OVERVIEW OF SAFETY EQUIPMENT ABOVE KMP. SATRIA PRATAMA AT THE KUALA TUNGKAL – TELAGA PUNGGUR FRANCE TRACK

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ABSTRACT
Kuala Tungkal Ferry Port is a port managed by BPTD Region V Jambi. Kuala Tungkal Ferry Port serves 2 routes with 2 Ro-Ro ships. One of the important components in ferry transportation is safety. Safety is addressed not only to service users but also to crew members. On ships operating at the Kuala Tungkal Ferry Port, there are many safety equipment that have been damaged including life jackets, lifebuoys, lifeboats and the number of safety equipment that is not in accordance with the ship's needs based on the Safety Of Life At Sea (SOLAS). The condition and number of safety equipment must be considered both in terms of the feasibility of the equipment and the completeness of the equipment so that in the event of an emergency the existing safety equipment can be used properly as a form of implementing aspects of passenger safety on board. The number and condition of safety equipment that is not in accordance with the needs can endanger the safety of the lives of passengers in the event of an accident. The number of safety equipment must be able to accommodate the number of passengers and crew on board.

Author tries to analyze the problem so that conclusions can be drawn which can later be used as solutions or problem solving suggestions that can be proposed by the author in an effort to improve supervision of the condition and number of passenger safety equipment at KMP. Satria Pratama.

Keywords: Port, safety, lifejacket, lifebuoy, lifeboat, liferaft.

1. Introduction
   Its strategic location among other cities in the surrounding province makes the role of this province quite important, especially with the support of abundant natural resources. The needs of industry and society in surrounding cities are supported by the supply of raw materials and necessities from this province.

   Based on the survey results on board the KMP ship. Satria Pratama can be seen on the KMP Ro/Ro type ship. Satria Pratama which operates at the Kuala Tungkal-Telaga Punggur ferry port was built in 1962 so it is classified as an old ship and is estimated to be 59 years old in 2021 at this time. This ship is produced by PT. The Nusantara Bridge is a Passanger Ship/ Ro-Ro type with a GRT of 1026 GT which can carry 600 passengers and 46 mixed vehicles. This ship serves the inter-provincial route of Kuala Tungkal - Telaga Punggur where the distance covered on this voyage is 140 (one hundred and forty) miles and taken for 14 (fourteen) hours.
Based on the survey results on board the KMP ship. Satria Pratama is known that the KMP passenger safety equipment. Satria Pratama form Rescue Lifeboats (Lifeboat), Raft Helper (Liferaft), buoy helper (Lifebuoy), Jackets helper (Lifejacket), there is still a shortage of the number and condition of the safety gear. Meanwhile, life safety equipment is very important to support transportation safety and ensure shipping safety.

Literature Review
In conducting a review of safety equipment on board KMP. Satria Pratama on the Kuala Tungkal-Telaga Punggur crossing route, this study uses two foundations, namely the legal basis and the theoretical basis.

LEGAL BASIS
Safety Of Life At Sea (SOLAS) CONSOLIDATED EDITION 2014 Chapter II about Life saving appliances and arrangements
a. section I Regulation 7 about Personal life-saving appliances
b. section II Regulation 21 about Survival craft and rescue boats and Regulation 22 about personal saving appliances.

Law Number 17 Year 2008 on the Shipping
Act No. 17 of 2008 on Shipping In Article 5, paragraph 1 cruise controlled by the State and developed by the government guidance referred to include:

Section 124 paragraph 2 of ship safety is a state of ship meet the requirements for materials, construction, buildings, machinery and electricity, stability, layout and equipment including auxiliary equipment and radio, ship electronics, as evidenced by a certificate after inspection and testing.

Article 117 paragraph 2 of the ship's seaworthiness is the condition of the ship that meets the requirements of ship safety, prevention of water pollution from ships, manning, loading lines, loading, welfare of ship's crew and health of passengers, legal status of ships, safety management and prevention of pollution from ships, and security management. ship to sail in certain waters.

