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

| | |
|---|---|
| Certification Date: | 07 Oct 2024 |
| Expiration Date: | 07 Oct 2029 |

# 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 221 | 1077194 | | | Tank Barge |

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

| Place Built | Delivery Date | Keel Laid Date | Gross Tons | Net Tons | DWT | Length |
|---|---|---|---|---|---|---|
| GALVESTON TX<br>UNITED STATES | 15Sep1999 | | R-1088<br>I- | R-1088<br>I- | | R-200.0<br>I-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---**

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 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 Districts' Tank Barge Streamlined Inspection Program (TBSIP). Inspection activities aboard this barge shall be conducted per its Tank Barge Action Plan (TAP). Inspection issues concerning this barge should be directed to OCMI Sector 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 |
|---|---|---|---|
| 9-23-25 | TBSIP Hous Can | A | Paul Boyle |
| 24 Aug 26 | TBSIP | P | |
| | | | |
| | | | |

This certificate issued by: M. J. NOVAK CDR, 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

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Owner
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1801 ENGINEERS ROAD
BELLE CHASSE, LA 70037
UNITED STATES

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| Date | Zone | A/P/R | Signature |
|---|---|---|---|
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| | | | |
| | | | |
| | | | |

This certificate issued by: M. J. Novak

M. J. NOVAK CDR, USCG, by direction

Officer in Charge, Marine Inspection

New Orleans, LA

Inspection Zone



OMB No. 2115-0517

United States of America
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United States of America
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| | |
|---|---|
| Certification Date: | 07 Oct 2024 |
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# Certificate of Inspection

Vessel Name: CBC 221

## ---Hull Exams---

| Exam Type | Next Exam | Last Exam | Prior Exam |
|---|---|---|---|
| DryDock | 31Aug2029 | 18Sep2019 | 25Aug2009 |
| Internal Structure | 30Sep2029 | 07Oct2024 | 18Sep2019 |

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

Authorization: Flammable/Combustible Liquids and Specified Hazardous Cargoes

| Total Capacity | Units | Highest Grade Type | Part151 Regulated | Part153 Regulated | Part154 Regulated |
|---|---|---|---|---|---|
| 16858 | Barrels | A | Yes | No | No |

***Hazardous Bulk Solids Authority***

Not Authorized

***Loading Constraints - Structural***

| Tank Location Description | Max Cargo Weight per Tank (short tons) | Maximum Density (lbs/gal) |
|---|---|---|
| 1 | 1017 | 13.600 |
| 2 P/S | 465 | 13.600 |
| 3 | 930 | 13.600 |

***Loading Constraints - Stability***

| Hull Type | Maximum Load (short tons) | Maximum Draft (ft/in) | Max Density (lbs/gal) | Route Description |
|---|---|---|---|---|
| III | 2741 | 11ft 0in | 13.60 | LBS |
| III | 2741 | 11ft 0in | 13.60 | R |

***Conditions Of Carriage***

Only those cargoes named in the vessel's Cargo Authority Attachment (CAA), serial #VN99001611, dated 30Aug01, and Grade "A" and lower cargoes 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 the compatibility requirements of 46 CFR 150 are met. Cargoes must be checked for compatibility using figures, tables, and appendices of 46 CFR 150 in conjunction with the reactive group number from the "Compat Group No" column is listed in the vessel's CAA.

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

*Vapor Control Authorization*

Per 46 CFR 39, excluding Part 39.40, this vessel's vapor control system (VCS) has been inspected to the plans approved by Marine Safety Center letter serial # VN9900164, dated 23 JUN 2000, and found acceptable for collection of bulk liquid cargo vapors from those specific Subchapter "D" cargoes contained in the that letter, and those specified hazardous cargoes annotated a "V" or "T" in the CAA.

The letter "V" in the note column of the CAA signifies approval for vapor control without any additional requirements.

The letter "T" in the note column of the CAA signifies that the cargo is highly toxic and that spill valves or rupture disks are not authorized as the primary means of overfill protection required by 46 CFR 39.20-9. A high level and overfill alarm is required by 46 CFR 39.20-7.

*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 13.6 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed above.

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

## --- Inspection Status ---

***Cargo Tanks***

| | Internal Exam | | | External Exam | | |
|---|---|---|---|---|---|---|
| Tank Id | Previous | Last | Next | Previous | Last | Next |
| 1 | 25Aug2009 | 18Sep2019 | 31Aug2029 | - | - | - |
| 2 P/S | 25Aug2009 | 18Sep2019 | 31Aug2029 | - | - | - |
| 3 | 25Aug2009 | 18Sep2019 | 31Aug2029 | - | - | - |

