Completeness Of Documents On Speedboat Seaworthiness At Pier 16 Ilir Palembang City, South Sumatra Province

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Abstract

In Palembang City, there are several Port Service Units, one of which is the 16 Ilir Pier Service Unit. At Pier 16 Ilir there are still many speedboats that do not complete the Ship's Seaworthiness Documents such as Ship Measurement Letters, Registration Letters (Gross Deeds), Ship Nationality Certificates (River and Lake Passes), River and Lake Ship Safety Certificates (SKKSD), and Crew Skills Certificate. This research is a type of qualitative research method, qualitative research emphasizes quality not quantity and the data collected does not come from questionnaires but comes from interviews, direct observations and related official documents. The data used are primary and secondary data to be analyzed. Based on the results of an interview survey conducted at Pier 16 Ilir Palembang City, 100% Speedboats that have not completed the ship's seaworthiness documents. The reason for the operator or ship owner has not completed the ship's seaworthiness document, namely 42% do not meet the requirements for making shipworthiness documents, 37% lack of checking ship documents, 21% do not know the procedure for making ship seaworthiness documents. Therefore, to overcome these problems, it is necessary to conduct socialization regarding the completeness of the ship's seaworthiness documents as well as the requirements in making the ship's seaworthiness documents to the ship's owner or operator and it is necessary to coordinate with the relevant agencies in the fulfillment and affirmation of the applicable rules regarding the completeness of the ship's seaworthiness documents with conduct socialization and ease of registration regarding the importance of completeness of ship's seaworthiness documents.

Keywords: Pier, Speedboat, Shipworthiness Documents, Ship Certificate.

1. Introduction

In the city of Palembang there are several Port Service units, one of which is the Port Service Unit 35 Ilir which is under the supervision of the Land Transportation Management Agency (BPTD) Region VII South Sumatra-Babel. One of the docks in this port Service Unit is Pier 16 Ilir which has an important role for the development and economy of South Sumatra as the entrance and exit of goods so that the demand for River Port Services is increasing. Based on a survey conducted by the author with 16 Ilir Satpel officers, there are still many
shipowners who do not complete the ship's seaworthiness documents. The problem in the implementation of Inland Water Transport, the ship's seaworthiness requirements must be met as evidenced by the existence of ship seaworthiness documents in accordance with applicable regulations. This is due to the lack of socialization about the importance of ship documents, so they seem to pay less attention to the importance of ship letters to the legality of the ship. In fact, by completing the ship's letters, the public can feel security and comfort because they know that the ship in use has met the requirements for sailing and the skills of the crew or captain in operating a ship that is competent in its field, as well as other things related to the conditions of the ship's seaworthiness.

The problem in the implementation of Inland Water Transport, the ship's seaworthiness requirements must be met as evidenced by the existence of ship seaworthiness documents in accordance with applicable regulations. Based on the description of the above conditions, the author took the title “Completeness Of Documents On Speedboat Seaworthiness At Pier 16 Ilir Palembang City South Sumatra Province”.

2. Research Method

The type of research used is using qualitative research methods. Qualitative research emphasizes on quality not quantity and the data collected does not come from questionnaires but from interviews, direct observation and other related official documents.

a. Primary Data

According to Suryabrata (2016: 38), primary data is data that is directly collected by the researcher (or his officers) from the first source.

1) Observation that is, obtaining data by observation and systematic determination of the elements that appear in a symptom of the object of study directly at the location carefully and in accordance with the circumstances. Observation of Distance Between Vehicle.

