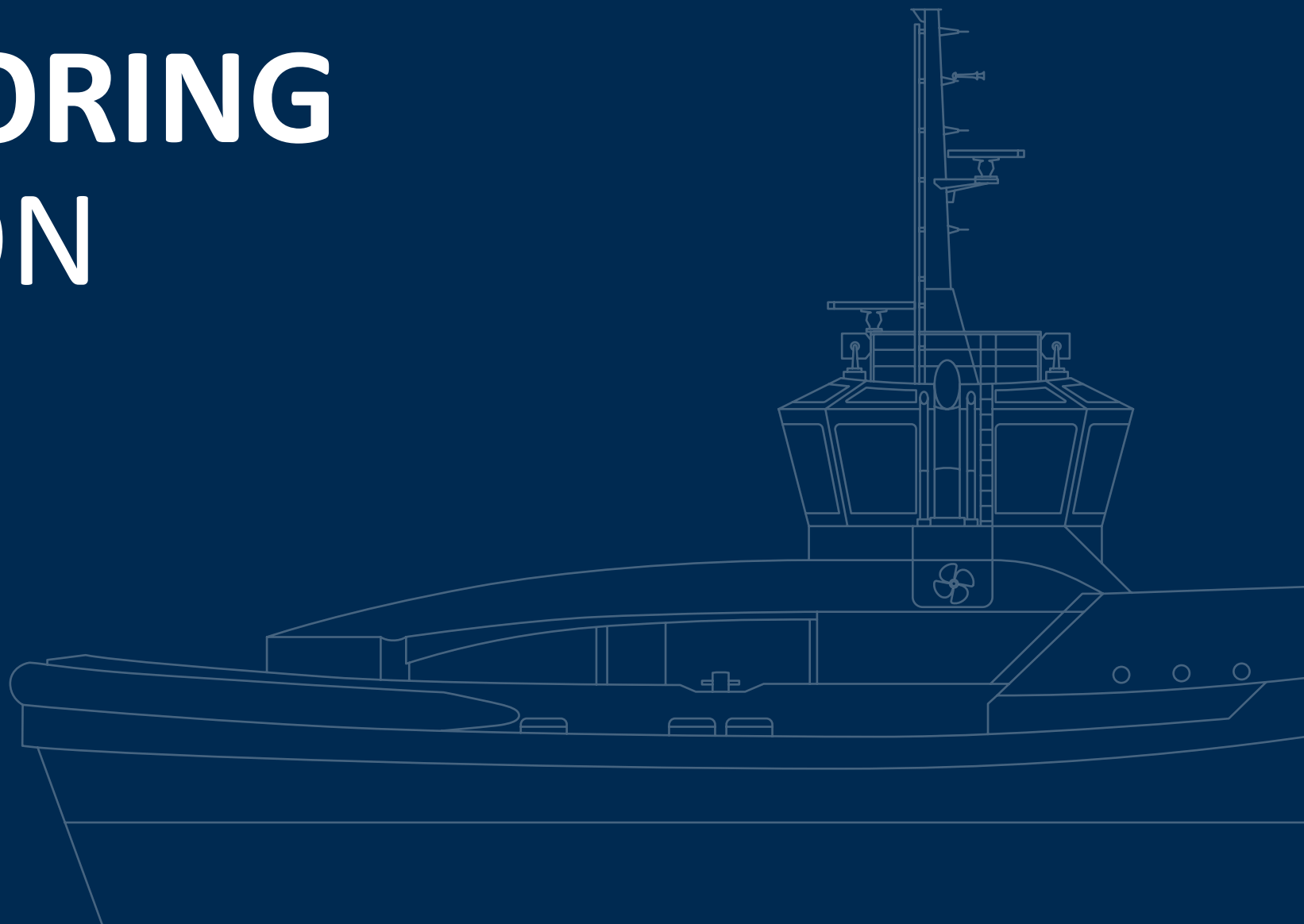


# SELF-MOORING 5 YEARS ON



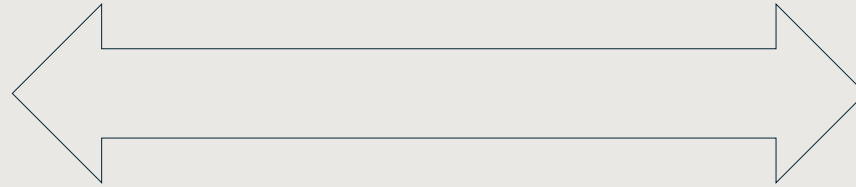
***SVITZER***

**WHERE WE  
CAME FROM**

# **SELF-MOORING**

## 5 YEARS ON


**MOORING**



**ACCESS**

# Revision of Guidance

- BTA Technical Committee working group in collaboration with the WA (MGN 648)
- PSS SIP005 Guidance on mooring (9.3)
- COSWP - Safe self-mooring operations (26.8)
- COSWP - Recommended hierarchy of means of self-mooring (26.8.8)



