



**AN ANALYSIS OF COMMUNICATION BETWEEN PILOT AND MASTER FOR
BERTHING AND UNBERTHING AT TANJUNG EMAS HARBOUR**

THESIS

**Submitted in partial fulfillment of the requirements for the Degree of
Magister Pendidikan (M.Pd) in English**

By

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**THE POST GRADUATE PROGRAM OF ENGLISH EDUCATION
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2008**

APPROVAL

A thesis on

**AN ANALYSIS OF COMMUNICATION BETWEEN PILOT AND MASTER FOR
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has been approved by the supervisors
in order to be presented in front of the Board of Examiners

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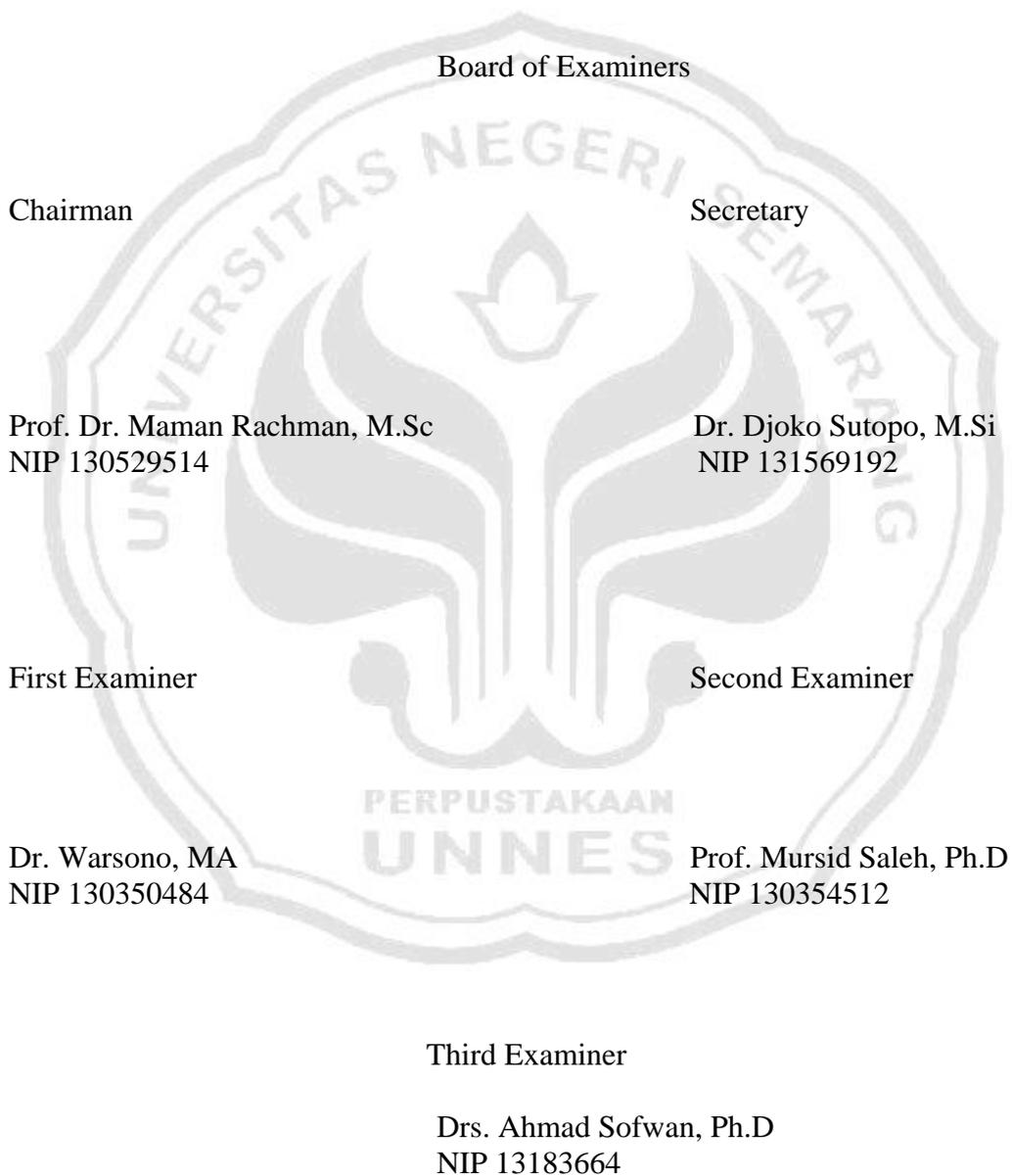
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APPROVAL

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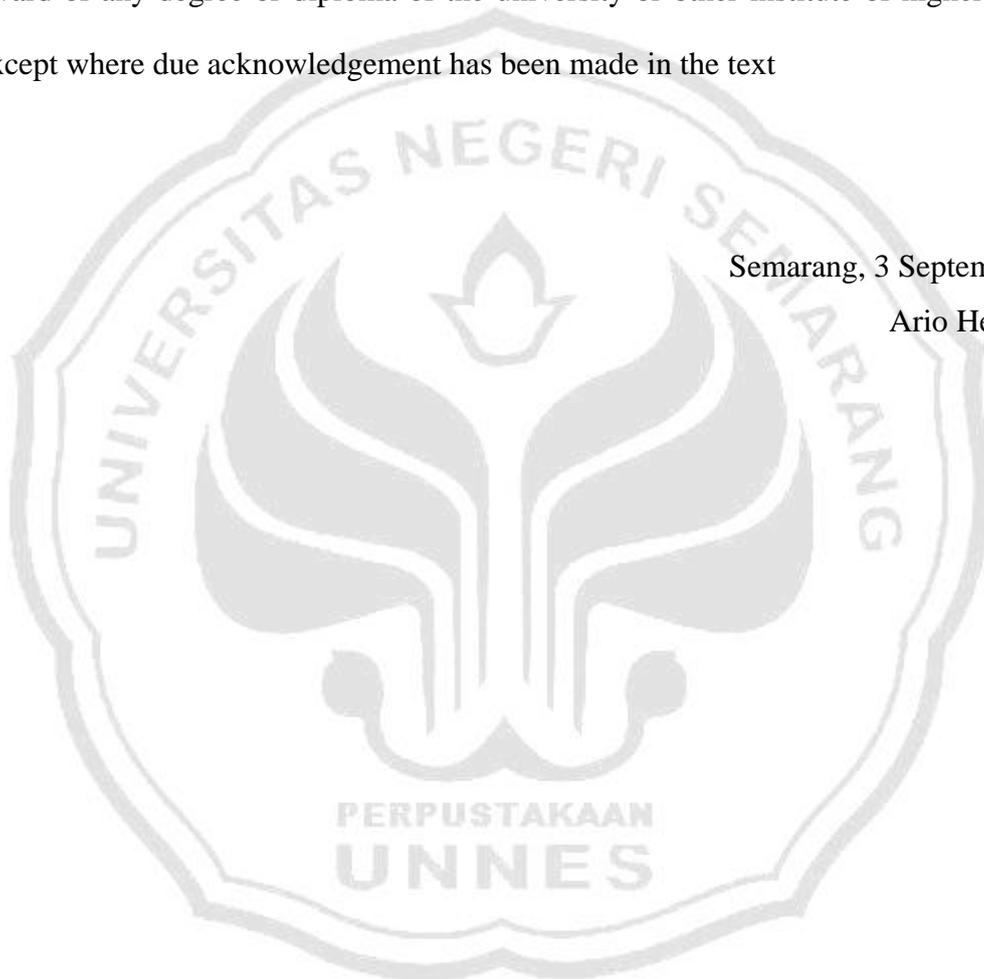


DECLARATION

I hereby declare that this submission is my own work and that, to the best of my knowledge and belief, it contains no material previously published or written by another person nor material which to a substantial extent has been accepted for the award of any degree or diploma of the university or other institute of higher learning, except where due acknowledgement has been made in the text

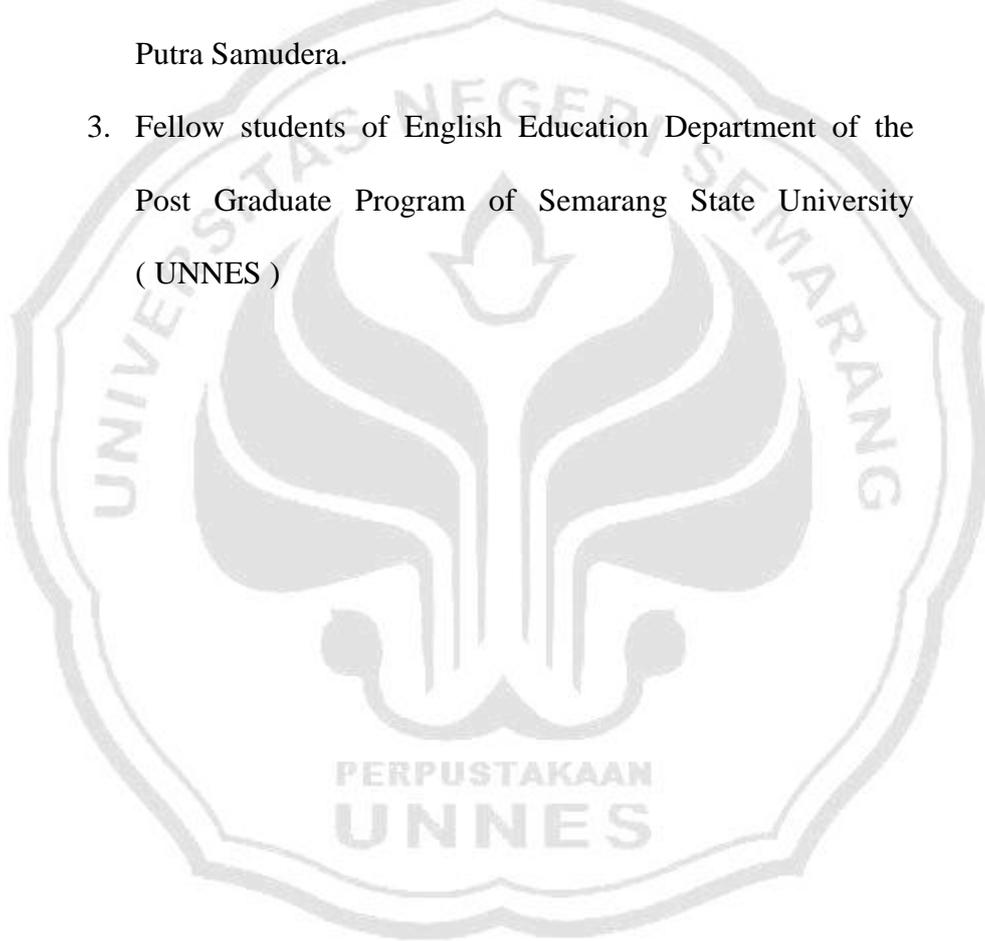
Semarang, 3 September 2008

Ario Hendartono



Dedicated to:

1. My late beloved father, Ir. R. Soedarmono, and my beloved mother, R.Ay. Siti Wahyuni.
2. My lovely wife, Ari Supraningsih and my lovely son, Rigel Putra Samudera.
3. Fellow students of English Education Department of the Post Graduate Program of Semarang State University (UNNES)



ABSTRACT

Hendartono, Ario. 2008. *An Analysis of Communication between Pilot and Master for Berthing and Unberthing at Tanjung Emas Harbour*. Thesis. English Education Department. Postgraduate Studies of Semarang State University. Supervisors : I. Achmad Sofwan, Ph.D, II. Prof. Mursid Saleh, Ph.D.

Key words: speech function, channel, medium, code.

In the modern era, sea transportation is equipped with the modern communication equipment. Besides the modern equipment seafarers need a specific communication like berthing and unberthing. Communication between pilot and master for berthing and unberthing was chosen to be explored since sea communication is needed for assisting in the greater safety of navigation.

The problems which I wanted to solve were: (1) what speech functions are used in communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour, (2) what codes of signals are used in communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour.

In conducting the study, I used qualitative approach. I explored the speech functions based on the speech function network, then I unfolded the channel, medium and code as the concept of communication in the communication between pilot and master for berthing and unberthing at Tanjung Emas harbour. The subject of this study was Semarang pilots and masters from ocean going ships. In this research I divided the ships into two kinds. The first kind of ship is the ship that has the length of less 200 metres and the second one has more than 200 metres. The study took place at Tanjung Emas harbour from November 2007 to February 2008. I recorded all the masters' and pilots' communications. In conducting the research I requested permission from the manager of Pelabuhan Semarang III (Pelindo III). This analysis was conducted in four steps: (1) the first step was identifying and assigning a speech function label based on the pilot and master communication in berthing and unberthing from the recorder., (2) the second step was summarizing all speech function labels, (3) the third step was analyzing the summary of the communication between pilot and master, (4) the fourth was identifying the channel, medium and code as the concepts of communication.

The results revealed that in berthing Motor Vessel (MV). Jessica used "command" 22 times, in unberthing 5 times also Motor Tanker (MT). Jo Brevick used 20 times command in berthing and 5 times in unberthing. It points out that command gives more influences and dominates this communication. The intercommunication relationships mostly are unequal (master or pilot to the tug's officers), I also did not find message markers in this communication, because they may be used to increase the probability of the purpose of the message being properly understood. The flag on board has different meanings depend was on the situation, it can be a single or some flags for providing ways and means of communication in situations related essentially to safety of navigation and persons, especially when language difficulties arise.

My suggestions are that the master and pilot have to use Standard Marine Communication and Phrases (SMCP) in future, considering the heavy traffic in the fairway Tanjung Emas harbour, besides Standard Marine Communication and Phrases are helpful for communication. Sometimes small ships and big ships in the vicinity with restricted manoeuvring have to follow the instruction from pilot related to safety

navigation in the fairway. I hope that this thesis will increase the knowledge about Standard Marine Communication and Phrases (SMCP) for the maritime students and maritime institutions besides general English.



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Alhamdulillah, praise be to God the Almighty for the mercy, blessing and guidance so that I could finish the thesis entitled “ An Analysis of Communication between Pilot and Master for Berthing and Unberthing at Tanjung Emas Harbour.

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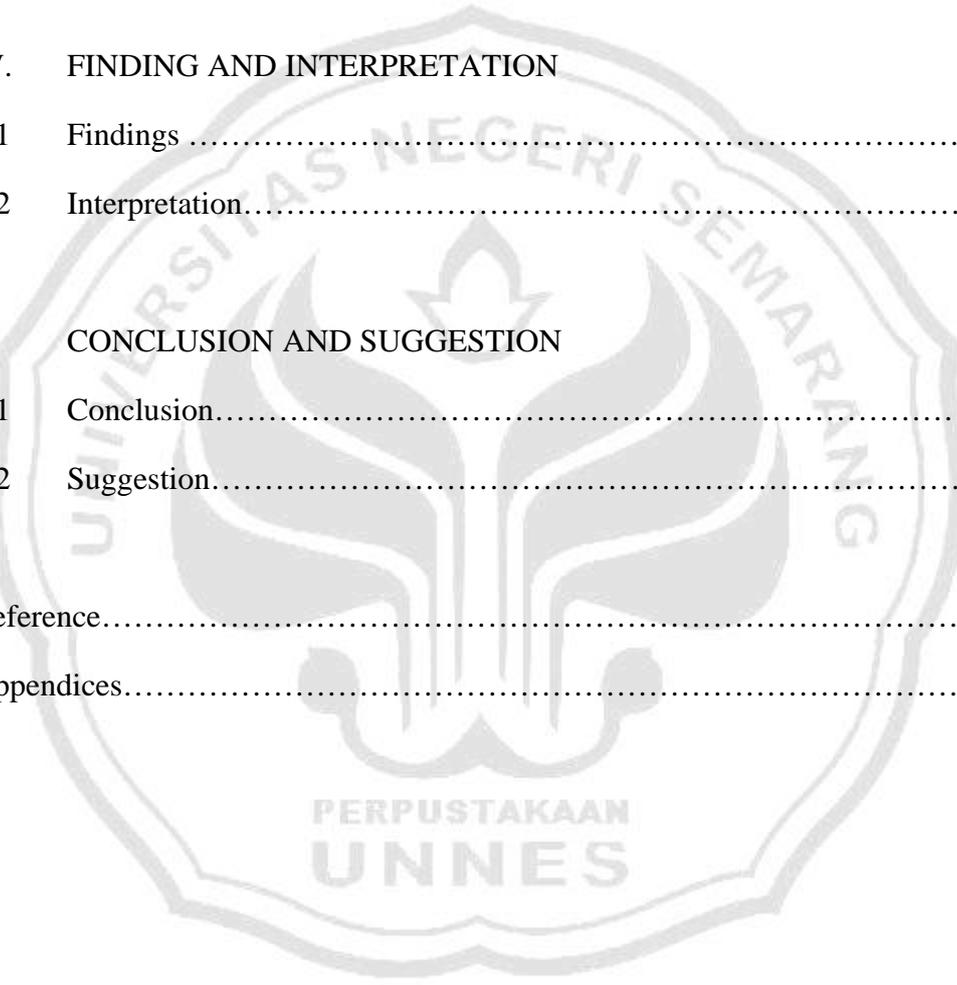
Finally, I thank my friends who supported and encouraged me throughout the period of writing this thesis.

