

LAMPIRAN

Lampiran 1 Transkrip Wawancara

Wawancara penulis dalam melaksanakan penelitian di kapal M.V SIAM.

Narasumber 1

Nama : Febri Sutanto

Jabatan : *Master* / Nahkkoda

Tanggal Wawancara : 16 Agustus 2024

Tempat : *SIAM Bridge*

1. Apa saja faktor-faktor yang menyebabkan perompakan menjadi berbahaya untuk awak kapal dan kapal?

Jawaban: Menurut Febri Sutanto selaku Nahkoda M.V SIAM menjelaskan, faktor yang menyebabkan upaya perompakan berbahaya pada awak dan kapal adalah kurangnya citadel atau tempat yang aman untuk berlindung saat terjadi upaya perompakan, di kapal M.V SIAM belum terdapat tempat berlindung aman bagi awak kapal. Banyaknya orang dikapal juga menyulitkan atau membuat citadel menjadi semakin minim.

Kemudian kejadian yang sangat cepat menjadi kurangnya respon *crew* saat terjadi perompakan, pada saat kejadian awak kapal kurang merespons terhadap adanya bahaya yang mengancam, rata-rata awak bingung tidak tau apa yang mereka lakukan dan cenderung acuh terhadap bahaya yang datang.

Tidak adanya penunjukan khusus saat terjadi pembajakan serta kelelahan awak, pada saat kejadian tidak ada yang ditunjuk langsung untuk mengkoordinir awak untuk bersembunyi, dikarenakan saat itu Nahkoda dan *Officer* sedang berada di anjungan untuk menegosiasi dengan perompak agar tidak terjadi hal yang tidak diinginkan.

Narasumber 2

Nama : Haldane Loren Van Hooren

Jabatan : *Operational Manager*

Tanggal Wawancara : 16 Agustus 2024

Tempat : *Operational Office*

1. Apa peran Armed Guard saat terjadi perompakan tersebut, dan apa kendala dari penanganan keamanan tersebut?

Jawaban : Menurut *Operation Manager* Mr. Haldane Loren Van Hooren, yang mengatur segala manajemen *armed guard* menjelaskan. peran *armed guard* saat terjadi upaya perompakan adalah mengamankan kapal dari serangan perompak dengan SOP dan standar yang telah ditentukan, *armed guard* akan dibagi menjadi team yang akan melaksanakan dinas jaga saat kapal berada di daerah rawan pembajakan.

kemudian kendala saat pengamanan terhadap perompakan adalah eskalasi, eksalalsi menyebabkan perompak menjadi terpacu untuk menyerang karena mengetahui bahwa M.V SIAM merupakan *Armoury Vessel Base* (VBA), yang menyediakan senjata dan pengamanan perompak, mereka akan berupaya menyerang dalam bentuk pertahanan diri untuk menghadapi M.V SIAM.

Kemudian dukungan eksternal yang kurang menyebabkan M.V SIAM harus *survive* tanpa adanya bantuan dari pihak luar atau otoritas terkait, dikarenakan jarak yang jauh maka perlu waktu jika menunggu bantuan datang, dengan itu *armed guard* harus memngamankan kapal secara optimal agar tidak terjadi hal yang tidak diinginkan bagi awak maupun kapal.

Serta ancaman dari kelompok bersenjata Houthi Yaman yang berkali kali menyerang kapal menjadi kendala bagi pengamanan M.V SIAM, Houthi Yaman dapat sewaktu-waktu menyerang tanpa adanya pemberitahuan yang menjadikan keamanan awak dan kapal terancam.

Narasumber 3

Nama : Lads Malbacias

Jabatan : *Second Officer*

Tanggal Wawancara : 16 Agustus 2024

Tempat : *SIAM Bridge*

1. Apa saja faktor yang menyebabkan risiko terhadap awak bertambah besar jika terjadi perompakan dan apa dampak yang akan ditimbulkan?

Jawaban: Menurut Mr Lads Malbacias menjelaskan bahwa faktor yang menyebabkan risiko keamanan terhadap awak adalah kurangnya *drill* dan pelatihan diatas kapal, pelatihan diatas kapal tidak pernah dilakukan sama sekali dan rawan akan terjadinya keadaan bahaya .

Kemudian beliau menjelaskan kesiapan awak kapal yang rendah saat terjadi pembajakan, awak kapal tidak siap saat terjadi pembajakan dan cenderung bingung apa yang akan dilakukan.

