

LAMPIRAN

Lampiran 1, Surat Sign on



Lampiran 2, Surat Sign Off

Sinbad Navigation

To whom it may concern,

This is to confirm that Abdussalam Fadli, holder of Indonesian paspor number E3794481 and Seaman's book number I 057719, will disembark from our company, The Sinbad Navigation Company DMCC, as Deck Cadet, He will disembark or sign off from vessel MV Siam on 9 November, 2024.

This certificate is provided upon the request of Mr. Abdussalam for whatever purpose it may serve him best.

Best Regards,



ARIANNE LOREN ARGETE
Fleet and HR Administrator



Lampiran 3, Ship's Particular

Sinbad Navigation 3306 Liwa Heights, Cluster W, Jumeirah Lakes Towers, Dubai UAE	
SIAM – VBA	
	
VESSEL SPECIFICATION	
GENERAL Ship's Name : SIAM Official no : SKN 1003811 MMSI no : 341092000 Call Sign : V4JX4 IMO no : 8637031 Built : 1991 Conversion : 2002 / 2021 Port of Registry : BASSETERRE Flag : St. Kitts & Nevis Classification : International Register of Shipping Shipyard : Overseas United Shipyard, Singapore Hull material : Steel	NAVIGATION EQUIPMENT Magnetic Compass : C Plath 2060 Gyro Compass : C Plath Navigat x MK Type no.4914 Autopilot : C Plath Navipilot ADII Radar : Furuno FR125 + FR7112(semi ARPA) Echo Sounder : Simrod S3009 GPS : Leica AP-MK12 Wind Speed : Observer/Clipper AIS : Jotron
PRINCIPAL DIMENSIONS Length Over All : 89.00 meters Breadth Moulded : 20.00 meters Moulded Depth : 4.00 meters Summer Draft : 2.20 meters GRT : 3135.00 Tons NRT : 1105.00 Tons	COMMUNICATION Inmarsat : 434100744 Inmarsat SES 2 : 1 x JRC SSB : Samsung MF/HF SRG-150CN GMDSS : Sailor H2095C SAT C Transceiver VHF : ICOM VHF Radio IC-M304 Samsung VHF Marine STR5000A Handheld VHF's : Intrinsically safe NAVTEX : NSR WEATHER FAX : FURUNO FX-220 VSAT + SatPhone : VOIP + WIFI / Internet / FBB 24 hr coverage and back-up antenna dome
TANK CAPACITY Freshwater : 900 Tons @ 2.85 mtrs MD Fuel Oil (MGO) : 784MT @ 2.85 mtrs MD Ballast water : 0 Tons @ 2.85 mtrs MD Lube Oil : 1.84 M3 Hyd oil : 1.5 M3 Gear oil : 1.5 m3	

Sinbad Navigation

MACHINERY & PROPULSION

Main Engine	: 2 x CAT 3508B (1800 RPM)
ME Propulsion	: 2 x 1000 BHP Azimuth Thruster, Total : 22T continuous thrust
Bow Thruster Engine	: 1 x CAT 3508 DITA (716KW)
Bow Thruster	: 1 x 1000 BHP Total : 16.5T continuous thrust
Aux Engine	: 3 x Scania Di14-73/78 (335KW/1500 RPM)
A/E Alternator	: 3 x Stamford HC M 534C1 3 x 400V/231V, 1500RPM, 563A, 50Hz, 390KVA
Emerg Genset	: 1 x Detroit GM-71 (145KW/50Hz)
Deck Genset	: 1 x C18 (450KW/50Hz)

DECK EQUIPMENT

Anchor Windlass	: 2 x Electro-Hydraulic 2 x 14.5 lengths of chain 42mm chain 2 x 2380kg stockless anchors
Cranes	: 1 x SWL 2.0T @ 12 mtr
Capstan	: 2 x 3T Electro-Hydraulic
RHIB	: 1 x ASIS Professional WB 8.0m Single Inbd Yanmar 4LHA-ST 240HP Diesel Engine with Hamilton Jet HJ241 waterjet drive
RHIB Davit	: 1 x Plimsoll Electro-Hydraulic Davit 3.8T SWL
Reefer Containers	: 5 x 20 footer container
Armoury storage	: 12 x 40 footer container Fitted with Split type alcon units / Fire Alarm System / Racks for the Armoury / Independent Fixed CO2 System

