

## Nikolas Wachlarowicz

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**From:** Victor Seropian | PGE [v.seropian@powergenenterprises.com]  
**Sent:** Monday, February 09, 2015 9:01 AM  
**To:** Power generation Ent Office; Nikolas Wachlarowicz  
**Subject:** Fwd: Please add ASAP.. Radiator for our CAT 3612 Engine.. We own this unit located in Alaska.

Thank you, looking forward to your reply.

Regards,  
**Victor Seropian**



**Power Generation Enterprises, inc.**  
office [+1.818.484.8550 x 302](tel:+18184848550) | fax [+1.818.660.2283](tel:+18186602283)  
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<http://www.powergenenterprises.com>  
[V.Seropian@powergenenterprises.com](mailto:V.Seropian@powergenenterprises.com)

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Begin forwarded message:

**From:** "Victor Seropian" <[v.seropian@powergenenterprises.com](mailto:v.seropian@powergenenterprises.com)>  
**Date:** October 14, 2014 at 5:46:40 PM EDT  
**To:** <[inventory@powergenenterprises.com](mailto:inventory@powergenenterprises.com)>  
**Subject:** Please add ASAP.. Radiator for our CAT 3612 Engine.. We own this unit located in Alaska.

photos attached.

Thank you, looking forward to your reply.

Regards,  
**Victor Seropian**



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**From:** Collins, John R. [<mailto:John.Collins@alyeska-pipeline.com>]  
**Sent:** Monday, September 08, 2014 10:58 AM  
**To:** 'V.Seropian'  
**Cc:** Major, Justin; Crew, Rod  
**Subject:** History needed on CAT 3612 / PS 12 cold restart engine

Cooling Tower/Unit

13' W x 31' L x 14' H

Crane is required for loading the Cooling Tower/Unit, not forkable.

Anything over 12' wide will require 2 pilot car. Anything over 14' requires 3 pilot cars and once over 16' it is all special movement which usually equates to expensive.

Not sure on the cost to load, we'd have to get our crew to estimate that.

I believe the attached photos are the unit in question, but I'm not 100% sure, these almost look like two different pieces...

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**From:** V.Seropian [<mailto:v.seropian@powergenenterprises.com>]  
**Sent:** Saturday, September 06, 2014 3:53 PM  
**To:** Collins, John R.  
**Cc:** Major, Justin; Crew, Rod  
**Subject:** Re: [EXTERNAL]: RE: History needed on CAT 3612 / PS 12 cold restart engine

John,

can you please give us dimensions of the radiator as we do have a requirement for that?

Also the cost to load onto a flatbed?

Regards,

Victor Seropian  
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<http://www.powergenenterprises.com>  
[V.Seropian@powergenenterprises.com](mailto:V.Seropian@powergenenterprises.com)

On Sep 6, 2014, at 12:32 PM, "Collins, John R." <[John.Collins@alyeska-pipeline.com](mailto:John.Collins@alyeska-pipeline.com)> wrote:

Yes, still in our yard at Pump Station 12.

The winning bidder left these behind, they were only going to scrap these parts anyway. It was going to be costly for Alyeska to schedule a crane etc. to do the load out so we opted to sit on them until we could remove these at our convenience without having to make a special crane reservation.

These are basically a real pain. Require at least 2 pilots cars to move on the road and most safe/practical to lift via crane. Transportation costs would likely exceed any value they would have for use elsewhere.

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**From:** Victor Seropian [<mailto:v.seropian@powergenenterprises.com>]  
**Sent:** Thursday, September 04, 2014 6:51 PM  
**To:** Crew, Rod  
**Cc:** Collins, John R.; Major, Justin  
**Subject:** [EXTERNAL]: RE: History needed on CAT 3612 / PS 12 cold restart engine

Gentlemen,

Do you know if the following items (See photos below) which were sold with the 3612 engine during the Auction are still at your yard?

Apparently there should have been a radiator and exhaust system included with the engine in the sale.

<image001.jpg><image002.jpg>

Thank you, looking forward to your reply.

