5	PRE-ARRIVAL / PRE-DEPARTURE CHECKLIST	
_	(To be carried out not more than 6 hours before arrival and 2 hours before departure)	-
/es	sel Name: MV. BERNHED SCHULTE Date: 0/4 OCTOBER 2016	-
ort	Name : Arrivel/ Departure : LiTTLE SIGRUP CAY	
1	Test steering gear as per checklist no MAROPS 016.	N
2	Check communication with engine room by main and secondary telephones.	1
3	Test talkback system between bridge and forecastle/aft.	V
4	Test megaphone, public address systems = RIAN PERHUBL	17
5	Test walkie-talkies and confirm batteries fully charged including spare batteries.	M
6	Bridge, Engine Room & Telegraph data togger clocks synchronized.	V
7	Test main engine telegraph from main console.	V
8	Check main engine lelegraph data logger switches "ON" and operational.	V
9	Confirm changeover from fivel oil to gas oil (as applicable (SECA requirement)	4
10	Test main engine ahead & astern, (additionally in port-confirm mooding topes and gangway manned and propeller clear whilst trying out main engines).	V
11		1
	Test lights & alarms of Navigation, NUC, Anchor, mainmast, foremast lights	V
13	Check all bridge equipment liberance operational including all consols lighting, hudder it RPM indicator lighting, gyro-repeaters lighting, steering light.	V
14	Test aldis and morse lamps on mains and battery.	10
15	Test deck lighting and pilot area lighting.	1
16	Test magnetic compass birmacks light & dimmer.	1
17	Confirm all gyro repeaters synchronized with master gyro including radars, course recorder, ECDISs steering gear pompartment gyro repeater.	V
18		V
HP.	Test course recorder and confirm pens cleaned and time set to UTC.	1/
	Test forward and aff whistles in manual and auto mode.	V
	Check all radars & ARPA operational and running.	1
	Check all GPS operational and initialized before departure.	V
	Check NavTex operational and running.	V
	Nav-warnings received and Navlex messages out and ready at chart table.	V
25	Weather reports and weather fax received and kept ready at chart table.	V
26	Correct Nav area set for Safety net on SAT C prior departure.	V
27	Test all VHFs and DSC.	1
28	Test Echo-sounder.	V
29	Check doppler log and reset counter if reqd.	V
30	Update Voyage settings in the A.I.S	1
31	Test EPIRB and placed back in position prior departure.	V
12	Binoculars, pencils, parallel rulers, etc are out and ready for use prior departure.	V
	Wind direction and speed indicator operational.	V
34	Check ECDIS1 & 2 operational and Running	V
35	BNWAS, if on Manual Mode to be, switched ON upon departure and OFF upon arrival	V
36	Passage plan prepared, read, discussed by Master and navigators.(Briefing meeting to be held.)	V
27	Check largest scale charts in use, checked as per passage-plan, and corrected	V

38	Temporary and preliminary notice file checked.	1.7
ak.		17
39	Guide to port- entry, sailing directions, light lists, ALRS, pubs. As per passage plan taken out ready on chart table.	L
10	Tides & tidal - streams calculated, written on chart, tidal stream altas/tide tables ready on chart table.	V
11	Vessel reporting services - report prepared /sent.	V,
12	Stability / stress catcs made, GM and other necessary cargo information available to bridge.	V,
43	Dangerous goods locations and class, available on bridge.	V,
377	Arrival / Departure drafts and cargo figures posted on bridge notice board.	V
45	Pilot card filled ready for pilot.	V
46	Pilot ladder / combination checked cleaned and ready for use.	V
47	Courtesy flags, Pilot flags hoisted / ready.	V
48	Clear-view screens and wipers tested including navigating bridge healing.	1
49	Windlass and mooring winches tried out	V
50	Anchors unlashed / cement removed prior arrival GAN SDA	V
51	Hatches battened down / unbattened _ MB PERCA	W,
52	Prior departure De – watering system lined up for remote / auto operation	V
53	Deck cargo lashings checked	V
54	Drip Trays / Save-ALLS Plugged prior arrival.	V
55	Stowaway search done	V
56	Quay checked for any lashing material belonging to vessel prior Departure.	V
57	All personnel informed of approx/sine of stations. Log entry made for compliance of this checklist MAROPS 15.	V
Mas f ar	y Officer: Name: CHRITIAN MESTOSEA Sign: Time: other's Verification: The equipment is not functioning properly, Inform Master immediately.	
no	perational or if adverse weather conditions are expected.	

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Time of Sea hrs River/Harbour Sceeing hrs Startet 04.00 (36.00 (12.00 (16.00 (24.00 Arr/Dep. Arr/Dep. Arr/Dep. (9.0.w. Sign) Manual/Site Test. End of Watch (9.0.w. Sign) Manual (9.0.w. Sign) Manu
Total Distance non River/Harbour Distances non Standard Inspection (b.o.w. Sign) (b.o.w. Sign) (b.o.w. Sign) (b.o.w. Sign) (chronic non-sign)
Chronometer UTC Chron h m s Signi) Chronometer UTC Chron h m s Signi) Freeboard
Chron h m s Freeboard Freeboard

Signature						,3			DRAUGHT Arr/Dep.	ε	E	E	Freeboard	105 CO
	T SID AIR AM OFTER PRINCE MODITAL	3685 : 25° 62.3' ~ 1 078° 33.1' W	000 01 MASTER AD MM OF 104	USL START DRIPTING: 24 15,8 N/080" 31,8" W	1535 BRAND CHANGE DRIFT TOUTION OKOCZIĄ	1748: Dynto vsu remove speed 17to: STOP STATE DRIFTING MY SO BILLOND USE STATE DRIFTING 34 SO BILLOND MY	WHE IS MINS MALCE WAS CAREGAT MONITORED	514 6 3 5 February 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MAS SHIP'S TIME LT OF DA 60 08.00 12.00 16.00 20.00 24.00	Running Lethis On Providing Lethis On Providin	Manual/Stg Test. End of Watchto o.w.	S		Chief Officer
Han. RPM LC	R	45			42	13	E	KA	TITIN .		or the same	E E	F/	
Westher				0	1	J	C	J	hrs River/Harbour Steering	n River/Harbour Distances	Crock Change titls day	100	\ •	1
Bar/mB Vis		U 3001	29 1008 0	0 1001		O Sout	1 con	tood to	E .	- Uuu	The same		Chron	
Swell/m Acc	0	80 ON	62 07	1.8 31	1 18	1.5 29	5 28	1.5 28	Time of Sea	kts Total Dishance	nm ETA (Pilots)	Chronometer		7
Sea/m	K	7.0	o'c	5-1		0.7	0.	0.7	F	Ars T	Ta mu	-		
Dev Wind		8/6	P1100	offe	K	08/9	5/80	5/50	1	E	20	Rob		
Gy. Co. Mag. Co. Var.								OFLIDA	long	nm Days Av. Speed	kts Dist to go (Filot)	Cons		
				13	ש	51.	00 00	STRAIT OF PHORIDA		um	kts			
Leeway Set				2~1141-00	COUPS	VESSEL 1S	DRIPTING @	STRAI	2			peor		
⊢ 3				VSC (VAE				Noon Position Lat.		Speed	FW F.O	0.0	F.W.
Time	80	0000	0800	148	gac	1800	2,000	2400	Noon Pos	Days Run	Gen. Av. Speed	Bunkers/PW		

