

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 5 35 Ed 2007 Change No. 35  
LAST NM 16/08

Page 45-Table, insert after Part 26-Vessel Bridge-to-Bridge Radiotelephone Regulations:

Part 70 Interference with or Damage to Aids to Navigation (CFR 70.05-20) 17/08

Page 77—Paragraph 577, line 13; read: by Means of Radio, 1973.”

Part 70-Interference With or Damage to Aids to Navigation

§70.05-10 Revocation of license.

Every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board any boat or vessel who shall willfully injure or destroy an aid to navigation established and maintained by the United States shall be deemed guilty of violating the provisions of §70.05-1 and shall upon conviction be punished as provided in §70.05-5 and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted.

§70.05-20 Report Required.

Whenever any vessel collides with an aid to navigation established and maintained by the United States or any private aid to navigation established or maintained in accordance with Part 64, 66, 67 or 68 of this subchapter, or is connected with any such collision, it shall be the duty of person in charge of such vessel to report the accident to the nearest Officer in Charge, Marine Inspection, in accordance with 46 CFR 4. (33 CFR 70) 17/08

Page 332—Paragraph 284, line 3; read: marked by lighted buoys. Gulfport Ship Channel leads 10 ... (CL 253/08; 51/93 CG8; LL/07; LL/93) 17/08

Page 332—Paragraph 284, line 8; read: Ship Island Bar Channel, 36 feet for Gulf Ship Channel ... (CL 253/08; 51/93 CG8; LL/07; LL/93) 17/08

Page 332—Paragraph 285, line 3; read: The entrance channel leads NW from Gulf Ship Channel ... (CL 253/08; 51/93 CG8; LL/07; LL/93) 17/08

Page 332—Paragraph 286, lines 6 to 8; read: feet. (NOS 11373) 17/08

Page 333—Paragraph 293, lines 16 to 19; read: 42-foot aluminum hull pilot boat MISSISSIPPI has a red hull with white superstructure. The pilot boat monitors ... (CL 253/08) 17/08

Page 333—Paragraph 293, line 22; read: rigged 2 meters (about 6 feet) above the water on the lee ... (CL 253/08) 17/08

Page 333—Paragraph 293, lines 27 to 30; read: 228-865-7636, or through the Port Authority (228-865-4300 or radiotelephone), or through State Port, West Pier (228-865-4323) or through ships’ agents. A 24-hour advanced notice of ETA is requested; then at ... (CL 253/08) 17/08

Page 333—Paragraph 299, line 1; read: A tug of 2,400 hp and a tug of 3,000 hp are based at Gulfport. They monitor ... (CL 253/08) 17/08

Page 333—Paragraph 299, line 6; read: through the Gulfport Towing, 228-864-6171. (CL 253/08) 17/08

Page 334—Paragraph 305, line 2; read: not exceed 10 knots through the channel between Ship ... (CL 253/08) 17/08

Page 334—Paragraph 308, line 2; read: 89°05’20”W.): 600-foot face; 36 feet alongside; deck ... (CL 253/08) 17/08

Page 334—Paragraph 309, lines 1 to 4; read: Dole Fresh Fruit, East Pier Terminal: immediately NW of East Pier Open Storage Wharf; 940-foot face; 32 feet alongside; deck height, 10 feet; 300,000 square feet covered storage; 10,000 square feet ... (CL 253/08) 17/08

Page 334—Paragraph 310, line 2; read: Harbor Basin; 515-foot face; 36 feet alongside; deck ... (CL 253/08) 17/08

Page 334—Paragraph 311, line 6; read: storage for 100,000 tons of ilmenite; 40 acres open storage; ... (CL 253/08) 17/08

Page 334—Paragraph 313, lines 2 to 3; read:  
Storage Wharf; 1,800 feet of berthing space; 32 feet along-  
side; deck height, 11 feet; 105,000 square feet covered ...  
(CL 253/08) 17/08

Page 356—Paragraph 117, lines 2 to 3; read:  
river via the Jump with the Gulf. In March 2007, the con-  
trolling depths were 6 feet to Light 19; thence in August  
2006, 8 feet to Buoy 52; thence in February 2008, 12 feet ...  
(DDs 10677-78; DDs 8345-46; DDs 8854-55) 17/08

Page 375—Paragraph 375, lines 1 to 3; read:  
Federal project depth for the river is 45 feet to 232.4 miles  
AHP, about 1.5 miles below the Baton Rouge Railroad and  
U.S. 190 Highway Bridge. This bridge is the ...  
(DD 10554) 17/08