Serta beliau menjelaskan SOP keamanan tidak dijalankan, SOP saat terjadi pembajakan seperti berlindung atau masuk ke dalam akomodasi sangatlah penting guna memnghindari hal yang tidak diinginkan. Namun kenyataannya awak kapal banyak yang tidak masuk ke akomodasi atau ruang aman.

Kurangnya perawatan alat keselamatan menyebabkan risiko terhadap awak kapal semakin meningkat, apabila terjadi hal yang tidak diinginkan alat keselamatan akan berperan penting dalam penyelamatan, alat-alat ini kurang dirawat dikarenakan harus menunggu *shuttle* yang datang untuk mengambil alat keselamatan yang telah *expire* dan mengganti yang baru, jika *shuttle* datang terlambat otomatis *maintenance* alat keselamatan akan menjadi lambat.

Kemudian beliau menjelaskan bahwa terjadinya perompakan juga menyebabkan operasional kapal terganggu yang menyebabkan delay kapal yang akan mengambil armed guard yang menyebabkan kerugian kepada Perusahaan, serta kemungkinan kerusakan kapal yang akan terjadi dikarenakan M.V SIAM merupakan type lambung tunggal.

Narasumber 4

Nama : Ram Kumar Gurung

Jabatan : *Armed Guard*

Tanggal wawancara : 18 Agustus 2024

Tempat : Akomodasi

1. Apa tugas dan tanggung jawab *Armed Guard* saat terjadi pembajakan dan upaya apa yang dilakukan untuk meminimalkan risiko saat terjadi pembajakan?

Jawaban: Menurut Ram Kumar Gurung *armed guard* di M.V SIAM menjelaskan bahwa upaya yang dilakukan saat terjadi pembajakan adalah dengan melaksanakan pengawalan secara ketat dengan SOP yang berlaku yaitu dengan menggunakan senjata, *razor wire* boneka tipuan serta melaksanakan dinas jaga kapal mengontrol situasi dan kondisi disekitar kapal secara cermat.

