Port of
LONG BEACH
The Green Port

TIDETABLES & REFERENCE GUIDE

COMPLIMENTS *of:*

Port of
LONG BEACH
The Green Port

JACOBSEN PILOTS SERVICE
LONG BEACH PILOTS
SINCE 1924

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2016

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Lou Anne Bynum	Vice President
Tracy E. Egoscue	Commissioner
Rich Dines	Commissioner
Doug Drummond	Commissioner

Aerial view of the Port of Long Beach.

Port of LONG BEACH
The Green Port

PO Box 570 • Long Beach • CA 90802
4801 Airport Plaza Drive • Long Beach • CA 90815
Phone: (562) 283-7000 Fax: (562) 901-1725
Email: info@polb.com www.polb.com

TUGS AND SALVAGE

AMERICAN MARINE
1500 South Barracuda St., Berth 270 / 271
Terminal Island, CA 90731
Phone: (24 Hr) (310) 832-3321 Phone: (310) 547-0919

AMNAV MARITIME CORP - Ch. 13
Phone: (310) 901-3383

CONNOLLY-PACIFIC CO. - Ch. 79A
1925 Pier D St., Long Beach, CA 90802
Phone: (562) 437-2831

CROWLEY MARINE SERVICES - Ch. 10
Berth 86, 300 South Harbor Blvd., San Pedro, CA 90731
Phone: (310) 732-6570

CURTIN MARITIME CORP. - Ch. 65A
1500 Pier C Berth 57, PO Box 2531, Long Beach, CA 90801
Phone: (24 Hr) (562) 343-3170 Phone: (562) 483-7257

FOSS MARITIME - Ch. 19A
Pier D, Berth D35, PO Box 1940, Long Beach, CA 90802
Phone: (562) 435-0171

PACIFIC TUG BOAT SERVICES - Ch. 16
1512 West Pier C, Berth C 58, Long Beach, CA 90813
Phone: (562) 590-8188

MILLENNIUM MARITIME, INC. - Ch. 18A
1610 Barracuda St., Los Angeles, CA 90731
Phone (310) 831-9200

MULDOON MARINE SERVICES, INC. - VHF Ch. 13 / 16
716 West 14th Street, Long Beach, CA 90813
Phone: (24 Hr) (562) 432-5670

SAUSE BROTHERS - Ch. 13 / 16 / 65A
1607 West Pier D St., Long Beach, CA 90802
Phone: (562) 901-0365

WATER TAXIS

SERVICE AVAILABLE FROM LONG BEACH & SHORELINE MARINA

AMERICAN MARINE 1500 S. Barracuda St.,
Berth 270 / 271, Terminal Island, CA 90731
Phone: (24 hr) (310) 832-3321 Phone: (310) 547-0919

PACIFIC TUG BOAT SERVICES - Ch. 16
1512 West Pier C, Berth C 58, Long Beach, CA 90813
Phone: (562) 590-8188

SHIP SERVICES - Ch. 16 / 8
971 South Seaside Ave., Terminal Island, CA 90731
Phone: (310) 519-8411

U.S. WATER TAXI - Ch. 16 / 9
Berth 60, San Pedro, CA 90731 Phone: (310) 519-8230

This publication provides general information about the Port of Long Beach and should not be used for any purpose requiring specific, current data without independent verification. For example, wharf deck elevations and berth water depths are based on average design dimensions measured from mean lower low water datum, which is an average low tide reference point. Actual elevations, water depths, tides and other data may vary at any particular location and may change over time.

Port of Long Beach

The Port of Long Beach, which turned 104 years old in 2015, is one of the world's premier seaports, a primary gateway for trans-Pacific trade and a trailblazer in innovative goods movement, safety and environmental stewardship. The Port is served by 140 shipping lines with connections to 217 seaports around the world. Customer and community service are at the core of the Port's operations. A major economic engine for the region, the Port handles trade valued at more than $180 billion each year and supports hundreds of thousands of Southern California jobs. The Port is moving forward with nearly $4.5 billion in planned capital improvements this decade to support trade growth and strengthen its ability to serve the goods-movement industry, Port clients and the community.

Jacobsen Pilot Service, Inc.

Jacobsen Pilot Service, Inc., which has served the Port of Long Beach since 1924, keeps vessel traffic flowing smoothly and safely using the latest technological innovations and the most highly skilled crews in the maritime industry. Jacobsen pilots are internationally renowned for their professionalism, training and superior service.

Port of Long Beach Security

Port Harbor Patrol and Long Beach Police Department officers are assigned to patrol, monitor and protect the Port of Long Beach 24 hours a day. These responsibilities include the protection of Port properties and the enforcement of laws and regulations within the Long Beach Harbor District.

Complete Port security regulations are available in the Port Tariff section of the Port's website, www.polb.com/tariff, or by contacting the Port of Long Beach Security Division at (562) 283-7800.

Jacobsen Pilot Service, Inc.

1259 Pier "F" Avenue
P. O. Box 32248
Long Beach, CA 90832

Pilot Station Phone: (562) 432-0664
Fax for ETA's: (562) 432-3597

Email: dispatch@jacobsenpilot.com
V.H.F. Radio Channels 12, 74 Call Sign KMA 372
Station Also Guards Channel 16 • Pilot Boat Guards Channel 13

ADMINISTRATION:

Phone (562) 435-5435 / Fax (310) 835-2485
Email: jps@jacobsenpilot.com Web: www.jacobsenpilot.com

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John Z. Strong . . . . . Vice President
Mark P. Coynes . . . . . Operations Manager
Nancy Brennan . . . . . Secretary/Treasurer
Debbie Correa . . . . . Secretary

PILOTS ARE AVAILABLE 24 HOURS A DAY
PILOTS BOARD FROM A LAUNCH TO SEAWARD OF
LONG BEACH SEA BUOY "LB"
PILOTS REQUIRE A MINIMUM OF TWO HOURS NOTICE
Masters or Agents are requested to advise the Pilots whenever there is a change in the arrival/sailing time.

PILOTS / * WATCH CAPTAINS

Robert Blair
Todd Branker
James Brown
Simon Cail
Michael Calvert
* Arthur Grant
James L. Haley
Jason Harju
Lawrence Hoyne
Grant H. Livingstone
Leonard Lopez
Tom Luke
* Robert G. Lukowski
* Andrew Mayer
* Alan J. Reid
Kris Rittenhouse
Mark Walsh

DISPATCHERS & PILOT BOAT OPERATIONS

Bradley Ball
David Branch
Adam Barry
Ryan Gengler
Billy Grisham
Chris Halsted
Dan Kennedy
Jon Packard
Marc Siegel
Robert Tinsley
Troy Waters

MAINTENANCE

Miguel Diaz
Roberto Pagotto

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Sunrise and Sunset

Pacific Standard Time
Latitude 33° 45' N., Longitude 118° 13' W.

This table gives the time of the rising and setting of the sun's upper limb for every fifth day of the year. No allowance has been made for the elevation of the observer. The table is approximately correct for any year, as the declination of the sun varies but little from its mean value from year to year.

Add one hour for Daylight Saving where applicable.

Date	Sunrise	Sunset	Date	Sunrise	Sunset
Jan. 1	07:06	17:02	*July 5*	04:54	19:15
6	07:06	17:06	10	04:57	19:14
11	07:06	17:12	15	05:00	19:12
16	07:05	17:15	20	05:03	19:09
21	07:03	17:20	25	05:06	19:06
26	07:01	17:25	30	05:10	19:02
31	06:58	17:30	*Aug. 4*	05:13	18:58
Feb. 5	06:54	17:34	9	05:17	18:53
10	06:50	17:39	14	05:21	18:48
15	06:45	17:44	19	05:24	18:42
20	06:39	17:49	24	05:28	18:36
25	06:34	17:53	29	05:31	18:30
Mar. 2	06:28	17:57	*Sept. 3*	05:35	18:23
7	06:21	18:01	8	05:38	18:16
12	06:15	18:05	13	05:42	18:09
17	06:08	18:09	18	05:45	18:02
22	06:01	18:13	23	05:49	17:55
27	05:54	18:17	28	05:52	17:48
Apr. 1	05:48	18:21	*Oct. 3*	05:56	17:42
6	05:41	18:24	8	06:00	17:35
11	05:34	18:28	13	06:03	17:29
16	05:28	18:32	18	06:07	17:22
21	05:22	18:36	23	06:12	17:17
26	05:16	18:40	28	06:16	17:11
May 1	05:11	18:44	*Nov. 2*	06:20	17:06
6	05:06	18:48	7	06:25	17:02
11	05:02	18:51	12	06:30	16:58
16	04:58	18:55	17	06:34	16:55
21	04:55	18:59	22	06:39	16:53
26	04:52	19:02	27	06:44	16:51
31	04:50	19:05	*Dec. 2*	06:48	16:51
June 5	04:49	19:08	7	06:52	16:51
10	04:48	19:11	12	06:56	16:51
15	04:48	19:13	17	06:59	16:53
20	04:49	19:14	22	07:02	16:55
25	04:50	19:15	27	07:04	16:58
30	04:57	19:15			

The information contained in this booklet has been compiled from reliable government sources. The Port assumes no responsibility for its correctness.

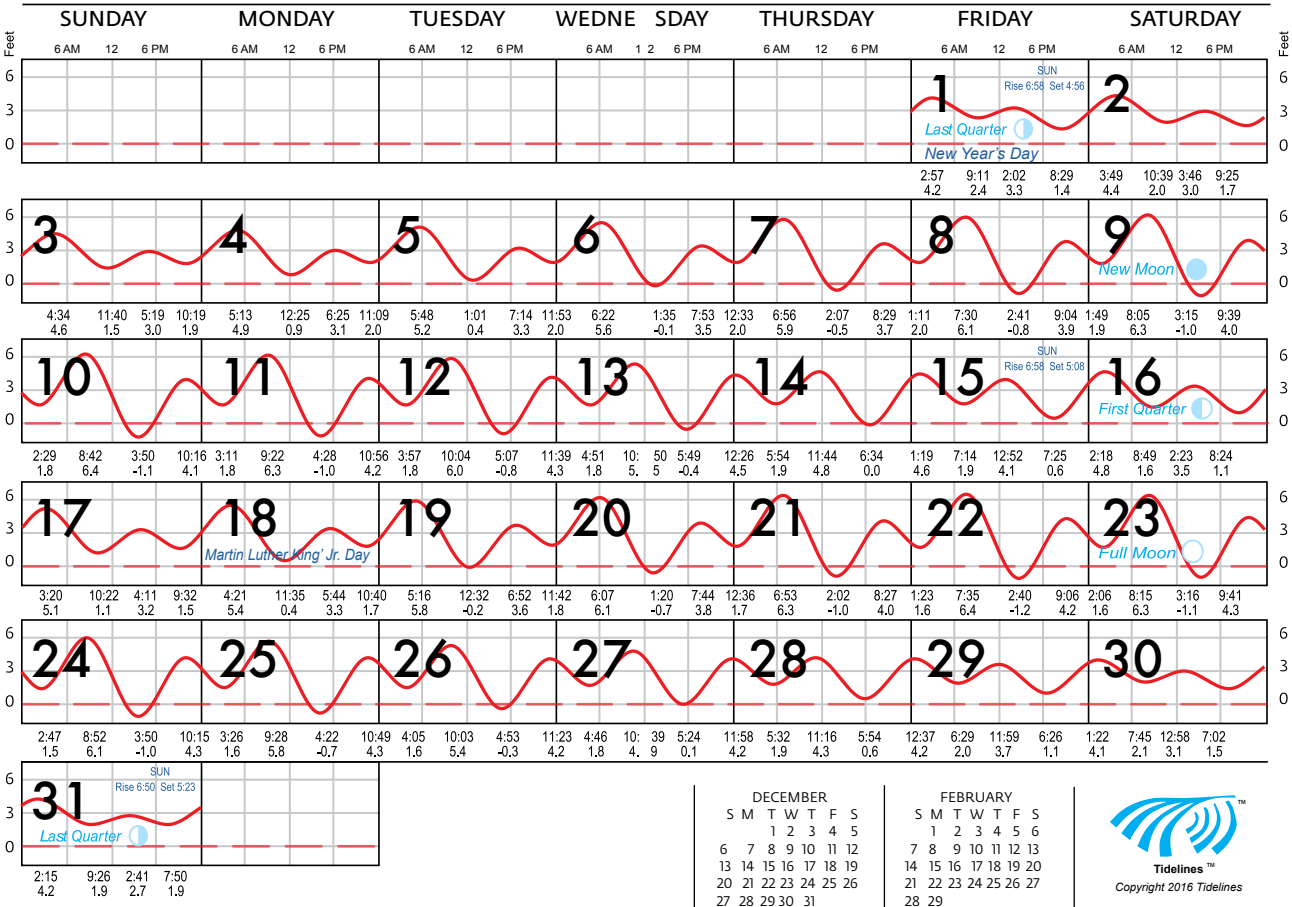
Tidal Differences

Reference Station - Los Angeles Harbor (Outer Harbor)

	Time Hi Wat.	Time Lo Wat.	Height Hi Wat.	Height Lo Wat.	Mean Range
San Pedro Channel	h.m.	h.m.	ft.	ft.	ft.
Newport Bay Entrance, Corona del Mar	-0.02	-0.01	*0.97	*0.97	3.7
Balboa Pier, Newport Beach	-0.09	0.00	*0.96	*0.96	3.6
Santa Ana River entrance (inside)	+0.23	+1.47	*0.54	*0.20	2.4
Los Patos (highway bridge)	+1.00	+1.12	*0.83	*0.60	3.4
Long Beach, Middle Harbor	-0.01	0.00	*1.01	*1.01	3.9
Long Beach, Inner Harbor	+0.04	+0.05	*0.96	*0.96	3.7
Cabrillo Beach	+0.01	+0.01	*1.00	*1.00	3.8
LOS ANGELES (Outer Harbor)	Daily Predictions				
Los Angeles Harbor, Mormon Island	+0.04	+0.02	-0.1	0.0	3.8
El Segundo, Santa Monica Bay	+0.13	+0.13	*0.96	*0.96	3.7
Santa Monica, Municipal Pier	+0.03	+0.06	-0.1	0.0	3.7
Santa Barbara Channel					
Mugu Lagoon (ocean pier)	+0.03	+0.11	*0-96	*0.96	3.7
Port Hueneme	+0.10	+0.13	-0.1	0.0	3.7
Ventura	+0.09	+0.16	-0.1	0.0	3.7
Rincon Island, Mussel Shoals	+0.21	+0.22	*0.99	*1.04	3.7
Santa Barbara	+0.26	+0.26	*0.97	*0.97	3.6
Gaviota	+0.39	+0.37	*0.96	*0.96	3.6
Santa Barbara Islands					
Wilson Cove, San Clemente Island	-0.03	-0.03	*0.94	*0.94	3.6
Catalina Harbor, Santa Catalina Island	+0.11	+0.17	*0.94	*0.94	3.6
Avalon, Santa Catalina Island	+0.06	+0.09	*0.96	*0.96	3.7
Santa Barbara Island	-0.02	+0.04	*0.92	*0.92	3.5
San Nicolas Island	+0.10	+0.21	*0.88	*0.88	3.3
Prisoners Harbor, Santa Cruz Island	+0.25	+0.26	*0.90	*0.90	3.4
Bechers Bay, Santa Rosa Island	+0.37	+0.35	*0.96	*0.96	3.6
Cuyler Harbor, San Miguel Island	+0.33	+0.34	*0.94	*0.94	3.5

*Ratio — (Multiply height of reference station by respective ratio)

