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**From:** Richard Kahn [REDACTED]  
**Sent:** Friday, July 10, 2015 7:31 PM  
**To:** jeffrey E.  
**Subject:** Fwd: Big N  
**Attachments:** tank.jpg; Untitled attachment 00004.htm; tank 2.jpg; Untitled attachment 00007.htm; LSJ Est 776.pdf; Untitled attachment 00010.htm

Richard Kahn  
HBRK Associates Inc.  
575 Lexington =venue 4th Floor  
New York, NY 10022

[REDACTED]

Begin forwarded message:

From: =/b>Ann Rodriquez [REDACTED]  
Subject: =/b>Fwd: Big N  
Date: =/b>July 10, 2015 at 10:48:53 AM =DT  
To: =/b>"jeffrey E." <jeevacation@gmail.com>  
Cc: Rich Kahn <[REDACTED]>, Daphne Wallace [REDACTED]

Ann R.

Begin forwarded message:

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

Good Morning Anna-

I wanted to give you and update on the progress =f 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 = 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 =nes that are similar. I am writing this email so we are all on the =ame page as far as a completion date. The majority of our work hinges =n having those engines installed. The exhaust system on each engine has =o be finished, but in order for us to complete this we have to have the =ngines in. The same goes for the new fuel lines and all the =electrical components that run to the engines. I know we discussed =he end of this month/beginning of next month but each day that we wait =or the engines to be completed it delays us from our target date. A few =ssues have been discovered while working on Big N. 1) The shaft logs on =oth sides are corroded beyond repair. We anticipated that we might have =his problem so it was factored into the quotation. 2) The port stern =uarter looks like it might have hit a dock which has separated some of =he stringers on the inside. It is repairable and I told you we would =epair it under the quotation. 3) The fuel fill cover on both sides are =ompromised and need to be replaced. They are not sealing properly and =ver the course of time have allowed salt water to seep in and =ontaminate the fuel tanks. Which leads me to your biggest issue we have =iscovered while working in the rudder room where the fuel tanks are =located. The bottoms of the fuel tanks and several other areas are =everely corroded. It is my recommendation that these tanks be =eplaced. The only way for a proper repair are to =eplace both tanks. The original tanks got you 40 years so I =on't see why the new ones we fabricate cant get the same amount of =sage out of them. Attached our a couple of pictures of the corrosion =nd an estimate to remove and replace both tanks. Please call or email =ith any questions...

Gene Kral =r.  
Subbase Drydock, Inc.  
Parcel =62, Subbase  
St. Thomas, USVI 00802



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