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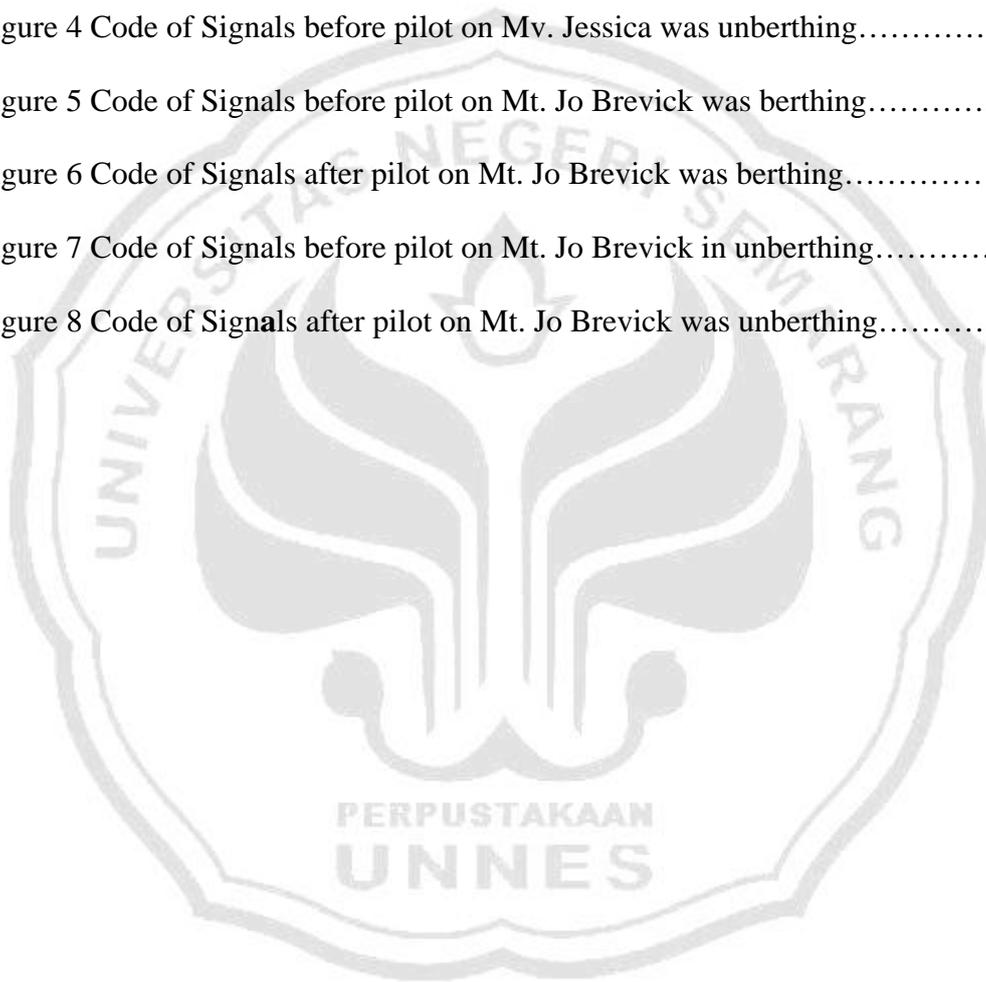


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CHAPTER 1

INTRODUCTION

1.1 Background of the Study

In the modern era, sea transportation is equipped with the modern communication equipment. Besides modern equipment, seafarers need a specific communication for greater safety of navigation like berthing and unberthing.

Seafarers have a specific language for the communication between vessel and coast station and between vessel and vessel, called Standard Marine Communication and Phrases (SMCP).

The Standard Marine Communication and Phrases have been compiled to achieve greater safety of the navigation and handling ship and to standardize the language used in communication for navigation at sea. According to International Maritime Organization (IMO) Standard Marine Communication Phrases (1997), these phrases correspond with International Regulations (1972) for preventing collision at sea or special local rules or recommendations made by IMO concerning ship's route.

The following is the example of communication between pilot and master in the seafarers training centre at Semarang Growth Centre.

Master : Tanjung Emas Vessel Traffic Service (VTS). (3 times)

This is Jakarta Senator calling on channel 12.

How do you read me ? over.

VTS : Jakarta Senator. (3 times)

This is Tanjung Emas Vessel Traffic Service

I read you loud and clear, over.

Master : Tanjung Emas Vessel Traffic Service .

Motor vessel Jakarta Senator.

I have arrived at Pilot waiting area at 10:05 local time, over .

VTS : Motor vessel Jakarta Senator

Tanjung Emas Vessel Traffic Service.

Pilot boat is proceeding you.

Please change to channel 09 to contact pilot boat.

Master : Tanjung Emas Vessel Traffic Service.

Motor vessel Jakarta Senator.

I change to channel 09 to contact pilot boat, over and out.

Pilot boat. (3 times).

This is motor vessel Jakarta Senator calling you on channel 09.

How do you read me ? over.

Pilot : Motor vessel Jakarta Senator. (3 times)

This is Tanjung Emas pilot boat

What is the present position? over.

Master : Tanjung Emas pilot boat.

Motor vessel Jakarta Senator.

My present position is at Pilot waiting area, over.

Pilot : Motor vessel Jakarta Senator.

Tanjung Emas pilot boat.

I am proceeding you.

My present position at the harbour entrance.

Please port side pilot ladder one metre above water, over.

Master : Tanjung Emas pilot boat.

Motor vessel Jakarta Senator.

Okay, port side pilot ladder one metre above water, thank you.

Besides Standard Marine Communication and Phrases as verbal communication, seafarers use code of signals as non verbal communication for giving signals to other ships related to safety at sea.

1.2 Reasons for Choosing The Topic

Communication between pilot and master for berthing and unberthing is one of a specific communication in maritime English. Some maritime colleges have carried out maritime English courses for seafarers. Although this specific communication is not mandatory, it is very important communication in traffic or emergency situation. In the modern era some big and small ships are built and equipped with the modern communication equipment for supporting communication at sea.

1.3 Problem Statements

The problems of the study are as follows :

1. What speech functions are used in communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour?

2. What codes of signals are used in communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour?

1.4 The Purpose of the Study

The study is aimed at :

- 1.4.1 identifying the speech functions in communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour.
- 1.4.2 identifying the code of signals used in the communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour.

1.5 The Significance of the Study

The findings of this study will give great advantages for the following groups of people :

- 1.5.1 This study will give a great benefit to the writer himself as a instructor of Maritime English who is concerned with the case study at Tanjung Emas harbour : An analysis of communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour.
- 1.5.2 The community, the masters on boards, sea pilots, maritime English instructors and their students indirectly, will take the great benefit from the ideas given in this study.
- 1.5.3 This research will also give more advantages to the readers who are interested in learning maritime English especially pilot and master communication for berthing and unberthing

1.6 The organization of the Presentation

- 1.6.1 Chapter 1 deals with Background of the study that tells about maritime English especially in berthing and unberthing.
- 1.6.2 Chapter 2 deals with Review of Related Literature that tells about three concepts of communication and speech functions that are used in berthing and unberthing communications.
- 1.6.3 Chapter 3 deals with Research Method that tells about the method used in the research analyzing berthing and unberthing communication.
- 1.6.4 Chapter 4 deals with Findings and Interpretation that tells about elaborating speech functions and three concepts of communications in berthing and unberthing communications.
- 1.6.5 Chapter 5 deals with Conclusion and Suggestion that tells about conclusion and suggestion after elaborating the research of berthing and unberthing.

1.7 The Definition of the Terms

- 1.7.1 Pilot is an experienced navigator who is employed to assist with navigation in confined waters and to facilitate port approach, berthing and departure. (Swift: 2004:55)
- 1.7.2 Master is an experienced navigator and responsible for the ship, her cargo and the safety of the crew. (Blakey: 1987:51)
- 1.7.3 Berthing is the process of approaching her designated berth at minimum steerageway. (Kluijven: 2002:216)
- 1.7.4 Unberthing is the process of leaving a berth. (Kluijven: 2002:216)

CHAPTER II

REVIEW OF RELATED LITERATURE

2.1 Communication.

Communication is one of those human activities by which we are able to convey and transmit the messages or signals to our friends, companies, Gumperz (1982) defined communication is

A social activity requiring the coordinated efforts of two or more individuals. Mere talk to produce sentences, no matter how well formed or elegant the outcome, does not by itself constitute communication. Only when a move has elicited a response can we say communication is taking place.

In seafarers community especially on board communication is very important for sending the messages from ship to ship, ship to coast station or when ship will approach the harbour.

According to Fiske (1994:17), three concepts of communication are channel, medium and code.

a. Channel

The channel is the easiest of the three concepts to define. It is simply the physical means by which the signal is transmitted. The main channels are light waves, sound waves, radio waves, telephone cables, the nervous system, and the like. For example : the vessel's master uses light waves during the night and sound waves by horn.

b. Medium

The medium is basically the technical or physical means of converting the message into a signal capable of being transmitted along the channel. My voice is a medium, the technology of broadcasting is what constitutes the media of radio and television. The technological or physical properties of a medium are determined by

the nature of the channel or channels available for its use. These properties of the medium then determine the range of codes which it can transmit.

We can divide media into three main categories.

- (1) The presentational media: the voice, the face, the body. They use the natural languages of spoken words, expressions, gestures, and so on. They require the presence of the communicator, for he or she is the medium, they are restricted to the here and now, and produce acts of communication.
- (2) The representational media: books, paintings, photographs, writing, architecture, gardening etc. There are numerous media that use cultural and aesthetic conventions to create a text of some sort. They are representational, creative. They make a text that can record the media of category 1 and that can exist independently of the communicator. They produce works of communication.
- (3) The mechanical media: telephones, radio, television, telexes. They are transmitters of categories 1 and 2. The main distinction between categories 2 and 3 is that the media in 3 use channels created by engineering and are more affected by level of noise than those in category 2.

For example on the vessel they use mechanical media : VHF radio, DSC (Digital Selective Calling), and Inmarsat (International marine satellite telecommunication).

c. Code

A code is a system of meaning common to the members of culture or subculture. It consists both of signs (i.e. physical signals that stand for something

other than themselves) and of rules or conventions that determine how and in what contexts these signs are used and how they can be combined to form more complex messages. For example master's vessel uses flag signaling, flashing light signaling, sound signaling and morse signaling.

All codes have a number of basic features:

1. They have a number of units (or sometimes one unit) from which a selection is made. These units (on all except the simplest on-off single-unit codes) may be combined by rules or conventions.
2. All codes convey meaning: their units are signs which refer, by various means, to something other than themselves.
3. All codes depend upon an agreement amongst their users and upon a shared cultural background. Codes and culture interrelate dynamically.
4. All codes perform an identifiable social or communicative function.
5. All codes are transmitted by their appropriate media and / or channels of communication.

2.2 Communication in Maritime

Communication in maritime is very important for transmitting distress, safety or business messages or assisting in the greater safety of navigation. Communication in maritime is called marine communication, Kluijven (2003) said

Marine communication comprises communication between vessels and coast stations, interships communication and intra ship communication. Internships. Inter ships (Internal communication) when the vessel is berthing, casting off, leaving berth, loading or discharging, etc. Vessel and coast stations can communicate by means of Radio Telephony, Satellite, Digital Selective Calling (DSC) and Radio-Telex. Categories of messages that can be transmitted and received are called "Priority". They indicate the importance of the message.

Communications can be made over different distances and using methods ranging from the simplest to those using the most sophisticated radio technology. Communications within the ship are done by an internal telephone system. Voice pipes are also used, engine orders are passed from the bridge to the engine room by means of the ship's telegraph, messages can also be given to the ship's company through a loudspeaker system. Very large ships had docking telegraphs, usually at the bows and stern. These were used when the vessel was being moored alongside or berthing, now a day VHF communication is more common.

Communication over long distances are sent by radio or by Inmarsat system (International marine satellite telecommunication). Radio officer is responsible to the master for both the efficient operation and maintenance of the communication equipment, but today in the modern era the GMDSS (Global Maritime Distress and Safety System) operated by Officers on board have replaced the position of Radio Officers, but in certain ships like passenger liners and cruise ships Radio Officers still exist.

2.1.1 Communication Pilot and Master in berthing

Communication in berthing can be done when the ship approaches the harbour for berthing. Kluijven (1994:216) stated that the master or the pilot transmits some messages or International code of signals to the officers and tug boats. When the vessel approaches her designated berth at minimum steerageway, the approach to the quay is made at the smallest possible angle.

2.1.2 Communication Pilot and Master in unberthing

Communication in unberthing can be done when the ship leaves the harbour for sailing. Kluijven (1994:216) stated that when leaving berth engine room orders are

given by the pilot or the master. The sequence of unberthing communication that can then be given depends on how the vessel has been berthed.

2.3 Standard Marine Communication Phrases (SMCP)

SMCP is part of marine communication and more specific, that means that all people being involved in communication from ship to shore, shore to vessel, ship to ship and on board ship. Should use these standardize phrases as often as possible as a safety language in relevant situations. SMCP is divided into External communication phrases used for communication on ship to shore, shore to ship, ship to ship and on board communication phrases used for communication on board with multi lingual crews.

According to IMO SMCP has seven principles:

- a. Principle 1 : KISS (Keep It Short and Simple).
- b. Principle 2 : Avoid Synonyms (and give preference to word with Latin root).
- c. Principle 3 : Avoid contracted forms.
- d. Principle 4 : Produce fully worded answers to “yes/no” Questions
- e. Principle 5 : Produce one phrase for one event.
- f. Principle 6 : Combine invariable with variables.
- g. Principle 7 : Avoid ambiguous words.

Table 2.1 Spelling Standard Marine Communication Phrases

Letter	Code	Letter	Code
A	Alfa	N	November
B	Bravo	O	Oscar
C	Charlie	P	Papa
D	Delta	Q	Quebec
E	Echo	R	Romeo
F	Foxtrot	S	Sierra

G	Golf	T	Tango
H	Hotel	U	Uniform
I	India	V	Victor
J	Juliet	W	Whisky
K	Kilo	X	X- ray
L	Lima	Y	Yankee
M	Mike	Z	Zulu

2.4 Message Markers

In order to especially facilitate shore to ship and ship to shore communication or when one of the Standard Marine Communication Phrases will not fit the meaning desired, one of the following eight message markers may be used to increase the probability of the purpose of the message being properly understood. It is at the discretion of the shore personnel or the ship's officer whether to use one of the message markers and if so which of them to apply depending on the user's qualified assessment of the situation. If used the message markers are to be spoken preceding the message or the corresponding part of the message. The IMO VTS Guidelines recommended that in any message directed to a vessel it should be clear whether the message contains information, advice, warning or instruction, and IMO Standard Marine Communication Phrases should be used where practicable.

According to IMO these are the eight Message Markers:

- a. INSTRUCTION.
- b. ADVICE.
- c. WARNING.
- d. INFORMATION.
- e. QUESTION.
- f. ANSWER.
- g. REQUEST.

h. INTENTION.

The eight Message Markers and their meaning

1 INSTRUCTION.

This indicates that the following message implies the intention of the sender to influence others by regulation.

Comment: This means that the sender, e.g. a VTS (Vessel Traffic Service) station or a naval vessel, must have the full authority to send such a message. The recipient has to follow this legally binding message unless she or he has contradictory safety reasons which then have to be reported to the sender.

Example : “INSTRUCTION”. Do not cross the fairway”.

2 ADVICE.

This indicates that the following message implies the intention of the sender to influence others by a Recommendation.

Comment: The decision whether to follow the ADVICE still stays with the recipient. ADVICE does not necessarily have to be followed but should be considered very carefully.

Example: “ADVICE (Advice you) stand by on VHF channel six nine.”

3 WARNING.

This indicates that the following message implies the intention of the sender to inform others about danger.

Comment: This means that any recipient of a WARNING will be up to the recipient.

Example: “WARNING. Obstruction in the fairway”.

4 INFORMATION.

This indicates that the following message is restricted to observed facts, situations, etc.

Comment: “This marker is preferably used for navigational and traffic information, etc. Consequences of INFORMATION will be up to the recipient”.

Example: “INFORMATION. MV. KUTAI will overtake to the west of you”.

5 QUESTION.

This indicates that the following message is of interrogative character.

Comment: “The use of this marker removes any doubt on whether a question is being asked or statement being made, especially when interrogatives such as What, Where, Why, Who, How are additionally used at the beginning of the question. The recipient is expected to return an answer.

Example: “QUESTION. (What is) your present maximum draft?”

6 ANSWER.

This indicates that the following message is the reply to a previous question.

Example: “ANSWER. My present maximum draft is zero seven meters”.

7 REQUEST.

This indicates that the following message is asking for action from others with respect to the vessel.

Examples: “REQUEST. I require two tugs”.

8 INTENTION.

This indicates that the following message informs others about immediate navigational action intended to be taken.

Example: “INTENTION. I will reduce my speed”.

2.5 International Code Of Signal

International code of signal is a code for signalling for example flag signaling, flashing light signaling, sound signaling. According to International Maritime

Organization (1987:1), the purpose of the International Code of signals is to provide ways and means of communication in situations related essentially to safety of navigation and persons, especially when language difficulty arise. In the preparation of the Code, account was taken of the fact that wide application of radiotelephony and radiotelegraphy can provide simple and effective means of communication in plain language whenever language difficulties do not exist.

Table 2.2 Flashing Light Signalling

A	I have a diver down; keep well clear at slow speed.
B	I am taking in, or discharging, or carrying dangerous goods.
C	Yes (affirmative or “the significance of the previous group should be read in the affirmative”).
D	Keep clear of me, I am manoeuvring with difficulty.
E	I am altering my course to starboard.
F	am disabled, communicative with me.
G	I required a pilot. When made by fishing vessels operating in close proximity on the fishing grounds it means:”I am hauling nets“.
H	I have a pilot on board.
I	I am altering my course to port.
J	Keep well clear of me. I am on fire and have dangerous cargo on board, or I am leaking dangerous cargo.
K	I wish to communicative with you.
L	You should stop your vessel instantly.
M	My vessel is stopped and making no way through the water.

- N No (negative or “The significance of the previous group should be read in the negative”. This signal may be given only visually or by sound. For voice or radio transmission on the signal should be “NO”.
- O Person overboard.
- P In harbour : All person should report on board as the vessel is about to proceed to sea.
At sea : It may also be used as a sound signal to mean :”I require a pilot”.
At sea : It may be used by fishing vessels to mean :”My nets have come fast upon an obstruction”.
- Q My vessel is healthy and I request free pratique.
- S I am operating astern propulsion.
- T Keep clear of me: I am engaged in pair trawling.
- U You are running into danger.
- V I require assistance.
- W I require medical assistance.
- X Stop carrying out your intentions and watch for my signals.
- Y I am dragging my anchor.
- Z I require a tug.
When made by fishing vessels operating in close proximity on the fishing grounds it means:”I am shooting nets”.
- IT I am on fire.
- IT1 I am on fire and have dangerous cargo on board, keep well clear of me.
- IT2 Vessel (name or identity signal) is on fire.
- IT3 Are you on fire?
- IU Vessel (name or identity signal) on fire is located at latitude.....longitude....

