REVIEW OF LIFE SAFETY EQUIPMENT TOOL AT KMP. PERMATA LESTARI II KAYANGAN TRACK - POTO TANO WEST NUSA TENGGARA PROVINCE
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Abstract
Kayangan Crossing Port is organized and managed by PT. ASDP Indonesia Ferry (Persero), this crossing port serves 1 track with 23 Ro-Ro type ships (roll on - roll off) in operation. The high level of demand for crossing services, encourages the government to pay attention to all components related to crossing transportation, such as safety aspects that are one of the important components in crossing transportation. Including life safety equipment on board the ship as a form of anticipation in the event of an emergency. The method used in this study was carried out by comparing the existing state with the expected circumstances under the International Safety Of Life at Sea (SOLAS) Regulation of 1974 Chapter III amendment year 2014. The author tried to analyze the problems that will later be drawn to be a solution or solution to the problem in an effort to increase supervision of the number and condition of passenger safety equipment on board ships operating at the pontoon dock at Gilimanuk Crossing Port of Bali Province.

Keywords: Port; crossing transport; safety; safety equipment.

1. INTRODUCTION

West Nusa Tenggara is one of the provinces in Indonesia that is in the Sunda Small group and belongs to the Nusa Tenggara Islands. The province is divided into two islands, namely Lombok Island in the West and Sumbawa Island located in the East separated by the Alas Strait. Most of the population works in agriculture, forestry, fisheries, and mining in West Nusa Tenggara Province. Agricultural and plantation products, mining, fisheries and livestock are mostly from Sumbawa Island which is then distributed to Lombok Island where Mataram City as the center of government activities in West Nusa Tenggara Province.

Supporting the distribution of natural products from Sumbawa Island to Lombok Island, maintaining and improving the quality of life of the community and running the wheels of government required crossing transportation as a connecting bridge between Lombok and Sumbawa Islands. Causing crossing transportation becomes one of the most important modes in the transportation sector of Lombok Island and Sumbawa Island. There are two Crossing Ports that connect between Lombok Island and Sumbawa Island, namely Kayangan Port located in East Lombok Regency and Poto Tano Port located in West Sumbawa Regency.

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The distance of the Kayangan - Poto Tano track is 12 Nautical Miles and travel time is 90 minutes. Port Penyeberangan Lintasan Kayangan - Poto Tano operates for 24 hours every day with 39 trips / day served by 23 ships of ro / ro type where 16 regular ships and 7 anchor. There are 11 different ship companies Port Kayangan - Poto Tano Track where PT. ASDP Indonesia Ferry (persero) Kayangan Branch which is the manager of the implementation of port operations.

2. METHOD

This data writing uses a qualitative approach, where data is obtained using observation and identification of problems. Data is divided into two, namely primary and secondary data, primary data is data obtained directly from the source or based on direct observations in the field in the form of observations and surveys while secondary data secondary data is data obtained indirectly or data obtained in a ready-made form and has been processed by other parties in the form of data from Institutional and literature. Used analytical methods to analyze problems found as a comparison between existing circumstances and expected circumstances based on analysis in the International Safety Of Life at Sea (SOLAS) Regulation of 1974 Chapter III amendment year 2014 which contains provisions of life safety equipment on board ships.

3. RESULTS AND DISCUSSIONS

a. LIFEBOAT

Based on the Safety Of Life At Sea (SOLAS) amendment 2004 In Chapter III section 2 of regulation 21, passenger ships with gross tonnage of more than 500 GT must be equipped with one lifeboat and passenger ships that have a gross tonnage of more than 500 GT must be equipped with two lifeboats placed on both sides of the ship. From the results of the analysis above can be seen that the ship KMP. Permata Lestari II has not qualified in the number of fittings for lifeboat rescue at SOLAS 2014 is clearly set for ships with GT more than 500 obliged to carry a minimum of 2 lifeboats, but on KMP. Permata Lestari II is only equipped with 1 lifeboat and there is damage in the form of holes in the inner lifeboat that can be dangerous when used in emergency situations.

b. RESCUE RAFT (LIFERAFT)

Based on the Safety of Life at Sea (SOLAS) 1974 amendment 2014 in Chapter III section 2. Rescue rafts and lifeboats should be able to accommodate everyone on board. Each helper raft must each have a launch device called a hydrostatic release. Based on the results of the above analysis can be concluded that the number of rescue rafts on board kmp. Permata Lestari II has not qualified for the completeness of safety equipment on board the ship with a shortage of one unit, based on SOLAS, namely helper rafts and lifeboats can accommodate all passengers then divided by the capacity of auxiliary rafts and lifeboats, and it can be concluded that the number of available auxiliary rafts is not enough to meet the requirements of completeness.

