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QUALITATIVE STUDIES IMPLEMENTATION OF SHIPPING RULE ENFORCEMENT ON THE FULFILLMENT OF MARINE TRANSPORTATION SAFETY EQUIPMENT ON MOTOR SAILING SHIPS (KLM) AT PAOTERE PORT MAKASSAR

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ABSTRACT

Motor Sailing Ship is a type of ship that uses a sail and a motor (ship engine) as its propulsion. Work safety is work safety indicating a condition that is safe or safe from suffering, damage or loss in the workplace. The Safety Of Life At Sea (SOLAS) regulation is a regulation that regulates maritime and shipping safety. This study aims to describe a qualitative study of the implementation of shipping rules enforcement on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at the Paotere Port of Makassar. Makassar Paotere Port has the same characteristics to be used as a research sample at that location. Snowball Sampling is a technique of determining the sample which is initially small in number, then this sample is asked to choose its friends to be used as samples and so on, so that the number of samples increases. The data analysis method used in this research is data triagulation. The results showed the enforcement of shipping rules on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at the Makassar Paotere Port from the verification results of all data and the results of interviews had gone well. Although the implementation process still needs evaluation and improvement. For example, the fulfillment of safety equipment standards at KLM, KLM licensing documents for seaworthiness, KLM checking, and socialization to fishermen or KLM crews about sailing rules. In addition, the regulator must ensure that the standard procedure for implementing the shipping rules runs well. The need for outreach activities to fishermen and KLM crews to better understand shipping rules so that accidents at KLM can be minimized.

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1. INTRODUCTION

A ship is a water vehicle of a certain shape and type, which is driven by wind power, mechanical power, other energy, towed or tugged, including dynamically supported vehicles, vehicles below the surface of the water, as well as floating devices and floating buildings that do not move around. Ships are a means of transportation at sea that can generally carry goods or passengers. For the size of the ship itself there are various kinds, ranging from types of small ships such as canoes, medium ships such as ferries to large ships for goods such as barges.

The development of transportation nationwide has a mission to move the electricity and goods from one place to another in allcorners of the country with adequate safety and keamana n tika. However, the kinerja shown by the mode of sea transportation has not been oprtirnal, thus affecting the competitiveness and efficiency of its services. The world of sea transportation has not stoppedexperiencing sad events and recorded dark events with the emergence of a series of ship accidents so that kine rjanya is often questioned by most of the public Safety policy is still less effectivef and has not receivedattention so that in the implementation of sea transportation n it was found that the safety aspects of the pelayaran were inadequate (Malisan, J. 2010).

Data on shipwrecks in 2006 showed that there had been 129 shipwrecks with 627 fatalities and missing people. In 2007 shipwrecks increased by 159 times with casualties and the lossof 688 people. Statistical data such as this indicates that terns accidents are increasing and this proves the lack of attention or lack of concern for all relevant parties in the implementation of transportation. From the aspect of

regulation and supervision, international institutions specializing in the maritime field (*International Maritime Organization/IMO*) issue international conventions namely *Safety Of Life at Sea* (SOLAS) and its implementing rules such as. *International Safety Mangement* (ISM) C *ode*, *International Safety and Port Fasilities Security* (ISPS) Code.

SOLAS has been used as a "holy book'' for all countries to implement it, including Indonesia which has ratified the regulation. For this reason, the Indonesian government implements through KEPPRES. Number 65 of 1980 concerning the ratification of SOLAS and Law Number 17 of 2008 concerning Pelay an an, along with its implementing regulations as technical guidelines (Malisan, J. 2010). As for the safety of ship passengers, it must be considered properly, for that usually on a voyage various kinds of safety tools will be prepared so that the crew and passengers can feel safer. In addition, safety equipment is needed to reduce casualties if something undesirable happens at sea, and this has been regulated in the *Safety of Life at Sea* (SOLAS) regulations based on the results of a meeting of a number of countries in 1914.

It should be understood that shipping is *a high regulated sector*. That is, there is a clear arrangement for the role of each related party (*stakeholder*) of the voyage. Many studies have concluded that the majority (almost 80%) of all accidents are caused by "*organizational and management problems*" and what is called "*human error*". Therefore, regulations on shipping safety focus more on regulating the roles of these parties. When viewed at the operational level, Shah, the shipowner and skipper, can be said to be the trident of shipping safety. The three of them each have roles and responsibilities as stipulated in Law number 17 of 2008 concerning Shipping (Shipping Law).

