



July 21, 2014

Mr. Paul Holloway
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Dear Mr. Holloway:

On Thursday, July 17, the bulkheads were bonded into the first floating bridge pontoon. During inspection the next morning, it became apparent that the four end bulkheads had been misaligned.

The top of the inboard ends of each bulkhead was flush with the offset in the longitudinal bulkhead, which was correct. However, the outboard ends were flush with the sides of the hull rather than offset half an inch below the sides to allow for the thicker bolting region at the end of the top plate.

The best solution as determined by Kenway Engineering and Production was to remove the top flange on the bulkheads to allow the upper edge of the plate to be trimmed along the proper horizontal line. This meant going from zero offset at the inboard corner to half an inch offset at the outboard corner. See Figure 1 for a depiction of the modification.

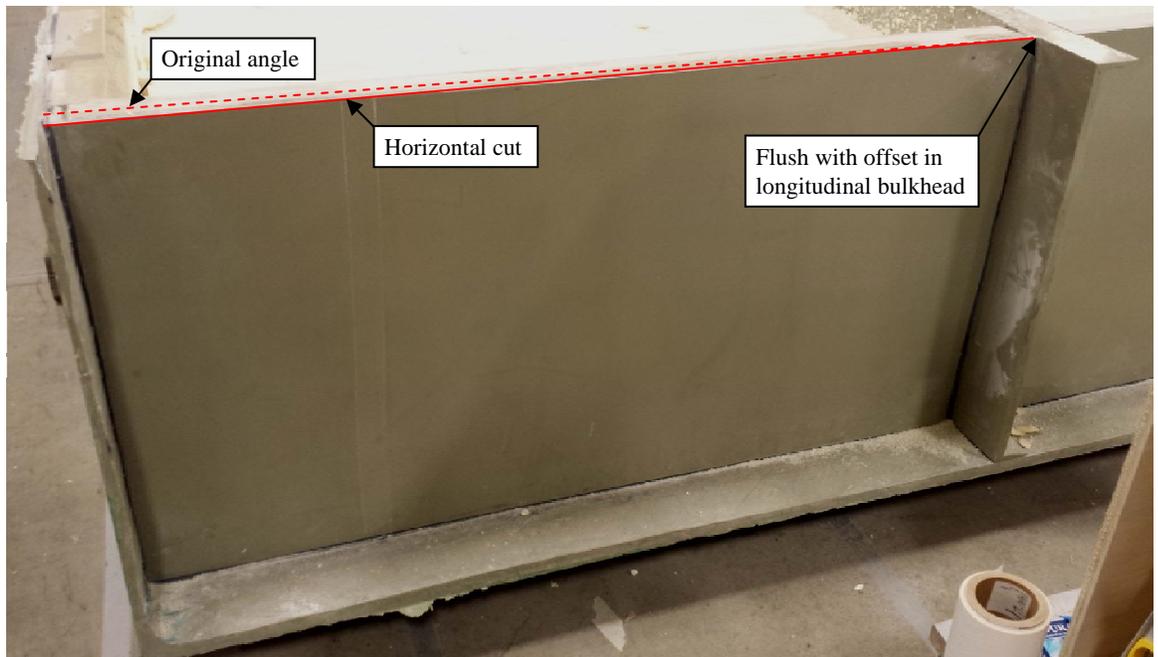


Figure 1: End Bulkhead Upper Edge Cut

Subsequently, a pultruded FRP angle was bonded along the top edge of the end bulkheads to restore the glue flange. This angle is the same material being bonded along the full

length of the hull vertical side for attaching the top plate. This joint does not see significant load. Joint loads applied by the splice plate bolts are directed in plane through the top and bottom plates and the longitudinal bulkheads directly. Regardless, the adhesive bond that is already acceptable to tie the end bulkhead flanges to the top plate is the same bond (area, substrate, etc.) tying the new angle to the end bulkhead as shown in Figure 2.



Figure 2: End Bulkhead Bonded Angle to Restore Flange

Finally, it also became apparent during bulkhead installation that overlaps in the hull laminate contributed to an overall laminate thickness of 5/8 inch in many places. This made the fit of transverse bulkheads, particularly in the radius, too tight to allow for adequate placement and adhesive. The mold used to construct the transverse rod bulkheads has been shortened by 1/4 inch to alleviate future interferences. The new overall length is 130-1/4 inch. Similarly, the end radius bulkhead frame has been shortened by 1/4 inch to allow for proper fit. The new overall length is 59-1/4 inch.

Kenway requests concurrence to proceed with the end bulkhead modifications described above for Pontoon 1 only and the changes in overall length to the transverse bulkheads for all pontoons going forward.

Sincerely,



Jacob Marquis, P.E.
Senior Project Engineer