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

Certification Date:	21 Sep 2023
Expiration Date:	21 Sep 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
407	1202100			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
MIAMI, FL UNITED STATES	Steel		

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
HOUSTON, TX UNITED STATES	19May2008		R-2113 I-1735	R-2113 I-993		R-263.3 I-263.3

Owner
KIRBY INLAND MARINE LP
55 WAUGH DR STE 1000
HOUSTON, TX 77007
UNITED STATES

Operator
KIRBY INLAND MARINE LP
1020 PORT BLVD SUITE 2
MIAMI, FL 33132
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:

---Oceans---

UNMANNED, NOT ON AN INTERNATIONAL ROUTE.

VESSEL IS PROHIBITED FROM DISCHARGING NOXIOUS LIQUID SUBSTANCE (NLS) RESIDUE TO THE SEA.

SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION

With this Inspection for Certification having been completed at NEW ORLEANS, LA, UNITED STATES, the Officer in Charge, Marine Inspection, Sector New Orleans 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

This certificate issued by:

J. H. HART COMMANDER, by direction

Officer in Charge, Marine Inspection

Sector New Orleans

Inspection Zone

United States of America
Department of Homeland Security
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Certificate of Inspection

Vessel Name: 407

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	30Jun2028	10Jul2023	30Jun2018
Internal Structure	31May2026	10Jul2023	31May2021

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

Authorization: Grade "B"and Lower Cargoes

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
22892	Barrels	B	No	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)
1-6 P/S	43	8.745

Conditions Of Carriage

The structure of the wing and inner bottom compartments make them suitable for use only as voids. These compartments may not be used to carry cargo or ballast.

As a result of a sister vessel determination and in accordance with Marine Safety Center letter Serial No. C1-0603017 dated October 11, 2007, the subject barge meets the stability standards in 46 CFR 170 Subpart E and 172 Subpart D for the carrige of uniformly loaded cargoes listed in 46 CFR Subchapter D. The maximum design density of cargo that may be carried filled to the tank top is 8.745 lbs/gal. Cargoes with higher densities, up to 13.58 lbs/gal, may be carried at slack loads, but the barge may not exceed a maximum allowable draft of 11 feet, 6 inches and trim may not exceed 1 foot, 1 3/4 inches by the stern.

In accordance with 46 CFR Part 39, excluding part 39.40, this vessel's vapor control system has been inspected to the plans approved by Marine Safety Center letter Serial # C1-0802221 dated 25-July-2008, and found acceptable for collection of bulk liquid cargo vapors annotated with "Yes" in the VCS column of the vessel's Cargo Authority Attachment, Serial # C1-0802221 dated 25-July-2008.

Benzene Prohibition

Vessel not authorized to carry Benzene or Benzene containing cargoes with a Benzene concentration of 0.5% of more.

--- Inspection Status ---

Cargo Tanks

	Internal Exam			External Exam		
Tank Id	Previous	Last	Next	Previous	Last	Next
1-6 P/S	31May2018	08Sep2023	30Sep2033	-	-	-

		Hydro Test		
Tank Id	Safety Valves	Previous	Last	Next
1-6 P/S	-	-	-	-

Pressure Vessels

Type	Location	Previous	Last	Next
Air Receiver	Main Deck	16Aug2018	08Sep2023	08Sep2028

---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 #: C1-0802221
Dated: 25-Jul-08

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **407**
Official #: 1202100

Shipyard: Southwest Shipyard
Hull #: 9544

Tank Group Characteristics

Tnk Grp	Tanks in Group	Density	Flammability Grade	Fire Protection	Comments
B	#1P/S,#2P/S,#3P/S,#4P/S,#5P/S, #6P/S	13.6	B	Portable	None

This vessel is approved to collect vapors of the following 46 CFR Subchapter D flammable and/or combustible liquid cargoes using the approved onboard vapor control system.

Subchapter D Cargoes Authorized for Vapor Control

Cargo Identification				Conditions of Carriage			
						Vapor Recovery	
Name	Chem Code	Compat Group No	IMO Pollution Category	Grade	Tank Group	App'd (Y or N)	VCS Category
Distillates: Flashed feed stocks	DFF	33	I	E	B	Yes	1
Distillates: Straight run	DSR	33	I	E	B	Yes	1
Gasoline blending stocks: Alkylates	GAK	33	I	A/C	B	Yes	1
Gasoline blending stocks: Reformates	GRF	33	I	A/C	B	Yes	1
Gasolines: Automotive (containing not over 4.23 grams lead per gallon)	GAT	33	I	C	B	Yes	1
Gasolines: Aviation (containing not over 4.86 grams of lead per gallon)	GAV	33	I	C	B	Yes	1
Gasolines: Casinghead (natural)	GCS	33	I	A/C	B	Yes	1
Gasolines: Polymer	GPL	33	I	A/C	B	Yes	1
Gasolines: Straight run	GSR	33	I	A/C	B	Yes	1
Jet fuel: JP-4	JPF	33	I	E	B	Yes	1
Jet fuel: JP-5 (kerosene, heavy)	JPV	33	I	D	B	Yes	1
Kerosene	KRS	33	I	D	B	Yes	1
Mineral spirits	MNS	33	I	D	B	Yes	1
Naphtha: Heavy	NAG	33	@I	#	B	Yes	1
Naphtha: Petroleum	PTN	33	I	#	B	Yes	1
Naphtha: Solvent	NSV	33	@I	D	B	Yes	1
Naphtha: Stoddard solvent	NSS	33	@I	D	B	Yes	1
Naphtha: Varnish makers and painters (75%)	NVM	33	@I	C	B	Yes	1
Oil, fuel: No. 2	OTW	33	I	D/E	B	Yes	1
Oil, fuel: No. 2-D	OTD	33	I	D	B	Yes	1
Oil, fuel: No. 4	OFR	33	I	D/E	B	Yes	1
Oil, fuel: No. 5	OFV	33	I	D/E	B	Yes	1
Oil, fuel: No. 6	OSX	33	I	E	B	Yes	1
Oil, misc: Crude	OIL	33	I	C/D	B	Yes	1
Oil, misc: Diesel	ODS	33	I	D/E	B	Yes	1
Oil, misc: Lubricating	OLB	33	I	E	B	Yes	1
Oil, misc: Residual	ORL	33	I	E	B	Yes	1
Oil, misc: Turbine	OTB	33	I	E	B	Yes	1

Certificate of Inspection

Cargo Authority Attachment

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 (G-MSO-3), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593-0001. Telephone (202) 267-1217.

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 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 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 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.