Liferaft Operating Procedures as A Support For Crew Safety In KM. Mulya Sentosa II

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Abstract

Liferaft is a safety device on a ship in the form of a boat equipped with a roof in the form of a tent and inside there are tools to survive in an emergency. The purpose of this study was to determine the factors that caused the lack of understanding of the operating procedures of the liferaft in KM. Mulya Sentosa II, to determine the effect of a lack of understanding of optimal liferaft operating procedures on the MV. Mulya Sentosa II. The results showed that the factors causing the lack of understanding of the optimal operation of the liferaft in KM. Mulya sentosa II is the lack of implementation of emergency drills, the absence of information in written form regarding the procedures for operating the liferaft, the lack of responsibility for the Deck Officers for the implementation of the exercise and the lack of information on the procedures for operating safety equipment, especially regarding the liferaft on board the ship in accordance with the provisions or guidelines that have been set, giving strict sanctions to Deck Officers, and providing information in written form regarding the procedures for operating the liferaft properly and optimally and then posting it in a place that is reached by all ship crews.

Keywords: Optimization, Liferaft, Safety, Crew.

1. Introduction

The ship is a means of sea transportation that is manned by a crew consisting of the captain as the leader of the ship, the Chief engineer as the head of the engine room, the duty Officer and the crew. When the ship operates on a predetermined route, sometimes in a voyage facing bad weather, including storms, and other emergencies that can cause the ship to have an accident or a fire, collision, sinking ship. The occurrence of an accident there are factors that cause it to arise. The cause of the accident can be sourced from mechanical devices, the environment and Human Factors. To prevent accidents, this causative factor must be eliminated. From mapping data (characteristics of ship accidents in Indonesian waters based on Investigation) NTSC in 2007 to 2014 it is known that 90% of ship accidents are caused by human error.

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In fact, it shows that 75% - 79% of human errors are caused by management systems and Human Resources who lack understanding in the use of safety equipment. Therefore, the government and international organizations such as IMO (International Maritime Organization) and ILO (International Labor Organization) urged shipping companies to pay attention to safety. Regulations related to safety on ships include:

a. Law No. 1 of 1970, on Occupational Safety
b. SOLAS 1974, on ship safety requirements, Chapter III on LSA code
c. International Safety Management Code, which is a code relating to standard procedures for the safety of ship operations, crew and Pollution Prevention, then the government of Indonesia ratified by issuing regulation of the Minister of Foreign Affairs No. 45 of 2012 on ship safety management,
d. International, namely instructions on safety procedures for the use of safety equipment, operation of ships and others,
e. Life Saving Appliances (LSA) Code chapter IV, the liferaft is made to survive temporarily when the ship experiences an emergency that is abandon ship and equipped with safety tools in it for the crew.

To support the efforts of the government and international organizations, the crew must take part in the maintenance and understand the operating procedures of safety equipment, especially on liferafts and other safety support equipment. Understanding the operation of the liferaft is very important to be implemented because it is possible that an emergency can occur and the readiness of the liferaft is needed, for example when the crew faces a fire, the ship sinks, runs aground, collisions so they have to leave the ship as soon as possible. The equipment must be ready for operation at all times for the safety of the crew. In Article 1 paragraph (34) states that “ship safety is, ships that meet the requirements of Materials, Building Construction, Machinery and electricity, stability”.

2. Research Methodology

The type of research used in this mandatory working paper is descriptive qualitative. According to Bogdan and Tylor argue qualitative research as a research procedure that produces descriptive data in the form of written or oral words of people or observed behavior (Lexy J.Moleong, 2010:4). In this study the authors describe the operation of the liferaft as supporting crew Safety conducted in KM. Mulya Sentosa II.

3. Results and Discussion

Based on the exposure of the interview data, further research findings can be made as follows:

Table 1. Analysis Data

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<thead>
<tr>
<th>RESEARCH FOCUS</th>
<th>RESEARCH FINDINGS</th>
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<tr>
<td>Factors leading to a lack of understanding of the operation of liferafts in KM. Mulya Sentosa II</td>
<td>a.) Has not implemented safety training drills such as the use of liferafts in KM. Mulya Sentosa II.</td>
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<td>b.) Lack of coordination Atara parties ship</td>
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| Influence caused when the crew deck does not know the operating procedures liferaft in KM. Mulya Sentosa II | with the company  
c.) There is no written information about the procedure for operating liferafts in KM. Mulya Sentosa II  
a.) Endanger the safety of the crew. Mulya Sentosa II and passengers when emergencies such as ship ran aground, burned and will sink  
b.) Kondite as crew downhill and crew KM career. Mulya Sentosa II difficult to develop in the company  
c.) The use of liferaft as a safety device can not be optimized properly in the event of an emergency.  

| Efforts are made so that the liferaft can work optimally in KM. Mulya Sentosa II | a.) Implement an emergency training schedule at KM Mulya Sentosa II in accordance with the provisions or guidelines that have been set.  
b.) Gave firm sanctions to the company and Deck Officers.  
c.) Improve coordination between the ship with the company  
d.) Provide information in written form about the procedures for operating the liferaft properly and optimally and then paste it in a place that can be seen by all crew members.  

