

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

PART 1

SECTION 1 – PERSONAL INTERVIEW

1. Tell me about yourself.

Answer:

Good morning, Sir/Madam. My name is _____. I am from Indonesia and I am applying for the position of Ordinary Seaman. I am a hardworking, disciplined, and safety-conscious person. I always follow company procedures, respect my senior officers, and enjoy working as part of a team. I am eager to improve my skills and contribute to the safe and efficient operation of the vessel.

ID:

Selamat pagi Bapak/Ibu. Nama saya _____. Saya berasal dari Indonesia dan melamar sebagai Ordinary Seaman. Saya adalah pribadi yang pekerja keras, disiplin, dan selalu mengutamakan keselamatan. Saya selalu mengikuti prosedur perusahaan, menghormati atasan, serta senang bekerja dalam tim. Saya ingin terus meningkatkan kemampuan dan memberikan kontribusi bagi operasi kapal yang aman dan efisien.

@dailypelaut.ID

2. Why do you want to work as an Ordinary Seaman?

Answer:

I want to work as an Ordinary Seaman because I have a strong interest in the maritime industry and I enjoy working at sea. This position will help me gain practical experience, improve my seamanship skills, and prepare me for higher positions in the future.

ID:

Saya ingin bekerja sebagai Ordinary Seaman karena saya memiliki minat yang besar di dunia pelayaran dan senang bekerja di laut. Posisi ini akan membantu saya memperoleh pengalaman kerja, meningkatkan keterampilan pelaut, dan mempersiapkan diri untuk jenjang karier yang lebih tinggi.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

3. What are the main duties of an Ordinary Seaman?

Answer:

An Ordinary Seaman assists the Able Seaman and Deck Officers with deck maintenance, mooring operations, cargo operations, lookout duties, cleaning, painting, and other routine deck work. An Ordinary Seaman must always follow instructions and work safely.

ID:

Tugas utama Ordinary Seaman adalah membantu Able Seaman dan Perwira Dek dalam perawatan dek, operasi tambat, operasi muatan, tugas jaga sebagai lookout, pembersihan, pengecatan, serta pekerjaan rutin lainnya di dek. Seorang Ordinary Seaman harus selalu mengikuti instruksi dan bekerja dengan aman.

@dailypelaut.ID

4. Why should we hire you?

Answer:

You should hire me because I am responsible, honest, and eager to learn. I can work well under supervision, follow company procedures, and cooperate with multinational crews. I am committed to maintaining safety and performing my duties to the best of my ability.

ID:

Perusahaan sebaiknya memilih saya karena saya bertanggung jawab, jujur, dan memiliki semangat belajar yang tinggi. Saya mampu bekerja dengan baik di bawah pengawasan, mengikuti prosedur perusahaan, serta bekerja sama dengan kru dari berbagai negara. Saya berkomitmen untuk selalu mengutamakan keselamatan dan memberikan hasil kerja terbaik.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

5. What are your strengths?

Answer:

My strengths are discipline, punctuality, teamwork, and a positive attitude. I learn quickly, adapt easily to new environments, and always complete my assigned tasks responsibly.

ID:

Kelebihan saya adalah disiplin, tepat waktu, mampu bekerja sama dalam tim, dan memiliki sikap yang positif. Saya cepat belajar, mudah beradaptasi dengan lingkungan baru, serta selalu menyelesaikan tugas yang diberikan dengan penuh tanggung jawab.

@dailypelaut.ID

6. What are your weaknesses?

Answer:

One of my weaknesses is that I sometimes pay too much attention to details. However, I have learned to manage my time better so I can maintain both accuracy and efficiency in my work.

ID:

Salah satu kelemahan saya adalah terkadang terlalu memperhatikan detail dalam pekerjaan. Namun saya telah belajar mengatur waktu dengan lebih baik sehingga tetap dapat bekerja secara teliti dan efisien.

@dailypelaut.ID

7. Can you work under pressure?

Answer:

Yes, I can. Working onboard requires discipline, responsibility, and the ability to remain calm under pressure. I always focus on following procedures, communicating effectively, and completing my tasks safely.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Ya, saya bisa. Bekerja di atas kapal membutuhkan disiplin, tanggung jawab, dan kemampuan untuk tetap tenang dalam situasi yang penuh tekanan. Saya selalu fokus mengikuti prosedur, berkomunikasi dengan baik, dan menyelesaikan pekerjaan dengan aman.

@dailypelaut.ID

8. Are you willing to work overtime?

Answer:

Yes. I understand that overtime is sometimes necessary onboard, especially during cargo operations, mooring, emergencies, or maintenance work. I am willing to work overtime whenever required while following the company's regulations.

ID:

Ya. Saya memahami bahwa lembur terkadang diperlukan di atas kapal, terutama saat operasi muatan, tambat, keadaan darurat, atau pekerjaan perawatan. Saya bersedia bekerja lembur sesuai kebutuhan dengan tetap mengikuti peraturan perusahaan.

@dailypelaut.ID

9. How do you handle stress onboard?

Answer:

I handle stress by staying calm, focusing on my responsibilities, communicating with my supervisors, and maintaining a positive attitude. I also make sure to get enough rest whenever possible so I can perform my duties effectively.

ID:

Saya mengatasi stres dengan tetap tenang, fokus pada tanggung jawab, berkomunikasi dengan atasan, dan menjaga sikap positif. Saya juga berusaha mendapatkan waktu istirahat yang cukup agar dapat bekerja dengan baik.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

10. Why do you want to join our company?

Answer:

I want to join your company because it has a good reputation for safety, professionalism, and crew development. I believe this company will provide me with valuable experience and opportunities to grow in my maritime career.

ID:

Saya ingin bergabung dengan perusahaan ini karena memiliki reputasi yang baik dalam hal keselamatan, profesionalisme, dan pengembangan kru. Saya percaya perusahaan ini dapat memberikan pengalaman berharga dan kesempatan untuk mengembangkan karier saya di dunia maritim.

@dailypelaut.ID

SECTION 2 – GENERAL SEAMANSHIP

11. What is the difference between an Ordinary Seaman and an Able Seaman?

Answer:

An Ordinary Seaman mainly assists with routine deck work under supervision, while an Able Seaman is a qualified rating who can perform more advanced duties such as steering the vessel, standing navigational watch, operating mooring equipment, and supervising junior ratings.

