

# Reprint **Island Tides**

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## ***Queen of Oak Bay*, minus cotter pin, safely grounded**

Just after 10am on June 30, the *Queen of Oak Bay*, which sails between Departure Bay and Horseshoe Bay terminals, unexpectedly lost power as it approached its Horseshoe Bay berth. Passengers on the vessel reported a sudden, ominous silence; both main engines had shut down.

Unable to use reverse thrust to stop the vessel (no brakes!), the captain steered the ferry through a narrow opening between the fuel dock and the ferry terminal's Berth 3, enabling him to run the vessel aground on the mud. Bystanders and ferry passengers alike were alerted by the almost continuous sounding of the ship's whistle and passengers were advised to brace for an impact; no-one was injured. However the manoeuvre caused the vessel to demolish a part of Sewell's Marina which lay beyond the escape opening, damaging several boats.

The *Queen of Oak Bay* was pulled off the mud by several tugs, passengers and their vehicles were unloaded and she was towed to a dry dock in North Vancouver. Damage to the ferry was minimal. Repairs consisted of minor steel work, paint repair and replacing one propeller blade. After sea trials, the ferry is now back in service.

### **Cotter Pin Missing**

Transport Canada, the Transportation Safety Board, Lloyd's Register of Shipping and BC Ferries' engineers investigated the incident and concluded that the failure of an engine speed control device (governor) on one engine led to overspeeding of both main engines, which were then shut down by protective devices known as 'over-speed trips.'

The cause was identified as a missing cotter pin on a nut and bolt linking the engine speed control device to the engine. Without the securing cotter pin the nut and bolt had unscrewed and the assemblage fallen apart. The mechanism had recently been overhauled as part of a recent extensive refit. BC Ferries have not said who would have been responsible for installing the pin.

BC Ferries is now negotiating with the owners of some 24 boats which were damaged or destroyed.

Sea trials confirmed the integrity of the speed control device and the entire propulsion system is sound. Transport Canada reissued an operating certificate and the *Queen of Oak Bay* resumed regularly scheduled service on the morning of July 8. ✍

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