



# 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
FMT 1412	1299466			Tank Barge

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

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
CARUTHERSVILLE, MO	09Dec2019	18Nov2019	R-735	R-735		R-200.0
UNITED STATES			I-	I-		I-0

Owner	Operator
AMERICAN INLAND MARINE LLC 3838 NORTH CAUSEWAY BLVD STE 3335 METAIRIE, LA 70002 UNITED STATES	FMT INDUSTRIES, LLC 2360 FIFTH ST. MANDEVILLE, LA 70471 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---**

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 Memphis, TN, UNITED STATES, the Officer in Charge, Marine Inspection, Sector Lower Mississippi River 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:  B. Rios, LCDR, USCG By direction Officer in Charge, Marine Inspection Sector Lower Mississippi River Inspection Zone
Date	Zone	A/P/R	Signature	



# Certificate of Inspection

Vessel Name: FMT 1412

### ---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	31Dec2029	09Dec2019	
Internal Structure	31Dec2024	09Dec2019	

### --- 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
10959	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)
1C	734	13.6
2C	832	13.6
3C	734	13.6

### \*Loading Constraints - Stability\*

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
III	1824	10ft 7in	8.7	R
III	1896	10ft 11in	9.2	R
III	1914	11ft 0in	9.6	R
III	1914	11ft 0in	10.0	R
III	1933	11ft 1in	10.4	R
III	1933	11ft 1in	10.8	R
III	1933	11ft 1in	11.2	R
III	1933	11ft 1in	11.7	R
III	1896	10ft 11in	12.1	R
III	1896	10ft 11in	12.5	R
III	1896	10ft 11in	12.9	R
III	1878	10ft 10in	13.3	R
III	1878	10ft 10in	13.6	R
III	1751	10ft 3in	8.7	LBS
III	1770	10ft 4in	9.2	LBS
III	1788	10ft 5in	9.6	LBS
III	1788	10ft 5in	10.0	LBS
III	1788	10ft 5in	10.4	LBS



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III	1770	10ft 4in	10.8	LBS
III	1751	10ft 3in	11.2	LBS
III	1751	10ft 3in	11.7	LBS
III	1734	10ft 2in	12.1	LBS
III	1734	10ft 2in	12.5	LBS
III	1716	10ft 1in	12.9	LBS
III	1697	10ft 0in	13.3	LBS
III	1697	10ft 0in	13.6	LBS
II	1535	9ft 3in	8.7	R
II	1535	9ft 3in	8.7	LBS
II	1535	9ft 3in	13.6	R
II	1535	9ft 3in	13.6	LBS
I	1428	8ft 9in	8.7	R
I	1428	8ft 9in	8.7	LBS
I	1428	8ft 9in	13.6	R
I	1428	8ft 9in	13.6	LBS

### \*Conditions Of Carriage\*

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 reactive group numbers from the 'Compat Group No' column listed in the vessel's Cargo Authority Attachment.

Only those cargoes named in the vessel's Cargo Authority Attachment, serial number C1-1903647 dated November 7, 2019, may be carried, and then only in the tanks indicated. 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 applied.

In accordance with 46 CFR Part 39, excluding part 39.4000, this vessel's vapor collection system has been inspected to the plans approved by MSC Letter C1-1903647 dated November 7, 2019 and has been found acceptable for the collection of bulk liquid cargo vapors annotated with "Yes" in the CAA's VCS column of the vessel's Cargo Authority Attachment. The VCS system has been approved with a pressure side 3 psig P/V valve with Coast Guard Approval 162.017/167/4. The cargo tank top is suitable for a maximum allowable working pressure (MAWP) of 3.5 psi. 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 applied.

In accordance with 46 Part 39.5000(e) this vessel's VCS has been evaluated and approved for multi-breasted tandem loading with other vessels specifically approved to tandem load with this vessel.

The maximum design density of cargo which may be filled to the tank top is 10.0 lbs/gal. Cargoes with higher densities, up to 13.6 lbs/gal, may be carried as slack loads, but shall not exceed the tank weight limits as listed.

Note: Per 46 CFR 151.10-15(c)(2) the max. tank weights listed below reflect uniform (within 5%) loading at the deepest draft allowed. When carrying Subchapter O cargoes at shallower drafts, the barge(s) should always be loaded uniformly.

--- Inspection Status ---



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**\*Fuel Tanks\***

Internal Examinations

Tank ID	Previous	Last	Next
Bow	-	11Nov2019	-

**\*Cargo Tanks\***

Internal Exam

External Exam

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1C	-	09Dec2019	31Dec2029	-	09Dec2019	31Dec2024
2C	-	09Dec2019	31Dec2029	-	09Dec2019	31Dec2024
3C	-	09Dec2019	31Dec2029	-	09Dec2019	31Dec2024

Hydro Test

Tank Id	Safety Valves	Previous	Last	Next
1C	-	-	08Dec2019	-
2C	-	-	08Dec2019	-
3C	-	-	08Dec2019	-

**--- Fire Fighting Equipment ---**

**\*Fire Extinguishers - Hand portable and semi-portable\***

Quantity	Class Type
2	40-B

\*\*\*END\*\*\*