MISCELLANEOUS

Walk-In Freezer	: 26.46m3
Walk-In Chiller	: 33.07m3
Dry Provision Room	: 42.24m3
STP (add'l)	: 7T (for the Sanitary Containers)
FIFI 1 system	: 2 x 1,200 m3/hr remote joystick
Drinking Water System	: 4 x 5 stage water filtration system per deck level

ACCOMMODATION (Fully Air-Conditioned)

Total berth for clients	: Deck Level 1 – 104 berths Deck Level 2 – 104 berths Cabin Containers – 96
berths	
Total berth for crew	: Deck Level 3 – 18 + 22
berths	
	: Main Deck Level – 3 berths
Hospital	: 1 x 2 berth
Recreation room	: 3 x lounge with video provision
	: Gymnasium
Conference Room	: for 12 persons
Offices	: 2 rooms

PERFORMANCE & CONSUMPTION

Max Speed	: 6.0 Knots
Main Engine FO cons	: 1,800 ltrs/day/engine
Aux Engine FO cons	: 900 ltrs/day/engine
Deck Genset	: 1,200 ltrs/day/engine

SAFETY EQUIPMENT

Life rafts	: 24 x 25 pax (Port side) 24 x 25 pax (Stbd side)
Fast rescue boat	: 22 feet cap 6 Person
Lifejackets	: 370 pcs
SART	: 2 x Jotron Tron
EPIRB	: 1 x Jotron Tron

