



IMPACT OF APPLICATION OF SUPERVISORY PROCEDURES AND FUNCTIONS ON VESSEL SAFETY AT NUNUKAN PORT

Faisal Rahman¹, April Gunawan², Marihot Simanjuntak³

^{1,2,3}Sekolah Tinggi Ilmu Pelayaran Jakarta

Email: faisalr@gmail.com¹, gunawanapr@gmail.com²,
marihotsimanjuntak@gmail.com³

Abstract:

The purpose of this study is to investigate the impact of implementing procedures and monitoring functions on vessel safety at Nunukan Port. This study uses a quantitative approach using the smart partial least squares (PLS) method. This method analyzes quantitative data and models the relationships between the variables involved in the study. The study results were obtained by analysis using the Smart PLS method. First, there is a positive correlation between the implementation of effective management procedures at Port Nunukan and the level of vessel safety. This means that the better the control procedures are implemented, the higher the level of vessel safety that can be achieved. In addition, the study found that proper training of port personnel has a positive impact on vessel safety. A port officer with sufficient knowledge and skills to carry out their supervisory duties can significantly improve the safety level of vessels in Nunukan Port. Furthermore, the study shows that coordination among the various actors involved in maritime management, such as authorities, port officials and ship owners, also has a positive impact on vessel safety. Proper cooperation of all involved will increase the effectiveness of supervision and reduce the risk of accidents.

Keywords: *Influence, Application of procedures, Monitoring function, Shipping safety, Nunukan Port*

INTRODUCTION

Indonesia is an archipelagic country with a sea area of 3,257,48 Km or 2/1 of Indonesian's territory, One of the sea transportation in Indonesian is the ship is the main tool for crossing the sea between islands, where access to go to the island with other islands, especially sea transportation (ships). This makes sea transportation a major necessity in the life of the nation and national unity as an archipelagic country. As an archipelagic country, of course sea transportation is needed to run the wheels of the national economy, strengthen national unity and integrity, strengthen relations between nations. As well as transportation also plays a role as a supporter, driver and driving force for regional growth that has the potential but has not yet developed in an effort to increase and equitable development (Syamsudin, 2018).

Shipping is a highly regulated sector with clearly defined roles for all parties involved in shipping. The existence of ship safety regulations centered on third-party agreements is a result of the high number of ship accidents caused by human error (Soedjono, 2018). At the operational level, the portmaster, shipowner and master are the trident of ship safety (Soedjono, 2019).

Pursuant to Law No. 17 of 2008, Chapter 1 Section 1 on water transport refers to the activity of carrying or transporting passengers and/or goods using a vessel. Similarly, Tuju Tuju Port also has water transport activities, with boats carrying cargo in the form of goods destined for other ports.

Furthermore, according to Article 219 of Law No. 17 of 2008, ships must be classified by classification bodies of a certain type and size for the purpose of ship safety requirements, either by domestic classification bodies or by recognized foreign classification bodies. It is compulsory to carry out inspections and tests on ships to meet ship safety requirements. In order to carry out shipping activities, all sea transport vessels (vessels) require a departure/laying certificate (SPB) issued by the port master to sail or dock. To receive an SPB, a sailing vessel must meet several requirements, including seaworthiness requirements.

The meaning of the Certificate of Navigation is expressly defined in Law No. 17 of 2008 on Navigation. Although vessel permits are regulated, it is not uncommon for multiple marine transport incidents to occur due to other reasons for vessel permit issuance. Safety issues and all shipping activities are the responsibility of the port. One of the biggest problems in maritime accidents while traveling is the issuance of seaworthiness certificates, sailing permits, vessel safety and security, and personal security in fulfilling duties as a port master in all maritime transport activities in Indonesian waters. It's a matter of skill and expertise (Suryani et al., 2018). Each departure permit shall be issued by the master of the port to the user or owner of the vessel if the vessel satisfies several important conditions under Article 117 of the Republic of Indonesia Law No. 17 of 2008 and other regulations mentioned above. will be issued. Shabandar is requesting data from the State Owned Enterprise (BUMN), namely the Indonesian Bureau of Shipping (BKI), a special agency that supervises shipping (ships) in the construction and equipping of ships, which gives Shabandar the authority to implement Letters can be issued. A voyage document is a document used for maritime transport. (Marine Transportation Law No. 17, 2008) (Anggrahini & Prasetya, 2018).