Government Regulation Number 51 of 2002 concerning Shipping
Government Regulation Number 51 of 2002 concerning Shipping In article 5 paragraph 1 every ship is required to meet the ship's seaworthiness requirements which include:

a. Ship safety, ship
b. crewing, ship
c. operation safety and prevention of pollution from ships.
d. Loading and
e. legal status of the ship

In article 84 paragraph 1 all equipment, both fixed and movable, must be maintained and maintained properly and can be used at all times.

Government Regulation No. 20 of 2010 concerning Transportation in Waters
Government Regulation No. 20 of 2010 concerning Transportation in Waters Article 61 paragraph 3 Every ship serving ferry transportation must:
Overview Of Safety...(Slamet Prasetyo)

a. Meet the technical requirements for seaworthiness and minimum service requirements for ferry transportation
b. Have technical specifications in accordance with port facilities used to serve ferry transportation or crossing terminals on the traffic served
c. Own and/or employ crew members who meet the qualification requirements required for ferry crossings.
d. Have facilities for the needs of crew members and passengers and vehicles and their cargo
e. Include the company identity and the name of the ship placed on the ship the left and right side of the ship and
f. Include the required information or instructions using Indonesian and English.

Regulation of the Minister of Transportation Number 25 of 2015 concerning Safety Standards for River Lake and Crossing Transportation

Article 1 paragraph 1 Safety is a condition of the fulfillment of safety requirements relating to transportation in waters, ports and the maritime environment.

Article 1 paragraph 2 Operators of facilities and infrastructure as well as human resources in the field of river, lake and crossing transportation as referred to in paragraph 1 must meet safety standards.

Article 1 paragraph 3 The safety standards in the field of river, lake and crossing transportation as referred to in paragraph 2, are a reference for the organizers of facilities and infrastructure in the field of river, lake and crossing transportation which include:
   a. Human Resources
   b. Facilities and/or Infrastructure
   c. Standard Operating Procedures for
   d. Environment

THEORY BASIS

Transportation

According to Fidel Miro in the book "Transportation Planning" (2010), that transportation is an effort to move, transport, or divert an object from one place to another, where in another place the object is more useful or can be useful for certain purposes.

Cross Transportation

Government Regulation No. 20 of 2010 concerning Transportation in waters defines ferry transportation as transportation that functions as a bridge that connects the road network and/or rail network separated by waters to transport passengers and vehicles and their cargo.

Ferry Boats

According to AbuBakar et al in the book “Crossing Transportation” (2010), ferry boats are one of the most developed modes of transportation in Indonesia, which is part of the National Transportation system which has its own characteristics. Ferry Vessels based on their functions are divided into 3 (three):
   a. Ferry Vessels carrying Passengers.
   b. Ferry Vessels Loading Vehicles.
   c. Ferry Vessels containing Passengers and Vehicles.
Ship Length and Width
According to Bambang Triatmodjo in the book "Port Planning" (2010), the length of the ship is calculated from the tip of the bow to the rear end of the stern while the width of the ship is the maximum distance between the two sides of the ship.

Kelaiklautan Ship
According to Law No. 17 Year 2008 on the voyage, Kelaiklautan Ship is the state of the ship that meets the requirements of ship safety, the prevention of water pollution from vessels, manning, load line, loading, welfare crew health and,

Overview
According to Suryani reviews is activity summarizes a number The raw big data then group or separate the relevant components and parts to then link the collected data to answer the problem. Review is an attempt to describe patterns consistently in the data so that the results of the analysis can be studied and translated and have meaning,

Route or Trajectory
According to Law Number 17 of 2008 concerning Shipping, a route is a route or trajectory of transportation services from one port to another.

Ship Safety Ship
safety is the condition of the ship that meets the material requirements, construction, building, machinery and electricity, stability, arrangement and equipment including auxiliary equipment and radio, ship electronics, as evidenced by a certificate after inspection and testing.

Safety Equipment
Safety Equipment or safety equipment that is all the equipment and supplies that are used to protect the lives of the crew and passengers at a time in case of emergency (Mutholib, 2013). Safety equipment has general requirements that must be met, including:
   a. Made from the right materials by an expert.
   b. Must withstand temperatures of -30°C to + 65°C.
   c. Must be given a striking color.
   d. Equipped with a material that can reflect light (Reflection Tape).
   e. Can be operated easily and well in all marine conditions.
   f. The validity period is clearly marked (Module Basic Safety Training).