Maritime & Coastguard Agency

MARINE GUIDANCE NOTE

**MGN 648 (M)**

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**Code Of Safety Working Practices for Merchant Seafarers (COSWP): Self-Mooring Operations**

Notice to all shipowners, ship operators and managers, masters and seafarers

*This notice should be read in conjunction with (COSWP) Chapter 26.*

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**Summary**

The Code of Safety Working Practice for Merchant Seafarers (COSWP) is reviewed and updated annually by industry representatives, seafarer unions and seafarers. During the 2020 Amendment 5 revision a proposal for Chapter 26 was agreed by the British Tugowners Association (BTA), Port Skills Safety (PSS) and the UK Chamber of Shipping (CoS). This will be incorporated into the next COSWP Amendment.

**1. Introduction**

1.1 COSWP ('the Code') is published by the Maritime and Coastguard Agency (MCA) and endorsed by the National Maritime Occupational Health and Safety Committee, UK Chamber of Shipping, Nautilus International and the National Union of Rail, Maritime and Transport Workers (RMT) as best practice guidance for improving health and safety on board ship. It is intended primarily for merchant seafarers on UK-registered ships

1.2 The Code is reviewed annually and following the Stakeholder Engagement Exercise held in July 2020, Chapter 26 (section 26.6: Safe mooring of domestic passenger craft and ships' launches to quays) was noted for updating in response to industry and the MAIB incident reports into the dredger [Cherry Sand](#) ;

*'A recommendation has been made to the Maritime and Coastguard Agency (2020/118) to amend the Code of Safe Working Practices for Seafarers to provide guidance on mooring and unmooring operations, and when it is permissible for vessels to self-moor'.*


and the tug [Millgarth](#) ;

**1.11 Regulations and Guidance**

**1.11.1 Mooring Operations**

*'There is little reference to smaller vessels and the additional dangers associated with self-mooring which again highlighted a guidance review.'*

1





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If an effective solution could not be found,  
then that practice should have been  
stopped and vessels prohibited from  
mooring and unmooring alongside the quay  
until a new and safer system could be  
established.

