIT SELATAN BLOCK C

NO. 76 – 77, JAKARTA 14450

Telex: 62760 ANG JAM.

Phone: 660X9X0 Fax: 6621X81

Owners (hereinafter referred to as "Owners") of the good tanker motor/steam/turbine SINGAPURA flag vessel called

(hereinafter referred to as "the Vessel") described per Clause 1, 2, 3, 4 here of, PT.

of (full address)

Telex:

Fax.

(hereinafter referred to as Owner's Agent/Brokers) and Perusahaan Pertambangan Minyak dan Gas Bumi Negara Direktorat Perkapalan dan Komunikasi, address 37-39 Jalan Yos Sudarso Jakarta, Indonesia, Telex: 64085, 64095, 64221 PSUKJ IA (hereinafter referred to as "Charterers") that the Owners let to the Charterers like the use and service of the Vessel for period and based on the following terms and conditions:

(PERTAMINA)

to be built at PAN UNITED SHIPYARD PTE. LTD. SINGAPORE for delivery to Owners presently – envisaged to be vested (1994) Hull No. 119

Penilik (yang selanjutnya disebut "Penilik") dari kapal tanker motor/steam/turbin berbendera SINGAPURA bernama

(yang untuk selanjutnya disebut "Kapal") sebagaimana diuraikan dalam Pasal 1, 2, 3, 4 perjanjian ini, PT.

