#### LAMPIRAN

#### Lampiran 1 Transkip 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 management *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 ekskalasi, 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 adannya 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 keamnaan 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

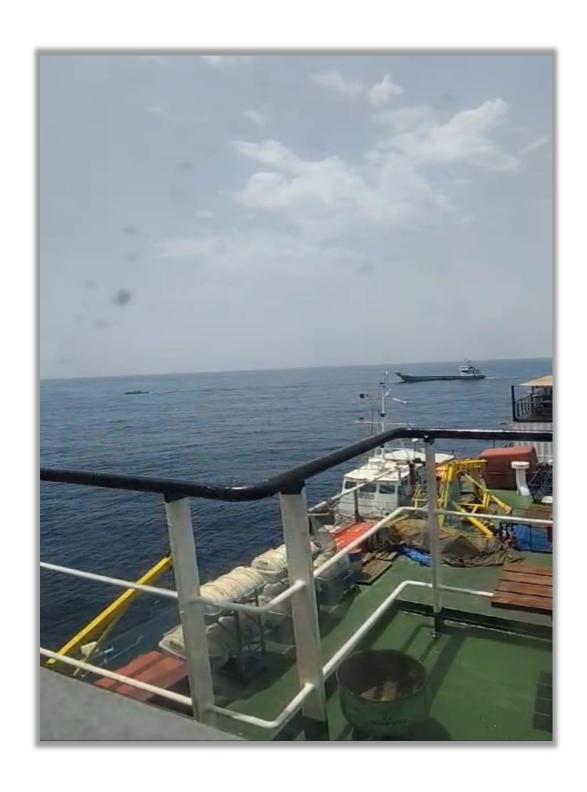
Tempat : Akomodasi

1. Apa dampak yang ditimbulkan kepada awak saat atau setelah tejadinya 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.

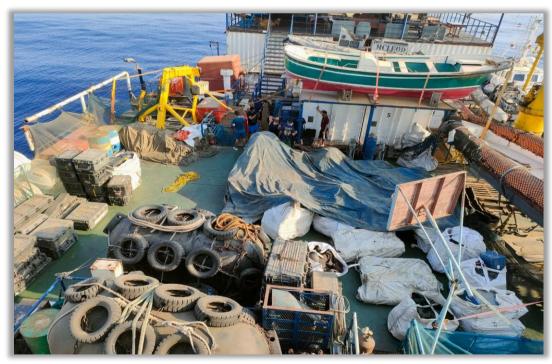
Lampiran 2 Terjadinya Upaya Pembajakan M.V SIAM





