



**United States of America  
Department of Homeland Security  
United States Coast Guard**

|                     |             |
|---------------------|-------------|
| Certification Date: | 05 Apr 2023 |
| Expiration Date:    | 05 Apr 2028 |

# Certificate of Inspection

For ships on international voyages this certificate fulfills the requirements of SOLAS 74 as amended, regulation V/14, for a SAFE MANNING DOCUMENT.

|             |                 |            |           |            |
|-------------|-----------------|------------|-----------|------------|
| Vessel Name | Official Number | IMO Number | Call Sign | Service    |
| CBC 1300    | 1201546         |            |           | Tank Barge |

|                 |               |            |            |
|-----------------|---------------|------------|------------|
| Hailing Port    | Hull Material | Horsepower | Propulsion |
| NEW ORLEANS, LA | Steel         |            |            |
| UNITED STATES   |               |            |            |

|               |               |                |            |          |     |         |
|---------------|---------------|----------------|------------|----------|-----|---------|
| Place Built   | Delivery Date | Keel Laid Date | Gross Tons | Net Tons | DWT | Length  |
| GALVESTON, TX | 14Apr2008     | 15Jan2008      | R-735      | R-735    |     | R-200.0 |
| UNITED STATES |               |                | -          | -        |     | -0      |

|   |   |
|---|---|
| Owner   | Operator  |
| CANAL BARGE COMPANY INC<br>1801 ENGINEERS ROAD<br>BELLE CHASSE, LA 70037<br>UNITED STATES | CANAL BARGE COMPANY INC<br>1801 ENGINEERS ROAD<br>BELLE CHASSE, LA 70037<br>UNITED STATES |

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatmen, 0 Certified Tankermen, 0 HSC Type Rating, and 0 GMDSS Operators.

|                            |                      |                              |          |
|----------------------------|----------------------|------------------------------|----------|
| 0 Masters                  | 0 Licensed Mates     | 0 Chief Engineers            | 0 Oilers |
| 0 Chief Mates              | 0 First Class Pilots | 0 First Assistant Engineers  |          |
| 0 Second Mates             | 0 Radio Officers     | 0 Second Assistant Engineers |          |
| 0 Third Mates              | 0 Able Seamen        | 0 Third Assistant Engineers  |          |
| 0 Master First Class Pilot | 0 Ordinary Seamen    | 0 Licensed Engineers         |          |
| 0 Mate First Class Pilots  | 0 Deckhands          | 0 Qualified Member Engineer  |          |

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Others. Total Persons allowed: 0

**Route Permitted And Conditions Of Operation:**  
**---Lakes, Bays, and Sounds---**

Also, in fair weather only, coastwise, not more than twelve (12) miles from shore between St. Marks and Carrabelle, Florida.

This vessel has been granted a fresh water service examination interval in accordance with 46 CFR 31.10-21(a) (2). If this vessel is operated in salt water more than six (6) months in any twelve (12) month period, the vessel must be inspected using salt water intervals as per 46 CFR 31.10-21(a) (1) and the cognizant OCMI must be notified in writing as soon as this change in status occurs.

**\*\*\*SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION\*\*\***

With this Inspection for Certification having been completed at Baton Rouge, LA, UNITED STATES, the Officer in Charge, Marine Inspection, New Orleans, LA certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

|                               |      |       |           |   |
|-------------------------------|------|-------|-----------|---|
| Annual/Periodic/Re-Inspection |      |       |           | This certificate issued by: <i>M. J. Novak</i><br><b>M. J. NOVAK LCDR, USCG, by direction</b><br>Officer in Charge, Marine Inspection<br>New Orleans, LA<br>Inspection Zone |
| Date                          | Zone | A/P/R | Signature |   |
|                               |      |       |           |   |
|                               |      |       |           |   |
|                               |      |       |           |   |



# Certificate of Inspection

Vessel Name: CBC 1300

This tank barge is participating in the Eighth and Ninth Coast Guard District's Tank Barge Streamlined Inspection Program (TBSIP). Inspection activities aboard this barge shall be conducted in accordance with its Tank Barge Action Plan (TAP). Inspection issues concerning this barge should be directed to Sector New Orleans OCMI.

