

Date: Sat, 22 Jul 2006 21:51:40 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: lister
To: westernstar66@aol.com
i am looking for two single cylinder lister genset 220 volt/50 hz. could you advise price and availability.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sun, 23 Jul 2006 00:54:56 EDT
Subject: Re: lister
To: aleta@rocketmail.com
Hi Steven

I can, but I need to know how many KW your wanting to generate?
Thanks, Doug Waggonner

Date: Sat, 22 Jul 2006 22:03:25 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: lister
To: Westernstar66@aol.com
doug,

i need over 6 kva single phase. i know one manufacturer has 7.5kw on a single cylinder (single phase 220 volt). i will also be asking for recommended spare parts for 30,000 hours. this will be used on a ship to replace the existing listers. also, as the vessel is in malaysia i would prefer a drop shipment to the port of labuan (borneo).

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sun, 23 Jul 2006 01:17:04 EDT
Subject: Re: lister
To: aleta@rocketmail.com

I would recommend the single cylinder 10hp 7.5KW gen set, or the two cylinder 12hp 10KW gen set. The price for the 7.5kw gen set is \$2765, and the price for the 10kw gen set is \$3400. Recommended spares for 30,000 hours, \$1100 for the single cylinder engines and \$1525 for the two cylinder engines. The shipping from the factory to the port in Labuan is included in the price. If you have any questions please feel free to ask. Thank you, Doug Waggonner

Date: Sat, 22 Jul 2006 22:28:42 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: lister
To: Westernstar66@aol.com
doug, thanks for the very quick response (do we not sleep - i am in labuan).

i am interested in the single cylinder. could you please send me the exact specs and the list of spares for review.

also need to know ship schedule and payment conditions/method.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Sun, 23 Jul 2006 02:15:57 EDT

Subject: Re: lister

To: aleta@rocketmail.com

Hi Steven.

I took a late afternoon nap, so now I'm up for a while.

Here are the specs for the engines. The 10hp single cylinder engine is the "10\1" on this spec sheet. Add approximately 300kg to the total weight for the gensets. I will Email you the list of recommended spares for 30000 hours use tomorrow. As for payment, for customers out side of the USA a wire transfer from your bank will be easiest. Thank you, Doug

TECHNICAL DETAILS

Engine Type	6/1	8/1	10/1	12/2	16/2
Rated Power HP	6	8	10	12	16
kW	4.4	5.9	7.35	8.8	11.8
Rated Speed RPM	650	850	1000	650	850
No. of Cylinders	1	1	1	2	2
Cylinders Bore mm	114.3	114.3	120.0	114.3	114.3
Cylinders Stroke mm	139.7	139.7	139.7	139.7	139.7
Nominal Compression Ratio	18:1	18:1	18:1	18:1	18:1
Specific Fuel Consumption (S.F.C) at full load g/bph-hr	197	197	197	197	197
g/kwh	268	268	268	268	268
Fuel Oil	HSD	HSD	HSD	HSD	HAD
Lub. Oil	SAE-40	SAE-40	SAE-40	SAE-40	SAE-40
Lub. Oil Consumption L/hr	0.020	0.026	0.035	0.040	0.055
Fuel Tank Capacity Litres	11	11	11	15	15
Engine Type	6/1	8/1	10/1	12/2	16/2
Net weight kg	300	310	340	415	415
Gross Weight kg	425	425	455	620	620

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Sun, 23 Jul 2006 23:56:23 EDT

Subject: Re: lister

To: aleta@rocketmail.com

Hi Steven.

Below are the recommended spares list for 30,000 hours run time. Lead time will be approx. 45 days from the time you purchase until it arrives at your port. If you have any questions please feel free to ask. Thanks again, Doug Waggoner

Recommended spares for 30,000 hours run time.

1. piston ring set qty. 2
2. con rod bearings qty. 1
3. wrist pin bushings qty. 2
4. head rebuild kit qty. 2
5. injector pump qty. 1
6. injector nozzle qty. 2
7. high psi fuel line assy. qty. 1
8. piston qty. 1
9. con rod qty.1
10. cam shaft assy qty. 1
11. valve push rod qty. 4
12. lifters qty. 4
13. complete gasket set qty. 4
14. idler gear qty. 2
15. main bearings qty. 1
16. oil pump qty. 2
17. cyl liners qty. 2
18. crank shaft assy qty. 1

Date: Sun, 23 Jul 2006 23:15:59 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: lister

To: Westernstar66@aol.com

thanks doug.....

seeing this data sheet and spare parts list has opened up a few more questions.....

1) i did not realize that the single cylinder was turning 1000 rpm while the two cylinder was turning 650. based on my limited experience with listers it would suggest a 40% longer life with the two cylinder????? is this true?

2) i currently have a lister petter TR1 (1500 rpm/6.4 kva) with 20,000 hours on it running 24/7 for the last 2.5 years. i have consumed no parts, it consumes less than a liter of oil every two weeks. my plan was to purchase a spare to back it up as . your spare parts list for 30,000 hours shows two full rebuilds and a couple minor ones. you have just scared the shit out of me.

3) is the generator belt driven (i would prefer shaft mounted)? do you have dimensions of the genset?

4) was this engine air cooled?

5) as i am an american, and all my accounts are in the usa....please tell me how you normally get paid.

6) do u have a operation and maintenance manual you could email?

7) can you provide this with electric start?

actually, don't want to get carried away with the questions as i am hoping the ops manual will satisfy my curiosity.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Mon, 24 Jul 2006 23:36:30 EDT

Subject: Re: lister

To: aleta@rocketmail.com

HI Seteven.

1. Yes, you are correct that the 600 RPM engines will out live the 1000PRM engines, due to the lower speeds.

2. I wasn't trying to scare the shit outta you, since I suppose this unit will be used in a remote area? And it would really suck if you did happen to need an extra part and didn't have it, so I doubled up on the spares list for you. I did this without raising the price, in other words I was going to just give you two complete over hauls for the price of one. Maybe I should have let you know this.

3. Yes, the gen sets are belt driven. I can supply you with a direct coupled 1500 rpm gen set. But, you wont get the long life as you would with a 600 or 1000 rpm engine.

The dimensions of the single cyl gen sets are 3ft X 3ft sq. and 3 1\2ft tall.

The dimensions of the twin cyl gen sets are 4ft X 4ft sq. and 3 1\2ft. tall.

4. All of my engines are water cooled.

5. As for payment, a cashiers check or money order, or a wire transfer. I also take credit cards via PayPal.com

6. I do have an op manual somewhere here in my computer, but I cant find it tonight. But I will get one to you.

7. All of my engines are currently hand start. Which seems intimidating at first. But my 10 year old nephew can start any of my engines.

8. Never hesitate to ask questions. Thanks again, Doug Waggoner

Date: Mon, 24 Jul 2006 21:31:53 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: lister

To: Westernstar66@aol.com

thanks doug for the comeback. you can see where the gensets would be going by visiting www.haganescruises.com.

1) is the radiator mounted on the genset or do i have to provide it?

2) going to <http://www.f1-rocketboy.com/lister.html> - am i to expect this much work to get the genset working properly??? i think i told you i am putting this on a ship. it will live with five other diesels - the only difference this is working 24/7. and unfortunately, when it goes down, i have to start another genset (i have a total of 3). i have to work in a hot hold (air cooled engines seem to love this environment but not good for people). hey, it can leak a little oil or diesel - but i have to depend on it.

3) are the belts v type.

4) how is the voltage controlled on the generator (my gensets use avr's).

looking forward to seeing the manual.

regards,

steven hansen

www.haganescruises.com

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Tue, 25 Jul 2006 16:21:10 EDT

Subject: Re: lister

To: aleta@rocketmail.com

Hi Steven.

The radiator is already mounted on the gen set.

As for "rocket boy" This is what individuals get into when they buy an engine from an unknown source. There are about 100 companies in India that sell "lister" engines. But there are only 2 that actually own the whole business from the foundry, machining, and building of the engines. The rest of them buy parts, and castings from who ever they can get them from and sell them on the Internet. And if you email one of these "factories" in India they will all tell you that their engines are the best.

Yes, the belts are V-Belts

The gen heads are self exciting, self regulating. There is also a control panel on the unit that shows voltage, amps, ect.

Still, hunting thru my computer to find the manual. Thanks again, Doug

Date: Tue, 25 Jul 2006 21:21:02 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: lister

To: Westernstar66@aol.com
doug....

thanks for answering these questions. i am starting to feel more comfortable about this engine but i still have a few more questions:

- 1) the 10/1 does not seem to have the same parts availability as the 12/2. or is the 10/1 really a 6/1 or 8/1 turning at a higher rpm?
- 2) are the 10/1 and the 12/2 original spec'd listers (eg can i order parts from anyone)?
- 3) you mentioned a 1500 rpm direct coupled generator (no belts). is this the same series of engine or a petter or ?
- 4) do i really have to decarbonize after 1000 hours? i have 20,000 on my current lister and i have never decarboned.
- 5) i assume you are drop shipping this engine directly from the manufacturer. this means that i need to do the checks that you perform? also, is it possible to make minor changes (such as deleting the fuel tank and substituting hose barbs instead) or is it better for me to fight this items on my end?

i have obtained a copy of the manual for the 6/1, 8/1, 12/2, and 16/2 on the internet. if the 10/1 is the 6/1 or 8/1 then i have the manuals.

regards

Date: Thu, 27 Jul 2006 00:10:48 -0400

From: westernstar66@aol.com View Contact Details Add Mobile Alert

Subject: Re: lister

To: aleta@rocketmail.com
Hi Steven.

1. Parts for the 10\1 are just as available as the 6\1. The 10\1's have a counterbalanced crank shaft, and a larger bore than the 6\1's. In essence they really are just a suped up 6\1 rated at 1000rpm.
2. Yes, the 10\1's are orig spec engines, so parts are readily available.
3. The 1500 rpm engines that are direct coupled gensets ARE the Petter type engines. And the Petter type engines aren't known for long service life's.
4. As for decarbonizing, I have a 12\2 engine I have been running in my shop for 6 years and have only physically decarbonized it once. For 1000 hours if you are running some really shitty fuel, or if the engine is running really rich on fuel. But even then, just a squirt of water down the intake while idling will steam clean everything inside of the combustion chamber. I know that sounds crazy, but I've tested this process and it works very well.
5. Yes, in your case I will drop ship direct from the factory to you. As for inspection, visually checking, re-checking head and con rod torque. And its no problem to have the factory to leave off the fuel tank, but I would recommend leaving it on just incase you may ever want to use it for something. That, and it only takes about 5 minutes to remove it.

Just let me know if there is any thing I can do to help. Thanks again, Doug Waggoner.

p.s. I really enjoyed reading the history of your ship. WOW! if that boat could talk huh? Being built in 1907 I assume it was originally a steamer? What is she powered by now?

Date: Wed, 26 Jul 2006 22:42:17 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: lister

To: westernstar66@aol.com

thanks again for your answers doug. this has been a long road for me as i have been using lister's for over 20 years (around 150 units) - but an entirely different and more modern series. this will take so much work for me to get it installed that i cannot make a mistake. as this is an old ship, i think an old engine is in order - provided i can get a good working life out of it. this generator will provide the prime power for the vessel running 24/7.

It has been a real struggle to bring this old ship into its current configuration. The ship was originally steam (triple expansion). it now has a four cylinder, two stroke diesel, MAN B & W Alpha (model 404VO) which weighs 12 tons and produces only 280 hp at 350 rpm.

i am almost at the end of my questions:

1) the engine will be working in a well ventilated room with a room temp of 40 deg C (outdoor temp 34 deg C). should the radiator be oversized? [note: my backup 10kw two cylinder air cooled lister does not overheat in this environment at full load].

2) i am hoping the air filter is oil bath type. if it is not i probably need spares, or better yet can they install an oil bath type if it does not have one?

3) manual i have says to replace fuel filter every 1000 hours. if you are providing a fuel filter which requires replacement i may need qty 10 spares. however, the fuel has passed through 3 filters before it reaches the engine

4) does the engine come with an oil pressure gauge. if it does not can i have one installed?

5) the manual i have says to change oil filter element every 1000 hours. i was thinking the oil filter was just a screen which needs cleaning. if it needs replacement i need spares for 30,000 hours.

6) do i need a spare water pump? please provide a price.

7) finally, i am concerned about the generator end. are there any more technical details (eg is it brushless, what percentage voltage variation is specified, are there any spare parts required or servicing, etc). generators i have seen from india run the gamut from terrible to incredible. i am trying to get a warm fuzzy feeling about the generator - both from the standpoint of durability, and its ability to handle air con starts and not subject electronic equipment to voltage wabbles and spikes.

