

Darrell Bryan

From: Darrell Bryan
Sent: Saturday, June 26, 2010 8:41 PM
To: Joan Rasmussen
Subject: Re: Clipper back home

Enjoy the rest of the weekend!

----- Original Message -----

From: Joan Rasmussen
To: Darrell Bryan
Sent: Sat Jun 26 20:38:50 2010
Subject: Re: Clipper back home

Great news, thanks.

----- Original Message -----

From: Darrell Bryan
To: Joan Rasmussen; Janis Smith; Grant Bowker; Amy Welch; Olivia Borrows
Sent: Sat Jun 26 20:27:05 2010
Subject: Fw: Clipper back home

----- Original Message -----

From: Steve Rochester
To: Darrell Bryan; Jason Mihok; Brad Hartman; Grant Bowker
Sent: Sat Jun 26 20:19:38 2010
Subject: Clipper back home

The III is back at p-69. All went well, coast guard cleared vessel to sail. She will have to fuel in AM because of power outage at fuel dock

Darrell Bryan

From: Darrell Bryan
Sent: Saturday, June 26, 2010 7:21 PM
To: Steve Rochester
Subject: Fw: How are things going?

Any update available?

----- Original Message -----

From: Steve Rochester
To: Darrell Bryan
Sent: Sat Jun 26 17:12:12 2010
Subject: Re: How are things going?

We are just entering the locks, we will p/u coast guard at fuel dock in about 45 min. So far so good

----- Original Message -----

From: Darrell Bryan
To: Steve Rochester
Sent: Sat Jun 26 17:02:58 2010
Subject: How are things going?

Darrell Bryan

From: Darrell Bryan
Sent: Wednesday, June 23, 2010 7:43 PM
To: Steve Rochester
Subject: Re: Engine at shipyard

What time will they start in the morning? Thanks for the update?

----- Original Message -----

From: Steve Rochester
To: Darrell Bryan
Sent: Wed Jun 23 19:37:42 2010
Subject: Engine at shipyard

We just dropped the engine at the yard

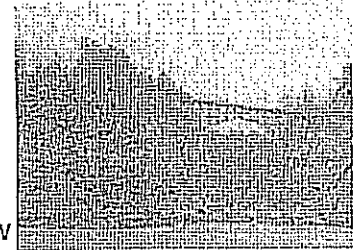
Darrell Bryan

From: Janis Smith
Sent: Friday, June 18, 2010 8:07 AM
To: Darrell Bryan
Subject: Linda Thomas Blog - I will print for you too

Victoria Clipper CEO takes frowns, makes fans

Things don't always go as planned. We all know that's life. It's what happens after the unplanned event that usually matters the most.

Last weekend my family hopped on a Victoria Clipper vessel for a whale watching cruise out of Seattle to Friday Harbor. Beautiful blue water, mostly sunny sky and all was well as we approached Deception Pass. I've been on the bridge before, but seeing the span from the water was awesome.



We sailed through the pass, headed around the north end of Lopez Island (I was secretly hoping to find Colton Harris-Moore) and then, the Clipper III blew an engine. No panic, but a lot of smoke. The vessel has two engines, so the crew shut the damaged one down and we limped toward Friday Harbor on reduced power.

They let us know we would *not* be watching whales, just watching time pass in Friday Harbor and waiting for a Washington State Ferry to take us to Anacortes. From there, a bus ride back to Seattle. Not ideal, but okay.

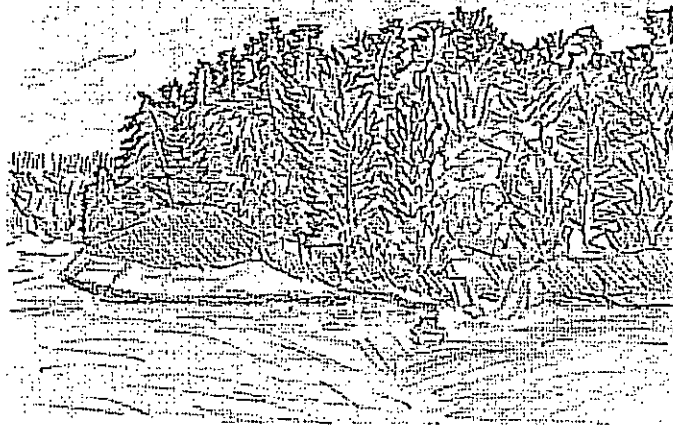
Passengers were not happy when we found out the compensation for our trip would be "50% off your next Victoria Clipper reservation." You're really going to make me pay more to try this again? I did what I do, and sent a message on Twitter.

Victoria Clipper loses an engine. Whale watching fun soon to become a state ferry/greyhound bus adventure. Not acceptable Clipper people!
© 2010 Janis Smith on Twitter

It was actually a Gray Line bus and the "Clipper people" were very professional about the whole thing. Still, the compensation seemed inadequate. Next, my iPhone battery died and that's when things really started to...improve. Seriously.

We made it to Friday Harbor, which is a cool little place. My husband and son went off to explore. My daughter and I looked for unusual jewelry and then found a park bench facing the water. She sketched her view of the harbor. I did nothing. Nothing. No thoughts about work, or what I should be accomplishing. It was glorious.

Things happen for a reason don't they?



For the Victoria Clipper management team, the reason might have been so they know how to handle these kinds of rare problems in the future.

Earlier this week, I got call from Victoria Clipper CEO and President Darrell Bryan. Yeah, I was surprised too! We talked about their response and what they might have done differently. They are giving everyone on that Clipper III full refunds if they live out of the area, and those who live here and want to go again can do so for free. That's on top of the 50% off a future sailing.

More companies are learning about customer problems through social media. One upset person can impact a corporation. A current example of consumer-social media-power is the mom who took on Kraft after finding [mold in a Capri Sun drink](#). Ewwwww.

Smart managers - like Darrell Bryan - respond quickly, sincerely and personally.

Janis Smith

VP Sales & Marketing

Phone: 206.443.2560

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Darrell Bryan

From: Martin J. Robbins [mrobbins@baylinkferry.com]
Sent: Monday, June 14, 2010 8:25 PM
To: Darrell Bryan
Subject: Re: 16V 149 Engine

We just pulled four out of the CHINOOK up here at Nichols Bros.

