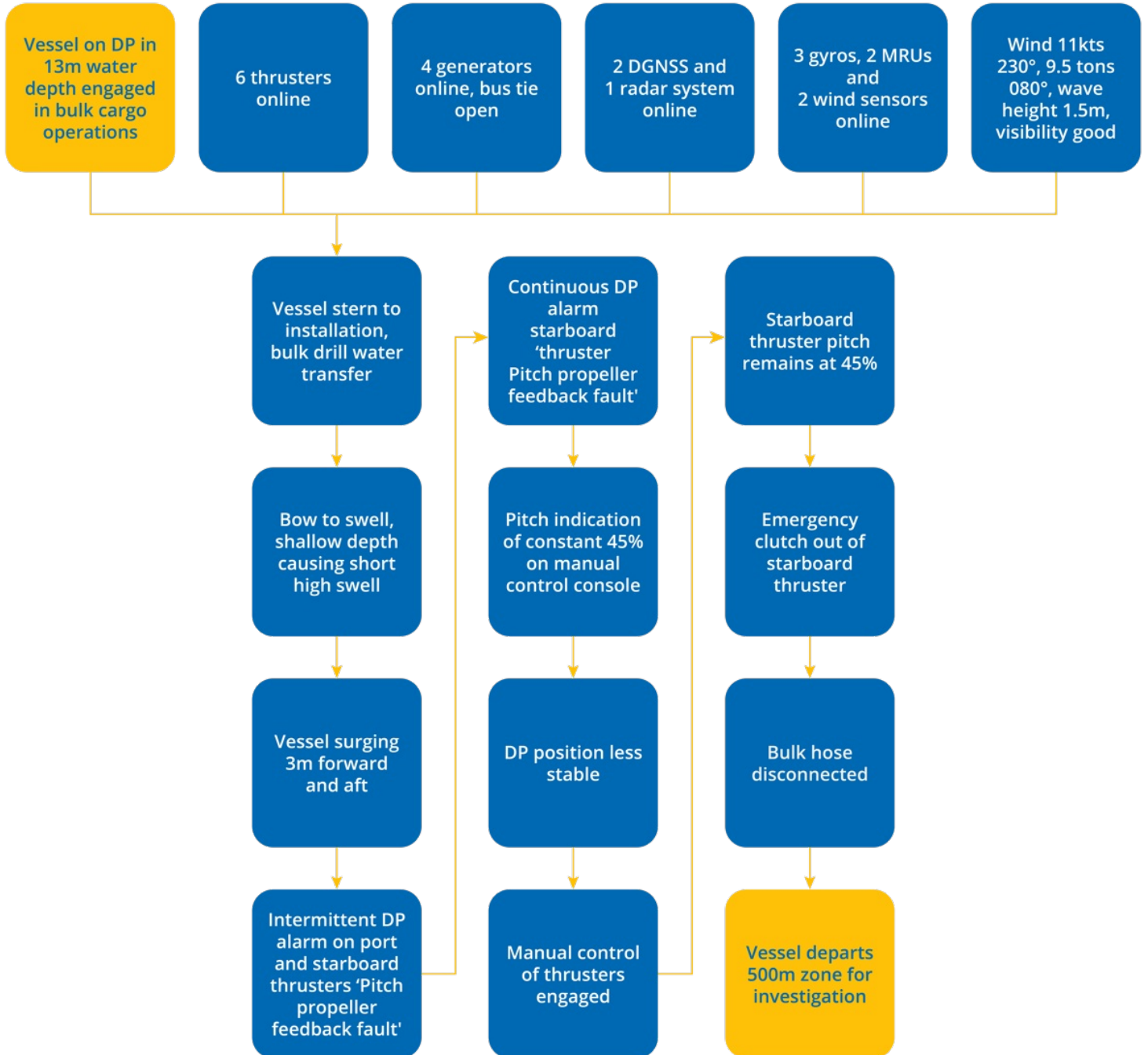


Thruster fault

DP Event • Published on 30 June 2016 • Generated on 28 January 2026 • DPE 02/16

All available means should be used to identify the faulty thruster and then shut it down, as deselecting it from the DP system might not be effective.



Considerations

- All available means should be used to identify the faulty thruster and then shut it down, as deselecting it from the DP system might not be effective.
- Depending on the time frame, it is recommended that the bulk transfer hose is disconnected prior to engaging manual control of thrusters.
- It should be noted that on a vessel that utilises main propellers for DP, pitch should fail safe to zero. This is because the second propeller, working astern, would not be able to compensate for the erroneous thruster working ahead.

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.

Any queries should be directed to [DP team at IMCA](#). Share your DP incidents with [IMCA online](#). Sign-up to receive DP event bulletins [straight to your email](#).