TANKS, BALLASY, F.W., BILDID (record as full, MY or quantity)		ACTIVITIES CO	Ocury Comp Status Sign Rank		SCSO Portugues annual consumer		PAR ARRAVAL/ORP
		Bunkering		Preparation for See (Tick	Preparation for See (Tick.) alternatives or mark as NA equipment bean TSTED	Has the following requipment bean TESTE	STEERING GEAR
		Pre-Departure Westberngolf Warjertight Check		n Passage Man Propage 19.	3() Sale smalpe unecvision	and hasky for use	MARNOAL FIST
		Pre-Departure Drug & Stoamay Straich		Are the following	Are the following (betts ceady for sea?)	Bridge 58. Telegraph	Frimary
		August 1 weary accomed poor / store room	1	Arhers/Neering W.	Bridge Equipment	Telephone	Secondary
		Cargo Usshing Inspection	1	Sell Sook	Course Recorder	Ught and Shapes	tralcators
		MD Cargo laspection	0	ER Mov Recorder	Deck Power	Signal Lamps	Positions
		azwapks Azwapks	2//	ROF N spole.)	Bitho Sounder	Rudder indicators	Full Movement
			5	Thoughtones	Forms	RPM idinicator	Emerg Power
		Change Upposes		Gird Compare	Opro Reposters	Welkle Talkie	MAIN ENGINE
DRILLS: (Record any type of Drill and Sine carried out. Full details is to be recorded in Safery Records Folded.)	rids Epidee/			Magnatic Company	Piot Ladder	Ship Whitde	Ahead
		8 18		17. O com	Pier Ught, Ufebuay	Steening Gear	Astern
	X	1		Speadious Recorder	Petting Audi(ARPA	Severa	Time of Tests
	8		E	RENUARIS: (affice" catry	RENJARKS: (office) catrying out the above checky/bests is signing here).	bests is signing here)	
		1		AI		Bridge deliverheddist. Tick offly) if	Tick offly) if
Gyro True Gyro Mag		EFS Positions	CANSDINFONNATION	WARRIEN O	TIME	efficantive, or marks Has the following equ	afficentive, or marks as NA. Eas the following equipment been tested or
Body Brg Br Co TCo Co Co Co Var Oev Err Col	*		A. York of Read neistlence red	The state of the s		Checked?	
	N		2. Necks of Read Tess Abos over	PI		Telegraph Telegraph	flex fed cater
			C. Salary Chalded Completed	S		Bridge Telephone	West
	TO TO		D Commerced/Cambletos (cadira/duch	HU DN dark		Clocks/Chromaena	Ganera Emerg.
	沙 100		S S S	JE			2328 Wetch
			e poculario ca sono	MCA		anderna Louise	UEVENAGI
			0000	CARGO MONTORING HT. ABOVE	VENTHATION	Ship's Whibb'e Rate of Turn	Gyro Compass
	10	The second second	TWP HOLD	PEMP TANK TOP	START/STOR	Indicator	Mag. Compass
	3	CONTRACTOR OF THE SECOND	30	1000		Gyrb Repeaters	Course Recorder
	// 9		0	L		Prezard Mentoring Squit.	Salety Ausmus
oncess Observation Semarks.	NA.		2			Emargency Nev.	A15 Etuffs
Aphr Dicker forman curvices		V	1			Name of Officer	
a (@ Shait of Flecida Mie	IS ON 30 MINS NOTICE. IF					Sank	
11	& INCOM MORPER MICHINE	8				Signatura	
	K Mirethon 30KH					SEWARKS	
nous Marker Dear nechable to call Ma	Marker Lanu doubh.						
						Wan Hours lost Bue is	
						Accident	
With the second	Madell				The second secon		The second second

***************************************	OOW Signature									DRAUGHT Arr/Dep.	ε	E	M m		SE S	BERNH
OWN/CHÁT, VG No		000 pers: 23° 18,1" 1/080"40.1"	WANTHER FOREACT MONITORED	c600 0605: 23°56.9" 080° 40.9"	ISL ROLLING BASILY ATTIMES MOPILY	0800 DEPS 123 SA, I'M COO A I.I'W	OBUT DEATHO. 25 83,8' A 1080 40,9' W	JOSE STOP. 24 915, 1'PP 1 080" 21.7 W	WEATHER FORENST MONITORED	OC.D3 08.00 12.00 16.00 20.00 24.00	8	4	2		Master Summersment and	
TO/AT	LOG Remarks & Observation	CACO 0685: 23	WENTHER FORE	C600 0005: 23	אנר הסוכועם שא	ofto prom	SUT DSAHO, 23 83,81 SHARP LOCKOUS KEPT	VESSEL ROLL	WEATHER FORM	hrs SHIP'S TIME LT	Augming Lights - pm Visual Inspection (50.0m, Sign)	Manual/Strg Test- End of Watch (b o.w. Sign!	CP2		s Chief Officer :	
1	Eng. LC	1			30	3	URR	VAR		BH	000		ε ε	1		-
企	Rel Br	V					5	3		Steerin	Distanc	his day	.c .c	: \	2 2	
	Weather h	Ç	5,3	6.8	6,0	4	7	8	3	hrs River/Harbour Steering	nm River/Harbour Distances	Clock Change this day		1		
ATTERON	100	0	0	2	9	N	0	8	J	hrs	E		OTTC	Trans.	Raze	5
	8ar/m8	1003	1001	loot	1001	1001	2001	1001	26 1002	0	Tool S		15	4		
	Air Temp	82	228	B	20	28	22	17	200		ance		eter	/		
	Sea/m Swell/m	2.0	2.5	2,5	2,5	2.5	2.0	2,0	215	Time of Sea	icts Total Distance	rm ETA (P. ot)	Chranameter			
		1.5	2.0	1.0	0/2	7.0	1.5	2,0	100		, tr	E				
	Gy. Co Mag. Co Var Dev Dir/Force	02/5	9/20	9/20	3/98	36/6	3/96	9 Apre	3416			-	Rob			
Mino	o Var						Der		A CA		Speed.	go (Pilot				1
	Mag. C	2	-61	A		13	AIP MASTER ORDER		STATE OF	Long.	nm Days Av. Speed	kts Dist to go (Pilot)	Cons			1
VAT Cude junior teating	64.00	DRIPTING	1100	FURNOA		2	MAST		8		unu unu	kts				
	Set	DR	@ STRANTOR	3		DIGIPTING	AIP		VI JA				Load			April 7
	Leeway	Vesser	<u>(e)</u>			UESSEL	ose var. course		VETSEL GRIPTING BRINGSPON	Lat.			6.0 Lo	0.0	F.W.	
	⊢ 8	>				2	JAE.		S	sition		Speed				1000
	Time	0400	0050	0000	000	0000	88	000	0017	Noon Position	Days Run	Gen. Av. Speed	Bunkers/FW			188