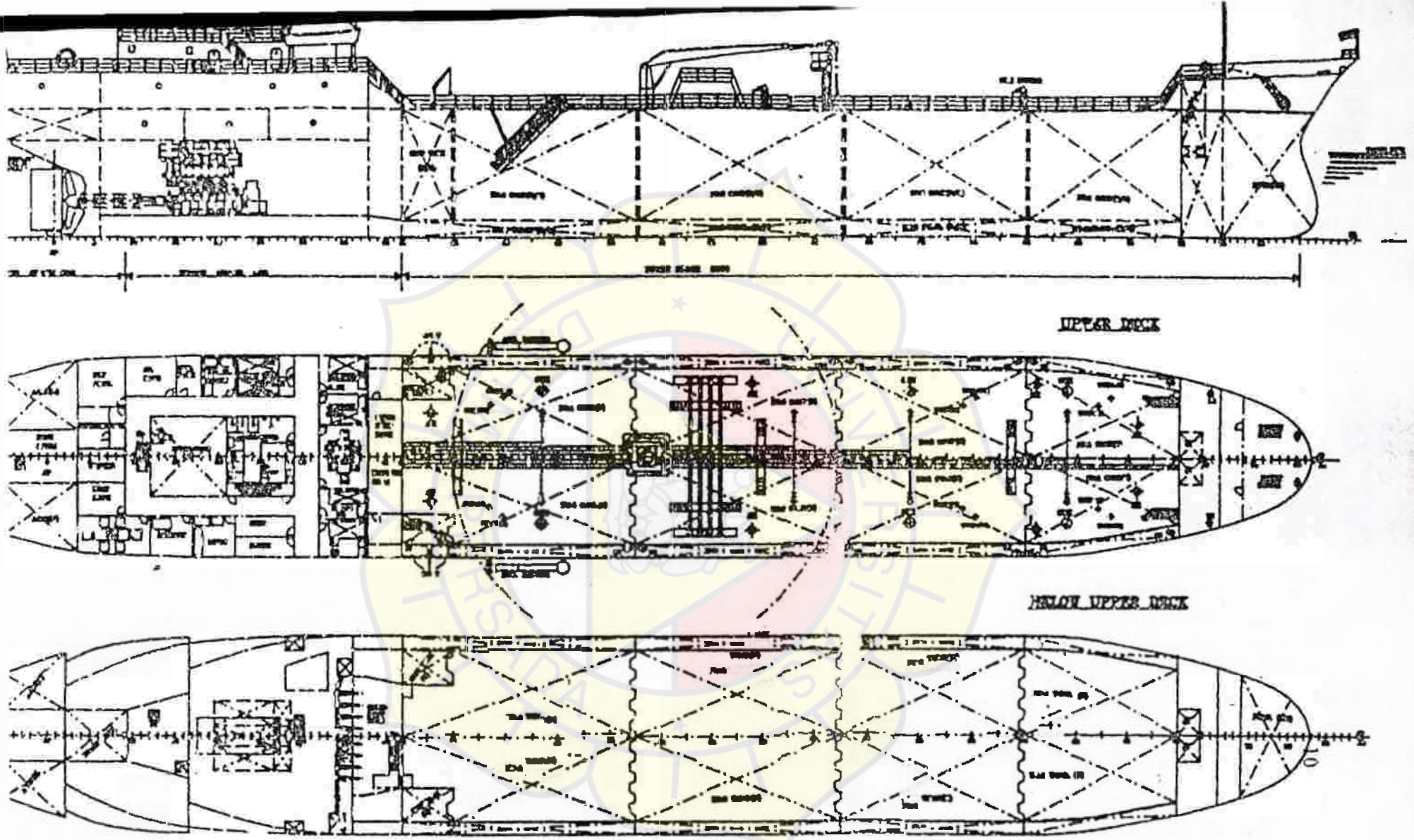
alamat lengkap

Telex:

Fax.

(selanjutnya disebut Agen/Perantara Penilik) dan Perusahaan Pertambangan Minyak Dan Gas Bumi Negara (Pertamina) c/q Perusahaan Direktorat Perkapalan Dan Komunikasi, alamat lengkap Jalan Yos Sudarso No. 37-39 Jakarta, Indonesia, Telex: 64085, 64095, 64221 PSUKJ IA (yang selanjutnya disebut "Penyewa") bahwa Penilik menyewakan dan Penyewa menyewa penggunaan dan jasa kapal untuk suatu periode dan berdasarkan persyaratan berikut ini:

yang akan dibangun di PAN UNITED SHIPYARD PTE. LTD. SINGAPURA untuk diserahkan kepada Penilik, pada saat ini diramalkan dan diberi nomor Lambung 119


UPPER DECK
BELOW UPPER DECK

Company : PT. Kwarta Daya Pratama.

Lampiran : 1/4

DESCRIPTION	CONTRACT PERTAMINA & OWNER	ACTUAL
f vessel	TBA	MT. Enam-Enam Kidepe
Agent	PT. Kwarta Maritime S.A	PT. Kwarta Maritime S.A
		Tahun 1997
	Panama	Panama
ign	TBA	3 FY A7
fication Society	N.K	N.K
	Sasebo Heavy Industries	Sasebo Heavy Industries
	Jepang	Jepang
	433	433
imension		
h Overall (LOA)	max. 165.00 m	158.00 m
h Between Perpendiculars (Lpp)	max. 150.00 m	150.00 m
moulded	abt. 27.70 m	27.727 m
h moulded (D)	abt. 12.00 m	12.035 m
, full load (d)	max. 7.00 m	6.875 m
on Summer draft	abt. 36.90 m	37.460 m
age		
weight		
sified Summer Freeboard	17,500 L/T	17,500 L/T
pical	-	18,029 L/T
ter	-	16,974 L/T
ter N.A		16,974 L/T
Registered Tonnage	abt. 14,600 L/T	14,142 L/T
egistered Tonnage	abt. 1,370 T	4,243 L/T
Canal Net Tonnage	-	not applied
ht ed Stores (Maximum)	-	30 M³
(Maximum)	-	-
il (Maximum)	max. 130 T	5,6 m
er		
st	( ) one sets	( ) [illegible]
r	-	MAN B&W Diesel [illegible]
of Propelling Machinery	4 blade fixed pitch	4 blade fixed pitch
	MAN B&W 6S35MC	MAN B&W 6S35[illegible]
[illegible] BHP - SHP	5700 PS / 170 rpm	5700 PS / 170 Rpm
e BHP - SHP	[illegible] PS / 164.1 rpm	[illegible] 164.1 Rpm

