

3820

U. S. COAST AND GEODETIC SURVEY  
1920  
No. No.

Form 504

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: California.

11-5613

DESCRIPTIVE REPORT.

Topographic Sheet No. 3820 #1.

LOCALITY:

San Pedro Bay (Los Angeles Harbor)  
~~Los Angeles Harbor and Vicinity.~~

Point Surin to West Long Beach

1920

CHIEF OF PARTY:

F. J. Engle, H. & G. Engle.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 3820 #1

State . California . . . . .

General locality . *San Pedro Bay,* (Los Angeles Harbor) ~~and vicinity.~~ . . . . .

Locality . (Point Fermin to West Long Beach.) . . . . .

Chief of party . F.G. Engle, H.&G. Engr. . . . .

Surveyed by R.P. Eymann and R.F.A. Studds . . . . .

Date of survey . July.-August 1920. . . . .

Scale . 1 - 10,000. . . . .

Heights in feet above . . . . .

Contour interval - - - feet.

Inked by R.P.E.&R.F.A.S. Lettered by R.P.E.&R.F.A.S. . . . .

Records accompanying sheet (check those forwarded): Photographs,

✓ Descriptive report, Horizontal angle books, Field computations,

Data from other sources affecting sheet Blue prints from: . . .

- #1 Southwestern Shipbuilding Co.; #2 Los Angeles Shipbuilding and Drydock Co.,
- #3 Army Post, #4 Harbor Dept. Engrs., and City Engrs., #5 and Union Oil Co.

Remarks: *(A & B)*

DESCRIPTIVE REPORT T- 3820

To accompany Topographic Sheet No. 1.

Los Angeles Harbor and Vicinity

Los Angeles County,

California.

Resurvey under instructions dated May 12, 1920.

By Party on U.S.S. NATOMA,

F.G. Anglo, Commandg.

PART ONE

Point Fermin to Wilmington

Limits:

Topographic Sheet No. 1 covers the area from Point Fermin to West Long Beach, between Latitudes  $33^{\circ}42'$  and  $33^{\circ}48'$  North and Longitudes  $118^{\circ}18'$  and  $118^{\circ}13'$  West.

The topography of Part One of this sheet was done by an officer and three men from the deck and covers the area from Point Fermin to Wilmington. The remaining area, from Wilmington to West Long Beach, is called Part Two in this Report and was surveyed by another officer.

Scale:

The scale of this topographic sheet is 1 - 10,000.

Survey Methods:

The survey was made by the usual plane-table and stadia method. Many of the important features were cut in from triangulation stations and nearly all the plane-table set-ups were checked up on three triangulation stations; only a few short traverses were run to fill in the necessary details which checked up with the other work.

Shoreline:

The shoreline from Point Fernin to  $\Delta$  Station Old is a steep rocky bluff, the top edge of the bluff being shown on the sheet; no attempt was made to determine the actual waterline in this section, which is located only a few meters further out, as it is thought little or no change has occurred here.

From  $\Delta$  Station Old on thru the Inner Harbor section the water area is bounded by docks and jetties enclosing filled-in sections.

On the ocean side from Fish Harbor to the Northeastward the shoreline consists of a smooth even sand beach.

In the West Basin section the south shore has been improved by the Los Angeles shipbuilding and Drydock Co.'s building slips, fitting-out docks, dredged channel to the floating drydock; the east and west shores have been partly bulkheaded off and are being filled in by encroachments in this vicinity; the northern shore has not yet been bulkheaded off and consists of a swamp with mud flats reaching well out into the stream at low water.

Leading to the Northeastward from the Training Basin there are two dredged channels separated by a strip of mud bank, parts of which are bare at low water. The entrances to these channels are marked by red and black beacons. The western channel leads to Slip 3, the channel to the Consolidated Lumber Co., and to the Long Beach Channel. The eastern channel leads only to the Terminal Island District and then cuts thru to the western channel.

The rock jetty enclosing Fish Harbor is being extended to the N.E.

Harbor Features:

A number of prominent objects were located by triangulation and topography. A list of plane-table positions accompanies this report.

The docks on the eastern side of the Main Channel are all in a

dilapidated condition, as, owing to the project to widen the channel, little or no repair work has been done on them lately.

The docks on the western side of the channel and the various lumber docks are in good condition with the exception of the old pier at the outer end of the Outer Harbor Dock and a short section of a lumber dock north of First St.

The Port Officers headquarters are in a building on the Municipal Pier at the foot of First St.

A steel bridge carrying one track each of the Pacific Electric and Southern Pacific R.R. spans the stretch of water between the West Basin and the Turning Basin. It is of the bascule type hinged at the southern end with a clear opening of about 174 ft. between fenders. The signal for passing thru is three whistles; an electric horn at each end of the bridge gives warning that the draw is to be opened.

The hill between the railroad tracks and the Harbor Boulevard south of First St. is being cut away by a steam shovel and will be entirely removed in the course of the next few months.

Aids to navigation:

The aids to navigation in the Outer Harbor consist of the Breakwater Light House on the end of the Government breakwater, a red beacon and a black can buoy #3 at the entrance to the Main Channel, a bell buoy in the vicinity of Weldt Rock, and a red spar buoy #2 at the entrance to the slip between Municipal Pier #1 and the Outer Harbor Dock. The Light House is an old triangulation station and the red beacon was cut in by triangulation; the buoys were located by plane-table cuts and sextant angles from a boat at the buoys.

A small steel weather bureau tower on top and at the outer corner of the large concrete warehouse on Municipal Pier #1 was cut in by triangulation.

Two beacons, one black and one red, at the entrance to Fish Harbor were cut in by plane-table.

On the eastern side of the turning basin are two beacons, one red and one black, already referred to in this report.

Another red beacon is located at the entrance to the Long Beach channel.

Ferries:

Small ferry boats ply between San Pedro, East San Pedro, Terminal Island, Wilmington, and Long Beach. The San Pedro - East San Pedro and the San Pedro - Terminal Island ferries operate regularly; the San Pedro - Long Beach runs only when weather permits of a landing at the Long Beach Pier; the Wilmington ferries run irregularly and are mostly operated by Realty Promoters. These ferries all land at San Pedro at the foot of 6th St. A vehicle ferry operates between San Pedro, foot of 1st St., and East San Pedro.

Marine Railways:

A number of marine railways for small fishing craft are located around the northern limits of the Main Channel; there is also one in the Fish Harbor.

The floating drydock of the Los Angeles Shipbuilding and Drydock Co. was completed during the period of field work and is now in operation.

Other Data:

The topography on the sheet in black ink was surveyed, that shown in blue ink was transferred to the sheet from prints from the City and Harbor Engineers and checked up in the field as to extent and actual details.

Prints were also secured from the Southwestern Shipbuilding Co., the Los Angeles Shipbuilding and Drydock Co., and the Army post showing the building layout and other details on their properties.

*R. P. Emery*  
*Topographer*

PART TWO

Wilmington to West Long Beach.

The topography in Part Two is a direct continuation of that in Part One. The purpose in dividing this report into two parts is that each one was surveyed by a different officer.

The method used in making this survey was the usual plane table and stadia method. Nearly all plane table set-ups were checked up, mostly by using three points. Practically no traverses were run.

Working grounds were reached by making use of the ship's whale boat and motor dinghy.

Plane table positions, which were determined, are given in an accompanying list.

The most important change in this portion of the sheet is the Long Beach Channel, connecting Long Beach with the main channel in San Pedro. This channel is dredged to 20' and has a width of 200'. It is planned, shortly, to widen this to 300' and give it a depth of 30'. A hand operated drawbridge spans this channel, across which a single track of the L.A. & S.L.R.R. runs. This bridge is usually left open, as the track is not on the main line, and when operated is usually done so by the train crew. An approximate measurement of the opening was taken. It does not exceed 75'.

Quite a bit of land has been reclaimed on the north side of Terminal Island as a result of the dredging in this channel.

There are three slips at Long Beach, one of which is shown on this sheet. Insufficient depth of water prevents any ships from using these slips, with the exception of fishing boats. In the immediate vicinity of the Long Beach

Shipbuilding Company there is sufficient water to permit large vessels, if they are light.

These slips can be reached from seaward by an entrance, shielded by two rock jetties. This entrance is spanned by a steel bridge of the bascule type. It is hinged at the eastern end and carries a single track of the L.A. & S.L.R.R. It has a clear opening of about 174' between fenders. Just inside of the entrance is a turning basin, whose dredged channels are marked by two buoys. The buoys were located by sextant angles from the launch and consist of nothing more than lanterns suspended from stakes.

Because of the frequency of floods in that locality, dredging has been deferred in the slips until such a time as the flood control in Long Beach, now being constructed, will be completed. It is the opinion of the Secretary of the Long Beach Chamber of Commerce that the flood control will be completed, the channels dredged, and the slips made ready to accommodate shipping at the end of the year 1921. As a number of shipping firms have already applied for permits to locate in Long Beach, it is expected that this place will become quite active. It is planned at some future date to build a breakwater out from the east side of the entrance to meet the San Pedro breakwater.

A map of the Union Oil Co's plant accompanies this sheet. Points in common with the print were located on the topographic sheet and are shown with blue circles. This was done to tie the features in.

*F. G. Eagle*

F. G. Eagle,  
H & G E,  
Chief of Party.

*R. F. A. Studds*

R. F. A. Studds,  
Topographer,  
Jr. H & G E, C & G S.

## List of Plane-table Positions

Hyd. Name	Object	Lat. D.M.	Long. D.P.	Remarks
Bel <sup>✓</sup>	Bell tower	33° 44' 39	118° 16' 1206	Bell tower at San Pedro F.D. and Police headquarters.
Bok <sup>✓</sup>	Red beacon	33 45 1149	118 15 793	At entrance to Long beach Channel.
Cat <sup>✓</sup>	Stack	33 45 1018	118 14 542	Small black stack on the beach.
Cret <sup>✓</sup>	Concrete	33 45 1570	118 13 220	Tail chimney, entrance to W. Long Beach
Elv <sup>✓</sup>	Elevator	33 44 314	118 13 1064	Globe Flour Mills grain elevator
Hob <sup>✓</sup>	Flagstaff	33 45 1446	118 15 1386	L.A.H.D. headquarters.
Kid <sup>✓</sup>	Signal	33 45 322	118 15 37	Small L.A.H.D. signal near beach.
Las <sup>✓</sup>	Signal	33 42 1144	118 17 51	Navy signal on inner end of breakwater
Log <sup>✓</sup>	Shear logs	33 45 605	118 15 979	End of fitting-out dock L.A.S.B.D.D.Co.
Lal <sup>✓</sup>	White tank	33 46 1575	118 13 264	Only white tank in group of larger black tanks. Gas works.
✓Lum <sup>✓</sup>	Flagstaff	33 45 1557	118 14 974	Consolidated Lumber Yard.
Mor <sup>✓</sup>	Transformer	33 45 1150	118 15 293	Small black box on top of tel. pole.
Mo <sup>✓</sup>	Shear logs	33 45 549	118 16 1205	End of fitting-out dock L.A.S.B.D.D.Co.
Out <sup>✓</sup>	Tank	33 45 1437	118 15 434	S. tangt. low concrete tank in water.
Sig <sup>✓</sup>	Signal	33 45 1085	118 15 1219	Small L.A.H.D. signal on hill.
Slat <sup>✓</sup>	Signal	33 45 416	118 17 315	L.A.H.D. range signal head of channel.
Star <sup>✓</sup>	Flagstaff	33 46 326	118 13 1217	on cupola of Salt Works.
Sto <sup>✓</sup>	Flagstaff	33 45 1421	118 15 1114	Wilmington High School.
✓To <sup>✓</sup>	Iron stack	33 46 1539	118 14 952	West one of two; Consolidated Lumber Co.
Tow <sup>✓</sup>	Tower	33 45 453	118 15 248	P.S.B.Co. tower on wharf end.
✓Up <sup>✓</sup>	Signal	33 45 559	118 15 35	L.A.H.D. signal on top of concrete tank.
Wat <sup>✓</sup>	Tower	33 45 882	118 16 45	Small wooden tower at shipyard.
✓Tel <sup>✓</sup>	Tank	33 45 1434	118 14 947	Tollow tank; Consolidated Lumber Co.

## List of Plans-table Positions.

Object.	Lat. D.M.	Long. D.P.	Remarks.
Beacon, red ✓	33° 45' 330m	118° 16' 14m.	Channel beacon.
Beacon, black ✓	33 45 162	118 16 46	Channel beacon.
Beacon, black ✓	33 44 81	118 16 43	Entrance to Fish Harbor.
Beacon, red ✓	33 44 77	118 15 1515	Entrance to Fish Harbor.
Cupola ✓	33 44 971	118 16 301	On Fire Station in Terminal Ia. district.
Flagstaff ✓	33 44 1583	118 16 316	Blinn Lumber Co. Wharf.
Flagstaff ✓	33 43 916	118 17 114	Near house at edge of bluff.
Flagstaff ✓	33 43 599	118 17 247	In U.S. Reservation.
Flagstaff ✓	33 46 512	118 16 1425	Union Oil Co. Plant and Refinery.
Shear logs ✓	33 45 481	118 16 373	Union Oil Co. Dock.
Signal ✓	33 45 223	118 16 1480	Small L.A.N.D. Signal on hill.
Stack, iron ✓	33 44 1544	118 16 234	Tall black stack.
Stack, iron ✓	33 47 32	118 16 340	South one of two black stacks.
Stack, iron ✓	33 46 414	118 17 253	Black stack; Union Oil Co. Plant.
Tank, black ✓	33 44 1152	118 16 586	Tall black standpipe tank; Union Oil Co.
Tower, watch ✓	33 43 1561	118 16 382	Wooden tower at Southwestern S.L.Co.
Tower, watch ✓	33 43 1432	118 16 390	Wooden tower at Southwestern S.B.Co.
Tower, bell ✓	33 46 921	118 15 1052	On church in Wilmington.
Tower, elevator ✓	33 45 1195	118 15 1038	Tower on fish oil factory.

Los Angeles Harbor and Vicinity, California.

LANDMARKS FOR CHART.

(Topographic Sheet #1).

Description of Object	Latitude	DM mtrs.	Longitud.	DP mtrs.
Globe Flour Mills, Grain Elevator	33 44	314	118 16	1064
Bell Tower, San Pedro F.D. and Police headquarters	33 44	559	118 16	1206
Tall Concrete Chimney, E. side entrance to Long Beach Harbor	33 45	1570	118 13	220
Pacific S.S. Co., white tower on wharf area	33 45	465	118 16	248
Three Tanks on hill, △ 3 tanks, mid tank	33 42	1461.6	118 17	816.1
General Petroleum Corp., White Oil Tanks, △ Gen. Pet. Corp., S. Tank	33 43	90.3	118 17	915.2
Tall Concrete Chimney, American Trona Corporation, (very prominent)	33 43	217.2	118 17	231.8
White Steel water Tank, Sub. Base, (quite prominent)	33 43	537.0	118 16	473.2
Wooden Water Tank, Southwestern Shipbuilding Co.	33 43	1785.97	118 16	137.0
Concrete Chimney, <b>Tall</b> Blinn Lumber Co.	33 44	1712.6	118 16	26.8
Wooden Water Tank, Los Angeles Shipbuilding Co.	33 45	150.6	118 16	1111.2
Gray Steel Water Tank, round bottom, Slip #1	33 45	985.3	118 16	298.8
Westermmost or Four yellow brick stacks, Southern California Edison Co., 2 high and 2 low stacks.	33 45	1662.2	118 13	609.3