[n'e									SHT	E	٤	ε	B B	SH5	
1000	Signature									DRAUGHT Arr/Dep.	u	×	2	Freeboard	HOS OF	1
		906	0.6	40.	SAMI	3	200	3	1.5	04.00 08.00 12.00 16.00 20.00 24.00						BERNA
		with From master ATP MM corlock	DEPS: 24" N.Y. POBO" 24, C. W.	WHO TO 310 AIP MM OF 100 HAND STEPLING, CHECKED ITESTED -OK	BOLLING MODERATELY AT TIMES	wil, or 080 10,8'10 94 5000	1918 O SAHO CHAMBE DRIPT POSITION	2000 DERG : 24° 20 /1/ 080° 01,10	2412, BLAND 2016 STOP USE START ORIFTING	00 200						
		MM	4,6	E OF	かき	0000	PALS	80	START VRP LO	2.00 16					Master	
1		L MYP	TINE	HECK!	DERA	5	0 390	137.0	USC W SH	08.00 1					2	
		ASTE	353	20,00	S MO	8,10	CHAN	TeR 4. 20	57.9	04.00						
1		2 5%	DEFS: 24" N. " DOES 24, C. W.	WHO TO STO ATP MM OF TOO	LIN.	· T	BHO	54.0	9,50	ERH	UBUA	0.0.W.			S.Chief Officer	
3	& Observation	0 520	SS: 2	10 70	Sales Sales	N. S.	308	2000	DEALT	TOMET	Running Lights - Visual inspection (o.o.w. Signi)	Manual/Strg Test- End of Watch (p.o.w. Slant		13.6	Hicer	
Onemale		- Fig	196	305	780	900	3/61	300	25.52	hrs SH'R'S TIMELT O	Running Lights - orn Visual Inspection (o.o.w. S@n)	Manua End of Slent	10g		Chiefo	
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1	RPM	1	1/			da	16	A.A	EKA	eering	stances		m d	IN	8 8	-
100	FUEL P	/	V.			3	1			rbour St	rbour Di	inge th	1	V		
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1	S.	N E	6	0	0	0	9	C		Pars 8	E E	18 6	OTO	Chron	Rate	
1	Bar/mB	1005	loot	1000	(000)	1001	200)	1005	(003)		4			M		
1		25	2	E	22	274	2	82	28	0		9/10	2	5	7	
		2.5	3.0	3.0	3.0	2.5	2.5	ن	25	Time of Sea	kks Total Distance	nm ETA (Pilot)	Chronometer			
1	e	2.0	1	2.5	2.5	12	2 5/2	4.5	25		S S	E	0			
	Dir/Force S	و و	2)726	7/2	916	1/6/	1/2	J	,	U	PE					
	hev Dir/	1 1	12	32	67	29	75	25	5				Rob			
-	o Var 6									16	Speed	o (Pilot)				
	Mag. C.					51				Long.	nm Days Av. Speed	kts Dist to go (Pilot)	Cons			
	Gy, Co Mag. Co Var Dev										mu	kts				
	Set												peon			
	Leeway									ي					>	
,	- 0									ion Lat.		eed	»	0.0	F.W.	
		1300	400	0091	2001	1800	1900	2000	200	Noon Position	Days Run-	Gen. Av. Speed	Bunkers/FW			

OOW Signature							-		DRAUGHT Arr/Dep.	Ε	E	E	Freeboard	1	SCHIEF SO SCHIEF	1
- F/2	20,00						-			14,	∢	2	Free	1	180	1
	WE AL								04.00 08.00 12.00 16.00 20.00 24.00						W.W.	18
	JS, Rou								9.00 20						- Constitution of the Cons	
	or to								12:00						Master	
	AFP MM OF FOG HEDOUF BY DOOR!U				TE	RIA	I NI		08:00							
	REIED		EN	NGE	WE	AN	IGA	NS	D P	ERITI	92				0.00	
uo	WHO TO THE AIP MAY OF THE MANDER MANDER PARTIES PARTICL CARRIED ON BY DOOT NO ROLLING FATE	OP	PE						11	ction	Manual/Strg Test 4 End of Whitch (o.o.w. Sgn)					
Remarks & Observation	RE PAT	/>		60	7	4	Pape	The same	hrs SHIP'S TIME LT	Rubning Lights - Viscolinspection (o.o.w. Sign)	of White	2		4	s Chief Officer : .	
10G Rei	3 1				all	KA	EK		hrs SH	Hora Anna	Manu End o Sign)	7	4	м	s Chi	
FPM.	1			3	91			Y	90	590		E	E	E	*	
Rel hum,		RE	1	8	6			1	hrs River/Harbour Steering	nm River/Flarbour Distances	clock Charles His May	£	£	E	2	
Weather	1 3	18	8						/Harbo	/Harbou	Charle				-	
	Pic.	39	8	0	1	H		H	irs Biver	m River	700		5			
Bar/mB VIS	N B	0	00	0	1	111	0		N. A.			DIN /	Chron	Erral	Rate	
46.	8 1009	1			38		-	0	and!	5			/			
Vm Tems	0 28					-			Time of Sea	rs Fotal Distance	Sort	Chronomoter				
Sea/m Swell/m	3.0	1	1	W	K			411	- No	is Total	rm ETA (Plot)	Chron				
Sea/	2.5						4.1	IU	-		ū.					
Wind Dir/Force	9/12											Rob				
Var Dev							-			paed	Pilot					
									Took.	rm Days Av. Speed	kts Dist to go (Pilot)	ES.				
Gy. Co Mag. Co									3	EQ III	kts Dis	Cons				
Set Gy								-		77 8						
							-		1			Load				
Leeway									Noon Position Lat.		-	0.4	0.0	F.W		
⊢ მ									Stilon	Days Run	Gen. Av. Speed	Bunkers/FW				

