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| Departemen_Perhubungan.wmf | FORM SKENARIO  LABORATORIUM/SIMULATOR/  WORKSHOP | | Nomor Dokumen : FM.USW.01.02a |
| Tgl. Ditetapkan : Oktober 2017 |
| Revisi No : 01 |
| Tgl. Diberlakukan : Oktober 2017 |
| Made By : | | Reviewer : |
| PIP SEMARANG | DIAN ERLIYANI, S.ST | Capt. TRI HARYANTO, M.Mar | CAPT. AGUS SUBARDI, SP1. M.MAR |

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| Type Facilities :   * Laboratorium * Simulator * Other | Name Laboratorium / Simulator/ Other :  SMS/F.M Ship Handling Simulator (Bridge) |

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| Criteria on STCW Code | Certificate Of Proficiency | |
| **Program** | Mooring Master  *Mooring master* | |
| **REFERENSI STCW** | Reg. II/1-2 and STCW Code Section A-II/1.2 | |
| **Kopetensi**  **Competency** | Mengolah gerak Kapal dan Mengikat Kapal di SBM  *Manouvering and berthing in SBM* | |
| **AIM of Exercise** | Mengolah gerak dan penanganan kapal untuk lepas ikat di SBM dengan menyesuaikan kecepatan dan arah serta menggunakan kapal Tug untuk menjaga keamanan bernavigasi.  *Manouver and ship’s handling for unberthing in SBM used adjust the speed and direction using tug boat to keep save the navigation* | |
| **Objective** | Persiapan untuk lepas ikatpada SBM  *Prepare for unberthing*  Komunikasi dengan SBM  *Communication with the SBM*  Komunikasi Dengan Tug  *Communication with the tug*  Komunikasi dengan Deck Haluan dan Buritan  *Communication with the fore and aft*  Menentukan posisi secara berkala  *Determine the position periodically*  Mengolah gerak untuk proses lepas ikat  *Manouver to cast off process*  Kapal lepas dan bebas dari SBM dan laporan kesemua pihak.  *The vessel is unberthed from SBM and report to all the parties* | |
| **Own Ship Data** | Ship Name  Call Sign  Type Of Ship  Displacement  LOA  Draft  Max Speed  Type Of Propeller  Bow Thruster | GAS AMBALAT  PLKV  Gas Tanker  33089,0 T  182,9 m  7,2 m  10,7 knot  FPP/Single  No |
| **Ship Tug 1** | Ship Name  Call Sign  Type Of Ship  Displacement  LOA  Draft  Max Speed  Type Of Propeller  Bow Thruster | KT.SADEWA  YD6852  ASD Tug  1000,0 T  33,1 m  4,4 m  13,0 knot  Z Drive FPP  Yes |
| **Ship Tug 2** | Ship Name  Call Sign  Type Of Ship  Displacement  LOA  Draft  Max Speed  Type Of Propeller  Bow Thruster | SMS SANGATTA  POHD  ASD Tug  1000,0 T  33,1 m  4,4 m  13,0 knot  Z Drive FPP  Yes |
| **Chanel Komunikasi** | Berkomunikasi Dengan Harbour Tug Chanel 14  *Communication with the harbour tug channel 14*  Berkomunikasi Dengan pihak SBM chanel 14  *Communication with the SBM at ch. 14* | |
| **Exercise condition** | GAS AMBALAT , Call Sign PLKV Selesai melakukan Loading di SBM Badak, akan bergerak lepas ikat dari SBM Badak/cast off menuju Singapore. Mesin Kapal Stanby siap untuk olah gerak dan Crew siap untuk lepas tali. Komunikasikan dan menginformasikan dengan pihak SBM dan pihak yang terkait. Dalam olah gerak lepas sandar KT. SADEWA dan SMS SANGATTA telah Standby.  *GAS AMBALAT , Call Sign PLKV already loaded in SBM Badak, will doing manouver to unberthing from SBM Badak to Singapore. The ship’s engine is stand by and ready to manouver, and crews are ready to cast the rope off. Please communication with SBM and all the parties. While maneuvering to unberthing KT. Sadewa and SMS Sangatta already stand by.* | |

**INITIAL INFORMATION**

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| **WIND** | | **CURRENT** | | **SEA STATE** | |
| Direction | 000⁰ | Direction | 180⁰ | Direction |  |
| Speed | 5.0 knots | Speed | 0.1 knots | Speed |  |