ID:

Ordinary Seaman bertugas membantu pekerjaan rutin di dek di bawah pengawasan, sedangkan Able Seaman adalah rating yang telah memenuhi kualifikasi dan mampu melaksanakan tugas yang lebih kompleks seperti mengemudikan kapal, melaksanakan jaga navigasi, mengoperasikan peralatan tambat, serta membimbing kru junior.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

12. What is the forecastle?

Answer:

The forecastle is the forward part of the ship where anchoring and mooring equipment are usually located. It is also the working area for anchor handling and forward mooring operations.

ID:

Forecastle adalah bagian paling depan kapal yang biasanya menjadi tempat peralatan jangkar dan tambat berada. Area ini digunakan untuk operasi jangkar dan tambat di bagian haluan kapal.

@dailypelaut.ID

13. What is the poop deck?

Answer:

The poop deck is the aft upper deck of the vessel. It is commonly used for aft mooring operations and contains various mooring equipment and emergency steering access on some ships.

ID:

Poop deck adalah dek bagian atas di buritan kapal. Area ini biasanya digunakan untuk operasi tambat di buritan serta menjadi lokasi berbagai peralatan tambat dan pada beberapa kapal terdapat akses menuju emergency steering.

@dailypelaut.ID

14. What is the bridge?

Answer:

The bridge is the command center of the ship. It is where the Master and Deck Officers navigate the vessel, monitor equipment, communicate with other ships, and control the ship's operation.

ID:

Bridge adalah pusat kendali kapal. Di tempat inilah Nakhoda dan Perwira Dek melakukan navigasi, memantau peralatan, berkomunikasi dengan kapal lain, serta mengendalikan seluruh operasi pelayaran.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

15. What is the purpose of watchkeeping?

Answer:

The purpose of watchkeeping is to maintain the safety of navigation by keeping a proper lookout, monitoring the ship's surroundings, reporting hazards immediately, and following the officer's instructions at all times.

ID:

Tujuan watchkeeping adalah menjaga keselamatan pelayaran dengan melakukan pengamatan yang baik, memantau kondisi sekitar kapal, segera melaporkan setiap bahaya, serta selalu mengikuti instruksi perwira jaga.

@dailypelaut.ID

16. What is a lookout?

Answer:

A lookout is a crew member assigned to continuously observe the sea, surrounding vessels, navigational hazards, weather conditions, and any unusual situations. The lookout must report all observations immediately to the Officer of the Watch.

ID:

Lookout adalah awak kapal yang bertugas mengamati laut, kapal lain, bahaya navigasi, kondisi cuaca, serta situasi yang tidak biasa. Semua hasil pengamatan harus segera dilaporkan kepada Perwira Jaga.

@dailypelaut.ID

17. Why is communication important onboard?

Answer:

Effective communication helps prevent accidents, improves teamwork, ensures everyone understands their responsibilities, and allows operations to be carried out safely and efficiently.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Komunikasi yang baik membantu mencegah kecelakaan, meningkatkan kerja sama tim, memastikan setiap orang memahami tanggung jawabnya, serta membuat seluruh pekerjaan dapat dilakukan dengan aman dan efisien.

@dailypelaut.ID

18. What is teamwork onboard?

Answer:

Teamwork onboard means all crew members work together, support each other, communicate effectively, and respect each other's responsibilities to achieve safe and efficient ship operations.

ID:

Kerja sama di atas kapal berarti seluruh awak kapal saling bekerja sama, saling membantu, berkomunikasi dengan baik, dan menghormati tanggung jawab masing-masing demi tercapainya operasi kapal yang aman dan efisien.

@dailypelaut.ID

19. What should you do before starting any job?

Answer:

Before starting any job, I make sure I understand the work instructions, wear the correct PPE, identify potential hazards, participate in the toolbox meeting, review the risk assessment if required, and confirm that it is safe to begin.

ID:

Sebelum memulai pekerjaan, saya memastikan telah memahami instruksi kerja, menggunakan APD yang sesuai, mengidentifikasi potensi bahaya, mengikuti toolbox meeting, mempelajari risk assessment bila diperlukan, serta memastikan pekerjaan aman untuk dimulai.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

20. What is a Toolbox Meeting?

Answer:

A Toolbox Meeting is a short safety meeting conducted before starting work. During the meeting, the team discusses the job, identifies hazards, reviews control measures, assigns responsibilities, and ensures everyone understands the work plan.

ID:

Toolbox Meeting adalah rapat singkat mengenai keselamatan yang dilakukan sebelum pekerjaan dimulai. Dalam rapat ini, seluruh tim membahas pekerjaan yang akan dilakukan, mengidentifikasi potensi bahaya, menentukan langkah pengendalian, membagi tanggung jawab, dan memastikan semua orang memahami rencana kerja.

@dailypelaut.ID

SECTION 3 – SAFETY

21. What is PPE?

Answer:

PPE stands for Personal Protective Equipment. It includes safety helmets, safety shoes, gloves, goggles, ear protection, coveralls, and other protective equipment designed to reduce the risk of injury while working onboard.

ID:

PPE adalah singkatan dari *Personal Protective Equipment* atau Alat Pelindung Diri (APD). PPE meliputi helm keselamatan, sepatu keselamatan, sarung tangan, kacamata pelindung, pelindung telinga, pakaian kerja, dan perlengkapan lainnya yang dirancang untuk mengurangi risiko cedera saat bekerja di atas kapal.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

22. Why is PPE important?

Answer:

PPE is important because it protects crew members from workplace hazards such as falling objects, sharp materials, chemicals, excessive noise, and slippery surfaces. Wearing PPE significantly reduces the risk of accidents and injuries.

ID:

PPE sangat penting karena melindungi awak kapal dari berbagai bahaya kerja seperti benda jatuh, benda tajam, bahan kimia, kebisingan, dan permukaan yang licin. Penggunaan PPE secara benar dapat mengurangi risiko kecelakaan dan cedera secara signifikan.

@dailypelaut.ID

23. What would you do if you noticed an unsafe condition onboard?

Answer:

I would stop if the situation was unsafe, report the hazard immediately to my supervisor or Officer in Charge, warn nearby crew members if necessary, and never ignore any unsafe condition. Safety always comes first.

