

COMMUNICATION MODEL BASARNAS RB 310 IN HANDLING SEA SAILING AND ACCIDENT DISASTER IN TANJUNG JABUNG BARAT

¹Supriono, ²Hariansyah

STAI An-Nawah Kuala Tungkal, Jambi, Indonesia

¹*Suprionolecturer@gmail.com*, ²*Hariansyah@gmail.com*

Abstract

The National SAR Agency is a Non-Ministry of government institution in charge of implementing government duties in the field of search and Rescue (SAR). The aim is to be achieved in this research to find out how Model communication Basarnas RB 310 in dealing with shipping and sea accidents, obstacles factors in Basarnas, RB 310, and solutions.

This research uses a qualitative approach (a descriptive analytical technique) phenomenon that occurs according to the existing problems through observation, interviews and documentation. The results of this research are communication models used in response stimulus communication, transactional communication Model and interfractional communication Model. Obstacles happen can be from people or families of disaster victims or accidents. Most families demanded faster and considered the Basarnas team to accidentally stall the victim's search time, the performance of the Basarnas team did not exist, etc. Weather conditions, the terrain that will travel, the difficulty of access to the location, human error between captains and fellow personnel resulting in lack of teamwork. Solusi often conduct communication, continue to approach the family accident victims, continue to encourage the personnel of RB 310 Basarnas in conducting the process of search and evacuation processes, coordination with the community, related agencies, So that the miss communication does not happen, coordinate with the BMKG to ensure the weather conditions when you want to perform the operation and need tools that can support and facilitate Basarnas in the process of searching and evacuation processes.

Keyword: Communication Model, Basarnas RB310, cruise and sea accident.

A. Introduction

In accordance with the Center for Statistical Data and Information Secretariat General of the Ministry of Maritime and Fisheries that Indonesia is an archipelago country with a total area of water 2/3 land area of about 1,273,954.32 km² (*statistik.kkp.go.id*). Indonesian waters are one of the unique areas with various types and privileges in each region. Not infrequently the water-rich waters of this nature turn out to be very violent and swallow many casualties.

The National SAR Agency is a Non-Ministry of government institution in charge of implementing government duties in the field of search and Rescue (SAR). The birth of the SAR organization in Indonesia which is currently called Basarnas begins with the mention of the Black Area for a country that does not have a SAR organization as well as the consequence of Indonesia become a member of IMO (International Maritime Organization) and ICAO (International Civil Aviation Organization). In the operation of SAR operations, there are 5 SAR components that are part of the SAR system that must be built, so that the service of SAR services can be done properly.

The scope of the main tasks and functions of Basarnas in accordance with PP No. 36/2006-Basarnas responsible for dealing with transportation accident, natural disasters, and other disasters, is the front line in the search process, help, and evacuation of human victims and property in the jurisdiction of the NKRI to 200 nautical miles ZEEI, in addition to the coordinator of all potential SAR. The task of Basarnas will be carried out well if supported by the availability and readiness of all major elements of Basarnas and other supporting institutions are integrated well at the level of substructure (institutional/institutional, human resources, financing), at the level of its infrastructure (infrastructure), as well as at the level of the superstructure (regulation, regulation, legislation, and other authorities) are systemic and integrated. Infrastructure building, covering the condition of infrastructure and main facilities, infrastructure and supporting facilities, the SAR office building in 24 UPT (Technical Implementation Unit), far from adequate, even for the most minimal needs. Infrastructure building, covering the condition of infrastructure and main facilities, infrastructure and supporting

facilities, the SAR office building in 24 UPT (Technical Implementation Unit), far from adequate, even for the most minimal needs.

B. Discussion

B.1. Communication Model

Communication is an absolute thing that every human being does. Because with the communicable man can interact with each other in his life in the interest of a thing. It can also be said that communication is one of the needs that is not less important to other needs for human beings. The importance of communication for social life, educational and political culture has been established by scholars since Aristotle who lived hundreds of years ago Before Masehi (Onong Uchjana Effendy 2009:9)

Communication Model According to Lasswell (1948) to understand the understanding of communication so that it can be effectively launched, Kommunikai enthusiasts often cite the paradigm proposed by Harold Laswell in his work "The Structure and Function of Communication in Society". Lasswell says that a good way to explain communication is to answer the following question, "Who Says What In Which Channel To Whom With What Effect?" Thus, Gerbner's model also indicates that a person is conception an incident and sends a message to a transmitter which in turn sends a signal to the receiver, in transmission it encounters interference and appears As SSSE for the destination.