2 6		T	T							¥ 4	ε	ε	E	ard m	(3)	1
NOO										DRAUGHT Arr/Dep.	u.	4	Σ	Freeboard	SCHUL	
on-justi	KON 10 5/0 A/F MM 07/06	SOLO FROM TO A PANOT OF	VENEL ROUTHS MUJERATINE ATTIMES	W18, 32 1 20.814 (079° 55,810	JESSEL BELLING BASILY MITTINGS MICHBATELY	DEPS: 24010, 6:N/079 52,80	ogol pscamp chapte pairt bearings	THE DESCHALD MESSEL SMAT DESPRISE &	01605 : 2500 617 N/079 24.10	MELTON 12.00 16.00 20.00 24.00	Ulahisa - Translation - Transl	Manual/Strg Test- End of Watch Jo.o.w.			189	BE#
Remarks & Obsessation	C He	oto	VENE E	Deps	U GSUEC	WHIO 9	0801	PALE STOP	0665	SHIPS THE LTC	Running Lights - nm Visual Inspection (o.o.w. Sign)	Manual/S End of W Sien!	JOS P		Chief Offi	
907	V	2	X			995		1		Pre			1/3	w.		
Eng.	7	1				and	VAR	A	EKA	Bujus	tances		ε		E E	
Rel	1	V		2	80	3				your Ste	sour Dis	Boths	-	1		
Weather			A	000	S	0	0	J	C	hrs River/Harbour Steering	River/Harbour Distances	Clock Change this day	300		' -	
Vis	0	156		0	0	0	0	0	0	hrs. R	E	8 0		Chron	Sate 8	
Bat/mB	doc	19	3	1000	SOO	1006	1001	1007	1007				5	W		
Air	2000 10	000	1	27	27 toos	28	29	8	30	0	300		ter	1	7	
well/m	2.5		5.3	2.0	2.5	2.0	2.0	2.0	2.5	Time of Sea	kts Total Distance	em ETA (Pilot)	Chronameter	3/		
Sea/m Swell/m	5.0	_	2.0	201	20	2.0	20	2.0	2.0	E	A Sta	E	5			
Wind		23/1		23/5 /	1/2/12	5/12	1	5/22	5/52	11	PE	h				
	23	2	-	И	7	ર્ત	2	2	7				Rob			
Mag Co Var Dev			או ורעונ				VAR COURSE MPMISTER CROSER	@ TRAIT OF		Long	nm Days Av. Speed	kts Dist to go (Pilat)	Cons		in the second	
6y. Co		10	1		NO		MAKET	9TR			en .	五				
Set		900	Park Hall	·0F	+ CORION		ME	20					Load			
Leeway		0	. Okt	·			COURS	2 CHULLING 7SA		17			0.7	D.0	F.W	
- 8	3	1	V 54.				VAR	NSC S		Min 1		paads		E)	42,	
Time		8	000	0000	000	2800	2980		1300	Noon Pasition	Days Run	Gen, Av. Speed	Bunkers/PW			

TANES, BALLAGT, E.W., BILIDES (PRECED IN BU), MT on quantaby)	ACTIVITY	Comm	Comm Comp. Status Sign	Rank Departure &	-Departure & Arrival Checks; Ports		PRE-ARROYAL/DEP TEST
AMUNIST TIZMISI	Buckeling Weatheright, Washingst	3480		Preparation fo	People for See Title / a harmannes or march as My volument been TSTED in Propared? See Bridge Checklist and march for use no.3)	No We explored been TESTED and reacy for use	MANUAL TEST
578B	Pre-Departure Dring & Streemey Search	6		Amb	Are the following terms ready for sea?	andge ER Talagraph	Primary
CENTRE	& public store inspection	u de la		Anhiors/Mooving W.	ng W. Bridge Equipment	Telephone	Secondary
BILGES HOUR!	Cerpo Lauhing Inspection	1	/	Bell Scok	Course Recorder	Light and Shapes	Indicators
oot.	w@ Gergo Inspection	1	/	ER Mov Ascarder	der Deck Nower	Signal Lamps	Positions
3780	REMARKS	1	8	BOF Brapple	Beho Sounder	Rudger Indicators	Pull Movement
aw roar	000000		05/	Fixing systems	Forms	RPM-ichicator.	Erreng Power
FW. STRIP	ラブスフラン	6	1	Gyro Company	Gyro Ropeators	Waltise Tallete	MAUN ENGINE
DIRILAS: (Record only type of Diff. and there carried out. Full details is to be recorded in Safety Becards Folfor).	County Wood		EFE	Magnetic Compass	pags Phot Ladder	Ship Writishe	Mest
	10		10	Reders	Plot Upht, Ufebasic	State ng Gear	Asbiro
	2/1/2		0	Specifical Control	Placing Ads, ARFA	Screens	Time of Yests
The second secon			7	A REMARKS (of	REMARCS: (officer cerrying out the above checks/basts is agring here)	ks/tests is a graing here)	
	1 000	W. W.		B	1000	Bridge cally checklist. Tick offly! If	Tick offyl 1
Desirestons Gyria Trite Gyria Mag	True Lat	teng	AND	AAA	100	Has the following equi	Rat the following equipment been lested or
Tiga (800), Nat of the		EN	A value of the same of the sam			Bridge & ER Telestach	Rev. Indicator
			Compact Charge of consistent	PEN		Bridges Talachone	350
		8		RISE		Clocks/Chronome	General Emerg.
		H.	D Commerced/Completes Load nation	N C C C C C C C C C C C C C C C C C C C		100	2128 Watch
	1	A A	appearating on position			months contin	- Caronaria
		PE		CARGO MONITORING	1	Shps White	Oyro Compass
			THNE	HOLD TEMP TA	H. ABOVE VENTILATION TANK TOP START/STOP	Sate of Turn Indicator	Mag. Compais
	Dan Coll		0	7		Gwo Repeaters	Course Recorder
			TO			Mazard Montoring Equip.	Safety Alarms
Compass Objestivation (America			SPN			Emergency Nav. Ughts	AVS Sodis
Night Order /konset-susvice)	\ 	1				Name of Officer	
ase observe rempany RMaster standing order. Vesel drifting	1					Bank	
100						Signature	
control. Every and hour give one kick AHD starting MIE at your disposal		^				REMARKS	
keep clear of shallow water / ECA zone at least 4NM. Donot nesti-							
take to call Master if any oloubt. Good 8 safe watch.						Man Hours lost Due is	
						Azcident	
						Hinesa	

