

UNITED STATES COAST PILOT CORRECTIONS

Diego ...
(18/02 CG11; LL/01)

34/02

**COAST PILOT 7 33 Ed 2001 Change No. 22
LAST NM 33/02**

Page 181—Paragraph 81, lines 9 to 10; read:
facilities; the least depth is 9 feet. The entrance is marked by
lights. The **354'** lighted range marking the entrance to San

Page 187—Paragraph 244, line 5; read:
<http://www.dfg.ca.gov/Ospr/regulation.html> or can be ob-
tained ...
(NOS/02) 34/02

Page 187—Table; insert after:

Section 851.27 Force Selection Matrix								
TANKER DIS- PLACEMENT	TRACTOR TUGS			CONVENTIONAL TUGS				
	AHEAD FORCES FOR TUGS USING STERN LINE (VSP) ASTERN FORCES FOR TUGS USING, HEADLINE (ASD)		2nd TUG RATIO	AHEAD FORCES		2nd TUG RATIO	ASTERN FORCES	
LONG TONS	KIPS	SHORT TONS	RT2	KIPS	SHORT TONS	RC2	KIPS	SHORT TONS
0<60,000	20	10	2.7	50	25	1.2	30	15
60,000<100,000	40	20	2.7	60	30	1.3	50	25
100,000<140,000	50	25	2.7	80	40	1.4	80	40
140,000<180,000	60	30	2.8	120	60	1.4	100	50
180,000<212,000	90	45	3.8	220	110	1.6	120	60
212,000<220,000	100	50	3.8	250	125	1.6	120	60
220,000<260,000	120	60	5.3	410	205	1.6	140	70
260,000<300,000	140	70	5.4	480	240	1.6	160	80
300,000<340,000	170	85	5.6	590	295	1.6	190	95

Small Tank Barge Matrix		
Total Displacement Tonnage of the Tank Barge and the Primary Towing Tug	Minimum Required Escort Tug(s) Static Bollard Pull in Short Tons	
0 to 20,000 displacement tons	Tethered Escort Tug(s)	Untethered Escort Tug(s)
	10 short tons	15 short tons
>20,000 displacement tons	Tethered Escort Tug(s)	
	A total astern static bollard pull (in pounds) equal to or greater than the sum of both the primary towing tug and the barge's total displacement tonnage. For example, where the total towing tug and tank barge displacement is 25,000 displacement tons, the escort tug(s) astern static bollard pull shall be at least 25,000 pounds or 12.5 short tons.	

(CL 1041/02)

34/02

Page 204—Paragraph 44, lines 3 to 10; read:
greatest width of 7 miles. The island is privately owned.
Arrangements for overnight permits and the leasing of the
many mooring buoys found throughout the area may be
made through Two Harbors Enterprises at Two Harbors.
Except at Avalon, permits are required for activities other
than day use on the other islands.

(CL 918/02)

34/02

Page 204—Paragraph 51; read:

Two prominent rock quarries are on the island; one is on
the E end of the island, about 1.5 miles SE of Avalon Bay,
and the other is about 1.5 miles SE of Isthmus Cove. Private
lighted mooring buoys are off the quarry at the E end of the
island.

(CL 918/02)

34/02

Page 205—Paragraph 55, lines 3 to 4; read:
harbormaster reports that shelter is good during SW, NW,
and SE weather if the wind ...
(CL 918/02) 34/02

Page 205—Paragraph 56 to Paragraph 57, line 4; read:
A large white circular building, brilliantly illuminated for
about half the night during summer, is on Casino Point.
Avalon, an incorporated city and part of Los Angeles
County, is an extensive resort and the principal settlement of
the island. Daily ship and helicopter service is maintained
year round to San Pedro, Long Beach, Newport Beach, and
Dana Point. A road along ...
(CL 918/02) 34/02

Page 205—Paragraphs 59 to 63; read:
A pleasure pier with various loading floats, concessions,
equipment rental firms and a 2-ton hoist are in the S part of
Avalon Bay. There are three, 100-foot floating docks, with
reported depths of 30 feet alongside, on the E side of the
Cabrillo Mole (Cabrillo Peninsula.) The Cabrillo Mole
floats are used by passenger vessels that operate to the main-
land, and are available to any vessel through prior arrange-
ment with the harbormaster.