JANUARY 2016



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FEBRUARY

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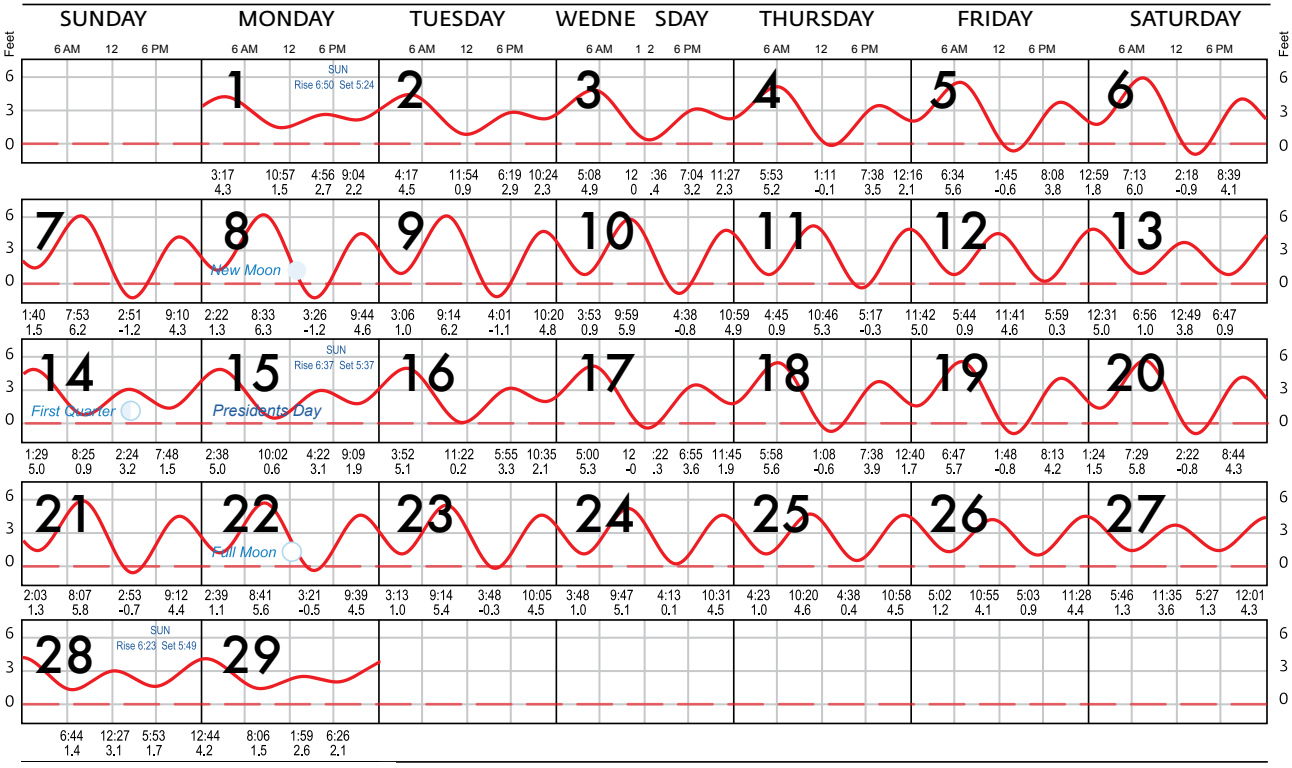

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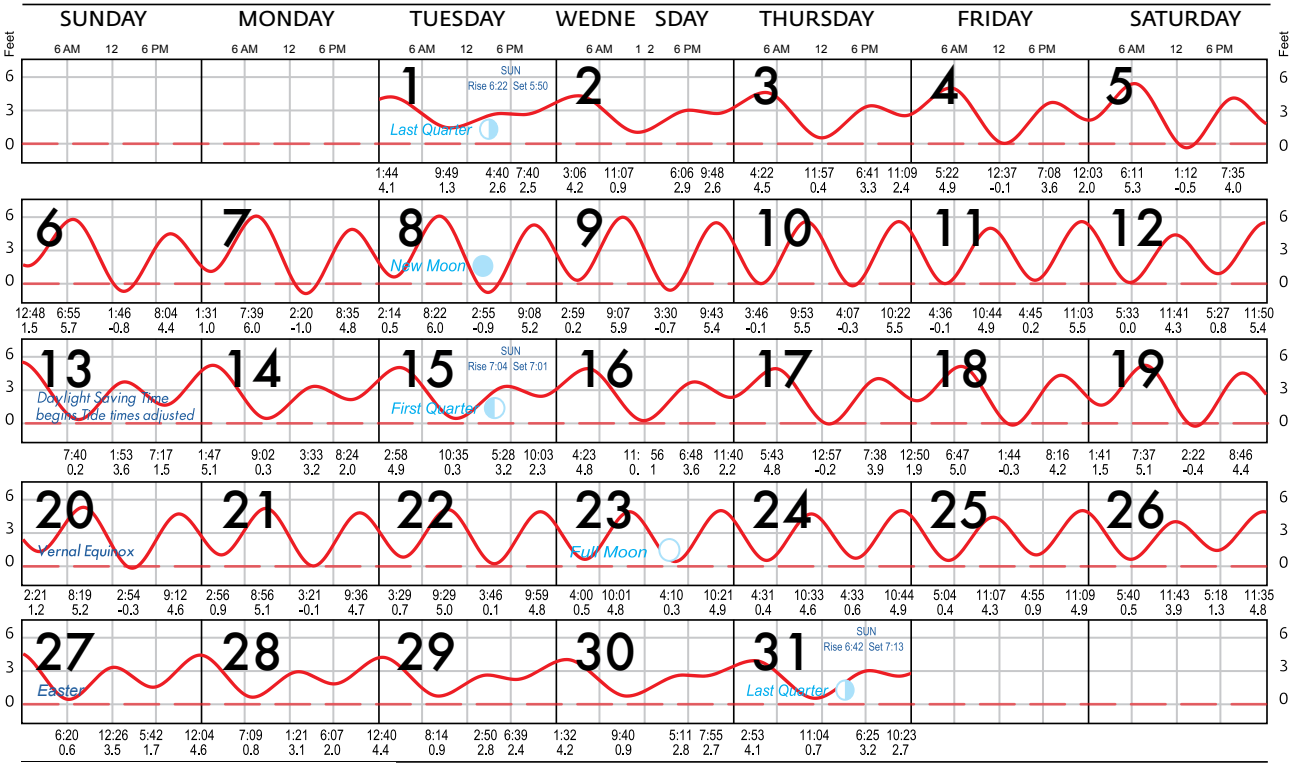

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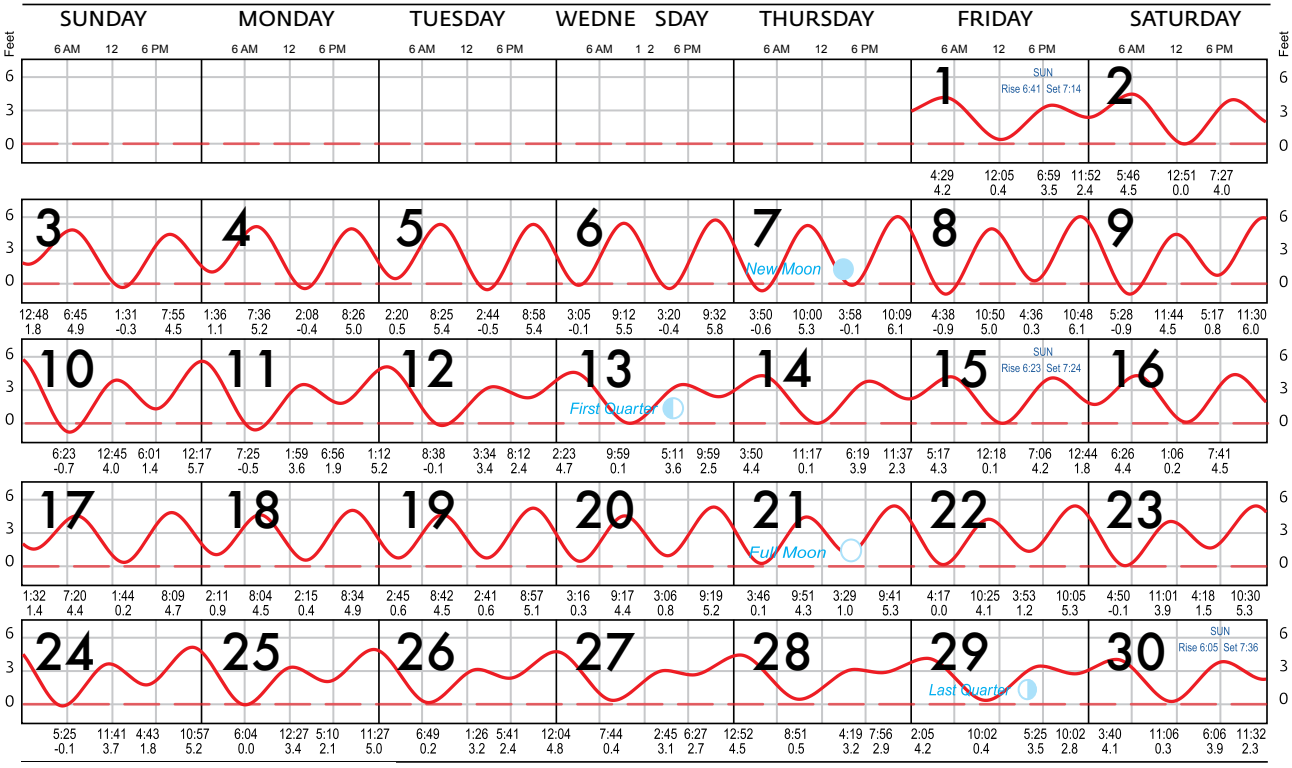

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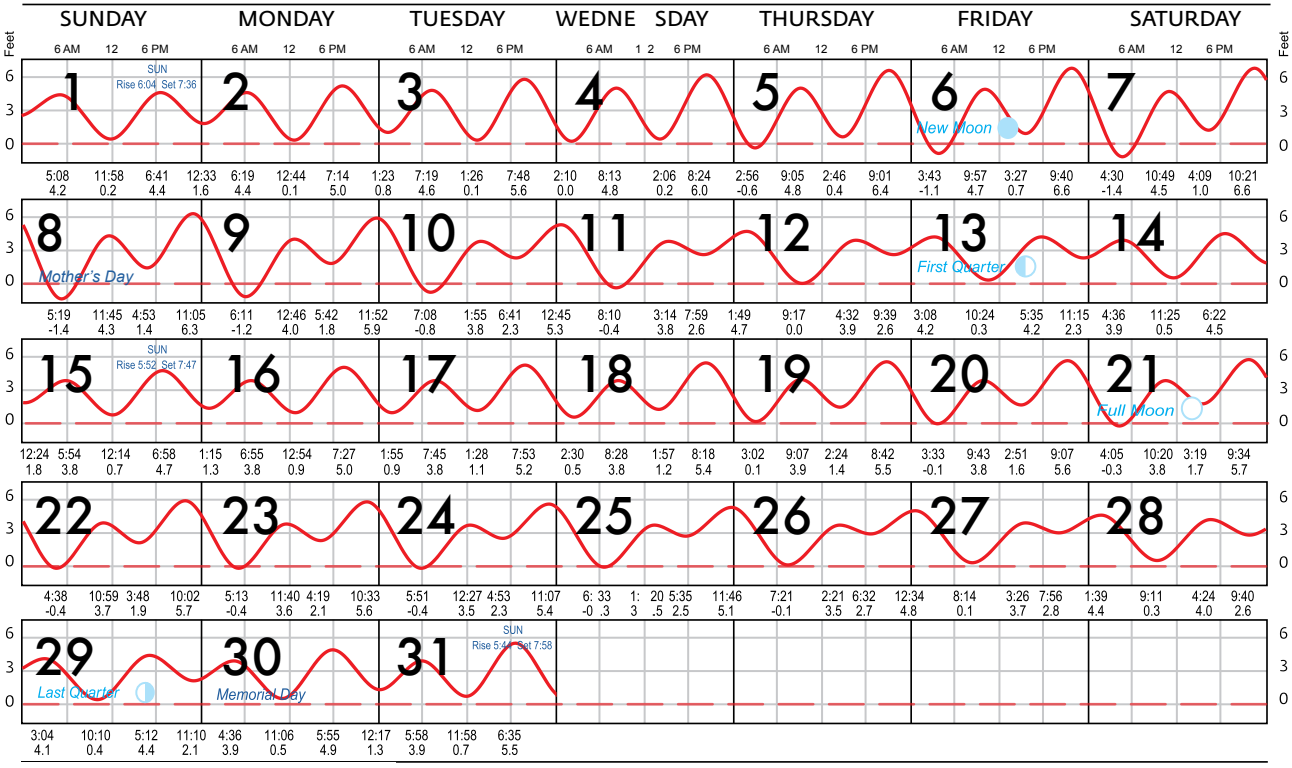

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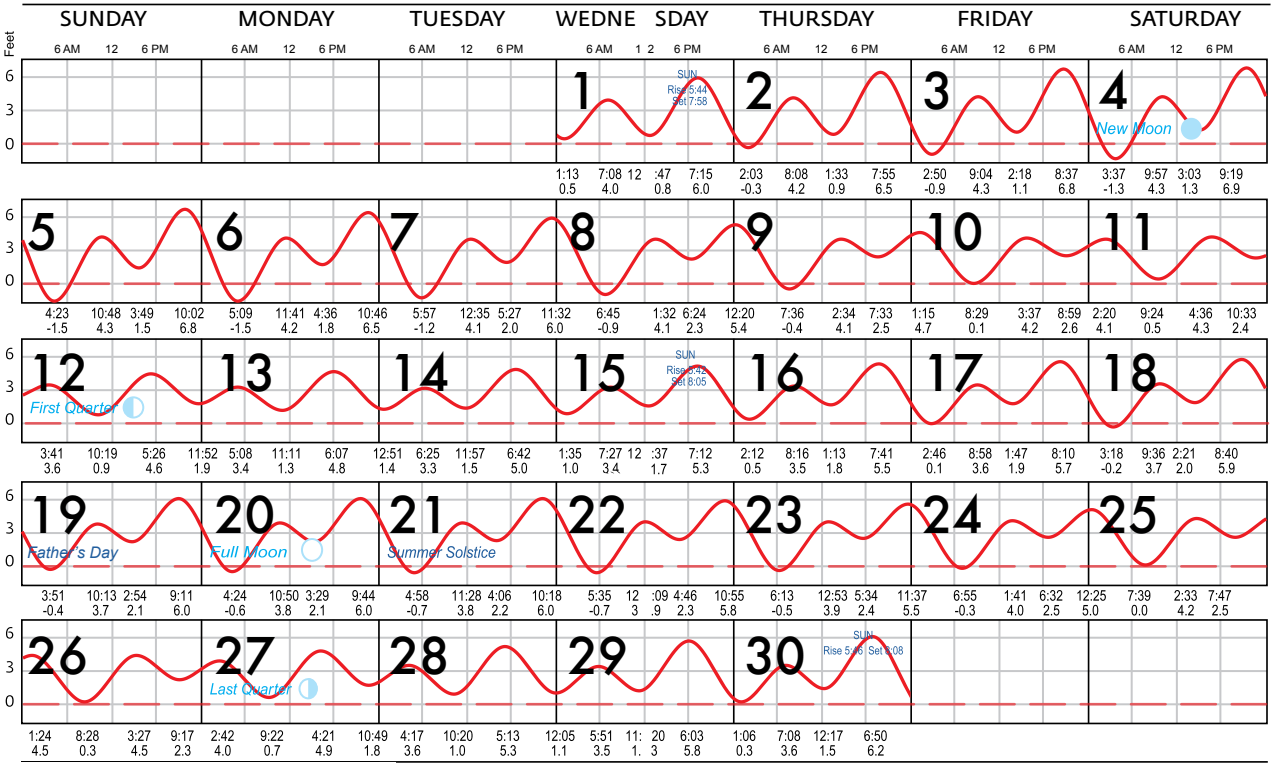