Lampiran 3 Tidak Adanya Citadel Diatas Kapal





Lampiran 4 Kurangnya Perawatan Alat-Alat Keselamatan













### Lampiran 5 ISPS Violence at Sea Drill

VESSEL NAME: SIAM   LOCATION:REDSEA RVP	(J)	Sinbad Navigation Drill Report		
The Commentation of the Co			DATE:	13-Mar-24
1 Dut all prescrient muster correctly? 2 Water all prescrient muster correctly? 3 Were all prescrient search yet to the provided and working order? 5 Were all prescrient search yet to the and the provided and t	700	The state of the s		oments
Vest International Content of the Company   Vest International Content of the Content of	1	Did all personnel muster correctly?		
4   Was all responsed found by the grant and havoling older?  5   Wee the personnel floated by the finality with be optigened used?  6   Wee the communication between emergency parties and bridge OK?  7   Dot all personnel floated by reconstructives covered;  8   The Communication between the communication covered;  9   The Communication between the communication covered;  10   The Communication between the communication covered;  11   The Communication between the communication with a nearest coalition warship or coast guard station.  10   All crew proceed to the bridge immediately and all crew were accounted for.  10   All crew proceed to the bridge immediately and all crew were accounted for.  10   Massier give instruction for ship emergency procedure.  10   Armod Security Team ready with their weapons on the bridge. Closed all access watersight doors, Start switch ON fire light information to the company.  10   Armod Security Team ready with their weapons on the bridge. Closed all access watersight doors, Start switch ON fire light information with a nearest coalition warship or coast guard station.  20   Sent messages TO AMBER/SSAS station.  10   Sent messages TO			YE	S/NG
Were the communication between emergency parties and tribigo (NF)   YES / HP)   YES / HP		Was all required equipment ready for use and in working order?		
If 'NO' is marked for any above, enter details and/or list any problems accountered.  SEQUENCE OF EVENTS  SEQUENCE OF EVENTS  SEQUENCE OF SUBSTANT  ACTIVITY/SCENARIO  ACTIVITY/SCENARIO	6	Were the communication between emergency parties and bridge OK?		
Master sound the general alarm and announced * Security Alarm* (violence at sea) drill by P.A system  10:00  All crew proceed to the bridge immediately and all crew were accounted for.  10:05  Master inform to the company.  10:10  Armed Security Team ready with their weapons on the bridge Closed all access waterlight doors, Start switch ON fire hydrain.  10:11  Armed Security Team ready with their weapons on the bridge Closed all access waterlight doors, Start switch ON fire hydrain.  10:12  Armed Security Team ready with their weapons on the bridge Closed all access waterlight doors, Start switch ON fire hydrain.  10:15  Do sent messages TO AMBER/SSAS station.  Maintain Look-out and continued communication with a nearest coalition warship or coast guard station.  10:25  Engine crew ready to shut-down main electical source.  10:56  The Master advised all crew to proceed at the bridge for drill critics/discussion.  5   A   A    Signature  Signa		marked for any above, enter details and/or list any problems encountered.		
All crew proceed to the bridge immediately and all crew were accounted for.  10:05  Maşter give instruction for ship emergency procedure.  10:10  Master inform to the company.  10:10  Armed Security Team ready with their weapons on the bridge Closed all access watertight doors, Start switch ON fire hydrant.  2/O sent messages TO AMBER/SSAS station.  10:15  Maintain Look-cut and continued communication with a nearest coalition warship or coast guard station.  10:25  10:20  10:20  Engine crew ready to shut-down main electical source.  The Master advised all crew to proceed at the bridge for drill critics/discussion.  10:30  Drill Completed  Recommendation: (Fair) 7 (Good) / (Excellent)  TEAMLEADER - 2M Last Mathacias  VESSEL MASTER - CAPT-Febri Starte  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1	TIME		START	END
Master give instruction for ship emergency procedure.  Master inform to the company.  10:10  Armed Security Team ready with their weapons on the bridge Closed all access watertight doors, Start switch ON fire hydrant.  10:15  Manitain Look-cut and continued communication with a nearest coalition warship or coast guard station.  10:25  20 advice to the crew and passengers to proceed to the citadel immediately.  10:30  Engine crew ready to shut-down main electical source.  10:50  The Master advised all crew to proceed at the bridge for drill critics/discussion.  11:00  Drill Completed  Significate were appropriate of the Cascellent)  Tick which ever a appropriate of Signific Visional Complete of Cascellent)  FEAM LEADER - 2/M Lads Mataclas  VESSEL MASTER - APT Fatel Stuanto  DPS MANAGER - Haidane Starkey Van Horen  *SATISFACTORY  Form: SMM-018-Rev1	10:00	Master sound the general alarm and announced * Security Alarm*(violence at sea) drill by P.A. system	10:00	
Master inform to the company.  10:10  Armed Security Team ready with their weapons on the bridge Closed all access watertight doors, Start switch ON fire hydrant.  2/O sent messages TO AMBER/SSAS station.  Maintain Look-out and continued communication with a nearest coalition warship or coast guard station.  10:20  2/O advice to the crew and passengers to proceed to the citadel immediately.  10:30  Engine crew ready to shut-down main electical source.  The Master advised all crew to proceed at the bridge for drill critics/discussion.  11:00  Drill Completed  Recommendation: (Fair) / (Good) / (Excellent)  Tota which ever is appropriate)  Signature  Signature  PERMILEADER - 2/M Lads Mathacias  VESSEL MASTER - CAPT.Febri Statnto  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1	10:05	All crew proceed to the bridge immediately and all crew were accounted for.		
Armed Security Team ready with their weapons on the bridge Closed all acces watertight doors, Start switch ON fire hydrant.  2/O sent messages TO AMBER/SSAS station.  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 electical source.  The Master advised all crew to proceed at the bridge for drill critics/discussion.  11:00  Drill Completed  Recommendation: (Fair) / (Good) / (Excellent)  (Tex which ever a payopopute)  TEAM LEADER - 2/M Lads Matbacias  VESSEL MASTER - CAPT, Febri Sutanto  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1	10:06	Maşter give instruction for ship emergency procedure.		
Armed Security Team ready with their weapons on the bridge.Closed all access watertight doors, Start switch ON fire hydrant.  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 electical source.  The Master advised all crew to proceed at the bridge for drill critics/discussion.  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  VESSEL MASTER - CAPT, Febri Sutanto  OPS MANAGER - Haldane Stanley Van Horen  *SATISFACTORY  Form: SMM-018-Rev1		Master inform to the company.		
Maintain Look-out and continued communication with a nearest coalition warship or coast guard station.  10:25 20 advice to the crew and passengers to proceed to the citadel immediately.  10:30 Engine crew ready to shut-down main electical source.  10:58 The Master advised all crew to proceed at the bridge for drill critics/discussion.  10:59 The Master advised all crew to proceed at the bridge for drill critics/discussion.  10:50 Drill Completed Recommendation: (Fair) / (Good) / (Excellent) (Tick wheth ever is appropriate)  TEAM LEADER - 2/M Lads Maibaclas VESSEL MASTER - CAPT.Febri Sutanto OPS MANAGER - Haidane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1			-	
10:25 2/0 advice to the crew and passengers to proceed to the citadel immediately.  10:30 Engine crew ready to shut-down main electical 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 a papaparter)  TEAM LEADER - 2/M Lads Maibacias VESSEL MASTER - CAPT.Febri Sutanto OPS MANAGER - Haldane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM4-018-Rev1				
10-30 Engine crew ready to shut-down main electical source.  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 Mathacias VESSEL MASTER - CAPT.Febri Sutanto OPS MANAGER - Haldane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1	10:20	Maintain Look-out and continued communication with a nearest coalition warship or coast guard station.		
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 Maibacias  VESSEL MASTER - CAPT, Febri Sutanto  OPS MANAGER - Haldane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  SMMA-Part2-App-D-6-Annex C  Form: SMM-018-Rev1	10:25	2/0 advice to the crew and passengers to proceed to the citadel immediately.		
11:00 Drill Completed Recommendation: (Fair) / (Good) / (Excellent) (Tock which ever in appropriate)  TEAM LEADER - 2/M Lads Malbacias VESSEL MASTER - CAPT.Febri Sutanto OPS MANAGER - Haidane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  *SATISFACTORY  Form: SMM-018-Rev1	10:30			
Recommendation: (Fair) / (Good) / (Excellent) (Tick which ever is appropriate)  Signature  Signatur	10,58	The Master advised all crew to proceed at the bridge for drill critics/discussion.	(5)	A
TEAM LEADER - 2ML lads Malbacias VESSEL MASTER - CAPT. Febri Sutanto OPS MANAGER - Haldane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  *SATISFACTORY  Form: SMM-Q18-Rev1	11:00 Recomme	Drill Completed endation: {Fair} / {Good} / {Excellent}	1 3	1.80
VESSEL MASTER - CAPT. Febri Sutanto OPS MANAGER - Haldane Stanley Van Horen  DRILL DEBRIEF / IMPROVEMENTS  *SATISFACTORY  Form: SMM-018-Rev1		3 2 3 3 3	Sig	pature
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### Lampiran 6 ISPS Drill