8) sorry, i was rereading your last response (item 4). when you talk about a squirt of water - is it the amount of a small squirt gun? i have decarboned by mixing 1 liter of atf (automatic transmission fluid) with 20 liters diesel. i like the squirt of water but i don't wish to see the head fly off with me standing there.

looking forward to your response.

steven

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Sat, 29 Jul 2006 00:09:53 EDT

Subject: Re: lister

To: aleta@rocketmail.com

Hi Steven,

Sorry I didn't reply last night. I've been in Texas all week and drove home last night.

1. 40 degrees C = 100 degrees F. So I would recommend an over sized radiator, better to be safe then sorry. Price difference of around \$50 for an over sized radiator.

2. Yes, the air cleaners are oil bath air cleaners.

3. For replacing the fuel filter every 1000 hours. This is for worst case scenarios, such as extremely sandy conditions. But yes I can send along 10 spare fuel filters just to be on the safe side.

4. The engines do not come standard with an oil psi gauge, but I see no problem with having one installed at the factory.

5. Yes, the "oil filter" is just a screen in the sump, so it can be removed, cleaned and re installed.

6. Spare water pumps are \$50 each.

7. The gen heads are brushless, with a 2% voltage variance. And there is a control panel on the unit showing volts, amps, and Hz. I have no first hand knowledgle of any service intervals on the gen heads. I will contact the factory and get back with you.

8. The "squirt" of water. I use an old Windex bottle with water in it and give the engine a squirt or two at an idle with no load. About the same amount of water that a child's small squirt gun would do.

I've received your other email tonight so I will review it and get back with you. Thanks again. Doug

Date: Fri, 28 Jul 2006 20:35:27 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: lister proposed specification

To: Westernstar66@aol.com

doug...

i have put together a spec for what i think i want. please go over it. on the spare parts, you will note a '=' sign in front of a few of the items. i was thinking it may be cheaper to purchase a spare engine. if that is the case the quantities can be reduced for that item by one set.

also, i believe the generator you are offering is a brush type. this is why the spare parts list has generator spares listed. if it is possible to order a brushless, avr type i would be interested. in addition, please note that if you are providing the brush type, i want a reostat installed so i can adjust voltage.

looking forward to hearing from you so i can get going on this new venture in my life.....

steven hansen

*****Begin Specification*****

Seller will provide one each 7.5 kva completely operational genset (buyer only needs to add oil, water and diesel) specified as follows:

A. Engine

1. Original Lister spec'd model 10\1 made in India 10 bhp/7.35 kw at 1000 rpm
2. mounted on steel frame with generator
3. cooling system including hoses, radiator, and water pump
4. oil pump lubrication of con rod and main bearings (no splash)
5. operations, maintenance, overhaul, repair and spare parts manual

B. Generator

1. 7.5 kva, single phase, 240 volt, 50 hz ST Series
2. self exciting and self regulating
3. mounted on steel frame with engine
4. control panel with meters showing voltage, amperage, and frequency (hz)
5. operations, maintenance, overhaul, repair and spare parts manual
6. v-belt driven off of engine with belt guard
7. reostat installed for exact voltage adjustment

C. Spare Parts for 30,000 hours run time as follows:

- = 1. piston ring set qty. 3 (revised quantity)
- = 2. con rod bearings qty. 2 (revised quantity)
- = 3. wrist pin bushings qty. 2
- 4. head rebuild kit qty. 2
- = 5. injector pump qty. 1
- = 6. injector nozzle qty. 2
- = 7. high psi fuel line assy. qty. 1
- = 8. piston qty. 1
- = 9. con rod qty. 1
- = 10. cam shaft assy qty. 1 (including bushings)
- = 11. valve push rod qty. 4
- = 12. lifters qty. 4
- 13. complete gasket set qty. 4
- = 14. idler gear qty. 2
- = 15. main bearings qty. 2 (revised qty)
- = 16. oil pump qty. 2
- = 17. cyl liners qty. 2
- = 18. crank shaft assy qty. 1 (including ?)
- 19. head gasket qty 5 (added item)
- = 20. water pump (added item)
- 21. generator bearings (1 set) (added item)
- 22. generator brushes and associated springs for 30,000 hours (added item)
- 23. generator diode (rectifier) assembly qty. 1 (added item)
- = 24. head assembly complete with valves qty 1 (added item)
- = 25. cylinder complete with liner qty 1 (added item)
- 26. air, fuel, and oil filter? maybe i can change out??

D. Special tools

??????

Pricing, Terms and conditions:

A. The total price for items specified above is _____ broken down as follows:

Engine and Generator _____

Spare Parts _____

B. Payment terms are cash at time of order through Paypal. Seller is to provide Paypal payment instructions within 3 days.

C. Shipping terms are FOB Labuan, Malaysia.

D. Shipping address is as follows:

M/Y Haganas

Steven Hansen

Labuan, Malaysia

HOLD FOR PICKUP and

call 0174715726 or 0174715724 (outside Malaysia call (60) 174715726)

E. Within 5 days after shipment, the shipping documents shall be emailed to aleta@rocketmail.com. if original bill of lading is required for picking up cargo it shall be couriered directly to Steven Hansen using the shipping address above. It is suggested that the bill of lading be annotated that consignee need only identify himself to pickup shipment - original bill of lading not necessary.

F. The genset and spare parts above are to be delivered to Labuan in 45 days.

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Sat, 29 Jul 2006 00:45:57 EDT

Subject: Lister

To: aleta@rocketmail.com

Hi Steven.

Please see the prices below. The extra \$150 on the spares will be for an over sized radiator, extra water pump, and 10 spare fuel filters. If there are any recommended spares for the gen head for 30,000 hours I will let you know as soon as I head back from the factory. Section "B", Paypal payment can be e-mailed to you whenever you are ready. As stated in an earlier e-mail I will pay and arrange shipping from India to your port. If there are any dock charges on your end you will be responsible for that. Here in the US dock charges vary from \$40 to \$100, depending on who loads it onto my truck. Looking forward to doing business with you, And once you have your lister gen set installed on your ship I would love to see some pictures to post on my web page if that is ok with you. Thanks again, Doug Waggoner

Pricing, Terms and conditions:

A. The total price for items specified above is __\$4015__ broken down as follows:

Engine and Generator _\$2765_____

Spare Parts _\$1250_____

B. Payment terms are cash at time of order through Paypal. Seller is to provide Paypal payment instructions within 3 days.

C. Shipping terms are FOB Labuan, Malaysia.

D. Shipping address is as follows:

M/Y Haganes

Steven Hansen

Labuan, Malaysia

HOLD FOR PICKUP and

call 0174715726 or 0174715724 (outside Malaysia call (60) 174715726)

E. Within 5 days after shipment, the shipping documents shall be emailed to aleta@rocketmail.com. if original bill of lading is required for picking up cargo it shall be couriered directly to Steven Hansen using the shipping address above. It is suggested that the bill of lading be annotated that consignee need only identify himself to pickup shipment - original bill of lading not necessary.

F. The genset and spare

Date: Sat, 29 Jul 2006 20:11:12 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Lister

To: Westernstar66@aol.com

doug.....

yes, i was thinking an oversized radiator was in order.

yes, i will email you pics of the lister installation when i am finished.

as far as paypal is concerned, i assume i just pay to your email address??

concerning the generator, i am happy (actually very happy) it is brushless. i was dreading disassembly every 4 to 6 months to replace the brushes. you will notice i want a spare set of bearings, as well as any other recommended spares. but the issue now remains how the voltage is maintained. i have assumed there is no avr as self exciting means to me that there is a permanent magnet in the generator. if the voltage is too low or high i must install a reostat in the field circuit to adjust. i want that reostat installed before shipping and tested.

you know, i was also thinking that there are special tools or jigs for working on the engine (i have read how easy it is to work on it) that the indians use.....such as special pullers for the flywheels or lifers or ??????

it must has slipped by you but i had made some changes to the spare parts lists and a few other things we did not discuss. i want to make sure they are included in the shipment. on the spare parts, you will note a '=' sign in front of a few of the items. i was thinking it may be cheaper to purchase a spare engine. if that is the case the quantities for the items with a '=' can be reduced for that item by one set. i will highlight the changes in red. so let me retransmit the things i want you to notice:

*****Begin Specification*****

Seller will provide one each 7.5 kva completely operational genset (buyer only needs to add oil, water and diesel) specified as follows:

A. Engine

1. Original Lister spec'd model 10\1 made in India 10 bhp/7.35 kw at 1000 rpm
2. mounted on steel frame with generator
3. cooling system including hoses, oversized radiator, and water pump
4. oil pump lubrication of con rod and main bearings (no splash)
5. operations, maintenance, overhaul, repair and spare parts manual

B. Generator

1. 7.5 kva, single phase, 240 volt, 50 hz
2. brushless, self exciting and self regulating (+2%)
3. mounted on steel frame with engine
4. control panel with meters showing voltage, amperage, and frequency (hz)
5. operations, maintenance, overhaul, repair and spare parts manual
6. v-belt driven off of engine with belt guard
7. reostat installed for exact voltage adjustment

C. Spare Parts for 30,000 hours run time as follows:

- = 1. piston ring set qty. 3 (revised quantity)
- = 2. con rod bearings qty. 2 (revised quantity)
- = 3. wrist pin bushings qty. 2
- 4. head rebuild kit qty. 2
- = 5. injector pump qty. 1
- = 6. injector nozzle qty. 2
- = 7. high psi fuel line assy. qty. 1
- = 8. piston qty. 1
- = 9. con rod qty.1
- = 10. cam shaft assy qty. 1 (including bushings)
- = 11. valve push rod qty. 4
- = 12. lifters qty. 4
- 13. complete gasket set qty. 4
- = 14. idler gear qty. 2
- = 15. main bearings qty. 2 (revised qty)
- = 16. oil pump qty. 2
- = 17. cyl liners qty. 2
- = 18. crank shaft assy qty. 1 (including ?)
- 19. head gasket qty 5 (added item)
- = 20. water pump (added item)
- 21. generator bearings (1 set) (added item)
- 22. deleted
- 23. generator spare parts (added item)
- = 24. head assembly complete with valves qty 1 (added item)
- = 25. cylinder complete with liner qty 1 (added item)
- 26. fuel filter qty 10

D. Special tools

??????

Pricing, Terms and conditions:

A. The total price for items specified above is _____ broken down as follows:

Engine and Generator _____

Spare Parts _____

B. Payment terms are cash at time of order through Paypal. Seller is to provide Paypal payment instructions within 3 days.

C. Shipping terms are FOB Labuan, Malaysia.

D. Shipping address is as follows:

M/Y Haganes

Steven Hansen

Labuan, Malaysia

HOLD FOR PICKUP and

call 0174715726 or 0174715724 (outside Malaysia call (60) 174715726)

E. Within 5 days after shipment, the shipping documents shall be emailed to aleta@rocketmail.com. if original bill of lading is required for picking up cargo it shall be couriered directly to Steven Hansen using the shipping address above. It is suggested that the bill of lading be annotated that consignee need only identify himself to pickup shipment - original bill of lading not necessary.

F. The genset and spare parts above are to be delivered to Labuan in 45 days.

*****end specification*****

i think i have written enough. really looking forward to your response.

steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sun, 30 Jul 2006 00:57:36 EDT
Subject: Re: Lister
To: aleta@rocketmail.com
Hi Steven,

yes, i was thinking an oversized radiator was in order. 10-4 not a problem.

yes, i will email you pics of the lister installation when i am finished. Cant wait to see them!

as far as paypal is concerned, i assume i just pay to your email address?? Actually you will email it to my wife at peanutmama@aol.com I wear the pants, but she seems to keep the walet :o)

i have assumed there is no avr as self exciting means to me that there is a permanent magnet in the generator. if the voltage is too low or high i must install a reostat in the field circuit to adjust. i want that reostat installed before shipping and tested.

You are right. I can request the factory to install and test the reostat. I will have to call them on Monday to confirm and to get the pricing for the reostat.

i was also thinking that there are special tools or jigs for working on the engine (i have read how easy it is to work on it) that the indians use.....such as special pullers for the flywheels or lifers or ?????

The factory ends along a crappy set of "throw away" open end wrenches. The flywheels are held via a tapered gib key that does have a shoulder on it so it can be removed with a wedge. I can not think of any other specialty tools one would need to work on these engines. I will talk with the factory about this monday as well and let you know what they say.

it must has slipped by you but i had made some changes to the spare parts lists and a few other things we did not discuss. i want to make sure they are included in the shipment. on the spare parts, you will note a '=' sign in front of a few of the items. i was thinking it may be cheaper to purchase a spare engine. if that is the case the quantities for the items with a '=' can be reduced for that item by one set. i will highlight the changes in red. so let me retransmit the things i want you to notice:

Yes, it did slip by me. FYI, a spare 10\1 complete engine is \$1670 freight included.