MAY

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JULY

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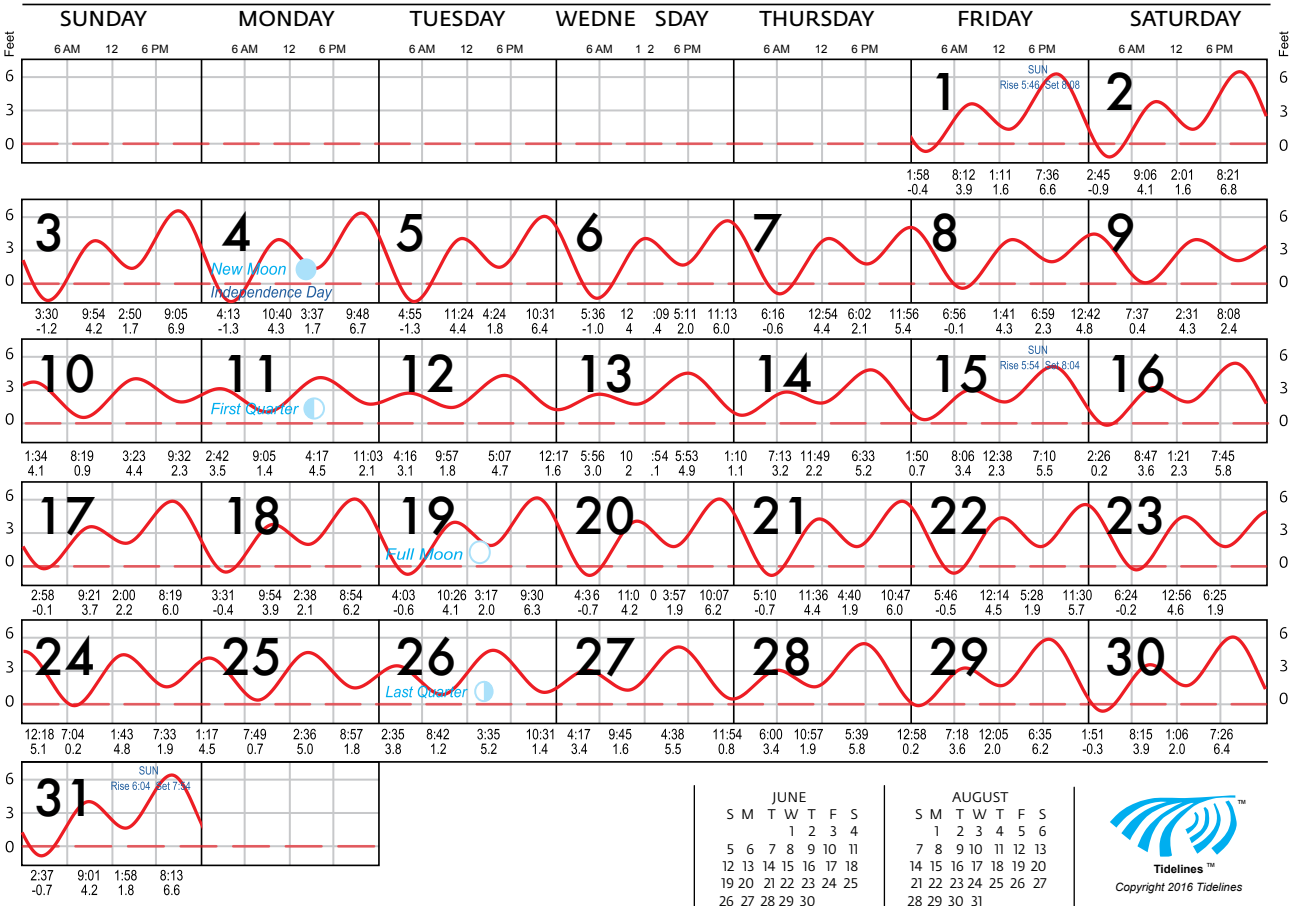

JUNE

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AUGUST

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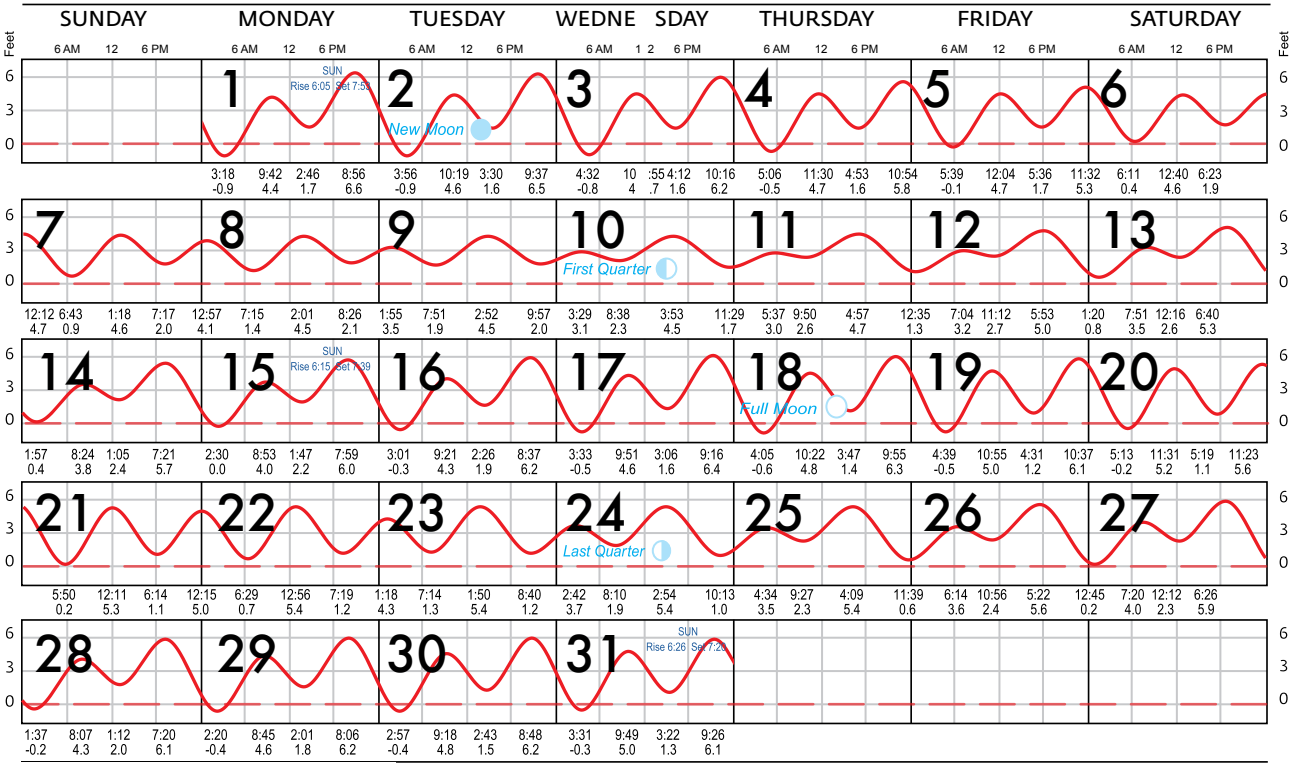

JULY

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SEPTEMBER

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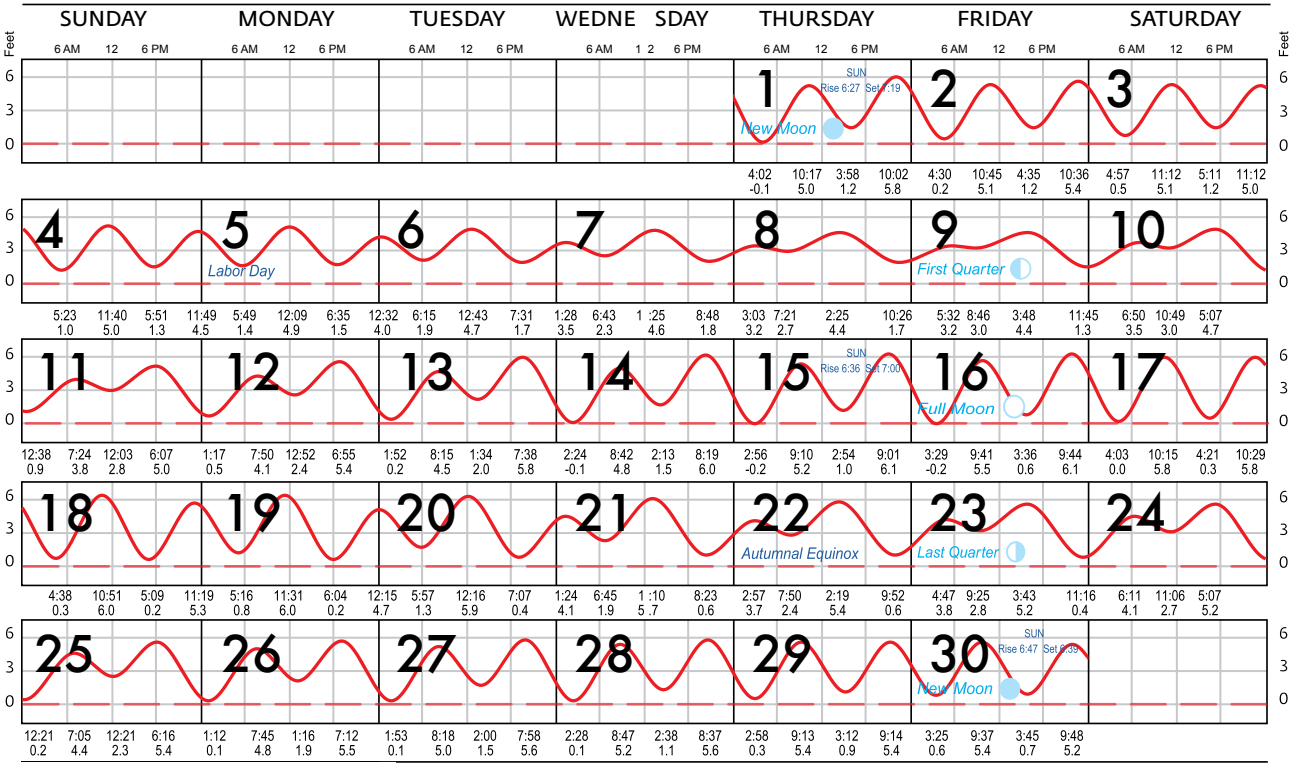

AUGUST

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OCTOBER

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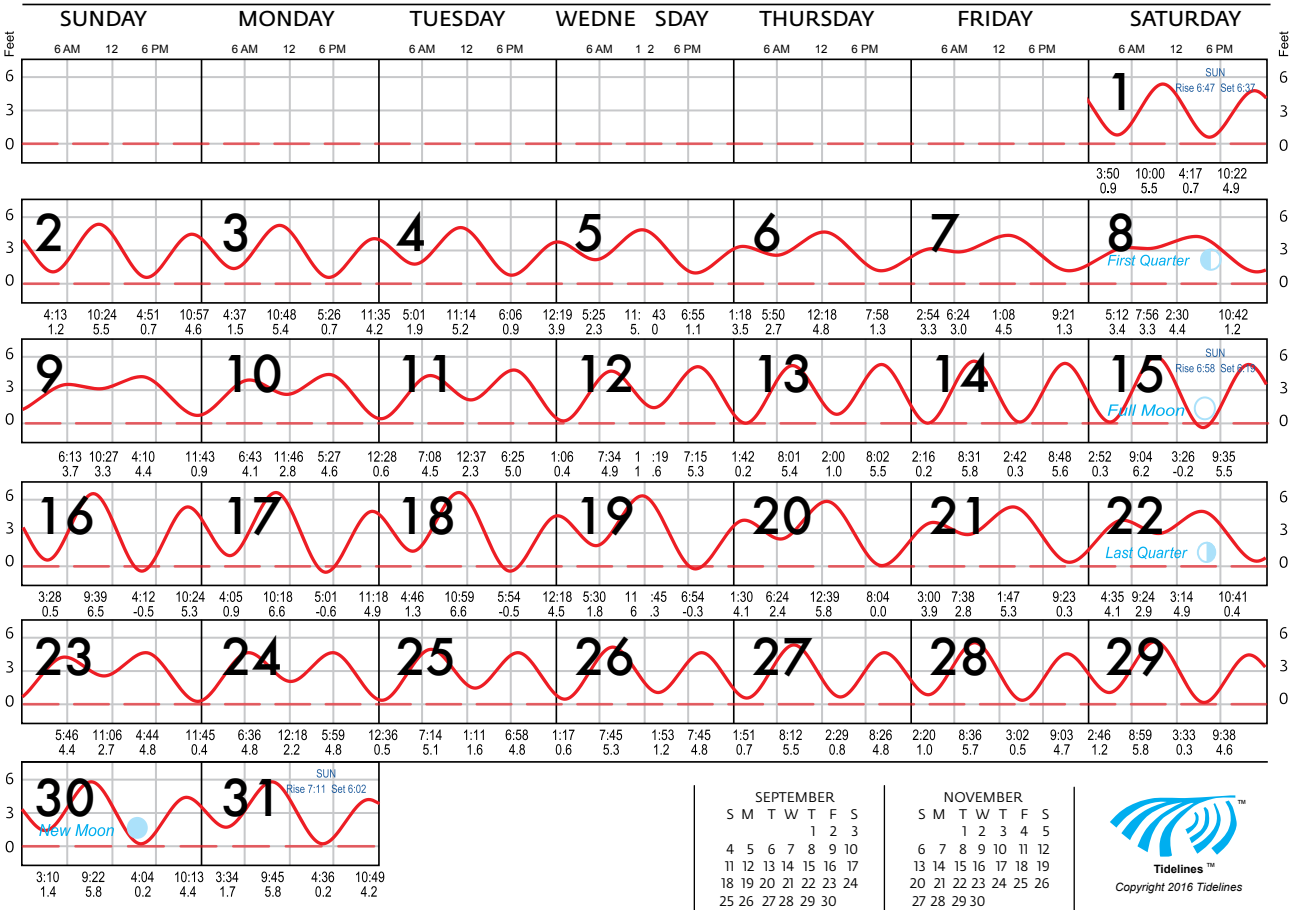

SEPTEMBER

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NOVEMBER

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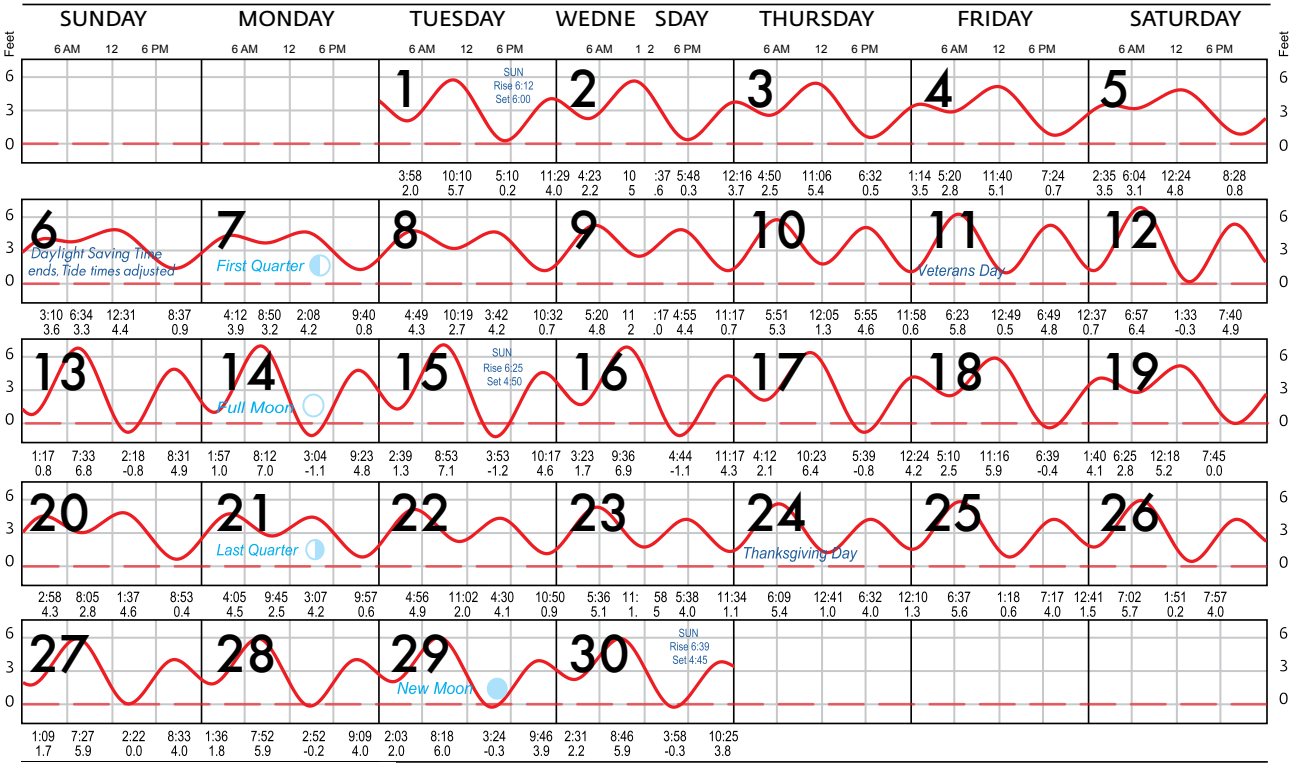