Marty

-----Original Message-----

From: Darrell Bryan
To: Martin Robbins
Subject: 16V 149 Engine
Sent: Jun 14, 2010 20:16

Marty

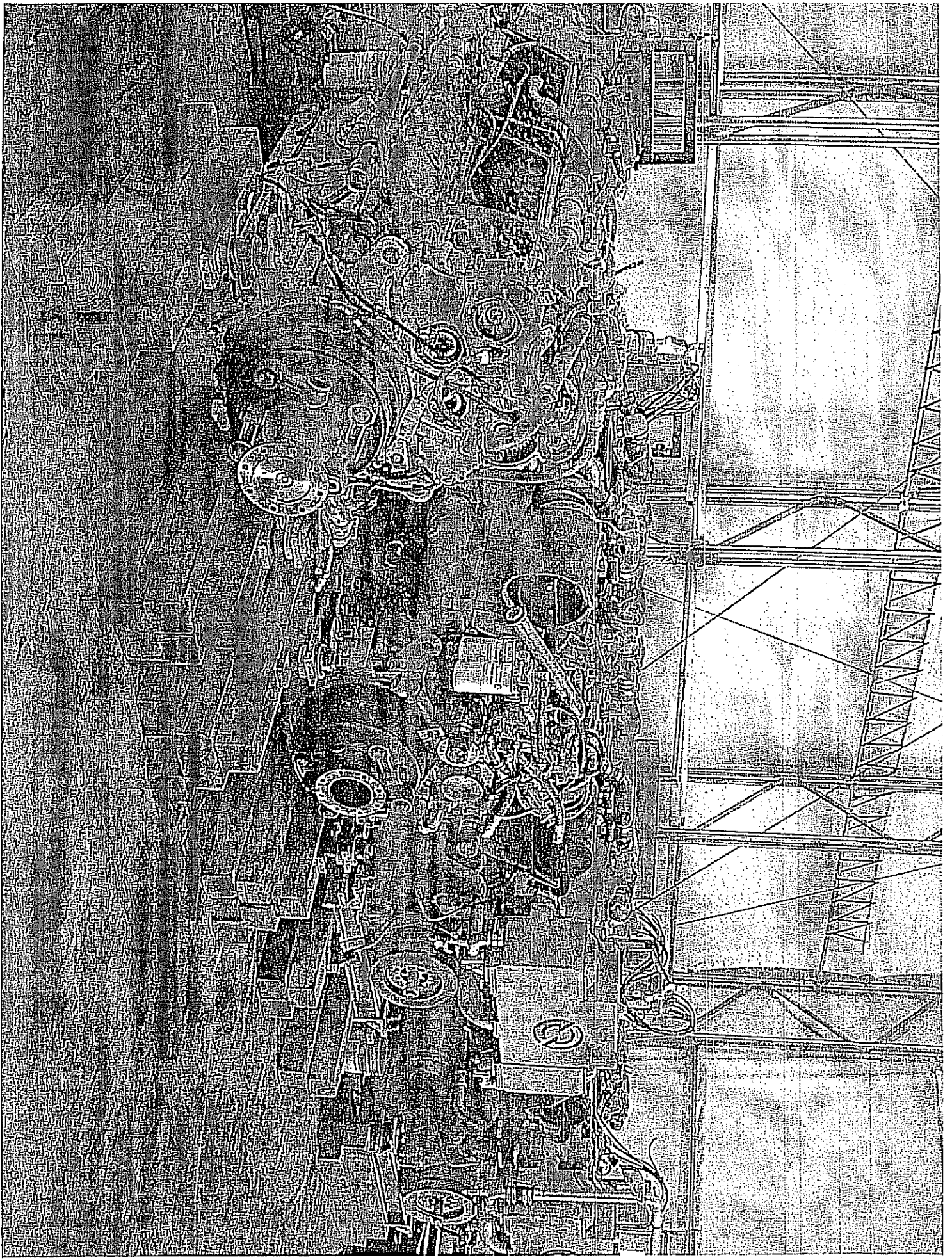
Do you have any idea who might have a 16V 149 engine or block for our "Victoria Clipper III"?
Thanks, Darrell

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Thank you.

Sent from my Baylink BlackBerry®



Steve Rochester

From: Mossey, Bill [BMOSSEY@pac-power.com]
Sent: Tuesday, June 15, 2010 6:15 PM
To: f2m@embarqmail.com; Steve Rochester
Cc: Arbuckle, Jim; Dombrowski, David; Smith, Travis; Darrell Bryan
Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs
Attachments: June 14012.jpg; image003.png

Here is a photo of the engines and also an excerpt of a report that was done by a firm for GGF on the vessel which included the engines.

The engine that was recently rebuilt has been scavenged for parts by GGF,

MAIN PROPULSION

Main propulsion is provided by four Detroit Diesel 16V-149, two at 1900 RPM, two in each hull. The engines are located in the offset from hull centerline enough that propeller shafts for the two extend to the stern. The engines are freshwater, heat exchange dry piping with raw water injected near the hull side outlets. starters, six Racor remote mounted oil filters, and a lubricating since their last overhaul are as follows:

#1: 9,011 hours

#2: 9,008 hours

#3: 9,008 hours

#4: 8,965 hours

The engines are reported as being on a schedule of complete engine was recently inspected and determined to have a number to replace it with a rebuilt unit.

Bill Mossey

Pacific Power Products

Dedicated to Excellence

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☎ 253-520-5109

☎ 253-740-1901

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From: Mossey, Bill
Sent: Tuesday, June 15, 2010 6:06 PM
To: 'f2m@embarqmail.com'; 'Steve Rochester'
Cc: Arbuckle, Jim; Dombrowski, David; Smith, Travis
Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