ENGINE EQUIPMENT

RO Plant	: 2 x 6T/day
	: 1 x 20T/day



Lampiran 4, Crew List

IWO CREW LIST													
Name of Shipping Line, Agent, etc. The Sirebas Navigation DMCC													
1. Name of Ship: IWO Sirebas													
2. Nationality of the Ship: TANZANIAN Maritime Authority													
3. Date of Arrival/Departure													
4. Port of Arrival/Departure													
5. Date of Arrival/Departure													
6. Next Port of Call													
NO	Family Name, Given Name, Middle Name	Nationality	Rank	Date of Birth/Place	Passport No	Issued Date	Expiry Date	S Book No	Issued Date	Expiry Date	Place of Joining	Date of Joining	Date of Leaving
1	Yusuf Suleman	Indonesian	Master	02/01/1969 Tembung Indonesia	C882245	02 May 22	02 May 27				Red Sea - High Seas	25 May 24	
2	Isma May Mathew	Philippines	Second Officer	21/01/1989 Surigao Del Norte Philippines	P2444418	06 Feb 21	06 Feb 21	C1489314	23 May 19	18 May 20	Red Sea - High Seas	01 Oct 23	
3	Sirvanus Sirvan	Indonesian	AB	10/04/2000 Banyuwangi Indonesia	C9173851	14 Jul 22	14 Jul 2027	C009799	26 Nov 21	26 Nov 24	Red Sea - High Seas	14 Mar 23	
4	Sirvanus Sirvan	Philippines	AB	26/10/1988 Benguet Philippines	P27628138	02 Aug 20	02 Aug 20	C1564751	30 Aug 19	30 Aug 19	Red Sea - High Seas	23 May 24	
5	Abdus Muzam Sakim	Yemen	Boatman	05/01/1974 Aden Yemen	10954049	02/01/2022	02 Jan 20	AD-50585-0	05 Jan 22	04 Jan 27	Red Sea - High Seas		
6	Joshua Van Pansal	Philippines	OS	18/10/2000 Apurh Pumpang Philippines	P34734448	08 Oct 19	07 Oct 20	A009567	17 Nov 20	17 Nov 30	Red Sea - High Seas	01 Oct 23	
7	Ramadh Adi Putra	Indonesian	Deck Cadet	27/01/2003 Tanjung Pinang Indonesia	E3601042	15 Mar 23	13 March 2023	1054810	25 May 20	25 May 20	Red Sea - High Seas		
8	Chirwanter Ferdinand Dicks	Indonesian	Deck Cadet	03/04/2003 Yogyakarta Indonesia	C8119486	09 May 22	09 May 2027	H006512	05 Apr 22	05 Apr 25	Red Sea - High Seas		
9	Kadir Agas Adnata	Indonesian	Deck Cadet	09/06/2003 Mataram Indonesia	C3548309	23 June 2022	23 June 2027	H044011	21 Jun 22	21 Jun 25	Red Sea - High Seas		
10	Abdulqahar Fadli	Indonesian	Deck Cadet	10/06/2002 Jakarta Indonesia	E3794481	15 Jun 20	15 June 2023	1057719	09 Jun 23	09 Jun 26	Red Sea - High Seas		
11	Ustaz Umar Albi	Yemen	AB	04/01/1963 Hodeidah Yemen	6441136	09 Nov 20	09 Nov 20	AD-50541-0	01 Nov 23	01 Nov 28	Red Sea - High Seas		
12	Muhammad Bendi Sana Badi	Indonesian	Deck Cadet	25/01/2003 Kepulauan Indonesia	E3794481	19 Apr 23	18 April 2023	1041294	25 Jul 20	25 Jul 20	Red Sea - High Seas		
13	Abdullah Hassan Muzaffar	Syrian	Deck Cadet	01/05/2003 Tartous Syria	H0011237	01 Oct 23	03 Oct 25	64816	19 Jun 23	19 Jun 23	Red Sea - High Seas		
14	Yi Wenzhe	Indonesian	Chief Cook	22/01/1972 Sidor Indonesia	C008533	07 Jun 22	07 Jun 27	0027499	12 Jan 24	17 Feb 26	Red Sea - High Seas		
15	Hassid Rhen Albi	Philippines	2nd Cook	22/06/1991 Marikina Pinar Philippines	P2444418	09 Feb 21	08 Feb 31	A0003440	09 Mar 21	09 Mar 31	Red Sea - High Seas	01 Oct 23	
16	Ario Lesty Arifan	Indonesian	Deck Cadet	22/01/2024 Muara Jawa Indonesia	K022203	09 May 23	09 May 31	007057	04 Apr 23	04 Apr 26	Red Sea - High Seas	23 May 24	
17	Phyllis Uchun	Indonesian	Deck Cadet	15/01/2003 Sapa Indonesia	E3300486	10 Oct 23	10 Oct 33	037521	27 Mar 23	27 Mar 26	Red Sea - High Seas	23 May 24	
18	Reffy Gernung	Indonesian	Chief Engineer	03/04/1969 Mataram Indonesia	C3810482	14 Aug 24	20 Nov 25	H053304	28 Aug 22	26 Aug 26	Red Sea - High Seas		
19	Senor Ricard Wastomera	Indonesian	2nd Engineer	02/08/1964 Amboja Indonesia	K1314813	21 Mar 22	21 Mar 27	1127893	07 Oct 23	07 Oct 26	Red Sea - High Seas		
20	Orlando G. Berra	Philippines	ETO	15/10/1973 Pangasinan Philippines	P2444418	15 Nov 19	14 Nov 20	C1551955	19 Nov 19	19 Nov 19	Red Sea - High Seas		
21	Yusef Cruz Gethelardo R	Philippines	Chief	11/07/1962 Marikina Pinar Philippines	P7961778	22 Oct 22	21 Oct 31	C107797	20 Feb 20	27 Feb 30	Red Sea - High Seas		
22	Yusef Cruz Gethelardo R	Philippines	Chief	27/01/1973 Marikina Pinar Philippines	P9641678	12 Feb 19	11 Feb 20	C1341487	14 Feb 19	14 Feb 19	Red Sea - High Seas		
23	Shahendra Chaudhary	Indian	Filter	10/07/1992 Durgam Cheruvu Hyderabad India	V347014	03 Jun 24	03 Jun 34	M04100566	11 May 18	14 May 28	Red Sea - High Seas		
24	Yusef Cruz Gethelardo R	Dutch	Mar Manager	10/07/1962 Holland	K0314007	08 Sep 16	09 Sep 26	47040			Red Sea - High Seas		
25	Brio Fari (DRI)	Philippines	Asst. Visual Manager	12/08/1992 Ubungon Cebu Philippines	P0712435C	28 Jun 22	27 Jun 32	A0064979	05 Aug 22	05 Aug 32	Red Sea - High Seas		
26	Bento Bonga-ora Pampolina	Philippines	Travelling Officer	20/10/1970 Pinar Capi Philippines	P2081728	08 Jul 19	09 Jul 20	A0138156	18 Jul 24	14 Jul 26	Red Sea - High Seas	21 Aug 24	
27	Saeed Gassim Marshad	Yemen	Steward	15/10/1982 Aden Yemen	B061133	08 Apr 18	02 Aug 21	AD-5009-0	15 Feb 21	14 Feb 26	Red Sea - High Seas		
28	Rutan Lar	Philippines	Steward	08/09/1976 Marikina Pinar Philippines	P16104338	13 Oct 20	09 Oct 30	C1076829	22 Jun 17	20 Jun 27	Red Sea - High Seas		
29	Omair Sabagh	Syrian	Steward	10/01/1998 Latakia Syria	P01209146	28 May 24	22 May 26	44669	13 Jan 20	12 Jan 26	Red Sea - High Seas		
30	Hagag Eloraini Mohammad	Yemen	Boat Man	07/03/1990 Aden Yemen	13113401	18 Dec 23	18 Dec 29	AD-50514-0	20 Aug 23	19 Aug 28	Red Sea - High Seas		
31	Fred Marwan Marwan	Yemen	Boat Man	14/06/2000 Aden Yemen	K0051089	09 Oct 23	04 Dec 25	49819	28 Sep 20	27 Sep 26	Red Sea - High Seas		
32	Muhammad Matar	Indonesian	Amateur	26/01/1987 Surabaya Indonesia	10507851	13 Aug 17	10 Aug 17	P254614	11 Sep 24	11 Sep 29	Red Sea - High Seas		
33	Wahid Fawzi (DRI)	Philippines	Amateur	17/04/1989 Marikina Pinar Philippines	P98454138	15 Feb 19	14 Feb 29	C2440462	17 Feb 19	17 Feb 29	Red Sea - High Seas		
34	Vicente Eral Marwan (DRI)	Philippines	Amateur	16/01/1989 Marikina Pinar Philippines	P00871714	19 Feb 18	18 Feb 28	A0184121	28 Feb 22	28 Feb 32	Red Sea - High Seas		