ID:

Saya akan menghentikan pekerjaan jika kondisinya tidak aman, segera melaporkan bahaya tersebut kepada atasan atau perwira yang bertanggung jawab, memperingatkan kru lain bila diperlukan, dan tidak pernah mengabaikan kondisi yang berbahaya. Keselamatan selalu menjadi prioritas utama.

@dailypelaut.ID

24. What is a Near Miss?

Answer:

A Near Miss is an unplanned event that did not result in injury, damage, or pollution but had the potential to cause an accident. Reporting near misses helps prevent future incidents and improves safety onboard.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Near Miss adalah kejadian yang tidak direncanakan yang tidak menyebabkan cedera, kerusakan, atau pencemaran, tetapi memiliki potensi menimbulkan kecelakaan. Melaporkan near miss sangat penting untuk mencegah kejadian serupa di masa mendatang dan meningkatkan keselamatan kerja.

@dailypelaut.ID

25. What is Risk Assessment?

Answer:

Risk Assessment is the process of identifying hazards, evaluating the level of risk, and implementing appropriate control measures before carrying out any work. It helps ensure that all tasks are performed safely.

ID:

Risk Assessment adalah proses mengidentifikasi bahaya, menilai tingkat risikonya, dan menentukan langkah pengendalian yang sesuai sebelum suatu pekerjaan dilakukan. Tujuannya adalah memastikan setiap pekerjaan dapat dilaksanakan dengan aman.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

PART 2 – FIRE FIGHTING & EMERGENCY RESPONSE

26. What are the classes of fire?

Answer:

Fire is classified into different classes based on the type of fuel involved. Class A involves solid materials such as wood and paper. Class B involves flammable liquids like fuel oil. Class C involves flammable gases. Class D involves combustible metals, and Class F involves cooking oil and fats. Understanding fire classes helps us choose the correct extinguishing method.

ID:

Kebakaran diklasifikasikan berdasarkan jenis bahan bakarnya. Kelas A melibatkan bahan padat seperti kayu dan kertas. Kelas B melibatkan cairan mudah terbakar seperti bahan bakar minyak. Kelas C melibatkan gas yang mudah terbakar. Kelas D melibatkan logam yang mudah terbakar, sedangkan Kelas F melibatkan minyak goreng dan lemak. Memahami kelas kebakaran membantu kita memilih media pemadam yang tepat.

@dailypelaut.ID

27. Which fire extinguisher would you use for an electrical fire?

Answer:

For an electrical fire, I would use a CO₂ or dry powder fire extinguisher because they do not conduct electricity and can extinguish the fire safely. I would never use water on live electrical equipment.

ID:

Untuk kebakaran listrik, saya akan menggunakan APAR jenis CO₂ atau dry powder karena tidak menghantarkan listrik dan aman digunakan pada peralatan listrik yang masih bertegangan. Saya tidak akan menggunakan air pada peralatan listrik yang masih aktif.

@dailypelaut.ID

28. What would you do if you discovered a fire onboard?

Answer:

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

I would immediately raise the alarm, inform the bridge, activate the nearest fire alarm if necessary, attempt to extinguish the fire only if it is safe to do so, and follow the emergency procedures and instructions from the officer in charge.

ID:

Saya akan segera membunyikan alarm, memberi tahu anjungan, mengaktifkan alarm kebakaran terdekat bila diperlukan, mencoba memadamkan api hanya jika aman dilakukan, serta mengikuti prosedur darurat dan instruksi dari perwira yang bertanggung jawab.

@dailypelaut.ID

29. What is the Fire Triangle?

Answer:

The Fire Triangle consists of three elements: heat, fuel, and oxygen. Removing any one of these elements will stop the fire.

ID:

Fire Triangle terdiri dari tiga unsur, yaitu panas, bahan bakar, dan oksigen. Jika salah satu unsur tersebut dihilangkan, maka api akan padam.

@dailypelaut.ID

30. Why is fire drill important?

Answer:

Fire drills are important because they prepare the crew to respond quickly and correctly during a real emergency. Regular drills improve teamwork, communication, and familiarity with emergency equipment and procedures.

ID:

Latihan kebakaran sangat penting karena mempersiapkan awak kapal untuk merespons keadaan darurat dengan cepat dan benar. Latihan rutin meningkatkan kerja sama, komunikasi, serta pemahaman terhadap peralatan dan prosedur darurat.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

@dailypelaut.ID

SECTION 5 – MOORING OPERATIONS

31. What is mooring?

Answer:

Mooring is the process of securing a vessel safely alongside a berth, buoy, or jetty using ropes or wires to prevent unwanted movement caused by wind, waves, or current.

ID:

Mooring adalah proses mengikat kapal dengan aman di dermaga, buoy, atau jetty menggunakan tali atau kawat agar kapal tidak bergerak akibat angin, ombak, atau arus.

@dailypelaut.ID

32. What are the hazards during mooring operations?

Answer:

The main hazards include snap-back zones, parted mooring lines, moving machinery, slippery decks, poor communication, and heavy loads. All crew members must remain alert and follow safety procedures.

ID:

Bahaya utama saat operasi tambat meliputi snap-back zone, putusnya tali tambat, peralatan yang bergerak, dek yang licin, komunikasi yang buruk, serta beban berat. Semua awak kapal harus selalu waspada dan mengikuti prosedur keselamatan.

@dailypelaut.ID

33. What is a snap-back zone?

Answer:

A snap-back zone is the area where a mooring line may recoil violently if it breaks under tension. Crew members should never stand inside this danger zone during mooring operations.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Snap-back zone adalah area berbahaya tempat tali tambat dapat terpental dengan sangat kuat apabila putus saat menahan beban. Awak kapal tidak boleh berdiri di area tersebut selama operasi tambat.

@dailypelaut.ID

34. What would you do if a mooring line parted?

Answer:

I would immediately move to a safe area, warn nearby crew members, report the incident to the officer in charge, and wait for further instructions before continuing the operation.

ID:

Saya akan segera bergerak ke tempat yang aman, memperingatkan kru di sekitar, melaporkan kejadian kepada perwira yang bertanggung jawab, dan menunggu instruksi lebih lanjut sebelum melanjutkan pekerjaan.