### ---Hull Exams---

| Exam Type          | Next Exam | Last Exam | Prior Exam |
|--------------------|-----------|-----------|------------|
| DryDock            | 30Apr2028 | 05Apr2018 | 21Apr2008  |
| Internal Structure | 30Apr2028 | 05Apr2023 | 05Apr2018  |

### --- Liquid/Gas/Solid Cargo Authority/Conditions ---

Authorization: Grade "A" and lower and Specified Hazardous Cargoes

| Total Capacity | Units   | Highest Grade Type | Part151 Regulated | Part153 Regulated | Part154 Regulated |
|----------------|---------|--------------------|-------------------|-------------------|-------------------|
| 8898           | Barrels | A                  | Yes               | No                | No                |

### \*Hazardous Bulk Solids Authority\*

Not Authorized

### \*Loading Constraints - Structural\*

| Tank Number | Max Cargo Weight per Tank (short tons) | Maximum Density (lbs/gal) |
|-------------|--|---------------------------|
| #1          | 632                                    | 14.16                     |
| #2          | 711                                    | 14.16                     |
| #3          | 632                                    | 14.16                     |

### \*Loading Constraints - Stability\*

| Hull Type | Maximum Load (short tons) | Maximum Draft (ft/in) | Max Density (lbs/gal) | Route Description |
|-----------|---------------------------|-----------------------|-----------------------|-------------------|
| III       | 1552                      | 9ft 6in               | 14.16                 | R                 |
| III       | 1411                      | 8ft 10in              | 14.16                 | LBS, R            |
| III       | 1788                      | 10ft 7in              | 11.66                 | R                 |
| III       | 1608                      | 9ft 9in               | 11.66                 | LBS, R            |
| III       | 1552                      | 9ft 6in               | 10.67                 | LBS, R            |
| III       | 1881                      | 11ft 0in              | 8.33                  | R                 |
| III       | 1581                      | 9ft 4in               | 8.33                  | LBS, R            |

### \*Conditions Of Carriage\*

Only Grade "A" and lower cargoes and specified hazardous cargoes named in the vessel's Cargo Authority Attachment (CAA), serial #C1-1002769, dated 29-OCT-10, may be carried. The specified hazardous cargoes may be carried only in the tanks indicated.

"Per 46 CFR 150.130, the Person In Charge of the barge (vessel) is responsible for ensuring that the compatibility requirements of 46 CFR 150 are met. Cargoes must be checked for compatibility using the figures, tables, and appendices of 46 CFR 150 in conjunction with the reactive group numbers from the "REACT GRP" column listed in the vessel's Cargo Authority Attachment."

The maximum design density of cargo which may be filled to the tank top is 8.74 lbs/gal. Cargoes with higher densities, up to 11.15 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed below.



# Certificate of Inspection

Vessel Name: CBC 1300

Note: Per 46 CFR 151.10-15(c)(2) the max. tank weights listed below reflect uniform (within 5%) loading at the deepest draft allowed. When carrying Subchapter O cargoes at shallower drafts, the barge(s) should always be loaded uniformly

**--- Inspection Status ---**

**\*Cargo Tanks\***

| Tank Id | Internal Exam |           |           | External Exam |      |      |
|---------|---------------|-----------|-----------|---------------|------|------|
|         | Previous      | Last      | Next      | Previous      | Last | Next |
| #1      | 21Apr2008     | 05Apr2018 | 30Apr2028 | -             | -    | -    |
| #2      | 21Apr2008     | 05Apr2018 | 30Apr2028 | -             | -    | -    |
| #3      | 21Apr2008     | 05Apr2018 | 30Apr2028 | -             | -    | -    |

  

| Tank Id | Safety Valves | Hydro Test |      |      |
|---------|---------------|------------|------|------|
|         |               | Previous   | Last | Next |
| #1      | -             | -          | -    | -    |
| #2      | -             | -          | -    | -    |
| #3      | -             | -          | -    | -    |

