



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

Certification Date: 23 Jul 2021
Expiration Date: 23 Jul 2026

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
PBL 3010	1230460			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
MADISONVILLE, LA	12Jan2011	08Nov2010	R-1819	R-1819		R-287.5
UNITED STATES			1	1		10

Owner	Operator
BRIDGE FUNDING GROUP INC 216 SCHILLING CIRCLE SUITE 100 HUNT VALLEY, MD 21031 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 Officers
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, coastwise, 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>[Signature]</i> R. A. Mantal CDR, USCG, By direction Officer in Charge, Marine Inspection Marine Safety Unit Port Arthur Inspection Zone
Date	Zone	A/P/R	Signature	
5-11-22	NOLA	A	DWAYNE ARCEVAUX	
5-9-23	NOLA	A	DWAYNE ARCEVAUX	
5-22-24	NOLA	P	DWAYNE ARCEVAUX	



Certificate of Inspection

Vessel Name: PBL 3010

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Dec2030	21Dec2020	19Jan2011
Internal Structure	31Jul2026	23Jul2021	21Dec2020

--- 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
28400	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 P/S	860	13.58
2 P/S	873	13.58
3 P/S	699	13.58

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	3889	10ft 3in	13.58	
III	4637	11ft 9in	13.58	

Conditions Of Carriage

Only those cargoes named in the vessel's Cargo Authority Attachment (CAA), serial #C1-2102289 dated 20JUL21, may be carried, and then only in the tanks indicated.

Per 46 CFR 150.130, the Person In Charge (PIC) 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 in conjunction with the reactive group numbers from the "COMPAT GROUP NO" column listed in the vessel's CAA.

When the vessel is carrying cargoes containing greater than 0.5% benzene, the Person in Charge is responsible for ensuring the provisions of 46 CFR 197, Subpart C, are met.

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

The vessel is inspected and approved for the carriage of grade "E" combustible liquids (except those cargoes having a flashpoint 300 degrees Fahrenheit or above) when transported in molten form at elevated temperatures per 46 CFR 36.

Stability and Trim

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

Per 46 CFR 151.10(c)92, 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.

--- Inspection Status ---



Certificate of Inspection

Vessel Name: PBL 3010

Cargo Tanks

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1 P/S	21Dec2020	23Jul2021	31Jul2031	-	-	-
2 P/S	21Dec2020	23Jul2021	31Jul2031	-	-	-
3 P/S	21Dec2020	23Jul2021	31Jul2031	-	-	-

Hydro Test

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

---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



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **PBL 3010**

Official #: 1230450

Shipyard: Trinity Marine

Hull #: 2190-1

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 Cont	
A	#1P/S, #2P/S, #3P/S	8.74	Atmos.	Elev	II	1ii 2ii	Integral Gravity	Open	Open	II	G-1	NR	NA	Portable	40-1(f)(1), .50-60, .50-70(a), .50-70(b), .50-73, .50-81(a), .50-81(b),	55-1(b), (c), (e), (f), (j), 56-1(a), (b), (c), (d), (e), (f), (g), 58-1(e),	NR	Yes

- 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's of	Insp. Period	
							App'd (Y or N)	VCS Category			

Authorized Subchapter O Cargoes

Olefins (C13+, all isomers)	OFZ	30	D/O	E	III	A	No	N/A		G
Alkyl (C7-C9) nitrates	AKN	34 ²	O	NA	III	A	No	N/A	.50-81, .50-86	G
Benzene, C10-16 alkyl derivatives	BEN	32	O	D	III	A	No	N/A		G
Camphor oil (light)	CPO	18	O	D	II	A	No	N/A	No	G
Dodecyldimethylamine, Tetradecyldimethylamine mixture	DOT	7	O	E	III	A	No	N/A	.56-1(b)	G
Ethylene glycol hexyl ether	EGH	40	O	E	III	A	No	N/A	No	G
Trisodium phosphate solution	TSP	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c).	G
Vinyl neodecanoate	VND	13	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b)	G



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Cargo Authority Attachment

Vessel Name: **PBL 3010**

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Shipyard: Trinity Marine

Hull #: 2190-1

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.
Compatibility 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 (CG-3PSO-3), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593-0001. Telephone (202) 372-1425.
Note 2	See Appendix I to 46 CFR Part 150 - exceptions to the compatibility chart.
Subchapter Subchapter D Subchapter O Note 3	The subchapter in Title 46 Code of Federal Regulations under which the cargo has been classified. Those flammable and combustible liquids listed in 46 CFR Table 30.25-1. Those hazardous cargoes listed in 46 CFR Table 151.05 and 46 CFR Part 153 Table 2. Those subchapter O 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 sufficient 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:

Category 1	The specified cargo's provisional classification for vapor control systems. (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 39.2011) and the pressure drop calculations (46 CFR 39.3001) must use appropriate friction factors, vapor densities and vapor growth rates.
Category 2	(Polymers) Polymerization and residue build-up of these cargoes can adversely affect the vessel by fouling safety components 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 39.2009. This requirement is in addition to the requirements of Category 1.
Category 4	(Polymers 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 1 cargoes. 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 polymers) Must comply with requirements of Categories 1, 2 and 5.
none	The cargo has not been evaluated/classified for use in vapor control systems.