@dailypelaut.ID

35. Why is communication important during mooring?

Answer:

Good communication ensures that every crew member understands the operation, prevents misunderstandings, reduces the risk of accidents, and allows the mooring operation to be completed safely and efficiently.

ID:

Komunikasi yang baik memastikan setiap awak kapal memahami jalannya operasi, mencegah kesalahpahaman, mengurangi risiko kecelakaan, serta membuat proses tambat berlangsung dengan aman dan efisien.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

SECTION 6 – ANCHORING

36. What is anchoring?

Answer:

Anchoring is the process of securing a vessel by lowering an anchor to the seabed to keep the ship in position safely.

ID:

Anchoring adalah proses mengamankan kapal dengan menurunkan jangkar ke dasar laut agar kapal tetap berada pada posisi yang aman.

@dailypelaut.ID

37. What should you check before letting go the anchor?

Answer:

Before letting go the anchor, I would check the brake, windlass, communication equipment, anchor chain, surrounding area, and confirm the Master's or Officer's order before proceeding.

ID:

Sebelum menurunkan jangkar, saya akan memeriksa rem jangkar, windlass, alat komunikasi, rantai jangkar, kondisi sekitar kapal, serta memastikan perintah dari Nakhoda atau Perwira sebelum memulai operasi.

@dailypelaut.ID

38. Why is communication important during anchoring?

Answer:

Communication between the bridge and forecastle ensures that the anchor is released safely, the correct amount of chain is paid out, and any problems are reported immediately.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Komunikasi antara anjungan dan forecastle memastikan jangkar diturunkan dengan aman, panjang rantai yang dikeluarkan sesuai kebutuhan, dan setiap masalah dapat segera dilaporkan.

@dailypelaut.ID

39. What is the purpose of the windlass?

Answer:

The windlass is a machine used to lower, raise, and secure the anchor safely during anchoring operations.

ID:

Windlass adalah mesin yang digunakan untuk menurunkan, mengangkat, dan mengamankan jangkar selama operasi jangkar.

@dailypelaut.ID

40. What would you do if the anchor chain was running out too fast?

Answer:

I would immediately inform the officer in charge, monitor the anchor chain carefully, stay clear of moving equipment, and follow the officer's instructions to control the situation safely.

ID:

Saya akan segera melaporkan kepada perwira yang bertanggung jawab, memantau rantai jangkar dengan saksama, menjauh dari peralatan yang bergerak, dan mengikuti instruksi perwira untuk mengendalikan situasi dengan aman.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

SECTION 7 - ROPE WORK & DECK MAINTENANCE

41. What are the common types of mooring lines used onboard?

Answer:

The most common mooring lines are polypropylene ropes, nylon ropes, polyester ropes, HMPE (High Modulus Polyethylene) ropes, and steel wire ropes. Each type has different strength, elasticity, and applications depending on the vessel's operational requirements.

ID:

Jenis tali tambat yang umum digunakan di kapal adalah tali polypropylene, nylon, polyester, HMPE (High Modulus Polyethylene), dan kawat baja (steel wire rope). Masing-masing memiliki kekuatan, elastisitas, dan fungsi yang berbeda sesuai kebutuhan operasional kapal.

@dailypelaut.ID

42. What is the purpose of a Bowline knot?

Answer:

A Bowline knot is used to create a secure fixed loop at the end of a rope. It is strong, reliable, and easy to untie even after being subjected to heavy loads.

ID:

Bowline digunakan untuk membuat simpul berbentuk lingkaran tetap pada ujung tali. Simpul ini kuat, aman, dan mudah dilepas meskipun telah menerima beban yang berat.

@dailypelaut.ID

43. What is a Clove Hitch used for?

Answer:

A Clove Hitch is commonly used to secure a rope temporarily around a post, rail, or bollard. It is quick to tie and untie but should be backed up if subjected to heavy or varying loads.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Clove Hitch digunakan untuk mengikat tali sementara pada tiang, rel, atau bollard. Simpul ini cepat dibuat dan dilepas, tetapi sebaiknya diberi pengaman tambahan apabila menerima beban berat atau berubah-ubah.

@dailypelaut.ID

44. Why is proper rope maintenance important?

Answer:

Proper rope maintenance extends the service life of the rope, prevents unexpected failure, and improves safety during mooring and cargo operations. Ropes should be cleaned, inspected, stored properly, and replaced when damaged.

ID:

Perawatan tali yang baik memperpanjang usia pakai, mencegah kerusakan mendadak, dan meningkatkan keselamatan saat operasi tambat maupun bongkar muat. Tali harus dibersihkan, diperiksa, disimpan dengan benar, dan diganti jika rusak.

@dailypelaut.ID

45. What should you do if you find a damaged mooring rope?

Answer:

I would immediately report the damaged rope to the Officer in Charge, clearly identify it as unserviceable if necessary, and never use it until it has been inspected and approved or replaced.

ID:

Saya akan segera melaporkan tali yang rusak kepada Perwira yang bertanggung jawab, memberikan tanda bahwa tali tersebut tidak layak digunakan bila diperlukan, dan tidak akan menggunakannya sampai diperiksa atau diganti.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

SECTION 8 – DECK MAINTENANCE

46. Why is deck maintenance important?

Answer:

Deck maintenance is essential to prevent corrosion, maintain the vessel's appearance, extend the service life of equipment, and ensure a safe working environment for all crew members.

ID:

Perawatan dek sangat penting untuk mencegah korosi, menjaga penampilan kapal, memperpanjang umur peralatan, dan menciptakan lingkungan kerja yang aman bagi seluruh awak kapal.

@dailypelaut.ID

47. What is chipping?

Answer:

Chipping is the process of removing rust, loose paint, and corrosion from steel surfaces using hand tools or pneumatic tools before painting.

ID:

Chipping adalah proses menghilangkan karat, cat yang mengelupas, dan korosi dari permukaan baja menggunakan alat manual maupun alat pneumatik sebelum dilakukan pengecatan.

@dailypelaut.ID

48. Why is painting important onboard?

Answer:

Painting protects steel surfaces from corrosion caused by seawater, humidity, and weather conditions. It also improves the vessel's appearance and reduces long-term maintenance costs.