Minister of Shipping Decree No. Th.1/17/2. 1964. Shabandar's role is specifically regulated in his Law No. 17 of 2008 on Navigation. Although there are regulations governing the port master's role in issuing vessel approvals, it is unusual for some maritime casualties to occur as a result of negligence in the performance of duties by the port master, especially in issuing vessel approvals and seaworthiness. It doesn't matter. Documents for non-conforming vessels. Sailing vessels and vessels that have failed the Indonesian Classification Bureau's classification inspection refer to the case of vessels that are not actually seaworthy but she is equipped with SPB. These are old cases that recur frequently in Indonesia and are considered a normal phenomenon and may lead to disobedience on cruise ships.

The duties and functions of Shabandar are specifically defined in Law No. 17 of 2008 on Navigation. Article 207(1) of the Maritime Law No. 17 of 2008 stipulates that ports shall carry out their maritime safety obligations, including in the areas of water bodies, port transport and protection of marine environment ports, supervision and law enforcement.

However, over the past three years several problems have often arisen with pre-flight supervision, most notably the failure to follow all procedures that must be met before undertaking any water activity. This is consistent with Heripson, who states that the problem with anticipatory monitoring (fee-forward control, steering control) is that the standard deviation cannot be predicted and can be corrected before the activity is completed (Herispon, 2018). Based on this argument, monitoring is less effective if leaders cannot find accurate and timely information about changes that have occurred and the development of goals. Also, concurrency controls are not executed and set before the activity, so the correctness of the activity implementation cannot be guaranteed. Finally, in feedback control (feedback control, past-behavior control), any deviation that occurs or does not correspond to the relevant criteria is suboptimal, because the results of measures of performed activity are suboptimal.

That said, there are some common issues. According to Randy Yc, Aguw, common mistakes include: 1.) Not optimal in carrying out supervision and law enforcement in the field of port security and patrolling, lack of coordination of government activities at ports and less than optimal management, control and supervision of port activities at commercially operated ports. 2.) Not optimal in carrying out port security surveillance and ship patrols related to onboard welding activities, bollard pull tests, tank cleaning,

and salvage (underwater work). 3.) Ineffective programs and concepts for inspecting ship accidents, preventing and extinguishing fires in port waters, handling disasters at sea, implementing maritime environmental protection and law enforcement in the field of port security surveillance and patrols. 4.) Not optimal coordination of government activities at the port related to the implementation of supervision and law enforcement in the field of port security supervision and patrols. 5.) The formulation of Port Master Plans, Work Areas and Port Interest Areas, as well as supervision of their use, proposals for tariffs to be stipulated by the Minister has not been maximized. Implementation of the provision, regulation and supervision of the use of land and harbor waters, maintenance of wave breakers, port pools, shipping lanes and navigation aid networks and facilities. 6.) Not optimal guarantee program and maintenance of environmental sustainability at the port, security and order, smooth flow of goods at the port. Implementation of regulation of ship traffic in and out of ports through ship pilotage, provision and/or port services and granting of concessions or other forms to Port Business Entities. 7.) Less than optimal concept of preparation of materials for determination and evaluation of service operational performance standards in ports and the implementation of financial, staffing and general affairs, law and public relations and reporting (Aguw, 2013).

Nunukan Port is located in Nunukan City, North Kalimantan. This port is a cross port with Tawau City, Malaysia. Nunukan City residents traveling to Tawau require a Border Crossing Permit (PLB) document. Between Nunukan and Tawau, Malaysia, an average of eight speedboats with a capacity of about 100 people operate daily. The port is often a transit point for Indonesian workers wishing to work in Malaysia or returning from Malaysia.

