Department of Homeland Security
United States Coast Guard

Expiration Date: 10 Feb 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
CCL 405	1236867			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
NEW ORLEANS, LA UNITED STATES	Steel		

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
MADISONVILLE, LA UNITED STATES	28Dec2011	01Dec2011	R-1619 I-	R-1619 I-		R-297.5 I-0

Owner
CHEM CARRIERS LLC
1237 HIGHWAY 75
SUNSHINE, LA 70780
UNITED STATES

Operator
CHEM CARRIERS LLC
1237 HIGHWAY 75
SUNSHINE, LA 70780
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 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 MADISONVILLE, 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

Date	Zone	A/P/R	Signature
3-15-23	Hou Gal	A	ENS SPILLMAN
5-29-24	Hou HAL	A	RMC N. ANDERSON
05 Mar 25	SOC HOU/GAL	P	LTJG

This certificate issued by:

J. H. HART COMMANDER, by direction

Officer in Charge, Marine Inspection

Sector New Orleans

Inspection Zone

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

Certification Date:	10 Feb 2022
Expiration Date:	10 Feb 2027

Certificate of Inspection

Vessel Name: CCL 405

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Dec2031	10Jan2022	28Dec2011
Internal Structure	31Dec2026	10Jan2022	27Dec2016

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

Authorization: Grade "A" and Lower and Specified Hazardous Cargoes.

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
29700	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	925	13.57
2 P/S	939	13.57
3 P/S	866	13.57

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	4696	10ft 0in	13.57	LBS
III	5599	11ft 9in	13.57	LBS

Conditions Of Carriage

Only those cargoes named in the vessel's Cargo Authority Attachment, Serial# C1-1103805 dated November 3, 2011, may be carried, and then only in the tanks indicated.

Per 46 CFR 150.130, the Person in Charge of the barge (vessel) is responsible for ensuring that 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 "COMPAT GRP NO" column listed in the vessel's Cargo Authority Attachment.

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 # C1-1103805 dated November 14, 2011 and found acceptable for collection of bulk liquid cargo vapors annotated with "Yes" in the CAA's VCS column of the vessel's Cargo Authority Attachment.

When the vessel is carrying cargoes containing greater than 0.5% Benzene, the person in charge is responsible for ensuring the provisions of 46 US Code of Federal Regulations Part 197, Subpart C are met.

--- Inspection Status ---

Cargo Tanks

	Internal Exam			External Exam		
Tank Id	Previous	Last	Next	Previous	Last	Next
1 P/S	28Dec2011	10Jan2022	31Dec2031	-	-	-

Certificate of Inspection

Vessel Name: CCL 405

2 P/S	28Dec2011	10Jan2022	31Dec2031	-	-	-
3 P/S	28Dec2011	10Jan2022	31Dec2031	-	-	-

Tank Id	Safety Valves	Hydro Test 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 ---

Number of Fireman Outfits - 0

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
2	B-II

END

Department of Homeland Security
United States Coast Guard

Serial #: C1-1103805
Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Official #: 1236867

Shipyard: Trinity Marine, Madisonville

Hull #: 2196-1

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	13.6	Atmos.	Amb.	II	1ii 2ii	Integral Gravity	PV	Closed	II	G-1	NR	NA	Portable	.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),	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 Mat'ls of	Insp. Period
Authorized Subchapter O Cargoes										
Acetonitrile	ATN	37	O	C	III	A	Yes	3	No	G
Acrylonitrile	ACN	15 [2]	O	C	II	A	Yes	4	.50-70(a), .55-1(e)	G
Adiponitrile	ADN	37	O	E	II	A	Yes	1	No	G
Alkyl(C7-C9) nitrates	AKN	34 [2]	O	NA	III	A	No	N/A	.50-81, .50-86	G
Aminoethylethanolamine	AEE	8	O	E	III	A	Yes	1	.55-1(b)	G
Ammonium bisulfite solution (70% or less)	ABX	43 [2]	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b), (c)	G
Ammonium hydroxide (28% or less NH3)	AMH	6	O	NA	III	A	No	N/A	.56-1(a), (b), (c), (f), (g)	G
Anthracene oil (Coal tar fraction)	AHO	33	O	NA	II	A	No	N/A	No	G
Benzene	BNZ	32	O	C	III	A	Yes	1	.50-60	G
Benzene or hydrocarbon mixtures (having 10% Benzene or more)	BHB	32 [2]	O	C	III	A	Yes	1	.50-60	G
Benzene or hydrocarbon mixtures (containing Acetylene and 10% Benzene or more)	BHA	32 [2]	O	C	III	A	Yes	1	.50-60, .56-1(b), (d), (f), (g)	G
Benzene, Toluene, Xylene mixtures (10% Benzene or more)	BTX	32	O	B/C	III	A	Yes	1	.50-60	G
Butyl acrylate (all isomers)	BAR	14	O	D	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Butyl methacrylate	BMH	14	O	D	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Butyraldehyde (all isomers)	BAE	19	O	C	III	A	Yes	1	.55-1(h)	G
Camphor oil (light)	CPO	18	O	D	II	A	No	N/A	No	G
Carbon tetrachloride	CBT	36	O	NA	III	A	No	N/A	No	G
Caustic potash solution	CPS	5 [2]	O	NA	III	A	No	N/A	.50-73, .55-1(j)	G
Caustic soda solution	CSS	5 [2]	O	NA	III	A	No	N/A	.50-73, .55-1(j)	G
Chemical Oil (refined, containing phenolics)	COD	21	O	E	II	A	No	N/A	.50-73	G
Chlorobenzene	CRB	36	O	D	III	A	Yes	1	No	G
Chloroform	CRF	36	O	NA	III	A	Yes	3	No	G
Coal tar naphtha solvent	NCT	33	O	D	III	A	Yes	1	.50-73	G
Creosote	CCW	21 [2]	O	E	III	A	Yes	1	No	G
Cresols (all isomers)	CRS	21	O	E	III	A	Yes	1	No	G
Cresylate spent caustic	CSC	5	O	NA	III	A	No	N/A	.50-73, .55-1(b)	G
Cresylic acid tar	CRX		O	E	III	A	Yes	1	.55-1(f)	G
Crotonaldehyde	CTA	19 [2]	O	C	II	A	Yes	4	.55-1(h)	G
Crude hydrocarbon feedstock (containing Butyraldehydes and Ethylpropyl acrolein)	CHG		O	C	III	A	No	N/A	No	G
Cyclohexanone	CCH	18	O	D	III	A	Yes	1	.56-1(a), (b)	G
Cyclohexanone, Cyclohexanol mixture	CYX	18 [2]	O	E	III	A	Yes	1	.56-1 (b)	G

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

Department of Homeland Security
United States Coast Guard

Serial #: C1-1103805
Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
Cyclohexylamine	CHA	7	O	D	III	A	Yes	1	.56-1(a), (b), (c), (g)	G
Cyclopentadiene, Styrene, Benzene mixture	CSB	30	O	D	III	A	Yes	1	.50-60, .56-1(b)	G
iso-Decyl acrylate	IAI	14	O	E	III	A	Yes	2	.50-70(a), .50-81(a), (b), .55-1(c)	G
Dichlorobenzene (all isomers)	DBX	36	O	E	III	A	Yes	3	.56-1(a), (b)	G
1,1-Dichloroethane	DCH	36	O	C	III	A	Yes	1	No	G
2,2'-Dichloroethyl ether	DEE	41	O	D	II	A	Yes	1	.55-1(f)	G
Dichloromethane	DCM	36	O	NA	III	A	Yes	5	No	G
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution	DDE	43	O	E	III	A	No	N/A	.56-1(a), (b), (c), (g)	G
2,4-Dichlorophenoxyacetic acid, dimethylamine salt solution	DAD	0 [1,2]	O	A	III	A	No	N/A	.56-1(a), (b), (c), (g)	G
2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution	DTI	43 [2]	O	E	III	A	No	N/A	.56-1(a), (b), (c), (g)	G
1,1-Dichloropropane	DPB	36	O	C	III	A	Yes	3	No	G
1,2-Dichloropropane	DPP	36	O	C	III	A	Yes	3	No	G
1,3-Dichloropropane	DPC	36	O	C	III	A	Yes	3	No	G
1,3-Dichloropropene	DPU	15	O	D	II	A	Yes	4	No	G
Dichloropropene, Dichloropropane mixtures	DMX	15	O	C	II	A	Yes	1	No	G
Diethanolamine	DEA	8	O	E	III	A	Yes	1	.55-1(c)	G
Diethylamine	DEN	7	O	C	III	A	Yes	3	.55-1(c)	G
Diethylenetriamine	DET	7 [2]	O	E	III	A	Yes	1	.55-1(c)	G
Diisobutylamine	DBU	7	O	D	III	A	Yes	3	.55-1(c)	G
Diisopropanolamine	DIP	8	O	E	III	A	Yes	1	.55-1(c)	G
Diisopropylamine	DIA	7	O	C	II	A	Yes	3	.55-1(c)	G
N,N-Dimethylacetamide	DAC	10	O	E	III	A	Yes	3	.56-1(b)	G
Dimethylethanolamine	DMB	8	O	D	III	A	Yes	1	.56-1(b), (c)	G
Dimethylformamide	DMF	10	O	D	III	A	Yes	1	.55-1(e)	G
Di-n-propylamine	DNA	7	O	C	II	A	Yes	3	.55-1(c)	G
Dodecyldimethylamine, Tetradecyldimethylamine mixture	DOT	7	O	E	III	A	No	N/A	.56-1(b)	G
Dodecyl diphenyl ether disulfonate solution	DOS	43	O	#	II	A	No	N/A	No	G
EE Glycol Ether Mixture	EEG	40	O	D	III	A	No	N/A	No	G
Ethanolamine	MEA	8	O	E	III	A	Yes	1	.55-1(c)	G
Ethyl acrylate	EAC	14	O	C	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Ethylamine solution (72% or less)	EAN	7	O	A	II	A	No	N/A	.55-1(b)	G
N-Ethylbutylamine	EBA	7	O	D	III	A	Yes	3	.55-1(b)	G
N-Ethylcyclohexylamine	ECC	7	O	D	III	A	Yes	1	.55-1(b)	G
Ethylene cyanohydrin	ETC	20	O	E	III	A	Yes	1	No	G
Ethylenediamine	EDA	7 [2]	O	D	III	A	Yes	1	.55-1(c)	G
Ethylene dichloride	EDC	36 [2]	O	C	III	A	Yes	1	No	G
Ethylene glycol hexyl ether	EGH	40	O	E	III	A	No	N/A	No	G
Ethylene glycol monoalkyl ethers	EGC	40	O	D/E	III	A	Yes	1	No	G
Ethylene glycol propyl ether	EGP	40	O	E	III	A	Yes	1	No	G
2-Ethylhexyl acrylate	EAI	14	O	E	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Ethyl methacrylate	ETM	14	O	D/E	III	A	Yes	2	.50-70(a)	G
2-Ethyl-3-propylacrolein	EPA	19 [2]	O	E	III	A	Yes	1	No	G
Formaldehyde solution (37% to 50%)	FMS	19 [2]	O	D/E	III	A	Yes	1	.55-1(h)	G
Furfural	FFA	19	O	D	III	A	Yes	1	.55-1(h)	G
Glutaraldehyde solution (50% or less)	GTA	19	O	NA	III	A	No	N/A	No	G
Hexamethylenediamine solution	HMC	7	O	E	III	A	Yes	1	.55-1(c)	G
Hexamethyleneimine	HMI	7	O	C	II	A	Yes	1	.56-1(b), (c)	G
Hydrocarbon 5-9	HFN		O	C	III	A	Yes	1	.50-70(a), .50-81(a), (b)	G

