Review Of Safety Equipment On Ferry Ship KMP. Bontoharu On The Bira – Pamatata Route, South Sulawesi Province

Purboyo¹, Irwan² and M. Arriyadh Catur Prakoso³

¹Politeknik Transportasi Sungai Danau dan Penyeberangan Palembang
²Lecturer of Inland Waterways Journal Transport Polytechnic Of Palembang, email : purboyo@dephub.go.id
³Lecturer of Inland Waterways Journal Transport Polytechnic Of Palembang, email : irwan2906@dephub.go.id

Abstract

South Sulawesi is a province of Indonesia that consists of 24 regencies/cities with a total area of 45,764.53 km². Bulukumba Regency is a regency that is in a strategic area when viewed from the characteristics of the wider area because there is a regional-scale transportation infrastructure, namely the Bira Ferry Port.

The Bira Ferry Port is located in Bulukumba Regency which is in the territory of South Sulawesi Province. A very important role is the main crossing port for the distribution of products and the movement of people.

The completeness of the number and feasibility of passenger safety equipment on board is an important benchmark in supporting the level of safety. Regulations determined by SOLAS 2014, fading life buoy colors, lifeboats that are not suitable for use, storage locations for life jackets that are difficult to reach and life jackets that are still lacking. The safety equipment on board is a benchmark in supporting the level of safety on board.

Keywords : passenger safety equipment, strategic area, storage locations

1. Introduction

Bira ferry port is located in Bulukumba regency in the province of South Sulawesi. Administratively Bira ferry port is located in the District of Bontobahari. Geographically, Bulukumba regency is in a very strategic area when viewed from the characteristics of the wider region, because there is regional transportation infrastructure, namely the Bira ferry port which has a great impact on the growth and development process of the region. Bira ferry port in Bulukumba regency has a very important role because it is the only major ferry port for the dissemination of the results of production and Human Movement and to connect areas separated by the sea, especially Selayar island which aims to support economic development.

Bira ferry port is managed and organized by the Department of Transportation (Dishub) of South Sulawesi province and the facilities are managed by PT. ASDP Indonesia Ferry (Persero) Selayar branch. Bira ferry port has 5 ships operating, each of which serves one track, namely: KMP Bontoharu, this ship is managed by PT ASDP Indonesia Ferry (PERSERO) which serves Bira
– Pamatata, Bira – Sikeli tracks and is a pioneer track.

KMP Kormomolin, this ship is managed by PT ASDP Indonesia Ferry (PERSERO) which serves the Bira – Pamatata, Pamatata - Bira track and is a commercial track.

KMP Sangke Palangga, this ship is managed by PT ASDP Indonesia Ferry (PERSERO) which serves the Bira – Jampea – Labuan Bajo, Labuhan Bajo – Jampea – Bira, Bira – Jampea – Marapokot – Jampea - Bira tracks and is a pioneer track.

KMP Balibo, this ship is managed by PT ASDP Indonesia Ferry (PERSERO) which serves the Bira – Pamatata, Bira - Pattumbukan tracks and is a pioneer track.

KMP Takabonerate, this ship is managed by PT ASDP Indonesia Ferry (PERSERO) which serves Bira – Pamatata, Pamatata – Kayuadi – Jinato – Jampea (PP) tracks and is a pioneer track.

Completeness of the number and feasibility of passenger safety equipment contained on the ship is an important benchmark in supporting the level of safety according to the regulations specified Safety of Life at Sea (SOLAS) 2014, among others, the color of the lifebuoys that have faded, lifeboats that are not suitable for use, the storage location of lifejackets that are difficult to reach and lifejackets are still less when compared to the number of passengers (existing) who boarded the ship plus the number of crew members (ABK).

In transportation services, aspects of service that are comfortable and safe for every passenger on the ship must pay attention to the condition of the safety equipment contained on the ship to be an important benchmark in supporting the level of safety on the ship, life safety equipment is provided, especially buoys. The buoys on board include: lifejackets, lifebuoys, lifeboats, and life rafts.

On the basis of the above background and also from the results of field surveys that have been the authors in the took the title: “Review Of Safety Equipment On Ferry Ship KMP. Bontoharu On The Bira – Pamatata Route, South Sulawesi Province”

2. Research Method

The research method is optional for original research articles. This method is written in a study, research methods and techniques relate to the quality of the data obtained. Namely by using methods including:

a. Primary Data

According to Suryabrata (2016: 39), primary data is data that is directly collected by researchers (or their officers), in obtaining primary data the author uses the following method:

1) Observation Method The activities carried out are to make observations starting from vehicles entering the ship, the process of handling cargo on the ship, measuring the distance between vehicles on board the ship and observing the type of vehicle class on the ship in the loading vehicle.
   a) Observation of Distance Between Vehicles
   b) Measurement Methods
   c) Documentation

b. Secondary Data

In obtaining secondary data the author uses the following methods:
1) **Literary Studies (Literature)**
   This method is done by looking for literature or documentation from various sources, existing journals regarding the theory.