Narasumber 5

Nama : Stevanus Sitinjak

Jabatan : *Able Deck* / Awak Kapal

Tanggal Wawancara : 18 Agustus 2024

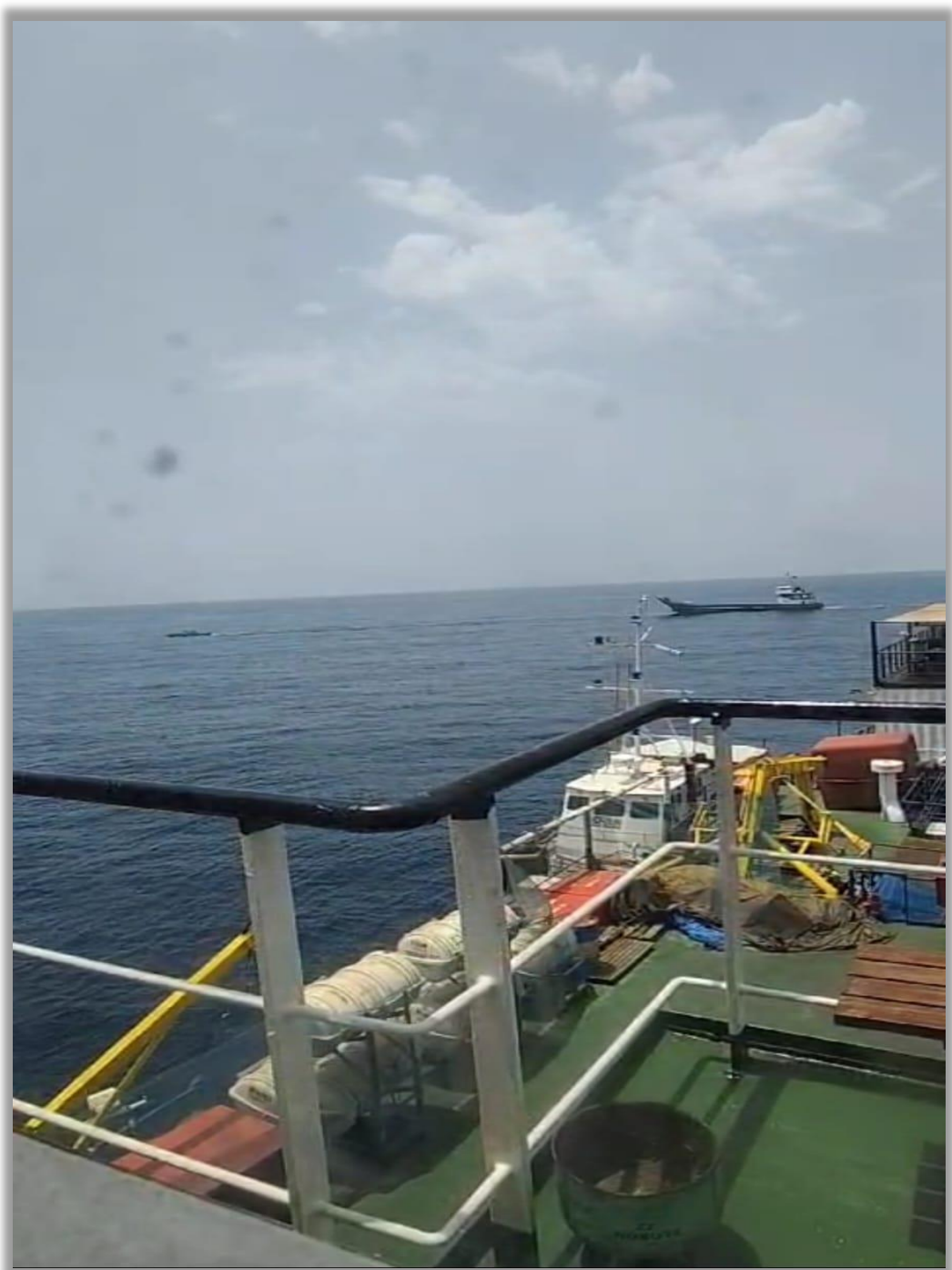
Tempat : Akomodasi

1. Apa dampak yang ditimbulkan kepada awak saat atau setelah terjadinya pembajakan?

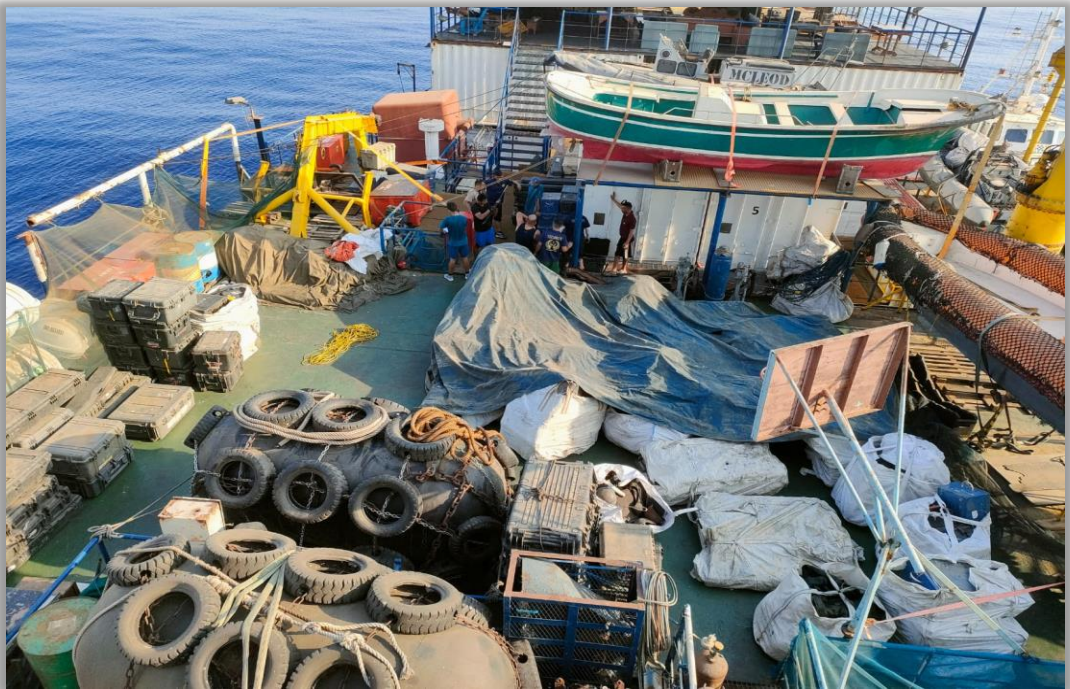
Jawaban : Beliau menjelaskan bahwa saat atau setelah terjadinya pembajakan yaitu kemungkinan *stress* meningkat dikarenakan panik yang berlebihan, kemudian kewaspadaan meningkat berlebihan serta ketidaknyamanan psikologis dan panik.

