- When the workday was completed on 26APR24, was the shore power plug connected to an outlet within the facility and connected to the electrical system on the vessel?

Yes – the main shore power cable was connected to the facility and vessel. We are unsure whether it was on or off. But this main shore power did not provide any power to the batteries (24v nor 48v).

- When the workday was completed on 26APR24, was a power cord utilized for the battery charger located in the aft battery compartment and connected to an outlet within the facility?

No – neither charger (24v or 48v) was connected to the vessel. The 24v battery charger may have been connected to an outlet within the facility, but was NOT connected to the battery management system (BMS).

- When the workday was completed on 26APR24, was the battery charger located in the aft battery compartment connected to and charging the Lithium-ion batteries?

No. See above.

    - If yes, at what time was the charging started on that day?

n/a

- When the workday was completed on 26APR24, was the vessel's lithium-ion battery management system on and operating?

No. The BMS on this vessel never functioned. It was never programed by the manufacturer.

    - If no, why was it turned off?

See above. The Vessel arrived to the US without a functioning BMS.

    - If no, who directed that it be turned off during charging?

See above.

- When the workday was completed on 26APR24, was there any type of monitoring of the charging of the lithium-ion batteries, prior to the fire, to ensure they were not being over charged or over heating?

The battery chargers would be manually disconnected when sufficiently charged.

    - If yes, how was that done?

The 48v batter charger was disconnected on 24APR24. We are unsure when the 24v batter charger was disconnected, but it was definitely disconnected before the end of the workday on 26APR24.

- Who directed or approved to have the aft Lithium-ion batteries charged?

The manufacturer and captain directed the charging of the batteries via external chargers. One of the chargers (24v) was provided by captain.

- Were any of the Lithium-ion batteries on the Flagship previously charged with a portable charger, prior to 26APR24?

Yes. Both systems were charged with external charges.

  - If yes, which ones?

Both the 24V and 48V systems.

  - If yes, what were the dates of those charging times?

The external chargers were used on multiple occasions. The first date was approximately Friday, 18MAR24. Once the batteries were charged, the Vessel left for West Palm Beach for the Boat Show. It is unknown whether the chargers were utilized in West Palm. Upon return to RMK Merrill Stevens, the chargers were used again.

  - If yes, were the aft Lithium-ion batteries fully charged after being charged by a portable charger?

The 48v systems was never charged above 70% to the knowledge of RMK Merrill Stevens. The 24v system would have been fully charged.

  - If yes, were the battery management system off at the time during the time of those charges?

The battery management system never worked on this vessel. See above.

  - If yes, how ling did the Lithium-ion battery remained charged?

RMK Merrill Stevens would have to regularly recharge, but there were many factors that dictated how long the charge lasted. RMK Merrill Stevens never tested how long the system would last once charged.

- After the vessel arrived at your facility, were the aft Lithium-ion batteries ever able to hold a charge?

Yes – the batteries held a charge. The problem was drainage of the batteries because the programing of the battery management system never function and therefore did not charge the batteries without the external charges.

  - If no, did anyone associated with the vessel discuss having the aft Lithium-ion batteries replaced?

No. There were discussions about the manufacturer programming and fixing the battery management system.

- Where other portable chargers utilized to charge the aft Lithium-ion batteries on the Flagship?

Just the one set of chargers was utilized.

- If yes, what dates were those chargers utilized?

n/a

- If yes, were those charging successful?

n/a

- After the vessel arrived at your facility, were the aft Lithium-ion batteries ever successfully charger by the vessel's own battery charging system.

No.

- Do you know what industry standard was utilized for the design and installation of the Lithium-ion battery system on the Flagship?

No. The manufacturer represented that it was built with "CE certificate" but that was never confirmed.

- The charger found next to the aft Lithium-ion battery bank, did it come with the vessel when it arrived in the US?

It is our understanding that the 24v battery charger did arrive with the vessel. The 48v battery charger was purchased by RMK Merrill Stevens (at the direction of the manufacturer) through Amazon.

If you have received a Fire Investigation Report concerning the origin and probable cause of the 28APR24 fire on board the Flagship, please provide me a copy so I can included it within my report.

No written report has been prepared by our expert fire investigator.