OCTOBER

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DECEMBER

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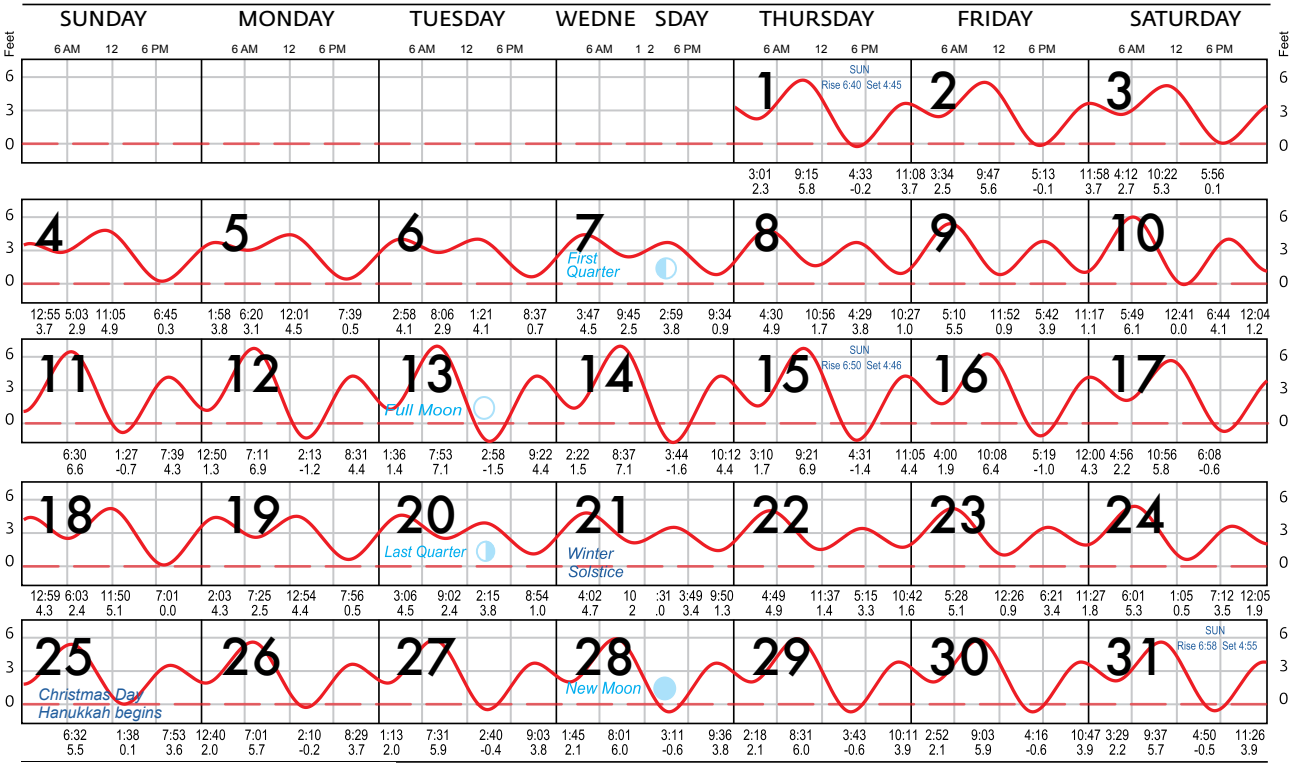

NOVEMBER

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JANUARY 2017

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Tug Escort / Assist Information for Tank Vessels

Overview: "Tug Escort" refers to the stationing of tugs in proximity of a vessel as it transits into port to provide immediate assistance should a steering or propulsion failure develop. "Tug Assist" refers to the positioning of tugs alongside a vessel and applying force to assist in making turns, reducing speed, providing propulsion and docking. Additional assist tugs may be required inside the breakwater. Arrangements should be made via the vessel agent, tug company and appropriate pilot service. Outbound laden tank vessels are not required to use tugs once they have safely cleared the breakwater. All tank vessels shifting within the harbor(s) (including dock to anchor, anchor to anchor and dock to dock) shall comply with the escort requirements. Arrangements should be made via the vessel agent, tug company or appropriate pilot service to ensure compliance.

Tug Escort Applicability: All laden tank vessels (tankers or barges carrying as cargo a total volume of oil greater than or equal to 5,000 metric tons of oil) entering the port should ensure proper implementation of the Displacement Ton/ Tug Braking Force Table listed below. In addition, to meet the requirements of the Force Selection Matrix, tractor tugs shall be tethered, inbound and outbound. Conventional tugs may be tethered or untethered inbound, but shall be tethered outbound. Inbound, laden Oil and some Chemical Tank Vessels shall not proceed closer than two nm from the Federal Breakwater entrance unless the prescribed escort tug(s) are in position at the southern boundary of the pilot operating areas. Masters shall also ensure that anchors are ready for letting go prior to entering the pilot operating areas. The tank vessel master/pilot shall hold a "pre-escort conference" that should at a minimum include:

1. Contacting the escort tug operator to confirm the number and position of the escort tug(s); and
2. Establishing the radio frequency to be used; and
3. Establishing the destination of the tank vessel; and
4. Discussing any other pertinent information that the master/ pilot and escort tug operator deem necessary.

These standards reflect favorable circumstances and conditions. Adverse weather, unusual port/traffic congestion or other conditions/circumstances may require additional tugboat assistance.

TANKER FORCE SELECTION MATRIX

Tanker Displacement 1. 1 tug for less than 180K displacement 2. 1 or 2 tugs with at least 45 tons for 180K+ displacement			Forces For Tug(s) Tethered at the Stern VSP tugs- Ahead force ASD tugs- Astern force
Metric Tons			Short Tons
0	to <	60,000	10
60,000	to <	100,000	20
100,000	to <	140,000	30
140,000	to <	180,000	40
180,000	to <	220,000	50
220,000	to <	260,000	62
260,000	to <	300,000	75
300,000	to <	340,000	87
340,000	to <	380,000	105
380,000	to <	420,000	128

Updated tug and bollard pull information is available from the Marine Exchange of LA/LB Harbor Web page: **www.mxsocal.org**

Small Tank Barge Matrix

Total displacement tonnage of the tank-barge and primary towing tug	Minimum required escort tug(s) static bollard pull in short tons	
A. ≤20,000 displacement tons	Tethered escort tug(s)	Untethered escort tugs
	10 short tons	15 short tons
B. >20,000 displacement tons	**Tethered escort tug(s)**	
	A total astern static bollard pull (in pounds) equal to or greater than the sum of both the primary towing tugs' and barges' total displacement tonnage. (E.g., where the total towing tug and tank barge displacement is 25,000 displacement tons, the escort tug's astern static bollard pull shall be at least 25,000 pounds or 12.5 short tons.)	

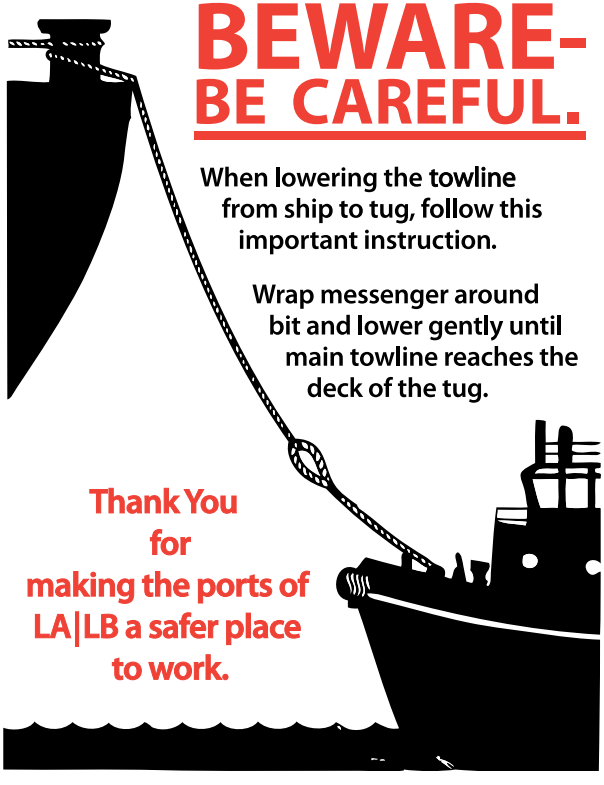
Tug Services in LA / LB **

Name	Ahead Bollard Pull (Short Tons)	Astern Bollard Pull (Short Tons)
AMNAV MARITIME CORPORATION		
DELTA LINDSEY	—	87.35
INDEPENDENCE	—	65
CROWLEY MARINE SERVICES, INC.		
ADMIRAL	54.4	—
LEADER	58.9	—
MASTER	51.22	—
SCOUT	51.61	—
GOLIATH	55	—
FOSS MARITIME		
ALTA JUNE	—	66.9
ARTHUR FOSS	54.65	—
BRYNN FOSS	52	—
CAMPBELL FOSS	—	69.1
CAROLYN DOROTHY	—	62.7
EDITH FOSS	27.79	13.78
MILLENNIUM MARITIME, INC.		
LELA FRANCO	—	62.95
MICHELE SLOAN	—	65.4
MILLENNIUM MAVERICK	—	53.29
JOHN QUIGG	—	48.29
TIM QUIGG	—	50
ROBERT FRANCO	—	91.3
SAUSE BROTHERS		
ARAPAHO	16.01	10.47
KAMAEHU	40.5	36.5
REDONDO	16.07	11.17

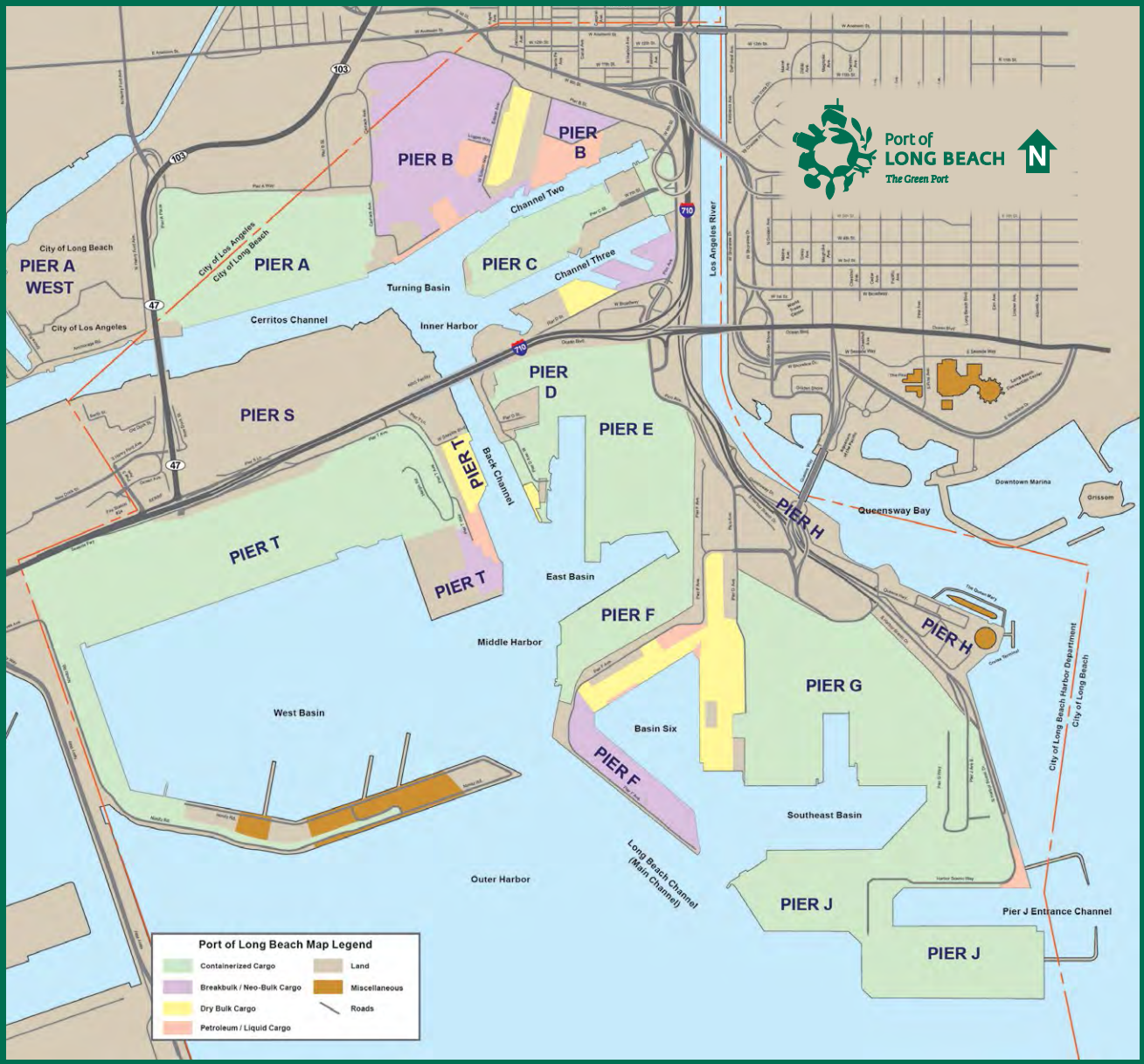
**Updated tug and bollard pull information is available from the California Office of Spill Prevention and Response (OSPR).