*Regards,*  
**Victor Seropian**

<image003.png>

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**From:** Victor Seropian [<mailto:v.seropian@powergenenterprises.com>]  
**Sent:** Wednesday, August 27, 2014 6:29 PM  
**To:** 'Crew, Rod'  
**Cc:** 'Collins, John R.'; 'Major, Justin'  
**Subject:** RE: History needed on CAT 3612 / PS 12 cold restart engine

Hi Rod,

Thank you once again for all the background you gave us on the engine.

We have a potential buyer for this engine would you be able to answers any or some of these questions below?

- As the date of manufacture on the engine is 1988, we would like to know what the history on the engine was prior to rebuild in 2005.
- In photo (11-1-05) Engine Holt 2.jpg, it shows the engine stripped to the bare block, with crank still installed.
  - We would like to know if crank was removed during overhaul & if both block & crank were reconditioned then, & how many hours were on these items at this time of overhaul?
  - Was the crank ground undersize then?
- Also we have tried to find but without success, the “As Shipped Product” list on CAT SIS. SIS is not finding the serial number, which is not uncommon considering the vintage of the unit.
- However it would be very helpful to see this as to see the differences in build configuration in relation to our existing units. We have 9RC00064 – 70.  
Perhaps Mustang the CAT dealer could assist with this?
- I am assuming that in this engines original config “As Shipped Product” that the engine had flange cooled piston liners.  
I would be interested to know if the block was modified & fitted with the dry flange liners at the overhaul in 2005.

Really appreciate any help with these questions above..

Thank you, looking forward to your reply.

Regards,

**Victor Seropian**

<image003.png>

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**From:** Crew, Rod [<mailto:Rod.Crew@alyeska-pipeline.com>]

**Sent:** Tuesday, August 26, 2014 4:57 PM

**To:** Collins, John R.; Major, Justin; '[v.seropian@powergenenterprises.com](mailto:v.seropian@powergenenterprises.com)'

**Subject:** FW: History needed on CAT 3612 / PS 12 cold restart engine

The CAT engine was a cold restart contingency engine to drive temporary pumps if the pipeline went down and we had to cycle oil between PS-12 and Valdez or PS-12 to PS-9, if the line break or issue was north of PS-9. The engine was rebuilt by

Mustang CAT in Houston, TX as a supplier to Sulzer Pump Co who built the pump skid.

The engine was commissioned at Sulzer, then broken down and shipped to Glennallen, AK where it was stored. I don't believe it has hardly any hours on it since the rebuild. The engine was used before then taken down completely and rebuilt by Mustang.

Since the unit was so large and didn't meet the new emissions standards, an alternative was designed and installed in it's place.

Our rotating engineer has some history on use and readiness- Jerry De Haas 907-450-7672

I was the Project Manager that put the unit in originally and contracted with Sulzer for the package. Rod Crew 907-787-8041.

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**From:** Collins, John R.  
**Sent:** Tuesday, August 26, 2014 3:26 PM  
**To:** Crew, Rod; Major, Justin  
**Cc:** '[v.seropian@powergenenterprises.com](mailto:v.seropian@powergenenterprises.com)'  
**Subject:** History needed on CAT 3612 / PS 12 cold restart engine

Can either of you answer the questions below regarding the cold restart engine that came out of PS 12?

Thank you,

*John Collins*

Investment Recovery Coordinator / Senior Buyer  
Alyeska Pipeline Service Co.  
ph 907.787.8107  
fx 907.787.8730  
[john.collins@alyeska-pipeline.com](mailto:john.collins@alyeska-pipeline.com)

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**From:** Victor Seropian [<mailto:v.seropian@powergenenterprises.com>]  
**Sent:** Wednesday, August 20, 2014 2:33 PM  
**To:** Collins, John R.  
**Subject:** [EXTERNAL]: History needed on CAT 3612

Hi John,

can you please get us information on the CAT 3612 Engine?

1. Hours prior to rebuild? or total hours?
2. Any service history?
3. What kind of work was done to the engine?
4. Application of use?

Thank you, looking forward to your reply.

*Regards,*

**Victor Seropian**

<image003.png>

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