The engine spares listed will still be the quoted \$1250 if you want to go that route. As for the generator spares I am sill waiting to hear back from the factory on the pricing. Thanks, talk to you soon. Doug Waggoner

Date: Sat, 29 Jul 2006 22:10:22 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Lister
To: Westernstar66@aol.com
thanks for the good reply, doug.

the final thought hit me. what is the power factor of the generator? the thing is with avr's the pf is normally 0.8 - and this is true on the three other generators i have on the ship. so i am having tunnel vision. if the power factor is 1, i can get by with an 8/1 instead of the 10/1. the 8/1 seems to me to be a more traditional lister and runs slower.

any comments?

steven

Date: Mon, 31 Jul 2006 21:09:37 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Lister
To: Westernstar66@aol.com
doug.....

i have not heard back from you. i am ready to place an order and just waiting for your answers.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Tue, 1 Aug 2006 00:32:05 EDT
Subject: Re: Lister
To: aleta@rocketmail.com
Hi Steven.

According to the factory the power factor is 1.1 on the gen heads. You could get buy with the 8\1, but just barely. I would still recommend the 10\1 so you have a little extra HP in reserve. As I prefer to oversize on the engines just a little so the engine is not pulling a 100% load, even when the gen head it producing 100%. I'm sure you can see what I'm talking about. Thanks, and looking forward to doing business with you. And cant wait to see one of my engines in your ship! Doug Waggonner

Date: Mon, 31 Jul 2006 21:48:32 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Lister
To: Westernstar66@aol.com

thanks for the info. on my current 6.0 kw generator (20 amps maximum), 70% of the time the engine is working in the 10 to 20% of power range (especially after 12 midnight to 0800). only for brief periods under 5 minutes per period (water heater on wash machine, microwave ovens) does the power levels pick up. i have no way to balance the load so it is more level. this machine is running air con loads and with the new aircon technologies, barely changes pitch on starting.

i cannot envision ever needing more than 25 amps at 240 volt - if i do i have a larger genset.

again the question goes back to durability.....what is more durable the 8/1 or the 10/1? i want to go with the more durable machine.

steven

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Tue, 1 Aug 2006 01:02:44 EDT
Subject: Re: Lister
To: aleta@rocketmail.com

Your Welcome,

Both the 8\1 and 10\1 are equally as durable. The 10\1 has a slightly larger bore and slightly longer stroke, and 200rpm faster top speed. The 8\1 engines are only \$250 less than the 10\1. So its your call to what flavor you decide. Thanks, Doug

Date: Mon, 31 Jul 2006 22:06:16 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Lister
To: Westernstar66@aol.com

okay doug.....i will send my order tomorrow.

regards,
steven

Date: Tue, 1 Aug 2006 21:29:50 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Lister purchase order

To: Westernstar66@aol.com

please find the purchase order below. your paypal account has been credited. please confirm.

Purchase Order dated 01 August 2006

Buyer:

Steven Hansen

Stateline, NV 89449

email: aleta@rocketmail.com

Seller:

Doug Waggoner

Catoosa, Oklahoma

email: Westernstar66@aol.com

Seller will provide one each 7.5 kva completely operational genset (buyer only needs to add oil, water and diesel) specified as follows:

A. Engine

1. Original Lister spec'd model 10\1 made in India 10 bhp/7.35 kw at 1000 rpm
2. mounted on steel frame with generator
3. cooling system including hoses, oversized radiator, and water pump
4. oil pump lubrication of con rod and main bearings (no splash)
5. operations, maintenance, overhaul, repair and spare parts manual
6. oil pressure guage

B. Generator

1. 7.5 kva, single phase, 240 volt, 50 hz, pf 1.1
2. brushless, self exciting and self regulating (+2%)
3. mounted on steel frame with engine
4. control panel with meters showing hours, voltage, amperage, and frequency (hz)
5. operations, maintenance, overhaul, repair and spare parts manual
6. v-belt driven off of engine with belt guard
7. reostat installed for exact voltage adjustment

C. Spare Parts for 30,000 hours run time as follows:

1. piston ring set qty. 3 (revised quantity)
2. con rod bearings qty. 2 (revised quantity)
3. wrist pin bushings qty. 2
4. head rebuild kit qty. 2
5. injector pump qty. 1
6. injector nozzle qty. 2
7. high psi fuel line assy. qty. 1
8. piston qty. 1
9. con rod qty. 1
10. cam shaft assy qty. 1 (including bushings)
11. valve push rod qty. 4
12. lifters qty. 4
13. complete gasket set qty. 4
14. idler gear qty. 2
15. main bearings qty. 2 (revised qty)
16. oil pump qty. 2
17. cyl liners qty. 2
18. crank shaft assy qty. 1 (including ?)
19. head gasket qty 5 (added item)
20. water pump (added item)
21. generator bearings (1 set) (added item)
22. deleted
23. generator spare parts [want bearings and diode/rectifier assy at the least]
24. head assembly complete with valves qty 1 (added item)
25. cylinder complete with liner qty 1 (added item)
26. fuel filter qty 10

D. Special tools

Please provide any special indian mechanic tools for working on this engine.

Pricing, Terms and conditions:

A. The total price for items specified above is \$4015 (four thousand fifteen dollars) broken down as follows:

Engine and Generator \$2765

Spare Parts and special tools \$1250

B. Payment terms are cash at time of order through Paypal to email address: peanutmama@aol.com payment has been made

C. Shipping terms are FOB Labuan, Malaysia.

D. Shipping address is as follows:

M/Y Haganas

Steven Hansen

Labuan, Malaysia

HOLD FOR PICKUP and

call 0174715726 or 0174715724 (outside Malaysia call (60) 174715726)

E. Within 5 days after shipment, the shipping documents shall be emailed to aleta@rocketmail.com. if original bill of lading is required for picking up cargo it shall be couriered directly to Steven Hansen using the shipping address above. It is suggested that the bill of lading be annotated that consignee need only identify himself to pickup shipment - original bill of lading not necessary.

F. The genset and spare parts above are to be delivered to Labuan in 45 days.

G. Buyer requests that extra care be taken to ensure that a product of the highest quality be shipped. Seller and Seller's manufacturer should be aware that this generator set will be used 24 hours per day, seven days a week, 365 days per year. The service and installation history will be available on the internet for any interested person to view at www.haganescruises.com/listeroldstyle.htm.

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Wed, 2 Aug 2006 00:43:44 EDT

Subject: Re: Lister purchase order

To: aleta@rocketmail.com

Hello Steven.

I'm verifying your purchase for your 10\1 7.5KW gen set and spares per your request. There is about a 48 to 72 hours period before the funds are verified and actually into our account. But, I will process the order and get it to the factory today. Thank you for your business. Doug Waggoner

Date: Wed, 2 Aug 2006 20:09:00 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Lister purchase order

To: Westernstar66@aol.com

i have the web page <http://haganescruises.com/listeroldstyle.htm> up. my plan is to document the longevity of this engine and the issues which come up, but differently than rocketboy. this will be a standard engine log book show hours and work performed. my hope is that it will become a sales tool for you and your manufacturer.

i just want you to know why i chose you to purchase from. i know how to contact the manufacturer directly as it is cheaper. you were the only one who consistently came back. this is a big leap for me as i have lived through cummins screwing up their big engines by moving component manufacturing to india. i really wanted to match my existing lister TR1 but the delivered price was almost \$7000. the bottom line is that i paid more so that i would purchase your expertise and hopefully your leverage with the indian manufacturer if something turns out wrong.

another note, most of my real working life a good portion of my day was spent in international logistics. at one point only the united states military beat me in tonnage underway. i note in the forum www.listerengine.com people seem to be running scared of importing engines because of the epa. the only issue here is to have a good customs agent - somebody that knows his shit. once you misdeclare, it takes forever to dig your way out. spend the coins and get the best.....let the others brag how little they paid and how much trouble it was. importing goods must be done from a position of knowledge.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sat, 5 Aug 2006 00:24:49 EDT
Subject: Re: Lister purchase order
To: aleta@rocketmail.com
Hi Steven.

Thank you for your confidence in me, it really means a lot to me. And you are right about having a good customs agent. And actually there are no restrictions on importing these engines into the US. As the new EPA regs do not apply to stationary engines under 25hp. But I'm not going to stick my neck out and advertise that on any forum. There are some real dip shits on that forum, the ones that really chap my hide are the ones that buy a \$150 engine then get pissed off and talk shit about these engines as a whole. It took me over 2 years before I found a reputable manufacture in India. There are a lot of fly by night people over there. It seems all of the people that are having trouble with their engines are guys who bought their engines from Utterpower.com He was the guy selling these on ebay a for \$600. Now there are a lot of broken down Listers hers in the US, then Utterpower claimed the engines were illegal to import. Hmmmm.....sounds like good timing. I cant wait to see your Lister page once you have it up and running.

Thanks for everything. Doug Waggonner

My email request for lifting eyes is missing

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sun, 13 Aug 2006 23:02:53 EDT
Subject: Re: Lister purchase order
To: aleta@rocketmail.com
Hi Steven.

No worries, I will have the Indians install lifting eyes on the engine and on the genset frame its self. Its better to have too many lifting eyes than not enough.

Date: Sat, 2 Sep 2006 20:27:38 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Lister purchase order
To: Westernstar66@aol.com
doug..

could you please give me a heads up on the shipping sched for this genset.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Fri, 8 Sep 2006 05:11:01 EDT
Subject: Re: Lister purchase order
To: aleta@rocketmail.com
Hi Steven.

Sorry I didn't get back with you sooner I was out of town for a few days. I will contact the factory and get the status of your gen set. Thanks again, Doug

Date: Tue, 19 Sep 2006 20:34:36 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Lister purchase order

To: Westernstar66@aol.com
doug,

i have not received any response from you. as i go in and out of labuan, you are starting to keep me a hostage because i am waiting. i need a date now. call the factory if you need to but i need a date.

steven hansen

Date: Fri, 22 Sep 2006 20:43:09 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Lister purchase order

To: Westernstar66@aol.com
doug,

please respond to my requests for information.

steven hansen

From: Westernstar66@aol.com [View Contact Details](#) [Add Mobile Alert](#)

Date: Sat, 23 Sep 2006 11:13:12 EDT

Subject: Re: Lister purchase order

To: aleta@rocketmail.com

Hi Steven.

Sorry I didnt get back with you sooner, I have not received and update on your gen set as of this morning. Mr. Khalid Khan is the president of GTC and he is very good about keeping me up to date on everything, although he was on vacation last week and just got back yesterday. I have emailed him this morning and asked for an update today. You may also email him too if you'd like, his email address is geco@vsnl.com Thanks again, Doug Waggonner

Date: Sat, 23 Sep 2006 20:35:11 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: lister generator order attm: Mr. Khalid Khan

To: geco@vsnl.com
dear Mr. Khalid Khan,

i have ordered an 10 kva gtc generator set through mr. doug waggonner in the usa. this order was complete with spare parts and was to ship to labuan, malaysia. i need this engine and generator, so could you please kindly advise the schedule. if i have not given you enough enformation please let me know. also, if it would help, i can call you.

looking forward to your reply.

steven hansen
captain
m/v haganes

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
CC: "Doug Waggonner" <listerengines@mail.com>
Subject: Re: lister generator order attm: Mr. Khalid Khan
Date: Wed, 27 Sep 2006 17:14:56 +0530

REMINDER DT. 27.9.06

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

From: Khalid Khan
To: Doug Waggonner
Sent: Tuesday, September 26, 2006 12:10 PM
Subject: Steve hansen generator

Dear Mr.Wagonner,

This is further to my email I have checked with my factory about the delivery position of the 7.5KVA Generator with 10/1 engine & spares for Mr.Steve Hansen Malaysia.

The status is that the order is placed for AVR type brushless alternators with 10/1 engine and spare.The problem is this type of alternator will take another 20 days for production as it is not the fast moving model.We have to depend on a third supplier for AVR and he is taking lot of time.

In order to cut the time short we suggest that you convince Mr.Steve hansen if it is possible for him to accept the alternator which is semi brushless the one which we are shipping to you slipring type and very sturdy.If he agrees on this we can arrange despatch of this generator in a weeks time from my factory and another 4 days upto port and will ship on first available vessel.I need your confirmation immediately.We will change the replacement parts in the list for the alternators to suit the brush type alternators.The genset will have no problems

This the best solution I could think of to expedite the shipment.I have not emailed or replied to Mr.Steves email as I feel that let the communication be through your offices only.

I am waiting your reply per return email to proceed further.