**---Conditional Portable Fire Extinguisher Requirements---**

Required Only During Transfer of Cargo or Operation of Barge Machinery

**--- Fire Fighting Equipment ---**

Number of Fireman Outfits - 0

**\*Fire Extinguishers - Hand portable and semi-portable\***

| Quantity | Class Type |
|----------|------------|
| 2        | 40-B       |

\*\*\*END\*\*\*



# Certificate of Inspection

## Cargo Authority Attachment

Vessel Name: **CBC 1300**

Official #: 1201546

Shipyard: **SOUTHWEST SHIPYARD**

Hull #: 9556

### 46 CFR 151 Tank Group Characteristics

| Tank Group Information |                | Cargo Identification |        |       | Hull Type | Cargo Seg Tank | Tanks            |      |        | Cargo Transfer |      | Environmental Control |                | Fire Protection Provided | Special Requirements   |  |          |           |
|------------------------|----------------|----------------------|--------|-------|-----------|----------------|------------------|------|--------|----------------|------|-----------------------|----------------|--------------------------|--|--|----------|-----------|
| Tnk Grp                | Tanks in Group | Density              | Press. | Temp. |           |                | Type             | Vent | Gauge  | Pipe Class     | Cont | Tanks                 | Handling Space |                          | General  | Materials of Construction  | Elec Haz | Temp Cont |
| A                      | #1C, #2C, #3C  | 14.16                | Atmos. | Amb.  | III       | 1 II<br>2 II   | Integral Gravity | Open | Restr. | II             | G-1  | NR                    | NA             | Portable                 | 40-1(f)(1), .50-60, .50-70(a), .50-70(b), .50-73, .50-81(a), 50-81(b), | 55-1(b), (c), (e), (f), (h), (j), 56-1(a), (b), (c), (d), (e), (f), (g), | NR       | No        |

- Notes: 1. Under Environmental Control, Tanks, NR means that the tank group is suitable only for those cargoes which require no environmental control in the cargo tanks.  
 2. Under Environmental Control, Handling Space, NR means that the tank group is suitable only for those cargoes which require no environmental control in the cargo handling space. NA means that the vessel does not have a cargo control space, and this requirement is not applied.  
 3. Under Electrical Hazard Class, NA means that the tank group is suitable only for those cargoes which have no electrical hazard class requirement. NR means that the vessel has no electrical equipment located in a hazardous location.

### List of Authorized Cargoes

| Cargo Identification |           |                 |             |       |           |            | Conditions of Carriage |              |   |              |  |
|----------------------|-----------|-----------------|-------------|-------|-----------|------------|------------------------|--------------|---|--------------|--|
| Name                 | Chem Code | Compat Group No | Sub Chapter | Grade | Hull Type | Tank Group | Vapor Recovery         |              | Special Requirements in 46 CFR 151 General and Mat'l's of | Insp. Period |  |
|                      |           |                 |             |       |           |            | App'd (Y or N)         | VCS Category |   |              |  |

