


LAMPIRAN 1

BERNHARD SCHULTE  **SHIPMANAGEMENT** MAROPS/ 015

PRE-ARRIVAL / PRE-DEPARTURE CHECKLIST
(To be carried out not more than 6 hours before arrival and 2 hours before departure)

Vessel Name:	MV. BERNHARD SCHULTE	Date:	04 OCTOBER 2016
Port Name :	-	Arrival/ Departure :	LITTLE STARVUP CAY

1	Test steering gear as per checklist no.MAROPS 016.	✓
2	Check communication with engine room by main and secondary telephones.	✓
3	Test talkback system between bridge and forecastle/aft.	✓
4	Test megaphone, public address systems.	✓
5	Test walkie-talkies and confirm batteries fully charged including spare batteries.	✓
6	Bridge, Engine Room & Telegraph data logger clocks synchronized.	✓
7	Test main engine telegraph from main console.	✓
8	Check main engine telegraph data logger switched "ON" and operational.	✓
9	Confirm changeover from fuel oil to gas oil (as applicable) (SECA requirement)	✓
10	Test main engine ahead & astern, (additionally in port: confirm mooring ropes and gangway manned and propeller clear whilst trying out main engines)	✓
11	Bow thruster available for Berthing / Unberthing.	✓
12	Test lights & alarms of Navigation, NUC, Anchor, mainmast, foremast lights.	✓
13	Check all bridge equipment illumination operational including all console lighting, rudder & RPM indicator lighting, gyro repeaters lighting, steering light.	✓
14	Test aids and morse lamps on mains and battery.	✓
15	Test deck lighting and pilot area lighting.	✓
16	Test magnetic compass binnacle light & dimmer.	✓
17	Confirm all gyro repeaters synchronized with master gyro including radars, course recorder, ECDIS, steering gear compartment gyro repeater.	✓
18	Check gyro and magnetic compass errors.	✓
19	Test course recorder and confirm pens cleaned and time set to UTC.	✓
20	Test forward and aft whistles in manual and auto mode.	✓
21	Check all radars & ARPA operational and running.	✓
22	Check all GPS operational and initialized before departure.	✓
23	Check NavTex operational and running.	✓
24	Nav-warnings received and Navtex messages out and ready at chart table.	✓
25	Weather reports and weather fax received and kept ready at chart table.	✓
26	Correct Nav area set for Safety net on SAT C prior departure.	✓
27	Test all VHF's and DSC.	✓
28	Test Echo-sounder.	✓
29	Check doppler log and reset counter if reqd.	✓
30	Update Voyage settings in the A.I.S	✓
31	Test EPIRB and placed back in position prior departure.	✓
32	Binoculars, pencils, parallel rulers, etc are out and ready for use prior departure.	✓
33	Wind direction and speed indicator operational.	✓
34	Check ECDIS1 & 2 operational and Running	✓
35	BNWAS, if on Manual Mode to be, switched ON upon departure and OFF upon arrival	✓
36	Passage plan prepared, read, discussed by Master and navigators. (Briefing meeting to be held.)	✓
37	Check largest scale charts in use, checked as per passage-plan, and corrected	✓

PRE-ARRIVAL / PRE-DEPARTURE CHECKLIST

(To be carried out not more than 6 hours before arrival and 2 hours before departure)

38	Temporary and preliminary notice file checked.	✓
39	Guide to port- entry, sailing directions, light lists, ALRS, pubs. As per passage plan taken out ready on chart table.	✓
40	Tides & tidal - streams calculated, written on chart, tidal stream atlas/tide tables ready on chart table.	✓
41	Vessel reporting services - report prepared /sent.	✓
42	Stability / stress calcs made, GM and other necessary cargo information available to bridge.	✓
43	Dangerous goods locations and class, available on bridge.	✓
44	Arrival / Departure drafts and cargo figures posted on bridge notice board.	✓
45	Pilot card filled ready for pilot.	✓
46	Pilot ladder / combination checked cleaned and ready for use.	✓
47	Courtesy flags, Pilot flags hoisted / ready.	✓
48	Clear-view screens and wipers tested including navigating bridge heating.	✓
49	Windlass and mooring winches tried out.	✓
50	Anchors unlashed / cement removed prior arrival.	✓
51	Hatches battened down / unbattened.	✓
52	Prior departure De - watering system lined up for remote / auto operation.	✓
53	Deck cargo lashings checked	✓
54	Drip Trays / Save-ALLS Plugged prior arrival.	✓
55	Stowaway search done.	✓
56	Quay checked for any lashing material belonging to vessel prior Departure.	✓
57	All personnel informed of approx. time of stations.	✓
58	Log entry made for compliance of this checklist MAROPS 15.	✓

Comments:

Duty Officer:

Handwritten signature

Name:

CHRISTIA MESTRISA

Sign:

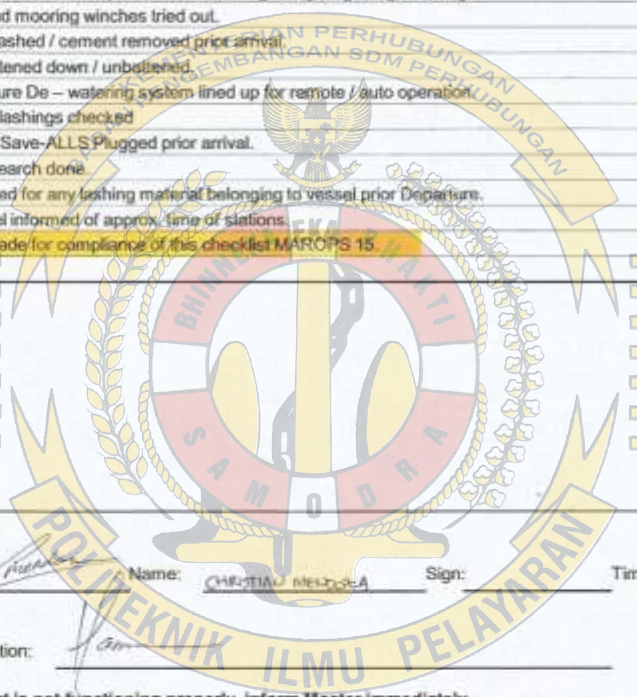
Time:

Master's Verification:


Handwritten signature

If any equipment is not functioning properly, inform Master immediately.

A full risk assessment must be carried out prior entering / leaving port if any equipment is found inoperational or if adverse weather conditions are expected.



