

BAB V

PENUTUP

A. Kesimpulan

Dari berbagai uraian yang telah dikemukakan pada bab-bab sebelumnya, akhirnya penulis mengambil kesimpulan :

1. Kesadaran akan tanggung jawab Petugas Jaga pada saat pelaksanaan dinas jaga di kapal MT. MATINDOK belum memenuhi ketentuan yang berlaku, karena pada pelaksanaan Petugas Jaga belum melaksanakan sepenuhnya *Standing Order* yang telah dibuat oleh *Chief Officer* dan belum *familiar* akan tugas dan tanggung jawab jaganya. Petugas Jaga juga mengalami kejenuhan karena pembagian periode jaga yang belum merata dan pergantian jaga dilakukan 3 bulan sekali.
2. Akibat yang dapat ditimbulkan dari kelalaian Petugas Jaga dalam menjalankan dinas jaga di pelabuhan adalah dapat menyebabkan *incident* diatas kapal seperti pencurian, *over flow* dan *heeling*. Hal ini disebabkan oleh kurangnya koordinasi Petugas Jaga dalam melaksanakan dinas jaganya dan juga faktor kelelahan karena jam istirahat yang tidak sesuai aturan yang menyebabkan badan kurang fit.

B. Saran

Penulis mengajukan beberapa saran menyangkut permasalahan yang ada, saran-saran yang diambil :

1. Sebaiknya Petugas Jaga meningkatkan kesadaran akan tanggung jawab dinas jaga dengan mengikuti prosedur yang telah ditetapkan di atas kapal yang tertulis di *Standing Order* dan Nakhoda serta Perwira memberikan familiarisasi tugas jaga kepada ABK dengan diadakannya pertemuan rutin (*meeting*) dan pada saat pelaksanaan dinas jaga Perwira Jaga melakukan pengawasan terhadap ABK agar dinas jaga berjalan dengan baik. Dan juga pembagian periode jaga harus dibagi secara merata sesuai dengan jadwal jaga yang telah dibuat dan setiap sebulan sekali diadakan pergantian dinas jaga agar tidak terjadi kejenuhan dan dapat berkonsentrasi pada saat melaksanakan dinas jaga.
2. Sebaiknya kelalaian Petugas Jaga dalam berdinas jaga harus ditekan sekecil mungkin, agar pelaksanaan dinas jaga berjalan baik dan keselamatan kapal terjaga. Dalam setiap pergantian jaga Petugas Jaga harus memberikan informasi yang lengkap dan koordinasi antara *CCR (Cargo Control Room)* dan dek dilakukan secara terus menerus supaya jika ada *incident* dapat segera diatasi bersama-sama. Dan juga pengaturan waktu jam istirahat harus sesuai aturan *STCW 2010* agar Petugas Jaga tidak mengalami kelelahan dan dapat menjalankan dinas jaga dengan kondisi badan fit.

DAFTAR PUSTAKA

Branch, 1995, *"Dictionary Of Shipping International Business Trade Terms And Abbreviations"*, London.

Bungin, M, Burhan. 2007, *Penelitian Kualitatif : Komunikasi, Ekonomi, Kebijakan Publik, dan Ilmu Sosial Lainnya*, Jakarta : Kencana Prenada Media Grup.

Dani, Akbar. 2015, *At Sea*.

<https://rurabakara1.wordpress.com/2010/05/10/aturan-keselamatan-pelayaran/>,
Juneiro, "Aturan Mananajemen Keselamatan Pelayaran", Oktober 2016

<http://konsultaniso.web.id/maritim-labour-convention-mlc-2006/pengantar-maritim-labour-convention-mlc-2006/>

International Maritime Organization (IMO), 2011, International Convention on Standards of Training Certification and Watchkeeping for Seafarers, London : IMO Publication.

Jalal, Abdul. 2015, *At Sea*.

Juliansyah, Noor. 2012, *Metodologi Penelitian*, Jakarta : Kencana Prenada Media Grup.

Saputro, Ibnu. 2015, *At Sea*.

Setialaksana, Ade. 2015, *At Sea*.

Siagian, Sondang. 1983, *Peranan Staf Dalam Manajemen*, Jakarta: Gunung Agung.

Syarif, Syafei. 2015, *At Sea*.

Tim PIP Semarang, 2002, *Dinas Jaga Program Diklat Ketrampilan ANT-III*, Semarang: PIP Semarang.

V, Wiratna, Sujarweni. 2014, *Metodologi Penelitian*, Yogyakarta : Pustaka Baru Press.

DAFTAR RIWAYAT HIDUP



Identitas Pribadi

1. Nama : Anggoro Jati Pranoto
2. NIT : 49124407 N
3. Tempat, Tanggal lahir : Temanggung, 25 Agustus 1992
4. Alamat : Teminabuan no.28 RT 05 RW 06, Kel.
Temanggung II, Kec. Temanggung, Kab.
Temanggung, Jawa Tengah.
5. Agama : Islam

Identitas Keluarga

1. Nama Ayah : Agus Jati Santoso
2. Nama Ibu : Siti Rochmah
3. Alamat : Teminabuan no.28 RT 05 RW 06, Kel.
Temanggung II, Kec. Temanggung, Kab.
Temanggung, Jawa Tengah.
4. Saudara : 1. Radita Primaresti

Riwayat Pendidikan

1. SD N II Temanggung II : Tahun 1999 – 2005
2. SMP N 1 Temanggung : Tahun 2005 – 2008
3. SMA N 1 Temanggung : Tahun 2008 – 2011
4. PIP Semarang : Tahun 2012 – Sekarang

Praktek Laut

1. Perusahaan Pelayaran : PT. Pertamina.

2. Nama Kapal : MT. MATINDOK
3. Masa Layar : 29 Agustus 2014 – 02 September 2015



SHIPS PARTICULAR

MT.MATINDOK

Ship Name : MT.MATINDOK
 Call Sign : POYU
 Nationality : INDONESIA
 Type of Ship : OIL TANKER
 Classification : NK (Tanker, Oil Flash Point below 60)
 IMO No. : 9601716
 Ship Builder : PT DUMAS TANJUNG PERAK SHIPYARD SURABAYA
 Keel Laid : 18 AGUSTUS 2011
 Date of Launched : 09 JULY 2012
 Delivered : 20 MARCH 2013
 Owner : PT PERTAMINA (PERSERO)
 Jln Medan Merdeka Timur No 1A Jakarta Pusat 10110 Indonesia
 Operator : PT PERTAMINA (PERSERO)
 Jln Yos Sudarso 32-34 TG Priok Jakarta Utara
 I N D O N E S I A
 Tel : +6221 430 1086 Fax: +6221 430 1492