Yachts and other small craft moor to buoys in the bay;
there are no alongside berths. The mooring buoys in the bay
are privately owned. The harbormaster will rent mooring
buoys that are not reserved by the owner to vessels on a daily
basis. The **harbormaster**, located on the pleasure pier, offers
24 hour service year round and can be reached on VHF-FM
channel 12 and 16 or call (310) 510-0535. A harbor patrol
boat will meet visiting yachts at the harbor entrance upon
arrival and will assign them to a mooring if desired; a fee is
collected for the daily use of moorings. Shoreboats can be
reached on VHF-FM channel 9.

Emergency rescue services are available at Avalon. The
fire and rescue boat can be contacted through the Coast
Guard or the harbormaster at Avalon on VHF-FM channel
16, 24 hours a day; the call sign is "Baywatch Avalon."

Weather information for Avalon is broadcast by NOAA
weather radio channel 1.
(CL 918/02) 34/02

Page 205—Paragraph 65; read:
Isthmus Cove, on the N shore 6 miles from the W end of
the island, affords shelter for small vessels in S and W
weather, but is dangerous in N and NE weather. Several
prominent buildings are on shore. Isthmus Cove and Avalon
are connected by a road, and during the tourist season launch
service is maintained between the two points. Two Harbors
Enterprises manages and leases all coves and moorings out-
side the City of Avalon. Isthmus Harbor Base can be reached
on VHF-FM channel 9 or call 310-510-4254.
(CL 918/02) 34/02

Page 205—Paragraph 67, line 4 to Paragraph 68; read:
call sign "Baywatch Isthmus."
Fourth of July Cove and **Cherry Cove**, just NW of Isth-
mus Cove, are popular overnight mooring destinations for

yachts using the facilities at Two Harbors. There are a num-
ber of leased moorings in both coves. The shore areas are
leased by camps or yacht clubs with restricted shore access.
(CL 918/02) 34/02

Page 205—Paragraph 72, lines 2 to 4; read:
about 450 yards long, orientated in a NW direction, and
about 250 yards wide. They are usually well marked by kelp.
A rock near the SE end uncovers about 2 feet. The reef is
marked by a light on the E side and a lighted buoy on the W
side.
(CL 878/02; LL/01; NOS 18757) 34/02

Page 205—Paragraph 73, lines 3 to 5; read:
shore of Santa Catalina Island. The cove is privately oper-
ated by the USC Marine Science Center with restricted
access for visiting boaters.
(CL 918/02) 34/02

Page 251—Paragraph 463, lines 4 to 5; read:
shallow bight W of the point.
(16/02 CG11; NOS 18650) 34/02

COAST PILOT 7 33 Ed 2001 Change No. 23

Page 198—Paragraph 486, lines 1 to 4; read:
A Federal project provides for a depth of 36 feet in the
entrance channel and 35 feet in the basin. Mariners are
advised that between periodic dredging, depths in the chan-
nel and basin are subject to change due to minor silting. Ves-
sels with deep drafts are advised to consult with the Port
Hueneme Pilots Association (805-984-4933) concerning the
available depths prior to vessel arrival. General guidelines
call for under-keel clearances of 3 feet for inbound vessels
and 2 feet for outbound vessels, taking tidal height into con-
sideration. The narrowest width of the entrance channel is
330 feet. However, because of prevailing fresh winds ...
(CL 1062/02; CEM-Los Angeles/87) 34/02

Page 235—Paragraphs 325 to 340; read:
Pier 9 (37°48'04"N., 122°23'42"W.): S side 800 feet, face
154 feet, N side 800 feet; 15 feet alongside; transit shed 820
feet by 112 feet; mooring company-owned floating equip-
ment; mooring pilot boats; operated by Blue and Gold Fleet
LP and San Francisco Bar Pilots.

