

THE MAINTENANCE OF LIFEBOAT: A CASE STUDY OF MV. MAJU 99

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ABSTRACT

Lifeboats are one of the safety equipment used to leave the ship in the emergency situation which aims to save the lives of the crew on the ship. Lifeboats must always be in a ready-to-use condition, so maintenance is required in accordance with applicable regulations. The purpose of this study was to determine the obstacles and method when carrying out lifeboat maintenance in KM. Maju 99. The type of research is a qualitative research through observation, documentation and literature study to collect data. The result of this study is the maintenance of lifeboats in KM. Maju 99 is in accordance with SOLAS 1974 and PMS (Plan Maintenance System) from the company, but the lack of time and spare parts in carrying out maintenance is the obstacles in the implementation of lifeboats maintenance. Data analysis resulted in the conclusion that several factors such as knowledge of the crew, time management and availability of spare parts must be considered in carrying out lifeboats maintenance.

Keywords: maintenance; lifeboats; merchant ship

1. Introduction

Sea transportation is one type of transportation mode whose development is currently the main factor and has great potential in progress in the economic and non-economic sectors. Apart from being a means of inter-island transportation, sea transportation can also foster relations between countries in the exchange of technology and the economy, including the export and import of goods, most of which are by sea. The existence of sea transportation will increase the level of trade which refers to the level of economic growth in the maritime sector. In order to achieve good and quality service quality, it is necessary to improve how to develop human resources engaged in the shipping business.

In its operations, the shipping business is not a business without risks, one of the risks that often occurs is ship accidents caused by internal and external factors such as bad weather, high waves, or fires that can sink a ship. Accidents at sea that occur can result in many fatalities, one of the causes of many fatalities is due to the lack of maintenance and the ability of the ship's crew to maintain and operate the safety equipment on board. To anticipate emergencies, Safety of Life at Sea (SOLAS) 1974, Chapter 3 has regulated the

obligation of ships to be equipped with the availability of safety equipment on board.[1]

According to the rules of Safety of Life at Sea (SOLAS) 1974, Chapter 3 (Life-Saving Appliances and Arrangements) the safety equipment that must be on board is a lifeboat, liferaft, lifebuoy, life jacket, immersion suit and other safety equipment. Safety equipment on board is very important for the crew and passengers who use sea transportation services as a means of transporting goods and passengers. Along with technological advances, especially in the world of shipping, it has resulted in quite a lot of changes in ship equipment or equipment, one of which is the lifeboat.

A lifeboat is one of the safety devices on board a ship, this lifeboat is in the form of a boat which generally has a driving motor and has a carrying capacity of more than other aids, which functions to leave the ship when the ship is in an emergency condition and is not make it possible to stay aboard the ship.

Lifeboats are no longer made of wood or metal which are quite heavy and require special care (Hairuddin, 2014). Nowadays lifeboats are made of synthetic materials such as fiberglass or other materials which are quite strong, lightweight and weather resistant. Lifeboats require adequate

maintenance and in accordance with established maintenance procedures.

As attached (Kompas.com, Wednesday 16 June 2021), 7 crew members of the MV. HI 03 plunged into the sea during a lifeboat operation exercise, 2 were injured and 1 disappeared in the waters of Asam-Asam, Tanah Laut Regency, South Kalimantan resulting in two others suffering from broken bones and one person missing.[3] A fact on board the ship where the failure to deal with an accident on board is caused by the condition of the safety equipment itself, especially the lifeboat that is poorly maintained, namely the rope used to lower the lifeboat from the ship is cut off so that it cannot be used during emergency drills and during an emergency situation.

As for what is attached (Beritasatu.com, Sunday 10 February 2013), a lifeboat from the Thomson Majesty Ship cruise ship, fell into the sea in the Canary Islands, Spain. A total of 5 people died in the accident, including 3 of them Indonesian citizens.[4] A fact on board a ship where the failure to deal with an accident on board is caused by the condition of the safety equipment itself, especially the lifeboat that is poorly maintained, namely the binder used to tie the lifeboat from the ship is detached causing the lifeboat to fall and overturn so that it cannot be used when in use. emergency drills and during emergency situations.

Lifeboat maintenance and operation is not just a routine, but a series of activities for the crew and requires a lot of attention and is supported by good workforce management (Faturachman, 2015).[5]

Based on the description of the background above, the researcher was encouraged to take the research title, namely: "OPTIMIZATION OF MAINTENANCE OF THE LIFEBOAT MAINTENANCE ON THE KM. FORWARD 99".

2. Research methods

This type of research is qualitative research. Bogdan and Taylor (1982) in Abdussamad (2021) state that qualitative research is a research procedure that produces descriptive data in the form of written or spoken words from people and observable behavior; the approach is directed at the background and individual holistically.[6] The data and information required for this study were collected through documentation, observation, interviews and literature study. Researchers dig up information on the KM crew. Maju 99. The data analysis carried out by researchers is collecting

data, reducing data, presenting data and drawing conclusions.

3. Results and Discussion

This research was conducted at KM. Maju 99 which is a fleet owned by PT. Pranata Lines. This ship built in 2006 is a type of cargo ship. The ship has the callsign POXO. km. Maju 99 is sailing under the Indonesian flag and the ship is also 96.25 meters long. The type of lifeboat found on KM. Maju 99 is an open lifeboat type.



Figure 1. Lifeboat in KM. Forward 99

Damage to the lifeboat at KM. Maju 99 occurred in November 2020 in Manokwari Regency, West Papua Province which resulted in damage to the left hull of the lifeboat and a leak at the bottom of the lifeboat caused by a collision with the hull caused by the wire davits (goddesses) above the ship got entangled and slipped so that it got out of the lane. During the process of lowering the lifeboat, the weather around the area was cloudy and windy.



Figure 2. Condition of Damage to Lifeboat at KM. Forward 99

Lifeboat maintenance at KM. Forward 99 is not optimal because often sailing on short voyages or short shipping lanes is one of the reasons for the lack of time in carrying out lifeboat maintenance. Lack of crew knowledge about how to maintain lifeboats in KM. Maju 99 is an obstacle to the lack of optimal maintenance of lifeboats. As for other obstacles, the lack of maintenance of lifeboats is caused by the lack of availability of spare parts or spare parts.

Efforts to overcome obstacles in implementing lifeboat maintenance are by:

- a. Conduct training for the ship's crew regarding proper and correct maintenance of lifeboats in accordance with maintenance procedures in accordance with the provisions of SOLAS 1974 and the PMS (Plan Maintenance System) on board the ship.
- b. Make a request for spare parts to the company so that there are no obstacles in the implementation of the lifeboat.

4. Conclusion

Based on the results of research in the field, the researchers concluded that several factors such as knowledge of the crew, time management and availability of spare parts must be considered in carrying out lifeboat maintenance.

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