Gross Tonnage : 2848 T Breadth (Mld) : 15.20 Mtr
 Net Tonnage : 1204 T Depth (Mld) : 7.20 Mtr
 L.O.A : 90.0 Mtr
 L.B.P : 84.0 Mtr

Main Engine : Yamnar diesel with reduction /reversing gear 4 stroke single acting
 Type : DIESEL ENGINE GEY26W
 BHP : 1620 KW
 RPM : 750
 Auxiliary Engine : YANMAR
 Type : 6NY16L - DW
 BHP : 370
 RPM : 1200
 Fuel Tank Capacity : 201.00 M3
 Service Speed : 11 Knot
 MMSI Number : 525008079
 Email : poyu@skyfile.com
 Inmarsat mobile no : 452502578

Seasonal	Draft	Deadweight	Displacement	Freeboard
<u>Summer</u>	<u>5.012 Mtr</u>	<u>3,624</u>	<u>5,260</u>	<u>2.208 Mtr</u>

FWA : 114 mm

Capt. M. Syafei Syarif
 Master

CREW - LIST**DWT : 3500 TON****NAME OF SHIP : MT. MATINDOK
CALL SIGN : POYU****PERTAMINA****PORT OF REGISTER : JAKARTA
FLAG : INDONESIA
LOA : 90.00 METER
LBP : 84.00 METER**

NO	NAME	RANK	Cert.Of Competence	Nationality	Seaman Book	Sign On
			No:		Exp. Date	
1	Muhammad Safei Syarif	Master	6200098630N20106	Indonesia	C012213 / 02-10-2016	05.11.2014
2	Rahardjo Ibnu Saputro	Chief Officer	6200418663010310	Indonesia	C061343 / 08-05-2017	25.02.2015
3	Abdul Jalal	2nd Officer	6200418636N20311	Indonesia	A020273 / 22-02-2017	09.03.2015
4	Pujo Prasetyo	3rd. Officer	6201657548N30315	Indonesia	A026332 / 22-04-2017	07.08.2015
5	Gusfarman	Chief Eng.	6200066989T10104	Indonesia	V031430 / 30-07-2018	04.03.2015
6	Ronalt Martua Hasiholan S	2nd. Eng	6200116182T20211	Indonesia	D012842 / 23-10-2017	14.01.2015
7	Ahmad Nurul Faizin	3rd. Eng	6200360821T20114	Indonesia	C087590 / 04-09-2017	13.05.2015
8	Muhammad Althafur Rahman	4th. Eng.	6201640656T30314	Indonesia	Y035054 / 09-05-2016	23.08.2015
9	Ade Hapid	Electricien	6200498736T60709	Indonesia	C014386 / 10-10-2016	19.12.2014
10	Kadar Basuki	Boatswain	6200158436N60703	Indonesia	W067625 / 29.09.2016	30.05.2015
11	Yahya	Pumpman	6200507994N60608	Indonesia	D085347 / 10.06.2018	11.07.2015
12	Edi Kurniawan	AB	6200262937N60710	Indonesia	D041023 / 25.01.2018	10.06.2015
13	Mulyadi Somad	AB	6200087732N60202	Indonesia	C000928 / 27.08.2016	05.07.2015
14	Maurids Jefrison Lalela	AB	6201033923N60304	Indonesia	B005113 / 08.10.2017	05.07.2015
15	Syafayona	Ordinary S	6201288029N60713	Indonesia	X010447 / 12-01-2017	09.05.2015
16	Sigit Hartanto	Ordinary S	6202111714010110	Indonesia	C043500 / 19-02-2017	12.12.2014
17	Sarly Andre Sahertian	Motorman	6200068632T60201	Indonesia	A000892 / 29-12-2016	16.10.2014
18	Dexen Frids Padji	Oiler	6200508378T60702	Indonesia	Y047653 / 25-05-2016	27.03.2015
19	Sakeus Barus	Oiler	6201304282T60711	Indonesia	Y002209 / 10-11-2015	08.07.2015
20	Hasan Madjid	Oiler	6200062298T60101	Indonesia	V079280 / 08.08.2016	11.07.2015
21	Muhammad Sewande	Cook	6201583508010110	Indonesia	Y013235 / 12-01-2016	16.10.2014
22	Rusiyanto	Mess Boy		Indonesia	C088040 / 01.09.2017	23.05.2015
23	Anggoro Jati Pranoto	Deck Cadet		Indonesia	CO61828 / 02-06-2017	29.08.2014
24	Yuda Juliardi	Deck Cadet		Indonesia	D086713 / 28-07-2018	13.08.2015
25	Lego Dwi Prasetyo	Engine Cadet		Indonesia	D021622 / 30-11-2017	08.07.2015

Pelabuhan : P. Baai, Bengkulu
Tanggal : 02 September 2015
Master

Muhammad Safei Syarif
Np. 10013207

LAMPIRAN III. *STANDING ORDER CARGO HANDLING*

PT Pertamina (Persero)
Jakarta 10110 Indonesia
Telp +62 21 381 5000 Fax +62 21 384 6859
www.pertamina.com
MT. MATINDOK / POYU