Steve,

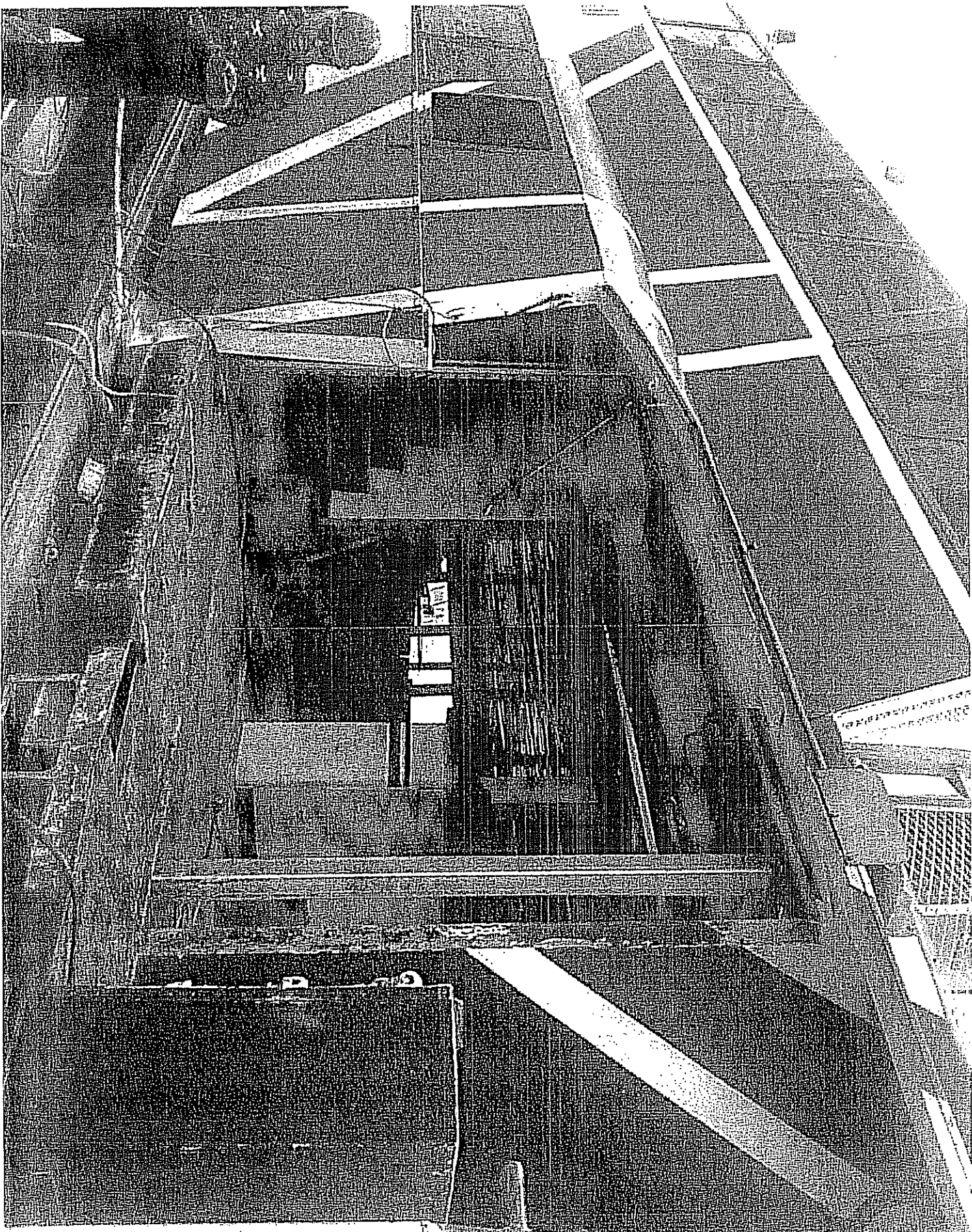
These are DDEC engines as you may know, they are 1600 HP @ 1800 RPM and 1800 HP @ 1900 RPM as I remember, but we can double check that. They have DDC resilient mounts, probably different than what you have on your engines. They are 24v and electric start. Exhaust outlet locations I am pretty sure are identical.

I think the biggest issues that may be different are:

1. DDEC issues – The issue surround power supply, wiring, etc. We could probably use the ER Local panels from the WSF vessels, however these are one panel for two engines, so they are larger than needed and would have one whole set of equipment that would not be used. The use of this panel includes all required shutdown/alarm connections and also includes local display and can use the bridge displays from the WSF vessels also, or we can supply new ones, they are less than \$3,000 each. The existing vessel wiring from your vessel can probably be adapted to work for start and stop from the bridge.
2. DDEC Throttle control, likely the quickest and easiest method to handle this would be to use the DDC Mechanical to Electrical throttle converter device, the existing mechanical throttle control on your vessel now would be used to operate this device which will give out a speed control signal we can run the engine on. These converters are under \$1,500 each
3. The GGF engines have the large tube and shell type oil cooler – not sure if that is dimensionally OK for your vessel
4. The GGF engines are set up for remote oil filters so this should be able to be adapted to your vessel or the engines converted to on engine oil filters, these are the spin on type not the older canister type
5. The GGF engines likely have a different mount, may require either changes to your foundations or conversion of the mounts to same as what you have if possible.
6. The GGF engines have two SWP on the rear of engine, but they have been rotated but should not be a big deal to use
7. The GGF engines have torsional couplings with Centa Link shafts, these might be able to be used or you could use possibly your existing arrangement
8. One of the 4 engines has been robbed of many parts
9. The other three are as we understand are near 9000 hrs of use – probably near rebuild need, for sure kits, turbo's and CAC need to be inspected
10. I don't think the GGF engines have any alternators, so that may need to be addressed
11. The GGF engines do have a integrated reduction gear oil cooler in the raw water line from the RWP to the heat exchanger.

In general I think this is reasonably possible, the primary issue in my opinion is whether the GGF engines are in good enough condition to put to use w-o major work.

Bill Mossey
Pacific Power Products



1300 HRS 6-16-10

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CG-2692 (Rev. 4-87)	REPORT OF MARINE ACCIDENT, INJURY OR DEATH	RGS No. G-MOA UNIT CASE NUMBER
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SECTION I. GENERAL INFORMATION

1. Name of Vessel or Facility VICTORIA CLIPPER III		2. Official No. 965831	3. Nationality USA	4. Call Sign WAP4478	5. USCG Certificate of Inspection Issued at:
6. Type (Towing, Freight, Fish, Drill, etc.) PASSENGER	7. Length 85.5'	8. Gross Tons 88	9. Year Built 1949	10. Propulsion (Steam, Diesel, gas, turbine...) DIESEL	
11. Hull Material (Steel, Wood...) ALUMINUM	12. Draft (ft - in.) FWD _____ AFT _____	13. If Vessel Classified, By Whom: (ABS, LLOYDS, DNV, BV, etc.) N/A		14. Date (of occurrence) 6-13-2010	15. TIME (Local) 1120

16. Location (See Instruction No. 10A)		17. Estimated Loss of Damage TO:	
18. Name, Address & Telephone No. of Operating Co. 2701 ALASKAN WAY, PIGE 69 SEATTLE, WA 98121-1199		VESSEL _____	CARGO _____
		OTHER _____	

19. Name of Master or Person in Charge JASON MITCHELL	USCG License <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	20. Name of Pilot	USCG License <input type="checkbox"/> YES <input type="checkbox"/> NO	State License <input type="checkbox"/> YES <input type="checkbox"/> NO
19a. Street Address (City, State, Zip Code) 7500 CA. AVE SW SEATTLE, WA	19b. Telephone Number 206 933 0419	20a. Street Address (City, State, Zip Code)	20b. Telephone Number	