Lampiran 2 Terjadinya Upaya Pembajakan M.V SIAM





Lampiran 3 Tidak Adanya Citadel Diatas Kapal



Lampiran 4 Kurangnya Perawatan Alat-Alat Keselamatan



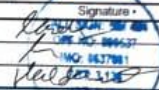
Lampiran 5 ISPS Violence at Sea Drill

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	13-Mar-24
TYPE OF DRILL : VIOLENCE AT SEA DRILL		LOCATION: REDSEA RVP	
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES / NO	
2	Was mustering completed in a satisfactory time?	YES / NO	
3	Were all personnel wearing the correct gear and in working order?	YES / NO	
4	Was all required equipment ready for use and in working order?	YES / NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES / NO	
6	Were the communication between emergency parties and bridge OK?	YES / NO	
7	Did all personnel follow procedure correctly?	YES / NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
10:00	Master sound the general alarm and announced "Security Alarm"(violence at sea) drill by P.A system	10:00	
10:05	All crew proceed to the bridge immediately and all crew were accounted for.		
10:06	Master give instruction for ship emergency procedure.		
10:10	Master inform to the company.		
10:12	Armed Security Team ready with their weapons on the bridge. Closed all access watertight doors, Start switch ON fire hydrant.		
10:15	2/O sent messages TO AMBER/SSAS station.		
10:20	Maintain Look-out and continued communication with a nearest coalition warship or coast guard station.		
10:25	2/O advice to the crew and passengers to proceed to the citadel immediately.		
10:30	Engine crew ready to shut-down main electrical source.		
10:58	The Master advised all crew to proceed at the bridge for drill critics/discussion.		
11:00	Drill Completed		
Recommendation: (Fair) / (Good) / (Excellent)			
(Tick which ever is appropriate)			
TEAM LEADER - 2/M Lads Matbacias			
VESSEL MASTER - CAPT. Fabri Sutarito			
OPS MANAGER - Haldane Stanley Van Horen			
DRILL DEBRIEF / IMPROVEMENTS			
			
*SATISFACTORY			

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Lampiran 6 ISPS Drill

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	13-Mar-24
TYPE OF DRILL : WATCH STANDING IN ALL SECURITY LEVELS TABLE TOP DRILL		LOCATION: REDSEA RVP	
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES / NO	
2	Was mustering completed in a satisfactory time?	YES / NO	
3	Were all personnel wearing the correct gear and in working order?	YES / NO	
4	Was all required equipment ready for use and in working order?	YES / NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES / NO	
6	Were the communication between emergency parties and bridge OK?	YES / NO	
7	Did all personnel follow procedure correctly?	YES / NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
09:30	Procedure and watch standing for both departments in various conditions and under various MarSec Levels (MarSec1-3) as per SN/PDR/ISPSWCH.	09:30	
09:45	Dismissal		09:45
Recommendation: (Fair) / (Good) / (Excellent) (Tick which ever is appropriate)			
TEAM LEADER - 2/M Ladi Mabacias		Signature: 	
VESSEL MASTER - CAPT. Febr Sutanto		Signature: 	
OPS MANAGER - Haldane Stanley Van Horen		Signature: 	
DRILL DEBRIEF / IMPROVEMENTS			
*SATISFACTORY			

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Lampiran 7 Abandon Ship Drill 1

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	26-Mar-24
TYPE OF DRILL : ABANDON SHIP DRILL			
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES/NO	
2	Was mustering completed in a satisfactory time?	YES/NO	
3	Were all personnel wearing the correct gear and in working order?	YES/NO	
4	Was all required equipment ready for use and in working order?	YES/NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES/NO	
6	Were the communication between emergency parties and bridge OK?	YES/NO	
7	Did all personnel follow procedure correctly?	YES/NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
14:50H	Sounded 7 short blasts and 1 long blast followed by Master Public address. Abandon Ship Drill 3x.	14:50H	
15:00H	All crew and passengers reported to their respective life raft stations and mustered with their lifejackets. Team leaders reported to the bridge that all crew and passengers are accounted for.		
15:12H	Master instructed both team leaders to check all the life jackets of the passengers if they don it properly.		
15:20H	Master instructed both team leaders to demonstrate the proper launching procedures of inflatable life raft in both manual and automatic launching, correct donning of life jacket, embarkation into life raft & correct position while jumping into the sea.		
15:30H	Both team leaders reported back to the bridge, and the demonstration was completed. The Master advised all crew to proceed at the bridge for drill critics/discussion.		
15:35:00H	Drill completed.		15:35H
Recommendation: {Fair} / {Good} / {Excellent}			
(Tick which ever is appropriate)			
TEAM LEADER - 2/M Lads Malbacias		Signature	
VESSEL MASTER - Capt. Febri Sutanto		Signature	
OPS MANAGER - Haldane Stanley Van Horen		Signature	
DRILL DEBRIEF / IMPROVEMENTS			
*SATISFACTORY			

