



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

Certification Date: 29 Nov 2022
Expiration Date: 29 Nov 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 CCL 2	Official Number 510107	IMO Number	Call Sign	Service Tank Barge		
Hailing Port NEW ORLEANS, LA UNITED STATES	Hull Material Steel	Horsepower	Propulsion			
Place Built JEFFERSONVILLE, IN UNITED STATES	Delivery Date 15Dec1967	Keel Laid Date	Gross Tons R-855 I-	Net Tons R-855 I-	DWT	Length R-195.0 I-0
Owner BROOKE BANTA LLC 1237 HIGHWAY 75 SUNSHINE, LA 70780 UNITED STATES	Operator CHEM CARRIERS LLC 1237 HWY 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 Chief Mates 0 Second Mates 0 Third Mates 0 Master First Class Pilot 0 Mate First Class Pilots						
0 Licensed Mates 0 First Class Pilots 0 Radio Officers 0 Able Seamen 0 Ordinary Seamen 0 Deckhands						
0 Chief Engineers 0 First Assistant Engineers 0 Second Assistant Engineers 0 Third Assistant Engineers 0 Licensed Engineers 0 Qualified Member Engineer						
0 Oilers						
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 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:		
Date	Zone	A/P/R	Signature	J. H. HART COMMANDER, by direction		
10 Jan 24	BATU	A	[Signature]	Officer in Charge, Marine Inspection		
05 FEB 25	BATU	A	[Signature]	Sector New Orleans		
				Inspection Zone		



Certificate of Inspection

Vessel Name: CCL 2

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Oct2032	07Oct2022	07Apr2017
Internal Structure	30Jun2027	07Oct2022	26Jun2017

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

Authorization: SPECIFIED HAZARDOUS CARGOES.

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
10931	Barrels		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 C/L	729	13.50
2 C/L	611	13.50
3 C/L	685	13.50

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
III	1631	10ft 2in	13.50	Lakes, Bays, and Sounds
III	1648	10ft 3in	12.75	Lakes, Bays, and Sounds
III	1684	10ft 5in	8.75	Lakes, Bays, and Sounds
III	1807	11ft 0in	13.50	Rivers

Conditions Of Carriage

Only those specified hazardous cargoes named in the vessel's Cargo Authority Attachment (CAA), Serial C2-0201372, dated May 21, 2002 and then only in the tanks indicated.

Per 46 CFR 150.130, the Person in Charge of the 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 compatibility group numbers from the "COMPAT GRP" column listed in the vessel's CAA.

Benzene Prohibition

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

Oil Prohibition - No Vessel Response Plan

This vessel is prohibited from carrying those cargoes that are considered "oil" for the purposes of the Federal Water Pollution Control Act as amended by the Oil Pollution Act of 1990 which requires a vessel response plan in accordance with 33 CFR 155 subpart D.

Oil Prohibition - No Overfill Protection Devices

This vessel is not equipped with overfill protection devices and is prohibited from carrying oil products as defined in 33 CFR 151.05.



Certificate of Inspection

Vessel Name: CCL 2

--- Inspection Status ---

Cargo Tanks

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1 C/L	07Feb2017	07Oct2022	31Oct2032	-	-	-
2 C/L	07Feb2017	07Oct2022	31Oct2032	-	-	-
3 C/L	07Feb2017	07Oct2022	31Oct2032	-	-	-

Hydro Test

Tank Id	Safety Valves	Previous	Last	Next
1 C/L	-	-	-	-
2 C/L	-	-	-	-
3 C/L	-	-	-	-

---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
2	40-B

END



Department of Transportation
United States Coast Guard

Serial #: C2-0201372
Generated: 21-May-02

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: CCL2
Official #: 510107

Shipyard: 2047
Hull #: Jeffboat

46 CFR 151 Tank Group Characteristics

Tank Group Information		Cargo Identification			Hull Type	Cargo Seg Tank	Tanks			Cargo Transfer		Environmental Control		Fire Protection Provided	Special Requirements		Elec Haz	Temp Cont
Tnk Grp	Tanks in Group	Density	Press.	Temp.			Type	Vent	Gauge	Pipe Class	Cont	Tanks	Handling Space		General	Materials of Construction		
A	1 thru 3	13.5	Atmos.	Amb.	III	1ii 2ii	Integral Gravity	PV	Open	II	G-1	NR	NA	Portable	40-1(f)(1), .50-70(a), .50-70(b), .50-73,	55-1(b), (c), (e), (f), (h), (j), 56-1(a), (b), (c), (d), (e), (f), (g).	NR	Yes

Notes: 1. Under Environmental Control, Tanks, NR means that the tank group is suitable only for those cargoes which require no environmental control in the cargo tanks.
2. Under Environmental Control, Handling Space, NR means that the tank group is suitable only for those cargoes which require no environmental control in the cargo handling space. NA means that the vessel does not have a cargo control space, and this requirement is not applied.
3. Under Electrical Hazard Class, NA means that the tank group is suitable only for those cargoes which have no electrical hazard class requirement. NR means that the vessel has no electrical equipment located in a hazardous location.

List of Authorized Cargoes

Cargo Identification						Conditions of Carriage				
Name	Chem Code	Compat Group No	Sub Chapter	Grade	Hull Type	Tank Group	Vapor Recovery		Special Requirements in 46 CFR 151 General and Mat'ls of Construction	
							App'd (Y or N)	VCS Category		

Authorized Subchapter O Cargoes

Alkyl(C7-C9) nitrates	AKN	34 ²	O	NA	III	A	No	N/A	.50-81, .50-86
Aminoethylethanolamine	AEE	8	O	E	III	A	No	N/A	.55-1(b)
Ammonium bisulfite solution (70% or less)	ABX	43 ²	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b), (c)
Butyraldehyde (all isomers)	BAE	19	O	C	III	A	No	N/A	.55-1(h)
Carbon tetrachloride	CBT	36	O	NA	III	A	No	N/A	No
Caustic potash solution	CPS	5 ²	O	NA	III	A	No	N/A	.50-73, .55-1(j)
Caustic soda solution	CSS	5 ²	O	NA	III	A	No	N/A	.50-73, .55-1(j)
Chlorobenzene	CRB	36	O	D	III	A	No	N/A	No
Chloroform	CRF	36	O	E	III	A	No	N/A	No
Creosote	CCW	21 ²	O	E	III	A	No	N/A	No
Cresols (all isomers)	CRS	21	O	E	III	A	No	N/A	No
Cresylic acid tar	CRX		O		III	A	No	N/A	.55-1(f)
Cyclopentadiene, Styrene, Benzene mixture	CSB	30	O	D	III	A	No	N/A	.50-60, .56-1(b)
iso-Decyl acrylate	IAI	14	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b), .55-1(c)
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution	DDE	43	O	NA	III	A	No	N/A	.56-1(a), (b), (c), (g)
2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution	DTI	43 ²	O	NA	III	A	No	N/A	.56-1(a), (b), (c), (g)
Diethanolamine	DEA	8	O	E	III	A	No	N/A	.55-1(c)
Diethylenetriamine	DET	7 ²	O	E	III	A	No	N/A	.55-1(c)
Diisopropanolamine	DIP	8	O	E	III	A	No	N/A	.55-1(c)
Dodecyl dimethylamine, Tetradecyl dimethylamine mixture	DOT	7	O	E	III	A	No	N/A	.56-1(b)
Ethanolamine	MEA	8	O	E	III	A	No	N/A	.55-1(c)
Ethylene cyanohydrin	ETC	20	O	E	III	A	No	N/A	No
Ethylene glycol hexyl ether	EGH	40	O	E	III	A	No	N/A	No
Ethylene glycol propyl ether	EGP	40	O	E	III	A	No	N/A	No
2-Ethylhexyl acrylate	EAI	14	O	E	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Glutaraldehyde solution (50% or less)	GTA	19	O	NA	III	A	No	N/A	No
Isoprene	IPR	30	O	A	III	A	No	N/A	.50-70(a), .50-81(a), (b)
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)
Methyl diethanolamine	MDE	8	O	E	III	A	No	N/A	.56-1(b), (c)
2-Methyl-5-ethylpyridine	MEP	9	O	E	III	A	No	N/A	.55-1(e)
Morpholine	MPL	7 ²	O	D	III	A	No	N/A	.55-1(c)
Polyethylene polyamines	PEB	7 ²	O	E	III	A	No	N/A	.55-1(e)
iso-Propanolamine	MPA	8	O	E	III	A	No	N/A	.55-1(c)
Propanolamine (iso-, n-)	PAX	8	O	E	III	A	No	N/A	.56-1(b), (c)
Sodium acetate, Glycol, Water mixture (3% or more Sodium Hydroxide)	SAP		O		III	A	No	N/A	.50-73, .55-1(j)
Sodium aluminate solution (45% or less)	SAU	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (b), (c)

