

From: [REDACTED]
To: [Wisniewski Luke](#)
Subject: SEASTREAK: Kongsber technical report from 07.19.21 onboard testing.REDACTED
Date: Thursday, September 22, 2022 9:27:35 AM
Attachments: [Kongsber technical report from 07.19.21 onboard testing.REDACTED.PDF](#)

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Luke,

In the most recent questionnaire you sent Kongsberg, you requested the technical report from the onboard testing in July 2021. It is attached here in redacted form. We made the redactions to protect certain proprietary information. Please let me know if you have any concerns with the redactions.

Answers to the rest of the questionnaire will follow either later today or tomorrow.

Best,
Marc

Marc G. Matthews

Phelps Dunbar LLP
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Houston, TX 77002

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SEASTREAK COMMODORE (RR-42230)

Order Number
KR1030463

Project Number

Responsible Site
Kristinehamn

Work Period
14.07.21 - 19.07.21

Service Type
Warranty

Place Of Attendance
Sweden, Kristinehamn RR HQ



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Work Order

Yard/Hull

IMO

9842243

Field Service Engineer

Nelson, Craig

Work Coordinator

Jatko, Pia

Customer

SEASTREAK AMERICA INC

Customer No.

Vessel

SEASTREAK COMMODORE (RR-42230)

Customer Contact

Work Order Name

SEASTREAK COMMODORE-KR1030463

Work Order No.

KR1030463

Work Order Description

RR-42230-SEASTREAK COMMODORE



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Summary

Period	Activity	Field Service Engineer
14.07.21 - 19.07.21	10-W1+16S000696-Warranty, NS	Nelson, Craig

> Attended the vessel with reps from the USCG, NTSB, and SEASTREAK.

> We removed SD card from Main Screen A and Main Screen B. The cards were swapped into the other screen. The screen which was A booted up without issue using the SD card from Screen B.

The screen which was screen B would not boot up using the SD card from Screen A.

> USCG forensic inspector was able to copy all files and images from the faulty card originally from screen A, he also copied images from all of the other screens.

> The cards were all reinstalled into their original screen locations. The system was powered back on.

> The vessel has the two port engines removed and also power supply to the two port electric pumps is disconnected.

> We started the electric pumps for the Starboard side. The BACK-UP control was turned on at the bridge panel.

The Starboard outer and inner jets were operated in back up. The steering was function tested full port and full starboard. Both reversing buckets were function tested full ahead and astern.

The rpm up and down was verified with relays K \blacksquare and K \blacksquare coming on (Energized).

Clutch in was verified with K \blacksquare becoming energized and K \blacksquare off = clutch out.

All indication worked on the main screen B.

> The port inner and outer jets were also tested in backup but with out hydraulic pressure as the pumps could not be ran at this time due to port engine room work.

The steering and reversing signals were checked at terminal strip \blacksquare , terminals \blacksquare and \blacksquare for the steering and \blacksquare for reversing bucket. 24VDC was measured in each direction when commanded by the bridge from back up panel.

The rpm up and down was verified with relays K \blacksquare and K \blacksquare being energized.

Clutch in was verified with K \blacksquare being energized and clutch out with K8 being deenergized.

The linkage to the feedback transmitters was removed and the indication was verified to work on the main B display when the feedback was manipulated in bot directions

> The signals for the feedback transmitters both A and B channels were found to be working for all transmitters.

There was alarm for redundant encoder on display but signal was not in error and indication on the display B showed correctly for all transmitters.

**3****Performed work - Nelson, Craig**

Date	Duration	Work code	Short description
14.07.2021	07:00 - 15:00	Waiting time	Scheduled to fly, trip cancelled, waited for flight to kiln

> I was scheduled to fly from Seattle this morning, trip was cancelled this morning. Waited for available flight rebooked to Kiln,MS

Date	Duration	Work code	Short description
18.07.2021	07:00 - 17:00	Working hours	Travel from Kiln , MS to Newark.

Date	Duration	Work code	Short description
19.07.2021	07:00 - 17:00	Working hours	Attended the vessel, performed testing as outlined in test

> Attended the vessel with reps from the USCG, NTSB, and SEASTREAK.

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The rpm up and down was verified with relays K \blacksquare and K \blacksquare being energized.

Clutch in was verified with K \blacksquare being energized and clutch out with K \blacksquare being deenergized.

The linkage to the feedback transmitters were removed and the indication was verified to work on the main B display when the feedback was manipulated in both directions

> The signals for the feedback transmitters both A and B channels were found to be working for all transmitters.

There was alarm for redundant encoder on display but signal was not in error and indication on the display B showed correctly for all transmitters.

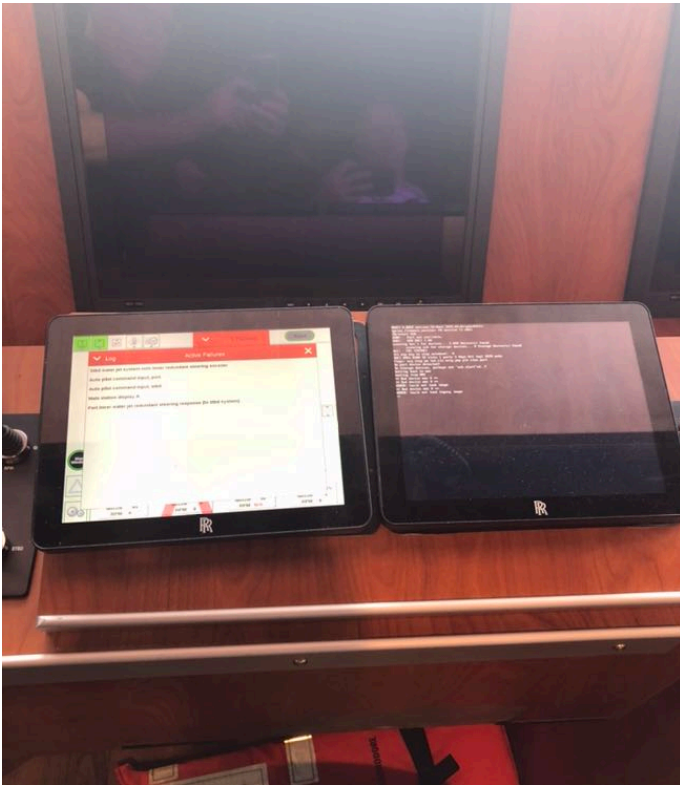
Please see appendix 1 for photos

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Appendix

Appendix 1

19.07.2021 (07:00 - 17:00)



Screen A with SD card from B, and Screen B with SD card from A. Rebooting issue has followed the SD card.