# DAFTAR PUSTAKA


Alie, M. Z. M., Ramadhan, M. I., & Suci, I. M. (2021). *Aplikasi Multiple Point Constrained (MPC) pada Penampang Kapal*. deepublish.

Alie, Muhammad Zubair Muis et al. 2016. "The Influence of Superstructure on the Longitudinal *Ultimate* Strength of a RO-RO Ship." *Proceedings of the International Offshore and Polar Engineering Conference* 2016-Janua: 1022–29.

Alie, Muhammad Zubair Muis, and Samuel Izaak Latumahina. 2019. "Progressive Collapse Analysis of the Local Elements and *Ultimate* Strength of a Ro-Ro Ship." *International Journal of Technology* 10(5): 1065–74.

Ardianus A, Sujiatanti S H and Setyawan D. 2021a. "Prediction of Fatigue Life on Double Hull Oil Tanker with Single and Double Longitudinal Bulkheads. Advances in Mechanics Jurnal." *Advances in Mechanics Jurnal* Vol 9: 731–40.

———. 2021b. "Prediction of Fatigue Life on Double Hull Oil Tanker with Single and Double Longitudinal Bulkheads. Advances in Mechanics Jurnal." Vol 9: 731–40.

Bai, Yong. 2003. "Marine Structural Design." *Marine Structural Design*: 1–606.

Biro Klasifikasi Indonesia. 2022. "Rules For Hull." *Seagoing Ship* II: 3–9.

Committee, Ship Structure. 2015. "Survivalibility of Hull Girder in Damaged Condition."

GL, DNV. 2017. "Rules for Classification: Ship, Pt.3 Ch.4."

Hughes, Owen F, and Jeom Kee Paik. 2010. "Ship Structural Analysis and Design." *The Society of Naval Architects and Marine Engineers-SNAME, New Jersey*: 600.

IACS. 2010. "Unified Requirements Concerning Strength of Ships, Rev. 7."

Marton, G.S. 2017. "Tanker Operational Fifth Edition."

McKenzie, William M.C. 2020. "Structural Analysis and Design." *Examples in Structural Analysis*: 17–38.

Okumoto, Y., et al. 2009. "Design of Ship Hull Structures." *Design of Ship Hull Structures*.

Paik, Jeom Kee, Anil K. Thayamballi, and Soo Hong Yang. 1998. "Residual Strength Assessment of Ships after Collision and Grounding." *Marine Technology and SNAME News* 35(1): 38–54.

Presiden RI. 1999. "Peraturan Pemerintah Republik Indonesia (Pp) Nomor 19 Tahun 1999 (19/1999) Tentang Pengendalian Pencemaran Dan/Atau Perusakan Laut." *Peraturan Pemerintah Republik Indonesia Nomor 26 Tahun 1985* (1): 1–5. https://jdih.esdm.go.id/storage/document/PP No. 19 Thn 1999.pdf.

Purwendah, Elly Kristiani. 2022. "NILAI KEADILAN GANTI KERUGIAN PENCEMARAN MINYAK AKIBAT KECELAKAAN KAPAL TANKER DALAM SISTEM HUKUM INDONESIA." 4(2): 228–35. https://ejournal2.undiksha.ac.id/index.php/GANCEJ.

Rabbani, Zaki, Achmad Zubaydi, and Septia Hardy Sujiatanti. 2017. "Analisa Kekuatan Sekat Bergelombang Kapal Tanker Menggunakan Metode Elemen Hingga." *Jurnal Teknik ITS* 6(2): 186–92.

Ramadhan, Ary, Pujo Mulyatno, and Hartono Yudo. 2016. "Analisa Kekuatan Konstruksi Double Bottom Pada Frame 46 Sampai Frame 50 Akibat Perubahan Dari Single Hull Ke Double Hull Pada Kapal Tanker 13944 Ltdw Dengan Metode Elemen Hingga." *Jurnal Teknik Perkapalan* 4(4): 858–67.

Sofi'i M and Djaja I K. 2018. "Teknik Konstruksi Kapal Bajal."

Tarigan, Vita Cita Emia, and Eka NAM Sihombing. 2019. "Kebijakan

Pengendalian Pencemaran Di Selat Malaka Yang Bersumber Dari Kecelakaan Kapal." *Jurnal Penelitian Hukum De Jure* 19(4): 479.

Terhune, K. 2011. "Tanker Technology: Limitations of Double Hulls. A Report by Living Oceans Society." *BC: Living Oceans Society*.

Tupper, Eric C. 2013. "Introduction to Naval Architecture, Fifth Edition." *Introduction to Naval Architecture, Fifth Edition*: 1–476.

Zulfikar, Akhmad Syarif, Ahmad Fauzan Zakki, Fakultas Teknik, and Universitas Diponegoro. 2015. "Analisa Kekuatan Konstruksi Ruang Muat Kapal Self Propelled Oil Barge Salra 115 Menggunakan Metode Elemen Hingga Linear Dan Nonlinear." *Jurnal Teknik Perkapalan* 3(4): 462–71.

# LAMPIRAN

Lampiran 1 Konfigurasi Stifener *Chemical tanker*

| Lokasi | No | Ukuran (mm) |
|---|---|---|
| Upper *deck* | 2-14 | 350 X 100 X 12/17 |
| | 16 | 200 X 90 X 10/14 |
| | 17 - 18 | 300 X 90 X 11/16 |
| *Side shell* | 17 -19 | 250 X 90 X 10/15 |
| | 21 -27 | 250 X 90 X 10/15 |
| | 28 – 29 | 250 X 90 X 10/14 |
| | 31 – 32 | 350 X 100 X 13/17 |
| *Bottom shell* | 0 – 16 | 350 X 100 X 11/16 |
| *Inner bottom* | 0 | 200 X 90 X 10/14 |
| | 2 – 13 | 300 X 90 X 11/16 |
| *Inner* hull | 18 – 19 | 300 X 90 X 11/16 |
| | 21 – 22 | 250 X 90 X 12/16 |
| | 23 – 29 | 250 X 90 X 10/15 |
| | 31 – 32 | 250 X 90 X 12/16 |
| Lower stool | 1 | 250 X 90 X 10/15 |
| Upper stool | 2 – 3 | 250 X 90 X 12/16 |
| | 1 - 2 | 150 X 90 X 12 |