- IV Where is the fire?
- IV1 I am on fire in the engine room.
- IV2 I am on fire in the boiler room.
- IV3 I am on fire in hold or cargo.
- IV4 I am on fire in passenger's or crew's quarters.
- IV5 Oil is on fire.
- IW Fire is under control.
- IX Fire is gaining.
- IX1 I cannot get the fire under control without assistance.
- IX2 Fire has not been extinguished.
- IY I can get the fire under control without assistance.
- IY1 Can you get the fire under control without assistance?
- IZ Fire has been extinguished.
- IZ1 I am flooding compartment to extinguish fire.
- IZ2 Is fire extinguished?
- JA I require fire fighting appliances.
- JA1 I require foam fire extinguishers.
- JA2 I require CO2 fire extinguishers.
- JA3 I require carbon tetrachloride fire extinguishers.
- JA4 I require material for foam fire extinguishers.
- JA5 I require material for CO2 fire extinguishers.
- JA6 I require material for carbon tetrachloride fire extinguishers.
- JA7 I require water pumps.
- JB There is danger of explosion.
- JC There is no danger of explosion.

- JC1 Is there any danger of explosion?.
- JD Explosion has occurred in boiler.
- JD1 Explosion has occurred in tank.
- JD2 Explosion has occurred in cargo.
- JD3 Further explosion are possible.
- JD4 There is danger of toxic effects.
- JE Have you casualties owing to explosion
- KF I require a tug (or ...(number) tugs)
- KG Do you require a tug?
- KG1 I do not require tug.
- KH Tug is coming to you. Expect to arrive at time indicated.
- KH1 Tug with pilot is coming to you.
- KH2 You should wait for tug.
- KI There are no tugs available.
- KI1 Tugs cannot proceed out.
- QD I am going ahead.
- QD1 My engines are going ahead.
- QD2 I will keep going ahead.
- QD3 I will go ahead.
- QD4 I will go ahead dead slow.
- QE I have headway.
- QF I cannot go ahead.
- QG You should go ahead.
- QG1 You should go slow ahead.

- QG2 You should go full speed ahead.
- QG3 You should keep going ahead.
- QG4 You should keep your engines going ahead.
- QH You should not go ahead any more.
- QI1 My engines are going astern.
- QI2 I will keep going astern.
- QI3 I will go astern.
- QI4 I will go astern dead slow.
- QJ I have sternway.
- QK I cannot go astern.
- QL You should go astern.
- QL1 You should go slow astern.
- QL2 You should go full speed astern.
- QL3 You should keep going astern.
- QL4 You should keep your engines going astern
- QN You should come berthing my starboard side.
- QN1 You should come berthing my portside.
- QN2 You should drop an anchor before coming berthing.
- QO I require health clearance.
- QR I cannot come berthing.
- QR1 Can I come berthing?
- UA Pilot will arrive at time indicated.
- UB You should heave to or anchor until pilot arrive
- UC Is a pilot available in this place (or place indicated)?
I require a pilot.

- UE Where can I get a pilot.
- UF You should follow pilot boat (or vessel indicated)
- UG You should steer in my wake.
- UH Can you lead me into port?
- UI Sea is too rough, pilot boat cannot get off to you.
- UJ Make a starboard lee for the pilot boat.
- UJ1 Make a port lee for the pilot boat.
- UK Pilot boat is most likely on bearing ...from you.
- UK1 Have you seen the pilot boat?
- UL All vessels should proceed to sea as soon as possible owing to danger in port.
- UM The harbour (or port indicated) is closed to traffic.
You should not proceed out of harbour / anchorage.
- UN You may enter harbour immediately (or at time indicated).
- UN1 May I enter harbour?
- UN2 May I leave harbour?
- UO You must not enter harbour.
- UP Permission to enter harbour is urgently requested. I have an emergency case.
- UQ You should wait outside the harbour (or river mouth)
- UQ1 You should wait outside the harbour until daylight.
- UR1 What is your estimated time of arrival (at place indicated)
- UT Where are you bound for?
- UT1 Where are you coming from
- UU I am bound for.....

- UV I am coming from.....
- UX Not information available.

2.6 Speech Functions

In order to describe the speech functions used in the Communication between Pilot and Master for Berthing and Unberthing at Tanjung Emas Harbour I used the Speech Function Network of conversation model of Eggins and Slade (1997). They argue that the model shows us how participants choose to act on each other through their choice of speech function (i.e. speech acts), such as “demanding”, “challenging”, “contradicting” or “supporting”, and how participants’ choices function to sustain or terminate conversational exchanges. The choice of speech function is a key resource for negotiating degrees of familiarity.

Meanwhile in order to capture the more subtle speech function patterns of conversation, the speech function description needs to be extended in delicacy i.e. sub-classification needs to be more detailed. The speech function classes are shown in the form of a network, where categories at the left hand side are the least delicate. Movement towards the right can be read as sub-classification, indicating increasing delicacy in the description (Eggins & Slade 1997:191).

The network has been broken into four sections :

1. Opening speech functions
2. Sustaining continuing speech functions
3. Reacting speech functions : responding
4. Reacting : rejoinder moves.

1. Opening speech functions.

Opening moves are not dependent on prior moves. They function to initiate talk or open a conversation. There are two classes of opening moves: attending and initiating (Eggins & Slade 1997:193). Attending moves are opening moves which function to prepare the ground for interaction by securing the attention of the intended interactant. Attending moves include salutations, greetings and calls. Initiating moves, which initiate conversation can have various functions: to offer, to command, to give (opinion or fact) and to question (about fact or opinion). The example of an attending move is “ I’m calling”, and an initiating move is “Do you want the Pilot ladder in combination with the accommodation ladder?”.

2. Sustaining: continuing speech functions.

Sustaining moves keep negotiating the same proposition. Eggins & Slade (1997:195) state sustaining talk may be achieved either by the speaker who has just been talking (continuing speech functions) or by other speakers taking turn (reacting speech functions). A continuing move is used to continue a given move prior to it. A continuing speaker has three options : to monitor, to prolong or to append. Based on those options the continuing moves are classified into :

a). A monitoring move (C: monitor)

A monitoring move is continuing move which is used when the speaker focuses on the state of interactive situation, for example by checking that the audience is following, or by inviting another speaker to take the turn. A speaker producing a monitoring move implies that he is ready to hand over the turn. The example of it is shown in bold typed script:

*“ Fifty three Martin Ave Los Angeles is on the top right. **You see?**”*

b). A prolonging move (C: prolong)

A prolonging move is a move in which a continuing speaker adds to his contribution by providing further information. This category captures the fact that sometimes we do not say all that we want in one single move. Based on Halliday's categories of expansion (1994) Eggins and Slade (1997:196) state three possible ways to prolong a move, either by elaborating, extending or enhancing.

1). In elaborating (C:P: elaborate), the speaker clarifies, restate, or exemplifies the immediately prior move. An elaborating relationship could be made by the insertion of conjunctions such as: *for example, like, I mean*. The bold typed script is the example:

*"We will get much information from other sources **like if we read the book.**"*

2). In extending (C:P: extend), the speaker adds information to the immediately prior move, or provide contrasting information. The prolonging extension could be linked with conjunctions such as: and, but, instead, or except. For example: *"I love him. **Except his being dishonest.**"*

3). In enhancing (C:P: enhance), the speaker provides temporal, spatial, causal, or conditional details to modify or qualify the information in an immediately prior move. The enhancing relationship could be made through conjunctions such as: *then, so, because*. For example:

*"You stay in a boarding house, **then you write to your grand father in Surabaya.**"*

c). An appending move

The final type of continuing move is an appending move. It occurs when a speaker makes one move, loses the turn, but then as soon as he regains the turn he produces a move which represents a logical expansion of his immediately prior move. Eggins and Slade (1997:199) classify appending moves into three classes: elaborating, extending and enhancing.

1) An elaborating appending move (C:A: elaborate) is an appending move which clarifies, exemplifies or restates the previous move after intervention by another speaker. For example:

A : *“That ‘s my girl friend.”*

B : *“Oh right.”*

A : *“ Mercy.”*

2) An extending appending move (C:A: extend) is an appending move which offers additional or contrasting information to previous move after intervention by another speaker. For example:

A : *“A business letter is easy to write.”*

B : *“Is it?”*

A : *“But it has some rules to follow.”*

3) An enhancing appending move (C:A: enhance) is appending move in which the speaker qualifies the previous move after intervention by another speaker. For example:

A : *“Marriage is like gambling.”*

B : *“I believe that.”*

A : *“You will never know what will come to you until you have experienced it.”*

3. Reacting speech function: responding

The networks are differentiated into two types of reacting moves: responses and rejoinders. Eggins & Slade (1997 : 200) state that responses are reactions which move the exchange towards completion, while rejoinders are reactions which in some way prolong the exchange. Responding reactions negotiate a proposition on the terms set up by the previous speaker: that is, the respondent accepts being positioned as a respondent and accepts to negotiate the other's proposition. This is realized linguistically through ellipsis: many responding moves are potentially or actually elliptically dependent on prior moves by the other speakers.

Responses may be either supporting or confronting. If it is supporting it may develop, engage, register or reply to the previous moves.

a. A developing support responding move is the support responding move which develops the previous move. Developing moves indicate a very high level of acceptance of the previous speaker's proposition. This move can be in the form of elaboration, extension or enhancement.

1) An elaborate developing responding move (Rs:D: elaborate) expands on a previous speaker's contribution by restating, clarifying or exemplifying what has been said. This move can be produced by a single speaker as two sentences linked by one of the elaborating conjunctions such as: *for example, I mean, like*. For example: "You should be tough. ***I mean you don't give up easily.***"

2) An extend developing responding move (Rs:D: extend) expands on a prior speaker's move by adding further supporting or contrasting details.

This move can be produced by a single speaker as two sentences linked by one of the extending conjunctions such as: and, but, on the other hand. For example: *“You’re not only clever, but also beautiful.”*

- 3) **An enhance developing responding move** (Rs:D: enhance) A speaker may enhance on a prior speaker’s move by providing a temporal, causal or conditional qualification. This move can also be produced by a single speaker as two sentences linked by one of the enhancing conjunctions such as: because, so, then. For example: *“Your Maritime English test is poor because you never study hard.”*

b. **Engaging move** (Rs:s: engage) is the support responding move which is used as an exchange-compliant reaction to attending move. It is usually realized typically by minor clauses, duplicating the lexical items and intonation of the opening salutation. Engaging move is used to show willingness to interact by responding to salutation. For example: *“Hi”- Hi.*

c. **Registering move** (Rs: register) is responding move which provides supportive encouragement for the other speaker to take another turn. It does not introduce any new material for negotiation. It carries the strong expectation that the immediate prior speaker will be the next speaker. It is used to display attention to the speaker. It is typically realized by the expression such as: Mmm, Uh huh, Oh, or ritual exclamation and minor clauses.

d. **Replying move** is the most negotiatory of responding reaction although it negotiates the proposition given by a prior speaker. It is typically realized by elliptically dependent clauses. It can be in the forms of acceptance, compliance, agreement, answer, acknowledgement or affirmation (Eggin & Slade 1997:205).

- 1) **An accept support responding move** (Rs:r: accept) is a move which accepts proffered goods and services, it is realized by an expression of thanking, e.g.

A : *“Have another ?”*

B : *“ Thanks.”*

- 2) **A comply support responding move** (Rs:r: comply) is a move which carries out demand for goods and services. It is typically realized by non-verbal or an expression of undertaking. For example:

A : *“Can you pass the salt, please?”*

B : *“Here.”*

- 3) **An agree support responding move** (Rs:r: agree) is a move which indicates support for the information given by the previous speaker. It is typically realized by positive polarity. For example:

A : *“Jill’s very bright actually, She’s very good.”*

B : *“She’s extremely bright.”*

- 4) **An acknowledge support responding move** (Rs:r: acknow) is a move which indicates knowledge of information given. It is typically realized by an expression of knowing. For example:

A : *“You met Tom last week. Do you remember?”*

B : *“Oh yea.”*

- 5) **An answer support responding move** (Rs:r: answer) is a move which provides information demanded by the previous speaker. For example:

A : *“What are you looking for?”*

B : *“My English book.”*

- 6) **An affirm support responding move** (Rs:r: affirm) is a move which provides positive response to question. It is typically realized by positive polarity, e.g.:

A : *“Have you ever read a newspaper in English?”*

B : *“Yes.”*

The other type of responding move is the confronting type that has two classes: **disengage and reply**.

- a. **A disengage confront responding move** is a move which occurs when no responses are made towards the previous given.
- b. **The confronting responding reply moves** can be functioned as **non-comply, disagree, withhold, disavow and contradict**.

- 1) **A non-comply confront responding move** (Rs:c: non-comply) is a move which indicates inability to comply with a command given in the prior move. For example:

A : *“Who can answer my question ?”*

B : (No students respond to the question)

- 2) **A disagree confront responding move** (Rs:c: disagree) is a move which provides a negative response to a given question. For example:

A : *“Are you annoyed ?”*

B : “No.”

- 3) **A withhold confront responding move** (Rs:c: with-hold) is a move which indicates inability to provide demanded information given in the previous move, e.g.

A : *“What is the answer ?”*

B : *“I don’t know.”*

- 4) **A disavow confront responding move** (Rs:c: disavow) is a move which denies an acknowledgement of information given in the previous move. For example:

A : *“Well, I met him a week ago.”*

B : *“Oh, I didn’t know that.”*

- 5) **A contradict confront responding move** (Rs:c: contradict) is a move which negates the information given in the prior move. For example:

A : *“He is an important person.”*

B : *“No, he is not.”*

4. **Reacting: rejoinder move.**

The sustaining rejoinder move is potential to prolong a conversation. There are two main subclasses of rejoinders: tracking and challenging moves. These two classes correspond to the supporting and confronting alternatives available in the responding move classes, with tracking moves supporting (although prolonging) negotiation, while challenging moves confront a prior move.

- a. A tracking rejoinder move is a rejoinder move that checks, confirms, clarifies or probes the content of a prior move.

- 1) **Checking move** (Rj: track: check). These moves check on content which has been misheard. For example:

A: *“Mr. Pilot calls you.”*

B : *“Mr. who ?”*

- 2) **Confirming moves** (Rj: track: confirm). These moves seek verification of what the speaker indicates they have heard. For example:

A: *“You look so gorgeous with that gown.”*

B: *“Do I ?”*

- 3) **Clarifying moves** (Rj: track: clarify). These moves seek additional information in order to understand a prior move. For example:

A: *“You should read this night order.”*

B: *“What night order ?”*

- 4) **Probing moves** (Rj: track: probe). These moves offer further details of propose implications for confirmation by the initial speaker. Probes thus introduce new propositional material, but it stands in logico-semantic relation with the moves being tracked.

A: *“I like reading Passage planning.”*

B: *“Do you read it everyday or not ?”*

- b. Challenging moves confront prior talk by attacking it, or rejecting negotiation or by querying what has been said. There are three main types of challenging moves: detaching moves, rebounding moves and countering moves (Eggins & Slade, 1997:221).

- 1) **Detaching moves** (Rj:c: challenge: detach). These moves seek to terminate the interaction, to avoid any further discussion. This can be realized verbally and non-verbally, for example:

“Huh” (non verbal)

“So stick that !” (verbal)

- 2) **Rebounding moves** (Rj:c: challenge: rebound). These moves send the interaction back to the first speaker, by questioning the relevance, legitimacy or veracity of another speaker's move. For example:

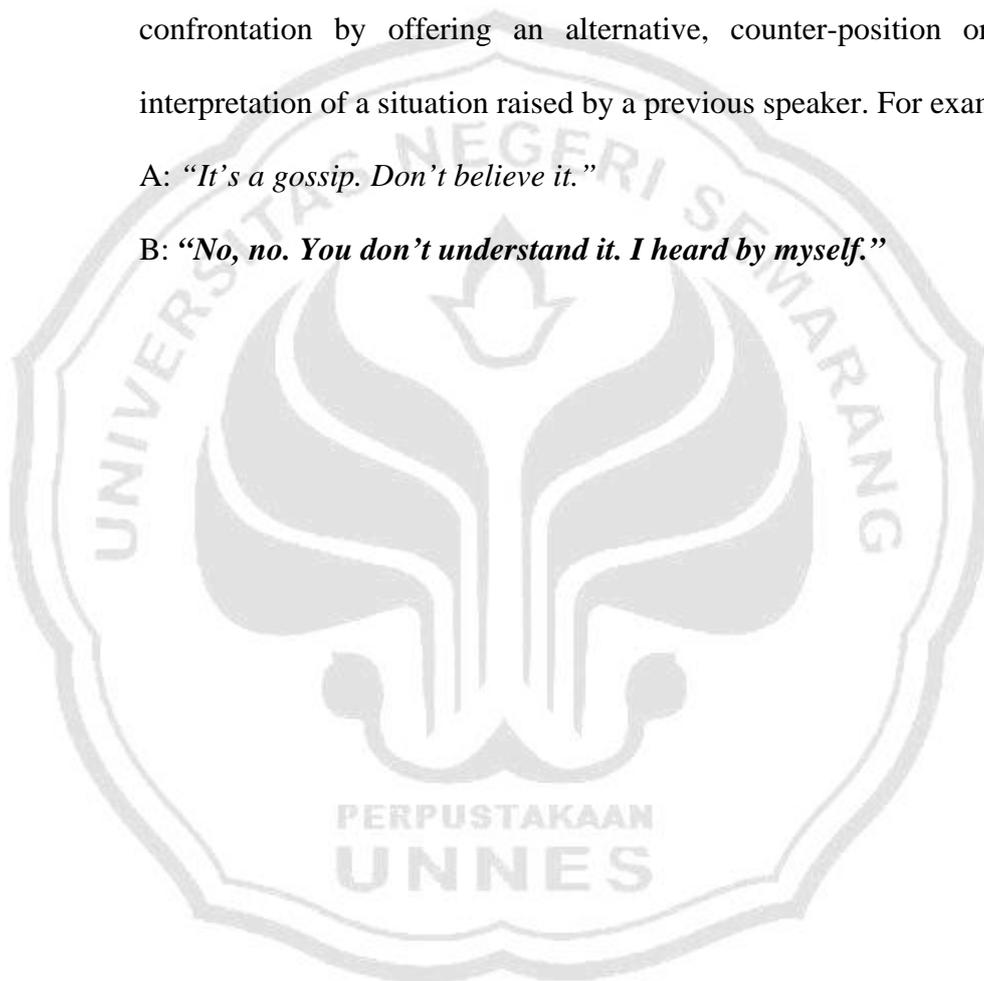
A: *"I always send an email to Hendartono, my Second Officer."*

B: *"When was the last time you sent the email?"*

- 3) **Countering moves** (Rj:c: challenge: counter). These moves express confrontation by offering an alternative, counter-position or counter interpretation of a situation raised by a previous speaker. For example:

A: *"It's a gossip. Don't believe it."*

B: *"No, no. You don't understand it. I heard by myself."*



CHAPTER III

RESEARCH METHOD

3.1 Research Design

In conducting the study, I used qualitative approach. I explored the speech functions based on the speech function network . Then I unfolded the channel, medium and code as the concepts of communication in the communication between pilot and master for berthing and unberthing at Tanjung Emas harbour.

