
From: Ann Rodriguez <[REDACTED]>
Sent: Friday, July 10, 2015 2:49 PM
To: jeffrey E.
Cc: Rich Kahn; Daphne Wallace
Subject: Fwd: Big N
Attachments: tank.jpg; Untitled attachment 00075.htm; tank 2.jpg; Untitled attachment 00078.htm; LSJ Est 776.pdf; Untitled attachment 00081.htm

Ann R.

Begin forwarded message:

From: gene kral <[REDACTED]>
Date: July 10, 2015 at 10:26:59 AM AST
To: Ann Rodriguez <[REDACTED]>
Cc: Debra Lowry <[REDACTED]>
Subject: Big N
Reply-To: gene kral <[REDACTED]>

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Good Morning Anna-

I wanted to give you and update on the progress of the Big N. This morning we were ready to lift and install the port engine. Bosco has informed us that the port engine is not ready, he has a few more things he needs to address. I know you were looking into replacing the gear boxes but have had no success in finding new ones that are similar. I am writing this email so we are all on the same page as far as a completion date. The majority of our work hinges on having those engines installed. The exhaust system on each engine has to be finished, but in order for us to complete this we have to have the engines in. The same goes for the new fuel lines and all the electrical components that run to the engines. I know we discussed the end of this month/beginning of next month but each day that we wait for the engines to be completed it delays us from our target date. A few issues have been discovered while working on Big N. 1) The shaft logs on both sides are corroded beyond repair. We anticipated that we might have this problem so it was factored into the quotation. 2) The port stern quarter looks like it might have hit a deck which has separated some of the stringers on the inside. It is repairable and I told you we would repair it under the quotation. 3) The fuel fill coiler on both sides are compromised and need to be replaced. They are not sealing properly and over the course of time have allowed salt water to seep in and contaminate the fuel tanks. Which leads me to your biggest issue we have discovered while working in the rudder room where the fuel tanks are located. The bottoms of the fuel tanks and several other areas are severely corroded. It is my recommendation that these tanks be replaced. The only way for a proper repair are to replace both tanks. The original tanks got you 40 years so I don't see why the new ones we fabricate can't get the same amount of usage out of them. Attached are a couple of pictures of the corrosion and an estimate to remove and replace both tanks. Please call or email with any questions...

Gene Kral Sr.

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Parcel 162, Subbase
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