

McMillan, Jerry E CIV

From: Jim Fisker-Andersen [REDACTED]
Sent: Tuesday, March 17, 2015 1:13 PM
To: [REDACTED] CIV
Cc: Lawrence, John; Phil Morrell; El Faro Captain; Jim Fisker-Andersen
Subject: Re: EL FARO / USCG 2692
Attachments: image1.jpeg; image2.jpeg; ATT00001.txt

Mr. [REDACTED]

Photos attached showing SW valves and lube oil valves which were incorrectly operated by the El Faro Oiler.

ATT00001

Kind Regards,
Jim Fisker-Andersen
Tote Services
Sent from my iPhone

> On Mar 17, 2015, at 1:03 PM, Jim Fisker-Andersen <[REDACTED]> wrote:
>
> Mr [REDACTED],
> Per our conversation, I have attached a copy of our 2692 for the El Faro loss of
oil pressure incident on 3/14. We have investigated this incident and found that the
Oiler was asked to open two SW valves on the Lube Oil Cooler. He instead closed two
lube oil valves. This mistake stopped the flow of oil up to the gravity tank. The
Chief secured the shaft, diagnosed the problem within five minutes, then required
less than ten more minutes to refill the gravity tank.
>
> For corrective action, we will label the SW valves and tie-wrap open all lube oil
valves in the line up.
>
> Please call me if you have any questions 253 709 0500.
>
> Kind Regards,
> Jim Fisker-Andersen
> Tote Services
> Sent from my iPhone
>
>
> Begin forwarded message:
>
> From: "EL FARO" <capt.WFJK[REDACTED]>mailto:capt.WFJK[REDACTED]>
> To: "[REDACTED]"
> [REDACTED]
> CC: "Jim Fisker-Andersen"
<jfisker@toteservices.com<mailto:jfisker@toteservices.com>>, "Tim Neeson"
<TNeeson@toteservices.com<mailto:TNeeson@toteservices.com>>
> Subject: EL FARO / USCG 2692
>
> Sir,
>
> Please see attached USCG 2692 of event taken place morning of 14 March 2015.
>
>
> Best Regards,
> Bror Eric Axelsson
> Master, EL FARO
> capt.wfj[REDACTED].com<mailto:capt.wfjk[REDACTED]>
> Cell [REDACTED]
>
>
>
> Received: from MPD at Globe wireless;
> Mon, 16 Mar 2015 22:05 UTC
> Message-id: 388264518
> <San Juan 031415.pdf>