STANDING ORDER CARGO HANDLING

1. Utamakan “K3LL” dalam setiap Operasi Muatan, Operasi Tank Washing / Tank Cleaning serta kegiatan Ballasting / Deballasting.
2. Perhatikan “keamanan” lingkungan kapal dari bahaya – bahaya “Ancaman Luar”.
3. Berikan “layanan” terbaik bagi pelanggan.
4. Pastikan bahwa APAR (Alat Pemadam Kebakaran) , Selang Pemadam Kebakaran dan Oil Spill Equipment telah tersedia di dekat Manifold, lengkap dan siap digunakan.
5. Pastikan bahwa “Valve – Valve” dan “Line – Line” yang digunakan dalam kegiatan Loading / Discharging dalam keadaan siap untuk digunakan sedangkan yg tidak digunakan dalam keadaan “Tertutup Rapat” dan diberi tanda.
6. Perhatikan dan laksanakan kegiatan Loading / Discharging sesuai dengan hasil diskusi Mualim I dengan Loading / Discharging Master (lihat buku Loading / Discharging Order).
7. Pastikan P/V Valve bekerja dengan baik selama kegiatan Loading / Discharging.
8. Selama kegiatan Loading / Discharging Vapour Lock harus ditutup rapat.
9. Laksanakan prosedur – prosedur memasuki Pump Room, menjalankan pompa – pompa dengan baik dan benar. Jika terdapat keganjilan segera laporkan kepada Mualim I.
10. Perhatikan kekencangan dan keamanan tali – tali tambat sehingga kapal tetap aman dan tertambat rapat dengan jetty. Periksa secara berkala keadaan tali – tali tambat dan catat di Buku Jurnal Loading / Discharging.
11. Jaga posisi Cargo Hose / Loading Arm selalu aman.
12. Atur “Safety Wire” secara berkala 1 meter diatas air, dan catat di Buku Jurnal.
13. Perhatikan keadaan intern keliling kapal dan perairan sekeliling kapal terhadap pencemaran, catat setiap setengah jam dalam jurnal.
14. Selama bertugas jaga, petugas jaga wajib melaksanakan pengawasan sekeliling intern kapal maupun perairan sekeliling serta tidak dibenarkan meninggalkan daerah tugas tanpa sepengetahuan dan ijin dari perwira jaga.
15. Patroli untuk keamanan dilaksanakan secara berkala sesuai dengan level keamanan kapal dan terminal. Setiap tamu yang naik diperiksa identitas, tujuan dan pemeriksaan barang bawaan. Catat dalam buku Visitor Log Book dan berikan Visitor Card.

16. Jika ditemukan keganjilan / penyimpangan selama kegiatan Cargo Handling / Tank Washing / Tank Cleaning / Ballasting / Deballasting segera laporkan ke Mualim Jaga / Mualim I.
17. Dilarang meninggalkan deck tanpa ada pengganti.
18. Laksanakan STANDING ORDER ini dengan penuh rasa TANGGUNG JAWAB.

On Board

Chief Officer MT.MATINDOK / F.Kirom



STANDING ORDER DI PELABUHAN



SECARA UMUM

1. Regu jaga harus memahami semua prosedur jaga di Pelabuhan.
2. Mentaati semua peraturan yang berlaku di suatu pelabuhan, terutama hindari polusi di laut.
3. Kibarkan bendera-bendera/lampu-lampu navigasi sesuai ketentuan yang berlaku.
4. Mengadakan ronda/pengamatan keliling kapal dengan seksama dan teratur, bila menjumpai keadaan yang membahayakan, segera mengambil tindakan pencegahan dan pengamanan dengan menggerakkan semua ABK atau hubungi agent setempat.
5. Pasang dan jalankan selang air deck dan arahkan keluar kapal, usir perahu-perahu yang berada dekat kapal, terutama bila ada kegiatan muat/bongkar.
6. Apabila akan mencoba mesin dengan menggunakan baling-baling, harus yakin bahwa betul-betul aman terutama didaerah sekitar baling-baling aman.
7. Adakan pengawasan terhadap barang bawaan ABK dan atau tamu-tamu, jika perlu adakan pemeriksaan.
8. Regu jaga tidak diperkenankan meninggalkan kapal sebelum mengadakan serah terima jaga dengan penggantinya secara aman dan benar.
9. Jurumudi jaga harus selalu berada di deck dan hati-hati terhadap pencurian.
10. Mengadakan/menyelenggarakan dan mengisi buku jurnal kapal (Log Book) dengan teratur dan rapi setiap selesai menjalankan tugas jaga.

KEGIATAN BONGKAR/MUAT

1. Memahami prosedur muat dan bongkar dengan baik, dengan membaca petunjuk keselamatan International kapal tanker dan dermaga minyak/Terminal atau **ISGOTT (International Safety Guide Oil Tank and Terminal)** dan buku-buku petunjuk/buklet-buklet yang dikeluarkan oleh instansi yang berwenang mengenai Prosedur Muat/Bongkar.
2. Mengontrol dan memperhatikan keamanan muat/bongkar sesuai check list.
3. Dilarang membuang air got/ballast kotor, hindari terjadi polusi, **SEA CHEST HARUS DALAM KEADAAN TERTUTUP RAPAT**
4. Sebelum operasi muatan dimulai, periksa semua valve harus dalam keadaan siap serta di Yakini betul-betul, Manifold yang tidak dipakai harus ditutup/diblock, lubang deck harus dalam keadaan tertutup (Scupper).
5. Kawat anti Electric statis/Arde (Berth Line) telah dipasang dengan baik.
6. Pasanglah **Wire Tunda (Fire Wire)** sesaat setelah selesai sandar /all fasted, dihaluan dan buritan sisi luar , aria 1 (satu) meter diatas permukaan air laut.
7. Letakkan Fire Extinguisher minimal 2 (dua) buah di sekitar manifold.
8. **Perhatikan TROSS/SPRING agar tidak terlalu kencang atau kendur.**
9. Tutup semua pintu-pintu/jendela-jendela akomodasi dengan rapat.
10. Selama operasi muat/bongkar periksalah dengan teratur situasi Kamar Pompa terutama keadaan **Sea Chest, cargo valve, cargo pump**, jika ada kebocoran/kelainan hentikan dengan segera kegiatan bongkar/muat.

11. Siapkan serbuk gergaji dan neos (Oil Despersant) dll di tempat yang mudah dijangkau, sehingga dapat digunakan dengan cepat saat diperlukan.
12. Regu jaga setiap saat harus berada di deck dan **tidak diperkenankan meninggalkan dalam keadaan situasi kosong.**
13. **ADAKAN SERAH TERIMA JAGA DENGAN BAIK DAN TELITI,** jangan lupa untuk memberitahukan situasi/kondisi valve dan tanki, serta harus diyakini betul-betul oleh kedua pihak.