3.2 Source of Data

The subjects of this study were the communication between Pilot and Master for berthing and unberthing at Tanjung Emas harbour Semarang pilots from ocean going ships that were divided into two kinds of ship. The first is the ship that has the length less 200 metres and the second is one that has the length more than 200 metres. According to the rule of piloting at Semarang Pilot, ship has to use three tugs for ship that has the length of more than 200 metres and two tugs for ship of less than 200 metres.

3.3 Research Setting

The study took place at Tanjung Emas harbour from November 2007 to February 2008. I recorded all the master and pilot communications from VHF radio on the pilot boat from outer the breakwater until berthing and unberthing, with the recorder and all the data were consulted with pilots at Semarang Pilot. During piloting I got a weather problem and the security rule from foreign ship. I just recorded the communications between Pilot and Master for berthing and unberthing at Tanjung Emas

harbour on pilot boat because the International security rule does not permit anyone entering the ship.

3.4 Procedure of Collecting the Data

In conducting the research I requested permission from the manager of Pelabuhan Semarang III (Pelindo III). After getting the permission, I gave the permission letter to the head of Semarang Pilot and pilot on duty on pilot boat for conducting my research. I recorded the communication from VHF radio on pilot boat with my recorder.

3.5 Procedures of Data Analysis

I conducted this analysis in four steps.

- a. The first step was identifying and assigning a speech function label, based on the pilot and master communication in berthing and unberthing from the recorder.
- b. The second step was summarizing all speech functions on the table.
- c. The third step was analyzing summary of communication between pilot and master.
- d. The fourth was identifying the channel, medium and code as the concepts of communication.

CHAPTER IV

FINDINGS AND INTERPRETATION

4.1 Findings

In this chapter I try to present the findings and the interpretations of the data. Based on the statements of problems in chapter one this chapter is to answer those stated problems. Here I will elaborate each of the turns of the communication based on the speech function network of conversation, and also unfold the channel, medium and code as the concepts of communication in the communication between pilot and master for berthing and unberthing at Tanjung Emas harbour.

The first ship is motor vessel Jessica.

1. Principal particulars of motor vessel Jessica

Owner : MSC (Malaysian Shipping Company)

LOA (Length Over All) : 203 meters.

GT (Gross Tonnage) : 23,291 tons.

Type of Ship : Full Container.

Port Registry : Panama.

Flags on board : Panama Flag.

Indonesian Flag.

Company Flag.

Bravo Flag.

Golf Flag.

Hotel Flag.

Cargo : Containers and dangerous cargoes.

VHF radio channel : 12 (pilot channel)
14 (external channel)
16 (emergency channel)

Piloting data

Date of Piloting : 13 December 2007
Time (local time) : 10.00 am - 01:40 pm.

Weather condition

Sea condition : Slight to moderate
Sky condition : Blue cloudy

Name of tug Boats

Tug number one : Kasih Ibu
Tug number two : Abrar Utama.
Tug number three : Anoman III.

Motor pilot sailed to the position of motor vessel Jessica about 3.5 nautical miles from the break water. The pilot on motor pilot required a starboard ladder for pilot embarkation. After 30 minutes sailing, pilot embarked to motor vessel Jessica by pilot ladder. In this time the pilot is the master advisor for piloting. He is the one who is responsible for manoeuvring the ship.

Table 4.1 List of speech functions on berthing communication

Key:

O = Opening move.

I = Initiating move.

Rs = Responding move.

At the turn / move 1 until 11, motor pilot proceeded to motor vessel Jessica, the distance was about 3.5 nautical miles. The pilot needed some information relating to the pilot embarkation.

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:A:statement	1	Capt.Mv.Jessica	Semarang Pilot Jessica go ahead
Rs:s:engage	2a	Semarang Pilot	Yes, Jessica.
Rj:track:clarify	2b	Semarang Pilot	How many miles from the breakwater.
Rs:r:answer	3	Capt.Mv.Jessica	Now about 3.5 miles from the breakwater.
Rs:r:acknow	4	Semarang Pilot	Okay copy..... (pause 5 secns) information standby, Semarang Pilot.
Rs:r:accept	5a	Capt.Mv.Jessica	Thank you...(3 secns).
C:P:extend	5b	Capt.Mv.Jessica	Jessica about 2.7 miles from the breakwater.
Rs:D:elaborate	6	Semarang Pilot	Okay copy the information...(pause 3secns) Pilot on the way, over.
Rs:D:elaborate	7	Capt.Mv.Jessica	Okay Pilot on the way I will check out.

At the turn / move 12, pilot had embarked on the motor vessel Jessica. At the turn 13 the VHF radio changed to channel 14. The pilot started piloting under the control of the master.

Continuation of table 4.1

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:A:statement	8	Semarang Pilot	Jessica ...(pause 3 secns)Semarang Pilot calling Jessica (2 times)
Rs:r:answer	9	Capt.Mv.Jessica	Semarang Pilot Jessica go ahead.
O:I:command	10a	Semarang Pilot	Okay Jessica please prepare portside pilot ladder.
C:P:extend	10b	Semarang Pilot	Okay portside pilot ladder.
Rs:r:answer	11	Capt.Mv.Jessica	Portside pilot ladder, portside
Rs:r:agree	12	Semarang Pilot	Portside...(pause 3 secns) portside. 12:20 VHF channel 12 changed to channel 14 so this communications at channel 14.
O:I:command	13	Pilot on board	Ibu fasten on portside stern
Rs:r:agree	14	Ibu tug boat	Fasten on portside stern now
O:A:statement	15	Pilot on board	Abrar Utama
Rs:s:engage	16	Abrar tug boat	Abrar Utama
O:I:command	17	Pilot on board	Pushing Abrar!
Rs:r:agree	18	Abrar tug boat	Okay pushing
O:I:command	19	Pilot on board	At amidships
O:I:fact	20	Agency person	Information...(pause 2 secns) distance 50 meters ahead

Continuation of table 4.1

Conversational structure	Turn / move	Speaker	Text (number for clauses)
Rs:r:acknow	21a	Pilot on board	Ya ya copy
Rs:c:disagree	21b	Pilot on board	Ibu ! Don't pushing
Rs:r:agree	22	Ibu tug boat	Don't pushing.
O:I:command	23	Pilot on board	Abrar pushing
Rs:r:agree	24	Abrar tug boat	Abrar pushing
O:I:command	25	Pilot on board	Abrar hard pushing
Rs:r:agree	26	Abrar tug boat	Hard pushing Sir.
O:I:command	27	Pilot on board	Hard pull Abrar
Rs:r:agree	28	Abrar tug boat	Hard pull now
O:I:command	29	Pilot on board	Hard pushing ibu
Rs:r:agree	30	Ibu tug boat	Hard pushing now
O:I:command	31a	Pilot on board	Abrar..(pause 2 secns) Abrar beside ibu
C:P:extend	31b	Pilot on board	Hard pushing Abrar
Rs:r:agree	32	Abrar tug boat	Okay hard pushing
O:I:command	33	Pilot on board	Abrar pushing
Rs:r:agree	34	Abrar tug boat	Already pushing Sir.

Continuation of table 4.1

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:I:fact	35	Abrar tug boat	Information trouble on my starboard engine
Rs:r:acknow	36	Pilot on board	Okay trouble in starboard engine
O:I:fact	37	Agency person	Distance 100 meters Sir
Rs:r:accept	38a	Pilot on board	Thank you
C:P:extend	38b	Pilot on board	Hard pushing Abrar!
Rs:r:agree	39	Abrar tug boat	Hard pushing now
O:I:command	40	Pilot on board	Stop Ibu!
Rs:r:agree	41	Ibu tug boat	Ibu stop
O:I:command	42	Pilot on board	Stop Abrar!
Rs:r:agree	43	Abrar tug boat	Abrar stop
O:I:command	44a	Pilot on board	Okay stop let the bow closes to the pier
C:P:extend	44b	Pilot on board	Abrar keeps away from pier
O:I:fact	45	Agency person	Information Sir, don't astern
O:I:command	46	Pilot on board	Slow pushing ibu
Rs:r:agree	47	Ibu tug boat	Ibu slow pushing now
O:I:command	48	Pilot on board	Stop ibu
Rs:r:agree	49	Ibu tug boat	Ibu stop
O:I:fact	50	Agency person	Distance 75 meters ahead
Rs:r:acknow	51a	Pilot on boat	Okay, distance 75 meter

Continuation of table 4.1

Conversational structure	Turn / move	Speaker	Text (number for clauses)
C:P:extend	51b	Pilot on board	Abrar stop
Rs:r:agree	52	Abrar tug boat	Abrar stop
O:I:command	53	Pilot on board	Ibu tightens the ropes.
Rs:r:agree	54	Ibu tug boat	Ropes tightened
O:I:command	55	Pilot on board	Ibu slow pulling
Rs:r:agree	56	Ibu tug boat	Pulling slowly
O:I:command	57	Pilot on board	Abrar makes a distance
Rs:r:agree	58	Abrar tug boat	Okay, making a distance
O:I:command	59	Pilot on board	Don't touch it, Abrar
O:I:fact	60	Agency person	Distance 65 meters ahead
Rs:r:accept	61	Pilot on board	Okay, copy.
O:I:fact	62	Agency person	In position
Rs:r:accept	63a	Pilot on board	Okay, in position.
C:P:extend	63b	Pilot on board	Anoman, hard pulling!
Rs:r:agree	64	Anoman tug boat	Hard pulling.
O:I:command	65	Pilot on board	Stop ibu
Rs:r:agree	66	Ibu tug boat	Stop
O:I:command	67	Pilot on board	Anoman slow pulling.
Rs;r:agree	68	Anoman tug boat	Slow pulling.
O:I:command	69a	Pilot on board	Send heaving line.
C:P:extend	69b	Pilot on board	Anoman stop!.
Rs:r:agree	70	Anoman tug boat	Stop

Continuation of table 4.1

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:I:command	71	Pilot on board	Send head line. Send stern line. Send spring line. Send breast line.
Rs:r:agree	72	Agency person	Two head lines ashore Two spring lines. One breast line. One forward spring slack.
Rs:r:agree	73	Pilot on board	Okay, one forward spring slack.
Rs:r:accept	74	Agency person	Thank you.
Rs:r:agree	75a	Pilot on board	Roger.
C:P:extend	75b	Pilot on board	All tugs let go.
Rs:r:agree	76	Ibu tug boat	Ibu lets go.
Rs:r:agree	77	Abrar tug boat	Abrar Utama lets go.
Rs:r:agree	78	Anoman tug boat	Anoman lets go.
Rs:r:accept	79	Pilot on board	Thank you for the cooperation.

At 12:20 after pilot embarked on the motor vessel Jessica VHF, radio channel 12 changed to channel 14 to avoid the influence of the outer voice.

**Table 4.2 Summary of communication between Pilot and Master
mv. Jessica for berthing.**

Conversational structure	Capt.Mv. Jessica	Semarang Pilot	Pilot on board	Ibu Tug boat	Abrar Tug boat	Anoman Tug boat	Agency person
O:A:statement	1	1	1	-	-	-	-
C:P:extend	1	1	7	-	-	-	-
Rj:track:clarify	-	1	-	-	-	-	-
Rs:r:answer	3	-	-	-	-	-	-
Rs:r:acknow	-	1	3	-	-	-	-
Rs:r:accept	1	-	4	-	-	-	1
Rs:s:engage	-	1	-	-	1	-	-
O:I:command	-	1	22	-	-	-	-
Rs:r:agree	-	1	-	9	11	4	1
O:I:fact	-	-	-	-	1	-	6
Rs:c:disagree	-	-	1	-	-	-	-
Rs:D:elaborate	1	1	-	-	-	-	-

From table 4.1 and 4.2, I found that command or (O:I:command) is highest in use in the procedure of this communication that is about 22 times by pilot on board. The reasons were in the berthing communication after getting information from Semarang pilot about procedure of berthing in turn 10, Semarang pilot handled and gave the instructions to the master motor vessel Jessica about piloting and for this purpose command was required in clarifying the position of pilot ladder. The position of pilot ladder is very important because the pilot from the pilot boat will be safe in windward position. In the windward position, pilot boat can easily be manoeuvred and

the hull can protect pilot embarkation. Command in turn 1 is also an integrated communication between pilot on motor vessel Jessica and the three tug boats. Integrated communication is very important for clarifying command and avoiding miss command from pilot to master motor vessel Jessica and tug boats. Command also appeared in the next turns in short commands in turn 17, 19, 23, 25, 27, 29, 31a, 33,40, 42, 46, 48, 53, 55, 57, 59,65, 67, 69a and 71 which fitted in standard marine communication and phrases (SMCP), that is short and simple for avoiding misunderstanding move was an agree support responding move (Rs:r:agree) often appeared in this communication produced by Abrar tug boat referred to support the information or command from previous speakers. It shows that all the information or commands given to the Abrar tug boat were clear and fitted with the condition and position in the berthing manoeuvring.

Attending moves (O:A:statement) was produced by captain motor vessel Jessica when he called to the Semarang pilot for getting opening interaction communication about berthing information. It shows that captain Jessica prepared the next information from Semarang pilot about the distance to breakwater. This information is very important for adjusting time for piloting. This move was also produced by Semarang pilot when Semarang pilot called motor vessel Jessica concerning the position of pilot ladder and by pilot on board when calling in Abrar Utama tug boat regarding the attention for assisting manoeuvring.

Clarifying moves (RJ:track:clarify) was produced by Semarang pilot for seeking additional information in order to understand a prior move concerning the distance in nautical miles to the breakwater . It was required for adjusting time for piloting by

motor pilot, the speed of motor pilot can be adjusted to the sea condition from slight to moderate.

An answer support responding move (Rs:r:answer) was produced by captain motor vessel Jessica for providing information demanded by Semarang pilot concerning the distance which was about 3.5 nautical miles from breakwater. This information was required by Semarang pilot for preparing motor pilot in piloting.

An acknowledge support responding move (Rs:r:acknow) was produced by Semarang pilot and pilot on board which indicated the knowledge of information given from previous speaker, so Semarang pilot and pilot on board could anticipate concerning the each condition at that time.

An accept support responding move (Rs:r:accept) was produced by captain Jessica, who accepted information after he gave the distance information to Semarang pilot. Pilot on board also produced (Rs:r:accept) in turns 38a, 61, 63a and 79, all of which moves showed that he got the information from previous speaker and realized by an expression of thanking. He agreed with the information and made a good cooperation between Pilot and Master in berthing process. The last is from agency person, who represented the agent of motor vessel Jessica in Semarang. He also agreed about the lines position of motor vessel Jessica after pilot on board gave command about lines position.

Engaging move (Rs:s:engage) was produced by Abrar tug boat and Semarang pilot, which shows others willingness to interact by duplicating responding after getting statement from pilot on board and captain motor vessel Jessica. It indicated that Abrar tug boat and Semarang pilot responded to salutation from pilot on board and captain motor vessel Jessica.

Opening initiating moves (O:I:fact) was produced by Abrar tug boat, indicating referred to the opinion or the fact in that condition. At that time Abrar tug had informed about trouble on her starboard engine, which was important information for pilot on board concerning power for pushing and pulling in berthing process so pilot on board could prepare manoeuvring with Abrar tug boat. Opening initiating move was produced by agency person about the wharf or berthing space like position, distance for motor vessel Jessica and the opinion or fact to assisted in berthing process concerning safety.

A disagree confront responding move (Rs:c:disagree) was produced by pilot on board regarding negative response to the statement from the agency person about the distance space for berthing.

An elaborate developing responding move (Rs:D: elaborate) was produced by Semarang pilot and captain motor vessel Jessica for expanding on a previous speaker 's contribution by clarifying about the distance information that had been said. This contribution information was very important for pilot embarkation time.

An extending (C:P:extend) was produced by captain motor vessel Jessica, who added information to the Semarang pilot concerning the distance from breakwater for piloting. Semarang pilot produced (C:P:extend) for contrasting information about the position of ladder on the portside of the hull. The last was from pilot on board about contrasting information related to the ship's manoeuvring.

2. The concepts of communication used in berthing communication above.

In berthing communication I analyzed channel , medium and code.

a. Channel

In berthing communication the writer found two means of communication. The first mv. Jessica used flags for signalings or codes and second a VHF radio communication. According to IMO (1987:1) the purpose of flags is to provide ways and means of communication in situations related essentially to safety of navigation and persons, especially when language difficulties arise. The writer found two main channels in berthing communication. The main channels in berthing communication are code systems and radio waves. Code systems are the channel for flags and radio waves are the channel for a VHF radio.

