
From: Daphne Wallace <[REDACTED]>
Sent: Saturday, July 6, 2019 11:59 PM
To: ann rodriquez; MYLA TRESTIZA; Lesley Groff
Subject: Fwd: Barge, Operational Status

----- Forwarded message -----

From: Bill Hague <[REDACTED]>
Date: Sat, Jul 6, 2019, 7:45 PM
Subject: Barge, Operational Status

[REDACTED]

Good Day

I'm sorry to report, that the barge is not ready to go to sea. Since my arrival, I discovered issues with the new propeller's diameter. That was dealt with. During the replacement of these propellers, the condition and function of the steering cylinder and mounts were called into question. At sea trial, it was discovered that the new alternators are not charging. Then a switch caught fire under the helm station. We returned to the slip to investigate these issues. Subsequently, all known or guessed items have been addressed concerning wiring issues that caused the fire and are preventing the alternators from making charging current. The burned switch and circuit has been examined and has been replaced. At this point we have no known cure for the charging issue. It's a holiday weekend and no information or help that could forward our efforts can be made available to us.

Monday, Bobby will remove the alternators and take them to the place that sold them to us for testing and verification of proper function. Then the wiring information that is necessary to make them work will be known and will be correctly configured in the barge to make function possible. If the units are not functional, the reason why they are not working will be identified and remedied.

The steering cylinder and the connecting hardware, that is displaying questionable condition, will be replaced and retested.

David and I are returning to St Thomas Sunday, to await the completion of the alternator condition and function repairs. I made the additional request of replacing the steering cylinder. The questionable function was discovered while mounting the propellers that had to be installed on the barge to take the place of the incorrect ones that were sent to us. The responsibility of that propeller issue is likely mine, as I did not properly question the salesperson about the original order information and diameter of the ones that were ordered. We have others installed that will likely be more suitable for the needs of the barge though. These are 5 blade performance propellers that are loaned to us. A0 They will take some tuning to make them perfect for the needs of the barge but with information gained in use the pitch can be adjusted if it is necessary to perfect their function. C2

Ownership of these units can be addressed at a later date with Bobby. The incorrect ones will be returned to FJ Propeller in Florida for credit. Bobby will handle that transaction. </iv>

This is distressing but I've pushed as hard as I can to get the barge into functional shape, with what we have, at this time.

It just can't be done without more information, work and testing

I regret having to report this. C2

Get Outlook for iO=