Department of Homeland Security
United States Coast Guard

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Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
Isoprene	IPR	30	O	A	III	A	No	N/A	.50-70(a), .50-81(a), (b)	G
Isoprene, Pentadiene mixture	IPN		O	B	III	A	No	N/A	.50-70(a), .55-1(c)	G
Kraft pulping liquors (free alkali content 3% or more)(including: Black, Green, or White liquor)	KPL	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c), (g)	G
Mesityl oxide	MSO	18 [2]	O	D	III	A	Yes	1	No	G
Methyl acrylate	MAM	14	O	C	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Methylcyclopentadiene dimer	MCK	30	O	C	III	A	Yes	1	No	G
Methyl diethanolamine	MDE	8	O	E	III	A	Yes	1	.56-1(b), (c)	G
2-Methyl-5-ethylpyridine	MEP	9	O	E	III	A	Yes	1	.55-1(e)	G
Methyl methacrylate	MMM	14	O	C	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
2-Methylpyridine	MPR	9	O	D	III	A	Yes	3	.55-1(c)	G
alpha-Methylstyrene	MSR	30	O	D	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
Morpholine	MPL	7 [2]	O	D	III	A	Yes	1	.55-1(c)	G
Nitroethane	NTE	42	O	D	II	A	No	N/A	.50-81, .56-1(b)	G
1- or 2-Nitropropane	NPM	42	O	D	III	A	Yes	1	.50-81	G
1,3-Pentadiene	PDE	30	O	A	III	A	No	N/A	.50-70(a), .50-81	G
Perchloroethylene	PER	36	O	NA	III	A	No	N/A	No	G
Polyethylene polyamines	PEB	7 [2]	O	E	III	A	Yes	1	.55-1(e)	G
iso-Propanolamine	MPA	8	O	E	III	A	Yes	1	.55-1(c)	G
Propanolamine (iso-, n-)	PAX	8	O	E	III	A	Yes	1	.56-1(b), (c)	G
iso-Propylamine	IPP	7	O	A	II	A	Yes	5	.55-1(c)	G
Pyridine	PRD	9	O	C	III	A	Yes	1	.55-1(e)	G
Sodium acetate, Glycol, Water mixture (3% or more Sodium Hydroxide)	SAP		O		III	A	No	N/A	.50-73, .55-1(j)	G
Sodium aluminate solution (45% or less)	SAU	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b), (c)	G
Sodium chlorate solution (50% or less)	SDD	0 [1,2]	O	NA	III	A	No	N/A	.50-73	G
Sodium hypochlorite solution (20% or less)	SHQ	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b)	G
Sodium sulfide, hydrosulfide solution (H2S 15 ppm or less)	SSH	0 [1,2]	O	NA	III	A	Yes	1	.50-73, .55-1(b)	G
Sodium sulfide, hydrosulfide solution (H2S greater than 15 ppm but less than 200 ppm)	SSI	0 [1,2]	O	NA	III	A	No	N/A	.50-73, .55-1(b)	G
Sodium sulfide, hydrosulfide solution (H2S greater than 200 ppm)	SSJ	0 [1,2]	O	NA	II	A	No	N/A	.50-73, .55-1(b)	G
Styrene (crude)	STX		O	D	III	A	Yes	2	No	G
Styrene monomer	STY	30	O	D	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G
1,1,2,2-Tetrachloroethane	TEC	36	O	NA	III	A	No	N/A	No	G
Tetraethylenepentamine	TTP	7	O	E	III	A	Yes	1	.55-1(c)	G
Tetrahydrofuran	THF	41	O	C	III	A	Yes	1	.50-70(b)	G
Toluenediamine	TDA	9	O	E	II	A	No	N/A	.50-73, .56-1(a), (b), (c), (g)	G
1,2,4-Trichlorobenzene	TCB	36	O	E	III	A	Yes	1	No	G
1,1,2-Trichloroethane	TCM	36	O	NA	III	A	Yes	1	.50-73, .56-1(a)	G
Trichloroethylene	TCL	36 [2]	O	NA	III	A	Yes	1	No	G
1,2,3-Trichloropropane	TCN	36	O	E	II	A	Yes	3	.50-73, .56-1(a)	G
Triethanolamine	TEA	8 [2]	O	E	III	A	Yes	1	.55-1(b)	G
Triethylamine	TEN	7	O	C	II	A	Yes	3	.55-1(e)	G
Triethylenetetramine	TET	7 [2]	O	E	III	A	Yes	1	.55-1(b)	G
Triphenylborane (10% or less), caustic soda solution	TPB	5	O	NA	III	A	No	N/A	.56-1(a), (b), (c)	G
Trisodium phosphate solution	TSP	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c).	G
Urea, Ammonium nitrate solution (containing more than 2% NH3)	UAS	6	O	NA	III	A	No	N/A	.56-1(b)	G
Vanillin black liquor (free alkali content, 3% or more).	VBL	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c), (g)	G
Vinyl acetate	VAM	13	O	C	III	A	Yes	2	.50-70(a), .50-81(a), (b)	G

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
Vinyl neodecanate	VND	13	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b)	G
Vinyltoluene	VNT	13	O	D	III	A	Yes	2	.50-70(a), .50-81, .56-1(a), (b), (c), (	G
Subchapter D Cargoes Authorized for Vapor Control										
Acetone	ACT	18 [2]	D	C		A	Yes	1		
Acetophenone	ACP	18	D	E		A	Yes	1		
Alcohol(C12-C16) poly(1-6)ethoxylates	APU	20	D	E		A	Yes	1		
Alcohol(C6-C17)(secondary) poly(7-12)ethoxylates	AEB	20	D	E		A	Yes	1		
Amyl acetate (all isomers)	AEC	34	D	D		A	Yes	1		
Amyl alcohol (iso-, n-, sec-, primary)	AAI	20	D	D		A	Yes	1		
Benzyl alcohol	BAL	21	D	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)	BFX	20	D	E		A	Yes	1		
Butyl acetate (all isomers)	BAX	34	D	D		A	Yes	1		
Butyl alcohol (iso-)	IAL	20 [2]	D	D		A	Yes	1		
Butyl alcohol (n-)	BAN	20 [2]	D	D		A	Yes	1		
Butyl alcohol (sec-)	BAS	20 [2]	D	C		A	Yes	1		
Butyl alcohol (tert-)	BAT		D	C		A	Yes	1		
Butyl benzyl phthalate	BPH	34	D	E		A	Yes	1		
Butyl toluene	BUE	32	D	D		A	Yes	1		
Caprolactam solutions	CLS	22	D	E		A	Yes	1		
Cyclohexane	CHX	31	D	C		A	Yes	1		
Cyclohexanol	CHN	20	D	E		A	Yes	1		
1,3-Cyclopentadiene dimer (molten)	CPD	30	D	D/E		A	Yes	2		
p-Cymene	CMP	32	D	D		A	Yes	1		
iso-Decaldehyde	IDA	19	D	E		A	Yes	1		
n-Decaldehyde	DAL	19	D	E		A	Yes	1		
Decene	DCE	30	D	D		A	Yes	1		
Decyl alcohol (all isomers)	DAX	20 [2]	D	E		A	Yes	1		
n-Decylbenzene, see Alkyl(C9+)benzenes	DBZ	32	D	E		A	Yes	1		
Diacetone alcohol	DAA	20 [2]	D	D		A	Yes	1		
ortho-Dibutyl phthalate	DPA	34	D	E		A	Yes	1		
Diethylbenzene	DEB	32	D	D		A	Yes	1		
Diethylene glycol	DEG	40 [2]	D	E		A	Yes	1		
Diisobutylene	DBL	30	D	C		A	Yes	1		
Diisobutyl ketone	DIK	18	D	D		A	Yes	1		
Diisopropylbenzene (all isomers)	DIX	32	D	E		A	Yes	1		
Dimethyl phthalate	DTL	34	D	E		A	Yes	1		
Dioctyl phthalate	DOP	34	D	E		A	Yes	1		
Dipentene	DPN	30	D	D		A	Yes	1		
Diphenyl	DIL	32	D	D/E		A	Yes	1		
Diphenyl, Diphenyl ether mixtures	DDO	33	D	E		A	Yes	1		
Diphenyl ether	DPE	41	D	{E}		A	Yes	1		
Dipropylene glycol	DPG	40	D	E		A	Yes	1		
Distillates: Flashed feed stocks	DFF	33	D	E		A	Yes	1		
Distillates: Straight run	DSR	33	D	E		A	Yes	1		
Dodecene (all isomers)	DOZ	30	D	D		A	Yes	1		
Dodecylbenzene, see Alkyl(C9+)benzenes	DDB	32	D	E		A	Yes	1		

Department of Homeland Security
United States Coast Guard

Serial #: C1-1103805
Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
2-Ethoxyethyl acetate	EEA	34	D	D		A	Yes	1		
Ethoxy triglycol (crude)	ETG	40	D	E		A	Yes	1		
Ethyl acetate	ETA	34	D	C		A	Yes	1		
Ethyl acetoacetate	EAA	34	D	E		A	Yes	1		
Ethyl alcohol	EAL	20 [2]	D	C		A	Yes	1		
Ethylbenzene	ETB	32	D	C		A	Yes	1		
Ethyl butanol	EBT	20	D	D		A	Yes	1		
Ethyl tert-butyl ether	EBE	41	D	C		A	Yes	1		
Ethyl butyrate	EBR	34	D	D		A	Yes	1		
Ethyl cyclohexane	ECY	31	D	D		A	Yes	1		
Ethylene glycol	EGL	20 [2]	D	E		A	Yes	1		
Ethylene glycol butyl ether acetate	EMA	34	D	E		A	Yes	1		
Ethylene glycol diacetate	EGY	34	D	E		A	Yes	1		
Ethylene glycol phenyl ether	EPE	40	D	E		A	Yes	1		
Ethyl-3-ethoxypropionate	EEP	34	D	D		A	Yes	1		
2-Ethylhexanol	EHX	20	D	E		A	Yes	1		
Ethyl propionate	EPR	34	D	C		A	Yes	1		
Ethyl toluene	ETE	32	D	D		A	Yes	1		
Formamide	FAM	10	D	E		A	Yes	1		
Furfuryl alcohol	FAL	20 [2]	D	E		A	Yes	1		
Gasoline blending stocks: Alkylates	GAK	33	D	A/C		A	Yes	1		
Gasoline blending stocks: Reformates	GRF	33	D	A/C		A	Yes	1		
Gasolines: Automotive (containing not over 4.23 grams lead per gallon)	GAT	33	D	C		A	Yes	1		
Gasolines: Aviation (containing not over 4.86 grams of lead per gallon)	GAV	33	D	C		A	Yes	1		
Gasolines: Casinghead (natural)	GCS	33	D	A/C		A	Yes	1		
Gasolines: Polymer	GPL	33	D	A/C		A	Yes	1		
Gasolines: Straight run	GSR	33	D	A/C		A	Yes	1		
Glycerine	GCR	20 [2]	D	E		A	Yes	1		
Heptane (all isomers), see Alkanes (C6-C9) (all isomers)	HMX	31	D	C		A	Yes	1		
Heptanoic acid	HEP	4	D	E		A	Yes	1		
Heptanol (all isomers)	HTX	20	D	D/E		A	Yes	1		
Heptene (all isomers)	HPX	30	D	C		A	Yes	2		
Heptyl acetate	HPE	34	D	E		A	Yes	1		
Hexane (all isomers), see Alkanes (C6-C9)	HXS	31 [2]	D	B/C		A	Yes	1		
Hexanoic acid	HXO	4	D	E		A	Yes	1		
Hexanol	HXN	20	D	D		A	Yes	1		
Hexene (all isomers)	HEX	30	D	C		A	Yes	2		
Hexylene glycol	HXG	20	D	E		A	Yes	1		
Isophorone	IPH	18 [2]	D	E		A	Yes	1		
Jet fuel: JP-4	JPF	33	D	E		A	Yes	1		
Jet fuel: JP-5 (kerosene, heavy)	JPV	33	D	D		A	Yes	1		
Kerosene	KRS	33	D	D		A	Yes	1		
Methyl acetate	MTT	34	D	D		A	Yes	1		
Methyl alcohol	MAL	20 [2]	D	C		A	Yes	1		
Methylamyl acetate	MAC	34	D	D		A	Yes	1		
Methylamyl alcohol	MAA	20	D	D		A	Yes	1		
Methyl amyl ketone	MAK	18	D	D		A	Yes	1		

Department of Homeland Security
United States Coast Guard

Serial #: C1-1103805
Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
Methyl tert-butyl ether	MBE	41 [2]	D	C		A	Yes	1		
Methyl butyl ketone	MBK	18	D	C		A	Yes	1		
Methyl butyrate	MBU	34	D	C		A	Yes	1		
Methyl ethyl ketone	MEK	18 [2]	D	C		A	Yes	1		
Methyl heptyl ketone	MHK	18	D	D		A	Yes	1		
Methyl isobutyl ketone	MIK	18 [2]	D	C		A	Yes	1		
Methyl naphthalene (molten)	MNA	32	D	E		A	Yes	1		
Mineral spirits	MNS	33	D	D		A	Yes	1		
Myrcene	MRE	30	D	D		A	Yes	1		
Naphtha: Heavy	NAG	33	D	#		A	Yes	1		
Naphtha: Petroleum	PTN	33	D	#		A	Yes	1		
Naphtha: Solvent	NSV	33	D	D		A	Yes	1		
Naphtha: Stoddard solvent	NSS	33	D	D		A	Yes	1		
Naphtha: Varnish makers and painters (75%)	NVM	33	D	C		A	Yes	1		
Nonane (all isomers), see Alkanes (C6-C9)	NAX	31	D	D		A	Yes	1		
Nonene (all isomers)	NON	30	D	D		A	Yes	2		
Nonyl alcohol (all isomers)	NNS	20 [2]	D	E		A	Yes	1		
Nonyl phenol	NNP	21	D	E		A	Yes	1		
Nonyl phenol poly(4+)ethoxylates	NPE	40	D	E		A	Yes	1		
Octane (all isomers), see Alkanes (C6-C9)	OAX	31	D	C		A	Yes	1		
Octanoic acid (all isomers)	OAY	4	D	E		A	Yes	1		
Octanol (all isomers)	OCX	20 [2]	D	E		A	Yes	1		
Octene (all isomers)	OTX	30	D	C		A	Yes	2		
Oil, fuel: No. 2	OTW	33	D	D/E		A	Yes	1		
Oil, fuel: No. 2-D	OTD	33	D	D		A	Yes	1		
Oil, fuel: No. 4	OFR	33	D	D/E		A	Yes	1		
Oil, fuel: No. 5	OFV	33	D	D/E		A	Yes	1		
Oil, fuel: No. 6	OSX	33	D	E		A	Yes	1		
Oil, misc: Crude	OIL	33	D	C/D		A	Yes	1		
Oil, misc: Diesel	ODS	33	D	D/E		A	Yes	1		
Oil, misc: Gas, high pour	OGP	33	D	E		A	Yes	1		
Oil, misc: Lubricating	OLB	33	D	E		A	Yes	1		
Oil, misc: Residual	ORL	33	D	E		A	Yes	1		
Oil, misc: Turbine	OTB	33	D	E		A	Yes	1		
Pentane (all isomers)	PTY	31	D	A		A	Yes	5		
Pentene (all isomers)	PTX	30	D	A		A	Yes	5		
n-Pentyl propionate	PPE	34	D	D		A	Yes	1		
alpha-Pinene	PIO	30	D	D		A	Yes	1		
beta-Pinene	PIP	30	D	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	D	E		A	Yes	1		
Polypropylene glycol	PGC	40	D	E		A	Yes	1		
Iso-Propyl acetate	IAC	34	D	C		A	Yes	1		
n-Propyl acetate	PAT	34	D	C		A	Yes	1		
iso-Propyl alcohol	IPA	20 [2]	D	C		A	Yes	1		
n-Propyl alcohol	PAL	20 [2]	D	C		A	Yes	1		
Propylbenzene (all isomers)	PBY	32	D	D		A	Yes	1		

Department of Homeland Security
United States Coast Guard

Serial #: C1-1103805
Dated: 03-Nov-11

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: **CCL 405**

Shipyard: Trinity Marine, Madisonville

Official #: 1236867

Hull #: 2196-1

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 Mat'ls of	Insp. Period
iso-Propylcyclohexane	IPX	31	D	D		A	Yes	1		
Propylene glycol	PPG	20 [2]	D	E		A	Yes	1		
Propylene glycol methyl ether acetate	PGN	34	D	D		A	Yes	1		
Propylene tetramer	PTT	30	D	D		A	Yes	1		
Sulfolane	SFL	39	D	E		A	Yes	1		
Tetraethylene glycol	TTG	40	D	E		A	Yes	1		
Tetrahydronaphthalene	THN	32	D	E		A	Yes	1		
Toluene	TOL	32	D	C		A	Yes	1		
Tricresyl phosphate (less than 1% of the ortho isomer)	TCP	34	D	E		A	Yes	1		
Triethylbenzene	TEB	32	D	E		A	Yes	1		
Triethylene glycol	TEG	40	D	E		A	Yes	1		
Triethyl phosphate	TPS	34	D	E		A	Yes	1		
Trimethylbenzene (all isomers)	TRE	32	D	{D}		A	Yes	1		
Trixylenyl phosphate	TRP	34	D	E		A	Yes	1		
Undecene	UDC	30	D	D/E		A	Yes	1		
1-Undecyl alcohol	UND	20	D	E		A	Yes	1		
Xylenes (ortho-, meta-, para-)	XLX	32	D	D		A	Yes	1		

Certificate of Inspection

Cargo Authority Attachment

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.
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 (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 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 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 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.