ID:

Pengecatan melindungi permukaan baja dari korosi akibat air laut, kelembapan, dan cuaca. Selain itu, pengecatan menjaga penampilan kapal serta mengurangi biaya perawatan jangka panjang.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

49. What PPE should you wear during chipping and painting?

Answer:

During chipping and painting, I should wear a safety helmet, safety shoes, gloves, eye protection, hearing protection when required, protective clothing, and a suitable respirator or mask when working with dust or paint fumes.

ID:

Saat melakukan chipping dan painting, saya harus menggunakan helm keselamatan, sepatu keselamatan, sarung tangan, pelindung mata, pelindung telinga bila diperlukan, pakaian pelindung, serta masker atau respirator yang sesuai ketika bekerja dengan debu atau uap cat.

@dailypelaut.ID

50. What would you do if you accidentally spilled paint on the deck?

Answer:

I would immediately stop the spill from spreading if it was safe to do so, inform my supervisor, clean the area using the proper procedures and materials, dispose of any waste correctly, and ensure that no paint entered the sea in accordance with MARPOL requirements.

ID:

Saya akan segera mencegah tumpahan meluas apabila aman dilakukan, melaporkan kepada atasan, membersihkan area sesuai prosedur dan menggunakan bahan yang tepat, membuang limbah dengan benar, serta memastikan tidak ada cat yang masuk ke laut sesuai ketentuan MARPOL.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

PART 3 – CARGO OPERATIONS & POLLUTION PREVENTION

SECTION 8 – CARGO OPERATIONS

51. What are your duties during cargo operations?

Answer:

During cargo operations, my duties include following the instructions of the Deck Officer, preparing cargo equipment, maintaining safety in the working area, monitoring cargo gear, keeping the deck clean, and reporting any unsafe conditions immediately.

ID:

Selama operasi muatan, tugas saya adalah mengikuti instruksi Perwira Dek, menyiapkan peralatan muatan, menjaga keselamatan di area kerja, memantau peralatan bongkar muat, menjaga kebersihan dek, serta segera melaporkan setiap kondisi yang tidak aman.

@dailypelaut.ID

52. Why is cargo safety important?

Answer:

Cargo safety is important because it protects the crew, the vessel, the cargo, and the environment. Safe cargo handling also prevents accidents, cargo damage, and financial losses.

ID:

Keselamatan muatan sangat penting karena melindungi awak kapal, kapal, muatan, dan lingkungan. Penanganan muatan yang aman juga mencegah kecelakaan, kerusakan muatan, dan kerugian finansial.

@dailypelaut.ID

53. What should you do before cargo operations begin?

Answer:

Before cargo operations begin, I would attend the toolbox meeting, wear the correct PPE, inspect the working area, prepare the required equipment, identify hazards, and follow all instructions given by the Officer in Charge.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Sebelum operasi muatan dimulai, saya akan mengikuti toolbox meeting, memakai PPE yang sesuai, memeriksa area kerja, menyiapkan peralatan yang dibutuhkan, mengidentifikasi bahaya, dan mengikuti semua instruksi dari Perwira yang bertanggung jawab.

@dailypelaut.ID

54. What is cargo lashing?

Answer:

Cargo lashing is the process of securing cargo using chains, wires, straps, or turnbuckles to prevent cargo movement during the voyage.

ID:

Cargo lashing adalah proses mengamankan muatan menggunakan rantai, kawat, tali pengikat, atau turnbuckle agar muatan tidak bergeser selama pelayaran.

@dailypelaut.ID

55. Why is proper cargo lashing important?

Answer:

Proper cargo lashing prevents cargo from shifting due to rolling, pitching, and heavy weather. It helps protect the crew, the vessel, and the cargo itself.

ID:

Cargo lashing yang benar mencegah muatan bergeser akibat rolling, pitching, dan cuaca buruk. Hal ini melindungi awak kapal, kapal, dan muatan itu sendiri.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

56. What is a hatch cover?

Answer:

A hatch cover is a watertight steel cover used to close and protect the cargo hold from seawater, rain, and weather conditions.

ID:

Hatch cover adalah penutup baja kedap air yang digunakan untuk menutup palka agar terlindung dari air laut, hujan, dan kondisi cuaca.

@dailypelaut.ID

57. Why must hatch covers be inspected?

Answer:

Hatch covers must be inspected to ensure they are clean, properly sealed, free from damage, and able to prevent water from entering the cargo hold.

ID:

Hatch cover harus diperiksa untuk memastikan dalam keadaan bersih, tertutup rapat, tidak rusak, dan mampu mencegah air masuk ke dalam palka.

@dailypelaut.ID

58. What would you do if you found cargo damage?

Answer:

I would immediately report the damage to the Officer in Charge, avoid disturbing the cargo unless instructed, and assist with inspection or corrective actions as directed.

ID:

Saya akan segera melaporkan kerusakan muatan kepada Perwira yang bertanggung jawab, tidak mengubah posisi muatan tanpa instruksi, dan membantu proses pemeriksaan atau tindakan perbaikan sesuai arahan.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

59. What is the purpose of a gangway?

Answer:

A gangway provides safe access for crew members, visitors, surveyors, and port personnel to board or leave the vessel.

ID:

Gangway berfungsi sebagai akses yang aman bagi awak kapal, tamu, surveyor, dan petugas pelabuhan untuk naik atau turun dari kapal.

@dailypelaut.ID

60. How do you ensure a gangway is safe?

Answer:

I ensure that the gangway is properly secured, fitted with safety nets, well illuminated at night, free from obstructions, and inspected regularly during use.

ID:

Saya memastikan gangway terpasang dengan baik, dilengkapi jaring pengaman, memiliki penerangan yang cukup pada malam hari, bebas dari hambatan, dan diperiksa secara berkala selama digunakan.

@dailypelaut.ID

SECTION 9 – MARPOL & POLLUTION PREVENTION

61. What is MARPOL?

Answer:

MARPOL is the International Convention for the Prevention of Pollution from Ships. It establishes international regulations to prevent pollution caused by oil, chemicals, sewage, garbage, air emissions, and harmful substances.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

MARPOL adalah Konvensi Internasional untuk Pencegahan Pencemaran dari Kapal. Konvensi ini menetapkan peraturan internasional untuk mencegah pencemaran akibat minyak, bahan kimia, limbah, sampah, emisi udara, dan zat berbahaya lainnya.