Regards
Khalid Khan

Date: Wed, 27 Sep 2006 19:26:28 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: steven hansen lister generator order attn: Mr. Khalid Khan
To: listerengines@mail.com
CC: "Khalid Khan" <geco@vsnl.com>
doug and Mr. Khalid Khan,

this generator will be run 24 hours per day, seven days a week for years. what i want is the most reliable and durable generator possible. if what is being offered as a replacement achieves that - great (the electronics in my air conditioners do not like the cheap chinese generators and keep disconnecting). please give me the best possible. i did not realise that the generator originally being offered was avr type. i hope a spare avr is included if that is what is being shipped.

sincerely,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>, listerengines@mail.com
Subject: Reply
Date: Thu, 28 Sep 2006 12:34:11 +0530

Dear Mr.Steve/Mr.Wagaonner,

Thanks for your email Mr.Steve.We are aware that the generator is going to run 24 hours and 365 days.Trust us we will give you reliable and durable generator and it will acheive better result.Infact the specs given by you stated that the generator required is AVR type hence we gave you offer for AVR type.The ones we ship to USA is slipring , semi brushless type generators only.AVR type generator will take long delivery.

Any ways since now we will be shipping you the Slipring semi brushless type generator we will organise the shipment in 10 days time.We will replace the spares for AVR type alternator with fast moving spares of slipring type alternators. Thanks for the clarification and we will do our best to give you the best product as we also wnt to explore this market with the help of Mr.Wagonner in Malaysia.

Best Regards
Khalid Khan

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Sat, 30 Sep 2006 01:53:36 EDT
Subject: Re: Lister purchase order
To: aleta@rocketmail.com

Hi Steven.

I have been without elec for a few days due to a storm, and had no way to check my email. I knew I should have kept the last genset hooked up to my house!

Anyway, I've just read the emails back and forth between you and Mr. Khan with GTC. It looks like your genset will ship out within 10 days. I cant wait to see it in your ship! Thanks again, Doug

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
CC: "Doug Waggonner" <listerengines@mail.com>
Subject: Update on genset
Date: Sat, 30 Sep 2006 17:14:13 +0530

Dear Mr.Steve/Mr.Doug

This is with reference to your Order 1 No. 7.5kVA Gensets for exports to Malaysia. Please note that we will provide following extra spare parts instead of AVR.

- 1) Transformer Asly. - 1 Unit
- 2) Moulded Slipring - 1 Unit
- 3) Comp. C.B. Holder Asly. 1 Unit
- 4) Carbon Brush - 4 Unit
- 5) Capacitor - 1 Unit

This is for your information only.

Regards

Khalid Khan

Date: Sun, 1 Oct 2006 00:34:30 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Lister purchase order
To: Westernstar66@aol.com
Doug,

the philippines just a few hundred miles north of us was ripped by the typhoon this week. the power supply there is so uncertain, most businesses and may residences have backup power (usually the chinese yanmar knockoffs or the ChangFa). hope your power is back to normal.

regards,
steven

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
CC: listerengines@mail.com
Subject: Re: Update on genset
Date: Tue, 3 Oct 2006 11:14:37 +0530

Dear Mr.Steve

The carbon brush life will ba around 1800 Hours as per our testing at the factory.

Regards

Khalid

Date: Tue, 3 Oct 2006 01:31:57 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)
Subject: Re: Update on genset
To: "Khalid Khan" <geco@vsnl.com>
i need enough brushes for at least 20,000 hours.

regards,
steven hansen

Date: Tue, 3 Oct 2006 02:38:15 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)
Subject: Re: Update on genset
To: "Khalid Khan" <geco@vsnl.com>
in my earlier email today, i said i needed enough brushes for 20,000 hours. in fact, i need enough of any other spare part for the generator to be able to get to 20,000 hours.

regards,
steven hansen

Date: Mon, 9 Oct 2006 22:33:04 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)
Subject: Re: Update on genset
To: "Khalid Khan" <geco@vsnl.com>
Please advise the status of the genset.

when will it ship, and how long will the shipping take. if it will take too much time to ship or if the shipping will take too long, i may want to change the shipping address.

regards,
steven hansen

Date: Wed, 11 Oct 2006 23:48:40 -0700 (PDT)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)
Subject: shipping genset
To: "Khalid Khan" <geco@vsnl.com>
thank you for your telephone call today, Mr. Khan. i have a question. could you please tell me the diameter of the anchor bolts of the 10/1 engine to the frame (i am guessing 5/8" but i need to know exactly).

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> [View Contact Details](#) [Add Mobile Alert](#)
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: Re: shipping genset
Date: Thu, 12 Oct 2006 17:05:39 +0530
Dear Mr. Steve.
The size of the hole in the base frame is 20mm.
Regards
Khalid Khan

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
CC: "Doug Waggonner" <listerengines@mail.com>
Subject: Re: shipping genset
Date: Tue, 17 Oct 2006 11:59:31 +0530

Dear Mr.Steve..

The genset is on port and will be loaded in the container tonight.When I talked to you last you had said that you will give me the address to send the documents.DO you want me to surrender the original B/L at mumbai so that you can take delivery without B/L at Labuan or you want me to send all the documents to you directly at what address.

Awaiting your reply

Regards

Khalid Khan

Date: Tue, 17 Oct 2006 21:54:46 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: shipping genset

To: "Khalid Khan" <geco@vsnl.com>

thank you, Mr. Khan,

i want to be able to take delivery without B/L. would you please email me a copy of the B/L, and if it is not noted on the B/L - i need the name of the agency which will be receiving the cargo.

regards,

steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

CC: "Doug Waggonner" <listerengines@mail.com>

Subject: Re: shipping genset

Date: Thu, 19 Oct 2006 12:33:02 +0530

Dear Mr.Steve..

Thanks for your email.Just wanted to update on the shipment,the vessel whcih was to sail on the 19th October is delayed to 24th October.Its a direct vessel to Port Kelang with 5 days transit.The name of the vessel is

Shipper - Geco Trading Corp. (Inv. No. 34/06-07)

POD - Labuan via Port Klang, Malaysia

No. of Pkgs - 01 Case

Vessel - Wan Hai 263 - 64

ETA - 23/10/06 & ETD - 24/10/06

As informed by you we will surrender the original B/L here and email you the b/L copy when we receive it.Will also intimate the agency name and contact details in KL.Please let me know what address I should give on the B/L and your contact details and the address where I should send you the documents by courier.

Best regards

Khalid Khan

Date: Thu, 19 Oct 2006 22:54:41 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: shipping genset

To: "Khalid Khan" <geco@vsnl.com>

Mr. Khalid,

thanks for your email. I do not want an address on the b/l - only my name, M/V Haganes, Labuan, Malaysia AND my telephone number (60) 174715726. I am on a boat, and there is no street address. They must call me to let me know the cargo has arrived. If you have any documents to courier to me, please ask me at that time - hopefully we can work by email.

regards,

steven hansen

m/v haganes

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Re: shipping genset

Date: Fri, 20 Oct 2006 11:41:51 +0530

Dear Mr.Steve.

Thanks.. I have noted your comments and accordingly will follow.My contention for sending documents to you is to facilitate your custom clearance.If you want me to scan and send the invoice and packinglist by email we can do the needful.Please confirm what documentation you require for your custom clearance.

Regards

Khalid Khan

Date: Thu, 19 Oct 2006 23:21:22 -0700 (PDT)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: shipping genset

To: "Khalid Khan" <geco@vsnl.com>

Mr. Khalid,

thank you for your quick reply. Labuan is one of three areas in Malaysia (Langkawi and Tioman are the other two) which are duty free islands. They really need little documents, so sending them by email has worked for me in the past. I am not importing for resale, and the shipment is being used on a ship - Labuan is a major service type ship port. So they are really used to what i am doing, and therefore the formalities are rather minimal.

Anyway, sending everything as an email is good enough. thanks again.

steven hansen

m/v haganes

www.haganescruises.com

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

CC: "Doug Waggonner" <listerengines@mail.com>

Subject: Re: shipping genset

Date: Fri, 20 Oct 2006 14:33:43 +0530

Mr.Steve..

Thanks for your reply..Okay I understand the situation and shall email you all the documents the moment I get the B/L...Rest assured.

Just went through the website of your Haganescruises and god your ship is older than the titanic...I am sure you will find our generators to your best utility and do let us have your feedback if any..I do look forward to use your cruise in nearfuture when I visit Malaysia...I am sure to receive your best services and stay on the ship...

Take care and best wishes.

Khalid Khan

From: "Geco" <support@geco-trade.com> Add to Address Book Add Mobile Alert
To: aleta@rocketmail.com
Subject: Fw: Shipment Advice
Date: Thu, 2 Nov 2006 11:38:13 +0530

From: Geco
To: aleta@rocketmail.com
Sent: Tuesday, October 24, 2006 4:05 PM
Subject: Shipment Advice

e-mail message

Mr. Steven we had already forward you the detail by 24th Oct i dont know by didn't get. The same i am send you with attachment

Ref : GTC : G-3 : 2006-07 : 1346 Oct. 24, 2006

Mr. Steven Hansen

M/s Haganas Labuan

Malaysia

E-mail : aleta@rocketmail.com

Sub : Shipment Advice

Dear Sir,

We confirm having shipped per s. s. LIN YUN HE V-002 to PORT KELANG (LABUAN MALAYSIA) the following consignment and give below the shipment particulars to effect insurance.

Please note that we have surrendered the original B/L in India & you can take the delivery by showing the copy.

Inv. No. & Date	:	GTC/EXP/3142/06-07 dt. 23.9.2006
Invoice Value	:	US\$ 3778.50 C & F Labuan (Malaysia)
B/L No. & Date	:	120046009252 dt. 23.10.2006
Description of Goods	:	1Case "GTC" Brand Diesel Genset & Spares
Shipping Marks	:	GTC/KELANG PORT/CASE NO. 1

Thanking you,

Yours faithfully,

Geco Trading Corporation

Authorised signatory

Encl : B/L copy

Date: Thu, 2 Nov 2006 19:30:20 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: shipping genset
To: "Khalid Khan" <geco@vsnl.com>
Mr. Khalid,

thank you. i have now received all of the documentation. however, i need the name of the agent in Labuan. could you please provide these contact details?

thank you,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: Re: shipping genset
Date: Fri, 3 Nov 2006 11:34:35 +0530
Mr.Steve.
Please call the agent in KL and get the details.The details of KI agent are mentioned in the B/L
Regards
Khalid Khan

Date: Mon, 6 Nov 2006 20:37:18 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: shipping genset
To: "Khalid Khan" <geco@vsnl.com>
Mr. Khalid,

guess what? the agent in KL says that mumbai changed the routing and the shipment was not offloaded and is "going directly to Labuan." he can not give me any information, does not know who the agent would be in Labuan, and refused to help in any way.

he said the bill of lading was changed. he said that i must go back to mumbai to get a new bill of lading.

Khalid, i know this man is a lazy and incompetent bastard. he works for the shipping line. i do believe that the cargo probably was not offloaded, but there is no way a line vessel will be calling at Labuan (only feeder vessels call here). so unfortunately, this means you need to help me find this shipment.

help please.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: Fw: shipping genset
Date: Wed, 8 Nov 2006 14:23:59 +0530
Dear Steve..
Sorry for the inconveninece...I am giving below the agents name in Labuan...
JL CUSTOMS SERVICES
1ST FLOOR LOTA3,PERTAMA INDUSTRIAL ESTATE
JALAN ,ARSAT LABUAN FT, P.O.BOX 234,87008,LABUAN F.T.EAST MALAYSIA
TEL:02 087 415586 FAX:02 087 413268
PERSON TO CONTACT:MS. LOLITA

TRANSHIPMENT VSL :KOTA MULIA V .MUL777 ETA LABUAN ON 11/11.

Dont worry of the bill of lading and it is surrendered here for sure and you will get the cargo.

SOrry for the trouble and if you need any assistance email me
Best regards
Khalid Khan

Date: Mon, 27 Nov 2006 23:06:54 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Fw: shipping genset

To: "Khalid Khan" <geco@vsnl.com>

Mr. Khalid,

good day. i am still having trouble with the shipping of the genset. yes, it is in labuan - so that is not a problem. they are trying to charge me shipping from singapore to labuan (please see attached bill of lading). until this is straightened out, they will not let me have the genset.

the carrier GGL Line has made the mistake. the agent here acknowledges that the bill of lading you provided me clearly shows that the singapore to labuan bill of lading is incorrect - but they must get direction from GGL Line.

I am afraid i will need your help once again.