DHS, USCG, CG-1270 (REV. 01-23)

OMB APPROVED
1625-0027

UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME	OFFICIAL NUMBER	IMO OR OTHER NUMBER	YEAR COMPLETED
CCL 405	1236867	2196-1	2011

HAILING PORT	HULL MATERIAL	MECHANICAL PROPULSION
NEW ORLEANS LA	STEEL	NO

GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH	DEPTH
1619 GRT	1619 NRT	297.5	54.0	12.0

PLACE BUILT

MADISONVILLE LA

OWNERS

CHEM CARRIERS LLC
COMPRISED OF ONE MEMBER

OPERATIONAL ENDORSEMENTS

COASTWISE

MANAGING OWNER

CHEM CARRIERS LLC
1237 HIGHWAY 75
SUNSHINE LA 70780

RESTRICTIONS

NONE

ENTITLEMENTS

NONE

REMARKS

NONE

ISSUE DATE

NOVEMBER 18, 2025

THIS CERTIFICATE EXPIRES

DECEMBER 31, 2026

Christina G. Washburn

DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

PREVIOUS EDITION OBSOLETE, THIS CERTIFICATE MAY NOT BE ALTERED

U.S. COAST GUARD

National Pollution Funds Center

Click on the Document Icon to the left of a record to display a COFR Confirmation in html. You may print the COFR Confirmation by right clicking your mouse and selecting "print" from the list.

VESSEL NAME	VESSEL TYPE	HULL TYPE	GROSS TONNAGE	COFR NUMBER	EFFECTIVE DATE	EXPIRATION DATE	COFR APPLICANT	VIN	INSURANCE CANCEL FLAG
CCL 405	TANKBARGE	D	1619	841310 - 21	1/1/2024	1/1/2027	CHEM CARRIERS, L.L.C	D1236867	

< Prev Next >

Version 3.7 -- This version is designed for Internet Explorer, Edge, Chrome, Firefox and Safari.

Ksolv

BARGE PIPING LETTER

INSTURCTIONS: ALL FIELDS ARE REQUIRED. USE N/A ON ANY NON-APPLICABLE LINE.

BARGE OWNER/BARGE NAME: CHEM CARRIERS / CCL-495

Letter expiration date (one year from test date): 12-2-26

NOTE: Test results are valid for (1) year from the date of test.

1. Cargo Piping and Valves (actual date of test): 12-2-25

   Test Pressure (188 psi): 188 psi

2. Cargo Relief Valve (actual date of test): 12-2-25

   Test Pressure (125 psi): 125 psi

3. Cargo Pressure Gauge (actual date of test): 12-2-25

   Percent of Accuracy (%): 90 %

4. Steam Piping and Relief Valves (actual date of test): N/A

   Test Pressure (125 psi): N/A

Signature of Tester:	Benito Gutierrez
Printed Name of Tester:	Benito Gutierrez
Company/Location of Tester:	Ksolv / Channelview TX

1015 Lakeside Dr, Channelview, TX 77530
Phone: 281-452-4000 Fax: 281-452-5523
Revised 10/03/2019

Ksolv

BARGE VAPOR TIGHTNESS LETTER

NOTE: Test results are valid for (1) one year from date of test

- Test date: 12-2-25
- Barge owner: CHEM CARRIERS
- Barge Name/Official Number: CCL-405 / 1236867
- Maximum load rate (BPH): 5000 (BPH)

→ Pressure cargo tanks and vapor system to (28) twenty-eight inches of water using a Manometer to record the time and pressure. Close all valves and allow the vessel to Remain pressure for (30) thirty minutes. Use soap to test and inspect for leaks. After (30) thirty minutes, record pressure and times.

→ Test cargo tanks and Vapor System to 28 inches of water.

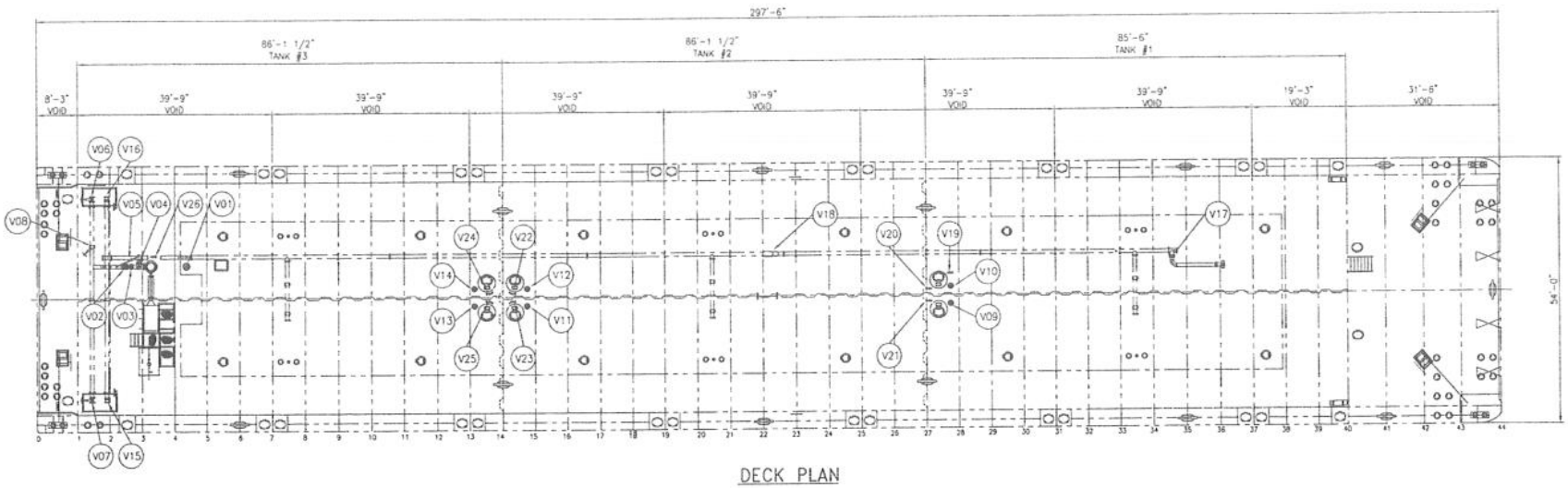
→ Start Time: 22:15 Beginning Pressure: 28

→ End Time: 22:45 Ending Pressure: 27.8

✓ **This vessel has been tested in accordance with Section 61.304f and has been found to to be vapor tight.**

Company of Tester:	Location:
KSOLV Maritime	Channelview TX.
Name of Tester (Print):	Signature of Tester:
Benito Gutierrez	Benito Gutierrez
Name of Witness (Print):	Signature of Witness:
FELIX Hurtado	
Affiliation/Company of Witness (Print)	
Supervisor / KSOLV	

1015 Lakeside Dr, Channelview, TX 77530
Phone: 281-452-4000 Fax: 281-452-5523
Revised 10/03/2019



DECK PLAN

CARGO SYSTEM

V01 CARGO PUMP SUCTION VALVE
V02 CARGO PUMP DISCHARGE VALVE
V03 CARGO PUMP DISCHARGE CHECK VALVE
V04 CARGO PUMP RELIEF VALVE
V05 CARGO PUMP BYPASS VALVE
V06 PORT TRANS CARGO HDR BLOCK VALVE
V07 STBD TRANS CARGO HDR BLOCK VALVE
V08 CARGO LOADING VALVE
V09 CARGO SUCTION VALVE-TANK #1S
V10 CARGO SUCTION VALVE-TANK #1P
V11 CARGO SUCTION VALVE-TANK #2S
V12 CARGO SUCTION VALVE-TANK #2P
V13 CARGO SUCTION VALVE-TANK #3S
V14 CARGO SUCTION VALVE-TANK #3P

VAPOR SYSTEM

V15 STBD TRANS VAPOR HDR BLOCK VALVE
V16 PORT TRANS VAPOR HDR BLOCK VALVE
V17 VAPOR STACK BLOCK VALVE
V18 VAPOR P/V VALVE

STRIPPING SYSTEM

V19 STRIPPING VALVE-CARGO HEADER
V20 STRIPPING VALVE-TANK #1P
V21 STRIPPING VALVE-TANK #1S
V22 STRIPPING VALVE-TANK #2P
V23 STRIPPING VALVE-TANK #2S
V24 STRIPPING VALVE-TANK #3P
V25 STRIPPING VALVE-TANK #3S
V26 STRIPPING VALVE-CARGO PUMPWELL

REV	ITEM	DESCRIPTION	DATE	BY
AB		AS-BUILT	1/13/11	MD

REVISIONS

TRINITY MARINE PRODUCTS, INC.
P.O. BOX 700 - Walkerville, La. 70447

CHEM CARRIERS, LLC.

297'-6" X 54'-0" X 12'-0" DOUBLE SKIN TANK BARGE

VALVE LABEL PLATE DIAGRAM

SCALE: 3/32" = 1'-0"	DATE: 10/21/10		DWG NO.
DRAWN BY: SDB	CK'D BY: DG		P-01
YARD: ASHLAND CITY	TAG NO. 96180		SHT 1 OF 1
HULL NO. 4772-4773	SHOP ORDER:		REV AB

PUB 138

CARGO TRANSFER PROCEDURES

CHEM CARRIERS L.L.C.

TRANSFER FROM BARGE TO DOCK

PARTS

Barge CCL 405

PARTS 1. PRODUCTS TRANSFERRED

33 CFR 155.750 (a) (1) (i)

This vessel is certificated for the carriage of grades "A" and lower Sub-Chapter (D) and (O) Products. It has also been certified to carry vapor products. Reference Certificate of Inspection.

PARTS 2. DESCRIPTION OF CARGO TRANSFER SYSTEM

33 CFR 155.750 (a) (2) (i) (ii)

The cargo transfer procedures apply to all Chem Carrier L.L.C. owned or leased tank barges. In most cases other than series built barges, the cargo piping arrangement is usually slightly different on every barge, and for this reason, the piping diagram must be studied before loading or discharging a barge. The basic concept for loading and discharging is fairly standard depending on the location of the pump.

A. (Reference the piping diagram for transfer system arrangement.)

B. PROCEDURES FOR THE CONTAINMENT SYSTEM

33 CFR 155.310 (a) (1) (iv)
33 CFR 155.750 (a) (2) (iii)

1). The containment pans are equipped with a drain for the removal of slops to shore facilities:
NEVER DRAIN THE CONTAINMENT TANKS ONTO THE DECK.

2). CCL 405 is equipped with a separate containment area for

the cargo trunk top and the aft deck area. Each containment area is equipped with drains and scupper plugs. Plugs should be installed prior to cargo transfer and removed after the cargo transfer is complete. PIC should notify Chem Carriers when containment areas need cleaning or if scupper plugs need replacing. **Never Drain Product captured in containment area overboard.**

PARTS 3. PERSONS ON DUTY DURING TRANSFER

33 CFR 155.750 (a) (3)

Number of persons required on duty during transfer operations:

A. At no time during the transfer operation will be less than one responsible person on duty. The certified tankerman assigned shall be in charge and responsible for the safe transfer of cargo.

PARTS 4. PERSONS IN CHARGE

The tankerman (person in charge) is responsible for transferring cargo and carrying out related operations on board in an efficient, safe, and pollution free manner. The tankerman whether employed by the towboat, owner, operator, a shore tankerman service, or Chem Carriers L.L.C., shall comply with all Coast Guard, State and local regulations. Tankerman's responsibility shall include but not be limited to the following:

A. To have on his/her person a valid merchant marine document endorsed as tankerman, certified to handle the grade of cargo to be transferred.