**His Honour Judge Garrett Byrne**

Northern Circuit Judge, Liverpool Crown Court

# THE SOUTHAMPTON SOLUTION

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# THE SOUTHAMPTON SOLUTION

## Set berths for all vessels

Allowing a fixed system to be considered/investigated

## Tidal range between 3-5 m

System must allow for ease of use at all states of tide

## Not all tugs are the same design

One design could work, but one 'model' would not



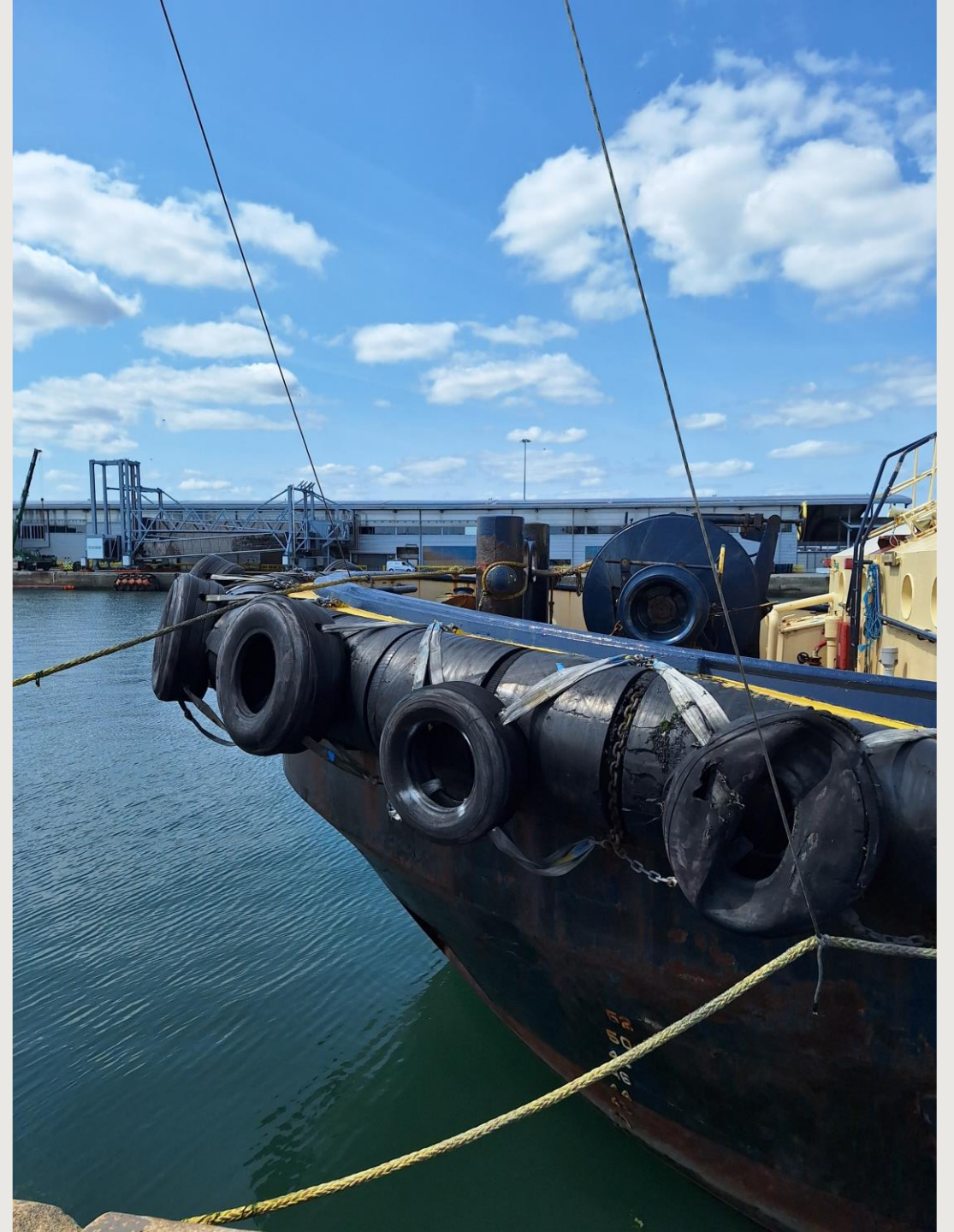








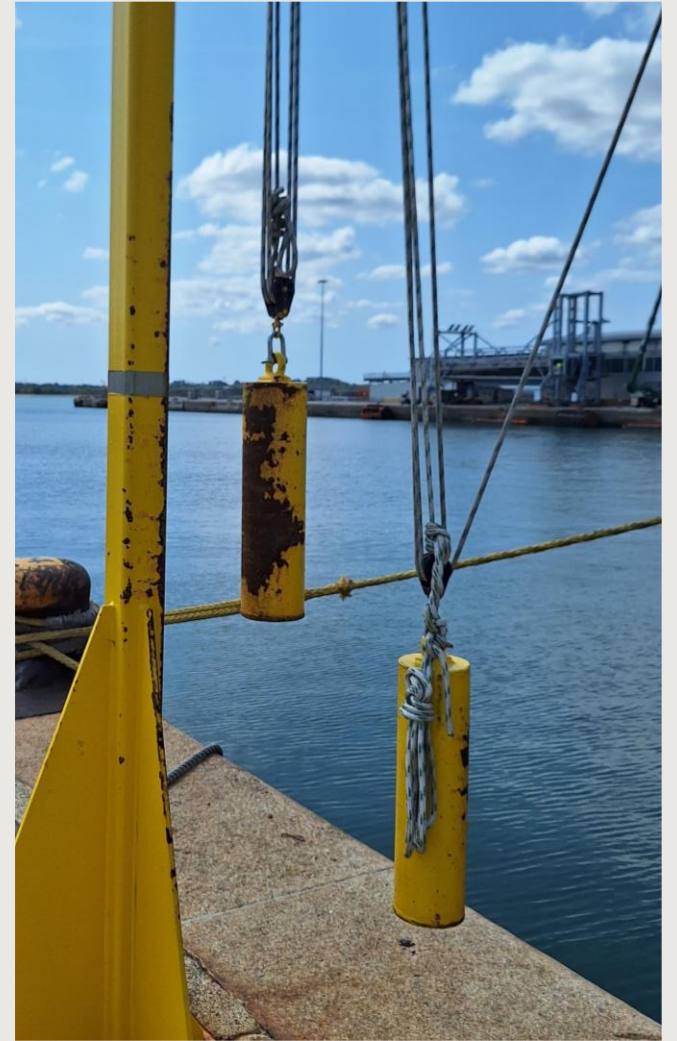
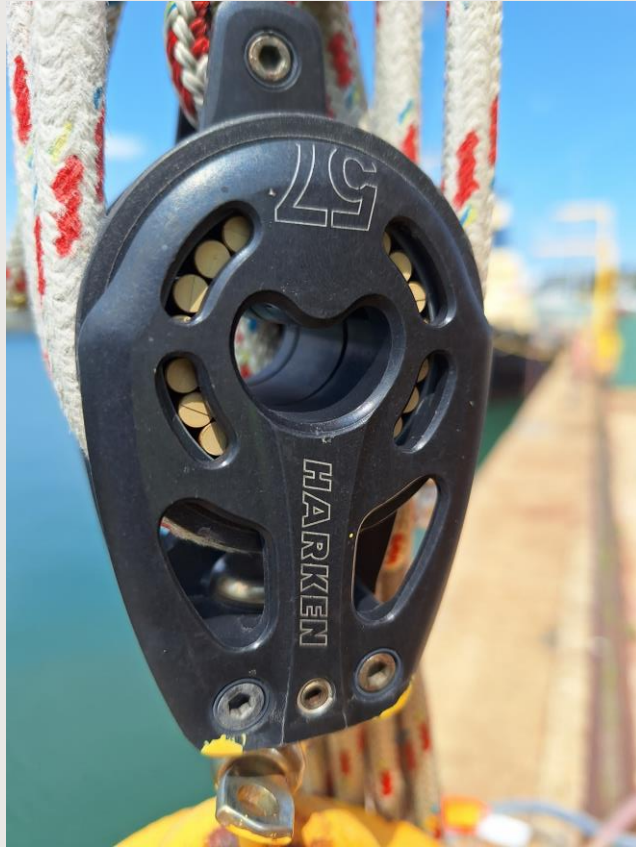