The geographical condition of the Indonesian state which is an archipelagic country, where the government develops shipping as one of the means of transportation that is used asa reliable to improve the unity, unityand economy of the country. At the same time, the frequency of national shipping has increased quite significantly. However, along with its development, the rate of accidents and ship incidents that occur in Indonesian waters has also increased (Supit, Hengky. 2009).

In the last decade, developed countries in the world have succeeded in reducing the number of marine transportation accidents. However, developing countries, including Indonesia, have not succeeded in reducing the number of marine transportation accidents. This is marked by the many incidents of marine transportation accidents in Indonesian waters. As Jinca (2011: 150) has revealed, the number of ship accidents that occur in Indonesia based on data from the Indonesian Shipping Court is quite concerning, and in general the causes of ship accidents are 78.45% (*human* error), 9.67% (technical error), 1.07% (weather), 10.75% (weather and technical error). Efforts to reduce the number of marine transportation accidents that result in safety disturbances with the risk of death, injuries to passengers and damage, loss of goods and material losses to the public need serious attention.

Another fact explains in the news of Jakarta *(BeritaTrans.com).* During 2018, the National Committee for Transportation Safety (KNKT) investigated 25 shipwrecks, three of them international shipping. The data was revealed by Aleik Nurwahyudi who is a KNKT shipping investigator in a press conference regarding KNKT Performance Achievements and Transportation Accident Review in 2019, Thursday (12/19/2019).

During the year, 2019 KNKT recorded 32 deaths and 43 missing victims in accidents of sea transportation modes. Most notably the sinking of the Arim Jaya ship on June 16, 2019, Raas Island, as many as 20 people died and 1 person was missing. In addition, the East Cross freighter in Manado Waters, on June 1, 2019, as many as 1 person died, and 16 people were missing. The disappearance of the Nur Allya ship in the waters of Obi Halmahera Island, on August 21, 2019, as many as 25 crew members were lost. And the Izhar Passenger Ship Fire incident, on Bokori Island on August 16, 2019, as many as 11 people died and one went missing and also the Santika Nusantara ship fire, Java Sea, August 22, 2019. He mentioned that KNKT also mentioned the identification of safety problems in shipping transportation that occurred, namely in traditional ship transportation including accidents involving passenger transport ships, aspects of supervision of traditional ships of passenger transportation, management of passenger transportation through traditional ships is still high risk and the handling of emergency conditions on board is not carried out properly. KNKT proactively continues to monitor through communication and recommendations to stakeholders for supervision and management of transportation in the shipping sector.

Judging from the accident incident quoted from the news Pontianak (5 /12) A Motor Sailing Ship (KLM) Maju Abadi GT. 191 carrying a general cargo of 550 tons on December 5, 2020 at 15.00 WIB has experienced a ship accident in West Kalimantan Waters. The shipwreck allegedly occurred due to the impact of high waves so that the ship sank. Departing from Gresik to Pontianak on November 30, 2020. "news through KSOP Class II Pontianak Guard Officer from PT. Ekasari Bahari Pontianak on Saturday, December 5, 2020 at 14.00 WIB which informed that there had been a disaster in the KLM Maju Abadi

accident at position 2 NM *(Nautical Mile)* south of Bouy outside the shipping channel of the Jungkat estuary of Pontianak port, "TB ship. Sanchai belongs to PT. Pertamina successfully evacuated the seven *KLM* Maju Abadi crews safely." And Polairud in helping to evacuate the disaster of KLM Maju Abadi accident.

Kelaiklautan kapal (*seaworthiness*) in accordance with Law Number 17 of 2008 concerning Shipping article 117 paragraph 2 which includes ship safety, prevention of pollution from ships, ship stewardship, ship loading and loading lines, crew welfare and passenger health, legal status of ships, safety management and prevention of pollution from ships and ship security management. The fulfillment of each ship's seaworthiness requirements as referred to is evidenced by the ship's certificate and letter.

The condition of shipping safety facilities and infrastructure to date does not support the orderly smoothness of sea transportation. The order of service and operation of facilities and infrastructure is still relatively low, as well as many factors that surround it, such as weak awareness from ship owners and companies in implementing effective and implementative safety systems in the field, ship seaworthiness which is more certification-oriented which in fact is not supported by careful inspection, as well as supervision carried out by the government on the implementation (drilling) of the requirements inconsistent shipping safety (Sulfadly, Djabbar, and Muhammad. 2019). This means that the ship is fit to face various risks and events reasonably in sailing.

In ensuring ship safety, in addition to natural elements, human elements have a very large role in carrying out ship safety management functions, there are three groups of human elements that play a role in ship safety management, namely ship entrepreneurs (operators), Nahkoda and ship supervisors. It was these three groups that made the decision whether or not to sail ships (Sulfadly, Djabbar, and Muhammad. 2019). Ship accidents that occur generally indicate the non-observance of shipping conventions both internationally and nationally by shipping companies in the country, especially SOLAS and Law No. 17 of 2008 on shipping (Moni, 2003). The existence of KLM in an effort to improve the safety of cargo and crew members requires safety instruments that should be owned by all ships, especially KLM (Sulfadly, Djabbar, and Muhammad. 2019).

The trend of increasing shipwrecks and fatalities has raised questionsabout the extent of readiness and seriousness of the officers, owners and awa k of ships and the public insupport of the policy of improving the kinerja safety of marine transportation. Therefore, the title of the focus of this study is "Qualitative Study of the Implementation of Shipping Rule Enforcement against the Fulfillment of Marine Transportation Safety Equipment on Motor Sailing Ships (KLM) in Pelabuan Paotere Makassar". This study aims to inventory the enforcement of regulations on the fulfillment of marine transportation safety equipment on ships, especially those of the Motor Sailing Ship (KLM) type at the Port of Paotere Makassar.

The purpose of this study is to find out an overview of a qualitative study of the implementation of the enforcement of shipping rules on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at the Port of Paotere Makassar. This research is also expected to provide benefits in two aspects, namely:

1. Theoretical aspects
   This research is expected to contribute quite important thoughts and as a reference for subsequent researchers who want to study the enforcement of rules for the fulfillment ofmarine transp safety equipment on Motor Sailing Ships (KLM).
2. Practical aspects
   This research is expected to provide input for crew motor sailing ships and the company and syahbandar as a regulator on the importance of enforcing rules on the fulfillment of marine transportation safety equipment on ships as a guarantee when it is declared b aik laut or not baik laut during sailing.

2. METHODS

This research is a qualitative research. The research used is descriptive qualitative research. Descriptive qualitative research is in the form of research with a *case study* method or approach. This research focuses intensively on one particular object that studies it as a case (Sugiyono, 2012). Case study data can be obtained from all parties concerned, in other words in this study collected from various sources.

A good case study should be carried out directly in the actual life of the case under investigation. However, case study data can be obtained not only from the case under study, but also from all parties who know and know the case well. In other words, the data in the case study can be obtained from various sources but is limited in the case to be studied, namely shipping rules and safety of

transportation, especially on Motor Sailing Ships (KLM) at the Port of Paotere Makassar (Sugiyono, 2012).

The research location will be planned at the Port of Paotere Makassar which has the same characteristics to be used as a research sample at that location.

Fora period of time it takes approximately 6 months to see "a qualitative study of the implementation of shipping rule enforcement on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at Paotere Port Makassar. The stages for the research implementation process include: the preparation stage, the instrument *preparation stage (guide interview),* the implementation of the research, the data analysis stage, and research reporting.

Population is the entire object of study (Sugiyono, 2013). In this study, the population are policymakers related to shipping rules, parties who understand the policies of shipping rules and sea transportation safety, as well as implementers of shipping rules and sea transportation, especially users of motor sailing ship (KLM) services and companies at Paotere Port Makassar. This is called a population selection criterion or characteristic. The population approach used is *finit population. Finit Population* is a population whose numbers are known (Sugiyono, 2013).

The sample is a partial or representative of the population thatis traced ti. This study used the *Snowball Sampling technique.* Sugiyono (2013). *Snowball Sampling* is a technique for determining pel samples that are initially small in number, then these samples are told to choose their friends to be used as samples and so on, so that the number of samples is increasing.

Motor Sailing Ship is a type of ship that uses sails and motors (ship engines) as its drive. Safety is a state of security, in a condition that is physically, socially, spiritually, financially, politically, emotionally, work, psychologically, or educationally safe and avoids the harm of these factors. Work safetyis work safety showing in conditions that are safe or safe from suffering, damage or loss in the workplace. The *Safety Of Life At Sea* (SOLAS) Regulations are regulations governing maritime and Shipping safety.

The qualitative research instrument is the researcher himself *(Key Informant*. Research must have the ability to record data in the form of behavior or appearance of data sources, because it must be recorded in writing without including interpretations, opinions and views (Sugiyono, 2013).

Qualitative research instruments are the researchers themselves with the help of other instruments, namely interview guidelines, observations. The researcher as the main instrument because only the researcher can act as a tool exists and is responsive to reality because it is complex. Providing preliminary information, researchers made in-depth observations throughinterviews with research samples, as well as observed research samples that knew about the enforcement of shipping rules on the fulfillment of marine transportation safety equipment on Indonesian-flagged ships (Sugiyono, 2013). Researchers are planners, data collection, analysis, data interpreters, researchers become reporters of the results of their research. The research instrument is intended as a data collection tool(Sugiyono, 2013).

This qualitative research is descriptive, the primary data source is the research that performs the action and the child who receives the action. While secondary in the form of data from interviews, observations, documentation and triangulation (Sugiyono, 2013).

1. Interview

An interview is a conversation with a specific intention. The conversation is carried out by two parties, namely the *interviewer* who asks the question and the *interviewee* who gives the answer to the question (Sugiyono, 2013).

The interview technique in this study is a structured interview, namely the interview is conducted by asking several questions systematically and the questions asked have been compiled or referred to as *guide interviews*. *The Guide Interview* will later be delivered by the interviewer to the research sample in collecting data and information related to the enforcement of shipping rules on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at Paotere Port Makassar (Sugiyono, 2013). The results of the interview will be presented in the form of a description of the *verbatim* analysis of the interview using the *data coding* method.

2. Observation

Observation is carried out by researchers to collect data that is in accordance with the nature of the research because it holds direct observations or called involved observations where the researcher is also an instrument or tool in research so that researchers must look for data themselves by jumping directly or observing and looking directly to several informants who have been determined as data sources (Sugiyono, 2013).

This observation method researchers choose a type of participatory observation is observation that at the same time involves oneself as a person in a particular situation. This is to make it easier for researchers to obtain data or information freelyand freely (Sugiyono, 2013).

3. **Documentation**

The documentation of this research is in the form of a portfolio (photo) taken when carrying out data collection at the research location and pictures related to theoretical studies on the enforcement of shipping rules on the fulfillment of marine transportation safety equipment on Motor Sailing Ships (KLM) at Paotere Port Makassar (Sugiyono, 2013).

Data Validity Techniques

Triangulation in credibility testing is defined as checking data from various sources in various ways and at various times. There are source trigulation, data collection triangulation, and time triangulation (Sugiyono 2013).

1. **Source Triagulation**

Triangulation of sources to assess the credibility of data is carried out by checking data that has been obtained through several sources.

2. **Triagulation Techniques**

Triangulation of techniques to test the credibility of data is carried out by checking the same source data with different techniques. For example, data obtained by interviews, then checked with observation, documentation.

3. **Time Triagulation**

Time also often affects the credibility of the data. The data collected with interview techniques in the morning when the source is still fresh, not many problems will provide more valid data so that it is more credible. Testing the validity of the data can be done by checking with interviews, observations or other techniques in different times/situations. If the test results produce different data, it is carried out repeatedly so thatuntil the data is found (Sugiyono, 2013).

Data Analysis Techniques

Descriptive qualitative research using data analysis, namely:

1. **Induction Theory**

Researchers should focus their attention on the data in the field so that everything about theories related to research is notimportant. Data will be very important, while theory will be built on the findings of data in the field. Data is everything that can solve all research problems.

The researcher's position is really to explore the data, and if the researcher coincidentally has a theoretical understanding of the data to be researched, the process of making the theory must be carried out. Researchers believe that data must first be obtained to reveal the mystery of research and new theories will be studied if all datahas been obtained (Sugiyono, 2013).