Piers 15 and 17 (37°48'09"N., 122°23'45"W.): S side 800
feet, face 485 feet, 35 feet alongside; N side 800 feet, 17 feet
alongside; transit sheds 820 feet by 167 feet and 780 feet by
143 feet; mooring company-owned floating equipment;
operated by Baydelta Maritime.

Pier 27 (37°48'19"N., 122°24'01"W.): E side 1,358 feet, 18
to 33 feet alongside; face 266 feet, 33 feet alongside; moor-
ing vessels; operated by the Port of San Francisco.

Pier 33 (37°48'32"N., 122°24'11"W.): E side 687 feet, face
150 feet, W side 787 feet; 15 feet alongside; transit shed 800
feet by 110 feet, 66,900 square feet covered storage; receipt
of seafood; mooring fishing vessels; operated by the Port of
San Francisco.

Pier 35 (37°48'36"N., 122°24'20"W.): E side 1,053 feet,
face 200 feet; W side 802 feet; 35 feet alongside, two berths;

transit shed 990 feet by 162 feet; 171,200 square feet of covered storage; passengers; operated by Metropolitan Stevedore Co.

Pier 45 (37°48'37"N., 122°24'57"W.): Sheds A and C; face, 1,314 feet; 14 to 35 feet alongside; transit sheds, 98,000 square feet covered storage; mooring transient vessels; various operators; Sheds B and D; face, 1,200 feet; 14 to 25 feet alongside; transit sheds, 88,000 square feet covered storage; receipt of seafood; mooring and icing fishing vessels; operated by the Port of San Francisco.

Piers S of Ferry Building:

Piers 30 and 32 (37°47'12"N., 122°23'00"W.): N side 932 feet, 18 to 38 feet alongside; face 622 feet, 38 feet alongside; S side 845 feet, 12 to 18 feet alongside; three berths; mooring vessels; operated by the Port of San Francisco.

Pier 50 (Mission Rock Terminal) (37°46'24"N., 122°22'50"W.): N side 1,575 feet; S side 1,480 feet; 35 feet alongside; face 1,000 feet, 45 feet alongside; six berths; four transit sheds, 231,000 square feet of covered storage; mooring vessels; various operators.

Pier 54 (37°46'11"N., 122°22'56"W.): N side 630 feet; face 150 feet; S side 730 feet; 18 to 20 feet alongside; transit shed, 15,000 square feet of covered storage; mooring vessels; receipt of seafood; operated by Crowley Maritime Corp and Sea-K Fish Co.

Pier 70 (37°45'43"N., 122°22'47"W.): E side 1,300 feet, face 80 feet; W side 1,180 feet, 35 feet alongside; mooring vessels; operated by the Port of San Francisco.

Pier 80 (North Container Terminal) (37°45'02"N., 122°22'33"W.): N side 2,657 feet, face 1,296 feet, S side 1,138 feet; 38 feet alongside; nine berths; two transit sheds, 10.5 acres covered storage; container cranes on a track running along the N and S sides and the face; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo; operated by Marine Terminals Corp.

(PS 30/00)

34/02

Page 236—Paragraphs 344 to 349; read:

Pier 80 (North Container Terminal), on the entrance: described earlier under wharves for the Port of San Francisco.

Pier 90 (37°44'50"N., 122°23'04"W.): 1,210 feet of berthing space; 28 feet alongside; deck height, 12 feet; grain elevator with 2-million-bushel capacity; six automated loading spouts, loading rate, 40,000 bushels per hour; mooring vessels; operated by the Port of San Francisco.

