Formerly C&GS 5148, 1st Ed., Jun. 1943 G-1943-095 KAPP 1902

SOUNDINGS IN FEET

NOTE D

Traffic lanes and Pilot Areas established at approaches to Los Angeles and Long Beach Harbors are shown on Charts 18746, 18740, and 18700.

The normal Pilot Operating Areas are outlined by trapezoidal magenta bands. Mariners are advised to exercise extreme care in navigating within these areas. No vessel may enter this area unless it is entering or departing the Los Angeles or Long Beach main channels. Vessels shall pass directly through without loitering, anchoring, fishing, or any other non-navigational use.

To receive information regarding the movement of vessels in the traffic separation schemes and the precautionary area contact the Vessel Traffic Service. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) (ph 310-832-6411) and the call sign is "San Pedro Traffic."

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Notices to Mariners and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
(A)accurate location o(Approximate location)

TIDAL INFORMATION

PLACE (LATLONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Los Angeles, Outer Harbor (33°43'N/118°16'W)	5.5	4.6	0.9
Los Angeles Harbor, Mormon Island (33°46'N/118°16'W)	5.4	4.7	1.0

Datums (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov (Mar 2010)

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Department of the Navy, City of Los Angeles, City of Long Beach, and U.S. Coast Guard

NOTE C

CAUTION

The Los Angeles and Long Beach Main Channels are considered narrow channels. Vessels less than 20 meters in length, sailing vessels, vessels engaged in fishing, or any vessel attempting to cross these channels shall not impede a vessel that can only safely navigate within a narrow channel or fairway. Contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 562-732-3600, or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 562-432-0664.

NOTE B

The Restricted Harbor Area Entrance Regulations are contained in the City of Long Beach Tariff No. 4 (February 2, 1984). Consult Board of Harbor Commissioners, Port of Long Beach.

NOTE E

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD secured to prevent the discharge overboard of sewage, treated or untreated, or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE H

Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE K

MARINER ACTIVATED SOUND SIGNAL (MASS)

Horn is activated by keying the mic 5 times on VHF-FM Ch 81A - Horn will operate for thirty minutes.

CAUTION

Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The current status of these operations is contained in Notice to Mariners should be consulted for the schedule of current operations.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths or water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.06" northeast and 3.24" westward to agree with this chart.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

ANCHORAGE BERTHS

The anchorage berths in the harbor are for the convenience of the Captain of the Port and/or port pilots. Anchorages outside the federal breakwater are assigned by the Captain of the Port through VTMS. Anchorages inside the breakwater are assigned by the applicable port pilot. The Delta anchorages are for the use of the U.S. Navy and U.S. Coast Guard for explosive loadings.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles , CA	KWO-37	162.550 MHz
Santa Ana , CA	WWG-21	162.400 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

Navigation regulations published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at: the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

NOTE F

A precautionary area has been established in the Los Angeles - Long Beach area. Large vessels are maneuvering to embark or disembark pilots, and to enter or depart the traffic separation system. It is recommended vessels proceed with extreme caution in this area.

Anchors are prohibited from anchoring in the precautionary area except in designated anchorages (110.214).

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADIO TOWER

NOTE G

VESSEL TRAFFIC MANAGEMENT SYSTEM

The Vessel Traffic Service of Los Angeles-Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Vessels entering the VTS area, within 24 nautical mile radius of Point Fermin (LAT 33° 42.3N, LONG 118°17.6'W), an inbound vessels shall report its departure 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination, and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater, contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 562-732-3600 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 562-432-0664.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

THE NATION'S CARTMAKER SINCE 1807

UNITED STATES - WEST COAST

CALIFORNIA

SAN PEDRO BAY

Mercator Projection
Scale 1:20,000 at Lat 33° 43'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

ANAHEIM BAY
HUNTINGTON HARBOUR

Scale 1:15,000

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE J

Floating security barriers have been installed at U.S. Naval Weapons Station Seal Beach in Anaheim Bay. The barriers are marked by alternating orange and white spherical buoys and approximately mark the restricted water space surrounding the facility.

U.S NAVAL WEAPONS STATION
NATIONAL WILDLIFE REFUGE

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2008	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
f		US Government Surveys	
h		Miscellaneous Surveys	

CONTINUED ON CHART 18746

4ded Ed. Apr 2010
18749

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at http://www.nga.mil.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

San Pedro Bay
SOUNDINGS IN FEET - SCALE 1:20,000

18749

Last Correction: 6/11/2015. Cleared through:
LNM: 3715 (9/15/2015), NM: 3915 (9/26/2015)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod