





## Guidelines – Master

The Master should complete this form and return it to Melbourne VTS before the vessel arrives at a non-tanker berth.

This declaration relates to all sections of the requirements and, in particular, the status of the inert gas system and condition of cargo tanks on board.

## Guidelines – Independent chemist

Verification is performed by an independent chemist, preferably before the vessel’s arrival at the berth, or immediately after the vessel’s arrival.

Health and Safety and notify any non-compliance with the requirements.

Verification is related to the following requirements:

- **Section 5** requires the atmosphere of the tanks to be tested to verify they are gas free. The term ‘gas free’ is defined in the standard, AS 3846-2005, as:  
 “A tank or space that has been thoroughly cleaned and ventilated in accordance with the requirements of AS/NZS 2865 or an international specification, and has been tested and certified by a competent person”.
- **Section 7** requires testing or verification of the atmosphere of the tanks to determine the oxygen content.
- **Section 9** requires testing as per Section 7, and documentation checks of current and previous cargoes to verify the cargoes’ flashpoint. Suitable verification may include either a test certificate or additional sampling and testing.
- **Section 11b** requires verification of the amount of liquid hydrocarbon in the slop tank – describing the volume of liquid hydrocarbon as a percentage of the tank’s capacity. A reading of the liquid hydrocarbon volume may be taken from the vessel’s automatic gauging system, by manual gauging and calculation, or from sightings in a Log Book or Oil Record Book.
- **Section 11c** requires testing as per Section 7.

## Guidelines

The tank condition/gas free certificates must be available on board for inspection. Advise Health and Safety immediately of any change in status.

If the declaration and/or verification indicate that a vessel does not meet the minimum requirements, may remove the vessel from the berth.

The following berths at are tanker berths:

- Holden Dock – a common user berth
- No.1 Maribyrrnong – a common user berth
- Gellibrand Pier – a dedicated berth, managed by Exxon Mobil.

All other berths are considered non-tanker berths.

## Risk assessment

If a vessel plans to present for berthing in a condition that does not meet requirements, may request a risk assessment for consideration with the berth hire application.

Risk control measures that may be appropriate, include supplying the non-tanker berth with portable firefighting equipment, fire service officers, and imposing a restricted area around the vessel.

<p>Health and Safety</p>	<p>P: +613 9683 1594 (duty officer)                  F: +613 9683 1570                  E: <a href="mailto:safety@portofmelbourne.com">safety@portofmelbourne.com</a></p>
<p>Melbourne VTS</p>	<p>F: +613 9644 9710                  E: <a href="mailto:MelbourneVTS@vicports.vic.gov.au">MelbourneVTS@vicports.vic.gov.au</a></p>

**IN AN EMERGENCY RING 000 AND THEN MELBOURNE VTS ON 9644 9777**