



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

Certification Date:	26 Apr 2016
Expiration Date:	26 Apr 2021

# 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
CBR 97 2	1059331			Tank Barge

Hailing Port	Hull Material	Horsepower	Propulsion
MORGAN CITY, LA	Steel		
UNITED STATES			

Place Built	Delivery Date	Keel Laid Date	Gross Tons	Net Tons	DWT	Length
CALUMET LA,	08Oct1997		R-319	R-319		R-140.0
UNITED STATES			-	-		-0

Owner	Operator
4-K MARINE LLC 1640 RIVER ROAD (BERWICK)PO BOX 2545 MORGAN CITY, LA 70381 UNITED STATES	CENTRAL BOAT RENTALS INC 1640 RIVER RD (BERWICK)PO BOX 2545 MORGAN CITY, LA 70381 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.

Masters	Licensed Mates	Chief Engineers	Qualified Member Engineer Depts
Chief Mates	First Class Pilots	First Assistant Engineers	Oilers
Second Mates	Radio Officers	Second Assistant Engineers	Crow Members
Third Mates	Able Seamen	Third Assistant Engineers	
Master First Class Pilots	Ordinary Seamen	Licensed Engineers	
Mate First Class Pilots	Deckhands	Non Licensed Engineer Depts	

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 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	
27SEP2017	MORMS	A	<i>John H. Miller</i>	



# Certificate of Inspection

Vessel Name: CBR 97 2

INSPECTED AND APPROVED FOR THE CARRIAGE OF OIL FIELD WASTE WITH A FLASHPOINT GREATER THAN THREE HUNDRED (300) DEGREES FAHRENHEIT AND NO OTHER HAZARDOUS CHARACTERISTICS. THE SPECIFIC GRAVITY IS NOT TO EXCEED 2.1 (17.43 LBS/GAL).

A MINIMUM OF 1, B-II PORTABLE FIRE EXTINGUISHER REQUIRED ONLY DURING TRANSFER OF CARGO OR OPERATION OF BARGE MACHINERY.

IN ACCORDANCE WITH MTS/ISPS POLICY ADVISORY COUNCIL DECISION 16-04, DATED MARCH 25, 2004, THIS VESSEL IS EXEMPT FROM 33 CFR 104. VESSEL IS NOT REQUIRED TO IMPLEMENT A VESSEL SECURITY PLAN BECAUSE IT IS AUTHORIZED TO ONLY TRANSPORT GRADE E OIL FIELD WASTE.

### ---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	22Aug2017	22Aug2007	08Oct1997
Internal Structure	07Jun2017	07Jun2012	22Aug2007

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

Authorization: OIL FIELD WASTE ONLY

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
1900	Barrels	E	No	No	No

### \*Hazardous Bulk Solids Authority\*

Not Authorized

### \*Conditions Of Carriage\*

THE LIQUID CONTENT OF THE MATERIAL SHALL NOT BE GREATER THAN FORTY PERCENT (40%) LIQUID BY VOLUME AND SHALL NOT CONTAIN FREE OIL. THE CARGO HEIGHT SHALL NOT EXCEED FOUR FEET (4') ABOVE THE MAIN DECK. MAXIMUM DRAFT ALLOWED IS RESTRICTED TO SIX FEET THREE AND THREE EIGHTHS INCHES (6'3-3/8"). DURING LOADING AND PRIOR TO VESSEL MOVEMENT, OIL FIELD WASTE SHALL BE DISTRIBUTED UNIFORMLY AS TO MINIMIZE HULL BENDING STRESSES, TRIM AND LIST.

### --- Fire Fighting Equipment ---

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

Quantity	Class Type
1	B-II

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

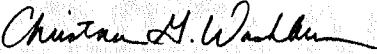


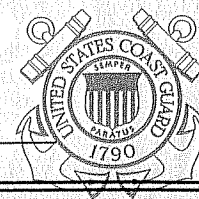
# UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY  
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

## CERTIFICATE OF DOCUMENTATION

VESSEL NAME CBR 97 2		OFFICIAL NUMBER 1059331	IMO OR OTHER NUMBER NONE	YEAR COMPLETED 1997	
HAILING PORT MORGAN CITY LA		HULL MATERIAL STEEL		MECHANICAL PROPULSION NO	
GROSS TONNAGE 319 GRT	NET TONNAGE 319 NRT	LENGTH 140.0	BREADTH 34.0	DEPTH 8.0	
PLACE BUILT CALUMET LA					
OWNERS 4-K MARINE LLC COMPRISED OF FOUR MEMBERS			OPERATIONAL ENDORSEMENTS COASTWISE		
MANAGING OWNER 4-K MARINE LLC 1640 RIVER ROAD (BERWICK) PO BOX 2545 MORGAN CITY LA 70381					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS VESSEL MAY NOT ENGAGE ON FOREIGN VOYAGES.					
ISSUE DATE JULY 26, 2017		 DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			
THIS CERTIFICATE EXPIRES AUGUST 31, 2018					