2. **Data reduction**

Data analysis in the study took place simultaneously with the data collection process. Among them are through data reduction, data presentation in the form of Coding data techniques (verbatim interviews), and verification. Data coding technique is a short word or phrase that symbolically summarizes, accentuates the message, captures the essence of a portion of data, be it language-based data or visualdata.Coding is the process of examining and testing existing raw data by labeling (labeling) in the form of words, phrases or sentences. There are two stages in this coding step, namely: *Initial coding* or *open coding.* However, the three stages take place simultaneously (Sugiyono, 2013).

The analysis of this data is described as follows:

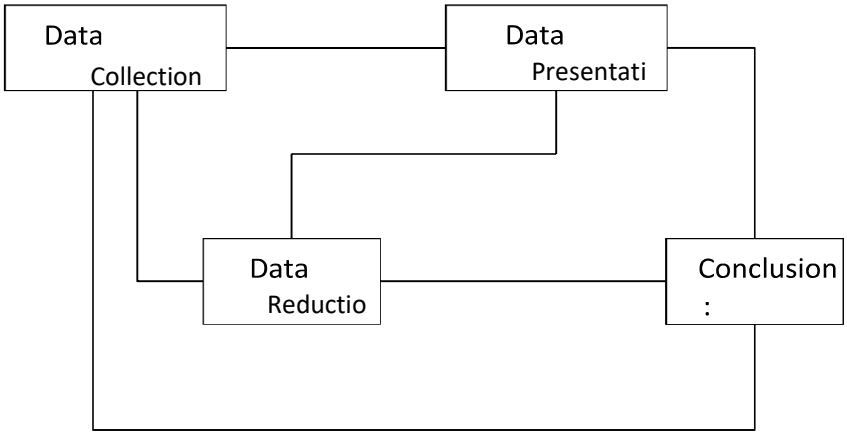

Figure 1. Data Analysis Process

3. RESULTS AND DISCUSSION

A. Research Results

1. Research Settings

Sugiyono, (2013) explained that researchetting in qualitative research is very important and has been highlighted when submitting a research focus. The setting and subject of research is a unity that has been determined since the beginning of the research. The setting of this study shows the community to be studied and at the same time the physical and social conditions as well as the infographic of the superior of the term quality research. In qualitative research, the research setting will show a research location that is directly attached to the research focus that has been set from the beginning. The setting of this research cannot be changed unless the focus of the research is changed.

The subject of research that has been reflected in the focus of the study is determined deliberately. Subject Researchers this being an informant who will give a variety of information required during the research process. These research informants include several kinds, such as: (1) key informants, namely those who know and have various main informants needed in the study, (2) main informants, namely those who are directly involved in the social interactions studied, (3) additional informants, those who can provide information even though they are not directly involved in the social interactions studied.

The research setting is the environment, place or area planned by the investigator to be used as a research object. The setting of naturalistic qualitative research has three dimensions, namely the location imence, the perpetrator's imence, and the activityefficiency.

a) The dimension of place is the area or region where the subject or object of study is to be studied. The dimensions of this place, distinguished into open and closed places. It is said to be an open place, if the area or territory is not marked restricted, in order to be separated from other subjects or objects. These open places include for example: terminals, markets, ports. It is said to be a closed place, if the researcher needs to use certain procedures to be able to access or enter the object of the study.
b) The dimension of the perpetrator is the subject or object that plays a role in determining the success of the information retrieval stage of a research process
c) The dimension of activity is an implication of the existence of phenomena and problems by explaining them in research.

The research setting in this study is also needed to obtain the data, information, and information needed in connection with the research interests that have been carried out at the Paotere Port, Makassar City.

a) The subject of this study is the crew or fishermen of the Motor Sailing Boat in Paotere Port, Makassar City. In addition, the subject of the study was the regulator of the Shipping rules in particular relating to the safety rules on the KLM crew at Paotere Port.
b) Research Location This research was conducted in the Paotere Port Area of Makassar City and at the Main Office of the Makassar Port Authority.
c) Research Time This research was conducted in accordance with the research Task Order (SPT) is July 28-29, 2022.

d) This penelitian activity is to collect data and information to the crew of the Motor Sailing Ship and the Port as the regulator (shipping rule maker). In accordance with the proposed title, namely a qualitative study "implementation of shipping rule enforcement on the fulfillment of marine transportation safety equipment on motor layer ships at Poatere Port, Makassar City". This then becomes a problem of research studies, thus attracting researchers to conduct research. In this activity, researchers seek information and information from sources or informants used in this study regarding problems that exist in the research focus on shipping rules, and marine transportation safety tools on Motor Sailing Ships (KLM).