Page 403—Paragraph 297, lines 13 to 17; read:  
in operation continuously. In December 2007, the control-  
ling depth was 11 feet in the entrance channel to the lock;  
thence in April 2007, 5 feet through the canal to Light 20,  
thence 9 feet to junction ...  
(DDs 10731-35; DDs 9289-9303) 17/08

**COAST PILOT 5      35 Ed 2007      Change No. 36**  
Page 313—Paragraph 54, lines 4 to 5; read:  
daybeacons. In January 2008, the controlling depth was 5.4  
feet (6.4 feet at midchannel) from the entrance in ...  
(CL 294/08) 17/08

Page 314—Paragraph 61, lines 6 to 8; read:  
Island Channel to the mouth of Dog River. In January 2008,  
the controlling depth was 7.0 feet to the highway bridge  
across the mouth of ...  
(CL 295/08) 17/08

Page 322—Paragraph 164, lines 7 to 9; read:  
February 2008, 14.3 feet (15.5 feet at midchannel) to the  
turning basin, thence 18.0 feet in the basin, thence 9.5 feet to  
the highway bridge.  
(CL 316/08) 17/08

Page 332—Paragraph 284, line 1; read:  
**Ship Island Bar Channel** leads for about 10 miles NW  
from ...  
(CL 253/08) 17/08

Page 332—Paragraph 286, lines 4 to 5; read:  
vessels generally anchor within a 2-mile radius of Gulfport  
Ship Channel Lighted Whistle GP in depths of about 36 ...  
(LL/07; CL 253/08; LL/93; 51/93 CG8) 17/08

Page 347—Paragraph 5, line 2; read:  
route through the Mississippi River-Gulf ...  
(CL 309/08) 17/08

Page 347—Paragraph 5, line 6; read:  
New Orleans. Impending closure of the Mississippi River-  
Gulf Outlet Canal to deep-draft vessels in 2008 was re-  
ported.  
(CL 309/08) 17/08

Page 348—Paragraph 17, lines 1 to 2; read:  
(Impending closure of the Mississippi River-Gulf Outlet  
Canal to deep-draft vessels in 2008 was reported. For further  
information, visit internet site: mrgo.usace.army.mil or for  
questions and comments, phone: 504-862-2319.) The ...  
(CL 309/08) 17/08

Page 349—Paragraph 29, line 4; read:  
to the Inner Harbor Navigation Canal at New Orleans. Im-  
pending closure of the Mississippi River-Gulf Outlet Canal  
to deep-draft vessels in 2008 was reported.  
(CL 309/08) 17/08

Page 360—Paragraph 156, line 8; read:  
from 6 to 45 feet, with about 35 feet alongside most ...  
(CL 309/08) 17/08

Page 360—Paragraph 158, line 4; read:  
Canal. (See Channels at the beginning of this chapter.) Im-  
pending closure of the Mississippi River-Gulf Outlet Canal  
to deep-draft vessels in 2008 was reported.  
(CL 309/08) 17/08

Page 361—Paragraph 173, line 3; read:  
about 103.6 and 104.1 miles AHP, respectively. In 2008, the  
cables were reported to be buried.  
(CL 309/08) 17/08

Page 363—Paragraph 198, line 8 to Paragraph 199; read:  
under its control. The office of the Port of New Orleans is  
located at 1350 Port of New Orleans Place, on the Thalia  
Street Wharf, under the Crescent City Connection.  
(CL 309/08) 17/08

Page 401—Paragraph 272; strike out.  
(03/00 CG8; NOS 11351) 17/08

Page 406—Paragraph 335, line 5; read:  
was 8 feet. The principal commodities carried on the ...  
(CL 667/97; NOS 11345) 17/08

**COAST PILOT 5      35 Ed 2007      Change No. 37**  
Page 433—Paragraph 225 to Page 434—Paragraph 240;  
read:

Port of Houston Authority Container Terminal, Galveston Facility Pier 10 (29°19'00"N., 94°46'58"W.): 1,343-foot face; 1,346 feet of berthing space; 42 feet alongside; deck height, 11 feet; 27 acres of open storage; railway connection; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo in foreign and domestic trade; receipt and shipment of steel and lumber; owned by the City of Galveston and operated by Port of Houston Authority.