01455558452



# Certificate of Inspection

CBR 972

Certification Date:  
24May2011

A MINIMUM OF 1, B-II PORTABLE FIRE EXTINGUISHERS REQUIRED ONLY DURING TRANSFER OF CARGO OR OPERATION OF BARGE MACHINERY.

IN ACCORDANCE WITH MTTSA/ISPS POLICY ADVISORY COUNCIL DECISION 16-04, DATED MARCH 25, 2004, THIS VESSEL IS EXEMPT FROM 33 CFR 104. VESSEL IS NOT REQUIRED TO IMPLEMENT A VESSEL SECURITY PLAN BECAUSE IT IS AUTHORIZED TO ONLY TRANSPORT GRADE E OIL FIELD WASTE.

**---Hull Exams---**

Exam Type	Next Exam	Last Exam	Prior Exam
Drydock	22Aug2017	22Aug2007	08Oct1997
Internal Structure	22Aug2012	22Aug2007	19Jul2002

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

Authorization/ OIL FIELD WASTE ONLY

46CFR Subchapter D Authority: Highest Grade/E Capacity/1900 Units/Barrels

46CFR Subchapter O Authority: Part 151/No Part 153/No Part 154/No

**\*Conditions of Carriage\***

MAXIMUM DRAFT ALLOWED IS RESTRICTED TO SIX FEET, THREE AND THREE EIGHTHS INCHES (6'-3/8").

THE CARGO HEIGHT SHALL NOT EXCEED FOUR FEET (4') ABOVE THE MAIN DECK.

THE LIQUID CONTENT OF THE MATERIAL SHALL NOT BE GREATER THAN FORTY PERCENT (40%) LIQUID BY VOLUME AND SHALL NOT CONTAIN FREE OIL.

DURING LOADING AND PRIOR TO VESSEL MOVEMENT, OIL FIELD WASTE SHALL BE DISTRIBUTED UNIFORMLY AS TO MINIMIZE HULL BENDING STRESSES, TRIM AND LIST.

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

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

Qty	Class Type
1	B-II

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

U.S. Department of Homeland Security

United States Coast Guard



# CERTIFICATE OF INSPECTION AMENDMENT

MORMS-858 (Rev. 01-04)

NAME OF VESSEL: <b>CBR 97-2</b>		OFFICIAL NUMBER: <b>1039331</b>
CLASS: <b>TANK BARGE</b>	GROSS TONS: <b>319</b>	HOME PORT: <b>Morgan City, L.A.</b>
WHEN AND WHERE BUILT: <b>Calumet L.A. 08 OCT 1997</b>		
DATE CURRENT CERTIFICATE OF INSPECTION EXPIRES: <b>24 MAY 2016</b>		DATE/PLACE CURRENT CERTIFICATE OF INSPECTION ISSUED: <b>24 MAY 2011 MSU MORGAN CITY</b>

THE CERTIFICATE OF INSPECTION ISSUED TO THE VESSEL DESCRIBED ABOVE IS AMENDED AS FOLLOWS:

Internal Structure Exam

Prior to Last

08/22/2007

Last

05/24/2012

Next

05/24/2017

*Eiri Johnson*  
NFF

This/These amendment(s) shall appear on the next Certificate of Inspection that is issued for this vessel. Please attach this form to the current Certificate of Inspection for reference by any concerned party.

DATE OF ISSUE: <b>24 MAY 2012</b>	INSPECTION ZONE: MORMS	OFFICER IN CHARGE, MARINE INSPECTION <b>P. M. McMANUS, CDR, USCG</b> By direction <i>P.M. McManus</i>
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### INSTRUCTIONS

1. This amendment shall be issued to authorize changes to the conditions or particulars entered on a current, valid Certificate of Inspection form or to the conditions or particulars entered on a current valid amendment to such Certificate of Inspection. When issued it shall become a part of the Certificate of Inspection which it amends.
2. The original of this amendment shall be delivered to the master or owner of the vessel named herein & must be framed under glass with or near the vessel's Certificate of Inspection. If the Certificate of Inspection is not required to be posted, this amendment must be kept onboard with the Certificate of Inspection & shown on demand.
3. One copy of this amendment shall be filed in the office of the issuing Officer in Charge, Marine Inspection. In addition, one copy shall be distributed to each of the following:
  - a. The Officer in Charge, Marine Inspection who issued the current Certificate of Inspection.
  - b. The owner or agent of the vessel named herein.



