Please find my answers below

As part of my into the vessel fire, I would greatly appreciate it if you could please respond to the following questions.

For the 28-Volt Lithium-ion Battery System:

- When was the BMS bypass installed on this system?

March 14th 2024

- Why was the BMS bypass installed on this system?

RMK instructed that this was the only way to force the system into charging

- Please describe how was power provided to the charger for this system when the vessel was docket at RMK?

Originally it was plugged into the yachts inversion system onboard (220V - 50Htz) and later (after the fire) I discovered it had been plugged into a shore fed extension cord providing (208v 60htz)

- Did the vessel's shore power connection have to be plugged into a land side outlet at RMK for the charger to provide power to recharge the system when the vessel was docked and the generator and solar panels were not being used?

No, The yachts 50amp shore power cable was plugged into shore (208v - 60htz) this would then charge the 48v batteries. The 48v batteries would charge the 24v batteries so there was no direct connection between 24v and shore power delivered on the vessels original 50amp shore power cable and original setup prior to modifications. that saying as long as there was a positive charge in the 48v system. They 24v system would receive power.

- What was the date that a charger was first utilized to recharge the system?

March 14th 2024

For the three 48-Volt Lithium-ion Battery Systems:

- When was the three BMSs bypass installed on this system?

April 2nd 2024

- Why was the BMS bypass installed on this system?

To force batteries to charge as BMS would disconnect charging

- How was power provided to the charger for this system?

Vessel Standard shore power connection - 50 amp cable

- Did the charger recharge all three 48-volt battery banks at the same time?

There were 3 separate chargers (Victron Energy - Skyla) for 3 separate BMS systems each having its own battery banks

- Did the vessel's shore power connection have to be plugged into a land side outlet at RMK for the charger to provide power to recharge the system when the vessel was docked and the generator and solar panels were not being used?

Yes, The yachts 50amp shore power cable was plugged into shore (208v - 60htz) this would then charge the 48v batteries.

- What was the date that a charger was first utilized to recharge the system?

February 6th 2024

If the shore power was plugged in and the breaker on the Flagship was open (not allowing power) would power still be able to reach the chargers and enable the chargers (if on) to charge of the lithium-ion batteries?

No.

Was a 220, 60 htz to 50 htz converter ever installed on the vessel while it was docked at RMK?

No, all original chargers were 50/60 htz compatible