

OVERVIEW OF LIFE SAFETY OF FISHING FISHERMEN IN CILINCING NORTH JAKARTA

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ABSTRACT

Working on a fishing vessel is work that is classified as dangerous and is prone to causing work accidents. The causes of accidents on fishing vessels are low crew awareness regarding work safety in shipping and fishing activities, low mastery of navigation and fishing safety competencies, ships are not equipped with safety equipment as they should be. Bad weather such as big waves and lack of knowledge and skills in using work safety equipment. The Data collection was carried out by direct observation and interviews with fishermen in Cilincing. This research aims to find out the picture of the mental safety of Cilincing fishermen when going to sea. The results of this research show that the types of accidents frequently experienced by Cilincing fishermen are slips, bumps, falls into the sea, leaking boats, engine propellers caught in rubbish, sinking boats and ship collisions. The causes of work accidents experienced by Cilincing fishermen are a lack of skills in avoiding safety, incomplete safety equipment, inadequate vessels and a lack of navigational aids. The level of knowledge of Cilincing fishing fishermen about life safety is quite good because they often receive safety training and life safety equipment at sea. There are some fishermen who rely on traditional knowledge about sea safety based on experience passed down from their ancestors and combining knowledge. The knowledge gained through government outreach.

Keywords: fishermen, life safety, knowledge

INTRODUCTION

The issue of ship and fisherman safety is a matter of global concern (Putra et al., 2017). There are many international policies regarding safety at sea. The IMO states that human error causes 80% of accidents, and most of these errors can be attributed to management errors that cause pre-conditions for accidents (Purwangka et al., 2013). The three components of successful operations are fishing vessels, fishing equipment, and fishermen (Soeboer et al., 2018). Starting from calm waters to wavy waters, the potential for accidents is very large, including sinking ships, ship collisions, ships capsizing. Human error, natural factors and technical factors are the causes of these accidents (Putra et al., 2017).

Working as a fisherman is work that is prone to accidents during fishing activities (Amrulloh et al., 2022). This accident can be caused by many factors, one of which is humans themselves who are not careful (human error). Fishing vessel crew accidents can be caused by five factors (Hendrawan, 2017), namely low crew awareness regarding work safety in shipping and fishing activities, low mastery of navigation and fishing safety competencies, ships not being equipped with safety equipment as they should be, human error and ship safety equipment, bad weather such as waves large and suffer from serious illnesses during shipping (Mansi et al., 2019).

The risks faced by fishermen when fishing in the sea include loss or damage to fishing facilities and work accidents or loss of life for fishermen (Rani, 2016). We pay attention to the condition of fishermen because the existence of fishermen is a source of community needs.

Based on the background explained above, researchers are interested in examining the mental safety of Cilincing fishermen. The aim of this research is to find out what the mental safety of Cilincing fishermen is like when going to sea.

Working on a fishing boat is a job that is classified as dangerous compared to other jobs, so the profession of a fishing boat sailor has a "3D" nature, namely dangerous, dirty and difficult (Amin et al., 2018). With these three characteristics of work, plus the factor of ship size, which is dominated by relatively small ships, sailing in high wave waters with uncertain weather conditions can increase the accident rate of fishing vessels. Factors that influence the safety of fishing vessels include human factors (skipper and crew), mechanical (vessel and safety equipment), and environmental (weather and fisheries resource management schemes) (Ramadhani et al., 2023). If one component of human factors, machines, or environmental factors does not function properly, accidents or deaths will arise (Haryadi & Kundori, 2022).

IMO (International Maritime Organization) says that human error accounts for 43.06% of fishing vessel accidents, natural factors 33.57%, and technical factors 23.35% (Malisan, 2013). Some factors that cause fishing vessel accidents include lack of crew awareness about work safety and fishing activities, lack of knowledge about shipping and fishing safety (Hassan & Mohamed, 2023), lack of necessary safety equipment, inadequate weather, such as large waves, and serious illness during the journey (Imron et al., 2017). Therefore, fishing vessel crews must prioritize their knowledge and skills regarding work safety, as well as safety equipment, vessel suitability, and navigation and safety system (Mukesh Krishnan et al., 2019). Knowledge and skills about work safety can help reduce the risk of early accidents and accidents that have already occurred, creating pre-conditions for accidents.