Commandant  
United States Coast Guard

ATTN VESSEL RESPONSE PLANS  
2100 2ND ST SW STOP 7581  
WASHINGTON DC 20593-7581  
Staff Symbol: CG-5431  
Phone: (202) 372-1229  
Fax: (202) 372-1921  
Email: vrp@uscg.mil

16460  
June 03, 2013

Central Boat Rentals, Inc.  
C/O: AB MARINE CONSULTING, LLC  
ATTN: ANTHONY BUANCORE  
14615 COTTAGE OAK AVE.  
BATON ROUGE, LA 70810

CBR 97-2(1059331)

Your tank vessel response plan VRP control # 20080 submitted to meet the requirements of the Federal Water Pollution Control Act as amended by the Oil Pollution Act of 1990 (33 CFR 155 Subpart D) is **approved**. CBR 97-2 is authorized to operate only in the ports or geographic areas indicated in the Captain of the Port zones listed below. 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. In addition, the vessel must have onboard those sections of the plan as required by 33 CFR 155.1030 as well as this letter or a notarized copy of this letter.

Your plan's approval will remain valid until **June 28, 2018**. 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 no later than six (6) months prior to the expiration date.

**APPROVED CAPTAIN OF THE PORT ZONES**

CORPUS CHRISTI  
HOUSTON-GALVESTON

MOBILE  
MORGAN CITY

NEW ORLEANS

PORT ARTHUR AND LAKE  
CHARLES

Sincerely,

J. G. Peterson  
Lieutenant Commander, U.S. Coast Guard  
Team Leader, Vessel Response Plan Program  
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 Transportation

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Marine Safety Center

400 7th Street S.W.  
Washington, DC 20520-0001  
Staff Symbol: MSC-3  
Phone: (202) 366-6441  
Fax: (202) 366-3877

16710/P003659  
Serial C1-9703250  
October 7, 1997

Mr. Frank Basile  
Entech & Associates, Inc.  
P.O. Box 1470  
Houma, LA 70361

Subj: CBR-97-2  
140' x 34' x 8' Oil Field Waste Barge (D)  
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  
Stability Letter

Ref: (a) Your letter dated October 2, 1997

Dear Mr. Basile:

We have reviewed the information submitted with reference (a). Enclosures (1) through (5) are marked "Examined." Documents such as these are normally not approved, however, they are used in evaluating the stability of the vessel.

The following are the approved lightweight values for this vessel:

Displacement	183.02	Long Tons
VCG	7.00	Feet Above the Baseline
LCG	2.66	Feet Aft of Amidships

Per 46 CFR 170.120 (b), in lieu of a stability letter, we recommend the cognizant Officer in Charge, Marine Inspection (OCMI) place the following restrictions in the Vessel File Operating Details of the vessel's Certificate of Inspection:

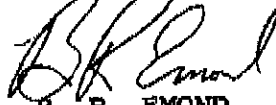
1. A maximum draft of 6'-3 3/8" is permitted. Trim shall be minimized.
2. The specific gravity of cargo shall not exceed 2.1.
3. Without exceeding the draft requirements, the maximum depth of cargo in the deck bin shall not exceed 4 feet.

16710/P003659  
Serial C1-9703250  
October 7, 1997

Subj: CBR-97-2, Stability Letter

If you have any questions regarding our review, please contact  
LTJG Matthew Miller of my staff.

Sincerely,



B. R. EMOND

Lieutenant Commander, U.S. Coast Guard  
Chief, Domestic Tank Vessel Branch  
By direction of the Commanding Officer

Encl: 140' x 34' x 8' Shale Barge, CBR-97-2, Calculations  
performed by Propulsion Data Services  
(1) Light Waterline, dated October 1, 1997  
(2) Hydrostatics Data, dated October 1, 1997  
(3) Hopper Capacities, dated October 1, 1997  
(4) Typical Conditions, dated October 1, 1997  
(5) USCG Stability Criteria, dated October 1, 1997

Copy: MSO Morgan City w/ encls (1)-(5)



## ONBOARD NOTIFICATION CHECKLIST AND EMERGENCY PROCEDURES

A copy of this section together with a notarized copy of the Coast Guard approval letter will be carried with the oil transfer procedures on each unmanned tank barge operated by Central Boat Rentals, Inc., on each towboat, in any fleet office and at any facility where a barge is moored.

