Was there a reason why the BMS for the 24-volt batteries were bypassed on March 13, 2024, and the three 48-volt system BMSs was bypassed on April 2, 2024?

Most essential functions (fuel pumps, lights, electronics, etc.) of the vessel ran off the 24-volt system so priority was getting that system charged. Please recall that the vessel left RMK MS on or about March 17, 2024, for the West Palm Beach Boat Show and did not return until on or about March 25, 2024.

Were the 24-volt system or the 48-volt system ever charged prior to the installation of the bypass wires on the BMS?

Yes. Both were charged via the external chargers prior to the installation of the bypass wires. This was accomplished by manually (with tools, spacers and insulated gloves) ensuring that the terminal bar/contactor at the top of the terminal in the BMS was down (closed). That was inefficient so the idea of a jumper wire was formed.

We should note that there were buttons in the saloon that were supposed to "close" the terminals bars to allow charging and functionality. However, those buttons did not work because the system was never programmed.

- If yes, what was the first date each system was charged at RMK?

On or about February 18, 2024, after the arrival of the 48v charger. The installation of the external charger provided some power, but did not fully charge the system. When the independent electrician arrived from Turkey, it was determined that the system was not charging because the terminal bar/contactor at the top of the terminal of the BMS was not staying closed. This led to the manual closing of the terminal and, subsequently, the installation of the bypass wire.

Please describe how the external battery chargers for both the 24-volt and 48-volt systems were connected to the shore side power source?

Extension cord to normal power outlet. Please recall that both chargers were disconnected at the time of the fire.

What was the hz of the charger for the 48-volt system?

60 Hz.