

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7 39 Ed 2007 Change No. 18
LAST NM 26/07

Page 462—Paragraph 374, lines 8 to 15; read:
are available. A daybeacon is at the outer E end of the W basin and private lights mark the entrance to the E basin. In 1976, depths of 7 to 12 feet were reported to be available in the E basin. A large shoal area extends NW from the E basin around the mouth of the Hood River to about 0.2 mile N of the W basin.

(NOS 18532) 33/07

Page 463—Paragraph 393, lines 7 to 8; read:
clearance of 95 feet is about 41 (47.2) miles above John Day Dam.

(BP 169604; CL 1737/99; NOS 18537) 33/07

Page 464—Paragraph 403; read:

The **Port of Umatilla**, on the Oregon side, about 0.4 mile above the McNary Lock and Dam, owns a 230-foot port wharf with 800 feet of berthing space; reported depths of 20 feet are available alongside; a private company operates the wharf. A grain elevator, owned and operated by Pendleton Grain growers, Inc., has a loading rate of 20,000 bushels per hour; the grain elevator is just E of the port wharf. A barge wharf, used for receipt and shipment of petroleum products and liquid fertilizer, is just E of the grain elevator; the oil wharf is owned and operated by the Tidewater Barge Lines.

(PS 34/96) 33/07

Page 464—Paragraphs 407 to 409; read:

Walla Walla River enters Columbia River on the E side 18.4 (21.2) miles above McNary Dam. There is a public launching ramp on the S side of the river just E of the highway bridges at the entrance.

A grain wharf, at **Wallula Junction** just S of the Walla Walla River, has a grain elevator and barge loading spout with a loading rate of 20,000 bushels per hour; a reported depth of 20 feet is alongside the wharf. The wharf is owned and operated by Walla Walla Grain Growers, Incorporated. A barge wharf, at the **Port of Walla Walla** just S of **Attalia**, is owned and operated by Boise Cascade Corporation. The wharf ships wood pulp and receives caustic soda. A reported depth of 12 feet is alongside.

About 1.9 miles S of the Snake River mouth, on the W side of Lake Wallula, is the Unocal Corporation chemical plant; anhydrous ammonia and urea are received here by barge. The dock has 480 feet of berthing space and has a

reported depth of 30 feet alongside. Two white ammonia storage tanks at this plant are prominent.
(PS 34/96) 33/07

Page 464—Paragraph 413, lines 6 to 9; read:
(0.7) mile above the railroad bridge, there are dual spans of a fixed highway bridge with a least clearance of 61 feet. Numerous ...
(CL 89/87) 33/07

Page 464—Paragraph 414, lines 2 to 5; read:
above the mouth, has privately owned facilities for receipt and shipment of petroleum products and liquid fertilizer. Burbank, on the S side of the river has two grain facilities owned by the Port of Walla Walla and operated by private companies. From East Pasco to Lewiston there are several facilities used for shipment of grain and wood chips. Other facilities along the river specialize in the receipt and shipment of logs, general cargo, petroleum products, anhydrous ammonia, and liquid fertilizer.
(PS 34/96) 33/07

Page 465—Paragraph 415, lines 3 to 4; read:
vertical lift of about 100 feet. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See ...
(LL/06; 33 CFR 207.718) 33/07

Page 465—Paragraph 415, lines 7 to 9; read:
Dam.) Lake Sacajawea, the lake formed by the waters ...
(CL 217/98; NOS 18545) 33/07

Page 465—Paragraph 416, line 5; read:
area is above and below the dam; the area is marked by buoys above the ...
(LL/06; 33 CFR 207.718) 33/07

Page 465—Paragraph 418, line 5; read:
area is above and below the dam; the area is marked by buoys above the ...
(LL/06; 33 CFR 207.718) 33/07

Page 465—Paragraph 420, line 7; read:
the Snake River. A **restricted area** is above and below the dam; the area is marked by buoys above the dam. (See **207.718**, chapter 2, for information ...
(LL/06; 33 CFR 207.718) 33/07

