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Dynamic Positioning: Considerations in the Port of London

SAFETY BULLETIN

Dynamic Positioning: Considerations in the Port of London

Mariners are advised that when manoeuvring within the Port of London, it is essential to operate Dynamically Positioned (DP) vessels in the most appropriate mode. The Port of London features a diverse array of infrastructure, including berths, bridges, and barriers. Given the port's complexity and the high volume of traffic, it is imperative for all river users to uphold the highest safety standards. To ensure safe and efficient navigation, Dynamically Positioned vessels should adhere to the following guidelines.

Mode Selection

Mode selection should be such that the vessel is always under full control. The use of inappropriate control modes can compromise vessel manoeuvrability and response times, resulting in potential incidents and collisions. In determining mode selection, the following should be considered:

- DP best practice and the vessels own safety Management System should be followed.
- The navigational challenges of the area must be fully considered; these include strong tidal flows, dense traffic, GPS interference, and confined waterways.

Use of Tugs

In any circumstance where tugs are employed by a Dynamically Positioned vessel full awareness shall be paid to the effect of false current, and the vessel operated in normal manual steering when tugs are made fast.

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centre