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Lampiran 8 Abandon Ship Drill 2

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	25-Mar-24
TYPE OF DRILL : ABANDON SHIP DRILL			
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES/NO	
2	Was mustering completed in a satisfactory time?	YES/NO	
3	Were all personnel wearing the correct gear and in working order?	YES/NO	
4	Was all required equipment ready for use and in working order?	YES/NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES/NO	
6	Were the communication between emergency parties and bridge OK?	YES/NO	
7	Did all personnel follow procedure correctly?	YES/NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
08:00	Sounded 7 short blasts and 1 long blast followed by Master Public address. Abandon Ship Drill 3x.	08:00H	
08:05	All crew and passengers reported to their respective life raft stations and mustered with their lifejackets and properly donned, whistle and lights are all ok. Team leaders reported to the bridge that all crew and passengers are accounted for.		
08:15	Master instructed both team leaders to demonstrate the proper launching procedures of inflatable life raft in both manual and automatic launching, correct donning of life jacket, embarkation into life raft & correct position while jumping into the sea.		
08:25	Both team leaders reported back to the bridge, and the demonstration was completed. The Master advised all crew to proceed at the bridge for drill critics/discussion.		
08:30	Drill completed.		08:30H
Recommendation: (Fair) / (Good) / (Excellent) (Tick which ever is appropriate)			
TEAM LEADER - 2/M Lads Malbacias		Signature  INCH: 0017031 DATE: 3/1/24	
VESSEL MASTER - CAPT Febri Sutanto			
OPS MANAGER - Haldane Stanley Van Horen			
DRILL DEBRIEF / IMPROVEMENTS			

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Lampiran 9 Injury, Illness or Death Drill

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	08-Mar-24
TYPE OF DRILL : Injury, Illness or Death Drill			
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES/NO	
2	Was mustering completed in a satisfactory time?	YES/NO	
3	Were all personnel wearing the correct gear and in working order?	YES/NO	
4	Was all required equipment ready for use and in working order?	YES/NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES/NO	
6	Were the communication between emergency parties and bridge OK?	YES/NO	
7	Did all personnel follow procedure correctly?	YES/NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
10:15H	The Master activated General Alarm followed by the master public address announcement, all crew to proceed at muster station.	10:15H	
10:20H	Crew at muster station and all accounted for. The Master instructed the 2/M to simulate how to use the stretcher onboard.		
10:30H	Simulation completed, the Master instructed the 2/M to demonstrate how to administer the ABC method with AED equipment and the Heimlich Manoeuvre.		
10:35H	Demonstration completed, the 2/M reported to the bridge.		
10:40H	Drill completed.		10:40H
Recommendation: (Fair) / (Good) / (Excellent) (Tick which ever is appropriate)			
TEAM LEADER - 2/M Lads Mailpacias		Signature <i>Lads</i> 000537 453703 027 3 124	
VESSEL MASTER - CAPT.Febri Sutanto			
OPS MANAGER - Haldane Stanley Van Horen			
DRILL DEBRIEF / IMPROVEMENTS			
*SATISFACTORY			

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Lampiran 10 *Injury, Illness or Death Drill 2*

