

## Notes on Harbors

**Avalon, Santa Catalina Island:** Mooring can does not provide a good lee in a south swell (summer time). Be wary of boaters that anchor too close to CG Mooring Ball as well. Harbor Master often permits transient vessels to moor at the CG Mooring Ball (not authorized to do so). For a better lee, call the harbor master and gain access to one of the inside moorings with a fore and aft sinker. Be wary of fouling lines in the props. If a vessel is on the CG Mooring Ball or obstructing it, site:

### 33 CFR 70.01

"In accordance with Title 33, Code of Federal Regulations, Subpart 70.01; No person shall obstruct or interfere with any aid to navigation established and maintained by the Coast Guard, or any private aid to navigation established and maintained in accordance with Title 33, Code of Federal Regulations, Parts 64, 66, 67 or 68. Any person violating the provisions of this section shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of \$500 for each offense, and each day during such violation shall continue shall be considered a new offense."

**Becher's Bay, Santa Rosa Island:** Anchor in sand close into old cattle ranch pier for best lee/ride. Be cautious of prevailing northerly winds/swell. Provides best lee in weather out of due west. Weather changes frequently in the area. Charted CG Mooring Ball off the cattle ranch pier is no longer there; reported broken free a few years ago in a storm and washed up on Skunk Point.

**Cabrillo Fuel Pier, San Pedro, CA:** Excellent overnight stay and late-night source of fuel. They will open anytime of the day on less than an hour's notice. Fuel rate is slow, less than 30gpm. Pier safe in all prevailing weather conditions.

**Catalina Harbor, Santa Catalina Island:** Approach with caution and from southwest. Be wary of "pin rock" awash at high tide off starboard side of approach. This is an excellent lee in all directions of weather. Catalina Harbor is one of only two year round safe harbors in California. Anchorage is mostly full of derelict/transient vessels and provides interesting boarding opportunities.

**Channel Islands Harbor, Oxnard, CA:** Excellent safe harbor between Marina del Rey and Santa Barbara. Contact harbor master for overnight berth. Also, CG Station Channel Islands will make available a berth upon request. Fuel is good at fuel pier adjacent to CG Station Channel Islands, but extremely slow, less than 30GPM. A better fueling option is Port Hueneme, located right next to Channel Islands Harbor. To fuel: Call Tractide fuel @ (805) 488-4466. They'll give you a berth assignment. 15 minute out, call Port Hueneme control one on channel 06 and request permission to enter, then call Warfingers on ch 14 and get permission to enter. All the fueling berth assignments are on the right side after you get in. Just look for the blue pick up truck and moor there.

**Cojo Anchorage, Point Conception:** Excellent lee in most prevailing weather. Great staging area to wait for weather window to round Point Conception and head north. Mooring is near the "Mr. Clean" oil spill clean-up vessel's mooring, plenty of room. Mooring ball is in a relatively shallow depth of water (36ft). Be wary on large predominant south/southwest swell where water could "pile" at shallow depths and break. Mooring ball is at famous "Hollister Ranch" Central Coast surf breaks. Closest break is "Perkos" point break which is directly north by north east of mooring ball.

**Dana Point, CA:** Nice small craft harbor on border of Sector LA AOR. Call Harbor Master/Patrol ahead of time for berth. Berth available 99% of the time, although they may assign you to the "inside" pier at the harbor master's dock. It is do-able, but a very tight squeeze. When making your approach to the inside pier we wary of the CADFG vessel "Thresher" directly off starboard side. Bow in to inside pier only (port side to). If on outside pier, make a tight turn in inside channel and go starboard side to. Fuel is available during working hours on the north side of the harbor's main channel approach. Watch for private "no wake" buoy's at the entrance.

**General Petroleum (Fish Harbor) San Pedro, CA:** Excellent round the clock source of fuel. Call Chuck at (562) 208-2452 for after hours service. Overnight berthing available upon request. Fuel rate in excess of

120gpm. MTU authorized lube oil also available to be pumped onboard. Transit is tight through two inner breakwalls. Large amount of back-lighting during night transits.

**ISC San Pedro:** Call ahead to ISC San Pedro OOD (310-345-5491) for line handlers. Moor port side to forward of CGC GEORGE COBB's bow. Electrical, phone, sewage, potable water hotel services available.

**Isthmus Harbor, Santa Catalina Island:** Excellent lee most of the time. Do not moor here in Santa Ana conditions (harbor is blown out at these times). Local Sheriff's friendly and keep mooring clear of transient boaters. Call Sheriff for assistance: 310-510-0872. Approach between Bird and Ship rocks from the north by northeast. Be wary of marked shoal on port side during entrance.