@dailypelaut.ID

62. Why is pollution prevention important?

Answer:

Pollution prevention protects the marine environment, complies with international regulations, preserves marine life, and helps maintain the company's environmental reputation.

ID:

Pencegahan pencemaran penting untuk melindungi lingkungan laut, mematuhi peraturan internasional, menjaga kehidupan laut, dan mempertahankan reputasi perusahaan.

@dailypelaut.ID

63. What would you do if you saw an oil spill onboard?

Answer:

I would immediately stop the source of the spill if it was safe to do so, report the incident to my supervisor, contain the spill using spill equipment, and follow the Shipboard Oil Pollution Emergency Plan (SOPEP).

ID:

Saya akan segera menghentikan sumber tumpahan jika aman dilakukan, melaporkan kejadian kepada atasan, membatasi penyebaran tumpahan menggunakan peralatan penanggulangan, dan mengikuti prosedur SOPEP.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

64. What is SOPEP?

Answer:

SOPEP stands for Shipboard Oil Pollution Emergency Plan. It provides procedures for responding to oil spills and minimizing environmental damage.

ID:

SOPEP adalah *Shipboard Oil Pollution Emergency Plan*, yaitu rencana darurat kapal untuk menangani tumpahan minyak dan meminimalkan dampak terhadap lingkungan.

@dailypelaut.ID

65. How should garbage be managed onboard?

Answer:

Garbage must be segregated according to company procedures and MARPOL regulations. It should be stored properly and disposed of only in accordance with international requirements.

ID:

Sampah harus dipisahkan sesuai prosedur perusahaan dan ketentuan MARPOL. Sampah harus disimpan dengan benar dan dibuang hanya sesuai dengan peraturan internasional.

@dailypelaut.ID

66. Can plastic be thrown into the sea?

Answer:

No. Plastic must never be discharged into the sea under MARPOL regulations because it can seriously damage the marine environment.

ID:

Tidak. Plastik dilarang dibuang ke laut berdasarkan MARPOL karena dapat menyebabkan kerusakan serius terhadap lingkungan laut.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

67. What is the Garbage Record Book?

Answer:

The Garbage Record Book is an official document used to record all garbage disposal, discharge, and transfer operations onboard.

ID:

Garbage Record Book adalah dokumen resmi yang digunakan untuk mencatat seluruh kegiatan pembuangan, pemindahan, dan pengelolaan sampah di atas kapal.

@dailypelaut.ID

68. Why should oil never be discharged into the sea?

Answer:

Oil pollution can seriously harm marine life, damage the environment, violate international regulations, and result in severe legal and financial penalties.

ID:

Pembuangan minyak ke laut dapat merusak kehidupan laut, mencemari lingkungan, melanggar peraturan internasional, serta mengakibatkan sanksi hukum dan denda yang berat.

@dailypelaut.ID

69. What should you do if you discover pollution?

Answer:

I would report it immediately to the Officer in Charge, help contain the pollution if it is safe to do so, and follow the vessel's pollution response procedures.

ID:

Saya akan segera melaporkannya kepada Perwira yang bertanggung jawab, membantu membatasi pencemaran apabila aman dilakukan, dan mengikuti prosedur penanggulangan pencemaran yang berlaku di kapal.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

70. Why is environmental protection everyone's responsibility?

Answer:

Every crew member has a responsibility to protect the marine environment by following regulations, preventing pollution, reporting incidents, and performing all duties responsibly.

ID:

Setiap awak kapal memiliki tanggung jawab untuk melindungi lingkungan laut dengan mematuhi peraturan, mencegah pencemaran, melaporkan setiap kejadian, dan melaksanakan tugas dengan penuh tanggung jawab.

@dailypelaut.ID

SECTION 10 – WATCHKEEPING

71. What are your duties while on watch?

Answer:

While on watch, my duties are to maintain a proper lookout by sight and hearing, observe surrounding vessels and navigational hazards, report any unusual situations immediately, follow the Officer of the Watch's instructions, and remain alert at all times.

ID:

Saat melaksanakan jaga, tugas saya adalah melakukan pengamatan yang baik menggunakan penglihatan dan pendengaran, mengawasi kapal lain dan bahaya navigasi, segera melaporkan situasi yang tidak biasa, mengikuti instruksi Perwira Jaga, serta selalu tetap waspada.

@dailypelaut.ID

72. Why is a proper lookout important?

Answer:

A proper lookout helps prevent collisions, detects navigational hazards early, monitors weather changes, and ensures the safety of the vessel, crew, and cargo. Maintaining a proper lookout is required under the COLREGs.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Pengamatan yang baik membantu mencegah tabrakan, mendeteksi bahaya navigasi lebih awal, memantau perubahan cuaca, serta menjaga keselamatan kapal, awak kapal, dan muatan. Melaksanakan pengamatan yang baik juga merupakan kewajiban berdasarkan COLREG.

@dailypelaut.ID

73. What should you do if you see another vessel approaching?

Answer:

I would continue to maintain a proper lookout, carefully observe the vessel's movement, report the situation immediately to the Officer of the Watch, and follow all instructions given. I would never make navigational decisions on my own.

ID:

Saya akan tetap melakukan pengamatan dengan baik, memperhatikan pergerakan kapal tersebut, segera melaporkannya kepada Perwira Jaga, dan mengikuti semua instruksi yang diberikan. Saya tidak akan mengambil keputusan navigasi sendiri.

@dailypelaut.ID

74. What should you do if visibility becomes poor?

Answer:

If visibility becomes poor due to fog, heavy rain, or other conditions, I would immediately inform the Officer of the Watch, remain extra vigilant, continue maintaining a proper lookout, and be prepared to assist with additional safety measures.

ID:

Apabila jarak pandang menjadi terbatas karena kabut, hujan lebat, atau kondisi lainnya, saya akan segera melaporkannya kepada Perwira Jaga, meningkatkan kewaspadaan, tetap melakukan pengamatan dengan baik, serta siap membantu pelaksanaan tindakan keselamatan tambahan.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

75. Why is watchkeeping important?

Answer:

Watchkeeping is essential because it ensures the safe navigation of the vessel, protects the crew and cargo, prevents accidents, and supports compliance with international maritime regulations.

