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

Certification Date: 05 May 2022
Expiration Date: 05 May 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
KIRBY 13825B	CG005710			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
	Steel		

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
DECATUR, ALABAMA		01Jan1971	R-1325 I-	R-1325 I-		R-180.0 I-0

Owner
KIRBY INLAND MARINE, LP
55 WAUGH DRIVE SUITE 1000
HOUSTON, TX 77007
UNITED STATES

Operator
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---

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.

This tank barge is participating in the Eighth Coast Guard District's 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 Houston-Galveston.

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

Date	Zone	A/P/R	Signature
02-28-2023	port Arthur	A	Darian Rocha
6-27-2024	Baton Rouge	P	Scott Firmis

This certificate issued by: K. A. Hantal, CDR, USCG, By direction

Officer in Charge, Marine Inspection
Marine Safety Unit Port Arthur

Inspection Zone

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Vessel Name: KIRBY 13825B

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	30Apr2032	05May2022	30Apr2012
Internal Structure	31Mar2027	05May2022	17Mar2017

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

Authorization: SPECIFIED HAZARDOUS CARGO

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
13209	Barrels	LFG	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 P/C/S (POX)	577	7.2

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	1731	8ft 2in	7.2	
III	1731	8ft 2in	7.2	

Conditions Of Carriage

Only the specified hazardous cargo named in the vessel's Cargo Authority Attachment (CAA), serial # C1-0504265, dated 18 Apr 2005, may be carried.

Inspected and approved for the carriage of liquefied flammable gases at a pressure not to exceed 90 psig and at a temperature not less than ambient.

Stability and Trim

Per 46 CFR 151.10(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.

The maximum density of cargo which may be filled to the tank top is 7.16 lbs/gal.

--- Inspection Status ---

Cargo Tanks

	Internal Exam			External Exam		
Tank Id	Previous	Last	Next	Previous	Last	Next
1 P/C/S (POX)	30Apr2012	05May2022	30Apr2032	14Jan2019	05May2022	31May2027

		Hydro Test		
Tank Id	Safety Valves	Previous	Last	Next
1 P/C/S (POX)	27Dec2022	-	-	-

---Conditional Portable Fire Extinguisher Requirements---

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Vessel Name: KIRBY 13825B

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	40-B

---Certificate Amendments---

Amending Unit	Amendment Date	Amendment Remark
Sector Houston/Galveston	26Jul2023	SRV testing complete.

END

Department of Homeland Security
United States Coast Guard

Serial #: C1-0504265
Generated: 18-Apr-05

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **KIRBY 13825B**
Official #: CG005710

Shipyard: Ingalls Iron Works
Hull #: 1776

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	1 P/C/S	7.16	Press.	Amb.	II	2II	Ind. Pressure	SR	Closed	II	P-2	Inert	NA	Portable	.50-5, .50-5(d), .50-10, .50-13, .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 Matl's of Construction
Authorized Subchapter O Cargoes									
Propylene oxide	POX	16	O	A	II	A	No	N/A	.50-10, .50-13

*** *This document is only valid when attached to, and referenced by a current, valid Certificate of Inspection.* ***

Certificate of Inspection

Cargo Authority Attachment

Explanation of terms & symbols used in the Table:

Cargo Identificatio

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.
none	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.
Note 2	Telephone (202) 267-1217.
	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.

13417

Safety valve inspection report

Certificate nr	3523	Job no.	LV-14570-WO
Date	07-25-2023	Client	KIRBY INLAND MARINE
		Barge #	KIRBY-13825B

Valve data

Set pressure (cold)	135 psi	Size	1XDX1
Manufacturer	FARRIS	Rating	
Type / Model	27DA33-M20	Nozzle / Orifice	D
Serial No.	1011094-5KE		