Pier 92 (37°44'50"N., 122°22'48"W.): face 868 feet; 35 feet alongside; deck height, 12 feet; storage tanks, 2.9-million-gallon capacity; shipment of tallow; receipt of sand; operated by Darling International, Inc. and Mission Valley Rock.

Piers 94-96 (37°44'34"N., 122°22'13"W.): face, 2,456 feet; 40 feet alongside; cranes to 40 tons; 76 acres open storage; mooring vessels; operated by the Port of San Francisco.

(PS 30/00)

34/02

Page 278—Paragraphs 210 to 219; read:

Chevron Products Co. Wharf (40°46'41"N., 124°11'42"W.): face, 400 feet with dolphins; 24 to 30 feet alongside, deck height, 10.5 feet; tank storage, 105,000 bar-

rel capacity; receipt of petroleum products; owned and operated by Chevron Products Co.

Sierra Pacific Industries Wharf (40°47'43"N., 124°11'11"W.): 470 feet long; 32 to 35 feet alongside; deck height, 10 feet; 15 acres of open storage; shipment of logs, lumber, and wood chips; owned by Eureka Forest Products, Inc. and operated by Sierra Pacific Industries, Inc. and Brusco Tug & Barge, Inc.

Pacific Affiliates, Eureka Wharf (40°47'51"N., 124°11'08"W.): 1,000 feet of berthing space with dolphins; 35 feet alongside; deck height, 11 feet; 17 acres of open storage; receipt and shipment of conventional general cargo; owned by David L. Schneider and operated by Pacific Affiliates, Inc.

City of Eureka, Humboldt Dock B (40°48'05"N., 124°10'55"W.): 200-foot-long wharf; 23 feet alongside; deck height, 11 feet; receipt of seafood; mooring for fishing boats; owned and operated by the City of Eureka.

Louisiana-Pacific Corp., Samoa Chemical Wharf (40°48'13"N., 124°11'14"W.): 1,147 feet of berthing space with dolphins; deck height, 20 feet; storage tanks, 645,000-gallon capacity; receipt of caustic soda; owned and operated by Louisiana-Pacific Corp.

Louisiana-Pacific Corp. Samoa Chip Export Wharf (40°47'55"N., 124°11'21"W.): 1,260 feet of berthing space with dolphins; 38 feet alongside; deck height, 20 feet; pneumatic chip loader, loading rate 1,200 tons per hour; shipment of wood chips; owned and operated by Louisiana-Pacific Corp.

Fairhaven Terminal Co./Westfall Stevedore Co., Simpson Mill Wharf (40°47'19"N., 124°11'36"W.): 500 feet long, 700 feet of berthing space; 38 feet alongside; deck height, 15 feet; receipt and shipment of conventional general cargo and wood pulp; receipt of lumber; owned by Simpson Investment Co. and operated by Fairhaven Terminal Co./Westfall Stevedore Co.

Humboldt Bay Forest Products (40°43'58"N., 124°13'05"W.): 600 feet long; 36 feet alongside; 50 acres of open storage; receipt and shipment of logs, lumber, and wood chips; owned and operated by Humboldt Bay Forest Fields Landing Wharf (40°43'23"N., 124°13'19"W.): 1,000 feet of berthing space; 18 to 26 feet alongside; deck height, 10 feet; travel lifts to 150 tons; mooring vessels and small craft for repairs; owned by Humboldt Bay Harbor, Recreation, and Conservation District.

(PS 30/00)

34/02

Page 365—Paragraph 48, lines 7 to 9; read:

made. Reported depths of 15 feet were available in the approach to the harbor, with 8 feet alongside the berths. The town business district is adjacent to the harbor.

(CL 1307/00)

34/02

Page 385—Paragraph 263, lines 15 to 17; read:

the railroad bridge in the town. Marine supplies, winter boat storage, engine repairs, a 30-ton hoist, and launching ramp are available. There is a public ...

(CL 350/00)

34/02