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

Certification Date:	06 Jun 2024
Expiration Date:	06 Jun 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
KIRBY 27711	1145580			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
WILMINGTON, DE UNITED STATES	Steel		

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
ASHLAND CITY, TN UNITED STATES	30Sep2003	31Jul2003	R-1632 I-	R-1632 I-		R-300.0 I-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.

This tank barge is participating in the Eighth Coast Guard District's Tank Barge Streamlined Inspection Program

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

This certificate issued by: Lia L. Woodman
L. L. WOODMAN, CDR, USCG, By direction
Officer in Charge, Marine Inspection
Marine Safety Unit Port Arthur
Inspection Zone

(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.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	30Jun2034	06Jun2024	08Jan2014
Internal Structure	30Jun2029	06Jun2024	04Mar2019

--- 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
28484	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)
1S	812	8.9
1P	812	8.9
2S	810	8.9
2P	810	8.9
3S	750	8.9
3P	750	8.9

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	3526	9ft 6in	8.9	
II	3526	9ft 6in	8.9	
III	4521	11ft 6in	8.9	
III	4521	11ft 6in	8.9	

Conditions Of Carriage

Only those specified hazardous cargoes named in the vessel's Cargo Authority Attachment (CAA), serial # C1-0305818, dated 04 Aug 03, may be carried. The specified hazardous cargoes may be carried 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.

Benzene Prohibition

Vessels is not covered by a benzene monitoring program IAW 46 CFR 197, Subpart C. Vessel is not authorized to carry Benzene or Benzene containing cargoes with a Benzene concentration of 0.5% or more.

Thermal fluid heater may only be operated when carrying Grade "E" cargoes. The vessel is inspected and approved for the

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carriage of Grade "E" combustible liquids when transported in molten form at elevated temperatures.

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 design density of cargo which may be filled to the tank top is 8.745 lbs/gal. Cargoes with higher densities, up to 8.91lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed above.

--- Inspection Status ---

Cargo Tanks

	Internal Exam			External Exam		
Tank Id	Previous	Last	Next	Previous	Last	Next
1S	08Jan2014	06Jun2024	30Jun2034	-	-	-
1P	08Apr2014	06Jun2024	30Jun2034	-	-	-
2S	08Jan2014	06Jun2024	30Jun2034	-	-	-
2P	08Jan2014	06Jun2024	30Jun2034	-	-	-
3S	08Jan2014	06Jun2024	30Jun2034	-	-	-
3P	08Jan2014	06Jun2024	30Jun2034	-	-	-

		Hydro Test		
Tank Id	Safety Valves	Previous	Last	Next
1S	-	-	30Sep2003	-
1P	-	-	30Sep2003	-
2S	-	-	30Sep2003	-
2P	-	-	30Sep2003	-
3S	-	-	30Sep2003	-
3P	-	-	30Sep2003	-

---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
3	40-B

END

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United States Coast Guard

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Cargo Authority Attachment

Vessel Name: **KIRBY 27711**
Official #: 1145580

Shipyard: Trinity Ashland City
Hull #: 4449

46 CFR 151 Tank Group Characteristics

Tank Group Information		Cargo Identification					Tanks			Cargo Transfer		Environmental Control		Fire Protection Provided	Special Requirements			
Tnk Grp	Tanks in Group	Density	Press.	Temp.	Hull Typ	Cargo Seg Tank	Type	Vent	Gauge	Pipe Class	Cont	Tanks	Handling Space		General	Materials of Construction	Elec Haz	Temp
A	#1 - #3 P/S	8.91	Atmos.	Amb.	II	1ii 2ii	Integral Gravity	PV	Restr.	II	G-1	NR	NA	Portable	.50-81(a), .50-81(b), .50-86,	55-1(h), (j), 56-1(a), (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	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 Construction
Authorized Subchapter O Cargoes									
Acetonitrile	ATN	37	O	C	III	A	No	N/A	No
Adiponitrile	ADN	37	O	E	II	A	No	N/A	No
Alkyl(C7-C9) nitrates	AKN	34 [2]	O	NA	III	A	No	N/A	.50-81, .50-86
Butyl acrylate (all isomers)	BAR	14	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Butyl methacrylate	BMH	14	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Butyraldehyde (all isomers)	BAE	19	O	C	III	A	No	N/A	.55-1(h)
Camphor oil (light)	CPO	18	O	D	II	A	No	N/A	No
Chemical Oil (refined, containing phenolics)	COD	21	O	E	II	A	No	N/A	.50-73
Coal tar naphtha solvent	NCT	33	O	D	III	A	No	N/A	.50-73
Creosote	CCW	21 [2]	O	E	III	A	No	N/A	No
Cresols (all isomers)	CRS	21	O	E	III	A	No	N/A	No
Crotonaldehyde	CTA	19 [2]	O	C	II	A	No	N/A	.55-1(h)
Crude hydrocarbon feedstock (containing Butyraldehydes and Ethylpropyl acrolein)	CHG		O		III	A	No	N/A	No
Ethyl acrylate	EAC	14	O	C	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Ethylene cyanohydrin	ETC	20	O	E	III	A	No	N/A	No
Ethylene glycol hexyl ether	EGH	40	O	E	III	A	No	N/A	No
Ethylene glycol monoalkyl ethers	EGC	40	O	D/E	III	A	No	N/A	No
Ethylene glycol propyl ether	EGP	40	O	E	III	A	No	N/A	No
2-Ethylhexyl acrylate	EAI	14	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Ethyl methacrylate	ETM	14	O	D/E	III	A	No	N/A	.50-70(a)
2-Ethyl-3-propylacrolein	EPA	19 [2]	O	E	III	A	No	N/A	No
Hydrocarbon 5-9	HFN		O		III	A	No	N/A	.50-70(a), .50-81(a), (b)
Isoprene	IPR	30	O	A	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Mesityl oxide	MSO	18 [2]	O	D	III	A	No	N/A	No
Methyl acrylate	MAM	14	O	C	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Methylcyclopentadiene dimer	MCK	30	O	C	III	A	No	N/A	No
Methyl methacrylate	MMM	14	O	C	III	A	No	N/A	.50-70(a), .50-81(a), (b)
alpha-Methylstyrene	MSR	30	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
1- or 2-Nitropropane	NPM	42	O	D	III	A	No	N/A	.50-81
1,3-Pentadiene	PDE	30	O	A	III	A	No	N/A	.50-70(a), .50-81
Styrene (crude)	STX		O	D	III	A	No	N/A	No
Styrene monomer	STY	30	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Tetrahydrofuran	THF	41	O	C	III	A	No	N/A	.50-70(b)
Trisodium phosphate solution	TSP	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c)
Vinyl acetate	VAM	13	O	C	III	A	No	N/A	.50-70(a), .50-81(a), (b)

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Cargo Authority Attachment

Vessel Name: **KIRBY 27711**
Official #: 1145580

Shipyard: Trinity Ashland City
Hull #: 4449

Cargo Identification						Conditions of Carriage			
							Vapor Recovery		
Name	Chem Code	Compat Group	Sub Chapter	Grade	Hull Type	Tank Group	App'd (Y or N)	VCS Category	Special Requirements in 46 CFR 151 General and Matls of Construction
Vinyl neodecanate	VND	13	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b)

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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. 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 Carriag

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 Carriag

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.