



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

Certification Date: 10 Dec 2021
Expiration Date: 10 Dec 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 3026 | 1117727 | | | Tank Barge |

| Hailing Port | Hull Material | Horsepower | Propulsion |
|---------------|---------------|------------|------------|
| WESTWEGO, LA | Steel | | |
| UNITED STATES | | | |

| Place Built | Delivery Date | Keel Laid Date | Gross Tons | Net Tons | DWT | Length |
|------------------|---------------|----------------|------------|----------|-----|---------|
| ASHLAND CITY, TN | 08Nov2001 | 08Sep2001 | R-1619 | R-1619 | | R-297.5 |
| UNITED STATES | | | | | | 10 |

| Owner | Operator |
|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| BRIDGE FUNDING GROUP INC 215 SCHILLING CIRCLE SUITE 100 HUNT VALLEY, MD 21031 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---
 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 in accordance with 46 CFR Table 31.10-21(b); if this vessel is operated in salt water more than six (6) months in any twelve (12) month period, the vessel must be inspected using salt water intervals and the cognizant OCHI notified in writing as soon as this change in status occurs.
 This tank barge is participating in the Eighth-Ninth Coast Guard District's Tank Barge Streamlined Inspection
*****SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*****

With this Inspection for Certification having been completed at New Orleans, LA, UNITED STATES, the Officer in Charge, Marine Inspection, Sector New Orleans 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: J. H. HART COMMANDER , (by direction) Officer in Charge, Marine Inspection Sector New Orleans Inspection Zone |
|-------------------------------|-------------|-------|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Date | Zone | AP/IR | Signature | |
| 10-10-2022 | New Orleans | A | Scott Figgins | |
| 10-24-23 | HOU/GAL | P | DANNY MURRAY | |
| 10/23/24 | NO LA | A | Dylan LaCoste | |



Certificate of Inspection

Vessel Name: PBL 3026

Program (TBSIP). Inspection activities aboard this barge shall be conducted in accordance with its Tank Barge Action Plan. Inspection issues concerning this barge should be directed to Morgan City OCMI.

---Hull Exams---

| Exam Type | Next Exam | Last Exam | Prior Exam |
|--------------------|-----------|-----------|------------|
| DryDock | 30Aug2026 | 30Aug2016 | 08Nov2001 |
| Internal Structure | 30Aug2026 | 30Nov2021 | 30Aug2016 |

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

Authorization: GRADE "D" AND LOWER CARGOES.

| Total Capacity | Units | Highest Grade Type | Part151 Regulated | Part153 Regulated | Part154 Regulated |
|----------------|---------|--------------------|-------------------|-------------------|-------------------|
| 29144 | Barrels | D | No | 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) |
|---------------------------|----------------------------------------|---------------------------|
| 3 P/S | | |
| 2 P/S | | |
| 1 P/S | | |

Conditions Of Carriage

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 applied.

This vessel is inspected and approved for the carriage of grade "E" combustible liquids when transported in molten form at elevated temperatures.

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

Vapor Control Authorization

In accordance with 46 CFR 39, excluding 46 CFR 39.40, this vessel's vapor control system has been inspected to the plans approved by Marine Safety Center letter Serial C1-1803673 dated 23 Oct 18 and the list of authorized cargoes on the CAA, Serial C1-1803673 dated October 23, 2018, and found acceptable for collection of bulk liquid cargo vapors annotated with "Yes" in the CAA's VCS column.

In accordance with 46 CFR Part 39.1017 and 39.5001(e) this vessel's VCS has been evaluated and approved for multi-breasted tandem loading with other vessels specifically approved to tandem load with this vessel.

