Flagship Marine LLC

Representative onboard is Darren Henn

Vessel report - Jan 19th 2024

The yacht was towed down to RMK shipyard in Miami on this day.

The yacht was towed by steel tow, on this day we had 4 company representatives onboard.

On leaving the dock we had one of the towing fairleads bend open and broke apart, no damage was done besides for bending of the stainless steel. Conclusion, the fairlead is not sized correctly for a yacht this size.

The yacht was stowed away for time spent in the yard. All interior and exterior upholstery was covered with bin liners and all perishable items were stored in plastic boxes.

The yacht was docked in the shed, it is completely covered from the elements and crew disembarked the vessel.

Vessel report - Jan 22nd/23rd 2024

Arriving on the boat 22nd morning 10am.

There were no employees onboard but after 10 minutes of being onboard I had a electrician come onboard and ask me advice and where to start locating batteries and Victron equipment.

I worked with the electricians for the remainder of the 22nd and 23rd showing and helping to understand the systems.

We plugged in the shore power cable and as discovered at the dock in Fort Lauderdale there is a breaker that continues to trip and does not allow power to reach the vessel.

Through all the batteries onboard we could see one batteries voltage BMS 2 – 38.18v

Inverters and all power onboard will not work as Voltage is too low.

Solar power MPPT is still showing Error 67

The boat has no power onboard, and all systems are not running. We concluded that a 110V - 48V battery charger is to be purchased and recover the batteries.

Vessel report - Jan 25th, 2024

Nothing has been completed or accomplished.

RMK is only doing work that has been approved by VisionF for the Day, they have asked if they could start working on other projects, e.g. the windows, wood repairs, panel repairs. Items that do not need electricity to be completed.

Vessel report - Jan 30th, 2024

Waiting on the battery charger to arrive, it was meant to arrive today Tuesday Jan 30th at 10am

We did a paint survey with Jim Hogan from Akzonobel, one of the Top Awlgrip specialists in the USA, we walked through the vessel quite extensively. He was very concerned about the application of the paint, we requested a application list and process that paint was applied.

We received a list of products they used, Jim was very concerned about the lack of a aluminum primer that would be placed between the hull and the fairing. He will copy us in on the report when received.

Vessel report - Feb 1st, 2024

Battery charger has arrived, it is a 20 amp – 48v charger.

I did express that a larger charger would need to be purchased and this charger would take an excessive time period to charge each battery bank up individually.

The electrician has hooked up the charger to the first bank of batteries, BMS 1.

No other work has been started on or completed.

Vessel report - Feb 6th, 2024

The battery charger has been sitting on charge for 5 full days. Battery voltage went from 34V up to 39.1 volts, this is incredibly slow as these are 48V batteries with a charged value of 52V.

BMS1 is also not the largest battery bank.

RMK is doing everything they can do push for additional work to be started. Volvo Penta (main engine) technicians are scheduled to arrive early next week.

Vessel report - Feb 9th, 2024

No changes

Vessel report - Feb 12th, 2024

Moved onto battery bank BMS2, power is still not Working/charging on BMS1 from the shower power. Volvo Penta came to try to start up the engines and see the issues but due to no power on board the control screens will not come on. They left without starting the engines.

No change

Vessel report - Feb 15th, 2024

Jim Hogan – Paint surveyor emailed me to see if I had any information on the paint, their application and mixtures used. When I spoke to RMK, they have requested this information multiple times, VisionF does not seem to have the information on paint or are reluctant to give it to us.

Vessel report - Feb 16th, 2024

They will be working on Saturday onboard, RMK has finally been giving more information with regards to the operation of the electrical system. They will be manually transferring fuel to the Stb side engine room as there is no longer fuel on that side to test the generator. They were able to start and run the generator with only one time it stopped for the Oil pressure alarm.

Vessel report - Feb 19th, 2024

There is an Electrician that has been to the VisionF factory, Ahmet Zurnaci (owner of Hakanelekrtik) he has a large electrical and automation company in turkey with 75+ employees. I am incredibly pleased that there is now Power onboard the vessel, we have worked together in discovering new issues and trying to identify the missing components. The power is coming from shorepower that was directly connected to the chargers bypassing some components.

This is a victory that we now have voltage percentage on the batteries but in no way does this accomplish or mean that this is the fix to the problem with the electrical system. We have put a Band-Aid on a broken leg.

VisonF asked to receive all damaged carpentry work onboard, Teak, wood, cabinets and damaged panels on the yacht. We went around and took pictures of all defects to be fixed. As I explained to Ed, I am extremely happy with what I saw today. To add to the teak, the team was transferring fuel on Saturday 17th, some diesel was wasted on the teak that they agreed to clean.

Due to there being power onboard, we asked VisionF to walk us through their fuel transfer procedure, we worked on it for almost 2 hours before they said there is an issue with the system.

Ayakan and Oz the two managers that are working with me onboard are amazing and really pushing to get the yacht working. I am very pleased with them.

