NOTE Z
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 of sewage (treated or untreated) or stand 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 F
Submerged/submerse operations are conducted at various times in the waters contained on this chart. Proceed with caution.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

SCALE 1:80,000
Nautical Miles
Yards

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

NOTE B
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are outlined by magenta/dark magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

NOTE D
VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)
The Vessel Traffic Service (VTS) 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 mandatory reporting area is defined by a 24 nautical mile radius from Point Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, position, course, speed, and destination, estimated time of arrival to their anchorage or berth 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 VTS area, contact the Port Control Office on channel 14 (156.700 MHz) or channel 73 (156.675 MHz) (ph: 310-732-3925), or Long Beach Pilot Station on channel 74 (156.875 MHz) (ph: 562-432-3094.

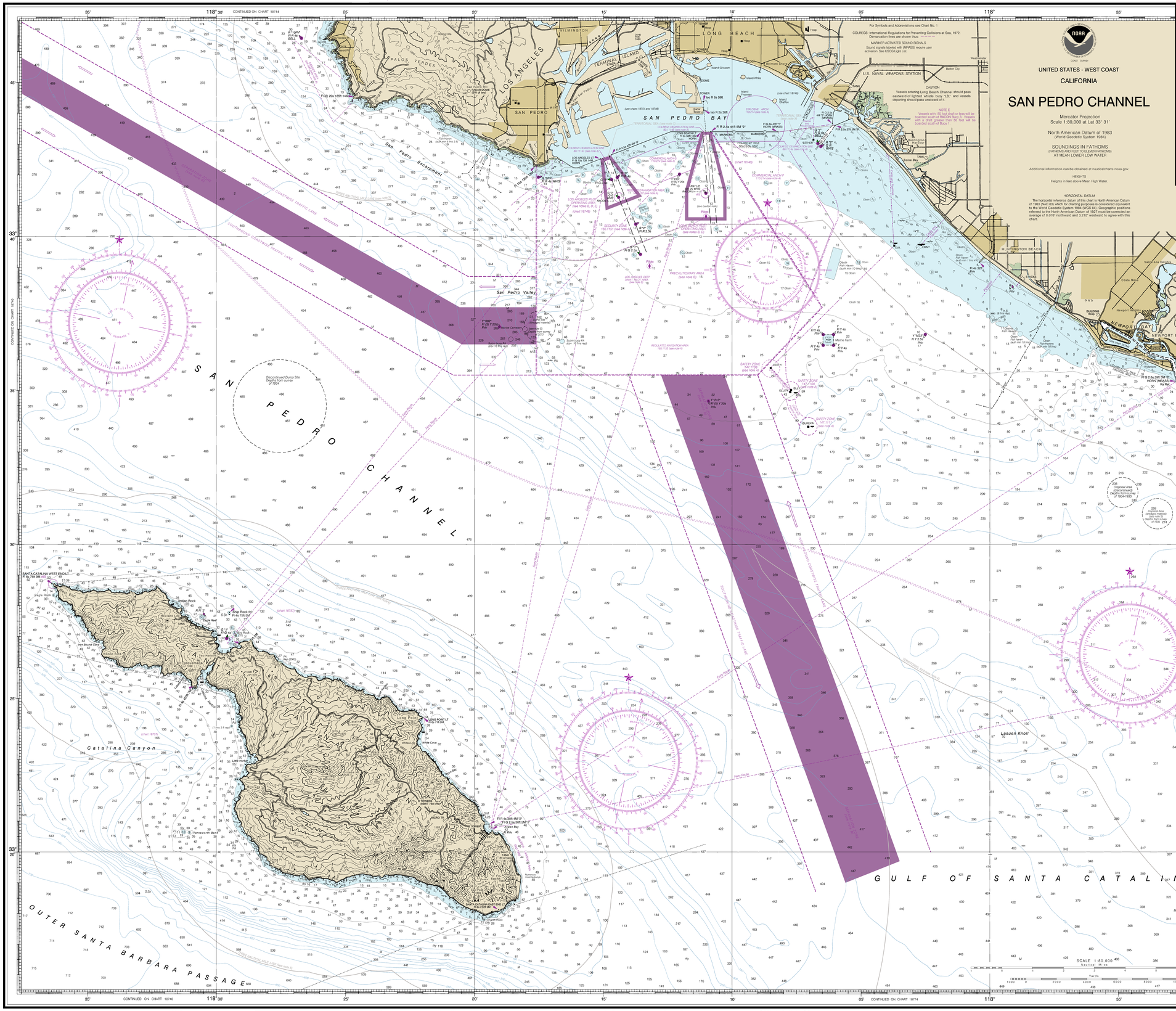
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Information on recommended routes is published in the Notice to Mariners. Information concerning the Traffic Separation Scheme (TSS) is published in Section 1.05 Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.
Refer to charted regulation section numbers.

