Implementation Of Safety Equipment Regulations On The Tourism Ship Km. Princess Flower Dadar And Km. From Nature

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Abstract

Palembang is the capital city of South Sumatra Province, geographically the city of Palembang is divided by the Musi river into two parts, namely across the ilir in the north and across the ulu in the south. There is the Ampera Bridge which is the icon of the city of Palembang which is in the middle of these two areas. This provides many benefits for the city of Palembang, so the city government tries to maximize the potential of utilizing the Musi river to improve the welfare of the people of Palembang City.

Sailing safety is a condition in a safe condition. To achieve this, supervision of ship operators can be carried out, while shipping safety is defined as a condition where safety and security requirements are met when sailing. Safety equipment on the KM tourism boat. Segentar nature is needed both in terms of quantity and condition, because this ship is classified as an old ship that is still operating. And the existing condition of safety equipment on the ship KM.Putri Kembang Dadar currently many have been damaged, and have not been updated, while safety equipment is very important to support the safety of passengers boarding parawista ships.

Keywords: Existing Condition; Safety Equipment; Ship Operator.

1. Introduction

Transportation is the transfer of people or goods from one place to another by using a vehicle driven by humans or machines. Transportation plays an important role in people's lives. In a small scope, humans really need transportation to support high mobility to make it easier for humans to carry out daily activities. Meanwhile, in a broad scope, the role of transportation is, among others, as the lifeblood of economic, social and population development as well as supporting the realization of a complete insight into the archipelago.

Palembang is the capital city of South Sumatra Province, geographically the city of Palembang is divided by the Musi river into two parts, namely across the ilir in the north and across the ulu in the south. There is the Ampera Bridge which is the icon of the city of Palembang which is in the middle of these two areas. This provides many benefits for the city of Palembang, so the city government tries to maximize the potential of utilizing the Musi river to improve the welfare of the people of Palembang City.

Musi River has a length of 750 km. The Musi River which divides the city of Palembang into two areas, namely ulu and downstream. The Musi River is a river that is the estuary of dozens of other large and small rivers in South Sumatra. Currently, the Musi river is used as water...
transportation which is very helpful in boosting the economy in the city of Palembang. Not only that, the Musi River is also used as a water tourism destination by the Palembang City Government, known as the Musi River Tour. Musi River Tour is a tour around the Musi river by boat. There are several tourism boats that can be used for tourism on the Musi river, such as KM Putri Kembang Dadar and KM Segentar Alam where this ship is owned by the Palembang City Transportation Agency, Sailing safety is a condition in a safe condition. To achieve this, supervision of ship operators can be carried out, while shipping safety is defined as a condition of meeting the requirementssafety and safety while sailing. Safety equipment on the KM tourism boat. Segentar nature is needed both in terms of quantity and condition, because this ship is classified as an old ship that is still operating. And the existing condition of safety equipment on the ship KM. Putri Kembang Dadar currently many have been damaged, and have not been updated, while safety equipment is very important to support the safety of passengers boarding parawista ships. To provide a sense of security and comfort for passengers and reduce the risk of accidents while the ship is sailing, it is necessary to have adequate safety equipment on the ship.

2. Research Methods

Analysis to determine the condition of safety equipment and the suitability of safety equipment with applicable regulations. The data collection in this study was obtained from primary data and secondary data. According to Hasan (2002: 82), primary data is data obtained or collected directly in the field by the person conducting the research or the person concerned who needs it. While secondary data according to Hasan (2002: 58) is data obtained or collected by people conducting research from existing sources. This data is used to support primary information that has been obtained from library materials, literature, previous research, books, and so on. The primary data used are:

1) Observation Method
   Observation is a data collection technique by making direct observations on the object of study. According to Hasan (2002: 86), observation is the selection, modification, recording, and coding of a series of behaviors and conditions related to the organization, in accordance with empirical goals. The observations meant in this data collection technique are pre-research, during research and post-research observations that are used as auxiliary methods, with the aim of observing how the performance of librarians in circulation services.

2) Documentation Method
   Martono (2014: 87), the documentation method is a method of collecting data by collecting various documents related to research problems. These documents can be government documents, research results, photographs or drawings, diaries, financial reports, laws, someone's work, and so on.

3. Results And Discussion

a. Life jacket analysis
   Referring to the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian Flag Non-Conventional Vessels Chapter IV Article 83 Auxiliary
Equipment for Passenger Ships in Mainland Waters that ships with a size of 15 meters or more than but less than 45 meters, it must meet the following conditions:

1) Life buoys that meet the standards of Indonesian-flagged non-convention ships Chapter IV section 9 clause 9.1
2) At least 50% are equipped with self-igniting lights and the other 2 units are equipped with floating ropes.

b. Analysis of life jackets (Lifejacket)

Referring to the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian-flagged Non-Convention Vessels Chapter IV Article 83 Auxiliary Equipment for Passenger Vessels in Mainland Waters that for all sizes of ships it must be meet the following conditions:

1) Category C life jackets that meet the requirements of the Non-Convention Ship Standard Chapter IV section 10 clause 10.3 equipped with lights, whistles and retro-reflector tapes
2) A total of 100% of the total number of sailors for adults plus a 5% reserve.
3) Sufficient number of guards/workers on the bridge, engine room control room and workplace far from accommodation (if any) and
4) Minimum 10% of the number of passengers, for children.

c. Lifeboat Analysis

Referring to the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian-flagged Non-Convention Vessels Chapter IV Article 83 Auxiliary Equipment for Passenger Vessels in Mainland Waters in GT 35 to less than 300 must meet the following conditions:

1) Equipped with a rigid life raft (Rigid Life Raft) that meets the requirements of the Indonesian-flagged Non-Convention Ship Standard Chapter IV Section 6 clause 6.5 or a floating device that meets the requirements of the Indonesian Flag Non-Convention Ship Standard Chapter IV section 8 with a capacity of not less than 100% of the total number of sailors.
2) Equipped with 1 (one) unit of motorized canoe.

d. Liferaft Analysis

Referring to the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian Flag Non-Convention Vessels Chapter IV Article 83 Auxiliary Equipment for Passenger Vessels in Waters Sailing Areas Land in GT 35 to less than 300 must meet the following conditions:

1) Equipped with a rigid life raft (Rigid Life Raft) that meets the requirements of the Indonesian-flagged Non-Convention Ship Standard Chapter IV Section 6 clause 6.5 or a floating device that meets the requirements of the Indonesian Flag Non-
Conventional Ship Standard Chapter IV section 8 with a capacity of not less than 100% of the total number of sailors.

2) Equipped with 1 (one) unit of motorized canoe

e. Analysis of the rope thrower

Referring to Referring to Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Non-Conventional Indonesian Flag Vessels Chapter IV Article 83 Auxiliary Equipment for Passenger Ships in Mainland Waters Shipping Areas GT 35 to less than 300 then must fulfill the provisions, namely equipped with 2 units of waste rope with a length of 30 meters.

f. Anger-danger signal analysis

Refers to Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Implementation of Standards and Technical Instructions for the Implementation of Indonesian Flag Non-Conventional Ships Chapter IV Article 83 Auxiliary Equipment for Passenger Vessels for Mainland Waters with a GT of less than 175 must meet the following provisions 2 (two) red-handed units that meet the requirements of the Indonesian Flag Non-Conventional Ship Standard Chapter IV section 14

g. Fire fighting analysis

Referring to the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian-flagged Non-Conventional Vessels Chapter III Article 53 Requirements for fire fighting equipment for passenger ships in inland water shipping areas, the length of the ship is 25 meters or more and less than 50 meters must meet the following requirements:

1) 1 (one) unit of dry chemical 4.5 kg for each passenger room and crew room for each deck.
2) 1 (one) unit of dry chemical 4.5 kg in the kitchen.
3) 2 (two) fire extinguishers in the machining room consisting of 1 (one) 9 liter foam unit and 1 (one) 6.8 kg CO2 unit.
4) Other service rooms are at least 1 (one) dry chemical unit of 4.5 kg each.

4. Closing

a. Conclusion

Based on the results of the analysis of the condition and number of safety equipment equipment obtained from the author of this final project which discusses the problem of reviewing safety equipment on ships KM Puteri Kembang Dadar and KM Segentar Alam Dishub Palembang City, conclusions can be drawn:
1) The safety equipment on board the tourism ship of the Transportation Agency of Palembang City, in accordance with the applicable requirements, is still not in accordance with the Decree of the Director General of Sea Transportation Number: UM 008/9/20/DJPL-12 concerning the Enforcement of Standards and Technical Instructions for the Implementation of Indonesian-flagged Non-Conventional Vessels.

2) The condition and number of safety equipment on board Tourism is still lacking and in poor condition, such as:
   a) Life buoy onboard KM. Putri Kembang Dadar only has 2 pieces and is in a damaged condition and on the KM ship. Segentar Alam only has 4 buoys, but according to the regulations, 6 of them must be available, so for KM boats. Putri Kembang Dadar 100% has not complied with the rules and for KM. Segentar Alam 66% has completed and only needs to add to the shortcomings to comply with the rules.
   b) Lifejacket on the KM ship. Putri flower Dadar totaling 160 pieces and in good condition, with a capacity of 120 Lifejacket passengers on the KM ship. Purti Kembang dadar has 100% complied with the rules while for the life jacket on the KM ship. Segentar Alam has 150 life jackets with a passenger capacity of 150 people, of which 118 are in good condition and 32 are damaged and only 78% have complied with the regulations.
   c) The lifeboats on the two tourism vessels have not complied with 100% of the regulations.
   d) Liferaft on the KM ship. Putri Kembang Dadar there are 2 pieces but their condition is damaged and on the KM ship. Segentar Alam still does not have the liferaft of the two ships, 100% not according to the rules.
   e) The rope-throwing device on both ships is 100% not in accordance with the rules.
   f) The signals of danger on both ships are 100% not according to the rules.
   g) Extinguisher on ship KM. Putri Kembang Dadar totaled 20 pieces of which 16 chemical 4 CO2, 100% had complied with the rules while on the KM ship. Segentar Alam fire extinguishers are 2 pieces of chemical type and 40% are in accordance with the rules.

3) The implementation of safety equipment regulations on tourism ships needs to be applied to provide security and comfort for passengers when the ship is sailing.

b. Suggestion

Based on the conclusions above, the suggestions that can be proposed by the author in an effort to improve supervision of the condition and number of safety equipment in KM. Putri Kembang Dadar and KM. Afraid of Nature as follows:

1) Owners of KM Puteri Kembang Dadar and KM Segentar Alam need to update and add safety equipment in the form of lifeboats, life vests, rope throwers, danger signals and fire extinguishers so that the amount of equipment complies with the regulations.

2) The captain or owner of the tourism boat KM Puteri Kembang Dadar and KM Segentar Alam need to schedule maintenance and inspections every 6 months on safety equipment so that the condition of safety equipment is monitored in good condition and suitable for use.
5. References

1) 2008. Law Number 17 concerning Shipping.
2) 2015. Regulation of the Minister of Transportation Number PM 25 concerning Safety Standards for River, Lake and Crossing Transportation.
3) 2011. Palembang City Regional Regulation Number 14 concerning the Implementation of Transportation.