--- Inspection Status ---

Cargo Tanks

| Tank Id | Internal Exam | | | External Exam | | |
|---------|---------------|-----------|-----------|---------------|------|------|
| | Previous | Last | Next | Previous | Last | Next |
| 3 P/S | 14Mar2007 | 30Aug2016 | 30Aug2026 | - | - | - |
| 2 P/S | 14Mar2007 | 30Aug2016 | 30Aug2026 | - | - | - |
| 1 P/S | 14Mar2007 | 30Aug2016 | 30Aug2026 | - | - | - |



Certificate of Inspection

Vessel Name: PBL 3026

| Tank Id | Safety Valves | Hydro Test | | |
|---------|---------------|------------|------|------|
| | | Previous | Last | Next |
| 3 P/S | 30Nov2021 | - | - | - |
| 2 P/S | 30Nov2021 | - | - | - |
| 1 P/S | 30Nov2021 | - | - | - |

---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



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **PBL 3026**

Shipyard: Trinity Ashland City

Official #: 1117727

Hull #: 4394

Tank Group Characteristics

| Tnk Grp | Tanks in Group | Density | Flammability Grade | Fire Protection | Comments |
|---------|---------------------|---------|--------------------|-----------------|----------|
| A | #1P/S, #2P/S, #3P/S | 8.7 | D | Portable | None |

This vessel is approved to collect vapors of the following 46 CFR Subchapter D flammable and/or combustible liquid cargoes using the approved onboard vapor control system.

Subchapter D Cargoes Authorized for Vapor Control

| Cargo Identification | | | | | | Conditions of Carriage | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------|------------------------|-------|------------|------------------------|--------------|--|
| Name | Chem Code | Compat Group No | IMO Pollution Category | Grade | Tank Group | Vapor Recovery | | |
| | | | | | | App'd (Y or N) | VCS Category | |
| Acetophenone | ACP | 18 | @D | E | A | Yes | 1 | |
| Alcohol (C6-C17) (secondary) poly(3-6) ethoxylates | AEA | 20 | A | E | A | Yes | 1 | |
| Alcohol (C6-C17) (secondary) poly(7-12) ethoxylates | AEB | 20 | B | E | A | Yes | 1 | |
| Amyl acetate (all isomers) | AEC | 34 | C | D | A | Yes | 1 | |
| Amyl alcohol (iso-, n-, sec-, primary) | AAI | 20 | D | D | A | Yes | 1 | |
| Benzyl acetate | BZE | 34 | C | E | A | Yes | 1 | |
| Benzyl alcohol | BAL | 21 | C | E | A | Yes | 1 | |
| Brake fluid base mixtures (containing Poly(2-8)alkylene(C2-C3) glycols, Polyalkylene(C2-C10) glycol monoalkyl(C1-C4) ethers, and their borate esters) | BFY | 20 | D | E | A | Yes | 1 | |
| Butyl acetate (all isomers) | BAX | 34 | C | D | A | Yes | 1 | |
| Isobutyl alcohol | IAL | 20 ² | III | D | A | Yes | 1 | |
| Butyl alcohol (n-) | BAN | 20 ² | III | D | A | Yes | 1 | |
| Butyl toluene | BUE | 32 | @A | D | A | Yes | 1 | |
| Cyclohexanol | CHN | 20 | D | E | A | Yes | 1 | |
| Cyclohexyl acetate | CYC | 34 | B | D | A | Yes | 1 | |
| 1,3-Cyclopentadiene dimer (molten) | CPD | 30 | B | D/E | A | Yes | 2 | |
| p-Cymene | CMP | 32 | C | D | A | Yes | 1 | |
| iso-Decaldehyde | IDA | 19 | @C | E | A | Yes | 1 | |
| n-Decaldehyde | DAL | 19 | @B | E | A | Yes | 1 | |
| Decanoic acid | DCO | 4 | C | # | A | Yes | 1 | |
| Decene | DCE | 30 | B | D | A | Yes | 1 | |
| Decyl alcohol (all isomers) | DAX | 20 ² | B | E | A | Yes | 1 | |
| n-Decylbenzene, see Alkyl(C9+)benzenes | DBZ | 32 | III | E | A | Yes | 1 | |
| Diacetone alcohol | DAA | 20 ² | D | D | A | Yes | 1 | |
| Dibutyl phthalate | DPA | 34 | A | E | A | Yes | 1 | |
| Diethylbenzene | DEB | 32 | A | D | A | Yes | 1 | |
| Diisobutyl ketone | DIK | 18 | D | D | A | Yes | 1 | |
| Diisopropylbenzene (all isomers) | DIX | 32 | A | E | A | Yes | 1 | |
| Dioctyl phthalate | DOP | 34 | III | E | A | Yes | 1 | |
| Dipentene | DPN | 30 | C | D | A | Yes | 1 | |
| Diphenyl | DIL | 32 | A | D/E | A | Yes | 1 | |
| Dipropylene glycol | DPG | 40 | III | E | A | Yes | 1 | |
| Distillates: Flashed feed stocks | DFF | 33 | I | E | A | Yes | 1 | |
| Distillates: Straight run | DSR | 33 | I | E | A | Yes | 1 | |
| Dodecene (all isomers) | DOZ | 30 | B | D | A | Yes | 1 | |
| Dodecylbenzene, see Alkyl(C9+)benzenes | DDB | 32 | III | E | A | Yes | 1 | |
| 2-Ethoxyethyl acetate | EEA | 34 | C | D | A | Yes | 1 | |