21. Casualty Elements (Check as many as needed and explain in Block 44.)

NO. OF PERSONS ON BOARD 187 <input type="checkbox"/> DEATH - HOW MANY? _____ <input type="checkbox"/> MISSING - HOW MANY? _____ <input type="checkbox"/> INJURED - HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.) <input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____ <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED <input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.) <input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE	<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input checked="" type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE	<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> LIFESAIVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> BLOW OUT (Petroleum expansion/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> OTHER (Specify) _____
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22. Conditions

A. Sea or River Conditions (wave height, river stage, etc.)	B. WEATHER <input checked="" type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) _____	C. TIME <input checked="" type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input type="checkbox"/> NIGHT	D. VISIBILITY <input checked="" type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles of visibility) UNLIMITED	F. AIR TEMPERATURE 60° (F)	G. WIND SPEED & DIRECTION 8 KTS SW	H. CURRENT SPEED & DIRECTION FLOOD
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23. Navigation Information

<input type="checkbox"/> MOORED, DOCKED OR FIXED	<input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING	SPEED AND COURSE 26.0KTS	24. Last Port Where Bound SEATTLE, WA FRIDAY HARBOR, WA	24a. Time and Date of Departure 0745 6-13-10
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25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED			25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW BOAT(S)		25d. (Describe in Block 44.)
	Empty	Loaded	Total		Length	Width	
	<input type="checkbox"/> PUSHING AHEAD	<input type="checkbox"/> TOWING ASTERN	<input type="checkbox"/> TOWING ALONGSIDE	<input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW			

SECTION II. BARGE INFORMATION

28. Name	28a. Official Number	28b. Type	28c. Length	28d. Gross Tons	28e. USCG Certificate of Inspection Issued at:
29. Year Built	29g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE	29h. Draft FWD _____ AFT _____	29i. Operating Company		
29j. Damage Amount BARGE _____ CARGO _____ OTHER _____		29k. Describe Damage to Barge			

SECTION III. PERSONNEL ACCIDENT INFORMATION

27. Person Involved <input type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) 27b. Address (City, State, Zip Code)		27c. Status <input type="checkbox"/> Crew <input type="checkbox"/> Passenger <input type="checkbox"/> Other
29. Birth Date	29. Telephone No.	30. Job Position		31. (Check here if off duty)
32. Employer - (If different from Block 1B, fill in Name, Address, Telephone No.)				
33. Person's Time			34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.)	
A. IN THIS INDUSTRY -			YEAR(S)	MONTH(S)
B. WITH THIS COMPANY -			_____	_____
C. IN PRESENT JOB OR POSITION -			_____	_____
D. ON PRESENT VESSEL/FACILITY -			_____	_____
E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -			_____	_____
35. Was the Injured Person Incapacitated 72 Hours or More?				
36. Date of Death				
37. Activity of Person at Time of Accident				
38. Specific Location of Accident on Vessel/Facility				
39. Type of Accident (Fall, Caught between, etc.)			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)	
41. Part of Body Injured			42. Equipment Involved in Accident	
43. Specific Object, Part of the Equipment in block 42, or Substance (Chemical, Solvent, etc.) that directly produced the injury.				

SECTION IV. DESCRIPTION OF CASUALTY


44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).

FAILURE OF PORT MAIN ENGINE. CAUSE UNKNOWN.
 VESSEL PROCEEDED TO PORT TO OFF LOAD PASSENGERS.

45. Witness (Name, Address, Telephone No.)

46. Witness (Name, Address, Telephone No.)

SECTION V. PERSON MAKING THIS REPORT

47. Name (PRINT) (Last, First, Middle)	47b. Address (City, State, Zip Code)	47c. Title
MITHK, JASON SCOTT	7500 CALIFORNIA AVE SW	CAPTAIN
47a. Signature	SEATTLE, WA 98136	47d. Telephone No.
		206 450 5782
		47e. Date
		6-13-10

FOR COAST GUARD USE ONLY

REPORTING OFFICE:

APPARENT CAUSE:

CASUALTY CODE A B C	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	DATE
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CLIPPER III ENGINE OPTIONS
PME M/E FAIL 2010

OPTIONS FROM PPP

1. Best Case Scenario: In the shop in-frame overhaul. Price = **\$94,454.62**. Note: this price does not include engine removal, installation, or sea trial. **Completion Time = 3 days to complete from the time it arrives at our door.**
2. Worst Case Scenario: In the shop major overhaul replacing one block and one crank with used from PPP spare stock. Price = **\$141,980.04**. Note: this price does not include engine removal, installation, or sea trial.
Completion Time = 6 days to complete from the time it arrives at our door.
3. Long Block: In the shop build up long block from spare stock. Price = \$66,000.00. The long block includes PPP spare stock front and rear blocks, cranks, bearings, cylinder kits, connecting rods, blowers, gear train, and cylinder heads. Note: This price does not include parts and labor for swinging parts from customer engine to the long block, dyno, engine removal, engine installation, nor sea trial. Completion time build up long block = 3 days from date of order.
Estimated time to clean, inspect, swing parts, and dyno engine = 3 days. \$20,000 labor?
\$15,000 Parts? Total 6 days **\$101,000.**

OPTION FROM VIKING DIESEL

1. 16V149TIB used engine with basic in-frame **\$123,950.00.**

If we get authorization June 16th. We feel that we can meet a June 25th – 29th engine delivery

OPTION FROM JIM LOSTROM

1. Low hour (1000) standby generator engine from Southern California, **\$75,000**
Ready to ship one week from today, will need some moderate conversion to marine application.
2. Low hour (800) standby generator from the N.E. **ready to ship Friday, \$65,000**
Will need moderate conversion to marine application.

WSF TAKE OUT ENGINE

High hours (9000) DDEC control systems, **unknown cost** or shipment options. Not available for inspection until Thursday. These engines will require extensive modification and will need to be rebuilt before being put into service.