Instructions for the towboat captain and crew, a fleet operator and/or a facility operator are as follows:

When an incident occurs which results in the spill of oil into the water or may result in such a spill. The captain first should do everything possible to secure the immediate safety of his crew and vessel. Once they are secure, the captain and crew should determine the extent of the spill or spill threat and take any possible action to secure the cargo. After these assessments are made, the captain should begin notification of the appropriate authorities.

He should immediately contact:

1. National Response Center - Phone (800) 424-8802
2. Central Boat Rentals, Inc. dispatcher - Phone (985) 384-8200

The dispatcher should immediately contact the qualified individual or the alternate as follows:

Qualified Individual:	Michael Patterson
	Phone (985) 384-8200 days
	Phone (985) 385-2612 nights
	Cell Phone (985) 510-1055
Alternate:	Gary Gaudet
	Phone (985) 384-8200 day
	Phone (985) 384-0576 nights
	Cell Phone (985) 518-8111

Either the qualified individual or his alternate must be accessible at all times. Dispatchers who may receive incident reports must know how to contact one of the appropriate persons at all times.

## NOTIFICATION CHECKLIST

A. Coast Guard (contact the NRC and the proper Captain of the Port)

1. National Response Center (800) 424-8802
2. Houston-Galveston Captain of the Port (713) 671-5100 or (409)766-3687
3. Port Arthur Captain of the Port (409) 723-6500
4. Morgan City Captain of the Port (985) ~~384-2406~~ 380-5320
5. New Orleans Captain of the Port (504) 589-6261
6. Mobile Captain of the Port (251) 441-5121

## B. Oil Spill Removal Organizations (contact the proper one)

1. Alabama and Mississippi  
National Response Corp. phone (516)-369-8644
2. Louisiana  
ES&H – (877) 437-2634  
Oil Mop, Inc. - Ambar, Inc., phone (504) 394-6110
3. Texas-Houston-Galveston  
Oil Mop, Inc. – (281) 930-9503  
Garner Environmental Services, phone (713) 920-1300

## C. State Agencies (contact the proper one)

1. Florida Department of Environment, phone (800) 320-0519
2. Alabama Department of Environmental Management, Water Division, phone (800) 843- 0699
3. Mississippi Department of Environmental Quality – (601) 961-5171 days and Mississippi  
Emergency Management Agency – (601) 352-9100 (24 hours)
4. Louisiana Department of Environmental Quality, phone (225) 342-1234 and Louisiana State  
Police HAZMAT unit, phone (877) 925-6595
5. Texas General Land Office – (800) 832-8224 (24 hours)

The towboat captain should record and log the time of each notification and the name of each person contacted.

A listing of information to be reported is as follows:

1. Name of the towboat and barge
2. Location of the vessels
3. Crew injuries and fatalities
4. Type of cargo spilled
5. Estimated amount of cargo spilled
6. Any potential threat to the public and the environment
7. Cargo security (e.g. still leaking, fire or fire threat, etc.)
8. Date and time incident occurred
9. Name of person in charge at the scene
10. Authorities contacted
11. Authorities already on scene, if any

Upon discovery of a spill or situation that might lead to the loss of cargo, the captain should do everything possible to protect and secure his crew, the vessel and, if practical, the environment. He should identify the product and its potential hazard to persons on scene and the general public. The location, type of environment, weather conditions, existence or threat of fire or explosion, condition and stability of the vessel, etc., are all important factors in determining proper, efficient and expeditious cleanup procedures. All of these factors should be assessed and noted by the captain and passed on to the appropriate authorities and the company office.

If fire or the threat of fire or a threat to the general public exists, local fire, police and health officials should be contacted immediately.

Notification of the appropriate authorities is critical. Failure to do so can result in serious fines and, in some cases, imprisonment. However, the safety of the crew and general public and the stability of the vessels must always be the first priority of the captain.

If the spill substance is not hazardous and if the vessel is secure, the crew should take practical and safe steps to contain any spill with containment and cleanup equipment available on board the towboat. Of course in a large, "worst case" spill, the towboat would not have enough equipment to contain such a spill and the spill response organization would perform the cleanup.

Once the qualified individual and the other members of the spill response team arrive on site, they will take charge and work with the governmental officials, the company office and the spill response organization, if needed.