#### Authorized Subchapter O Cargoes

|  |     |                 |   |    |     |   |    |     |                                  |   |
|--|-----|-----------------|---|----|-----|---|----|-----|----------------------------------|---|
| Alkyl(C7-C9) nitrates  | AKN | 34 <sup>2</sup> | O | NA | III | A | No | N/A | 50-81, 50-86                     | G |
| Aminoethylethanolamine   | AEE | 8               | O | E  | III | A | No | N/A | 55-1(b)                          | G |
| Ammonium bisulfite solution (70% or less)  | ABX | 43 <sup>2</sup> | O | NA | III | A | No | N/A | .50-73, 56-1(a), (b), (c)        | G |
| Caustic potash solution  | CPS | 5 <sup>2</sup>  | O | NA | III | A | No | N/A | 50-73, 55-1(j)                   | G |
| Caustic soda solution  | CSS | 5 <sup>2</sup>  | O | NA | III | A | No | N/A | 50-73, 55-1(j)                   | G |
| Chloroform   | CRF | 36              | O | NA | III | A | No | N/A | No                               | G |
| Creosote   | CCW | 21 <sup>2</sup> | O | E  | III | A | No | N/A | No                               | G |
| Cresols (all isomers)  | CRS | 21              | O | E  | III | A | No | N/A | No                               | G |
| Cresylic acid tar  | CRX |                 | O | E  | III | A | No | N/A | 55-1(f)                          | G |
| Cyclopentadiene, Styrene, Benzene mixture  | CSB | 30              | O | D  | III | A | No | N/A | 50-60, 56-1(b)                   | G |
| Iso-Decyl acrylate   | IAI | 14              | O | E  | III | A | No | N/A | 50-70(a), 50-81(a), (b), 55-1(c) | G |
| 2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution                                     | DDE | 43              | O | E  | III | A | No | N/A | .56-1(a), (b), (c), (g)          | G |
| 2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution                                | DTI | 43 <sup>2</sup> | O | E  | III | A | No | N/A | 56-1(a), (b), (c), (g)           | G |
| Diethanolamine   | DEA | 8               | O | E  | III | A | No | N/A | 55-1(c)                          | G |
| Diethylenetriamine   | DET | 7 <sup>2</sup>  | O | E  | III | A | No | N/A | .55-1(c)                         | G |
| Diisopropanolamine   | DIP | 8               | O | E  | III | A | No | N/A | 55-1(c)                          | G |
| Dodecyltrimethylamine, Tetradecyltrimethylamine mixture  | DOT | 7               | O | E  | III | A | No | N/A | .56-1(b)                         | G |
| Ethanolamine   | MEA | 8               | O | E  | III | A | No | N/A | 55-1(c)                          | G |
| Ethylene cyanohydrin   | ETC | 20              | O | E  | III | A | No | N/A | No                               | G |
| Ethylene glycol hexyl ether  | EGH | 40              | O | E  | III | A | No | N/A | No                               | G |
| Ethylene glycol propyl ether   | EGP | 40              | O | E  | III | A | No | N/A | No                               | G |
| 2-Ethylhexyl acrylate  | EAI | 14              | O | E  | III | A | No | N/A | 50-70(a), .50-81(a), (b)         | G |
| Glutaraldehyde solution (50% or less)  | GTA | 19              | O | NA | III | A | No | N/A | No                               | G |
| Kraft pulping liquors (free alkali content 3% or more)(including: Black, Green, or White liquor) | KPL | 5               | O | NA | III | A | No | N/A | 50-73, 56-1(a), (c), (g)         | G |
| Methyl diethanolamine  | MDE | 8               | O | E  | III | A | No | N/A | 56-1(b), (c)                     | G |
| 2-Methyl-5-ethylpyridine   | MEP | 9               | O | E  | III | A | No | N/A | 55-1(e)                          | G |
| Morpholine   | MPL | 7 <sup>2</sup>  | O | D  | III | A | No | N/A | .55-1(c)                         | G |
| Polyethylene polyamines  | PEB | 7 <sup>2</sup>  | O | E  | III | A | No | N/A | .55-1(e)                         | G |
| iso-Propanolamine  | MPA | 8               | O | E  | III | A | No | N/A | 55-1(c)                          | G |
| Propanolamine (iso-, n-)   | PAX | 8               | O | E  | III | A | No | N/A | 56-1(b), (c)                     | G |
| Sodium acetate, Glycol, Water mixture (3% or more Sodium Hydroxide)                              | SAP |                 | O |    | III | A | No | N/A | 50-73, .55-1(j)                  | G |
| Sodium aluminate solution (45% or less)  | SAU | 5               | O | NA | III | A | No | N/A | 50-73, 56-1(a), (b), (c)         | G |

\*\*\* This document is only valid when attached to, and referenced by a current, valid Certificate of Inspection. \*\*\*