Lifeboats
Lifeboats, life rafts and other floating equipment must be stored in such a place and position with the following considerations:
   a. Can be lowered into the water safely and quickly even
   b. Allows embarkation into lifeboats and lifeboats quickly and orderly
   c. Will not interfere with their operation
   d. Must be equipped with a box Watertight air and buoyancy cushions on the exterior of the life raft
a. shall be placed with the panglen attached to the ship by means of a hydrostatic release device, so that each life raft will float freely and if possible inflate automatically when the ship sinks and capsizes, so as not to interfere with directing passengers to the gathering place and their embarkation on other lifeboats as well as facilitating launch from the side of the ship.

b. rafts designed to be launched by throwing into the water must be stored so that they are ready to be diverted for launch on any side of the ship.

Life Jacket
Santara's Life (2014:65), says that a life jacket that protects users who work on water or on the water surface to avoid the danger of drowning and/or regulate the user's buoyancy so that they can be in a sinking or floating position in the water.

2. Research Method
This study is a quantitative study using primary and secondary data collection. Analysis of the data used in this study used an analysis of the condition and number of lifeboats in KMP. Satria Pratama, analysis of condition and number of life rafts in KMP. Satria Pratama, analysis of condition and number of life jackets in KMP. Satria Pratama, analysis of condition and number of life jackets in KMP. Satria Pratama

a. Data Analysis And Problem Solving
1. Data Analysis
Analysis of Condition and Number of Lifeboats in KMP. Satria Pratama
Based on the existing condition of the lifeboats in KMP. Satria Pratama is located at the stern of the ship where the number of lifeboats available is only 1 (one) unit with a capacity of 6 people and the condition of the sling ropes on the lifeboats are rotten. In the Safety Of Life At Sea (SOLAS) 1974 Amendment 2014 regulation 21, passenger ships of more than 500 gross tonnage must carry at least one rescue boat, on each side with an overall capacity that accommodates not less than 50% of the total number of people on board.

<table>
<thead>
<tr>
<th>No</th>
<th>Vessel Name</th>
<th>GT</th>
<th>Number of Lifeboats Available</th>
<th>Number of Lifeboats Should be</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>1026</td>
<td>1 unit</td>
<td>2 units</td>
<td>Insufficient lifeboat capacity</td>
</tr>
</tbody>
</table>

Source: 2021 Analysis Results
From the above analysis, it can be seen that the ship does not meet the requirements for completeness for lifeboats, in the Safety Of Life At Sea 1974(SOLAS) the 2014 amendments are clearly regulated to ships with GT above 500 are required to carry 1 lifeboat each on each side, but at KMP. Satria Pratama only carries 1 lifeboat with a capacity of 6 people. The condition of the available lifeboats is not the recommended lifeboat for ships, the condition that must be provided is a lifeboat that has a launcher in the form of goddesses on each side of the ship and is closed.

Analysis of Conditions and Number of Life Rafts in KMP. Satria Pratama
Based on the existing condition of the life raft in KMP. Satria Pratama is located on both sides of the ship, where the number of life rafts is in the KMP. Satria Pratama consists of 12 units with a passenger capacity of 25 people. While the condition of the life raft does not have a hydrostatic release unit (Hydrostatic Release Unit) so that the tool used to tie the life raft is only ordinary rope.

Based on the Safety Of Life At Sea (SOLAS) 1974 Amendment 2014 on life-saving equipment section II regulation 21, the life raft accommodates an overall capacity that will accommodate at least 25% of the total number of people on board. This life raft shall be serviced with at least one launch device on each side.

<table>
<thead>
<tr>
<th>Table 2</th>
<th>Life raft (Life Inflatable Liferaft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>Name of Vessel</td>
</tr>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
</tr>
</tbody>
</table>

From the results of the above analysis it can be concluded that the amount that must be provided to meet the requirements for completeness safety equipment on board based on SOLAS, namely, 6 units of life rafts, obtained from 25% of the total number of passengers then divided by the capacity of the liferaft, and it can be concluded that the number of liferafts available is sufficient to meet the requirements for completeness but the condition of the inflated life raft does not meet the requirements due to conditions the liferaft is not equipped with a hydrostatic release device.