[illegible], [illegible] WARE

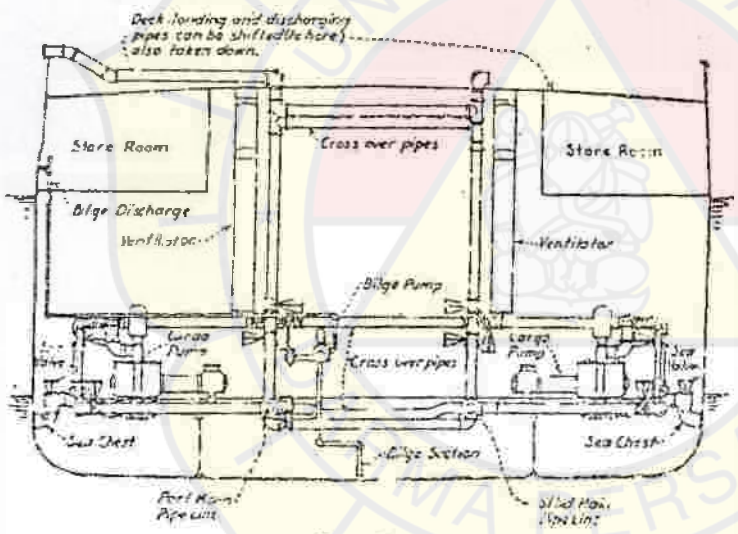
Speed :		
a. Max. speed (excl. for heat cargo or Tank cleaning)	MFO LCV = 9,8 00 Kcal/kg MDO LCV= 10,200 Kcal/kg	
* Laden	abt. 13.0 knots	14.00 knots
* Ballast	abt. 13.80 knots	14.50 knots
b. Average Service Speed (at NCR)		
* Laden	13.00 knots	13.05 knots
* Ballast	13.50 knots	13.50 knots
Bunker Consumption :		
a. Max. speed -		
* Laden : - MFO	abt. 18.92 MT/day	18.37 MT/day
- MDO / MDF	abt. 1.43 MT/day	1.40 MT/Day
- HSD / GO		
* Ballast : - MFO	abt. 13.92 MT/day	18.37 MT/day
- MDO / MDF	abt. 1.43 MT/day	1.40 MT/Day
- HSD / GO		
b. Average Service Speed		
* Laden : - MFO	abt. 16.93 MT/day	16.44 MT/day
- MDO / MDF	abt. 1.43 MT/day	1.40 MT/day
- HSD / GO		
* Ballast : - MFO	abt. 16.93 MT/day	16.44 MT/day
- MDO / MDF	abt. 1.43 MT/day	1.40 MT/day
- HSD / GO		
Bunker Consumption :		
* Tank Cleaning		
- MFO	abt. 26.91 MT/day	20.13 MT/day
- MDO / MDF	abt. 2.95 MT/day	2.93 MT/day
- HSD / GO		
Working cargo based on 2 (two) cargo pumps running		
* Loading : Without heating cargo		
- MFO	abt. 0.99 MT/day	0.96 MT/day
- MDO / MDF	abt. 1.60 MT/day	1.47 MT/Day
- HSD / GO		
* Discharge without Heating cargo		
- MFO	abt. 0.99 MT/day	0.96 MT/day
- MDO / MDF	abt. 5.22 MT/day	3.44 MT/day
- HSD / GO		
* NCR with heating of MT @ 0°F to abt.57.2 C° boiler only	abt. 16.37 MT/day	32,33 MT 132,33 + 10,44 MT
* NCR with cargo tank heat maintain Boiler only	abt. 7.03 MT/day	
Fresh Water on Tank Capacity	abt.41.0 M³	350 MT
Fresh Water consumption per day :		
a. Boilers	abt. 4.5 MT	350 MT
b. Domestic	abt. 9.0 MT	9.0 MT