Vessel report - Feb 22nd, 2024

When arriving on the yacht today we had batteries charging through the shore power.

When I left the vessel on the 19th, the batteries were:

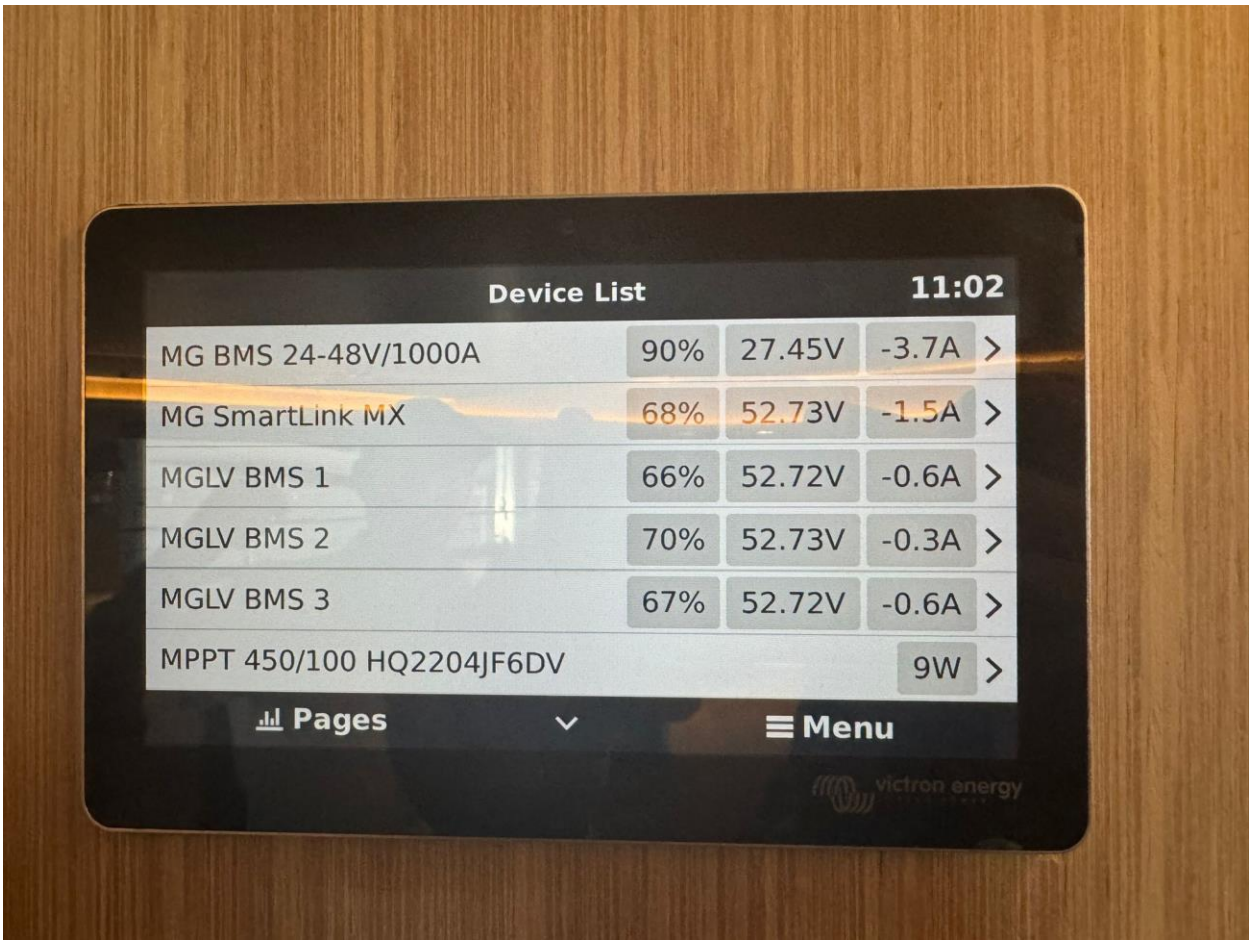
24V bank – 62%

BMS 1 – 66%

BMS 2 – 3%

BMS 3 – 1%

This has charged for 3 full days and arrived at the battery percentage of



This is with 0 load on the batteries, this is unacceptable as a form of stable charging for the yacht. As an example, the generator would charge the batteries from such a low number up to 90%+ in 8 hours.

