



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

Certification Date: 28 Apr 2020  
Expiration Date: 28 Apr 2025

# 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 28750	1123005			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
HOUSTON, TX	Steel		
UNITED STATES			

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
JEFFERSONVILLE, IN	04Feb2002	30Nov2001	R-1754	R-1754		R-297.5
			-	-		10

Owner	Operator
KIRBY INLAND MARINE, LP 55 WAUGH DRIVE SUITE 1000 HOUSTON, TX 77007 UNITED STATES	KIRBY INLAND MARINE, LP 18350 MARKET ST. 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 and Ninth Coast Guard District's Tank Barge Streamline

**\*\*\*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> J.J. ANDREW, CDR, USCG, By direction
Date	Zone	A/P/R	Signature	
03-03-2021	HOU	A	David Warthen	Officer in Charge, Marine Inspection Marine Safety Unit Port Arthur
2-15-22	HOUSTON	P	JAKE FRANCIS	
2/17/22	HOU	A	David Warthen	
3/15/24	HOU	A	Andrew Maharij	
				Inspection Zone



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Vessel Name: KIRBY 28750

Inspection Program (TBSIP). Inspection activities aboard this barge shall be conducted in accordance with 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	30Apr2030	28Apr2020	17Feb2015
Internal Structure	30Apr2025	28Apr2020	04Apr2018

### --- 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
28624	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)
1	1154	13.6
2 P/S	587	13.6
3 P/S	587	13.6
4	937	13.6

#### \*Loading Constraints - Stability\*

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	3866	10ft 3in	13.6	
III	4226	11ft 0in	13.6	

#### \*Conditions Of Carriage\*

Only those cargoes named in the vessel's Cargo Authority Attachment, serial #C1-0102778, dated 23Aug01, may be carried only in the tanks indicated. 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\*

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

Thermal fluid heater may only be operated when carrying grade "E" cargoes.

#### \*Stability and Trim\*

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.

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



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

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

**\*Cargo Tanks\***

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1	17Feb2015	28Apr2020	30Apr2030	-	-	-
2 P/S	17Feb2015	28Apr2020	30Apr2030	-	-	-
3 P/S	17Feb2015	28Apr2020	30Apr2030	-	-	-
4	17Feb2015	28Apr2020	30Apr2030	-	-	-

**Hydro Test**

Tank Id	Safety Valves	Hydro Test		
		Previous	Last	Next
1	-	-	-	-
2 P/S	-	-	-	-
3 P/S	-	-	-	-
4	-	-	-	-

**---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	B-II

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



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## Cargo Authority Attachment

Vessel Name: Kirby 28750  
Official #: D1123005

Shipyard: Jeffboat  
Hull #: 01-2558

### 46 CFR 151 Tank Group Characteristics

Tank Group Information		Cargo Identification			Hull Type	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, 2 (P/S), 3(P/S), 4	13.6	Atmos.	Amb.	II	1ii 2ii	Integral Gravity	PV	Open	II	G-1	NR	NA	Portable	.50-70(a), .50-70(b), .50-73, .50-81(a), .50-81(b),	56-1(d), (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			
Name	Chem Code	Compat Group No	Sub Chapter	Grade	Hull Type	Tank Group	Vapor Recovery		Special Requirements in 46 CFR 151 General and Mat'l's of Construction	
							App'd (Y or N)	VCS Category		

### Authorized Subchapter O Cargoes

Adiponitrile	ADN	37	O	E	II	A	No	N/A	No
Alkyl(C7-C9) nitrates	AKN	34 <sup>2</sup>	O	NA	III	A	No	N/A	.50-81, .50-86
Anthracene oil (Coal tar fraction)	AHO	33	O	NA	II	A	No	N/A	No
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
Carbon tetrachloride	CBT	36	O	NA	III	A	No	N/A	No
Chlorobenzene	CRB	36	O	D	III	A	No	N/A	No
Chloroform	CRF	36	O	E	III	A	No	N/A	No
Creosote	CCW	21 <sup>2</sup>	O	E	III	A	No	N/A	No
Cresols (all isomers)	CRS	21	O	E	III	A	No	N/A	No
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 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)
Glutaraldehyde solution (50% or less)	GTA	19	O	NA	III	A	No	N/A	No
Isoprene	IPR	30	O	A	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Sodium chlorate solution (50% or less)	SDD	0 <sup>1,2</sup>	O	NA	III	A	No	N/A	.50-73
Styrene monomer	STY	30	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
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 28750**  
Official #: D1123005