B. Make a thorough inspection of the barge prior to the start of transfer operation.

C. To have proper connection of the grounding cable.

D. The vessel's moorings are adequate to hold during all expected conditions of surge, current, wind, tide, ect., and lines are long enough to allow for surge, tide, wind, changes in draft ect.

E. Proper hose sizes, lengths, support, and connections.

F. The condition of fire extinguishers and required number.

G. The person in charge of transfer operations on the transferring vessel or facility and the person in charge of transferring operations on the receiving vessel or facility agree to begin the transfer operations.

H. The transfer operation between tank barges and dock facilities should be lighted between sunset and sunrise to comply with the U. S. Coast Guard regulation pertaining to the displaying of lights on barges as required by Title 33.

I. The PIC (PERSON IN CHARGE) will be responsible for the DOI (declaration of inspection) and DOS (declaration of security).

J. Always maintain communications with dock or shore personnel with an agreed upon approved system.

PARTS 5: EMERGENCY SHUTDOWN

33 CFR 155.750 (a) (6)

THE EMERGENCY SHUTDOWN IS LOCATED NEAR THE CENTER OF THE BARGE.

A. In the event of an emergency, transfer operations can be stopped by pulling the remote shutdown cable.

B. Familiarize yourself with its location and operation prior to transfer.

PARTS 6; TOPPING OFF PROCEDURES

33 CFR 155.750 (a) (7)

In the process of topping off, tanks should be loaded at different levels to top off one at a time. Extra care should be taken to avoid over pressuring the connections, and hoses by closing valves against the receiving line. Since barges and facilities vary in their systems, no standard for topping off exist, but the following should be considered:

A. The closing of one tank increases the rate of flow to other tanks on the same line.

B. Always consider temperature and cargo in accordance with the amount of expansion that should be allowed.

C. Always maintain communications with dock or shore personnel.

D. A set of dipstick overfill devices have been installed on the CCL 405. Dipsticks can be made operational by releasing the covers or caps. Dipsticks should be used as a visual aid for overfill protection.

PARTS 7: COMPLETION OF TRANSFER

33 CFR 155.750 (a) (8)

Upon the completion of the transfer all pipelines should be drained into cargo tanks. The header valve used during the operation should then be closed, sealed off with a blind flange and shore personnel should seal lines and hatches on vessel.

PARTS 8: REPORTING CARGO SPILLS

33 CFR 155.750 (a) (9)

Should an accidental discharge of product occur, you should consider the following:

A. Locate the source of the spill and try to stop it, if possible, and safe to do so.

B. Make an attempt to contain the product if possible.
C. Notify the Coast Guard. The national Response Center at 1-800-424-9300.
E. Notify Chem Carriers L.L.C. at (225) 642-0060
F. If loading, transfer the cargo from the leaking tank to an adjacent tank or back to the dock if safe to do so.
G. If discharging, pump the product from the leaking tank as quickly as possible if safe to do so.

***When reporting a spill, the tankerman should provide the following information:**

A. Name (his or her)
B. Name of Company: (employed by;(contracted by;
C. Name of Barge.
D. Spill Location
E. Specify Product.
F. Estimate Quantity of Spill
G. Weather, Tide, Sea and Current Conditions.
H. Cause of Spill.
I. Action Being Taken to Contain and Stop Spill

PART 9 CLOSURES ON VESSELS

Upon completion of cargo transfer operations, all tank hatch covers, ullage covers, and gauging device covers shall be dogged down and secured. In addition, the vent drain valves, if installed, should be secured and left in the proper position. All drain valves should be closed, and drip pan covers, if installed, should be made up tight. Covers for void spaces, bow and stern compartments shall be secured at all times and checked for tightness. Closing devices on clean-out hatches and clean-out opening should be checked, especially when the barge is loaded.

PART 10 PRODUCT DATA

See specific MSDS sheets provided with these procedures.

In case of any other emergency, immediately shut down and notify the transferring facility, and Chem Carriers L.L.C. (225) 642-0060 24 Hour Line.

PART 11

VAPOR CONTROL PROCEDURES

This is a guide only and is not intended to replace experience, sound judgment, and a proper assessment of the task at hand.

The tankerman on duty is the acting Designated Person In Charge (PIC) and is responsible for cargo transfer operations and carrying out related operations on barges.

1. Vapor Recovery Transfer Maximum Rate is 4000 BBLS/HR for

subchapter "D" Cargoes and 4000 BBBLS/Hr for subchapter "O" Cargoes.

1.1 Transfer rates, which exceed these maximums, must be approved by Chem Carriers.

1.2 Transfer rates for each cargo tank should not exceed the maximum transfer rate.

2. Pre-transfer Inspection For Vapor Recovery Operations

2.1 Follow the procedures outlined below in addition to the procedures utilized during normal transfers:

2.1.1 Wear personal protective equipment (PPE) as needed for the cargo in the barge when testing P/V and, hooking up hoses, or draining low points.

2.1.2 Ensure that a Certificate of Vapor Tightness is onboard and valid.

2.1.3 Close the low point drain on the port/starboard vapor header, if applicable.

2.1.4 Close the low point drain near the vent stack, if applicable.

2.1.5 Close valve to the vent riser if applicable.

2.1.7 Blinds used for the vapor control manifold should have a hole to accommodate the ½" stud located in the vapor header.

2.1.8 Each cargo tank is fitted with a liquid level gauge stick. Remove the cap, raise the stick, This stick can be monitored visually to avoid overfilling.

2.1.9 Ensure that the last one meter (3.3 feet) of vapor piping before the vapor connection is painted red/yellow/red.

2.1.10 The cross-header should be stenciled with the word "VAPOR" in black letters at least 2'' high.

2.1.11 The vapor connection flange should be fixed with a 1" long by 1/2" diameter stud projecting outward from the face of the flange, midway between bolt holes.

2.1.12 The high level alarms/shutdowns are installed near the center of each cargo tank. Dock alarm/shutdown should be connected prior to loading, and plugs located near the forward end of the barge Port and Starboard should be labeled "ALARM/SHUTDOWN SENSOR." High level alarms are set to alarm at 90% of the cargo tanks capacity and Shut downs are set to shut transfer down at 95% of each tanks capacity.

2.1.13 Ensure that the P/V relief valve flame screen, if required, is in place and in good condition prior to testing.

2.1.14 Ensure that the facility has a Letter of Adequacy endorsed as meeting the requirements of 33 CFR Subpart E.

3. Vapor Piping

3.1 The PIC checks the vapor piping diagram.

3.2 Characteristics of a vapor header:

3.2.1 The vapor collection piping system on tank barges is permanently installed and located as close as practical to the loading manifold. The piping system is electrically bonded to the hull and electrically continuous.

3.2.2 The last one meter (3.3 feet) of vapor piping prior to the valve before the vapor connection is painted red/yellow/red. The red bands are 4" wide and the yellow band is 32" wide.

3.2.3 The vapor header is stenciled with the word "VAPOR" in black letters at least 2" high.

3.2.4 The vapor connection flange is to be fixed with a 1" by 1/2" diameter stud projecting outward from the face of the flange. This stud is located at the top of the flange, midway between bolt holes.

3.2.5 When not in use, blank off the vapor headers using a blind flange with a bolt in every hole. Each blind flange used on the vapor piping has a hole drilled to accommodate the pin.

4. Inspection And Verification Of Vent Lines

4.1 The Person in Charge performs the following steps:

4.1.1 Checks the Certificate of Inspection on board the barge;

4.1.2 Locates polymerizing or inhibited cargoes in the section of the COI marked *Specific Hazardous Cargo Authority*;

4.1.3 Refers to the MSDS or Chemical Data Guide on board the vessel to determine what cargoes are subject to polymerization, or what cargoes are inhibited;

4.1.4 Locates the MSDS for the cargo and determines its toxicity and whether or not it is a polymerizing or inhibited cargo; and,

4.1.5 Notifies the Dispatcher and Field Supervisor when polymerization is suspected.

5. Any problems with the Vapor Control system must be reported immediately to the person in charge and Chem Carriers.

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE
Stop 7516
Washington, DC 20593-7516
Staff Symbol: CG-MER-4 (VRP)
Phone: (202) 372-1005
Fax: (202) 372-8376
Email: vrp@uscg.mil

16460
March 12, 2025

Chem Carriers, L.L.C.
C/O: FOREFRONT EMERGENCY MANAGEMENT, LP
ATTN: ALLIE MARTIN
1730 COTEAU ROAD
HOUMA, LA 70364

Dear Sir or Madam:

Your Vessel Response Plan (Control Number 56041), submitted to meet the requirements of Title 33, Code of Federal Regulations (CFR), Part 155, Subparts D and I, is **approved**. Approval will remain valid until **March 21, 2030**.

The CCL 405 (1236867) is authorized to operate only in the ports or geographic areas indicated in the Captain of the Port zones listed below. If carrying oil as cargo, the vessel is prohibited from handling, storing, transporting, transferring, or lightering oil unless it is operating in full compliance with this plan. Compliance includes ensuring that required resources have been identified and planned for or are in place and available through contract or other approved means. If applicable to your routes, this includes the dispersant and aerial observation requirements of 33 CFR 155.1050.

You are reminded that your chosen salvage and marine firefighting resource provider may have submitted waivers from meeting one or more of the specified response times in accordance with 33 CFR 155.4055. If so, this may be rescinded by the U.S. Coast Guard if the appropriate response resources are not available when the approved waiver expires. You shall continue to assess the adequacy of your chosen salvors and firefighters as required by 33 CFR 155.4050.

The vessel must keep a copy of this approval letter onboard in addition to the minimum sections of the plan as required by 33 CFR 155.1030. In accordance with 33 CFR 155.1070, you are required to review your plan annually and submit plan amendments for approval. As per 33 CFR 155.1070(b), the entire plan must be resubmitted for a comprehensive review and approval six (6) months prior to the expiration date.

APPROVED CAPTAIN OF THE PORT ZONES

CORPUS CHRISTI	LOWER MISSISSIPPI RIVER (MEMPHIS)	OHIO VALLEY	UPPER MISSISSIPPI RIVER (ST. LOUIS)
HOUMA	MOBILE	PORT ARTHUR AND LAKE CHARLES	
HOUSTON-GALVESTON	NEW ORLEANS		

Sincerely,

CHARRON MCCOMBS
Lieutenant Commander
Acting Chief, Domestic Preparedness & Planning Division
U.S. Coast Guard
By direction

The action has been thoroughly reviewed by the USCG, and determined to be categorically excluded under current USCG CE(s) # 31 from further environmental documentation, in accordance with Section 2.B.2. and Figure 2-1 of the National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts, COMDTINST M16475.1D, as authorized by DHS MD 5100.1.

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Marine Safety Center

US Coast Guard Stop 7430
2703 Martin Luther King Jr. Ave. SE
Washington, DC 20593-7430
Staff Symbol: MSC-5
Phone: (202) 795-6729
Email: securityplaninfo@uscg.mil

16710
VS-326893
December 3, 2024

Chem Carriers, LLC
Attn: Robert Banta
1237 Hwy 75
Sunshine, LA 70780
robert@chemcarriers.com

Subj: CHEM CARRIERS, LLC VESSELS
VESSEL SECURITY PLAN APPROVAL WITH AMENDMENTS

Ref: (a) Your correspondence dated November 6, 2024
(b) Title 33 Code of Federal Regulations (CFR) Part 104
(c) MSC Vessel Security Plan Approval letter dated October 16, 2024

Dear Mr. Banta:

We have conducted a review of the Vessel Security Plan (VSP) submitted with reference (a) in accordance with reference (b) and it is "**Approved**."

Your vessel must operate in compliance with this approved VSP and the requirements contained in reference (b). You are reminded to immediately report any deviation from this approved plan to the local Captain of the Port (COTP)/Officer in Charge, Marine Inspection (OCMI).

This approval will remain valid until five years from the date of reference (c) unless rescinded in writing by the local COTP/OCMI. You must review your plan annually and submit any amendments to this office for approval. Please ensure that a copy of the VSP is maintained on board the vessel if manned, or, if unmanned, at a suitable secure location so that it is readily available during an emergency or security incident. You shall make available to the Coast Guard, upon request, this letter, the VSP and any information related to the implementation of the VSP. Our Case Number for this plan is 326893. Please ensure that all future correspondence includes this Case Number.

