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

Certification Date: 17 May 2023
Expiration Date: 17 May 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 1302	1201547			Tank Barge

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

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
GALVESTON, TX UNITED STATES	31May2008	19Mar2008	R-735 I-	R-735 I-		R-200.0 I-0

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

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 per 46 CFR 31.10-21(a)(1) and the cognizant OCMI 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 inspection Program (TBSIP). Inspection activities aboard this barge shall be conducted in accordance with its Tank Barge Action Plan. Inspection issues concerning this barge should be directed to OCMI New Orleans.

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

Date	Zone	A/P/R	Signature
4 June 2024	Canal Barge	A	
27 June 2025	Canal Barge	A	
3, June 2026	Canal Barge	P	

This certificate issued by: M. J. NOVAK

M. J. NOVAK LCDR, USCG, by direction

Officer in Charge, Marine Inspection

New Orleans, LA

Inspection Zone

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

Certification Date:	17 May 2023
Expiration Date:	17 May 2028

Certificate of Inspection

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Vessel Name	Official Number	IMO Number	Call Sign	Service
CBC 1302	1201547			Tank Barge

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

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
GALVESTON, TX UNITED STATES	31May2008	19Mar2008	R-735 I-	R-735 I-		R-200.0 I-0

Owner
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

Operator
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

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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---

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 per 46 CFR 31.10-21(a)(1) and the cognizant OCMI 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 inspection Program (TBSIP). Inspection activities aboard this barge shall be conducted in accordance with its Tank Barge Action Plan. Inspection issues concerning this barge should be directed to OCMI New Orleans.

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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

Date	Zone	A/P/R	Signature
4 June 2024	Coast Belle	A	
23 June 2025	Coast Belle	A	

This certificate issued by: M. J. Novak

M. J. NOVAK LCDR, USCG, by direction

Officer in Charge, Marine Inspection

New Orleans, LA

Inspection Zone

OMB No. 2115-0517

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

Certification Date: 17 May 2023
Expiration Date: 17 May 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 1302	1201547			Tank Barge

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

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
GALVESTON, TX UNITED STATES	31May2008	19Mar2008	R-735 I-	R-735 I-		R-200.0 I-0

Owner
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

Operator
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

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0 Masters	0 Licensed Mates	0 Chief Engineers	0 Oilers
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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---

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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. Inspection issues concerning this barge should be directed to OCMI New Orleans.

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Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature
4 June 2024	Canal Barge	A	

This certificate issued by: M. J. Novak

M. J. NOVAK LCDR, USCG, by direction
Officer in Charge, Marine Inspection

New Orleans, LA
Inspection Zone

OMB No. 2115-0517

United States of America
Department of Homeland Security
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Certificate of Inspection

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Vessel Name	Official Number	IMO Number	Call Sign	Service
CBC 1302	1201547			Tank Barge

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

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
GALVESTON, TX UNITED STATES	31May2008	19Mar2008	R-735 I-	R-735 I-		R-200.0 I-0

Owner
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

Operator
CANAL BARGE COMPANY INC
1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
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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---

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 per 46 CFR 31.10-21(a)(1) and the cognizant OCMI notified in writing as soon as this change in status occurs.

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Annual/Periodic/Re-Inspection

Date	Zone	A/P/R	Signature

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M. J. NOVAK LCDR, USCG, by direction

Officer in Charge, Marine Inspection

New Orleans, LA

Inspection Zone

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

Certification Date:	17 May 2023
Expiration Date:	17 May 2028

Certificate of Inspection

Vessel Name: CBC 1302

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31May2028	29May2018	
Internal Structure	31May2028	17May2023	29May2018

--- 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	498	11.2
#2	560	11.2
#3	498	11.2

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
III	1554	9ft 6in	11.2	R
III	1554	9ft 6in	11.2	LBS

Conditions Of Carriage

Only those cargoes named in the vessel's Cargo Authority Attachment (CAA), serial #C1-1002769, dated 29 Oct 10 and Grade "A" and lower cargoes may be carried.

"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.

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 SubCh.O cargoes at shallower drafts, the barge(s) should always be loaded uniformly.

--- Inspection Status ---

Cargo Tanks

	Internal Exam			External Exam		
Tank Id	Previous	Last	Next	Previous	Last	Next
#1	-	29May2018	31May2028	-	-	-

#2	-	29May2018	31May2028	-	-	-
#3	-	29May2018	31May2028	-	-	-

Tank Id	Safety Valves	Hydro Test Previous	Last	Next
#1	-	-	29May2018	-
#2	-	-	29May2018	-
#3	-	-	29May2018	-

---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

Department of Homeland Security
United States Coast Guard

Serial #: C1-1002769
Dated: 29-Oct-10

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CBC 1302**

Official #: 1201547

Shipyard: SOUTHWEST SHIPYARD

Hull #: 9558

46 CFR 151 Tank Group Characteristics

Tank Group Information		Cargo Identification			Hull Typ	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				
							Vapor Recovery			
Name	Chem Code	Compat Group No	Sub Chapter	Grade	Hull Type	Tank Group	App'd (Y or N)	VCS Category	Special Requirements in 46 CFR 151 General and Mat'ls of	Insp. Period
Authorized Subchapter O Cargoes										
Alkyl(C7-C9) nitrates	AKN	34 [2]	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 [2]	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b), (c)	G
Caustic potash solution	CPS	5 [2]	O	NA	III	A	No	N/A	.50-73, .55-1(j)	G
Caustic soda solution	CSS	5 [2]	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 [2]	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 [2]	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 [2]	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
Dodecyldimethylamine, Tetradecyldimethylamine 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 [2]	O	D	III	A	No	N/A	.55-1(c)	G
Polyethylene polyamines	PEB	7 [2]	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.* ***

Department of Homeland Security
United States Coast Guard

Serial #: C1-1002769
Dated: 29-Oct-10

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CBC 1302**

Official #: 1201547

Shipyard: SOUTHWEST SHIPYARD

Hull #: 9558

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

Department of Homeland Security
United States Coast Guard

Serial #: C1-1002769
Dated: 29-Oct-10

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CBC 1302**
Official #: 1201547

Shipyard: SOUTHWEST
Hull #: 9558

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.

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 compatability 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 sufficeint 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 componenets 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 1cargoes. 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.