2) Interview

3) Documentation

b. Secondary Data

In obtaining secondary data the author uses the following methods:

1) Library Method

2) Institutional Methods

a) Land Transportation Management Center (BPTD) Region VII of South Sumatra and Bangka Belitung provinces

b) Central Bureau of Statistics of Palembang City

3. Results and Discussion

Data Analysis

a. Completeness Of Documents On Speedboat Seaworthiness At Pier 16 Ilir

Ships operating at Pier 16 Ilir Palembang must have a ship's shipworthiness document that has gone through checks ranging from ship construction to ship manning. The types of legal status of ships and ship documents mentioned in the regulation of the Director General of Land Transportation number KP.3424/AP.402/DRJD / 2020 about River and Lake vessels are:
Completeness of ... (A. Agus, et al) 

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1) ship measurement Letter 
2) registration letter (Gross deed), 
3) ship nationality letter (River and Lake fitting), 
4) River and Lake ship safety certificate (SKKSD) and 
5) crew proficiency certificate. 

The ship's seaworthiness document is made after the ship has passed the examination and has met the requirements to ensure the safety of the passengers transported, and after that it can make a crew proficiency certificate for proof that the crew is competent in their field which is obtained after the crew conducts a crew competency test. 

A) the percentage of speedboats that complete the ship's seaworthiness document: 

\[
\text{Percentage of speedboat} = \frac{0}{43 \text{ speedboat}} \times 100\% = 0\% \text{ Speedboat that completes the ship's seaworthiness documents.}
\]

B) the percentage of speedboats that do not complete the document of the ship's seaworthiness: 

\[
\text{Percentage of speedboat} = \frac{43 \text{ speedboat}}{43 \text{ speedboat}} \times 100\% = 100\% \text{ speedboats that do not complete the ship's seaworthiness documents.}
\]

The results of the above percentage can be known from 43 speedboats operating at Pier 16 Ilir 0% speedboats that complete the ship's seaworthiness documents and 100% speedboats that do not complete the ship's seaworthiness documents.

b. Ship Operator Constraints 

Percentage of reasons / causes of ship operators who do not have the legal status of the ship and complete documents: 

Based on the diagram data above, the reason why speedboat operators have not completed ship seaworthiness documents is that 42% of ship operators do not meet the requirements for making ship seaworthiness documents, 37% do not complete ship documents because of lack of checking and controlling ship letters, especially on speedboat ships, and 21% of operators
do not complete ship documents because they do not know the procedure for making ship seaworthiness documents.

The percentage calculation as follows:

- Percentage of Speedboat operators who do not meet the requirements for making ship's seaworthiness documents
  \[
  \frac{18 \text{ speedboat}}{43 \text{ speedboat}} \times 100\% = 41.9\% \text{ did not meet the requirements for making marine documents}
  \]

- Percentage of Speedboat operators who do not complete the ship's seaworthiness documents due to lack of checking letters
  \[
  \frac{16 \text{ speedboat}}{43 \text{ speedboat}} \times 100\% = 41.9\% \text{ did not meet the requirements for making marine documents}
  \]

- Percentage of Speedboat operators who do not know the procedure for making the document
  \[
  \frac{9 \text{ speedboat}}{43 \text{ speedboat}} \times 100\% = 20.9\% \text{ do not know the procedure for making such documents.}
  \]

a. Complete the ship's maritime documents in accordance with applicable regulations.

The vessel must be equipped with a ship's seaworthiness document. Ships that have documents mean that the ship has gone through checks ranging from construction to safety equipment in order to carry out its functions and avoid the danger of accidents. As for the types of marine documents of inland waters ships that have been mentioned above include: 1) ship measurement Letter, 2) registration letter (Gross deed), 3) ship nationality letter (River and Lake fitting), 4) River and Lake ship safety certificate (SKKSD), and 5) crew proficiency certificate.

The ship's seaworthiness document is made after the ships go through an inspection so that the construction is really strong and sturdy so that the ship has the ability and toughness to operate and ensure the safety of people and goods it transports. In addition, the ship must be equipped with safety equipment to support the safety of crew and passengers. The benefits of a ship's seaworthiness document, in addition to being proof that the ship has been inspected and recognized as legitimate ownership, have other benefits, namely:

1) in the event of an accident, the identity of the vessel and its operator can be known.

2) as a guarantee when the ship will be hypothesized (mortgaged) to another party.

3) simplify the supervision by looking at the signs that are in the section selar ship or Hull.

4) the owner of the ship
   a) ensuring the condition of the ship since the construction and maintenance during the operation of the ship
   b) extend the economic life of the vessel
   c) convince the owner, load and other interested parties

5) Efficiency against maintenance costs
a) to the crew and passengers will be more convincing about the safety of life on the ship
b) against shipyards
   1) The existence of standards for the development or improvement of quality standards of implementation
   2) Help ensure the quality of production of the shipyard
   6) indirectly participate in fostering the skills of employees / employees of the shipyard.

b. Ship Operator Constraints
   Of the 43 speedboats operating at Pier 16 Ilir Palembang city there are still many who have not completed the ship's seaworthiness documents. The most reason/cause is because there are still many speedboats at Pier 16 Ilir that still do not meet the requirements in the manufacture of documents kelaiklautan ship. One of the most numerous requirements that have not been met by speedboats is to equip safety equipment, because there are still many speedboats that do not have lifejacket and other ship technical equipment. Some speedboats do not complete shipworthiness documents due to lack of checking ship letters so that raids are needed to check ship letters periodically with strict sanctions.

c. The addition of information boards on the procedure for making documents on the seaworthiness of river and Lake vessels based on the regulation of the Director General of Land Transportation number KP.3424/AP.402/DRJD / 2020 on River and Lake vessels.

d. Providing Services In The Form Of Registration Of Ship-Based Documents Online Through The Website.
   It also requires a system of registration and extension of legal status and ship documents online to make it easier for ship operators to take care of their letters online only through the internet. The goal is to make it easier for operators/shipowners to register their letters where they usually operate and more efficient so that operators/shipowners can still carry out their work and complete their letters.
   Using the website media as a means of registration and extension of ship seaworthiness documents can also help both ship operators to complete ship seaworthiness documents, and assist agencies in fulfilling ship documents in accordance with applicable regulations and data collection for ships operating in each dock.

4. Closing
   a. Conclusion
      Based on the results of analysis and discussion that has been done can be concluded that:
      1) The condition of speedboat dockworthiness documents at Pier 16 Ilir Palembang which operates is still not suitable because it does not have a complete ship dockworthiness document. According to the survey results at Pier 16 Ilir 100% speedboat that does not complete the documents of the ship's seaworthiness.
      2) The reason the speedboat operator has not completed his ship's document that is;
         a) The ship Operator does not meet the requirements of making the ship's seaworthiness document of 42%
         b) Did not complete the document because of the lack of seaworthiness of the ship checking and controlling the ship's letters, especially on the speedboat amounted to 37%
3) The Operator did not complete the ship's seaworthiness document because he did not know the procedure for making the ship's seaworthiness document by 21%.

The procedure for issuing documents the ship's seaworthiness:

- Ship operators apply to the Director General of Land Transportation through BPTD.
- Conducted testing by BPTD staff.
- If it meets the requirements of the Director General of Land Transportation will issue a document on the ship's seaworthiness.

b. Suggestion

Based on the conclusions outlined above, it is necessary to establish some suggestions that can support the conclusions that have been obtained. The suggestion in question is as follows:

1) It is necessary to hold socialization on the completeness of ship seaworthiness documents to ship owners/operators and hold a shipping Safety Month, which is a monthly activity where ship owners/operators can directly make their ships' letters directly, the ship can be directly measured and the ships' letters can be immediately completed.

2) Provision of information on the requirements in the manufacture of documents to the owner/operator of the ship and conduct periodic raids with the provision of strict sanctions for the operator/owner of the ship that does not complete the papers.

3) Providing information on the registration procedure of new ship documents in accordance with the type of letter and providing registration and renewal of ship documents based on the website to make it easier for ship operators to register their ship documents only with internet media that can be accessed anywhere.

5. References


[2] Decree Of The Minister Of Transportation No. 58 Of 2007 On The Implementation Of Inland Water Transport


[4] Regulation of the Minister of Transportation No. 39 of 2017 on registration and nationality of ships.