Web page: **www.dfg.ca.gov/ospr**

Towline Instructions



Port of Long Beach Terminal Map



Increase in Draft by Degree of List in Feet

(Beam ÷ 2 x Sine of angle)

Beam	1°	2°	3°
50	0.44	0.87	1.31
60	0.52	1.05	1.57
70	0.61	1.22	1.83
80	0.70	1.40	2.09
90	0.79	1.57	2.36
100	0.87	1.75	2.62
110	0.96	1.92	2.88
120	1.05	2.09	3.14
130	1.13	2.27	3.40
140	1.22	2.44	3.66
150	1.31	2.62	3.93
160	1.40	2.79	4.19
170	1.48	2.97	4.45
180	1.57	3.14	4.71
190	1.66	3.32	4.97
200	1.75	3.49	5.23
210	1.83	3.66	5.50
220	1.92	3.84	5.76
230	2.01	4.01	6.02

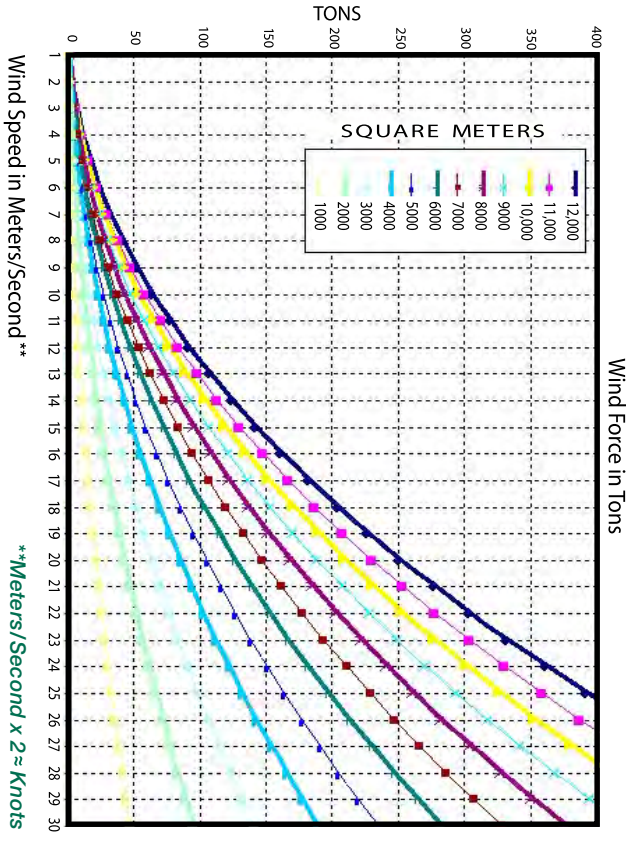
Increase in Draft by Degree of Pitch in Feet

(assumes tipping center is at midpoint)

LOA	0.5°	1°	2°
500	2.18	4.36	8.72
550	2.40	4.80	9.60
600	2.62	5.24	10.47
650	2.84	5.67	11.34
700	3.05	6.11	12.21
750	3.27	6.54	13.09
800	3.49	6.98	13.96
850	3.71	7.42	14.83
900	3.93	7.85	15.70
950	4.15	8.29	16.58
1000	4.36	8.73	17.45
1050	4.58	9.16	18.32
1100	4.80	9.60	19.19
1150	5.02	10.04	20.07
1200	5.24	10.47	20.94
1250	5.45	10.91	21.81
1300	5.67	11.34	22.68
1350	5.89	11.78	23.56
1400	6.11	12.22	24.43

Wind Force Chart

"Force necessary to counter lateral wind pressure"



Meters/Second x 2≈ Knots

Meters to Feet and Inches

M.	to FT.	IN.	M.	to FT.	IN.	M.	to FT.	IN.
3.0	09	10	6.2	20	04	9.4	30	10
3.1	10	02	6.3	20	08	9.5	31	02
3.2	10	06	6.4	21	00	9.6	31	06
3.3	10	10	6.5	21	04	9.7	31	10
3.4	11	02	6.6	21	08	9.8	32	02
3.5	11	06	6.7	22	00	9.9	32	06
3.6	11	10	6.8	22	04			
3.7	12	02	6.9	22	08	10.0	32	10
3.8	12	06				10.1	33	02
3.9	12	09	7.0	22	11	10.2	33	06
			7.1	23	03	10.3	33	09
4.0	13	01	7.2	23	07	10.4	34	01
4.1	13	05	7.3	23	11	10.5	34	05
4.2	13	09	7.4	24	03	10.6	34	09
4.3	14	01	7.5	24	07	10.7	35	01
4.4	14	05	7.6	24	11	10.8	35	05
4.5	14	09	7.7	25	03	10.9	35	09
4.6	15	01	7.8	25	07			
4.7	15	05	7.9	25	11	11.0	36	01
4.8	15	09				11.1	36	05
4.9	16	01	8.0	26	03	11.2	36	09
			8.1	26	07	11.3	37	01
5.0	16	05	8.2	26	11	11.4	37	05
5.1	16	09	8.3	27	03	11.5	37	09
5.2	17	01	8.4	27	06	11.6	38	01
5.3	17	04	8.5	27	10	11.7	38	05
5.4	17	08	8.6	28	02	11.8	38	09
5.5	18	00	8.7	28	06	11.9	39	00
5.6	18	04	8.8	28	10			
5.7	18	08	8.9	29	02	12.0	39	04
5.8	19	00				12.1	39	08
5.9	19	04	9.0	29	06	12.2	40	00
			9.1	29	10	12.3	40	04
6.0	19	08	9.2	30	02	12.4	40	08
6.1	20	00	9.3	30	06	12.5	41	00

Meters to Feet and Inches

M.	to FT.	IN.	M.	to FT.	IN.	M.	to FT.	IN.
12.6	41	04	15.8	51	10	19.0	62	04
12.7	41	08	15.9	52	02	19.1	62	08
12.8	42	00				19.2	63	00
12.9	42	04	16.0	52	06	19.3	63	04
			16.1	52	10	19.4	63	08
13.0	42	08	16.2	53	02	19.5	64	00
13.1	43	00	16.3	53	06	19.6	64	04
13.2	43	04	16.4	53	10	19.7	64	08
13.3	43	08	16.5	54	02	19.8	65	00
13.4	44	00	16.6	54	06	19.9	65	03
13.5	44	03	16.7	54	09			
13.6	44	07	16.8	55	01	20.0	65	07
13.7	44	11	16.9	55	05	20.1	65	11
13.8	45	03				20.2	66	03
13.9	45	07	17.0	55	09	20.3	66	07
			17.1	56	01	20.4	66	11
14.0	45	11	17.2	56	05	20.5	67	03
14.1	46	03	17.3	56	09	20.6	67	07
14.2	46	07	17.4	57	01	20.7	67	11
14.3	46	11	17.5	57	05	20.8	68	03
14.4	47	03	17.6	57	09	20.9	68	07
14.5	47	07	17.7	58	01			
14.6	47	11	17.8	58	05			
14.7	48	03	17.9	58	09			
14.8	48	07						
14.9	48	11	18.0	59	01			
			18.1	59	05			
15.0	49	03	18.2	59	09			
15.1	49	06	18.3	60	00			
15.2	49	10	18.4	60	04			
15.3	50	02	18.5	60	08			
15.4	50	06	18.6	61	00			
15.5	50	10	18.7	61	04			
15.6	51	02	18.8	61	08			
15.7	51	06	18.9	62	00			

Meters to Feet

METERS	FEET	METERS	FEET	METERS	FEET
21.0	68.1	53.0	173.9	85.0	278.9
22.0	72.2	54.0	177.2	86.0	282.1
23.0	75.5	55.0	180.4	87.0	285.4
24.0	78.7	56.0	183.7	88.0	288.7
25.0	82.0	57.0	187.0	89.0	292.0
26.0	85.3	58.0	190.3	90.0	295.3
27.0	88.6	59.0	193.6	91.0	298.6
28.0	91.9	60.0	196.8	92.0	301.8
29.0	95.1	61.0	200.1	93.0	305.1
30.0	98.4	62.0	203.4	94.0	308.4
31.0	101.7	63.0	206.7	95.0	311.7
32.0	105.0	64.0	210.0	96.0	315.0
33.0	108.3	65.0	213.3	97.0	318.2
34.0	111.5	66.0	216.5	98.0	321.5
35.0	114.8	67.0	219.8	99.0	324.8
36.0	118.1	68.0	223.1	100.0	328.1
37.0	121.4	69.0	226.4	101.0	331.4
38.0	124.7	70.0	229.7	102.0	334.6
39.0	128.0	71.0	232.9	103.0	337.9
40.0	131.2	72.0	236.2	104.0	341.2
41.0	134.5	73.0	239.5	105.0	344.5
42.0	137.8	74.0	242.8	106.0	347.8
43.0	141.1	75.0	246.1	107.0	351.1
44.0	144.4	76.0	249.3	108.0	354.3
45.0	147.6	77.0	252.6	109.0	357.6
46.0	150.9	78.0	255.9	110.0	360.9
47.0	154.2	79.0	259.2	111.0	364.2
48.0	157.5	80.0	262.5	112.0	367.5
49.0	160.8	81.0	265.7	113.0	370.7
50.0	164.0	82.0	269.0	114.0	374.0
51.0	167.3	83.0	272.3	115.0	377.3
52.0	170.6	84.0	275.6	116.0	380.6
				117.0	383.9

Meters to Feet

METERS	FEET	METERS	FEET	METERS	FEET
118.0	387.1	150.0	492.1	182.0	597.1
119.0	390.4	151.0	495.4	183.0	600.4
120.0	393.7	152.0	498.7	184.0	603.7
121.0	397.0	153.0	502.0	185.0	606.9
122.0	400.3	154.0	505.2	186.0	610.2
123.0	403.5	155.0	508.5	187.0	613.5
124.0	406.8	156.0	511.8	188.0	616.8
125.0	410.1	157.0	515.1	189.0	620.1
126.0	413.4	158.0	518.4	190.0	623.4
127.0	416.7	159.0	521.6	191.0	626.6
128.0	419.9	160.0	524.9	192.0	629.9
129.0	423.2	161.0	528.2	193.0	633.2
130.0	426.5	162.0	531.5	194.0	636.5
131.0	429.8	163.0	534.8	195.0	639.8
132.0	433.1	164.0	538.1	196.0	643.0
133.0	436.3	165.0	541.3	197.0	646.3
134.0	439.6	166.0	544.6	198.0	649.6
135.0	442.9	167.0	547.9	199.0	652.9
136.0	446.2	168.0	551.2	200.0	656.2
137.0	449.5	169.0	554.5	201.0	659.4
138.0	452.8	170.0	557.7	202.0	662.7
139.0	456.0	171.0	561.0	203.0	666.0
140.0	459.3	172.0	564.3	204.0	669.3
141.0	462.6	173.0	567.6	205.0	672.6
142.0	465.9	174.0	570.9	206.0	675.8
143.0	469.2	175.0	574.1	207.0	679.1
144.0	472.4	176.0	577.4	208.0	682.4
145.0	475.7	177.0	580.7	209.0	685.7
146.0	479.0	178.0	584.0	210.0	689.0
147.0	482.3	179.0	587.3	211.0	692.2
148.0	485.6	180.0	590.5	212.0	695.5
149.0	488.8	181.0	593.8	213.0	698.8

Meters to Feet

METERS	FEET	METERS	FEET	METERS	FEET
214.0	702.1	246.0	807.1	278.0	912.1
215.0	705.4	247.0	810.4	279.0	915.3
216.0	708.7	248.0	813.6	280.0	918.6
217.0	711.9	249.0	816.9	281.0	921.9
218.0	715.2	250.0	820.2	282.0	925.2
219.0	718.5	251.0	823.5	283.0	928.5
220.0	721.8	252.0	826.8	284.0	931.7
221.0	725.1	253.0	830.0	285.0	935.0
222.0	728.3	254.0	833.3	286.0	938.3
223.0	731.6	255.0	836.6	287.0	941.6
224.0	734.9	256.0	839.9	288.0	944.9
225.0	738.2	257.0	843.2	289.0	948.2
226.0	741.5	258.0	846.4	290.0	951.4
227.0	744.7	259.0	849.7	291.0	954.7
228.0	748.0	260.0	853.0	292.0	958.0
229.0	751.3	261.0	856.3	293.0	961.3
230.0	754.6	262.0	859.6	294.0	964.6
231.0	757.9	263.0	862.9	295.0	967.8
232.0	761.1	264.0	866.1	296.0	971.1
233.0	764.4	265.0	869.4	297.0	974.4
234.0	767.7	266.0	872.7	298.0	977.7
235.0	771.0	267.0	876.0	299.0	981.0
236.0	774.3	268.0	879.3	300.0	984.2
237.0	777.6	269.0	882.5	301.0	987.5
238.0	780.8	270.0	885.8	302.0	990.8
239.0	784.1	271.0	889.1	303.0	994.1
240.0	787.4	272.0	892.4	304.0	997.4
241.0	790.7	273.0	895.7	305.0	1000.6
242.0	794.0	274.0	898.9	306.0	1003.9
243.0	797.2	275.0	902.2	307.0	1007.2
244.0	800.5	276.0	905.5	308.0	1010.5
245.0	803.8	277.0	908.8	309.0	1013.8

Meters to Feet

METERS	FEET	METERS	FEET	METERS	FEET
310.0	1017.0	342.0	1122.0	374.0	1227.0
311.0	1020.3	343.0	1125.3	375.0	1230.3
312.0	1023.6	344.0	1128.6	376.0	1233.6
313.0	1026.9	345.0	1131.9	377.0	1236.9
314.0	1030.2	346.0	1135.2	378.0	1240.1
315.0	1033.5	347.0	1138.4	379.0	1243.4
316.0	1036.7	348.0	1141.7	380.0	1246.7
317.0	1040.0	349.0	1145.0	381.0	1250.0
318.0	1043.3	350.0	1148.3	382.0	1253.3
319.0	1046.6	351.0	1151.6	383.0	1256.5
320.0	1049.9	352.0	1154.8	384.0	1259.8
321.0	1053.1	353.0	1158.1	385.0	1263.1
322.0	1056.4	354.0	1161.4	386.0	1266.4
323.0	1059.7	355.0	1164.7	387.0	1269.7
324.0	1063.0	356.0	1168.0	388.0	1273.0
325.0	1066.3	357.0	1171.2	389.0	1276.2
326.0	1069.5	358.0	1174.5	390.0	1279.5
327.0	1072.8	359.0	1177.8	391.0	1282.8
328.0	1076.1	360.0	1181.1	392.0	1286.1
329.0	1079.4	361.0	1184.4	393.0	1289.4
330.0	1082.7	362.0	1187.6	394.0	1292.6
331.0	1085.9	363.0	1190.9	395.0	1295.9
332.0	1089.2	364.0	1194.2	396.0	1299.2
333.0	1092.5	365.0	1197.5	397.0	1302.5
334.0	1095.8	366.0	1200.8	398.0	1305.8
335.0	1099.1	367.0	1204.1	399.0	1309.0
336.0	1102.3	368.0	1207.3	400.0	1312.3
337.0	1105.6	369.0	1210.6		
338.0	1108.9	370.0	1213.9		
339.0	1112.2	371.0	1217.2		
340.0	1115.5	372.0	1220.5		
341.0	1118.8	373.0	1223.7		

Average Elevation of Wharf Decks and Depth of Water Alongside Berths

Below Mean Lower Low Water Datum
Depths are Subject to Variations

Berth	ELEVATION Feet	ELEVATION Meters	DEPTH Feet	DEPTH Meters	SURVEY DATE
PIER A					
A92	15.23	4.64	48	14.6	9/15
A94	15.23	4.64	48	14.6	9/15
A96	15.23	4.64	48	14.6	9/15
PIER B					
B76	18.2	5.5	33.5	10.2	3/12
B77	18.2	5.5	41	12.5	4/15
B78	17.6	5.4	41	12.5	4/15
B82	14.4	4.4	37	11.2	7/14
B83	14.5	4.4	37	11.2	7/14
B84	16.9	5.2	49	14.9	4/15
B86	16.9	5.2	48.5	14.8	4/15
PIER C					
C60	14.6	4.5	42	12.8	7/14
C62	14.5	4.4	40	12.2	7/14
C73	No Wharf		32.5	9.9	3/12
PIER D					
D32	13.5	4.1	39	11.9	10/11
D34	13.5	4.1	38	11.5	10/11
D43	12.2	3.7	33.5	10.2	7&9/07
D44	12.4	3.8	45	13.7	11/14
D46	9.1	2.8	31.5	9.6	7&9/07
D48	16.7	5.1	31.5	9.6	7&9/07
D49	16.8	5.1	34	10.3	7&9/07
D50	16.9	5.2	34	10.3	7&9/07
D53	10.6	3.2	33	10	7&9/07
D54	10.9	3.3	35	10.6	7&9/07
PIER E					
E24	16.8	5.1	55	16.8	4/15
E26	16.8	5.1	55	16.8	4/15

