

Page 185—Paragraph 492, lines 6 to 12; read:
Harbor district does not maintain pilots. Requests for pilots may be made by calling the Port Hueneme Pilots Association, telephone 805-984-4933. Pilots are available on a 24-hour basis and board vessels from a tug at a point 1.5 to 2.0 miles from the seabuoy. When ...
(CL 660/00) 34/00

Page 185—Paragraph 493, line 2; read:
starboard while inbound, port side outbound) amidships, about 5 ...
(CL 660/00) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 39
Page 257—Paragraph 179, lines 2 to 5; read:
45 feet over the bar and in the entrance channel, thence 38 feet in North Bay Channel to Eureka, thence 35 feet in the Eureka Channel outer reach and 26 feet in the inner reach. Project depth in Samoa Channel, including the turning basin, is 38 feet, and in Fields ...
(CL 32/2000; CL 683/00) 34/00

Page 291—Paragraph 85, lines 8 to 10; read:
operate to the town of **Olney** on Youngs River at high tide.
(679/00) 34/00

Page 294—Paragraph 140, line 3; read:
of 187 feet. The bridge piers are marked by buoys and fog signals.
(CL 934/00) 34/00

Page 304—Paragraph 386, line 1; read:
Charts 18541, 18542, 18543.-McNary Lock and Dam,
254.5 ...
(DOLE 2000) 34/00

Page 304—Paragraph 387, lines 1 to 3; read:
Lake Wallula, the pool created by McNary Dam, provides slack-water navigation from McNary Dam to the junction with the **Yakima River**, a distance of about 37 (43) miles. Depths ...
(DOLE 2000) 34/00

Page 324—Paragraph 142, line 3; read:
Hook, a low and narrow sandspit 3 miles long, and the main ...
(CL 662/00) 34/00

Page 324—Paragraph 143, lines 9 to 10; read:
48°07'25"N., 123°23'00"W. A depth of 25 feet is off the easternmost pier on the waterfront, and a shoal with a ...
(CL 662/00) 34/00

Page 324—Paragraph 150, line 5; read:
Angeles is provided by the Puget Sound Pilots. They monitor VHF-FM channel 13. (See Pilotage, ...
(CL 662/00) 34/00

Page 324—Paragraphs 159 to 165; read:
Port Terminal No. 1 (48°07'30"N., 123°26'24"W.): 956-foot berthing space on N side with an additional 425 feet to dolphins; 610 foot berthing space on S side, 42 feet at the end; deck height, 17 feet; 17,000 square feet covered storage; 96,000 square feet open storage; shipment of general cargo, lumber, logs, pulp, and other forest products; berthing space for top side repair of large ocean going vessels.

Port of Port Angeles, Terminal No. 3 (W of Port Terminal 1): 480-foot berthing space; 41 to 45 feet alongside; deck height, 17 feet; receipt and shipment of general cargo, shipment of logs and lumber.

Privately operated facilities:

Black Ball Ferry Transport (48°07'21"N., 123°25'45"W.): Terminus of passenger and automobile ferry connecting Port Angeles and Victoria, B.C.; ferry makes two trips daily from March to May and October to January. From May to October it makes 4 trips daily. Visit "www.northolympic.com/coho" for the current schedule. Operated by Black Ball Transport, Inc.

Diashowa America, Port Angeles Mill Dock (48°07'57"N., 123°27'33"W.): 640-foot total berthing space with dolphins; 28 feet alongside; deck height, 10 feet; shipment of lumber; owned and operated by Merrill and Ring, Inc. **Note:** Vessels moor portside-to at this wharf; a tug is recommended for both docking and undocking.

Diashowa America, Port Angeles Barge Dock (48°08'08"N., 123°27'37"W.): 570-foot berthing space with dolphins; 36 to 40 feet alongside; deck height, 17 1/2 feet; approximately 28,000 square feet covered storage; receipt of fuel oil for plant consumption; shipment of paper products; owned by Diashowa; operated by Diashowa America and BP Marine Americas. A 25-foot shoal is charted about 100 feet E of the face of the Wharf; a tug is recommended when undocking.

