

ABSTRACT

Bagus Fachruddin, 2018, 50134773 N, “*The enhancement Of Berthing process in Semarang Single Buoy Mooring at MT. Sele/P.3006.*” Program Diploma IV Nautical Department Merchant Marine Polytechnic of Semarang. Materials supervisor (I): Sahabuddin Sunusi, Methodology and writing tutors (II): Poernomo Dwiatmodjo.

In the process of mooring of vessels in single buoy mooring, there are several ways that no maximal belay process, such as winch strength, tugboat delay and miss communications, mooring rope damage, coordination technique between Pilot and Mooring Master on board and damaged wind indicator. With the discovery of some of these things, it can be an effort to improve on the interests of existing solutions. The process of tethering can run smoothly by minimizing the factors that cause the tethering process is not maximal.

This research used descriptive qualitative method by describing in detail the implementation of the belay process in Single Buoy Mooring. Besides, data collection is done by interview, observation, book literature and documentation of photos of tethering process in Single Buoy Mooring Semarang on MT. Sele/ P.3006.

The results showed that, the constraints faced during the process of belay in Single Buoy Mooring Semarang on MT. Sele/P.3006 is the lack of power on the ship's winch machine, tugboat delay and miss communications, damaged mooring ropes, lack of coordination between Pilot and Mooring Master on board as well as damaged wind indicator. Efforts are made to overcome the constraints faced in order to increase the process of belaying in single buoy mooring semarang on MT. Sele / P.3006 is to replace steam pipe with copper material so that steam strength is proportional to steam produced, increase the number of Tugboat in Semarang port area and use VHF communication tool (very high frequency) according to procedure, replacing broken mooring ropes with quality mooring ropes, employ and consider in selecting Pandu and Mooring Master in Semarang port area according to the requirements and expertise so as to carry out the duties and responsibilities, and the last is to repair the damaged wind indicator.

Key word: *Optimalization, Berthing, Single Buoy Mooring*