Test data

Set pressure test

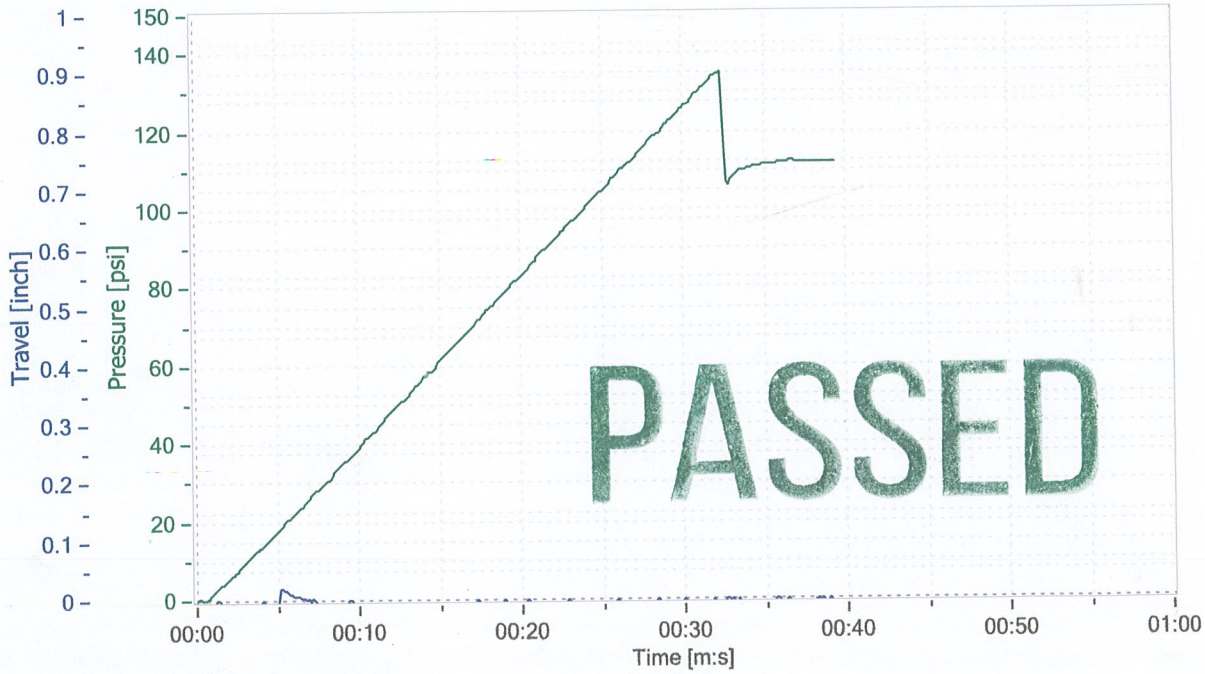
Found set pressure	135 psi
Reseat pressure (indication)	112 psi
Result	Passed
Test method	AIR

Seat tightness test

Leakage	0 bubbles/min.
Test pressure	121 psi
Result	Passed

Backpressure test

Pressure	30 psi
Result	Passed



INTERLINK

Tested by
Name EDUARDO PEREZ
Date 07-25-2023
Signature

Inspected by
Name Guadalupe Hernandez
Date 07-25-2023
Signature

Safety valve inspection report

Certificate nr	3525	Job no.	LV-14566-WO
Date	07-25-2023	Client	KIRBY INLAND MARINE
		Barge #	KIRBY-13825B

Valve data

Set pressure (cold)	125 psi	Size	.5XDX.75
Manufacturer	KUNKLE	Rating	
Type / Model	6010DCM01AK	Nozzle / Orifice	D
Serial No.	SO59044-A		

Test data

Set pressure test

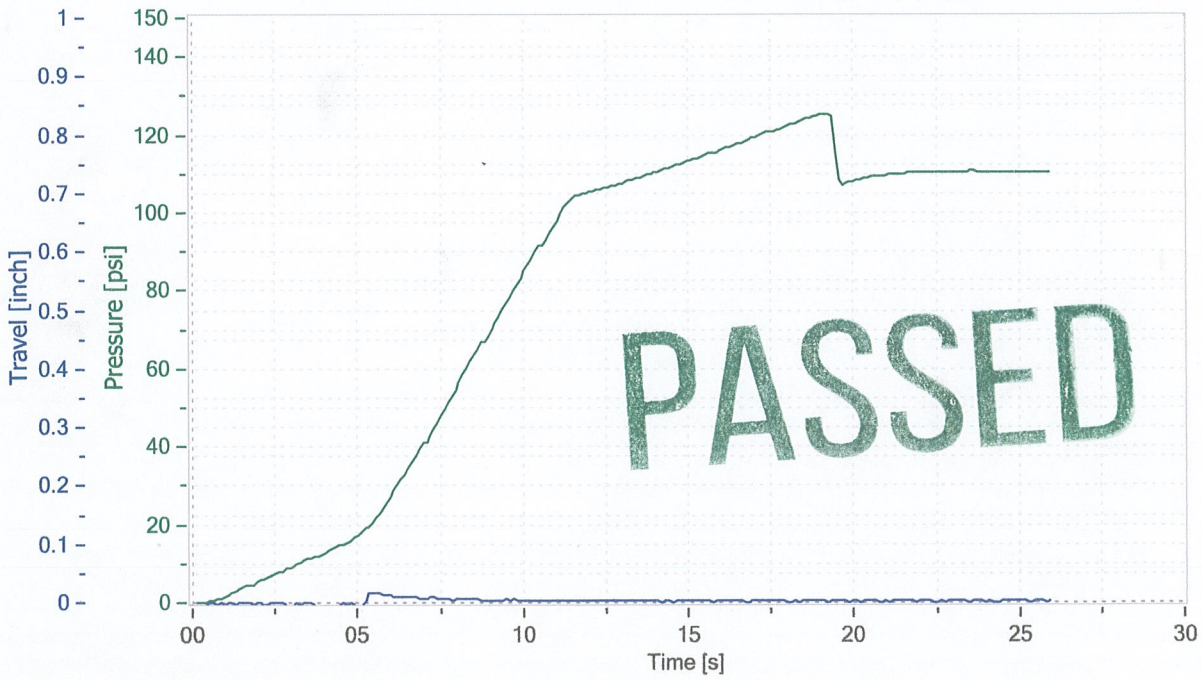
Found set pressure	125 psi
Reseat pressure (indication)	110 psi
Result	Passed
Test method	AIR

