



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

Certification Date: 10 Feb 2017
Expiration Date: 10 Feb 2022

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
SMI 30025	1234348			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
BELLE RIVER, LA UNITED STATES	Steel		

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
ASHLAND CITY, Tennessee UNITED STATES	09Sep2011	08Aug2011	R-1619 -	R-1619 -		R-297.5 1-0

Owner	Operator
SETTOON TOWING LLC 1073 HIGHWAY 70 PO BOX 279 PIERRE PART, LA 70339 UNITED STATES	SETTOON TOWING LLC PO BOX 279 PIERRE PART, LA 70339 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 Qual. Member Eng. Depts
0 Chief Mates	0 First Class Pilots	0 First Assistant Engineers	0 Oilers
0 Second Mates	0 Radio Officers	0 Second Assistant Engineers	0 Crew Members
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 Non Licensed Engineer Dept	

In addition, this vessel may carry 0 Passengers, 0 Other Persons in crew, 0 Persons in addition to crew, and no Others. Total Persons allowed: 0

Route Permitted And Conditions Of Operation:
---Lakes, Bays, and Sounds plus Limited Coastwise---

LIMITED COASTWISE SERVICE: IN SEAS OF LESS THAN THREE (3) FEET, WIND LESS THAN TWENTY (20) KNOTS AND CLEAR VISIBILITY, NOT MORE THAN TWELVE (12) MILES FROM SHORE BETWEEN ST. MARKS AND CARRABELLE, FLORIDA.

THIS TANK BARGE IS PARTICIPATING IN THE EIGHTH COAST GUARD DISTRICT'S TANK BARGE STREAMLINED INSPECTION PROGRAM (TBSIP). INSPECTION ACTIVITIES ABOARD THIS BARGE SHALL BE CONDUCTED IN ACCORDANCE WITH ITS TANK BARGE ACTION PLAN (TAP). INSPECTION ISSUES CONCERNING THIS BARGE SHOULD BE DIRECTED TO THE OCMI MORGAN CITY, LOUISIANA.

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

*****SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION*****

With this Inspection for Certification having been completed at Morgan City Louisiana UNITED STATES, the Officer in Charge, Marine Inspection, Marine Safety Unit Morgan City certified the vessel, in all respects, is in conformity with the applicable vessel inspection laws and the rules and regulations prescribed thereunder.

Annual/Periodic/Re-Inspection				This certificate issued by: <i>John H. Miller</i> J. H. MILLER, CDR, USCG, BY DIRECTION Officer in Charge, Marine Inspection Marine Safety Unit Morgan City Inspection Zone
Date	Zone	A/P/R	Signature	



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VESSEL MUST BE INSPECTED USING SALT WATER INTERVALS AND THE COGNIZANT OCMI NOTIFIED IN WRITING AS SOON AS THIS CHANGE IN STATUS OCCURS.

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	10Feb2027	10Feb2017	09Sep2011
Internal Structure	10Feb2022	10Feb2017	09Sep2011

---Stability---

Type	Issued Date	Office
Book	None Valid	
Letter	None Valid	

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

Authorization: FLAMMABLE / COMBUSTIBLE LIQUIDS AND SPECIFIED HAZARDOUS CARGOES

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
29200	Barrels	A	Yes	No	No

Hazardous Bulk Solids Authority

Loading Constraints - Structural

Tank Number	Max Cargo Weight per Tank (short tons)	Maximum Density (lbs/gal)
1 P/S	849	13.58
2 P/S	861	13.58
3 P/S	752	13.58

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
II	3819	10ft 0in	13.58	R, LBS, LC 0-12
III	4690	11ft 9in	13.58	R, LBS, LC 0-12

Conditions Of Carriage

IN ACCORDANCE WITH 46 CFR PART 39, EXCLUDING PART 39.40, THIS VESSEL'S VAPOR CONTROL SYSTEM HAS BEEN INSPECTED TO THE PLANS APPROVED BY MSC LETTER SERIAL # C1-1000795, DATED MARCH 25, 2010 AND EXTENDED BY MSC LETTER SERIAL # C1-1100869 DATED MARCH 30, 2011 AND HAS BEEN FOUND ACCEPTABLE FOR COLLECTION OF BULK LIQUID CARGO VAPORS ANNOTATED WITH "YES" IN THE CAA'S VCS COLUMN.

PER 46 CFR 150.130, THE PERSON IN CHARGE OF THE VESSEL IS RESPONSIBLE FOR ENSURING THE COMPATIBILITY REQUIREMENTS OF 46 CFR 150 ARE MET. CARGOES MUST BE CHECKED FOR COMPATIBILITY USING FIGURES, TABLES, AND APPENDICES OF 46 CFR 150 IN CONJUNCTION WITH THE REACTIVE GROUP NUMBERS FROM THE "COMPAT GROUP NO" COLUMN LISTED IN THE VESSEL'S CARGO AUTHORITY ATTACHMENT.

THE MAXIMUM DESIGN DENSITY OF CARGO WHICH MAY BE FILLED TO THE TANK TOP IS 8.74 LBS/GAL. CARGOES WITH HIGHER DENSITIES, UP TO 13.58 LBS/GAL, MAY BE CARRIED AS SLACK LOADS, BUT SHALL NOT EXCEED THE TANK WEIGHT LIMITS AS LISTED ABOVE.

NOTE: PER 46 CFR 151.10(C)(2) THE MAXIMUM TANK WEIGHTS LISTED ABOVE REFLECT UNIFORM (WITHIN 5%)



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LOADING AT THE DEEPEST DRAFT ALLOWED. WHEN CARRYING SUBCHAPTER "O" CARGOES AT SHALLOWER DRAFTS, THE BARGE SHOULD ALWAYS BE LOADED UNIFORMLY.

--- Inspection Status ---

Fuel Tanks

Internal Examinations

Tank ID	Previous	Last	Next
Machinery deck	-	09Sep2011	-
Machinery deck (Slop)	-	09Sep2011	-

Cargo Tanks

Internal Exam

External Exam

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1 P/S	-	09Sep2011	09Sep2021	09Sep2011	10Feb2017	10Feb2027
2 P/S	-	09Sep2011	09Sep2021	09Sep2011	10Feb2017	10Feb2027
3 P/S	-	09Sep2011	09Sep2021	09Sep2011	10Feb2017	10Feb2027

Hydro Test

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 ---

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
2	B-II

END