# Certificate of Inspection

## Cargo Authority Attachment

Vessel Name: **CBC 1300**

Shipyard: **SOUTHWEST SHIPYARD**

Official #: 1201546

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Hull #: 9556

| Cargo Identification                                       |           |                 |             |       |           | Conditions of Carriage |                |              |  |              |
|--|-----------|-----------------|-------------|-------|-----------|------------------------|----------------|--------------|--|--------------|
| Name   | Chem Code | Compat Group No | Sub Chapter | Grade | Hull Tvoe | Tank Group             | Vapor Recovery |              | Special Requirements in 46 CFR 151 General and Mat'ls of 50-73 | Insp. Period |
|  |           |                 |             |       |           |                        | App'd (Y or N) | VCS Category |  |              |
| Sodium chlorate solution (50% or less)                     | SDD       | 0 1,2           | O           | NA    | III       | A                      | No             | N/A          |  | G            |
| Sodium sulfide, hydrosulfide solution (H2S 15 ppm or less) | SSH       | 0 1,2           | O           | NA    | III       | A                      | No             | N/A          | 50-73, 55-1(b)   | G            |
| Styrene monomer  | STY       | 30              | O           | D     | III       | A                      | No             | N/A          | 50-70(a), 50-81(a), (b)  | G            |
| Tetraethylenepentamine                                     | TTP       | 7               | O           | E     | III       | A                      | No             | N/A          | 55-1(c)  | G            |
| Triethanolamine  | TEA       | 8 2             | O           | E     | III       | A                      | No             | N/A          | 55-1(b)  | G            |
| Triethylenetetramine                                       | TET       | 7 2             | O           | E     | III       | A                      | No             | N/A          | 55-1(b)  | G            |
| Triphenylborane (10% or less), caustic soda solution       | TPB       | 5               | O           | NA    | III       | A                      | No             | N/A          | 56-1(a), (b), (c)  | G            |
| Trisodium phosphate solution                               | TSP       | 5               | O           | NA    | III       | A                      | No             | N/A          | 50-73, 56-1(a), (c)  | G            |
| Vanillin black liquor (free alkali content, 3% or more).   | VBL       | 5               | O           | NA    | III       | A                      | No             | N/A          | 50-73, 56-1(a), (c), (g)                                       | G            |
| Vinyl neodecanate  | VND       | 13              | O           | E     | III       | A                      | No             | N/A          | 50-70(a), 50-81(a), (b)  | G            |



# Certificate of Inspection

## Cargo Authority Attachment

Vessel Name: **CBC 1300**

Official #: 1201546

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Shipyard: SOUTHWEST

Hull #: 9556

### Explanation of terms & symbols used in the Table:

#### Cargo Identification

|  |   |
|--|---|
| Name   | The proper shipping name as listed in 46 CFR Table 30.25-1, 46 CFR Table 151.05, and 46 CFR Part 153 Table 2.   |
| Chem Code<br>none                                    | The three letter designation assigned to the cargo in the Chemical Hazards Response Information System (CHRIS) Manual.<br>Certain mixtures of cargoes may not have a CHRIS Code assigned.   |
| Compatibility Group No.                              | The cargo reactive group number assigned for compatibility determinations in 46 CFR Part 150 Tables I and II. In accordance with 46 CFR 150.130, the Person-in-Charge of the barge is responsible for ensuring that the compatibility requirements of 46 CFR Part 150 are met. Cargoes must be checked for compatibility using the figures, tables, and appendices of 46 CFR 150 in conjunction with the assigned reactive group number.<br>Because of the very high reactivity or unusual conditions of carriage or potential compatibility problems, this product is not assigned to a specific group in the Compatibility Chart. For additional compatibility information, contact Commandant (CG-3PSO-3), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593-0001. Telephone (202) 372-1425.<br>See Appendix I to 46 CFR Part 150 - exceptions to the compatibility chart |
| Note 1   |   |
| Note 2   |   |
| Subchapter<br>Subchapter D<br>Subchapter O<br>Note 3 | The subchapter in Title 46 Code of Federal Regulations under which the cargo has been classified.<br>Those flammable and combustible liquids listed in 46 CFR Table 30.25-1.<br>Those hazardous cargoes listed in 46 CFR Table 151.05 and 46 CFR Part 153 Table 2.<br>Those cargoes listed in 46 CFR Part 153 Table 2 are non-regulated cargoes when carried in bulk on non-oceangoing barges.  |
| Grade  | The cargo classification assigned to each flammable or combustible liquid. Grades inside of "( )" indicate a provisional assignment based upon literature sources which were not verified by manufacturers data. The Person-in-Charge shall verify the cargo grade based on Manufacturers data and ensure that the barge is authorized for carriage of that grade of cargo.<br>Flammable liquid cargoes, as defined in 46 CFR 30-10.22.<br>Combustible liquid cargoes, as defined in 46 CFR 30-10.15.<br>The flammability/combustibility grade of these cargoes may vary depending upon the flashpoint and Reid vapor pressure. The Person-in-Charge shall verify the cargo grade based on Manufacturers data and ensure that the barge is authorized for carriage of that grade of cargo.  |
| A, B, C<br>D, E<br>Note 4                            |   |
| NA<br>#  | Those subchapter O cargoes which are not classified as a flammable or combustible liquid.<br>No flammability/combustibility grade has been assigned yet, as the necessary flash point/vapor pressure data for such assignments are presently not available.   |
| Hull Type<br>I<br>II<br>III<br>NA                    | The required barge hull classification for carriage of the specified Subchapter O hazardous material cargo, see 46 CFR 151.10-1.<br>Designed to carry products which require the maximum preventive measures to preclude the uncontrolled release of the cargo. See 46 CFR 151.10-1(b)(1).<br>Designed to carry products which require significant preventive measures to preclude the uncontrolled release of cargo. See 46 CFR 151.10-1(b)(3).<br>Designed to carry products of sufficient hazard to require a moderate degree of control. See 46 CFR 151.10-1(b)(4).<br>Not applicable to barges certificated under Subchapter D.  |

