## PRE-ARRIVAL / PRE-DEPARTURE CHECKLIST

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

<table>
<thead>
<tr>
<th>Vessel Name:</th>
<th>MV REBECCA SPATE</th>
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<tbody>
<tr>
<td>Port Name:</td>
<td>—</td>
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<tr>
<td>Date:</td>
<td>04 OCTOBER 2016</td>
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<tr>
<td>Arrival/Departure:</td>
<td>LITTLE GIRAF CA'</td>
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</tbody>
</table>

1. Test steering gear as per checklist MAROPS/016.
2. Check communication with engine room by main and secondary telephones.
3. Test talkback system between bridge and forecastle/luff.
4. Test megaphone, public address system.
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).
13. Check all bridge equipment illumination operational including all console lighting, radar & RPM indicator lighting, gyro repeaters lighting, steering light.
14. Test aids and Morse lamps on main and battery.
15. Test deck lighting and plot area lighting.
16. Test magnetic compass, binnacle, sign & trimmer.
17. Confirm all gyro repeaters synchronized with master gyro including radars, course recorder, ECDIS, steering gear, compass gyro repeaters.
18. Check gyro and magnetic compass errors.
19. Test course recorder and confirm pens cleaned and line set to UTC.
20. Test forward and aft whisper in main 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 Weatherfax received and kept ready at chart table.
27. Test all VHF's and DSC.
28. Test Echosounder.
29. Check doppler log and reset counter if reqd.
30. Update Voyage settings in the AIS.
31. Test EPIRB and placed back in position prior departure.
32. Binoculars, pencils, parallel rules, etc are out and ready for use prior departure.
33. Wind direction and speed indicator operational.
34. Check ECDIS & 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)

<p>| | |</p>
<table>
<thead>
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</table>
| 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/ide tables ready on chart table.  
| 41 | Vessel reporting services - report prepared A4 size.  
| 42 | Stability / stresscalc made, GM and other necessary cargo information available to bridge.  
| 43 | Dangerous goods locations and classes, 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 unleashed / cement removed prior arrival.  
| 51 | Hatch covers bolted down / unbolstered.  
| 52 | Prior departure Do: - water tank lined up for remote / auto operation.  
| 53 | Deck cargo lashings checked.  
| 54 | Drip Trays / Tank 1 is/102 plugged prior arrival.  
| 55 | Stowaway search done.  
| 56 | Quarry checked for any leaking material belonging to vessel prior Departure.  
| 57 | All personnel informed of approx. time of station.  
| 58 | Log entry made for compliance of this checklist MAROPS 15. |

Comments:

---

Duty Officer: [Signature]

Master's Verification: [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.
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**Noon Position**

- **LAT:** ______
- **LNG:** ______
- **Time of Day:** ______
- **River/Marine Surveying:** ______
- **Towing Lights - Yaw Inspection:** ______
- **Clock Change:** ______
- **Start of Watch (O.W. Sign):** ______

**Bunkers/PW**

- **Fuel (F):** ______
- **Solar (S):** ______
- **DC:** ______
- **S.W.:** ______

**Characteristics**

- **UIC:** ______
- **Cruising:** ______
- **Bows:** ______
- **Rudder:** ______

**Dimensions**

- **Length:** ______
- **Beam:** ______
- **Draft:** ______

**Chief Officer:** ______

**Master:** ______

**DNV:** ______

**Signature:** ______
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<tr>
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<th>Activity</th>
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**Critical Information**

- **Emergency Contact:** John Doe, 123-456-7890
- **Safety Equipment:** Hard hat, safety glasses

**Note:** Please ensure all necessary safety protocols are followed.
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</table>

**Noon Position:**
- **Latitude:** Long. 12° 45' N
- **Longitude:** Long. 11° 30' E

**Data:**
- **Date:** 05 Oct 2016
- **M/V:** GERNHARD SCHULTE
- **Ship's Log:**
  - **Log:** 04:00, 08:00, 12:00, 16:00, 20:00, 24:00
- **Master:**
<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
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<tbody>
<tr>
<td>Data 1</td>
<td>Data 2</td>
<td>Data 3</td>
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**Additional Notes or Remarks:**

"Please inform me if we get a call from the Mission. Allow me to call me after 3 minutes."
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<th>Location</th>
<th>Std</th>
<th>Lat/Long</th>
<th>Var</th>
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<th>Speed</th>
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<th>WIND</th>
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Main Position: Lat., Long., Time of Day, Vessel/Marine Steering, ABS. SHIPS TIE UP:

Draught:

<table>
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<tr>
<th>Days Run</th>
<th>Days Avg Speed</th>
<th>Ladies Triangle</th>
<th>Day/Port Distance</th>
<th>Current/Position</th>
<th>Manual/Dptic. Test</th>
<th>Date of Report</th>
<th>ABS. SHIPS TIE UP:</th>
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S.W. m.

F.P. Master

Prepared by:

M.A. Schulte

Master
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<th>Time</th>
<th>Event</th>
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**Date:**
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- 158

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**Event:**
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**Location:**
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**Notes:**
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**Date:**
- 158

**Time:**
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**Event:**
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**Location:**
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**Notes:**
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**Date:**
- 158

**Time:**
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**Event:**
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**Location:**
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**Notes:**
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**Date:**
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**Time:**
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**Event:**
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**Location:**
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**Date:**
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**Time:**
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**Event:**
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**Location:**
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**Date:**
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**Time:**
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**Event:**
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**Location:**
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**Notes:**
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**Date:**
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**Time:**
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**Event:**
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**Location:**
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| 0600  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | WHO FROM MASTER VIP MARK OOLG                 |               |
| 0800  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | GAP S@T W@T 10000 NAM TGD                     |               |
| 1100  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | WETHER FORECASTING INCLOUDED                   |               |
| 1200  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | WHO TO NEW NAM OF OOLG                         |               |
| 1300  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | HAND BEND SILENCE TILTED ONE-01                |               |
| 1400  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | V.S.G. BRACING MODERATELY AT TIMES             |               |
| 1500  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | GALS S@T W@T 10000 NAM TGD                     |               |
| 1600  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | GAP S@T W@T 10000 NAM TGD                     |               |
| 1700  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | GAP S@T W@T 10000 NAM TGD                     |               |
| 1800  |    |       |     |     |    |     |     |       |     |     |     |     |     |     |     |     |     | WHO TO NEW NAM OF OOLG                         |               |

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<th>Long</th>
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<th>True Heading/Rudder Setting</th>
<th>M.T.</th>
<th>Draft</th>
<th>F.A.</th>
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Noon Position Lat. Long. Time of Sea

Days Run mm Days Av. Speed mts. Final Distance mts. Final Harbour Distance mts.


Bunkers P.N. Load dead Load.

Ch. h m

Ch. h m

End of Watch (h, m, s)

Chief Officer: Master:
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<th>Slt</th>
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<th>Surf</th>
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Note: Position Lat., Long., Time of Sea, Nav. Plot, Log, SVS, Chart, Comments, Signature.
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**Wind**
- 27/3: 27° 30' N, 3° 30' W
- 23/9: 23° 30' N, 9° 30' W
- 24/1: 24° 15' N, 1° 15' W

**Remarks & Observation**
- VSL OFF/ T, SPANS 2: Vessel Off Tacks, Spans 2
- 2-C: 2° 15' S, 2° 15' W

**Photo**
- 8-C: 8° 15' S, 8° 15' W

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**Navigation Log**
- Time: 00:00
- Place:...
- Course:...
- Speed:...

**Davis Run**
- DCR:...
- RCR:...

**Dol Av. Speed**
- DOL:...

**Amp, kW**
- F.D:...
- G.D:...
- F.W:...

**Freeboard**
- A:...

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**Signature**
- Master...
- Chief Officer...
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**Naval Position**

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**Time of Day**

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**Bi-Weekly Log**

- Logbook: Yacht Logbook
- Logbook Observations: Yacht Logbook Observations

**Draught**

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**Tugboat Log**

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<td>Bown shahy fuel</td>
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<td>Bedtime food, x checked, x unleashed</td>
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<td>Pic arrival checked 00 AIP items used</td>
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<td>09:18</td>
<td>Let go, std b, as ref 30 39' N, 018° 11' W, 70° E/O</td>
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<td>06:30</td>
<td>Anchor brought up, 70° E/O</td>
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<td>06:32</td>
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Copy of Bellbook: Acknowledge by Master MV, Bernhard Schulte
<table>
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<tr>
<th>Vessel Name: MY BERNHARD SCHULTE</th>
<th>Date: 04 OCTOBER 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Name:</td>
<td>Arrival/Departure:</td>
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</table>

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.
3. Visual inspection of steering gear and connecting linkages to be checked and confirmed OK by duty engineer.
4. Check and confirm operation of:
   a) Main steering gear
   b) Auxiliary steering gear
   c) Remote steering control system
5. Check all rudder angle indicators in relation to actual position of rudder.
6. Check illumination of all rudder angle indicators.
7. Check emergency power supply for steering gear.
8. Test steering gear power out failure and remote steering gear control system power failure alarm (audible and visual alarms).
   - Check with each steering motor SEPARATELY and then TOGETHER:
   - a) Normal operation from Bridge steering stand.
   - b) Non-Follow-Up operation from Bridge steering stand.
   - Confirm the turning of rudder head over on one side to head 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 __________ seconds; time taken with both pumps __________ seconds)
   - (Should not exceed 20 seconds with both pumps running)
9. Synchronize all gyro repeaters; including one in steering gear compartment if fitted.
10. Check auto pilot fully operation.
11. Test gyro off course alarm (audible and visual).

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.

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

Duty Officer rank: 3/0
Name: CHRISTIAN MENDORA
Sign: ________________
Time: ________________

Master's Verification:

Page 1 of 1
NAGIVATING 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 4 n.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 SRE 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 tracing 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 depth, in consultation with Master.
14. Stop any noisy work that may interfere with keeping a proper ‘listening’ watch.
15. Have all watertight 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. More 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.
HEAVY WEATHER NAVIGATION

| Vessel Name | MV BERNHARD SCHULTE | Date | 01 OCTOBER 2016 |

**PREPARATION FOR, AND DURING HEAVY WEATHER**

<table>
<thead>
<tr>
<th>No.</th>
<th>Task</th>
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<tbody>
<tr>
<td>01</td>
<td>Inform Master and department heads about expected bad weather and estimated time of start of bad weather.</td>
</tr>
<tr>
<td>02</td>
<td>Inform C/E Engineer that reduction in speed may be required, depending on severity of weather encountered. Engine room to be ready for manoeuvring.</td>
</tr>
<tr>
<td>03</td>
<td>Prepare to strengthen navigational watch.</td>
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<tr>
<td>04</td>
<td>Receive weather reports for area at not more than 6 hours intervals.</td>
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<tr>
<td>05</td>
<td>Appropriate meteorological instruments, weather fax charts (analysis / prognosis), weather reports, to be monitored and compared with the weather actually being experienced.</td>
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<tr>
<td>06</td>
<td>Hourly log-entries of meteorological conditions prevailing and vessel’s behavior made.</td>
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<tr>
<td>07</td>
<td>Radio messages, if necessary, to be transmitted as per SOLAS Ch. V, Regulation 2 (a).</td>
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<tr>
<td>08</td>
<td>Frequency of weather reporting for selected / supplementary ships to be increased (every 6th synoptic hour).</td>
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<tr>
<td>09</td>
<td>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.</td>
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<tr>
<td>10</td>
<td>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.</td>
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</table>

**CH. ENGINEER TO CONFIRM TO BRIDGE WHEN ENGINE ROOM AND STORES ARE SECURED AND CONFIRM TO BRIDGE WHEN COMPLETED**

<table>
<thead>
<tr>
<th>No.</th>
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<tbody>
<tr>
<td>11</td>
<td>All doors and movable objects in accommodation / deck stores / under-deck stores have been secured.</td>
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<tr>
<td>12</td>
<td>All under / deck cargo / container lashings have been checked / tightened, if needed.</td>
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<tr>
<td>13</td>
<td>Anchors have been checked right up into hawse pipes with no free movement and lashings tightened. Windlass gears engaged and cable stoppers correctly set.</td>
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<td>14</td>
<td>Sprunging pipe steel covers have been checked in position, endxz is elevated and covered.</td>
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<tr>
<td>15</td>
<td>All dossable vents on deck, cargo hatches / holds, fisoles, poop and around accommodation house have been check closed and tight. Special attention to bunker tank vents and sounding pipes.</td>
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<tr>
<td>16</td>
<td>All forced ventilation to the cargo holds to be stopped and vent flaps on deck to be shut.</td>
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<td>17</td>
<td>All steel WT doors / booby hatches / hold access hatch doors on / under-deck been closed / checked and tightened up.</td>
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<td>18</td>
<td>The chain locker doors have been secured and checked.</td>
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<td>All eductor valves / overboard discharge valves forward have been closed and checked.</td>
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<td>20</td>
<td>All mooring ropes on the mooring winches have secured and covered.</td>
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<td>21</td>
<td>All hatch covers have been checked and tightened as necessary.</td>
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<td>All gangways have been secured, and gangway motors covered with canvas.</td>
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</table>

**NOTE 1:** Container lashing to be strictly as per approved Lashing plans. Note that container lashing plans are derived taking into account vessels expected GM (P) range rolling period, and an estimated maximum angle of roll and pitch which may be exceeded. The effects of wave and roll on lashing equipment must 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 altered so as to give the maximum protection to the deck crew during the operation.

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**OOW**
Name & Signature

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**Master**
Name & Signature

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LAMPIRAN 8
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, 2\textsuperscript{nd} Officer, 3\textsuperscript{rd} Officer, dan Bosun.

<table>
<thead>
<tr>
<th>Responden (Respondence)</th>
<th>Nama (Name)</th>
<th>Kebangsaan (Nationality)</th>
<th>Jabatan (Rank)</th>
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<tbody>
<tr>
<td>I (Satu)</td>
<td>Hasnain Shahinshah</td>
<td>Pakistan</td>
<td>Master</td>
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<tr>
<td>II (Dua)</td>
<td>Paliei Anton</td>
<td>Ukraine</td>
<td>2\textsuperscript{nd} Officer</td>
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<tr>
<td>III (Tiga)</td>
<td>Mendoza Christian Natino</td>
<td>Filipino</td>
<td>3\textsuperscript{rd} Officer</td>
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<tr>
<td>IV (Empat)</td>
<td>Oo Moe Zaw</td>
<td>Myanmar</td>
<td>Bosun</td>
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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.

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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 Hurricane 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 in 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?”
"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?"

"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?"

"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?"

"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."
“Okay bos. Thank you for your time.”

“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 manoeuvring 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.”