Below Mean Lower Low Water Datum
Depths are Subject to Variations

Berth	ELEVATION Feet	ELEVATION Meters	DEPTH Feet	DEPTH Meters	SURVEY DATE
PIER F					
F10	14.6	4.5	47	14.3	11/13
F201	15.5	4.7	31.5	9.6	8/07
F204	18	5.5	38	11.5	8/15
F205	18	5.5	40	12.2 (RoRo)	8/15
F206	18	5.5	33.6	10.2	5/13
F207	18	5.5	33	10	5/13
F208	18.5	5.6	40	12.2	2/15
F209	18.6	5.7	40	12.2	2/15
F210	18.6	5.7	40.5	12.3	5/09
F211	18.7	5.7	40	12.2	5/09
PIER G					
G212	18.1	5.5	50	15.2	5/10
G214	18.	5.5	40	12.2	6/14
G227	15.1	4.6	43	13.1	10/13
G232	14.8	4.5	51.5	15.7	1/14
G235	15.5	4.7	42	12.8	10/13
G236	14.9	4.5	51	15.5	1/14
PIER J					
J243	15.5	4.7	33	10	5/11
J245	15.1	4.6	50	15.2	7/15
J246	15.1	4.6	50	15.2	7/15
J247	15.1	4.6	50	15.2	7/15
J266	14.5	4.4	49	14.9	7/15
J268	14.5	4.4	49	14.9	7/15
J270	14.6	4.4	49	14.9	7/15
PIER T					
T118	21.8	6.6	34	10.4	8/11
T121	22.4	6.8	73	23.2	2/12
T122	22.5	6.9	36	11 (40 ft. @ 10 ft. out)	9/09 *Barge Ramp
T124			35	10.7	4/12
T126	20.	6.1	33	10	10/4
T132	14.7	4.5	51	15.2	3/14
T134	14.7	4.5	51	15.2	3/14
T136	14.7	4.5	51	15.2	2/14
T138	14.7	4.5	50	15.2	8/12
T140	14.7	4.5	51	15.5	8/12

Container Loading Booms

Vertical Clearance When Extended Above Mean High Water 4.6 Feet - (1.4 Meters)

BERTH F6-10
(UP) 124 Feet – 37.8 Meters
(OUT) 156 Feet – 47.6 Meters

BERTH E24-26
(UP) Varies 167 to 177 Feet
50.9 to 53.9 Meters
(OUT) 216 Feet – 65.8 Meters

BERTH C60-62
(UP) 145 Feet – 44.2 Meters
(OUT) 176 Feet – 53.7 Meters

BERTH A90-96
(UP) 146 Feet – 44.5 Meters
(OUT) 179 Feet – 54.6 Meters

BERTH G227
(UP) Varies 110 to 133 Feet
33.5 to 40.5 Meters
(OUT) Varies 123 to 169 Feet
37.5 to 51.5 Meters

BERTH G235
(UP) Varies 106 to 137 Feet
32.3 to 41.8 Meters
(OUT) Varies 117 to 165 Feet
35.7 to 50.3 Meters

BERTH G232 + G236
(UP) 133 Feet – 40.5 Meters
(OUT) 188 Feet – 57.3 Meters

BERTH J243-44
(UP) 108 Feet – 32.9 Meters
(OUT) 118 Feet – 36.0 Meters

BERTH J245-47
(UP) Varies 116 to 140 Feet
35.4 to 42.7 Meters
(OUT) Varies 126 to 194 Feet
38.4 to 59.1 Meters

BERTH J266-70
(UP) Varies 109 to 154 Feet
33.2 to 47.0 Meters
(OUT) Varies 122 to 223 Feet
37.2 to 68.0 Meters

BERTH T132-40
(UP) 151 Feet – 46.0 Meters
(OUT) 205 Feet – 62.5 Meters

(UP) Above Mean High Water
+ 4.6 Feet – (1.4 Meters)
(OUT) From Pierhead

Bulk Loading Facilities

BERTHS D32-33 Single Screw-Type Unloader
Unloading Rate
Cement: Bulk Carrier: 600-800 Metric Tons/Hours (MT/Hr).
Vertical Clearance Under Boom
At mean high water 89 Feet – 27.1 Meters
Under vertical screw
At mean high water 20 Feet – 6.1 Meters

BERTH F211 Single Traveling Gantry Ship Loader/Trimmer
Loading Rates: Vary with commodity and type of vessel
Petroleum Coke: 1000-1500 MT/Hr
Vertical Clearance Under Loading Spout
54 Feet – 16.5 Meters at MLLW

BERTHS G212-214 Two shiploaders w/multiple spouts
Loading Rates: Vary with commodity and type of vessel
Coke: Bulk Carrier: Approx. 2400-3000 MT/Hr
Potash: Bulk Carrier: Approx. 1000 MT/Hr.
Sulfur: Bulk Carrier: Approx. 3000 MT/Hr.

G212 Shiploader, draft 50 Feet – 15.2 Meters at MLLW
Clearance Under Loading Spout
64 Feet – 19.5 Meter at MLLW

G214 Shiploader, draft 40 Feet – 12.2 Meters at MLLW
Clearance Under Loading Spout
66 Feet – 20.1 Meters at MLLW

Horizontal and Vertical Clearances

Vertical Clearances are Given Above Mean High Water +4.6 Feet - (1.4 Meters)

GERALD DESMOND BRIDGE
Horizontal Useable Width (of channel): 220 Feet – 67.1 Meters
Vertical Clearance: 155 Feet – 47.3 Meters

COMMODORE HEIM BRIDGE
UNDER CONSTRUCTION

FORD AVENUE BRIDGE
VHF Channels 13 & 16 ***Call Sign: WXJ-947***
Horizontal Clearance: Span Clearance – 180 Feet – 54.9 Meters
Between abutments: 165 Feet – 50.3 Meters
Vertical Clearance: Bridge Down: 8 Feet – 2.4 Meter
Bridge Up: 165 Feet – 50.3 Meter
Draw to remain in the open-to-navigation position except when a train is crossing or maintenance is being performed.

Whistle Signals
Request to open: 2 short, 1 long
Bridge will open: 2 long, 1 short
Bridge cannot open: 5 short
Phone: (310) 830-0660

VINCENT THOMAS BRIDGE
Horizontal Useable Width (of channel): 1150 Feet – 350.5 Meters
Vertical Clearance: 165 Feet – 50.3 Meters
Middle 500 Feet: (152.4 Meters) of span
Vertical Clearance: 185 feet (56.4 Meters)

SOUTHERN CALIFORNIA EDISON CO.
OVERHEAD POWER CABLES
Vertical Clearance: 160 Feet – 48.8 Meters • Edison requires 8 Feet – 2.4 Meters clearance to avoid danger of arcing.

Approximate Distance From Long Beach Sea Buoy (In Nautical Miles)

NORTH	
Port Hueneme	61
Estero Bay	190
San Francisco S/B	353
Oakland	372
Martinez	393
Stockton	439
Sacramento	444
Eureka Bar	566
Coos Bay Bar	725
Columbia River S/B	882
Astoria	900
Longview	945
Vancouver, WA	980
Portland	983
Grays Harbor Bar	923
Cape Flattery	1017
Port Angeles	1075
Victoria, B.C.	1086
Anacortes	1117
Vancouver, B.C.	1157
Everett	1135
Seattle	1140
Tacoma	1160
Kodiak	2033
Homer	2115
Drift River (via Homer)	2190
Nikiski (via Homer)	2196
Anchorage (via Homer)	2243
Valdez	2134
Dutch Harbor	2385
Adak	2793

SOUTH	
San Diego S/B	81
Ensenada, Mex	151
Cabo San Lucas, Mex	805
Guaymas, Mex	1158
Mazatlan, Mex	1011
Manzanillo, Mex	1205
Lazaro Cardenas, Mex	1405
Acapulco, Mex	1501
Salina Cruz, Mex	1803
San Jose, Guat	2054
Acajutla, El Sal	2080
Corinto, Nic	2281
Puntarenas, C. R.	2499
Golfito, C. R.	2579
Puerto Armuelles, Pan	2645
Balboa, Pan	2939
Esmeraldas, Ec	3025
Guayaquil, Ec	3218
Callao, Peru	3688
Valparaiso, Ch	4808

TRANSPACIFIC	
Honolulu	2230
Yokohama	4839
Busan	5229
Guam	5513
Hong Kong	6380
Manila	6533
Singapore	7867

Vessel Operating Procedures

The LA/LB Harbor Safety Plan (HSP) contains operating procedures for vessels. All of the procedures are considered Good Marine Practice, but some are regulations (either local, state or federal) while others are non-regulatory "Standards of Care." (Regulations are shown in bold italics.)

An electronic copy of the HSP can be seen on the Internet at the Marine Exchange of Los Angeles-Long Beach home page: www.mxsocal.org. Nothing in these procedures precludes a master and/or pilot from taking necessary and prudent actions to avoid or mitigate unsafe conditions.

IMPORTANT GENERAL INFORMATION

Pilot Requirements: Local port tariffs require vessels of greater than 300 gross tons to use a federally licensed pilot whenever navigating inside the breakwater.

Equipment Failures: Vessels are required by law to report navigational equipment, propulsion, steering or other vital system failures as soon as possible to the Coast Guard via the Captain of the Port office or the Captain of the Port representative at VTS on channel 14. 46CFR4.05-1

Communications

Operational communications in the LA/LB Harbor area are conducted by marine VHF radio and commercial telephone from five principal nodes: VTS, LA Pilots, Long Beach Pilots, Port of Long Beach Security and the US Coast Guard Long Beach. All users are encouraged to minimize voice traffic on all channels, maintain circuit discipline and broadcast on "low power" whenever possible.

For a complete listing of VHF Marine Radio Channels and their allowed usage, see the USCG Website: WWW.NAVCEN.USCG.GOV/

Use	Channel	Frequency
Vessel Traffic Service	14	156.70
Distress Safety and Calling	16	156.80
Safety, S.A.R.	06	156.30
Bridge to Bridge	13	156.65
Marine Exchange Non-VTS	16/11	156.55
Long Beach Pilots, KMA 372	12	156.60
Los Angeles Pilots, KEB 260	73	156.675
Harbor tugs, Long Beach	5A	156.25
Harbor tugs, Los Angeles	77	156.875
Harbor tugs, Seal Beach	65A	156.275
San Pedro Marine Operator	24	157.20
San Pedro Marine Operator	26	157.30

NOTE: The marine operator does not guard channel 16.

CHANNELS 5A, 77 Pilot/Tug Channels. These channels are restricted to communications by a harbor pilot and support personnel in the movement and docking of ships. The use by commercial and recreational boat users is IN STRICT VIOLATION of FCC rules. The loss of communications between a pilot and his assisting tugs due to interference by unauthorized users could result in a catastrophe within the harbor.

CHANNELS 12, 65A Port Operations Channels. Messages are restricted by FCC rules "to the operational handling, movement and safety of ships and, in an emergency, to the safety of persons." Other use is a violation of FCC rules.

CHANNEL 13, Navigational Bridge to Bridge Channel. Use of this channel is restricted by FCC rules to navigational communications, such as meeting and passing arrangements, and vessel traffic services. No shore-based use of this channel is permitted in this harbor area except Marine Exchange VTS and the Cerritos Channel lift bridges.

Fire Alarm Signal

All vessels except those underway: five prolonged blasts on whistle or siren. Repeat at intervals to attract attention.

Vessel Traffic Management

Vessel traffic in the ports of and approaches to Los Angeles and Long Beach is managed by three entities:

1. Vessel Traffic Service - for the port approaches (25 nm from Point Fermin to the Federal Breakwater)
2. Jacobsen Pilot Service - for the Port of Long Beach
3. Los Angeles Harbor Pilots - for the Port of Los Angeles

Vessel Traffic Service (VTS):

A VTS is in operation on the approaches to Los Angeles and Long Beach Harbors. Operated jointly by the U.S. Coast Guard and the Marine Exchange, the VTS provides information about commercial vessel traffic, other vessel traffic and navigation safety. Covered vessels are required to participate in the VTS. The following are considered **"Covered Mandatory Full Participant"** vessels:

1. Every power driven vessel of 40 meters (131 ft) or more in length, while navigating.
2. Commercial vessels 8 meters (26 ft) or more in length that are towing alongside, astern or by pushing ahead.
3. Every vessel certified to carry 50 or more passengers for hire, while engaged in trade, under sail or power.

Following are considered "**Mandatory Passive Participants**":

These vessels are required to monitor Channel 14 VHF/FM when operating in the VTS area:

1. Every power driven vessel 20 meters (65 ft) or more in length.
2. Every vessel 100 gross tons or more carrying one or more passengers for hire.
3. Every dredge or floating plant.

Notes of Interest:

1. The outer limit of the VTS AOR is defined by a 25 nm arc from Point Fermin (LAT 33–42.30 N; 118–17.60 W).
2. There is no speed restriction between the 25-mile arc and the Precautionary Area. However, ships are required to be at 12 kts or less upon entering the Precautionary Area.
3. A minimum vessel separation of 1/4 nm is required in the Precautionary Area.
4. Code of Federal Regulations (CFR 33), Part 165, Subsection 165.1152, identifies portions of the Precautionary Area as a Regulated Navigation Area.

Arriving Vessels Upon Entering the 25-Mile Outer Limit:

Call "San Pedro Traffic" on VHF/FM Channel 14 and provide the following information:

1. Vessel Name/Call Sign.
2. Position, course and speed.
3. Vessel destination.
4. State whether or not taking a pilot.
5. Estimated time of arrival to the breakwater/anchorage.
6. Tank vessels report their displacement.

Contact Los Angeles Pilots on Channel 73 or Long Beach Pilots on Channel 12 to arrange pilot service.
Limit their speed to 12 kts or less upon entry to the Precautionary Area.

Upon Entering the Precautionary Area:

Call "San Pedro Traffic" and provide the following information:

1. Confirm vessel speed is 12 kts or less.
2. Confirm master is on the bridge.
3. Confirm vessel is in hand-steering.
4. Maintain a minimum vessel separation of 1/4 nm.

Departing Vessels from Inside the Breakwater:

15 minutes prior to getting underway, contact Los Angeles Pilots on Channel 73 or Long Beach Pilots on Channel 74 (depending on which harbor the vessel is in) to check into the traffic system. Provide vessel name, type, departure point, destination and intended route.

15 minutes prior to the breakwater entrance, call "San Pedro Traffic" on VHF/FM Channel 14. Breakwater entrances include Los Angeles Gate (LA), Long Beach Gate (LB) and Anaheim Bay (Naval Weapons Support Facility, Seal Beach). Provide the following:

1. Vessel Name/Call Sign.
2. Destination.
3. Acknowledge VTS traffic report.
4. Report departure from Precautionary Area to VTS.
5. If outbound, ETA to 25 nm from Point Fermin.
6. Report departure from VTS at 25 nm limit.

Maintain speed at 12 kts or less through Precautionary Area.

Sea Approaches - CAUTION

The Master's attention is directed to NOAA Chart nos. 18746 & 18749 or BA 1063 & 1082 regarding regulations for:

1. Passage of Los Angeles and Long Beach sea buoys.
2. Transit of Los Angeles and Long Beach Pilot Boarding areas.
3. Anchorage G, outside the breakwater.

Speed Limits

These speed restrictions do not preclude the Master or Pilot from adjusting speeds to avoid or mitigate unsafe conditions. Weather, vessel maneuvering characteristics, traffic density, construction/dredging and other possible items should also be taken into account.

Tank Vessels:

Precautionary Area (approach to port): 12.0 kts

Within pilot operating areas and anywhere inside the breakwater (except where lower speed limits apply):

60,000 displacement tons or less . . . . . .8.0 kts
Greater than **60,000** displacement tons . . . . . .6.0 kts

Other than Tank Vessels:

Precautionary Area (approach to port) . . . . . .12.0 kts

Long Beach (LB Port Tariff)

Within the Main Channel between the breakwater entrance and light 6 . . . . . 10.0 kts
Everywhere else in the harbor: . . . . . 6.0 kts
or minimum engine speed (dead slow).

