

PUB 192 (Continued)

Page 69—Line 33/L; read:
is maintained at a dredged depth of 12.5m, leads W and N
into

(BA NP 28) 36/00

Page 69—Lines 39 to 40/L; read:
all stages of the tide and vessels up to 13.7m draft can enter
at HW.

It is reported (1999) that the Deep-Water Channel and
harbor fairway are being dredged to a depth of 14.5m.

(BA NP 28) 36/00

Page 69—Lines 23 to 25/R; read:
is 2,084m long. It provides seven berths with dredged
depths of 11.6 to 14m alongside.

Vessels up to 347m in length and 13.7m draft can be
(BA NP 28) 36/00

Page 70—Lines 7 to 10/L; read:

Pilotage.—Pilotage is compulsory for vessels over 50m
in length with certain exceptions. Vessels should send an
ETA at the Haven Lightbuoy (51°55.7'N., 1°33.7'E.) at least
8 hours in advance, with a confirmation 3 hours in advance.
The ETA message should include the grt, maximum draft,
last port of call, and destination.

(BA NP 287) 36/00

Page 70—Lines 16 to 18/L; read:

Light Vessel (51°51'N., 1°35'E.) or about 2 miles ENE of
Harwich Approach Lightbuoy (formerly Shipway
Lightbuoy) (51°56.7'N., 1°30.7'E.). Deep-draft

(BA NP 287) 36/00

Page 70—Line 22/L; read:

2.5 miles WSW of Sunk Light Vessel.

See Approaches to Harwich, Directions, (paragraph 4.8)
for further information.

(NIMA) 36/00

Page 70—Line 47/L; read:

Channel, which lies W of Harwich Approach Lightbuoy
(formerly Shipway Lightbuoy) (51°56.7'N.,

(29(2848)00 Taunton) 36/00

COAST PILOT CORRECTIONS**COAST PILOT 3 34 Ed 2000 Change No. 4
LAST NM 29/00**

Page 52—Paragraph 655; read:

The draw of the Route S370 bridge, mile 10.0 at Easton,
Maryland, shall open on signal; except that from November
1 through March 31, 24 hours a day, and from April 1
through October 31, from 6 p.m. to 6 a.m., a six-hour
advance notice to the drawtender is required for bridge open-
ings.

(CL 1984/99; FR 11/10/99) 36/00

Page 52—Paragraph 661; insert after:

§117.570 Sassafras River.

The draw of the Sassafras River (Route 213) bridge, mile
10.0 at Georgetown, Maryland, shall open on signal; except
that from November 1 through March 31, from midnight to
8 a.m., the draw need only open if at least a six-hour
advance notice is given.

(CL 2000/99; FR 11/10/99) 36/00

Page 119—Paragraph 136, line 1; read:

The Maryland Pilots maintain a pilot station at ...
(CL 320/00) 36/00

Page 127—Paragraph 53, lines 1 to 3; read:

Atlantic City Coast Guard Station ...
(CL 664/00) 36/00

Page 138—Paragraph 111, line 7; read:

out into the channel from the west side.
(CL 664/00) 36/00

Page 138—Paragraph 113, lines 4 to 6; read:

depths of about 10 feet in the entrance; State Route 152 fixed
highway bridge, 0.3 mile north of the entrance, has a 14-foot
span with a clearance of 6 feet. In 1989, the fixed highway
bridge was under construction.

(CL 664/00; CL 1399/89) 36/00

Page 161—Paragraph 401, lines 6 to 7; read:

span with a clearance of 19 feet. The ...
(CL 1018/00) 36/00

Page 166—Paragraph 82; read:

The Maryland pilots are replaced by Virginia pilots off the
entrance of the Patuxent River or on the Potomac River off
Piney Point, depending on the port of call.

(CL 320/00) 36/00

Page 168—Paragraph 19, lines 7 to 9; read:

velocity is about 0.9 knot. In May 2000, the controlling
depth in the dredged entrance channel between the jetties
was 6 feet (8½ feet at midchannel). Gasoline and diesel fuel
can be obtained at a yacht club on ...

(CL 1051/00) 36/00

Page 176—Paragraph 38, line 5; read:

for a 46-foot spot in about 36°54'12"N., 75°53'28"W., and
two 47-foot spots in about 36°51'47"N., 75°51'06"W., and
36°53'27"N., 75°54'42"W. The southeasterly ...