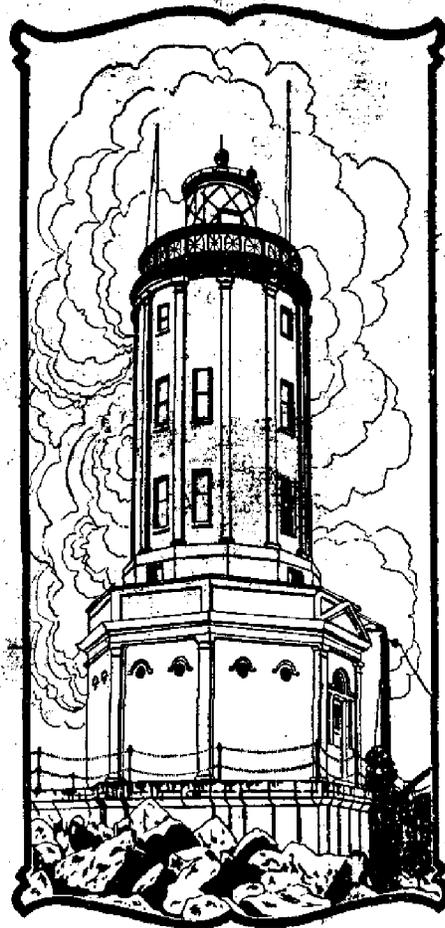
# LOS ANGELES

THE GREAT

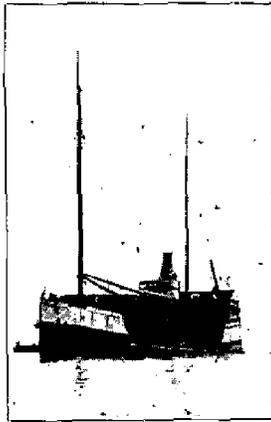
SEAPORT

of the

SOUTHWEST

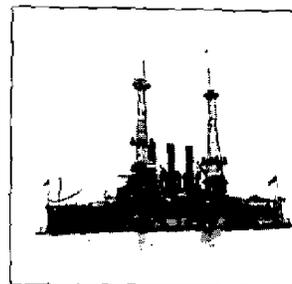


LIGHTHOUSE—HARBOR ENTRANCE



# LOS ANGELES

THE GREAT SEAPORT  
OF THE  
SOUTHWEST



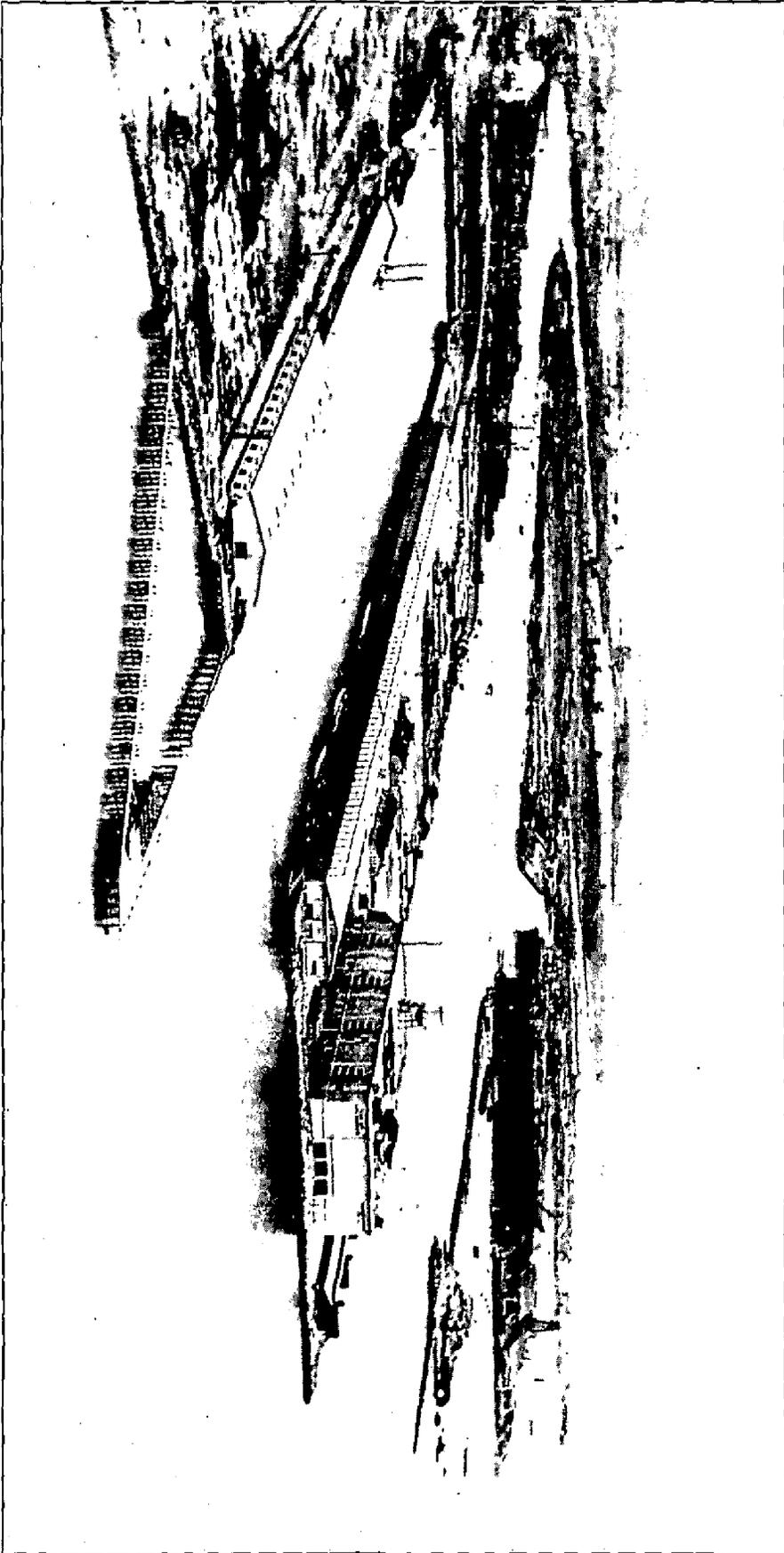


**N** issuing this booklet, the Board of Harbor Commissioners has endeavored to place before the general public, in an intelligible, concise and graphic way, the main features of interest and importance connected with Los Angeles Harbor.

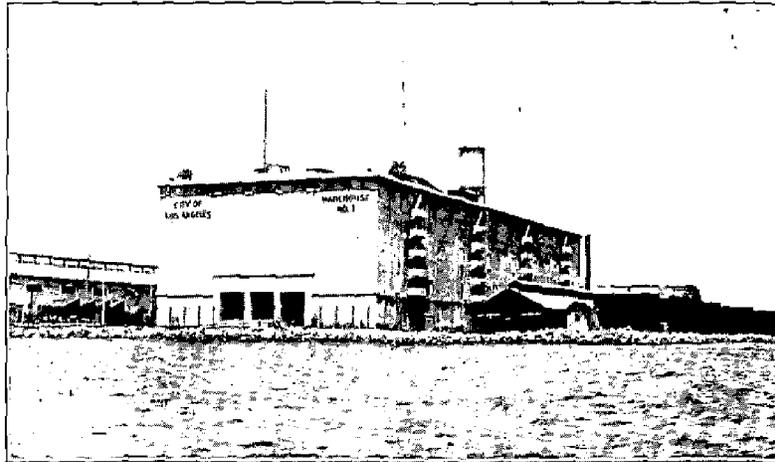
In developing this idea, the Board has thought it fitting to present the information concerning the port pictorially as well as typographically, rather than to conform entirely to the customary printed page.

By referring to a map of the harbor, which should accompany this booklet, but may be obtained from any of the offices of the Harbor Department, practically all of the places illustrated may be definitely located by use of the berth numbers shown on the map, and in this booklet.

The Board of Harbor Commissioners indulges the hope that study of the following pages will aid in disseminating information concerning the harbor, and in creating a more lively interest in affairs of the Port.

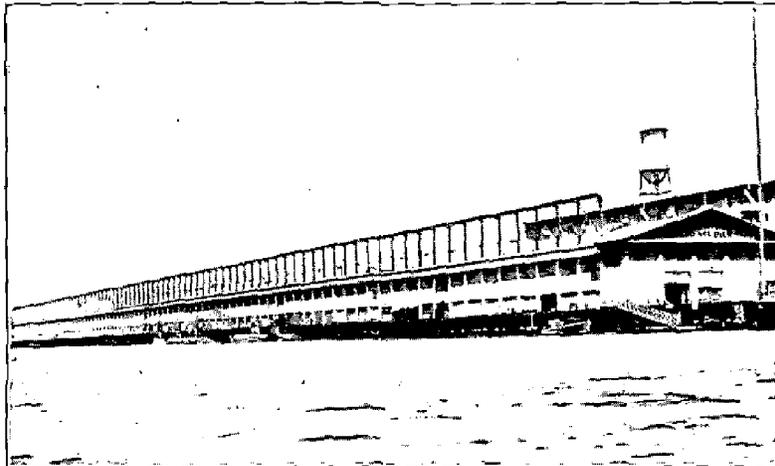


**MAIN CHANNEL ENTRANCE, LOOKING NORTH**  
In center Pier No. 1, 650 feet wide—2520 feet long.



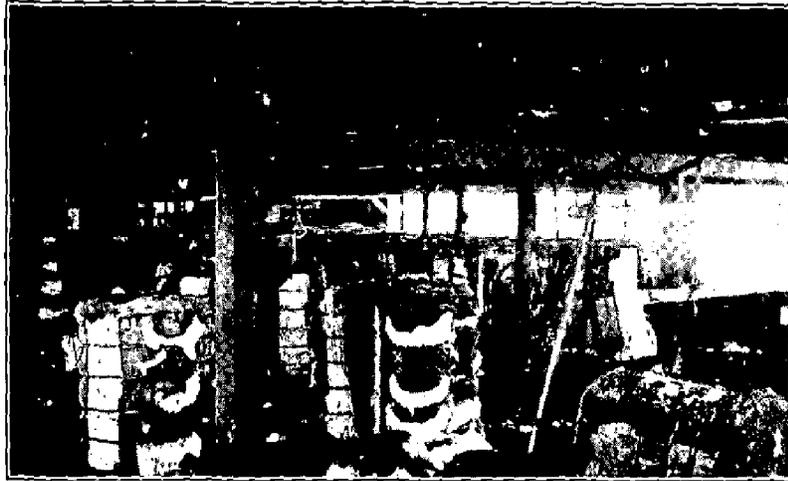
**WAREHOUSE NO. 1—PIER NO. 1**

Reinforced concrete—Floor area more than 10 acres.  
Cubical capacity 4,604,400 feet. Tonnage capacity 80,000 tons.  
Automatic Sprinkler System.  
Berths 60 and 68.