Page 465—Paragraph 421, lines 3 to 16; read:
McNary Dam. The Port of Pasco Marine Terminal Wharf (46°13'10"N., 119°05'52"W.), operated by Continental Grain Company, has reported depths of 16 to 20 feet

alongside with a total berthing space of 970 feet. A grain elevator, with a capacity for 450,000 bushels, serves the wharf and can load barges at a rate of 15,000 bushels per hour. The port also owns a Container Terminal Wharf at the barge slip in about 46°12'50"N., 119°04'14"W. The wharf is used for receipt and shipment of containerized general cargo and has a total berthing space of 840 feet; depths alongside the wharf are reported to be 20 feet. The Port of Pasco is a municipal corporation consisting of a Board of Commissioners and a General Manager. In addition to the marine terminals, the port operates an airport. The Pasco-Kennewick-Richland ...
(PS 34/96) 33/07

Page 465—Paragraph 424; read:

A railroad lift bridge crosses the Columbia River between Pasco and Kennewick, about 0.4 mile below Clover Island, and has a clearance of 18 feet down and 70 feet up. (See **117.1 through 117.59** and **117.1035**, chapter 2, for drawbridge regulations.) The fixed highway bridge just SE of Clover Island has a clearance of 56 feet and another fixed bridge, 0.9 mile above Clover Island, has a clearance of 61 feet. Interstate Route 182 fixed bridge crosses the Columbia River at Richland and has a clearance of 73 feet. Overhead cables cross the Columbia River just above the junction with Snake River and at the E end of Clover Island; clearances are 85 and 54 feet, respectively.
(CL 383/95; CL 915/95; NOS 18543) 33/07

Page 466—Paragraph 425, lines 6 to 8; read:
town of **Richland**, just above the recreation area.
(NOS/07) 33/07

COAST PILOT 7 39 Ed 2007 Change No. 19

Page 448—Paragraph 171, line 3; read:
smaller channel N of the main ship channel. (See **110.1** and **110.228**, chapter 2, for limits and regulations.) A secondary ...
(33 CFR 110.228; NOS 18524) 33/07

Page 457—Paragraph 295; read:

A wharf on the W bank of the river, 0.3 (0.3) mile above the railroad bridge, has 840 feet of berthing space with a depth of 16 feet alongside; the deck is 30 feet high and marked at each end by private lights. Electric belt conveyors serve barge-loading spouts and a 15-acre open storage area in the rear. The wharf ships wood chips by barge and is

owned by the Port of Portland and operated by James River Corporation.
(PS 34/96) 33/07

Page 459—Paragraph 322, lines 9 to 12; read:
Tomahawk Island. (See Notice to Mariners and latest edition of chart for depths.) A **241°** lighted range marks the E entrance channel for about 0.6 mile from the junction with ...
(NOS 18526; NOS 18531; NOS/07) 33/07

Page 461—Paragraph 348, line 6; read:
slough; the channel is marked by light, a daybeacon, and a ...
(LL/06) 33/07

COAST PILOT 7 39 Ed 2007 Change No. 20

Page 395—Paragraph 91; insert after:
Hazardous bar conditions are common at the entrance to Noyo River. Mariners should monitor VHF-FM channel 16 for safety broadcast/advisories concerning the Noyo River and are encouraged to contact the Coast Guard prior to transiting the entrance.
(CL 624/07) 33/07

Page 417—Paragraph 81, lines 4 to 5; read:
from the channel looking seaward on the S shore just N of ...
(LL/06) 33/07

Page 443—Paragraph 101, lines 4 to 6; read:
SW side.
(NOS 18521) 33/07

Page 444—Paragraphs 114 to 115; read:
A dredged channel leads from Columbia River through Youngs Bay to naturally deep water at the mouth of Youngs River. In 1992, the controlling depth in the dredged channel was 5 feet. A channel, marked by buoys and daybeacons, leads S from the dredged channel in Youngs Bay to the

mouth of the Lewis and Clark River. In 1992, the mouth of the river had shoaled to bare.
(BP 148250; NOS 18521; LL/06) 33/07

Page 446—Paragraph 145, lines 9 to 10; read:
Svensen; these channels are marked by lights and daybeacons. The power cables across John Day River ...
(LL/06; NOS 18521) 33/07

Page 447—Paragraph 152, line 2; read:
clearance of 230 feet crosses the main channel to Puget Island.
(BP 185569) 33/07

Page 448—Paragraph 168, line 4; read:
buoys and fog signals; a racon is at the center of the span.
(CL 934/00; CL 741/01; LL/06; NOS 18524) 33/07

Page 557—Paragraph 399; read:
A shoal just inside the entrance extends 300 yards from the E shore and is marked by a buoy. Several shoal areas with depths of 2 to 2¾ fathoms extend up to 400 yards off the W shore between Neill Point and Harbor Heights. Shoal areas with depths of 4¼ fathoms are near midchannel W of **Manzanita** and W of Dockton.
(NOS 18474; CL 547/07) 33/07