Fishermen are human workers who are very important for fishing (Indara et al., 2017). Fishermen are people who live their daily lives at sea. In Indonesia, the majority of small fishing vessels operate and distribution activity system for fishermen's catches (Artanti et al., 2022). Fishermen are individuals or groups of individuals who carry out their life activities at sea in the hope of being able to support their families with marine products. They generally live on the coast, in a residential area close to the location of their activities. Fishermen's livelihood is everything related to fisheries, in the form of the process of providing fish houses, fishing equipment, the fishing process, sales, and so on.

The development of human resources, in this case fishermen, in the form of training is expected to be able to prevent or minimize the occurrence of fishing accidents. Availability of safety equipment on fishing vessels and at fishing ports. Apart from training and certification for fishermen, it is necessary to ensure the completeness of safety equipment on every fishing vessel that will go to sea (Bulotio et al., 2023). The safety equipment that fishing boats should have are life jackets, life buoys and visual signal devices such as buoyant smoke signals which are used during the day and at night you can use a torch, a hand (Red hand flare) or parachute torch (parachute signal).

International standards relating to fishermen's safety are Standards of Training, Certification and Watch keeping for Fishing Vessel Personnel (STCW-F) 1995 (Adam, 2017; Zoolfakar et al., 2018), and Documents regarding Training and Certification Guidelines for Fishing Vessel Crew/ Document for Guidance on Training and Certification of Fishing Vessel Personnel FAO/ILO/IMO 2001 (FAO, 2007; Hasibuan et al., 2020).

Three success factors in fishing boat operations, fishing equipment, and fishermen. Starting from calm waters to rough waters, sinking ships, ship collisions, and capsizing ships are examples of accidents that are very likely to occur. These accident factors include human error, natural factors, and technical factors (Udolisa et al., 2012).

METHOD

This research is descriptive research, primary data was collected using direct observation and interviews with respondents conducted in the period July – December 2022. The research location was carried out in the Cilincing Fisherman's Village. The sample in this study was 15 respondents taken purposively, namely Cilincing fishermen who did not go to sea at the time the research took place. There are two types of data collected, namely primary data and secondary data. Primary data was obtained by means of in-depth interviews via questionnaires. Meanwhile, secondary data was obtained by searching related documents obtained from the internet and libraries from various book sources.

RESULT AND DISCUSSION

Cilincing fishermen are members of the Sumber Mandiri Fishermen's Cooperative, founded in 2016, where the members consist of 120 people. The Sumber Mandiri Fishermen's Cooperative is consumptive in nature, the aim of the cooperative is to distribute programs from the Ministry of Maritime Affairs and Transportation Services, to process licensing documents for fishing vessels such as SIUP, TDP, Fishing Vessel Pass, and to accommodate the aspirations of Cilincing fishermen who are members. the cooperative. Cilincing fishermen often receive routine training, especially about safety, from the Ministry of Marine Affairs and Fisheries, SAR, BMKG and Water Polo.

From the results of observations and interviews obtained from Cilincing fishermen, it can be seen that there is still minimal awareness among Cilincing fishermen about the existence of safety equipment, especially life jackets and life jackets. The list of ship safety equipment that must be on board and carried when sailing as determined by the Transportation Service is on small ships measuring < 24 m or fishing boats GT 7 and below, including: Life jacket / life jacket, Life buoy / life buoy, Ship tie-down rope, Compass, Rowing, Nautical map, FM Radio / VHF Radio, Fire extinguisher / fire extinguisher, GPS (Global Positioning System), Reserve fuel, Engine spare parts, Sand, Water pump, and Flashlight or emergency light.

Based on the reality in the field, it is very different from the safety equipment rules that have been determined, this is due to: 1. The low level of education and skills of fishermen results in low awareness of the importance of safety equipment on fishing boats; 2. The price of safety equipment is relatively expensive, so not all fishermen can afford it, especially for life buoys and compasses; 3. The priority needs of each safety equipment differ according to fishermen, so not all safety equipment is necessary. There is low awareness regarding the importance of safety equipment for working and sailing so that most fishing vessels, their safety equipment does not comply with National regulations which refer to the International SOLAS (Safety Of Life At Sea) regulations, until now the safety equipment used by fishermen there has been no endurance test to determine its durability.

