

From: Richard Kahn <[REDACTED]>
To: Jeffrey Epstein <[REDACTED]>
Subject: Fwd: March Barge log
Date: Wed, 20 Mar 2019 12:51:38 +0000

Richard Kahn
HBRK Associates Inc.
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Begin forwarded message:

From: Bill Hague <[REDACTED]>
Date: March 20, 2019 at 6:48:55 AM MDT
To: Richard Kahn <[REDACTED]>
Cc: michael glidden <[REDACTED]>, Stephanie Remington <[REDACTED]>, Daphne Wallace <[REDACTED]>
Subject: Re: March Barge log

Good Morning.

Two days ago, I had a text conversation turned to a phone conversation with Randy King about the BushMaster. It's my conclusion that he is not inclined to sell the boat for much less, if any less, than his asking price of over \$500k. I submitted the initial offer in text. The phone conversation covered all the issues and I informed him that barring any significant additions or improvements, beyond a working spud and spare engines, that the price was in the low 400 zone.

He is thinking about it and I have no way to tell if this is going anywhere. This is not the last word but is intended to tell you where we are at this time.

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From: Bill Hague
Sent: Saturday, March 16, 2019 12:07:44 PM
To: Richard Kahn
Cc: michael glidden; Stephanie Remington; Daphne Wallace
Subject: Re: March Barge log

Understood.

I texted him. Here's the conversation I had last night.

The gears are turning. There will be purchase questions coming your way.

My list of the stuff I need done like the spud rigging and spare engines and gears need to be in the price.

Hope all is well up there.

Everythings good bosco. Have the lcu out today delivering some steel up river..its 65 and beautiful..hopefully this lasts

Yup.

Do you have a preferred way to be contacted about purchasing the BushMaster??

Smoke signgals

Very Funny.

I'm a bit freaked out here. I just got an email telling me they want ME to do the negotiation on this deal. 😬😬
I told them it would be like giving a problem child a loaded gun.

Help me out here. I want the boat and your spare mains and gears if you got them. I want the anchor and the frame so I can put it back as I'm gonna need it. I need the spud thing to work or instructions on how you'd rig it up. You've got a plan and I'd like to see it done. Anything else that ya got for the big dog that goes on it I'd like to have.

Besides, if we go sending smoke signals, we are gonna get accused of Cultural Appropriation. It's New York after all....

(1/3) Id be a bit freaked out too. Id be inclined to see where your sides head is at as we go forward. I do have a clean set of 12v71s that were to be spares f

(2/3) or either of my boats that could go with it and im working with the hydraulics company to get my spud and future wireless hydraulic set up under the big q

(3/3) uote that they gave me

I told them what I saw and suggested a list of stuff we were gonna have to do to make it work well for us, that included adding hydraulic rams for the gate like we did on the Mike Boat. I'd like to discuss what you think of the yard you use in LI and see if I can get that ramp Wouk done there?? I remember you saying something about them building billable hours, so I'd like to get some clarification about whether you trust them or wether someone might have to watch them constantly??

They are ready to sign a big check for the boat.

That yard was in virginia

Yards up here are expensive

Oh.. which one?? I did a lot of work in those yards when I was as young as you.

Colonas. Norfolk Ship... before it was Tennaco...

Moon's too.

This was lyon i believe

Colonas i hear good things

Ok.

BTW.

I think it's cool that Madeline Marine is the BushMaster !!

Very Cool.

I didn't mention any prices yet. █ gonna ask about the quote for the spud operating system and then I'll deliver the offer.

What do ya think, coach??

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From: Richard Kahn <█>

Sent: Saturday, March 16, 2019 11:25:03 AM

EFTA01035419

To: Bill Hague
Cc: michael glidden; Stephanie Remington; Daphne Wallace
Subject: Re: March Barge log

Our goal is to end up in the 4's but if we start there it will never happen...
Why don't you have another conversation with seller making him aware of all work and costs needed and then say based on that we will have to purchase in the 3's...

You can report back on his reaction and also quantify what you imagine costs to be to make barge operational

Thanks

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On Mar 15, 2019, at 6:46 PM, Bill Hague <[REDACTED]> wrote:

Jeepas Rich.

You don't want me doing this.. ..really.

[REDACTED] a Goy for goodness sake. I SUCK at negotiation. It's like giving a problem child a loaded gun...

In a way, it kinda makes sense for me to talk to him but your gonna have go give me some insight, plus I think we would be lucky to get him to sell it for 4 with another set of main engines he has in the yard.

Is 4 a reasonable ending point or am I not focusing on the fact that the boss said 3.. ???

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From: Richard Kahn <[REDACTED]>
Sent: Friday, March 15, 2019 17:10
To: Bill Hague
Cc: michael glidden; Stephanie Remington; Daphne Wallace
Subject: Re: March Barge log

bosco thanks for your analysis
jee said that based on the amount of work needed that you should make an offer of \$300,000
please advise on feedback once offer is made..
thank you

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On Mar 11, 2019, at 2:39 PM, Bill Hague <[REDACTED]> wrote:

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 [REDACTED] not gonna put down in text.

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From: Richard Kahn <[REDACTED]>

Sent: Monday, March 11, 2019 14:11

To: michael glidden

Cc: Stephanie Remington; Bill Hague; Daphne Wallace

Subject: Re: March Barge log

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 it's 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.