

**Re: NTSB -Technical Review Request of the draft report for Loss of Propulsion aboard Containership Maunalei:
DCA22FM039**

Luke Wisniewski <[REDACTED]>

Fri 4/12/2024 10:46 AM

To:Henrik Huse Nørgaard <[REDACTED]>

Cc:[REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>

Bcc:Luke Wisniewski <[REDACTED]>

 1 attachments (1 MB)

Maunalei Draft Report Technical Review 12 APR 24.pdf;

Dear Mr. Henrik Huse Nørgaard,

Thank you for your responses and information. Please find attached a revised draft copy of the factual report for the investigation. Your suggested text and comments were incorporated into the report. Please let me know if you have any additional questions on comments regarding the factual report as soon as possible.

Also, as a reminder as the party coordinator, you have the opportunity to submit to me what your company believed caused the fracture as well as any contributing factors to the incident.

The deadline for submitting MAN's proposed findings and conclusions (ie: probable cause and contributing factors) is today, Friday, April 12th, 2024.

Thank you again for your support and assistance. Please let me know if you have any additional questions.

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]

From: Henrik Huse Nørgaard <[REDACTED]>

Sent: Wednesday, April 3, 2024 6:49 AM

To: Luke Wisniewski <[REDACTED]>

Cc: [REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>

Subject: RE: NTSB -Technical Review Request of the draft report for Loss of Propulsion aboard Containership Maunalei: DCA22FM039

[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,

Please find enclosed our internal FEM analysis report on the failure of the propeller blades on the subject vessel.

As this report refers to a number of other non-related vessels in detail, the content should be kept confidential.

If NTSB selects to use parts of the report in their final reporting we will require to be able to approve it case-by-case.

The report pin-points the possible root cause of the failure and documents, that the modifications will bring the safety of this installation higher than on other vessels in service.

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, April 2, 2024 11:57 AM

To: Henrik Huse Nørgaard <[REDACTED]>

Cc: [REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>

Subject: Re: NTSB -Technical Review Request of the draft report for Loss of Propulsion aboard Containership Maunalei: DCA22FM039

Sensitivity: Confidential

Mr. Henrik Huse Nørgaard,

Thank you for your reply and information. All of your suggested comments and changes will be incorporated into the report.

Yes, please send me an electronic copy of your root cause analysis report and complete fatigue analysis report.

At this time, you as the party coordinator, has the opportunity to submit what your company believed caused the fracture as well as any contributing factors to the incident.

This is also the opportunity to share any changes your organization made since the incident to improve the processes, procedures, policies, or oversight to prevent a similar reoccurrence.

The deadline for submitting MAN's proposed findings and conclusions (ie: probable cause and contributing factors) is Friday, April 12th, 2024.

Thank you again for your support and assistance. Please let me know if you have any additional questions.

I look forward to your response.

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: Tuesday, April 2, 2024 2:56 AM

To: Luke Wisniewski <[REDACTED]>

Cc: [REDACTED] JSCG MSU PORTLAND (USA) <[REDACTED]>

Subject: RE: NTSB -Technical Review Request of the draft report for Loss of Propulsion aboard Containership Maunalei: DCA22FM039

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Dear Mr. Wisniewski,

We have reviewed the preliminary report and have only a few, but important, points to make.

Under the header 1.2 Event Sequence reference is made several times to the hydraulic fluid or hydraulic oil which was lost due to the crack in the blade feet.

Our CPP system contains three separate oil systems.

1. Sterntube lubrication system which is kept under static pressure by a separate header tank. This system runs on lubrication oil.
2. Servo system which is enclosed in the servo cylinder of the hub and fed by a hydraulic power pack. This system uses a hydraulic oil.
3. Hub lubrication system which is kept under pressure by a separate header tank. This system is also running on lubrication oil.

The only type of oil which was leaking from the CPP was the number 3 system.

As the number 1. and 2. system was fully functional there was at no time risk of a full seizure of operation of the equipment. The propeller could still turn as required, and the blades were under full pitch control.

Apart from this we have no objections at all to the preliminary report.

We would be glad to offer our assistance to the Root Cause section.

We have made a complete fatigue analysis which also involves analysis of several other plants for reference and this could be supportive in your RCA.

Please advise if you want this report for this purpose and we will arrange it is submitted to you.

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]

From: Luke Wisniewski <[REDACTED]>

Sent: Wednesday, March 20, 2024 2:52 PM

To: Henrik Huse Nørgaard <[REDACTED]>

Cc: [REDACTED] JSCG MSU PORTLAND (USA) <[REDACTED]>

Subject: NTSB -Technical Review Request of the draft report for Loss of Propulsion aboard Containership Maunalei: DCA22FM039

Sensitivity: Confidential

Dear Mr. Henrik Huse Nørgaard,

Please find attached NTSB's draft Marine Investigation Report for the Loss of Propulsion aboard Containership Maunalei on the evening of August 11, 2022 while transiting the Pacific Ocean, about 245 miles offshore off the Columbia River entrance, en route to Portland, Oregon.

Kindly review the attached draft report for accuracy and provide technical review and comment. The deadline for submitting comments is: **April 3rd, 2024**. If we do not have a reply by that date, we will consider the report to be technically correct. The NTSB investigative team will review all factual comments and provide a written summary of the disposition of those comments, including whether any changes have been or will be made to the report.

Please remember that the draft report is for official use only until released in the public docket. NTSB regulations prohibit the release of investigative information that has not been released by the NTSB without prior consultation and approval of the investigator-in-charge. I will inform you as to the release date of the public docket.

Kindly acknowledge receipt of this email. Please feel free to contact me with any questions or comments you may have regarding this process.

I appreciate your insight and assistance during the investigation and look forward to your comments.

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: (202) 314-6112
Cell: (202) 236-8564
Fax: (240) 752-6328

From: Henrik Huse Nørgaard <[REDACTED]>
Sent: Monday, March 18, 2024 9:43 AM
To: Luke Wisniewski <[REDACTED]>
Cc: [REDACTED] USCG MSU PORTLAND (USA) <[REDACTED]>
Subject: RE: NTSB Party Participation request MAN Energy Solution SE - Loss of Propulsion aboard Containership Maunalei DCA22FM039

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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
[REDACTED]

M [REDACTED]

From: Luke Wisniewski <[REDACTED]>
Sent: Saturday, March 9, 2024 12:25 AM
To: Henrik Huse Nørgaard <[REDACTED]>
Cc: Palan, Blake S LT 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, probable 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: (240) 752-6328

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

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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

[REDACTED]

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

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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, LT [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	<i>Maunalei</i>
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