	Signature									DRAUGHT Arr/Dep.	Ε	ε	w	Freeboard	13/	1938
1	Sig	228				0,00				110000000000000000000000000000000000000	u.	<	2	Fre	18	1/
OWN/CHAT. VG No		1600 DEFS: 25" 11.3" N 1019" 18, 18" W 40 TO 310 APPER				22-19 STATE DELOTING 15 22,8 NOW OND	no		15	04.00 08.00 12.00 16.00 20.00 24.00					1	18EA
HAT. VC		25 OF OF	200		3	1079	000			6.00 20						
O/WW/C	1400	8,00	VSL	3 20,	· W.	2.7	18'3'C			12.00					Master	
		21, 1,0/2/0/3/18,8/0. 11.3/2/0/3/18,8/0/19/18,8/19	715.5709 engine, 1718 SIGHT PRIPEINS	0205: 25" (6,7 N) (079" 28,3"	WES 25° 22,1'N/019° 27,4'W	2.52	DEPS 15-24. EIN 1019. 26, S'W. UX FORECAST PROFITORED WHO TO YO			08:00	214				10	
		3 0 10	9, 28	TER.	1.0	DELOT	NOP!			04.00						
		252"11.	10/	OCOS: 25 MASTER	27 .5	R DS	X.AST	RIA	IGA	N SD	Close C	Manual/Strg Test - End of Watch (0.0.w. Sun)			S. Chlof Officer	
TO/AT	Remarks & Observation	Spec C	1570P	95: 3	3.00 6	AF	Po 15		7	STIME	Running Lights Visual Inspection (o.o.w. Sign)	Manual/Strg Test - End of Watch (0.0.) Sign)			Officer	
TO/A	-	POS)	200	3 20	ष्ट	Coc	čs		J.	hrs SHIR'S TIME LTO	Running Lights - New Visual Inspection (o.o.w. Sign)	Manu End o	CO	215	S. Chief	
	901 W	4		1		8		772	THE W	100	3		w	E	E E	
	Rel Eng. hum, RPM		1			Soon of	160	MA	EK	hics River/Harbour Steeding	rim River/Harbour Distances	8	£	FV		
			V			1	7			arbour	arbour	Clock. Change this day	000	V	1	
Wo	Weather	U	v	0	J	U	V			River/H	Rivery	Clock C				
AL/FROM	35	9	9	0	9	0	0			has	E	The C	OTC	Chron	Error	
	Bar/m8	1007	1007	8001	1009	27 1009	1010	V		1	4		5	N		
U	Temp	31	30	82	92	12	12		0		and and	700	etec	2	7	
MV GERNAMED SCHALTE	Sea/m Swell/m	2.0	1.5	5.1	1.5	1.5	0,1			Time of Sea	its Total Distance	ram ETA (Pilot)	Chrohometec			
7	sea/m 3	ابر	6	1.5	3:	15	0.5				To the	E	0			
2	Wind Dir/Force		25	5	S	5	2		LN	1	PL		05			
MV	Nev N	127	12	123	251	23/	23						Rob			
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Date Time	Events
	LITTLE STIPPUP CAY
1430	OHP TO EIRNENTERIAN PERHUBUNG
1502	Boson Stolby FWD
US 13	Steering gear tested AIP Marcos 07108 016. TELEBRAPH Tested Aree Departure CIO AIP Marcos ons
15 29	MIE SHOW MIETERED EN
1530	commence Heave up anctor
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1598	Anchor aweight, USC underway, DSAHD
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Copy of Bellbook. Acknowledge by Master MV. Bernhard Schulte BellBook Date Events Time LITTESTIPPUP CAY 08.10.16 OHN TO EIR NTERIAN PERHUBUA 2300 2320 Moster took conn. Boson stollay IFWD, & checked & unloshed 2330 DIAHO 6/CO 118 23 92 2355 Pre Arrival checked clo AIP Marops ous 2351 STOP Engine 09.10.16 LET go stbd & 25°53,9'N/078°11,7'W 70010 8100 Anchor brought up 7000 FWE 0032

3	STEERING GEAR TEST (To be carried out not more than 6 hours before arrival and 2 hours before departure) (Ensure Duty Engineer is present in steering gear compartment while conducting this test)	
Ves	sel Name: MV. GERWHARD SCHUCTE Date: D4 DCTDBER 2016	
ori	Name : Arrival/ Departure :	
		-
1	In port, Duty Officer to check rudder clear of any obstructions.	~
2	Test main and secondary communications between navigation bridge and steering gear compartment.	V
3	Visual inspection of steering year and connecting linkages to be checked and confirmed OK by duty engineer.	V
	Check and confirm operation of :-	1000
4	a) Main steering gear	4
	b) Auxiliary steering gear	4
_	c) Remote steering control system	14
	Check all rudder angle indicators to relation to actual position of rudder.	M
	Check illumination of all hidder angle indicators. Check emergency power supply for steering gear.	Y
	Test steering gear power unit failure and remote steering gear control system power failure atarm	-
8	(audible and visual alarms).	M
	Check with each steering motor SEPARATELY and then TOGETHER	
9	Normal operation from Bridge steering stand. Non Follow-up operation from Bridge steering stand.	Y
	Confirm the timing of rudder hard over on one side to hard over on the other side (35° to 30°) using	-
10	single pump and two pumps are within the limits required by the regulations. (Time taken with one pump	V
11	Synchronize all gyro repeaters; including one in steering gear compartment (if fitted).	7
12	Check auto pilot fully operational	1
13	Test gyro off course alarm (audible and visual).	V
Not	e : Log entry to be made in deck log book.	177
	e : Any abnormality, defeciency or doubt must be immediately reported to master and chief engineer.	
	gn auto-pilot heading indicator with the ship's head and engage auto-pilot. Now turn auto-pilot to port d stbd the rudder must follow.	
	th auto-pilot still engaged, move the auto-pilot heading marker about 10degrees(or as per setting) of doff-course alarm must activate.	
Outy	r Officer rank: 3/0 Name: CHRUSTIAN MENNEN Sign; MONTH Time:	_
Mas	ter's Verification:	
ev:		

	ARD SCHULTE	
	NAVIGAT	TING IN RESTRICTED VISIBILITY
essel N	ame: MV BERWHARD SC	CHULTE Date/Time:
lace/ Lo	ocation:	oow:
		nenever visibility reduces to 4 n.m. or as defined in rent Orders, and logged in Deck log Book per watch.]
1 🗹		when visibility is dropping / has dropped to 4n.m or to his specific
2 🖾		ch, or Duty Engineer when UMS, to commence preparation for SBE and speed reduction, in consultation with Master.
3 🗹	Change over to hand steeri	ring The Control of t
4 ₩	Watch to be doubled up, as	s decided by Master.
5 🛱	Post additional lookouts as	required. Provide lookouts with proculars.
6 🖄	Commence fog (sound) sign	gnals.
7 🔯	Check navigation lights on a	and functioning,
8 M	Careful Lookout to be maint	ntained, as per COLREGS
9 🔯	Both Radar's and ARPA on	n, with observation and tracking of all targets.
0 🖾	Switch on echo-sounder, if i	f in sounding depths.
1 🗹	Verify vessel's position and	d fog same.
2 🗹	VHF watch maintained on C	Ch. 16 and the local working channel, if applicable.
3 ₪	Remove anchor lashings, if	If vessel within anchoring depths, in consultation with Master.
4 🗹	Stop any noisy work that ma	nay Interfere with keeping a proper 'listening' watch.
5 🕁	Have all water-tight doors s	
6 ₩	to check for echoes on hear	adow sectors of the radar's. Suppress heading marker frequent ading line. Keep one Radar on longer range, or change up rang good distant warning of potentially dangerous traffic,
ote 1.	Never use VHF for collision avo	roidance when in restricted visibility.
ote 2.	Mere presence of the Master on the states that he is 'Taking-over the	the bridge does not relieve the COW of his duties unless the Master specifical e Con."
	If Master takes over con an entry advising the Master as to hazards	y in movement book / log book must be made to that effect. OOW to continue