#### Conditions of Carriage

|                                     |  |
|-------------------------------------|--|
| Tank Group                          | The vessel's tank group (as defined in Section 4) which is authorized for carriage of the named cargo.   |
| Vapor Recovery<br>Approved (Y or N) | Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo.<br>No: The vessel's VCS has been reviewed and is not approved by the MSC to control vapors of the specified cargo. |

#### Conditions of Carriage

|                                     |   |
|-------------------------------------|---|
| Tank Group                          | The vessel's tank group (as defined under the "46 CFR Tank Group Characteristics" listed on page 1) which is authorized for carriage of the named cargo.  |
| Vapor Recovery<br>Approved (Y or N) | Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo.<br>No: The vessel's VCS has been reviewed and is not approved by the MSC to control vapors of the specified cargo.  |
| VCS Category:                       | The specified cargo's provisional classification for vapor control systems.   |
| Category 1                          | (No additional VCS requirements above those for benzene, gasolines and crude oil) All requirements applying to the handling of oil and hazardous materials in Titles 33 and 46 Code of Federal Regulations (CFR) apply to these cargoes. Those specifically dealing with vapor control systems are in 33 CFR 155.750, 33 CFR 156.120, 33 CFR 156.170, 46 CFR 35.35 and 46 CFR 39. The cargo tank venting system calculations (46 CFR 39.20-1) and the pressure drop calculations (46 CFR 39.30-1(b)) must use appropriate friction factors, vapor densities and vapor growth rates.   |
| Category 2                          | (Polymerizes) Polymerization and residue build-up of these cargoes can adversely affect the vessel by fouling safety components and restricting vapor flow which could lead to cargo tank overpressurization. The vessel's owner must develop a method of ensuring all VCS safety components are functional and polymer build-up is not causing an unsafe condition due to increased pressure in the vapor control piping and cargo tanks. The method shall be acceptable to the local Officer in Charge, Marine Inspection. This is in addition to the requirements of Category 1. Please note that a material not normally considered a monomer can be a problem in detonation. |
| Category 3                          | (Highly toxic) VCSs for these toxic cargoes cannot use a spill valve or rupture disk as the primary means to meet the overfill protection requirement of 46 CFR 39.20-9. This requirement is in addition to the requirements of Category 1.   |
| Category 4                          | (Polymerizes and highly toxic) Must comply with requirements of Categories 1, 2 and 3.  |
| Category 5                          | (High vapor pressure) VCS pressure drop calculations for cargoes with a vapor pressure greater than 14.7 psia at 115 F must take into account increased vapor-air mixture densities and vapor growth rates as compared to Category 1 cargoes. Consult the Marine Safety Center's VCS Guidelines for further information. This requirement is in addition to the requirements of Category 1.   |
| Category 6                          | (High vapor pressure and highly toxic) Must comply with requirements of Categories 1, 3 and 5.  |
| Category 7                          | (High vapor pressure and polymerizes) Must comply with requirements of Categories 1, 2 and 5.   |
| none                                | The cargo has not been evaluated/classified for use in vapor control systems.   |