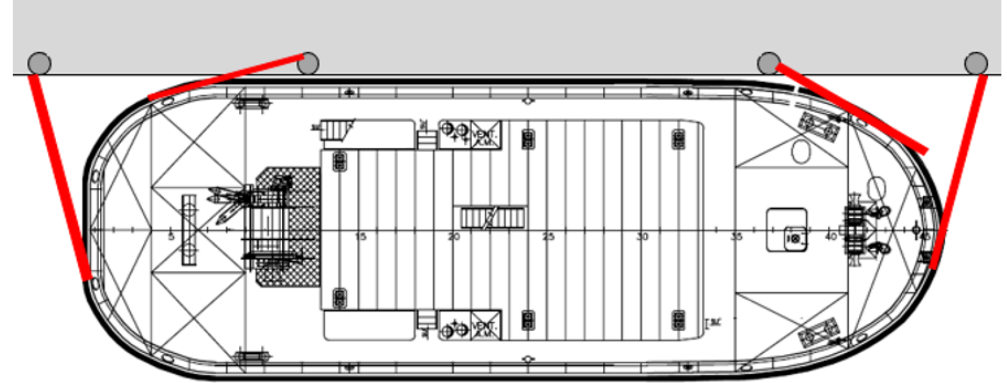
# SPREADING THE WORD

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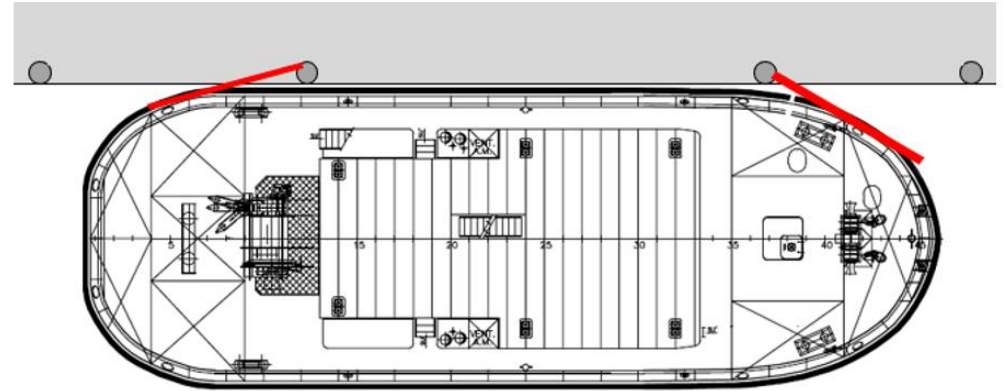




