

ABSTRACT

Adimas Prima Nugraha, NIT: 51145268 N, 2018, "*Cargo Handling Container On Deck During Bad Weather On Vessel MV. Sinar Bintang*", Minithesis Nautical Department, Diploma Program IV, Merchant Marine Polytechnic of Semarang, Supervisor I: Capt. Samsul Huda, M.M., M.Mar., Supervisor II: Abdi Seno, M.Si., M.Mar.E.

In order to secure container loads, container vessels use lashing gear as a means to hold containers in order not to move from place. Cargo container handling is required as a preventive measure to prevent container loads, especially in writing this thesis that when bad weather. The purpose of this research is to know the factors that cause container load on deck roll, the effect of the factor causing container load on deck roll, and effort of container load on deck to avoid rolling in bad weather. In writing this essay, the authors describe the theory about the handling of container load as a foundation for solving existing problems.

The method used in this research is descriptive (when viewed from the aspect of presentation level) and also qualitative (when viewed from the way of data processing), then analyzed with fishbone analysis method to determine the problem of each factor and technique of data analysis ultrasound (Urgency, Seriousness, Growth) to determine which issues are the top priority. In this case the technique of collecting data in the form of approach to the object through observation, interview directly to the subject and using documents and data related to the process of water ballast exchange.

From the results of research conducted, found the existence of problems in the implementation of guard duties and supervision pelashingan which include activities not causing the cause, constraints not implemented, and the effect on container load. Chief officer as an officer responsible for this activity should be more assertive, especially in the supervision and renewal of lashing gear. Lashing gear that is not feasible, and the implementation of supervision pelashingan less than maximum result of the process pelashingan container on deck does not run effectively and efficiently. The writer's suggestion should be checked intensively to lashingan cargo led by Chief Officer, checking the feasibility of lashing gear with Check List, and Senior Officer to be more active in conducting familiarization activities. So that it can be done well according to the rules set by Cargo Securing Manual.

Keywords: *cargo handling, water ballast, SOP, harmful aquatic species*