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Sector Houston-Galveston
United States Coast Guard

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16711

Kirby Inland Marine, LP
Attn: Mr. Robert Jones
18350 Market Street
Channelview, Texas 77530

Subj: APPROVAL LETTER FOR ACCEPTANCE OF NEW KIRBY BARGES TO THE
TANK BARGE STREAMLINED INSPECTION PROGRAM (TBSIP).

Dear Mr. Jones:

This is in response to your letter dated March 31, 2020, wherein you intend to add 89 newly acquired barges to your fleet to be inspected under the TBSIP guidelines. Each new barge shall be covered within the Company Action Plan (CAP) as well as a Tank Barge Action Plan (TAP). This letter will serve as acceptance of the barges into the program. Please place a copy of this letter on each barge.

Thank you for your commitment to a continuing partnership with the Coast Guard. If you have any questions, please contact your U.S. Coast Guard TBSIP Advisor, LT Reid DeLeon, at (281) 464-4758 or Reid.A.Deleon@uscg.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read "N. D. Rodriguez".

N. D. Rodriguez
Commander, U.S. Coast Guard
By Direction,
Officer in Charge, Marine Inspection



**KIRBY INLAND MARINE MAINTENANCE DIV.
18350 MARKET STREET
CHANNELVIEW, TX 77530**

March 31, 2020

U.S.C.G.
Commanding Officer
Marine Safety Office
13411 Hilliard St.
Houston, TX 77034

RE: Kirby Barges Requesting Entry into TBSIP Program

To Whom It May Concern:

We respectfully request approval to enroll the newly acquired barges to our fleet to be inspected under the TBSIP guidelines. Each new barge shall be covered within the Company Action Plan (CAP) as well as a Tank Barge Action Plan (TAP). Please see the list below:

CBR 2014 (1237668)	SMS 111 (1291702)	SMS 30025 (1234348)	SMS 30048 (1247205)
HFL 401 (1206173)	SMS 112 (1291703)	SMS 30026 (1234349)	SMS 30049 (1247206)
HFL 403 (1206174)	SMS 113 (1291704)	SMS 30027 (1234351)	SMS 30050 (1247207)
HFL 409 (1237480)	SMS 114 (1291705)	SMS 30028 (1234352)	SMS 30051 (1248993)
HFL 411 (1237481)	SMS 213 (1074634)	SMS 30029 (1234354)	SMS 30052 (1248992)
HFL 433 (1262987)	SMS 214 (1074635)	SMS 30030 (1234355)	SMS 30053 (1249447)
HFL 435 (1236563)	SMS 216 (1074637)	SMS 30031 (1234356)	SMS 30054 (1249745)
PBL 1101 (531063)	SMS 217 (1074638)	SMS 30032 (1239856)	SMS 30055 (1249746)
PBL 2401 (566651)	SMS 30007 (1216337)	SMS 30033 (1239857)	SMS 30056 (1252007)
PBL 2402 (558338)	SMS 30010 (1216338)	SMS 30034 (1239887)	SMS 30057 (1252008)
PBL 3001 (1130237)	SMS 30011 (1216339)	SMS 30035 (1239858)	SMS 30058 (1252009)
PBL 3002 (1188127)	SMS 30012 (1216340)	SMS 30036 (1239859)	SMS 30059 (1252010)
PBL 3010 (1230450)	SMS 30014 (1222699)	SMS 30037 (1239888)	SMS 30060 (1252012)
PBL 3011 (1266446)	SMS 30015 (1222689)	SMS 30038 (1239860)	SMS 30061 (1252013)
PBL 3026 (D1117727)	SMS 30016 (1225135)	SMS 30039 (1239861)	SMS 30062 (1251933)
PBL 3027 (D1117728)	SMS 30017 (1229236)	SMS 30040 (1239889)	SMS 30063 (1251934)
PBL 3421 (1241415)	SMS 30018 (1229235)	SMS 30041 (1239862)	SMS 30064 (1251935)
PBL 3422 (D1241414)	SMS 30019 (1231348)	SMS 30042 (1239863)	SMS 30065 (1250651)
PBL 3423 (D1244005)	SMS 30020 (1231349)	SMS 30043 (1239890)	SMS 30203 (1020952)
SBK 1601 (538190)	SMS 30021 (1231350)	SMS 30044 (1242956)	SMS 30206 (1020937)
SBK 2410 (553435)	SMS 30022 (1231351)	SMS 30045 (1246170)	
SMS 10000 (1192462)	SMS 30023 (1234345)	SMS 30046 (1243723)	
SMS 10001 (1255567)	SMS 30024 (1234347)	SMS 30047 (1247204)	

If you need any further information regarding this matter, please feel free to contact me at 713-435-1710.

Sincerely,

Robert Jones
Barge Maintenance Manager