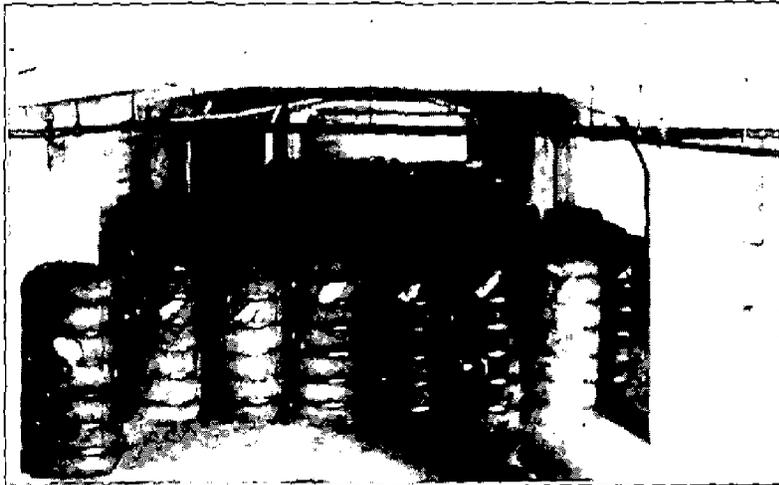
**SHED NO. 1—PIER NO. 1**

1800 feet long—100 feet wide.  
Steel and Concrete. 35 feet of water alongside.  
Berths 58, 59 and 60.

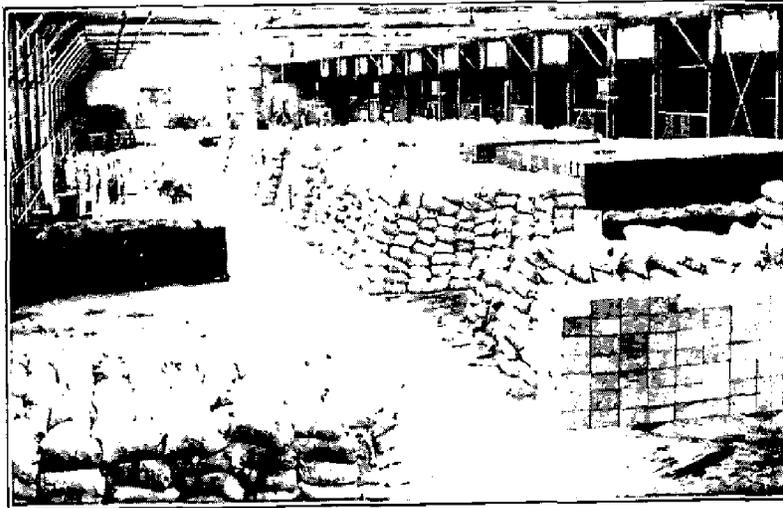


HANDLING COTTON THROUGH HIGH DENSITY COMPRESS—  
PIER NO. 1

Cotton is compressed to density of 35 to 38 pounds per cubic foot.  
North of wharf—Berth 56.



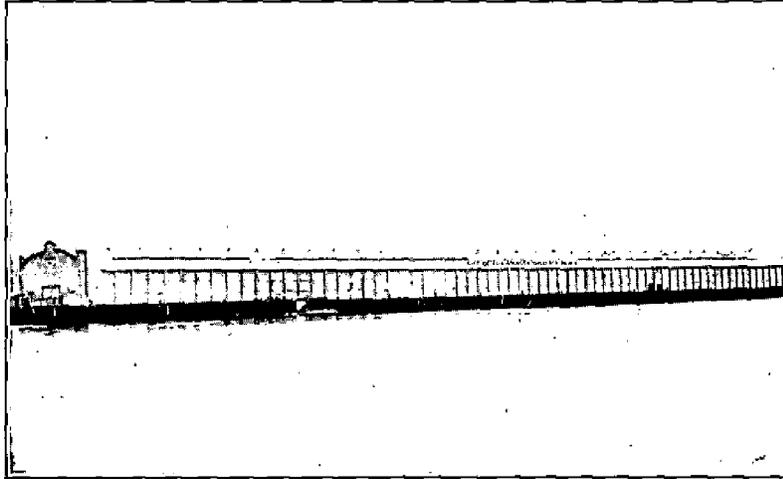
COTTON STORED IN WAREHOUSE NO. 1



SHED NO. 1—PIER NO. 1  
Cargo for Export.



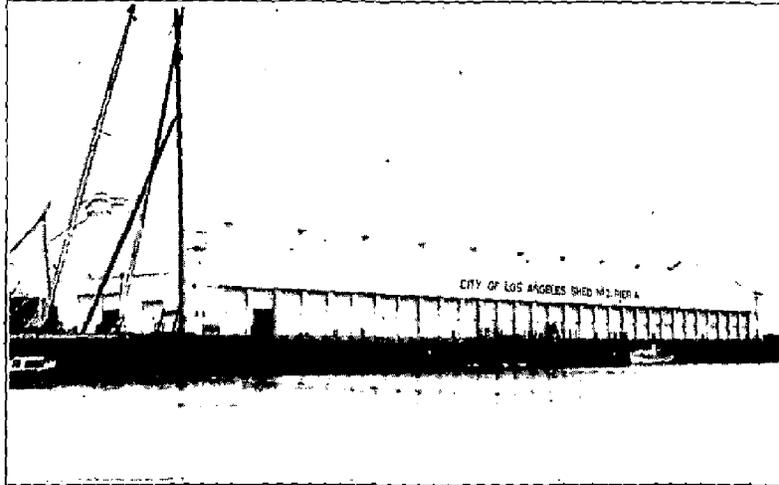
MUNICIPALLY OWNED WHOLESALE FISH MARKET BUILDING  
Berth 80.



SHED NO. 1—PIER A  
1005 feet long—100 feet wide.  
Automatic Sprinkler System. 30 feet of water alongside.  
Berths 156, 157 and 158.



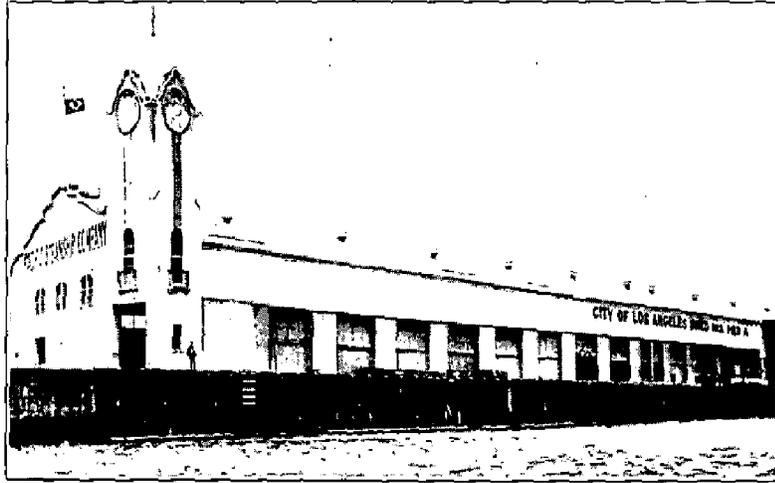
CARGO IN SHED 1—PIER A



**SHED NO. 2—PIER A**  
495 feet long—100 feet wide.  
Automatic Sprinkler System. 30 feet of water alongside.  
Berth 139



**CARGO IN SHED 2—PIER A**

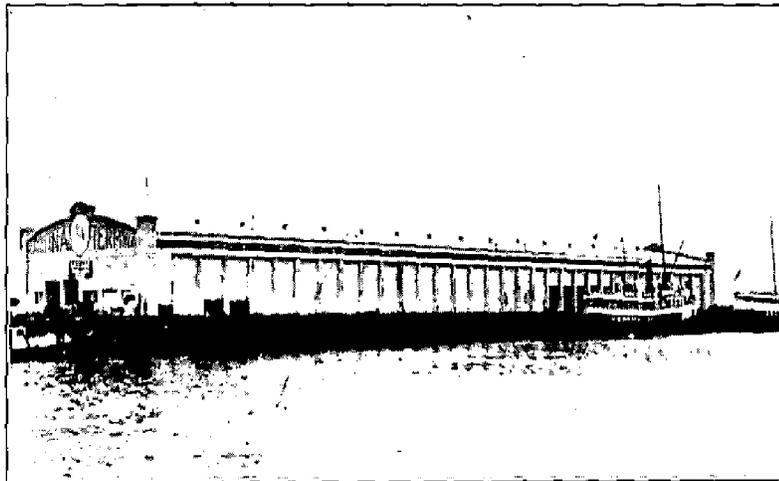


**SHED NO. 3—PIER A**

622 feet long—100 feet wide.

Automatic Sprinkler System. 30 feet of water alongside.

Berths 152 and 153.