Sincerely,

K. C. WILLIAMS
Lieutenant Commander, U.S. Coast Guard
Chief, Vessel Security Division
By direction

Enclosures: (1) List of Vessel Security Plan Amendments
(2) List of Vessels Covered

List of Vessels Covered

Vessel Name	Official Number (O.N.)
CCL-1	518612
CCL 2	510107
CCL-3	296363
CCL 4	512519
CCL-5	512520
CCL-6	530996
CCL7	551980
CCL 8	551982
CCL 9	551983
CCL 10	551979
CCL 11	551976
CCL 14	1164451
CCL 15	1164452
CCL 16	1164666
CCL 17	1166179
CCL 18	1168981
CCL 19	1168980
CCL 20	1191598
CCL 21	1191599
CCL 22	1191600
CCL 23	1191601
CCL 24	1196547
CCL 25	1196548
CCL 26	1203816
CCL 27	1203817
CCL 28	1212828
CCL 29	1212829
CCL 30	1305871
CCL 31	1305870
CCL 32	1305869
CCL 33	1305868
CCL 401	1216671
CCL 402	1219910
CCL 403	1231311
CCL 404	1231312
CCL 405	1236867
CCL 406	1236866
CCL 407	1246320
CCL 408	1246097
CCL 409	1246098
CCL 410	1255906
CCL 411	1255907
CCL 414-L	1262941
CCL 415-T	1262942

Vessel Name	Official Number (O.N.)
CCL 416-T	1264691
CCL 417 T	1298307
CCL 418-L	1306896
CCL 419-L	1306897
CCL 420-T	1348560
CCL 421-T	CG1843359
CCL 3202	1089031
HFL 413	1237482
HFL 415	1237483
HFL 435	1236563
HFL 605	1237484

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2nd Street, S.W. Stop 7102
Washington, DC 20593-7102
Staff Symbol: MSC-3
Phone: (202) 475-3403
Fax: (202) 475-3920
Email: msc@uscg.mil

16710/P016203
Serial: C1-1303247
September 23, 2013

M. Dan Jones & Associates
Attn: Mr. M. Dan Jones
7519 Old Bridge Court
Sugar Land, TX 77479
Email: matdjones@aol.com

Subj: CCL 403, O.N. 1231311, Trinity Ashland City Hull 4772
CCL 404, O.N. 1231312, Trinity Ashland City Hull 4773
CCL 405, O.N. 1236867, Trinity Ashland City Hull 2196-1
CCL 406, O.N. 1236866, Trinity Ashland City Hull 2199-1
297' x 54' x 12' Unmanned Double Hull Type II/III Tank Barges (O/D)
Grade A (max. 25 psia Reid) and Lower Flammable or Combustible Liquids Identified in 46 CFR Table 30.25-1 or 46 CFR Part 153 Table 2 and Specified Hazardous Cargoes
Design Density 8.7 lbs/gal; Maximum Density (slack load) 13.6 lbs/gal
Rivers; Lakes, Bays, and Sounds; Limited Coastwise on unmanned fair weather voyages only, not more than 12 miles offshore between St. Marks and Carrabelle, Florida
Multi-breasted Tandem Loading

Ref: (a) M. Dan Jones & Associates Doc. 13-36-2, "Vapor Collection Calculation on the Dual Loading of Trinity Marine Products, Inc. Hulls 2196 & 2199" dated September 16, 2013
(b) Marine Safety Center Letter Serial: C1-1100183, dated January 21, 2011
(c) Marine Safety Center Letter Serial: C1-1103805, dated November 14, 2011
(d) Marine Safety Center Letter Serial: C1-1103914, dated November 22, 2011

Dear Mr. Jones:

In response to your electronic submission dated September 16, 2013, we have reviewed the pressure drop calculations for multi-breasted tandem loading. Reference (a) is "**Examined**". Calculations such as these are not normally marked approved, but are used to verify that the system meets the applicable regulations.

These barges have vapor control systems previously approved by references (b) through (d), and are acceptable for dual loading operations. Based on the calculations in reference (a), tandem loading is limited to simultaneous collection of those cargoes listed in the vessels' CAA at a maximum transfer rate of **5000 bbl/hr** per barge.

For final approval you must submit your request to Commandant (CG-ENG-5) with the name of the facility where the vessels will be conducting dual loading operations. For more information, please email the Coast Guard Hazardous Materials Standards division at HazmatStandards@uscg.mil.

16710/P016203
Serial: C1-1303247
September 23, 2013

Subj: CCL 403, O.N. 1231311, Trinity Ashland City Hull 4772
CCL 404, O.N. 1231312, Trinity Ashland City Hull 4773
CCL 405, O.N. 1236867, Trinity Ashland City Hull 2196-1
CCL 406, O.N. 1236866, Trinity Ashland City Hull 2199-1
Multi-breasted Tandem Loading

If you have any questions concerning our review, please contact Lieutenant Ryan Mowbray at the number listed above.

Sincerely,

M. J. SEXTON
Lieutenant, U. S. Coast Guard
Assistant Chief, Tank Vessel and Offshore Division
By direction

Copy: Supervisor, Coast Guard Marine Safety Detachment Nashville
Commandant, U. S. Coast Guard (CG-ENG-5)

SECTION 2
NOTIFICATIONS

In the event of a discharge or substantial threat of a discharge these people will be responsible for the following notifications:

Shipboard Personnel:	Contact the Qualified Individual or Alternate Qualified Individuals as follows:	
	Qualified Individuals (Q.I.):	**Mr. Brian Folse** Office#- 985-851-5055 Cell#- 985-856-4330
		Mr. Eric Gautier Office#- 985-851-5055 Cell#- 985-709-2716
	Alternate Qualified Individuals (A.Q.I.): **Any observed oil spill or oil based product spill of any quantity should be reported to the Qualified Individual immediately. In the event the Q.I. cannot be reached, contact the person(s) listed or any other Forefront Emergency Management, L.P. staff member. All Forefront Emergency Management, L.P. staff members are designated Q.I.'s/A.Q.I.'s and can be reached at the 24-hour number listed.** **(Please reference the IMT contact list for all incident management team members found in Section 5)**	**Mr. Jared Champagne** Office#- 337-558-7543 Cell#- 281-804-6643
		Mr. Josh Caillouet Office#- 985-851-5055 Cell#- 985-637-1220
		Mr. Jared Langlois Office#- 337-558-7543 Cell#- 713-817-9726
Shore Based Response Personnel:	The Qualified Individual shall make or direct all other notifications in the preceding list as appropriate to the location of the incident. These notifications will include all agencies that have jurisdiction over the area of the spill, the NRC and the listed OSRO for the area involved.	
Qualified Individual Notification:	The Qualified Individual should be notified by the barge based personnel in the event of any measurable amount of product spilled into a body of water or any incident affecting the seaworthiness of the barge in question.	

SECTION 2 NOTIFICATIONS (CONTINUED)	
Qualified Individuals (Q.I.):	**Mr. Brian Folse** Office#- 985-851-5055 Cell#- 985-856-4330
	Mr. Eric Gautier Office#- 985-851-5055 Cell#- 985-709-2716
Alternate Qualified Individuals (A.Q.I.): **Any observed oil spill or oil based product spill of any quantity should be reported to the Qualified Individual immediately. In the event the Q.I. cannot be reached, contact the person(s) listed or any other Forefront Emergency Management, L.P. staff member. All Forefront Emergency Management, L.P. staff members are designated Q.I.'s/A.Q.I.'s and can be reached at the 24-hour number listed.** **(Please reference the IMT contact list for all incident management team members found in Section 5)**	**Mr. Jared Champagne** Office#- 337-558-7543 Cell#- 281-804-6643
	Mr. Josh Caillouet Office#- 985-851-5055 Cell#- 985-637-1220
	Mr. Jared Langlois Office#- 337-558-7543 Cell#- 713-817-9726
Contracted Oil Spill Response Organizations:	ES&H **Environmental Safety and Health Consulting Service, Inc.** **888-422-3622** **877-437-2634** Please refer to the specific OSRO list in Section 9 for each geographic area.
	U.S. Environmental Services, L.L.C. **888-279-9930** Please refer to the specific OSRO list in Section 9 for each geographic area.
	OMI Environmental Solutions **800-645-6671** Please refer to the specific OSRO list in Section 9 for each geographic area.
	Enhanced Environmental & Emergency Services, Inc. **844-333-0939** Please refer to the specific OSRO list in Section 9 for each geographic area.
Please refer to Section 5 for a listing of Coastal, Port, and Barge Interest Contacts.	

FORM 3/4L15W REV #2 7/98

INSPECTORATE
ISO 9001: 2000

Barge "CCL-405"