HINDARI KONTAMINASI DAN UTAMAKAN

KESELAMATAN



LAMPIRAN V. CHECKLIST DURING CARGO OPERATION



Form Number : M2.01 Checklist During Cargo Transfer Operation			
Vessel / Office :		MT. Matindok	
Date :		31/08/2015	
Port :		Pulau Baai (Bengkulu)	
Berth :		Jetty #1 Pulau Baai (Bengkulu)	
Amount :		3600 KL	
Product (s) and Grade (s) to be transferred :			
The Following Items Are Being Checked During Cargo Transfer		Select Yes, No or N/A	If No, please comment
Are all lines, pumps and valves are checked for tightness		Yes	
The pump room is monitored at regular intervals		Choose an item.	
Cargo samples are collected at the vessel's cargo manifold		Choose an item.	
The cargo is being loaded/discharged in accordance with the cargo transfer plan		Choose an item.	
The manifold pressure is being monitored and recorded		Choose an item.	
The cargo transfer rate is being monitored and recorded		Choose an item.	
The cargo temperature is being monitored and recorded		Choose an item.	
The vessel's hull stress, shear forces and stability is being monitored at regular intervals		Choose an item.	
The ullage of cargo tanks being loaded or discharged are monitored at regular intervals		Choose an item.	
Cargo heating systems are being monitored		Choose an item.	
Mooring lines are being monitored and adjusted as required		Choose an item.	
Emergency fire wires are being monitored and adjusted as required		Choose an item.	
The gangway is being monitored throughout the cargo transfer operation to ensure safe access and regress		Choose an item.	
A dedicated cargo manifold watch stander is present throughout the cargo transfer		Choose an item.	
Adequate number of crewmembers are always onboard in order to safely vacate the berth in case of an emergency		Choose an item.	
The vessel's main propulsion system and auxiliaries are always ready for immediate use		Choose an item.	
*** Please select the records listed below if appropriate ***			
Additional Comments			

Signature of OOW		
Signature of Chief Officer		



LAMPIRAN VI. OIL CARGO HANDLING CHECKLIST



Form Number : 6.03 Cargo Handling - Oil/Chemical Tankers			
Vessel / Office : MT. Matindok		28 February 2015	
Part A - Oil Cargo Handling Checklist			
Date :	28/02/2015		
Port :	OTM Merak	Terminal :	JETTY #1 OTM Merak
The following have been verified and checked prior to commencing cargo handling operations and are monitored during the cargo handling operations		Select Yes, No or N/A	If No, please comment
Is there a Cargo Manifest on board?		Yes	
Is a Pre-Cargo Transfer meeting conducted prior to cargo transfer operations?		Yes	
Is a Pre-Cargo Transfer Meeting conducted with a Shore Facility Representative?		Yes	
Is a Cargo Plan being prepared prior to each Cargo Transfer Operation?		Yes	
Is the Cargo Plan signed by the Chief Officer?		Yes	
Is the Cargo Plan signed by all Officers involved in the Cargo Transfer Operations?		Yes	
Is the Cargo Plan signed by the Master?		Yes	
Is a Cargo Transfer Checklist being used?		Yes	
Does the Chief Officer randomly verify that all points on the Checklist are being carried out as instructed?		Yes	
Is the Cargo Piping Line-up verified independently by at least two Deck Officers?		Yes	
Is a Risk Assessment carried out prior to a Cargo Transfer Operation?		Yes	
Are all Risk Assessments documented?		Yes	
Are all personnel directly involved in the Cargo Transfer Operations familiar with the Emergency Procedures for Cargo Handling?		Yes	
Are Cargo Samples always collected prior to commencing Cargo Transfer Operations?		Yes	
Are procedures in place for storage, retention periods and disposal of Cargo Samples?		Yes	
Are Cargo Spill Drills carried out as required?		Yes	
Are all Junior Deck Officers actively involved in the planning and execution of all Cargo Transfer Operations?		Yes	
Does the Company provide computer based interactive training programs for emergency cargo or ballast transfer operations?		N/A	
Is the Cargo Pump Room monitored during Cargo Transfer Operations?		Yes	
Are all required Life Saving and other safety equipment available in the Pump room?		Yes	
Are all required Life Saving and other safety equipment checked prior to commencing Cargo Transfer Operations?		Yes	

Form Number : 6.03 Cargo Handling - Oil/Chemical Tankers			
Vessel / Office : MT. Matindok		28 February 2015	
Part A - Oil Cargo Handling Checklist			
Date :	28/02/2015		
Port :	OTM Merak	Terminal :	JETTY #1 OTM Merak
The following have been verified and checked prior to commencing cargo handling operations and are monitored during the cargo handling operations		Select Yes, No or N/A	If No, please comment
Is the Cargo Pump Room Bilge Alarm tested at least once per week and prior to each Cargo Transfer Operation?		Yes	
Are all flanges on the Cargo Manifolds fully bolted; including Cargo Manifolds not in use?		Yes	
Are all Cargo Manifolds clearly marked with the associated Cargo Tank number(s)?		Yes	
Are Manifold Drip Trays on both sides clean and free of any cargo residue?		Yes	
Are all grids in the Cargo Manifold area safely in place?		Yes	
Are the Cargo Pump Emergency Stops clearly marked?		Yes	
Are the Cargo Pump Emergency Stops tested in accordance with governing procedures?		Yes	
Are all Deck Officers directly involved in the Cargo Transfer Operations familiar with the Cargo Pump Emergency Stop procedures?		Yes	
Are MSDS's for all Cargoes being handled available and posted in a public area?		Yes	
Are all Deck Officers directly involved in the Cargo Transfer Operations familiar with the Hazards and First Aid procedures for all cargoes to be loaded or discharged?		Yes	
Are there procedures in place in the event that MSDS's are not provided?		Yes	
Are procedures for testing of P/V valves in place and are they being complied with?		Yes	
Are procedures for checking the flame screens in place and are they being complied with?		Yes	
Are Emergency Towing Wires properly rigged forward and aft?		Yes	
Are the Emergency Towing Wires being attended to during cargo transfer operations and adjusted as necessary?		Yes	
Is the Gangway rigged aft of the cargo manifold?		Yes	
If the gangway is rigged forward of the manifold is there an alternate safe emergency escape route?		Yes	
Are all Deck Scupper Plugs in good condition		Yes	

