



Risk Assessment Solutions

“Prevent, Don’t Cure”

Circular 04/03/14

Subject: Equipment for Helicopter Operation - Important Safety /PSC Issue!

Case: It has been noticed during our visits onboard that vessels provided with a “helicopter landing area” or takes part in “helicopter operation” when calling Australian Ports, are not in line with the requirements and in turn are not equipped fully with the necessary equipment for such operation.

Analysis

In connection to the above, and in order to assist our clients to prevent unpleasant cases, we would like to remind that **AMSA Inspectors** expect to find onboard in accordance with the **Code of Safe Practice for Ship Helicopter transfers**, the following:

1. One 20 liter container foam compound with educator and dip-stick, unless the area is covered by a fixed foam fire control installation;
2. The system shall be capable of delivering 1.5 m³ of foam per minute;
3. 6 x 20 liter spare containers of foam compound;
4. 1 fireman’s outfit complying with 20.1 of Marine Orders Part 15; and
5. 1 x 9 kg dry powder extinguisher;
6. Emergency equipment to be in readiness at the stand-by zone includes axe, crowbar, hacksaw, bolt-cutters and a small ladder. (For use if the helicopter falls on its side);
7. Proven training of ship’s crew in the event of Crashing on deck, Ditching and Emergency shut-down; and
8. *ISM procedure* covering Helicopter Operation Procedures for ensuring the emergency equipment is ready for immediate use, the training of ship’s crew has been undertaken and Hold Closing arrangements for Gaseous Cargoes like coal are secured before a helicopter operation occurs.



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Our company is offering a wide range of 'deficiencies', case studies, clarification on the PSC deficiencies through our PSC seminar which is delivered on regular intervals in our office or in-house at client's request.

To assist further, we offer our clients the service of assessing onboard or through "Distance Assessment" if a vessel is in conformance with the MLC 2006 or PSC requirements or conducting inspections equivalent to PSC/Flag/Rightship inspections to detect and prevent unpleasant occurrences!

We remain at your disposal for more details,

Prevention at Sea