

UNMANNED TANK BARGE PRE-FIRE PLAN (VRP # 12162)

FLORIDA MARINE

This pre-fire plan is drafted in accordance with 33 Code of Federal Regulations Subpart I (155.4025 and 155.4035(b)) and NFPA 1405 Chapter 9. This plan is offered to the marine firefighting Resource Provider to explain the Resource Provider's role and the support that can be provided during a marine firefighting incident.

Upon receipt of this pre-fire plan, the Resource Provider will forward written certification to Florida Marine, LLC, who is the Plan Holder, stating that the plan is acceptable and agreeing to implement the plan in mitigation of a potential or actual fire.

This pre-fire plan will be made an attachment to the Vessel Response Plan.

Marine Firefighting Resource Provider's Role and Responsibilities

The Resource Provider will be the party responsible to assess the marine fire incident on-site and respond with sufficient firefighting personnel, equipment and supplies. The Resource Provider will be the principal entity responsible for the on-scene coordination of firefighting efforts. A public service fire department (not listed as a resource provider in the VRP) may also respond to the casualty. If that public service department declares it is in charge of the on-scene operation, the commercial firefighter will defer. However, the commercial firefighter will assist and provide resources, and will assume charge of the operation if subsequently requested by the fire department to do so.

Additionally, the Resource Provider will:

- Coordinate with the tug or towboat's master, and the master and crew will assist the Resource Provider as needed. However, the master will remain in command of the crew and tow.
- Provide an experienced representative in the Incident Command, when an IC is established.
- Coordinate and cooperate with agencies including the U.S. Coast Guard, other federal agencies, and local law enforcement.
- Coordinate and cooperate with the salvage master, salvage engineer, pollution responder and other commercial entities retained to assist in the response.

On-Site Fire Assessment

Upon notification of a casualty, the Resource Provider will dispatch an individual or team to the scene to assess the casualty and determine the steps necessary to control and extinguish the fire. The assessment may be done on board or at a safe distance from the vessel, including assessment from the air.

Equipment Deployment

Based upon the assessment, Resource Provider will dispatch firefighters, equipment and necessary foam stocks to the site.

The following is in accordance with NFPA 1405, Section 9.7 and provides information on the barge(s).

Section I General Information

Barge(s): Barge name or list of identical (sister) barges

<u>FMT 1000</u>	<u>FMT 1012</u>	<u>FMT 1024</u>	<u>FMT 1036</u>	<u>FMT 1048</u>	<u>FMT 1060</u>
<u>FMT 1002</u>	<u>FMT 1014</u>	<u>FMT 1026</u>	<u>FMT 1038</u>	<u>FMT 1050</u>	<u>FMT 1062</u>
<u>FMT 1004</u>	<u>FMT 1016</u>	<u>FMT 1028</u>	<u>FMT 1040</u>	<u>FMT 1052</u>	<u>FMT 1066</u>
<u>FMT 1006</u>	<u>FMT 1018</u>	<u>FMT 1030</u>	<u>FMT 1042</u>	<u>FMT 1054</u>	<u>FMT 1068</u>
<u>FMT 1008</u>	<u>FMT 1020</u>	<u>FMT 1032</u>	<u>FMT 1044</u>	<u>FMT 1056</u>	
<u>FMT 1010</u>	<u>FMT 1022</u>	<u>FMT 1034</u>	<u>FMT 1046</u>	<u>FMT 1058</u>	

Owner/Operator name:

Florida Marine LLC

Barge particulars

- Length overall: 200'
- Beam: 35'
- Height (depth): 12'-6"
- Single or double hull? Double Hull
- Integrated or Articulated Tug/Barge? n/a
- Cargoes permitted to be carried: Grade A and lower flammable combustible liquids and specified hazardous cargoes.
- Route (e.g. Inland, Oceans):
 - Lakes, Bay, and Sounds plus Limited Coastwise, fair weather voyages only not more than twelve (12) miles offshore between St. Marks, Florida and Carrabelle, Florida.
- Venting system:
 - Cargo tanks are on a common vent line that leads to a transverse forward header. The vapor line is equipped with a 6 inch pv valve with 3 lbs. psi pressure and ½ lb. psi vacuum. It is referred to as a Super Vac High Velocity
 - The vapor line is also equipped with a vapor stack that rises 12 ft. above the walkway and has a bonnet and flame screen.
- Overfill system
- - The barge are equipped with the following
 - high level meter stick at each cargo tank
 - alarm/shutdown system that connects directly into the terminal
 - Raised expansion dome trunk equipped with a ullage hatch fitted with a flame screen

- Each cargo tank is equipped hermetic closed gauging system
 - Each tank has a sight glass and gauge tree for vapor tight observation
- Independent fuel tank for cargo pump prime mover installed? Tank capacity?
 - A single exterior mounted 500 gal fuel oil storage tank equipped with a goose neck vent with flame screen and ullage hatch with flame screen.
- Primary emergency contact information

Contact: Jerry Wiltz
Telephone number: 985-264-6679
Email address: jerryw@flmarine.com
- Secondary emergency contact information

Contact: Kimberly Hidalgo
Telephone number: 504-915-1347
Email address: Kimberly.hidalgo@flmarine.com

Section II Construction

- Vessel is equipped with 3 cargo tanks approximately 3666 bbls per tank.

Section III Locations

- List any information on board the barge, tug or towboat pertaining to the barge such as plans, cargo data sheets, stability information, etc.

Inside the barge mailbox you will find the following documents:

Piping Diagram

MSDS Sheet

DOI

Stability Letter

Vessel Security Letter

Each cargo tank has a raised expansion dome with a remote valve shut down to pipeline system and a forward transverse header with valves affixed at each outboard location.

The cargo pump shutdown is located aft ward ship mounted on the vessels billboard with proper signage.

Section IV Systems Information

n/a

Section V Tactics

- n/a

Section VI General Arrangement

- Provide a general arrangement drawing (deck layout)