(NOS 12221) 36/00

Page 176—Paragraph 43, lines 2 to 3; read:

Baltimore (telephone: 410-342-6013, fax: 410-276-1364,
telex: 87-574 MARPILOTS BALTIMORE, cable address:
MARPILOT BALTIMORE). They provide service to any
port in Maryland and service between Cape Henry, VA, to

COAST PILOT 3 (Continued)

Baltimore. Transmit ETA 24 hours and 6 hours before arrival pilot station. The Virginia ...
(CL 320/00) 36/00

Page 176—Paragraph 44; read:

The Maryland pilots maintain a Pilot Tower with the Virginia pilots at Cape Henry, just north of Cape Henry Light. The pilots monitor VHF-FM channels 11, 13, and 16. The pilot boats are stationed in Lynnhaven Inlet. They are 45 feet long with a black hull and white house displaying the "PILOT" on each side.
(CL 320/00) 36/00

Page 216—Paragraph 83, lines 7 to 9; read:

local yachts and motorboats. Most of these tributaries are reported to provide good anchorage. There are commercial facilities above and below the first bridge.
(CL 268/00) 36/00

Page 245—Paragraph 44; read:

The Association of Maryland Pilots has an office in Baltimore (telephone: 410-342-6013, fax 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Baltimore and the entrance of the Chesapeake Bay at Cape Henry, VA. The pilot office also monitors VHF-FM channel 11.
(CL 320/00) 36/00

Page 255—Paragraph 218, line 2; read:

1 mile above the U.S. Route 213 bascule bridge, thence 7 to 3 ...
(CL 2000/99; FR 11/10/99) 36/00

Page 256—Paragraph 222, line 6; read:

(See **117.1 through 117.59 and 117.570**, chapter 2, for drawbridge regulations.) ...
(CL 2000/99; FR 11/10/99) 36/00

COAST PILOT 3 34 Ed 2000 Change No. 5

Page 127—Paragraph 39, lines 4 to 5; read:

and therefore are not charted. In February 2000, the mid-channel controlling depth was 4 feet in the entrance between the ...
(BP 171159) 36/00

Page 127—Paragraph 49, lines 5 to 7; read:

described in Chapter 5. In May-September 1999, the controlling depth was 11 feet to Clam Creek, thence 4 feet (5 feet at midchannel) in Clam Creek entrance channel, thence 13 feet in the basin.
(CL 1807/99) 36/00

Page 129—Paragraph 71, lines 2 to 3; read:

west of Cape May Inlet. In January-April 2000, the controlling depth was 14 feet in the channel through Cape May Inlet

to the inner ...

(CL 724/00; BPs 171196-97) 36/00

Page 137—Paragraph 102, lines 4 to 6; read:

channel with reported depths of about 5 feet leads across Absecon Bay to the mouth of the creek. In October 1999, the reported midchannel controlling depth in the creek was 5 feet from the mouth to the ...
(CL 415/00) 36/00

Page 139—Paragraph 133, line 2; read:

the bridge at **Mile 93.6**, has several basins with depths of 3 to 6 ...
(CL 1009/99) 36/00

Page 149—Paragraph 158, line 2; read:

March 2000, the controlling depth was 3 ½ feet in the dredged ...
(BP 171160) 36/00

Page 197—Paragraph 126, line 3; read:

1999, the channel had a controlling depth of about ½ foot.
(CL 1808/99; BP 169659) 36/00

Page 199—Paragraph 171, lines 8 to 11; read:
are well marked.