Thank you for your assistance.

regards,
steven hansen

Date: Thu, 30 Nov 2006 21:21:26 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: shipping genset

To: "Khalid Khan" <geco@vsnl.com>

Dear Mr. Khalid,

Have you had any response from the shipping lines yet??

regards,
steven hansen

From: "Geco" <geco@vsnl.com> [View Contact Details](#) [Add Mobile Alert](#)

To: aleta@rocketmail.com

Subject: Reply

Date: Fri, 1 Dec 2006 17:27:36 +0530

e-mail message

Ref : GTC : G-3 : 2006-07 : 1557

1ST Dec, 2006

Mr. Steven Hansen
M/Y Haganas Labuan
Malaysia
E-mail : aleta@rocketmail.com
Dear Sir,

Received your e-mail and we contacted our clearing agent and he contacted GGL Line Pvt.Ltd and we give below their message as under:

"As per telecom with our Malaysia counterpart consignee will not have to bear any freight charges shipment being on prepaid basis so kindly ask your consignee to collect do without paying freight charges to our agent ASAP."

Shrin
Customer Sales Executive
GGL Line Pvt.Ltd
Mumbai
Tel:30283961-5 ext

Hope now you will be able to release the consignment without any problem. Please inform us as soon as you release the consignment.

Sorry for the inconvenience.

Regards

Geco Trading Corporation,

Date: Sat, 2 Dec 2006 22:03:22 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Fw: Reply
To: "Geco" <geco@vsnl.com>
thank you. i will contact them on Monday.

Regards,

steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: REminder
Date: Tue, 12 Dec 2006 17:17:27 +0530
e-mail message

Ref : GTC : G-3 : 2006-07 : 1619 12th Dec, 2006

Mr. Steven Hansen
M/Y Haganas Labuan
Malaysia

E-mail : aleta@rocketmail.com

Dear Sir,

Hi! How are you? Hope everything is fine at your end.

In respect to our vide e-mails of 1 & 2nd Dec 06 and subsequently the telephonic talk had with you for the release of consignment. I believe by now you must have received the consignment. Please inform us per mail if you have received it.

Waiting for your reply.

Regards

Khalid Khan

Date: Tue, 12 Dec 2006 19:04:42 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: REminder
To: "Khalid Khan" <geco@vsnl.com>
dear mr. khalid.....

i have not been at the internet for several days as we have been installing your genset. thank you very much for your help. within the next few days, i will send an email about my experience and a request. the engine has just successfully completed a twenty hour continuous run at half load. we are now changing the oil.

i will be contacting you shortly.

sincerely,
steven hansen

Date: Wed, 13 Dec 2006 20:09:47 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Lister purchase order

To: Westernstar66@aol.com, "Khalid Khan" <geco@vsnl.com>

dear Mr. Wagonneer and Mr. Khalid Khan

First of all I want you to know that I am basically pleased with the 10/1 genset shipped to me. It has now been running straight for 20 hours and I have just turned it off for oil change and redesigning some of my installation errors.

At 20 hours the 10/1 is running with clear exhaust at half load, and does a better job at holding rpm than my two Lister TR type gensets. I would surely mention the isolation feet that comes with the genset in your advertising - this was an unexpected present.

But I have some issues.

The following purchase order items were not delivered:

1. No engine oil pressure guage.
2. No hour meter on the generator electrical panel.
3. The generator end which I verbally accepted was not what I wanted - a brushless generator able to hold voltage plus or minus 2% (avr type). The requested generator end was not coming from the subsupplier and therefor I had no choice but to accept a cheaper and higher maintenance generator end.
4. The special mechanics tools I received was a set of common wrenches (which i do not need) - what I was expecting was a gib key puller and a tappet guide puller.

In addition, there were some manufacturing issues that required rectifying:

5. the hertz meter is inoperative.
6. The tappet for the fuel pump was frozen by paint in the up position making the fuel pump inoperative.
7. At one hour after starting the genset for the first time heavy white smoke began pouring out of the exhaust. I immediately shut the engine and drained the cooling water. I waited for the engine to cool and pulled off the head. The head gasket had failed. I brought both the head and the cylinder block to the machine shop. They said the cylinder block was true, but the head was warped and the valves had issues with the seat and the valve itself. They did the appropriate machining (\$30) and when restarting the engine a noticable lessening of the vibration of the engine was felt.
8. Many of the nuts/bolts were only hand tight.

At his point I consider the engine debugged and is in service.

So this is what I am requesting:

A. I would like the oil pressure guage and associated piping, a new hertz meter, the hour meter, one new head gasket and the special tools. I will identify the shipping address later as I am leaving Labuan.

B. I request a rebate for the cheaper and higher maintenance generator end which was provided, the machine shop costs (\$30), and \$30 to customs clear the items in A. above.

I am just about ready to update my webpage www.haganescruises.com/listeroldstyle.htm, and I would prefer these items being resolved before I publish this page. I believe this website will be a very positive selling tool for GTC products .

regards,

Steven Hansen

Date: Wed, 13 Dec 2006 20:13:16 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: attn: Khalid Khan

To: "Khalid Khan" <geco@vsnl.com>

I have been researching the Malaysian market for your engines.

The labour costs here in Malaysia are relatively high for Asia but nowhere near North America. The problem here is that there are cheap Chinese machines which have a good quality reputation and low costs. If we were to sell lower quality machines here - word would get around and nobody would purchase them. I would get stuck with inventory. The engines have to arrive fully operational and of quality equal to the chinese machines.

But these Listeroids will run on biodiesel - Malaysia is a main exporter of this product - and most of the plantations are well away from the electric grid. You have a natural product for Malaysia - but only if the quality comes up. If a mechanic needs to touch a machine more than once a year - it is too much.

Mr. Khalid, you are literally inches away from shipping a superior product. I am a retired industrial engineer by trade, and my last assignment was building and maintaining a billion dollars worth of construction equipment in Turkey. I would be willing to advise you on some fundamental changes you can make to your system (without any increase in your labour force and hopefully no increase in costs) that will allow you to establish an international reputation for a quality product. I am aware of many of your labour issues as i have run Indian workers during my three years in Saudi Arabia. Of course my service would be free to you (as I am retired) except for any out of pocket costs.

If we work together, I am hoping that we both can benefit.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>, Westernstar66@aol.com

CC: "Doug Waggonner" <listerengines@mail.com>

Subject: Re: Lister purchase order

Date: Thu, 14 Dec 2006 18:14:05 +0530

Dear Mr. steven.

Thanks for your email and noted the contents..I am glad that you are basically pleased with the 10/1 genset.

Regarding the issue I wish to clarify as follows:

1 The pressure gauge is not required as the engine which we supplied to you is TRB (taper roller bearing type engine) and not main bearing type engine.I got this clarified with Mr.Wagonner.

2.Hour metere was not agreed by us to supply.

3.You had ordered for brushless gensets but due to problems and delay in delivery It was conveyed to Mr.Wagonner and to you that we are converting the same to brush type and we changed the parts accordingly and you also agreed.I can assure you that this is also maintenece free alternator.

4.Special mechanics tool kit is not common one which we give to other importer.We dont supply gib key puller and tappet key pullers and you also didnt mention you were looking for these in your equiry.

Other issues

1. We will replace the Hertz metre if it is inoperative.

2.Will take care of the frozen tappet for fuel pump in future for painting.Sorry about the same and inconvenience caused to you.

3.We shall supply you one kit set of overhualing ggasket kit and still not able to understand the valve seat problem.But we take your word and will reimburse your machining cost.of US\$30/-

Please do keep us updated on the running of the engines.

Best regards
Khalid Khan

Date: Thu, 14 Dec 2006 21:49:58 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Lister purchase order

To: "Khalid Khan" <geco@vsnl.com>

Dear Mr. Khalid,

thank you for your kind and responsive email. throughout his process, you have given me all the service i could have desired.

if you are interested, i have posted on the internet on my website the story and installation of this GTC genset. I hope you will have the time to visit this site. Looking forward to any comments you might have.

<http://haganescruises.com/listeroldstyle.htm>

sincerely,

steven

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

CC: "Doug Waggonner" <listerengines@mail.com>

Subject: Re: Khalid Khan

Date: Fri, 15 Dec 2006 16:24:55 +0530

Dear Mr.Steven

Thanks for your email and good to know you are reaserching Malysian market for our engines.I wish to clarify at this juncture that Mr.Waggonner has referred you to our company and our product and whatever buisness we going to do it will be 3 of us together.

Thanks for appreciating our product and as near to superior ones.On a serious note I have taken the cy.head and gasket issue with my assembling team.

You have mentioned that you are willing to advise some fundamental changes etc that will build international reptutation for our product. Please let me know what exactly is that.

I am also intrested in marketing our engines in Malysia and nearby countries.

Waiting your reply

regards

Khalid Khan

From: "Doug Waggonner" <listerengines@mail.com> View Contact Details Add Mobile Alert

To: "Khalid Khan" <geco@vsnl.com>, "Aleta or Steve Hansen" <aleta@rocketmail.com>, Westernstar66@aol.com

Date: Fri, 15 Dec 2006 20:48:41 -0500

Subject: Re: Lister purchase order

Mr. Hansen & Mr. Khan.

Steven, I am very happy things are now going well with your 10\1 gen set. The head gasket and cyl head issue was a total shock to me as I have never experianced any problems with Mr. Khans engines like this. From the pictures you have on your web site it looks as if the lifting eye was attached to a cyl head stud? Is this correct? I wonder if this could be the reason for the head gasket failure?

Mr Khan, As for the \$30 I should be the one responsiable. Just let me know how you would like to see this handeled.

From: "Doug Waggoner" <listerengines@mail.com> View Contact Details Add Mobile Alert
To: "Khalid Khan" <geco@vsnl.com>, "Aleta or Steve Hansen" <aleta@rocketmail.com>
CC: "Doug Waggoner" <listerengines@mail.com>
Date: Fri, 15 Dec 2006 21:08:03 -0500
Subject: Re: Khalid Khan

Mr.Khan & Mr. Hansen

I too agree Mr. Khan is very very close to having a superior product. The few things I know that would help would be: brass timing gears, and a "QC" check on every camshaft and lifter prior to installation to ensure that all tappets rotate. As i have seen a few of these engines where this is not the case. The Brass timing gear is a suggestion from a few of my customers that have had concerns with the cast iron timing gears. Although I have not known of one single timing gear failure. I would like to see an improvement in the castings. The crankcases are always very clean and free of any debris, but I know from experiance these castings tend to have some voids in them. The body putty, or what ever the white powder like substance is under neath the paint needs to be eliminated. As the paint may look very slick and smooth when new, with a little time the paint tends to flake off due to the fact that paint will not adhere to the "white powder stuff" that is underneath the paint. I would actually like to see one engine shipped with no paint, primer, only clean shiney cast iron wiped down with a cosmoline or light oil. Perhaps I will request this on my next order? Steven, I would like to hear what your recomendations are, please keep me posted on this. Regards, Doug Waggoner

Date: Fri, 15 Dec 2006 18:57:55 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: head gasket failure
To: "Doug Waggoner" <listerengines@mail.com>
doug,

the lifting eye was on the rocker arm holddown main bolt - the head bolts were not used. this was a simple and excellent method.

this would have no effect on the head gasket failure. the machine shop told me the head was not machined true. it looked that way to me watching the machining.

steven

Date: Fri, 15 Dec 2006 19:57:52 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: generator head
To: "Doug Waggoner" <listerengines@mail.com>
doug,

in my experience, an avr type generator is \$400 to \$600 dollars more expensive than the one i was delivered. is this not true in my case?

i just want to know the difference in price between what i wanted and what i agreed to be delivered.

regards,
steven hansen

Date: Fri, 15 Dec 2006 20:22:23 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Khalid Khan
To: "Doug Waggoner" <listerengines@mail.com>
doug,

here are my preliminary thoughts,

1) my intake tappet only rotates some of the time. I have cleaned and polished them. i have tried to understand why -
a) maybe the alignment of the pushrod is compromised by the position of the intake manifold flange; b) lack of lubrication; c) the machining of the lifter (i don't think so as the intake and exhaust were machined to the same standard)????, d) maybe the design of the rocker arm on the intake needs revision (per item 1a). do you have any suggestions????

2) the rocker arm did not line up to the valves. i did shim them line them up.

2) all my listers have cast timing gears. my one cylinder TR now has 23,000 hours on it. (it also has an aluminum piston).

3) i have considered the issue of painting. definitely they must stop what they are doing as it is creating mechanical issues as the painting is done after testing.

i will think about my recommendations, and respond further next week.

regards,
steven hansen

Date: Fri, 15 Dec 2006 20:39:10 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Khalid Khan
To: "Khalid Khan" <geco@vsnl.com>
dear Mr. Khalid,

I am not interested in any financial relationship with you or Mr. Wagoner - I just want to be an unpaid consultant. I am retired and just as soon stay that way. But that does not mean that I do not want to help you or Mr. Wagoner. You are my hobby. You have an uphill battle to compete in the far east. But I see something very special in your product that could allow a big foothold in this region.

i believe your biggest potential markets are malaysia and indonesia - basically because of the palm oil plantations. your biggest competition is the chinese with very cheap prices, good quality standards, and the plantation owners and most company owners are chinese descent.

you do not want to enter these markets until your product standards are improved. you will only get one chance to make a good name, and a bad name will doom you forever.

more next week.

regards,
steven

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: Re: Lister purchase order
Date: Sat, 16 Dec 2006 14:06:35 +0530
Dar Mr. Steven..