TIMELINE
REBUILD BEST CASE SECENARIO

6/18/10 Ship old engine to PPP start tear down and inspection

6/19/10 Continue tear down, start assembly

6/20/10 Continue assembly

6/21/10 Continue assembly

6/22/10 Continue assembly

6/23/10 Deliver engine to Ship Yard, start install

6/24/10 Continue Install

6/25/10 finish Install

6/26/10 Sea trial

TIMELINE
SHORT BLOCK OPTION

6/16/10 Blocks arrive from Portland

6/17/10 Begin assembly of short block

6/18/10 Shlp old engine to PPP

6/19/10 Continue assembly of short block

6/20/10 Continue assembly of short block

6/21/10 Swing parts from old to short block

6/22/10 Continue swing parts

6/23/10 Dyno short block

6/24/10 Deliver short block to Shipyard start install

6/25/10 finish install

6/26/10 Sea trial

TIMELINE

REBUILD WORST CASE SECENARIO

6/18/10 Ship old engine to PPP start tear down and inspection

6/19/10 Continue tear down

6/20/10 Continue tear down

6/21/10 Continue tear down

6/22/10 Continue assembly

6/23/10 Continue assembly

6/24/10 Continue assembly

6/25/10 Continue assembly

6/26/10 Deliver engine to Ship Yard, start install

6/27/10 Continue Install

6/28/10 finish install

6/28/10 Sea trial

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 22, 2010 1:56 PM
To: Jennifer M. Bell (jennifer_bell@ars.aon.com)
Cc: Darci Haustveit; Steve Rochester
Subject: Victoria Clipper III Engine Failure
Attachments: Report.pdf

Jennifer

Good Afternoon! This file pertains to the engine failure which occurred on the "Victoria Clipper III" on Sunday, 12 June while enroute to Friday Harbor You may wish to have a surveyor assigned to look at the engine at Pacific Power regardless of whether we decide to initiate a claim. Let me know if you have any questions. Take care, Darrell

Darrell E. Bryan

President and Chief Executive Officer

Phone: 206.443.2560 x3303

2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199

Fax: 206.443.2583 • Reservations: 800.888.2535

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CLIPPER VACATIONS

YOUR PACIFIC NORTHWEST TRAVEL EXPERTS:

From: Melanie Lanese

Sent: Tuesday, June 22, 2010 1:47 PM

To: Darrell Bryan

Subject: Scan

Here's the scan you asked for...

Melanie Lanese

Administrative Assistant

Phone: 206.443.2560 x 3318

2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199

Fax: 206.443.2583 • Reservations: 800.888.2535

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CLIPPER VACATIONS

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Darrell Bryan

From: Darrell Bryan
Sent: Sunday, June 20, 2010 7:33 PM
To: Steve Rochester
Subject: Re: To ppp in am

Thanks Steve. Please let me the status after you've reviewed things.

----- Original Message -----

From: Steve Rochester
To: Darrell Bryan
Cc: Brad Hartman
Sent: Sun Jun 20 17:01:22 2010
Subject: To ppp in am

I intend to go straight to Pacific in the morning to check progress on the engine and meet with Dave Miller.

Thanks

Darrell Bryan

From: Darrell Bryan
Sent: Saturday, June 19, 2010 5:32 AM
To: Jennifer M. Bell (jennifer_bell@ars.aon.com)
Subject: FW: Clipper III

Jennifer

We had an engine casualty on the "Victoria Clipper III". We have not decided whether to submit a claim. I will forward the details on Monday morning. The engine is a 16v 149 Detroit Diesel engine. I have advised Steve to take a lot of photographs and to ensure that it is available for viewing as necessary and appropriate. Take care, Darrell

Darrell E. Bryan
President and Chief Executive Officer
Phone: 206.443.2560 x3303
2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199
Fax: 206.443.2583 • Reservations: 800.888.2535 www.ClipperVacations.com

CLIPPER VACATIONS
YOUR PACIFIC NORTHWEST TRAVEL EXPERTS:

-----Original Message-----

From: Steve Rochester
Sent: Friday, June 18, 2010 5:13 PM
To: Darrell Bryan
Subject: Clipper III

The engine was removed this morning and is now in Kent

Darrell Bryan

From: Darrell Bryan
Sent: Wednesday, June 16, 2010 3:52 PM
To: 'mrobbins@baylinkferry.com'
Subject: RE: Options

Marty

I cannot begin to thank you for all of your assistance. I appreciated the points made in this afternoon's e-mail. We have elected to build up a long block as you noted. We are shooting for a sea trial on the 26th. Thanks again and I look forward to seeing you again soon, Darrell

Darrell E. Bryan

President and Chief Executive Officer

Phone: 206.443.2560 x3303

2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199

Fax: 206.443.2583 • Reservations: 800.888.2535

www.ClipperVacations.com

CLIPPER VACATIONS

YOUR PACIFIC NORTHWEST TRAVEL EXPERTS:

From: Martin J. Robbins [mailto:mrobbins@baylinkferry.com]
Sent: Wednesday, June 16, 2010 1:58 PM
To: Darrell Bryan
Subject: RE: Options

Darrell,

Not a lot of time IF PacPower is ready to mobilize on it. They seem to be a little shy on manpower. I would get (or try to get) a firm delivery schedule.

My opinion: unless they can save you significant time, I would opt for rebuilding your damaged engine or building up the long block.

"Significant time" is only something you can define. Being the summer season, I am sure every day counts for you.

Not much help here, but that is my view ...

Marty

-----Original Message-----

From: Darrell Bryan [mailto:dbryan@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 2:55 PM
To: mrobbins@baylinkferry.com
Subject: Fw: Options

Steve informs that the Golden Gate engines would entail a lot of work to dumb down for our operation. In your opinion is that something that would take a lot of time? Thanks for your thought, Darrell

From: Steve Rochester
To: Darrell Bryan
Sent: Tue Jun 15 14:49:37 2010
Subject: FW: Options

This is what I have asked PPP to provide to me

Steve Rochester

Vessel Superintendent

Phone: 206.443.2560 x3308
2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199
Fax: 206.443.2583 • Reservations: 800.888.2535
www.ClipperVacations.com

CLIPPER VACATIONS

YOUR PACIFIC NORTHWEST TRAVEL EXPERTS:
More Destinations. More Adventures. More Fun.

From: Steve Rochester
Sent: Tuesday, June 15, 2010 12:31 PM
To: Smith, Travis; 'Arbuckle, Jim'
Subject: Options

Guys, I need some numbers for bean counters.

1. Cost to convert D-Deck and rebuild and time required, considering the hours on the engines that are at Nichols
2. Cost to convert D-Deck if no other repairs were required, time required
3. Cost to rebuild engine after removed from Clipper III and Time required
4. Cost to get a long block ready for install as soon as engine is removed from Clipper III

Steve Rochester

Vessel Superintendent

Phone: 206.443.2560 x3308
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No virus found in this incoming message.
Checked by AVG - www.avg.com
Version: 8.5.437 / Virus Database: 271.1.1/2938 - Release Date: 06/15/10 06:35:00

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 10:16 PM
To: Steve Rochester
Subject: Fw: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

I think that we need to look at them as a consideration

From: Mossey, Bill <BMOSSEY@pac-power.com>
To: Darrell Bryan
Sent: Tue Jun 15 20:50:34 2010
Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

They are adaptable but will require some effort, whether they are worthwhile, meaning what kind of shape are they in, harder to answer, they need inspections to confirm condition, they could each need rebuilds, not sure.