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



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **PBL 3026**

Shipyard: Trinity Ashland City

Official #: 1117727

Page 2 of 4

Hull #: 4394

| Name | Chem Code | Compat Group No | IMO Pollution Category | Grade | Tank Group | Conditions of Carriage | |
|-------------------------------------------|-----------|-----------------|------------------------|-------|------------|-------------------------------|--------------|
| | | | | | | Vapor Recovery App'd (Y or N) | VCS Category |
| Ethoxy triglycol (crude) | ETG | 40 | D | E | A | Yes | 1 |
| Ethyl acetoacetate | EAA | 34 | D | E | A | Yes | 1 |
| Ethyl butanol | EBT | 20 | @D | D | A | Yes | 1 |
| Ethyl butyrate | EBR | 34 | C | D | A | Yes | 1 |
| Ethyl cyclohexane | ECY | 31 | C | D | A | Yes | 1 |
| Ethylene glycol butyl ether acetate | EMA | 34 | C | E | A | Yes | 1 |
| Ethylene glycol phenyl ether | EPE | 40 | D | E | A | Yes | 1 |
| Ethyl-3-ethoxypropionate | EEP | 34 | C | D | A | Yes | 1 |
| 2-Ethylhexanol | EHX | 20 | @C | E | A | Yes | 1 |
| Ethyl toluene | ETE | 32 | B | D | A | Yes | 1 |
| n-Heptanoic acid | HEN | 4 | D | E | A | Yes | 1 |
| Heptanol (all isomers) | HTX | 20 | C | D/E | A | Yes | 1 |
| Heptyl acetate | HPE | 34 | B | E | A | Yes | 1 |
| Hexanoic acid | HXO | 4 | D | E | A | Yes | 1 |
| Hexanol | HXN | 20 | D | D | A | Yes | 1 |
| Hexylene glycol | HXG | 20 | III | E | A | Yes | 1 |
| Isophorone | IPH | 18 ² | D | E | A | Yes | 1 |
| Jet fuel: JP-4 | JPF | 33 | I | E | A | Yes | 1 |
| Jet fuel: JP-5 (kerosene, heavy) | JPV | 33 | I | D | A | Yes | 1 |
| Kerosene | KRS | 33 | I | D | A | Yes | 1 |
| Methyl acetate | MTT | 34 | III | D | A | Yes | 1 |
| Methylamyl acetate | MAC | 34 | C | D | A | Yes | 1 |
| Methylamyl alcohol | MAA | 20 | C | D | A | Yes | 1 |
| Methyl amyl ketone | MAK | 18 | D | D | A | Yes | 1 |
| Methyl heptyl ketone | MHK | 18 | B | D | A | Yes | 1 |
| Mineral spirits | MNS | 33 | I | D | A | Yes | 1 |
| Myrcene | MRE | 30 | D | D | A | Yes | 1 |
| Naphtha: Heavy | NAG | 33 | @I | # | A | Yes | 1 |
| Naphtha: Petroleum | PTN | 33 | I | # | A | Yes | 1 |
| Naphtha: Solvent | NSV | 33 | @I | D | A | Yes | 1 |
| Naphtha: Stoddard solvent | NSS | 33 | @I | D | A | Yes | 1 |
| Nonane (all isomers), see Alkanes (C6-C9) | NAX | 31 | C | D | A | Yes | 1 |
| Nonene (all isomers) | NON | 30 | B | D | A | Yes | 2 |
| Nonyl alcohol (all isomers) | NNS | 20 ² | C | E | A | Yes | 1 |
| Nonyl phenol | NNP | 21 | A | E | A | Yes | 1 |
| Nonyl phenol poly(4+)ethoxylates | NPE | 40 | B | E | A | Yes | 1 |
| Octanoic acid (all isomers) | OAY | 4 | D | E | A | Yes | 1 |
| Octanol (all isomers) | OCX | 20 ² | C | E | A | Yes | 1 |
| Oil, fuel: No. 2 | OTW | 33 | I | D/E | A | Yes | 1 |
| Oil, fuel: No. 2-D | OTD | 33 | I | D | A | Yes | 1 |
| Oil, fuel: No. 4 | OFR | 33 | I | D/E | A | Yes | 1 |
| Oil, fuel: No. 5 | OFV | 33 | I | D/E | A | Yes | 1 |
| Oil, fuel: No. 6 | OSX | 33 | I | E | A | Yes | 1 |
| Oil, misc: Crude | OIL | 33 | I | A/D | A | Yes | 1 |
| Oil, misc: Diesel | ODS | 33 | I | D/E | A | Yes | 1 |
| Oil, misc: Gas, high pour | OGP | 33 | @I | E | A | Yes | 1 |
| Oil, misc: Lubricating | OLB | 33 | I | E | A | Yes | 1 |