	Ginhad Navigation Drill Report	
VESSE TYPE (	L NAME; SIAM DF DRILL : WATCH STANDING IN ALL SECURITY LEVELS TABLE TOP DRILL LOCATIO	DATE: 13-Mar-24 N:REDSEA RVP
Item	Checklist	Comments
1 2	Did all personnel muster correctly?	YES/NO
3	Was mustering completed in a satisfactory time?  Were all personnel wearing the correct gave and in working order?	YES/NO
5	Was all required equipment ready for use and in working order?	YES/790
6	Were all personnel found to be fully familiar with the equipment used?  Were the communication between emergency portion and bridge OK?	YES / NO
7 H*NO* i	Did all personnel follow procedure correctly?  a marked for any above, enter details and/or list any problems encountered.	YES / HO
. 110	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 (MarSe 3) as per SN/PDR/ISPSWTCH.	09:30
09:45	Dismissai	09.50
Recomm	nendation: (Fair) / {Good} / (Excellent) there is appropriate)	5 1 0045
	EADER - 2/M Lads Malberias	Signature ·
	MASTER - CAPT.Febri Sutanto	OR NO 884677
	NAGER - Haldane Stanley Van Horen	tel serve
	DRILL DEBRIEF / IMPROVEMENTS	
		9000
		Sineste
SMM-Pa	rt2-App-D-6-Annex C *SATISFACTORY	Form: SMM-018-Rev1