Form Number : 6.03 Cargo Handling - Oil/Chemical Tankers			
Vessel / Office : MT. Matindok		28 February 2015	
Part A - Oil Cargo Handling Checklist			
Date :	28/02/2015		
Port :	OTM Merak	Terminal :	JETTY #1 OTM Merak
The following have been verified and checked prior to commencing cargo handling operations and are monitored during the cargo handling operations		Select Yes, No or N/A	If No, please comment
and properly installed?			
Are portable Oxygen Meters and Explosion Meters available for testing of Cargo Tanks?		Yes	
Are portable Oxygen and Explosion Meters tested and calibrated as required?		Yes	
Is the latest Foam Testing Certificate posted in the Foam room?		Yes	
Are all Cargo Tank-, Ullage- and BW Hatches including packings in good condition?		Yes	
Are all Cargo Tank High Level and Tank Overfill alarms tested prior to loading?		Yes	
Are all Cargo Deep Well Pump Cofferdams tested as per manufacturer's instructions?		Yes	
Are all Cargo Tank Hatches clearly marked with Tank Numbers?		Yes	
Are all Cargo Transfer hoses tested in accordance with governing regulations and procedures?		Yes	
Are Cargo Transfer Hoses which do not meet the testing criteria clearly marked and stowed in a separate location?		Yes	
Are portable BW hoses regularly tested for electric conductivity?		Yes	
Are portable BW Hoses which do not meet the testing criteria clearly marked and stowed in a separate location?		Yes	
Are all Deck Officers directly involved with Cargo Transfer Operations familiar with the Procedures and Arrangements Manual?		Yes	
Are all Deck Officers directly involved with Cargo Transfer Operations familiar with the SOPEP/SMPEP?		Yes	
Are all Deck Officers directly involved with Cargo Transfer Operations familiar with the US Federal and State Vessel Response Plans?		Yes	
Is the Cargo Line Transfer System pressure tested in accordance with governing regulations and procedures?		Yes	
Are the testing pressure and the testing date clearly stenciled on the Cargo Transfer piping?		Yes	
Is the Cargo Deck Draining System adequate to		Yes	

Form Number : 6.03 Cargo Handling - Oil/Chemical Tankers			
Vessel / Office : MT. Matindok		28 February 2015	
Part A - Oil Cargo Handling Checklist			
Date :	28/02/2015		
Port :	OTM Merak	Terminal :	JETTY #1 OTM Merak
The following have been verified and checked prior to commencing cargo handling operations and are monitored during the cargo handling operations		Select Yes, No or N/A	If No, please comment
handle both draining of rainwater and cargo spills?			
Are the IG Alarms tested in accordance with the Company's procedures?		N/A	
Is the Oxygen detector in the IG System tested in accordance with the Company's procedures?		N/A	
Is the MARPOL Oil Spill Kit fully equipped and is the location of the kit clearly marked?		Yes	
Is the Cargo Pump Room Door clearly marked with requirements for forced ventilation prior to entry?		Yes	
Are Cargo Pump Room ventilation towers and fire flaps in good operating condition?		Yes	
Are Cargo Pump room ventilation ducts in good condition?		Yes	
Are Pump Room access ladders and platforms in good condition?		Yes	
Is the stretcher and hoisting arrangement for Emergency Evacuation of personnel in place and in good condition?		Yes	
Are Cargo Pumps and Cargo piping system in good condition without leaks?		Yes	
Are temperature gauges for bulkhead shaft glands, bearings and pump casing in good condition?		Yes	
Is there a fixed monitoring system for the presence of Hydrocarbon Vapors in the Cargo Pump room?		Yes	
Are the Cargo Pump Room bilges clean and free of standing oil or cargo?		Yes	
Are Floor Plates and Gratings in the Cargo Pump Room in good condition and are they firmly in place?		Yes	
Are Electrical Cables and Light Fixtures in the Cargo Pump Room in good condition?		Yes	
Are the Emergency Escape Sets available in the Cargo Pump Room and are they fully charged?		Yes	
Is the ODME in good operating condition and is it tested in accordance with the Company's procedures?		Yes	
Is the Oil/Water Interface Detector in good		Yes	

Form Number : 6.03 Cargo Handling - Oil/Chemical Tankers		
Vessel / Office :	MT. Matindok	28 February 2015
Part A - Oil Cargo Handling Checklist		
Date :	28/02/2015	
Port :	OTM Merak	Terminal : JETTY #1 OTM Merak
The following have been verified and checked prior to commencing cargo handling operations and are monitored during the cargo handling operations	Select Yes, No or N/A	If No, please comment
operating condition?		
Are the Engine Oil Record Book and the Cargo Oil Record book maintained in accordance with governing regulations and the Company's procedures?	Yes	
Are USCG Oil Spill Warnings and Reporting Procedures posted as required?	Yes	
Are Oil Transfer Procedures posted as required?	Yes	
Comments		
Signature of Originator		
Part B - Chief Officer's Review		
*** Please select the records listed below if appropriate ***		
Comments		
Signature of Chief Officer		
Part C – Master's Review		
*** Please select the records listed below if appropriate ***		
Comments		
Signature of Master		



Form Number : 6.01 Checklist for Cargo Transfer Operations			
Vessel / Office :		MT. Matindok	28 September 2014
Part A-1 Initiate Cargo Handling Checklist			
Date :	28/09/2014		
Port :	OTM Merak	Terminal :	Jetty #1 OTM Merak
The following have been verified and checked prior to commencing cargo transfer operations and are monitored during the cargo transfer operations		Select Yes, No or N/A	If No, please comment
A detailed Cargo Transfer Plan has been prepared and signed by the Master and all duty deck officers, and is displayed in the CCR		Choose an item.	
Grade of cargo to be transferred has been confirmed with the Terminal representative		Choose an item.	
MSDS with all physical properties of the cargo to be transferred has been obtained and posted in a common area in the accommodation		Choose an item.	
Cargo tanks have been inspected and found suitable for the cargo to be loaded		Choose an item.	
Loaded tanks have been gauged by the duty deck officer and cargo surveyor prior to commencing discharge		Choose an item.	
Cargo transfer lines and valves have been lined up in accordance with the Cargo Transfer Plan		Choose an item.	
IGS has been tested and found in good working order		Choose an item.	
All scupper plugs are in place		Choose an item.	
Cargo spill clean up equipment is deployed and ready for use		Choose an item.	
Cargo heating requirements are observed			
Vapor recovery system has been checked and found operable		Choose an item.	
Communication systems have been checked and found in good operating condition		Choose an item.	
Procedures have been established for tank change over		Choose an item.	
Procedures have been established for topping up of tanks		Choose an item.	
Cargo transfer rates have been agreed with the terminal representative		Choose an item.	
Starting cargo transfer rates and maximum allowable manifold pressure have been agreed with the terminal representative		Choose an item.	
Proper trim and list and draft is being monitored throughout the cargo transfer operations		Choose an item.	
COW plan has been prepared in accordance		Choose an item.	

