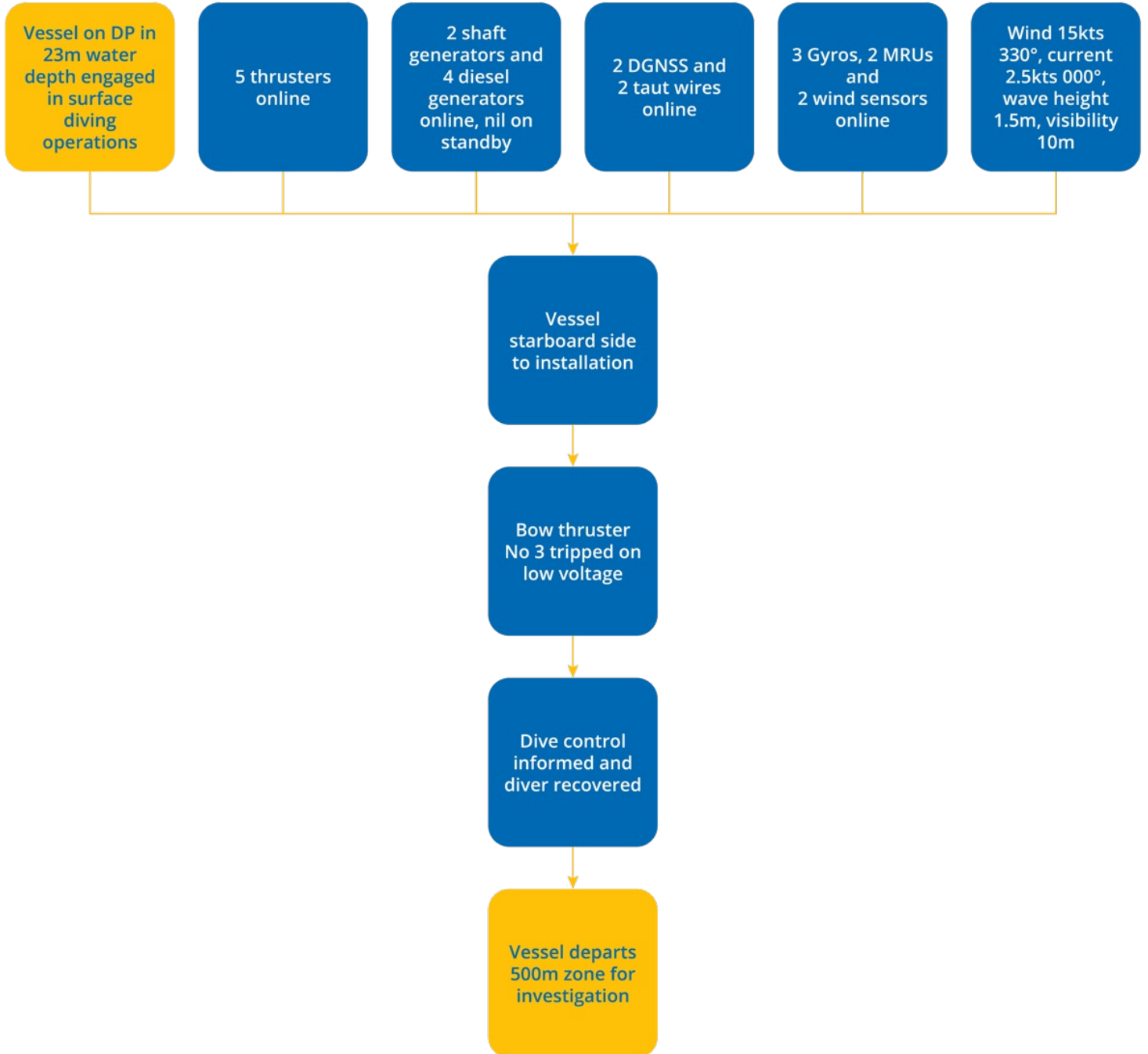


Bow thruster tripped due to lack of power

Undesired event ●

DP Event • Published on 13 September 2016 • Generated on 21 January 2025 • DPE 03/16

The seat for the stop solenoid on the engine was damaged causing a slight air leak causing a reduction in main engine rpm.



Comments

The seat for the stop solenoid on the port main engine was damaged causing a slight air leak past it, this acting on the stop cylinder piston caused a reduction in main engine rpm. The reduction in rpm caused a low voltage alarm followed by breaker trip and low frequency alarm. Power was lost to bow thruster No.3 due to a breaker trip on the switchboard, the port azimuth thruster was not affected as the clutch out rpm was not reached.

The vessel has reduced the inspection interval of the stop solenoid valves from annual to six months.

Considerations

The vessel did not appear to reach its worst case failure (WCF) and although DP redundancy was effective precautionary measures were initiated.

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.

IMCA makes every effort to ensure both the accuracy and reliability of the information, but it is not liable for any guidance and/or recommendation and/or statement herein contained.

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