



CAPT. KIRBY DUPUIS

Florida Marine Transportation

- Received call from Ricky Johnson of Florida Marine Transportation, requesting Sapphire and Nitrogen pilot cylinders be recharged due to the system being discharged during a fire which occurred on the M/V Capt. Kirby Dupuis
 - Sent two technicians to retrieve empty cylinders at FMT shipyard, upon loading cylinders, Hiller technicians noticed what appeared a full cylinder being loaded by crane, upon lowering into the truck, the base of the bed lowered quite more than normal
 - FMT yard personnel also suspected the cylinders to be of a heavy weight, the cylinders were removed under the instructions of FMT and weighed, the results confirmed that the two Sapphire clean agent cylinders were indeed at full capacity weight
 - Upon this determination, Hiller technicians and Ricky Johnson contacted me, Omar Noverola, requesting instructions on best means of confirming capacity and functionality of the system
 - The Nitrogen and Sapphire cylinders were removed out of the system and landed prior to Hiller technicians initially arriving
 - Advised Ricky that due to the pilot cylinder being of nitrogen gas, weighing would not suffice, that the cylinder gas would have to be released under a controlled mechanism, maintaining a calibrated gauge to properly determine the pressure to be accurate
 - Regarding the Sapphire cylinders, we would have to check the level indicator located internally on the cylinder to determine that the level coincides with temperature variance/level chart
 - Lead technicians and I, Thomas Tierney and Patrick Ubas, did indeed determine the level to be correct and coincide with the designated weight requirements
 - Constructed plans to verify pressure of cylinder by means of constructed portable manifold with gauge, valve and discharge hose
 - Upon arrival to the vessel, FMT and observer requested we discharge the pilot cylinder in the system to also test the operation of the system and verify pressure in one operational testing
 - Thomas Tierney and I connected the original nitrogen pilot cylinder that was removed directly into the system as per design, lever actuator with actuating cable were connected
 - System was activated from remote release station, lever actuator opened as per design, nitrogen pressure was then confirmed by calibrated pressure gauge installed by Hiller on discharge hose, all operations performed were witnessed by FMT and Designated Observer
 - Video and pictures were taken of complete operation
- System was determined to operate as per design after Hiller representatives re-installed equipment for function test of activation

Omar Noverola, Marine Service Manager

Thomas Tierney, Lead Marine Service Technician