

From: [Henrik Huse Nørgaard](#)
To: [Luke Wisniewski](#)
Cc: [REDACTED] [USCG MSU PORTLAND \(USA\)](#)
Subject: RE: NTSB Party Participation request MAN Energy Solution SE - Loss of Propulsion aboard Containership Maunalei DCA22FM039
Date: Monday, March 18, 2024 9:43:29 AM
Attachments: [NTSB form - Signed.pdf](#)

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Dear Mr. Wisniewski,

Please find enclosed a signed copy of the Party Certification form DCA22FM039.

We will start to collect the information in response to your request of 14/3-2024.

Med venlig hilsen / Best regards,
Henrik Huse Nørgaard
Department Manager – Propulsion System Engineering
Propeller
[MAN PrimeServ Denmark](#)

MAN Energy Solutions SE
MAN PrimeServ Denmark
Niels Juels vej 15
9900 Frederikshavn
www.man-es.com

M + [REDACTED]
[REDACTED]

From: Luke Wisniewski <[REDACTED]>
Sent: Saturday, March 9, 2024 12:25 AM
To: Henrik Huse Nørgaard <[REDACTED]>
Cc: [REDACTED] [USCG MSU PORTLAND \(USA\)](#) <[REDACTED]>
Subject: NTSB Party Participation request MAN Energy Solution SE - Loss of Propulsion aboard Containership Maunalei DCA22FM039

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Mr. Henrik Huse Nørgaard,

Thank you for your response and information. I request your participation as a party (technical) representative from MAN Energy Solutions SE to NTSB's investigation into the loss of propulsion incident aboard Containership *Maunalei* on August 11, 2022. You will have the opportunity to review the factual report as well as suggest conclusions, probably cause and contributing factors that lead to the incident.

I have attached a copy of the Information & Guidance for Parties to NTSB Investigations as well as NTSB Party Certification Acknowledgement form. Please review the form, sign (electronic signature acceptable) and

return to me at [REDACTED] If you have any questions, please feel free to contact me.

Kindly acknowledge receipt correspondence at your earliest convenience. I look forward to your reply.

Have a nice weekend.

Best Regards,

Luke Wisniewski

Sr. Marine Investigator
Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, DC 20594
Office: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]

From: Henrik Huse Nørgaard <[REDACTED]>
Sent: Friday, March 1, 2024 4:24 AM
To: Luke Wisniewski <[REDACTED]>
Cc: [REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>
Subject: RE: MV MAUNALEI CPP Casualty - USCG Documentation Request

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wisniewski,

Thank you for your e-mail.
Sorry for the delay in responding.

Please find enclosed copy of our standard material specification used for both propeller blades and hubs for our CPP equipment.

If you have any additional questions regarding the specification or design please do not hesitate to contact us again.

Med venlig hilsen / Best regards,
Henrik Huse Nørgaard
Department Manager – Propulsion System Engineering
Propeller
MAN PrimeServ Denmark

MAN Energy Solutions SE
MAN PrimeServ Denmark
Niels Juels vej 15
9900 Frederikshavn
www.man-es.com

M + [REDACTED]

[REDACTED]

From: Luke Wisniewski <[REDACTED]>
Sent: Tuesday, February 27, 2024 3:59 PM
To: Henrik Huse Nørgaard <[REDACTED]>
Cc: [REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>
Subject: RE: MV MAUNALEI CPP Casualty - USCG Documentation Request

You don't often get email from luke.wisniewski@ntsb.gov. [Learn why this is important](#)

Good Afternoon, Mr. Henrik Huse Nørgaard,

My name is Luke Wisniewski, and I am an Investigator with the National Transportation Safety Board. My Coast Guard colleague, [REDACTED], and I are looking into the MARK 5 controllable pitch propeller system that was installed onboard the M/V Maunalei. We have received and reviewed several of the technical service reports provide to the owner, Matson Navigation Company, regarding the fractured propeller blades (no. 2 & no. 4) that occurred in August 2022. Vessel particulars are listed below.