(CL 392/00) 36/00

Page 215—Paragraph 61, lines 2 to 3; read:

miles northwest of Cove Point, had reported depths of 7 feet in the entrance channel and small-boat basin in 1998. The ...
(CL 485/00) 36/00

Page 228—Paragraph 29, line 4; read:

the mouth of the creek. In April 1999, the controlling depth ...
(BPs 170202-03) 36/00

Page 229—Paragraph 52, line 3; read:

There are public landings at the highway bascule bridge. Electricity, water, and pumpout facilities are available.
(CL 266/00) 36/00

Page 235—Paragraph 175, lines 2 to 8; read:

has depths of 7 feet to a yacht club. A dredged channel in the upper part of Dogwood Harbor leads northwestward from just above a yacht club to an anchorage basin at Tilghman. In 1982, the midchannel controlling depth was 6 feet, thence in 1980-1982, depths of 5 to 6 feet were in the basin. The mean range of tide is 1.3 feet. No services are available in the harbor.
(CL 664/00) 36/00

Page 236—Paragraph 186, line 3; read:

Creek, thence in 1994, there was a controlling depth of 8 feet in the dredged channel to Easton Point, 8.5 miles above

COAST PILOT 3 (Continued)

...
(CL 277/94; BPs 154601-02; NOS 12266) 36/00

Page 245—Paragraph 27, lines 3 to 4; read:
depths of 7 to 12 feet. A rock with a depth of 1 foot is about
1.1 miles northwest of North Point; a light marks the edge of
a ...
(NOS 12278) 36/00

Page 252—Paragraph 146, lines 3 to 4; read:
southwestward. The creek is buoyed at critical points. In
August 1999-February 2000, 17 feet could be carried at mid-
channel to Arundel ...
(BPs 169858-61; BPs 171014-15) 36/00

Page 254—Paragraph 177; strike out.
(NOS 12278) 36/00

Page 254—Paragraph 191, lines 7 to 9; read:
ground about halfway between Hawk Cove and the bridge.
(NOS 12278) 36/00

COAST PILOT 7 31 Ed 1997 Change No. 43
LAST NM 34/00

Page 167—Paragraph 50, line 4; read:
U.S. port, are subject to pilotage.
(CL 948/00) 36/00

Page 167—Paragraph 52, lines 1 to 6; read:
San Diego Bay is served by the San Diego Bay Pilots
Association, Inc., which maintains an office at the Tenth
Avenue Marine Terminal. The pilot boat monitors VHF-FM
channel 16 1 hour prior to scheduled vessel arrivals, and uses
VHF-FM channel 12 as a working frequency. The 65-foot
pilot boat is white with the word PILOT on the deckhouse.
The boat displays the ...
(CL 948/00) 36/00

Page 167—Paragraph 52, line 9; read:
made by telephone (619-233-9734), or by calling "Pilot San
...
(CL 948/00) 36/00

Page 167—Paragraph 59, line 4; read:
Guard Air Station is at the San Diego International Airport,
Lindbergh Field.
(CL 948/00) 36/00

Page 168—Paragraph 75, lines 3 to 4; read:
Large vessels can be bunkered via pipeline at the Tenth Ave-
nue Marine Terminal, or arrangements can be made to fuel at
all commercial berths from barges. Water is ...
(CL 948/00) 36/00

Page 168—Paragraph 78, lines 3 to 4; read:
at San Diego International Airport, Lindbergh Field. San
Diego is the port of call for many steamship and cruise lines.

Major bus, railroad, and motor ...
(CL 948/00) 36/00

Page 173—Paragraph 184, line 4; read:
Separation Schemes, chapter 1, for additional information.)
Ferry Routes in the Gulf of Santa Catalina and San Pedro
Channel differ from the Traffic Separation Scheme in that
area. Mariners using the area's Traffic Separation Scheme
are advised to **use caution and beware of crossing ferries**
enroute between local coastal ports and ports at Santa
Catalina Island.
(BP 170967) 36/00

COAST PILOT 7 31 Ed 1997 Change No. 44

Page 187—Paragraph 541, lines 3 to 4; read:
by pleasure craft and fishing vessels. There are about 1,200
slips in the harbor.
(CL 1038/00) 36/00

Page 187—Paragraph 553, line 2; read:
administered by the City of Santa Barbara Water Front
Department and is ...
(CL 1038/00) 36/00

Page 187—Paragraph 553, line 6; read:
16, and can be reached by telephone 805-546-5530.
(CL 1038/00) 36/00

Page 187—Paragraph 554, line 1; read:
The harbor patrol is on 24-hour duty and monitors ...
(CL 1038/00) 36/00

Page 187—Paragraph 555, lines 1 to 2; read:
Sterns Wharf had depths of 5 to 18 feet reported along-
side in April 1999. The City Pier, inside the harbor, has die-
sel fuel, gasoline, commercial ice, water, and a hoist with a
maximum lift of two tons.
(CL 1038/00; BP 168430) 36/00

