



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

Certification Date: 12 Oct 2022  
Expiration Date: 12 Oct 2027

# 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 76	1201541			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		19Sep2007	R-735	R-735		R-200.0
UNITED STATES			-	-		-0

Owner	Operator
CANAL BARGE COMPANY INC 1801 ENGINEERS ROAD BELLE CHASSE, LA 70037 UNITED STATES	CANAL BARGE COMPANY INC 835 Union Street, Suite 300 NEW ORLEANS, LA 70112 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, not more than twelve (12) miles from shore between St. Marks and Carrabelle, Florida. (does not require a loadline certificate).

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 and the cognizant OCMI 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> M. J. NOVAK LCDR, USCG, by direction Officer in Charge, Marine Inspection New Orleans, LA Inspection Zone
Date	Zone	A/P/R	Signature	
17 Sept. 23	TB5TP	A	<i>[Signature]</i>	
25 Sept 24	+B5IP	P	<i>[Signature]</i>	
19 Dec 25	T.B.5TP	A	<i>[Signature]</i>	



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UNITED STATES			-	-		1-0

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Date	Zone	A/P/R	Signature	
7 Sept. 23	TB5TP	A	<i>E. J. D. [Signature]</i>	
25 Sept 24	TB5IP	P	<i>[Signature]</i>	



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Hailing Port <b>NEW ORLEANS, LA</b>	Hull Material <b>Steel</b>	Horsepower	Propulsion
<b>UNITED STATES</b>			

Place Built <b>GALVESTON, TX</b>	Delivery Date	Keel Laid Date <b>19Sep2007</b>	Gross Tons <b>R-735</b>	Net Tons <b>R-735</b>	DWT	Length <b>R-200.0</b>
<b>UNITED STATES</b>						

Owner <b>CANAL BARGE COMPANY INC 1801 ENGINEERS ROAD BELLE CHASSE, LA 70037 UNITED STATES</b>	Operator <b>CANAL BARGE COMPANY INC 835 Union Street, Suite 300 NEW ORLEANS, LA 70112 UNITED STATES</b>
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Annual/Periodic/Re-Inspection			
Date	Zone	A/P/R	Signature
<b>7 Sept. 23</b>	<b>TB5TP</b>	<b>A</b>	<i>Exc. Dutcher</i>

This certificate issued by: *M. J. Novak*  
**M. J. NOVAK LCDR, USCG, by direction**  
Officer in Charge, Marine Inspection  
**New Orleans, LA**  
Inspection Zone



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UNITED STATES			I-	I-		I-0

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Date	Zone	A/P/R	Signature	



# Certificate of Inspection

Vessel Name: CBC 76

### ---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Dec2027	04Dec2017	10Dec2007
Internal Structure	31Oct2027	12Oct2022	04Dec2017

### --- 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	Rivers
III	1411	8ft 10in	14.16	Rivers,Lakes, Bays, and Sounds
III	1788	10ft 7in	11.66	Rivers
III	1608	9ft 9in	11.66	Rivers,Lakes, Bays, and Sounds
III	1552	9ft 6in	10.67	Rivers,Lakes, Bays, and Sounds
III	1881	11ft 0in	8.33	Rivers
III	1581	9ft 4in	8.33	Rivers,Lakes, Bays, and Sounds

#### \*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 October 2010, may be carried, and then only in the tanks indicated.

Per 46 CFR 150.130, the Person In Charge of the 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 "Compat Group No" column listed in the vessel's Cargo Authority Attachment.

#### \*Stability and Trim\*

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 14.16 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed below

Note: Per 46 CFR 151.10-15(c)(2) the max. tank weights listed above 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.



# Certificate of Inspection

Vessel Name: CBC 76

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

**\*Cargo Tanks\***

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1	10Dec2007	04Dec2017	31Dec2027	-	-	-
2	10Dec2007	04Dec2017	31Dec2027	-	-	-
3	10Dec2007	04Dec2017	31Dec2027	-	-	-
			Hydro Test			
Tank Id	Safety Valves		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 ---**

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

Quantity	Class Type
2	40-B

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



# Certificate of Inspection

## Cargo Authority Attachment

Vessel Name: **CBC 76**

Shipyard: **SOUTHWEST SHIPYARD**

Official #: 1201541

Hull #: 9551

### 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	#1C, #2C, #3C	14.16	Atmos.	Amb.	III	1ii 2ii	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
Dodecylidimethylamine, Tetradecylidimethylamine 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 76**

Shipyard: **SOUTHWEST SHIPYARD**

Official #: 1201541

Page 2 of 3

Hull #: 9551

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	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	50-73	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 76**

Shipyard: **SOUTHWEST**

Official #: **1201541**

Page 3 of 3

Hull #: **9551**

### 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 none	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.
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.
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 "[ ]" 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 Approved (Y or N)	Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo. 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 Approved (Y or N)	Yes: The vessel's VCS has been reviewed and approved by the MSC to control vapors of the specified cargo. 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.
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.