Los Angeles (LA Port Tariff)

Outer Harbor (between breakwater and Reservation Point) if draft greater than 1.5 meters . . . . . 10.0 kts
West Channel, Fish Harbor, marinas, yacht anchorage . 4.4 kts
Everywhere else in the harbor . . . . . 6.0 kts
See Port Tariff for speed limits for vessels that have drafts of 5 feet or 1.5 meters or less.

Inclement Weather: Standards of Care for Vessel Movements

1. Purpose: Inclement weather requires heightened awareness and vigilance. This section is intended to provide clear guidance to mariners as to what is expected of them when navigating in inclement weather in the area covered by the HSP. Nothing in this section shall be construed to require the master of a vessel to commence a transit during inclement weather, nor does this section replace compliance with the COLREGS. It is recognized, however, under certain circumstances, vessels may safely transit during inclement weather provided that equivalent safety levels are applied.

2. Definition of Inclement Weather:

A. High Winds: Whenever the National Weather Service issues a "small craft advisory" for sustained winds of 21 to 33 knots potentially in combination with wave heights exceeding 10 feet (or wave steepness values exceeding local thresholds).

B. Restricted Visibility: Whenever conditions of visibility fall below the following:

i. Tankers 150,000 DWT or greater: 1 nautical mile
ii. Tankers greater than 60,000 DWT, but less than 150,000 DWT: 0.75 nautical mile
iii. All other vessels 45 feet draft or more: 0.75 nautical mile
iv. All other tankers and petroleum barges: 0.5 nautical mile
v. All other vessels: 3 times vessel's LOA

3. Guidelines for Commencing a Transit During Inclement Weather:

Vessel characteristics, navigational equipment and the availability of shoreside support must be considered when a movement is undertaken during inclement weather. Conditions of visibility and wind can vary considerably throughout the port complex at any given time and may impact the decision to proceed. While specific movement parameters are difficult, if not impossible, to define, it is recommended that mariners carefully consider commencing vessel movements inside the Federal Breakwater when conditions reach the defined thresholds contained in Section 3 above.

A. Piloted Vessel Guidelines:

i. General: When inclement weather exists along a vessel's intended route:

1. The respective pilot station management will be notified, and
2. Prior to commencing a transit, the operating pilot will conduct a risk analysis that includes consultation with a second pilot. This expanded participation is a key risk reduction measure.

ii. Reduced Visibility:

1. When visibility inside the Federal Breakwater is less than 0.5 mile, the respective vessel traffic center (VTC) will impose one-way traffic restrictions when and where appropriate.
2. When commencing a vessel movement in reduced visibility, as defined in Section 3.B below, shoreside radar assistance and carry-on enhanced navigational tools such as a Portable Pilot Unit (PPU) shall be readily available for use.
3. When reduced visibility is encountered after commencing a transit, the operating pilot should take appropriate precautions to minimize the risk of collision. Precautions may include but are not limited to continuing the transit or anchoring, reducing speed, enlisting shore-based radar support and securing additional tug assistance.

iii. High Winds: Vessel movements will proceed on a case-by-case basis. Depending on direction and force of wind, type and characteristics of the vessel, movements requiring more than 50 tons of force to hold the vessel against a wind on the beam shall be carefully considered. Below are examples of wind velocities acting on corresponding sail areas that would require 50 tons of counter force exerted by tugs and/or thrusters **[Formula: (total area/1000) x (2V/18) = wind effect in tons where "V' is the wind speed in meters/second]:**

1. 1,000 square meters — 60 knots
2. 5,000 square meters — 28 knots
3. 10,000 square meters — 18 knots
4. Refer to Wind Force Chart on page 37

B. Non-Piloted Vessel Guidelines:

It is recommended that all vessels develop, and follow, their own internal operating guidelines for inclement weather transits, including a provision for second opinion consultation.

4. Application of Equivalent Safety Levels: When a vessel master intends to commence a transit during inclement weather, at a minimum, the following equivalent safety levels should be adhered to:

A. Vessels 1600 GT or greater:

i. When operating inside the Federal Breakwater, be under the control of a USCG licensed pilot with the appropriate endorsement for the vessel and area of operation, and
ii. Have shore-based radar immediately available to assist the vessel.

B. All vessel masters and pilots (if employed) should make a positive evaluation of the following:

i. The number of vessels transiting within the harbor and expected traffic concentrations
ii. Planned transit speeds appropriate for the prevailing conditions
iii. The maneuvering characteristics of the vessel
iv. The quality of the vessel's radar and navigation systems
v. The vessel's size and draft in relation to the area to be transited
vi. Number, type and power of assist tugs
vii. Number and power of bow/stern thrusters available
viii. Maneuvering room at various stages of the transit
ix. Quality of the vessel's bridge team
x. Special circumstances to be encountered (e.g. dredging projects, obstructions)
xi. Wind direction in relation to planned maneuvers

5. COTP Notification of intention to move in inclement weather without applying equivalent safety levels: Vessels 1600 GT or greater that intend to commence a vessel transit during inclement weather without complying with item 5 (including shore-based radar support) shall make the following broadcast to the VTS on VHF Channel 14 at least 15 minutes prior to getting underway:

A. "Vessel name/call sign, making our inclement weather COTP notification, as per guidance within the Harbor Safety Plan, that we intend to transit from vessel location to intended destination"

B. In addition, a safety broadcast will be made on Channel 13 and the vessel will coordinate its movement with the appropriate vessel traffic center.

Under-Keel Clearance

Under-keel clearance (UKC) means the minimum clearance available between the deepest point on the vessel and the bottom in still water. UKC = (Charted Depth of Water + Height of Tide) – (Static Deep Draft). Masters and pilots should use their vessel's deepest draft in still water when calculating UKC. Masters and pilots should apply a plus or minus allowance for the tide when calculating depth of water, and consider the following factors:

1. Vessel's trim and list characteristics;
2. Depth of the transit area;
3. Depth at the facility or anchorage;
4. Tide and current conditions;
5. Weather impact on water depth.

Port of Long Beach

A. Between the Long Beach seabuoy and the Long Beach Channel Buoy #3, minimum under-keel clearance before correction for roll and pitch is 10% of the vessel's draft.

B. In the channel between the Long Beach Channel Buoy #3 and a position off the designated berth, minimum under-keel clearance is 2.0' (0.61m).

C. In the final approach to the berth, and while at berth, the vessel must always remain afloat.

D. At anchorages inside the breakwater, minimum under-keel clearance is:

i. 4' (1.22m) for anchorages B-7 and B-11 when vessel's draft is 50' (15.24m) or more; and
ii. 2.5' (0.76m) for all other anchorages. eg. For shifts via outer harbor between Long Beach and Los Angeles, minimum underkeel clearance is 3' (.91m).

All tank vessels without double hulls will not enter the Ports of Long Beach and Los Angeles with less than 10 percent of the vessel's deepest draft for under-keel clearance.

Port of Los Angeles

a. Between the Los Angeles Approach Channel Lighted Buoy #1 and the Los Angeles Main Channel Buoy #11, minimum under-keel clearance before correction for roll and pitch is 10% of the vessel's draft.
B. In the channel between the Los Angeles Main Channel Buoy #11 and a position off the designated berth, minimum under-keel clearance is 2.0' (0.61m).
C. In the final approach to the berth, and while at berth, the vessel must always remain afloat.
D. At anchorages inside the breakwater, minimum under-keel clearance is 3.5' (0.76m).
E. Shifts via outer harbor between Los Angeles and Long Beach, minimum under-keel June 30, 2013 XIV — 2 clearance is 3' (.91m).

Anchoring Procedures

In addition to observing all port tariffs and U.S. Coast Guard regulations, the Master of any commercial vessel at anchor shall implement the following Standard of Care:

1. Maintain a 24-hour bridge watch by an English speaking licensed deck officer monitoring VHF-FM Channel 16.
2. Make frequent checks to assure vessel is not dragging anchor.
3. When winds exceed 40 knots, put the propulsion plant on standby, ready to bring on line on short notice, and make another anchor ready to let go. Accurate wind speed can be determined by contacting either VTS or the appropriate pilot station.
4. Provide 15-minute advance notice to the respective pilot station (inside anchorages) or to VTS (outside anchorages) before heaving anchor to get underway.

General Anchoring Guidelines OUTSIDE the Federal Breakwater:

1. All anchorages outside the Federal Breakwater will be managed and monitored by the Vessel Traffic Service (VTS).
2. Any vessel desiring to use one of these anchorages must advise its intentions to VTS on VHF-FM Channel 14 and receive clearance to do so from VTS.
3. VTS will not assign an anchorage to tankers or vessels exceeding 200 meters length overall (LOA) in the first row of anchorage sites closest to the breakwater (G-1 to G-4 and F-1 to F-4).
4. VTS will not provide shoreside radar direction during anchoring; however, ranges and bearings from either the Angel's Gate or Queen's Gate Light to the center of a particular anchorage site will be offered, if requested.
5. Tug assistance outside the Federal Breakwater is not required for anchoring.

General Anchoring Guidelines INSIDE the Federal Breakwater:

1. All anchorages inside the Federal Breakwater will be managed and monitored by the Long Beach Pilot Station.
2. All vessels with a draft of 15.2 meters or greater or vessels over 305 meters in length without a working bow thruster must use a minimum of one tug to ensure proper placement of the anchor and chain, as well as to assist in turning the vessel at the anchorage site. Tank vessel masters shall refer to the tug escort/assist standards.

Small (Recreational) Vessel Safety

Recreational vessels should follow the below Standards of Care to ensure the safe operation of their craft while in and around the port. Recreational vessel operators should be sensitive to the fact that large commercial vessels are severely limited in their ability to stop or alter course and many times are limited in their ability to sight small vessels due to "blind spots" that extend more than 1/2 mile ahead, and therefore cannot easily avoid a collision with a smaller, more maneuverable recreational vessel.

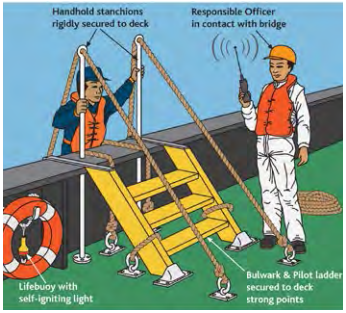
1. *Ensure vessel is safe before getting underway*
2. *Ensure vessel is seaworthy*
3. *Keep flares and distress calling equipment readily accessible*
4. *Be extra careful in fog — Do not loiter near breakwater entrance*
5. *Comply with rules of the road, Rule 9: small vessels remain clear of large vessels that must navigate within a narrow channel*
6. *Avoid passing larger vessels close aboard*
7. *Pass tugs with caution*
8. *Know where the traffic lanes and the regulated navigational area are*
9. *Know how and when to monitor VHF channels 16, 14 & 13*
10. *Know vessel's position*

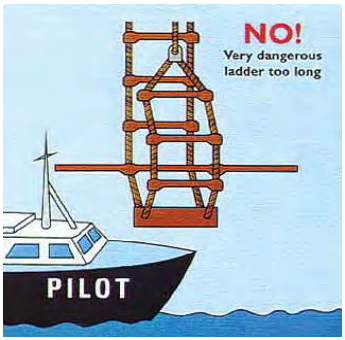
Small (Recreational) Vessel Safety

Be an Informed Mariner:

- Know the Rules of the Road
- Read Coast Guard Notice to Mariners
- Monitor the Weather
- Listen to Channel 14 & 16 for Coast Guard VTS Information Broadcasts

Pilot Ladder Requirements



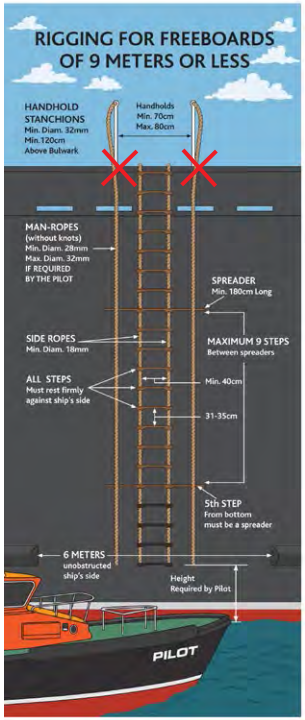


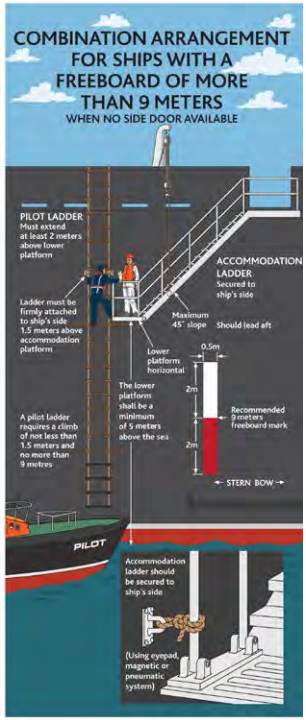
Pilot Ladder Requirements

In accordance with SOLAS Regulation V/23 and IMO Resolution A.1045(27)

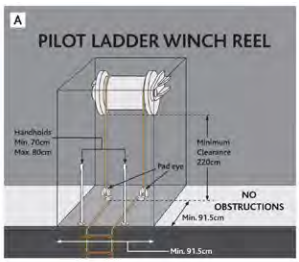
a) Rigging of the pilot ladder, as well as embarking or disembarking the pilot, should be under the supervision of a responsible officer.
b) The ladder should be made in one length and fitted with spreaders approximately 10 feet apart to comply with SOLAS Regulation 17, Chapter 5.
c) The area of the deck where the pilot boards should be clear of obstacles to ensure a safe passage for the pilot.
d) Trailing lines or retrieving lines should not be attached to the lower end of the ladder.
e) Ladders should be rigged well clear of discharge and water outlets and at a place near midship clear of the finer lines of the vessel. At no time should the ladder be rigged near the stern of the ship.
f) The ladder should be in good condition, and rigged so that the steps remain horizontal when used.
g) Accommodation ladders alone must not be used for pilot boarding or disembarking.

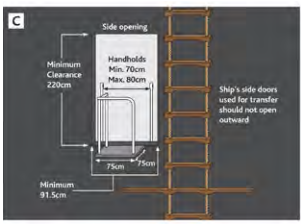
Pilot Ladder Requirements

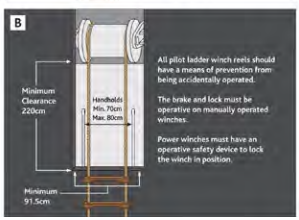




Pilot Ladder Requirements







Port of Long Beach Information

New cranes arrive at Middle Harbor

The Port of Long Beach is in the midst of a decade-long, $4 billion capital improvement program to upgrade terminals, roadways and railways. These projects include:

- **Gerald Desmond Bridge Replacement:**
  A $1.5 billion project to build a new bridge to span the Port's Back Channel. The new bridge will be higher to allow additional clearance for larger, more efficient cargo ships, and will also be wider, to ease the flow of cars and trucks that use the bridge. Construction is underway and should be completed by 2018.
  www.newgdbridge.com

- **Middle Harbor Redevelopment Project:**
  A modernization of two aging shipping terminals. The program is adding on-dock rail capacity, shore power hookups and a new longer wharf to move twice the cargo with half the air pollution. This $1.3 billion project began construction in 2011 with the first half opening in early 2016 and full completion in 2019. The terminal operator, Long Beach Container Terminal, will continue to operate the terminal during the various phases of construction.
  www.polb.com/middleharbor

- **Green Port Gateway:**
  The Green Port Gateway project includes the realignment of railroad tracks and roadway near Ocean Boulevard and adding a Pier F Rail Support Yard to serve the future Middle Harbor terminal. The project was completed in September 2015.
  www.polb.com/greenportgateway

Port of Long Beach Rules and Regulations

The Port of Long Beach Tariff No. 4 covers all Long Beach Harbor District rules and regulations. Full text of the rules are available on the Port's website, ***www.polb.com/tariff***, or by calling Port's Business Development Division at (562) 283-7750.

