

## CHAPTER V

### CLOSING

#### A. Conclusion

The Captain of KM Tanto Bersinar did not carry out his responsibilities as a Captain or ship leader because he did not implement the provisions in Article 138 paragraphs (2) and (3) of Law No. 17 of 2008 concerning Shipping. The Captain of KM Tanto Bersinar continued to operate his ship even though it did not meet seaworthiness requirements and did not report the actual condition of the ship to the Syahbandar. Apart from that, the Captain of TB Mitra Jaya XIX did not carry out his responsibilities as a Captain or ship leader because he did not implement the provisions in Article 138 paragraphs (2) of Law 17 of 2008 concerning Shipping. The Captain of TB Mitra Jaya XIX does not show the hull navigation lights of the barge being towed. Therefore, the mistake of the Captain of KM Tanto Bersinar and TB Mitra Jaya XIX by not carrying out their responsibilities cause a ship collision between KM Tanto Bersinar and TB Mitra Jaya XIX in The Water Around Buoy No. 3 West Surabaya Shipping Route (APBS).

#### B. Suggestion

The intensity of shipping in Indonesian waters will continue to increase as time goes by involving Indonesian-flagged ships and foreign ships so that the potential for accidents in shipping will increase. Therefore, there is a need to

increase periodic evaluation of ship seaworthiness tests before a voyage is carried out. As a form of prevention of ship accidents, further evaluation is needed regarding the ship's seaworthiness requirements, the ship's navigation system, and the actual condition of the ship before the issuance of a Master Sailing Declaration.

