



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

Certification Date 12 Mar 2020
Expiration Date: 12 Mar 2025

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 CBC 342	Official Number 1222667	IMO Number	Call Sign	Service Tank Barge		
Hailing Port NEW ORLEANS, LA UNITED STATES	Hull Material Steel	Horsepower	Propulsion			
Place Built ASHLAND CITY, TN UNITED STATES	Delivery Date 31Dec2009	Keel Laid Date 07Oct2009	Gross Tons R 1619	Net Tons R-1619	DWT 1-0	Length R-297.5
Owner CANAL BARGE COMPANY INC 1801 ENGINEERS ROAD BELLE CHASSE, LA 70037 UNITED STATES	Operator CANAL BARGE COMPANY 1801 Engineers Road Belle Chasse, LA 70037 UNITED STATES					

This vessel must be manned with the following licensed and unlicensed Personnel. Included in which there must be 0 Certified Lifeboatman, 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 plus Limited Coastwise---

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 6 months in any 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.

This tank barge is participating in the Eighth and Ninth Coast Guard District's Tank Barge Streamlined

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at Houston, TX, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Houston-Galveston 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:	
Date	Zone	A/P/R	Signature	Nicole D. Rodriguez, CDR, USCG, By Direction	
12-1-2020	Coastal Barge	A	Kendall White	Officer in Charge, Marine Inspection	
1-10-2022	Coastal Barge	P	Kendall White	Sector Houston-Galveston	
9-Jul-2023	1854 CHL-454	A	M. M. M.	Inspection Zone	



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CBC 342	1222667			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
ASHLAND CITY, TN	31Dec2009	07Oct2009	R-1619	R-1619		R-297.5
UNITED STATES						
Owner	Operator					
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Annual/Periodic/Re-Inspection				This certificate issued by:		
Date	Zone	A/P/R	Signature	Nicole D. Rodriguez CDR, USCG, By Direction		
12-10-2020	Canal Barge	A	Kendall White	Officer in Charge, Marine Inspection		
1-10-2022	Canal Barge	P	Kendall White	Sector Houston-Galveston		
				Inspection Zone		



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Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
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UNITED STATES			I-	I-		I-0

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Annual/Periodic/Re-Inspection				This certificate issued by: Nicole D. Rodriguez, CDR, USCG, By Direction Officer in Charge, Marine Inspection Sector Houston-Galveston Inspection Zone
Date	Zone	A/P/R	Signature	
12-10-2020	Canal Barge	A	Rodriguez White	



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UNITED STATES			I-	I-		I-0
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				Sector Houston-Galveston		
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Certificate of Inspection

Vessel Name: CBC 342

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 OCMI, Sector New Orleans.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Mar2030	12Mar2020	31Dec2009
Internal Structure	31Mar2025	12Mar2020	13Jan2015

--- 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
26700	Barrels	A	Yes	Yes	No

Hazardous Bulk Solids Authority

Loading Constraints - Structural

Tank Number	Max Cargo Weight per Tank (short tons)	Maximum Density (lbs/gal)
1 P/S	829	8.74
2 P/S	812	8.74
3 P/S	773	8.74

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
III	4598	11ft 6in	8.74	R, LBS, LC 0-12
II	3602	9ft 6in	8.74	R, LBS, LC 0-12

Conditions Of Carriage

Only those cargoes named in the vessel's Cargo Authority Attachment (CAA), Serial #C1-0903400, dated December 9, 2009, may be carried, and then only in the tanks indicated.

When the vessel is carrying cargoes containing greater than 0.5% benzene by volume, the person in charge is responsible for ensuring the provisions of 46 CFR Part 197, Subpart C are applicable.

As per 46 CFR 150.130, the Person In Charge of the vessel 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, Part 150, in conjunction with the reactive group numbers from the "Compat Group No" column listed in the vessel's Cargo Authority.

Inspected and approved for the carriage of Grade E combustible liquids when transported in molten form at elevated temperatures.

Stability and trim

Cargo tanks must be loaded uniformly whenever a 46 CFR Subchapter "O" cargo is carried; for trim purposes, the weight of cargo in each tank may exceed the uniformly loaded tank cargo weight by at most 5 percent.

The maximum density of cargo which may be filled to the tank top is 8.74 lbs/gal. Cargoes with higher densities, up to 13.65 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed above.