Form No: MAROPS /011

HEAVY WEATHER NAVIGATION

[To be followed by OOW and logged in Movement Book when preparations Completed and per watch during heavy weather]

Vessel Name

MV BERNHARD SCHULTE

Port / Place

Date 04 OCTOBER 2016

PREPARATION FOR, AND DURING HEAVY WEATHER

01	N	Inform Master and department heads about expected bad weather and estimated time of start of bad weather
02	N	Inform Ch. Engineer that reduction in speed may be required, depending on severity of weather encountered. Engine room to be ready for maneuvering.
03	N	Prepare to strengthen navigational watch,
04	N	Receive weather reports for area at not more than 6 hours intervals
05	M	Appropriate meteorological instruments, weather fax charts (analysis / prognosis) weather reports, to be monitored and compared with the weather actually being experienced
06	M	Hourly log-entries of meteorological conditions prevailing and vessel's behavior made.
07	X	Radio message, if necessary, to be transmitted as per SOLAS Ch. V. Regulation 2 (a).
80	M	Frequency of weather reporting for selected / supplementary ships to be increased (every 3rd synoptic hour)
09	N	In hours of darkness if vessel's behavior is causing OOW concern or if in doubt as to severify of the weather, Master to be immediately called.
10	X	After consultation with the Master, course and speed has been adjusted or avoiding action taken, as the case may be, to ease the stress of weather on the vessel

CH. ENGINEER TO CONFIRM TO BRIDGE WHEN ENGINE ROOM AND STORES ALL SECURED CH. OFFICER TO SUPERVISE FOLLOWING & CONFIRM TO BRIDGE WHEN COMPLETED

11	X	All loose and movable objects in accommodation / deck stores / under-deck stores have been secured
12	Y	All under / deck cargo / container lashings have been checked / tightened / doubled up, as required.
13	M	Anchors have been checked right up into hawse pipes with no free movement and lashings tightened. Windlass gears engaged and cable stoppers correctly set.
14	X	Spurling pipe steel-covers have checked in position, cemented over and covered.
15	M	All closable vents on deck, cargo hatches / holds, focsie, poop and around accommodation house have been checked closed and tight. Special attention to bunker tank vents and sounding pipes.
16	X	All forced ventilation to the cargo holds to be stopped and vent flaps on deck to be shut.
17	M	All steel WT doors / booby hatches / hold access hatch-doors on / under-deck been closed / checked and lightened up.
18	X	The chain locker doors have been secured and checked.
19	X	All eductor valves / overboard discharge valves forward have been closed and checked
20	M	All mooring ropes on the mooring winches have secured and covered.
21	Y	All hatch-covers have been checked and tightened as necessary.
22	M	All gangways have been secured, and gangway motors covered with canvas.



Form No: MAROPS /011

HEAVY WEATHER NAVIGATION

[To be followed by OOW and logged in Movement Book when preparations Completed and per watch during heavy weather]

		Completed and per water during neavy weather			
23	N	Lifeboats have been secured. Lifeboat equipment checked for lashings			
24	N	Provision / stores cranes have been checked secured.			
25	~	Cargo lashing equipments not in use to be secured.			
26	M	Special attention has been paid to securing paint, lubricant and chemical stores			
27	K	All equipment, crockery, cutlery, tables, chairs, etc., has been checked secured in the messes / pantries / stores.			
28	A	Cook has been advised and has rigged galley and cold rooms for rough weather.			
29	X	Safety lines been rigged on deck as required.			
30	A	All personnel have been specifically instructed not to go out on deck without permission of the Master			
31	M	Slack ballast tanks have been pressed-up / pumped out, to eliminate sloshing damage in tanks. Vessels with ballast hold(s) to take heavy weather ballast in this hold (s) on commencement of voyage or in ample time prior onset of heavy weather			
32	K	After consultation with Master, draft, trim, GM has been adjusted for better handling of the vessel in heavy weather			
33	M	Bunker davit securing arrangement checked.			

* = As applicable to class of vessel.

NOTE 1: Container lashings to be strictly as per approved Lashing plan. Note that container lashing plans are derived taking into account vessels expected GM (F) range rolling period, and an estimated maximum angle of roll and pitch which may well be exceeded. The effects of wear and tear on lashing equipment must also be taken into account, and additional lashings be placed when considered necessary.

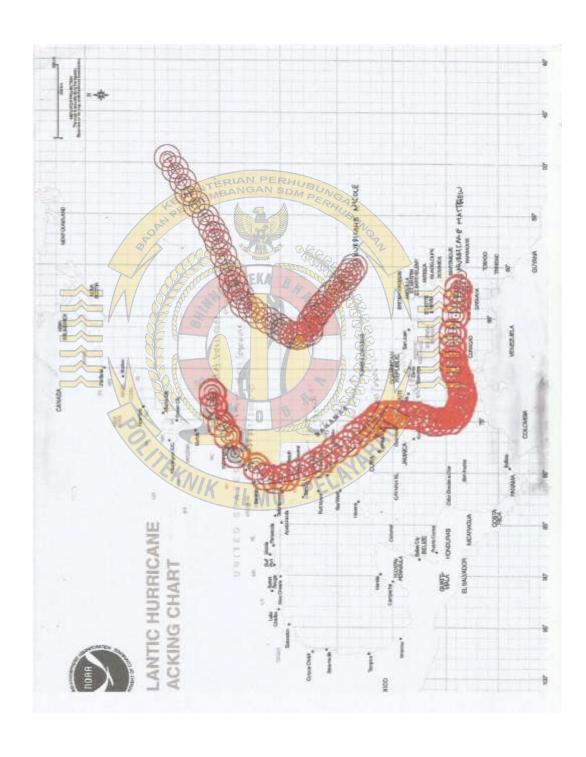
NOTE 2: When it is considered necessary to send personnel on deck to inspect lashings, vents, hatches, etc., Master's express permission must be obtained and the entire operation is to be supervised by him. Course and speed to be adjusted so as to give the maximum protection to the deck party during the operation.