Analysis of Conditions and Number of Life Jackets at KMP. Satria Pratama

Adult Jackets

Based on Life Safety Of Life At Sea (SOLAS) 1974 Amendment 2014 in Chapter III section II regulation 22, in addition every passenger ship must carry life jackets not less than 5% of the total number of people on board. The availability of adult life jackets is obtained from the total capacity of passengers and crew multiplied by 5% and added to the number of passenger and crew capacities and equipped with light reflecting tape and self-igniting lights.

<table>
<thead>
<tr>
<th>Table 3</th>
<th>Analysis of Availability Jackets helper (life jackets) for adult</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>vesselName</td>
</tr>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
</tr>
</tbody>
</table>

Source: Results of 2021 Analysis
### Table 4 Comparison of Availability of Adult life jackets

<table>
<thead>
<tr>
<th>No</th>
<th>Name of ship</th>
<th>SOLAS</th>
<th>Available</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>657 pieces</td>
<td>575 pieces</td>
<td>KMP. Satria Pratama only has 379 Lifejacketsigniting with self-lights and light reflecting tape. The storage cupboard door was broken.</td>
</tr>
</tbody>
</table>

Source: Analysis of Year 2021 Results

From the above analysis the number of helper Jackets(lifejackets) for adults in KMP. Satria Pratama 575 units so that it does not meet the requirements, while based on the regulations of Safety Of Life At Sea (SOLAS) Year 1974 Amendment 2014 in Chapter III section II regulation 22, in addition each passenger ship must carry lifejackets not less than 5% of the total number of people on board. ship, and stored in a place that is easily seen, strategically, so as not to hinder the process of rescuing passengers.

**Child Jackets**

in LifeSafety Of Life At Sea (SOLAS) 1974 amendment 2014 Chapter III section I regulation 7, in addition every passenger ship must carry lifejackets not less than 10% for children. The availability of jackets is children’s lifeobtained from the total passenger capacity multiplied by 10%, then the amount that must be provided is obtained.

### Table 5 Analysis of Availability of Life Jackets for Children

<table>
<thead>
<tr>
<th>No</th>
<th>Name of Ship</th>
<th>Passenger Capacity</th>
<th>Number of ABK + CaptainLife</th>
<th>Number ofJackets That Must be Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>600 people</td>
<td>26 people</td>
<td>626x10%=63 units</td>
</tr>
</tbody>
</table>

Source: Results of the 2021 Analysis

### Table 6 Comparison of Availability of Child Life Jackets

<table>
<thead>
<tr>
<th>No</th>
<th>Name of ship</th>
<th>SOLAS</th>
<th>Available</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>63 pieces</td>
<td>68 pieces</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Analysis of Year 2021 Results

From the above analysis the number of helper Jackets(lifejackets) for children in KMP. Satria Pratama 68 units, while for jackets children's life, a minimum of 10% of the total number of passengers on board. So didapatlah conclusion that the number of helper Jackets(lifejackets) for children to be provided KMP. Satria Pratama is in accordance with the number of passengers on the ship.

**Baby Jackets**

in LifeSafety Of Life At Sea (SOLAS) 1974 Amendment 2014 Chapter III section I regulation 7, in addition every passenger ship must carry lifejackets of not less than 2.5% for children. The availability of lifejackets babyis obtained from the total passenger capacity multiplied by 2.5%, then the amount that must be provided is obtained.
Table 7 Analysis of Availability Jackets helper (lifejackets) for infants

<table>
<thead>
<tr>
<th>No</th>
<th>Name Vessel</th>
<th>passengers Capacity</th>
<th>Total ABK + Master</th>
<th>Number Jackets Helper Should Supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>600 people</td>
<td>26 people</td>
<td>626 x 2.5% = 16 units</td>
</tr>
</tbody>
</table>

Source: Analysis Results in 2021

Table 8 Comparison of Availability of Baby Life Jackets

<table>
<thead>
<tr>
<th>No</th>
<th>Name of ship</th>
<th>SOLAS</th>
<th>Available</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>63.</td>
<td>No</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: Analysis of Year 2021 Results

From the above analysis the number of helper Jackets (lifejackets) for babies in KMP. There is no Satria Pratama, while for jackets baby lifea minimum of 2.5% of the total number of passengers on board. So didapatlah conclusion that the number of helper jacket (lifejackets) for infants provided KMP. Satria Pratama does not match the number of passengers on the ship. Lifejackets should be stored in easily accessible places such as decks or gathering places. Lifejackets for passengers should be stored either in public spaces, assembly stations, or routed directly between passengers so that their distribution and use does not impede movement. Lifejackets must also be equipped with lights and procedures for their use.