2) **Institutional Studies**
   The institutional method is a method of collecting data from various related agencies. PT. ASDP Indonesia Ferry (Persero) Bira Ferry Port. The data obtained is data on the characteristics of ships operating on the Bira - Pamatata route and passenger productivity data for the last 5 years.

**c. Means**
Facilities are anything that can be used as a tool in achieving goals and objectives, especially in service activities for service users. It is very important to pay attention to the condition of the facilities, especially the operating vessels. The ship carries out loading and unloading activities of goods or boarding and dropping passengers so that its condition must be maintained. The facilities used by the Bira Ferry Port to serve the Bira – Pamatata crossing are ro-ro ferry boats.

3. **Results and Discussion**

a. **Life jacket**
   1) Provide proposals to the manager of KMP. BONTOHARU to equip 387 units for passengers and crew on board. And also provide a number of children's helper jackets 35 units.
   2) Provide a spare life jacket so that it can replace the available life jacket if there is something that is not suitable for use
   3) The storage of life jackets should be placed in easily accessible places such as under passenger benches, assembly stations and in cabinets
   4) The storage area of the helper jacket should not be locked and blocked by objects.

b. **Life buoy**
   1) provide proposals to the manager of KMP. BONTOHARU to equip as many as 4 Auxiliary buoys with self igniting light, 2 auxiliary buoys equipped with smoke signals and 2 ordinary buoys with ropes.
   2) Replace 1 unit of regular buoy damaged and not listed the name of the ship with 1 unit of New buoy.
   3) The condition of the proposed Lifebuoy must be in good condition, ready to use, brightly colored and have a ship name that does not fade.

c. **Lifeboat**
   1) From the analysis conducted on the ship KMP. BONTOHARU should be the one who manages the KMP ship. BONTOHARU repair the state of the engine that has been damaged on 1 unit lifeboat and also the goddess - goddess on all lifeboats.
   2) Provide proposals to the parties who manage the ship KMP. BONTOHARU where the lifeboat must always be checked so that in the event of damage to the lifeboat and supporting components in (wire, crane, hock and dewi-dewi) the lifeboat can be immediately reported immediately.
   3) Lifeboat maintenance must be carried out at least 1x in 1 Week in accordance with the provisions of Safety of Life at Sea (SOLAS)

d. **Liferaft**
of the life raft (Life raft) and its supporting components (hydrostatic release unit and cradle) must be checked regularly every 6 months, so that the life raft (Life raft) is in good condition, free of Expired period and always in ready-to-use condition.

Comparison Of Existing Conditions With Plan Conditions

Existing Conditions
The following table shows the current condition of passenger safety equipment on KMP ships.

BONTOHARU:

Table 1. Existing conditions of passenger safety equipment in KMP. BONTOHARU

<table>
<thead>
<tr>
<th>No</th>
<th>Passenger Safety Devices</th>
<th>Quantity (units)</th>
<th>SOLAS</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1  | life jacket               | 413              | • Number of sailors on board + 10% for children + 5% (including crew)  
• For backup  
• Equipped with whistle, light reflector and lamp  
• Life jacket storage location should not be locked and placed in a strategic place and easily accessible by passengers and crew |
|    |                           |                  | • There are 380 units of life jackets for adults  
• available 33 units (Life jacket) for children  
• lack of 7 units of life jackets (life jacket) for adults and 3 units of life jackets (lifejacket) for children  
• Most adult and children's life jackets have the lights off and there is no whistle  
• The arrangement of the helper jacket in the closet is not neatly arranged or messy  
• Locked Life jacket storage location |
| 2  | life buoy                 | 8                | • Equipped rope (30m),  
• Lights a minimum of ½ the total number of life buoys, and  
• Equipped with 2 Smoke Signals |
<p>|    |                           |                  | • 2 units equipped with ropes and lights, 6 units of ordinary lifebuoys where 1 unit is not accompanied by the name of the ship and the condition is damaged |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td><strong>life boat</strong></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>- Ships that have GT &gt; 500, must have 2 lifeboats</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Ships that have GT &gt; 500, must have 2 lifeboats</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Lifeboats can be operated and in wearable condition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Lifeboats available at KMP. Bontoharu has a capacity of 25 orange</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Repair damage to 1 lifeboat unit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- The right-hand side of the goddess</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- The goddesses on the lifeboats did not work well</td>
<td></td>
</tr>
</tbody>
</table>

| 4 | **life raft** | 16 |
|   | - The total number of life rafts can accommodate all sailors on board. |
|   | - Equipped with hydrostatic release unit, easy to operate and in good condition. |
|   | - Life raft has a capacity of 25 people |
|   | - All life rafts are equipped with Hydrostatic release units |

a. **Life jacket**
   1) Life jackets (Life jacket) are available on board the KMP. BONTOHARU totaled 422 units of life jackets consisting of 387 units for adults and 35 units of life jackets for children
   2) On the KMP ship. BONTOHARU had to add 7 units of adult life jackets and 3 units of life jackets for children
   3) And some of the life jackets are off and there's no whistle
   4) Easy-to-reach helper jacket storage location

