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**From:** jeffrey E. <jeevacation@gmail.com>  
**Sent:** Monday, August 3, 2015 1:21 PM  
**To:** LAllenby; Richard Kahn  
**Subject:** Re: LSJ Plate Work

that is only the problem,, is there a pr=posal for solution, ? please try to add action steps to =ssues, telling me only that there is a problem is time c=nsumig

[REDACTED] wrote:

The hul= is compromised - rusted through in areas on his map.

Leight=n Allenby  
Director of Properties

[REDACTED]  
On Aug 3, 2015, at 9:09 AM, Richard K=hn [REDACTED]

wrote:

Bosco email off point. Disappointed with bosco on every step of this=barge overhaul and concerned he is not best person to care for and operate=moving forward. To many surprises and then an excuse and disclaimer each t=me. As I am sure you will say we have no choice I wanted to confirm we sha=l proceed with latest Change order for 47,390

Ple=se advise  
Thank you

Sent from my iPhone  
<=r>Begin forwarded message:

=rom: Leighton Allenby [REDACTED]  
Date: July 31, 2015 at 3:4=:39 PM EDT  
To: Richard Kahn [REDACTED]  
Subject:=:/b> Fwd: LSJ Plate Work

FYI

=eighton Allenby  
Director of Properties

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

From: Bill Hague <[REDACTED]>  
Date: Fri, Jul 31, 2015 at 3:09 PM  
Subject: RE: LSJ Plate Work

Understood.

Gabe, one of his hands an= I went over all the remaining cavities/compartments and found only a half=dozen minor and repairable spots in the hull plating. The bulkheads show s=aggered severe pits/holes that also can be dealt with reasonably.

◆=AO I agree about the surveyor.

Also, your email ended up in my ju=k mail. I have added you to my contacts to avoid that in the future. I reg=et the delay in responding.

For your information, I contac=ed a Navy colleague and asked for the present contractors information conc=rning construction of the latest Navy LCM8's

I did thi= to quantify your question about replacement costs of the Barge. I was Ref=red to Kvichak Marine in Seattle. Art Parker there said my gues= of 2 million is likely low. A build that heavy is likely a 3 to 4 million=dollar job in his opinion. His company is bidding on the Caiman design 60 =nd 70 for the USN.

Good Day

Bo=coe

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From: [REDACTED]  
Date: Fri, 31 Jul 2015 12:22:37 -0400  
Subject: Re: LSJ Plate Work  
To: jeevacation@gmail.com <mailto:jeevacation@gmail.com> ; [REDACTED]

Epstein is going to stop.

=ecommended so this

I know I=am coming in late in the last quarter but there should have been a survey additional work outside of the original=budget did't occur and a 10 to 15% mic added for unforeseen. I see no =ther option but to

recommend to Mr. Epstein and Richard that this work be completed. Please thank Gabriel for the savings on the day days

Mr. Epstein and Richard,  
Is this additional \$47,390 expenditure approved?

<=div>  
Best,  
Leighton

<=div>  
Good Morning Anna-  
Upon reviewing and inspecting the inside of the compartments, forward of the engine room, we have come up with a quotation  
for repairing all the "wasted" plate. Approximately 160 square feet of plate has to be cut out and replaced. The square footage equals  
848LBS x \$45 per pound the total would be \$38,160 (This price includes all labor and material). We will also have to remove both keel coolers due to their location with the plate that has to be cut out. We will also have to fabricate two new boxes in which they sit and then remount these boxes once the new plate is welded into place. The price for this is \$5850 includes labor and material. Two water tight bulkheads are also compromised and several areas will need to be "cropped" out and replaced. Labor and materials is \$3380.  
We will also "plug weld" 12 more additional areas that have deteriorated and need to be addressed. These two compartments have been inspected by both Gabriel, the project manager, and Bosco. In addition, the emergency bilge pump system needs to be renewed and it is our recommendation to have Bosco undertake this job. Please note that we have not charged any additional day days and will continue not to. The areas that need to be cut out and replaced are very confined and difficult to work in. With the savings on lay days it is over \$3500 so we will not be able to move on our final quotation. I have also attached a few pictures.....

Total for labor and material.....\$47,390

Leighton Allenby  
Director of Properties

On Fri, Jul 31, 2015 at 11:43 AM,  
wrote:

Ann R.

Begi= forwarded message:

[REDACTED]

Date: July 31, 2015 at 11:19:19 AM AST

[REDACTED]

Subject: Fw: LSJ Pl=te Work

[REDACTED]

Good Morning Anna-

Upon revi=wing and inspecting the inside of the compartments, forward of the engine =oom, we have come up with a quotation for repairing all the "wasted&q=ot; plate. Approximately 160 square feet of plate has to be cut out and re=laced. The square footage equals 848LBS x \$45 per pound the total would be=\$38,160 (This price includes all labor and material). We will also have to=remove both keel coolers due to their location with the plate that has to =e cut out. We will also have to fabricate two new boxes in which they sit =nd then remount these boxes once the new plate is welded into place. The p=ice for this is \$5850 includes labor and material. Two water tight bulkhea=s are also compromised and several areas will need to be "cropped&quo=; out and replaced. Labor and materials is \$3380. We will also "plug =eld" 12 more additional areas that have deteriorated and need to be a=dressed. These two compartments have been inspected by both Gabriel, the p=object manager, and Bosco. In addition, the emergency bilge pump syste= needs to be renewed and it is our recommendation to have Bosco under=ake this job. Please note that we have not charged any additional lay days=and will continue not to. The areas that need to be cut out and replaced a=e very confined and difficult to work in. With the savings on la= days it is over \$3500 so we will not be able to move on our final qu=otation. I have also attached a few pictures.....

Total for labor and material.....=.....\$47,390

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=C2◆ please note

The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for

JEE

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