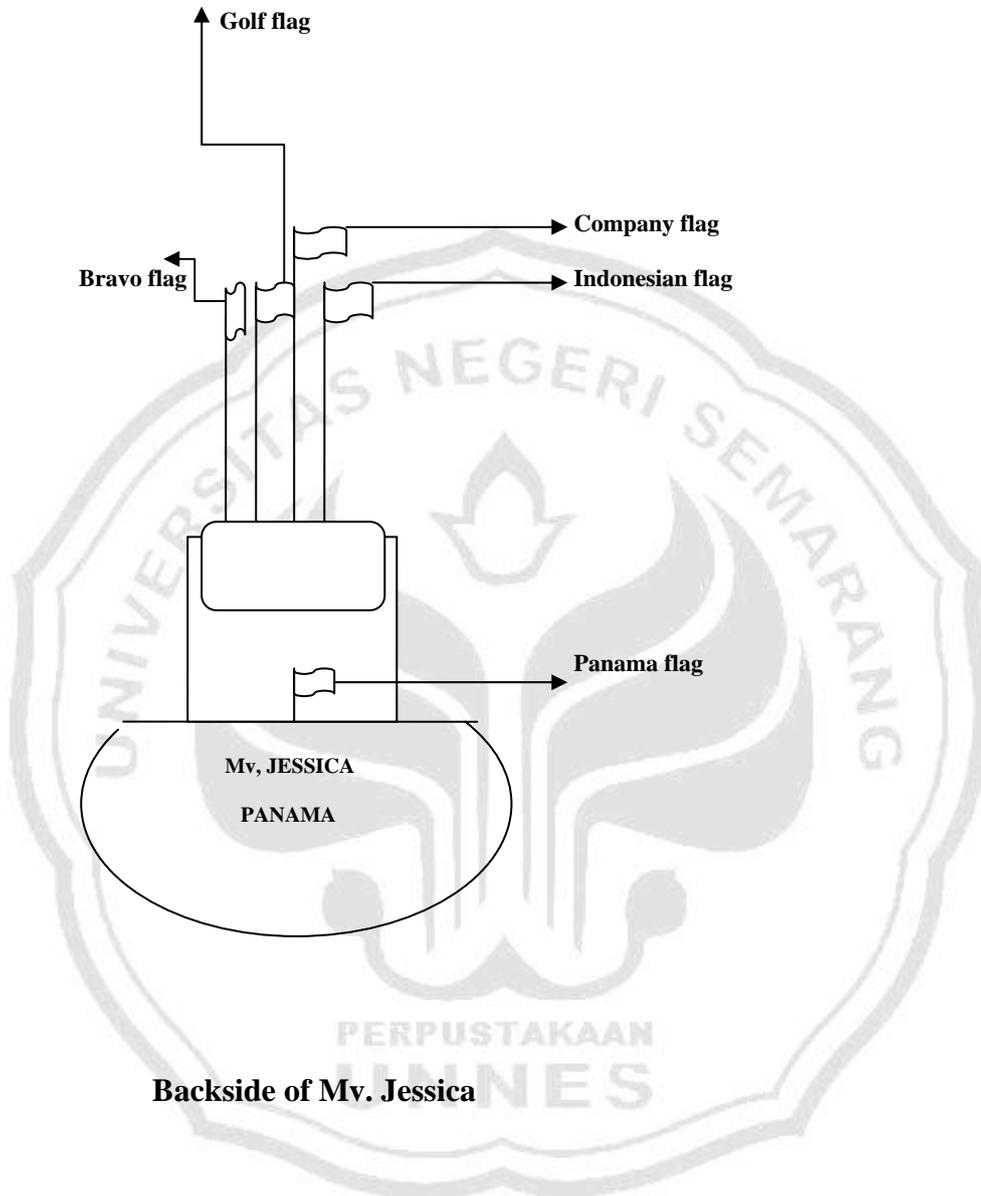
b. Medium

In berthing communication, two mediums are used. The first medium is flag and second is radio. Flags are the representational media, which can make codes. The radio is the mechanical media as transmitter created by engineering.

c. Code

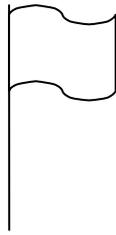
In berthing communication I found codes for conveying meanings. Before entering the harbour mv. Jessica raised some flags for conveying the messages. There were four masts on the flying deck, two masts on the portside, one in the middle and one mast on the starboard side. Each position of mast had a different function after the flag was raised. The national flag was put on the ship's stern, which showed the ship's registry.

Figure 2 Code of signals before pilot on Mv. Jessica was berthing



Backside of Mv. Jessica

From backside of Mv. Jessica, I tried to symbolize each flag on Mv. Jessica.



Golf flag

Golf flag is on the mast of the vessel for signaling, it shows that the vessel requires a pilot. Motor pilot was able to get the position of motor vessel Jessica when motor vessel Jessica raised the golf flag. The golf flag was put on the portside mast of Mv. Jessica. Sometimes Mv. Jessica gave sound signaling by ship's whistle. The sound signaling from Mv. Jessica was made slowly and clearly for guiding motor pilot.



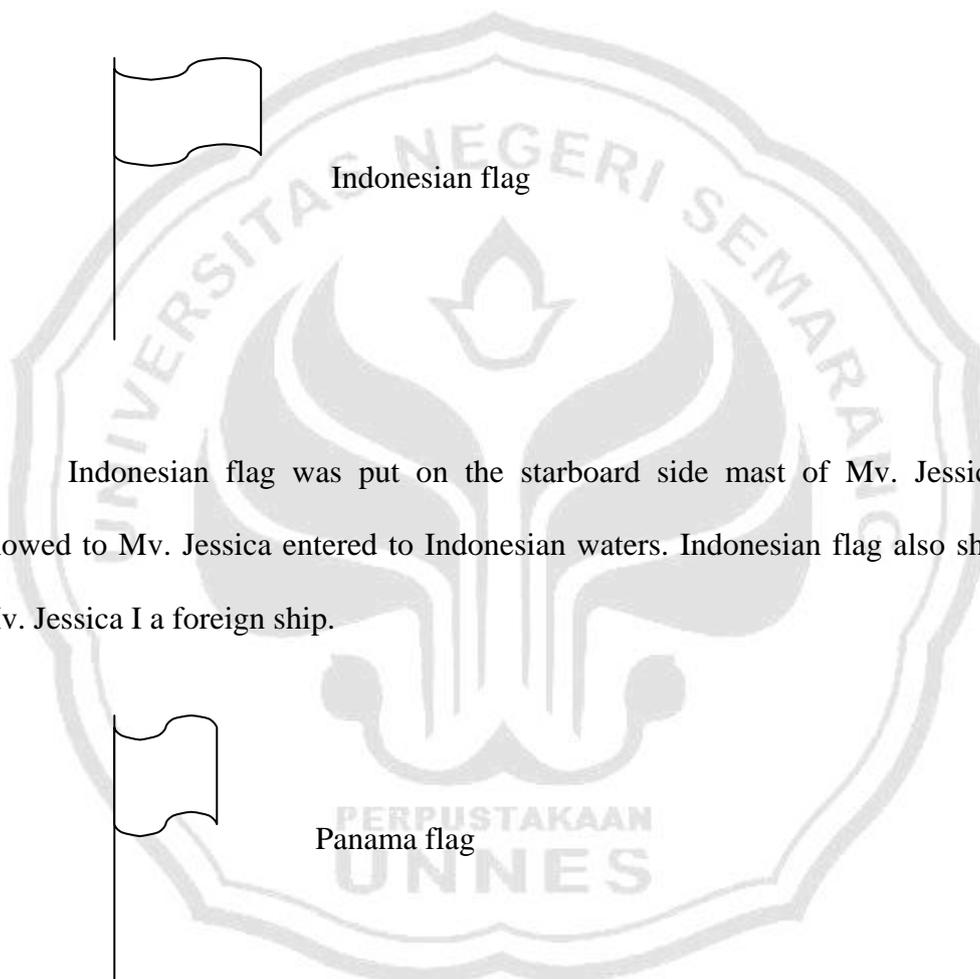
Company flag

Company flag shows the owner, it is put on the centre of the mast. MSC (Malaysian Shipping Company) is the owner of Mv. Jessica.



Bravo flag

Bravo flag is raised on the mast of the vessel for signaling. It shows that the vessel is carrying dangerous goods. Mv. Jessica carried dangerous good in the containers, therefore Mv. Jessica raised the bravo flag on the portside mast.

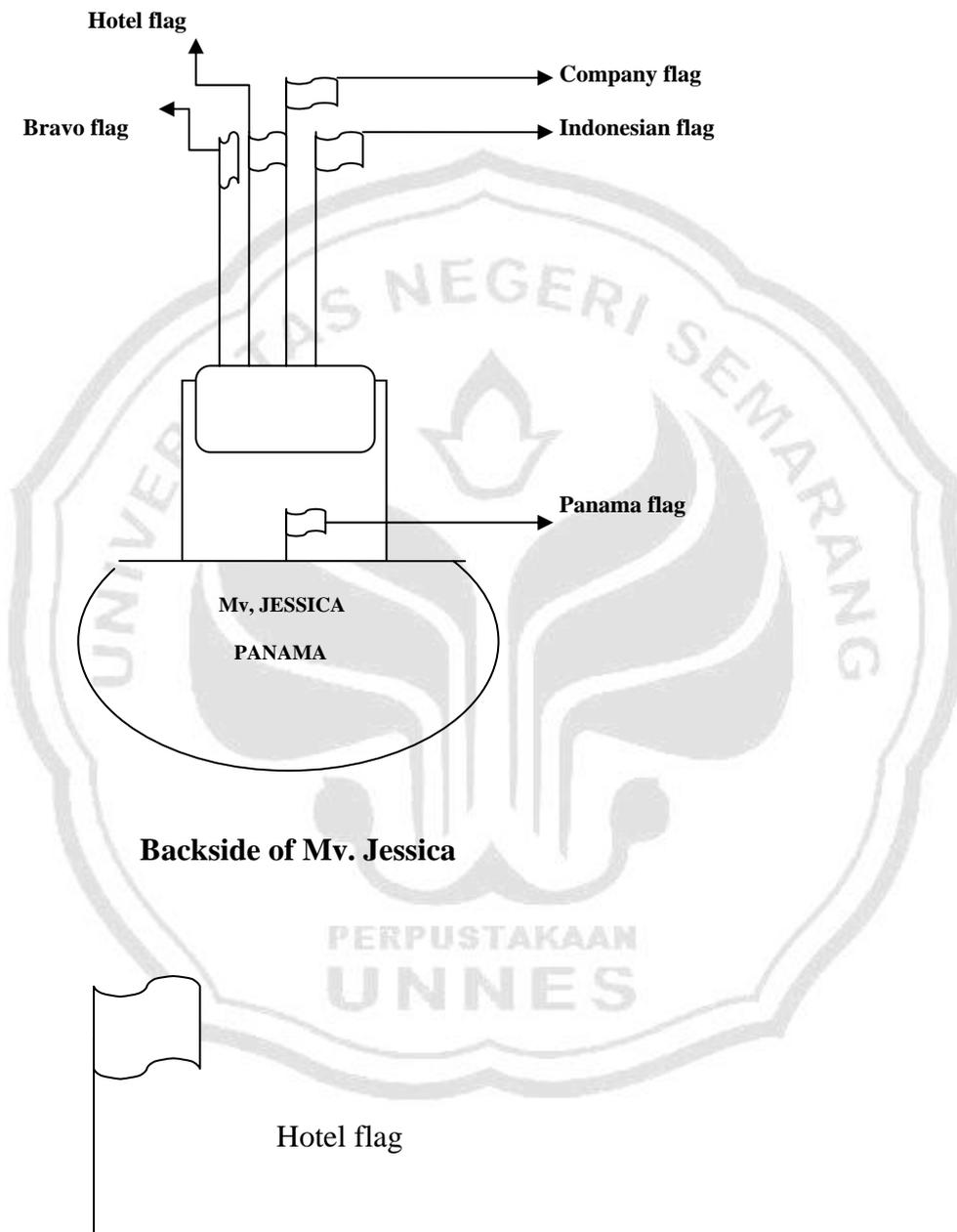


Indonesian flag was put on the starboard side mast of Mv. Jessica, which showed to Mv. Jessica entered to Indonesian waters. Indonesian flag also shows that Mv. Jessica I a foreign ship.

Panama flag was put on the stern. Panama flag indicated the ship's nationality and where she was registered.

After motor pilot embarked on board, the young officer hauled down the golf flag and raised the hotel flag. The hotel flag on mast of motor vessel Jessica showed that motor vessel Jessica had a pilot.

Figure 3 Code of signals after pilot embarked on Mv. Jessica



Hotel flag was put on portside mast of motor vessel Jessica. It showed that motor vessel Jessica had a pilot. Pilot was an advisor of master motor vessel Jssica and a pilot was expected to develop and maintain a cooperative, mutually supportive

working relationship with the master and bridge crew in recognition of the respective responsibility of each for the safe navigation.

Unberthing communication

Date of Piloting : 15 th – 12 – 2007
 Time (local time) : 08.00 am – 10.25 am
 VHF radio : Channel 12 (pilot channel)
 Channel 14 (external channel)
 Channel 16 (emergency channel)

Weather condition

Sea condition : Slight sea.
 Sky condition : Blue sky.

Name of tug Boats

Tug number one : Kasih Ibu
 Tug number two : Abrar Utama.
 Tug number three : Anoman III.

In unberthing all officers stanby fore and aft at motor vessel Jessica. The position of third officer was at fore and second officer at aft motor vessel Jessica. Two officers prepared the lines for tugs in unberthing. The third, second officer and all tug masters waited for the command from a Motor vessel Jessica's master or a pilot. The golf flag was raised on the mast before pilot on board , it indicating that motor vessel

Jessica required a pilot for piloting. After pilot on board the hotel flag was raised on the mast and the golf flag was hauled down. Hotel flag showed that motor vessel Jessica had a pilot for piloting. At this time pilot gave commands to the tug master and the two officers on motor vessel Jessica, for example : Pilot gave command to second and third officers “single up forward and afterward”, which meant all lines let go but only one line for forward and afterward. The last command was all lines let go and tug assisted motor vessel Jessica for manoeuvring.

Table 4.3 List of speech functions on unberthing communication

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:I:command	1	Pilot on board	Single up forward and afterward
Rs:r:agree	2	Third officer	Single up
Rs:r:agree	3	Second officer	Single up
O:I:command	4a	Pilot on board	Ibu pulling
C:P:extend	4b	Pilot on board	Abrar pulling
Rs:r:agree	5	Ibu tug boat	Ibu pulling
Rs:r:agree	6	Abrar tug boat	Abrar pulling
O:I:command	7a	Pilot on board	Ibu stop
C:P:extend	7b	Pilot on board	Abrar stop
Rs:r:agree	8	Ibu tug boat	Ibu stop
Rs:r:agree	9	Abrar tug boat	Abrar stop
O:I:comman	10	Pilot on board	Ibu let go
Rs:r:agree	11	Ibu tug boat	Ibu let go
O:I:command	12	Pilot on board	Abrar let go
Rs:r:agree	13	Abrar tug boat	Abrar let go

Table 4.4 Summary communication between Pilot and Master**Mv. Jessica for unberthing.**

Conversational structure	Second officer	Third officer	Pilot on board	Ibu tug boat	Abrar tug boat	Anoman tug boat
O:I:command	-	-	5	-	-	-
Rs:r:agree	1	1	-	3	3	-
C:P:extend	-	-	2	-	-	-

From table 4.4, I found that command or (O:I:command) is highest in use in the procedure of unberthing communication which was about 5 times by pilot on board, the same as in berthing communication, that is command always dominated in this communication. The reasons are in unberthing communication after embarking on motor vessel Jessica, the pilot handled and gave the instructions to the second and the third officers for making the ship in the single up position and tied to the tug boats so the two officers and tug boats waited for instruction only from pilot.

The next highest in use is an agree support responding move (Rs:r:agree) which often appeared in unberthing communication produced by Abrar tug boat and Ibu tug boat to support the information from pilot on board. It shows that all the information and commands given to the Abrar and Ibu tug boats were clear and fitted with the unberthing process. (Rs:r:agree) also shows a good cooperation as team work in unberthing.

An extending move (C:P:extend) was produced by pilot on board, who added information to the Abrar tug boat after Ibu tug boat in the pulling condition and motor

vessel Jessica drew farther and farther away from wharf. Pilot on board produced (C:P:extend) for providing contrasting information concerning pulling activity.

3. The concepts of communication used in unberthing communication above.

In unberthing communication the writer will analyze channel , medium and code.

a.Channel

In unberthing communication the writer also found two means of communication. The first mv. Jessica used flags for signalings or codes and second VHF radio communication. The writer found two main channels in unberthing communication. The main channels in unberthing communication are code systems and radio waves. Code systems are the channel for flags and radio waves are the channel for VHF radio.

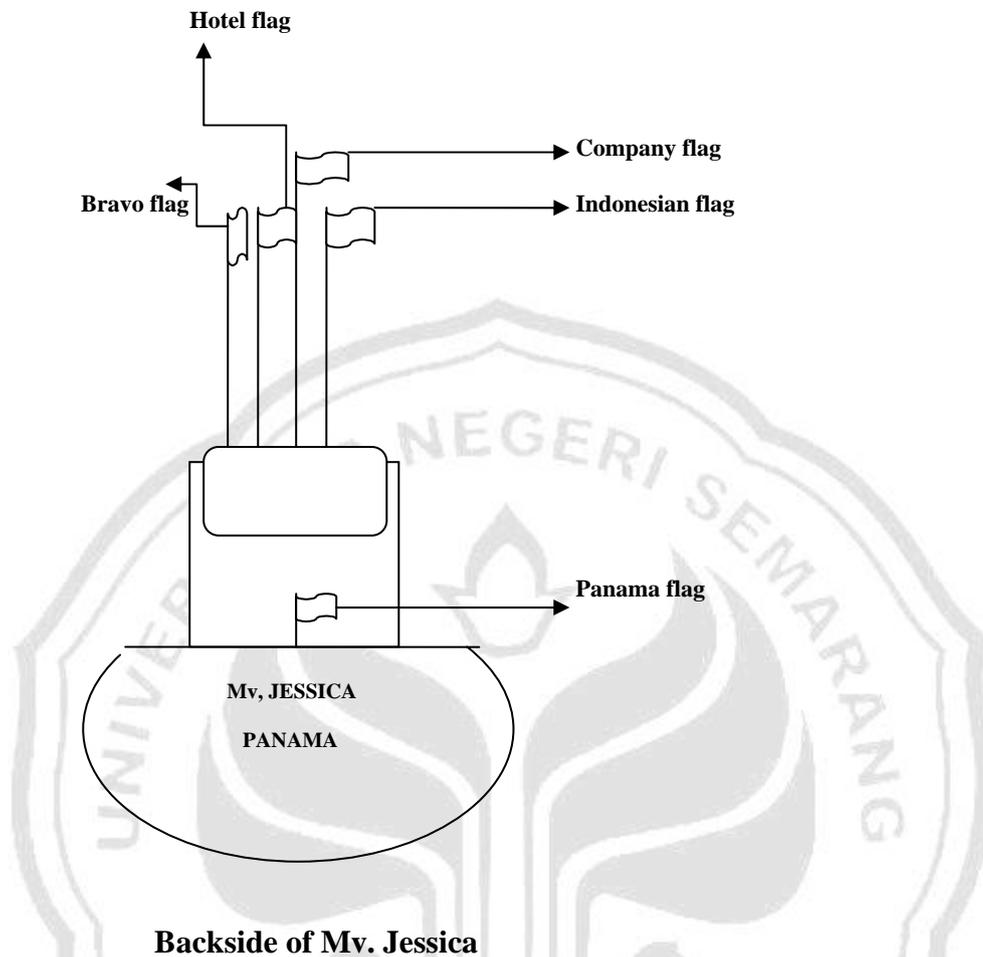
b. Medium

In unberthing communication, two mediums are also used. The first medium is flags and second is a radio. Flags are the representational media, they can make codes. The radio is the mechanical media as transmitter for transmitting radio waves.

c.Code

In unberthing communication the writer also found codes for conveying meanings. Before outerring to the harbour mv. Jessica raised the flags for conveying the messages : Hotel flag, company flag, bravo flag, Indonesian flag, Panama flag. Besides flag signaling Mv. Jessica also used sound signaling. Sound signaling was prepared before sailing. Sound signaling was used for warning ships in the vicinity and for small ships.

Figure 4 Code of signals before pilot on Mv. Jessica was unberthing



The picture above shows that motor vessel Jessica had a pilot for unberthing. The hotel flag was a signal that there was a pilot on the vessel or on board. After unberthing and pilot disembarked from motor vessel Jessica, the hotel flag was hauled down.

The second ship is motor tanker Jo Brevick

4. Principal particulars of motor tanker Jo Brevick

Owner : Bergen company.

LOA (Length Over All) : 182 meters

GT (Gross Tonnage)	: 19,688 tons
Type of Ship	: Tanker ship.
Port Registry	: Bergen Norway
Flag	: Norway Flag. Indonesian Flag. Company Flag. Bravo Flag. Golf Flag. Hotel Flag.
Cargo	: Liquid cargo (Palm Oil) Dangerous cargoes.
VHF Radio Channel	: Channel 12, 14, 16
Piloting data	
Date of Piloting	: 17 th -12-2007
Time (local time)	: 11:30-13:55 (local time)
Weather condition	: Rough sea.
Sky condition	: Blue cloudy
Name of tug Boats	: Kasih Ibu and Anoman III

Starting berthing communication

Motor pilot sailed to the position of motor tanker Jo Brevick about 2.0 nautical miles from the break water. Motor tanker Jo Brevick is 182 metres length overall (LOA) and she didn't drop anchor for waiting berthing information from Semarang Pilot. Mt. Jo Brevick required two tugs according to the rule of piloting because of its

length over all (LOA) which is less than 200 metres. During pilotin in berthing, motor tanker Jo Brevick raised five flags these are golf flag, bravo flag, company flag, Indonesian flag and Norway flag. The flags had to be raised together during piloting but after the pilot was on board the golf flag was replaced by the hotel flag. All ships in the vicinity would know the information about motor tanker Jo Brevick. In case of lack of communication which is caused by the noise from radio, the flags will assist for giving information.

Table 4.5 List of speech functions on berthing communication

Conversation al structure	Turn / move	Speaker	Text (number for clauses)
O:A:statement	1	Cpt.MT.JOBREVICK	Semarang Pilot JO BREVICK, calling sir!
O:I:statement	2a	Semarang Pilot	Okay, stand by engine please.
C:P:elaborate	2b	Semarang Pilot	Stand by engine.
Rs:D:elaborate	3	Cpt.MT.JOBREVICK	Engine ready and Pilot ladder starboard side 1 meter above water.
Rs:r:accept	4	Semarang Pilot	Okay thank you for the information, please stand by channel 12.
Rs:D:elaborate	5a	Cpt.MT.JOBREVICK	Stand by channel 12.
Rs:r:accept	5b	Cpt.MT.JOBREVICK	Thank you mom.
C:P:elaborate	6	Semarang Pilot	Okay thank you.
O:A:statement	7	Pilot on Pilot boat.	Motor tanker JO BREVICK Pilot speaking , good morning Sir.

Conversation al structure	Turn / move	Speaker	Text (number for clauses)
Rs:D:elaborate	8	Cpt.MT.JOBREVICK	Good morning, go ahead Sir.
O:I:command	9	Pilot on Pilot boat.	Motor Pilot will approach to your vessel ,stand by Pilot ladder on starboard side please.!
Rs:r:agree	10	Cpt.MT.JOBREVICK	Yes, Sir.
O:A:statement	11a	Pilot on Pilot boat.	Motor tanker JOBREVICK Pilot calling, good morning.
C:P:elaborate	11b	Pilot on Pilot boat.	Motor tanker JOBREVICK Pilot calling, good morning.
Rs:D:extend	12	Cpt.MT.JOBREVICK	Good morning, this is JOBREVICK go ahead.
O:I:command	13	Pilot on Pilot boat.	Heave up your anchor!
Rj:track:check	14	Cpt.MT.JOBREVICK	Say again please!
Rs:D:elaborate	15	Pilot on Pilot boat.	Heave up your anchor!
Rs:c:contradict	16	Cpt.MT.JOBREVICK	We don't drop anchor, we just drifting for waiting the Pilot.
Rs:r:accept	17	Pilot on Pilot boat.	Thank you , Pilot on the way in few minutes.
Rs:r:accept	18	Cpt.MT.JOBREVICK	Okay thank you.
O:A:statement	19	Pilot on Pilot boat.	Motor tanker JOBREVICK , Pilot boat calling.
Rs:r:agree	20	Cpt.MT.JOBREVICK	Yes, go ahead Sir!
O:I:command	21	Pilot on Pilot boat.	Dead slow ahead Sir!

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:I:command	22	Ibu tug boat	Send towing line to port quarter!
Rs:r:agree	23a	Pilot on board	Okay , port quarter.
C:P:extend	23b	Pilot on board	Fasten ibu!
Rs:r:agree	24	Ibu tug boat	Okay fasten
O:I:command	25	Pilot on board	Make fast forward tug on port quarter!
Rs:r:agree	26	Ibu tug boat	Okay, make fast on port quarter.
O:I:command	27	Pilot on board	Tug fast ibu!
Rs:r:agree	28	Ibu tug boat	Okay,Ibu tug fast.
O:A:statement	29	Pilot on board	Anoman III
Rs:D:extend	30	Anoman III	Anoman III approaches to JO BREVICK
Rs:r:agree	31	Pilot on board.	Okay, Anoman III.
O:I:command	32	Anoman III	Send towing line to Anoman III!
Rs:r:agree	33a	Pilot on board	Okay send towing line to tug.
C:P:extend	33b	Pilot on board	Fasten There!
O:I:statement	34	Anoman III	Sir, I have problem with the bollard, so I choose the bollard close to the lifeboat.
Rs:D:extend	35	Pilot on board	Okay but make it clear!
Rs:r:agree	36	Anoman III	Okay sir.
O:A:statement	37	Pilot on board	Ibu! Pilot calling!
Rs:D:elaborate	38	Ibu tug boat	Come in please.
O:I:command	39	Pilot on board	Pushing Ibu!

Conversational structure	Turn / move	Speaker	Text (number for clauses)
Rs:r:agree	40	Ibu tug boat	Okay pushing
O:I:command	41	Pilot on board	Half pushing Ibu!
Rs:r:agree	42	Ibu tug boat	Okay half pushing.
O:I:command	43	Pilot on board	Anoman III pulling!
Rs:r:agree	44	Anoman III	Okay pulling.
O:I:command	45	Pilot on board	Anoman ...Half pulling!
Rs:r:agree	46	Anoman III	Okay half pulling.
O:I:command	47	Pilot on board	Full pushing Ibu!
Rs:r:agree	48	Ibu tug boat	Okay , full pushing.
O:I:command	49	Pilot on board	Full pushing Anoman!
Rs:r:accept	50	Anoman III	Okay full pushing.
O:I:command	51	Pilot on board	Dead slow ahead, ibu!
Rs:r:agree	52	Ibu tug boat	Okay,Ibu . dead slow ahead now.
Rs:r:agree	53a	Pilot on board	Okay ibu , dead slow ahead.
C:P:extend	53b	Pilot on board	Full astern Anoman!
O:I:statement	55	Anoman III	Anoman ..full astern.
O:I:command	56	Pilot on board	Anoman.... Two engines or couple please!
Rs:r:agree	57	Anoman III	Okay sir!
O:I:command	58	Pilot on board	Full pushing Ibu!
Rs:D:elaborate	59	Ibu tug boat	Ibu full ahead for pushing
O:I:statement	60a	Pilot on board	JO BREVICVK 's position North and South.
Rs:D:extend	60b	Pilot on board	And I will move astern .
Rs:r:agree	61	Ibu tug boat	Okay, JO BREVICK will move astern
Rs:r:accept	62	Anoman III	Yes sir, JO BREVICK will move astern

Conversation al structure	Turn / move	Speaker	Text (number for clauses)
O:I:statement	63	Pilot on board	JO BREVICVK is moving astern about three cargo ships.
Rs:r:accept	64	Ibu tug boat	Yes, JO BREVICK is moving astern.
Rs:r:accept	65	Anoman III	Yes,JO BREVICK is moving astern.
O:I:command	66	Pilot on board	Anoman, full pushing!
Rs:r:agree	67	Anoman III	Okay,full pushing.
O:I:command	68	Pilot on board	Ibu , dead slow ahead!
Rs:r:accept	69	Ibu tug boat	Ibu, dead slow ahead now.
O:I:command	70a	Pilot on board	Send heaving line!
C:P:extend	70b	Pilot on board	Anoman stop pushing!
Rs:r:accept	71	Anoman III	Yes,Anoman, stop.
O:I:command	72	Pilot on board	Send head line! Send stern line! Send spring line fore and aft!
O:I:statement	73	Agency person	Two head lines. Two stern line.
O:I:command	74a	Pilot on board	Send spring line! Send breast line!
C:P:extend	74b	Pilot on board	All tugs let go
Rs:r:agree	75	Ibu tug boat	Okay, ibu tug's line let go now.
Rs:r:agree	76	Anoman III	Okay, Anoman's tug line let go now
O:I:command	77a	Pilot on board	Fore and aft make Three, one, two!
C:P:extend	77b	Pilot on board	Thank you for the cooperation.

Table 4.6 Summary communication between Pilot and Master Mt. Jo Brevick in berthing.

Conversational structure	Capt. MT. JO BREVICK	Semarang Pilot	Pilot on Pilot boat	Pilot on board	Ibu Tug boat	Anoman III Tug boat	Agency person
O:A:statement	1	-	3	2	-	-	-
O:I:statement	-	1	-	2	-	2	1
O:I:command	-	-	2	17	1	-	-
C:P:elaborate	-	2	1	-	-	-	-
Rs:D:elaborate	3	-	1	-	2	-	-
Rs:r:accept	2	1	1	-	2	3	-
Rs:D:extend	1	-	-	2	-	1	-
Rs:r:agree	2	-	-	4	9	7	-
Rs:c:contradict	1	-	-	-	-	-	-
C:P:extend	-	-	-	6	-	-	-

From table 4.6, I found that command or (O:I:command) is highest in use the procedure of berthing communication that is about 17 times by pilot on board. The two ships, motor vessel Jessica and motor tanker Jo Brevick have different lengths but in the berthing communication process command also dominated. The reason was the pilot on board handled and controlled almost in berthing process.

The next highest in use is an agree support responding move (Rs:r:agree) which often appeared in this communication produced by Ibu tug boat to support the information command from previous speaker. It showed that all the information given to the Ibu tug boat were clear and fitted with the condition and position in the berthing process.

Attending moves (O:A:statement) was produced by captain motor tanker Jo Brevick when the captain called the Semarang pilot to get opening interaction communication about berthing process. It means that captain motor tanker Jo Brevick prepared the next communication with Semarang pilot about the preparing the engine before manoeuvring in berthing. Attending moves was produced by pilot on pilot boat to get opening interaction communication about the salutation to the captain motor tanker Jo Brevick. The next attending moves from pilot on board were intended to call for giving manoeuvring information.

Initiating moves (O:I:statement) was produced by Semarang pilot when he made opening move to give command to the captain motor tanker Jo Brevick concerning engine preparation for manoeuvring. It showed that this information was important to avoid the accident, like collision or not under command so the ship will float. Initiating moves (O:I:statement) was produced by pilot on board too. It was about motor tanker Jo Brevick's position in the wharf, this move gave opinion or fact of the ship for easier manoeuvring. Initiating move was produced by Anoman III tug boat, It was about bollard opinion for putting on the towing lines in pulling and pushing ship on the ship hull and also ship's manoeuvring. The last initiating move was produced by agency person. It was about the offering lines position at bow and stern of the ship.

An elaborating move (C:P:elaborate) was produced by Semarang pilot. The reason was Semarang pilot was clarifying about the condition of the engine, which

would assist anticipating accident in berthing process when the ship has problem in engine. (C:P:elaborate) was produced by pilot on pilot boat too. It was meant clarify the condition of motor tanker Jo Brevick in floating or anchoring.

An elaborate developing responding move (Rs:D:elaborate) was produced by captain motor tanker Jo Brevick. The reason was captain motor tanker Jo Brevick expanded on a previous speaker's contribution in information about engine, channel on radio and manoeuvring. Pilot on pilot boat also produced (Rs:D:elaborate) to expand the information contribution from captain. Jo Brevick referred to anchor's motor tanker Jo Brevick position. It was important information for the ship in anchoring or floating. In anchoring position the vessel needs a long time for preparing the engine and navigation equipment, so pilot on pilot boat can adjust the speed on the pilot boat. An elaborate developing responding move. (Rs:D:elaborate) was produced by Ibu tug boat too. The reason was Ibu tug boat restated the information from pilot on board concerning manoeuvring.

An accept support responding move (Rs:r:accept) was produced by captain motor tanker Jo Brevick, who accepted the information of radio channel and pilot position realized by an expression of thanking from captain motor tanker Jo Brevick. It means that captain Jo Brevick made agreement information for piloting process. Semarang pilot produced this move to make acknowledgement from captain motor tanker Jo Brevick. Pilot on pilot boat produced this move to accept information, so pilot on pilot boat could prepare the piloting. Ibu tug boat produced this move to accept information about the moving to astern about three cargo ships. This information was very important for berthing position avoid collision accident with another ship. Anoman tug boat produced this move to accept information about manoeuvring. It

showed that Anoman III tug boat made acknowledgement so Anoman III could anticipate collision accident in her manoeuvring.

An extend developing responding move (Rs:D:extend) was produced by captain motor tanker Jo Brevick, pilot on board and Anoman III tug boat to expand on a prior speaker's move by adding further contrasting detail of the information.

A contradict confront responding move (Rs:c:contradict) was produced by captain motor tanker Jo Brevick. It was meant to negate the information when pilot on pilot boat gave command to captain motor tanker Jo Bervick for heaving up the anchor. It was contradiction because motor tanker Jo Brevick was only floating during waiting for pilot.

An extending move (C:P:extend) was produced by pilot on board, who added information to provide contrasting information in order to be more detail to avoid accident or not under control condition.

5. The concepts of communication used in berthing communication above.

I analyze this communication into three concepts of communications :

a, Channel

In this communication the writer also found two means of communication. The first Mt. Jo Brevick used some flags for signalings or codes and second a VHF radio communication. The main channels in berthing communication are code systems and radio waves. Code systems are the channel for flags and radio waves are the channel for a VHF radio.