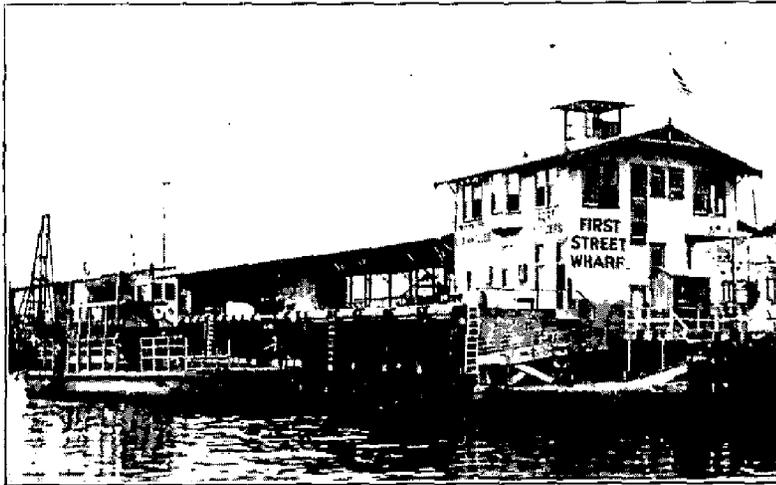


**SANTA CATALINA ISLAND TERMINAL**

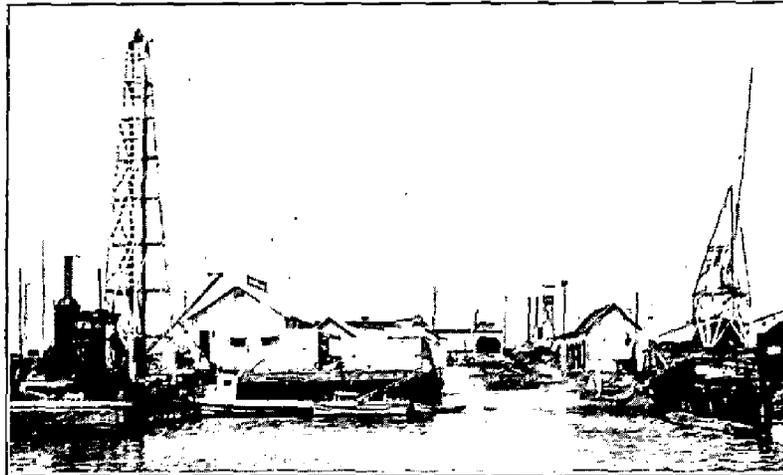
Passengers and Freight.

510 feet long—100 feet wide. 30 feet of water alongside.

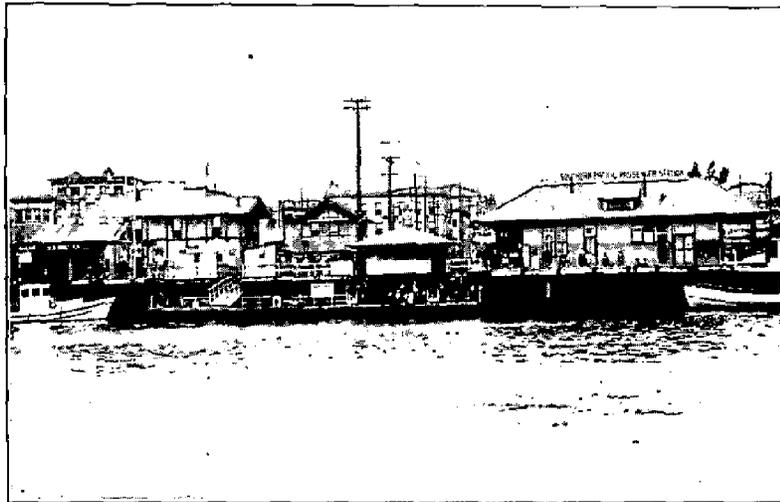
Berths 184 and 185.



**FIRST STREET WHARF AND SHED**  
330 feet long—30 feet of water alongside.  
Berth 88



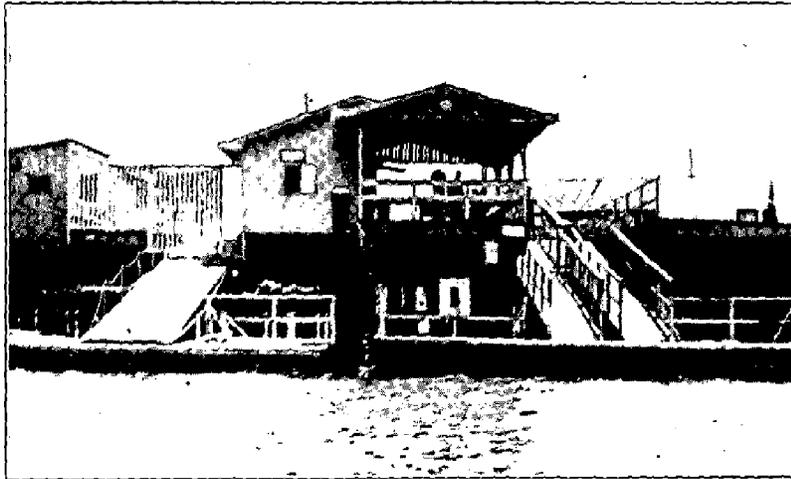
**HARBOR DEPARTMENT SHOPS**  
Supply and Construction Yards.  
Berth 161.



FIFTH STREET PASSENGER AND FERRY LANDING  
West side of Main Channel.

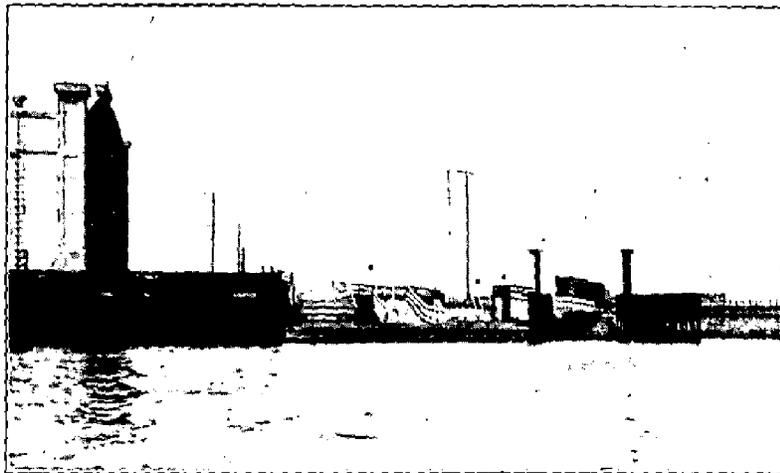


FIRST STREET TEAM AND PASSENGER FERRY LANDING  
West side of Main Channel.

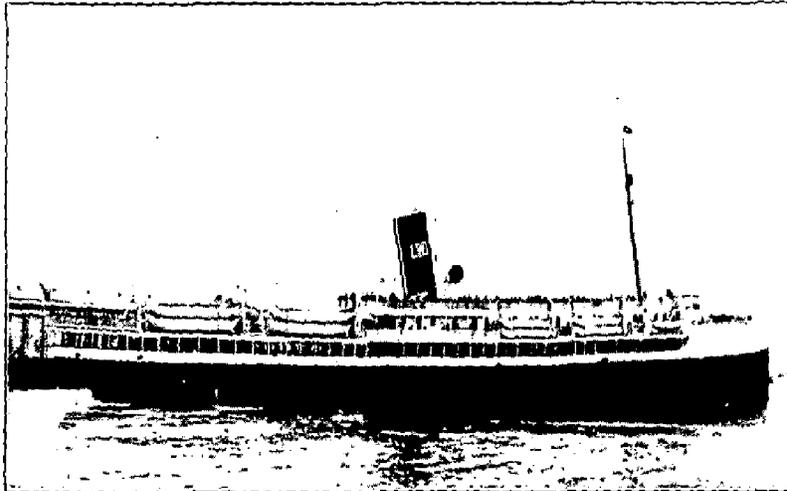


**EAST SAN PEDRO FERRY LANDING**  
Eastside of Main Channel.  
Near Berth 233.

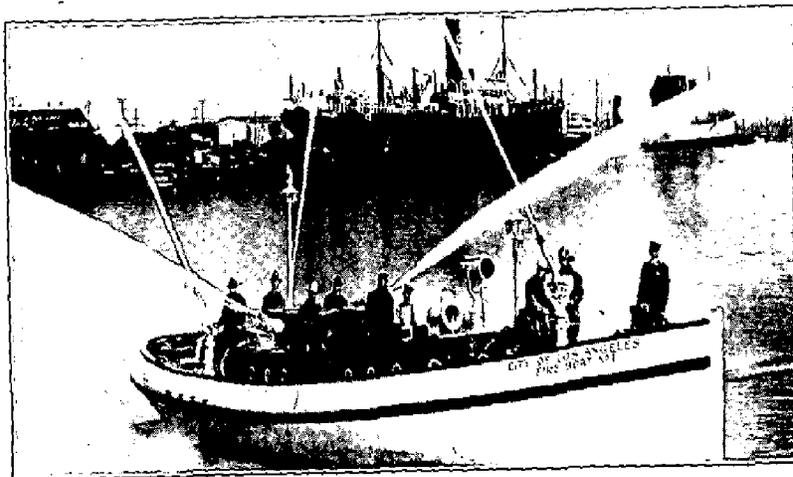
*Thames River*



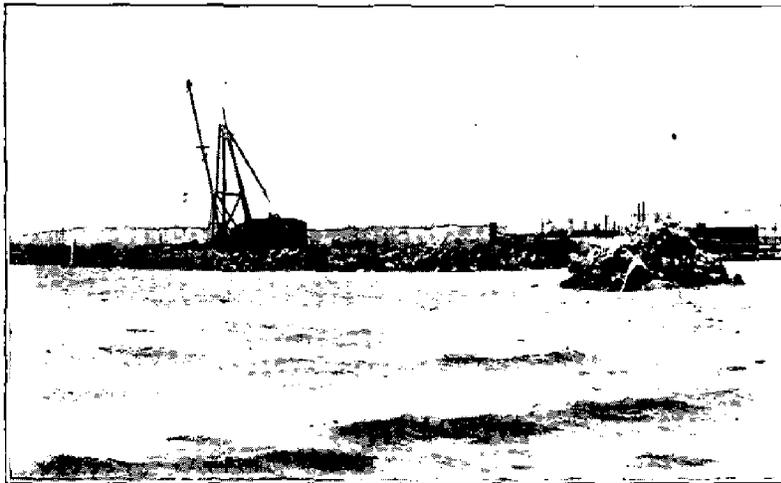
**CANAL AVENUE TEAM AND PASSENGER FERRY LANDING**  
Berth 186.