CHRUTAN MENDOZA

OOW Name & Signature Master Name & Signature

Pov. 01

Pana 2 of 2



TRANSKRIP WAWANCARA

Dalam proses pengumpulan data penelitian ini, peneliti menggunakan metode pengumpulan data dengan cara wawancara, observasi lapangan, dan dokumentasi berdasar pada observasi yang dilakukan terhadap pihak-pihak yang bertanggung jawab pada masing-masing tugasnya untuk mengetahui persiapan yang dilakukan untuk menghadapi Hurricane Matthew di kapal MV. Bernhard Schulte. Dalam hal ini adalah Master, 2nd Officer, 3rd Officer, dan Bosun.

Responden	Nama M. B.	Keb<mark>ang</mark>saan	Jabatan
(Respondence)	(Name)	(Nationality)	(Rank)
I (Satu)	Hasnain Shahinshah	Pakistan	Master
II (Dua)	Paliei Anton	Ukraine	2 nd Officer
III (Tiga)	Mendoza Christian Natino	Filipino	3 rd Officer
IV (Empat)	Oo Moe Zaw	Myanmar	Bosun

.Dan untuk mendapat data mengenai cara berolah gerak serta sebelum, saat, dan sesudah mengahadapi Hurricane Matthew, peneliti melakukan wawancara dengan Master kapal MV. Bernhard Schulte sebagai narasumber.

Responden	Nama	Kebangsaan	Jabatan
(Respondence)	(Name)	(Nationality)	(Rank)
I (Satu)	Hasnain Shahinshah	Pakistan	Master

A. HASIL WAWANCARA MENGENAI PERSIAPAN MENGHADAPI HURRICANE MATTHEW

- I. Wawancara dengan Master MV. Bernhard Schulte
 - P :"Good morning Master, excuse Master, can I ask some questions about preparation before facing Hurricane Matthew?"
 - M : "Yes, absolutely. Go ahead."

M

- P :"What shall we prepare before facing Hurricane Matthew?"
 - :"Actually, there are many things to be prepared. First, we have to prepare our equipment related to navigation, stability of the ship and maneuvering. Because if our engine, stability, and navigational equipment are not ready, we will get a trouble when facing Huricane Matthew. As you know, our ship is in lightship condition, we have high GM. It can lead us to massive rolling, so as far as we can do is adjusting our ballast water. Then the navigational equipment shall be checked correctly as per manufacturer textbook. For complete answers, later you can ask 2nd mate, he is in charge for navigational and radio communication equipment. And for the readiness of engine, we have company procedure to check it. Before we depart or start to maneuver, we have to do some test, the company summarize it on steering gear test. You can find it on our computer or bridge bookshelf. Second, We have to close and check all the watertight door to prevent flooding. Then don't forget to secure

all the moveable things onboard, actually it should be Chief Officer's responsibility but we don't have him, so later I'll ask bosun to do this and you can go with him after this."

P : "mmm... okay Master no problem, I'll go with him after this.

Anything else Master?"

M

:"Ya, we have many preparations Guntur. You already know our ship is lack of crew. So as per manual and company procedure, we have to strengthen our navigational watch during Hurricane.

Because we will facing Hurricane Matthew, we can categorize it into heavy weather and restricted visibility condition. And it needs special attention, so on bridge shall be helmsman and lookout. Later I'll arrange the watch schedule. Just prepare yourself Guntur. And also, I think this part is the most important part, we have to monitor the Hurricane Matthew movement and development by all means we have. It must be done all the times.

P :"And what about the company? Do they know also?"

M :"Yes, company knows the situation, that is why we shall have coordination with the company to decide the best way to overcome it. Intervally, they will sent the weather forecast also."

P :"is there any preparation for us Master?"

M :"The preparation for us is doing drills related to the expected condition in advance. Because we will face Hurricane, we have

to do drill about abandonship drill, emergency steering drill, grounding/stranding/beaching drill, and heavy weather drill. And it must be recorded in our bridge logbook. Not only drill that recorded in bridge logbook, but also all the preparations shall be recorded. Later I'll ask 3rd Officer to double check our readiness of safety equipment."

- P :"Okay Master got it. So what shall the officer do beside doing thier resposibility?"
- M :"Absolutely during their watch, they have to obey my standing order, night order, and company's standing order. Because I am in charge overall. And they can call me anytime if they are i doubt or the unexpected situation is raising."
- P: "Thank you Master for you explaination about the preparations.

 I will ask 2nd mate, 3rd mate and bosun for my other references."
 - M :"Okay Guntur."

2. Wawancara dengan 2nd Officer MV. Bernhard Schulte

- P :"Good Afternoon Sec, Excuse, Lately, I interviewed Master related to preparations before facing Hurricane Matthew. Then can I ask some questions about it?"
- 2 :"okay Guntur what do you want to ask?"
- P :"Yes Sec, Master told me about the readiness of our navigational equipment. How do we check?"

- 2 :"We have to check navigational equipment as per manual instruction for each means. And we have checklist that we can use, arrival and departure checklist, it will guide you what you have to check."
- P :"and what shall the others officer do related to navigational equipment?"
- 2 :"All officers before starting his watch must familiar with the navigational equipment, our company has some documents about it, there are bridge equipment familiarization, document related to bridge equipment and limitation, change over bridge watchkeeping and change of watch. All Deck Officers have to understand and complete bridge familiarization on their first step onboard and before they start their watch."
- P :"what about the weather forecasting equipment, Are you in charge on it? what should you do?"
- 2 :"Yes I'm in charge on it. we have to check it accordingly, and don't forget to check supporting means, like roll paper and ink, for it."
- P :"mmm... got it Sec. here the most important things to ask,

 What about our plan to avoid the Hurricane Sec?"
- 2 :"Master ask me to make 2 passage plan, first we will go to
 North Atlantic and second we will go to strait of florida. The
 route depends on the Hurricane track. Lately we can see where

- the Hurricane is running, then decide to go to Strait of Florida.