Bill Mossey

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📠 253-740-1901
📠 253-830-2631
✉ bmosseym@pac-power.com
🌐 <http://www.pac-power.com>

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From: Darrell Bryan [mailto:dbryan@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:00 PM
To: Mossey, Bill
Subject: Re: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

Bill

Are any of the engines worthwhile and adaptable for our use? Thanks, Darrell

From: Mossey, Bill <BMOSSEY@pac-power.com>
To: f2m@embarqmail.com <f2m@embarqmail.com>; Steve Rochester
Cc: Arbuckle, Jim <JARBUCKLE@pac-power.com>; Dombrowski, David <DDOMBROWSKI@pac-power.com>; Smith, Travis <TSMITH@pac-power.com>; Darrell Bryan
Sent: Tue Jun 15 18:15:03 2010
Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

Here is a photo of the engines and also an excerpt of a report that was done by a firm for GGF on the vessel which included the engines.

The engine that was recently rebuilt has been scavenged for parts by GGF,

MAIN PROPULSION

Main propulsion is provided by four Detroit Diesel 16V-149, two at 1900 RPM, two in each hull. The engines are located in the offset from hull centerline enough that propeller shafts for the two extend to the stern. The engines are freshwater, heat exchange driven with raw water injected near the hull side outlets.

Bill Mossey

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bmossey@pac-power.com
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From: Mossey, Bill

Sent: Tuesday, June 15, 2010 6:06 PM

To: 'f2m@embarqmail.com'; 'Steve Rochester'

Cc: Arbuckle, Jim; Dombrowski, David; Smith, Travis

Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

Steve,

These are DDEC engines as you may know, they are 1600 HP @ 1800 RPM and 1800 HP @ 1900 RPM as I remember, but we can double check that. They have DDC resilient mounts, probably different than what you have on your engines. They are 24v and electric start. Exhaust outlet locations I am pretty sure are identical.

I think the biggest issues that may be different are:







1. DDEC issues – The issue surround power supply, wiring, etc. We could probably use the ER Local panels from the WSF vessels, however these are one panel for two engines, so they are larger than needed and would have one whole set of equipment that would not be used. The use of this panel includes all required shutdown/alarm connections and also includes local display and can use the bridge displays from the WSF vessels also, or we can supply new ones, they are less than \$3,000 each. The existing vessel wiring from your vessel can probably be adapted to work for start and stop from the bridge.
2. DDEC Throttle control, likely the quickest and easiest method to handle this would be to use the DDC Mechanical to Electrical throttle converter device, the existing mechanical throttle control on your vessel now would be used to operate this device which will give out a speed control signal we can run the engine on. These converters are under \$1,500 each
3. The GGF engines have the large tube and shell type oil cooler – not sure if that is dimensionally OK for your vessel
4. The GGF engines are set up for remote oil filters so this should be able to be adapted to your vessel or the engines converted to on engine oil filters, these are the spin on type not the older canister type
5. The GGF engines likely have a different mount, may require either changes to your foundations or conversion of the mounts to same as what you have if possible.
6. The GGF engines have two SWP on the rear of engine, but they have been rotated but should not be a big deal to use
7. The GGF engines have torsional couplings with Centa Link shafts, these might be able to be used or you could use possibly your existing arrangement
8. One of the 4 engines has been robbed of many parts
9. The other three are as we understand are near 9000 hrs of use – probably near rebuild need, for sure kits, turbo's and CAC need to be inspected
10. I don't think the GGF engines have any alternators, so that may need to be addressed
11. The GGF engines do have a integrated reduction gear oil cooler in the raw water line from the RWP to the heat exchanger.

In general I think this is reasonably possible, the primary issue in my opinion is whether the GGF engines are in good enough condition to put to use w-o major work.

Bill Mossey

Pacific Power Products

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From: Martin J. Robbins [mailto:f2m@embarqmail.com]
Sent: Tuesday, June 15, 2010 8:40 AM
To: 'Steve Rochester'
Subject: RE: 16V 149s

Steve,

The engines were covered up with heavy tarps last night as they are preparing to sandblast the vessel that they were removed from ... so I will not be able to get to them today as blasting started early this morning. But I do have a serial number from one of the engines installed in a sister ship. The vessels are identical and the engines have moved back and forth between vessels, so this serial number should allow you to check for compatibility.

Serial #16E0013559

These were all supplied by Pacific Power Products to WSF for CHINOOK and SNOHOMISH.

Marty

-----Original Message-----

From: Steve Rochester [mailto:srochester@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 7:57 AM
To: mrobbins@baylinkferry.com
Cc: Darrell Bryan
Subject: 16V 149s

Good Morning Mr. Robbins,
Do you have serial numbers for the engines that are at Nichols Brothers? I would like to find out if these engines would work for our application. I would like to do an air box inspection as soon as possible to determine if we may be able to put one of the engines into service.

Best Regards
Cell # 206-718-4182

Steve Rochester

Vessel Superintendent

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Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 8:00 PM
To: 'BMOSSEY@pac-power.com'
Subject: Re: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

Bill

Are any of the engines worthwhile and adaptable for our use? Thanks, Darrell

From: Mossey, Bill <BMOSSEY@pac-power.com>
To: f2m@embarqmail.com <f2m@embarqmail.com>; Steve Rochester
Cc: Arbuckle, Jim <JARBUCKLE@pac-power.com>; Dombrowski, David <DDOMBROWSKI@pac-power.com>; Smith, Travis <TSMITH@pac-power.com>; Darrell Bryan
Sent: Tue Jun 15 18:15:03 2010
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Here is a photo of the engines and also an excerpt of a report that was done by a firm for GGF on the vessel which included the engines.

The engine that was recently rebuilt has been scavenged for parts by GGF,

MAIN PROPULSION

Main propulsion is provided by four Detroit Diesel 16V-149, two at 1900 RPM, two in each hull. The engines are located in the offset from hull centerline enough that propeller shafts for the two extend to the stern. The engines are freshwater, heat exchange dry piping with raw water injected near the hull side outlets. Each engine has two Racor remote mounted oil filters, and a lubricating oil pump. Since their last overhaul are as follows:

#1: 9,011 hours

#2: 9,008 hours

#3: 9,008 hours

#4: 8,965 hours

The engines are reported as being on a schedule of complete overhaul. One engine was recently inspected and determined to have a number of hours to replace it with a rebuilt unit.