eating Coil		
Type of tubes and material of which manufactured	Aluminium ~ Brass	Aluminium ~ Brass
Ratio deck heating surface/volume :		
Slop tank (p)	abt. 0.01 m^2/m^3	0.01 m^2/m^3
Slop tank (s)	abt. 0.36 m^2/m^3	0.35 m^2/m^3
Height of coils from tank bottom	abt. 10.00 inches	0.25 m
e n r a l		
Type of tank cleaning equipment fitted	Fixed type	Fixed type
Cubic capacity of forehold	TBA	62
Type of radio telephone fitted	GMDSS	MF, HF and VHF R/T
Type of mooring winches (electric, steam, etc)	Electric Hydraulic driven	Electric Hydraulic driven
Lifting cap. of derrick or davit on poop deck portable davit for F.O reducer-1(one) set	0.05 tons	0.1 tons
Lifting cap. of derrick in way of manifold, portable davit for cargo-reducer 1 (one) set	0.1 tons	0.15 tons
Lifting cap. of derrick for handling foreholdcargo	N/A	0.9 tons
Size of stern discharge line	N/A	Not applied
Derrick capacity (SWL) Ro so-handling crane 1 set	10 tons	10 tons
Constant	TBA	100 MT
Cargo regulating capacity total liquid	2units x 3,500T/Hr	1 (one) set x 300 T/hr
Cargo regulating capacity	abt. 14,000 tons	14,137 m^3
Cargo handling / disch. manifold		
Number of manifold connection	Two (2)	Two (2)
Diameter of manifold connection	400 nominal dia.	250 mm
Distance from centre of manifold connec.	abt. 1,500 m	1,500 m
Distance from of manifold connection to ships side	abt. 4,000 m	4,000 m
Distance centre of manifold connect to deck	abt. 2,000 m	2,500 m
Distance bow/centre of manifold	abt. 79.30/74,000 mm from FP	78,910 m
ead Generator Engine		
No of Sets	Three (3) sets	Three (3) sets
Maker		Yanmar Diesel Engine Co. Ltd
Type	Single acting, 4 cycle, trunk piston, turbo charge diesel engine	4 cycle, turbo charge, free injection diesel engine
Output	653 KW (870 PS)	625 KW (850 PS)
Alternator	580 kw, Ac 450, 60 Hz	580 KW, AC 450, 60 Hz