CHEM CARRIERS, LLC

INNAGE TABLE

COMPARTMENT
1

BARGE SHOULD BE ON EVEN-LEVEL KEEL WHEN GAUGES ARE TAKEN

HULL NO. 38-2196-1

IN	0 FT.	IN	1 FT.	IN	2 FT.	IN	3 FT.	IN	4 FT.	IN	5 FT.	IN	6 FT.	IN	7 FT.	IN	8 FT.	IN	9 FT.	IN	10 FT.	IN	11 FT.	IN	12 FT.	IN	13 FT.	IN	14 FT.
0	* 645	0	13,698	0	28,569	0	43,638	0	58,707	0	73,776	0	88,844	0	103,913	0	118,982	0	134,051	0	149,120	0	164,189	0	179,258	0	194,327	0	209,396
1/4	822	1/4	13,998	1/4	28,883	1/4	43,952	1/4	59,020	1/4	74,089	1/4	89,158	1/4	104,227	1/4	119,296	1/4	134,365	1/4	149,434	1/4	164,503	1/4	179,572	1/4	194,641	1/4	209,710
1/2	999	1/2	14,299	1/2	29,197	1/2	44,265	1/2	59,334	1/2	74,403	1/2	89,472	1/2	104,541	1/2	119,610	1/2	134,679	1/2	149,748	1/2	164,817	1/2	179,886	1/2	194,955	1/2	210,024
3/4	1,175	3/4	14,599	3/4	29,510	3/4	44,579	3/4	59,648	3/4	74,717	3/4	89,786	3/4	104,855	3/4	119,924	3/4	134,993	3/4	150,062	3/4	165,131	3/4	180,200	3/4	195,269	3/4	210,338
1	1,352	1	14,899	1	29,824	1	44,893	1	59,962	1	75,031	1	90,100	1	105,169	1	120,238	1	135,307	1	150,376	1	165,445	1	180,514	1	195,583	1	210,652
1/4	1,591	1/4	15,200	1/4	30,138	1/4	45,207	1/4	60,276	1/4	75,345	1/4	90,414	1/4	105,483	1/4	120,552	1/4	135,621	1/4	150,690	1/4	165,759	1/4	180,828	1/4	195,897	1/4	210,939
1/2	1,829	1/2	15,500	1/2	30,452	1/2	45,521	1/2	60,590	1/2	75,659	1/2	90,728	1/2	105,797	1/2	120,866	1/2	135,935	1/2	151,004	1/2	166,073	1/2	181,142	1/2	196,210	1/2	211,226
3/4	2,067	3/4	15,801	3/4	30,766	3/4	45,835	3/4	60,904	3/4	75,973	3/4	91,042	3/4	106,111	3/4	121,180	3/4	136,249	3/4	151,318	3/4	166,387	3/4	181,455	3/4	196,524	3/4	211,514
2	2,306	2	16,101	2	31,080	2	46,149	2	61,218	2	76,287	2	91,356	2	106,425	2	121,494	2	136,563	2	151,632	2	166,700	2	181,769	2	196,838	2	211,801
1/4	2,580	1/4	16,407	1/4	31,394	1/4	46,463	1/4	61,532	1/4	76,601	1/4	91,670	1/4	106,739	1/4	121,808	1/4	136,877	1/4	151,946	1/4	167,014	1/4	182,083	1/4	197,152	1/4	212,036
1/2	2,854	1/2	16,713	1/2	31,708	1/2	46,777	1/2	61,846	1/2	76,915	1/2	91,984	1/2	107,053	1/2	122,122	1/2	137,191	1/2	152,259	1/2	167,328	1/2	182,397	1/2	197,466	1/2	212,271
3/4	3,129	3/4	17,018	3/4	32,022	3/4	47,091	3/4	62,160	3/4	77,229	3/4	92,298	3/4	107,367	3/4	122,436	3/4	137,504	3/4	152,573	3/4	167,642	3/4	182,711	3/4	197,780	3/4	212,507
3	3,403	3	17,324	3	32,336	3	47,405	3	62,474	3	77,543	3	92,612	3	107,681	3	122,749	3	137,818	3	152,887	3	167,956	3	183,026	3	198,094	3	212,742
1/4	3,677	1/4	17,630	1/4	32,650	1/4	47,719	1/4	62,788	1/4	77,857	1/4	92,926	1/4	107,994	1/4	123,063	1/4	138,132	1/4	153,201	1/4	168,270	1/4	183,339	1/4	198,408	1/4	212,925
1/2	3,952	1/2	17,935	1/2	32,964	1/2	48,033	1/2	63,102	1/2	78,171	1/2	93,239	1/2	108,308	1/2	123,377	1/2	138,446	1/2	153,515	1/2	168,584	1/2	183,653	1/2	198,722	1/2	213,108
3/4	4,226	3/4	18,241	3/4	33,278	3/4	48,347	3/4	63,416	3/4	78,484	3/4	93,553	3/4	108,622	3/4	123,691	3/4	138,760	3/4	153,829	3/4	168,898	3/4	183,967	3/4	199,036	3/4	213,291
4	4,500	4	18,547	4	33,592	4	48,661	4	63,729	4	78,798	4	93,867	4	108,936	4	124,005	4	139,074	4	154,143	4	169,212	4	184,281	4	199,350	4	213,473
1/4	4,760	1/4	18,858	1/4	33,906	1/4	48,974	1/4	64,043	1/4	79,112	1/4	94,181	1/4	109,250	1/4	124,319	1/4	139,388	1/4	154,457	1/4	169,526	1/4	184,595	1/4	199,664	1/4	213,604
1/2	5,059	1/2	19,169	1/2	34,220	1/2	49,288	1/2	64,357	1/2	79,426	1/2	94,495	1/2	109,564	1/2	124,633	1/2	139,702	1/2	154,771	1/2	169,840	1/2	184,909	1/2	199,978	1/2	213,735
3/4	5,339	3/4	19,480	3/4	34,533	3/4	49,602	3/4	64,671	3/4	79,740	3/4	94,809	3/4	109,878	3/4	124,947	3/4	140,016	3/4	155,085	3/4	170,154	3/4	185,223	3/4	200,292	3/4	213,865
5	5,619	5	19,791	5	34,847	5	49,916	5	64,985	5	80,054	5	95,123	5	110,192	5	125,261	5	140,330	5	155,399	5	170,468	5	185,537	5	200,606	5	213,996
1/4	5,898	1/4	20,101	1/4	35,161	1/4	50,230	1/4	65,299	1/4	80,368	1/4	95,437	1/4	110,506	1/4	125,575	1/4	140,644	1/4	155,713	1/4	170,782	1/4	185,851	1/4	200,920	1/4	214,074
1/2	6,178	1/2	20,412	1/2	35,475	1/2	50,544	1/2	65,613	1/2	80,682	1/2	95,751	1/2	110,820	1/2	125,889	1/2	140,958	1/2	156,027	1/2	171,096	1/2	186,165	1/2	201,233	1/2	214,153
3/4	6,457	3/4	20,723	3/4	35,789	3/4	50,858	3/4	65,927	3/4	80,996	3/4	96,065	3/4	111,134	3/4	126,203	3/4	141,272	3/4	156,341	3/4	171,410	3/4	186,478	3/4	201,547	3/4	214,231
6	6,737	6	21,034	6	36,103	6	51,172	6	66,241	6	81,310	6	96,379	6	111,448	6	126,517	6	141,586	6	156,655	6	171,723	6	186,792	6	201,861	6	214,310
1/4	7,022	1/4	21,346	1/4	36,417	1/4	51,486	1/4	66,555	1/4	81,624	1/4	96,693	1/4	111,762	1/4	126,831	1/4	141,900	1/4	156,968	1/4	172,037	1/4	187,106	1/4	202,176	1/4	214,336
1/2	7,307	1/2	21,662	1/2	36,731	1/2	51,800	1/2	66,869	1/2	81,938	1/2	97,007	1/2	112,076	1/2	127,145	1/2	142,213	1/2	157,282	1/2	172,351	1/2	187,420	1/2	202,489	1/2	214,362
3/4	7,591	3/4	21,976	3/4	37,045	3/4	52,114	3/4	67,183	3/4	82,252	3/4	97,321	3/4	112,390	3/4	127,458	3/4	142,527	3/4	157,596	3/4	172,665	3/4	187,734	3/4	202,803	3/4	214,388
7	7,876	7	22,290	7	37,359	7	52,428	7	67,497	7	82,566	7	97,635	7	112,704	7	127,772	7	142,841	7	157,910	7	172,979	7	188,048	7	203,117	7	214,414
1/4	8,161	1/4	22,604	1/4	37,673	1/4	52,742	1/4	67,811	1/4	82,880	1/4	97,949	1/4	113,017	1/4	128,086	1/4	143,155	1/4	158,224	1/4	173,293	1/4	188,362	1/4	203,431	1/4	
1/2	8,446	1/2	22,918	1/2	37,987	1/2	53,056	1/2	68,125	1/2	83,194	1/2	98,262	1/2	113,331	1/2	128,400	1/2	143,469	1/2	158,538	1/2	173,607	1/2	188,676	1/2	203,745	1/2	
3/4	8,730	3/4	23,232	3/4	38,301	3/4	53,370	3/4	68,439	3/4	83,507	3/4	98,576	3/4	113,645	3/4	128,714	3/4	143,783	3/4	158,852	3/4	173,921	3/4	188,990	3/4	204,059	3/4	
8	9,015	8	23,546	8	38,615	8	53,684	8	68,752	8	83,821	8	98,890	8	113,959	8	129,028	8	144,097	8	159,166	8	174,235	8	189,304	8	204,373	8	
1/4	9,305	1/4	23,860	1/4	38,929	1/4	53,997	1/4	69,066	1/4	84,135	1/4	99,204	1/4	114,273	1/4	129,342	1/4	144,411	1/4	159,480	1/4	174,549	1/4	189,618	1/4	204,687	1/4	
1/2	9,595	1/2	24,174	1/2	39,242	1/2	54,311	1/2	69,380	1/2	84,449	1/2	99,518	1/2	114,587	1/2	129,656	1/2	144,725	1/2	159,794	1/2	174,863	1/2	189,932	1/2	205,001	1/2	
3/4	9,885	3/4	24,487	3/4	39,556	3/4	54,626	3/4	69,694	3/4	84,763	3/4	99,832	3/4	114,901	3/4	129,970	3/4	145,039	3/4	160,108	3/4	175,177	3/4	190,246	3/4	205,316	3/4	
9	10,176	9	24,801	9	39,870	9	54,939	9	70,008	9	85,077	9	100,146	9	115,215	9	130,284	9	145,353	9	160,422	9	175,491	9	190,560	9	205,629	9	
1/4	10,466	1/4	25,115	1/4	40,184	1/4	55,253	1/4	70,322	1/4	85,391	1/4	100,460	1/4	115,529	1/4	130,598	1/4	145,667	1/4	160,736	1/4	175,805	1/4	190,874	1/4	205,942	1/4	
1/2	10,756	1/2	25,429	1/2	40,498	1/2	55,567	1/2	70,636	1/2	85,705	1/2	100,774	1/2	115,843	1/2	130,912	1/2	145,981	1/2	161,050	1/2	176,119	1/2	191,188	1/2	206,256	1/2	
3/4	11,046	3/4	25,743	3/4	40,812	3/4	55,881	3/4	70,950	3/4	86,019	3/4	101,088	3/4	116,157	3/4	131,226	3/4	146,295	3/4	161,364	3/4	176,433	3/4	191,501	3/4	206,570	3/4	
10	11,336	10	26,057	10	41,126	10	56,195	10	71,264	10	86,333	10	101,402	10	116,471	10	131,540	10	146,609	10	161,678	10	176,746	10	191,815	10	206,884	10	
1/4	11,631	1/4	26,371	1/4	41,440	1/4	56,509	1/4	71,578	1/4	86,647	1/4	101,716	1/4	116,785	1/4	131,854	1/4	146,923	1/4	161,991	1/4	177,060	1/4	192,129	1/4	207,198	1/4	
1/2	11,926	1/2	26,685	1/2	41,754	1/2	56,823	1/2	71,892	1/2	86,961	1/2	102,030	1/2	117,099	1/2	132,168	1/2	147,236	1/2	162,305	1/2	177,374	1/2	192,443	1/2	207,512	1/2	
3/4	12,221	3/4	26,999	3/4	42,068	3/4	57,137	3/4	72,206	3/4	87,275	3/4	102,344	3/4	117,413	3/4	132,481	3/4	147,550	3/4	162,619	3/4	177,688	3/4	192,757	3/4	207,826	3/4	
11	12,517	11	27,313	11	42,382	11	57,451	11	72,520	11	87,589	11	102,658	11	117,726	11	132,795	11	147,864	11	162,933	11	178,002	11	193,071	11	208,140	11	
1/4	12,812	1/4	27,627	1/4	42,696	1/4	57,765	1/4	72,834	1/4	87,903	1/4	102,971	1/4	118,040	1/4	133,109	1/4	148,178	1/4	163,247	1/4	178,316	1/4	193,385	1/4	208,454	1/4	
1/2	13,107	1/2	27,941	1/2	43,010	1/2	58,079	1/2	73,148	1/2	88,216	1/2	103,285	1/2	118,354	1/2	133,423	1/2	148,492	1/2	163,561	1/2	178,630	1/2	193,699	1/2	208,768	1/2	
3/4	13,402	3/4	28,255	3/4	43,324	3/4	58,393	3/4	73,462	3/4	88,530	3/4	103,599	3/4	118,668	3/4	133,737	3/4	148,806	3/4	163,875	3/4	178,944	3/4	194,013	3/4	209,082	3/4	

CAPACITIES GIVEN IN BARRELS OF 42 U.S. GALLONS

STRAPPED: 12/15/11

* CAPACITY BELOW STRIKE POINT.

PORT REFERENCE GAUGE HEIGHT : 15'-8 3/4" (TO RIM OF 2" DIAMETER BALL VALVE LOCATED NEAR CENTER OF TANK)

STAR REFERENCE GAUGE HEIGHT : 15'-9" (TO RIM OF 2" DIAMETER BALL VALVE LOCATED NEAR CENTER OF TANK)

WE CERTIFY ALL MEASUREMENTS AND COMPUTATIONS ARE IN ACCORDANCE WITH APPLICABLE API STANDARDS AND ARE TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE.

