

**ATTN: JOHN**

The following items were identified as problem areas during my brief time aboard the vessel and speaking with Steve Rampino. I can only speak of what I noticed during my walk through and the items that have historically been trouble areas on the other LCM boats I've overhauled. I would gladly repair the vessel for you but whether I do the work for you or someone else, the following issues should be looked at.

1. **Bow Ramp Hydraulics** – Apparently the ramp hydraulic system is inoperative and of course this needs immediate attention. Minor modifications to the control system of the hydraulics and PTO would allow the operator to engage, operate, monitor and shut down the system without leaving the bridge. The system has some age on it causing parts to be challenging to find. I suggest to upgrade the system with more accessible components for better reliability and operation.
2. **Shaft Strut / Hull crack**- Aluminum hull LCM's are notorious for having hull cracks above the shaft strut and around the rudder post. Reinforcing the problem areas (gusseting the strut and lap plating the rudder shoe with 5052 aluminum) and ensuring proper shaft and propeller alignment will solve this item.
3. **Fuel System**- The vessel is currently operating both engines on one of the two fuel filters, which is an old style scrapper/ strainer. I would not cross any open area with this setup do to the simple fact that if you have a problem with this component (which has already happened) you will lose both engines. Install two commercial type Racor filter systems (spin on removable cartridge) with by-pass valves will allow you to continue to operate under worst case scenarios.
4. **Control cables/ shutdowns**- The control cables and shut downs are just thrown together and need to be reworked.
5. **Wiring rework**- Like the control cables the wiring is in need of work, apparently there are 12/24 volt problems that need to be addressed.

In summary the boat is in need of work, the above is necessity, I would also like to see windows put in the pilot house ( not salt treated plywood , this would be a safety issue for me for operating offshore),propellers turned, windshield wipers installed , engine alarms , fuel tanks emptied and soft patches removed to clean out the fuel residue that had accumulated during the several years it set up (this has also caused problems already). There are other items but you can see my point. Below are some estimates but by doing this so far off site will cause the cost to be slightly more. Best of luck with your operations and I hope to be hearing from you.

v/r Randy Grady

<b>Item 1-5:</b>	<b>\$ 18,000.00</b>	<b>Time:</b>	<b>14 days</b>
<b>All items:</b>	<b>\$ 26,000.00</b>	<b>Time:</b>	<b>19 days</b>