### Lampiran 7 Abandon Ship Drill 1

(0)	Sinbad Navigation Drill Report		
	NAME: SIAM F DRILL : ABANDON SHIP DRILL	DATE:	26-Mar-24
ltem			6000
1	Checklist  Did all personnel muster correctly?	THE RESERVE OF THE PERSON NAMED IN	ments
2	Was mustering completed in a satisfactory time?		S/NO S/NO
3	Were all personnel wearing the correct gear and in working order?		S/NO
5	Was all required equipment ready for use and in working order?		S/NO
6	Were all personnel found to be fully familiar with the equipment used?  Were the communication between emergency parties and bridge OK?		S/NO
7	Did all personnel follow procedure correctly?		S/NO
f "NO" is n	marked for any above, enter details and/or list any problems encountered.	160	JANO .
	ENCE 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.		t.
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.		
15:35:0H0	Drill completed.		15:35H
AND DESCRIPTION	2000/2007 DE WERS 152-17489 VIDE (1997)		10.0011
	endation: {Fair} / (Good) / (Excellent) ever is appropriate)	Sign	ature W
TEAM LEA	ADER - 2/M Lads Malbacias	Light	E \
	MASTER - Capt. Febri Sutanto		L SIGN: SHE 454
OPS MAN	IAGER - Haklane Stanley Van Horen	Hart	903760H
	DRILL DEBRIEF / IMPROVEMENTS	1	MRT (188
SMM-Part	*SATISFACTORY 2-App-D-6-Annex C	orm: SMM-01	8-Revi
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	6*		

### Lampiran 8 Abandon Ship Drill 2

140	Simbad Navigation Drill Report		
Æ COEL	NAME: SIAM	DATE:	25-Ma
	DRILL : ABANDON SHIP DRILL	JUAIE.	23-Ma
			272
tem	Checklist	Con	nments
1	Did all personnel muster correctly?		S/NO
3	Was mustering completed in a satisfactory time?		S/NO S/NO
4	Were all personnel wearing the correct gear and in working order?  Was all required equipment ready for use and in working order?		S/NO
5	Were all personnel found to be fully familiar with the equipment used?		S/NO
6	Were the communication between emergency parties and bridge OK?		SANO
7	Did all personnel follow procedure correctly?	YE	S/NO
_	narked for any above, enter details and/or list any problems encountered.		
The state of the s	NCE OF EVENTS	CTART	END
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.		08:30
	ever is appropriate)	Sign	ature
	ADER - 2/M Lads Malbacias	Gen	PERO SIN
	MASTER - CAPT.Febri Sutanto  AGER - Haldane Stanley Van Horen	Ken	047 114 114
OPS MAN	DRILL DEBRIEF / IMPROVEMENTS	-	h zar
	DRILL DEDILLI / IIII NOTEMENTO		