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



Department of Transportation
United States Coast Guard

Serial #: C2-0201372
Generated: 21-May-02

Certificate of Inspection

Cargo Authority Attachment

Vessel Name: CCL2
Official #: 510107

Page 2 of 3

Shipyard: 2047
Hull #: Jeffboat

Cargo Identification						Conditions of Carriage			
Name	Chem Code	Compat Group No	Sub Chapter	Grade	Hull Type	Tank Group	Vapor Recovery		Special Requirements in 46 CFR 151 General and Mat'l's of Construction
							App'd (Y or N)	VCS Category	
Sodium chlorate solution (50% or less)	SDD	0 ^{1,2}	O	NA	III	A	No	N/A	.50-73
Sodium sulfide, hydrosulfide solution (H ₂ S 15 ppm or less)	SSH	0 ^{1,2}	O	NA	III	A	No	N/A	.50-73, .55-1(b)
Styrene monomer	STY	30	O	D	III	A	No	N/A	.50-70(a), .50-81(a), (b)
Tetraethylenepentamine	TTP	7	O	E	III	A	No	N/A	.55-1(c)
Triethanolamine	TEA	8 ²	O	E	III	A	No	N/A	.55-1(b)
Triethylenetetramine	TET	7 ²	O	E	III	A	No	N/A	.55-1(b)
Triphenylborane (10% or less), caustic soda solution	TPB	5	O	NA	III	A	No	N/A	.56-1(a), (b), (c)
Trisodium phosphate solution	TSP	5	O	NA	III	A	No	N/A	.50-73, .56-1(a), (c).
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)
Vinyl acetate	VAM	13	O	C	III	A	No	N/A	.50-70(a), .50-81(a), (b)



Certificate of Inspection

Cargo Authority Attachment

Vessel Name: CCL2

Official #: 510107

Page 3 of 3

Shipyard: 2047

Hull #: Jeffboat

Explanation of terms & symbols used in the Table:

Cargo Identification

Name	The proper shipping name as listed in 46 CFR Table 30.25-1, 46 CFR Table 151.05, and 46 CFR Part 153 Table 2.
Chem Code none	The three letter designation assigned to the cargo in the Chemical Hazards Response Information System (CHRIS) Manual. Certain mixtures of cargoes may not have a CHRIS Code assigned.
Compatibility Group No.	The cargo reactive group number assigned for compatibility determinations in 46 CFR Part 150 Tables I and II. In accordance with 46 CFR 150.130, the Person-in-Charge of the barge is responsible for ensuring that the compatibility requirements of 46 CFR Part 150 are met. Cargoes must be checked for compatibility using the figures, tables, and appendices of 46 CFR 150 in conjunction with the assigned reactive group number.
Note 1	Because of the very high reactivity or unusual conditions of carriage or potential compatibility problems, this product is not assigned to a specific group in the Compatibility Chart. For
Note 2	additional compatibility information, contact Commandant (G-MSO-3), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593-0001. Telephone (202) 267-1217.
Subchapter	See Appendix I to 46 CFR Part 150 - exceptions to the compatibility chart
Subchapter D	The subchapter in Title 46 Code of Federal Regulations under which the cargo has been classified.
Subchapter O	Those flammable and combustible liquids listed in 46 CFR Table 30.25-1.
Note 3	Those hazardous cargoes listed in 46 CFR Table 151.05 and 46 CFR Part 153 Table 2.
	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 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 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
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.



UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME CCL 2		OFFICIAL NUMBER 510107	IMO OR OTHER NUMBER 2047	YEAR COMPLETED 1967	
HAILING PORT NEW ORLEANS LA		HULL MATERIAL STEEL		MECHANICAL PROPULSION NO	
GROSS TONNAGE 855 GRT	NET TONNAGE 855 NRT	LENGTH 195.0	BREADTH 35.1	DEPTH 10.9	
PLACE BUILT JEFFERSONVILLE IN					
OWNERS BROOKE BANTA LLC COMPRISED OF TWO MEMBERS			OPERATIONAL ENDORSEMENTS COASTWISE		
MANAGING OWNER BROOKE BANTA LLC 1237 HIGHWAY 75 SUNSHINE LA 70780					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS NONE					
ISSUE DATE AUGUST 06, 2025		THIS CERTIFICATE EXPIRES AUGUST 31, 2026			
		DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			