Seat tightness test

Leakage	-
Test pressure	-
Result	-

Backpressure test

Pressure	-
Result	-



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Tested by
Name EDUARDO PEREZ
Date 07-25-2023
Signature

Inspected by
Name
Date 07-25-2023
Signature

Safety valve inspection report

Certificate nr	3524	Job no.	LV-14565-WO
Date	07-25-2023	Client	KIRBY INLAND MARINE
		Barge #	KIRBY-13825B

Valve data

Set pressure (cold)	131 psi	Size	1XFX1.25
Manufacturer	KUNKLE	Rating	
Type / Model	6010FEM01AAM11	Nozzle / Orifice	F
Serial No.	SO51451-2C		

Test data

Set pressure test

Found set pressure	132 psi
Reseat pressure (indication)	123 psi
Result	Passed
Test method	AIR

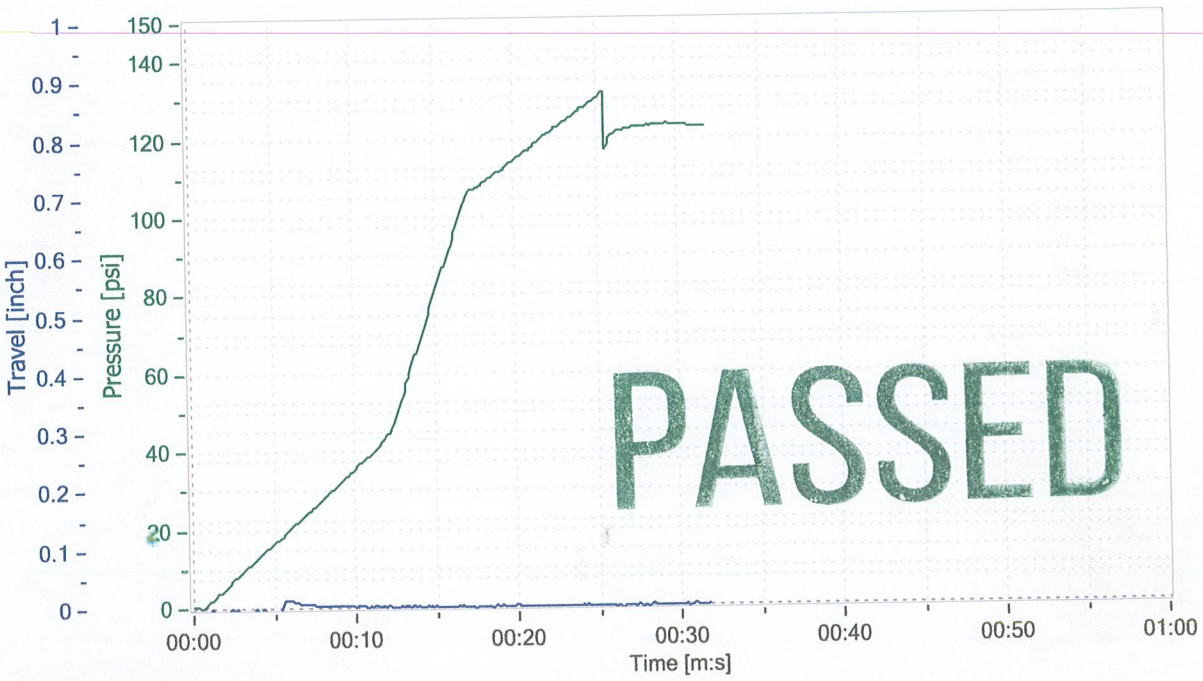
5% DIFF IN SP DUE TO DIFF BTWN STEAM & AIR

Seat tightness test

Leakage	-
Test pressure	-
Result	-

Backpressure test

Pressure	-
Result	-



INTERLINK

Tested by
Name EDUARDO PEREZ
Date 07-25-2023
Signature

Inspected by
Name Guadalupe Hernandez
Date 07-25-2023
Signature