

Attention: USCG Sector Anchorage Marine Safety

MV Maunalei CPP Propeller Blade Seal Repair Plan

The Matson containership MV Maunalei, IMO# 9273686, made initial loss of oil notification 5AUG @ 1723PST. The vessel is schedule to arrive at the Port of Anchorage Sunday 7AUG @ 1400 following the requirements specified in the most current USCG COTP both during transit in and out of the port and while at the dock. After docking the vessel's chief engineer has been instructed to secure the CPP lube oil head tank, reducing pressure on the system and loss of oil overboard.

After docking at the Port of Anchorage, containers with cargo for both Anchorage and Kodiak will be discharged. Due to the vessel's width being greater the Anchorage crane reach, the vessel will need to spin the shift Tuesday morning to discharge the outboard containers. The vessel will then load back empty containers in the forward hatches for both stability during transit and trim going into the dry dock.

After the MV Maunalei completes cargo operations the vessel will sail directly to Vigor Marine Shipyard on Swan Island, Portland, Oregon to go on dry dock to make permanent repairs to their MAN CPP Propeller blade seals. Vigor Shipyard has confirmed immediate availability of their dry dock.

The vessel is expected to arrive at the Vigor Shipyard early Saturday morning 13AUG and go directly on Vigor's smaller dry dock. Repairs will commence immediately and are expected to take two to three days.

USCG Sector Portland has been informed of our intentions to dry dock the vessel and Matson will be coordinating transit up the Columbia River to the shipyard per their requirements.

Columbia River Pilots and Columbia River Bar Pilots have been notified, Our Portland agent General Steamship has been contracted for the required MSFA enrollment, and other required fees for transit on the Columbia River.

A service engineer from the OEM MAN Denmark has been contracted to attend and oversee the CPP permanent repairs under the supervision of DNV Class surveyor. Necessary replacement parts required for the permanent repair are presently on the vessel.

The forward and after propeller shaft seals will also be opened, inspected, and renewed by the OEM seal manufacture's service engineer.



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In addition to renewing the CPP blade seals, Matson plans to drain all EAL oil from both the CPP and stern tube system, flush the system, and refill the system with new EAL oil.

After permanent repairs are completed to the satisfaction of both DNV Class, USCG, and Matson's representatives, the vessel will depart from Vigor shipyard for Tacoma, WA and return to Matson's Alaska service until the Matson Kodiak returns from Asia Dry Docking mid-October.

Best regards,

Dale Johnston

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