



**MARINE SAFETY AND SECURITY
INFORMATION BULLETIN
(MSIB) 07-1728**



April 9, 2007

Coast Guard Sector San Francisco
Department of Homeland Security

Dead Ship Tow Policy

Background: Towing a “dead ship,”- a vessel in a laid-up, or dismantled status -- can pose substantial risks to the port’s safety, security, and environment. To mitigate these risks, the Captain of the Port (COTP) will continue to actively monitor dead ship tows within the COTP Zone. In doing so, the COTP relies on information provided by the owner, agent, master, operator, or person in charge of the ship being towed. The COTP, under Title 33, Code of Federal Regulations, Section 160.111, can require the provision of tow-related information as a condition for permitting.

Policy: As soon as possible, and no less than two weeks prior, the owner, agent, master, operator, or person in charge of a dead ship of more than 300 gross tons to be towed in, or across a navigation channel should inform Sector San Francisco’s Waterways Safety Branch of the planned operation. The Waterways Safety Branch will provide an application form (enclosure 1) for submitting specifics on the dead ship, towing vessel(s), tow configuration, planned route, contingency plans, etc. The completed application should be submitted with a recent marine survey report or its equivalent verifying the dead ship’s seaworthiness and watertight integrity. Depending on the dead ship’s size, its contents, and planned route, there may be additional requirements such as a Load Line Certificate, Certificate of Financial Responsibility, Vessel Response Plan, and/or detailed Tow Plan. Based on the information provided, a Coast Guard Marine Inspector may inspect the dead ship before its planned tow to verify the vessel’s general condition and the proper securing of its rudder, tailshaft, deck gear, hatches, etc. All vessels equipped with ballast water tanks must comply with the requirements of 33 CFR 151 subpart D. If the water in the ballast tanks is from a commercial or municipal fresh water source, if the ballast tanks are sealed, or if the water in permanently ballasted tanks is changed only in connection with dry docking, the vessel may be exempt from the ballast water management requirements in this subpart, but must still comply with the requirements of 33 CFR 151.2035 (a)(5) and (6) to prevent the transfer of fouling organisms. The COTP will provide acknowledgement when the navigational and environmental safety concerns have been addressed adequately. Additionally, the COTP may establish safety zones, issue Broadcast Notices to Mariners, and/or enact similar precautionary measures. Proposals for waivers or deviations from these requirements must be submitted to and approved in advance by Chief, U.S. Coast Guard Environmental Standards Division, (G-PSO-4), 2100, 2nd street, SW Washington, DC 20593.

For additional information, please contact the Waterways Safety Branch via the 24-hour Command Center at (415) 399-3547, or visit our website (<http://homeport.uscg.mil>) and select San Francisco from the "Port Directory" tab at the top of the page.



W. J. UBERTI

Captain, U.S. Coast Guard

Captain of the Port /Officer in Charge, Marine Inspection

Enclosure: (1) Dead Ship Tow Application