Lampiran 5, Foto Kapal



Lampiran 6, Wawancara Narasumber *Crew Kapal Niaga*

Narasumber: Crew Kapal Niaga (MT. Lanikai)

Nama: Mr. Agung Rizki

Pertanyaan:

1. Bagaimana peran kapal MV. Siam dalam membantu penerapan ISPS *Code level 3* selama kapal niaga melintasi *High-Risk Area Somalia*?

Jawab:

Kapal MV. Siam sangat membantu kapal saya dalam proses melewati *piracy area*, karena kapal tersebut bisa secara langsung membantu kapal saya mengirim *security guard* selama melewati *piracy area* untuk penjagaan

2. Apa saja bentuk implementasi nyata dari sistem keamanan level 3 yang Anda lihat langsung saat bertugas?

Jawab:

Adanya *security guard* yang dikirim dari kapal MV. Siam merupakan implementasi nyata dari *security level 3*, karena *security level 3* adalah *highest level*, untuk penjagaan apabila terdapat penyerangan dari perompak yang dapat mengancam keselamatan

3. Apakah keberadaan tim keamanan di kapal niaga terbukti mengurangi potensi ancaman pembajakan?

Jawab:

Tentu saja, kapal dengan penjagaan dapat meningkatkan keselamatan kapal dari para perompak, bayangkan jika kapal tidak mempunyai penjagaan selama melintasi *High Risk Area*, terutama *piracy area*, kapal dengan mudah dibajak yang dapat memakan korban dan penyanderaan

4. Apakah Anda melihat adanya peningkatan kedisiplinan atau koordinasi antara pihak *security* dan kru kapal niaga selama pelayaran?

Jawab:

Koordinasi yang saya lihat sangat tinggi, *security guard* ikut jaga dengan perwira jaga untuk membantu pengamatan apabila ada hal yang mencurigakan dan siap siaga apabila terdapat serangan dari perompak

5. Bagaimana dampak kehadiran tim keamanan terhadap rasa aman *crew* kapal niaga?

Jawab:

Crew kapal MT. Lanikai sangat merasa aman karena *security guard* membantu meningkatkan keamanan kapal dan dan tidak merasa ketakutan ketika melewati HRA

6. Apakah prosedur penjagaan bersenjata di atas kapal niaga sudah berjalan sesuai standar keamanan internasional?

Jawab:

Sudah sangat baik untuk prosedur, karena ketika melewati perairan Somalia semua kapal wajib terdapat *Security guard* untuk pengawalan, penjaga sudah membawa senjata lengkap, dan penjaga juga sudah terlatih di bidang militer

Catatan: Kapal MT. Lanikai merupakan salah satu kapal niaga yang pernah menjadi client untuk kapal MV. Siam dalam menjalankan Prosedur keamanan ISPS Code, serta menggunakan jasa personel keamanan langsung diatas kapal.