c. HELPER BUOY (LIFEBUOY)

Based on the Safety Of Life At Sea (SOLAS) amendment 2014 In Chapter III regulation 22, auxiliary buoys on passenger ships must be distributed on the sides of the ship with the number of auxiliary buoys in accordance with the length of the ship. From the results of the analysis above the number of helper buoys in kmp. Permata Lestari II amounted to 8 units of rescue buoys and has not been in accordance with the number of shortages of 4 units based on SOLAS regulation section 2 regulation 21 that ships that have a length of 60 - 120 meters have at least 12 units.
Under the Safety Of Life At Sea (SOLAS) amendment in 2014 to regulation 7, passenger ships that have a length of 60 - 120 m must carry a minimum of 12 buoys with details. The number of buoys is equipped with lights that can turn on themselves if submerged in water and 2 buoys equipped with smoke signals. Each Rescue Buoy must have a ship name mark.

d. LIFE JACKET

1) Adult Helper Jacket

Under the Safety of Life At Sea (SOLAS) amendment 2014 of Chapter III regulation 22, in addition each passenger ship must carry a life jacket no less than 5% of the total number of people on board. The number of adult helper jackets in can be from the number of passengers and crew multiplied by 5% and added the amount of capacity of passengers and crew. From the results of the analysis above the number of helper jackets for adults in KMP. Permata Lestari II has not complied with the number of shortages of 20 units based on the Safety Of Life At Sea (SOLAS) regulations of 1974 amendment 2014 Chapter III to regulation 22, in addition each passenger ship must carry a life jacket no less than 5% of the total number of people on board.

2) Child Helper Jacket - child

In the Safety Of Life At Sea (SOLAS) 1974 amendment to 2014 Chapter III regulation 7, in addition each passenger ship must carry a life jacket of no less than 10% for children. The availability of children's life jackets is obtained from the number of passenger capacity multiplied by 10%, then the amount that must be provided. From the results of the analysis above it is known that the life jackets of children in KMP. Permata Lestari II has not met the standard with a shortage of 5 units according to SOLAS at least 10% of the total number of passengers on board. Life jackets must be stored in places that are striking to be seen or at gathering places, life jackets for passengers must be stored either in public places, gathering stations, or direct diurate between them so that their distribution and use do not hinder movement. Life jackets Must also be equipped with self igniting light, whistle, light reflector and procedures for its use.

4. CONCLUSION

Based on the results of the analysis of the condition and number of mental safety equipment obtained from the author of this final task that discusses the issue of evaluation of mental safety equipment equipment in KMP. Permata Lestari II on the Kayangan - Poto Tano crossing can be concluded, namely:

a. The owner/operator of the ship has not met and completed the requirements of life safety appliance (LSA) in accordance with the provisions of Safety Of Life At Sea (SOLAS) for KMP. Permata Lestari II in the form of helper jacket(life jacket), helper buoy(life buoy), Lifeboat(life) and Helper Raft(life raft)

b. The owner/operator of the ship has not yet created a Planned Maintenance System (PMS) for life safety equipment in KMP. Permata Lestari II

c. The regulator/law enforcement responsible for the Kayangan Crossing Port - Poto Tano has not checked the equipment of life safety equipment at KMP. Permata Lestari II with sustainable / continued operating on Kayangan - Poto Tano.
5. SUGGESTION

Based on the above conclusions, the advice that can be proposed by the author in an effort to increase supervision of the condition and number of life safety equipment in kmp. Permata Lestari II is as follows:

1. The owner / operator of the ship must implement life safety appliance (LSA) regulations in accordance with the provisions of Safety Of Life At Sea (SOLAS) by equipping a life safety device in the form of a helper jacket (life jacket) of 20 units for adults and 5 units for children, pelampung helper (life buoy) as many as 4 units and coci (life) as many as 1 unit. Ship owners / operators must create a Planned Maintenance System (PMS) for life safety equipment in KMP. Permata Lestari II to facilitate the maintenance and maintenance of life safety equipment on the ship in a sustainable / continued and scheduled manner so that it is always ready to be used and free of expiration.

2. BPTD Region XII as the regulator responsible for the Port of Crossing of Kayangan - Poto Tano must be affirmed by issuing a reprimand / warning letter against ship operators / companies that have not met the regulations on the Kayangan Track - Poto Tano

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