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
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.

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.
Traffic lanes and Pilot Areas established at approaches to Los Angeles and Long Beach harbors are shown on Charts 15744, 15745, and 15746.

The normal pilots, Operating Areas are outlined by trapezoidal magenta bands. Vessels are advised to operate extreme care in navigating within these areas. No vessel may enter this area unless it is entering or clearing the Los Angeles or Long Beach main channels. Vessels shall pass directly through without stopping or altering unless stopping is for taking on a pilot.

To receive information regarding the movement of vessels in the traffic separation schemes and the precursory area contact the Vessel Traffic Service. The working frequency for the VTS is channel 14 VHF-D (156.7 MHz) (ph. 310-872-5411) and the call sign is "San Pedro Traffic".

A precursory area has been established in the Los Angeles - Long Beach area. Large vessels are maneuvering to embank or disembark pilots, and to enter or depart the traffic separation system. It is recommended vessels proceed with extreme caution in the area. Vessels are prohibited from anchoring in the precursory area except in designated anchorages (150.21-24 - see note A).

ANCHORAGE Berths

The anchorage berths shown in green 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 VTS. 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 loads.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the wharf and bridge construction area. Markers are advised to proceed with caution.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:12,000. See Note on page 5.
LOS ANGELES AND LONG BEACH HARBORS

Mercator Projection
Scale 1:12,000 at Lat. 33'44"N
North American Datum of 1983
(WGS 84)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

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 1927 must be corrected an average of 6395' northward and 3.252' westward to agree with this chart.

RADAR REFLECTORS
Radar Reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has not been included on this chart.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (bug) 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 97).

AIDS TO NAVIGATION
Consult the U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WAIVERS
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.
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.

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
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Tides and Currents — http://tidesandcurrents.noaa.gov
Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm
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/
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