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Shipyard: Jeffboat  
Hull #: 01-2558

### 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 none	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
Note 2	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.
Subchapter	See Appendix I to 46 CFR Part 150 - exceptions to the compatibility chart.
Subchapter D	The subchapter in Title 46 Code of Federal Regulations under which the cargo has been classified.
Subchapter O	Those flammable and combustible liquids listed in 46 CFR Table 30.25-1.
Note 3	Those hazardous cargoes listed in 46 CFR Table 151.05 and 46 CFR Part 153 Table 2.
Grade	Those cargoes listed in 46 CFR Part 153 Table 2 are non-regulated cargoes when carried in bulk on non-oceangoing barges.
A, B, C	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.
D, E	Flammable liquid cargoes, as defined in 46 CFR 30-10.22.
Note 4	Combustible liquid cargoes, as defined in 46 CFR 30-10.15.
NA	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.
#	Those subchapter O cargoes which are not classified as a flammable or combustible liquid.
Hull Type	No flammability/combustibility grade has been assigned yet, as the necessary flash point/vapor pressure data for such assignments are presently not available.
I	The required barge hull classification for carriage of the specified Subchapter O hazardous material cargo, see 46 CFR 151.10-1.
II	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).
III	Designed to carry products which require significant preventive measures to preclude the uncontrolled release of cargo. See 46 CFR 151.10-1(b)(3).
NA	Designed to carry products of sufficient hazard to require a moderate degree of control. See 46 CFR 151.10-1(b)(4).
	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.
VCS Category:	The specified cargo's provisional classification for vapor control systems.
Category 1	(No additional VCS requirements above those listed for benzene, gasolines, and crude oil) The requirements that must be met are in 33 CFR 155.750, 33 CFR 156.120, 33 CFR 156.170, 46 CFR 35.35 and 46 CFR Part 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 and vapor densities, and a vapor growth of at least 25%.
Category 2	(Polymerizes) Due to polymerization properties, vessels collecting vapors of these cargoes must have a vapor collection and venting system designed to accommodate internal visual examinations to ensure the piping system and components are functional and residue buildup has not adversely affected the pressure drop characteristics of the system. The frequency of these examinations shall be to the satisfaction of the cognizant Officer-in-Charge, Marine Inspection (OCMI). This is in addition to the requirements of Category 1. Please note that a material not normally used as a monomer (or even considered to be a monomer) can be a problem in a detonation arrester. With experience, we may be able to move some in this category to Category 1. Where regulations require a product to meet 46 CFR 151.50-70, we consider the product to be one that polymerizes. On a case by case basis, where we know or suspect that a material can polymerize over time (even when the regulations do not require inhibition), we include it in this Category. In addition, chemicals that are reactive with the moisture in air to form a solid can present similar problems. Therefore we include them under this Category.
Category 3	(Highly Toxic) Due to toxic properties, vessels collecting vapors of these cargoes cannot use a spill valve or rupture disk arrangement 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. Where the regulations require a product to meet 46 CFR 151.50-5, we consider the product to be highly toxic.
Category 4	(Polymerizes and Highly Toxic) Must comply with the requirements of Categories 1, 2, and 3. This includes highly toxic chemicals that are reactive with the moisture in air to form a solid.
Category 5	(High Vapor Growth Rate) Due to the high volatility of these cargoes, the vapor control system requirements cannot be prescribed until the effects of the vapor growth rate for the particular cargo is better understood. If information is available relating to the vapor growth rate of one of these cargoes or the requester is in a position to load a vessel with one of these cargoes at a facility where the liquid loading rate and the vapor discharge rate can be accurately measured, Commandant (G-MSO-3) should be contacted at (202) 267-1217. We have decided that if the vapor pressure is below 200 mm HG at 20 C, there is no vapor growth rate problem.
Category 6	(High Vapor Growth Rate and Highly Toxic) Must comply with the requirements of Categories 1, 3, and 5.
Category 7	(High Vapor Growth Rate and Polymerizes) Must comply with requirements of Categories 1, 2, and 5. This includes High Vapor Growth Rate chemicals that are reactive with the moisture in air to form a solid.
none	The cargo has not been evaluated/classified for use in vapor control systems.