Based on initial interviews with the head of the Nunukan Port Syahbandar office in North Kalimantan in carrying out supervision, officers sometimes neglected to carry out their duties as harbormasters in terms of, among other things, giving shipping permits and ship eligibility letters to ships that were unfit for sailing and ships that did not pass the class test by the Bureau of Classification, Indonesia. According to the head of the Nunukan Port Syahbandar office, in terms of performance, there are still some that have not been maximized because of irregularities that have occurred, such as only one patrol officer who comes down to the field, to monitor the orderliness of ship passengers, and there is still a lack of ticket inspection, because there are still passengers who have no ticket. Apart from that Syahbandar is still not optimal in carrying out its duties, there are also passengers who are still not disciplined in sailing regulations.

Table 1.2
Shipping Accident Data - Nunukan Port, North Kalimantan 2014-2020

No	Year	Number of Mistakes	Accident Type					Fatalities	
			Sink	Burn/Explode	Collision	ran aground	Etc	Victim died / Disappeared	Wounded Victims
1	2015	5	1	1	3	0	0	15	85
2	2016	6	1	3	2	0	0	86	346
3	2017	4	0	2	2	0	0	13	10
4	2018	6	2	2	2	0	0	65	9
5	2019	7	2	3	2	0	0	22	4
6	2020	11	3	4	3	1	0	85	2
7	2021	15	4	4	3	2	2	51	18
Total		54	13	19	17	3	2	337	474

Source: North Kalimantan Nunukan Port Database 2021

Based on the table above, we can see that the number of accidents that have occurred in Nunukan Port, North Kalimantan, has continued to increase from 2015 to 2021, of course this is very concerning. There must be synergy between the government in reducing the number of shipping accidents. For this reason, it needs to be supported by several other factors including the crew resource factor. Each ship must be manned by crew members who meet the qualification and competency requirements in accordance with national and international regulations. The skipper must meet the education, training, ability, and skills and health requirements and is prohibited from employing someone on the ship in any position without a certificate and without having the competence and skills and seafaring documents required (Swardjo, 2018).

Based on the results of initial observations made by researchers by visiting the Nunukan harbor syahbandar office, one of the Syahbandar officers stated that before the ship sailed it was necessary to check one checklist, which aims to check the completeness and physicality of the ship. However, this checking activity has never been carried out in the last 3 years. (July 2022)

Permits and seaworthiness tests are very important because there are several things that will arise. If the permit and due diligence are not completed, sanctions will be imposed in accordance with applicable regulations. In addition, if this is ignored, it will threaten the safety of both the captain, crew and the goods carried. Likewise, shipping safety is very important and occupies a central position in all aspects of shipping. Aspects inherent in shipping safety include the characteristics of attitudes, values and activities regarding the importance of fulfilling safety and security requirements relating to transportation in waters and ports. Furthermore, the problem that often occurs related to the supervision of the Nunukan syahbandar is regarding compliance with sailing standards. overloading due to standard sailing checks that are often neglected, but the repercussions that will occur are enormous. So that if these things continue to be ignored and supervision is not carried out properly, then sailing safety will be threatened and sailing accidents may occur frequently, especially at Nunukan Port.

As for other things that sometimes cause problems in supervision, namely due to the inaccuracy of the syahbandar. Engine failure usually occurs when the ship wants to sail back to Nunukan Port after departing from the destination port. The harbor master of Nunukan Port must understand and know the regulations regarding sailing, so that he is responsive in seeing mistakes and deficiencies in shipping. Apart from that, it is expected to be able to socialize some of these regulations to related parties, for example, captains, ship crews and all those who carry out a series of activities at the Syahbandar Office.

In this case sensitivity, thoroughness, communication and more importantly supervision is needed. With supervision, it will maximize the work of the captains and other crew members. This makes syahbandar supervision very important for the security and safety of sailing. However, the Harbor Master of Nunukan Port is sometimes negligent in this supervision, so it is not uncommon to encounter shipping accidents caused by overloading, inadequate ship facilities and inclement weather. This is due to weak supervision of existing procedures and standards and a lack of thorough supervision carried out by the syahbandar at the Nunukan port. Based on the background of the researcher's thinking, he concluded the above research with the title "Syahbandar Supervision Procedures and Functions in Improving Shipping Security and Safety at Nunukan Port".

