


<b>REQUIRED NOTICE:</b>	
This Checklist must be lodged <b>seven</b> days prior to arrival and emailed to <a href="mailto:pilots@southernports.com.au">pilots@southernports.com.au</a> together with the Berth Application.	
<b>Section 1: Vessel Details</b>	
Ship Name:	
Ship Agent:	
<b>Section 2: Checklist to be completed by ship master</b>	
Do you understand that all helicopter communications will be on VHF channel 12?	<b>Yes No</b>
Will your ship comply with AMSA guidelines (Ship-Helicopter Transfers Code of Safe Practice) or IMO/ICS Helicopter Procedures?	<b>Yes No</b>
<b>Important:</b> Have your crew been instructed not to climb on to the helicopter landing hatch unless cleared by the helicopter pilot?	<b>Yes No</b>
What number hatch should the helicopter land on? (Numbered from bow to stern)	<b>Yes No</b>
Is the Helicopter landing hatch marked?	<b>Yes No</b>
Is the hatch free of obstructions higher than 30cm and any lugs or obstructions (including those less than 30cm) painted for maximum visibility?	<b>Yes No</b>
Does the nominated landing hatch have sufficient structural strength to withstand the maximum static and dynamic load exerted by the helicopter? (Bell Jet Ranger max takeoff weight 1454 kg)	<b>Yes No</b>
Do you understand that any helicopter transfer during the hours of darkness will require the vessel to turn on all upper deck lighting?	<b>Yes No</b>
Is your ship fitted with deck cranes, timber stanchions or other obstructions?	<b>Yes No</b>
Will you ensure that an access ladder is located to the windward side of the nominated landing hatch?	<b>Yes No</b>
Does your ship have a minimum clear area of 25m diameter across the deck for landing of the helicopter?	<b>Yes No</b>
 <p><b>25 metres minimum</b></p>	
Will the helicopter approach path and manoeuvring zone be clear of all wires, derricks, cranes, aerials or other obstructions or loose objects when landing clearance is given?	<b>Yes No</b>
Please note that the following will also be required:	
<ul style="list-style-type: none"> <li>• A fire crew to be standing by with hoses and equipment</li> <li>• A pennant or wind sock should be clearly visible by the helicopter pilot and is to be illuminated by night</li> <li>• A rescue boat ready for immediate lowering</li> <li>• A safe means of access for the Marine Pilot from the helicopter landing hatch to the deck.</li> </ul>	
Ships master to sign:	
Date:	