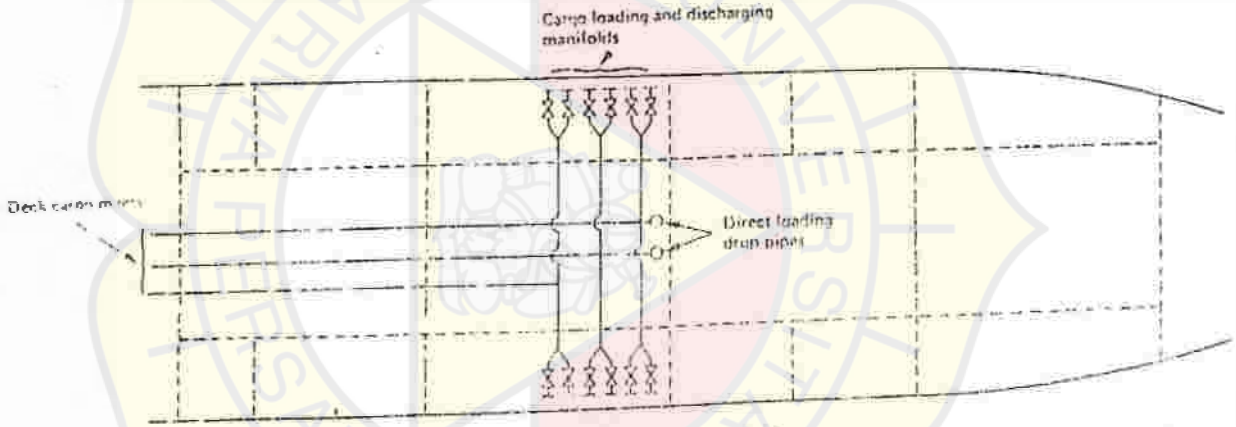
WARRANTIES / OWNERS

Bunker Tank Cap. & Steaming Ranges		
a. Cap of Bunkers (100 % full)		
° Fuel Oil	abt. 750 MT	8[illegible]
° Diesel Oil	abt. 105 MT	123 MT
° Reserve allowance		
b. Steaming range afforded by capacity of bunker tanks :	abt. 40 days	40 days
Total Capacity of Water Evaporator	abt. 11 MT/day	11 MT per day
Cargo Tanks		
a. Total capacity(98 % full)	abt. 24,220m³	24,728.8 m³
b. Number of compartment	(13 twelve)	12 (twelve)
c. Cargo grade	Two (2) grade	Two (2) grade
Boiler and Steam Generating Thermal O		
Main Boiler		
a. Number	1 (One) set	1 (one) set
b. Type	Vetical water Tube	Vertical water Tube
Maker	Sasebo	Ishikawajima Heavy Indust. Co. LTD
c. Total Heating Surface		109 M²
d. Total service heating capacity	abt. 8,500 kgs per Hour	8,500 kg/hrs
e. Estimated heating for maintaining heat assumsing sea temp. is 40°F of cargo at 135° F whist discharge		
Cargo pump		
a. No of sets	Three (3) sets	Three (3) sets
b. Maker		Nanniwa Pump Co., Ltd.
c. Type	Centrifugal, Single stage	Centrifugal, Single stage
d. Pumping rate capacity per pump	600 Ton water per hour	600 / 400 m³/hr (350-10)
e. Total head	10 kg/cm²	100 / 40 m
Stripping Pump		
a. No of sets	One (1) sets	One (1) set
b. Maker		Nanniwa Pump Co., Ltd.
c. Type	Steam driven vertical double acting, reciprocating duplex	Electric motor driven Screw Pump
d. Pump ingrated capacity per pump	700 tons per hour	100 tons per hour
e. Total Head	10 kg/cm²	10 kg/cm²
Cargo Loading Performance		
a. Minimum rate at which vessel can load cargo (exclusive of topping up) :	700 ton water per hour	500 ton water per hour
b. Maximum rate at which vessel can load cargo (exclusive of topping up) :	2,500 ton water per hour	2,500 ton water per hour

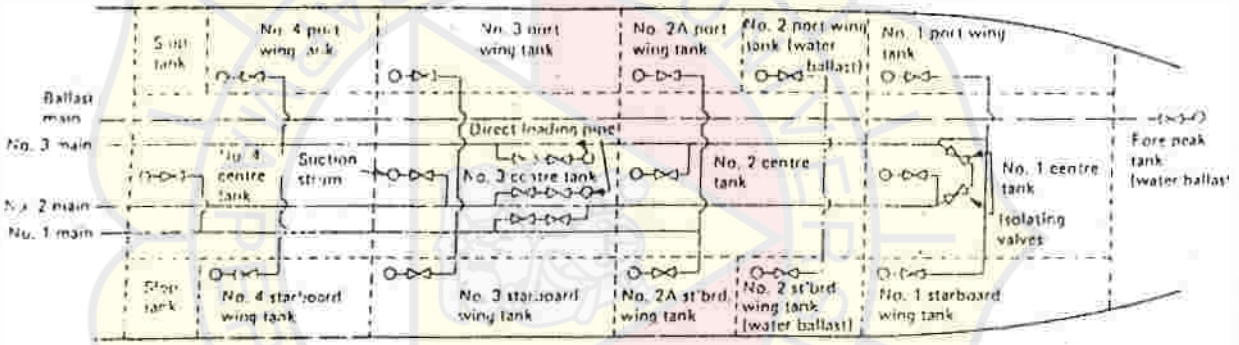
IRS WARRANTIES / OWN-WARR


Deck loading and discharging pipes can be shifted(Dotted here) also taken down.
Store Room
Cross over pipes
Store Room
Bilge Discharge
Ventilator
Ventilator
Bilge Pump
Cargo Pump
Cross over pipes
Cargo Pump
Sea Chest
Bilge Section
Sea Chest
Port Main Pipe Line
Stbd Main Pipe Line