Form Number : 6.01 Checklist for Cargo Transfer Operations			
Vessel / Office :		MT. Matindok	28 September 2014
Part A-1 Initiate Cargo Handling Checklist			
Date :	28/09/2014		
Port :	OTM Merak	Terminal :	Jetty #1 OTM Merak
The following have been verified and checked prior to commencing cargo transfer operations and are monitored during the cargo transfer operations		Select Yes, No or N/A	If No, please comment
with the COW procedures			
Ballast plan is included in the Cargo Transfer Operations plan, and is well understood by all duty deck officers		Choose an item.	
Vessel hull stability, stress and share forces are being monitored throughout the cargo transfer operations		Choose an item.	
The main engine is on stand by, and the vessel is at all times ready to move under her own power		Choose an item.	
Sufficient personnel have been assigned to the cargo transfer operation in order to conduct a safe and efficient operation		Choose an item.	
The Ship to Shore Safety Checklist has been completed		Choose an item.	
Comments			
Signature by Originator			
Part B - Chief Officer's Review			
*** Please select the records listed below if appropriate ***			
Comments			
Signature by Chief Officer			
Part C – Master's Review			
*** Please select the records listed below if appropriate ***			
Comments			

Form Number : 6.01 Checklist for Cargo Transfer Operations			
Vessel / Office :		MT. Matindok	28 September 2014
Part A-1 Initiate Cargo Handling Checklist			
Date :	28/09/2014		
Port :	OTM Merak	Terminal :	Jetty #1 OTM Merak
The following have been verified and checked prior to commencing cargo transfer operations and are monitored during the cargo transfer operations		Select Yes, No or N/A	If No, please comment
Signature of Master			



LAMPIRAN VIII. *SHIP SHORE SAFETY CHECKLIST*

INTERNATIONAL SAFETY GUIDE FOR OIL TANKERS AND TERMINALS

The Ships/Shore Safety Check-List

Ship's Name _____
 Berth _____
 Date of Arrival _____

Port _____
 Time of Arrival _____

Part 'A' - Bulk Liquid General - Physical Checks

A	Bulk Liquid - General	Ship	Terminal	Code	Remarks
1	There is safe access between the ship and shore			R	
2	The ship is securely moored			R	
3	The agreed ship/shore communication system is operative			A R	System..... Backup System.....
4	Emergency towing-off pennants are correctly rigged and positioned			R	
5	The ship's fire hoses and fire-fighting equipment is positioned and ready for immediate use			R	
6	The Terminal's fire hoses and fire-fighting equipment is positioned and ready for immediate use			R	
7	The ship's cargo and bunker hoses, pipelines and manifolds are in good condition, properly rigged and appropriate for the service intended				
8	The Terminal's cargo and bunker hoses/arms are in good condition, properly rigged and appropriate for the service intended				
9	The cargo transfer system is sufficiently isolated and drained to allow safe removal of blank flanges prior to connection				
10	Scuppers and 'save alls' on board are effectively plugged and drip trays are in position and empty			R	
11	Temporarily removed scupper plugs will be constantly monitored			R	
12	Shore spill containment and sumps are correctly managed			R	
13	The ship's unused cargo and bunker connections are properly secured with blank flanges fully bolted				
14	The Terminal's unused cargo and bunker connections are properly				

If the ship is fitted, or is required to be fitted, with an inert gas system (IGS), the following points should be physically checked;

	secured with blank flanges fully bolted				
15	All cargo, ballast and bunker tank lids are closed				
16	Sea and overboard discharge valves, when not in use, are closed and visibly secured				
17	All external doors, ports and windows in the accommodation, stores and machinery spaces are closed. Engine Room vents may be open			R	
18	The ship's emergency fire control plans are located externally				Location:
Inert Gas System		Ship	Terminal	Code	Remarks
19	Fixed IGS pressure and oxygen recorders are working			R	
20	All cargo tanks atmospheres are at a positive pressure with oxygen content of 8% or less by volume			P R	

Part 'B' – Bulk Liquid General – Verbal Verification

Bulk Liquid - General		Ship	Terminal	Code	Remarks
21	The ship is ready to move under its own power			P R	
22	There an effective deck watch in attendance on board and adequate supervision of operations on the ship and in the Terminal			R	
23	There are sufficient personnel on board and ashore to deal with an emergency			R	
24	The procedures for cargo, bunker and ballast handling been agreed			A R	
25	The emergency signal and shutdown procedure to be used by the ship and shore been explained and understood			A	
26	Material Safety Data Sheets (MSDS) for the cargo transfer have been exchanged where requested			P R	
27	The hazards associated with toxic substances in the cargo being handled have been identified and understood				H2S=_____ppm Benzene=_____ppm Mercaptan=_____ppm
28	An International Shore Fire Connection has been provided			A R	Method :
29	The agreed tank venting system will be used				
30	The requirements for closed operation have been agreed			R	
31	The operation of the P/V system has been verified				
32	Where a vapour return line is connected,			A R	

If the ship is fitted, or is required to be fitted, with an inert gas system (IGS), the following points should be physically checked;

	operating parameters have been agreed				
33	Independent high level alarms, if fitted, are operational and have been tested			A R	
34	Adequate electrical insulating means are in place in the ship/shore connection			A R	
37	Naked lights regulations being observed			A R	
38	Ship/shore telephones, mobile phones and pager requirements are being observed.			A R	
39	Hand torches (flashlights) are of an approved type				
40	Fixed VHF/UHF transceivers and AIS equipment are on the correct power mode or switched off				
41	Portable VHF/UHF transceivers are of an approved type				
42	The ship's main radio transmitter aerials are earthed and radars are switched off				
43	Electric cables to portable electrical equipment within the hazardous area are disconnected from power				
44	Window-type air conditioning units are disconnected				
45	Positive pressure is being maintained inside the accommodation, and air conditioning intakes, which may permit the entry of cargo vapours, are closed				
46	Measures have been taken to ensure sufficient mechanical ventilation in pumproom			R	
47	There is provision for an emergency escape				
48	The maximum wind and swell criteria for operations have been agreed			A	Stop cargo at ____ m/s Disconnect at ____ m/s Unberth at ____ m/s
49	Security protocols have been agreed between the Ship Security Officer and the Port Facility Security Officer, if appropriate			A	
50	Where appropriate, procedures have been agreed for receiving nitrogen supplied from shore, either for inerting or purging ship's tanks, or for line clearing into the ship			A P	
51	The IGS is fully operational and in			P	

If the ship is fitted, or is required to be fitted, with an inert gas system (IGS), the following points should be physically checked;

	good working order				
52	Deck seals, or equivalent, are in good working order			R	
53	Liquid levels in pressure/vacuum breakers are correct			R	
54	The fixed and portable oxygen analysers have been calibrated and are working properly			R	
55	All the individual tank IG valves (if fitted) correctly set and locked			R	
56	All personnel in charge of cargo operations are aware that in the case of failure of the Inert Gas Plant, operations must cease and the Mooring Master advised				
57	Pre-Arrival COW check-list, as contained in the approved COW manual, has been satisfactory completed				
58	The COW check-list for use before, during and after COW, as contained in the approved COW manual, are available and being use			R	
59	Tank cleaning operations are planned during the ship's stay alongside the shore installation		Yes		
60	If "yes", the procedures and approvals for tank cleaning have been agreed		Yes		
61	Permission has been granted for gas freeing operations.		Yes		

Tanker Officer		Terminal Representative	
Name :		Name :	
Rank :		Rank :	
Signature :		Signature :	
Date/Time :		Date/Time :	

LAMPIRAN IX. HASIL WAWANCARA

DAFTAR PERTANYAAN WAWANCARA

a. Pertanyaan untuk Nakhoda

1. Bagaimana pelaksanaan tugas dinas jaga di kapal MT. MATINDOK pada saat sandar di pelabuhan?
2. Apakah akibat yang ditimbulkan dari kelalaian Perwira Jaga pada saat melaksanakan dinas jaga dapat mempengaruhi kegiatan operasional kapal?
3. Bagaimana untuk mengatasi hal tersebut jika tali yang akan digunakan kurang?
4. Upaya apa yang anda lakukan sebagai penanggung jawab kapal dan pemimpin utama di kapal?
5. Apakah pemimpin regu jaga selalu *Stand by* tepat waktu dalam melaksanakan tugas jaga?
6. Apakah daftar jaga dan *Stowage Plan* harus di terapkan di setiap kapal?
7. Apakah Juru Mudi Jaga sudah menjalankan semua perintah yang diberikan oleh pemimpin regu jaga?

b. Pertanyaan untuk Mualim I

1. Bagaimana pelaksanaan tugas dinas jaga di kapal MT. MATINDOK pada saat sandar di pelabuhan?
2. Apa saja tugas anda saat melaksanakan tugas dinas jaga pada saat kapal sandar?
3. Sebelum ini saya wawancara dengan Juru Mudi, Apakah di kapal ini pernah terjadi pencurian?

4. Apakah akibat yang ditimbulkan dari kelalaian anda pada saat melaksanakan dinas jaga dapat mempengaruhi kegiatan operasional kapal?
5. Selain terjadi pencurian pengalaman apa yang pernah anda alami di kapal ini?

c. Pertanyaan untuk Mualim II

1. Apa saja tugas anda saat melaksanakan tugas dinas jaga pada saat kapal sandar?
2. Menurut anda bagaimana sebaiknya pelaksanaan pergantian tugas jaga di kapal MT. MATINDOK?
3. Kendala-kendala apa saja yang anda hadapi selama melaksanakan tugas dinas jaga di kapal MT. MATINDOK?
4. Pernahkah anda lalai dalam melaksanakan tugas dan apa akibat yang ditimbulkan?
5. Apakah akibat yang ditimbulkan dari kelalaian anda pada saat melaksanakan dinas jaga dapat mempengaruhi kegiatan operasional kapal?

d. Pertanyaan untuk Mualim III

1. Apa saja tugas anda saat melaksanakan tugas dinas jaga pada saat kapal sandar?
2. Pernahkah anda lalai dalam melaksanakan tugas dinas jaga hingga menyebabkan *incident*?
3. Kendala-kendala apa saja yang anda hadapi selama melaksanakan tugas dinas jaga di kapal MT. MATINDOK?

4. Apakah Juru Mudi jaga di kapal MT. MATINDOK sudah menjalankan semua perintah yang diberikan oleh Pemimpin Regu Jaga?

e. Pertanyaan untuk Juru Mudi

1. Apa saja tugas anda saat melaksanakan tugas dinas jaga pada saat kapal sandar?
2. Apakah akibat yang ditimbulkan dari kelalaian anda pada saat melaksanakan dinas jaga?
3. Apakah pelaksanaan dinas jaga sesuai dengan peraturan yang ada di atas kapal dan perusahaan?
4. Kendala-kendala apa saja yang anda hadapi selama melaksanakan tugas dinas jaga di kapal MT. MATINDOK?
5. Apakah peralatan pada saat dinas jaga sudah mencukupi?
6. Bagaimana sebenarnya proses pergantian tugas jaga antar Juru Mudi?
7. Apakah setelah terjadi kasus pencurian atau setelah ada pencuri naik kapal, kegiatan bongkar muat masih dilanjutkan?

HASIL WAWANCARA

a. Pertanyaan untuk Nakhoda

1. “Pelaksanaan tugas dinas jaga di MT. MATINDOK menurut saya belum berjalan dengan baik karena awak kapal belum sepenuhnya menjalankan *Standing Order* yang telah dibuat”
2. “Terjadi pencurian di Bengkulu, kapal kehilangan tali tros. Pencurian terhadap inventaris kapal ini sangat mengganggu kegiatan operasional kapal terutama sekali pada saat kapal kehilangan tali tros, tali tros yang digunakan kapal untuk tambat di dermaga, jika kapal kekurangan tali kapal tidak dapat sandar di dermaga”
3. “Mengganti tali tross yang hilang dengan tali tross cadangan yang ada diatas kapal, namun setelah tali tross cadangan dipakai harus meminta tali tros lagi ke perusahaan sebagai tali tros cadangan”
4. “Upaya yang saya lakukan adalah selalu melaksanakan *Safety Meeting* dan familirisasi agar awak kapal mengerti akan tanggung jawabnya masing-masing”
5. “Tidak, pemimpin regu jaga biasanya datang terlambat dan tidak melakukan hand over, sehingga pemimpin regu jaga tidak mengetahui kondisi kapal saat itu”
6. “Iya harus ditetapkan, karena daftar jaga dan *stowage plan* sangat berpengaruh terhadap pelaksanaan dinas jaga, daftar jaga digunakan agar awak kapal dapat mengetahui jam jaganya sedangkan *stowage plan* digunakan untuk pedoman pada saat pelaksanaan dinas jaga”