Sinbad Navigation		Drill Report	
VESSEL NAME: SIAM		DATE:	12-Apr-24
TYPE OF DRILL : Injury, Illness or Death Drill			
Item	Checklist	Comments	
1	Did all personnel muster correctly?	YES/NO	
2	Was mustering completed in a satisfactory time?	YES/NO	
3	Were all personnel wearing the correct gear and in working order?	YES/NO	
4	Was all required equipment ready for use and in working order?	YES/NO	
5	Were all personnel found to be fully familiar with the equipment used?	YES/NO	
6	Were the communication between emergency parties and bridge OK?	YES/NO	
7	Did all personnel follow procedure correctly?	YES/NO	
If "NO" is marked for any above, enter details and/or list any problems encountered.			
SEQUENCE OF EVENTS			
TIME	ACTIVITY/SCENARIO	START	END
13:45h	The Master activated General Alarm followed by the master public address announcement, all crew to proceed at muster station.	13:45h	
13:55h	Crew at muster station and all accounted for. The Master instructed the all crew to proceed to the crew recreation room for film showing on how to administer the ABC method with AED equipment, the Heimlich Manoeuvre, first aid care and incident on board.		
14:15h	Film showing completed.		14:15h
Recommendation: (Fair) / (Good) / (Excellent) (Tick which ever is appropriate)			
TEAM LEADER - 2/M Lads Maibacias			
VESSEL MASTER - CAPT.Febri Sutanto			
OPS MANAGER - Haldane Stanley Van Horen			
DRILL DEBRIEF / IMPROVEMENTS			
*SATISFACTORY			

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Lampiran 11 *Ship Particullar*

Sinbad Navigation

3306 Liwa Heights, Cluster W, Jumeirah Lakes Towers, Dubai UAE

SIAM – VBA



VESSEL SPECIFICATION

GENERAL		NAVIGATION EQUIPMENT	
Ship's Name	: SIAM	Magnetic Compass	: C Plath 2060
Official no	: SKN 1003811	Gyro Compass	: C Plath Navigat x MK Type no.4914
MMSI no	: 677035400	Autopilot	: C Plath Navipilot ADII
Call Sign	: 5IM 454	Radar	: Furuno FR125 + FR7112(semi ARPA
IMO no	: 8637031	Echo Sounder	: Simrad S3009
Built	: 1991	GPS	: Leica AP-MK12
Conversion	: 2002 / 2021	Wind Speed	: Obserment/Clipper
Port of Registry	: Zanizabar	AIS	: Xinuo
Flag	: TANZANIA		
Classification	: International Register of Shipping		
Shipyard	: Overseas United Shipyard, Singapore		
Hull material	: Steel		

PRINCIPAL DIMENSIONS		COMMUNICATION	
Length Over All	: 89.00 meters	Inmarsat	: 434100744
Breadth Moulded	: 20.00 meters	Inmarsat SES 2	: 1 x JRC
Moulded Depth	: 4.00 meters	SSB	: Samyung MF/HF SRG-150DN
Summer Draft	: 2.20 meters	GMDSS	: Sailor H2095C SAT C Transciever
GRT	: 3135.00 Tons	VHF	: ICOM VHF Radio IC-M304 Samyung VHF Marine STR6000A
NRT	: 1105.00 Tons	Handheld VHF's	: Intrinsically safe
TANK CAPACITY		NAVTEX	: NSR
Freshwater	: 900 Tons @ 2.85 mtrs MD	WEATHER FAX	: FURUNO FX-220
Fuel Oil (MGO)	: 784MT @ 2.85 mtrs MD	VSAT + SatPhone	: VOIP + WIFI / Internet / FBB 24 hr coverage and back-up antenna dome
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 2360kg 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 Plimsoil Electro-Hydraulic Davit
 3.8T SWL
 Reefer Containers : 5 x 20 footer container
 Armoury storage : 12 x 40 footer container
 Fitted with Split type aircon 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



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)
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 Total : 16.5T continuous thrust
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 42mm chain
 2 x 2360kg 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
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 3.8T SWL
 Reefer Containers : 5 x 20 footer container
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 Fitted with Split type aircon units /
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 System

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 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

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 Hospital : 1 x 2 berth
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 provision
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 Conference Room : for 12 persons
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 Deck Genset : 1,200 ltrs/day/engine

SAFETY EQUIPMENT

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 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 12 Crew List

Name of Captain and Agent and The Indian Registration (IN)									
1. Name of Ship, M/V, SARV									
2. Nationality of the Ship: 24N21838 Kyriana Australia									
3. Name of Ship: 24N21838 Kyriana Australia									
4. Nationality of the Ship: 24N21838 Kyriana Australia									
5. Port of Arrival/Departure									
6. Period of Arrival/Departure									
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100. Period of Arrival/Departure									



Lampiran 13 *Sign On Letter*

Sinbad Navigation

5 october 2023

To whom it may concern,

This is to confirm that Muhammad Dandy Setya Budi, holder of Indonesian paspor number E3268855 and Seaman's book number I 043294, will officially join our company, The Sinbad Navigation Company DMCC, as Deck Cadet under 12 month contract deployment, He will be assigned to our vessel MV Sophia and will be joining on October 9, 2023.