Bill Mossey

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From: Mossey, Bill

Sent: Tuesday, June 15, 2010 6:06 PM

To: 'f2m@embarqmail.com'; 'Steve Rochester'

Cc: Arbuckle, Jim; Dombrowski, David; Smith, Travis

Subject: RE: 16V 149s Clipper 3 failure and possible use of GGF-WSF take outs

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Bill Mossey

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From: Martin J. Robbins [mailto:f2m@embarqmail.com]
Sent: Tuesday, June 15, 2010 8:40 AM
To: 'Steve Rochester'
Subject: RE: 16V 149s

Steve,

The engines were covered up with heavy tarps last night as they are preparing to sandblast the vessel that they were removed from ... so I will not be able to get to them today as blasting started early this morning. But I do have a serial number from one of the engines installed in a sister ship. The vessels are identical and the engines have moved back and forth between vessels, so this serial number should allow you to check for compatibility.

Serial #16E0013559

These were all supplied by Pacific Power Products to WSF for CHINOOK and SNOHOMISH.

Marty

-----Original Message-----

From: Steve Rochester [mailto:srochester@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 7:57 AM
To: mrobbins@baylinkferry.com
Cc: Darrell Bryan
Subject: 16V 149s

Good Morning Mr. Robbins,

Do you have serial numbers for the engines that are at Nichols Brothers? I would like to find out if these engines would work for our application. I would like to do an air box inspection as soon as possible to determine if we may be able to put one of the engines into service.

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 2:55 PM
To: 'mrobbins@baylinkferry.com'
Subject: Fw: Options

Steve informs that the Golden Gate engines would entail a lot of work to dumb down for our operation. In your opinion is that something that would take a lot of time? Thanks for your thought, Darrell

From: Steve Rochester
To: Darrell Bryan
Sent: Tue Jun 15 14:49:37 2010
Subject: FW: Options

This is what I have asked PPP to provide to me

Steve Rochester
Vessel Superintendent

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From: Steve Rochester
Sent: Tuesday, June 15, 2010 12:31 PM
To: Smith, Travis; 'Arbuckle, Jim'
Subject: Options

Guys, I need some numbers for bean counters.

1. Cost to convert D-Deck and rebuild and time required, considering the hours on the engines that are at Nichols
2. Cost to convert D-Deck if no other repairs were required, time required
3. Cost to rebuild engine after removed from Clipper III and Time required
4. Cost to get a long block ready for install as soon as engine is removed from Clipper III

Steve Rochester
Vessel Superintendent

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Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 2:05 PM
To: Steve Rochester
Cc: Darci Haustveit
Subject: Re: 16V149TIB Engine with Basic In-Frame

What are the details for the Golden Gate engines? The 29th is two weeks out which means a substantial loss of revenue

From: Steve Rochester
To: Darrell Bryan
Sent: Tue Jun 15 13:40:25 2010
Subject: FW: 16V149TIB Engine with Basic In-Frame

Jim Gage from Viking Diesel has given us a price for a rebuilt 149 to be delivered by June 29 at \$125,000

Steve Rochester
Vessel Superintendent

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From: jimg@vikingmarinediesel.com [mailto:jimg@vikingmarinediesel.com]
Sent: Tuesday, June 15, 2010 12:13 PM
To: Steve Rochester
Cc: Stan Steele
Subject: 16V149TIB Engine with Basic In-Frame

Steve,

Attached you will find your estimate. Please let me know if you have any questions and keep in mind that the sooner we can get authorization the better chance we have of meeting your dead line.

Thanks,

Jim Gage
E Mail:jimg@vikingmarinediesel.com
Cell: 206 518-2035

Viking Marine Diesel Inc.
1441 N. Northlake Way Suite 218
Seattle, WA 98103

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Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 10:02 AM
To: Steve Rochester
Subject: Re: Surplus 16V 149

Let me know the options time wise as well as the cost considerations.

I know that you are getting the hours, etc. We might be able to do both depending on the cost. I do not really have a handle as to what either of the costs could be

Hopefully you'll have sufficient info so that we can further discuss when I return tomorrow

From: Steve Rochester
To: f2m@embarqmail.com <f2m@embarqmail.com>
Cc: 'Christian Stark' <CStark@goldengate.org>; Smith, Travis <TSMITH@pac-power.com>; 'Arbuckle, Jim' <JARBUCKLE@pac-power.com>; Darrell Bryan
Sent: Tue Jun 15 09:55:17 2010
Subject: RE: Surplus 16V 149

Marty,
This sounds fine to me. I am also dealing with Travis Smith at PPP and looking at the option of rebuilding the block that is coming out of the Clipper III.

Steve Rochester

Vessel Superintendent

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From: Martin J. Robbins [mailto:f2m@embarqmail.com]
Sent: Tuesday, June 15, 2010 9:34 AM
To: Steve Rochester
Cc: 'Christian Stark'
Subject: RE: Surplus 16V 149

Steve,

Speaking this morning with the GG Ferries folks, if you decide you want one or more of these engines we would likely sell them through Pacific Power Products. If PPPC agrees of course.

It is thought that they can offer us a core credit in exchange for the machinery, and then they would sell the engines directly to Clipper. This would be the fastest way for GG Ferries to execute any transaction.

Any objections to this plan before I contact PPPC?

Marty

-----Original Message-----

From: Steve Rochester [mailto:srochester@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:52 AM
To: f2m@embarqmail.com
Subject: RE: Surplus 16V 149

Thanks

Steve Rochester

Vessel Superintendent

Phone: 206.443.2560 x3308

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From: Martin J. Robbins [mailto:f2m@embarqmail.com]
Sent: Tuesday, June 15, 2010 8:40 AM
To: Steve Rochester
Subject: RE: Surplus 16V 149

The engines should be available for inspection sometime on Thursday ... as per my earlier email, they are under heavy tarps right now while they are sandblasting in the enclosure.

-----Original Message-----

From: Steve Rochester [mailto:srochester@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:33 AM
To: f2m@embarqmail.com; mattn@whidbey.com
Cc: Darrell Bryan; Arbuckle, Jim
Subject: RE: Surplus 16V 149

Marty,

Thanks for the quick response. Let's hope we can cut through the red tape. Once I have serial numbers I would like to consider inspecting the engines even if we do not have final approval. This will help me determine if they would be a viable solution.

Steve Rochester

Vessel Superintendent

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From: Martin J. Robbins [mailto:f2m@embarqmail.com]
Sent: Tuesday, June 15, 2010 8:19 AM
To: Steve Rochester; mattn@whidbey.com

Cc: Darrell Bryan; 'Arbuckle, Jim'
Subject: RE: Surplus 16V 149

Steve,

The engines belong to Golden Gate ferries ... I will be talking to them this morning regarding their ability to sell them. As with most government agencies, sometimes it is more difficult than it should be.

