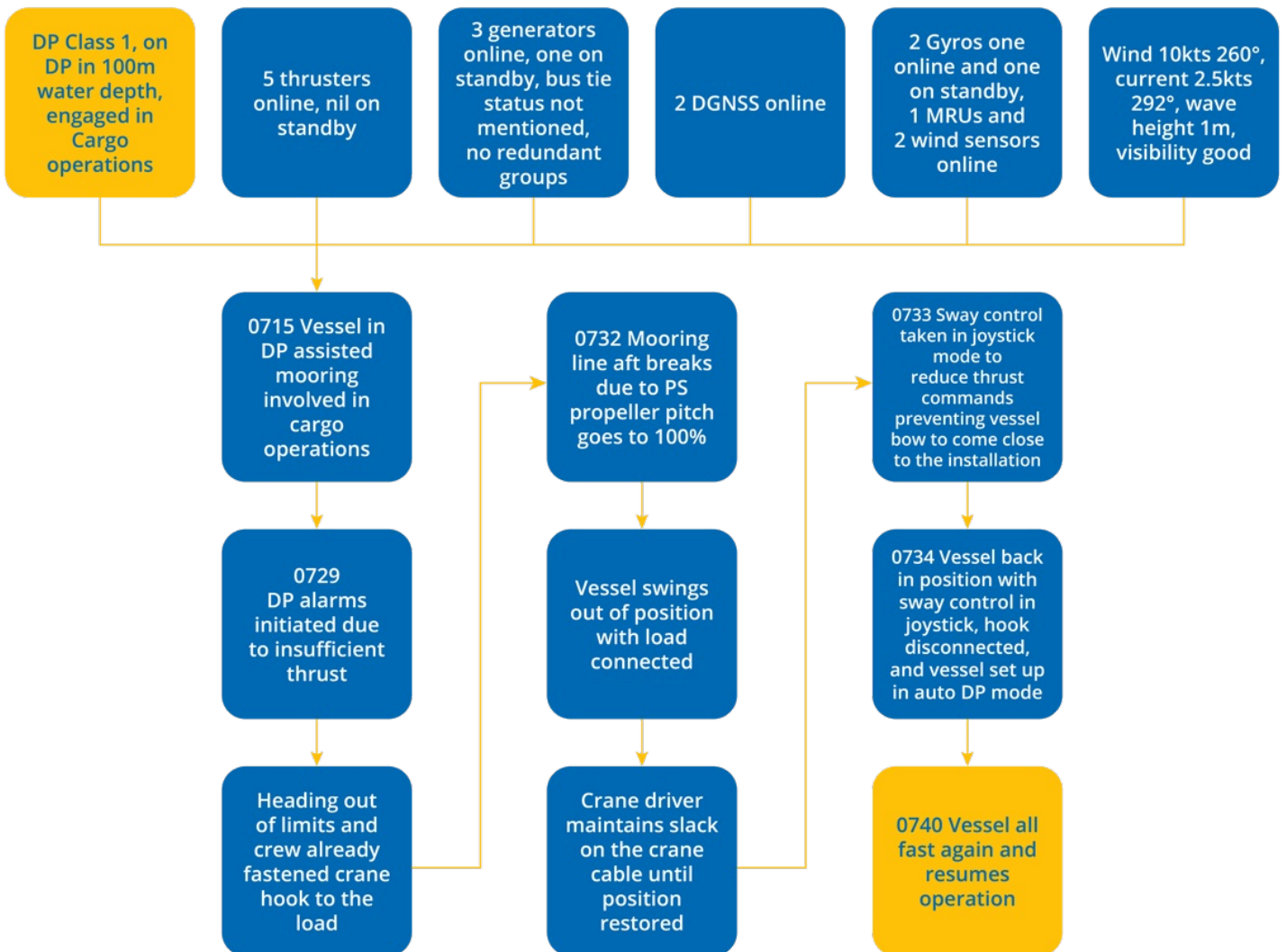


## Incident with assisted mooring

DP Event • Published on 14 May 2020 • Generated on 28 January 2026 • DPE 02/20

There appears to be no consideration to the external force being applied to the vessel due to the use of mooring lines when in DP.



## Comments

During cargo operations in DP assisted mooring, due to undefined information being fed to the DP system, the pitch on the port propeller increased to maximum. The vessel started to drive off the installation with the crane connected to the load, dimensions 3.5\*10.5\*6.5 m weighing 11 M Tons. All deck crew were already in safety area behind crash bar ready with tug lines for the lift.

## Considerations

- There appears to be no consideration to the external force being applied to the vessel due to the use of mooring lines when in DP.
- If an external force is applied to a DP vessel without feedback and correct configuration within the DP system, it will have unintended consequences.
- It appears an appropriate Activity Specific Operating Guideline (ASOG) was not in use.

*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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