I have checked the link and it is indeed very well compiled. Thanks for your good words for GTC products.. We will strive to acheive the best and work on our mistakes and improve from there. We have mentioned on our website and we mean also that "WE TREAT EVERY CUSTOMER AS IF OUR WORLD REVOLVES AROUND THEM... INFACT IT DOES"...

Thanks once again.. I will keep visiting this site..

Regards
Khalid Khan

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Re: Khalid Khan

Date: Sat, 16 Dec 2006 14:10:09 +0530

Dear Mr.Steven..

Thanks for your email and your good intentions in helping us in developing the right product for the far east market.You are right that chinese are our biggest competitors.I shall wait to hear from you next week.

Regards

Khalid Khan

Date: Sat, 16 Dec 2006 18:49:28 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: revised webpage

To: "Doug Waggonner" <listerengines@mail.com>

doug,

just to let you know i have updated the webpage <http://haganescruises.com/listeroldstyle.htm>

i also posted the link in listerengine.com

regards,

steven hansen

Date: Mon, 18 Dec 2006 18:27:46 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Khalid Khan

To: "Khalid Khan" <geco@vsnl.com>

Please find attached a plan which I have put together for your review. You are free to use it as you wish, but you cannot share it with anyone not directly employed by your company.

sincerely,

steven hansen

Date: Mon, 18 Dec 2006 19:05:13 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Lister purchase order

To: "Doug Waggoner" <listerengines@mail.com>

Doug,

Here is a summary of the issues from previous emails, and some new ones added:

- 1) oil pressure guage was not installed. Mr. Khan says it was not needed because the bearings are TRB. I agree (issue closed)
- 2) hour meter not supplied. i ordered an hour meter because i wanted an hour meter for maintenance purposes. Does this mean I can have a generator any way i want it as long as i will accept it the way you build it? i want an hour meter. even GTC's packing list said there was an hour meter. there is no hour meters in Labuan.
- 3) The brush type, non AVR type generator received was not what i ordered. However, i agreed to take this generator because the one i wanted had delivery issues. There is, however, a difference in cost between the two generators. I am looking to be reimbursed for that difference.
- 4) the hertz meter is inoperative. it has been agreed a new one will be provided by GTC.
- 5) Special mechanics tools such as gib key puller. You are right, i was not specific in the purchase order so I will eat this even though we discussed this verbally. (issue closed)
- 6) GTC will provide an overhaul gasket kit and \$30 for the rebuild required for water getting into the head.
- 7) I have just counted and put into proper storage the spare parts shipped. There are two issues: 7a) i ordered and the packing list stated "cylinder complete with liner". what i received was "cylinder liner assembly kit". I want what I ordered; 7b) the injector pump was not shipped.
- 8) I should have ordered a complete injector assembly (not just the noozle). I want to order this item and have it shipped with the other items.
- 9) The intake tappet is now rotating all the time.
- 10) During my first 20 hour run, small amounts of oil were coming through the seals (mostly seal on the side of the radiator). I looked at the breather and it was fine so i thought I probably had too much oil. When I changed oil, I ignored the dipstick and added oil until just below the piston. For the first 6 hours of run, no oil. then as the oil got hotter, it started again. Advise??????

looking forward to your reply.

regards,
steven

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Re: Khalid Khan

Date: Wed, 20 Dec 2006 11:46:37 +0530

Dear Steven.

Thanks for your document and I am going through the same and assure you that it will be shared by me employees only and not any one outside.

I indeed appreciate your gesture and efforts in making the document. I will get back to you with my review.

I would be great ful in gettting your support for marketing these gensets in Indonesia and malaysia in the rural areas. Please let me have your thoughts.

REgards

Khalid Khan

Date: Wed, 20 Dec 2006 20:09:17 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Khalid Khan

To: "Khalid Khan" <geco@vsnl.com>

Khalid,

I am trying to find the proper contact (agent) for you. will revert with my findings.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> [View Contact Details](#) [Add Mobile Alert](#)

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Re: Khalid Khan

Date: Thu, 21 Dec 2006 12:18:19 +0530

Thanks Mr.Steven for your efforts.I shall wait to hear from you.

Best wishes

Khalid Khan

Date: Mon, 25 Dec 2006 20:04:42 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Khalid Khan

To: "Khalid Khan" <geco@vsnl.com>, listerengines@mail.com

over one week ago, i sent mr. wagonner an email listing several issues. one issue has become very important now is that the engine is blowing 1/2 liter per day of oil out of the crankshaft seals. removed the vacuum diaphragm and a lot of air (blow by) is going out.

i need some direction on what to do next.

regards,
steven hansen

Date: Sun, 31 Dec 2006 17:23:21 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Re: Khalid Khan

To: "Khalid Khan" <geco@vsnl.com>, listerengines@mail.com, westernstar66@aol.com

it has now been over two weeks since my requests for assistance were made. in a few more days i will assume your lack of response to me is a rejection of my request, and it will take steps to limit my damages as well as ensure other potential customers are aware of the lack of support i am being given.

i am surprised that you have allowed the situation to digenerate to this point.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert

Date: Mon, 1 Jan 2007 11:14:57 EST

Subject: Re: Khalid Khan

To: aleta@rocketmail.com

CC: geco@vsnl.com

Steven,

I was out of town for the Christmas holidays with my family. Below is the email you sent on 12\18 and my responses.

- 1) oil pressure guage was not installed. Mr. Khan says it was not needed because the bearings are TRB. I agree (issue closed)
- 2) hour meter not supplied. i ordered an hour meter because i wanted an hour meter for maintenance purposes. Does this mean I can have a generator any way i want it as long as i will accept it the way you build it? i want an hour meter. even GTC's packing list said there was an hour meter. there is no hour meters in Labuan. THE HOUR METER HAS ALWAYS BEEN BUILT INTO THE CONTROL PANEL, IS IT NOT ON YOURS?
- 3) The brush type, non AVR type generator received was not what i ordered. However, i agreed to take this generator because the one i wanted had delivery issues. There is, however, a difference in cost between the two generators. I am looking to be reimbursed for that difference. MR KHAN, RECOMMENDATIONS?
- 4) the hertz meter is inoperative. it has been agreed a new one will be provided by GTC.
- 5) Special mechanics tools such as gib key puller. You are right, i was not specific in the purchase order so I will eat this even though we discussed this verbally. (issue closed)
- 6) GTC will provide an overhaul gasket kit and \$30 for the rebuild required for water getting into the head. I WILL REFUND YOU THE \$30
- 7) I have just counted and put into proper storage the spare parts shipped. There are two issues: 7a) i ordered and the packing list stated "cylinder complete with liner". what i received was "cylinder liner assembly kit". I want what I ordered; 7b) the injector pump was not shipped. I'm SURE MR. KHAN WILL CORRECT THIS
- 8) I should have ordered a complete injector assembly (not just the noozle). I want to order this item and have it shipped with the other items.
- 9) The intake tappet is now rotating all the time.
- 10) During my first 20 hour run, small amounts of oil were coming through the seals (mostly seal on the side of the radiator). I looked at the breather and it was fine so i thought I probably had too much oil. When I changed oil, I ignored the dipstick and added oil until just below the piston. For the first 6 hours of run, no oil. then as the oil got hotter, it started again. Advise?????? FROM MY EXPERIENCE THAT MODEL OF ENGINE HOLDS 1 US GALLON, OR 4 QUARTS OF OIL. THE OIL SLINGER ON THE END OF THE CON ROD SHOULD DIP INTO THE OIL. THE CON ROD ITS SELF SHOULD NEVER DIP INTO THE OIL. MAKE SURE THE CRANKCASE BREATHER IS WORKING PROPERLY, THIS IS A VERY SIMPLE PIECE, JUST A REED VALVE TO ALLOW AIR OUT OF THE CRANK CASE BUT DOES NOT ALLOW AIR BACK IN. THIS CREATES A VACUMME IN THE CRANKCASE. I HAVE SEEN THE REED VALVE INSTALLED UPSIDE DOWN. WHICH RENDERS IT UNOPERATIONAL. CHECK THESE POINTS AND GET BACK WITH ME.

Date: Mon, 1 Jan 2007 17:11:05 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Khalid Khan
To: Westernstar66@aol.com
doug,

please see my responses to 2 and 10. i also am having difficulties with the valve adjustment bolts. the material is brittle, and both intake and exhaust have broken. i have had another set machined.

i do not know if you are aware but the internet to india has been significantly effected by the earthquake off of taiwan - 6 of the 7 underwater cables from asia to the usa have been broken on 26dec2006. for two days there was no internet here, and we are limping along like the days of 56k modems now. speed is forecasted to be restored around 20jan.

i have the head off of the engine now. the cylinder walls look very good. this is why i think the issue is the rings. can they be installed upside down??

please provide direction.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Tue, 2 Jan 2007 00:31:46 EST
Subject: Re: Khalid Khan
To: aleta@rocketmail.com
CC: geco@vsnl.com
Steven,

I was not aware of the communication problems with India due to the earth quake, thanks for the info.

As for the hour meter not included in the control panel. Every control panel I have ever received has had one, we will take this up with Mr. Khan when we are able to.

As for the oil leaking past the seals

1. I assume you have used a tachometer to ensure you are not over speeding the engine.
2. Upside-down piston rings, If there is a ridge or a "step" on the rings the "step" should be on top. If there is not ridge or step it does not matter which way they are installed.
3. There sure will be a lot of air coming in and out since you have removed the reed valve from the crank case breather. Any single cyl engine will displace a lot of air, i.e. when the piston travels down air is forced out, when the piston travels up air is drawn back in. You do not see this as much in multicylinder engines. Is there a lot of smoke coming out of the crankcase breather when you throttle the engine? If not this is not blow by. Be sure to check that the reed valve is not installed upside down or in the wrong position. As I've seen that before and it drove me nuts until I figured it out.

As for the valve adjustment bolts, is it the threaded piece that is brittle? This too we can take up with Mr. Khan when we are able to. On a side note I can promise you that I have never experienced issues with Mr. Khan's engines like you have experienced. And he and I together will help you out on this.

Regards, Doug Waggoner

Date: Tue, 2 Jan 2007 02:07:45 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Khalid Khan

To: Westernstar66@aol.com
doug,

1) i do not have a tach. on gensets i have always relied on the hz meter (guess what, mine is not working). i tried to by a hz meter locally, shit out of luck. i did pull one off of another genset for a few minutes - 53 hz - slightly overspeed. if the pulleys are correct i was turning 1060 rpm. after noting the hz i stopped the engine, and pulled the head because i could not maintain the valve clearance for more than 8 hours (i was thinking something was wrong with rocker arms or piston/valve clearance - neither turned out to be a problem).

2) i will pull the piston and check rings (actually i will look at the spare rings first).

3) doug, the air is only moving out. to get you to understand, it is similar to the volume of air coming out of a shop vac.....there is a massive amount of air under pressure coming out. as far as the reed valve being installed backwards, i really don't understand why it would matter - it is just flat spring steel and would relieve the crankcase in either position.

4) the air coming out of the crankcase was not smokey but i did not try to accelerate the engine at that time. the engine was under 1/3 load. there is not visable exhaust.

5) yes it is the threaded piece that is brittle. approximately 1/4 inch disappeared off of the pushrod end of the exhaust valve adjustment screw (bolt), and the screwdriver slot on the intake adjustment screw (bolt) just broke when i was tightening. i am hoping the adjusting screws are the root of my inability to maintain valve clearance. the valves, head, and piston look very good. i have visually checked the rocker arms and rocker arm shaft indexing them off of a flat table - they look true to my eyes (not bent or damaged). i need to take the rocker arms to a machine shop because the old threads in the rocker arm were not cut properly (maybe only 70% of the true thread depth was cut) - the original locking nut works fine so that is my indication that the local machine shop properly cut the threads..

hey, i need all your help to get this engine back on line. i need to prove that this engine is reliable quickly so i can put it into service. it has now run for 99 hours only. to me the blowby issue may be the more serious problem (in hindsight we will know for sure) as i cannot identify the cause if you eliminate rings.

steven

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: Westernstar66@aol.com, aleta@rocketmail.com

CC: "Doug Waggonner" <listerengines@mail.com>

Subject: Re: Khalid Khan

Date: Wed, 3 Jan 2007 12:21:57 +0530

Dear Mr.Doug.

I have received your email.I am sorry I was facing problems receive emails due to the server problems.