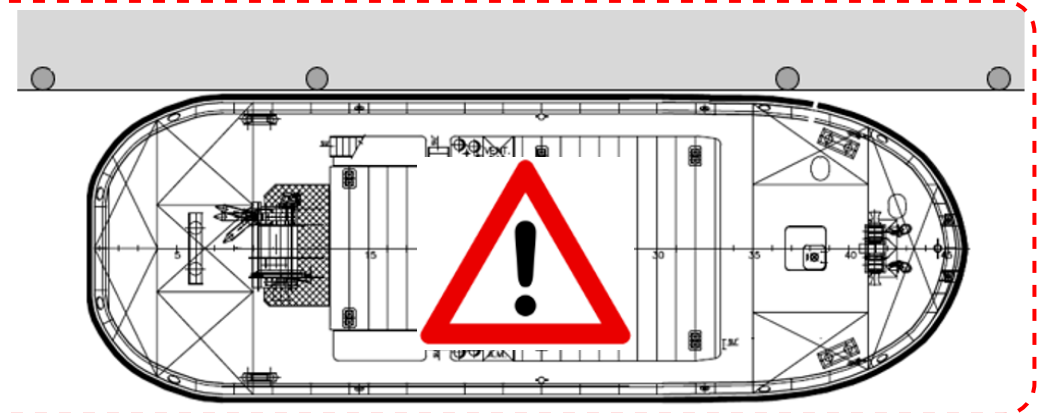
**OPTIMAL**

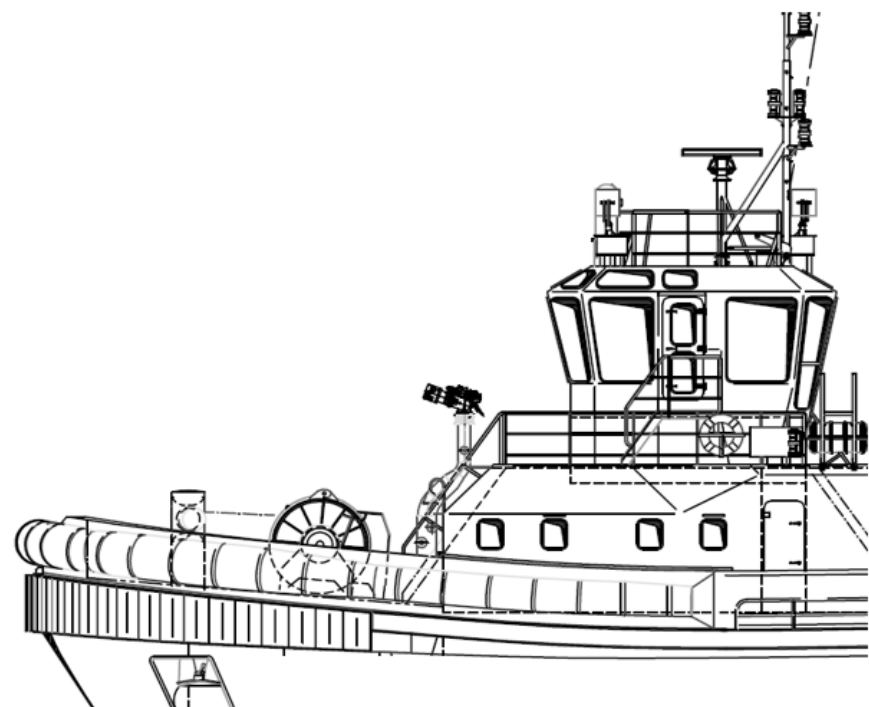
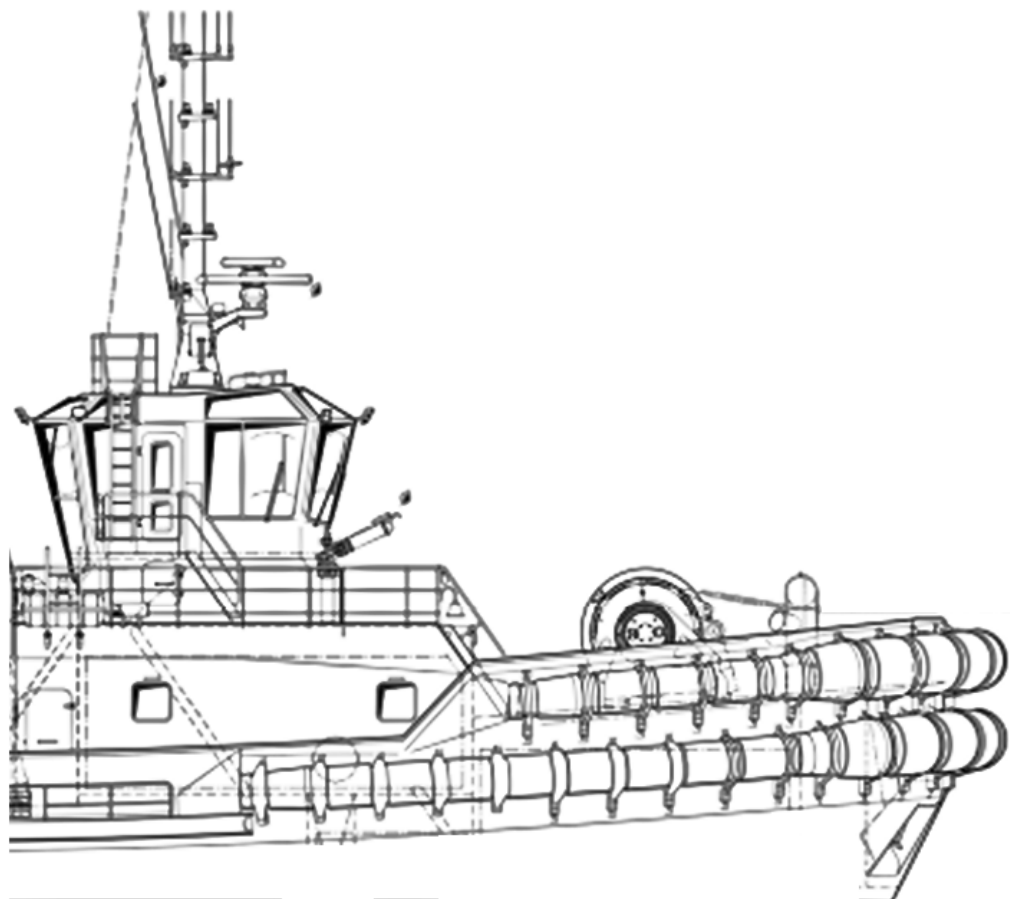


