

MILLER CONSTRUCTION, INC.

P.O. BOX 86 ASCUTNEY BLVD WINDSOR, VERMONT 05089-0086
 TELEPHONE (802) 674-5525 / FAX (802) 674-5245

TRANSMITTAL

TO: Jennifer Fitch, PE Project Manager Vermont Agency of Transportation	DATE	PROJECT NO.
	8/6/2014	Brookfield BRF FLBR (2)

XX WE ENCLOSE THE FOLLOWING:

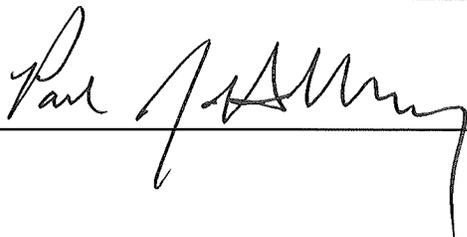
_____ UNDER SEPARATE COVER WE ARE SENDING THE FOLLOWING

COPIES	NUMBER	DESCRIPTION	CODE
1		FRP Fabrication NCR 4 - Removable Flange to Hold Fabric	H

CODE:

- A FOR INITIAL APPROVAL
- B FOR FINAL APPROVAL
- C APPROVED AS NOTED-RESUBMISSION REQUIRED
- D APPROVED AS NOTED-RESUBMISSION NOT REQUIRED
- E DISAPPROVED-RESUBMIT
- F QUOTATION REQUESTED
- G APPROVED

- H FOR APPROVAL
- I AS REQUESTED OR REQUIRED
- J FOR USE IN ERECTION
- K LETTER FOLLOWS
- L FOR FIELD CHECK
- M FOR YOUR USE

BY: 



**KENWAY
CORPORATION**

681 Riverside Drive
Augusta, Maine
04330-9714
(207) 622-6229
Fax (207) 622-6611
info@kenway.com
www.kenway.com

August 5, 2014

Mr. Paul Holloway
Miller Construction, Inc
PO Box 86
Windsor, VT 05089

Brookfield BRF FLBR (2)

Dear Mr. Holloway:

Nonconformance

In an attempt to better load fabric along the vertical wall (tighter corner radius, fewer wrinkles, material against mold throughout layup, etc.) Kenway has tried an approach where the 4008 fabric is run under the removable aluminum flange. This is a nonconformance because there is generally supposed to be no cutting of the parts after demolding.

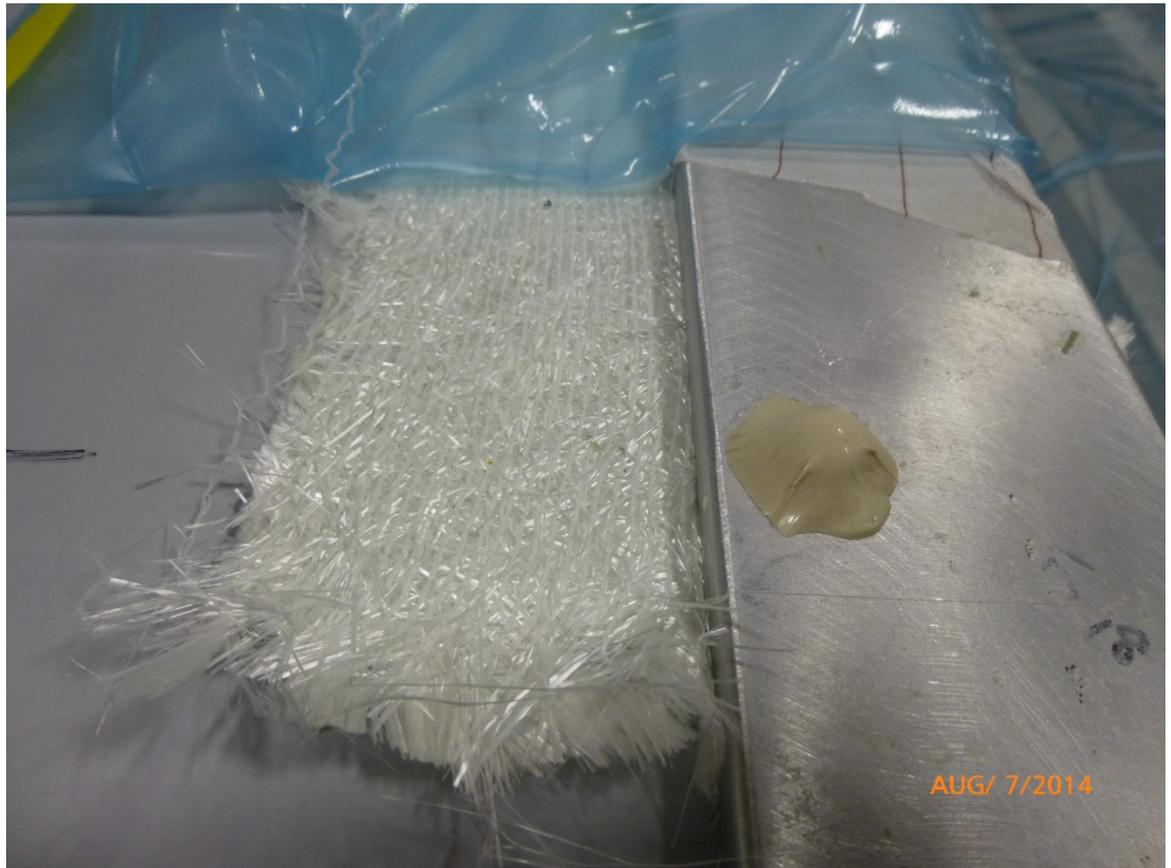


Figure 1 – 4008 fabric placed under removable flange along vertical wall

Root Cause

This approach was considered due to the fabric drooping and falling away from the C-veil under gravitational load while loading the mold. Placing the first layer of 4008 under the

flange provides a much better base for gluing the subsequent layers than can be achieved when relying on the mold to C-veil and C-veil to 4008 bond. The final 4008 layer passed under the flange serves to hold the entire stack firmly in place when applying the vacuum bagging materials.

Resolution

Kenway requests that the process described above be approved – if not indefinitely, than at least for Pontoon 3 as an evaluation. This will require that the extra 4008 material (approximately 0.12 in. thick) be trimmed from the part once the hull is de-molded.

The added benefit of having this flange in place during bulkhead installation and foaming is that the vertical wall should stay straighter between bulkheads since the flange can be re-bolted to the mold.

If both layers of 4008 under the flange are not acceptable, placing the first layer of 4008 has a dramatic impact. Therefore, we request that, at a minimum, it is considered as an alternative.

Please forward this nonconformance and the corrective action for review and approval.

Sincerely,

A handwritten signature in black ink that reads "Jacob Marquis". The signature is written in a cursive, flowing style.

Jacob Marquis, P.E.
Senior Project Engineer