Discussion

Safety Of Life At Sea (SOLAS) meaning in Indosesian is "Safety of Life at Sea" the regulation governing maritime safety most of all. Thus, to improve the guarantee of safety of life in the sea began in 1914, because at that time it began to be felt that there were more ship accidents that cost many lives everywhere. The *Safety Of Life At Sea (SOLAS)* regulations are the regulations governing maritime safety most importantly.

Thus, to improve the guarantee of safety of life in the sea began in 1914, because at that time it began to be felt that there were more ship accidents that cost many lives everywhere. In the initial stage, it began by focusing on the regulation of navigation completeness, the tightness of ship sealing walls and communication equipment, then expanded on construction and other equipment. Modernization of SOLAS regulations since 1960, replacing the 1918 Convention with *SOLAS* 1960 where since then regulations on design to improve ship safety factors began to be included such as:

1) Ship construction design
2) Machining and electrical installations
3) Fire suppression
4) Safety tools
5) Communication and safety navigation tools.

The explanation put forward by Supit (2009), ship safety is the condition of the ship that meets the requirements of materials, construction, buildings, machinery and electricity, stability, arrangement and equipment and electronic radio of the ship, which is evidenced by a certificate after a test inspection. Ship safety aims to achieve shipping safety thus shipping safety can be defined as a state of meeting safety and security requirements related to transportation in waters and ports.

Ideally, in minimizing the occurrence of accidents, it is necessary to supervise and check the implementation of shipping rules and ship feasibility in accordance with applicable laws as explained by al interviewees with excerpts from the interview as follows:

"yaaa.. so the link about the implementation of Shipping in Indonesia is actually the rules and laws that have been a lot ee.. we as regulators or policy makers of Shipping will of course often carry out the process of socialization, the process of checking the eligibility permits from the ee.. fishing boats are therefore very important to maintain safety as long as they keep doing or o.. operating ee.. in Voyage. Well, ee this regulation certainly has a plus minus in the sense that the plus is of course the standard operational standard of meeting the needs of all fishermen, especially on motor sailing boats to be fulfilled before they sail. The minuses.. of course, yes, we must also consider because it is not always that the rules or the regulators that we make related to the rules of Shipping can run effectively, there are still loopholes that can certainly be exploited by fishermen, especially users of ee motor sailing boat crews to keep sailing, because we are unlikely to cut off their livelihoods because they are hampered from the regulatory aspect, ee therefore in my opinion for the implementation of shipping rules in indonesia is already pretty good yaa including the existence of kaya solas rules or shipping laws yes although indeed in the future we have to think ee to improve more yes.. improve the implementation process. like that... ".

Previously, in the explanation of the concept of a framework related to ship safety, especially Motor Sailing Ships (KLM) aimed to achieve shipping safety, namely the fulfillment of safety and security requirements related to transportation in waters and ports. To ensure safety, regulations and supervision are needed that can regulate the feasibility of Motor Sailing Ship (KLM). It is also necessary to socialize and provide information to the crew of the Motor Sailing Ship (KLM) related to the implementation of shipping rules. Information and data obtained in the field convey that there are still some fishermen or KLM crews who still do not understand the specific shipping rules including the fulfillment of tools safety. Excerpts from interviews with AL sources are as follows:

"Eee..... if in terms of rules, it's good, yes.. In terms of rules, the name is also a fisherman, so sometimes the fisherman does not pay attention to the name of the laws and rules that we make. They at least we have not conveyed persuasively, yes that is what they need but from his side the regulator does have to remind

and convey to fishermen often, especially the crew of motor sailing boats. well we often socialize and call that this has rules, this has standards that you have to abide by but if in terms of them to try themselves I think it's a bit limited, yes.. because it's also time to learn that the name is also fisherman, of course, the portion of time is more to sail or fish, so if from me... In terms of rules, it may need to be improved in the future, although for now the rules and regulations are very good, yes from his side we may do more of the socialization process and the process of approaching persuasively to fishermen to ensure that the entire EE.. The rules and the whole standard for them to sail it can be met well. that's it".