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **PBL 3026**
Official #: 1117727

Page 3 of 4

Shipyards: Trinity Ashland City
Hull #: 4394

| Cargo Identification | | | | | Conditions of Carriage | | | |
|------------------------------------------------------------|-----------|-----------------|------------------------|-------|------------------------|----------------|--------------|--|
| Name | Chem Code | Compat Group No | IMO Pollution Category | Grade | Tank Group | Vapor Recovery | | |
| | | | | | | App'd (Y or N) | VCS Category | |
| Oil, misc: Residual | ORL | 33 | I | E | A | Yes | 1 | |
| Oil, misc: Turbine | OTB | 33 | I | E | A | Yes | 1 | |
| n-Pentyl propionate | PPE | 34 | C | D | A | Yes | 1 | |
| alpha-Pinene | PIO | 30 | A | D | A | Yes | 1 | |
| beta-Pinene | PIP | 30 | B | D | A | Yes | 1 | |
| Poly(2-8)alkylene glycol monoalkyl (C1-C6) ether | PAG | 40 | D | E | A | Yes | 1 | |
| Poly(2-8)alkylene glycol monoalkyl (C1-C6) ether acetate | PAF | 34 | D | E | A | Yes | 1 | |
| Polybutene | PLB | 30 | III | E | A | Yes | 1 | |
| Polypropylene glycol | PGC | 40 | D | E | A | Yes | 1 | |
| Propylbenzene (all isomers) | PBY | 32 | A | D | A | Yes | 1 | |
| Isopropylcyclohexane | IPX | 31 | C | D | A | Yes | 1 | |
| Propylene glycol | PPG | 20 ² | III | E | A | Yes | 1 | |
| Propylene glycol methyl ether acetate | PGN | 34 | D | D | A | Yes | 1 | |
| Propylene tetramer | PTT | 30 | B | D | A | Yes | 1 | |
| Sulfolane | SFL | 39 | D | E | A | Yes | 1 | |
| Tetrahydronaphthalene | THN | 32 | C | E | A | Yes | 1 | |
| Tricresyl phosphate (containing less than 1% ortho isomer) | TCP | 34 | A | E | A | Yes | 1 | |
| Triethylbenzene | TEB | 32 | A | E | A | Yes | 1 | |
| Trimethylbenzene (all isomers) | TRE | 32 | A | {D} | A | Yes | 1 | |
| Trixylyl phosphate | TRP | 34 | A | E | A | Yes | 1 | |
| 1-Undecene | UDC | 30 | B | D/E | A | Yes | 1 | |
| 1-Undecyl alcohol | UND | 20 | B | E | A | Yes | 1 | |
| Xylenes (ortho-, meta-, para-) | XLX | 32 | C | D | A | Yes | 1 | |



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: PBL 3026

Shipyard: Trinity Ashland

Official #: 1117727

Page 4 of 4

Hull #: 4394

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 | 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 (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 compatibility 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 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 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 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 39.20-9. 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 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 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. |

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