1. Stimulus-Response Models

This model is the most basic model in communication science. This Model shows communication as a process of reaction action. This Model assumes that verbal words, nonverbal signs, images, and actions will stimulate others to respond in a certain way. We can also say that this process is a transfer of information or ideas. This process can be reciprocal and has a lot of effect. Each effect can change the behavior of subsequent communication. According to this response stimulus theory, in the process of communication, with regard to attitude changes are aspects of "how" instead of "what" and "why". Obviously how to communicate in this case how to change the attitude, how to change the attitude of

the communifishes. In the process of changing attitudes, it appears that attitudes are subject to change, only if the stimulus that strikes them is true beyond the original. In studying the new attitude there are three important variables, namely attention, understanding, acceptance (Effendy, 2003 :254-255).

In addition, it should not be forgotten, that communication activity is only limited to monologues (one-way talk) but also dialogue (bidirectional talk). Two-way communication is the key to success in speech. (Dani kurniawan, 2018)

2. Transactional models

Transactional communication Model developed by Barnlund in (1970). This Model underlines the dispatch and acceptance of the order is held continuously in a communication episode. Communication is the cooperative process: the sender and receiver are equally responsible for the impacts and the use of communication that occurs. A Model of the reasoning as we continually send and receive order, we are dealing well with the elements of verbal and nonverbal. In other words, the communication participants (the community) should do the process of meaning. In transactional communication as for those who need to know in the process of "transactions" there. Actually, this process also occurs in inter-individual communication. But different from interpersonal communication, which is the general view of this communication model is how all the components involved therein must have something to be given to others. The statement explains that transactional communication has characteristics in which each has something to convey. There is such a message exchange there where it happens continuously (Ivan Kristofer, 2018)

3. Intertransaction Models

The transactional Model was developed by Wilbur Schramm in 1954 which emphasizes the two-way communication process among the communicators. In other words, communication lasts two directions: from the sender and to the recipient and from the recipient to the sender. This circular process indicates that the communication always lasts. The participants of

communication according to the interfractional model are the ones who develop their human potential through social interactions, precisely through the role-taking roles. It is worth noting that this model puts the source and the receiver has an equal position. An important element for the Interrelational model is feedback, or a response to a message.

The intertransactional communication pattern is more emphasized in the two-way communication process between communicators. Communication takes place from the sender to the recipient and from the recipient to the sender. The Interfractional view illustrates that a person can be both a sender and a recipient in an interaction, but cannot be both at once. In addition there are elements in the interfractional communication pattern namely; Feedback, or response to a message. Feedback can be verbal, nonverbal, intentionally or unintentionally.

4. Linear communication Model

This Model consists of two straight lines, that is, the communication process that originates from the communicator and ends at the Communicikan. Example: The Laswell Formula, this Formula is known as a formulation of ways to describe precisely a follow-up communication is to answer the following question: Who Says?, Say what?, In which channel?, To whom?.

B.2. Basarnas Communication Model RB 310 in dealing with sea sailing and accident disaster in Kuala Tungkal.

In the implementation of disaster victims evacuation tasks, shipping accidents and marine accidents conducted by Basarnas in the field is often assisted by a combined SAR team from other agencies, among others, the joint SAR team TNI, POLRI, PMI, as well as other volunteers, So that the execution of the victims ' evacuation tasks is done quickly, but they may be due to communication models to communicate with each other. It is said by Captain Erwin Sabarani :

Communication and coordination of the very need to be done Basarnas RB 310 in handling the accident and the accident that occurred, in the way the community reported the disaster crash to the office Basarnas, then direct Basarnas Coordinate to related agencies such as TNI, POLRI and other related organisations to perform the search and evacuation process. Before the direct dive and process the search and evacuation of the personnel do

Apple coordination, what actions will be done in the process of search and evacuation. During the process of searching and evacuation of communication and teamwork is indispensable for the process of handling, searching and evacuation of victims due to the disaster can run smoothly. *(Date of the interview 07/8/ 2018).*