b. **Life buoy**
   1) The number of life buoys on board KMP. BONTOHARU has 8 units of auxiliary buoys where 2 units of buoys use Self Igniting Light.
   2) Replace 1 unit of regular buoy damaged and not listed the name of the ship with 1 unit of New buoy.
   3) And there are no helper buoys with smoke signals

c. **Lifeboat**
   1) Based on the analysis that in KMP. BONTOHARU has 2 units of lifeboats, both units of lifeboats in KMP. BONTOHARU has a capacity of 8 people
   2) Goddess-goddess on both units lifeboats in KMP. BONTOHARU all do not work so that the lifeboat cannot be operated
   3) There is a lifeboat whose engine has been damaged until now has not been repaired

d. **Life raft**
1) Based on the analysis that KMP. BONTOHARU has 19 units of life raft
2) 1 lifeboat can accommodate ±25 sailors
3) All life rafts are equipped with hydrostatic release unit
4) The number of life rafts and lifeboats is enough to accommodate everyone on board

Plan conditions
From the analysis conducted on passenger safety equipment on board, the following table below analyzes the condition of the passenger safety equipment plan at KMP. BONTOHARU.

Table 2. Conditions of Passenger Safety Equipment Plan in KMP. BONTOHARU

<table>
<thead>
<tr>
<th>No</th>
<th>Passenger Safety Devices</th>
<th>Existing Conditions</th>
<th>SOLAS</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>life jacket</td>
<td>422 units 387 mature 35 Children Easy to reach</td>
<td>Number of sailors on board + 10% for children + 5% (including crew) For backup Equipped with whistle, light reflector and lamp Life jacket storage location should not be locked and placed in a strategic place and easily accessible by passengers and crew</td>
<td>There are 380 units of life jackets for adults available 33 units (Life jacket) for children Added 7 units of life jackets for adults and 3 units of life jackets for children Replace some of the dead lights on adult or children's life jackets and add whistles The arrangement of the helper jacket in the closet is not neatly arranged or messy Locked Life jacket storage location</td>
</tr>
<tr>
<td>2</td>
<td>life buoy</td>
<td>8 Unit</td>
<td>Equipped rope (30m), Minimum Light ½ total life buoy, and Equipped with 2 Smoke Signals.</td>
<td>From the corresponding from the number side Added 2 units Lifebuoy with lights and smoke signals Replace the damaged buoy with a new buoy and include the name of the ship</td>
</tr>
<tr>
<td>3</td>
<td>life boat</td>
<td>2 Unit 1 Unit = 8 people</td>
<td>Ships that have GT &gt; 500, must have 2 lifeboats Ships that have GT &gt; 500,</td>
<td>From the amount is appropriate Repair engine damage</td>
</tr>
</tbody>
</table>
must have 2 lifeboats
• Lifeboats can be operated and in wearable condition
on 1 unit lifeboat and also the goddess-goddess

4 life raft
• 16 Unit
  1 Unit = 25 people
• The total number of life rafts can accommodate all sailors on board.
  • Equipped with hydrostatic release unit, easy to operate and in good condition.
• Of the number and conditions are in accordance with the terms

4. Closing
a. Conclusion

1) At the moment, on the ship KMP. Bontoharu operating in the Bira – Pamatata crossing there is still insufficient passenger safety equipment on board such as the number of lifejackets that are still less than the number that should be. Then, the condition of safety equipment that is not maintained and organized, such as 1 lifeboat engine that has been damaged and the need for welding the seat of the goddess-goddess but until now has not been repaired, there are lifejackets whose lights are off and there is no whistle, and lifebuoys that have not been equipped with Self Igniting Light with Smoke Signals.

2) The location of the Lifejacket is still walled and difficult to reach by passengers and crew.

3) Safety devices that are still not in accordance with the standards of the Safety of Life at Sea (SOLAS) regulations of 1974 amended in 2014, namely: lifebuoys, life jackets, and lifeboats.

b. Suggestion

1) The need to equip passenger safety equipment on board KMP. Bontoharu in accordance with the regulations of Safety of Life at Sea (SOLAS) as well as regular supervision of the parties who manage the ship against the safety equipment on board KMP. Bontoharu so that if found safety equipment in damaged condition can be immediately replaced with a new safety equipment so that the condition of the existing safety equipment is always in ready-to-use condition.

2) The need for regulation in placing the lifejacket storage position to a more strategic place and easily accessible by passengers and crew and if the lifejacket storage area is equipped with additional safety devices, tools must be provided to open the safety device.

3) The need for inspection of safety equipment that is not in accordance with the standards of the Safety of Life at Sea (SOLAS) regulation of 1974 amendment 2014 so that the creation of a safe and comfortable voyage for service users.
5. References

[2] Republic Of Indonesia, 2008. Law No. 17 on shipping, Jakarta: President
[4] Replubik Indonesia, 2010. Government Regulation No. 20 on transportation in waters, Jakarta: