



Lower Columbia Region Harbor Safety Committee

Dead Ship Tow Guidelines



A. Dead Ship Tows

1. Purpose/ Scope

To reference and support the USCG Policy for Dead Ship Tow Evolutions on the Columbia and Willamette Rivers.

2. Authorities

The Ports and Waterways Act (33 USC 1221) authorizes the U.S. Coast Guard (USCG) to regulate the movement of dead ships for the purposes of maintaining safety on the navigable waterways of the Columbia and Willamette Rivers.

3. Reference

Sector Columbia River Dead Ship Tow Policy 16601.1A

Enclosures: (1) Sector Columbia River Ship Tow Procedures
(2) Dead Ship Tow Application
(3) Inspection Checklist for Dead Ship Tow Evolutions

4. Guidance

All dead-ship tows transiting within the Columbia and Willamette Rivers must comply with SECTORCRINST 16601.1A.

The owner, operator, agent, master or person in charge of the dead-ship tow evolution shall notify Marine Safety Unit (MSU) Portland, Oregon as early as possible, but no less than 72 hours, prior to the scheduled movement date.

Emergency situations shall be dealt with on a case-by-case basis.

Dead-ships shifting between berths within the Columbia or Willamette Rivers may be exempt from this guidance if approved by the Sector Columbia River Commanding Officer.

Towing companies contracted to conduct dead-ship tows of vessels, other than barges, greater than or equal to 150 feet in length, or otherwise applicable by the COTP, shall submit a dead-ship tow plan as early as possible, but no less than 72 hours, prior to the scheduled movement date.

Consultation shall be made with bar and river pilots to determine the safest pilot and tug configuration.

5. SECTORCRINST 16601.1A

The complete instruction dated Jan. 20, 2016 follows in this guideline.