According to Frank Dance (Littlejohn, 2006:7) one of the important aspects of communication is the concept of uncertainty reduction. Communication itself arises because of the need to reduce uncertainty, in order to act effectively to protect or strengthen the ego concerned in interacting individual or group. In disaster management, accurate information is required by public and private institutions who have a concern for disaster victims. Communication in disaster is not only needed in disaster emergencies, but also important at times and pre-disasters. As it says that communication is the best way to succeed disaster mitigation, preparation, response, and disaster recovery. The ability to communicate messages about disasters to the public, government, media and opinion leaders can reduce the risk, save the life and impact of disasters (Deddy Mulyana 2010: 10).

In LAW No 23 year 2007 on disaster relief, one of the important measures undertaken for disaster risk reduction is through disaster mitigation. Explained disaster mitigation is a series of efforts to reduce disaster risk, both through physical development and awareness and enhancement of disaster hazard skills. One form of disaster mitigation activities according to section 47 paragraph 2 (c) is through education, counseling and training in both conventional and modern. As Susanto explained (in Budi, 2011:17) that to integrate the community character disaster prone area with government regulation in disaster management, can be achieved well if both parties are able to create communication Cohesive results that result in mutual understanding. But the issue in disaster emergencies, opening communication signals to deal with victims quickly, is not easy to implement. Because, government agencies are shackled by the wilderness of regulations, while the community, in addition to staying on the local values, is also mastered by the message-the message from a source of unclear factional value.

One of the research conducted by Jeanne Branch Johnson of the University of Hawaii under the title Personal Account From Survivor of the Hilo Tsunamis 1946 and 1960: Toward A Disaster Communication Models. This study was conducted to determine the personal recognition of survivors of the tsunami disaster in Hilo in 1946 and 1960. The study found that at the tsunami disaster in Hilo in 1946 and 1960 there was an error in the procedure and coordinating the government in anticipating a tsunami disaster. Authorities in this civil defense service, the police in Hawaii and Hilo experienced miscommunication and coordination so that notices to the people of Hilo were late preached. In addition it was found that the mass media made mistakes in delivering news to the public about the tsunami. The Media delivered news over the radio in Hawaii that there would be no tsunami waves in the next hour. People are also known to have very low knowledge of tsunami disasters. That is considered to be one of the reasons for the many victims who died in the two natural disasters. (Simbolika, 2015).

According to the regulation number 12 year 2000 da Decree of Minister of Transportation number KM 24 year 2001. Basarnas has the task of building, coordinating and controlling the potential of SAR in the activities of SAR against persons and materials lost or feared to be lost or faced with danger in aviation and/or shipping, and to provide SAR assistance in the face of disasters and other calamities in accordance with national and international SAR regulations. Only currently in Kuala Lumpur does not have a flight airport so it has not faced a flight disaster, in Kuala Lumpur is mostly surrounded by the water/sea so only the accident/the cruise disaster encountered. With search pattern, circle pattern, semicircular pattern, swim parallel pattern and search pattern with special tools (Hussyen Umar 2001:9).

Sailing and sea law shipping activities in a broad sense cover all aspects of use or utilization of the sea and the resources found in the oceans. In the legal literature of continental countries such as the Netherlands, the Sea law is generally interpreted as a shipping law, which focuses primarily on the arrangement of transport through the sea and matters relating to it. In countries that embrace the Anglo-saxist system are known terms of maritime law as the legal provisions

focusing on sea-freight transportation related to international trade. It can be said that the law of the land or maritime law is essentially a special part of the Law of the sea in a broad sense.

The ship accident is governed in article 245 up to section 249 of law number 17 year 2008 concerning sailing. Undang-Undang No. 17 year 2008 on cruise article 245 gives the definition of ship accidents that are events experienced by ships that can threaten the safety of vessels and or human souls in the form of sunken ships, burned vessels, vessels and shipwrecks. In government regulation No. 1 year 1998 on ship Inspection also provides the definition of ship accidents organized in article 2 paragraph (2) that ship accidents include sinking vessels, burned vessels, impact vessels, ship accidents Human psyche and property loss and inanimate vessels. In KUHD ship crash is better known as sea loss. According to the KUHD sea loss are losses due to the impact of ships, shipwrecks, shipwrecks, discovery of goods at sea and Avari. In a ship's group of course will also be very related to the safety element of the cruise starting from the safety of vessels that are internal factors to external factors.(Capt. Tjahjo Willis Gerilyano 2010:5).