### Lampiran 9 Injury, Ilness or Death Drill

(J)	Sinbad Navigation Drill Report		
	NAME: SIAM	DATE:	08-Mar-24
TIPE U	F DRILL : Injury, Illness or Death Drill		
ltem	Checklist	Con	nments
1	Did all personnel muster correctly?	-	SAHO
3	Was mustering completed in a satisfactory time?		SANO
4	Were all personnel wearing the correct gear and in working order?  Was all required equipment ready for use and in working order?		S/NG
5	Were all personnel found to be fully familiar with the equipment used?		S/NO
7	Were the communication between emergency parties and bridge OK?		S/NO
	Did all personnel follow procedure correctly?  marked for any above, enter details and/or list any problems encountered.	YE	S/NO
SEQU	ENCE 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.	19	
10:35H	Demonstration completed, the 2/M reported to the bridge.		(a)
10:40H	Drill completed.		10:40H
VESSEL	ADER - 2/M Lads Malbacias  MASTER - CAPT.Febri Sutanto  NAGER - Haldane Stanley Van Horen	Je se	300537 300537 3637031
	DRILL DEBRIEF / IMPROVEMENTS	1	221/2/
SMM-Pa	*SATISFACTORY	Form: SMM-0	18.Rov1
			1011011
		32.0	
	9 80		

### Lampiran 10 Injury, Illness or Death Drill 2

2 Was mustering of 3 Were all personn 4 Was all required 5 Were all personn 6 Were the community 7 Did all personnel 1 "No" is marked for any ab SEQUENCE OF EV TIME ACTIVITY/SCEN The Master actival at muster station Crew at muster strecreation room	Checklist muster correctly? ompleted in a satisfactory time? el wearing the correct gear and in working orde equipment ready for use and in working order? el found to be fully familiar with the equipment inication between emergency parties and bridg follow procedure correctly? ove, enter details and/or list any problems ence ENTS ARIO ated General Alarm followed by the master put	? t used? ge OK?	Communication of the communica	ING ING ING ING
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recreation room Manoeuvre, first	for film showing on how to administer the ABC		13:45h	CND
Film showing co	ard core and modern on board.	acted the all crew to proceed to the crew method with AED equipment, the Heimlich		
14:15h	mpleted.			14:15
(Tick which ever is appropriate) TEAM LEADER - 2/M Lav VESSEL MASTER - CAPT.I OPS MANAGER - Haldane	fs Maibacies Febri Sutanto o Stanley Van Horen	F/IMPROVEMENTS	Sign of Scales	800 454 500637 7831
SMM-Part2-App-D-6-Annex		SFACTORY	Form: SMM-0	8-Rev1

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

#### SIAM - VBA



VESSEL SPECIFICATION

#### GENERAL

Ship's Name SIAM SKN 1003811 Official no 677035400 5IM 454 MMSI no Call Sign 8637031 IMO no 1991 Built 2002 / 2021 Conversion Port of Registry Zanizabar TANZANIA Flag

International Register of Shipping Overseas United Shippard, Singapore Classification Shipyard

Hull material

#### NAVIGATION EQUIPMENT

Magnetic Compass : C Plath 2060 Gyro Compass : C Plath Navigat x MK Type

no.4914 C Plath Navipilot ADII Autopilot

Radar Furuno FR125 + FR7112(semi

ARPA Echo Sounder Simrad S3009

GPS Leica AP-MK12 Wind Speed Obserment/Clipper

AIS Xinuo

### PRINCIPAL DIMENSIONS

Length Over All 89.00 meters Breadth Moulded 20.00 meters Moulded Depth 4.00 meters Summer Draft 2.20 meters 3135.00 Tons GRT NRT 1105.00 Tons

