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**From:** Erika Kellerhals <[REDACTED]>  
**Sent:** Friday, March 18, 2016 8:23 PM  
**To:** Jeffrey Epstein  
**Subject:** Fwd: Great St. James  
**Attachments:** BMA SURVEY PROPOSAL Great St James 2016-02-04.pdf; BUDGET 2016-02-04.pdf; BMA Rates 2016.pdf

FYI.

PLEASE NOTE OUR NEW ADDRESS BE=OW.

Erika A. Kellerhals  
Member  
Kellerhals Ferguson Kroblin PLLC  
Royal Palms Professional Building  
9053 Estate Thomas =uite 101  
St. =homas, VI 00802

[REDACTED]

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

F=om: Ryan Wisehart [REDACTED]  
Date: Fri, Mar 18, 2016 at 3:43 PM  
Subject: Fwd: Great St.=James

To: Erika Kellerhals <[REDACTED]>

Cc: Richard Kahn <[REDACTED]>

Erika,

For your convenience I'm attaching the original proposal and budget documents provided to Daphne, then forwarded by her to Rich. The following narrative should help fill-in the gaps which I probably didn't communicate well via the proposal.

Our Scope-of-Work as conceived includes Road Design and Development and Topographic Surveying, as follows:

1. Develop conceptual road layout plan (Delivered). The purpose of this exercise is to determine feasible and preferable routes for accessing the island promontories. The owner desires gentler routes than those developed on Little St. James. With that in mind we used existing aerial terrain mapping to develop routes that should have gradients of about 10% or less. Routes were also determined that will facilitate future water and helicopter point of access. At this point I need the owner's feedback before proceeding to a more detailed engineering plan. Does the owner want more or fewer roads, access to other locations, etc? We'll incorporate owner feedback into a revised concept and proceed to developing permit plans.

Prepare plans for permitting including earth-change and erosion/sedimentation control. Upon owner approval of the conceptual road layout plan we will develop specific plans for supporting permit applications with CZM. These plans will include specifications for the roadways including typical road section (road foundation), existing and proposed road profile elevations (grades), erosion and sedimentation controls and best practices.

2. Field staking of roadways and erosion control measures. Field staking of the roadways will provide accurate assessment of routes through actual, direct ground measurement. Adjustments in road locations will be made at this time to avoid terrain that is too steep, highly erodible, and to facilitate preservation of desirable natural features (i.e. rock formations, special trees, etc.) The staking will also allow investigations by Bioimpact.

3. Topographic surveys of various areas including the existing main house and new dock area. Basically, general on-call services as requested. There was previously mention of surveying the main house area but I'm not aware if this is needed or not. Also, Amy mentioned needing an as-built survey of the dock. I'm not sure if the information we presently have for the dock is sufficient for her purposes.

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Moving forward it is advisable that we have a coordination meeting with Amy and any other persons working on the project (is there an archeologist on board, architect, etc.?) Also, who will be preparing the actual permit application and appearing for public hearings, if any are needed?

Finally, please let me know if Mr. Epstein has comments about the road concept and if we should proceed with developing permit plans.

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

From: Ryan Wisheart <a href=[REDACTED]

target="\_blank" [REDACTED]

Date: Thu, Feb 4, 2016 at 11:26 AM

Subject: Great St. James

To: Daphne Wallace <[REDACTED]>

Cc: Erika Kellerhals <[REDACTED]>

Good morning Daphne,

Attached is our proposal, budget, and hourly rates. Please sign and return the proposal indicating acceptance and I will forward an invoice for mobilization. Please be sure to give me a call with any questions.

Sincerely,

Ryan C. Wisehart, PLS  
President

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BRIAN MOSELEY & ASSOCIATES, INC.  
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