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VESSEL NAME	VESSEL TYPE	HULL TYPE	GROSS TONNAGE	COFR NUMBER	EFFECTIVE DATE	EXPIRATION DATE	COFR APPLICANT	VIN	INSURANCE CANCEL FLAG
 CCL 2	TANKBARGE D		855	841310 - 21	6/23/2023	6/23/2026	CHEM CARRIERS, L.L.C	D510107	
 CCL 20	TANKBARGE D		735	841310 - 21	2/27/2022	2/27/2025	CHEM CARRIERS, L.L.C	D1191598	
 CCL 21	TANKBARGE D		793	841310 - 21	2/26/2022	2/26/2025	CHEM CARRIERS, L.L.C	D1191599	
 CCL 22	TANKBARGE D		735	841310 - 21	1/13/2022	1/13/2025	CHEM CARRIERS, L.L.C	D1191600	
 CCL 23	TANKBARGE D		793	841310 - 21	4/20/2022	4/20/2025	CHEM CARRIERS, L.L.C	D1191601	
 CCL 24	TANKBARGE		735	841310 - 21	8/11/2020	8/11/2023	CHEM CARRIERS, L.L.C	D1196547	
 CCL 25	TANKBARGE		735	841310 - 21	8/11/2020	8/11/2023	CHEM CARRIERS, L.L.C	D1196548	
 CCL 26	TANKBARGE D		735	841310 - 21	2/11/2022	2/11/2025	CHEM CARRIERS, L.L.C	D1203816	
 CCL 27	TANKBARGE		735	841310 - 21	5/3/2021	5/3/2024	CHEM CARRIERS, L.L.C	D1203817	
 CCL 28	TANKBARGE		793	841310 - 21	9/9/2020	9/9/2023	CHEM CARRIERS, L.L.C	D1212828	
 CCL 29	TANKBARGE		793	841310 - 21	9/22/2020	9/22/2023	CHEM CARRIERS, L.L.C	D1212829	

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Bobby's Industrial Services, Inc.
Contact: Bobby Edwards
Phone: 251-348-2143

TRANSFER PIPING SYSTEM

THE FOLLOWING ITEMS HAVE BEEN TESTED AS PER THE REQUIREMENTS OF 46 CFR 35-70 AND 33 CFR 156.170.

TANK BARGE: CCL 2

OFFICIAL NO: 510107

A. TRANSFER PIPING SYSTEM:

TEST DATE: 9-8-25

PRESSURE: 188

PERFORMED BY: RE

B. TRANSFER SYSTEM RELIEF VALVE:

TEST DATE: 9-8-25

PRESSURE: N/A

PERFORMED BY: RE

C. PRESSURE GAUGE:

TEST DATE: 9-8-25

PRESSURE: _____

PERFORMED BY: RE

D. DETERMINATION OF TEST:

PASSED: 1 hour good

FAILED: _____

I CERTIFY THAT ALL OF THE INFORMATION ON THIS DOCUMENT IS TRUE AND CORRECT.

