MTB ENGINEERINNG SERVICE CO, LTD
Add: 202 Mac Quyet, Hung Dao, Hai Phong city, Vietnam
Email: tech@mtbshiprepair.vn Website: www.mtbshiprepair.com
Phone No 24/7: +84 938247666/ +84 904350838

CASE STUDY – REMOTE MANEUVERING FAILURE

1. Incident

During port entry, a 4,000 DWT LPG tanker suddenly lost its remote maneuvering capability. The engine could not respond properly to remote maneuvering commands, creating a critical situation while the vessel was approaching the port.

The vessel's technical management immediately contacted MTB Engineering Service for technical assistance.

MTB engineers attended the vessel and carried out an inspection of the engine control and governing system. Based on the initial inspection, the governor was identified as the suspected source of the malfunction.

The governor was subsequently removed from the engine and transported to the MTB workshop for a complete dismantling and detailed inspection.

During the workshop inspection, MTB engineers identified damage to the internal linkage mechanism of the UG10L governor. The damaged linkage prevented the governor from transmitting the required control movement correctly, resulting in the loss of proper engine response to remote maneuvering commands.

2. Lessons Learned

The failure of a relatively small internal component inside the governor resulted in the loss of remote maneuvering capability during a critical stage of vessel operation.

This case demonstrates that the reliability of the engine governing system depends not only on the governor itself, but also on the condition of its internal mechanical linkages and control components.

Early investigation and detailed workshop inspection were essential to identify the actual root cause, as the damage could not be reliably confirmed through external inspection alone.

3. MTB Recommendation

MTB recommends carrying out regular inspection and maintenance of the engine governor, with particular attention to internal linkage mechanisms and other moving components.

During governor overhaul, critical linkage components should be carefully inspected for wear, looseness, deformation, cracks, or abnormal damage. Any worn or damaged components should be replaced or repaired in accordance with the manufacturer's technical requirements.

For critical engine control equipment, timely professional inspection can help prevent unexpected loss of maneuvering capability, particularly during port entry, departure, and berthing operations.

Regular governor maintenance and professional workshop inspection can significantly reduce the risk of sudden maneuvering failure, minimize vessel downtime, and improve the operational safety of the vessel. **consequential damage to the main engine.**

PROJECT FACTS

Vessel Type: LPG Tanker
Location: Hai Phong, Vietnam
Service: Remote control sý
Date: December 2025