Marine Spill Response Corp., Pier 12 (29°18'51"N., 94°47'02"W.): 845-foot face; 845 feet of berthing space; 26 to 32 feet alongside; deck height, 11 feet; mooring company-owned float equipment; owned by City of Galveston and operated by Marine Spill Response Corp.

Smith-Hamm, Pier 14 (29°18'52"N., 94°47'06"W.): 253-foot face; W side 689 feet of berthing space; 30 to 31 feet alongside; E side 663 feet long, 22 to 24 feet alongside; deck height, 10 feet; mooring vessels and barges for maintenance and repair; mooring company-owned floating equipment; owned by City of Galveston and operated by Smith-Hamm, Inc. and CHS Launch Services, Inc.

Del Monte Fresh Produce N.A., Piers 16-18 (29°18'46"N., 94°47'17"W.): 1,203 feet of berthing space; 32 feet alongside; deck height, 11½ feet; railway connection; receipt of fruit and fueling small vessels; owned by City of Galveston and operated by Del Monte Fresh Produce N.A., Inc.

Port of Galveston, Pier 19 Boat Basin (29°18'38"N., 94°47'26"W.): 600-foot face; 30 feet of berthing space; 10 feet alongside; deck height, 8½ feet; receipt of seafood; mooring, fueling, and icing fishing boats; mooring sport-fishing boats and other small vessels; owned by City of Galveston and operated by Port of Galveston.

Port of Galveston, Cruise Terminal No.1, Piers 23-25 (29°18'31"N., 94°47'51"W.): 964 feet of berthing space, 26 to 32 feet alongside; E side 168 feet of berthing space, 16 to 30 feet alongside; deck height, 12 ½ feet; boarding of passengers and mooring vessels; owned by City of Galveston and operated by Port of Galveston.

Port of Galveston, Pier 26 (29°18'30"N., 94°47'55"W.): 400 feet of berthing space; 30 to 32 feet alongside; deck height, 8 feet; receipt and shipment of conventional general cargo; owned by City of Galveston and operated by Port of Galveston.

Port of Galveston, Cruise Terminal No.2, Piers 27-28 (29°18'30"N., 94°48'04"W.): 1,050 feet of berthing space, 36 feet alongside; deck height, 12 ½ feet; boarding of passengers and mooring vessels; owned by City of Galveston and operated by Port of Galveston.

ADM Grain Co., Galveston Elevator, Piers 30-33

(29°18'29"N., 94°48'17"W.): 1,100 feet of berthing space; 41 to 42 feet alongside; deck height, 11½ feet; railway connection; 3.2-million bushel grain elevator; occasional receipt and shipment of conventional cargo and shipment of grain.

Port of Galveston, Piers 33-34 (29°18'29"N., 94°48'28"W.): 632 feet of berthing space; 38 feet alongside; deck height, 8½ feet; 10.9 acres of open storage; 186,650 square feet covered storage; railway connection; receipt and shipment of conventional and roll-on/roll-off general cargo, project cargo, heavy machinery, and steel in foreign and domestic trade; mooring vessels; owned by City of Galveston and operated by Port of Galveston.

Agriliance, Galveston Piers 35-36 (29°18'30"N., 94°48'33"W.): 650 feet of berthing space; 38 to 40 feet alongside; deck height, 11 feet; railway connection; storage building with capacity for 19,000 tons; receipt of fertilizer by vessel; owned by the City of Galveston; operated by Agriliance, LLC.

Port of Galveston, Piers 37-38 (29°18'30"N., 94°48'41"W.): E side 1,163 feet of berthing space, 30 feet alongside; W side 1,180 feet of berthing space, 20 feet alongside; deck height, 11 feet; railway connection; 2.7 acres of open paved storage; receipt and shipment of roll-on/roll-off and project cargo; owned by the city of Galveston and operated by the Port of Galveston.

Port of Galveston, Piers 39-40 (29°18'32"N., 94°48'51"W.): 785 feet of berthing space, E side, 33 feet alongside; 1,163 feet of berthing space W side, 32 feet alongside; deck height, 10½ feet; occasional receipt and shipment of conventional general cargo and mooring vessels.

Port of Galveston, Pier 41 (29°18'32"N., 94°48'58"W.): 370 feet of berthing space, E side; 32 feet alongside; 1,195 feet of berthing space; 33 feet alongside deck height, 11 feet; railway connection; receipt of cement and mooring vessels.