In the discussion of these findings, it was revealed about the operating procedures of the liferaft as a support for Crew safety in KM. Mulya Sentosa II. As the data obtained from the observations made during the practice of sailing in KM. Mulya Sentosa II and interview with Mualim III who works at KM. Mulya Sentosa II, the author provides a good discussion of the problem in the knowledge of operating procedures liferaft in KM. Mulya Sentosa II found the following findings:

1) Factors leading to a lack of understanding of the operation of liferafts in KM. Mulya Sentosa II.

From the interview with Mualim III KM. Mulya Sentosa II obtained information about the factors that cause a lack of understanding of the operation of liferaft in KM. Mulya Sentosa II, among others, has not conducted safety training drills such as the use of liferafts in KM. Mulya Sentosa II, lack of coordination between the ship and the company, the absence of written information about the procedure for the operation of liferaft in KM. Mulya Sentosa II. For this reason, it can be concluded from the results of interviews and observations made
according to the author, the lack of responsibility of officers in the implementation of safety training at KM. Mulya Sentosa II and the company did not allow time to carry out safety training at KM. Mulya Sentosa II due to the tight shipping schedule can also be a factor causing the problem.

2) Influence caused when the crew deck does not know the operating procedures liferaft in KM. Mulya Sentosa II
As the information obtained from the interview with Mualim III KM. Mulya Sentosa II if there are still many factors that cause the lack of knowledge of the crew deck KM. Mulya Sentosa II in conducting the operation of the liferaft as a safety tool during an emergency, Mualim III realized and described the effect of the problem on the safety of the crew deck at KM. Mulya Sentosa II include the following, can endanger the safety of the crew KM. Mulya Sentosa II and passengers during emergencies such as ship ran aground, burned and collision (abandon ship), Kondite as crew decline and crew career KM. Mulya Sentosa II is difficult to develop in the company due to the lack of knowledge about the operation of safety equipment during emergencies. The use of liferaft as a safety tool cannot be optimized properly in the event of an emergency.

3) Efforts are made so that the liferaft can work optimally in KM. Mulya Sentosa II.
As the information obtained from the interview with Mualim III KM. Mulya Sentosa II, efforts that can be done so that the crew can optimize the work of the liferaft is to implement an emergency training schedule at KM Mulya Sentosa II in accordance with the provisions or guidelines that have been set, improve coordination between the ship and the company when the company gives orders or orders the ship can perform its duties properly, giving strict sanctions from the classification society to the company and the deck officer responsible for the implementation of the drill as well as the Chief officer as the leader of the deck crew and The Master as the person in charge of the entire ship if they do not immediately conduct emergency training, especially liferaft training and make procedures for operating procedures in writing then affixed in a place that can be seen by all crew, especially the deck crew. According to the author, deck officers should have a high sense of responsibility for the implementation of emergency drills for the KM crew. Mulya Sentosa II. It should be miles. Mulya Sentosa II also coordinates well with the company to report requests to carry out emergency drills, can provide information in written form about the procedures for operating liferaft procedures in clear writing and can be understood by all crew, especially the crew deck.

4. Closing
a. Conclusions
1. Factors that lead to a lack of understanding of the operation of liferafts in KM. Mulya Sentosa II are: a) the absence of drill implementation according to the schedule set, b) lack of written information about the operation of liferaft in every room of the ship, c) lack of responsibility of deck Officers to the implementation of emergency drills, d) lack of good coordination between the ship and the company.
2. The influence of a lack of understanding of the proper operation of the liferaft in KM. Mulya Sentosa II are: a) endangering the safety of the ship's crew, b) making kondite as a crew decreases so that the career to develop in the company becomes difficult, c)
safety equipment cannot be optimized properly when an emergency occurs (abandon ship) on the ship.

3. Efforts are being made to improve understanding of the operation of lifrafts in KM. Mulya Sentosa II namely by: a) implementing an emergency training schedule in KM. Mulya Sentosa II in accordance with the provisions or guidelines that have been set, b) give firm sanctions to the company’s deck officers if they do not immediately carry out emergency training, c) improve the Coordination of ship parties with the company, d) provide information in written form about the procedures for operating the liferaft properly and optimally then affixed in a place seen by all ship crews, e) increase the sense of responsibility of deck officers regarding emergency drills, especially in the operation of the liferaft.

b. Suggestion

1. The Mualim responsible for the implementation of emergency training on safety equipment, especially on the operating procedures of the liferaft, should further increase awareness and responsibility for the impact of the lack of emergency training, if an emergency occurs that is not desired, the crew can optimize the safety equipment properly.

2. The company can give time to the ship's crew to carry out the drill according to the established regulations.

3. Provide information on the operating procedures of the liferaft in writing.

5. References