Vessel	Maunalei
Type	Cargo (Containership)
Owner/Operator	Matson Navigation Co.
Flag	United States
Port of registry	Honolulu, Hawaii
Year built	2006
Official number (US)	1181627
IMO number	9273686
Classification society	DMV
Length (overall)	680.6 ft 207.46 m)
Breadth (max.)	97.8 ft (29.8 m)
Draft (casualty)	10.2 ft (10.2 m)
Tonnage	25,324 GRT
Engine power; manufacturer	29,194 hp; MAN B&W Type: 7L70MC-C8 2-G1diesel engine

We are requesting an electronic copy (pdf) of MAN-ES material specifications MA5X that is referenced in SOCOTEC Evaluation (attached) of the CPP blade fractures on no. 2 and no. 4 blades in the vicinity of the base (foot) of the bolt holes.

Kindly acknowledge receipt of this request. Please let me know if any additional information is required to fulfill our request.

Thank you in advance for your consideration. I look forward to your reply.

Best Regards,

Luke Wisniewski

Sr. Marine Investigator
Office of Marine Safety
National Transportation Safety Board
490 L'Enfant Plaza East, S.W.
Washington, DC 20594
Office: [REDACTED]
Cell: [REDACTED]
Fax: [REDACTED]



NTSB Investigation No. DCA22MF039

Date of Accident: August 11, 2022

Accident Location: Pacific Ocean, 245NM offshore from
Columbia River entrance Portland, Oregon
47° 35.309' N, 132° 01.488' W

PARTY REPRESENTATIVE CERTIFICATION OR ACKNOWLEDGEMENT

I acknowledge that I am participating in the above-referenced National Transportation Safety Board (NTSB) accident or incident investigation on behalf of my employer, who has been named a party to the investigation, to provide technical assistance to the NTSB's evidence documentation and fact-finding activities. I understand that, as party participants, I and my organization will be responsive to the direction of NTSB personnel and may lose party status for conduct that is prejudicial to the investigation or inconsistent with NTSB policies or instructions. No information pertaining to the accident, or in any manner relevant to the investigation, may be withheld from the NTSB by any party or party participant.

I further acknowledge that (1) I have familiarized myself with the attached copies of the NTSB Accident/Incident Investigation Procedures (49 Code of Federal Regulations [CFR] Part 831) and "Information and Guidance for Parties to NTSB Accident and Incident Investigations," (2) I will comply with these requirements, and (3) I will take all reasonable steps to ensure that the employees and participants of my organization also comply. This includes, but is not limited to, the provisions of Title 49 CFR 831.11 and 831.13, which, respectively, specify certain criteria for participation in NTSB investigations and limitations on the dissemination of investigation information.

No party representative may occupy a legal position or represent claimants or insurers. I certify that my participation is not on behalf of either claimants or insurers. Although factual information obtained as a result of participating in the NTSB investigation may ultimately be used in litigation (at the appropriate time, and in a manner that is not inconsistent with the provisions of 49 CFR § 831.13 and 49 United States Code § 1154), the purpose of my participation is to assist the NTSB safety investigation and not to prepare for litigation. I also certify that, after the NTSB investigator-in-charge (IIC) releases the parties and party representatives from the restrictions on dissemination of investigative information specified in 49 CFR 831.13, neither I nor my organization will in any way assert in civil litigation arising out of the accident any claim of privilege for information or records received as a result of my participation in the NTSB investigation.

CERTIFICATION OF NON-GOVERNMENTAL PARTY REPRESENTATIVE

HENRIK HOSE NØRGAARD, DEPARTMENT MANAGER

Name & Title

MAN ENERGY SOLUTIONS

Party Organization/Employer

[Redacted Signature]

Signature

18/3-24

Date

ACKNOWLEDGEMENT OF GOVERNMENTAL PARTY REPRESENTATIVE

Name & Title

Party Organization/Employer

Date