TANK CAPACITY 900 Tons @ 2.85 mtrs MD 784MT @ 2.85 mtrs MD Freshwater Fuel Oil (MGO) 0 Tons @ 2.85 mtrs MO Ballast water Lube Oil 1.84 M3 Hyd oil 1.5 M3 Gear oil : 1.5 m3

Inmarsat 434100744 1 x JRC Inmarsat SES 2 SSB **GMDSS** 

WEATHER FAX

Samyung MF/HF SRG-150DN Sailor H2095C SAT C Transciever ICOM VHF Radio IC-M304 VHF Samyung VHF Marine STR6000A

COMMUNICATION

Handheld VHFs Intrinsically safe NAVTEX NSR

VSAT + SatPhone VOIP + WIFI / Internet / FBB 24 hr coverage and back-up

antenna dome

**FURUNO FX-220** 

#### **MACHINERY & PROPULSION**

Main Engine ME Propulsion 2 x CAT 3508B (1800 RPM) 2 x 1000 BHP Azimuth Thruster.

Bow Thruster

Total: 22T continuous thrust Bow Thruster Engine :1 x CAT 3508 DITA (716KW)

: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** Deck Genset

1 x Detroit GM-71 (145KW/50Hz) : 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 1 x SWL 2.0T @ 12 mtr 2 x 3T Electro-Hydraulic

Cranes Capstan

RHIB Davit

1 x ASIS Professional WB 8.0m Single Inbd Yanmar 4LHA-ST 240HP Diesel Engine with Hamilton Jet HJ241 waterjet drive

1 x Plimsoll Electro-Hydralic 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 Walk-In Chiller Dry Provision Room 26.46m3 33.07m3 42.24m3

STP (add'l) FIFI 1 system

7T (for the Sanitary Containers) 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

Total berth for crew : Deck Level 3 - 18 + 22

Main Deck Level - 3 berths Hospital 1 x 2 berth

Recreation room provision

3 x lounger with video

Conference Room

Gymnasium for 12 persons 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 : 1,200 ltrs/day/engine Deck Genset

#### SAFETY EQUIPMENT

Life rafts

24 x 25 pax (Port side) 24 x 25 pax (Stbd side) 22 feet cap 6 Person

Fast rescue boat Lifejackets

370 pcs

SART **EPIRB** 

2 x Jotron Tron 1 x Jotron Tron

### RO Plant : 2 >

2 x 6T/day

1 x 20T/day



#### **MACHINERY & PROPULSION**

Main Engine ME Propulsion 2 x CAT 3508B (1800 RPM) 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

Aux Engine

Total: 16.5T continuous thrust : 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

Cranes Capstan RHIB

2 x 2360kg stockless anchors 1 x SWL 2.0T @ 12 mtr 2 x 3T Electro-Hydraulic 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-Hydralic Davit 3.8T SWL 5 x 20 footer container

Reefer Containers : Armoury storage :

12 x 40 footer container Fitted with Split type aircon units / Fire Alarm System / Racks for the Armoury / Independent Fixed CO2

#### MISCELLANEOUS

Walk-In Freezer Walk-In Chiller

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

26.46m3

33.07m3

#### ACCOMMODATION (Fully Air-Conditioned)

Total berth for clients : Deck Level 1 - 104 berths

Deck Level 2 - 104 berths Cabin Containers - 96

: Deck Level 3 - 18 + 22

Total berth for crew

berths

Main Deck Level - 3 berths

Hospital

1 x 2 berth

Recreation room provision

3 x lounger with video

Gymnasium for 12 persons

Conference Room

2 rooms

#### **PERFORMANCE & CONSUMPTION**

Max Speed

: 6.0 Knots

Main Engine FO cons. : 900 ltrs/day/engine
Aux Engine FO cons. : 1,200 ltrs/day/engine Main Engine FO cons: 1,800 ltrs/day/engine 900 ltrs/day/engine

