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Hi

Hope all is well.

To assist me with the investigations I have the following requests and questions.

Requests:

Vessel plans showing the location of the Lithium-ion battery banks
Best case, Builder was inefficient with record to documentation; worst case: borderline derelict. As with other items, this information was frequently requested, never received

Vessel plans showing the propulsion and electrical systems.
Fuel transfer plan forwarded vis separate email

List of work that was required to be completed while at the shipyard in Miami
Refer to RMK Merrill Stevens

Copy of the vessel's certificate of document
Separate email

Copy of any class documents for the vessel.
Separate email

Questions:

Where was the vessel constructed?
Tuzla, Turkey

Was the vessel built to a class or a yacht standard?
CE Classification

If yes, please pass which standard it was.

`When was the construction of the vessel completed?
Loaded onto cargo ship second week of September with understanding that certain work would be completed in the U.S.

What type of propulsion engines did the vessel have?
Volvo Penta – 1050 IPS (800hp)

Did the vessel have a generator to provide power or was all of the vessel power provided by the Lithium-Ion Batteries?
Fisher Panda 125

When the vessel was operating, how was the charge for the Lithium-Ion Batteries maintained/replenished?
Solar is the number one factor in the charge; generator to subsidize when solar is unavailable; RMK had plugged in shore power and there were independent chargers connected to the 48V and 24V

Where there any problems with the operation of any of the vessel systems (propulsion, electrical) after the completion of the construction?
Affirmative

If yes, please provide details on the issues with the system.
*** Electrical system constantly to drain to a low percentage**
*** Engines were never commissioned**
*** Continuing issue with sensors**

Prior to being transported to the US, did the vessel operate utilizing its own propulsion system?
Once

Prior to being transported to the US, were the Lithium-Ion Batteries ever fully charged and operated?
We are not aware

If no, please provide details on why this was not done.

When was the transported to the US/when did it arrive in Miami?
Port Everglades

After arriving in Miami, did the vessel operate utilizing its own propulsion system?
Affirmative
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If yes, what dates did it operate?
*** March 15. 2024 – RMK Sea Trials**
*** March 17, 2024 – in route RMK to Palm Beach Boat Show**
*** March 24, 2024 return to RMK,-**

If yes, how long did the vessel operate under its own propulsion system?
Approximately twenty hours

Were the Lithium-Ion Batteries fully charged at any time after the vessel arrived in Miami?
No

Did the Lithium-Ion Batteries have any problem holding the charge?
Affirmative

If yes, was it determined why this was occurring?
Refer to RMK Electrician

Prior to and on the day of the fire, were the Lithium-Ion Batteries being charged?
Far as we know

If yes, how was it being charged?
RMK set up independent chargers

Did the vessel have a wireless notification system for fire detection and flooding?
No

Thank you for your assistance and please feel free to ask any questions if you require clarification of any of the requests or questions.
Our pleasure.

If there is additional information you think would be helpful to me, please feel free to send it.

Take Care

Best regards,

Ed Sacks