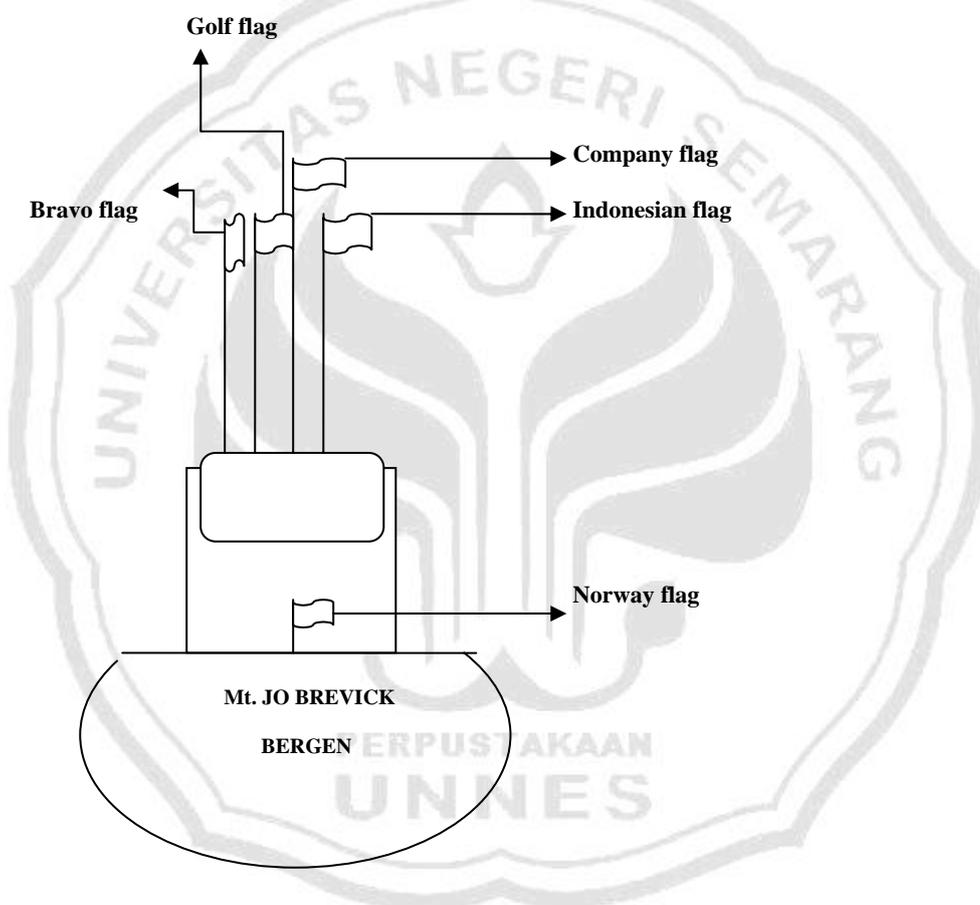
b. Medium

In berthing communication Mt. Jo Brevick used two media, the first medium is flags and second is a radio. Flags are the representational media, which can make codes, and a radio Very High Frequency or a radio VHF is a mechanical media

c. Code

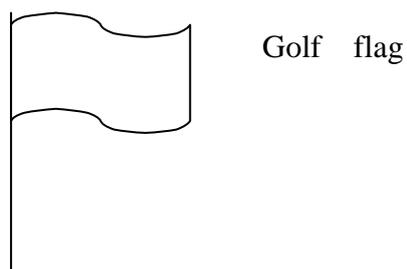
In berthing communication the writer found some codes for conveying meanings. Before entering the harbour Mt. Jo Brevick raised some flags to convey the messages. Each flag has a specific meaning therefore the writer will analyze the codes from Mt. Jo Brevick

Figure 5 Code of signals before pilot on Mt. Jo Brevick was berthing



Backside of Mt. Jo Brevick

I try to symbolize each from backside of Mt. Jo Brevick



Golf flag is symbolized on the mast of the vessel to signal that the vessel requires a pilot. Motor pilot was able to look for the position of motor tanker Jo Brevick when Jo Brevick raised the golf flag. The golf flag was put on the portside mast of Mt. Jo Brevick



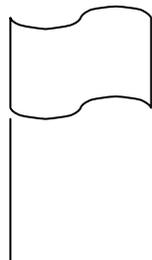
Company flag

Company flag is symbolized as company's flag, it can show the ship's owner. Company flag is put on the centre of the mast.



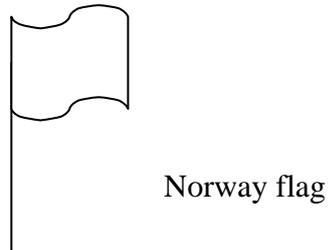
Bravo flag

Bravo flag is symbolized on the mast of the vessel to signal that the vessel is carrying dangerous liquid goods. Mt. Jo Brevick carried liquid dangerous goods in the tank, therefore Mt. Jo Brevick raised the bravo flag on the portside mast.



Indonesian flag

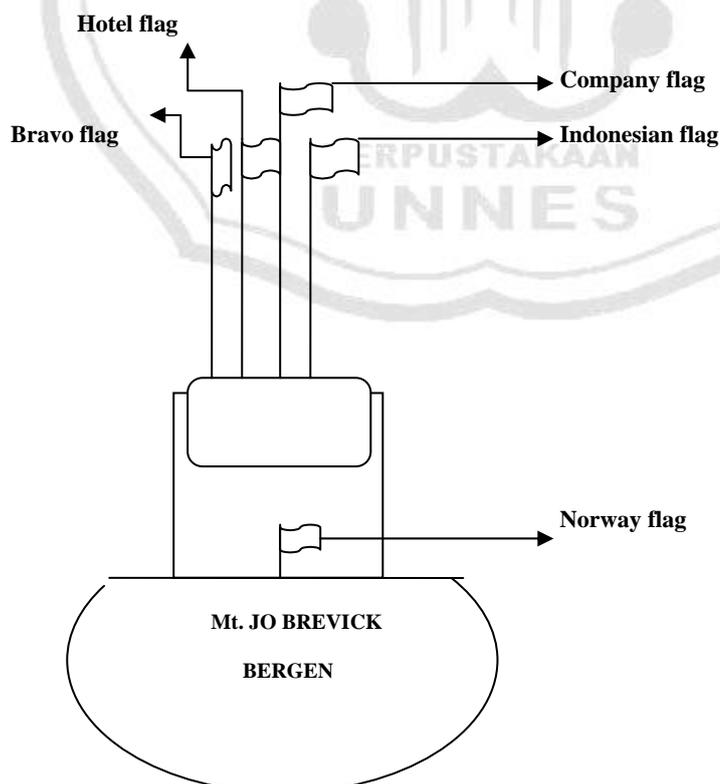
Indonesian flag was put on the starboard side mast of mt. Jo Brevick, which means that Mt. Jo Brevick entered to Indonesian harbour.



Norway flag was put on the stern. Norway flag shows the ship nationality and where the ship is registered.

After motor pilot embarked on board, the young officer hauled down the golf flag and raised the hotel flag. The hotel flag on mast of motor tanker showed that motor tanker Jo Brevick had a pilot. Sometimes Mt. Jo Brevick gave sound signaling by whistle ship. The sound signaling from Mt. Jo Brevick was made slowly and clearly to guide motor pilot. The sound signaling was done to warn to all ships and fishing vessels in the vicinity.

Figure 6 Code of signals after pilot on Mt. Jo Brevick was berthing



Backside of Mt. Jo Brevick

On the motor tanker Jo Brevick's masts were bravo, hotel, company, Indonesian and Norway flags. Each flag has a different meaning and also the position of the flag. Indonesian flag was put on the starboard mast and Norway flag was put on the portside mast, so all ships in the vicinity and the harbour authority knew the condition and the ship's nationality.



Hotel flag

Hotel flag was put on portside mast of motor tanker Jo Brevick. It showed that motor tanker Jo Brevick had a pilot.

Unberthing communication

Date of Piloting : 18 th – 12 – 2007
 Time (local time) : 07:00 am – 08:45 am (Local time)
 VHF radio : Channel 14

Weather condition

Sea condition : Slight sea.
 Sky condition : Blue cloudy.

Name of tug Boats

Tug number one : Kasih Ibu

Tug number two : Anoman III

In unberthing two officers stanby at bow and stern of motor tanker Jo Brevick. The position of third officer was at bow to prepare the tug lines for towing the ship and anchor to anticipate when the condition was not under control like a problem with the engine or black out and second officer was at stern to prepare the towing tug line for keeping at a distance from wharf. In unberthing process motor tanker Jo Brevick had to prepare hotel, Company, Indonesian, bravo and Norway flags. Bravo flag showed that after discharging liquid cargo, motor tanker Jo Brevick still had the dangerous liquid cargo on board and the authority and ships in the vicinity had to give serious attention to motor tanker Jo Brevick. The second motor tanker Jo Brevick is tanker ship for carrying dangerous liquid cargo. Besides the flag, the second and the third officer on motor tanker Jo Brevick used handy talky and VHF radio for assisting communication in unberthing process. Handy talky was used for communication to the second and third officers and VHF radio for communication to the agency person, pilot and tug boats. Before unberthing pilot on board had to inform Semarang pilot station because without permission from the pilot station, motor tanker Jo Brevick cannot sail. Pilot station would give information about sea condition like wind speed and ships in the vicinity including fishing vessels and small ships.

Table 4.7 List of speech functions Mt.Jo Brevick on unberthing communication

Conversational structure	Turn / move	Speaker	Text (number for clauses)
O:I:command	1	Pilot on board	Forward and afterward single up!
Rj:track:confirm	2	Third officer	Single up forward
Rj:track:confirm	3	Second officer	Single up afterward.
O:I:command	4	Pilot on board	Send towing line to port quarter!
Rs:r:accept	5	Third officer	Okay thank you , port quarter.
O:I:command	6a	Pilot on board	Ibu pulling!
C:P:extend	6b	Pilot on board	Anoman pulling!
Rj:track:confirm	7	Ibu tug boat	Ibu pulling
Rj:track:confirm	8	Anoman III	Anoman pulling.
O:I:command	9a	Pilot on board	Stop pulling, ibu!
C:P:extend	9b	Pilot on board	Stop pulling, Anoman!
Rj:track:confirm	10	Ibu tug boat	Ibu stop
Rj:track:confirm	11	Anoman III	Anoman III stop
O:I:command	12	Pilot on board	Ibu , Anoman let go tug's lines!
Rj:track:confirm	13	Ibu tug boat	Ibu , let go
Rj:track:confirm	14	Anoman III	Anoman, let go
Rs:r:accept	15	Pilot on board	Thank you.

Table 4.8 Summary of communication between Pilot and Master**Mt. Jo Brevick for Unberthing.**

Conversational structure	Third officer	Second officer	Pilot on board	Ibu Tug boat	Anoman III Tug boat
O:I:command	-	-	5	-	-
Rj:track:confirm	1	1	-	3	3
Rs:r:accept	1	-	1	-	-
C:P:extend	-	-	2	-	-

From table 4.8, I found that command or (O:I:command) is highest in use in the procedure of unberthing communication that is about 5 times by pilot on board. It was about command to the second and third officers also tug boats after pilot embarked on board. The pilot handled and controlled all the commands, although master has a responsible position with the ship.

The second highest in use was confirming moves (Rj:track:confirm) which were produced by Ibu tug boat about (3 times) and Anoman about (3 times). It means that the third and second officers and also Ibu and Anoman tug boats sought verification of what the speaker indicated they had heard. This move is very important to avoid misunderstanding information and accident.

An accept support responding move (Rs:r:accept) was produced by third and pilot on board. The third officer accepted information about the position of tug line to the ship hull from pilot on board and the third officer thanked the pilot on board as a sign of accepting information. Pilot on board also produced (Rs:r:accept) for accepting information from Anoman tug boat to let go the tug line so Anoman tug boat had finished for towing.

An extending move (C:P:extend) was produced by pilot on board. It indicated that pilot on board added information about pulling information. It was very important information for making a good cooperation between pilot on board and the tug boats.

6. The concepts of communication used in unberthing communication above.

In unberthing communication the writer tried to analyze channel , medium and code.

a.Channel

In unberthing communication at Mt. Jo Brevick, I also found two means of communication. The first Mt. Jo Brevick used some flags for signaling and second a VHF radio communication. The writer found two main channels in unberthing communication. The main channels in unberthing communication are code systems and radio waves. Code systems are the channel for flags and radio waves are the channel for a VHF radio.

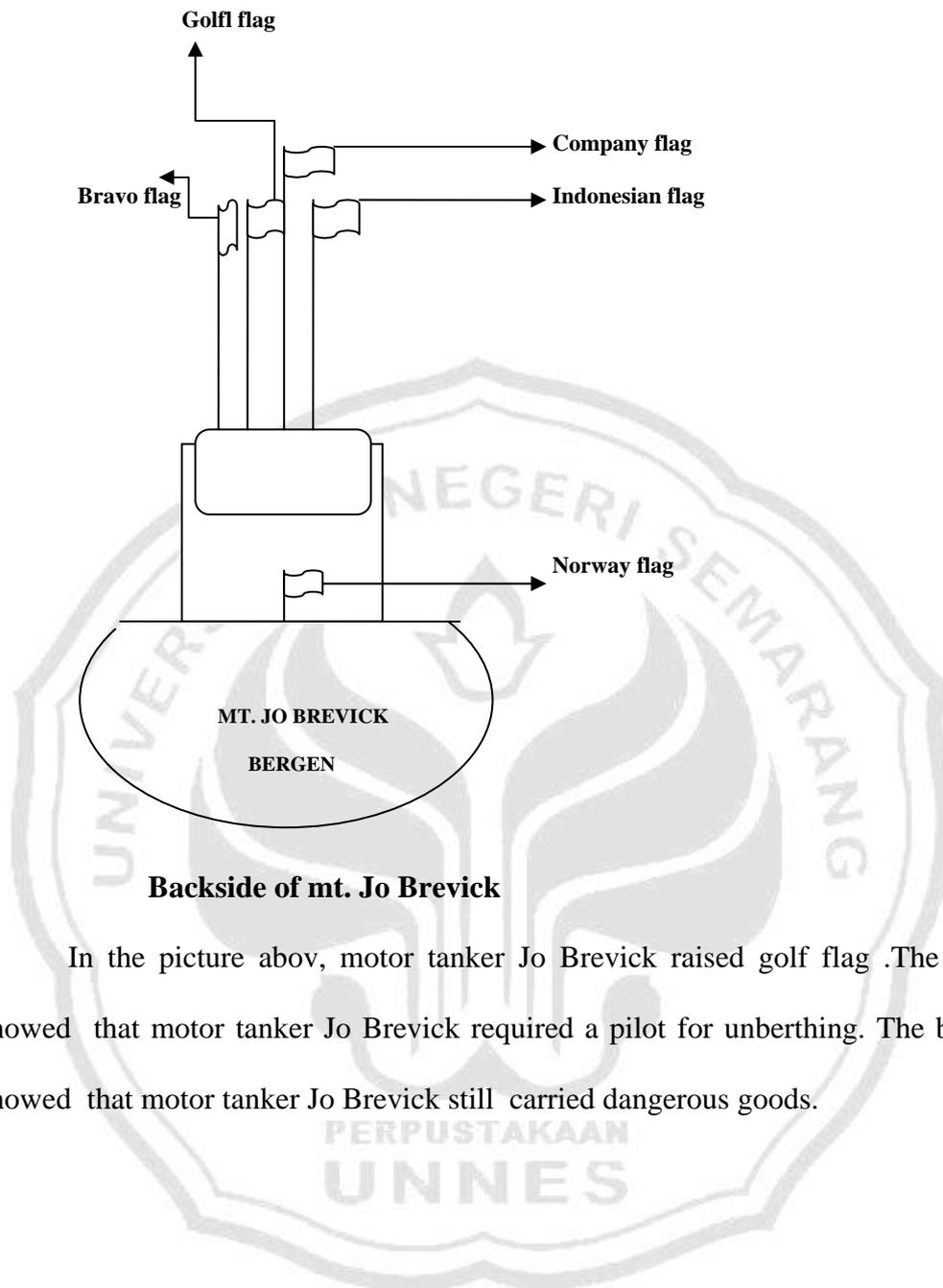
b.Medium

In unberthing communication, Mt. Jo Brevick also used two media. The first medium is flags and second is a VHF radio. Flags are the representational media, which can make codes. The radio is the mechanical media.

c. Code

In unberthing communication the writer also found codes for conveying meanings. Before outerring to the harbour Mt. Jo Brevick raised the flags for conveying the messages.

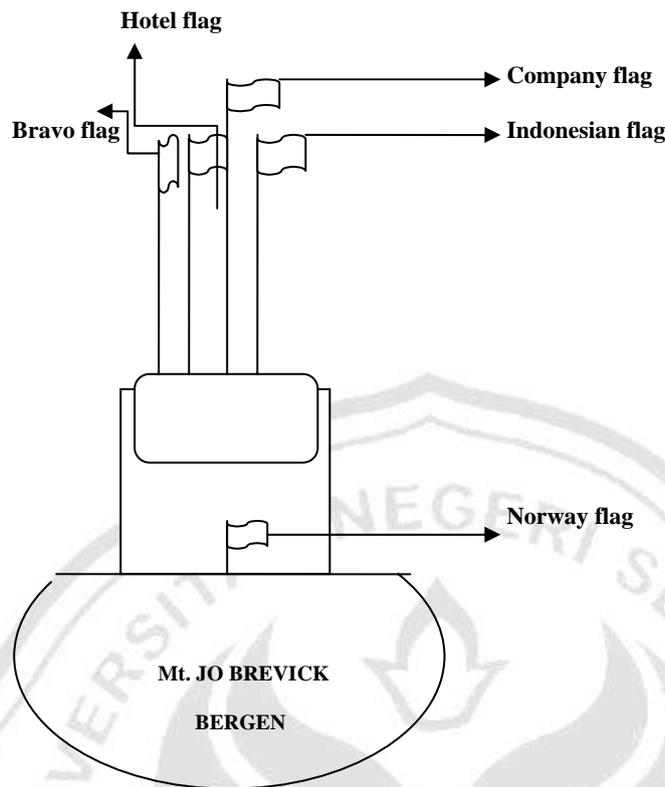
Figure 7 Code of signals before pilot on mt. Jo Brevick was unberthing



Backside of mt. Jo Brevick

In the picture above, motor tanker Jo Brevick raised golf flag. The golf flag showed that motor tanker Jo Brevick required a pilot for unberthing. The bravo flag showed that motor tanker Jo Brevick still carried dangerous goods.

Figure 8 Code of signals after pilot on mt. Jo Brevick was unberthing



Backside of Mt. Jo Brevick

The picture above shows that motor tanker Jo Brevick had a pilot for unberthing. The hotel flag was a signal that there was a pilot on the vessel or board. After unberthing and pilot disembarked from motor tanker Jo Brevick, the hotel flag was hauled down. The other flags are bravo flag, company flag, Indonesian flag and Norway flag. The bravo flag showed that after unloading or discharging motor tanker Jo Brevick still carried dangerous liquid cargoes, company flag showed that motor tanker Jo Brevick had to show the company identity, Indonesian flag meant that motor tanker Jo Brevick entered Indonesian waters. Norway flag indicated the motor tanker Jo Brevick nationality.