I have received 2 emails from Mr.steve today which are old ones.I have checked with my factory and the reasons given by you in your email can be the cause of the oil leakage.Since the engine was opened my technician feels that the piston ring when assembled must have been fitted wrongly.

The last resort is to change the oilseals.

I am also suprised as I have also not experienced such issues earlier.But we are here to solve the problem and get things moving.

I am sorry Mr.Steve I was not silent but I got your 2 emails yesterday together.I request you to mark copies of any email you write to Mr.Wagonner on such issues and either of us will help you out.

MR.Wagonner we will take care of the hour metre.

Best wishes
Khalid Khan

Date: Wed, 3 Jan 2007 03:17:46 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Khalid Khan
To: "Khalid Khan" <geco@vsnl.com>
thank you Mr. Khalid.

as we live in asia i knew you were pretty much out of email contact. i read in the paper yesterday that india was only at 50% of internet capability. the speeds in malaysia are slow too but evidently not as bad as india. the forecast is improvement in two weeks.

i will check the rings in the next few days (i am in kuala lumpur for vacation).

regards,
steven hansen

Date: Sun, 7 Jan 2007 19:46:10 -0800 (PST)
From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert
Subject: Re: Khalid Khan
To: "Khalid Khan" <geco@vsnl.com>, Westernstar66@aol.com
just to let you know how things are going as i have returned from new years in kuala lumpur.

1) it appears piston compression rings 2 and 3 where installed upside down (the cylinder wall contact surface was at the bottom of the ring.

2) now a bigger problem - you shipped me the wrong generator. the generator nameplate says 60 hz (i ordered 50 hertz). the pulleys are the wrong size for 50 hz. it is interesting that the provided hertz meter is from 45 to 55 hz. i was having some issues on my boat with this generator on line - now i know why. i need another generator and pulley and vbelts.

please advise.

regards,
steven hansen

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Mon, 8 Jan 2007 21:09:31 EST
Subject: Re: Khalid Khan
To: aleta@rocketmail.com, geco@vsnl.com

Please correct me if I'm wrong but, if you slow a 60hz 1800rpm gen head to 1500rpm you will have 50hz correct? If this IS the case the correct smaller sheave \ pulley size on the engine will resolve this issue. Please let me know.
Thanks, Doug W.

Date: Mon, 8 Jan 2007 19:15:07 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Khalid Khan

To: Westernstar66@aol.com

sorry doug, you are not correct. the voltage also drops, the amperage raises - you will burn it up. i was thinking last night that it might be the same rotor and windings, but the transformers, control circuits, diodes, etc are wrong. i was also confused why i had to accept an alternate generator before shipment as all of india uses what i had requested - now i understand - somebody ordered a 60hz generator instead of the common 50 hz. at this point i am thinking i should get what i ordered - a brushless, avr type generator..

i am personally embarrassed about the 60 hz generator as it is so obvious visually (pulley sizes) and some of the knockon effects (circuit boards on the boat not working properly) were so obvious, i should have realized this immediately. looking at the nameplate on the genset only is the icing on the cake.

as slow as i can go is 53 hz - and the voltage is down to 220 (i really want 240). at 50 hz the voltage is 200.

this is the quality control issues i am talking about. i am eating and not mentioning a lot of the repair i am doing. these are really stupid things. i am faced with many issues. i am not getting the support. i paid top dollar for a product that was supposed to be better, and i received something which may be as bad as the low cost product. combine this with a lack of support from you and mr. khan.

i am slowly losing my sense of humour here, and i do not think you want me as an unhappy customer. i am giving you and mr. khan the benefit of the doubt here but this attitude will not last much longer..

point blank - tell me exactly what you are going to do about all the issues i have raised or give me my money back. you have provided something that is not what i ordered and cannot use..

be responsive.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>, Westernstar66@aol.com

CC: "Doug Waggonner" <listerengines@mail.com>, support@geco-trade.com

Subject: Re: Mr.Steve

Date: Tue, 9 Jan 2007 13:05:46 +0530

Dear MR.Steven..

Nice to know you are back to KL.

1) I hope the oil leakage issue is sorted out.

2)Regarding the alternator , I have cross checked with my factory and there is no need to panic as the alternator supplied to you is 50HZ and 1500 rpm and our test reports are confirming the same.Its a error on our factory staff that by mistake the the label which we use for US engines.Its a error on our side.If you check the pulley size 12" pulley on engine and 8" pulley on the alternator the combination will turn at 1500RPM for 50 HZ.Please check the same.The HERTZ meter is therefore upto 55 HZ..I hope I matter is clear.

Best regards
Khalid Khan

Date: Wed, 10 Jan 2007 19:43:47 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: Mr. Khan

To: "Khalid Khan" <geco@vsnl.com>

CC: Westernstar66@aol.com

just to update you.....

1) this morning i have restarted the genset for the first time in 3 weeks. it has only been running for a 2 hours when i left the boat. i now have the frequency (hertz) meter working - not wired correctly at the factory. as far as the oil is concerned there is a little coming out of the seals - but at this point i cannot say if the situation is the same or improved.

2) you are correct about the pulley sizes. sorry mr khan, the cold voltage of the generator is 220v at 50 hz, and had dropped to 212 volts at 50 hz after two hours. i expect it to drop more as the room warms up. i ordered a 240 volt generator and i cannot live with this voltage. (incidentally the cold voltage rises to 230v at 53 hz, and 240 at 55 hz - and this tells me that this is a 60 hz generator).

mr. khan, i need 240 volts. please advise.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> [View Contact Details](#) [Add Mobile Alert](#)

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

CC: "Doug Waggoner" <listerengines@mail.com>

Subject: Re: Mr.Steven

Date: Fri, 12 Jan 2007 16:16:47 +0530

Dear Mr.Steven.

I have noted your comments and I hope the oil problem is resolved.

Regarding the alternator I have supplied to you is tested at 240 Volts at 50 HZ on 0.8PF.This is a brush type, slipring type alternator and the variation in voltage is about 5% which we had clearly mentioned.specially when you apply UPF current.I would recommend you to set 240V at 52 HZ in the alternator and you can check page 10 of our manual.That should work for you.I am glad that the Hertz meter is working..I am really surprised with the Hertz rating you are getting viz a viz the voltage.

Regards
Khalid Khan

Date: Fri, 12 Jan 2007 20:09:42 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Mr. Steven

To: "Khalid Khan" <geco@vsnl.com>, Westernstar66@aol.com, impact@shockware.com
Mr. Khan and Mr. Wagonner,

the oil problem is not resolved, and i guess i will have to disassemble the engine.

a five percent variation of 240 volts would indicate voltage in a range of 228 to 252 at 50 hz. my generator is now outputting 208 at 50z. this is over 10%. i would like to direct your attention to the purchase order which specifically states the following: 7.5 kva, 50 hz, pf 1.1, brushless, self exciting, and self regulating (+/-2%).

i do not accept this generator - period. i cannot live with the low voltage, and i refuse to increase the engine speed to get the voltage up. i am having issues with the electronics on the ship at higher hz.

mr. khan, please replace this generator. you and i both know the generator is wrong. i cannot live with it for technical reasons. you have my back against the wall.

i guess we are slowing getting to the threatening stage of our relationship. you did not ship the spare parts i purchased (specifically the cylinder block and injector pump), you shipped a defective engine, and a generator which was so far out of spec it is not usable. i will give you until 20 Jan 2007 to make good or i will begin my next steps:

1) action to be reimbursed a portion of my payment

2) i will publish on websites the exact history of what has happened here including all the emails. people can decide for themselves if i am being treated with respect and consideration due a customer. we will see if potential distributors will carry GTC products.

people have been emailing me questioning if GTC and Wagonner were good to do business with. i would be embarrassed shipping such a defective product and not try to make things right.

i have been quiet. things will change on 20 Jan 2007.

sincerely,
steven hansen

note to troy at ecodiesel:

i have copied you so that you know what you are in for. they shipped me a 60 hz generator (instead of 50 hz). i cannot get high enough voltage.

this engine only has 104 hours on it. i have had broken parts (chemicals on steel wrong). the engine was not properly assembled or tested. i intend to publish on the listerengine website and the other european websites the entire history including pictures.

would you want it to be know that you cannot stand behind your product?

i get nothing out of doing this. what i want is what i paid for - or i want my money back. you can go to my website <http://haganescruises.com/listeroldstyle.htm>

so that you can see some of my problems up to a few hours of use.

From: "Troy Erler" <impact@shockware.com> Add to Address Book Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Re: Mr. Steven

Date: Sat, 13 Jan 2007 11:18:51 -0700

Hello Steven!

I am very sorry to hear about your troubles your having with your genset. You mentioned some parts broke due to wrong chemical composition. What parts broke on your engine and what is the oil problem? I read on your website that your head gasket started to leak very quickly. I really liked your website by the way. You are living my dream. I have always wanted to own my own trawler and live aboard in a tropical area of the world. Bruce Roberts has some designs I absolutly love! I was looking at your pictures of the uncrating and installing of the genset. I can't help but think one or two of the cylinder studs may have been stretched when it was lifted and lowered into your hull. It looked like the entire skid and gen were hanging on quite an angle with all the weight pulling the cylinder head on an angle. That is an awfull lot of weight! This may have partialy attributed to that leaky gasket. These gaskets are not the best to begin with so any stretch on a stud would certainly show up in a leaky head gasket. You may want to try a head gasket from www.gasketstogo.com I have some on route and am requesting that all the engines I recieve from GTC come with them installed. Your engine on your genset looks different from what I am recieving from Khalid. Mr Waggoner also has said the complete gensets seem to have a different engine provided. I am not sure as I havn't seen the ready made genset up close but your pictures also show some differences. Mr Khalid has been working with myself to improve quality and has honestly fullfilled every request I have asked for him regarding my engine and parts orders. I did order some 110/220V 60hz alternators which just arrived but were only straight 110V 60hz. He is in process of supplying the proper replacements. I think there may be a comunication problems with the alternator mfgr. I was looking in the alternator manual and I see on page 20 that they offer a 3ph alternator that can be wired in a parrallel zig zag configuration to provide 240V 50hz I am sure he will do his best to resolve your problems. I know your lively hood is depending on this genset as I am sure Khalid knows as well. Please be patient. I will drop khalid a note as well on your behalf. I read on your website that you had experience with original listers over the years. Those originals were highly praised and still are today. What we need to keep in perspective here is that these India made Listeroid engines are not originals and arn't built on the best equipment of the day and sold for todays equivalent of \$15,000.00 These engines are built using what equipment is available by any means possible with under paid employees in poor working conditions. You may have gone into this thinking you were getting the quality and attention to detail of an original Lister and this may be leading to a letdown for you. Some of the parts I recieved with my last engine order are every bit as well made as the original Lister parts. I have an original here to compare to. My outlook on these Listeroid engines is that they are affordable, easy to work on, nostalgic, fun, hobby like, and project oriented. They can do usable work quite economicaly but will require constant attention and frequent maintinance to get the most out of them. I just recently became a dealer for Northern Lights/Lugger generators. I leave for Seattle tomorrow for specialized training over a 3 day course. I am pretty sure you have heard of this Seattle based company because their propulsion engines and marinised gensets are used extensivly world wide in the marine industry. For a genset that must be relyed upon every day without having to be watched over constantly Northern lights has a beautiful little marinised genset which would certainly do what you want. Check em out - www.northern-lights.com If you had come to myself as a customer I would have steered you towards the M773LW2 - 7kw model if having a marinized genset was important or the NL382W land based genset if marinizing wasn't important to you. You have customers that depend 100% on your ship having power and I am sure you have enough to do onboard without spending more time on an old engine design. These Listeroid engines are fun to the hobiest, ex farmer, do it yourselfer, off gridder but I don't feel are the right choice for everyone.

Best Regards,

Troy Erler

Eco Diesel Solutions Canada

Ph/Fax # (403) 329-4368

impact@shockware.com

www.ecodieselcanada.com

Date: Sat, 13 Jan 2007 20:12:15 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Mr. Steven

To: "Troy Erler" <impact@shockware.com>
troy....

sorry to begin communicating under these conditions. but under the circumstances i need to ensure that things are objective.

1) head gasket leaking - the lifting eye was provided by GTC. they put it on the fifth head stud (the one for the rocker arm and valve cover). so nothing was stretched. and i checked the torque on the head before starting (it was off of the scale on my torque wrench - and i needed a 3 foot cheater on my torque wrench to get off the nuts). i saw nothing wrong with this and i am not complaining. the head was warped - period. i went to a machine shop and checked. it was milled true. this is a small problem which i was never concerned about.

2) mr. khan has lied to me. just one little lie makes me question everything he says. he has not once said he would do anything to make things right. i read on the listerengine.com website about other suppliers and how they act.

