BookletChart™

Los Angeles and Long Beach Harbors
NOAA Chart 18751

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
-Compiled by NOAA’s Office of Coast Survey, the nation’s chartmaker

Approximate Page Index

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www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?
Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America’s commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status
This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.


(Selected Excerpts from Coast Pilot)
San Pedro Bay is between Seal Beach on the E and Point Fermin on the W. On the shores of the bay are the cities and port areas of Long Beach and Los Angeles. Terminal Island, in the NW part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors.

Long Beach Harbor is in the E part of San Pedro Bay.

Los Angeles Harbor, at the W end of San Pedro Bay. Long Beach and Los Angeles Harbors are connected by Cerritos Channel. Distance between the seaward entrance to the two harbors is about 4 miles.

The Port of Long Beach, one of the largest ports on the Pacific coast, has extensive foreign and domestic traffic. It is a major container cargo port.

The Port of Los Angeles, also one of the largest ports on the Pacific coast, has extensive facilities to accommodate all types of traffic.

The Vessel Traffic Service (VTS) Los Angeles/Long Beach, operated by the Marine Exchange in cooperation with the U.S. Coast Guard, has been established within the approaches to the ports of Los Angeles and Long Beach. The VTS Area consists of Los Angeles and Long Beach Harbors (inside the breakwater), and the waters of San Pedro Bay and San Pedro Channel, excluding Santa Monica Bay, within a 25 nautical mile radius of Point Fermin Light. This includes all of the Precautionary Area and portions of the Traffic Separation Scheme Lanes.

Channels.–Long Beach Channel leads NW from W of Long Beach Breakwater for 2.2 miles to Middle Harbor, thence N to Back Channel and the Inner Harbor. A restricted harbor entrance area has been designated in the channel and side areas extending from about 1 mile N of the breakwater to inside Middle Harbor; regulations of the Board of Harbor Commissioners, Port of Long Beach, grant priority to outbound vessels and stipulate a 6-knot speed limit in this area.

Los Angeles Main Channel leads NW from E of the San Pedro Breakwater for about 1 mile, thence N to the Inner Harbor turning basin, thence NE through East Basin Channel and Cerritos Channel. About 0.6 mile NW of the breakwater, Super Tanker Channel leads W from the Main Channel to the deep-draft facilities at Berths 45–50.

Los Angeles Main Channel is marked by a 296° lighted range. 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 per Inland Navigation Rules, Rule 9. To obtain information on the movement of deep draft vessels inside the Federal Breakwater, contact the Los Angeles Pilot Station on VHF-FM channel 73 (156.675 MHz) or Long Beach Pilot Station of VHF-FM channel 74 (156.725 MHz).

Dangers.–A shoal area, with a rock covered 3 feet and a rock awash near the outer end, extends about 0.3 mile S of the shore just E of Point Fermin Light. A lighted whistle buoy is about 300 yards SW from the S end of the shoal area.

A naval restricted area is in the West Basin off the S shore of Terminal Island inside the jetty of the Naval Base Mole (See 334.990, chapter 2, for limits and regulations.)

A restricted area is off the E side of Reservation Point. (See 334.938, chapter 2, for limits and regulations.)

Surge.–Both Los Angeles and Long Beach Harbors are subject to seiche and surge. The most persistent and conspicuous oscillation has a period of approximately 1 hour. In the vicinity of Reservation Point and near the E end of Terminal Island, the hourly surge is very prominent, causing velocity variations which at times may be as great as 1 knot, and which often overcome the lesser tidal current so that the current floods and ebbs at half-hour intervals. Because of the more restricted channel, the surge through Back Channel at the E end of Terminal Island usually reaches a greater velocity than through the channel W of Reservation Point. In Back Channel, the hourly variation may sometimes be 1.5 knots or more. The hourly surge, together with other oscillations of shorter period and of more irregular occurrence, at times causes a very rapid change both in height of the water and the velocity and direction of the current and may endanger vessels tied up at the piers.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda Commander
11th CG District (510) 437-3700
Alameda, CA
Lateral System As Seen Entering From Seaward
on navigable waters except Western Rivers

For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at http://www.navcen.uscg.gov

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.
To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.
Traffic lanes and Pilot Areas established at approaches to Los Angeles and Long Beach Harbors are shown on Charts 18746, 18740, and 18750.

The normal Pilot Operating Areas are outlined by transects and magenta bands. Mariners are advised to exercise extreme care in navigating within these areas. No vessel may enter the area unless it has obtained or is occupying the Los Angeles or Long Beach main channels. Vessels shall pass directly through without stopping or entering unless stopping is for taking on a pilot.

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 (166.7 Mhz) (pilots: 310-802-6441) and the call sign is "San Pedro Traffic".

A precautionary area has been established in the Los Angeles - Long Beach area. Large vessels are manoeuvring or changing pilots, and to avoid or divert the traffic separation system, it is recommended vessels proceed with extreme caution in the area. Vessels are prohibited from anchoring in the precautionary area except in designated anchorage (115274 - sections A).

ANCHORAGE BERTHS

The anchorage berths shown in green are for the convenience of the Captain of the Port and/or port pilots. Anchorage berths outside the berths are assigned by the Captain of the Port through VTS. Anchorage berths inside the berths are assigned by the applicable port pilot. The Delta anchorage are for the use of the US Navy and US Coast Guard for explosive loading.

CAUTION

Fixed and floating obstructions, some surveyed, may exist within the imaginary tilted bridge construction area. Mariners are advised to proceed with caution.

Note: Chart grid lines are aligned with true north.
VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

**Distress Call Procedures**

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: “MAYDAY, MAYDAY, MAYDAY.”
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

**Quick References**

- Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
- Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
- Chart and chart related inquiries and comments — http://ocsdata.ncdc.noaa.gov/idsr/inquiry.aspx?frompage=ContactUs
- Chart updates (LNMs and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updatess/LNM_NM.html
- Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
- Tides and Currents — http://tidesandcurrents.noaa.gov
- National Data Buoy Center — http://www.ndbc.noaa.gov/
- NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/
- National Hurricane Center — http://www.nhc.noaa.gov/
- Pacific Tsunami Warning Center — http://ptwc.weather.gov/
- Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.