Page 234—Paragraph 348, line 4; read:
regulations.) In May 2000, shoaling to 16 feet was off the
end of the Navy depot in about 37°56'47"N., 122°25'40"W.
(CL 778/00) 36/00

Page 416—Paragraph 587, line 4 to Paragraph 588; read:
pilot on board. The 37-foot-long pilot boat IKAIKA is yel-
low and gray and displays the words "HAWAII PILOTS" in
large white letters on the sides of the cabin. The pilot boat
also displays the International Code Flag "H" at all times
and shows a white light over a red light at night. The pilot
boat monitors VHF-FM channel 12 at all times, and also
monitors the working frequencies, VHF-FM channels 7A, 8,
and 9, of the harbor pilots.

The boarding area for arriving vessels is about 1 mile
seaward of the sea buoy, on the entrance channel rangeline.
The pilot station is at pier 19. The pilot station monitors

COAST PILOT 7 (Continued)

VHF-FM channels 12 and 16.

(CL 961/00)

36/00

Page 417—Paragraph 589, lines 4 to 7; read:

sign, WXZ-456. Mariners are also requested to contact the pilot station on VHF-FM channel 12 1 hour prior to arrival to confirm a closer Estimated Time of Arrival (ETA). Additionally, mariners are requested to give gross tonnage, length, and draft of the vessel. Arriving vessels should rig the pilot ladder on the leeward side about 1 meter (about 3 feet) above the water. When pilots are boarding incoming vessels from the pilot boat, the vessel should maintain a speed of about 5 knots. Foreign and U.S. vessels under registry in foreign trade, and U.S. vessels in coastwise trade without a licensed Federal pilot on board must acquire pilot service before entering the anchorages.

(CL 961/00)

36/00

Page 417—Paragraph 590, line 12; read:

Division, Honolulu, or at the office of the harbormaster.

All mariners are advised to monitor Honolulu harbor traffic movements on VHF-FM channel 12 at all times when approaching or transiting the waters of Mamala Bay.

(CL 961/00)

36/00

COAST PILOT 7 31 Ed 1997 Change No. 45

Page 168—Paragraphs 66 to 74; read:

San Diego Unified Port District, B Street Pier, Cruise Ship Terminal: (32°43'02"N., 117°10'28"W.): 400-foot face, 37 feet alongside; 1,000-foot N and S sides, 35 to 37 feet alongside; deck height, 13 feet; berthing cruise vessels.

San Diego Unified Port District, Broadway Pier, S of B Street Pier: 130-foot face, 35 feet alongside; 1,000-foot N and S sides, 35 feet alongside; deck height 13 feet; berthing cruise vessels and other miscellaneous craft.

Navy Pier, S of Broadway Pier: owned and operated by the Naval Supply Center.

G Street Mole Pier, S of Navy Pier: berthing of tuna seiners and commercial fishing vessels.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 1 and 2: concrete bulkhead, 1,120 feet of berthing space; 30 to 32 feet alongside; deck height, 13 feet; pipelines extend from four steel storage tanks at the rear, total capacity 167,850 barrels; receipt and shipment of containerized and conventional cargo and perishable food commodities; bunkering vessels.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 3-6: concrete bulkhead, 2,580 feet of berthing space; 35 to 36 feet alongside; deck height, 13 feet; approximately 3.5 acres of concrete-surfaced open storage area are located at rear; one six inch pipeline extends from three steel storage tanks, total capacity 3,000,000 gallons, formerly used for molasses, palm oil, and vegetable oil; cement unloader with maximum unloading capacity of 800 tons per hour; warehouse storage for 48,000 metric tons of cement.

San Diego Unified Port District, Tenth Avenue Marine Terminal, Berths 7 and 8: 920 feet of berthing space, 20 to 42

feet alongside; deck height, 13 feet; one 14-inch pipeline extends from wharf to storage tanks; bulk loader with a maximum loading capacity of 2,000 tons per hour; 12 concrete silos and two steel tanks located in rear with a total capacity of 33,000 metric tons; receipt and shipment of miscellaneous dry bulk commodities, conventional and containerized general cargo; bunkering vessels.

Crosby Street Berthing Pier, S of Tenth Avenue Marine Terminal: concrete pier with wood fender pilings; 575 feet in length; depths ranging from 43 feet at W end to 10 feet at E end; berthing for tuna seiners, commercial fishing vessels, and miscellaneous vessels.

San Diego Unified Port District, National City Marine Terminal, Berths 24-1 and 24-2: concrete bulkhead; 1,400 feet long, 20 to 35 feet alongside; deck height, 13 feet; one 10-inch pipeline extends from wharf to three steel oil storage tanks, total capacity 348,000 barrels; about 188 acres of paved open storage; receipt and shipment of general cargo and automobiles in foreign and domestic trade; occasional receipt of fuel oil.

San Diego Unified Port District, National City Marine Terminal, Berths 24-3 and 24-4: concrete bulkhead; 1,000 feet of berthing space 35 to 37 feet alongside; deck height, 13 feet; one 18-inch pipeline extends from wharf to fuel oil storage tanks; receipt and shipment of general cargo and automobiles in foreign and domestic trade; occasional receipt of fuel oil.

San Diego Unified Port District, National City Marine Terminal, Berths 24-10 and 24-11: concrete bulkhead; 1,500 feet of berthing space 35 feet alongside; deck height, 13 feet; 36 acres of open lumber storage; additional 40 acres open storage; available as required at rear of National City Marine Terminal; receipt and shipment of conventional general cargo and automobiles in foreign and domestic trade; receipt of lumber; shipment of cattle.

(PS 27/98; CL 948/00)

36/00

Page 276—Paragraph 99, lines 1 to 3; read:

Channels.-A Federal project provides for a 47- to 37-foot channel across the bar, thence 37 feet through North Bend and Coos Bay to the mouth of Isthmus Slough, thence 37 feet to a ...

(CL 704/00)

36/00

Page 276—Paragraph 99, line 6; read:

Turning basins at North Bend and Coos Bay have project depths of 37 ...

(CL 704/00)

36/00

Page 277—Paragraph 101; read:

Anchorage.-Anchorage for small craft can be had almost anywhere in the bay outside the dredged channels and below the railroad bridge.

(CL 1147/00)

36/00

Page 287—Paragraph 12 to Paragraph 17, line 1; read:

d. Length and freshwater draft of vessel.

e. Name and ETA to port of destination.

COAST PILOT 7 (Continued)

- f. Agent name, if any.
- g. Cargo; dangerous or pollutant cargo by name, UN number, or IMDG Code number of certain dangerous cargoes as defined in **33 CFR 160.203**. (The vessel must also report the items required in **33 CFR 160.211 (a)(1) through (a)(8) and (b)** when applicable.)
- h. Any hazardous conditions, defects, or deficiencies in charts, publications, hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment.
- i. On scene weather, if severe.
- j. Identify the vessel's Oil Spill Contingency Plan, the ...
- (CL 944/00) 36/00

Page 287—Paragraph 19, line 7; read:
caution in the Columbia River and its tributaries. Self-propelled hopper dredges, dredge barges and pipeline dredges may be encountered throughout the transit from sea to Bonneville Dam. Mariners should contact these vessels on VHF-FM channel 13 to make passing arrangements, and navigate with due caution through these areas.

(CL 944/00) 36/00

Page 290—Paragraph 65, line 14; read:
Oregon. Ships should provide length and fresh water draft when making arrangements for a pilot.

(CL 944/00) 36/00

Page 290—Paragraph 69, line 12; read:
ladder should be rigged 4 feet above the waterline. Maximum ...

(CL 944/00) 36/00

Page 292—Paragraph 102; read:
Towage.-Tugs to 3,600 hp are available at Astoria with 12 hours notice. Arrangements for tugs are usually made in advance by ships' agents. Barges of various size and application are available with prior arrangement.

(CL 944/00) 36/00

Page 293—Paragraph 126, lines 1 to 2; read:
Three wharves, owned and operated by Fort James, are at **Wauna**, on the Oregon side at Mile 36.2 (41.7). The ...

(CL 944/00) 36/00

Page 301—Paragraph 305, lines 10 to 13; read:
of the E end of Tomahawk Island. In March 2000, the mid-channel controlling depth was 5 feet from the junction with Columbia River to the project limit. A **241** lighted range ...

(BP 171103) 36/00

Page 301—Paragraph 305, line 19; read:
bridge (Interstate 5) about 0.8 mile E has a clearance of 35 feet.

(NOS 18526) 36/00

COAST PILOT 7 31 Ed 1997 Change No. 46
Page 167—Paragraph 60, line 7; read:
Marine Terminal, 687 Switzer Street, San Diego. The office of wharfinger can be reached by telephone at (619) 686-6346 or fax (619) 234-3965).

(CL 948/00) 36/00

Page 293—Paragraph 127, lines 7 to 8; read:
automobiles. Above Westport the slough was used for log storage; decaying and submerged piling may present hazards to vessels operating close to shore. About 7 feet can be carried to **Kerry**, 2.4 miles above the mouth.

(CL 944/00) 36/00

Page 293—Paragraph 130, line 7 to Paragraph 132; read:
ramp are also available. Several sawmills once operated along the river. Logs were stored throughout the area, and remnants of piling and related structures may present hazards close to shore. In November 1998, depths of about 2 feet could be carried through Beaver Slough to the mouth of Clatskanie River; thence 2 feet could be carried in the river to the town of Clatskanie; local knowledge is advised. Numerous shoals and snags have been reported in Beaver Slough and Clatskanie River.

Port Westward, a former Army ammunition terminal, is the site of a general cargo terminal. The main wharf, just W of the entrance to Bradbury Slough, is 1,200 feet long, has 40 feet reported alongside and a deck height of 20 feet, and can be used for shipment and receipt of general cargo.

Bradbury Slough, at Mile 46.6 (53.6) SW of Crims Island, has depths of 9 feet as far as the upper end where it shoals to 3 feet. There once was extensive log storage along the Crims Island shore. Remnants of pilings and log storage related structures may present hazards close to shore.

(CL 944/00) 36/00

Page 294—Paragraph 134, line 2; read:
is 2.0 knots. Flood currents can be experienced at low river levels after spring freshet and until the fall rainy season.

(CL 944/00) 36/00

Page 294—Paragraph 136, lines 2 to 3; read:
Washington side, empties into the river at **Stella**. The slough is used for moorage of small craft. It was also used for log storage, and piling and related structures present hazards close to shore. A partially submerged landing craft is reported upstream of the entrance.

(CL 944/00) 36/00

Page 294—Paragraph 137, line 3; read:
log-storage grounds. A depth of 7 feet may be carried through the channel. Remnants of log storage grounds may still be found throughout the transit.

(CL 944/00) 36/00

Page 294—Paragraph 146; read:
Towage.-Tugs to 3,600 hp are available at Longview.

(CL 944/00) 36/00

COAST PILOT 7 (Continued)

Page 294—Paragraph 153, line 2 to Paragraph 155; read: 2,355-foot berthing space; deck height, 40 feet. Berth 1, the westernmost berth has a 60-ton traveling gantry crane. Berth 3 has one loading conveyor with loading rate of 1,800 metric tons per hour and there are warehouses with 637,000 square feet of covered storage; about 30 acres of open storage; receipt and shipment of general cargo; receipt of dry bulk materials; shipment of miscellaneous dry bulk materials including urea and soda ash.

Berth 5: just E of Berth 4; 720-foot berthing space with dolphins; 40 feet alongside; deck height, 20 feet; shipment of petroleum coke.

Berths 6 and 7: just E of Berth 5; 1,500-foot berthing space; 40 feet alongside; deck height, 29 feet; 67,000 square feet of covered storage; 45 acres of open storage; one 33-ton container handling crane; receipt and shipment of general and containerized cargo, and logs. Berth 8, and extension of Berths 6 & 7, is a 600-foot general purpose dock intended for logs and general cargo, and 5 acres of open storage.

(CL 944/00) 36/00

Page 296—Paragraph 197, lines 7 to 11; read: also operates an international airport and three general aviation airports. A 30-inch hydraulic pipeline dredge is owned by the port. In addition to dredging the port waterfront and river channel, the port conducts hydrographic surveys periodically along all port-owned piers and wharves.

(CL 944/00) 36/00

Page 296—Paragraph 198, line 7; read: Vancouver Lower Turning Basin. The Vancouver Upper Anchorage has two anchor buoys for use by panamax bulk carriers and other maritime interests. Anchorage in the Willamette River ...

(CL 944/00) 36/00

Page 297—Paragraph 220, lines 2 to 4; read: marine terminals. The largest bulk commodities terminals in the harbor are Terminals 4 and 5. The largest general cargo terminal in the harbor is Terminal 2, and the container facility is Terminal 6. In addition to the port-owned ...

(CL 944/00) 36/00

Page 299—Paragraph 250, line 1 to Paragraph 251; read: Elf-Atochem Chemical, Oil and Salt Wharves (45°34'17"N., ...

(CL 944/00) 36/00

Page 448—Paragraph 83; read:

Portland District Office: Duncan Plaza, 333 S.W. First Avenue, P.O. Box 2946, Portland, OR 97208.

(CL 944/00) 36/00

COAST PILOT 7 31 Ed 1997 Change No. 47

Page 294—Paragraph 158, lines 3 to 5; read: dolphins; 32 feet alongside; deck height, 26 feet; receipt and

shipment of liquid chemicals; owned ... (CL 944/00) 36/00

Page 295—Paragraph 163; strike out. (CL 944/00) 36/00

Page 295—Paragraph 170, lines 1 to 3; read: **Rainier** is on the Oregon side opposite Longview. (CL 944/00) 36/00

Page 295—Paragraph 175, lines 2 to 3; read: and the Washington shore, formerly a booming and log storage area, as was **Burke Slough**, between Burke Island and the Washington shore. Mariners are cautioned that submerged piling and hazardous structures may exist throughout the area close to shore. (CL 944/00) 36/00

Page 295—Paragraph 177, line 2 to Paragraph 178; read: Columbia City, is the pier of a chemical plant. **Saint Helens**, at Mile 75 (86) opposite the mouth of Lewis River, is the site of a pulp and paper mill. (CL 944/00) 36/00

Page 295—Paragraph 180, lines 1 to 3; read: A dredged channel with a reported controlling ... (CL 944/00) 36/00

Page 295—Paragraph 181, line 4; read: less than 1 foot. Some recreational traffic moves up to **Woodland**, ... (CL 944/00) 36/00

Page 296—Paragraph 183, lines 3 to 5; read: Willamette River near Portland by **Sauvie Island**. Depths are ... (CL 944/00) 36/00

Page 296—Paragraph 186, lines 5 to 8; read: miles above the mouth. A marina is at Ridgefield; berths, water, ice, a launching ramp, and some marine supplies are available. The town of ... (CL 944/00) 36/00

Page 298—Paragraphs 223 to 238; read: Pier 1 (45°36'18"N., 122°46'31"W.): Berth 401, W face, 950-foot berthing space with dolphins; 40 feet alongside; Berth 405, S side W to E, is a grain facility marine leg with 550 feet total berthing space; 35 feet alongside; deck height, 35 feet; grain elevator with a capacity of over 8 million bushels, grain gallery with two loading spouts with loading rate of 2,500 tons per hour; shipment and receipt of grain; operated by Cargill, Inc.

Pier 2 (45°36'14"N., 122°46'29"W.): N side, Berth 408, W to E, 750 feet of berthing space; 35 feet alongside; deck height, 33 feet; 107,000 square feet covered storage, 8 acres open storage; pipelines extend from the wharf to tank farm; shipment and receipt of general cargo and liquid fertilizer;

COAST PILOT 7 (Continued)

operated by Port of Portland and IRM.

Pier 4 (45°36'06"N., 122°46'26"W.): Berths 410 and 411, W to E, 1,140-foot total berthing space; 40 feet alongside; deck height, 33 feet; 58,600 square feet covered storage, 7 acres open storage; dedicated storage for soda ash and shipment via fixed bulk outloader at 1,500 tons per hour; operated by Kinder-Morgan, Inc.

Steel Handling Wharf (45°35'50"N., 122°46'23"W.): Berths 414 and 415; 944 feet long, 1,344-foot berthing space with dolphins; 40 feet alongside; deck height, 25 feet; 180,000 square feet covered storage; 39 acres open storage; receipt of steel products; operated by Toyota America.