**Johnson's Lee, Santa Rosa Island:** Excellent mooring and staging area for SAR in outer waters. Mooring ball is known to hold in winds excess of 45kts. Approach from south/southeast and use south point light as an entrance aide to navigation. Moor stern to to provide best ride during high winds.

**Keller's Shelter, Malibu, CA:** Excellent mooring depending on weather. Do not moor in southwest or south conditions as you will feel a large swell. Call LA County Lifeguards "Baywatch Malibu" for localized conditions or assistance. Malibu Pier landing adjacent to mooring available to take on passengers from land. Jack in the Box near pier as well as famous "Malibu Point" surf break for R&R. Be wary of boaters anchored close to Coast Guard Mooring Ball, often unmanned.

**Marina del Rey:** Enter from south entrance. Background lighting makes approach challenging at night. South entrance "green" light on breakwall jetty lower of two (north entrance jetty light higher, tends to line up with south entrance light from a south/southwest approach). Take center channel always, do not heed coast pilot and take "sail" buoy's down port side on entrance as this creates "room" issues. Berthing available 24/7 from LA County Sheriff's/Harbor Master Dock (call for assignment on VHF or L/L). Fuel dock directly across channel from CGC HALIBUT moorings good source of fuel and reasonable speed (60gpm, single camlock fitting at fuel station). After hours fuel available is spotty, depending if you can get a hold of general manager in a reasonable amount of time. Call well ahead for after hours fuel.

**Monterey, CA:** Call CGC HAWKSBILL for berth assignment. No room to twist around inside jetty. Moor port side to fuel pier and back all the way out past jetty when un-mooring. Excellent liberty call.

**Morro Bay, CA:** Call CG Station Morro Bay on VHF or L/L for escort and bar report. Follow CG Station Morro Bay 47' escort through channel. Channel tends to shoal on red side, stay towards green side on entrance/exit. Be wary of strong flood currents. Fuel pier is very small and will take some ingenuity with the lines. Station Morro Bay has excellent hospitality and will make all fuel/berthing arrangements upon request. Be sure to call them ahead of time as berthing is limited and this isn't a harbor you want to sit around mid channel and station keep trying to figure things out.

#### **Newport Harbor, CA:**

**Oceanside, CA:** 24/7 mooring available at CG Auxiliary Pier, old CGC POINT HOBART moorings on starboard side of channel after second starboard turn. Harbor entrance is known to break in large winter swells, approach from the south with caution. Be wary on transiting in harbor during negative diurnal tides. Closest tide station on ECDIS is La Jolla, CA and NOT accurate. Obtain local tide info booklet from Oceanside Harbor Master. During negative tides, water depth alongside Coast Guard pier is very shallow, they need to dredge this area.

**Pyramid Cove, San Clemente Island:** Excellent offshore safe anchorage in all but a south swell. Call San Clemente Island Security at (619) 524-9214 to ensure no shore bombardments are occurring and it is safe to anchor. Alternate anchorage is on northeast side of island at Wilson Cove (mooring can's available here). Be wary of boaters anchoring too close, often gets crowded during peak of summer fishing season.

**Rainbow Harbor, Long Beach, CA:** Excellent liberty call. Moor port side to (twist inside harbor) to floating pine street pier. Call Harbor Master ahead of time to make berthing arrangements: (562) 570-8636. Transit close to fixed concrete piers on starboard side of entrance channel. A shoal marked by private aids lies close aboard to port. The entrance to the harbor is enclosed by a floating boom just large enough to accommodate the beam of the cutter. Entrance extremities of boom marked by flashing white lights on a small mooring ball.

**San Diego, CA:** Moor at either CG Sector San Diego or Ballast Point. Shore power available for visiting cutter's at Ballast Point. Downtown mooring is available, make arrangements with local cutter CO's. Excellent fuel at Harbor Island Fuels, available round the clock. For after hours fueling arrange by calling ahead during working hours or after hours, call Station San Diego for key to access pumps after hours as well.

**Santa Barbara, CA:** Moor port side to outboard of CGC BLACKFIN. Call crew boat ALAN T to de-conflict movement within the harbor: 805-233-0685. Also, a good idea to call the captain of this boat for up to date harbor info on shoaling or dredge ops. Harbor shoals in the winter and is under constant dredging during these times.

**SF-Alameda:** See Sector San Francisco visiting cutter briefing info.

**Smuggler's Cove, Santa Cruz Island:** CG Mooring ball, excellent lee in any kind of weather, bumpy in Santa Ana conditions. Be wary of boaters that anchor on the mooring ball or too close. Approach from south/southeast as west/southwest approach is fouled by substantial kelp beds (beds extend farther south often than charted).