PRINT NAME: Robert Edwards TITLE: Foreman DATE: 9-8-25

SIGNATURE: Robert Edwards

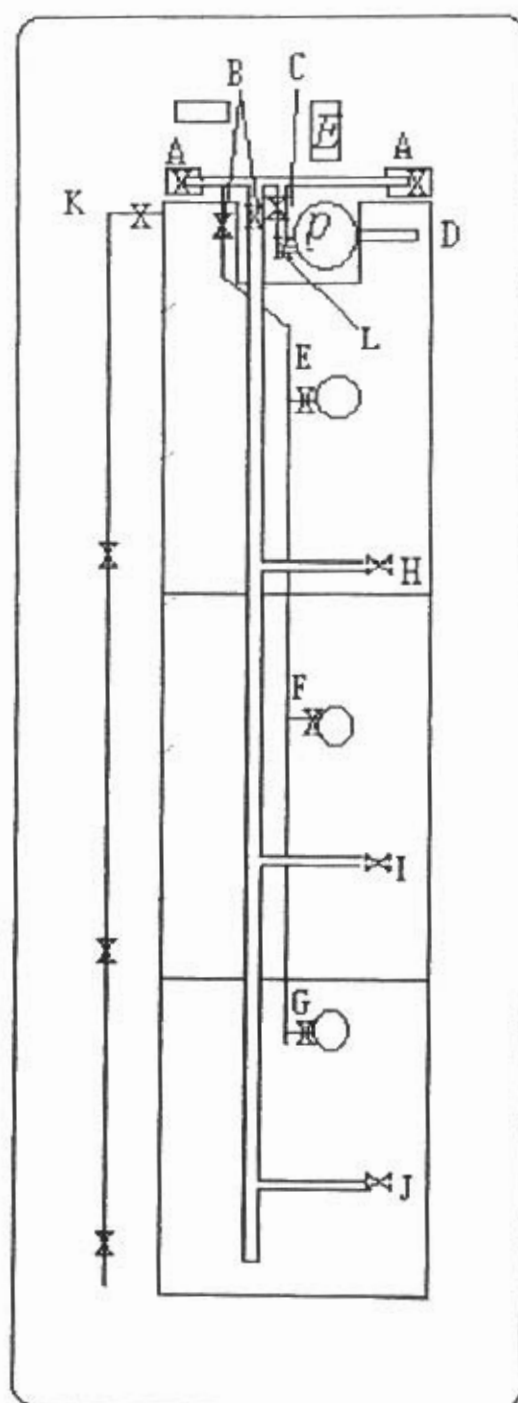
CCL2

PIPING DIAGRAM

- A. Header Discharge and Load Valves
- B. Main Load Valves
- C. Main Discharge Valve
- D. Pump Prime Valves/Pumps
- E. #1 Cargo Tank Valve
- F. #2 Cargo Tank Valve
- G. #3 Cargo Tank Valve
- H. #1 Cargo Tank Overhead Load Line Valve
- I. #2 Cargo Tank Overhead Load Line Valve
- J. #3 Cargo Tank Overhead Load Line Valve
- K. Main Steam Supply Valve
- L. 8" Swing Check Valve

P= Pump

E= Engine



CARGO TRANSFER PROCEDURES

CHEM CARRIERS L.L.C.

TRANSFER FROM BARGE TO DOCK

PARTS

- 1. PRODUCTS TRANSFERRED**
- 2. DESCRIPTION OF SYSTEM**
- 3. PERSONS ON DUTY**
- 4. PERSONS IN CHARGE**
- 5. EMERGENCY SHUTDOWN**
- 6. TOPPING OFF PROCEDURE**
- 7. COMPLETION OF TRANSFER**
- 8. REPORTING CARGO SPILLS**
- 9. VESSEL CLOSURES**
- 10. PRODUCT DATA**
Barge CCL 2

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. Reference Certificate of Inspection.

PARTS 2. DESCRIPTION OF CARGO TRANSFER SYSTEM

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

The standard 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)

The containment pans are equipped with a drain for the removal of slops to shore facilities:

NEVER DRAIN THE CONTAINMENT TANKS ONTO THE DECK.

PARTS 3. PERSONS ON DUTY DURING TRANSFER

33 CFR 155.750 (a) (3)

Number of persons required to be on duty during transfer operations:

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, etc., and lines are long enough to allow for surge, tide, wind, changes in draft etc.
- E. Proper hose sizes, lengths, support, and connections.
- F. The condition of fire extinguishers and required number.
- F. 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.

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. CCL 2 is equipped with an overhead load line with a load valve for each cargo tank. This line is intended for use in the caustic soda trade to load over frozen sumps.

PARTS 7. COMPLETION OF TRANSFER

33 CFR 155.750 (a) (8)

Upon the completion of the transfer all pipelines should be vented and 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.
- D. Notify Chem Carriers L.L.C. at (225) 642-0060.
- E. If loading, transfer the cargo from the leaking tank to an adjacent tank or back to the dock if safe to do so.
- F. 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.

Incase of any other emergency, immediately shut down and notify the transferring facility, and Chem Carriers L.L.C.

(225) 642-0060 24 Hour Line.

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
October 16, 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

Ref: (a) Your correspondence dated September 18, 2024
(b) Title 33 Code of Federal Regulations (CFR) Part 104

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."** The list of vessels covered by this letter is attached as enclosure (1).

Your vessels 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 this letter unless rescinded in writing by the local COTP/OCMI. You must review your plans annually and submit any amendments to this office for approval. Please ensure that a copy of the VSP is maintained on board the vessels 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

Enclosure: (1) List of Vessels Covered

List of Vessels Covered

<u>Vessel Name</u>	<u>Official Number (O.N.)</u>
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

<u>Vessel Name</u>	<u>Official Number (O.N.)</u>
CCL 415-T	1262942
CCL 416-T	1264691
CCL 417 T	1298307
CCL 418-L	1306896
CCL 419-L	1306897
CCL 420-T	1348560
CCL 421-T	CG1843359
HFL 413	1237482
HFL 415	1237483
HFL 435	1236563
HFL 605	1237484

BARGE CCL-2
 HULL 2047

(SHEET NO. 1 OF 2)

TANK GAUGE TABLE

 ZnO

Gauge Height 25'-9 3/4"

INDEX TABLE

[illegible]

CAPACITIES GIVEN IN U. S. GALLONS

NOTE: GAGE LOCATION AT CENTER OF TANK.