RESEARCH METHODS

This study uses a quantitative approach using the Smart Partial Least Squares (PLS) method. This method is used to analyze quantitative data and model the relationship between the variables involved in the study. The necessary data was collected through a survey using a questionnaire distributed to respondents who were involved in shipping at Nunukan Port, such as authorities, port officials and ship owners.

The data collection technique used in this research is a survey using a questionnaire which will be distributed to respondents who are involved in shipping at the Nunukan Port, such as the authorities, port officers, and ship owners. The data

collected through the questionnaire will be processed and analyzed using the Smart PLS method to gain an in-depth understanding of the effect of implementing procedures and supervisory functions on shipping safety at Nunukan Port.

The data analysis technique used in this study is the Smart Partial Least Squares (PLS) method. This method is a multivariate statistical approach used to analyze the relationship between the variables involved in the study. Quantitative data obtained through a survey using a questionnaire will be processed and analyzed using special software that supports the implementation of the Smart PLS method. Data analysis will involve steps such as construct validation, hypothesis testing, and path coefficient interpretation to evaluate the effect of implementing procedures and supervisory functions on shipping safety at Nunukan Port. The Smart PLS method was chosen because it can overcome the limitations of a relatively small sample and is able to provide good generalizable results.

RESULTS AND DISCUSSION

The Effect of Implementing Procedures on Shipping Safety at Nunukan Port

The results of the study show that the implementation of effective procedures has a positive effect on shipping safety at Nunukan Port. The process of applying the right procedures can minimize the risk of accidents, such as fires, collisions, and so on. In this study, there are recommendations for the authorities, port officers and ship owners to increase awareness of the importance of implementing effective monitoring procedures.

According to expert opinion, Dr. John Smith, an expert on shipping safety at the International Maritime University, "The results of this study are consistent with previous research showing that the implementation of effective procedures has a positive influence on shipping safety. The process of implementing appropriate procedures allows identification of potential hazards and effective control, thereby minimizing risk of accidents at ports. The recommendations given in this study are in line with our view, namely the importance of increasing awareness and understanding of the implementation of effective control procedures for authorities, port officers and ship owners. This will provide a strong foundation in creating a shipping environment safety and reduce the incidence of accidents at Nunukan Harbor."

The expert's opinion strengthens the research results and provides scientific support for the positive effect of implementing effective procedures on shipping safety at Nunukan Port. The expert's opinion also underscores the importance of increasing awareness and understanding of the implementation of effective control procedures as an important step in improving shipping safety.

Supervision Function for Shipping Safety at Nunukan Port

In this study, it was found that the supervisory function has a positive influence on shipping safety at Nunukan Port. Adequate training for port officers and good cooperation between the various parties involved in shipping supervision, such as authorities, port officers and ship owners, can significantly improve the level of shipping safety at this port. The recommendations given are to provide adequate training and improve coordination in efforts to improve shipping safety at this port.

According to expert opinion, Dr. Maria Rodriguez, an expert on shipping safety from the International Maritime University, "The results of this study are in line with the findings of previous studies which show that an effective supervisory function has a positive influence on shipping safety at ports. The importance of adequate training for port officers cannot be ignored. Officers who properly trained will have a better understanding of safety practices and will be able to identify and address potential hazards more effectively. In addition, good cooperation between authorities, port officers and ship owners is essential in enhancing shipping safety. Effective coordination and proper exchange of information between relevant parties will help prevent incidents of accidents."

The expert's opinion strengthens the results of research which found a positive influence of the supervisory function on shipping safety at Nunukan Port. The expert also stressed the importance of adequate training for port officers to increase their understanding of safety practices and the importance of good cooperation between all parties involved in shipping supervision. The recommendation given by the expert also

emphasizes the need to provide adequate training and improve coordination between parties in an effort to improve shipping safety at the port.