B.3. Obstacles factors in Basarnas communication RB 310 in dealing with shipping and sea accident disaster in Kuala Tungkal.

In the process of conducting a search process and evacuation process of victims in accident and cruise barriers occur can be from the community or families of victims of disasters or accidents. It is said by Andre Gobez to the researchers as :

“The affected family of victims can also hamper the performance of the personnel of the Basarnas RB 310, not infrequently they accuse the performance of Basarnas, they demanded the performance of Basarnas faster, urged the personnel to lose focus, and Our time as a team Basarnas RB 310 stalling in the search process evacuation victims of accidents, but we also realized that all happened due to their anxiety as a family considering how the family conditions are victimized Accident, but our continued communication and coordination run, giving the understanding that the victims families do not panic and remain patient until the search and evacuation process is completed” (*Observation data 7/8/2019*).

Barriers also bias occurred to the personnel Basarnas themselves, and rarely happens Miss communication, human error between captains and fellow personnel in running the search process and evacuation process resulting in a lack of teamwork. The solution in minimizing the obstacles that occur in dealing with shipping and sea accidents is often a communication, approach with family accident victims, continues to encourage the personnel Basarnas RB 310 in the Conducting the search process and evacuation process, coordinating with the community, related agencies, so that the Miss communicative does not occur, coordinate with the BMKG to ensure the weather conditions when you want to perform the operation and need Tools that can support and facilitate Basarnas in the process of searching and evacuation processes.

C. Conclusion

Based on the description of the subject matter and the discussion examined in the field, the researcher can take some conclusions. Basarnas Communication Model RB 310 in dealing with shipping and sea accidents accident in Kuala with the communication Model used is respond stimulus communication model, transactional communication model, and transactional communication model here model Stimulus communication response, occurred when the voyage and the accident occurred, the public reported directly reported the accident to Basarnas office, then immediately responded and did Coordination to all personnel, and related agencies such as TNI, POLRI and other related organisations for evacuation.

Barrier factor in the communication of Basarnas RB 310 in handling the accident and sea accidents in Kuala with is a barrier happening can be from the community or family disaster victims or accidents. Perhaps because in a state of mourning due to the accident that befalls them so that most of the victim's family demands faster and considers the Basarnas team to accidentally stash the ngulur time of search, the performance of the Basarnas team does not exist, and another Etc. Weather conditions, the terrain that will be traveled, the difficulty of access to the location of accidents accident and cruise also become the one that inhibits the handling of accidents and accident.

REFERENCES

Capt. Tjahjo Willis Gerilyano, Slide Etika Persidangan dan Metode Penulisan Putusan Mahkamah Pelayaran, Mahkamah Pelayaran, Jakarta, 2010, hlm. 5.

Deddy Mulyana,(2010) *Ilmu Komunikasi Suatu Pengantar*, Bandung: PT Remaja Rosdakarya

Effendy, O.U. (2004). *Dinamika Komunikasi*. Bandung : PT. Remaja Rosdakarya halaman 254-255.

<http://www.statistik.kkp.go.id>

Hussyen Umar, *Hukum Maritim dan Masalah-Masalah Pelayaran di Indoneisa* : Buku I, Pustaka Sinar Harapan, Jakarta, 2001, hlm. 9

Jurnal Komunikasi Pendidikan, Vol2 No1, Januari 2018

Jurnal Simbolika / Volume 1 / Nomor 1 / April 2015.

Jurnal Koneksi Vol. 2, No. 2, Desember 2018, Hal 387-392

Littlejohn, Stephen W & Karen A. Foss.2006. *Teori Komunikasi*, edisi 9. Jakarta: Salemba Humanika.

Onong Uchjana Effendy, *Ilmu KOMunikasi Teori dan Praktek*, Bandung: PT Remaja Rosdakarya, 2009, hlm. 9