

From: Richard Kahn <[REDACTED]>
To: Jeffrey Epstein <jeevacation@gmail.com>
Subject: Barge feedback from Bosco and Glidden..
Date: Mon, 11 Mar 2019 18:45:04 +0000

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HBRK Associates Inc.
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Begin forwarded message:

From: Bill Hague <[REDACTED]>
Subject: Re: March Barge log
Date: March 11, 2019 at 2:39:58 PM EDT
To: Richard Kahn <[REDACTED]>, michael glidden <[REDACTED]>
Cc: Stephanie Remington <[REDACTED]>, Daphne Wallace <[REDACTED]>

I was told JEE wanted a bigger barge to handle more load. The way the Bushmaster is equipped, it can do lots more than just haul stuff around.

The present barge we have is still capable and is only limited by its size

The Bushmaster has many more capabilities that I'm not gonna put down in text.

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Begin forwarded message:

From: michael glidden <[REDACTED]>
Subject: Re: March Barge log
Date: March 11, 2019 at 2:38:49 PM EDT
To: Richard Kahn <[REDACTED]>
Cc: Stephanie Remington <[REDACTED]>, Bill Hague <[REDACTED]>, Daphne Wallace <[REDACTED]>

JE wants a barge that will accommodate up to four concrete trucks at a time. Our present barge is far from the end of its useful life. I would ask that we keep Big N regardless of purchasing a larger one due to the excellent flexibility it offers with regard to maneuverability, quicker transit speeds and the ability to get in just about anywhere we would need.

On Mar 11, 2019, at 2:11 PM, Richard Kahn <[REDACTED]> wrote:

i appreciate everyones feedback

my big question is:

did this process start as jee wants a new barge or is it that bosco believes our barge's useful life is limited...or both..

please advise

thank you

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On Mar 11, 2019, at 1:33 PM, michael glidden <[REDACTED]> wrote:

Bosco is recommending we enter into negotiations to purchase this boat based on its merits and the other options out there that are anywhere close to what would work for us. Geographical location has also been taken into consideration regarding the other options.

We would like to discuss this with JE while he is here this week.

Your thoughts?

Begin forwarded message:

From: Bill Hague <[REDACTED]>
Subject: March Barge log
Date: March 3, 2019 at 8:17:18 PM AST
To: Michael Glidden <[REDACTED]>, "[REDACTED]" <[REDACTED]>, mike grysko <[REDACTED]>

March Barge log

3-1 Friday

Head installed and engine started.

Fly to NY to inspect Bush Master.

3-2 Saturday

Snow hampers inspection of exterior.

Vessel sound but not Bristol. Plenty of system documentation. Systems have age, are not pretty, but are neat. Fire fighting system is not tested by present owner. This system is reported to be a crash bilge pumping system as well but remains untested. Upgraded propulsion controls reported and felt. Electronics reportedly functional.

It's a big vessel. It has a lot of systems. Reportedly the hydraulic controls need to have the flow control increased to increase response time. Engines and generators appear neat and well maintained. In frame main engine rebuilds reported performed while owned by the NCDOT.

Some exfoliation corrosion visible in the steering compartment.

Wiring and races show age but no visible sign of defect.

Insulation. Vessel built in 1976. It is assumed it is compliant with the 1975 ban on asbestos use.

HVAC is functional in galley and berthing areas. Galley equipment present and reported functional including refrigeration and a big freezer.

Starboard engine muffler shows evidence of an exhaust leak. Rear anchor and mounting bracket starboard side, removed but held by owner. Anchor windlass and cable appear good. Port fed side holds a deployable heavy steel stabilizer pylon that reportedly has a new winch and controller to be installed. Main cargo deck has been plated over with reportedly 1/2" steel plate for previous loose material transportation missions. Other modifications have been made to bulwarks for utility. Cargo deck shows plenty of evidence of use, wear and tear and also shows corrosion control efforts and good coating to prevent more wastage. (Not structural)

Sea trial Sunday AM

3-4 Sunday

Greatly improved weather. Inspected ramp, loading deck and all interior spaces forward and amidship.

Solid condition throughout but work needed on the paint or coatings due to damage from heat from exterior plating work that was noted in inspection. Hatch doors on wing wall access at gate need work. Some interior exfoliation was observed midship port side in Tank room. Sewage treatment system NFG, smells a bit and is used only as a holding tank for waste.

Workshop is full of spare parts and electrical equipment too numerous to mention tools, grinders and painting gear.

During sea trial gen 1 had a heating issue and gen 2 brought on line. Stbd main stalled at shift and had to be restarted in the engine room. Vessel is strong and smooth underway.

No smoke when at operating temp.

With a two ton load of industrial refuse forward and a half load of fuel, BushMaster made 9 knots smoothly at 1600 rpm with a less than clean bottom. Very good for a 200 ton boat. It's nearly silent compared to the LSJ Barge.

Spud deploy/recover system needs completion.

Fuel gauges have an electrical flutter that needs diagnosis.

Anchoring needs to be addressed. The original anchor and mounting is removed but available. Reinstall

Start and stop capability of all power producing equipment needs installed in pilot house.

Radar operation is questionable and should be considered NFG. Autopilot should be tested and all electronics, including chart plotter should be confirmed compatible for communication and function.

Consideration should be given to changing the existing ramp cable hoist lifting system to one similar to the one we made for the LSJ Barge. Additionally, with design and construction work, the rear ramp can be made to allow rear, roll on capability wherever draft at the ramp is sufficient.

Conclusion.

This boat works. It needs upgrades and modification to be more ideal for our application but it's a worthy candidate, and it's location is really handy.

Return flight canceled and rebooked due to weather. Newark/ Charlotte/St Thomas beginning 08:30 Monday.