LAMPIRAN 2



**BERNHARD SCHULTE
SHIP MANAGEMENT**

CREW LIST

Arrival
Departure

M/V BERNHARD SCHULTE
HONGKONG

1. Name of Ship
2. Date of Departure: 22-Sep-16

No.	Family Name, Given, M.I.	8. Sex & Rank	10. Nationality	11. Date of Birth	12. Date & Place of Birth	13. Passport No. & Expiry Date	14. Seaman's Book No. & Expiry Date	3. Date of Departure: 22-Sep-16	
								2. Port of arrival:	5. Port of destination:
1	HASMIN SHAHIN SHAH	M MASTER	PAKISTAN	3-Mar-1982	KARACHI PAKISTAN	BC68D1833	010178-DO	20-Dec-19	
2	PALLEI ANTON	M 2ND OFF	UKRAINE	21-Apr-1989	IZMAIL	EE070819	AB528870	30-Jul-2018	
3	MENDOZA CHRISTIAN NATINO	M 3RD OFF	PHILIPINO	20-Dec-1991	BALANGA BATAAN	EC3A89840	CO709141	19-Sep-2022	
4	WIBOWO ADHITYA GUNTUR	M DECK CASSET	INDONESIAN	28-Aug-1994	MAJELANG	B1480344	DO75003	26-May-2018	
5	STOVBA VADIM	M CHIEF ENGINEER	RUSSIAN	28-Feb-1985	USSR	86N00882728	MK0302934	PERMANENT	
6	JUMAHID HAMDAN	M JR. 4TH ENGINEER	INDONESIAN	29-Mar-1981	TANJUNGPURBAN	B2833598	AZ68279	16-Apr-2019	
7	KUSTIPONG ADAM	M ENGINE CASSET	INDONESIAN	03-Oct-1984	PEKALONGAN	B1480312	DO79162	17-Jun-2018	
8	DO MOE ZAY	M BOSUN	MYANMAR	21-Jun-1981	MAVUMYINE	MA048052	28635	11-Jul-2018	
9	ALVARO ALDRIN CRUZ	M A/B	PHILIPINO	17-Jun-1981	ABUWOGLEYTE	EB9505960	CO747354	02-Dec-2022	
10	TORONDO FAUSTINO BATULAN	M A/B	PHILIPINO	13-Nov-1988	MAHAPLANG LEYTE	EC3820984	CO059385	13-May-2018	
11	CURATINO JEFF ALBERT LULISANA	M MOTORMAN	PHILIPINO	27-Sep-1987	MANILA	EB7948971	CO052304	18-May-2018	
12	CASAU, ELIPIDIO OGOT	M CHIEF COOK	PHILIPINO	18-Nov-1970	MARAGONSON CAVITE	EB7267647	B1282777	04-Feb-2018	

DATE: 22-Sep-16

Master's Signature
Capt. HASNAIN SHAHIN SHAH

LAMPIRAN 3

Copy of Logbook. Acknowledge by Master MV. Bernhard Schulte

DAY: DATE: 03 OCT 2016 MV. BERNHARD SCHULTE TO/AT: DWN/CHAT, VG No:

AT/FROM:

Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mB	Vis	Weather	Ref Hum.	Eng RPM	LOG	Remarks & Observation	OOW Signature	
0800		VSL ANCHORED	AT					09/4	0.5	1.0	28	1009	0	C				0800 WTD FROM 310 MIP MM OF 106		
1000		LITTLE STIRUP CAY						14/4	0.5	1.0	29	1010	0	C				0815 CHECK LSA, SECURITY SAFETY LOCKER 0900 SECURITE PAINT STORE 1000 ANCHOR POSITION CHECK, RESURFACING		
1200								16/4	0.8	0.9	30	1010	0	C				1200 WTD TO 210 AIR MM OF 106		
1300		VSL ANCHORED	AT															1200 WTD FROM MASTER 25MGT, 08Y 078 089% 3.10 FRAKLE, PERFORMANCE CALIBRATED 1400 LOG, SECURITE, MOTOR, LDR, 145N/078.010 1415 LSA CHECKED, SAFETY LOCKER IS SECURE. 1400 LOG, SECURITE CHECKED		
1400		LITTLE STIRUP CAY						14/5	1.0	1.5	37	1009	0	C						
1500		70 IN WATER STD																		
1600								16/4	0.5	1.0	31	1008	0	C				1600 DES AT 25° 47.10' N / 107° 09.31' W POSITION OF DEPARTURE WTD TO 310		
Noon Position	Lat.	Long.																		
Days Run	nm	Days Av. Speed																		
Gen. Av. Speed	kts	Dist to go (Pilot)																		
Bunkers/FW	F.O	Load	Cons	Rob																
	0.0		5.3	3209																
	FW			111.7																
				50																
Chronometer UTC: 06 h 01 m 00 s Chron: 06 h 00 m 00 s Error: 01 m 00 s Rate: h m s																				
Chief Officer: Master: Draught Arr/Dep: Freeboard m:																				

Copy of Logbook, Acknowledge by Master MV Bernhard Schulte

DATE: 09 OCT 2016 MV BERNHARD SCHULTE

TO/AT: OWN/CHAT, VS No.

Time	T Co	Leeway	Set	Oy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/Hib	VS	Weather	Rel Hum: RPM	Eng. LOG	Remarks	OOW Signature
0800		VSL	ANCHORED AT														0100 W/O FROM MASTER. A/P MM OR LOG 0110 FIRE MASTERS BOARD CHECKED BY LOGY 0200 CONDUCTED LOGY P/S FOR AVAILABLE THINGS. 0300 W/O FROM 3/O A/P MASTERS LOG	
0900			W/TLE STIRPUP CAY														1000 1/2 percentage monitored, up 50% per cent at 11:46. 2 N / g : 073 09, 1 w	
1000			BAHAMAS 70					11/4	0.4	0.8	29	1008	D	C			MAP W/O FROM MASTER. ENGINE PERFORMANCE CHECKED OUT. MACHINERY BEEN MAINTAINED	
1100			IN WATER					14/3	0.5	0.5	31	1008	D	C			1120. ENGINE ROOM CHECKED OKC 12.7m	
1400								14/3	0.5	0.7	32	1008	D	C			1430. D/RMS TO ETC 1448. TELEGRAPH TESTED	
1500								14/3	0.5	0.7	32	1008	D	C			1502. BURNING LIGHTS AND VISUAL INSPECTION TESTED. FIRE MASTERS CHECKED. ALL OK. A/P MASTERS	
1600								14/4	0.4	0.8	31	1008	D	C	48		1615. FIRE ALARMS, FIRE TESTED. 1730. COMMENCE	
1800			VAR. COURSES					07/3	0.5	1.0	31	1008	D	C	50		1815. FIRE ALARMS, FIRE TESTED. 1830. COMMENCE	
<p>NOON POSITION Lat. Long. Time of See hrs River/Harbour Steering</p> <p>Days Run nm Days Av. Speed</p> <p>Gen. Av. Speed kts Dist to go (Pilot)</p> <p>Bunkers/FW Load Cons 5/3 Rob 323.1</p> <p>F.O D.O F.W Error Rate</p>																		



COPY of Logbook Acknowledge by Master Mr. Bernand Kholu

Crew List	Name	Rank	Status	Signature	Time	Line		Time		Remarks		Remarks
						Long	Lat	Day	Time	Hour	Min	
NAME, GRADE, F.W. (AGES) (PRESS IN FULL, NOT SQUASHY)												
PREPARED BY												
POSITION												
ACTIVITY	Are the following items ready for use?		Are the following items ready for use?		Are the following items ready for use?		Are the following items ready for use?		Are the following items ready for use?		Are the following items ready for use?	
TEST	PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY	
TEST	PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY		PREPARED BY	

NAME, GRADE, F.W. (AGES) (PRESS IN FULL, NOT SQUASHY)						
PREPARED BY						
POSITION						
ACTIVITY	Are the following items ready for use?		Are the following items ready for use?		Are the following items ready for use?	
TEST	PREPARED BY		PREPARED BY		PREPARED BY	
TEST	PREPARED BY		PREPARED BY		PREPARED BY	

COMPARISON OBSERVATIONS		SIGNATURE		TIME		DATE	
Time (H)	Body	Eye	Ear	Nose	Throat	Color	Temp.

Comments Observation Remarks:

Sight/Duty (Justification):

Please follow company and Master standing orders for navigational watch. Maintained RPM around 45 and follow course line as per edis. we intend to maintain speed between 8.8Kts-9.5Kts. keep clear all of traffics and monitor wx forecast carefully. Don't hesitate to call Master if any doubt. Good & safe watch

Signature: Mr. Bernand Kholu

Date: 15/10/2024

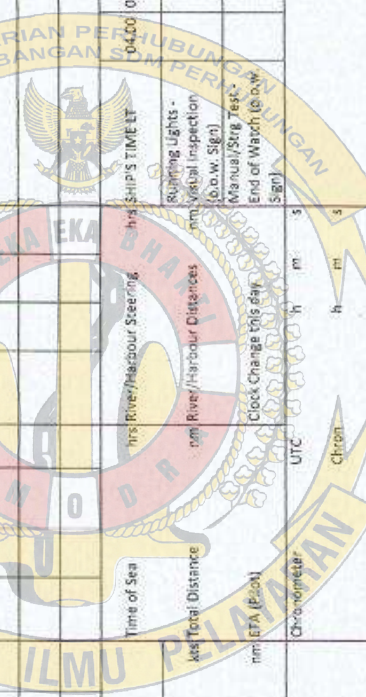
ADDITIONAL NOTES BY MASTER :

" PLEASE INFORM ME, IF U GET A CALL FROM MR. MANNON, ACTION TO CALL ME AFTER 5 MINUTES."

Copy of Logbook. Acknowledge by Master MV Bernhard Schulte

DAY: DATE: 01 OCT 2016 TIME: 0000 VESSEL: MV BERNHARD SCHULTE PORT: OWN/CHART. NO.:

Time	T. Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir	Wind Force	Sea/m	Swell/m	Air Temp	Bar/mb	Vis	Weather	Rll hum.	RPM	Eng.	LOG	Remarks & Observation	DOW Signature
2000		VAR	COURSES					07/3	0.5	1.0	3.0	1008	D	C		49	AS			2000 W TO FROM 310 AIP MIN OF 106. REMOVE 1 RPM. A. 20°N. 0.1/3.1. 08°E 1.1/6. 1.00 VSL PORT DEP. A. 76°12.00W/3:07.89. 0.0 W. FORECASTING MONITORED.	
2200		VAR	COURSES					07/3	0.5	0.8	2.9	1009	D	C		45	AS			W. FORECASTING MONITORED. 19.8 W/0.1. 3.0 SHIP'S POSN MONITORED. - COMPASS EMPARED.	
2400		VAR	COURSES					07/3	0.4	0.8	2.9	1009	D	C		45	AS			DEPS (20.47.0.0) 079°30.7' W FIRE 2 SURVEY RESOURCES BY D.C.D.T.	
NOON POSITION	Lat.			Long.																	
Days Run		nm	Days	Av. Speed																	
Dist. Av. Speed		nm	Days	to go (Pilot)																	
Bunkers/FW	F.O	Load	Cons	Rob																	
	D.O																				
	FW																				



Chief Officer: Master:

Copy of Logbook Acknowledge by Master MV Bernhard Schulte

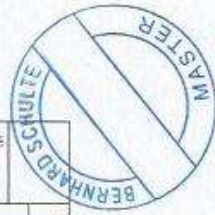
DATE: 05 OCT 2016 MV BERNHARD SCHULTE TO/AT: OVN/CHIT, VG No.:

Time	T. Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mb	Vs	Weather	Rth. Hum.	Eng. RPM	LOG	Remarks & Observation	OOV Signature
0400								01/9	0.5	1.0	20	1008	D	C		45			WTO BY 310 AIR AIR 0710 HAND REELS - TIGHT WEATHER MONITOR	
0600								01/9	0.5	1.0	20	1008	D	C		45			WORK IS SUSPENDED WTO BY MASTER 0710 0710 33.2 W	
0800								01/9	0.5	1.0	20	1008	D	C		45			WTO BY MASTER 0710 0710 33.2 W	
1400	VSL	DRIFTING @						02/14	1.5	1.8	21	1007	D	C		42			ONE RUC A KICK BACK DOWN VSL START DRIFTING @ 24 15 21 N / 080 31.8 W	
1600	VAB	COURSE @						02/14	1.0	1.5	20	1005	D	C		42			1537. DRAIN CHANGE DRAIN FEEDING @ VSL START DRIFTING @ 24 15 21 N / 080 31.8 W	
1800		VESSSEL IS						02/14	1.0	1.5	20	1005	D	C		42			1537. DRAIN CHANGE DRAIN FEEDING @ VSL START DRIFTING @ 24 15 21 N / 080 31.8 W	
2000		DRIFTING @						02/15	1.0	1.5	28	1009	D	C		42			1748 : DRAIN VSL ABOVE STEER 1740 : STOP EXHAUST 1000 VSL START DRIFTING @ 24 15 21 N / 080 31.8 W	
2400		STRAIGHT @						02/15	1.0	1.5	28	1009	D	C		42			MILE 15 mins notice WAS FORECAST MONITORING WAS FORECAST MONITORING WAS FORECAST MONITORING 0203 : 23 40 N / 080 43 1 W	
Noon Position		Lat.	Long.																	
Days Run		mm	Days Av. Speed																	
Sea. Av. Speed		kts	Dist to go (Plot)																	
Bunkers/FW		Lead	Cons.																	
		F.O	Chon																	
		D.O	Error																	
		F.W	Rate																	
Running Lights?																				
Visual Inspection (to.o.w. Sign)																				
Manual/Sig. test																				
End of Watch (to.o.w. Sign)																				
DRAGLIGHT Arr/Dep.																				



Copy of Logbook Acknowledge by Master MV. Bernhard Schulte

DAY: DATE: 15 OCT 2016 MV: TO/AT: OVRN/CHAT. Vg No:

Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Vari Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mb	Vis	Weather	Rel Hum	Eng RPM	LOG	Remarks & Observation	DOC Signature	
0400		VESSEL	DRIFTING				02/5	1.5	2.0	28	1002	0	C				0400 DEPS : 23° 18.2' N / 080° 40.1' W		
0500			STRATOR				02/6	2.0	2.5	28	1001	0	S, G				WEATHER FORECAST MONITORED		
0600			FLORIDA				02/6	2.0	2.5	28	1001	0	C, G				0600 DEPS : 23° 56.9' N / 080° 40.9' W		
0700							36/6	2.0	2.5	28	1001	0	C, G				USL ROLLING EASILY AT TIMES MODLY		
0800		VESSEL	DRIFTING				36/6	2.0	2.5	28	1002	C	F				ON TO FROM 3/6 BY MASTER ALPHA 0716		
0900		VAR. COURSE	A/P MASTER ORDER				34/5	1.5	2.0	27	1002	0	C	VAR			0900 DEPS : 23° 53.8' W / 080 40.9' W		
1000							34/6	2.0	2.0	27	1001	B	G	VAR			SHARP LOOKOUT KEPT		
1100		VESSEL	DRIFTING @ STRATOR				34/6	2.0	2.5	26	1002	C	F				1036 STOP 24515.1 P / 080 21.7 W		
																	VESSEL ROLLING EASILY AT TIMES MODLY		
																	WEATHER FORECAST MONITORED		
Mean Position	Lat.	Long.																	
Days Run			nmi Days Av. Speed																
Gen. Av. Speed			kts Dist to go (Pilot)																
Bunkers/PW	F.O	Load	Cons	Rob															
	D.O																		
	F.W																		
Time of Sea: hrs River/Harbour Steering: hrs SHIP'S TIME LT: 04.00 08.00 12.00 16.00 20.00 24.00 Draught: Arr/Dep: F m Running Lights - Visual Inspection (No. o/w Sign): A m Manual/Strg Test: M m End of Watch (to o/w Sign): Freeboard m																			
Chief Officer: Master: 																			

Copy of logbook Acknowledge by Master MV. Bernhard Schulte

DATE: 06 OCT 2016 MV. BERNHARD SCHULTE TO/AT: OWIN/CHAT, VS NO.

Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Var Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mb	Vis	Weather	Ref. Num.	Eng. RPM	LOG	Remarks & Observation	DOW Signature
1315							29/6	2.0	2.5	25	1002	A	g					
1300							29/6	2.0	2.5	25	1001	A	g					
1400							29/6	2.5	3.0	26	1001	D	C, B					
1600							29/6	2.5	3.0	27	1000	D	C, B					
1700							29/6	2.5	3.0	27	1000	D	C, B					
1800							29/6	2.5	2.5	26	1001	D	C, B					
1900							29/6	2.5	2.5	27	1002	D	b					
2000							29/6	2.5	2.6	28	1002	D	b					
2100							29/6	2.5	2.5	28	1003	D	b					
<p>Noon Position Lat. Long. Time of Sea hrs River/Harbour/Steering</p>																		
<p>Days Run nm Days Av. Speed kts Total Distance nm River/Harbour Distances</p>																		
<p>Gen. Av. Speed kts Dist to go (Pilot) nm ETA (Pilot) Clock Change this day UTC</p>																		
<p>Bunkers/FW Load Cons Rob</p>																		
<p>F.O Chon</p>																		
<p>D.O EPRC</p>																		
<p>F.W Rate</p>																		
<p>Chief Officer: Master:</p>																		




Copy of Logbook Acknowledge by Master MV. Bernhard Schulte

DAY: DATE: 08 OCT 2016 MV: BERNHARD SCHULTE OWN/CHAT: VG No.

AT/FROM: TO/AT:

Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mb	Vis	Weather	Rel Hum.	Eng. RPM	LOG	Remarks & Observation	OOOW Signature
2400								24/6	2.5	3.0	18	1004	B	b.c.				WHO TO T/O AIR MM OF LOG FILE PATROL CARRIED OUT BY D.COT.USD, ROLLING HEADS	
Midnight																			
Noon Position	Lat.	Long.								Time of Sea								hrs River/Harbour Steering	04.00-08.00 12.00 16.00 20.00 24.00
Days Run		nmi Days Av. Speed								hrs Total Distance								Rolling Lights - Visual Inspection (o.o.w. Sign)	F m
Gen. Av. Speed		kts Dist to go (pilot)								nmi ETA (pilot)								Manual/Strg Test (o.o.w. Sign)	A m
Bunkers/FW	F.O	Load	Cons	Rob	Chronometer	UTC	h m s	Chron	h m s	Clock Change (h m s)	h m s	h m s	h m s	h m s	h m s	h m s	h m s	End of Watch (o.o.w. Sign)	M m
	D.O	Freeboard			Error	Rate													Freeboard m
	F.W																		Master



Copy of Logbook. Acknowledge by Master MV. Bernhard Schulte

DAY: DATE: 07 OCT 2016 MV: DELOYHARD SCHULTE

AT/FROM: TO/AT: OWN/CHAT: VG No:

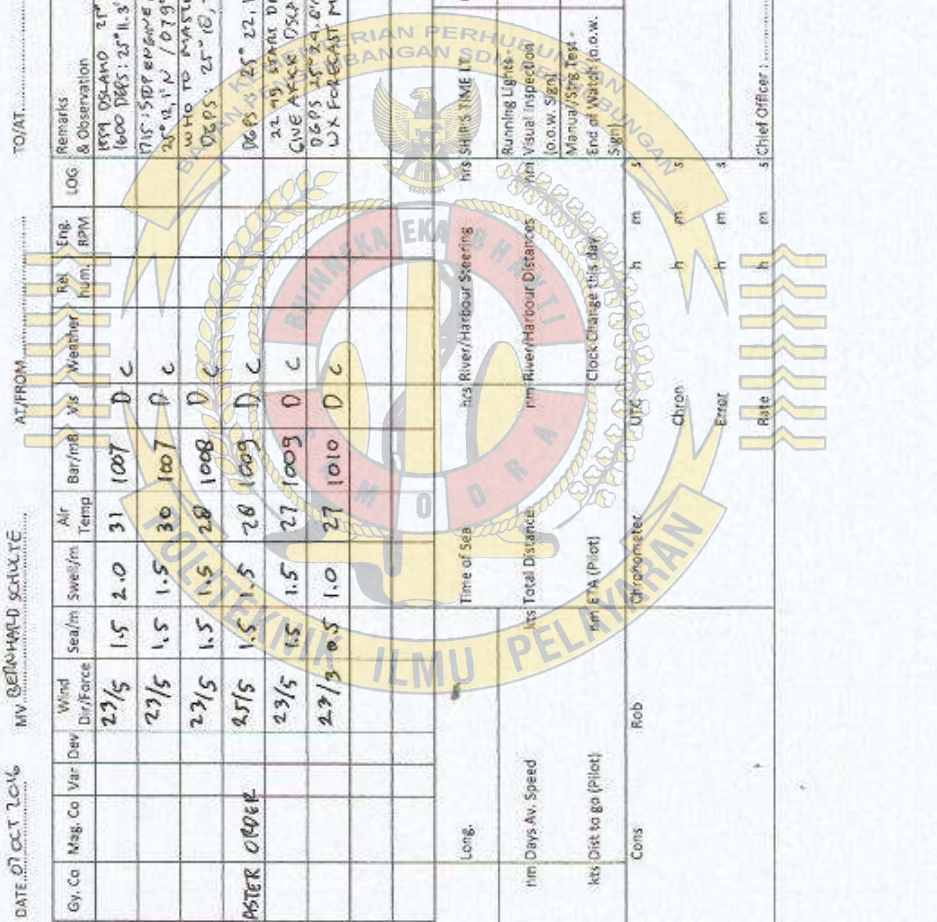
Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/h/b	Vis	Weather	Rel. Hum.	Eng. RPM	LOG	Remarks & Observation	OOW Signature	
0700								23/6	2.5	2.5	27	1004	D	C				W/HG TO 3/0 A/P MIN 0706 DEPS: 29°20' 8" N / 079° 58' 8" W W/O FROM 2/0 A/P MIN 0710 VESSEL BECOMING ACCELERATING AT TIMES		
0800								23/6	2.0	2.5	27	1004	D	C				DEPS: 29°20' 8" N / 079° 58' 8" W		
0900								23/5	2.0	2.0	27	1004	D	C				DEPS: 29°20' 8" N / 079° 58' 8" W		
1000								21/5	2.0	2.5	27	1005	D	C				VESSEL BECOMING SLOWLY AT TIMES MODERATELY		
1100								21/5	2.0	2.0	28	1006	D	C				W/HG TO 3/0 A/P MIN 0710 DEPS: 29°20' 8" N / 079° 58' 8" W		
1200								23/5	2.0	2.0	29	1007	D	C			VAR	DEPS: 29°20' 8" N / 079° 58' 8" W		
1300								23/5	2.0	2.0	30	1007	D	C				DEPS: 29°20' 8" N / 079° 58' 8" W		
1400								23/5	2.0	2.5	30	1007	D	C				DEPS: 29°20' 8" N / 079° 58' 8" W		
Noon Position		Lat.	Long.																	
Days Run		nm Days Av. Speed																		
Gen. Av. Speed		kts (Dist to go (Pilot))																		
Bunkers/FW		F.O	Load	Cons	Rob															
		D.O	Chronometer																	
		F.W	Error																	
		Rate																		
Running Lights		nm Visual Inspection																		
Manual / Stg Test		End of Watch / o.o.w.																		
Sign																				
M		m																		
Freeboard																				
m																				
																		Master:		
																		Chief Officer:		



Copy of Logbook. Acknowledged by Master: MV. Bernhard Schulte

DAY: DATE: 01 OCT 2016 MV: BERNHARD SCHULTE TO/AT: OWN/CHAT. VGS NO:

Time	T. Co	Leeway	Set	Gy. Co	Mag. Co	Var	Dev	Wind Dir/Force	Sea/m	Swe/m	Air Temp	Bar/mb	Vis	Weather	Eng. RPM	LOG	Remarks & Observation	OOW Signature	
1600								23/5	1.5	2.0	31	1007	D	C			159 05-AND 21 11.0' N / 079 18.8' W 1600 DEFS: 25 11.8' N / 079 18.8' W WHO TO 30 0106		
1700								23/5	1.5	3.0	30	1007	D	C			THIS STEERING, THE STEERING WHO TO MASTER 25 11.1' N / 079 28.13' W VSL 1006		
2000								23/5	1.5	2.8	28	1008	D	C			DEFS: 25 10.7' N / 079 28.3'		
2100								25/5	1.5	1.5	28	1009	D	C			DEFS: 25 12.1' N / 079 27.4' W 21 09. 50-AND 21 15.0' N / 079 22.0' N / 079 22.0' W		
2300								23/5	1.5	1.5	27	1009	D	C			CUE ARKE DSKHD 25 28.7' N / 079 27.9' W DEFS 15 29.0' N / 079 29.3' W		
2400								23/3	0.5	1.0	27	1010	D	C			WX FORECAST MONITORED WHO TO 26		
Noon Position		Lat.	Long.																
Days Run	Gen. Av. Speed		Days Av. Speed		kts														
Bunkers/FW	F.O	Load	Cons	Rob	Chronometer														
	D.O	Chron			h m s														
	F.W	Engst			h m s														
		Rate			h m s														
		Freeboard	m																