Automobile Unloading Dock (45°35'34"N., 122°46'10"W.): Berth 416, 1,064 feet of berthing space with dolphins and floats; 73 acres of open storage area; receipt of automobiles; operated by Toyota America.

Municipal Terminal 2:

Berth 203 (45°33'01"N., 122°41'11"W.): 400-foot berthing space; deck height, 20 feet; depth along side, 20 feet; general cargo dock; one 36 ton whirley crane; 39,000 sq. ft. of covered storage; operated by Stevedoring Services of America.

Berths 204, 205, 206 (45°32'51"N., 122°41'49"W.): 2,295-foot total berthing space; 40 feet alongside; deck height, 26 feet; one 50-ton and one 40-ton container handling crane; 170,000 square feet covered storage; 27 acres open storage; shipment and receipt of general cargo; operated by Stevedoring Services of America.

Municipal Terminal 6:

Berths 603, 604, 605 (45°38'24"N., 122°44'45"W.): 2,850 feet of berthing space; 40 feet alongside; deck height, 26 feet; five panamax, and two post-panamax container cranes; numerous 45-ton straddle carriers; 261,000 square feet covered storage; 122 acres paved open storage; 54 acre on-dock intermodal rail terminal, double stack rail car capacity for 84 cars; shipment of general and containerized cargo; operated by the Port of Portland.

Berth 601 Automobile Terminal (45°38'09"N., 122°45'30"W.): 950-foot berthing space; floating auto dock ballasted to 12 feet; deck height, 35 feet alongside; 75-acre storage yard and processing area; operated by Hyundai Motor America.

Berth 607 Automobile Terminal about 1 mile SE of Berth 601, 914-foot berthing space floating auto dock ballasted to 12 feet; deck height, 35 feet alongside, 115 acre storage yard and processing area; operated by Honda Motor America.

Private facilities

Columbia Grain Terminal Dock (45°38'34"N., 122°46'16"W.): about 900 feet of berthing space with dolphins; 40 feet alongside; deck height, 25 feet; three vessel loading spouts with a rate of 1,800 tons per hour; grain elevator with a 4-million-bushel capacity; receipt and shipment of grain; operated by Columbia Grain, Inc.

Portland Bulk Terminal 5, Berth 503 (45°38'21"N., 122°46'37"W.): 830-foot berthing space; deck height, 25 feet; 40 feet alongside; bulk cargo facility with a 4,000-ton-per-hour shiploader; 110 acre mineral bulk export facility with 100,000 tons of covered storage on site; export of potash and other compatible bulk cargo; operated by Portland Bulk Terminals.

(CL 944/00)

36/00

Page 299—Paragraphs 262 to 263; strike out.
(CL 944/00)

36/00

COAST PILOT 7 31 Ed 1997 Change No. 48

Page 277—Paragraph 108, line 2; read:
foreign vessels and all U.S. vessels under registry. Pilotage is
...
(CL 1140/00)

36/00

Page 277—Paragraph 111, lines 1 to 4; read:

The pilot boats, COOS BAY and NORTH BEND, are 75-foot-long tugs with black hulls, orange pilothouses, and white stacks. The pilot boats used the standard pilot lights at night. Vessels are handled ...

(CL 1140/00)

36/00

Page 277—Paragraph 113, lines 1 to 2; read:

Towage.-Tugs to 2,000 hp are available and are used for docking and mooring. The two pilot boats, the largest tugs available, ...

(CL 1140/00)

36/00

Page 321—Paragraph 86, lines 4 to 5; read:

dangerous overfalls and races occur during bad weather. A light and fog signal are on the largest rock of the group, and a ...

(15/00 CG13; LL/99)

36/00

Page 322—Paragraph 101, line 4; read:
light.

(15/00 CG13; LL/99)

36/00

Page 322—Paragraph 103, line 3; read:

islands are marked by a light. The S and larger ...

(15/00 CG13; LL/99)

36/00

Page 345—Paragraph 503, lines 6 to 7; read:

Inlet, is comparatively steep-to. It is marked by a light.

(17/00 CG13; LL/99)

36/00

Page 346—Paragraph 515, line 2; read:

point of Gabriola Island, is marked by a light. It is ...

(17/00 CG13; LL/99)

36/00