INSPECTORATE AMERICA CORPORATION

FORM 3/4L15W REV #2 7/98

INSPECTORATE
ISO 9001: 2000

Barge "CCL-405"
CHEM CARRIERS, LLC
INNAGE TABLE

COMPARTMENT
2

BARGE SHOULD BE ON EVEN-LEVEL KEEL WHEN GAUGES ARE TAKEN

HULL NO. 38-2196-1

IN	0 FT.	IN	1 FT.	IN	2 FT.	IN	3 FT.	IN	4 FT.	IN	5 FT.	IN	6 FT.	IN	7 FT.	IN	8 FT.	IN	9 FT.	IN	10 FT.	IN	11 FT.	IN	12 FT.	IN	13 FT.	IN	14 FT.
0	* 640	0	16,108	0	30,208	0	45,308	0	60,408	0	75,509	0	90,609	0	105,709	0	120,609	0	135,909	0	151,009	0	166,110	0	181,210	0	196,310	0	211,410
1/4	836	1/4	16,422	1/4	30,523	1/4	45,623	1/4	60,723	1/4	75,823	1/4	90,923	1/4	106,024	1/4	121,124	1/4	136,224	1/4	151,324	1/4	166,424	1/4	181,524	1/4	196,625	1/4	211,725
1/2	1,033	1/2	16,737	1/2	30,837	1/2	45,937	1/2	61,038	1/2	76,138	1/2	91,238	1/2	106,338	1/2	121,438	1/2	136,538	1/2	151,639	1/2	166,739	1/2	181,839	1/2	196,939	1/2	212,039
3/4	1,229	3/4	16,052	3/4	31,152	3/4	46,252	3/4	61,352	3/4	76,452	3/4	91,553	3/4	106,653	3/4	121,753	3/4	136,853	3/4	151,953	3/4	167,053	3/4	182,154	3/4	197,254	3/4	212,354
1	1,425	1	16,366	1	31,466	1	46,567	1	61,667	1	76,767	1	91,867	1	106,967	1	122,067	1	137,168	1	152,268	1	167,368	1	182,468	1	197,568	1	212,669
1/4	1,700	1/4	16,681	1/4	31,781	1/4	46,881	1/4	61,981	1/4	77,082	1/4	92,182	1/4	107,282	1/4	122,382	1/4	137,482	1/4	152,582	1/4	167,683	1/4	182,783	1/4	197,883	1/4	212,956
1/2	1,975	1/2	16,995	1/2	32,096	1/2	47,196	1/2	62,296	1/2	77,396	1/2	92,496	1/2	107,596	1/2	122,697	1/2	137,797	1/2	152,897	1/2	167,997	1/2	183,097	1/2	198,198	1/2	213,244
3/4	2,250	3/4	17,310	3/4	32,410	3/4	47,510	3/4	62,611	3/4	77,711	3/4	92,811	3/4	107,911	3/4	123,011	3/4	138,111	3/4	153,212	3/4	168,312	3/4	183,412	3/4	198,512	3/4	213,532
2	2,524	2	17,625	2	32,725	2	47,825	2	62,925	2	78,025	2	93,125	2	108,226	2	123,326	2	138,426	2	153,526	2	168,626	2	183,727	2	198,827	2	213,820
1/4	2,839	1/4	17,939	1/4	33,039	1/4	48,140	1/4	63,240	1/4	78,340	1/4	93,440	1/4	108,540	1/4	123,640	1/4	138,741	1/4	153,841	1/4	168,941	1/4	184,041	1/4	199,141	1/4	214,056
1/2	3,154	1/2	18,254	1/2	33,354	1/2	48,454	1/2	63,554	1/2	78,654	1/2	93,755	1/2	108,855	1/2	123,955	1/2	139,055	1/2	154,155	1/2	169,256	1/2	184,356	1/2	199,456	1/2	214,291
3/4	3,468	3/4	18,568	3/4	33,669	3/4	48,769	3/4	63,869	3/4	78,969	3/4	94,069	3/4	109,169	3/4	124,270	3/4	139,370	3/4	154,470	3/4	169,570	3/4	184,670	3/4	199,770	3/4	214,527
3	3,783	3	18,883	3	33,983	3	49,083	3	64,183	3	79,284	3	94,384	3	109,484	3	124,584	3	139,684	3	154,785	3	169,885	3	184,985	3	200,085	3	214,762
1/4	4,097	1/4	19,198	1/4	34,298	1/4	49,398	1/4	64,498	1/4	79,598	1/4	94,698	1/4	109,799	1/4	124,899	1/4	139,999	1/4	155,099	1/4	170,199	1/4	185,299	1/4	200,400	1/4	214,946
1/2	4,412	1/2	19,512	1/2	34,612	1/2	49,712	1/2	64,813	1/2	79,913	1/2	95,013	1/2	110,113	1/2	125,213	1/2	140,314	1/2	155,414	1/2	170,514	1/2	185,614	1/2	200,714	1/2	216,129
3/4	4,727	3/4	19,827	3/4	34,927	3/4	50,027	3/4	65,127	3/4	80,227	3/4	95,328	3/4	110,428	3/4	125,528	3/4	140,628	3/4	155,728	3/4	170,828	3/4	185,929	3/4	201,029	3/4	215,312
4	5,041	4	20,141	4	35,241	4	50,342	4	65,442	4	80,542	4	95,642	4	110,742	4	125,843	4	140,943	4	156,043	4	171,143	4	186,243	4	201,343	4	215,495
1/4	5,356	1/4	20,456	1/4	35,556	1/4	50,656	1/4	65,756	1/4	80,857	1/4	95,957	1/4	111,057	1/4	126,157	1/4	141,257	1/4	156,357	1/4	171,458	1/4	186,558	1/4	201,658	1/4	215,626
1/2	5,670	1/2	20,770	1/2	35,871	1/2	50,971	1/2	66,071	1/2	81,171	1/2	96,271	1/2	111,372	1/2	126,472	1/2	141,572	1/2	156,672	1/2	171,772	1/2	186,872	1/2	201,973	1/2	215,757
3/4	5,985	3/4	21,085	3/4	36,185	3/4	51,285	3/4	66,386	3/4	81,486	3/4	96,586	3/4	111,686	3/4	126,786	3/4	141,886	3/4	156,987	3/4	172,087	3/4	187,187	3/4	202,287	3/4	215,888
5	6,299	5	21,400	5	36,500	5	51,600	5	66,700	5	81,800	5	96,901	5	112,001	5	127,101	5	142,201	5	157,301	5	172,401	5	187,502	5	202,602	5	216,019
1/4	6,614	1/4	21,714	1/4	36,814	1/4	51,915	1/4	67,015	1/4	82,115	1/4	97,215	1/4	112,315	1/4	127,416	1/4	142,516	1/4	157,616	1/4	172,716	1/4	187,816	1/4	202,916	1/4	216,097
1/2	6,929	1/2	22,029	1/2	37,129	1/2	52,229	1/2	67,329	1/2	82,430	1/2	97,530	1/2	112,630	1/2	127,730	1/2	142,830	1/2	157,930	1/2	173,031	1/2	188,131	1/2	203,231	1/2	216,176
3/4	7,243	3/4	22,343	3/4	37,444	3/4	52,544	3/4	67,644	3/4	82,744	3/4	97,844	3/4	112,944	3/4	128,045	3/4	143,145	3/4	158,245	3/4	173,345	3/4	188,445	3/4	203,546	3/4	216,264
6	7,558	6	22,658	6	37,758	6	52,858	6	67,959	6	83,059	6	98,159	6	113,259	6	128,359	6	143,459	6	158,560	6	173,660	6	188,760	6	203,860	6	216,333
1/4	7,872	1/4	22,973	1/4	38,073	1/4	53,173	1/4	68,273	1/4	83,373	1/4	98,473	1/4	113,574	1/4	128,674	1/4	143,774	1/4	158,874	1/4	173,974	1/4	189,076	1/4	204,175	1/4	216,359
1/2	8,187	1/2	23,287	1/2	38,387	1/2	53,488	1/2	68,588	1/2	83,688	1/2	98,786	1/2	113,888	1/2	128,988	1/2	144,089	1/2	159,189	1/2	174,289	1/2	189,389	1/2	204,489	1/2	216,385
3/4	8,502	3/4	23,602	3/4	38,702	3/4	53,802	3/4	68,902	3/4	84,002	3/4	99,103	3/4	114,203	3/4	129,303	3/4	144,403	3/4	159,503	3/4	174,604	3/4	189,704	3/4	204,804	3/4	216,411
7	8,816	7	23,916	7	39,017	7	54,117	7	69,217	7	84,317	7	99,417	7	114,517	7	129,618	7	144,718	7	159,818	7	174,918	7	190,018	7	205,118	7	~~216,436~~
1/4	9,131	1/4	24,231	1/4	39,331	1/4	54,431	1/4	69,531	1/4	84,632	1/4	99,732	1/4	114,832	1/4	129,932	1/4	145,032	1/4	160,133	1/4	175,233	1/4	190,333	1/4	205,433	1/4	
1/2	9,445	1/2	24,546	1/2	39,646	1/2	54,746	1/2	69,846	1/2	84,946	1/2	100,046	1/2	115,147	1/2	130,247	1/2	145,347	1/2	160,447	1/2	175,547	1/2	190,647	1/2	205,748	1/2	
3/4	9,760	3/4	24,860	3/4	39,960	3/4	55,060	3/4	70,161	3/4	85,261	3/4	100,361	3/4	115,461	3/4	130,561	3/4	145,662	3/4	160,762	3/4	175,862	3/4	190,962	3/4	206,062	3/4	
8	10,075	8	25,175	8	40,275	8	55,375	8	70,476	8	85,575	8	100,676	8	115,776	8	130,876	8	145,976	8	161,076	8	176,176	8	191,277	8	206,377	8	
1/4	10,389	1/4	25,489	1/4	40,589	1/4	55,690	1/4	70,790	1/4	85,890	1/4	100,990	1/4	116,090	1/4	131,191	1/4	146,291	1/4	161,391	1/4	176,491	1/4	191,591	1/4	206,691	1/4	
1/2	10,704	1/2	25,804	1/2	40,904	1/2	56,004	1/2	71,104	1/2	86,205	1/2	101,305	1/2	116,405	1/2	131,505	1/2	146,605	1/2	161,705	1/2	176,806	1/2	191,906	1/2	207,006	1/2	
3/4	11,018	3/4	26,118	3/4	41,219	3/4	56,319	3/4	71,419	3/4	86,519	3/4	101,619	3/4	116,720	3/4	131,820	3/4	146,920	3/4	162,020	3/4	177,120	3/4	192,220	3/4	207,321	3/4	
9	11,333	9	26,433	9	41,533	9	56,633	9	71,734	9	86,834	9	101,934	9	117,034	9	132,134	9	147,234	9	162,335	9	177,435	9	192,535	9	207,635	9	
1/4	11,647	1/4	26,749	1/4	41,848	1/4	56,948	1/4	72,048	1/4	87,148	1/4	102,249	1/4	117,349	1/4	132,449	1/4	147,549	1/4	162,649	1/4	177,749	1/4	192,850	1/4	207,950	1/4	
1/2	11,962	1/2	27,062	1/2	42,162	1/2	57,263	1/2	72,363	1/2	87,463	1/2	102,563	1/2	117,663	1/2	132,763	1/2	147,864	1/2	162,964	1/2	178,064	1/2	193,164	1/2	208,264	1/2	
3/4	12,277	3/4	27,377	3/4	42,477	3/4	57,577	3/4	72,677	3/4	87,778	3/4	102,878	3/4	117,978	3/4	133,078	3/4	148,178	3/4	163,278	3/4	178,379	3/4	193,479	3/4	208,579	3/4	
10	12,591	10	27,691	10	42,792	10	57,892	10	72,992	10	88,092	10	103,192	10	118,292	10	133,393	10	148,493	10	163,593	10	178,693	10	193,793	10	208,894	10	
1/4	12,906	1/4	28,006	1/4	43,106	1/4	58,206	1/4	73,307	1/4	88,407	1/4	103,507	1/4	118,607	1/4	133,707	1/4	148,807	1/4	163,908	1/4	179,008	1/4	194,108	1/4	209,208	1/4	
1/2	13,220	1/2	28,321	1/2	43,421	1/2	58,521	1/2	73,621	1/2	88,721	1/2	103,821	1/2	118,922	1/2	134,022	1/2	149,122	1/2	164,222	1/2	179,322	1/2	194,423	1/2	209,523	1/2	
3/4	13,535	3/4	28,635	3/4	43,735	3/4	58,836	3/4	73,936	3/4	89,036	3/4	104,136	3/4	119,236	3/4	134,336	3/4	149,437	3/4	164,537	3/4	179,637	3/4	194,737	3/4	209,837	3/4	
11	13,850	11	28,950	11	44,050	11	59,150	11	74,250	11	89,350	11	104,451	11	119,551	11	134,651	11	149,751	11	164,851	11	179,951	11	195,052	11	210,152	11	
1/4	14,164	1/4	29,264	1/4	44,365	1/4	59,465	1/4	74,565	1/4	89,665	1/4	104,765	1/4	119,865	1/4	134,966	1/4	150,066	1/4	165,166	1/4	180,266	1/4	195,366	1/4	210,466	1/4	
1/2	14,479	1/2	29,579	1/2	44,679	1/2	59,779	1/2	74,879	1/2	89,980	1/2	105,080	1/2	120,180	1/2	135,280	1/2	150,380	1/2	165,480	1/2	180,581	1/2	195,681	1/2	210,781	1/2	
3/4	14,793	3/4	29,893	3/4	44,994	3/4	60,094	3/4	75,194	3/4	90,294	3/4	105,394	3/4	120,495	3/4	135,595	3/4	150,695	3/4	165,795	3/4	180,895	3/4	195,995	3/4	211,096	3/4	

CAPACITIES GIVEN IN BARRELS OF 42 U.S. GALLONS

STRAPPED: 12/15/11

* CAPACITY BELOW STRIKE POINT.

REFERENCE GAUGE HEIGHT : 15'-8 3/4" (TO RIM OF 2" DIAMETER BALL VALVE LOCATED NEAR CENTER OF TANK)

WE CERTIFY ALL MEASUREMENTS AND COMPUTATIONS ARE IN ACCORDANCE WITH APPLICABLE API STANDARDS AND ARE TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE.

INSPECTORATE AMERICA CORPORATION

FORM 1/4L15W REV #2 7/98

INSPECTORATE
ISO 9001: 2000

Barge "CCL-405"