--- Inspection Status ---



Certificate of Inspection

Vessel Name: CBC 342

Fuel Tanks

Tank ID	Internal Examinations		
	Previous	Last	Next
main deck centerline	-	31Dec2009	-

Cargo Tanks

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1 P/S	31Dec2009	12Mar2020	31Mar2030	-	-	-
2 P/S	31Dec2009	12Mar2020	31Mar2030	-	-	-
3 P/S	31Dec2009	12Mar2020	31Mar2030	-	-	-

Tank Id	Safety Valves	Hydro Test		
		Previous	Last	Next
1 P/S	-	-	-	-
2 P/S	-	-	-	-
3 P/S	-	-	-	-

---Conditional Portable Fire Extinguisher Requirements---

Required Only During Transfer of Cargo or Operation of Barge Machinery

--- Fire Fighting Equipment ---

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
3	40-B

END



Department of Homeland Security
United States Coast Guard

Serial #: C1-0903400

Dated: 09-Dec-09

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: CBC 342

Official #: 1222667

Shipyard: TRINITY ASHLAND CITY

Hull #: 4695

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		Elec Haz	Temp Cont
Tnk Grp	Tanks In Group	Density	Press.	Temp.			Type	Vent	Gauge	Pipe Class	Cont	Tanks	Handling Space		General	Materials of Construction		
A	#1P/S,#2P/S,#3P/S	8.74	Atmos.	Elev	II	1ii 2ii	Integral Gravity	PV	Open	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(h), 56-1(a), (d), (e), (f), (g),	NR	Yes

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

Adiponitrile	ADN	37	O	E	II	A	No	N/A	No		G
Alkyl(C7-C9) nitrates	AKN	34 ²	O	NA	III	A	No	N/A	50-81, 50-86		G
Butyraldehyde (all isomers)	BAE	19	O	C	III	A	No	N/A	55-1(h)		G
Camphor oil (light)	CPO	18	O	D	II	A	No	N/A	No		G
Cresols (all isomers)	GRS	21	O	E	III	A	No	N/A	No		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
Isoprene	IPR	30	O	A	III	A	No	N/A	50-70(a), 50-81(a), (b)		G
Styrene monomer	STY	30	O	D	III	A	No	N/A	50-70(a), 50-81(a), (b)		G
Vinyl acetate	VAM	13	O	C	III	A	No	N/A	50-70(a), 50-81(a), (b)		G
Vinyl neodecanate	VND	13	O	E	III	A	No	N/A	50-70(a), 50-81(a), (b)		G



Department of Homeland Security
United States Coast Guard

Serial #: C1-0903400

Dated: 09-Dec-09

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: CBC 342

Official #: 1222667

Page 2 of 2

Shipyard: TRINITY ASHL

Hull #: 4695

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	The three letter designation assigned to the cargo in the Chemical Hazards Response Information System (CHRIS) Manual. Certain mixtures of cargoes may not have a CHRIS Code assigned.
Compatability 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.
Note 1	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.
Note 2	See Appendix I to 46 CFR Part 150 - exceptions to the compatibility chart.
Subchapter	The subchapter in Title 46 Code of Federal Regulations under which the cargo has been classified.
Subchapter D	Those flammable and combustible liquids listed in 46 CFR Table 30.25-1.
Subchapter O	Those hazardous cargoes listed in 46 CFR Table 151.05 and 46 CFR Part 153 Table 2.
Note 3	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 "f" 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.
A, B, C	Flammable liquid cargoes, as defined in 46 CFR 30.10.22.
D, E	Combustible liquid cargoes, as defined in 46 CFR 30.10.15.
Note 4	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.
NA	Those subchapter O cargoes which are not classified as a flammable or combustible liquid.
#	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	The required barge hull classification for carriage of the specified Subchapter O hazardous material cargo, see 46 CFR 151.10-1.
I	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).
II	Designed to carry products which require significant preventive measures to preclude the uncontrolled release of cargo. See 46 CFR 151.10-1(b)(3).
III	Designed to carry products of sufficient hazard to require a moderate degree of control. See 46 CFR 151.10-1(b)(4).
NA	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	Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo.
Approved (Y or N)	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	Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo.
Approved (Y or N)	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 39.20-11) 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 arrester.
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.