Page 557—Paragraph 403; read:
The village of **Dockton** is in the bight on the E side about 2.5 miles from the entrance. A county park on the E side of the bight has a public dock with several piers and a boat ramp. There is a large mooring field off the village; numerous submerged obstructions, small wrecks, and scattered debris litter the bottom in this area.
(CL 547/07; NOS/67) 33/07

Page 558—Paragraph 411, lines 4 to 5; read:
Tacoma.
(CL 547/07) 33/07

COAST PILOT 7 39 Ed 2007 Change No. 21

Page 108—Paragraph 1500, line 5 to Paragraph 1501; read:
at Stockton.
(FR 6/1/07) 33/07

Page 374—Paragraph 491, line 4; read:
117.143, 117.150, 117.157, 117.159, ...
(FR 6/1/07) 33/07

Page 576—Paragraph 101, lines 5 to 8; read:
on the W coast during kona storms. **Halaula**, the principal village in the vicinity, is 1 mile inland from the light; a stack is prominent.
(NOS 19327) 33/07

Page 582—Paragraph 173, line 1; read:
The shoreline between **Waipuku Point** and ...
(NOS 19320) 33/07

Page 587—Paragraph 250; strike out.
(17/87 CG14; NOS 19327) 33/07

Page 587—Paragraph 253; read:
A large hotel and golf course can be seen at **Kaunaoa Beach**, 2.7 miles NE of Waima Point and a cluster of three tanks, about 0.5 mile inland from Puako Bay, are prominent.
(NOS 19330; CL 799/70; CP 7-307/70) 33/07

Page 609—Paragraphs 560 to 564; read:
Anchorage
General anchorages for commercial vessels are in Mamala Bay, W and SE of Kalihi Channel Entrance, sand and coral bottom. (See **110.1** and **110.235**, chapter 2, for limits and regulations.) Mariners are advised not to use this anchorage or to leave the anchorage during periods of large S swell or strong kona winds. Use of the anchorages is controlled by the Honolulu harbormaster; any vessel that wishes to use an assigned anchorage is required to obtain permission from the harbormaster's office. Vessels entering the anchorage area are required to seek traffic clearance from Aloha Tower traffic control on VHF-FM channel 12; call sign, WHX-528. Vessels are also required to advise Aloha Tower of their departure time from the anchorages. All vessels must monitor VHF-FM channels 16 and 12 while they are in the anchorages. Anchorage is not practical in the harbor basins because of the limited swinging room. Sewer outfall lines ex-

tend SW from a point on Sand Island; mariners are cautioned not to anchor within 600 yards of the sewer line.
(33 CFR 110.235; NOS 19369; NOS/07) 33/07

Page 614—Paragraph 635; strike out.
(CL 77/87; NOS 19362) 33/07

Page 615—Paragraph 644, line 1; read:
Three offshore oil tanker mooring terminals and ...
(33 CFR 110.236; NOS 19362) 33/07

Page 617—Paragraph 680, lines 5 to 6; read:
Waialeale and a windmill with a strobe light about 2.0 miles ESE.
(NOS 19357) 33/07

Page 620—Paragraph 723, line 6; read:
island. There are depths of 5 fathoms between Manana ...
(NOS 19358) 33/07

COAST PILOT 7 39 Ed 2007 Change No. 22

Page 274—Paragraph 123, lines 7 to 16; read:
common entrance is a lighted junction buoy separating the entrance channels to Oceanside Harbor and Del Mar Boat Basin. The entrance channel for Oceanside Harbor is marked by lighted buoys, lights and a daybeacon. A submerged jetty, just N of the entrance channel to Oceanside Harbor, is marked by a danger buoy at its outer end.
(24/07 CG11; LL/06; NOS 18758) 33/07

Page 412—Paragraph 7, lines 1 to 4; read:
In April 2007, the controlling depth was 10 feet in the entrance channel to the turning basin, thence depths of 9 to 12 feet were available in the basin (except for lesser depths to 3 feet along the W edge of the basin); the entrance to the SE basin had a controlling depth of 9 feet (with lesser depths to 3 feet along the W edge) ...
(BP 191012) 33/07

Page 462—Paragraph 372, line 2; read:
the bridge clearance is 19 feet. **Government Cove**, on ...
(CL 635/07) 33/07