



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

Certification Date: 16 Nov 2016
Expiration Date: 16 Nov 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
CCS 1208	1214282			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
JEFFERSONVILLE, Indiana	21Aug2008	22Jul2008	R-705	R-705		R-200.0
UNITED STATES			1-	1-		10

Owner	Operator
CENTRAL BOAT RENTALS INC. 1640 River Road (Berwick) P.O. Box 2545 Morgan City, LA 70381 UNITED STATES	CENTRAL BOAT RENTALS INC. 1640 River Road (Berwick) P.O. 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.

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---

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	
18OCT17	MORMS	A	<i>John H. Miller</i>	



Certificate of Inspection

Vessel Name: CCS 1208

---Hull Exams---

Exam Type	Next Exam	Last Exam	Prior Exam
DryDock	16Nov2026	16Nov2016	21Aug2008
Internal Structure	16Nov2021	16Nov2016	12Nov2013

---Stability---

Type	Issued Date	Office
Book	None Valid	
Letter	None Valid	

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

Authorization: OIL FIELD WASTE ONLY

Total Capacity	Units	Highest Grade Type	Part151 Regulated	Part153 Regulated	Part154 Regulated
			No	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 Center		
2 Port		
2 Stbd		
3 Center		

Loading Constraints - Stability

Hull Type	Maximum Load (short tons)	Maximum Draft (ft/in)	Max Density (lbs/gal)	Route Description
I		9ft 0in		R, LBS

Conditions Of Carriage

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 2.0.

THE LIQUID CONTENT OF THE MATERIAL SHALL NOT BE GREATER THAN FORTY PERCENT (40%) LIQUID BY VOLUME AND SHALL NOT CONTAIN FREE OIL. MAXIMUM DRAFT ALLOWED IS RESTRICTED TO NINE FEET ZERO INCHES (9' 0"). DURING LOADING AND PRIOR TO VESSEL MOVEMENT, OIL FIELD WASTE SHALL BE DISTRIBUTED UNIFORMLY AS TO MINIMIZE HULL BENDING STRESSES, TRIM AND LIST.

--- Inspection Status ---

Cargo Tanks

Tank Id	Internal Exam			External Exam		
	Previous	Last	Next	Previous	Last	Next
1 Center	21Aug2008	16Nov2016	16Nov2026	21Aug2013	16Nov2016	16Nov2021



Certificate of Inspection

Vessel Name: CCS 1208

2 Port	21Aug2008	16Nov2016	16Nov2026	21Aug2013	16Nov2016	16Nov2021
2 Stbd	21Aug2008	16Nov2016	16Nov2026	21Aug2013	16Nov2016	16Nov2021
3 Center	21Aug2008	16Nov2016	16Nov2026	08Nov2013	16Nov2016	16Nov2021

Hydro Test

Tank Id	Safety Valves	Previous	Last	Next
1 Center	-	-	-	-
2 Port	-	-	-	-
2 Stbd	-	-	-	-
3 Center	-	-	-	-

---Conditional Portable Fire Extinguisher Requirements---

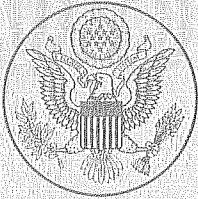
Required Only During Transfer of Cargo or Operation of Barge Machinery

--- Fire Fighting Equipment ---

Fire Extinguishers - Hand portable and semi-portable

Quantity	Class Type
1	B-II

END

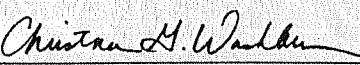


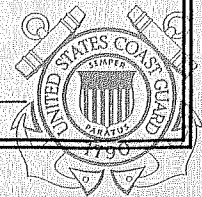
UNITED STATES OF AMERICA

DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER

CERTIFICATE OF DOCUMENTATION

VESSEL NAME CCS 1208		OFFICIAL NUMBER 1214282	IMO OR OTHER NUMBER 07-2311	YEAR COMPLETED 2008	
HAILING PORT MORGAN CITY LA		HULL MATERIAL STEEL		MECHANICAL PROPULSION NO	
GROSS TONNAGE 705 GRT	NET TONNAGE 705 NRT	LENGTH 200.0	BREADTH 35.0	DEPTH 12.0	
PLACE BUILT JEFFERSONVILLE IN					
OWNERS E J PATTERSON INC			OPERATIONAL ENDORSEMENTS COASTWISE		
MANAGING OWNER E J PATTERSON INC 1640 RIVER ROAD PO BOX 2545 MORGAN CITY LA 70381					
RESTRICTIONS NONE					
ENTITLEMENTS NONE					
REMARKS NONE					
ISSUE DATE JULY 18, 2017		 DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER			
THIS CERTIFICATE EXPIRES AUGUST 31, 2018					



Product Transfer Procedures:

The following steps must be followed when the vessel is being loaded or unloaded as per 33 CFR section 156.12.

1. The vessel's moorings are strong enough to hold during all expected conditions of surge, current, and weather and are long enough to allow adjustments for changes in draft, drift, and tide during the transfer operations;
2. Loading of oilfield waste would be from drilling rigs, marine vessels or facility to barge;
3. During loading make sure that each part of the transfer system is aligned to allow the flow of oilfield waste into the cargo bins;
4. Offloading of oilfield waste materials to an approved reception facility or a certified oilfield barge;
5. During the offloading make sure the drip pan is in place to catch all drips from the bucket of the excavator/crane;
6. A fire extinguisher will be on board the barge during the loading and offloading;
7. The vessel will be loaded and offloaded in accordance with the enclosed stability letter and United States Coast Guard Certificate of Inspection;
8. Transfer operations shall follow the Facility Operations Manual or Vessel Transfer Procedure as appropriate;
9. During an emergency, see the onboard notification procedures;
10. The personnel required under the facility operations manual and the vessel transfer procedure to conduct the transfer operation: a) on duty; and b) conduct the transfer operation in accordance with the facility operations manual or vessel transfer procedures as appropriate.