STEAMER "AVALON" LEAVING SANTA CATALINA ISLAND  
TERMINAL

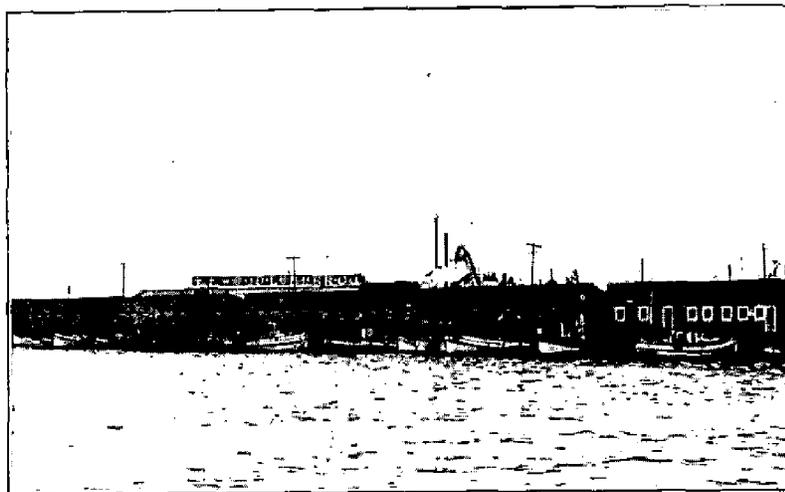


FIRE BOAT NO. 1  
Los Angeles Fire Department.  
Berth 90.



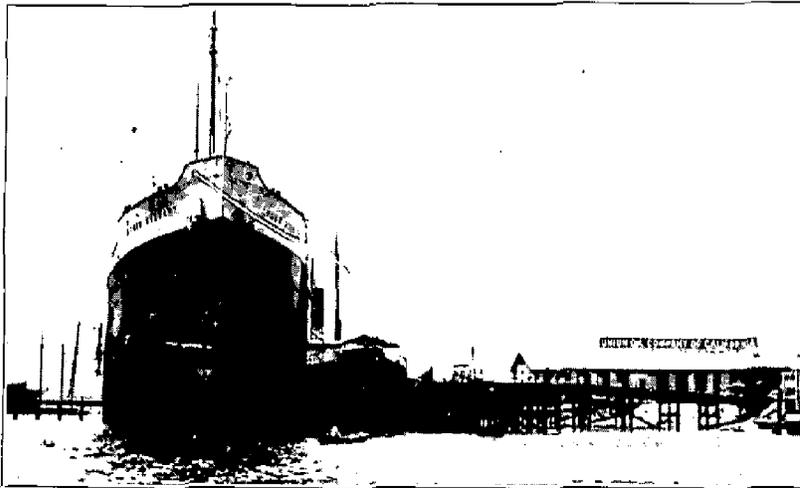
**SEA WALL UNDER CONSTRUCTION**

Extending easterly from Fish Harbor.  
Water area in rear to be reclaimed by dredgings from Main Channel.



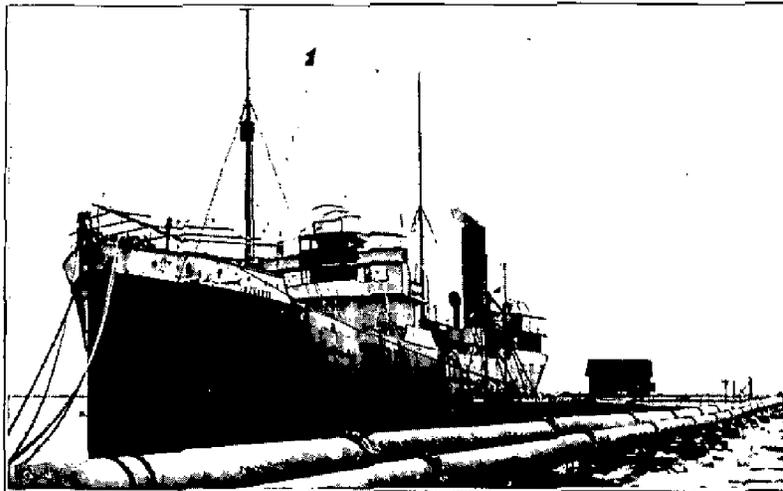
**FISHERMEN'S LOCKERS**

West side of Main Channel.  
Berths 78 and 79.

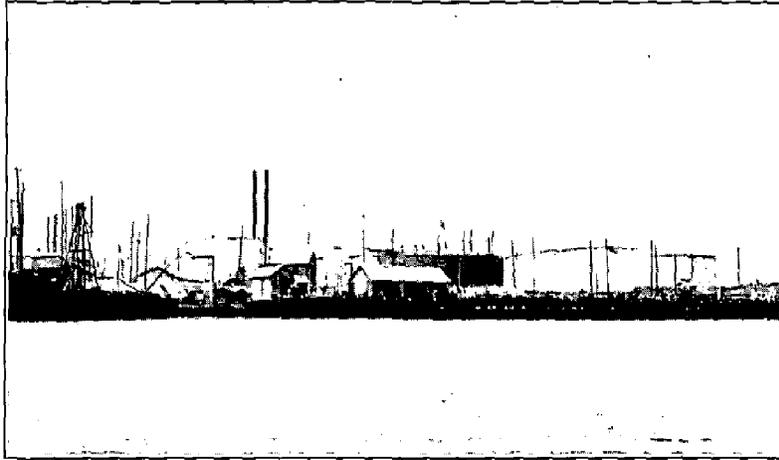


OIL TANKERS LOADING FUEL OIL AT UNION OIL CO'S LOADING  
STATION—SOUTHERLY END OF PIER A

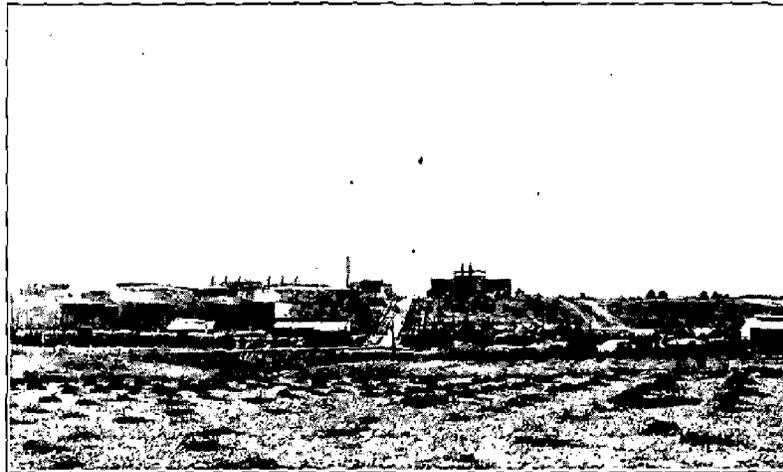
Berth 150.



