All swept up

Undesired event

DP Event • Published on **11 May 2026** • Generated on **11 May 2026** • DPE 01/26

A DP equipment class 2 vessel was engaged in rock placement operations, within close proximity to a structure, when this event occurred.

1 Overview

The DP equipment class 2 vessel was engaged in rock placement operations, within close proximity to a structure, when this event occurred.

The vessel was operating in open bus configuration with two generators online and two main engines driving main propellors.

2 What happened?

The vessel experienced a loss of electrical power to Rockdumping Switchboard 2. Upon noticing the loss of power, the Master took the engines on the levers and moved the vessel to a safe area, away from the structure.

The fuel quick closing valve was inadvertently activated, by engine room personnel walking past and the activation wire and catching it with a broom. The connected engine slowed due to fuel starvation, causing the breaker to trip.

3 Findings

Follow an investigation onboard it was discovered that:

- The circuit breaker tripped when the engine slowed, due to fuel starvation.
- The engine’s quick closing valve from the service tank had tripped.
- It was discovered that someone form the engine room personnel had walked by with a broom and had caught the activation wire as he passed, tripping the valve.

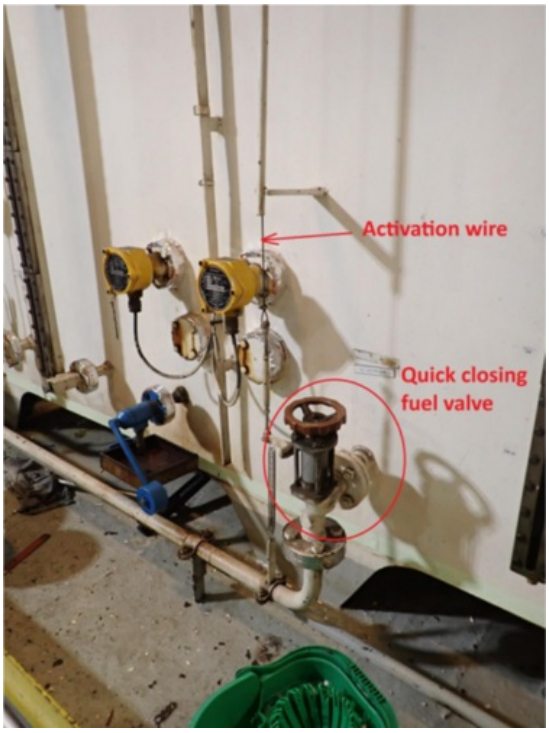

Figure 1 – Service tank quick-closing valve and activation wire

Figure 2 – Re-enactment

4 Conclusion

Another example of a crew member going about a daily task, one which does not require a risk assessment or a permit to work, but can still prove to raise the blood pressure of your work colleagues. Having spatial awareness around oneself is not only important for your own safety, but also for the operation of the vessel.

While on the Bridge during the power loss, the Master promptly identified the issue through his familiarity with the vessel and training experience. He exercised immediate command and skilfully navigated the vessel to a secure location.

The activation wire has since been encased to stop reoccurrence.

The case studies and observations above have been compiled from information received by IMCA. All vessel, client, and operational data has been removed from the narrative to ensure anonymity. Case studies are not intended as guidance on the safe conduct of operations, but rather to assist vessel managers, DP operators, and technical crew.

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