Formerly C&GS 5140, 1st Ed., Mar. 1951. KAPP 1897

PLACE		Height referred to datum of soundings (MLLW)		
NAME	LAT/LONG	Mean Higher High Water	Mean High Water	Mean Low Water
Newport Bay Ent.	(33°36'N/117°53'W)	5.4	4.7	0.9
Catalina Harbor	(33°26'N/118°28'W)	5.2	4.5	0.9
Los Angeles	(33°42'N/118°16'W)	5.5	4.8	0.9

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.
Lat 70/71

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 Seaward Limit of Natural Resources Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect as the boundary for the Exclusive Economic Zone and the 200-nautical mile limit of 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.



For Symbols and Abbreviations see Chart No. 1

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

MARINER ACTUATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

CAUTION
Vessels entering Long Beach Channel should pass eastward of lighted whistle buoy "LB," and vessels departing should pass westward of it.

NOTE
Vessels with a draft of 35 feet or less will be boarded south of NAD26 Buoy 3. Vessels with a draft greater than 35 feet will be boarded south of Buoy 1.

NOAA
DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - WEST COAST
CALIFORNIA

SAN PEDRO CHANNEL

Mercator Projection
Scale 1:80,000 at Lat 33° 31'

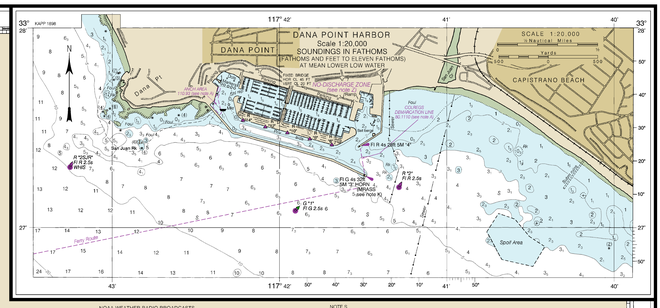
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

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

HEIGHTS
Heights in feet above Mean High Water.

HORIZONTAL DATUM
The horizontal reference 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 0.016" northward and 3.210" westward to agree with this chart.



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	162.450 MHz

CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

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 exercise caution when operating vessels in depths of 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.

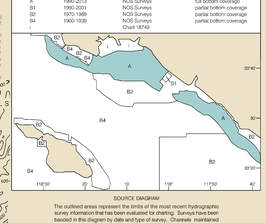
NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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).

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

SOURCE

A	1990-2013	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
		Chart 18740	



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.

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

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

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard and Department of the Navy.

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.

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

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

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Pilot and in the 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) (eApproximate location)

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.

NOTE C
MILITARY EXERCISE AREA
Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are: 0600-0400 local time. Information concerning operating times and forecast information consult U.S. Coast Guard Local Notice to Mariners.

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 most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

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 for 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 www.nauticalcharts.noaa.gov/staff/contact.htm.

This chart is canceled. No new editions will be issued.

40th Ed., Jan. 2017. Last Correction: 1/24/2024. Cleared through:
LNM: 2124 (5/21/2024) NM: 2204 (9/10/2024)
To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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

IMO AMENDED TRAFFIC SEPARATION SCHEME
Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). These are differences between the two traffic separation schemes and caution is advised.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

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

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

San Pedro Channel
SOUNDINGS IN FATHOMS - SCALE 1:80,000

18746