(CL 662/00; PS 37/98) 34/00

Page 325—Paragraph 168; read:
Repairs.-Port Angeles has several companies and facilities to perform major topside repairs to large oceangoing vessels; the nearest drydocking facilities are in Seattle/Tacoma, WA.
(CL 662/00) 34/00

Page 325—Paragraph 169, lines 10 to 14; read:
marine railway that can handle craft to 200 tons; a 75-ton lift is also available. Hull and engine repairs can be made at the yard, and electronic repair work can be arranged. The **harbormaster** controls the moorings in the basin.
(CL 662/00) 34/00

Page 325—Paragraph 178, lines 20 to 21; read:
end of the bay. A seasonal mooring float is at the park.
(CL 662/00) 34/00

Page 338—Paragraph 349, line 4; read:
tides. In March 2000, two shoal spots were reported E of the ledge. The first shoal was about 550 yards E in about

48°26'58"N., 122°47'13"W. with a depth of about 7 fathoms. The second shoal about 700 yards E in about 48°26'57"N., 122°47'05"W. with a depth of about 8 fathoms.
(CL 516/00) 34/00

Page 339—Paragraph 373, lines 12 to 15; read:
other navigational aids mark the channel to Padilla Bay. In April-May 1999, the midchannel controlling depth was 10 feet from Skagit Bay to deep water in Padilla Bay, except for shoaling to 6 feet in the left half of the channel about 450 yards S of Swinomish Channel South Entrance Light 16.
(BPs 169151-162) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 40
Page 348—Paragraph 41, lines 5 to 6; read:
marine supplies are available. A 35-ton travel lift and a launching ramp are available. Hull and engine repairs for small craft can be made.
(CL 662/00) 34/00

Page 349—Paragraph 43, line 9 to Paragraph 44, line 2; read:
are available. Three travel lifts with 60, 70, and 300-ton capacities are at the basin for launching and hauling out vessels. A launching ramp is at the NW end of the basin.
Supplies.- Gasoline and diesel are available at Port Townsend Boat Haven. Water, ice, groceries ...
(CL 662/00) 34/00

Page 349—Paragraph 45, lines 2 to 3; read:
made to large vessels. Travel lifts to 300 tons are available at Port Townsend Boat Haven; a 35-ton travel lift is at ...
(CL 662/00) 34/00

Page 349—Paragraph 50, lines 2 to 5; read:
landings with depths of 10 and 12 feet. The Port of Port Townsend maintains a mooring float during the summer. Gasoline is available in the town.
(CL 662/00) 34/00

Page 349—Paragraph 51, line 2; read:
Townsend Canal, has berths for over 155 craft; water and electricity ...
(CL 662/00) 34/00

Page 350—Paragraph 79, line 3; read:
Point No Point Light (47°54.7'N., 122°31.6'W.), 29 feet above the water ...
(3/00 CG13) 34/00

Page 355—Paragraph 130, lines 7 to 10; read:
height; the Seattle Tower; and the square-topped Seattle First National Bank building, distinguished from two other skyscrapers by its slightly taller height and black color.
(13/00 CG13) 34/00

Page 369—Paragraph 275, line 3; read:
Polnell Point. Polnell Point is wooded and ...
(1/00 CG13) 34/00

Page 387—Paragraph 556, lines 2 to 4; read:
A large marina in the East Bay has a 77-ton lift that can handle craft up to 90 feet long. Machine shops are in the city. For repairs to larger vessels, the nearest facilities are in Seattle, WA.
(CL 356/99) 34/00

Page 411—Paragraph 477, line 5; read:
point and vessels should give the cape a berth of about 1.5 miles.
Cape Halawa Light (21°09'33"N., 156°42'45"W.), 280 feet above the water, is shown from a steel pole with a concrete base.
(2/00 CG14) 34/00

Page 415—Paragraph 562, lines 1 to 3; read:
Channels.-A Federal project provides for a 45-foot Honolulu Entrance Channel from **Mamala Bay**, thence 40 feet in the main harbor basin. The project also provides for a 23-foot ...
(CL 965/00) 34/00

Page 415—Paragraph 562, line 7; read:
Basin has a 40-foot project depth with 40 feet in the Kapalama Basin. (See Notice to Mariners ...
(CL 965/00) 34/00

Page 441—Paragraph 10, line 1; read:
Chart 81004.-Mariana Islands.-The Mariana Islands are comprised of ...
(DOLE 2000) 34/00

Page 444—Paragraph 72, lines 2 to 3; read:
entered through a dredged channel. In March 1999, the channel had a controlling depth of 31 feet (40 feet at midchannel); thence 40 foot in the basin with shoaling to 13 feet in the E half.
(BPs 169004-011) 34/00

Page 444—Paragraph 82, line 4; read:
Lighted Buoy No. 3, course should be altered to **088°** with the harbor ...
(CL 605/00; LL/99) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 41
Page 185—Paragraph 485, line 4; strike out.
(NOS 18725) 34/00

Page 185—Paragraph 496, lines 2 to 4; read:
tug company. Requests for service may be made by telephone, (805) 986-1600. Tugs up to 2,400 hp are available on a 24-hour basis.
(CL 660/00) 34/00

Page 185—Paragraph 498, line 3; read:
chapter.)

