

ABSTRACT

Yuki Adhitya Darmawan, 2018, NIT: 50134892. N, “Navigation entered the Groove cruise on the Musi River at the MT. Sultan Mahmud Badaruddin II”, the Supervisor I: Capt. Eko Murdiyanto, M.Pd, M.Mar and the Supervisor II: H. Sumarno P.S., M.M., M.Mar.E

Collision is Emergency situation, which one vessel collision with other vessel or vessel with quay or with other objects will be possible make damage to vessel, human victim, oil spill of sea (tanker), pollution and fire.

In the process of entering a narrow or river cruise line, it takes a special skill and more attention than sailing in the open seas. Even IMO in the Colreg's rule gives special attention to it listed in rule 9 regarding narrow channels. In addition to the problem of the width of the groove and the depth of the river, the busy traffic can also cause danger to vessel, such as the danger of collision and aground. In writing this essay, the authors describe the implementation of the movement of the Musi River flow in which the implementation there are some problems regarding the implementation of the ship's motion and the responsibility of the Master in motion acting.

The method used in this research is a qualitative method that produces descriptive data in the form of written words of the object under research, in this case collecting data in the form of approaches to the object through interviews with experienced sources, through the data associated with the process of movement incoming flow Musi River on board the MT. Sultan Mahmud Badaruddin II. The author will identify the cause of that happening by knowing the characteristics of the Musi River, and the cause of not doing the implementation of the right motion process when entering the rute and responsibility of the Master in motion acting.

After identified the cause of not doing the implementation of the right motion exercises as well as the responsibility of the Master in motion on the vessel causing the danger of navigation, the authors provide advice from the conclusions taken that is about the implementation of the ship's motion and the responsibility of the Master in motion acting. By solving the problem it is expected that the incident will not be repeated and the ship can work the motion safely, effectively, and efficiently. So the goal of safe, fast, and precise navigation can be realized.

Keywords: *The implementation of the navigation, characteristics of the Musi river, responsibility of Master.*