ID:

Jaga pelayaran sangat penting karena menjamin keselamatan navigasi kapal, melindungi awak kapal dan muatan, mencegah kecelakaan, serta mendukung kepatuhan terhadap peraturan pelayaran internasional.

@dailypelaut.ID

SECTION 11 – BASIC COLREG

76. What is COLREG?

Answer:

COLREG stands for the International Regulations for Preventing Collisions at Sea. It provides internationally accepted rules to ensure that vessels navigate safely and avoid collisions.

ID:

COLREG adalah *International Regulations for Preventing Collisions at Sea*, yaitu peraturan internasional yang mengatur tata cara pelayaran untuk mencegah tabrakan di laut.

@dailypelaut.ID

77. Why is COLREG important?

Answer:

COLREG is important because it establishes standard navigation rules that all vessels must follow, reducing the risk of collisions and improving safety at sea.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

COLREG sangat penting karena menetapkan aturan navigasi yang harus dipatuhi oleh semua kapal sehingga dapat mengurangi risiko tabrakan dan meningkatkan keselamatan pelayaran.

@dailypelaut.ID

78. What are navigation lights used for?

Answer:

Navigation lights allow other vessels to identify a ship's position, heading, and operational status, especially during the night or in restricted visibility.

ID:

Lampu navigasi digunakan agar kapal lain dapat mengetahui posisi, arah pelayaran, dan kondisi operasional suatu kapal, terutama pada malam hari atau saat jarak pandang terbatas.

@dailypelaut.ID

79. What are day shapes?

Answer:

Day shapes are black geometric signals displayed during daylight to indicate a vessel's operational condition, such as anchoring, restricted maneuverability, or fishing activities.

ID:

Day shapes adalah tanda berbentuk geometris berwarna hitam yang dipasang pada siang hari untuk menunjukkan kondisi operasional kapal, seperti sedang berlabuh, kemampuan olah gerak terbatas, atau sedang menangkap ikan.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

80. Why should every seafarer have basic knowledge of COLREG?

Answer:

Every seafarer should understand the basic principles of COLREG because they contribute to safe navigation, effective watchkeeping, accident prevention, and better communication between vessels at sea.

ID:

Setiap pelaut harus memahami dasar-dasar COLREG karena hal tersebut mendukung navigasi yang aman, pelaksanaan jaga yang baik, pencegahan kecelakaan, serta komunikasi yang lebih efektif antar kapal di laut.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

PART 4 – SCENARIO-BASED INTERVIEW & TROUBLESHOOTING

SECTION 12 – PRACTICAL SCENARIOS

81. What would you do if a crew member fell overboard?

Answer:

If I saw a person fall overboard, I would immediately shout "**Man Overboard!**", throw the nearest lifebuoy with a light and smoke signal if available, keep pointing at the person to maintain visual contact, inform the bridge immediately, and follow the emergency procedures and the Officer's instructions.

ID:

Jika saya melihat seseorang jatuh ke laut, saya akan segera berteriak "**Man Overboard!**", melempar pelampung penolong yang dilengkapi lampu dan smoke signal jika tersedia, terus menunjuk ke arah korban agar tetap terlihat, segera memberi tahu anjungan, dan mengikuti prosedur darurat serta instruksi perwira.

@dailypelaut.ID

82. What would you do if you found a fire during your round?

Answer:

I would immediately raise the alarm, inform the bridge, identify the type of fire if possible, use the correct fire extinguisher only if it was safe, and follow the emergency response procedures without putting myself or others at unnecessary risk.

ID:

Saya akan segera membunyikan alarm, memberi tahu anjungan, mengidentifikasi jenis kebakaran jika memungkinkan, menggunakan APAR yang sesuai hanya jika aman dilakukan, serta mengikuti prosedur tanggap darurat tanpa membahayakan diri sendiri maupun orang lain.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

83. What would you do if your supervisor gave you a job you did not understand?

Answer:

I would politely ask my supervisor to explain the task again. I would never start a job if I was unsure about the instructions because misunderstanding can lead to accidents.

ID:

Saya akan meminta atasan menjelaskan kembali pekerjaan tersebut dengan sopan. Saya tidak akan memulai pekerjaan apabila belum memahami instruksinya karena kesalahan dapat menyebabkan kecelakaan.

@dailypelaut.ID

84. What would you do if you noticed a crew member not wearing PPE?

Answer:

I would remind the crew member politely to wear the required PPE. If the situation continued, I would report it to my supervisor because safety is everyone's responsibility.

ID:

Saya akan mengingatkan rekan kerja tersebut dengan sopan agar menggunakan PPE yang diwajibkan. Jika tetap diabaikan, saya akan melaporkannya kepada atasan karena keselamatan adalah tanggung jawab seluruh awak kapal.

@dailypelaut.ID

85. What would you do if you found an oil leak on deck?

Answer:

I would report it immediately, stop the source of the leak if it was safe to do so, contain the spill using spill kits or absorbent materials, prevent the oil from entering the sea, and follow the SOPEP procedures.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Saya akan segera melaporkannya, menghentikan sumber kebocoran jika aman dilakukan, membatasi tumpahan menggunakan spill kit atau bahan penyerap, mencegah minyak masuk ke laut, dan mengikuti prosedur SOPEP.

@dailypelaut.ID

86. What would you do if someone was injured onboard?

Answer:

I would ensure the area was safe, report the incident immediately, provide first aid only if I was trained to do so, comfort the injured person, and assist according to the emergency procedures.

ID:

Saya akan memastikan area aman, segera melaporkan kejadian, memberikan pertolongan pertama hanya jika saya memiliki pelatihan, menenangkan korban, dan membantu sesuai prosedur darurat.

@dailypelaut.ID

87. What would you do if bad weather suddenly occurred during deck work?

Answer:

I would stop the work if instructed or if the situation became unsafe, secure all equipment and loose materials, inform my supervisor, and wait for further instructions before resuming work.

ID:

Saya akan menghentikan pekerjaan jika diperintahkan atau jika kondisi menjadi tidak aman, mengamankan semua peralatan dan benda yang dapat bergerak, melapor kepada atasan, serta menunggu instruksi sebelum melanjutkan pekerjaan.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

88. What would you do if you were assigned to work aloft?

Answer:

Before working aloft, I would ensure a Permit to Work had been issued, wear a full body safety harness with a lifeline, inspect all equipment, attend the toolbox meeting, and follow all safety procedures.