Green Port Policy

The Port of Long Beach is a national and world leader in environmental stewardship. The Port's Green Port Policy, adopted in 2005, sets the framework for all of the Port's environmental protection efforts. The Port's environmental programs are enhancing water quality for marine wildlife, improving air quality in the surrounding community, cleaning soil and undersea sediments, reducing traffic and creating a sustainable Port culture for future generations.

Thank you for your cooperation with the Port of Long Beach's Green Port environmental efforts.

Smokestack Emissions

The Port's Harbor Patrol and the South Coast Air Quality Management District (AQMD) enforce air quality regulations regarding vessel exhaust stack emissions while at berth. Please help prevent excessive smoke and soot from your vessel by following appropriate operational procedures, in compliance with **AQMD's Rule 401** (Excessive Smoke) and **AQMD's Rule 402** (Public Nuisance). Violations of the AQMD rules are misdemeanors subject to court action and possible penalties of $50,000 per day in fines and/or one year imprisonment. More information can be found on the **AQMD website at http://aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-iv**
Questions: (562) 283-7100

Report Violations: (562) 283-7820

Green Ship Incentive Program

To reduce emissions from ships in transit, the Port of Long Beach rewards ships with the cleanest engines. Vessels with main engines meeting 2011 Tier 2 standards established by the International Maritime Organization (IMO) will be eligible for an incentive of $2,500 per ship call. Vessels meeting 2016 Tier 3 standards are eligible for an incentive of $6,000 per ship call. Incentives will be paid directly to the operator on a quarterly basis. To register for the program or for more information, go to **www.polb.com/greenship**.

Shore Power Regulation

The California Air Resources Board requires ships equipped for shore power to plug into the electrical grid while at berth. As of 2014, at least 50% of a fleet's visits are required to use shore power. That percentage will rise gradually until 2020, when 80% of a fleet's visit will be required to plug in. This regulation applies only to container ships, reefer ships, and passenger ships. More information on the regulation can be found on the CARB website at: www.arb.ca.gov/marine

Green Flag Incentive Program

2014 Port of LONG BEACH ENVIRONMENTAL ACHIEVEMENT

To help reduce pollution from visiting ships, the Port of Long Beach awards "Green Flags" and reduced dockage rates to ships and vessel operators who voluntarily reduce ship speeds in the harbor area. The slower speed limit reduces vessel emissions. (See map below.)

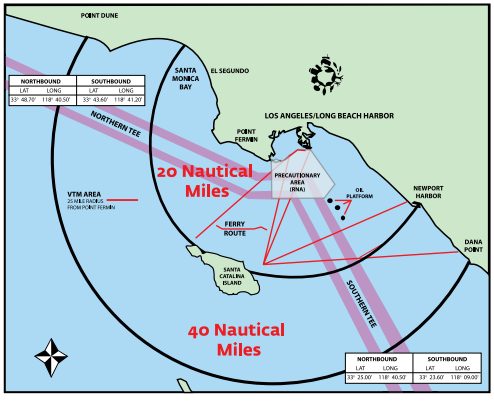
Under the Green Flag program, ships that observe a 12-knot speed limit within 20 or 40 nautical miles of the Port during an entire year of voyages are awarded Green Flags to recognize their contributions to improved air quality. Ocean carriers can qualify for reduced dockage rates of 90 percent or more if their vessels comply with the speed limit for a year. Vessel speed is recorded by the Marine Exchange of Southern California.

Your cooperation with this important air quality improvement program is greatly appreciated.

For more information: (310) 832-6411

Air Quality Compliance Zone

12 Knots 20 or 40 Nautical Miles from Point Fermin



Ballast Water Program

The Port of Long Beach strongly supports federal and state ballast water regulatory programs designed to prevent the introduction of non-native aquatic plants and animals into the Port's marine environment. Non-native organisms can have serious, long-lasting adverse effects on marine ecosystems.

Federal Regulation

Vessels entering the Port of Long Beach from outside of the economic exclusion zone must comply with the federal National Invasive Species Act of 1996 (NISA). The U.S. Coast Guard published ballast water discharge standards for vessels operating in U.S. waters. Implementation began December 1, 2013. See the final rule for more information. Additionally, the U.S. Environmental Protection Agency established ballast water standards for specific vessels in the 2013 Vessel General Permit. These standards apply to those vessels specifically covered by the Vessel General Permit (VGP). See the final rule and permit for more information.

State Regulation

The California Marine Invasive Species Act AB433 requires all vessels that enter U.S. territorial waters to manage ballast water according to prescribed measures. Along with meeting the federal ballast water standards, vessels entering the state of California must also comply with the performance standards established by the California State Lands Commission. Refer to Article 4.7 of the Marine Invasive Species Regulations. Failure to comply with the program may result in fines.

For vessels currently outside of the state or federal compliance schedules, it is requested that ballast water not be discharged within Port waters. If ballast water discharge must occur for the safety of the vessel or crew, discharge cannot occur without open-ocean exchange.

For more information on the federal and state programs, please contact:

U.S. Coast Guard Ballast Water Management Program

Environmental Protection Agency

VGP Website: http://water.epa.gov/polwaste/npdes/vessels/

Website: https://homeport.uscg.mil/environmental

Email: environmental_standards@uscg.mil

California State Lands Commission

Ballast Water Program Website: www.slc.ca.gov

Vessel Discharge Regulations

The U.S. Environmental Protection Agency has issued the Vessel General Permit (VGP) which regulates 27 separate discharges to the water that are considered incidental to the normal operation of vessels, including deck washdown, runoff from above waterline hull cleaning, bilge water discharge, ballast water, and anti-fouling leachate from anti-fouling hull coatings.

The VGP applies to all vessels (excluding recreational boats, non-recreational vessels less than 79 feet and fishing vessels) that call at the Port. Permit requirements include operational control measures, inspection, monitoring, recordkeeping and reporting requirements. All vessels regulated by the VGP must apply for and receive a Notice of Intent (NOI) to discharge under this permit.

For more information, or to apply for coverage under the permit, please visit: **www.epa.gov/npdes/vessels.**

Low Sulfur Fuel Requirements

The California Air Resources Board (CARB) began enforcing the Ocean-going Vessel Fuel Regulation in July 2009, requiring vessels to use low-sulfur fuels in auxiliary engines, main (propulsion) engines, and boilers within 24 nautical miles of the California coast and Channel Islands. Starting on January 1, 2014, vessels calling at California ports will be required to use low sulfur fuels with a maximum sulfur limit of 0.1 percent in marine gas oil (MGO) and marine diesel oil (MDO).

Vessel operators are also required to comply with the North American Emission Control Area (ECA). Starting on January 1, 2015, implementation of the ECA will require vessels to use low sulfur fuels with a maximum sulfur content of 0.1 percent within 200 nm of the coast.

Further information on the CARB Ocean-going Vessel Fuel Regulation can be found at **www.arb.ca.gov/ports/marinevess/ogv.htm**

Information on the North American Emission Control Area can be found at: **www.epa.gov/otaq/oceanvessels.htm#northamerican**

Information for Visiting Seamen

International Seafarer's Center of Long Beach

120 South Pico Avenue, Long Beach, CA 90802
Email: **iscpolb.la@verizon.net**

Phone: (562) 432-7560 Open Monday-Friday 3 to 10 p.m.
FAX: (562) 432-6610

The International Seafarer's Center of Long Beach, located at the Port of Long Beach, is the only full-service, non-profit, non-denominational seamen's facility operating in the harbor area.

The ISC provides: Free van transportation is available for officers and crew members. Call the (562) 432-7560 from the marine terminals for pick up to the ISC center (and to local shopping)

- Private phone booths
- Phone cards at lowest cost
- Pool table, ping pong, basketball and volleyball
- Free used clothing
- Free books, magazines and crossword puzzles
- Free computers and Internet services
- Television room with DVD movies
- Fresh cookies, snacks and soft drinks

In addition to the International Seafarer's Center of Long Beach, the following organizations provide counseling, transportation, health care and other services for visiting crew members.

US Healthworks

Long Beach Martime Occupational and Maritime Health Services
100 Oceangate P245
Long Beach, CA 90802
Phone: (562) 432-2821 Fax: (562) 437-1353

Norwegian & Swedish Seamen's Church

1035 South Beacon Street
San Pedro, CA 90731 Phone: (310) 832-6800

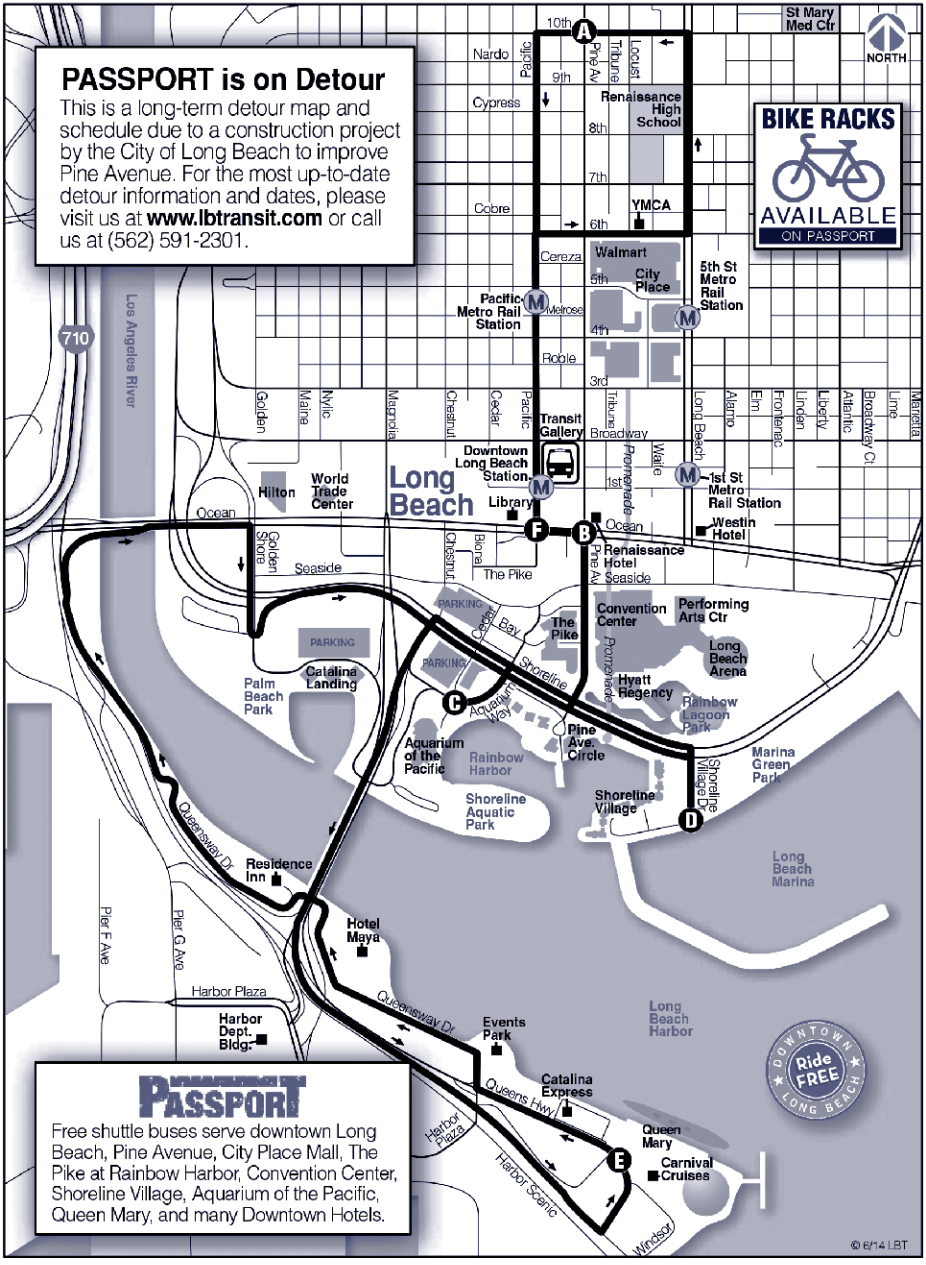
Catholic Maritime Ministry

Port of Los Angeles, Berth 93A, Level 1
Mail: c/o Mary Star of the Sea Catholic Church
870 West 8th Street
San Pedro, CA 90731

Office Hours: Monday-Friday: 9 a.m.-noon; 1-8 p.m.
Saturday: 9 a.m.-4 p.m. Sunday: Closed
Phone: (310) 833-3541

Passport

Service between Pine Avenue, Downtown Long Beach and Queen Mary



Useful Telephone Numbers and Web Addresses

Operational Numbers

Marine Exchange . . . . . (310) 832-6411
www.mxsocal.org
Long Beach Pilots . . . . . (562) 432-0664
Los Angeles Pilots . . . . . (310) 732-3805
Coast Maritime Services . . . . . (562) 495-0149
General Petroleum (Fuel & Lubes Service) . . . . . (310) 832-4454
www.generalpetroleum.com
National Lines Bureau . . . . . (310) 832-8387
Public Service Marine . . . . . (310) 549-1700
www.harleymarine.com/companies-psm.asp
Safe Navigation Inc. (Naut. Charts, Pubs.) . . . . . (562) 590-8744
www.safenavigation.com
The Jankovich Company (Fuel & Lubes Service) . . . . (310) 547-3305
www.thejankovichcompany.com

U.S. Government Agencies

Coast Guard Sector Los Angeles-Long Beach
Emergency . . . . . (800) 221-8724
Non-emergency . . . . . (310) 521-3805
National Response Center . . . . . (800) 424-8802
Main Number . . . . . (310) 521-3600
Command . . . . . (310) 521-3801
Contingency Planning & Force Readiness . . . . . (310) 521-3845
Facilities & Containers Branch . . . . . (310) 521-3745
Domestic Branch . . . . . (310) 521-3725
Port State Control Branch . . . . . (310) 521-3705
Investigations Division . . . . . (310) 521-3770
Incident Management Division & Marine Environmental
Response Branch . . . . . (310) 521-3790
Waterways Management Division . . . . . (310) 521-3860
Public Affairs & Media Relations . . . . . (310) 521-3610
Regional Exam Center . . . . . (562) 495-1480
Coast Guard Station Los Angeles-Long Beach . . . . . (310) 521-3870
Coast Guard Aids to Navigation Team (ANT)
Los Angeles-Long Beach . . . . . (310) 521-3890

Customs Department
Boarding Officer . . . . . (562) 366-3200
Customs Port Director . . . . . (562) 366-5700
Border Protection . . . . . (562) 366-5700

Immigration Service
Boarding Officer . . . . . (562) 366-3200
Weekends - Duty Officer . . . . . (562) 366-5591

Public Health Service
Quarantine - Boarding Officer . . . . . (310) 215-2365

National Weather Service
Los Angeles Forecast Office . . . . . (805) 988-6611

Port Meteorological Office . . . . . (562) 980-4090
PORTS: www.co-ops.nos.noaa.gov/llports/llports.html

Long Beach Harbor Department

Terminal Services Manager . . . . . (562) 283-7760
Security Office . . . . . (562) 283-7800
Security 24 Hr. Phone Line . . . . . (562) 283-7820

Emergency Numbers

Long Beach Fire Department & Paramedics 911
Emergency 911
Long Beach Lifeguards . . . . . (562) 570-1360
Long Beach Police Department Routine . . . . . (562) 435-6711
US Health Works. . . . . (562) 432-2821

TIDETABLE NOTES:

Inside back pu tug info