Analysis of Conditions and Number of Life Buoys in KMP. Satria Pratama

in the existing condition in the life buoy field located at KMP. Satria Pratama has a total of 10 (ten) units consisting of 2 (two) buoys equipped with self-igniting lights and 8 (eight) ordinary buoys. While the condition of the life vest is not equipped with a 30 meter rope and smoke signal. Based on the Safety Of Life At Sea (SOLAS) 1974 amendments in 2014 Chapter III section II regulation 22, lifebuoy must be distributed so that it is available on both sides of the ship and thenumber of lifebouys required. In addition, passenger ships with a length of less than 60 m must carry a minimum of 8 buoys with details of 6 buoys equipped with self-igniting lights and 2 ordinary buoys. Each buoy must be marked with the name of the vessel.

Table 9 Number of life buoys according to SOLAS

<table>
<thead>
<tr>
<th>No</th>
<th>Length of ship</th>
<th>Number of buoys</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Less than 60 meters</td>
<td>8 pieces</td>
</tr>
<tr>
<td>2</td>
<td>Between 60 and 120 meters</td>
<td>12 pieces</td>
</tr>
<tr>
<td>3</td>
<td>Between 120 and 180 meters</td>
<td>18 pieces</td>
</tr>
<tr>
<td>4</td>
<td>Between 180 and 240 meters</td>
<td>24 pieces</td>
</tr>
<tr>
<td>5</td>
<td>Longer than 240 meters</td>
<td>30 fruit</td>
</tr>
</tbody>
</table>

Source: Analysis Results 2021

Table 10 Lifebuoy

<table>
<thead>
<tr>
<th>No</th>
<th>Vessel Name Vessel</th>
<th>Length(m)</th>
<th>Number of Available</th>
<th>SOLAS</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KMP. Satria Pratama</td>
<td>49.85igniting</td>
<td>10 units</td>
<td>8 pieces</td>
<td>10 buoys consisting of 8 regular buoys and 2 buoys equipped with self-lights</td>
</tr>
</tbody>
</table>

Source: 2021 Analysis Results
From the results of the analysis above, the number of life buoys in KMP. Currently, there are 10 units of Satria Pratama that meet the requirements for the number of buoys that must be provided, based on the Safety Of Life At Sea 1974(SOLAS) regulation, the 2014 Amendment section of regulation 21 that ships with a length of less than 60 meters must have at least 8 life buoys where 6 a float unit with a self-igniting lamp and 2 ordinary float units, and easy-to-reach placement. Then it was concluded that the condition of the life buoy must be provided at the KMP. Satria Pratama has not fulfilled it because there are only 2 buoys that have self-igniting lights and 8 ordinary buoys, while on the condition that there must be 8 buoys in good condition with details of 2 ordinary buoys and 6 buoys with lights and placements that are easily accessible. For Life buoys with lights, KMP. Satria Pratama must provide at least 6 self-igniting lights and a smoke signal to be attached to the Life Buoy above the KMP. Satria Pratama.

3. Results and Discussion

PROPOSED TROUBLESHOOTING

Proposed Troubleshooting Lifeboats
a. Adding 1 Lifeboat Unit so that there is a lifeboat on each side of the ship
b. Related to the data above that the condition of the lifeboat needs to replace the weathered sling rope with a new sling rope so that it is easy to use in an emergency and needs to be done treatment and given grease (grease) as a lubricant.

Proposed Problem Solving Liferaft
a. The owner of KMP.Satria Pratama needs to replace the rope used as a fastener with Hydrostatic Release Unit a proper.
b. Raft conditions Helper (liferaft) and supporting components hydrostatic release tool should be checked regularly every 6 months, so the rafts Helper (liferaft) in good condition, free time Expired and always in ready to use.

Proposed Troubleshooting Helper Shirt (Lifejacket)
a. Based on the above data, the ship owner KMP.Satria Pratama need to replace the lifejacket is equipped with whistles, lights on its own as well as add lifejacket an adult as many as 88 units and lifejacket. 26 units baby
b. In addition, the owner of the ship Kmp. Satria Pratama needs to make a regular maintenance schedule lifejacket.

Proposed Troubleshooting buoy Helper (Lifebuoy)
a. Based on the above data that the condition of Lifebuoy in Primary KMP.Satria not in accordance with the rules which Lifebuoy have not floating rope, the rope had rotted, does not have lights on its own, the ship owner need to increase the completeness of Lifebuoy number 8 units where 6 Lifebouys are equipped with lights that turn on themselves when submerged in water and 2 units are equipped with floating ropes. All lifebouys must have a conspicuous coloration, and be marked with the ship’s name and port of registration.
b. In addition, the owner of the KMP ship. Satria Pratama needs to make a regular maintenance schedule Lifebuoy.
### Table 11 Recapitulation of current and planned conditions

<table>
<thead>
<tr>
<th>No</th>
<th>Safety Equipment</th>
<th>Existing Conditions</th>
<th>Planned Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lifeboat</td>
<td>Lifeboats in KMP. Satria Pratama there are 1 unit with a capacity of 6 people. The sling rope on the goddesses is rotten.</td>
<td>Replacing the lifeboats with new lifeboats, which have a launcher in the form of decent goddesses and large capacities and carry out routine checks. Add 1 unit lifeboat.</td>
</tr>
<tr>
<td>2</td>
<td>Raft Rescue</td>
<td>Raft rescuers found on the NMC. Satria Pratama has 12 units with a capacity of 25 people. <em>Liferaft is</em> not equipped with a hydrostatic release device.</td>
<td>Carry out regular checks to avoid life rafts that are expired and unusable. Equip the <em>liferaft</em> with a hydrostatic release device so that in an emergency it can be used properly.</td>
</tr>
<tr>
<td>3</td>
<td>Jackets helper</td>
<td>helper jacket There are 575 units (lifejacket) for adults. There are 68 units helper jacket children. Not equipped with whistles and lights on his own. Cabinet storage <em>Life jacket</em> locked and the door broken.</td>
<td>Added 88 units of adult life vests and 26 units of baby buoys equipped with useable lights. Life jackets must be placed in a place that is easily accessible to passengers and crew. The life jacket storage area must not be locked, if it is forced to lock it must be provided with a forced opening device for emergencies.</td>
</tr>
<tr>
<td>4</td>
<td>Lifebouy</td>
<td>2 <em>Lifebouy</em> has lights. 8 ordinary lifebuoy. Not equipped with rope (30m). No <em>Lifebouy</em> with smoke signal.</td>
<td>Replaced 8 units of life buoys with details of 6 units of life buoys with lights and 2 units of ordinary buoys. The condition of the auxiliary buoy must be in good condition, have good construction and buoyancy, and have a striking color and pass production trials.</td>
</tr>
</tbody>
</table>

*Source: Results of the 2021 Analysis*

### 4. Conclusion
Based on the results of the analysis and discussion obtained from the author of the mandatory working paper on the KMP Ship. Satria Pratama, who discussed the issue of reviewing passenger safety equipment, it can be concluded that the number of safety equipment at KMP. Satria Pratama does not match where the lifeboats, jackets adult life and the number of jackets baby life at KMP. Satria Pratama has a shortage and condition of safety equipment at KMP. Satria Pratama is not suitable where the condition of lifeboats has weathered slings, life rafts that do not use hydrostatic release devices, life jackets and life vests are lacking, and the location of the life jacket storage area (Lifejacket) where the storage cabinet has a broken door on the side. KMP. Satria Pratama making it difficult to open or close. In addition, safety equipment at KMP. Satria Pratama has not complied with the international regulations for Safety Of Life At Sea (SOLAS) because there is a shortage of safety equipment both in terms of quantity and condition.

5. References