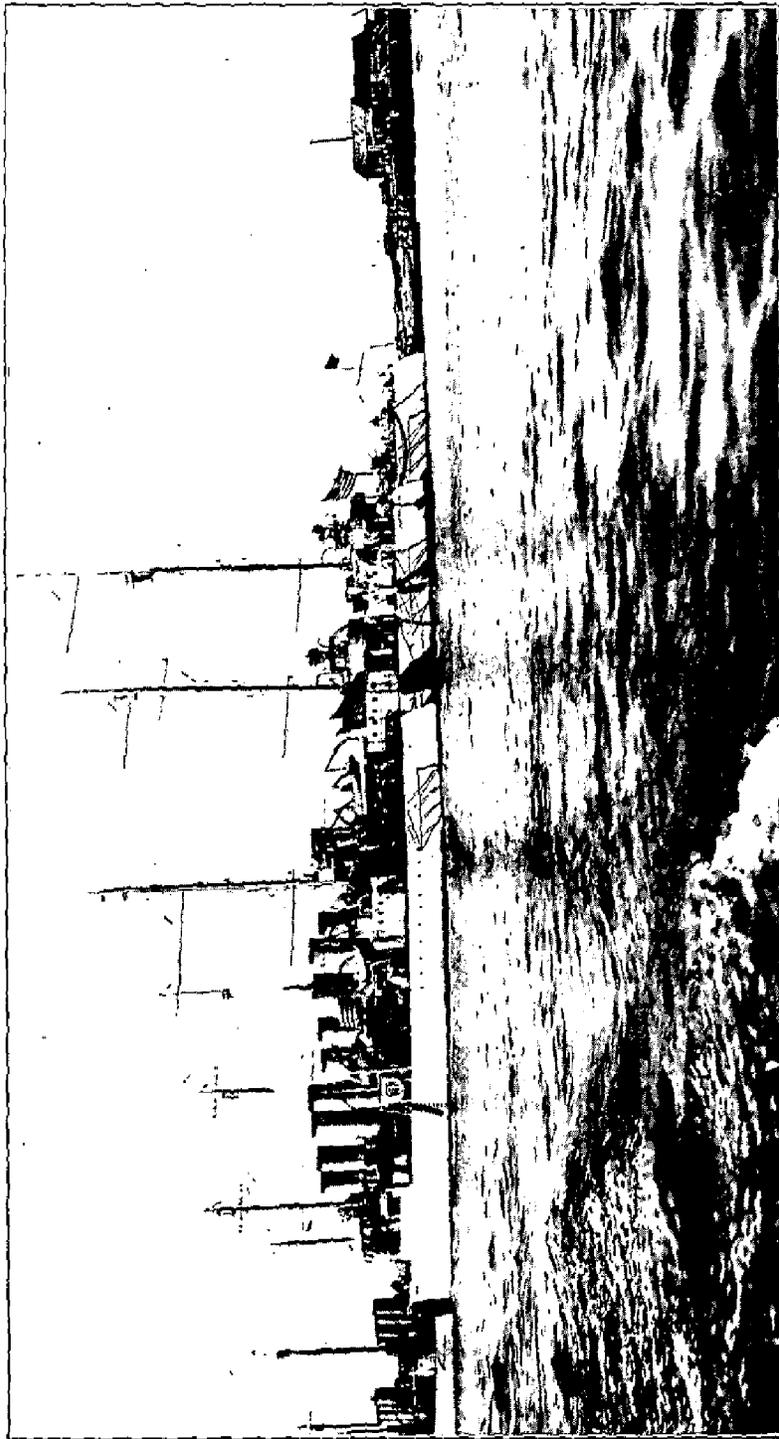
BRITISH VESSEL LOADING OIL AT BREAKWATER STATION OF  
GENERAL PETROLEUM CO.



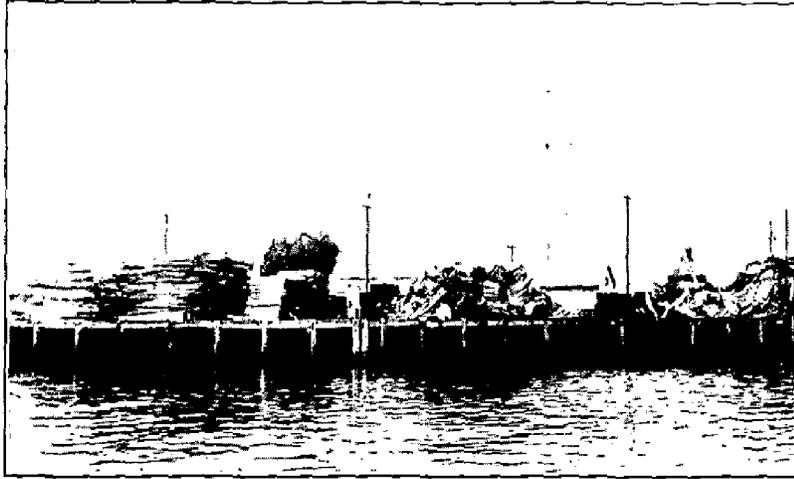
**LOADING WHARF AND STORAGE TANKS OF STANDARD OIL CO**  
West side of Turning Basin.  
Berths 97 and 98.



**NEW REFINERY BEING BUILT BY UNION OIL CO.**  
Located at north arm of the West Basin.



TORPEDO BOAT DESTROYERS ALONGSIDE WHARVES  
Main Channel.



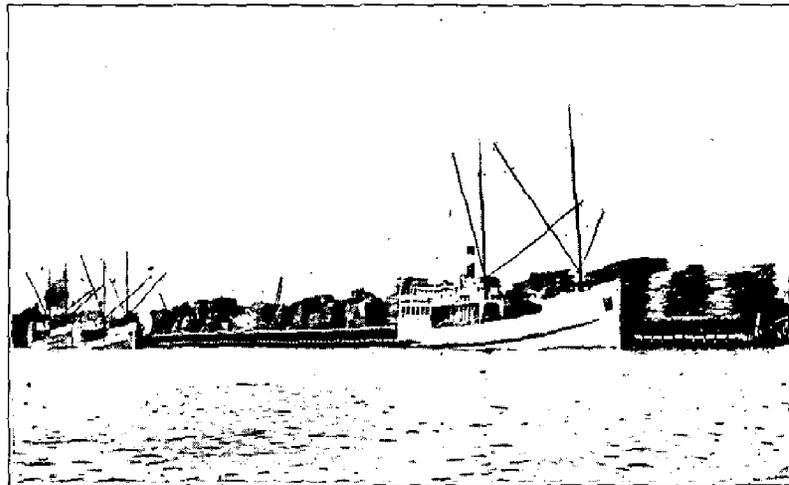
**KERCKHOFF CUZNER MILL AND LUMBER CO.**  
West side of Main Channel.  
Berths 94, 95 and 96.



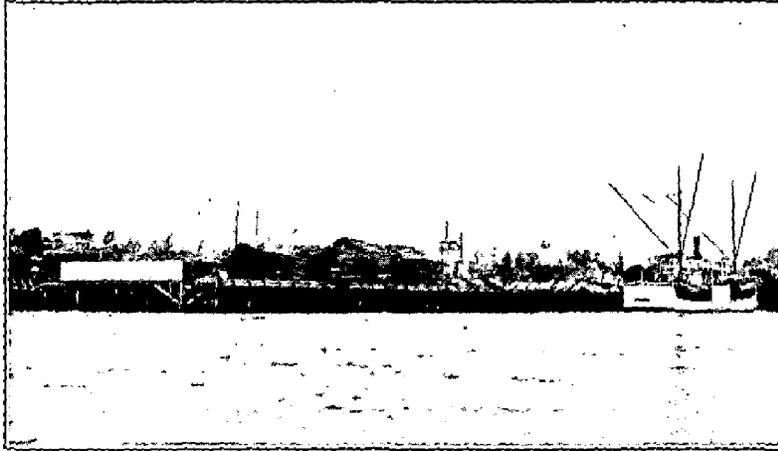
**HAMMOND LUMBER CO.**  
East side of Main Channel.  
Berths 224, 225 and 226.



L. W. BLINN LUMBER CO.  
East side of Main Channel.  
Berths 227, 228 and 229.



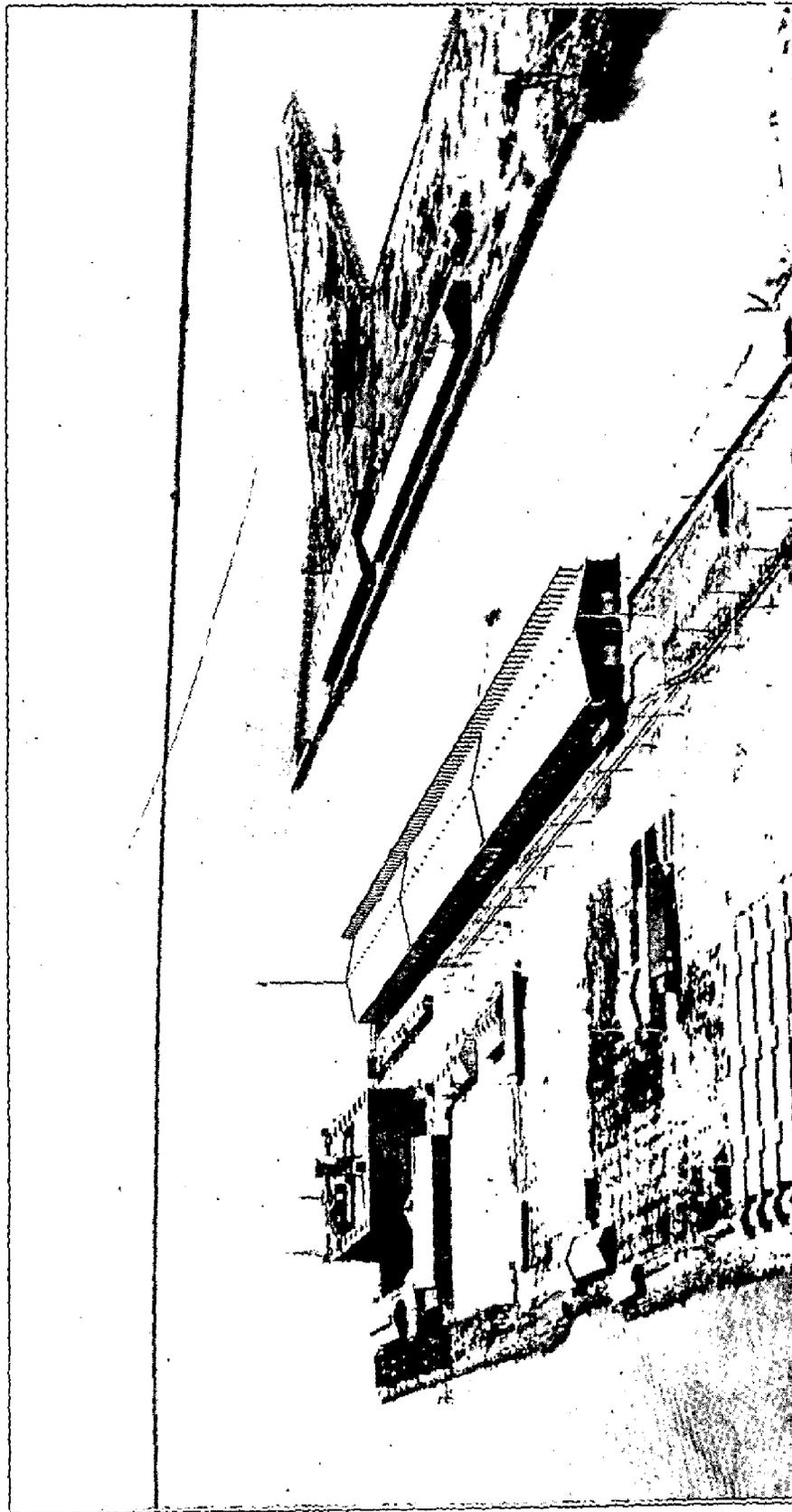
CHARLES R. McCORMICK LUMBER CO.  
Berths 37, 38, 39 and 40.