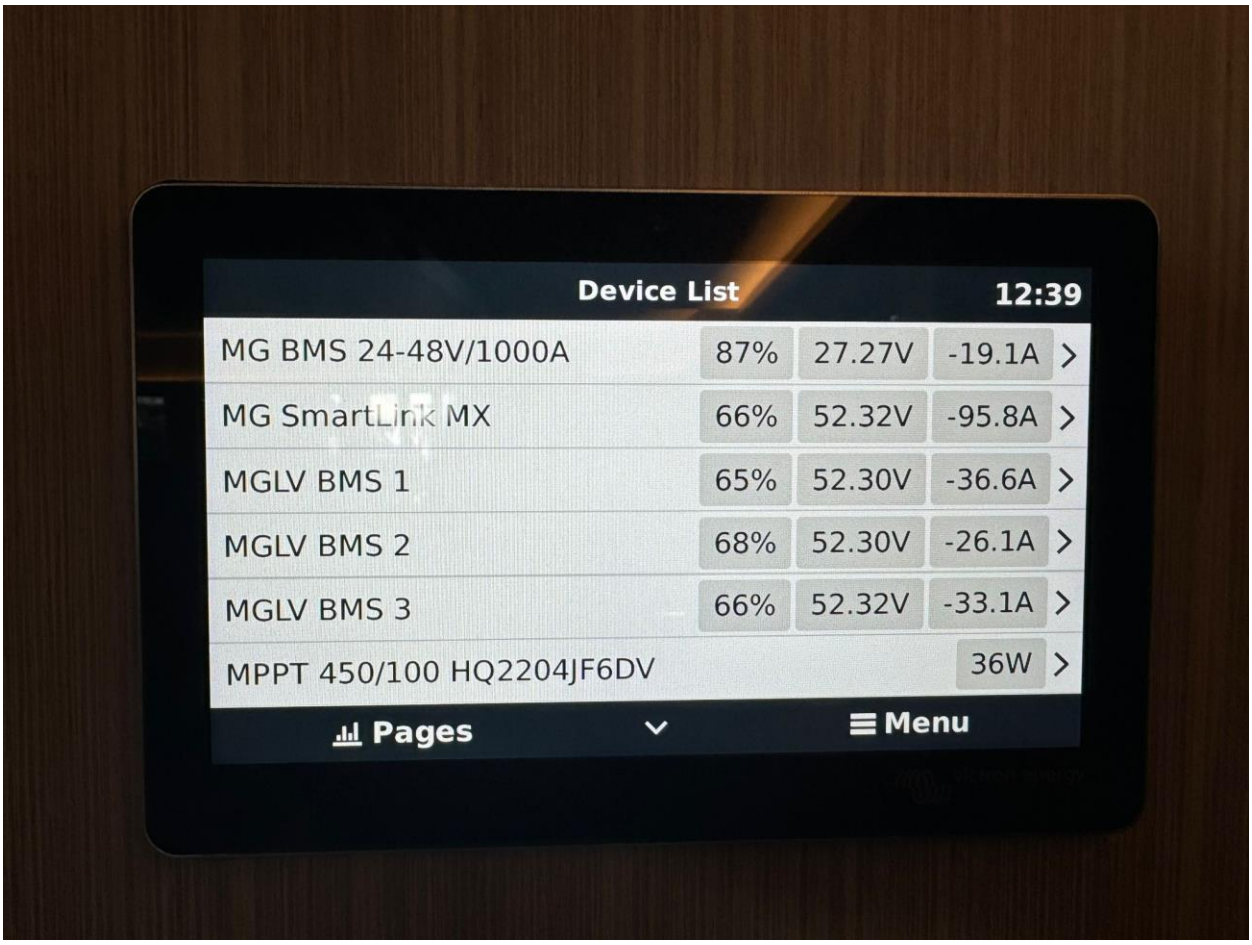
Conclusion to this would be a 60 – 50 Htz converter to be installed onboard. This would allow the shore power of 220v 60 htz and will turn it into 220V 50 Htz. This would then allow the Victron Quattro chargers to be able to charge the batteries at an appropriate speed.

Loading the systems

From the batteries being at the % above, I began to load the systems onboard, firstly simple systems onboard.

Lights, kitchen appliances (just powered up, not heating or cooling), Toilet systems and GPS/Navigation station.

This was depleting the batteries faster than the shore power was charging the systems.



Accomplishments today

We got water working onboard, we found that there were two different pumps installed,

1 x 24V water pump that once it was primed, worked as intended.

1 x 220V water pump that was powered with 24V, this caused the pump to be extremely hot but not enough voltage to work the pump. Ahmet was able to remove the power for that pump and run a new cable to the 220V panel allowing it to work.

I'm glad the system is working but with regards to spares, this is not ideal. I would recommend the correct pump be ordered and installed as intended.

The Tv mount in the salon and in the owners cabin are both functional.

The Tv in the salon is mounted incorrectly, a bend is visible in the tv as well as a large gap on the Port side of the TV, seen in the Pic below. The way the tv is also mounted has resulted in the speaker vibrating against the bracket and distorting the sound, I have a video of this.

Diesel is still present in the engine rooms.

This is both the valves and the observation hatch covers. recommended to be corrected prior to the Airconditioning being fixed to not circulate the diesel smell into the air ducts and furniture.

Diesel visible in multiple bilges.

We are still unable to transfer fuel to the daily tank.

Tender Lift and Transformer

Great success on this front, with some tinkering the tender lift and the transformer (swim ladder) both worked fine, ill send the videos on WhatsApp and also loaded onto the Google drive.