**ACCEPTABLE**



**RESIDUAL RISK**





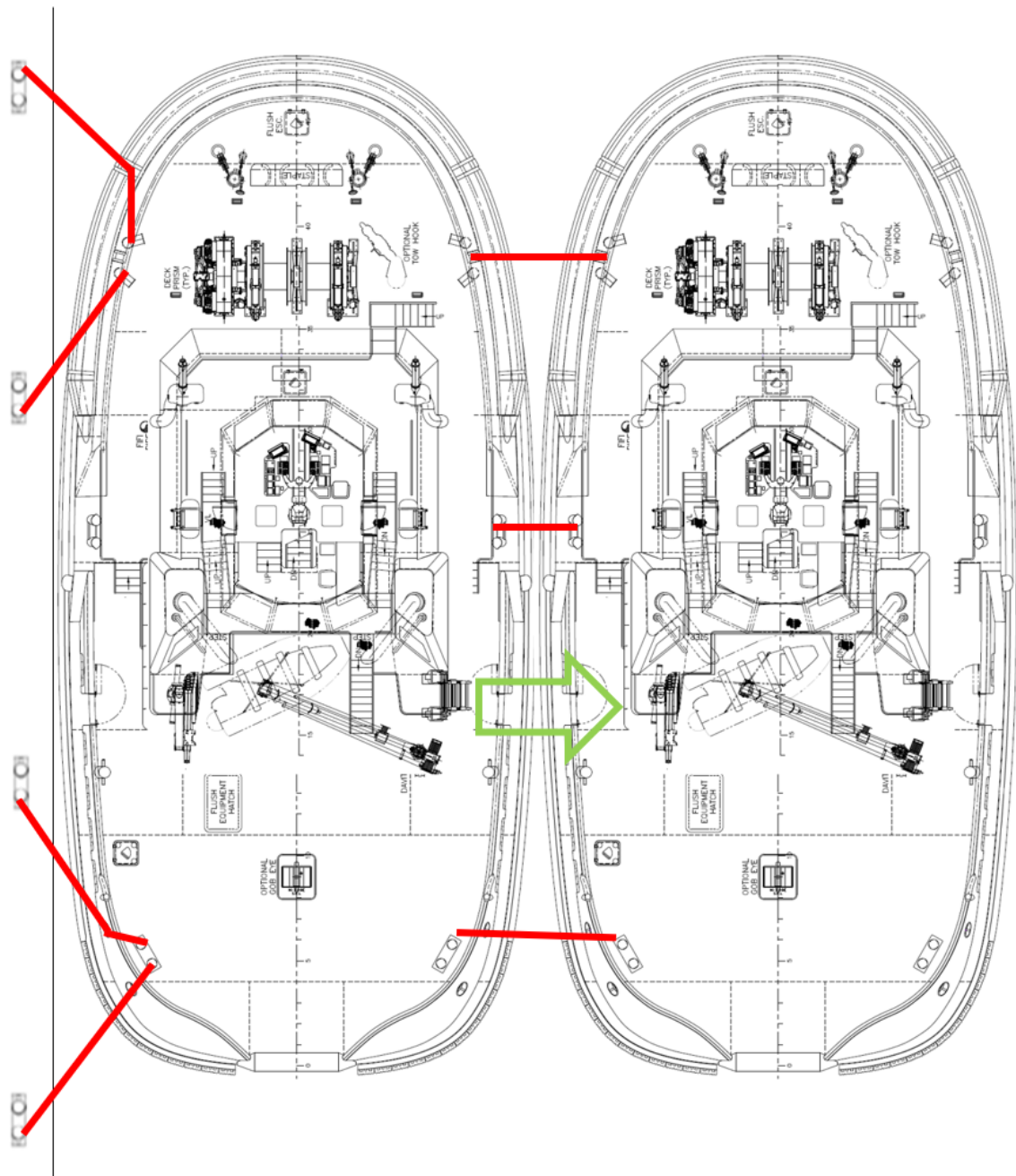


SVITZER NASSAU  
ROAD HARBOUR

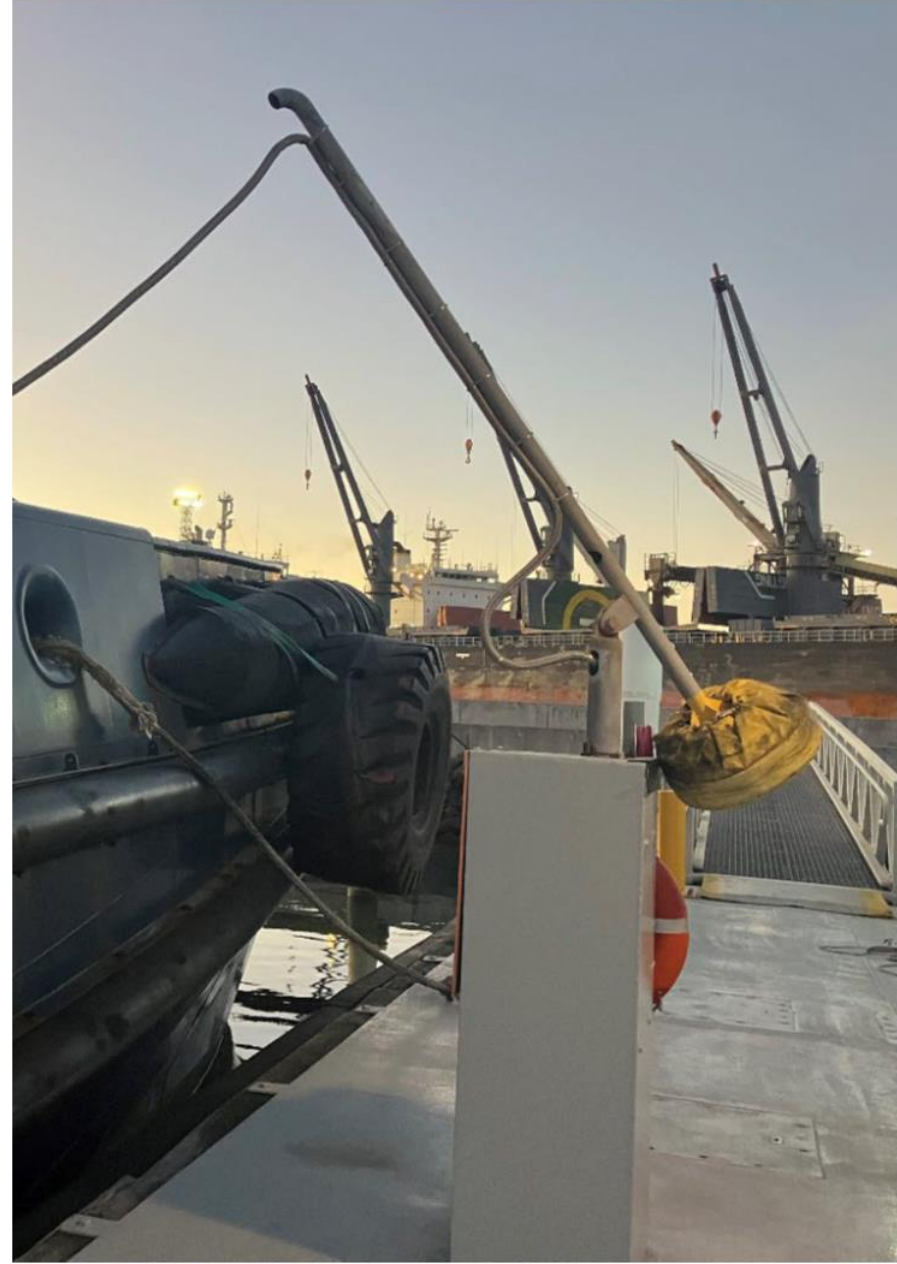