THIS CHART IS DESIGNED FOR THE ABOVE NAMED VESSEL ONLY. NO CHANGES OR
 ADDITIONS CAN BE MADE WITHOUT THE WRITTEN CONSENT OF OUR COMPANY.

Strapped By: OPS JULY

WLS - 1967

Date of Issue - August 7, 1957



E. W. SAYBOLT & CO., INC.

William D. Chenoweth

DEPARTMENT OF AGRICULTURE
WASHINGTON, D. C. 20250

(SHEET NO. 1 OF 2)

TANK GAUGE TABLE

NO. 2

0 FT		1 FT		2 FT		3 FT		4 FT		5 FT		6 FT		7 FT		8 FT		9 FT		10 FT		11 FT	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
2	2	7	7	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
4	4	8	8	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
6	6	10	10	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
8	8	12	12	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
10	10	14	14	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
12	12	16	16	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
14	14	18	18	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
16	16	20	20	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
18	18	22	22	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
20	20	24	24	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
22	22	26	26	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
24	24	28	28	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
26	26	30	30	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
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92	92	96	96	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
94	94	98	98	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
96	96	100	100	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
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112	112	116	116	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
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122	122	126	126	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
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154	154	160	160	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	10
156	156	162	162	1	1	2	2	3	3	4	4	5	5	6	6	7	7	8	8	9	9	10	

NOTE: GAGE LOCATION AT CENTER OF TANK.

THIS CHART IS CONSIDERED FOR THE ABOVE NAMED VESSEL ONLY. NO CHANGES OF ANY KIND CAN BE MADE WITHOUT THE WRITTEN CONSENT OF OUR COMPANY.

prepared by: OES
 checked by: WLS & SJM
 approved by: WLS
 DATE: JULY
 1987 AUGUST

Date of Issue - August 7, 1967



E. W. SAYBOLT & CO., INC.

DEPUTY INSPECTOR OF PETROLEUM
APPROVED AT NEW YORK PRODUCT EXCHANGE

E. W. SAYBOLT & CO., INC.
 405 N. MICHIGAN
 THE NEW YORK PETROLEUM EXCHANGE
 INSPECTORS OF PETROLEUM

BARGE CCL2
 HULL 2047

(SHEET NO. 2 OF 2)

TANK GAUGE TABLE

NO. 2

GAUGE HEIGHT 15'-10 1/4"

INNADE TABLE

IN	12 FT	13 FT	14 FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
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E. W. SAYBOLT & CO., INC.
 405 N. W. 1st St., Miami, Fla.
 INSPECTORS OF PETROLEUM

BARGE CCL 2
 HULL 2047

TANK GAUGE TABLE
 NO. 3

(SHEET NO. 1 OF 2)

GAUGE HEIGHT 15'-11"