The lack of equipment and thought regarding existing safety equipment and not complying with National standards for vessels measuring < 24 m in length or on fishing vessels GT 7 and below in Indonesia will automatically affect the safety risks of fishermen who are carrying out fishing operations on these vessels when an accident occurs. The ship at sea such as when the ship capsizes, sinks, is carried away by currents, runs aground, crashes, fires and work accidents.

The types of accidents often experienced by Cilincing fishermen are slips, bumps, splashes in the sea, ship leaks, engine propellers caught in rubbish, ships sinking and ship collisions. The causes of work accidents experienced by Cilincing fishermen are lack of skills in avoiding safety, incomplete safety equipment, lack of knowledge about shipping safety, inadequate vessels and lack of navigation aids.

The level of knowledge of Cilincing fishermen regarding life safety is quite good because they often receive safety training and life safety equipment at sea. The level of knowledge of fishermen is influenced by experience and can increase a person's knowledge about something that is informational. With culture, someone with a good level of knowledge can meet their needs with the attitudes and beliefs they have.

Some fishermen in Cilincing do not understand life safety at sea and existing procedures and only rely on minimal knowledge regarding safety. There are several fishermen who rely on traditional knowledge about fishing safety based on experience passed down from generation to generation from their ancestors and combining knowledge obtained through government outreach. Fishermen usually only look for signs from nature before going to the sea and do not bring the safety equipment they should carry it.

According to the fisherman, if an accident occurs that causes the boat to capsize or sink, the fisherman can hold on to their boat and rely on jerry cans as an alternative buoy. This is based on the experience of fishermen when they have an accident and don't bring a life jacket, so the jerry can is an alternative so they don't drown. Moreover, the jerry can has a cover so it doesn't sink and can help fishermen to stay afloat. Apart from jerry cans, cork can also be another choice for fishermen to avoid drowning because of the nature of cork which can also float in the sea.

Knowledge of weather conditions before going to sea is also very important for fishermen. Because weather is a natural condition that is difficult to predict. Therefore, looking at natural signs and celestial bodies is something that is highly recommended for fishermen before going to sea to ensure the safety of their lives.

Fishermen in the Cilincing fishing village stated that they need to know the weather conditions before going to sea by looking at the sky, clouds and sea waves that occur on the beach. If the sky is cloudy, thick black clouds, especially accompanied by lightning, and the sea waves on the coast are very high, then it is very likely that the weather will be heavy rain accompanied by strong winds and big waves, and in these bad weather conditions fishermen will decide not to go to the sea.

Based on the research results obtained, the researchers provide several suggestions and recommendations, namely increasing fishermen's knowledge regarding life safety through regular counseling and intensive assistance, encouraging fishermen to prioritize safety when at sea by using safety equipment according to recommendations and instructions for use, and encouraging the government to prioritize increasing safety equipment assistance to fishermen.

Everyone who fishes has to work on improving their ship husbandry skills because doing so will increase overall safety. For the purpose of documenting the findings of the pre-sailing system and machinery checks, among other equipment checks, it is imperative that a log be kept. Diving safety behavior needs to be encouraged and socialized. As a support system, the development of a diving community that is concerned with safety practices must become crucial (Kusnanto et al., 2020).

CONCLUSION

Based on the results of research regarding the mental safety picture of Cilincing fishermen when at sea, it can be concluded that there is still minimal awareness of Cilincing fishermen about the existence of safety equipment, especially life jackets and life jackets. The low level of education and skills of fishermen results in low awareness of the importance of safety equipment on fishing boats and the relatively expensive price of safety equipment. The types of accidents often experienced by Cilincing fishermen are slips, bumps, splashes in the sea, ship leaks, engine propellers caught in rubbish, ships sinking and ship collisions. The causes of work accidents experienced by Cilincing fishermen are a lack of skills in avoiding safety, incomplete safety equipment, inadequate vessels and a lack of navigational

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