

Publication - National Ocean Service - U.S. Coast Pilot 7, covers the rugged United States coast of California, Oregon and Washington, between Mexico on the south and Canada's British Columbia on the north. Coast Pilot 7 also includes Hawaii and other United States territories in the South Pacific., 2012 (44th) Edition.

Corrections

Chapter 10, Paragraph: 23, read:

Federal project depths in the Columbia River are 55 feet (48 feet in southern quarter) over the bar, thence 43 feet past the confluence of the Willamette and Columbia Rivers to the lower turning basin at Vancouver; and thence 35 feet through the upper turning basin at Vancouver. (See Notice to Mariners for controlling depths.) Additional information can be obtained from the Corps of Engineers, Portland, OR. (See Appendix A for address.)

(L 989-2012)

Chapter 10, Paragraph: 50, read:

Pilotage is provided by the Columbia River Bar Pilots for the river entrance, from the open sea 5 miles from shore by a line described in ORS 776.025 to a line across the Columbia River along longitude 123°44'00" W., and by the Columbia River Pilots from the line across the Columbia River along longitude 123°55'00" W., to the head of navigation on the Columbia or Willamette Rivers and their tributaries. The State of Oregon has also established a Columbia River bar precautionary zone, 7 miles seaward of the Columbia River bar pilotage ground out to 12 miles from shore described in ORS 776.030 of which no person shall pilot any vessel intending to enter or depart the Columbia River bar pilotage ground, except pursuant to instructions from the Columbia River bar pilots. The Columbia River Pilots office address is: 13225 N. Lombard, Portland, OR 97203; telephone 503-289-9922; Fax 503-289-9955. The Columbia River Bar Pilots office address is: 100 16th Street, Astoria, OR 97103; telephone 503-325-2641; Fax 503-325-5630; email pilotast@pacifier.com.

(L 933-2012)

Chapter 10, Paragraph: 58, read:

Operations will be in accordance with ICAO regulations and with the International Chamber of Shipping's Guide to Helicopter/Ship Operations rules. The pilot helicopter SEAHAWK is 43 feet long with a rotor span of 36 feet and has a yellow body with the word PILOT prominently displayed on the side. Vessel configuration, sea state and wind force will determine if a hoist or landing will be conducted. To provide the highest degree of safety for

boarding, the Master may be requested to alter course or speed of the vessel, if safe to do so. The objective is to provide **minimum roll of the vessel** at the time of transfer.

(L 933-2012)

Chapter 10, Paragraph: 79, read:

The pilot boat CHINOOK is 72 feet long and has a yellow hull and yellow super structure with the word PILOT prominently displayed on the side of the house. The pilot boat COLUMBIA is also 72 feet long and has an orange hull and orange superstructure with the word PILOT prominently displayed on the side of the house. When either the CHINOOK or COLUMBIA are used, speed of the vessel should be approximately 10 to 12 knots and the pilot ladder should be rigged 2 meters above the waterline. With either boat, the ladder should be rigged on the side indicated by the pilot boat, as close to midship as possible, with no manropes, and clear of all discharges and obstructions. The ladder must be rigged in accordance with SOLAS requirements, and must be well lighted at night. When regulations require a combination ladder, it must be rigged as close to 7 meters above the water as possible. Manropes are required on outbound vessels.

(L 933-2012)

Chapter 10, Paragraph: 80, read:

When transferring pilots off Astoria, pilot boat Connor Foss is used. It is 63 feet in length with a dark green hull and white superstructure. The word PILOT is prominently displayed on the superstructure. When using the Connor Foss, the pilot ladder should be rigged midship, 2 meters above the waterline, in accordance with SOLAS requirements. Maximum speed of the vessel should be 9 knots.

(L 933-2012)

Chapter 10, Paragraph: 102, read:

General anchorages are N and W of Tongue Point. (See **110.1 and 110.228**, chapter 2, for limits and regulations.)

(L 933-2012)

Chapter 10, Paragraph: 178, read:

Multnomah Channel is a 19-mile waterway separated from the Columbia River near Saint Helens and from the Willamette River near Portland by **Sauvie Island**. A power cable about midway through the channel has a clearance of 100 feet. A fixed highway bridge, near the S end, has a clearance of 77 feet. There are several full service marinas and yacht clubs along the channel. Covered berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, launching ramps, and pump-out stations are available. Hull, engine, and electronic repairs can be made and an 80-ton marine lift and 60-ton marine railway are available. There are several houseboats along the channel, and most of the channel S of **Coon Island**, is designated a **no wake zone**.

(L 1027-2012)

Chapter 12, Paragraph: 47, read:

Pilotage should be arranged between 0800 and 1700 at least 24 hours in advance of inbound ETA through the vessel's agent, by direct telephone communication with Puget Sound Pilots at the previously mentioned telephone numbers, or the Marine Exchange of Puget Sound (telephone: 206-443-3830 or Telex 6734358 "Matex"). If subsequent conditions make it necessary, an amended estimated time of arrival should be made. Inbound vessels are requested to reaffirm their estimated time of arrival to the pilot boarding station when they are passing Cape Flattery, and again when they are one hour away.

(L 950-2012)

Chapter 12, Paragraph: 48, read:

Loaded petroleum tankers requiring a pilot should proceed to position 48°09'54"N., 123°24'19"W., (1.5 miles N of the E end of Ediz Hook); all other vessels to position 48°09'24"N., 123°24'00"W., (1.0 mile N of the E end of Ediz Hook). A pilot ladder should be rigged in compliance with SOLAS regulations on the leeward side about 1 meter above the water. When approaching the boarding area, vessels are requested to monitor VHF-FM channel 13, and maintain a steady course and speed of about 6 knots when the pilot boat comes alongside.

(L 950-2012)