

Efforts to Improve Engine Crew Discipline in Conducting Port Watchkeeping Duties on Board MT. SEA HORSE

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ABSTRACT

The objective of this research is to implement routine discipline, particularly during engine room watchkeeping, to ensure smooth vessel operations. In this regard, the Chief Engineer holds the responsibility for managing the crew's discipline during watch duties. The data and findings were obtained directly from on-board observations and relevant reference books. The study identified that the primary cause of indiscipline among the crew on MT. SEA HORSE, specifically within the engine department, is the lack of supervision from the Captain and Chief Engineer. Furthermore, there is a lack of firmness in reprimanding crew members who return late from shore leave, particularly those who return in an unfit condition. To address these issues, preventive measures against shipboard hazards must be prioritized. To ensure a professional maritime workforce, all crew members are required to hold basic training certificates in compliance with IMO standards. This research was conducted on MT. SEA HORSE, owned by PT. ALLOW SHIPPING LIMITED, over a period of one year and four days, from January 10, 2024, to January 15, 2025. In conclusion, increased focus and discipline among the engine crew are essential to maintain seamless vessel operations, whether the ship is at sea or in port.

Keywords: *Crew Discipline, Smooth Vessel Operations.*

ABSTRAK

Tujuan dari penelitian ini untuk melaksanakan kedisiplinan secara rutinitas khususnya pada jaga mesin adalah untuk memperlancar proses operasional kapal, dan seorang Chief Engineer bertanggung jawab untuk me manage kru nya dalam melakukan kedisiplinan jaga. Sumber data dan hasil penelitian diperoleh secara langsung di atas kapal dan dari buku-buku referensi yang berkaitan dengan judul. Penyebab terjadinya ketidaksiplinan ABK di kapal MT. SEA HORSE khususnya ABK mesin adalah kurangnya pengawasan dari kapten dan Kepala Kamar Mesin terhadap ABK dek dan mesin yang melaksanakan dinas jaga, dan atasan juga kurang tegas dalam memberikan teguran pada ABK yang pulang terlambat saat melakukan aktivitas di darat (pesiar) terlebih lagi ABK yang pulang pesiar dalam kondisi kurang fit. Dalam metode pemecahannya dilakukan antisipasi adanya bahaya diatas kapal, untuk mewujudkan tenaga kerja profesional dibidang pelayaran Crew kapal harus mempunyai sertifikat pelatihan dasar untuk memenuhi persyaratan IMO. Adapun lokasi penelitian yaitu dilaksanakan di kapal MT. SEA HORSE milik PT. ALLOW SHIPPING LIMITED selama 1 tahun 4 Hari (12 Bulan) mulai dari tanggal 10 January 2024 sampai pada tanggal 15 January 2025. Kesimpulan dari penelitian ini agar

para ABK mesin dapat lebih fokus dan disiplin dalam melaksanakan tugas jaganya dengan baik sehingga dapat melancarkan operasi kapal pada saat kapal sedang beroperasi baik pada saat kapal berlayar atau sedang berada di pelabuhan.

Kata kunci: Kedisiplinan ABK, Kelancaran Operasi Kapal.

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1. INTRODUCTION

Discipline is a crucial factor in the success of any organization, including on the vessel MT. SEA HORSE, as it reflects the commitment of the working team and the quality of leadership. With the increase in maritime traffic and the risk of accidents, discipline during engine room watchkeeping has become vital for safety and operational efficiency. Discipline should not be viewed merely as punishment, but rather as a form of guidance to motivate the crew to work consistently and responsibly. The Chief Engineer plays a pivotal role in enforcing this, as they are responsible for the safety, efficiency, and maintenance of the machinery.

Although watchkeeping regulations are mandatory, reality shows that some crew members remain negligent, such as being late for watch handovers, sleeping on duty, or failing to get enough rest before their shift. One such incident was experienced by the author during an internship on MT. SEA HORSE, where an Oiler III fell asleep during the early morning watch. This resulted in a fuel overflow because the crew member failed to hear the alarm.

2. METHOD

This research was conducted during a sea project (cadetship) on board the MT. SEA HORSE, owned by PT. Hongkong Hangda Shipping, a Hong Kong-flagged oil tanker, from January 10, 2024, to January 15, 2025. The research method employed is field research, utilizing direct observation, interviews with officers and engine crew regarding discipline and performance, and a literature review to strengthen the theoretical framework.

The research data consists of primary data, comprising observation results, manual books, and interviews, as well as secondary data, including relevant literature and academic materials. The conceptual definition is focused on the lack of discipline among the engine crew during watchkeeping duties, which potentially affects vessel operations and safety. Data analysis was conducted using a descriptive qualitative method by illustrating data obtained from the field and literature, which was then analyzed to identify factors capable of enhancing engine crew discipline to support ship operations.

3. RESULTS AND DISCUSSION

3.1 Research Results

The vessel MT. SEA HORSE was built on February 28, 2002, in China by China Pacific Property Insurance Co. Ltd. It is a Hong Kong-flagged vessel owned by PT. Allow Shipping Limited, located at Bank Tower, North Point, Hong Kong. Based on the ship's particulars, the vessel is registered as MT. SEA HORSE with the call sign VRTA3, IMO number 9262584, and is classified under CCS (China Classification Society).

The vessel is a chemical tanker with the following technical specifications:

- Gross Tonnage (GT): 15,724
- Net Tonnage (NT): 7,925
- Deadweight Tonnage (DWT): 16,568.32
- Length Over All (LOA): 159.20 m
- Length Between Perpendiculars (LBP): 150 m
- Breadth: 25.30 m
- Depth: 15.30 m
- Height: 36.2 m

4. CONCLUSION

The lack of discipline among the engine crew on MT. SEA HORSE negatively impacts vessel operations and safety, primarily driven by a lack of awareness regarding work regulations and watchkeeping responsibilities. Consequently, it is imperative for the Captain and Chief Engineer to conduct routine evaluations and report findings to the company to ensure that strict sanctions, including dismissal,

are imposed on undisciplined crew members. Furthermore, the crewing department must be more selective during the recruitment process to ensure that all personnel possess a high degree of discipline and professional responsibility.

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