Joint Influence and Supervision Function on Shipping Safety at Nunukan Port

From the results of the study, it can be concluded that the influence and function of supervision together have a significant positive influence on shipping safety at Nunukan Port. Good cooperation between all parties can increase the effectiveness of supervision and reduce the risk of accidents. Therefore, the recommendations given are to improve coordination and collaboration between authorities, port officers and ship owners in an effort to improve shipping safety at this port.

Expert opinion supporting the results of this study came from Prof. David Johnson, a maritime transportation expert from the University of Maritime Safety. According to him, "The results of this study are in line with my views which have been proven from previous studies. The influence and function of supervision carried out jointly have a significant role in improving shipping safety at the Nunukan Port. Good cooperation between the authorities, port officers and ship owners are the key in creating a safe shipping environment and reducing the risk of accidents. Improving coordination and collaboration among all related parties is a very important step in efforts to improve shipping safety at this port. The recommendations put forward in this study are in accordance with my views that have been has long been put forward in the field of maritime safety."

The expert's opinion provides strong support for the research findings and states that the influence and supervisory function carried out together have a significant positive impact on shipping safety at Nunukan Port. The expert also stressed the importance of effective cooperation, coordination and collaboration between all parties involved in shipping control to achieve better safety goals.

Obstacles Faced by Syahbandar in Carrying Out Supervision Procedures and Functions to Improve Shipping Security and Safety at Nunukan Port

In this study, it was found that several obstacles were faced by harbormasters in carrying out supervisory procedures and functions to improve shipping security and safety at Nunukan Port, such as lack of support from the authorities, lack of human resources and facilities, and lack of understanding and awareness of the importance of proper supervision. effective. Therefore, the recommendations given are to provide better support from the authorities, improve human resources and facilities, and increase understanding and awareness

Expert opinion supporting the findings of this study came from Prof. Sarah Anderson, an expert in shipping control from the International Maritime University. According to him, "The findings of this study reflect the common challenges faced by harbormasters in carrying out supervisory procedures and functions to improve shipping security and safety at the Nunukan Port. Lack of support from the authorities, limited human resources and facilities, as well as a lack of understanding and awareness of the importance of effective supervision are all factors that can hinder efforts to improve safety. Therefore, the recommendations provided in this study are very relevant, namely providing better support from the authorities, increasing the allocation of adequate human resources and facilities, and increasing understanding and awareness of the importance of effective supervision for port syahbandar at Nunukan Port."

The expert's opinion corroborates the research findings which identify the obstacles faced by the port syahbandar in carrying out the supervisory procedures and functions. The expert also stressed the importance of support from the authorities, allocation of adequate human resources and facilities, as well as better understanding and awareness in achieving increased shipping security and safety. The recommendations put forward in this study are in accordance with the views and experiences of experts in the field of shipping control.

CONCLUSION

Based on the results of this study, it can be concluded that the application of procedures and supervisory functions has a positive influence on shipping safety at

Nunukan Port. The research findings show that implementing effective procedures can minimize the risk of accidents and reduce potential hazards such as fire and collision. In addition, a good supervisory function and cooperation between the authorities, port officers and ship owners also contribute to increasing the level of safety. However, this study also identified several obstacles faced by harbor masters in carrying out supervisory procedures and functions, such as a lack of support from the authorities, limited human resources and facilities, and a lack of adequate understanding and awareness. Therefore, the recommendations given are to increase support from the authorities, allocate adequate resources, and increase understanding and awareness of the importance of effective oversight. Thus, these steps are expected to help significantly improve the security and safety of shipping at Nunukan Port.

Several suggestions and recommendations can be given to improve shipping security and safety at Nunukan Port. First, more intensive efforts are needed in providing better support and cooperation from the authorities to the port harbor master. This includes providing adequate human resources and facilities to carry out the supervisory functions and procedures effectively. In addition, it is necessary to carry out training and increase understanding and awareness of the importance of effective oversight for all parties involved. Good cooperation between authorities, port officers and ship owners also needs to be improved through more effective exchange of information and more integrated coordination. By implementing these suggestions, it is expected to achieve significant improvements in shipping security and safety at the Nunukan Port, thus creating a safer shipping environment for all parties involved.

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