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

Best Regards,



ARIANNE LOREN ARGETE
Fleet and HR Administrator - U.A.E.



Lampiran 14 *Sign Off Letter*

Sinbad Navigation

To whom it may concern,

This is to confirm that Muhammad Dandy Setya Budi, holder of Indonesian paspor number E3268855 and Seaman's book number I 043294, will disembark from our company, The Sinbad Navigation Company DMCC, as Deck Cadet, He will disembark or sign off from vessel MV Siam on 20 November, 2024.

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

Best Regards,



ARIANNE LOREN ARGETE

Fleet and HR Administrator - U.A.E.



Lampiran 15 Surat Masa Layar



KEMENTERIAN PERHUBUNGAN DIREKTORAT JENDERAL PERHUBUNGAN LAUT KANTOR KESYAHBANDARAN DAN OTORITAS PELABUHAN UTAMA TANJUNG PERAK

JL. Kalimas Baru 194
Surabaya 60165

Telp. (031) 3291858
(031) 3291364

Fax. (031) 3291935
(031) 3291858
E-mail : syahbandarsby@yahoo.com

SURAT KETERANGAN MASA BERLAYAR

No. AL.506 / 2 / 4 / KSOPU.Tpr/2025

Yang bertanda tangan dibawah ini Kepala Bidang Perkapalan Dan Kepelautan Kantor Kesyahbandaran Dan Otoritas Pelabuhan Utama Tanjung Perak menerangkan bahwa :

N a m a : **Muhammad Dandy Setya Budi**
Tempat dan Tanggal Lahir : **Mojokerto , 05 Januari 2002**
Alamat Sekarang : **Desa Brayung, Mojokerto**
Nomor Buku Pelaut : **I 043294**
Nomor Buku Saku (Cadet) : **—**
Sertifikat Keahlian / Keterampilan : **BST th. 2022**

Setelah diadakan penelitian pada Buku Pelaut dan / Buku Saku, yang bersangkutan mempunyai masa layar seperti dibawah ini :

NO.	NAMA KAPAL ISI KOTOR (GT) TENAGA PENGGERAK (KW)	DAERAH PELAYARAN	JABATAN	TANGGAL		MASA BERLAYAR		
				NAIK	TURUN	THN	BLN	HR
1	SOPHIA GT. 1314 - 1300 HP	INTERNATIO NAL	CADET	10-10-2023	17-11-2023	0	1	7
2	SIAM GT. 3135 - 2000 HP	INTERNATIO NAL	CADET	17-11-2023	20-11-2024	1	0	3
JUMLAH MASA BERLAYAR SELURUHNYA : 1 (Satu)Th 1 (Satu)Bln 10 (Sepuluh)Hr						1	1	10

Surat Keterangan Masa Berlayar ini diberikan untuk keperluan **SELESAI PRALA**

Data pada Surat Keterangan Masa Berlayar ini diambil berdasarkan Buku Pelaut nomor **I 043294**

Dan / atau buku saku nomor : atau surat keterangan dari perusahaan / instansi (khusus

kapal penangkap ikan, kapal layar motor/KLM, kapal tradisional dan kapal negara) nomor :

Demikian surat keterangan Masa Berlayar ini dibuat dengan sebenarnya untuk dipergunakan seperlunya.

DIKELUARKAN DI : **SURABAYA**
PADA TANGGAL : **03 Januari 2025**

**A.N. KEPALA KANTOR KESYAHBANDARAN DAN OTORITAS
PELABUHAN UTAMA TANJUNG PERAK
KEPALA BIDANG PERKAPALAN DAN KEPELAUTAN
u.b.**

KEPALA SEKSI KEPELAUTAN



RACHMANSYAH, S.S.T.Pd.M.MT.
Penata (III/c)
NIP. 199006262014021002

PUP 1 No. 820250103429630

CATATAN:

Tidak berlaku apabila yang bersangkutan
ditemukan melakukan pemalsuan pada
dokumen pengambilan data

Model Takah
02

Lampiran 16 Dokumentasi

