

ABSTRAK

PT PELNI (Persero) merupakan perusahaan jasa transportasi kapal laut yang memberikan pelayanan terbaik bagi pelanggan. Peneliti melakukan pemilihan faktor penentu dari adanya ketidaksesuaian pada kondisi alat keselamatan di atas kapal PT PELNI (Persero) menggunakan metode *Focuss Grup Discussion* (FGD) dan *Analytical Hierarchy Process* (AHP). Terdapat 4 (empat) kriteria utama yaitu: waktu perawatan, kualitas, biaya dan teknis. Didapati bahwa optimalisasi waktu perawatan alat keselamatan kenautikaan di atas kapal milik PT PELNI (Persero) belum terpenuhi dikarenakan, belum terlaksananya sistem perawatan yang komprehensif sehingga berpotensi mengakibatkan kapal tidak dapat laik laut. Hasil olah data pada penelitian bahwa kriteria waktu perawatan menjadi prioritas utama dengan bobot 49,4%, untuk kriteria kualitas dengan bobot kedua sebesar 19,1% , dan kriteria biaya memiliki bobot sebesar 18,8% serta kriteria teknis dengan nilai bobot terkecil yaitu 12,7%. Dan diketahui bahwa kriteria utama Waktu Perawatan memiliki nilai bobot terbesar, bobot dari alternatif juga diperhitungan didapati bobot pada alterinatif bahwa sekoci memiliki bobot pengaruh terbesar yaitu 36,3%, inflatable life raft memiliki bobot 20%, life jacket memiliki nilai 16,4%, lifebouy memiliki nilai 11,5%, gas detector memiliki nilai 8,6% dan line throwing memiliki nilai 7,1%. Maka alternatif yang paling di prioritaskan adalah sekoci dengan bobot nilai yang paling tinggi.

Kata Kunci : alat keselamatan nautika, perawatan alat keselamatan, optimalisasi perawatan, *Focuss Grup Discussion* (FGD), *Analytical Hierarchy Process* (AHP)

ABSTRACT

PT PELNI (Persero) is a ship transportation service company that provides the best service for customers. The researcher selected the determinants of the discrepancy in the condition of the safety equipment on board PT PELNI (Persero) using the Focus Group Discussion (FGD) and Analytical Hierarchy Process (AHP) methods. There are 4 (four) main criteria, namely: maintenance time, quality, cost and technique. It was found that the optimization of the maintenance time for marine safety equipment on board PT PELNI (Persero) has not been fulfilled due to the fact that a comprehensive maintenance system has not been implemented so that it has the potential to result in the ship not being seaworthy. The results of data processing in the study show that the treatment time criterion is the main priority with a weight of 49.4%, for the quality criterion with a second weight of 19.1%, and the cost criterion has a weight of 18.8% and the technical criterion with the smallest weight value is 12.7%. And it is known that the main criterion of Treatment Time has the largest weight value, the weight of the alternative is also calculated, it is found that the weight on the alternative is that the lifeboat has the largest influence weight, which is 36.3%, the inflatable life raft has a weight of 20%, the life jacket has a value of 16.4%, lifebouy has a value of 11.5%, gas detector has a value of 8.6% and line throwing has a value of 7.1%. Then the most prioritized alternative is the lifeboat with the highest value weight.

Keyword : nautical safety tools, safety tools maintenance, optimization maintenance, Focus Group Discussion (FGD), Analytical Hierarchy Process (AHP)