ABSTRACT
HARUN AL RASYID MARTOHANDOYO. The Development of the State Officer Ship Function and Duty on Sea within the Execution of Surveillance, Security, SAR and the Law Enforcement on the Water and the Port of Tanjung Emas Semarang. Under direction of BUDHI HASCARYO ISKANDAR, JOHN HALUAN, M. FEDI A. SONDITA, and HASJIM DJALAL.

Since Indonesian obtained the freedom for years until present, the various ships of the State officer from 5 different governmental institutions have performed duties in order to fulfill surveillance, security, accident rescue, and the law enforcement on sea. Nevertheless, upon the execution of the duties, there has not been a good realization of the complete coordination of the avoiding of the sea usage upon the law violence and activities against the law and the threat against the security upon the execution of sea economical activity for the Indonesian maritime society welfare.

The type of law violence on sea that were found, such as smuggling, sea resource throiving, on sea pirating, the sea contaminating, coral reef and mangrove damaging, on sea accident, illegal immigration, human trafficking, the load and on sea ship licensing, illegal charging, and the on sea commerce management breaking. The intensity of the on sea violence is very often, and it is concentrated on every sea economical activity with the different violence characteristic and type based upon the location of the economical activity. It is specialized upon the water and the port of Tanjung Emas Semarang that the research found the sea contamination, the mangrove damaging, reclamation, and abrasion and corrosive water, smuggling, illegal immigration, the violence of shipping and port system.

The observation and research result shows that the law violence on sea happened because of the less effective of the surveillance and the law enforcement on sea and on the water around the port by the State officer that is coordinated within the Sea Security Coordination Board/Badan Koordinasi Keamanan Laut (Bakorkamla). The vast amount of the State officer and the ship on sea of several departments, within the duty, often meet overlaps that tend to be important problems because of the conflict of interest. Actually, the risen problem could be diminished in the condition of a well coordination between the officer on sea surveillance ship. However, Bakorkamla, with the duty basis called coordination, is still carrying its own department attribute with the sectoral ego upon the security officer on sea. Many stakeholders of the marine financial manager state that the coordination has not been fulfilled properly, even though there has been a President Regulation Number 81 Year 2005 on Bakorkamla as the substitute of Surat Keputusan Bersama/the Mutual Agreement Letter (SKB) of four Ministers, nevertheless, it has not fulfilled the expectation of the coordination of surveillance, security, the accident on sea rescue, and the law enforcement on sea efficiently and effectively.

The Bakorkamla problems within the execution of the field duty caused by several following aspects, such as facility, International law, legality, logistic, inter-department coordination aspect. The limited amount of the ships that play the function and duty from every department, the law basis of Bakorkamla that is considered not strong enough, the existence of TNI and Polri after the issuing of the Code Number 2 Year 2002 and the Code Number 34 Year 2004 are several main problems that have to be solved so that the security and the law enforcement system