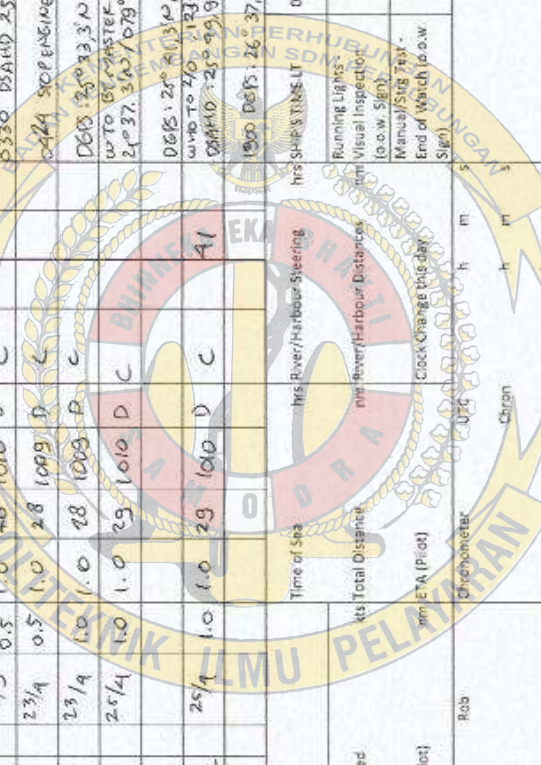


Chief Officer: Master:

Copy of Logbook Acknowledge by Master MV. Bernhard Schulte

DAY: DATE: 08 OCTOBER 2016 MV: BERNHARD SCHULTE TO/AT: OWIN/CHART, NG No.:

Time	T. Co	Leeway	Ses	Gy. Co	Mag. Co	Var. Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/mg	Vis	Weather	Ref Hum	Eng. RPM	LOG	Remarks & Observation	COO Signature
0100							23/3	0.5	0.8	29	1010	D	C				WHO TO 26 A/P MMS 106, 06 PS. 25° 25.8' N / 079° 25.6' W	
0300							23/3	0.5	1.0	28	1010	D	C				WX CHELSEY, SHARP LOOKOUT 0330 PSAHD 25° 29.5' N / 079° 21.5' W	
0500							23/4	0.5	1.0	28	1009	D	C				0424 STOP ENGINE START DRIIFT 078° 28.9' W	
0600							23/4	1.0	1.0	28	1009	D	C				DEBS: 25° 23.5' N / 079° 26.9' W	
0800							25/4	1.0	1.0	29	1010	D	C				W TO 05 MASTER A/P MMS 106 DEBS: 2° 37.3' W / 079° 24.6' W	
1000							25/4	1.0	1.0	29	1010	D	C				DEBS: 2° 20' 30" W / 079° 23.4' W WHO TO 26 2130: SLAND DEBAHD: 25° 49.9' N / 078° 24.5' (12.8)	
1200							25/4	1.0	1.0	29	1010	D	C				1950 DEBS: 26° 37.8' N / 079° 05.8' W	
1900																	his SHIP'S TIME LT	
NOON POSITION	Lat.			Long.													04 00 08.00 12.00 16.00 20.00 24.00	DEALIGHT Arr/Dep.
DAYS RUN				nm Days Av. Speed													Running Lights - Visual Inspection (a.o.w. Sign)	F m
GEN. AV. SPEED				kts Dist to go (Pilot)													Manual/Stop Test - End of Watch (a.o.w. Sign)	A m
BUNKERS/FW	F.O			Coils														M m
	D.O																	Freeboard m
	F.W																	



Chief Officer: Master:

Copy of Logbook, Acknowledge by Master, MV. Bernhard Schulte

DAY: DATE: 03 OCTOBER 2016 MV. 000 BERNHARD SCHULTE

TO/AT: D/WY/CHAT, VG No.

Time	T Co	Leeway	Set	Gy. Co	Mag. Co	Var. Dev	Wind Dir/Force	Sea/m	Swell/m	Air Temp	Bar/hg	AT/FROM:			LOG	Remarks & Observation	OOIW Signature
												Wx	Weather	Eng. RPM			
0000	VSC	8	AT LITTLE STRIP				29/3	0.3	0.6	28	1010	D	C		0018 LET GO STOP 21° 54' 9" N / 078° 11' 1" W 0030 MOTOR BROUGHT UP 0032 F.W.E ANCHOR CHECKED LITTLE STRIP CAY 084° x 6,7042M 0615: 21° 54' 1" N / 078° 12' 1" W WRO TO MASTER A-P M/M 07106		
0400	CAY	8	STED 70° 0/D				27/3	0.3	0.5	28	1009	D	C				
0800							30/4	0.3	0.5	28	1010	D	C				
Noon Position Lat. Long:																	
Days Run nmi Days Av. Speed Kts Total Distance nmi River/Harbour Distances																	
Gen. Av. Speed Kts Dist to go (Pilot) nmi ETA (Pilot) Clock Change this day																	
Bunkers/FW Load Cons Rob Chronometer Error																	
FO Gagon																	
D.O Error																	
F.W. Itale																	



LAMPIRAN 4

Copy of Bellbook. Acknowledge by Master MV. Bernhard Schulte

BellBook

Date Time	Events
09.10.16	LITTLE STIRRUP CAY
1430	OHN to E/R
1502	Beson Stoby FWD
1513	steering gear tested A/P Macrops 07108 016. TELEGRAPH TESTED Free Departure C/O A/P Macrops 015
1529	M/E Stoby, M/E TESTED
1530	commence Heave up anchor
1536	4 \emptyset O/D, 11 o'clock shortstay
1548	Anchor aweight, VSL underway, DSAHD
1551	Anchor Home 1/2 Lashed
1553	BOBP 25° 47.5' N / 078° 11.1' W




Copy of Bellbook. Acknowledge by Master MV. Bernhard Schulte

BellBook

Date Time	Events
08.10.16	LITESTIRRUP CMY
2300	OHN TO EIR
2320	Master took conn.
2330	Boson staby FWD, \int checked & unlashed
2342	DSAMD S/C 118
2345	Pre Arrival checked clo AIP Marops OIS
2351	STOP engine
09.10.16 0018	LET go stbd \int $25^{\circ}53,9'N/078^{\circ}11,7'W$ 7 ϕ 010
0030	Anchor brought up 7 ϕ 010
0032	FWE



LAMPIRAN 5


BERNHARD SCHULTE SHIPMANAGEMENT  MAROPS/ 016


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)