IN	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
0	2.2	0	90.34	0	19.89	0	30.74	0	41.60	0	52.46	0	63.31	0	74.17	0	85.03	0	95.89	0	106.74	0	117.60	0	128.46	0	139.31	0	150.17	0	161.03	0	171.89	0	182.74	0	193.60	0	204.46	0	215.31	0	226.17	0	237.03	0	247.89	0	258.74	0	269.60	0	280.46	0	291.31	0	302.17	0	313.03	0	323.89	0	334.74	0	345.60	0	356.46	0	367.31	0	378.17	0	389.03	0	399.89	0	410.74	0	421.60	0	432.46	0	443.31	0	454.17	0	465.03	0	475.89	0	486.74	0	497.60	0	508.46	0	519.31	0	530.17	0	541.03	0	551.89	0	562.74	0	573.60	0	584.46	0	595.31	0	606.17	0	617.03	0	627.89	0	638.74	0	649.60	0	660.46	0	671.31	0	682.17	0	693.03	0	703.89	0	714.74	0	725.60	0	736.46	0	747.31	0	758.17	0	769.03	0	779.89	0	790.74	0	801.60	0	812.46	0	823.31	0	834.17	0	845.03	0	855.89	0	866.74	0	877.60	0	888.46	0	899.31	0	910.17	0	921.03	0	931.89	0	942.74	0	953.60	0	964.46	0	975.31	0	986.17	0	997.03	0	1007.89	0	1018.74	0	1029.60	0	1040.46	0	1051.31	0	1062.17	0	1073.03	0	1083.89	0	1094.74	0	1105.60	0	1116.46	0	1127.31	0	1138.17	0	1149.03	0	1159.89	0	1170.74	0	1181.60	0	1192.46	0	1203.31	0	1214.17	0	1225.03	0	1235.89	0	1246.74	0	1257.60	0	1268.46	0	1279.31	0	1290.17	0	1301.03	0	1311.89	0	1322.74	0	1333.60	0	1344.46	0	1355.31	0	1366.17	0	1377.03	0	1387.89	0	1398.74	0	1409.60	0	1420.46	0	1431.31	0	1442.17	0	1453.03	0	1463.89	0	1474.74	0	1485.60	0	1496.46	0	1507.31	0	1518.17	0	1529.03	0	1539.89	0	1550.74	0	1561.60	0	1572.46	0	1583.31	0	1594.17	0	1605.03	0	1615.89	0	1626.74	0	1637.60	0	1648.46	0	1659.31	0	1670.17	0	1681.03	0	1691.89	0	1702.74	0	1713.60	0	1724.46	0	1735.31	0	1746.17	0	1757.03	0	1767.89	0	1778.74	0	1789.60	0	1800.46	0	1811.31	0	1822.17	0	1833.03	0	1843.89	0	1854.74	0	1865.60	0	1876.46	0	1887.31	0	1898.17	0	1909.03	0	1919.89	0	1930.74	0	1941.60	0	1952.46	0	1963.31	0	1974.17	0	1985.03	0	1995.89	0	2006.74	0	2017.60	0	2028.46	0	2039.31	0	2050.17	0	2061.03	0	2071.89	0	2082.74	0	2093.60	0	2104.46	0	2115.31	0	2126.17	0	2137.03	0	2147.89	0	2158.74	0	2169.60	0	2180.46	0	2191.31	0	2202.17	0	2213.03	0	2223.89	0	2234.74	0	2245.60	0	2256.46	0	2267.31	0	2278.17	0	2289.03	0	2299.89	0	2310.74	0	2321.60	0	2332.46	0	2343.31	0	2354.17	0	2365.03	0	2375.89	0	2386.74	0	2397.60	0	2408.46	0	2419.31	0	2430.17	0	2441.03	0	2451.89	0	2462.74	0	2473.60	0	2484.46	0	2495.31	0	2506.17	0	2517.03	0	2527.89	0	2538.74	0	2549.60	0	2560.46	0	2571.31	0	2582.17	0	2593.03	0	2603.89	0	2614.74	0	2625.60	0	2636.46	0	2647.31	0	2658.17	0	2669.03	0	2679.89	0	2690.74	0	2701.60	0	2712.46	0	2723.31	0	2734.17	0	2745.03	0	2755.89	0	2766.74	0	2777.60	0	2788.46	0	2799.31	0	2810.17	0	2821.03	0	2831.89	0	2842.74	0	2853.60	0	2864.46	0	2875.31	0	2886.17	0	2897.03	0	2907.89	0	2918.74	0	2929.60	0	2940.46	0	2951.31	0	2962.17	0	2973.03	0	2983.89	0	2994.74	0	3005.60	0	3016.46	0	3027.31	0	3038.17	0	3049.03	0	3059.89	0	3070.74	0	3081.60	0	3092.46	0	3103.31	0	3114.17	0	3125.03	0	3135.89	0	3146.74	0	3157.60	0	3168.46	0	3179.31	0	3190.17	0	3201.03	0	3211.89	0	3222.74	0	3233.60	0	3244.46	0	