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| **Briefing** | 10 minutes |
| **Exercise Duration** | 30 minutes |
| **Debriefing** | 10 minutes |

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| **Criteria** | : |  |  |  |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **No** | **Time Frame (mts)** | **Activity** | **Result** | | **Weight** | | **Mark** | | **Actual Time** | | **Remark** |
| **Y** | **N** |  |  | |  | |  | |
|  | **0** | **Komunikasi**  ***Communication*** |  |  | **15** |  | |  | |  | |
| **1** | ***+ 2.5*** | Komunikasi dengan semua pihak  *Communication with all the parties* |  |  | ***10*** |  | |  | |  | |
| **2** | ***+ 2.5*** | Menginformasikan ke Deck untuk persiapan lepas ikat dari SBM  *Inform to the deck for preparing cast off from SBM* |  |  | ***5*** |  | |  | |  | |
|  | **5** | **Memonitor posisi Kapal**  *Monitoring the ship’s position* |  |  | **20** |  | |  | |  | |
| **3** | ***+ 2.5*** | Menentukan posisi secara berkala  *Determine the position periodically.* |  |  | ***10*** |  | |  | |  | |
| **4** | ***+ 2.5*** | Memonitor kedalaman laut  *Monitoring the depth of the sea* |  |  | ***10*** |  | |  | |  | |
|  | **10** | **Mengolah Gerak**  *Maneuvering* |  |  | **70** |  | |  | |  | |
| **5** | ***+ 3*** | Mengolah gerak mendekati SBM  *Manouvering to approach the SBM* |  |  | ***10*** |  | |  | |  | |
| **6** | ***+2*** | Perubahan dari Auto pilot ke manual  *Change the auto pilot to manual* |  |  | ***10*** |  | |  | |  | |
| **7** | ***+2*** | Menyesuaikan kecepatan untuk mengolah gerak  *Adjust the speed to maneuvering* |  |  | ***10*** |  | |  | |  | |
| **8** | ***+ 2*** | Memonitor arah dan kecepatan angin dan arus  *Monitoring the direction, wind speed and current* |  |  | ***10*** |  | |  | |  | |
| **9** | ***+ 5*** | Mengolah gerak untuk ikat  *Maneuver to berthing* |  |  | ***10*** |  | |  | |  | |
| **10** | ***+2*** | Konfirmasikan Tug sudah terikat  *Confirm that tug boat already bounded* |  |  | ***10*** |  | |  | |  | |
| **11** | ***+2*** | Mengkonfirmasikan semua Crew standby Haluan dan Buritan.  *Confirm that all the crews are stand by at fore and aft* |  |  | ***5*** |  | |  | |  | |
| **12** | ***+2*** | Laporan keotoritas pelabuhan/Bridge Radio Control Rig bahwakapal sudah lepas ikat dari SBM dan Hose sudah terlepas dari kapal.  *Report to the port authority/Bridge Radio Control Rig that the ship is already unberthed from SBM and the hose is disconnected* |  |  | ***10*** |  | |  | |  | |
|  | **30** |  |  |  | **100** |  | |  | |  | |

\*Critical performance below must get record**“Yes”**mark will lead the final result to mark**FAIL**

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| --- | --- | --- | --- |
| **No** | **CriticalPerformance** | **Y** | **N** |
| 1 | Menjaga Komunikasi dengan semua pihak  *Keep the communication with all the parties* |  |  |
| 2 | Menentukan posisi secara berkala  *Determine the position periodically* |  |  |
| 3 | Menyesuaikan kecepatan untuk olah gerak  *Adjust the speed to manouvering* |  |  |
| 4 | Memonitoring kedalaman laut  *Monitoring the depth of the ship* |  |  |
| 5 | Laporan keotoritas pelabuhan/Bridge Radio Control Rig bahwa kapal sudah lepas ikat dari SBM dan Hose sudah terlepas dari kapal.  *Report to the port authority/Bridge Radio Control Rig that the ship is already unberthed from SBM and the hose is disconnected* |  |  |
| 6 | Kapal Tubrukan atau kandas  *Ship’s collision or grounded* |  |  |

**Time factor**

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| --- | --- | --- | --- |
| <30 minutes = 1 | 31 – 40 minutes = 0.9 | 41 – 50 minutes = 0.8 | >50 minutes = 0.5 |

**Total Time : ………………minutes Time Factor : …………….**

**Total Score : Total Mark X Total Factor = …………… x ……………. = …………….**

**Final Result : PASS / FAIL ( Passing Grade = 70 )**