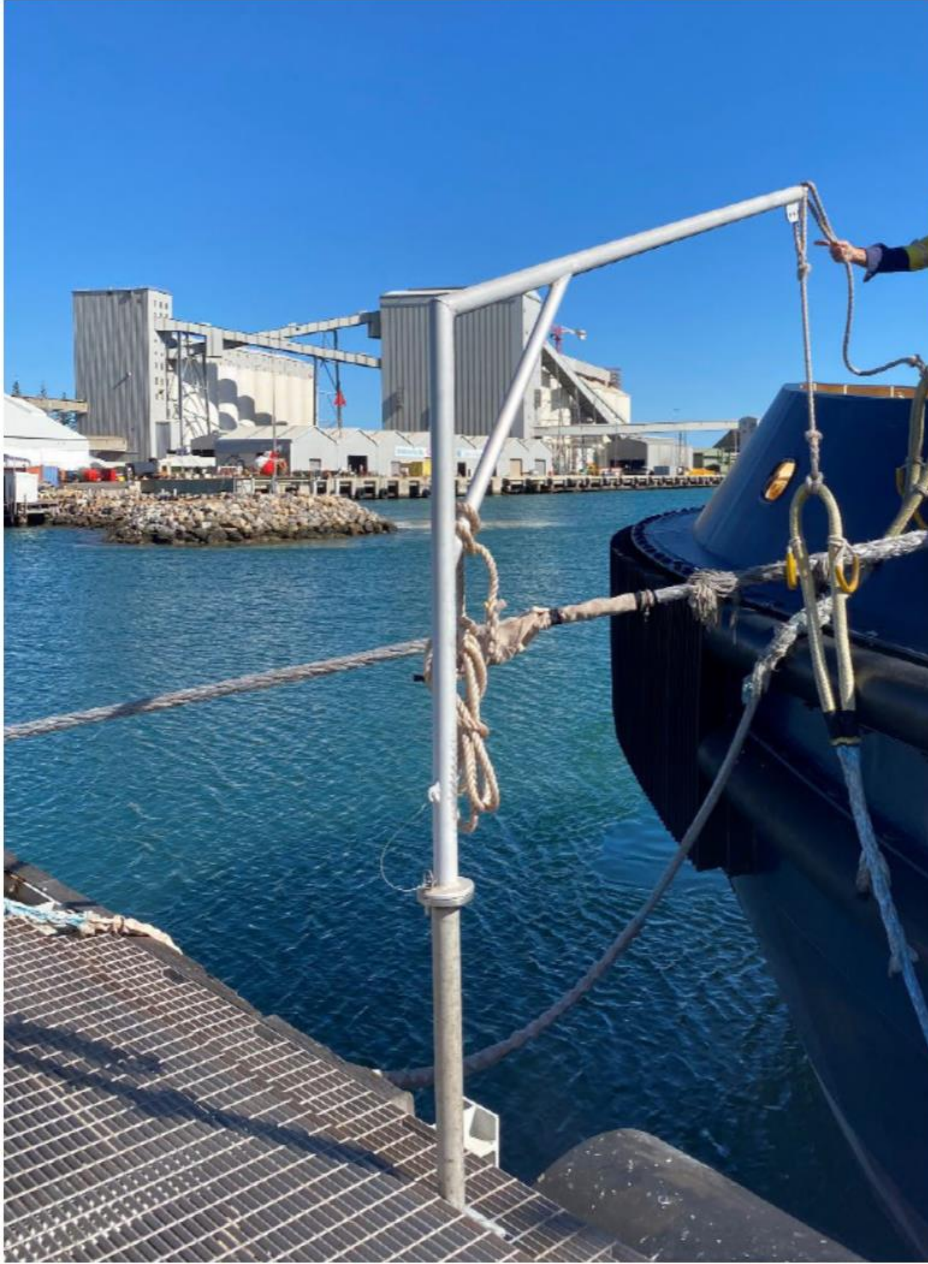


# SELF-MOORING 5 YEARS ON









**WANT TO KNOW MORE...**

**COME AND VISIT US**

***SVITZER***