

# 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

Owner/Operator name:

### Barge particulars

- Length overall: 297.5'
- Beam: 54'
- Height (depth): 12'
- 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 :
  - 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 1.5 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 barges are equipped with the following items:
    - Cargo tanks are fitted with an overfill protection system providing both audible and visual alarm
    - These barges have high level meter stick at each cargo tank
    - They have alarm/shutdown system that connects directly into the terminal
    - Raised expansion dome trunk equipped with an ullage hatch fitted with a flame screen.
    - Each cargo tank is equipped with hermetic closed gauging system for ready reference to fluid levels within the tank.
    - Each tank has a sight glass and gauge tree for vapor tight observation
- Independent fuel tank for cargo pump prime mover installed? Tank capacity?

Yes, 500 gallons

- 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

Drawings, not necessarily to scale, of the following:

- Vessel is equipped with 6 cargo tanks approximately 4916 bbls per tank.
- Piping diagram

## Section III Locations

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

Cargo pump shutdown located aft ward ship mounted on the vessels billboard with proper signage.

The pump controls are at the pump engine location in the forward machinery space.

## Section IV Systems Information

## Section V Tactics

## Section VI General Arrangement

General Arrangement Attached