Lampiran 7, Wawancara Narasumber *Master* Kapal MV. Siam

Narasumber: Master (Kapal MV. Siam)

Nama: Capt. Febri Sutanto

1. Seberapa penting peran komunikasi radio dan prosedur olah gerak dalam menunjang kelancaran transfer?

Jawab:

Peran komunikasi sangat penting untuk tercapainya operasi yang aman dan efisien, oleh karena itu sangat diperlukan orang-orang yang *capable* dan lancar dalam berkomunikasi dan tentunya bisa berbahasa Inggris untuk menghindari adanya miskomunikasi selama proses transfer.

2. Apa tantangan terbesar dalam menjaga akurasi waktu dan efisiensi transfer tim keamanan?

Jawab: Faktor cuaca adalah tantangan terbesar dalam kegiatan transfer, semakin buruk cuaca maka tantangan untuk melaksanakan proses transfer secara aman semakin lebih tinggi dan akan dibutuhkan waktu yang agak lebih lama jika dibandingkan ketika dalam cuaca yang baik.

3. Apakah pernah terjadi kesalahan prosedur oleh pihak kapal niaga yang mengakibatkan tertundanya transfer tim keamanan? Jika ada, bentuk kesalahan apa yang ditemukan?

Jawab:

Ada, dalam hal ini biasanya dikarenakan faktor miskomunikasi dari kapal *client* (kapal niaga) yang kurang memahami bahasa Inggris dan salah mengartikan apa yang sudah diinstruksikan. Keadaan yang lain kadang kita menemukan Kapten kapal *client* yang susah diatur atau tidak mau mengikuti *boarding arrangement* yang kita perintahkan. Dan itu menghambat proses transfer karena kapal harus melakukan olah gerak yang lebih untuk mendapatkan *leeside* atau *leeward* yang bagus untuk transfer yang aman.

4. Bagaimana tanggapan MV. Siam dalam menanggulangi jika terjadi kerusakan pada RHIB *boat* saat proses operasional?

Jawab:

Untuk SOP dalam operasi di atas kapal MV. Siam harus ada *back up* RHIB *boat* atau S200 (*service boat*), jadi ketika ada kendala atau kerusakan dari RHIB utama bisa dilakukan penggantian secepatnya agar tidak menunda proses transfer ke kapal *client* atau kapal niaga selanjutnya.

5. Bagaimana tanggapan MV. Siam ketika terjadi miskomunikasi antara kapal MV. Siam dan kapal niaga dalam hal penggunaan pilot ladder, gangway, dan tali tambat?

Jawab:

Kejadian seperti ini sebenarnya sangat jarang terjadi karena sebisa mungkin selalu kita pastikan komunikasi berjalan baik dan kita selalu memeriksa kembali ketika kapal sudah dalam jarak 5 mil, untuk memastikan semua intruksi yang kita berikan sudah diterima dan mereka sudah *prepare* sesuai apa yang sudah diinstruksikan.

Lampiran 8, Wawancara Narasumber *Operational Manager* Kapal MV. Siam

Narasumber: Manager Operasional Sinbad kapal MV. Siam

Nama: Mr. Brix Bryan P. Fare (Filipino)

1. How is the process of ordering security services carried out by commercial ships on the MV.Siam ?

Answer:

provide protection to persons and property on board the named vessel always exercising due diligence. This assignment will be conducted within the boundaries of international law and adhere to all Port Authority Regulations and Flag State Authority Regulations as well as the Standing Orders and Standard Operational Procedures laid out.