U.S. Department of
Homeland Security

United States
Coast Guard



Commanding Officer
United States Coast Guard
Marine Safety Center

2100 2nd St., SW
Washington, DC 20593
Staff Symbol: MSC-3
Phone: (202) 475-3403
Fax: (202) 475-3920
E-mail: msc@uscg.mil

16710/P013956
Serial: C1-0800710
March 6, 2008

Jeffboat LLC
Attn: Mr. Eugene R. Seib
1030 E. Market Street
Jeffersonville, IN 47130

Subj: Jeffboat Hull 08-2310, CG938471
Jeffboat Hull 08-2311, CG938472
Jeffboat Hull 08-2312, CG938473
Jeffboat Hull 08-2313, CG938474
Jeffboat Hull 08-2314, CG938476
Jeffboat Hull 08-2315, CG938477
Jeffboat Hull 08-2316, CG938478
Jeffboat Hull 08-2317, CG938479
Jeffboat Hull 08-2318, CG938481
Jeffboat Hull 08-2319, CG938482
200' x 35' x 12' Open Hopper Oil Field Waste Barge (D)
Rivers, Lakes, Bays, and Sounds
New Construction: General Arrangement and Stability

Ref: (a) ABS Rules / Steel Vessels for Service on Rivers and Intracoastal Waterways, 2007

Dear Mr. Seib:

We have reviewed enclosures (1) and (2), which were submitted with your letter dated February 8, 2008. Enclosure (1) is marked "**Approved.**" The installation, workmanship and testing shall be to the satisfaction of the cognizant Officer in Charge, Marine Inspection (OCMI). Enclosure (2) is marked "**Examined.**" Calculations such as these are not normally approved; however, they are used to verify that the subject barges meet the applicable stability requirements. The following comments apply:

1. In general, we did not duplicate your calculations. As with all calculations, the responsibility for their accuracy rests with the submitter.
2. The assumed lightweight characteristics for subject vessels, based upon a detailed weight estimate, and used in stability calculations, are as follows:

Displacement	309.64	Short Tons
VCG	5.10	Ft Above the Baseline
LCG	105.83	Ft Aft of the Bow

Based on this data and the stability calculations, these barges meet the stability requirements of 46 CFR 170.170 and 46 CFR 174.015 for the carriage of uniformly oil field waste with flashpoint greater than 300 degree F to maximum draft of 9'-0" on the routes indicated in the subject block above. The maximum cargo specific gravity authorized is 2.0 (16.64 lbs/gal).

16710/P013956
Serial: C1-0800710
March 6, 2008

Subj: Jeffboat Hulls 08-2310 through 08-2319
New Construction: General Arrangement and Stability

3. The liquid content of the oil field waste should be reduced to no more than 40% liquid by volume prior to movement of the oil field waste vessel and it should not contain free oil.

4. A deadweight survey must be conducted when the first barge is completed. The date, time and location must be coordinated with the cognizant OCMI or American Bureau of Shipping (ABS) Americas. NVIC 17-91 refers to American Society for Testing and Materials (ASTM) Standard F 1321-92 (reapproved-2004), which provides guidance on conducting inclining tests. If the results are satisfactory, further stability calculations will not be required.


5. These barges meet the double hull requirements of 33 CFR 157.10d (d).

6. Please provide structural calculations which demonstrate that the subject vessels meet minimum structural requirements of reference (a) and employ a head corresponding to a full hopper cargo having the maximum specific gravity cargoes anticipated for carriage on the hopper structure.

Our Project Number for this vessel is P013956. Please ensure that future correspondence includes the Project Number, and the Coast Guard Numbers of each barge. To avoid confusion, the vessel owners are encouraged to provide the Coast Guard Numbers listed above to the National Vessel Documentation Center when applying for documentation.

If you have any questions concerning our review, please contact Mr. Marcus Ewardo at the number listed above.

Sincerely,



S. L. JOHNSON
Lieutenant Commander, U. S. Coast Guard
Assistant Chief, Tank Vessel and Offshore Division
By direction

Encl: (1) Jeffboat LLC, Dwg. No. B-20326, Rev.2, General Arrangement, dated 8/21/2007
(2) Stability Calculations for Hopper Type Oil Field Waste Barge
Jeffboat Hulls 08-2310 through 08-2319, dated 2/8/2008

Copy: Commander, Coast Guard Sector Ohio Valley



16460
November 19, 2015

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

CCS 1208 (1214282):

Your Vessel Response Plan (Control Number 20080) submitted to meet the requirements of Title 33, Code of Federal Regulations (CFR), Part 155, Subpart D, is **approved**. Approval will remain valid until **June 28, 2018**.

The CCS 1208 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. 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 no later than six (6) months prior to the expiration date.

APPROVED CAPTAIN OF THE PORT ZONES

CORPUS CHRISTI
HOUSTON-GALVESTON
JACKSONVILLE
KEY WEST

LOWER MISSISSIPPI RIVER
(MEMPHIS)
MIAMI
MOBILE
MORGAN CITY

NEW ORLEANS
OHIO VALLEY
PITTSBURGH

PORT ARTHUR AND LAKE
CHARLES
ST. PETERSBURG
UPPER MISSISSIPPI RIVER (ST.
LOUIS)

Sincerely,

A handwritten signature in black ink that reads "John G. Peterson".

JOHN G. PETERSON
Lieutenant Commander, U.S. Coast Guard
Vessel Response Plan Program Manager
By direction

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) 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.