In addition, the results of interviews with other speakers explained that socialization activities are also very necessary in regulating the standards for fulfilling safety equipment in KLM, including in terms of licensing. and document checking and completion of KLM safety equipment.

> "What I know is that there is a standard, when given laik laik it's called there is a standard for fisheries to talk about fisheries, I don't talk about kaisu there after the laik when the laik document is issued the safety standard for the number of crew members above that is this amount according to the number of continue to check the physical ee the ship was just now potre what will be checked but later when the document is issued it has been said to be laikkayarlah the term version sabandar fishery aa the document is also included with that just like the screen came out also there is a purpose there is a document introduction, if you can take the softfile there is a document there is a standard of compiling a document like the screen there is a document there".

An explanation of the fulfillment of permits and the completeness of documents in the fulfillment of shipping rules is also very important. One part of the question presented by the interviewer to the KLM (N) crew interviewed explained that

Stsd That's just me, if the one on the fish boat is not too much if I if the certificate is the most seaman's book, parpor Yes the seaman's book in the office sabandar Kalu sekarng nda bisami if in the past the regulations were not too many regulations that are important there is the same pst especially If you can do it in the past the regulations are not too many regulations".

In general, the application of shipping rules in the fulfillment of safety equipment there are still several things that need to be evaluated so that their implementation can run well. The Sailing Rules that have been implemented now still have some shortcomings so that there are still some cases of accidents that occur on Motor Sailing Ships. In addition, the lack of awareness from the KLM crew can also be the cause of the shipwreck. Less than optimal in conducting ship checks and the ease of providing ship licensing documents that should not be met with feasibility. The interview results also explained that in the application of shipping rules, it always considers the principle of the needs and sustainability of fishermen's livelihoods.

"That is what I said just now, so... if we want to implement according to the rules and laws yes maybe only some of them can sail, but we always prioritize and always consider ee the principle of need well here if in terms of licensing yes almost ee some of it is not feasible but yes anyway because it is their main livelihood yes of course we consider yes as long as they can indeed believe, at least yes at least for ee to equip or fulfill the safety tool yes we give permission to sail aa.. Apart from that, of course, we have also checked the feasibility of the ship, ee then in terms of equipment and tools for example ee buoy tools ee then how the engine is, that we have all checked and we make sure at least it is safe when they will sail. so for now, yes, so for now the implementation is pretty good, yes indeed in the future we must indeed from the regulator will often do ee socialization yaa.. socialisation to ensure that the Rules of the Voyage continue to work properly".

Based on the results of the verification of all data and interview results, it was found that the number of accidents that occurred in Indonesian waters today is inseparable from the lack of awareness of the importance of safety aspects. Safety *culture* has not been fully understood and implemented by fishermen, regulators, shipping service users, transportation sector workers and the communityof service users in general. Society also doesn't seem to care about the safety of itself or others. Under such conditions, the application of safety is not only limited to improving technical conditions, facilities or regulations but should also be accompanied by continuous guidance and enforcement of safety norms and standards.

4. CONCLUSION

By focus research about picture Study Qualitative implementation Enforcement rule Cruise towards Fulfillment tool salvation transportation sea at Ship Sail Motor (KLM) at the Port Paotere Makassar from result verification entire data and result interview already walk with good. Even though deep process Implementation still necessary Evaluation and Improvement. For example Fulfillment standard tool

salvation on KLM, document Licensing KLM to Feasibility sail, Checking KLM, and Socialization towards fisherman or Crew KLM about rule Cruise. Besides that party Regulator must Ensure that standard procedure from Application Dar rule Cruise walk with good. Necessity Activities Socialization to fisherman and Crew KLM agar more understand rule Cruise so that accident on KLM can Minimised. Other data that Found that Many accident that happen in the region Waters Indonesian moment.ini not detached from lack of awareness will Important Aspects salvation. Culture salvation *(safety culture)* not yet Fully Understood and Run good by fisherman, Maker Regulator user service Cruise, worker sector transportation And communityKat user service at generally. Community Seems also not yet care towards salvation Himself And others. Deep condition such, Application salvation not only solely limited at Increased condition technical, means or regulation but also Should Accompanied with Coaching and Enforcement norm and standard salvation in a continuously.

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