ID:

Sebelum bekerja di ketinggian, saya akan memastikan Permit to Work telah diterbitkan, menggunakan full body safety harness beserta lifeline, memeriksa seluruh peralatan, mengikuti toolbox meeting, dan mematuhi semua prosedur keselamatan.

@dailypelaut.ID

89. What would you do if you smelled gas onboard?

Answer:

I would report it immediately, keep away from the area if necessary, avoid operating electrical switches, eliminate possible ignition sources, and follow the emergency procedures.

ID:

Saya akan segera melaporkan kejadian tersebut, menjauh dari area jika diperlukan, tidak mengoperasikan sakelar listrik, menghilangkan sumber penyulut api, dan mengikuti prosedur darurat.

@dailypelaut.ID

90. What would you do if the general alarm sounded?

Answer:

I would stop my work immediately, wear the appropriate PPE or lifejacket if required, proceed quickly to my assigned muster station, report to my supervisor, and carry out my emergency duties according to the muster list.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Saya akan segera menghentikan pekerjaan, mengenakan PPE atau life jacket jika diperlukan, menuju muster station sesuai penugasan, melapor kepada atasan, dan melaksanakan tugas darurat sesuai muster list.

@dailypelaut.ID

SECTION 13 – PROFESSIONAL ATTITUDE & COMPANY INTERVIEW

91. Why is safety your first priority?

Answer:

Safety is my first priority because every accident can be prevented by following procedures, using the correct PPE, maintaining good communication, and staying alert. A safe working environment protects people, property, and the marine environment.

ID:

Keselamatan adalah prioritas utama saya karena setiap kecelakaan dapat dicegah dengan mengikuti prosedur, menggunakan PPE yang benar, menjaga komunikasi yang baik, dan selalu waspada. Lingkungan kerja yang aman melindungi manusia, kapal, dan lingkungan laut.

@dailypelaut.ID

92. How do you work with multinational crews?

Answer:

I respect different cultures, communicate politely in English, cooperate with everyone, and always maintain professionalism. Good teamwork is essential for safe ship operations.

ID:

Saya menghormati perbedaan budaya, berkomunikasi dengan sopan dalam bahasa Inggris, bekerja sama dengan semua orang, dan selalu menjaga profesionalisme. Kerja sama yang baik sangat penting untuk operasi kapal yang aman.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

93. Are you willing to learn new skills?

Answer:

Yes. I believe continuous learning is essential for every seafarer. I am always willing to learn from senior officers, attend training, and improve my knowledge and practical skills.

ID:

Ya. Saya percaya bahwa belajar secara berkelanjutan sangat penting bagi setiap pelaut. Saya selalu bersedia belajar dari senior, mengikuti pelatihan, serta meningkatkan pengetahuan dan keterampilan kerja saya.

@dailypelaut.ID

94. Why is discipline important onboard?

Answer:

Discipline ensures that all crew members follow procedures, respect company rules, perform their duties responsibly, and contribute to the safe and efficient operation of the vessel.

ID:

Disiplin memastikan seluruh awak kapal mematuhi prosedur, menghormati peraturan perusahaan, melaksanakan tugas dengan penuh tanggung jawab, serta mendukung operasi kapal yang aman dan efisien.

@dailypelaut.ID

95. What would you do if you made a mistake onboard?

Answer:

I would report the mistake honestly to my supervisor, take responsibility, learn from the experience, and do my best to prevent the same mistake from happening again.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

ID:

Saya akan melaporkan kesalahan tersebut dengan jujur kepada atasan, bertanggung jawab atas tindakan saya, belajar dari pengalaman, dan berusaha agar kesalahan yang sama tidak terulang.

@dailypelaut.ID

96. How do you deal with conflict onboard?

Answer:

I remain calm, communicate respectfully, listen to the other person's point of view, and try to resolve the issue professionally. If necessary, I seek guidance from my supervisor.

ID:

Saya tetap tenang, berkomunikasi dengan sopan, mendengarkan pendapat orang lain, dan berusaha menyelesaikan masalah secara profesional. Jika diperlukan, saya meminta arahan dari atasan.

@dailypelaut.ID

97. Why do you want to work for our company?

Answer:

Your company has a strong reputation for safety, professionalism, and crew development. I believe joining your company will help me grow professionally while contributing to safe and efficient vessel operations.

ID:

Perusahaan ini memiliki reputasi yang baik dalam hal keselamatan, profesionalisme, dan pengembangan awak kapal. Saya yakin bergabung dengan perusahaan ini akan membantu saya berkembang sekaligus memberikan kontribusi bagi operasi kapal yang aman dan efisien.

@dailypelaut.ID

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

98. Where do you see yourself in five years?

Answer:

In five years, I hope to become an experienced Able Seaman with greater responsibilities. I will continue learning, improving my skills, and preparing for further career advancement.

ID:

Dalam lima tahun ke depan, saya berharap menjadi Able Seaman yang berpengalaman dan memiliki tanggung jawab yang lebih besar. Saya akan terus belajar, meningkatkan keterampilan, dan mempersiapkan diri untuk jenjang karier berikutnya.

@dailypelaut.ID

99. Why should we hire you?

Answer:

Because I am hardworking, disciplined, physically fit, safety-oriented, and eager to learn. I work well in a team, respect company rules, and always strive to perform my duties professionally.

ID:

Karena saya pekerja keras, disiplin, memiliki kondisi fisik yang baik, mengutamakan keselamatan, dan memiliki semangat belajar yang tinggi. Saya mampu bekerja sama dalam tim, menghormati peraturan perusahaan, dan selalu berusaha bekerja secara profesional.

@dailypelaut.ID

SEAMAN (OS) INTERVIEW BY DAILY PELAUT

100. Do you have any questions for us?

Answer:

Yes, thank you. I would like to know more about the company's training programs, career development opportunities, and the type of vessels I may be assigned to. Thank you for giving me the opportunity to attend this interview.

ID:

Ya, terima kasih. Saya ingin mengetahui lebih lanjut mengenai program pelatihan, kesempatan pengembangan karier, serta jenis kapal tempat saya mungkin akan ditempatkan. Terima kasih atas kesempatan untuk mengikuti wawancara ini.

@dailypelaut.ID