Customs.—Port Hueneme is a U.S. Customs port of entry, telephone (805) 488-8574.
(CL 660/00) 34/00

Page 185—Paragraph 499 to Paragraph 500, line 6; read:
exempt, must be inspected by U.S. Department of Agriculture and/or the Ventura County Department of Agriculture. There are local representatives in the Oxnard area.

Harbor Regulations.—The U.S. Navy exercises overall Port Control Authority. Port Hueneme, Control One, is on duty at all times, and monitors VHF-FM channel 6; the Oxnard Harbor District is responsible for its commercial operations. The Wharfinger is on duty at all times and guards VHF-FM channel 14; the Wharfinger office is at the E end of Slip A, along with the pilot and tugboat offices. Entrance to the Naval Construction Battalion Center is restricted, and no photography is ...
(CL 660/00) 34/00

Page 185—Paragraph 502, lines 1 to 4; read:

Wharves.—Oxnard Harbor District has three 600-foot long deep-draft berths (Wharf No. 1) and two 700 foot-long deep-draft berths (Wharf No. 2). There is also a shallow depth wharf at the W end of the port property adjacent to the entrance channel. It is 379 feet long with 15 to 18 feet ...
(CL 660/00) 34/00

Page 185—Paragraph 503, line 2 to Paragraph 504, line 2; read:

height, 14 feet; three refrigerated warehouses providing 169,731 square feet of covered storage; 15 acres of open storage; more than 36,000 additional square feet of warehouse and office space immediately adjacent to the waterfront; three 60-ton vehicular weight scales; and Central Gate; operated by Oxnard Harbor District.

Wharf No. 2: 1,450 feet long; 35 feet alongside; deck height, 14 feet; 96,000 square feet of warehouse; 10 acres of open ...
(CL 660/00) 34/00

Page 186—Paragraph 529, lines 2 to 3; read:

between the jetties, then turns E into the harbor. In January 2000, the controlling depth was 19 feet at midchannel; ...
(BP 170759) 34/00

Page 195—Paragraph 121, line 4; read:

low-flying aircraft or released from submarines. Submerged metallic remains from these operations may pose a hazard to fishing operations conducted along the seabed. Particular operations are ...
(CL 794/00) 34/00

COAST PILOT 7 31 Ed 1997 Change No. 42

Page 254—Paragraph 84, lines 6 to 7; read:

with a clearance of 80 feet crosses the river about 300 yards

E of the mouth. In March 2000, a replacement bridge with a design clearance of 99 feet, was under construction about 0.2 mile above the mouth. The river above the first sharp bend affords excellent protection ...
(CL 822/00) 34/00

Page 355—Paragraph 133, lines 8 to 9; read:

Mile 2.1, the 1st Avenue S dual bascule bridges with a clearance of 22 feet (32 feet at the central 100 feet); thence at Mile 3.3, the 14th Avenue
(CL 766/99; CL 1696/98) 34/00

Page 414—Paragraph 528, lines 2 to 3; read:

Kaneohe Bay and Pearl Harbor; the latter is a prohibited area.
(CL 961/00) 34/00

Page 415—Paragraph 557, lines 5 to 6; read:

Honolulu lights.
(CL 961/00) 34/00

Page 415—Paragraph 565, line 1; read:

Anchorage.—Except during ...
(CL 961/00) 34/00

Page 416—Paragraph 569; read:

21°16'59.2"N., 157°54'43.1"W., is in depths from about 20 to 30 fathoms, sand and coral bottom, in Mamala Bay between the seaward ends of the two deepwater channels. Mariners are advised not to use this anchorage or to leave the anchorage during periods of large S swell. Use of the anchorages in this area is controlled by the Honolulu harbor-master, and any vessel that wishes to use an assigned anchorage is required to obtain permission from the harbor-master's office. Vessels entering the area anchorages 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. (See **110.1 and 110.235**, chapter 2, for locations, limits, and regulations.)
(CL 961/00) 34/00

Page 416—Paragraph 575, lines 2 to 5; read:

from the harbor-master. The Aloha Tower, traffic control, can be contacted on VHF-FM channel 12, call sign WHX-528. The traffic controller will assign each vessel a departure time in accordance with harbor regulations, depending on vessel size, type, location in the harbor, and vessel type priority. Once a vessel has checked in with Aloha Tower traffic control, they are required to monitor VHF-FM channel 12 at all times.
(CL 961/00) 34/00

Page 417—Paragraph 591, line 1; read:

Towage.—Tugs up to 4,000 hp, including several z-drive

type tractor tugs, are available in Honolulu.
(CL 961/00)

34/00

Page 417—Paragraph 602 to Page 418—Paragraph 620;
read:

State of Hawaii, Diamond Head Terminal, Piers 1 and 2: bulkhead wharf on E side of entrance channel; 2,967 feet long, 34 to 39 feet alongside; deck height, 7 feet; about 29 acres of paved open storage; receipt and shipment of general and containerized cargo; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 8: 595 feet long; 34 feet alongside; deck height, 7 feet; Aloha Tower Marketplace is at the rear in a former transit shed; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 9: 608 feet long; Piers 10 and 11: 956 feet long; 33 feet alongside; deck height, 7 feet; Aloha Tower is on the pier; boarding and disembarking passengers; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Piers 19 and 20: 1,060 feet long; 32 to 34 feet alongside; deck height, 6 feet; about 2.5 acres of open storage; mooring company-owned towboats and barges; mooring pilot boat; operated by Sause Brothers, Inc.; owned by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 21: 425 feet long; 35 feet alongside; deck height, 6 feet; mooring, repairing, fueling, and dispatching company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Hawaiian Tug & Barge, an HEI Co.; and Smith Maritime.

State of Hawaii, Piers 22-23: 890 feet long; 31 feet alongside; deck height, 6 feet; 26,000-ton grain elevator; receipt of grain; owned by Department of Transportation, Harbors Division; operated by Hawaiian Flour Mills (HFM); Hawaiian Tug & Barge, an HEI Co.; and Smith Maritime.

State of Hawaii, Piers 24-25: 935 feet long; 20 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned towboats, barges, and floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd., an HEI Co.; and Hawaiian Tug & Barge, an HEI Co.

State of Hawaii, Pier 26: 695 feet long; 23 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Pier 27: 885-foot-long face, 150 feet outside; 29 feet alongside face; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Piers 28 and 29: 1,290 feet long; 29 to 31 feet alongside; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general

cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

Chevron Products Co., Honolulu Pier 30: 270 feet long; 30 to 31 feet alongside; deck height, 6 to 7 feet; receipt and shipment of petroleum products; bunkering vessels; owned and operated by Chevron Products Co., Inc.

State of Hawaii, Piers 31A, 31, 32 and 33: 1,440 feet long, 34 feet alongside; deck height, 7 feet; about 5 acres of open storage; receipt and shipment of conventional general cargo in foreign and domestic trade; receipt of lumber, automobiles, caustic soda, and miscellaneous bulk commodities; bunkering vessels; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 34: 550 feet long; 34 feet alongside; deck height, 7 feet; receipt of petroleum products, shipment of bulk cement; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Tosco Distribution Co.; Tesoro Petroleum Corp.; and Hawaiian Cement Corp.

State of Hawaii, Pier 35: 705 feet long; 18 to 35 feet alongside; deck height, 7 feet; mooring company-owned vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division; and Smith Marine.

State of Hawaii, Pier 36: 68-foot-long face, lower side 546 feet long, upper side 432 feet long; 34 feet alongside face and lower side, 6-20 feet along upper side; deck height, 7 to 7½ feet; mooring fishing vessels; mooring company-owned floating equipment; handling equipment, materials, and supplies; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division and P&R Water Taxi, Ltd.

State of Hawaii, Pier 39: 105-foot-long face, 32 feet alongside; lower side 1,213 feet long, 24 to 32 feet alongside; upper side 1,025 feet long, 33 feet alongside; deck height, 8 feet; about 9.5 acres open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 40: lower and upper sides 1,005 feet long; 25 to 32 feet along lower side, 27 to 33 feet along upper side; face 250 feet long, 33 feet alongside; deck height, 8 feet; about 13 acres open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 51A: 556 foot face; 39 feet alongside; deck height, 8 feet; receipt and shipment of containerized general cargo in foreign and domestic trade; receipt of petroleum products; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sea-Land Service, Inc. and Airport Group International, Inc.

State of Hawaii, Piers 51B and 51C: 1,346-foot face; 39 feet alongside; deck height, 8 feet; two 37.5-ton cranes;

receipt and shipment of containerized and roll-on/roll-off general cargo in foreign and domestic trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc.

Piers 52A, 52B, and 53: total length, 3,000 feet; 40 feet alongside; deck height, 8 feet; seven cranes to 45 tons; receipt and shipment of containerized and roll-on/roll-off general cargo and automobiles in inter-island trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc. and Alexander & Baldwin, Inc.

(PS 50/99; CL 961/00; CL 1565/99)

34/00