Marty

-----Original Message-----

From: Steve Rochester [mailto:srochester@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:13 AM
To: mattn@whidbey.com
Cc: mrobbins@baylinkferry.com; Darrell Bryan; Arbuckle, Jim
Subject: Surplus 16V 149

Good Morning Mr. Nichols,
I understand that you may have some surplus 16V 149 engines. We have a need for one or two 16V 149TI engines for the Clipper III. Are these engines available for sale and inspection ?

Best Regards,
Cell # 206-718-4182

Steve Rochester
Vessel Superintendent

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Checked by AVG - www.avg.com
Version: 8.5.437 / Virus Database: 271.1.1/2938 - Release Date: 06/14/10 18:35:00

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Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 9:17 AM
To: Steve Rochester
Subject: Fw: 16V 149 Engines

----- Original Message -----

From: Darrell Bryan
To: 'jswindler@goldengate.org' <jswindler@goldengate.org>
Sent: Tue Jun 15 09:15:41 2010
Subject: Re: 16V 149 Engines

Jim

WOW is all I can say. We really appreciate the quick movement. I hope to be able to reciprocate in some way in the future. Thanks again, Darrell

----- Original Message -----

From: Jim Swindler <Jswindler@goldengate.org>
To: Darrell Bryan
Sent: Tue Jun 15 09:07:09 2010
Subject: RE: 16V 149 Engines

Darrell:

The arrangements to get you an engine or block, or whatever you need is in the works and will be done in short order. We are working through Pacific Power, and Christian Stark, our Marine Projects Manager, is communicating with Marty and those guys up there. Let me know if there is anything else that we can do.

Jim

-----Original Message-----

From: Darrell Bryan [mailto:dbryan@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:57 AM
To: Jim Swindler
Subject: 16V 149 Engines

Jim

Good Morning! Our "Victoria Clipper III" experienced a catastrophic engine failure on Sunday. We have been searching high and low for a replacement engine so that we can get the boat back into service as quickly as possible.

I reached out to Marty Robbins and many others in my search. Marty indicated that you have a repower going on and that there are four (4) 149's sitting at Nichols at this time. Marty said that he would see if he can assist us but sometimes things can move slowly. I am hoping that you can assist Marty and Clipper in this process so that we minimize the negative impacts of this service disruption. Thanks in advance for anything you can do to assist, Darrell

This message (including any attachments) is intended only for the use of the individual or entity to which it is addressed and may contain information that is non-public, proprietary,

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 9:13 AM
To: Steve Rochester
Subject: Fw: 16V 149 Engines

----- Original Message -----

From: Darrell Bryan
To: 'jswindler@goldengate.org' <jswindler@goldengate.org>
Sent: Tue Jun 15 09:12:46 2010
Subject: Re: 16V 149 Engines

Jim

Thanks for the quick response and your willingness to assist us. It is truly appreciated.
Take care, Darrell

----- Original Message -----

From: Jim Swindler <Jswindler@goldengate.org>
To: Darrell Bryan
Sent: Tue Jun 15 09:01:13 2010
Subject: RE: 16V 149 Engines

Darrell:

Marty is correct, things can move slowly around here, but I am going to see what I can do to cut through the red-tape. One option I may be able to proceed with, avoiding our extremely cumbersome procurement rules, is loaning you the engine. That way you could get moving with the change out and we can come to some arrangement after we're able to determine exactly how we were going to dispose of the engines. I will have to check and see if these engines are part of the CARB (California Air Resources Board) requirements, but I don't think they are, so that may solve that issue. I will follow up within the hour.

Jim

-----Original Message-----

From: Darrell Bryan [mailto:dbryan@victoriaclipper.com]
Sent: Tuesday, June 15, 2010 8:57 AM
To: Jim Swindler
Subject: 16V 149 Engines

Jim

Good Morning! Our "Victoria Clipper III" experienced a catastrophic engine failure on Sunday. We have been searching high and low for a replacement engine so that we can get the boat back into service as quickly as possible.

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Darrell

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 9:09 AM
To: Steve Rochester
Subject: Re: Start removal Process

Let's do it. Are we confident that Pac Fish will not need to move us or anything like that in the short term.

This process should help us substantially when we actually get an engine.

The insurance folks will no doubt want to see the engine - whether a claim is filed or not. Thanks

From: Steve Rochester
To: Darrell Bryan
Sent: Tue Jun 15 09:01:59 2010
Subject: Start removal Process

I would like to start the removal process on the Clipper III.

Steve Rochester
Vessel Superintendent

Phone: 206.443.2560 x3308
2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199
Fax: 206.443.2583 • Reservations: 800.888.2535
www.ClipperVacatlons.com

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More Destinations. More Adventures. More Fun.

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 8:43 AM
To: Darci Haustveit
Subject: Re: Victoria Clipper III

Thanks Darci

From: Darci Haustveit
To: Darrell Bryan
Sent: Tue Jun 15 08:38:39 2010
Subject: RE: Victoria Clipper III

Here it is and I'll put a copy in your box as well.

WAC 480-51-140 No agency filings affecting this section since 2003

Temporary interruptions of service — Suspension of service.

(1) Certificate holders shall report promptly in writing to the commission, and to the public along the route, all interruptions of regular service, where such interruptions are likely to continue for more than twenty-four hours. Said report to include a full statement of the cause of such interruption and its probable duration.

(2) Discontinuance or suspension of service by a certificate holder for a period of five consecutive days without notice to the commission shall be deemed a forfeiture of all right secured under and by virtue of any order or permission to operate, issued by the commission: Provided, however, That the commission may permit the resumption of operation after such five-day discontinuance or suspension, on proper showing that the certificate holder was not responsible for the failure to give service or notice.

Darci Haustveit, CPA
Chief Financial Officer
Phone: 206.443.2560 x3323
2701 Alaskan Way, Pier 69 | Seattle, WA 98121-1199
Fax: 206.443.2583 • Reservations: 800.888.2535
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-----Original Message-----

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 8:36 AM
To: Darci Haustveit
Cc: 'dwiley@wkg.com'
Subject: Victoria Clipper III

I just received a telephone from Penny at the WUTC. She said that notification is required (WAC 480 51 140). Can you get a copy of the WAC language for me? I'll draft a letter tomorrow when I return regarding the engine failure and the steps being taken to remedy the problem. These simple f.... don't seem to appreciate our motivation to return to service. I intensely dislike the whole agency and their Commissioner overseers.

Darrell Bryan

From: Darrell Bryan
Sent: Tuesday, June 15, 2010 8:58 AM
To: Steve Rochester
Subject: Fw: 16V 149 Engines

----- Original Message -----

From: Darrell Bryan
To: 'jswindler@goldengate.org' <jswindler@goldengate.org>
Sent: Tue Jun 15 08:57:21 2010
Subject: 16V 149 Engines

Jim

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