Coast Guard certificated tankerman are considered to be the person in charge of our unmanned tank barges during cargo transfer operations. A principal concern of these certificated tankerman will be to prevent any discharges or threats of discharges from our barges during cargo transfers.

Procedures to be followed by the certificated tankerman during the following events are:

1. Transfer system leak
  - a. stop all cargo transfer operations
  - b. renew gasket and tighten all bolts evenly
  - c. apply sorbents, if required
  - d. restart cargo transfer at a slow rate to insure leak repair
2. Tank overflow
  - a. stop all cargo transfer operations
  - b. contact the National Response Center and Central Boat Rentals, Inc. if oil spills into a navigable waterway
  - c. contain oil on the barge deck if possible
  - d. use sorbents to pick up oil
  - e. pump or bail any trapped oil back into cargo tank
3. Suspected cargo tank, hull or fuel tank leaks
  - a. stop all cargo transfer operation
  - b. examine suspect area
  - c. report findings to Central Boat Rentals, Inc.
  - d. Secure leak: if one is found, and report it to Central Boat Rentals, Inc. for repairs.



# Electronic Notice of Intent Online Application

- HOME
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- LOGOUT

## Vessel General Permit Notice of Intent to Discharge

[Review](#)   [History](#)

## Vessel General Permit

**Permit Tracking Number:**

VPACB080B

### Owner/Operator Information

<b>Vessel Owner/Operator Name:</b>	Central Boat Rentals, Inc.
<b>IRS EIN:</b>	720694564
<b>IMO:</b>	
<b>Country:</b>	United States
<b>Address:</b>	P. O. Box 2545
<b>City/State/ZIP:</b>	Morgan City LA 70381
<b>Phone:</b>	9853848200
<b>Fax:</b>	8665637003
<b>Vessel Company Email :</b>	office@centralboat.com
<b>Point of Contact Name :</b>	David Adams
<b>Point of Contact Email :</b>	dadams@centralboat.com

### Vessel Information

<b>Vessel Name:</b>	CBR 97-2
<b>Vessel Identifier:</b>	1059331
<b>Vessel Identifier Type:</b>	Registered Number
<b>Vessel Call Sign:</b>	
<b>Flag State/Port of Registry:</b>	
<b>Type of Vessel:</b>	Barge
<b>Vessel Dimensions:</b>	Weight: 319 gross registered tons Length: 140 feet
<b>Ballast Water Capacity:</b>	0 gallons

<b>Year Vessel Built:</b>	1997
<b>Date of last dry-dock:</b>	08/22/2007
<b>Date of next scheduled/anticipated dry-dock:</b>	08/22/2017

Does the vessel have onboard treatment systems for any other waste stream covered by this permit (e.g. Advanced Wastewater Treatment System for Graywater, Oily Water Separator)? **N**

How often is the ballast tank cleaned and sediment disposed of?  
 How and where do you typically dispose of ballast tank sediment?  
 Does vessel have an existing ballast water management plan? **N**

**Type of anti-fouling hull coating on the vessel:**  
**When anti-fouling hull coating was last applied:**  
**Describe hull husbandry practices, such as frequency of cleaning, method used, etc:**

---

**Does vessel currently have, or has vessel ever held, an NPDES permit, for any part, discharge, or operation of the vessel?** N  
**Permit Number:**  
**Dates of Coverage:**

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**Is this a transfer of ownership?** N  
**Date of Transfer:**

**Vessel Voyage Information**

**Home Port / Most Frequented US Port:**  
**US Ports Vessel Anticipates Visiting During Permit Term:**  
**Number of overnight berths:** Passenger: 0 Crew: 0  
**Maximal capacity:** Passenger: 0 Crew: 0  
**Does vessel travel beyond the US EEZ and more than 200nm from any shore?** N  
**Is the vessel engaged in Pacific Nearshore Voyages?** N

**Discharge Information**

**Applicable discharges vessel may generate:** Deck Washdown and Runoff  
**Does Vessel ever engage in or have capacity to engage in industrial operations?** Y  
**If yes, specify industrial operations:** Energy Exploration

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**Will the vessel be using an experimental ballast water treatment system which discharges residual biocides or derivatives?** N  
**If yes, are biocide concentrations below those listed in Part 5.8 of the Permit?** N  
**Biocide residuals or derivatives that may be discharged by the ballast water treatment system:**

**Certifying Official Information**

**Certifying Official Name:** David Adams  
**Certifying Official Email:** dadams@centralboat.com

**NOI Preparer Information**

**Prepared By:**  
**Email:**

Previous