7. “Tidak, Juru Mudi belum menjalankan semua perintah Pemimpin Regu Jaga, seringkali Juru Mudi tidak stand by di dek dan meninggalkan pos jaganya”

b. Pertanyaan untuk Mualim I

1. “Tugas dinas jaga di MT. MATINDOK belum baik karena awak kapal tidak mentaati *Standing Order* yang saya buat dan dari perusahaan”
2. “Tugas saya antara lain bertanggung jawab dalam hal operasional *cargo* termasuk bongkar, muat dan perencanaan pemuatan, bertanggung jawab dalam perawatan peralatan bongkar muat, membuat daftar jaga dek, membuat *Standing Order*, dll”
3. “Pernah di Bengkulu, jika ini tidak segera diatasi dapat mengganggu kegiatan operasional kapal, ini berhubungan dengan pada saat kapal akan tambat di pelabuhan, jika tali yang digunakan kurang kapal tidak bisa sandar di pelabuhan”
4. “Pada saat itu di OTM Merak kapal sedang muat atau *loading*, saya lupa tidak memberitahu akan terjadi pemindahan muatan dari tanki 3 ke tanki 4, setelah *hand over* selesai jam jaga baru berjalan 10 menit saya dikabari *Third Officer* terjadi *tank over flow*, beruntung tidak terlalu banyak muatan yang tumpah akan tetapi dek menjadi licin dan dinas jaga tidak berjalan optimal”
5. “Selain pencurian, dikapal MT. MATINDOK saya pernah mengalami *tank over flow*, dan juga *heeling*. Beruntung hal-hal tersebut bisa segera diatasi dan tidak berakibat fatal”

c. Pertanyaan untuk Mualim II

1. Tugas saya adalah membantu Mualim I dalam operasional *cargo* dan sebagai Pemimpin Regu Jaga pada jam jaga 00.00-04.00 dan 12.00-16.00, dan saya bertanggung jawab pada jam jaga itu”
2. “Pemimpin Regu Jaga sebaiknya datang 30 menit sebelum jam jaga dimulai, agar dalam melaksanakan *hand over* mendapatkan informasi yang benar-benar lengkap dan pada saat melaksanakan dinas jaga agar tidak terjadi *incident* yang diakibatkan *miss communication*”
3. “Kendala-kendala yang saya hadapi adalah dalam sistem pengoperasian *cargo*, karena tiap kapal berbeda dan saya harus adaptasi terlebih dahulu”
4. “Pernah, Kapal mengalami *heeling* pada saat pergantian jaga antara saya dengan Mualim II. Untung kejadian itu dapat segera diatasi”
5. “Terjadi *heeling*, hal ini sangat berbahaya bagi keselamatan crew karena jika *heeling* tidak segera diatasi maka kapal akan terbalik dan keselamatan crew terancam”

d. Pertanyaan untuk Mualim III

1. Tugas saya adalah membantu Mualim I dalam operasional *cargo* dan sebagai Pemimpin Regu Jaga pada jam jaga 08.00-12.00 dan 20.00-00.00, dan saya bertanggung jawab pada jam jaga itu, semua kejadian atau *incident* yang terjadi akan menjadi tanggung jawab saya sebagai Pemimpin Regu Jaga”
2. “Pernah, Pada saat itu di OTM Merak kapal sedang muat atau *loading*, Mualim I tidak memberitahu saya akan terjadi pemindahan muatan dari

tanki 3 ke tanki 4, setelah *hand over* selesai jam jaga baru berjalan 10 menit terjadi *tank over flow*, *tank over fill alarm* di CCR berbunyi di tanki 4 saya langsung memberitahu terminal untuk menghentikan proses muatan sementara waktu karena jika tidak dihentikan muatan yang luber bertambah banyak. Beruntung tidak terlalu banyak muatan yang tumpah akan tetapi dek menjadi licin dan dinas jaga tidak berjalan optimal”

3. “Kendala-kendala yang saya hadapi banyak diantaranya saya masih belum menguasai tugas jaga saya karena saya baru pertama bekerja diatas kapal sebagai Perwira dan masih proses mengingat apa yang telah saya dapat selama menjadi kadet”
4. “Juru Mudi belum melaksanakan semua perintah Pemimpin Regu Jaga, banyak keputusan-keputusan yang diambil sendiri oleh Juru Mudi dan tidak melaksanakan perintah Perwira Jaga”

e. Pertanyaan untuk Jurumudi

1. “Pada saat jaga di pelabuhan tugas saya *Stand By* di dek di dekat tanki yang saat itu di bongkar atau di muat dan sesekali melakukan patroli keamanan di sekitar dek dan buritan, selain itu karena didekat alat bongkar jadi jika ada orang yang masuk maupun ke kapal dapat diketahui, selain itu saya juga mencatat semua orang yang keluar masuk kapal, jadi saya mengetahui siapa saja yang masuk ke kapal”
2. “Pada saat kapal bongkar atau *discharge* terjadi pencurian, yaitu di Bengkulu, kapal kehilangan tali tros di buritan. Pencurian ini terjadi pada saat saya meninggalkan dek untuk melaksanakan makan karena saya pikir

kondisi dek aman dan perpindahan tanki masih lama. Pada waktu itu saya tergabung di regu jaga tiga bersama *Third Officer* dan Kadet Dek. *Third Officer* baru saja naik kapal dan belum bisa mengoperasikan alat bongkar muat yang ada di *CCR (Cargo Control Room)* dan *Chief Officer* memerintahkan Kadet Dek membantu *Third Officer* di *CCR* karena telah lama berada di kapal tersebut dan dianggap lebih tau kondisi kapal dan saya melaksanakan tugas jaga sendiri di dek. Setelah saya selesai makan saya kembali ke dek dan melaksanakan patroli keamanan, pada saat saya di buritan saya kaget karena tali tross buritan hilang. Pencurian terhadap inventaris kapal ini sangat mengganggu kegiatan operasional kapal karena kapal kehilangan tali tros, tali tros yang hilang digunakan kapal untuk tambat di dermaga, jika kapal kekurangan tali kapal tidak dapat sandar di dermaga”

3. “Belum, karena antara *Standing Order* dan fakta di lapangan belum sama, masih banyak pelanggaran yang ditemukan”
4. “Kendala yang saya hadapi adalah melaksanakan dinas jaga di dek sendiri, jika saya makan dan di dek tidak ada orang akan rawan terjadi pencurian”
5. “Belum, banyak *valve-valve* yang tidak bekerja dengan baik sehingga proses bongkar muat terhambat”
6. “Proses pergantian jaga seharusnya dilakukan 30 menit sebelum jam jaga dimulai agar semua informasi mengenai bongkar muat dapat disampaikan”

7. “Kegiatan bongkar muat tetap dilanjutkan karena jika proses bongkar muat berhenti terlebih dahulu akan dapat komplain dari perusahaan karena kapal *delay*”