(PS 23/06; PS 23/96) 17/08

**COAST PILOT 5      35 Ed 2007      Change No. 38**  
Page 436—Paragraph 262 to Page 437—Paragraph 275;  
read:

Sterling Chemicals, Dock No. 1 (29°22'40"N., 94°53'34"W.): 110-foot face; 750 feet of berthing space with dolphins; 40 feet alongside; deck heights, 5 and 15 feet; receipt and shipment of chemicals by tanker and barge; railway connection; owned and operated by Sterling Chemicals, Inc.

Texas City Terminal Railway Co., Dock No.15 (29°22'32"N., 94°53'26"W.): 60-foot face; 400 feet of berthing space; 36 feet alongside; deck height, 15 feet; tank storage for 2 million barrels; receipt of crude oil and receipt and shipment of petroleum products, petrochemicals, and chem-

icals; railway connection; owned by Texas City Terminal Railway Co. and operated by Valero, LP.

Texas City Terminal Railway Co., Dock No.16 (29°22'27"N., 94°53'22"W.): 140-foot face; 625 feet of berthing space; 40 feet alongside; deck height, 16 feet; tank storage for 3.7 million barrels; receipt of crude oil and receipt and shipment of petroleum products, petrochemicals, and chemicals; railway connection; owned by Texas City Terminal Railway Co. and operated by Marathon Ashland Petroleum, LLC; Valero Energy Corp.; and Valero Corp.

Texas City Terminal Railway Co., Dock No. 18 (29°22'22"N., 94°53'25"W.): 73-foot face; 760 feet of berthing space; 36 feet alongside; deck height, 14 feet; receipt of crude oil and shipment of petroleum products and petrochemicals; railway connection; owned by Texas City Terminal Railway Co. and operated by Marathon Ashland Petroleum, LLC.

Texas City Terminal Railway Co., Oil Dock No.19 (29°22'22"N., 94°53'33"W.): 60-foot face; 500 feet of berthing space; 36 feet alongside; deck height, 12 feet; receipt of crude oil and receipt and shipment of petroleum products, petrochemicals, and chemicals; railway connection; owned by Texas City Terminal Railway Co. and operated by Valero, LP.

Texas City Terminal Railway Co., Oil Dock No. 20 (29°22'20"N., 94°53'33"W.): 32-foot face; 760 feet of berthing space; 36 feet alongside; deck height, 14 feet; receipt and shipment of petroleum products; railway connection; owned by Texas City Terminal Railway Co. and operated by Valero, LP.

BP North America, Dock No. 32 (29°22'14"N., 94°53'22"W.): 66-foot face; 850 feet of berthing space; 40 feet alongside; deck height, 18.5 feet; receipt of crude oil; receipt and shipment of petroleum products by tanker; railway connection; owned by BP North America, Inc.

Texas City Terminal Railway Co., Tanker Dock Berths Nos. 40 and 41 (29°21'58"N., 94°53'30"W.): 1,090 feet of berthing space with dolphins along N and S sides; 40 feet alongside; deck height, 16 feet; receipt of crude oil by tanker; railway connection; owned by Texas City Terminal Railway Co. and operated by BP North America, Inc., Marathon Ashland Petroleum, LLC and Valero Energy Corp.

BP Chemicals Americas. Dock No. 50 (29°21'49"N., 94°54'16"W.): N side of Texas City Canal; 60-foot face, 420 feet of berthing space; 36 to 40 feet alongside; deck height, 11 feet; receipt and shipment of chemicals by tanker and barge; railway connection; storage for 31.5 million gallons; owned by Texas City Terminal Railway Co. and operated by BP Chemicals Americas, Inc.

Oiltanking Texas City, Tanker Dock No. 66 (29°21'39"N.,

94°55'00"W.): W side of turning basin at inner end of Texas City Canal; 100-foot face; 700 feet of berthing space; 36 feet alongside; deck height, 12 feet; receipt and shipment of chemicals and petrochemicals by tanker; owned and operated by Oiltanking Texas City, LP.

Oiltanking Texas City, Tanker Dock No. 67 (29°21'35"N., 94°54'54"W.): S side of turning basin at the head of Texas City Canal; 100-foot face; 700 feet of berthing space; 36 feet alongside; deck height, 6 feet; receipt and shipment of chemicals and petrochemicals by tanker and barge; railway connection; owned and operated by Oiltanking Texas City, LP.

(PS 23/06; PS 23/96)

17/08