Vessel Name: <u>MV. BERNHARD SCHULTE</u>	Date: <u>09 OCTOBER 2016</u>
Port Name : _____	Arrival/ Departure : _____
1 In port, Duty Officer to check rudder clear of any obstructions.	<input checked="" type="checkbox"/>
2 Test main and secondary communications between navigation bridge and steering gear compartment.	<input checked="" type="checkbox"/>
3 Visual inspection of steering gear and connecting linkages to be checked and confirmed OK by duty engineer.	<input checked="" type="checkbox"/>
4 Check and confirm operation of :- a) Main steering gear b) Auxiliary steering gear c) Remote steering control system	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
5 Check all rudder angle indicators in relation to actual position of rudder.	<input checked="" type="checkbox"/>
6 Check illumination of all rudder angle indicators.	<input checked="" type="checkbox"/>
7 Check emergency power supply for steering gear.	<input checked="" type="checkbox"/>
8 Test steering gear power unit failure and remote steering gear control system power failure alarm (audible and visual alarms).	<input checked="" type="checkbox"/>
Check with each steering motor SEPARATELY and then TOGETHER:	<input checked="" type="checkbox"/>
9 <input type="checkbox"/> a) Normal operation from Bridge steering stand. <input type="checkbox"/> b) Non Follow-up operation from Bridge steering stand.	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
10 Confirm the timing of rudder hard over on one side to hard over on the other side (35° to 30°) using single pump and two pumps are within the limits required by the regulations. (Time taken with one pump 23 seconds; time taken with both pumps 14 seconds) (Should not exceed 28seconds with both pumps running)	<input checked="" type="checkbox"/>
11 Synchronize all gyro repeaters; including one in steering gear compartment (if fitted).	<input checked="" type="checkbox"/>
12 Check auto pilot fully operational ¹	<input checked="" type="checkbox"/>
13 Test gyro off course alarm ² (audible and visual).	<input checked="" type="checkbox"/>

Note : Log entry to be made in deck log book.
Note : Any abnormality, deficiency or doubt must be immediately reported to master and chief engineer.

¹ Align auto-pilot heading indicator with the ship's head and engage auto-pilot. Now turn auto-pilot to port and stbd the rudder must follow.
² With auto-pilot still engaged, move the auto-pilot heading marker about 10degrees(or as per setting) and off-course alarm must activate.

Duty Officer rank: 3/0 Name: CHRISTIAN MENDOZA Sign:  Time: _____

Master's Verification: 

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LAMPIRAN 6

Form No: MAROPS/006

BERNHARD SCHULTE
SHIPMANAGEMENT

NAVIGATING IN RESTRICTED VISIBILITY

Vessel Name: MV. BERNHARD SCHULTE **Date/Time:** _____

Place/ Location: _____ **OOW:** _____

[To be used by OOW whenever visibility reduces to 4 n.m. or as defined in Master's Standing and current Orders, and logged in **Deck log Book** per watch.]

01 Call Master immediately, when visibility is dropping / has dropped to 4n.m or to his specified distance, if higher.

02 Instruct Engine Room watch, or Duty Engineer when UMS, to commence preparation for speed reduction and give SBE and speed reduction, in consultation with Master.

03 Change-over to hand-steering.

04 Watch to be doubled up, as decided by Master.

05 Post additional lookouts as required. Provide lookouts with binoculars.

06 Commence fog (sound) signals.

07 Check navigation lights on and functioning.

08 Careful Lookout to be maintained, as per COLREGS

09 Both Radar's and ARPA on, with observation and tracking of all targets.

10 Switch on echo-sounder, if in sounding depths.

11 Verify vessel's position and log same.

12 VHF watch maintained on Ch. 16 and the local working channel, if applicable.

13 Remove anchor lashings, if vessel within anchoring depths, in consultation with Master.

14 Stop any noisy work that may interfere with keeping a proper 'listening' watch.

15 Have all water-tight doors shut.

16 Keep in mind blind and shadow sectors of the radar's. Suppress heading marker frequently to check for echoes on heading line. Keep one Radar on longer range, or change up range frequently, in order to get good distant warning of potentially dangerous traffic.

Note 1. Never use VHF for collision avoidance when in restricted visibility.

Note 2. Mere presence of the Master on the bridge does not relieve the OOW of his duties unless the Master specifically states that he is 'Taking-over the Con.'

If Master takes over con an entry in movement book / log book must be made to that effect. OOW to continue advising the Master as to hazards or any doubts he may have.

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LAMPIRAN 7

BERNHARD SCHULTE
SHIPMANAGEMENT



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	<input checked="" type="checkbox"/>	Inform Master and department heads about expected bad weather and estimated time of start of bad weather
02	<input checked="" type="checkbox"/>	Inform Ch. Engineer that reduction in speed may be required, depending on severity of weather encountered. Engine room to be ready for maneuvering.
03	<input checked="" type="checkbox"/>	Prepare to strengthen navigational watch.
04	<input checked="" type="checkbox"/>	Receive weather reports for area at <u>not more</u> than 6 hours intervals
05	<input checked="" type="checkbox"/>	Appropriate meteorological instruments, weather fax charts (analysis / prognosis), weather reports, to be monitored and compared with the weather actually being experienced
06	<input checked="" type="checkbox"/>	Hourly log-entries of meteorological conditions prevailing and vessel's behavior made.
07	<input checked="" type="checkbox"/>	Radio message, if necessary, to be transmitted as per SOLAS Ch. V, Regulation 2 (a).
08	<input checked="" type="checkbox"/>	Frequency of weather reporting for selected / supplementary ships to be increased (every 3rd synoptic hour)
09	<input checked="" type="checkbox"/>	In hours of darkness if vessel's behavior is causing OOW concern or if in doubt as to severity of the weather, Master to be immediately called.
10	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	All loose and movable objects in accommodation / deck stores / under-deck stores have been secured
12	<input checked="" type="checkbox"/>	All under / deck cargo / container lashings ¹ have been checked / tightened / doubled up, as required.
13	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	Spurling pipe steel-covers have checked in position, cemented over and covered.
15	<input checked="" type="checkbox"/>	All closable vents on deck, cargo hatches / holds, focsle, poop and around accommodation house have been checked closed and tight. Special attention to bunker tank vents and sounding pipes.
16	<input checked="" type="checkbox"/>	All forced ventilation to the cargo holds to be stopped and vent flaps on deck to be shut.
17	<input checked="" type="checkbox"/>	All steel WT doors / booby hatches / hold access hatch-doors on / under-deck been closed / checked and tightened up.
18	<input checked="" type="checkbox"/>	The chain locker doors have been secured and checked.
19	<input checked="" type="checkbox"/>	All eductor valves / overboard discharge valves forward have been closed and checked
20	<input checked="" type="checkbox"/>	All mooring ropes on the mooring winches have secured and covered.
21	<input checked="" type="checkbox"/>	All hatch-covers have been checked and tightened as necessary.
22	<input checked="" type="checkbox"/>	All gangways have been secured, and gangway motors covered with canvas.