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

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

| Serial #: | VN99001611 |
|---|---|
| COI Ref: | 30-Aug-01 |

# *Certificate of Inspection*

## *Cargo Authority Attachment*

Vessel Name: **CBC 221**
Official #: D1077194



Shipyard: NEWPARK SHIPBLDG.
Hull #: 113

## List of Authorized Cargoes

| Cargo Identification | | | | | | Conditions of Carriage | |
|---|---|---|---|---|---|---|---|
| Name | Chem Code | Compat Group No | Compat Exc | Grade | Hull Type | Note | Special Requirements In 46 CFR 151 General and Mat'ls of Construction |
| **Authorized Subchapter O Cargoes** | | | | | | | |
| Alkyl(C7-C9) nitrates | AKN | 34 | Y | | III | | .50-81, .50-86 |
| Acetonitrile | ATN | 37 | N | C | III | T | No |
| Butyraldehyde (all isomers) | BAE | 19 | N | C | III | V | .55-1(h) |
| Butyl acrylate (all isomers) | BAR | 14 | N | D | III | V | .50-70(a), .50-81(a), (b) |
| Benzene hydrocarbon mixtures (having 10% Benzene ormore) | BHB | 32 | N | | III | V | .50-60 |
| Butyl methacrylate | BMH | 14 | N | D | III | V | .50-70(a), .50-81(a), (b) |
| Benzene | BNZ | 32 | N | C | III | V | .50-60 |
| Benzene, Toluene, Xylene mixtures (having 10% Benzeneor more) | BTX | 32 | N | B/C | III | V | .50-60 |
| Carbon tetrachloride | CBT | 36 | N | | III | | No |
| Creosote (all isomers) | CCW | 21 | Y | E | III | V | No |
| Crude hydrocarbon feedstock (containing Butyraldehydesand Ethylpropyl acrolein) | CHG | 0 | N | C | III | | No |
| Chlorobenzene | CRB | 36 | N | D | III | V | No |
| Chloroform | CRF | 36 | N | E | III | | No |
| Cresols (all isomers) | CRS | 21 | N | E | III | V | No |
| Cyclopentadiene, Styrene, Benzene mixture | CSB | 30 | N | D | III | V | .50-60, .55-1(b) |
| Coal tar pitch (molten) | CTP | 33 | N | E | III | | .50-73 |
| 1,1-Dichloroethane | DCH | 36 | N | C | III | V | No |
| Dichloromethane | DCM | 36 | N | NF | III | | No |
| 1,1-Dichloropropane | DPB | 36 | N | C | III | T | No |
| 1,3-Dichloropropane | DPC | 36 | N | C | III | T | No |
| 1,2-Dichloropropane | DPP | 36 | N | C | III | T | No |
| Ethyl acrylate | EAC | 14 | N | C | III | V | .50-70(a), .50-81(a), (b) |
| 2-Ethylhexyl acrylate | EAI | 14 | N | E | III | V | .50-70(a), .50-81(a), (b) |
| Ethylene dichloride | EDC | 36 | Y | C | III | V | No |
| Ethylene glycol monoalkyl ethers | EGC | 40 | N | D/E | III | V | No |
| Ethylene glycol hexyl ether | EGH | 40 | N | E | III | | No |
| Ethylene glycol propyl ether | EGP | 40 | N | E | III | V | No |
| 2-Ethyl-3-propylacrolein | EPA | 19 | Y | E | III | V | No |
| Ethylene cyanohydrin | ETC | 20 | N | E | III | V | No |
| Ethyl methacrylate | ETM | 14 | N | C | III | V | .50-70(a) |
| Furfural | FFA | 19 | N | E | III | V | .55-1(h) |
| Formaldehyde solution (37% to 50%) | FMS | 19 | Y | D/E | III | V | .55-1(h) |
| Glutaraldehyde solution (50% or less) | GTA | 19 | N | NF | III | | No |
| Hydrocarbon 5-9 | HFN | 30 | N | A | III | V | .50-70(a), .50-81(a), (b) |
| Isoprene | IPR | 30 | N | A | III | | .50-70(a), .50-81(a), (b) |
| Methyl acrylate | MAM | 14 | N | C | III | V | .50-70(a), .50-81(a), (b) |
| Methylcyclopentadiene dimer | MCK | 30 | N | C | III | V | No |
| Methyl methacrylate | MMM | 14 | N | C | III | V | .50-70(a), .50-81(a), (b) |
| Mesityl oxide | MSO | 18 | Y | D | III | V | No |
| alpha-Methylstyrene | MSR | 30 | N | D | III | | .50-70(a), .50-81(a), (b) |
| Coal tar naphtha solvent | NCT | 33 | N | D | III | V | .50-73 |
| 1- or 2-Nitropropane | NPM | 42 | N | D | III | V | .50-81 |
| Phthalic anhydride (molten) | PAN | 11 | N | E | III | V | No |
| 1,3-Pentadiene | PDE | 30 | N | A | III | | .50-70(a), .50-81 |
| Perchloroethylene | PER | 36 | N | NF | III | | No |
| Sodium chlorate solution (50% or less) | SDD | 0 | Y | NF | III | | .50-73 |
| Styrene (crude) | STX | 30 | N | C | III | V | No |
| Styrene monomer | STY | 30 | N | D | III | | .50-70(a), .50-81(a), (b) |

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

| Serial #: | VN99001611 |
|---|---|
| COI Ref: | 30-Aug-01 |

# *Certificate of Inspection*

## *Cargo Authority Attachment*

Vessel Name: **CBC 221**
Official #: D1077194



Shipyard: NEWPARK SHI
Hull #: 113

| Cargo Identification | | | | | | Conditions of Carriage | |
|---|---|---|---|---|---|---|---|
| | | Compat | | | | | |
| Name | Chem Code | Group No | Exc | Grade | Hull Type | Note | Special Requirements in 46 CFR 151 General and Mat'ls of Construction |
| 1,2,4-Trichlorobenzene | TCB | 36 | N | E | III | V | No |
| Trichloroethylene | TCL | 36 | Y | | III | V | No |
| 1,1,2,2-Tetrachloroethane | TEC | 36 | N | NF | III | | No |
| Tetrahydrofuran | THF | 41 | N | C | III | | .50-70(b) |
| Vinyl acetate | VAM | 13 | N | C | III | V | .50-70(a), .50-81(a), (b) |

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

**Cargo Identificatio**

Name — The proper shipping name as listed in 46 CFR Table 151.05.

Chem Code — The three letter designation assigned to the cargo in the Chemical Hazards Response Information System (CHRIS) Manual.

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.

Exceptions (Exc) — Indication of whether or not there are exceptions to the compatibility chart for the given cargo. See Appendix I to 46 CFR Part 150.

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.
- NA, NF — 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).

**Conditions of Carriag**

Note — See Certificate of Inspection for explaination of symbols used in this column.