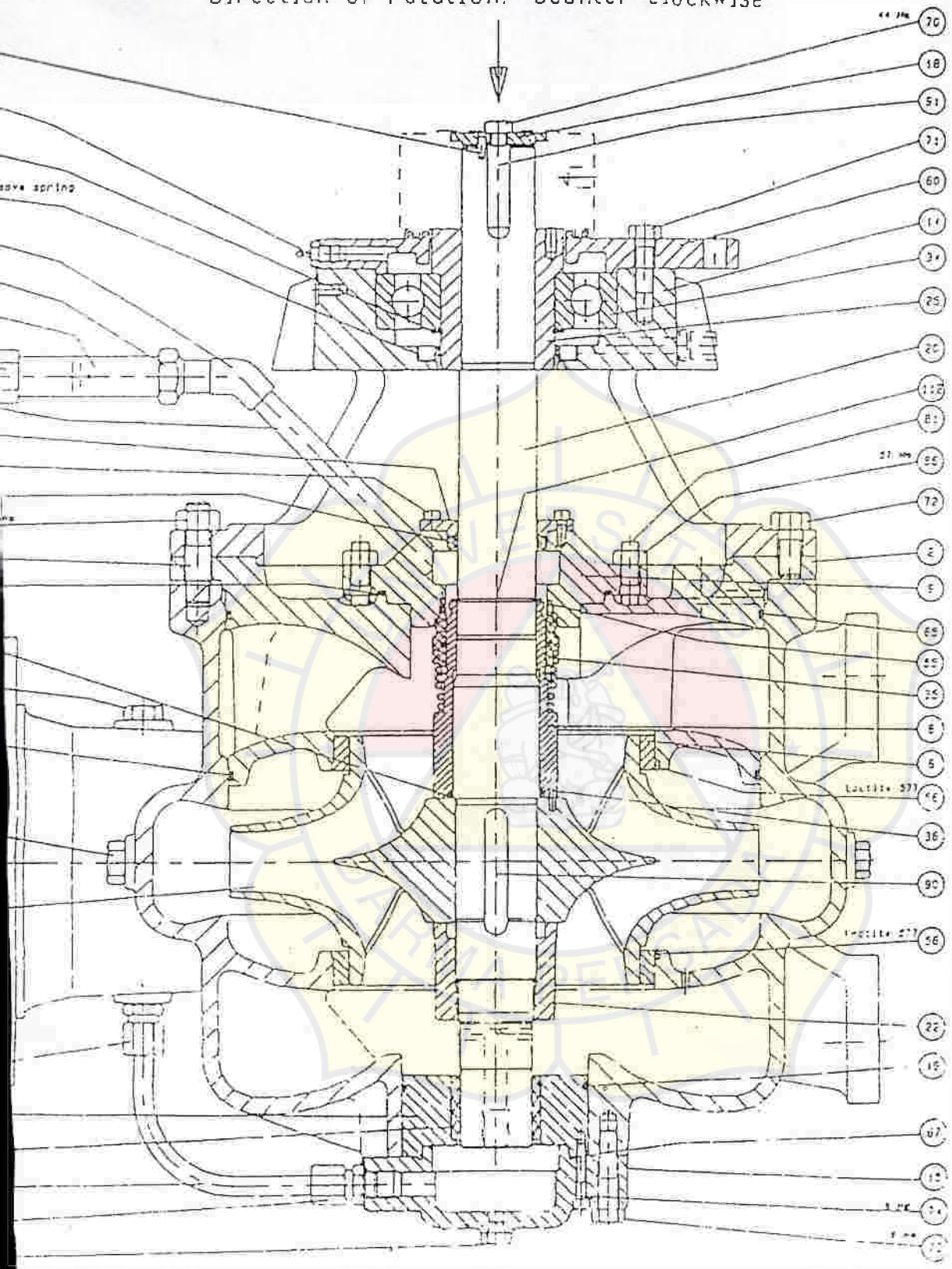
Pump Room



Product tankers. *Cargo oil piping on deck*

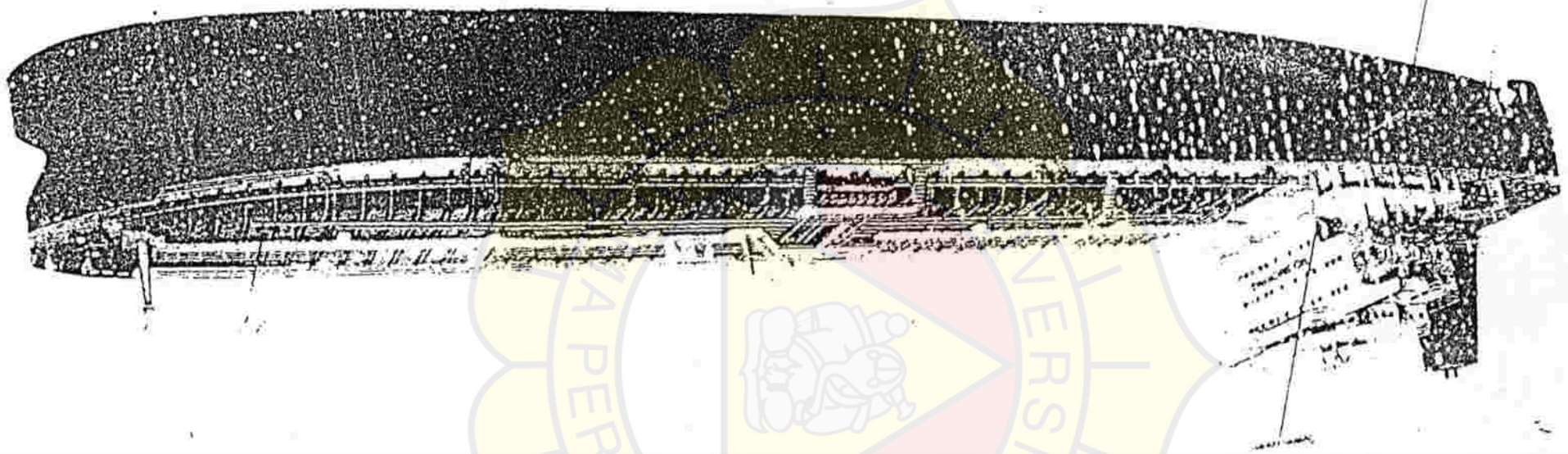


Cargo oil piping in tanks


Direction of rotation: Counter-clockwise
70
18
51
71
60
11
34
25
20
112
81
55
72
2
5
69
45
35
6
5
Loctite 577
16
36
90
Loctite 577
56
22
15
67
13
14
17

KETERANGAN:

REF.	NAME OR PART	REF.	NAME OF PART
1	PUMP CASING	65	O-RING
2	PUMP COVER	66	O-RING
3	IMPELLER	67	O-RING
6	WEAR RING	70	HEXAGON SCREW
8	SHAFT SLEEVE	71	HEXAGON SCREW
9	SEALING HOUSING	72	HEXAGON SCREW
10	BUSHING	73	HEXAGON SCREW
11	SEAL COVER	74	SOCKET CAP SCREW
14	BEARING HOUSING	80	STUD
15	LOWER BEARING COVER	81	STUD
17	LOWER BEARING HOUSING	85	HEXAGON NUT
18	UPPER SHAFT CAP	86	HEXAGON NUT
19	O-RING	90	KEY
20	SHAFT	91	KEY
22	SHAFT NUT	95	HEXAGON HEAD
25	BEARING SLEEVE	96	HEXAGON PLUG
34	BALL BEARING	97	PIPE CONNECTION
35	MECHINERY SEAL	105	ELBOW
36	PARALLEL PIN	107	SCREW COVER
37	O-RING	108	PIPE
39	SEALING RING	110	BASE NUT
50	LOCK WASHER	111	PIPE
52	RETAINING RING	112	RETAINING RING
55	PARALLEL PIN	113	SOCKET CAP SCREW
56	SET SCREW	114	SEALING RING
59	LUBRICATION NIPPLE	117	PIPE CONNECTION
60	UPPER BEARING COVER	118	PIPE
		119	HEXAGON PLUG


Cargo Pump