4.2 Interpretation

1. Interpretation of Speech Function Used

After examining the communication from two ships with different lengths, which are motor vessel Jessica with the length of more than 200 metres and motor tanker Jo Brevick with the length of less than 200 metres, it was found that command dominates in the communication between pilot and master for berthing and unberthing at Tanjung Emas harbour. It was found that commands were used 22 times by pilot on board Jessica in berthing, 5 times by pilot on board Jessica in unberthing and 17 times by pilot on board Jo Brevick in berthing, 5 times by pilot on board Jo Brevick in unberthing. It shows that command is required in clarifying and integrating communication in berthing and unberthing. Clarifying and integrating are required to avoid the collision in the fairway, and the officer on ship and tugs have to obey the pilot. It means that the captains of two ships had to follow the pilot because the pilot had local knowledge of the area, weather, tides and current and expert shiphandler. Commands are short and simple because short and simple will avoid misunderstanding among that ships. Command in this communication fit standard marine communication and phrases (SMCP).

Agree (Rs:r:agree) is used in many times in this communication about 11 times by Abrar tug boat in berthing, 3 times by Ibu tug boat and Abrar tug boat in unberthing from the first ship recording communication and 9 times by Ibu tug boat in berthing from the second ship recording communication. It points out that all tugs after getting command from pilot, they followed the command or agree although in restricted visibility regarding with ship's structure and sea condition for avoiding misunderstanding in the normal condition, in not normal condition may be disagree will appear in this communication, for example in trouble engine or in emergency situation.

2. Interpretation of code of signal used

Golf flag points to that motor vessel Jessica's master required a pilot and ships in the vicinity would give a way to motor vessel Jessica for entering the harbour.

Hotel flag is a flag for indicating to all ships in the vicinity that the ship has a pilot so ships in the vicinity can assist for her manoeuvring in berthing and unberthing.

Bravo flag on the motor vessel Jessica and motor tanker Jo Brevick for indicating to all ships in the vicinity that the ships loaded dangerous cargo or liquid. Ships in the vicinity assisted in their manoeuvring and fairway or gave a distance regarding their cargoes or liquid. At wharf, bravo flag was the symbol of full attention because it need a special portable fire fighting extinguisher or permanent extinguisher for avoiding fire around the ship or wharf.

Company flag is the symbol of ship owner, Malaysian Shipping Company flag is the symbol of Motor Vessel Jessica's owner. It would help the pilot boat for searching Motor Vessel Jessica position.

Nationality flag indicates the nationality of that ship, motor vessel Jessica was registered in Panama so Panama indicated the nationality of motor vessel Jessica. When motor vessel Jessica entered to Tanjung Emas harbour, she had to prepare Panama flag on the stern ship, and Indonesian flag on the starboard mast for permission entering Indonesian water also motor tanker Jo Brevick was registered in Norway so Norway indicated the nationality of motor tanker Jo Brevick.

Those are all the findings which lead to the conclusions and suggestions I give in the following chapter.

CHAPTER V

CONCLUSION AND SUGGESTION

5.1 Conclusion

Communication between pilot and master for berthing and unberthing is a specific communication, which is used to manoeuring in the harbour.

1. Command (O:I:command) has a role as key success in the berthing and unberthing, it is indicated that during communication between pilot and master for berthing and unberthing, command was used in many times after pilot embarked to the ship. Command is highest in the procedure of communication in berthing and unberthing. Command was produced 22 times by pilot on Motor Vessel Jessica and 17 times by pilot on Motor Tanker Jo Brevick, it pointed to command was required in clarifying information after integrating communication among the vessel and tugs. In unberthing communication, command was produced 5 times by pilot on board, too. It pointed to command was required in clarifying the information among pilot, two officers and tugs.
2. Besides for clarifying , command in this communication was required for integrating communication among the vessel and tugs. Integrated communication has to fit with standard marine communication and phrases. It is very important for avoiding miss communication from ship and tugs.

Agree support responding move (Rs:r:agree) often appeared in berthing communication, it was produced 11 times by Abrar tug boat' master at Motor Vessel Jessica's berthing and 9 times by Ibu tug boat's master at Motor Tanker Jo Brevick's berthing. In unberthing communication, Agree support responding move was produced 3 times by masters on Ibu and Abrar tugs at Motor Vessel Jessica's

unberthing. It pointed to all tugs after getting command from pilot, they followed the command or agree although in restricted visibility regarding with ship's structure and sea condition for avoiding misunderstanding in the normal condition, in not normal condition may be disagree will appear in this communication, for example in trouble engine or in emergency situation but I don't find disagree in this communication. (Rs:r:agree) also for supporting the command from previous speaker.

In the communication between pilot and master for berthing and unberthing at Tanjung Emas harbour also used the code of signal these are :

1. Golf flag is symbolized for signaling that the vessel required a pilot. The position of the golf flag on portside of the mast. It was produced for getting the ship's position in piloting from the pilot boat and golf flag assists all ships in the vicinity for giving a way in entering harbour. Golf flag was raised on that ships before entering breakwater , the golf flag must be hauled down after pilot on board.
2. Hotel flag was put on the portside mast, it pointed out that pilot on board. In this time pilot as an advisor of master and pilot was expected to develop and maintain a cooperative, mutually supportive working relationship with the master and bridge crew in recognition of the respective responsibility of each for the safe navigation.
3. Company flag is symbolized as company's flag, it pointed out ship's owner. Company flag raised on that ships before entering breakwater until berthing or during berthing.
4. Bravo flag is symbolized for signaling that the vessel is carrying dangerous goods or liquid. Bravo flag was raised on that ships before entering breakwater until berthing or during berthing at wharf.

5. Nationality flag is symbolized as the nationality of ship, motor vessel Jessica had to raise Panama flag and motor tanker Jo Brevick had to raise Norwegian flag on the stern ship. Ships in the vicinity and harbour authority would know about the nationality of that ships and it would help the customs boat or custom persons for looking for ships' position. The nationality flag of that ships had to raise before entering the breakwater until berthing or during berthing at wharf.

5.2 Suggestion

After carrying out the research during three months at sea by pilot Semarang boat, I would like to offer some suggestions :

1. In piloting, command has to be produced in short and simple according to Standard Marine Communication Phrases (SMCP) for avoiding misunderstanding communication.
2. It is suggested to English teachers at maritime institution for improving maritime English skill and knowledge about code of signal as a verbal and an un verbal communication to their nautical students.
3. It is suggested to master and pilot for improving maritime English skill according Standard Marine Communication Phrases (SMCP).

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Appendix A

DATA

Berthing communication on mv. Jessica

Date of Piloting : 13 December 2007

Local Time : 10:00 am – 01:40 pm

Name of tug boats : Kasih Ibu

Abrar Utama

Anoman III

VHF radio channel : 12, 14, 16.

Speaker	Text
Capt.Mv.Jessica	Semarang Pilot Jessica go ahead
Semarang Pilot	Yes, Jessica.
Semarang Pilot	How many miles from the breakwater.
Capt.Mv.Jessica	Now about 3.5 miles from the breakwater.
Semarang Pilot	Okay copy..... (pause 5 secs) information standby, Semarang Pilot.
Capt.Mv.Jessica	Thank you...(3 secs).
Capt.Mv.Jessica	Jessica about 2.7 miles from the breakwater.
Semarang Pilot	Okay copy the information...(pause 3secs) Pilot on the way, over.
Capt.Mv.Jessica	Okay Pilot on the way I will check out.

Speaker	Text
Semarang Pilot	Jessica ... (pause 3 secns) Semarang Pilot calling Jessica (2 times)
Capt.Mv.Jessica	Semarang Pilot Jessica go ahead.
Semarang Pilot	Okay Jessica please prepare portside pilot ladder.
Semarang Pilot	Okay portside pilot ladder.
Capt.Mv.Jessica	Portside pilot ladder, portside
Semarang Pilot	Portside... (pause 3 secns) portside.
Pilot on board	Ibu fasten on portside stern
Ibu tug boat	Fasten on portside stern now
Pilot on board	Abrar Utama
Abrar tug boat	Abrar Utama
Pilot on board	Pushing Abrar!
Abrar tug boat	Okay pushing
Pilot on board	At amidships
Agency person	Information.. (pause 2 secns) distance 50 meters ahead

Speaker	Text
Pilot on board	Ya ya copy
Pilot on board	Ibu ! Don't pushing
Ibu tug boat	Don't pushing.
Pilot on board	Abrar pushing
Abrar tug boat	Abrar pushing
Pilot on board	Abrar hard pushing
Abrar tug boat	Hard pushing Sir.
Pilot on board	Hard pull Abrar
Abrar tug boat	Hard pull now
Pilot on board	Hard pushing ibu
Ibu tug boat	Hard pushing now
Pilot on board	Abrar..(pause 2 secns) Abrar beside ibu
Pilot on board	Hard pushing Abrar
Abrar tug boat	Okay hard pushing
Pilot on board	Abrar pushing
Abrar tug boat	Already pushing Sir.

Speaker	Text
Abrar tug boat	Information trouble on my starboard engine
Pilot on board	Okay trouble in starboard engine
Agency person	Distance 100 meters Sir
Pilot on board	Thank you
Pilot on board	Hard pushing Abrar!
Abrar tug boat	Hard pushing now
Pilot on board	Stop Ibu!
Ibu tug boat	Ibu stop
Pilot on board	Stop Abrar!
Abrar tug boat	Abrar stop
Pilot on board	Okay stop let the bow closes to the pier
Pilot on board	Abrar keeps away from pier
Agency person	Information Sir, don't astern
Pilot on board	Slow pushing ibu
Ibu tug boat	Ibu slow pushing now
Pilot on board	Stop ibu
Ibu tug boat	Ibu stop
Agency person	Distance 75 meters ahead
Pilot on boat	Okay, distance 75 meter

Speaker	Text
Pilot on board	Abrar stop
Abrar tug boat	Abrar stop
Pilot on board	Ibu tightens the ropes.
Ibu tug boat	Ropes tightened
Pilot on board	Ibu slow pulling
Ibu tug boat	Pulling slowly
Pilot on board	Abrar makes a distance
Abrar tug boat	Okay, making a distance
Pilot on board	Don't touch it, Abrar
Agency person	Distance 65 meters ahead
Pilot on board	Okay, copy.
Agency person	In position
Pilot on board	Okay, in position.
Pilot on board	Anoman, hard pulling!
Anoman tug boat	Hard pulling.
Pilot on board	Stop ibu
Ibu tug boat	Stop
Pilot on board	Anoman slow pulling.
Anoman tug boat	Slow pulling.
Pilot on board	Send heaving line.
Pilot on board	Anoman stop!.
Anoman tug boat	Stop

Unberthing communication on mv. Jessica

Date of Piloting : 15 December 2007

Local Time : 08:00 am – 10:25 am

Name of tug boats : Kasih Ibu

Abrar Utama

Anoman III

VHF radio channel : 12, 14, 16.

Speaker	Text
Pilot on board	Single up forward and afterward
Third officer	Single up
Second officer	Single up
Pilot on board	Ibu pulling
Pilot on board	Abrar pulling
Ibu tug boat	Ibu pulling
Abrar tug boat	Abrar pulling
Pilot on board	Ibu stop
Pilot on board	Abrar stop
Ibu tug boat	Ibu stop
Abrar tug boat	Abrar stop
Pilot on board	Ibu let go
Ibu tug boat	Ibu let go
Pilot on board	Abrar let go
Abrar tug boat	Abrar let go

Berthing communication on mt. Jo Brevick

Date of Piloting : 17 December 2007

Local Time : 11:30 am – 13:55

Name of tug boats : Kasih Ibu

Anoman III

VHF radio channel : 12, 14, 16

Speaker	Text
Cpt.MT.JOBREVICK	Semarang Pilot JO BREVICK, calling sir!
Semarang Pilot	Okay, stand by engine please.
Semarang Pilot	Stand by engine.
Cpt.MT.JOBREVICK	Engine ready and Pilot ladder starboard side 1 meter above water.
Semarang Pilot	Okay thank you for the information, please stand by channel 12.
Cpt.MT.JOBREVICK	Stand by channel 12.
Cpt.MT.JOBREVICK	Thank you mom.
Semarang Pilot	Okay thank you.
Pilot on Pilot boat.	Motor tanker JO BREVICK Pilot speaking , good morning Sir.

Speaker	Text
Cpt.MT.JOBREVICK	Good morning, go ahead Sir.
Pilot on Pilot boat.	Motor Pilot will approach to your vessel ,stand by Pilot ladder on starboard side please.!
Cpt.MT.JOBREVICK	Yes, Sir.
Pilot on Pilot boat.	Motor tanker JOBREVICK Pilot calling, good morning.
Pilot on Pilot boat.	Motor tanker JOBREVICK Pilot calling, good morning.
Cpt.MT.JOBREVICK	Good morning, this is JOBREVICK go ahead.
Pilot on Pilot boat.	Heave up your anchor!
Cpt.MT.JOBREVICK	Say again please!
Pilot on Pilot boat.	Heave up your anchor!
Cpt.MT.JOBREVICK	We don't drop anchor, we just drifting for waiting the Pilot.
Pilot on Pilot boat.	Thank you , Pilot on the way in few minutes.
Cpt.MT.JOBREVICK	Okay thank you.
Pilot on Pilot boat.	Motor tanker JOBREVICK , Pilot boat calling.
Cpt.MT.JOBREVICK	Yes, go ahead Sir!
Pilot on Pilot boat.	Dead slow ahead Sir!

Speaker	Text
Ibu tug boat	Send towing line to port quarter!
Pilot on board	Okay , port quarter.
Pilot on board	Fasten ibu!
Ibu tug boat	Okay fasten
Pilot on board	Make fast forward tug on port quarter!
Ibu tug boat	Okay, make fast on port quarter.
Pilot on board	Tug fast ibu!
Ibu tug boat	Okay,Ibu tug fast.
Pilot on board	Anoman III
Anoman III	Anoman III approaches to JO BREVICK
Pilot on board.	Okay, Anoman III.
Anoman III	Send towing line to Anoman III!
Pilot on board	Okay send towing line to tug.
Pilot on board	Fasten There!
Anoman III	Sir, I have problem with the bollard, so I choose the bollard
	close to the lifeboat.
Pilot on board	Okay but make it clear!
Anoman III	Okay sir.
Pilot on board	Ibu! Pilot calling!
Ibu tug boat	Come in please.
Pilot on board	Pushing Ibu!

Speaker	Text
Ibu tug boat	Okay pushing
Pilot on board	Half pushing Ibu!
Ibu tug boat	Okay half pushing.
Pilot on board	Anoman III pulling!
Anoman III	Okay pulling.
Pilot on board	Anoman ...Half pulling!
Anoman III	Okay half pulling.
Pilot on board	Full pushing Ibu!
Ibu tug boat	Okay , full pushing.
Pilot on board	Full pushing Anoman!
Anoman III	Okay full pushing.
Pilot on board	Dead slow ahead, ibu!
Ibu tug boat	Okay,Ibu . dead slow ahead now.
Pilot on board	Okay ibu , dead slow ahead.
Pilot on board	Full astern Anoman!
Anoman III	Anoman ..full astern.
Pilot on board	Anoman.... Two engines or couple please!
Anoman III	Okay sir!
Pilot on board	Full pushing Ibu!
Ibu tug boat	Ibu full ahead for pushing
Pilot on board	JO BREVICVK 's position North and South.
Pilot on board	And I will move astern .
Ibu tug boat	Okay, JO BREVICK will move astern
Anoman III	Yes sir, JO BREVICK will move astern

Speaker	Text
Pilot on board	JO BREVICVK is moving astern about three cargo ships.
Ibu tug boat	Yes, JO BREVICK is moving astern.
Anoman III	Yes,JO BREVICK is moving astern.
Pilot on board	Anoman, full pushing!
Anoman III	Okay,full pushing.
Pilot on board	Ibu , dead slow ahead!
Ibu tug boat	Ibu, dead slow ahead now.
Pilot on board	Send heaving line!
Pilot on board	Anoman stop pushing!
Anoman III	Yes,Anoman, stop.
Pilot on board	Send head line!
	Send stern line!
	Send spring line fore and aft!
Agency person	Two head lines.
	Two stern line.
Pilot on board	Send spring line!
	Send breast line!
Pilot on board	All tugs let go
Ibu tug boat	Okay, ibu tug's line let go now.
Anoman III	Okay, Anoman's tug line let go now
Pilot on board	Fore and aft make Three, one, two!
Pilot on board	Thank you for the cooperation.

Unberthing communication on mt. Jo Brevick

Date of Piloting : 18December 2007

Local Time : 07:00 am – 08:45 am

Name of tug boats : Kasih Ibu

Anoman III

VHF radio channel : 14

Speaker	Text
Pilot on board	Forward and afterward single up!
Third officer	Single up forward
Second officer	Single up afterward.
Pilot on board	Send towing line to port quarter!
Third officer	Okay , port quarter.
Pilot on board	Ibu pulling!
Pilot on board	Anoman pulling!
Ibu tug boat	Ibu pulling
Anoman III	Anoman pulling.
Pilot on board	Stop pulling, ibu!
Pilot on board	Stop pulling, Anoman!
Ibu tug boat	Ibu stop
Anoman III	Anoman III stop
Pilot on board	Ibu , Anoman let go tug's lines!
Ibu tug boat	Ibu , let go
Anoman III	Anoman, let go
Pilot on board	Thank you.

Maritime communication comprises communication between vessels and coast stations, vessel and vessel.

Some words in English have meanings depending on the context in which they appear. Misunderstandings frequently occur, especially in vessel traffic centre (VTS) communications and have produced accidents.

Standard Marine Communication and Phrases have been compiled to standardize the language used in communication for navigation at sea like berthing and unberthing situation.

The writer found “command” is used more in this communication. In berthing mv. Jessica used “command” 22 times, in unberthing 5 times also MT. Jo Brevick used 20 times command in berthing and 5 times in unberthing. It points out that command gives more influences and dominates to this communication.

The intercommunication relationships mostly are unequal (master or pilot to the tug’s officers), the writer also didn’t find message markers in this communication, because they may be used to increase the probability of the purpose of the message being properly understood.

The flag on board has a meaning depend on the situation, it can a single or some flags.