3255.31	0	3266.17	0	3277.03	0	3287.89	0	3298.74	0	3309.60	0	3320.46	0	3331.31	0	3342.17	0	3353.03	0	3363.89	0	3374.74	0	3385.60	0	3396.46	0	3407.31	0	3418.17	0	3429.03	0	3439.89	0	3450.74	0	3461.60	0	3472.46	0	3483.31	0	3494.17	0	3505.03	0	3515.89	0	3526.74	0	3537.60	0	3548.46	0	3559.31	0	3570.17	0	3581.03	0	3591.89	0	3602.74	0	3613.60	0	3624.46	0	3635.31	0	3646.17	0	3657.03	0	3667.89	0	3678.74	0	3689.60	0	3700.46	0	3711.31	0	3722.17	0	3733.03	0	3743.89	0	3754.74	0	3765.60	0	3776.46	0	3787.31	0	3798.17	0	3809.03	0	3819.89	0	3830.74	0	3841.60	0	3852.46	0	3863.31	0	3874.17	0	3885.03	0	3895.89	0	3906.74	0	3917.60	0	3928.46	0	3939.31	0	3950.17	0	3961.03	0	3971.89	0	3982.74	0	3993.60	0	4004.46	0	4015.31	0	4026.17	0	4037.03	0	4047.89	0	4058.74	0	4069.60	0	4080.46	0	4091.31	0	4102.17	0	4113.03	0	4123.89	0	4134.74	0	4145.60	0	4156.46	0	4167.31	0	4178.17	0	4189.03	0	4199.89	0	4210.74	0	4221.60	0	4232.46	0	4243.31	0	4254.17	0	4265.03	0	4275.89	0	4286.74	0	4297.60	0	4308.46	0	4319.31	0	4330.17	0	4341.03	0	4351.89	0	4362.74	0	4373.60	0	4384.46	0	4395.31	0	4406.17	0	4417.03	0	4427.89	0	4438.74	0	4449.60	0	4460.46	0	4471.31	0	4482.17	0	4493.03	0	4503.89	0	4514.74	0	4525.60	0	4536.46	0	4547.31	0	4558.17	0	4569.03	0	4579.89	0	4590.74	0	4601.60	0	4612.46	0	4623.31	0	4634.17	0	4645.03	0	4655.89	0	4666.74	0	4677.60	0	4688.46	0	4699.31	0	4710.17	0	4721.03	0	4731.89	0	4742.74	0	4753.60	0	4764.46	0	4775.31	0	4786.17	0	4797.03	0	4807.89	0	4818.74	0	4829.60	0	4840.46	0	4851.31	0	4862.17	0	4873.03	0	4883.89	0	4894.74	0	4905.60	0	4916.46	0	4927.31	0	4938.17	0	4949.03	0	4959.89	0	4970.74	0	4981.60	0	4992.46	0	5003.31	0	5014.17	0	5025.03	0	5035.89	0	5046.74	0	5057.60	0	5068.46	0	5079.31	0	5090.17	0	5101.03	0	5111.89	0	5122.74	0	5133.60	0	5144.46	0	5155.31	0	5166.17	0	5177.03	0	5187.89	0	5198.74	0	5209.60	0	5220.46	0	5231.31	0	5242.17	0	5253.03	0	5263.89	0	5274.74	0	5285.60	0	5296.46	0	5307.31	0	5318.17	0	5329.03	0	5339.89	0	5350.74	0	5361.60	0	5372.46	0	5383.31	0	5394.17	0	5405.03	0	5415.89	0	5426.74	0	5437.60	0	5448.46	0	5459.31	0	5470.17	0	5481.03	0	5491.89	0	5502.74	0	5513.60	0	5524.46	0	5535.31	0	5546.17	0	5557.03	0	5567.89	0	5578.74	0	5589.60	0	5600.46	0	5611.31	0	5622.17	0	5633.03	0	5643.89	0	5654.74	0	5665.60	0	5676.46	0	5687.31	0	5698.17	0	5709.03	0	5719.89	0	5730.74	0	5741.60	0	5752.46	0	5763.31	0	5774.17	0	5785.03	0	5795.89	0	5806.74	0	5817.60	0	5828.46	0	5839.31	0	5850.17	0	5861.03	0	5871.89	0	5882.74	0	5893.60	0	5904.46	0	5915.31	0	5926.17	0	5937.03	0	5947.89	0	5958.74	0	5969.60	0	5980.46	0	5991.31	0	6002.17	0	6013.03	0	6023.89	0	6034.74	0	6045.60	0	6056.46	0	6067.31	0	6078.17	0	6089.03	0	6099.89	0	6110.74	0	6121.60	0	6132.46	0	6143.31.

TANK GAUGE TABLE
NO. 3

GAUGE HEIGHT 15'-11"

THESE ARE THE ABOVE NAMED VESSEL ONLY NO CHANGES TO BE MADE WITHOUT THE WRITTEN CONSENT OF OUR COMPANY

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Date of Issue - August 7, 1967

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