#### SAFETY EQUIPMENT

Life rafts

24 x 25 pax (Port side) 24 x 25 pax (Stbd side)

Fast rescue boat Lifejackets

22 feet cap 6 Person 370 pcs

SART **EPIRB** 

2 x Jotron Tron 1 x Jotron Tron

### ENGINE EQUIPMENT RO Plant : 2 x

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



## Lampiran 12 Crew List

See and Suprimers of Massim: Authorized Agent of Officer violate at See or Sound and Armad Suumb & Appropriation	(MC) MI				Mountain	23 Charles (2) Services	Murphae	tone Filipino	21 Sins New Cult. Filipmo Asst.	Duton	S Dalendra Disuhen Indian	Technological Sories Filipino	de in	Filiping	indonesan		PA INCOMPANY	Succes	Indonesian		he Bud Indonesian	Torphine (umper Abot) Kermeni	Indonesian	Indonesian	frum Divisi Indonesian	Indonesian		Comment of the commen	Treams Strips	45	Indonesian	۱	Updated crew list
	Armourer	Armouter	Armourer	Boat Man	Boat Man	Supper	Supper	Training Officer	t Vessel Manager	AN Manager	Fitter	Dilet	Oller	073	2nd Engineer	Chief Engineer	Deck Cades	2nd Cook	Chief Cook	Deck Cadet	Deck Cadet	ži.	Deck Cadet	Deck Cades	Deck Cadet	Deck Cadet	05	Rossia	2 2	Second Officer	Waster	fant	01/11/2024
	16/051986 Midsayap Cotabato Philippines	17/04/1989 Midsayap Cotabato Philippines	29/01/1967 Surkhet Repail	14/GE/2000 Amneh Syria	07/03/1950 Aden Yemen	10/01/19/6 tartous Syria 10/03/19/6 milliones Ceyte Philippines	13/10/1982/ Aden, Yemen	20/10/1970 Pilar Capit Philippines	Asst Vessel Manager 12/08/1997 Libungan Cotabato Philippines	10/07/1962 Holland	10/07/1992/ Deoria, Uttar Pradesh, Indian	27/01/1975 Balod Masbate Philippines	11/07/1986/ Antipolo Rizal, Philippines	15/10/1971 Pasig MM Philippines	02/08/1964 Ambon Indonesia	02/04/1969 Malalayang Indonisis	AZ/01/2024 Muara Jawa Indonesia	22/08/1991 Manawag PGN Philippines	22/01/1972 klaten indonesia	01/05/2002 Tartout Syria	05/01/2002 Mojokerto, Indonisia	01/02/1983 Hodaidah, Yemen	10/04/2007 Jakarta, Indonisia	09/06/2003 Martaiati, Indonesia	DE/Od/2003 Vogouharts Indonesia	27/07/2003 Tanime Prick Indoning	19/10/2000 Apple Persons	correct sale bayugatin philippines	10/04/2000 Batam Indonesia	23/01/1989 Surigeo Del Norte Philippines	02/02/1989 Temanggung Indonesia	Date of Birth/Place	
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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 Companny 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 is certificate is provided upon the request of Mr. Dandy for whatever purpose it may serve him best.

Best Regards,

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 Companny 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,





### 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

(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:

Nama : 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 berlayar seperti dibawah ini :

NO.	NAMA KAPAL ISI KOTOR (GT)	DAERAH PELAYARAN	JABATAN	TAN		MASA RLAY		
	TENAGA PENGGERAK (KW)			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
				9				
JMI	AH MASA BERLAYAR SELURUH	NYA: 1 (Satu)Th 1 (	Satu)Bln 10 (Sept	ıluh)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

KEPALA SEKSI KEPELAUTAN

RACHMANSYAH, S.S.T.Pel, 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