2. How does the security team prepare for the transfer process to the commercial vessel?

Answer:

The Master is requested to email prior to arriving at the designated rendezvous position and establish VHF voice communications After initial VHF communications have been established both vessels will talk through any last- minute adjustments that may be necessary. At this point, if a team is disembarking, please ensure that the Team Leader (TL) has fully prepared his team, conducted departure formalities with the Master and is ready in all respects to disembark the vessel. As approach the RV, we request that you slow to and maintain knots and safe heading to provide as much lee as possible for the approaching. We request that either the pilot ladder or a combination ladder be prepared on the lee side prior to the approach of the service boat, not solely an accommodation ladder. Life jackets and helmets will be worn by all personnel during the transfer operation. Life jackets and helmets will be carried in the service boat and passed up for those disembarking. Embarking teams will return the life jackets by line.

3. What are the challenges faced by the Operational team during coordination with client vessel?

Answer:

the challenges faced by the operational team during coordination with the client vessel such as follows:

1. weather conditions
2. Unexpected mechanical failures to the vessel

3. GPS Interruption
4. Interpretation of language
5. A.I.S off
4. What are the forms of real implementation of ISPS Code level 3 applied when the security team is on duty on a commercial ship?

Answer:

- Assess the situation of the approaching Vessel, course AIS speed.
- Maintain max CPA & TCPA from the hostile target.
- Evasive maneuver with max speed.
- Recall all crew from deck.
- Sounds vessel horns/whistle and use hailer or LRAD.
- Deck Lights off/spotlights and fire hoses switched on & activated.
- Warn approaching skiff on VHF CH16.
- Weather permitting launch flares/pyrotechnics in the direction of the vessel or let off orange smoke from the bridge wings.

5. Has the process transferring security team been effective so far?

Answer:

yes, the transferring is characterized by clear communication, well-defined roles and responsibilities, and a smooth transition of knowledge and access to critical systems.

6. And what are your suggestions to improve the effectiveness of the security team transfer process in the future?

Answer:

for now, only helipad we had hopefully in the future company will have a good plan for the transferring of clients in easy way like buying a helicopter.



Lampiran 9, Wawancara Narasumber Personel Keamanan Kapal MV. Siam

Narasumber: Personel keamanan

Nama: Mr. Wilbert Panes (Sinbad Manpower)

Pertanyaan:

1. How can the security team ensure that commercial vessels comply with directives when passing through the High-Risk Area Somalia?

Answer:

The security team ensures compliance by conducting onboard briefings with the ship's officers before entering the High-Risk Area. These briefings outline the security protocols, threat levels, watch schedules, and emergency response procedures. Additionally, security personnel work closely with the ship's bridge team to continuously monitor vessel movement, communication traffic, and radar contacts. Any deviation from the directives is addressed immediately through the SSO (Ship Security Officer) to maintain coordinated security action.

2. What are the procedures of security team on board the commercial vessel?

Answer:

Once onboard, the security team establishes secure positions on the bridge and key access points of the vessel. Regular watch rotations are conducted, and armed personnel are deployed at strategic locations, especially during hours of darkness or when nearing suspicious targets. Daily security drills, equipment checks, and coordination with ship's crew are performed to ensure readiness. All activities are documented and reported to both the Master of the vessel and the team's operations manager.

3. whether the commercial ship crew can comply with the directions given by the security team (as Ship Security Officer (SSO)).

Answer:

Yes, in most cases the commercial ship crews comply with the instructions given by the security team, especially during heightened threat levels. However, initial alignment and briefing are essential to establish understanding and authority. The SSO works as a liaison to bridge both teams, ensuring that all directives are communicated clearly and carried out effectively without disrupting ship operations.

4. Has the process transferring security team been effective so far?

Answer:

Yes, the transfer process has been generally effective due to the well-coordinated procedures between MV. Siam and client vessels. Each team is trained to respond quickly, use safety gear appropriately, and maintain communication throughout the transfer. Any delays or risks are mitigated by the readiness of backup equipment and alternative protocols. Overall, the team's preparedness and adaptability contribute significantly to the success of every operation

5. What are your suggestions to improve the effectiveness of the security team transfer process in the future?

Answer:

Improvement can be made by standardizing pilot ladder configurations across all client vessels and implementing pre-arrival coordination drills via online platforms. Also, investing in weather-predictive technologies and reinforced RHIB equipment will enhance safety. In the future, use of unmanned surveillance systems during transfer could also help in identifying early threats and ensuring a safer operation window.