



# 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
FMT 2066	1301709			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
ORANGE, TX	04Sep2020	17Feb2020	R-1185	R-1185		R-245.0
UNITED STATES			-	-		-0

Owner	Operator
KIRBY INLAND MARINE LP 55 WAUGH DR STE 1000 HOUSTON, TX 77007 UNITED STATES	KIRBY INLAND MARINE LP 18350 MARKET STREET CHANNELVIEW, TX 77530 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 plus Limited Coastwise---**

Also, in fair weather only, 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 per 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.

\*\*\*SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION\*\*\*

With this inspection for Certification having been completed at PORT ARTHUR, TX, UNITED STATES, the Officer in Charge, Marine Inspection, Marine Safety Unit Port Arthur 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>J. Andrew CDR</i> <b>J.J. ANDREW, CDR, USCG, By direction</b> Officer in Charge, Marine Inspection <b>Marine Safety Unit Port Arthur</b> Inspection Zone
Date	Zone	A/P/R	Signature	
7-19-21	New Orleans	A	Scott Firmis	
9-2-22	Boston Bay	P	Roderick Weber	
10/23/23	HOU	A	Andrew Mahoney	
9-9-24	HOU/Coast	A	DANNY E. MURRAY	



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### ---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	30Sep2030	04Sep2020	
Internal Structure	30Sep2025	04Sep2020	

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

Authorization: LIQUIFIED FLAMMABLE GAS

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
16101	Barrels	LFG	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)
P/S	1645	5.17

#### \*Conditions Of Carriage\*

Inspected and approved for the carriage of liquefied flammable gases (LFGs) at a pressure not to exceed 265 psig and at temperatures not less than ambient. Those LFGs that have been authorized for carriage are identified by their CHRIS Code in the Loading Constraints below.

Mixtures of the Subchapter D liquefied flammable gas cargoes listed below are also authorized for carriage subject to the loading and stability constraints of the least dense cargo in the mixture.

Mixtures of Subchapter O and D liquefied gas cargoes not specified below must be approved by the Marine Safety Center prior to being authorized for carriage.

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.

The maximum tank weights listed below 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.

#### Loading Constraints - Structural

Tanks	Cargo (Chris Code)	Max. Cargo Wgt/Each Tank (ST)	Max. Density (lbs/gal)
P/S	BDI	822	5.17
P/S	BBM	811	5.16
P/S	BUT	775	4.88
P/S	IBT	733	4.69
P/S	BTN	778	5.00
P/S	PRP	634	4.25
P/S	PPL	647	4.35

#### Loading Constraints - Stability

Cargo (Chris Code)	Route	Max Load (ST)	Max Draft (ft,in)	Max. Density (lbs/gal)
BDI	R,LBS	1645	8' 5.50"	5.17
BBM	R,LBS	1621	8' 5.25"	5.16
BUT	R,LBS	1550	8' 2.25"	4.88
IBT	R,LBS	1466	8' 0.25"	4.69
BTN	R,LBS	1557	8' 3.50"	5.00





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PRP	R,LBS	1269	7' 7.50"	4.25
PPL	R,LBS	1293	7' 8.50"	4.35

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

**\*Cargo Tanks\***

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
P/S	-	04Sep2020	30Sep2030	-	-	-
			Hydro Test			

Tank Id	Safety Valves		Previous	Last	Next
P/S	04Sep2020		-	12Jun2020	-

**---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
1	B-II

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