HEAVY WEATHER NAVIGATION

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

23	<input checked="" type="checkbox"/>	Lifeboats have been secured. Lifeboat equipment checked for lashings
24	<input checked="" type="checkbox"/>	Provision / stores cranes have been checked secured.
25	<input checked="" type="checkbox"/>	Cargo lashing equipments not in use to be secured.
26	<input checked="" type="checkbox"/>	Special attention has been paid to securing paint, lubricant and chemical stores
27	<input checked="" type="checkbox"/>	All equipment, crockery, cutlery, tables, chairs, etc., has been checked secured in the messes / pantries / stores.
28	<input checked="" type="checkbox"/>	Cook has been advised and has rigged galley and cold rooms for rough weather.
29	<input checked="" type="checkbox"/>	Safety lines been rigged on deck as required.
30	<input checked="" type="checkbox"/>	All personnel have been specifically instructed not to go out on deck without permission of the Master
31	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	After consultation with Master, draft, trim, GM has been adjusted for better handling of the vessel in heavy weather
33	<input checked="" type="checkbox"/>	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.

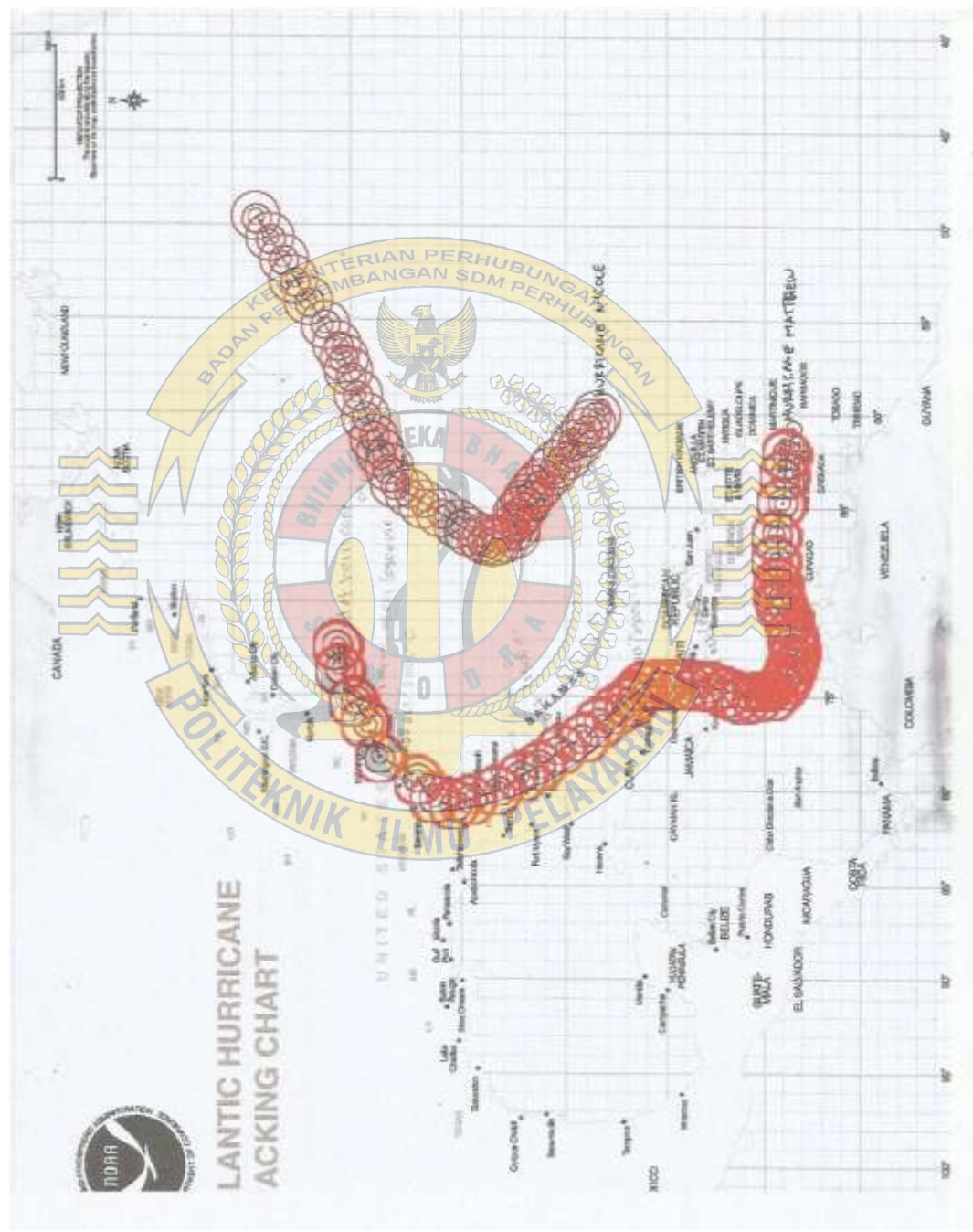

CHRISTIAN MENDOZA

OOW
Name & Signature



Master
Name & Signature

LAMPIRAN 8



LAMPIRAN 9
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 <i>(Respondence)</i>	Nama <i>(Name)</i>	Kebangsaan <i>(Nationality)</i>	Jabatan <i>(Rank)</i>
I (Satu)	Hasnain Shahinshah	Pakistan	Master
II (Dua)	Paliei Anton	Ukraine	2nd Officer
III (Tiga)	Mendoza Christian Natino	Filipino	3rd Officer
IV (Empat)	Oo Moe Zaw	Myanmar	Bosun

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

Responden <i>(Respondence)</i>	Nama <i>(Name)</i>	Kebangsaan <i>(Nationality)</i>	Jabatan <i>(Rank)</i>
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.”

P :“What shall we prepare before facing Hurricane Matthew?”

M :“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 responsibility?”

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 explanation 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 responsibility?"

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 taken 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.”

P :”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.

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

1. 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?”

M :”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?”

M :”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.”

2. 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?”

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

M :”as far as practicable, the ship must be find the wave from bow. 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?”

M :”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.”

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?”

M :”Yes absolutely, we use the engine to avoid any danger. 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.”