 And now, I'm working on it."
- P :"And as an officer what shall you do before and during facing the Hurricane Matthew?"
- 2 :"We have to obey Master's and Company's standing order, and Master night order. It must do all the times for all Deck Officer, not just for this case. We have to call him anytime when we are in doubt, the unexpected situation or situation mentioned on his night order is rising, the important messages from company, and also all his order. Because Master is the supervisor."
- P ."Okay Sec, thank you for ur time. Have a good watch Sec."
- 2 :"Yes Guntur. Anytime"

3. Wawancara dengan 3rd Officer MV. Bernhard Schulte

- P :"Good Afternoon Third, Excuse, Lately, I interviewed Master related to preparations before facing Hurricane Matthew. Then can I ask some questions about it?"
- 3 :"Yes Guntur."
- P :"Okay Third. What are the preparation before facing Hurricane

 Matthew in your opinion as per your resposibility?"
- 3 :"mmm.. As per my responsibility, I am in charge in safety equipment. We have to check all safety equipment onboard to ensure they are ready to use during emergency. In example,

lifebuoy, lifeboat, lifejacket, SART, EPIRB, etc. Because we are expected to face Hurricane Matthew, special attention shall be take on lifeboat and liferaft lashing. Ensure all lashing are tight to prevent any unexpected accident on our liferaft and lifeboat. And also later I need your help to secure all the things on our safety locker. We have to secure it to prevent from falling"

- P :"Okay third. I'll help. And what about drill are you in charge on it also?"
- 3 :"Actually Chief Officer is in charge on it. but because we don't have Chief Officer on board, Master is in charge now. I just make drill report after the drill is complete."
 - "oh noted Third. And as an officer what shall you do before and during facing the Hurricane Matthew?"
- 3 :"We have to obey Master's night order, Master's standing order, and also Company's standing order. It must be done all the times for all Deck Officer. And we can call him anytime when we are in doubt or there is unexpected situation.

 Sometimes Master will write the expected situation on his night order, so when the expected situation is rising, we can call him. The important messages from company also, we can call him to come on bridge. Because Master is the company delegation onboard.

P

- 4. Wawancara dengan Bosun MV. Bernhard Schulte
 - P :"Good afternoon Bos. Excuse can I ask some question related to preparation before facing Hurricane Matthew?"
 - B :"Okay, what is that?"
 - P :"Bos, what are you doing for preparation before facing Hurricane Matthew"
 - B :"Last time, you gave me the Master's note. He ask to secure all moveable things in accommodation and deck. In examples are drums, chairs, deck machineries, rope, and etc."
 - P :"What kinds of deck machineries to be secure?"
 - B :"There are accommodation ladder, winches, combination pilot ladder, bunker crane, and ship provision crane. They must be tightened using extra rope."
 - P :"And what about the rope?"
 - B :"We will put it inside rope store and for the rope on winch, just cover it using tarpaulin and tight."
 - P :"oh yes bos, last thing, what about watertight door?"
 - B :"We will close it, all watertight doors on passageway underdeck including cargo hold and main deck. Especially on main deck, don't forget to keep it close all the time, usually they forget to close after work. That is why, I will do safety round to ensure all watertight doors on passage way underdeck and main deck are correctly close."

- P :"Okay bos. Thank you for your time."
- B :"No problem Guntur."

B. HASIL WAWANCARA MENGENAI PERSIAPAN MENGHADAPI HURRICANE MATTHEW

- Wawancara dengan Master MV Bernhard Schulte mengenai cara berolahgerak sebelum menghadapi Hurricane Matthew
 - P :"Good morning, excuse me Master, can I ask something relating to ship handling before facing Hurricane Matthew?"
 - M :"Yes Guntur, what is that?"
 - P :"Yes Master, how to maneuvaering ship before facing the Hurricane Matthew, Master?"
 - M: "oh... because we are on anchoring lay-up condition, we have to heave up our anchor before proceeding to avoiding are that we made before. The heaving up anchor shall be properly as per Company procedure and also anchoring book. You can check on our bridge bookshelf, you will find it."
 - P :"then, how to proceed to avoiding area?"
 - i"actually it is like usual navigation at sea, but due to limitation of fuel, we will proceed to strait of florida with 9-10knots speed.
 And also we will navigate near the islands. Because we can use the island as a shelter, so we are not fully impact by the Hurricane effect. Because when I was Master in other ship, my

ship got horrible accident, our mooring winch was lost during Hurricane. And I faced the Hurricane again and the local authority recommend us to go behind the island, and I saw most of ship that anchor at anchoring area, got bad effect of Hurricane."

- P: "so we will proceed to strait of florida and we will use islands as a shelter place. And is there any plan B if the Hurricane is becoming horrible?"
 - "Yes, we have. We will proceed more near the Jamaica at the Gulf of Mexico if the Hurricane is becoming horrible, because it is more safe for our lightship condition. And during navigating to strait of florida or Gulf of Mexico we have to adjust our ship due to the traffic. Because we are expecting most of the ship will navigating at strait of florida to avoiding the Hurricane Matthew. Later you can see it."
- P :"Thanks Master for your Information Master."
- Wawancara dengan Master MV Bernhard Schulte mengenai cara berolahgerak saat menghadapi Hurricane Matthew
 - P :"Good morning, excuse me Master, can I ask something relating to ship handling during facing Hurricane Matthew?"
 - M :"Yes Guntur what?"

M

P :"how to handle a ship during facing Hurricane?"

So we will have more safe condition and comfort. Because we get more intense pitching movement. But keep in mind when you get head seas, the ship may get in quarterly bow sea, and can generate pitching and rolling at the same time. And also don't give the wave on quarterly part of the ship, the ship may experience massive rolling condition."

P :"Noted Master, and during handle the ship, may we use the engine also?"

"Yes absolutely, we need the engine to steer the ship, to get the wave on head. But before use the engine, the have to notice the engine room first as per Chief Engineer instruction. And also lately Chief Engineer gave a note about engine use. And all officer on what must follow his instruction. Then during the engine use on head seas, the ship must adjust the ship speed to avoid the phenomena of head seas, in examples slamming bump, shipping water, and racing propeller that can impact structure of the ship."

P :"Thanks Master for your Information Master."

M

- 3. Wawancara dengan Master MV Bernhard Schulte mengenai cara berolah gerak sesudah menghadapi Hurricane Matthew
 - P :"Good morning, excuse me Master, can I ask something relating to ship handling after facing Hurricane Matthew?"
 - M :"Yes, Guntur what?"
 - P :"How to handle a ship after facing Hurricane?"
 - M :"Because we are on strait of florida, we got the advantage of the current on strait of florida, we can drift along the strait of florida with the support of the wind movement. And we have to keep intention during drifting."
 - P :"but we also use the engine right? For steer the ship?"
 - Especially the shallow water. Follow Chief Engineer instruction as before. And notice the engine room when the officer want to use the engine suddenly. And the speed must be adjusted to avoid any phenomena on head seas. And when we are near the providence channel, we will use engine to proceed on our previous lay up position for continuing our anchoring lay-up condition. After we arrive we will drop our anchor, later you have to help Bosun for dropping the anchor"
 - P :"Mmm.. okay Master. I thank you for your information. Later I will go to drop the anchor with Bosun. Thanks Master."
 - M :"Yes Guntur, nevermind."