



Implementation Of Life Safety Equipment On The Sulthan Murhum Kmp On The Baubau-Waara Trail, Southeast Sulawesi Province

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Abstract. Baubau Ferry Port is a commercial crossing port managed by PT. ASDP Indonesia Ferry (Persero), this crossing port serves 3 routes with 2 Ro-Ro type vessels (roll on – roll off) and 1 LCT type ship (landing craft tanks) which operates. The high level of demand for ferry transportation services has encouraged the government to pay attention to all components related to ferry transportation. In the transportation system, security and safety are highly prioritized as a form of providing good services. Safety is demonstrated not only to service users, but also to ship operators/ship owners. One of the important components in ferry transportation. Including life safety equipment on board as a form of anticipation in the event of an emergency. The method used in this research is a qualitative method and makes a comparison between the existing conditions and the expected conditions based on the Regulation of the Director General of Sea Transportation NO: UM.008/9/20/DJPL – 12 concerning Technical Guidelines for the Implementation of Indonesian Flag Non-Convention Ships (Non-Convention Vessel Standard Indonesian Flagged) Chapter IV Article 81. Survey results at KMP. Sulthan Murhum pointed out that life safety tools such as life jacket, lifebuoy, and lifeboats in a damaged condition and lacking in quantity, as well as life rafts need to be repaired because it is out of date.

Keywords: Port, Ship, Safety, life safety equipment, KMP Sulthan Murhum.

1 Introduction

The transportation sector has a very vital and strategic contribution to national development, because of its role as a driver and driver of development activities and as a glue for gaps between regions. Crossing transportation is transportation that functions as a bridge that connects one area to another area that is separated by water. Transportation plays a very important role in the successful development of a region, which has a role as a link between one region and another region which is separated by water. The role of transportation is also closely related to development, as well as stimulating new activities in the economic development of a region. Based on the results of a field survey, the life safety equipment on the KMP Sulthan Murhum on the Baubau-Waara route, Southeast Sulawesi Province is in the form of Lifeboat, Lifejacket, Liferaft, Lifebuoy, rope launcher, distress signal, Search and Rescue Transponder (SART), Two Way Radio Telephony not yet in accordance with the Regulation of the Director General of Sea Transportation NO: UM.008/9/20/DJPL – 12 concerning Technical Guidelines for the Implementation of Non-Convention Ships with the Indonesian Flag (Non Convention Vessel Standard Indonesian Flagged).

2 Research Methodology

The type of research used in the research carried out is research methods Qualitatively, what are the life safety equipment at KMP Sultan Murhum at the Port? This Bau-bau crossing is in accordance with the Regulations of the Director General of Maritime Transportation NO: UM.008/9/20/DJPL – 12 concerning Technical Guidelines for the Implementation of Non-Convention Flagged Ship Indonesia (Non-Convention Vessel Standard Indonesian Flagged) Chapter IV Article 81 Concerning Auxiliary Equipment for Passenger Ships Limited Shipping Area. Researchers identify whether the life safety equipment on the KMP Sulthan Murhum is in good condition or not.

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3 Results and Discussion

3.1 Data Presentation

The data presented in this chapter will be described descriptively as obtained from the results of observations, documentation, literature and institutions that have been carried out.

3.2 Data Analysis

Based on the results of observations made on the life safety equipment on board KMP Sultan Murhum, it is not in accordance with the Regulation of the Director General of Sea Transportation NO: UM.008/9/20/DJPL – 12 concerning Technical Guidelines for the Implementation of Non- Convention Ships with the Indonesian Flag(Non-Convention Vessel Standard Indonesian Flagged) Chapter IV Article 81 Concerning Auxiliary Equipment for Passenger Ships in Limited Shipping Areas.

3.3 Discussion

The results of the analysis of life safety equipment at KMP Sultan Murhum are not appropriate with the Regulation of the Director General of Sea Transportation NO: UM.008/9/20/DJPL – 12 concerning Technical Guidelines for the Implementation of Non- Convention Ships with the Indonesian Flag(Non-Convention Vessel Standard Indonesian Flagged)Chapter IV Article 81 Concerning Auxiliary Equipment for Passenger Ships in Limited Shipping Areas. It is known that for the suitability of life safety equipment on board KMP Sulthan Murhum. Life safety equipment such as life rafts, life rafts, life buoys and life jackets do not comply with the regulations, while safety equipment such as rope launchers, distress signals,Search and Rescue Radar Transponder(SART), and Two Way Radio Telephonyhas complied with the rules.

4 Conclusion

4.1 Conclusion

Based on the results of the analysis of the condition and number of life safety equipment in on KMP. Sultan Murhum obtained, the author reached a conclusion as follows :

1.From the results of a survey of life safety equipment on the KMP. Sultan Murhum, It is known that for the suitability of life safety equipment on the KMP Sulthan Murhum. For life safety equipment, life rafts, life rafts, life jackets and life jackets do not comply with the regulations, meanwhile safety equipment such as rope launchers, distress signals,Search and Rescue Radar Transponders(SART), andTwo Way Radio Telephonyis in accordance with rule.

2. Referring to the Decree of the Director General of Sea Transportation NO:UM.008/9/20/DJPL–12 concerning Implementation of Standards and Technical Implementation Guidelines Indonesian Flag Non-Convention Ship (Non-Convention Vessel Standard Indonesian Flagged) Chapter IV Article 81 Concerning Ship Auxiliary Equipment Passengers of the Limited Shipping Area, that lifeboats are on KMP. Sulthan Murhum is not available, only workboat(workboat). For The condition of the life raft needs to be repaired because it is in the existing condition has expired. The life buoy is not in good condition and there is a sign written on it the name of the ship has faded. The life-saving clothing is in good condition, but there are some not equipped with lights and whistles. For the condition of the rope throwing device, signal distress,search and rescue radar transponder(SART),two way radio telephony still in good condition.

4.2 Suggestions

From the conclusions above, the author provides suggestions for efforts to increase supervision of the condition and number of life safety equipment above the KMP. Sultan Murhum as follows:

1.KMP Manager. Sulthan Murhum needs to complete life safety equipment and replace items of life safety equipment that are damaged or no longer suitable so that the quantity and condition of safety equipment meets applicable regulations.

2.Deputy Commander III KMP. Sulthan Murhum needs to make a weekly, monthly and annual maintenance and inspection schedule for safety equipment so that its condition is monitored and is in good condition and suitable for use at any time.

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