CHEM CARRIERS, LLC

INNAGE TABLE

COMPARTMENT
3

BARGE SHOULD BE ON EVEN-LEVEL KEEL WHEN GAUGES ARE TAKEN

HULL NO. 38-2196-1

IN	0 FT.	IN	1 FT.	IN	2 FT.	IN	3 FT.	IN	4 FT.	IN	5 FT.	IN	6 FT.	IN	7 FT.	IN	8 FT.	IN	9 FT.	IN	10 FT.	IN	11 FT.	IN	12 FT.	IN	13 FT.	IN	14 FT.
0	* 639	0	15,084	0	30,160	0	45,235	0	60,310	0	75,385	0	90,460	0	105,535	0	120,610	0	135,685	0	149,370	0	160,944	0	172,316	0	183,670	0	195,024
1/4	635	1/4	16,399	1/4	30,474	1/4	45,549	1/4	60,624	1/4	75,699	1/4	90,774	1/4	105,849	1/4	120,924	1/4	135,999	1/4	149,612	1/4	161,185	1/4	172,553	1/4	183,907	1/4	195,260
1/2	1,031	1/2	16,713	1/2	30,788	1/2	45,863	1/2	60,938	1/2	76,013	1/2	91,088	1/2	106,163	1/2	121,238	1/2	136,313	1/2	149,855	1/2	161,427	1/2	172,789	1/2	184,143	1/2	195,497
3/4	1,228	3/4	16,027	3/4	31,102	3/4	46,177	3/4	61,252	3/4	76,327	3/4	91,402	3/4	106,477	3/4	121,552	3/4	136,627	3/4	150,096	3/4	161,668	3/4	173,026	3/4	184,380	3/4	195,733
1	1,424	1	16,341	1	31,416	1	46,491	1	61,566	1	76,641	1	91,716	1	106,791	1	121,866	1	136,941	1	150,337	1	161,909	1	173,262	1	184,616	1	195,970
1/4	1,698	1/4	16,655	1/4	31,730	1/4	46,805	1/4	61,880	1/4	76,955	1/4	92,030	1/4	107,105	1/4	122,180	1/4	137,255	1/4	150,578	1/4	162,145	1/4	173,499	1/4	184,853	1/4	196,186
1/2	1,973	1/2	16,969	1/2	32,044	1/2	47,119	1/2	62,194	1/2	77,269	1/2	92,344	1/2	107,419	1/2	122,494	1/2	137,569	1/2	150,819	1/2	162,382	1/2	173,736	1/2	185,089	1/2	196,403
3/4	2,247	3/4	17,283	3/4	32,358	3/4	47,433	3/4	62,508	3/4	77,583	3/4	92,658	3/4	107,733	3/4	122,808	3/4	137,884	3/4	151,060	3/4	162,618	3/4	173,972	3/4	185,326	3/4	196,619
2	2,522	2	17,597	2	32,672	2	47,747	2	62,822	2	77,897	2	92,972	2	108,047	2	123,122	2	138,198	2	151,301	2	162,855	2	174,209	2	185,562	2	196,836
1/4	2,836	1/4	17,911	1/4	32,986	1/4	48,061	1/4	63,136	1/4	78,211	1/4	93,286	1/4	108,361	1/4	123,437	1/4	138,512	1/4	151,543	1/4	163,091	1/4	174,445	1/4	185,799	1/4	197,012
1/2	3,150	1/2	18,225	1/2	33,300	1/2	48,375	1/2	63,450	1/2	78,525	1/2	93,600	1/2	108,676	1/2	123,751	1/2	138,826	1/2	151,784	1/2	163,328	1/2	174,682	1/2	186,035	1/2	197,188
3/4	3,464	3/4	18,539	3/4	33,614	3/4	48,689	3/4	63,764	3/4	78,839	3/4	93,915	3/4	108,990	3/4	124,065	3/4	139,140	3/4	152,025	3/4	163,564	3/4	174,918	3/4	186,272	3/4	197,365
3	3,778	3	18,853	3	33,928	3	49,003	3	64,078	3	79,154	3	94,229	3	109,304	3	124,379	3	139,454	3	152,266	3	163,801	3	175,155	3	186,508	3	197,541
1/4	4,092	1/4	19,167	1/4	34,242	1/4	49,317	1/4	64,393	1/4	79,468	1/4	94,543	1/4	109,618	1/4	124,693	1/4	139,768	1/4	152,507	1/4	164,038	1/4	175,391	1/4	186,745	1/4	197,677
1/2	4,406	1/2	19,481	1/2	34,556	1/2	49,632	1/2	64,707	1/2	79,782	1/2	94,857	1/2	109,932	1/2	126,007	1/2	140,082	1/2	152,748	1/2	164,274	1/2	175,628	1/2	186,982	1/2	197,813
3/4	4,720	3/4	19,795	3/4	34,871	3/4	49,946	3/4	65,021	3/4	80,096	3/4	95,171	3/4	110,246	3/4	125,321	3/4	140,396	3/4	152,989	3/4	164,511	3/4	175,864	3/4	187,218	3/4	197,949
4	5,034	4	20,110	4	35,185	4	50,260	4	65,335	4	80,410	4	95,485	4	110,560	4	126,635	4	140,710	4	153,230	4	164,747	4	176,101	4	187,455	4	198,085
1/4	5,348	1/4	20,424	1/4	35,499	1/4	50,574	1/4	65,649	1/4	80,724	1/4	95,799	1/4	110,874	1/4	126,949	1/4	141,024	1/4	153,471	1/4	164,984	1/4	176,337	1/4	187,691	1/4	198,181
1/2	5,663	1/2	20,738	1/2	35,813	1/2	50,888	1/2	65,963	1/2	81,038	1/2	96,113	1/2	111,188	1/2	126,263	1/2	141,338	1/2	153,712	1/2	165,220	1/2	176,574	1/2	187,928	1/2	198,277
3/4	5,977	3/4	21,052	3/4	36,127	3/4	51,202	3/4	66,277	3/4	81,352	3/4	96,427	3/4	111,502	3/4	126,577	3/4	141,652	3/4	153,953	3/4	165,457	3/4	176,810	3/4	188,164	3/4	198,373
5	6,291	5	21,366	5	36,441	5	51,516	5	66,591	5	81,666	5	96,741	5	111,816	5	126,891	5	141,966	5	154,194	5	165,693	5	177,047	5	188,401	5	198,469
1/4	6,605	1/4	21,680	1/4	36,755	1/4	51,830	1/4	66,905	1/4	81,980	1/4	97,055	1/4	112,130	1/4	127,205	1/4	142,280	1/4	154,435	1/4	165,930	1/4	177,284	1/4	188,637	1/4	198,524
1/2	6,919	1/2	21,994	1/2	37,069	1/2	52,144	1/2	67,219	1/2	82,294	1/2	97,369	1/2	112,444	1/2	127,519	1/2	142,594	1/2	154,676	1/2	166,166	1/2	177,520	1/2	188,874	1/2	198,580
3/4	7,233	3/4	22,308	3/4	37,383	3/4	52,458	3/4	67,533	3/4	82,608	3/4	97,683	3/4	112,758	3/4	127,833	3/4	142,909	3/4	154,918	3/4	166,403	3/4	177,757	3/4	189,110	3/4	198,636
6	7,547	6	22,622	6	37,697	6	52,772	6	67,847	6	82,922	6	97,997	6	113,072	6	128,148	6	143,223	6	155,159	6	166,639	6	177,993	6	189,347	6	198,692
1/4	7,861	1/4	22,936	1/4	38,011	1/4	53,086	1/4	68,161	1/4	83,236	1/4	98,311	1/4	113,387	1/4	128,462	1/4	143,537	1/4	155,400	1/4	166,876	1/4	178,230	1/4	189,583	1/4	198,707
1/2	8,176	1/2	23,250	1/2	38,325	1/2	53,400	1/2	68,475	1/2	83,550	1/2	98,626	1/2	113,701	1/2	128,776	1/2	143,851	1/2	155,641	1/2	167,112	1/2	178,466	1/2	189,820	1/2	198,723
3/4	8,489	3/4	23,564	3/4	38,639	3/4	53,714	3/4	68,789	3/4	83,864	3/4	98,940	3/4	114,015	3/4	129,090	3/4	144,166	3/4	155,882	3/4	167,349	3/4	178,703	3/4	190,056	3/4	198,738
7	8,803	7	23,878	7	38,953	7	54,028	7	69,103	7	84,179	7	99,254	7	114,329	7	129,404	7	144,366	7	156,123	7	167,586	7	178,939	7	190,293	7	198,754
1/4	9,117	1/4	24,192	1/4	39,267	1/4	54,342	1/4	69,418	1/4	84,493	1/4	99,568	1/4	114,643	1/4	129,718	1/4	144,624	1/4	156,364	1/4	167,822	1/4	179,176	1/4	190,530	1/4	
1/2	9,431	1/2	24,506	1/2	39,581	1/2	54,657	1/2	69,732	1/2	84,807	1/2	99,882	1/2	114,957	1/2	130,032	1/2	144,882	1/2	156,605	1/2	168,059	1/2	179,412	1/2	190,766	1/2	
3/4	9,745	3/4	24,820	3/4	39,896	3/4	54,971	3/4	70,046	3/4	85,121	3/4	100,196	3/4	115,271	3/4	130,346	3/4	145,136	3/4	156,846	3/4	168,295	3/4	179,649	3/4	191,003	3/4	
8	10,059	8	25,135	8	40,210	8	55,285	8	70,360	8	85,435	8	100,510	8	115,585	8	130,660	8	145,391	8	157,087	8	168,532	8	179,885	8	191,239	8	
1/4	10,374	1/4	25,449	1/4	40,524	1/4	55,599	1/4	70,674	1/4	85,749	1/4	100,824	1/4	115,899	1/4	130,974	1/4	145,646	1/4	157,328	1/4	168,768	1/4	180,122	1/4	191,476	1/4	
1/2	10,688	1/2	25,763	1/2	40,838	1/2	55,913	1/2	70,988	1/2	86,063	1/2	101,138	1/2	116,213	1/2	131,288	1/2	145,901	1/2	157,569	1/2	169,005	1/2	180,359	1/2	191,712	1/2	
3/4	11,002	3/4	26,077	3/4	41,152	3/4	56,227	3/4	71,302	3/4	86,377	3/4	101,452	3/4	116,527	3/4	131,602	3/4	146,162	3/4	157,810	3/4	169,241	3/4	180,595	3/4	191,949	3/4	
9	11,316	9	26,391	9	41,466	9	56,541	9	71,616	9	86,691	9	101,766	9	116,841	9	131,916	9	146,404	9	158,052	9	169,478	9	180,832	9	192,185	9	
1/4	11,630	1/4	26,705	1/4	41,780	1/4	56,855	1/4	71,930	1/4	87,005	1/4	102,080	1/4	117,155	1/4	132,230	1/4	146,656	1/4	158,293	1/4	169,714	1/4	181,068	1/4	192,422	1/4	
1/2	11,944	1/2	27,019	1/2	42,094	1/2	57,169	1/2	72,244	1/2	87,319	1/2	102,394	1/2	117,469	1/2	132,544	1/2	146,907	1/2	158,534	1/2	169,951	1/2	181,305	1/2	192,658	1/2	
3/4	12,258	3/4	27,333	3/4	42,408	3/4	57,483	3/4	72,558	3/4	87,633	3/4	102,708	3/4	117,783	3/4	132,858	3/4	147,156	3/4	158,775	3/4	170,187	3/4	181,541	3/4	192,895	3/4	
10	12,572	10	27,647	10	42,722	10	57,797	10	72,872	10	87,947	10	103,022	10	118,097	10	133,173	10	147,405	10	159,016	10	170,424	10	181,778	10	193,131	10	
1/4	12,886	1/4	27,961	1/4	43,036	1/4	58,111	1/4	73,186	1/4	88,261	1/4	103,336	1/4	118,412	1/4	133,487	1/4	147,654	1/4	159,257	1/4	170,661	1/4	182,014	1/4	193,368	1/4	
1/2	13,200	1/2	28,275	1/2	43,350	1/2	58,425	1/2	73,500	1/2	88,575	1/2	103,651	1/2	118,726	1/2	133,801	1/2	147,902	1/2	159,498	1/2	170,897	1/2	182,251	1/2	193,605	1/2	
3/4	13,514	3/4	28,589	3/4	43,664	3/4	58,739	3/4	73,814	3/4	88,890	3/4	103,965	3/4	119,040	3/4	134,115	3/4	148,148	3/4	159,739	3/4	171,134	3/4	182,487	3/4	193,841	3/4	
11	13,828	11	28,903	11	43,978	11	59,053	11	74,129	11	89,204	11	104,279	11	119,354	11	134,429	11	148,393	11	159,980	11	171,370	11	182,724	11	194,078	11	
1/4	14,142	1/4	29,217	1/4	44,292	1/4	59,368	1/4	74,443	1/4	89,518	1/4	104,593	1/4	119,668	1/4	134,743	1/4	148,639	1/4	160,221	1/4	171,607	1/4	182,960	1/4	194,314	1/4	
1/2	14,456	1/2	29,531	1/2	44,606	1/2	59,682	1/2	74,757	1/2	89,832	1/2	104,907	1/2	119,982	1/2	135,057	1/2	148,885	1/2	160,462	1/2	171,843	1/2	183,197	1/2	194,551	1/2	
3/4	14,770	3/4	29,845	3/4	44,921	3/4	59,996	3/4	75,071	3/4	90,146	3/4	105,221	3/4	120,296	3/4	135,371	3/4	149,127	3/4	160,703	3/4	172,080	3/4	183,433	3/4	194,787	3/4	

CAPACITIES GIVEN IN BARRELS OF 42 U.S. GALLONS

STRAPPED: 12/16/11

* CAPACITY BELOW STRIKE POINT.

PORT REFERENCE GAUGE HEIGHT : 15'-8 1/4" (TO RIM OF 2" DIAMETER BALL VALVE LOCATED NEAR CENTER OF TANK)

STAR REFERENCE GAUGE HEIGHT : 15'-8 1/2" (TO RIM OF 2" DIAMETER BALL VALVE LOCATED NEAR CENTER OF TANK)

WE CERTIFY ALL MEASUREMENTS AND COMPUTATIONS ARE IN ACCORDANCE WITH APPLICABLE API STANDARDS AND ARE TRUE AND CORRECT TO THE BEST OF OUR KNOWLEDGE.

INSPECTORATE AMERICA CORPORATION

OWNER: Chem Carriers LLC
DESCRIPTION: Double Skin, Lead Rake, Inland Tank Barge
SIZE: 297'-6"x54'-0"x12'-0"

CONTRACT: 38190
HULL: 2196-1
NAME: CCL 405
DATE: 8-Jul-11

PRELIMINARY

VESSEL DISPLACEMENT AND CARGO DEADWEIGHT TABLE (FRESH WATER)

	DRAFT	2 FT	3 FT	4 FT	5 FT	6 FT	7 FT	8 FT	9 FT	10 FT	11 FT
DISPLACEMENT	0 IN	913	1370	1833	2303	2778	3259	3743	4232	4726	5223
DEADWEIGHT		30	486	950	1420	1895	2376	2860	3349	3843	4340
DISPLACEMENT	1 IN	951	1408	1872	2343	2818	3299	3784	4273	4768	5265
DEADWEIGHT		68	525	989	1460	1935	2416	2901	3390	3884	4382
DISPLACEMENT	2 IN	988	1446	1911	2382	2858	3339	3824	4314	4809	5307
DEADWEIGHT		105	563	1028	1499	1975	2456	2941	3431	3926	4424
DISPLACEMENT	3 IN	1026	1485	1950	2422	2898	3379	3865	4355	4850	5348
DEADWEIGHT		143	602	1067	1538	2015	2496	2982	3472	3967	4465
DISPLACEMENT	4 IN	1064	1523	1989	2461	2938	3420	3906	4396	4892	5390
DEADWEIGHT		181	640	1106	1578	2055	2537	3023	3513	4008	4507
DISPLACEMENT	5 IN	1102	1562	2028	2501	2978	3460	3946	4437	4933	5432
DEADWEIGHT		219	679	1145	1618	2095	2577	3063	3554	4050	4549
DISPLACEMENT	6 IN	1140	1601	2068	2540	3018	3500	3987	4479	4974	5473
DEADWEIGHT		257	718	1184	1657	2135	2617	3104	3596	4091	4590
DISPLACEMENT	7 IN	1178	1639	2107	2580	3058	3541	4028	4520	5016	5515
DEADWEIGHT		295	756	1224	1697	2175	2658	3145	3637	4133	4632
DISPLACEMENT	8 IN	1216	1678	2146	2619	3098	3581	4069	4561	5057	5557
DEADWEIGHT		333	795	1263	1736	2215	2698	3186	3678	4174	4674
DISPLACEMENT	9 IN	1255	1717	2185	2659	3138	3622	4109	4602	5099	5599
DEADWEIGHT		372	834	1302	1776	2255	2739	3226	3719	4216	4716
DISPLACEMENT	10 IN	1293	1756	2225	2699	3178	3662	4150	4644	5140	
DEADWEIGHT		410	873	1341	1816	2295	2779	3267	3761	4257	
DISPLACEMENT	11 IN	1331	1794	2264	2739	3218	3703	4191	4685	5182	
DEADWEIGHT		448	911	1381	1856	2335	2820	3308	3802	4299	

DISPLACEMENT & DEADWEIGHT ARE IN SHORT TONS. ONE SHORT TON (S.TON) = 2000 POUNDS
LIGHTSHIP WEIGHT (LWT) IS DERIVED FROM FREEBOARD READINGS LWT = 883 S.TON

NOTES:

1. TABLE DATA IS BASED ON DRAFTS IN FRESH WATER AT 32.05 (CU. FT. PER S. TON) OR 62.4 (LBS PER CU. FT.).
2. TO OBTAIN DISPLACEMENT IN SEA WATER AT 31.25 (CU. FT. PER S. TON) OR 64.0 (LBS PER CU. FT.), MULTIPLY THE TABLE DISPLACEMENT BY 1.025, TO OBTAIN THE CORRESPONDING CARGO DEADWEIGHT, SUBTRACT THE LIGHTSHIP WEIGHT (LWT) FROM THE CALCULATED DISPLACEMENT IN SEA WATER.
3. ACTUAL DISPLACEMENTS AND DEADWEIGHTS MAY VARY DUE TO ACCURACY OF DRAFT READINGS, WEATHER CONDITIONS, SPECIFIC GRAVITY OF WATER, DECK LOADS, RESIDUE IN BILGES ALTERATIONS OR CHANGES TO THE VESSEL SINCE REFERENCE FREEBOARD READINGS WERE TAKEN, etc.