3) this bastard engine is blowing oil out the seals.

4) am i disappointed in the product? - very disappointed. i have worked most of my career overseas and 13 years in the middle east and asia. i was equipment manager for \$1 billion of equipment for the roadway project which rebuilt the old silk route. i have lived through indian products. you won't see me purchasing a cummins engine. when cummins brought portions of their production to india, the physical properties on the parts became unacceptable. i could not keep cams from breaking like toothpicks. forced to re-engine to detroits. i expected an inferior product. what i got was a joke - a complete control breakdown. i paid for a superior indian product (not the same level of quality an original) but better than all the others on the market. reading on the lister site about the other engines, i received something that is less quality than the cheap products. i paid a lot of money to be screwed, so i am pissed off.

5) i ordered a different generator than what came. i am on a ship and my needs are specific. he told me he could not get delivery of the avr brushless type (no maintenance) generator that i ordered and PAID for, and that he would ship this generator which was just as good. this generator was set up for 60 hz. i admit i am not a 'hand' on generators, and i don't want to screw with it. i want what i originally ordered as it is more expensive (and Mr Khan has not been forthright in responding to my requests for return of the difference in costs). i understand that the existing generator can be re-configured. but i am not in the mood anymore. mr. khan lied to me and told me the nameplate was in error on the genset - bullshit.

6) i know northern lights gensets are good. but my preferred engine of choice is lister air cooled. i have had over 150 engines go 40,000 hours without rebuild. a kubota or deere engine cannot come close.

7) i spent a day and wrote a quality program for mr. khan - this is my educational and work experience background. i offered to help him for free - no strings. he has repaid me by cheating and lying to me.

8) i have inferior metal issues on the valve rocker arm adjusting bolts, the lifters, and the cotter pin on the big end connecting rod bolts - and this is only after 100 hours of use.

9) the bottom line here is that i paid for many things i did not get, i am being lied to, i am getting no solid commitment of support, and i received an inferior product.

anyway, thank you for letting me vent on you.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

CC: "Doug Waggoner" <listerengines@mail.com>

Subject: Test report

Date: Mon, 15 Jan 2007 14:02:11 +0530

Hello!

sorry forgot to send the report in my last email

Regards

Khalid Khan

Note by Steven Hansen relating to the below attachment to Khalid Khan's 15Jan2007 email:

This test result document is meant to relate to the engine shipped to me as it shows my engine's serial number. I immediately knew this document was a forgery because:

1. the engine when received was setup for well over 1100 rpm,
2. the engine had never been started on the skid with the generator attached as it was painted before it was placed on the skid (the painting froze the fuel pump lifter);
3. after two hours running the idle voltage is 212 volts

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 email : geco@vsnl.com
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ESTD. 1958

GECO TRADING CORPORATION
102, JANAKI CENTRE, VEERA DESAI ROAD
ANDHERI (WEST), MUMBAI - 400053
TEST REPORT

Date: 30.09.2006

Diesel Engine

Engine Sr.No.	808860
Rated KW	7.35
Rated H.P.	10
RPM	1000

Alternator

KW	7.5
Phase	1
Volt	240
Hz	50

Sr.No.	Time of Run in hour	Load % of F.L.	Speed Rpm	Fuel Consumption for 50cc in Sec	Alternator Voltage/Hz
1	started at 8.00	0.5	1045	335	242/52.25
2	-----	0.5	1025	130	241/51.25
3	-----	1.0	1000	79	238/50.00
4	stopped at	0.5	990	70	236/49.50
10.30					

- 1) S.F.C at full load observed 260.4 gm/kW/hr
- 2) Brake power at 100% load 7.35 kW
- 3) Governing Test: Class A2 type

TESTING ENGINEER

[Signature]
30/9/06

Load	Observe Temp.Change	Temp.Change	Observe Perm.Change	Perm.Change
	in rpm	Specified in %	in rpm	Specified in %
FL to NL	1110	11.0	1045	4.5
FL to NL				4.5

Date: Mon, 15 Jan 2007 19:25:43 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Test report

To: "Khalid Khan" <geco@vsnl.com>
mr. khan,

this test report has been fabricated and i can prove it.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Fw: Mr.Steven

Date: Tue, 16 Jan 2007 12:01:46 +0530

I had sent this email to you yesterday but it has returned.Waiting your reply
Khalid Khan

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

From: Khalid Khan

To: Aleta or Steve Hansen

Cc: Doug Waggonner ; Westernstar66@aol.com

Sent: Monday, January 15, 2007 12:10 PM

Subject: Mr.Steven

Dear Mr.Steven.

I checked your email today..I am my self surprised with your email.I havent come accross such a situation before and this is not the first time that we have exported a genset.The genset is thousands of kilo meteres away from my operations and I dont want to comment who is right or wrong.

I had clarified intially before the shipment that the generator head will be sliprig type brush type and not brushless AVR type to Mr.Waggonner and you had also got the copy of the email .The reason was the brushless would have taken more time for production.WE were also regularly exporting the sliprig model only to the USA and Canadian market .Accordingly we had changed the additional spare partsyou wanted of the alternators from brushless to brush type and incorporated the same in our order.This was email of 28th September 2006.In fact in that email you mentioned that you didnt know the genset orginally being offered was AVR type.Hence the matter was clear before shipment.I am just mentioning this point since it has been brought by you in your last email.

I want to solve your problem and not just beat around the bush.You have also agreed the genset is operating on 1500rpm as per my email.If the alternator is 60 hz then the pulley will be also set suitable to 60hz and to producte1800 rpm.So iguess the question of 60 hz is out.I want to know what is the voltage you get on idle condition and what is the voltage when given load?Please let me know.

If you check pg 10 of our manual you can set the voltage by adjusting the transformer airgap.I request you to please try that and set the voltage to 240 Volts at idle.

Mr.Steven, I assure you that the genset was notatall defective and brand new and you have also seen it.We dont sell defective pieces at all.I am enclosing the test report of the gensets at our works to confirm the same.

We will try and solve this problem and I look forward for your reply on the voltage ratings.

Regards
Khalid Khan

Date: Tue, 16 Jan 2007 20:38:16 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: Re: Fw: Mr.Steven

To: "Khalid Khan" <geco@vsnl.com>

dear mr. khan,

if i responded to every point and inaccuracy in your email, my response would be too long and too confusing. i am trying to be very directed in my response to get across the points which i want you to understand.

1) yes, i knew this generator was coming. i accepted it then. but now i do not. the voltage tolerances are not what i paid for (+/-5% versus +/-2%) - this is the piece of information that was not in your manual or in any communication with me until now. you said the generator was just as good as the other. it was not. i am in a situation where these large voltage fluctuations cannot be tolerated.

2) this generator is considerably less expensive than the one i ordered.

3) the voltage is low at 1500 rpm as it was set up for 1800 rpm at the generator factory. you keep talking about page 10. page 10 says if you need to change the voltage more than 5% you need a thicker insulator - and i have to change the voltage over 10%. you give me no real direction like what the thickness of the insulation paper should be. and then there is the problem that my current location limits my ability to purchase this item. **BUT THE VOLTAGE FLUCTUATIONS ON THIS GENERATOR ARE SCREWING UP MY ELECTRONICS**, and simply changing the voltage doesn't resolve the issue of +/-5% versus +/-2%.

4) what about the spare cylinder block i ordered and you did not ship, as well as the spare injection pump?

i want to get what i paid for. i have an engine which is still throwing oil all over my boat, the valves will not stay in adjustment more than 8 hours, broken parts due to inferior metal quality, a generator which is clearly inferior to the one i ordered (and you will not even admit it), and i am missing spare parts i paid for (again you will not acknowledge any responsibility here either).

i paid more money for this engine and generator than i would have with your competitors - and yet i have received an inferior product. i note that the support from other Indian manufacturers has been excellent to other buyers. mr khan, at this point, i believe i have been screwed. i believe you will do or say anything not to spend one dollar to make good on your product. i think it is in your best interests to make me feel better.

regards,
steven hansen

Date: Tue, 16 Jan 2007 21:00:07 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> View Contact Details Add Mobile Alert

Subject: need telephone number

To: Westernstar66@aol.com

doug,

i think we need to talk. please give me your telephone number.

regards,
steven hansen

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert
To: "Aleta or Steve Hansen" <aleta@rocketmail.com>
Subject: Please check this
Date: Wed, 17 Jan 2007 11:29:08 +0530

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

From: Khalid Khan
To: Aleta or Steve Hansen
Cc: Doug Waggonner
Sent: Tuesday, January 16, 2007 2:39 PM
Subject: Please check this

Dear Mr. Steven

Please find attached the internal wiring pictures for 50 Hz and 60 HZ alternators duly marked. Please check the internals of your alternator and check and send picture of the same. This will clear your doubts as well. Secondly 60 HZ alternator at 1500 RPM will generate 180 to 160 Volts as per my technical persons.

I am waiting your reply

Regards

Khalid Khan

From: Westernstar66@aol.com View Contact Details Add Mobile Alert
Date: Wed, 17 Jan 2007 22:57:24 EST
Subject: Re: need telephone number
To: aleta@rocketmail.com

Hi Steven,

Sure, give me a call. 918-346-3750. Looking forward to talking with you. Its 10PM local time here. Give me a call some time tomorrow, preferably after 5pm my time. Thanks, Doug Waggonner

From: "Khalid Khan" <geco@vsnl.com> View Contact Details Add Mobile Alert

To: "Aleta or Steve Hansen" <aleta@rocketmail.com>

Subject: Fw: Mr.Steve

Date: Fri, 19 Jan 2007 19:01:38 +0530

This email has returned back to me..I am resending

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

From: Khalid Khan

To: Aleta or Steve Hansen

Cc: Doug Waggonner ; Doug Waggonner

Sent: Friday, January 19, 2007 5:30 PM

Subject: Fw: Mr.Steve

Dear Mr.Steve

I have receive your email I am once again assuring that I really mean to solve your problem but I need your co-opeartion.Even I dont want to talk long or write long and pinpoint issues.We have to sort out the issues and for that your co-operation is required as the genset is with you and myself and Mr.Doug both are thousands of miles away.We are not here to show our back or run away from issues.Please let me have the following details

1.Did you check the pictures of the 50 hz and 60 hz alternator circuit i had emailed to you and compared it with your alternator or genhead.What have you found?

2.CAn you please let me know the voltage in idle condition you are recording and in full load conditon.I will then tell you how to the adjustments.

The short supply parts will be compensated and I agree for the same.

Please let me have your reply on the above point so that we can give you a solution.

I once again assure you and confirm that the genset supplied to you is not defective but a tested one.You had yourself seen the parts quality and appreciated and also commented that there was no sand in the cylinder.Its not selling one genset for me or making money out of it.My company is in this buisness since 1958 and in this buisness for quality and commitment and consistency of orders

I am waiting your reply to proceed.

Best regards

Khalid khan

Date: Fri, 19 Jan 2007 19:25:46 -0800 (PST)

From: "Aleta or Steve Hansen" <aleta@rocketmail.com> [View Contact Details](#) [Add Mobile Alert](#)

Subject: mr. Khan

To: "Khalid Khan" <geco@vsnl.com>

dear mr. khan,

1. the generator matches the picture of the 50 hz machine.
2. cold idle condition of the generator is 221 volts, and does not vary much when put under load while the generator is cold. after several hours under 10 to 15 amp load in stabilizes at 209 volts at 50 hz. i specified 240 volts (+/-2%).
3. unfortunately, i do not want the money for the short shipment of parts - i want the parts. i am usually in remote locations, removed from machine shops or diesel fuel systems repair shops and i have to be able to exchange components. i want you to confirm you will reship the parts to me (fob langkawi, malaysia) including the parts i am eating trying to get this engine corrected.
4. i am hoping that the issue of valve adjustment stabilizes today on the exhaust size. the intake has not required an adjustment in 20 hours now.
5. the engine is still throwing oil out through the lifters and seals. i am hoping it will slowly correct as the rings seat. the crankcase pressure is less than before the upside down rings were corrected 30 hours ago. i am thinking the vacuum breaker may have been deformed by the high pressures. if you have any suggestions, this would be a good time to make them.
6. i suggest to you that your testing program is inadequate. the issue here is not testing per se, but a complete breakdown of manufacturing principles. even your communications shows a lack of control. i know you did not write many of your correspondence as the style changes. but yet, your signature appears on each email. you need to make fundamental changes to distribute control to the lowest level in your organization capable of making a decision. if i was in your position, knowing the customer was going on the internet and publishing the data regarding the running of the engine (see my purchase order), i would have done everything possible to GUARANTEE that the product i shipped was perfect. you are putting me in a situation where i cannot praise the good features because of the obvious lack of control you have.

looking forward to your response.

steven hansen