



# LIMITED SERVICE DOMESTIC LOAD LINE CERTIFICATE

Issued under the authority of the Commandant, U.S. Coast Guard

Certificate No. \_\_\_\_\_

by the American Bureau of Shipping  
duly authorized for assigning purposes under the provisions found  
in Title 46 of the Code of Federal Regulations Part 45.15(a)  
Dry Cargo Barges engaging in voyages between  
Calumet Harbor, Illinois and Milwaukee, Wisconsin, and between  
Calumet Harbor, Illinois and Benton Harbor, St. Joseph, Michigan

| Name of Ship | Official Number or Distinctive Letters | Port of Registry |
|--------------|--|------------------|
|              |  |                  |

Freeboard from deck line is \_\_\_\_\_ and the upper edge of the deck line from  
which the freeboard is measured is \_\_\_\_\_ deck at side.



This Certificate is valid only for the following:

1. Unmanned River Dry Cargo Barges making fair weather voyages between Calumet Harbor, Chicago, Illinois and Milwaukee, Wisconsin, and between Calumet Harbor, Illinois, and Benton, Harbor, St. Joseph, Michigan.
2. Observance of the operation restrictions on the reverse side.

Date of initial or periodical survey: \_\_\_\_\_

**THIS IS TO CERTIFY** that this barge has been surveyed and the freeboard and load line mark shown above have been found to be correctly marked upon the vessel in manner and location as provided by the Commandant, U.S. Coast Guard, applicable to Limited Service Domestic Voyages between Calumet Harbor, Illinois, and Milwaukee, Wisconsin, and between Calumet Harbor, Illinois, and Benton Harbor, St. Joseph, Michigan.

This Certificate is valid until \_\_\_\_\_, subject to Annual Surveys by the American Bureau of Shipping and endorsement thereof on the reverse side of the Certificate.

Issued at \_\_\_\_\_

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

American Bureau of Shipping

**ANNUAL SURVEYS**

**THIS IS TO CERTIFY** that this ship has been surveyed on the dates indicated to determine whether this certificate should remain in force for an additional one year interval, and the survey has been completed to my satisfaction.

- (1) Place \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Surveyor to the American Bureau of Shipping
- (2) Place \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Surveyor to the American Bureau of Shipping
- (3) Place \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Surveyor to the American Bureau of Shipping
- (4) Place \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Surveyor to the American Bureau of Shipping
- (5) Place \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Surveyor to the American Bureau of Shipping

**Restrictions for Barges on voyages between  
 Calumet Harbor, Illinois, and Milwaukee, Wisconsin,  
 and between Calumet Harbor, Illinois, and Benton Harbor, St. Joseph, Michigan**

- (1) This certificate is valid only for unmanned river dry cargo barges.
- (2) Barge operation is limited to voyages between Calumet Harbor, Chicago, Illinois, and Milwaukee, Wisconsin, and between Calumet Harbor and Benton Harbor, St. Joseph, Michigan. Barges may make stops at intermediate ports along a route; however, they may not carry cargo directly from a Lake Michigan port on one route to a Lake Michigan port on the other route without first entering the river system at Calumet Harbor.
- (3) No hazardous materials, as defined in 46 CFR Part 148 or 49 CFR Subchapter C will be carried. Cargos to be carried are limited to dry commodities such as steel products, heavy machinery, dry bulk fertilizer, grain, bulk cement, scrap materials and forest products.
- (4) The towing vessel must have adequate horsepower to handle the size tow, with a minimum of 1000 horsepower. The tow is limited to a maximum of three barges, with the lead barge having a raked bow.
- (5) Before commencement of any voyage, the towing vessel operator shall ensure the following:
  - a. Deck and side shell plating must be free of holes, fractures or serious indentations as well as damage that would be considered in excess of normal wear and tear.
  - b. Cargo box side and end coamings must be watertight.
  - c. All manholes must remain covered and secured watertight.
- (6) The towing vessel shall maintain radio contact with the local weather radio network.
- (7) Prior to getting underway for a voyage between Calumet Harbor and Milwaukee, and between Calumet Harbor and Benton Harbor, St. Joseph, the towing vessel operator must determine the weather expected along the proposed route. When environmental conditions are expected to exceed the following wind speed or wave height limits, the towing vessel is not authorized to leave harbor:

| <u>Wind Direction</u><br><u>Calumet Harbor and Milwaukee</u> | <u>Wind Direction</u><br><u>Calumet Harbor and Benton Harbor</u> | <u>Continuous Velocity</u> | <u>Wave Height</u> |
|--|--|----------------------------|--------------------|
| SE, E, NE  | E, W, NW, SW   | 15 knots                   | 4 feet             |
| SW, W, NW  | E, S, NE, SE   | 20 knots                   | 4 feet             |
| N, S   |  | 20 knots                   | 4 feet             |

While underway between Calumet Harbor and Milwaukee, and between Calumet Harbor and Benton Harbor, St. Joseph, if environmental conditions exceed the above limits, the towing vessel must proceed immediately to a harbor of safe refuge.

- (8) The distance from shore during the course of the voyage shall not exceed five miles.
- (9) Towing is permitted only if ice conditions are such that the operation of the vessel is not impaired.
- (10) Precautions must be taken to prevent the shifting of cargo.