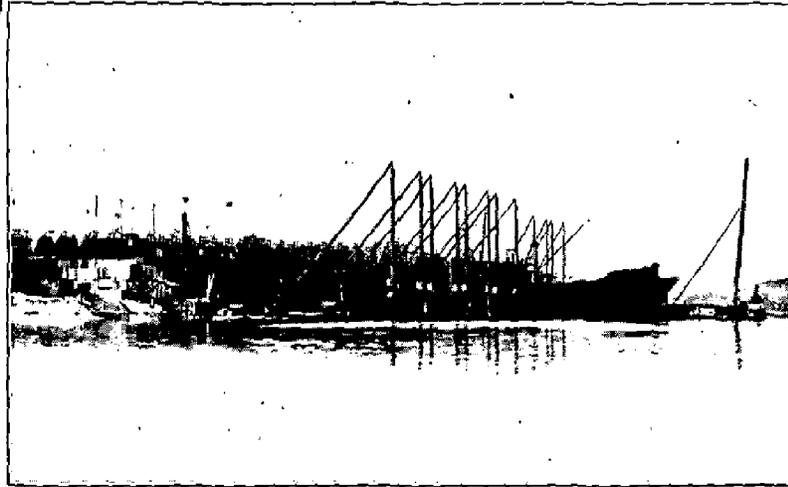
**E. K. WOOD LUMBER CO.**  
Southern Pacific Slip and West side of Main Channel.  
Berths 73, 74, 75 and 76.



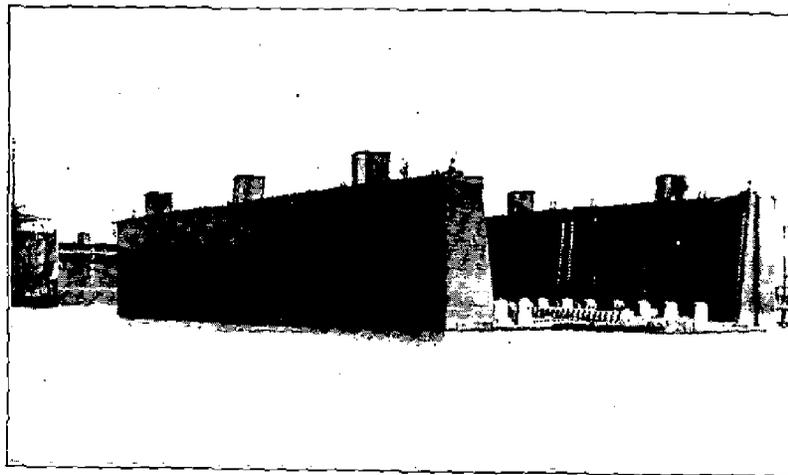
**SAN PEDRO LUMBER CO.**  
West side of Main Channel.  
Berths 90, 91 and 92.



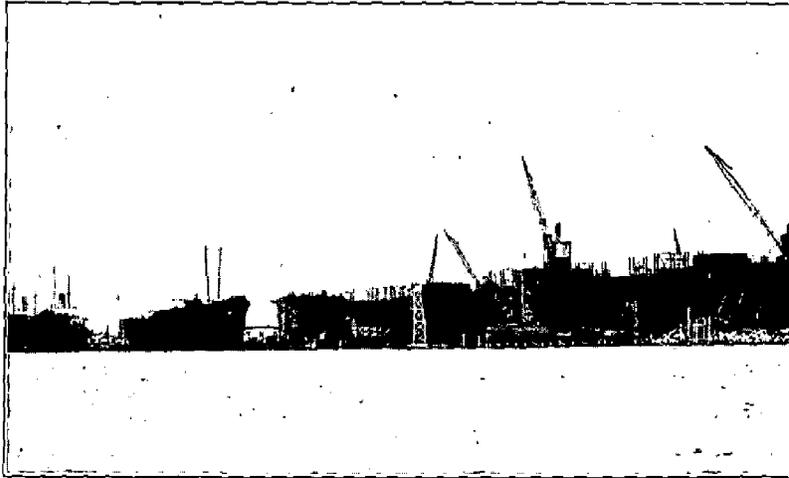
OUTER PORTION OF THE HARBOR—LOOKING TOWARD GOVERNMENT BREAKWATER



**YARDS OF LOS ANGELES SHIPBUILDING AND DRY DOCK CO.**  
Southerly side of West Basin.  
Berths 103 to 108.



**FLOATING DRY DOCK**  
12000 tons capacity.  
In westerly arm of West Basin.  
Berth 108.



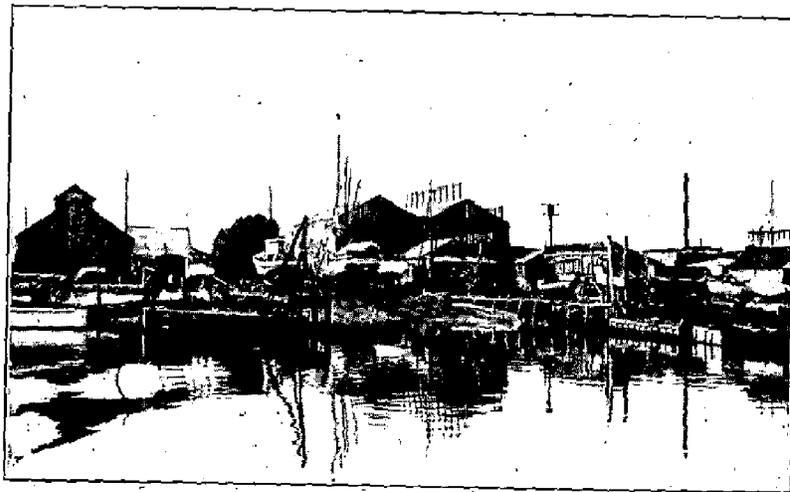
**SHIPYARDS OF SOUTHWESTERN SHIPBUILDING CO.**  
East side of Main Channel.  
Berths 240x to 241.



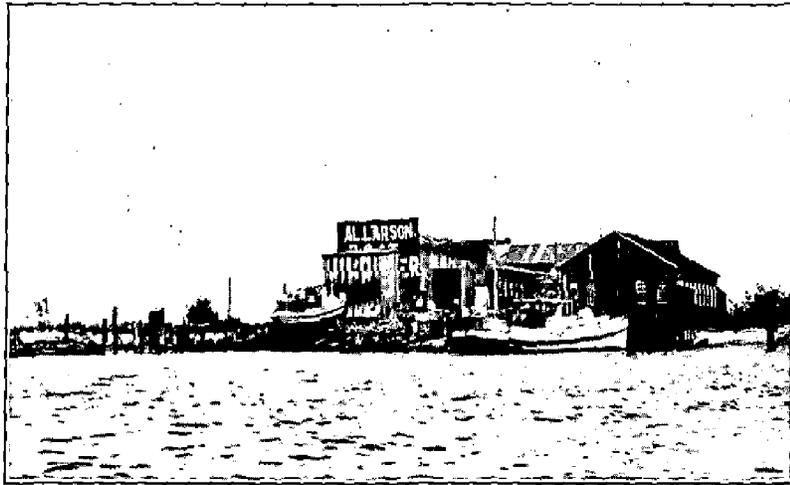
**RALPH J. CHANDER CO. SHIPYARD**  
East side of Slip No. 1.  
Berth 166.



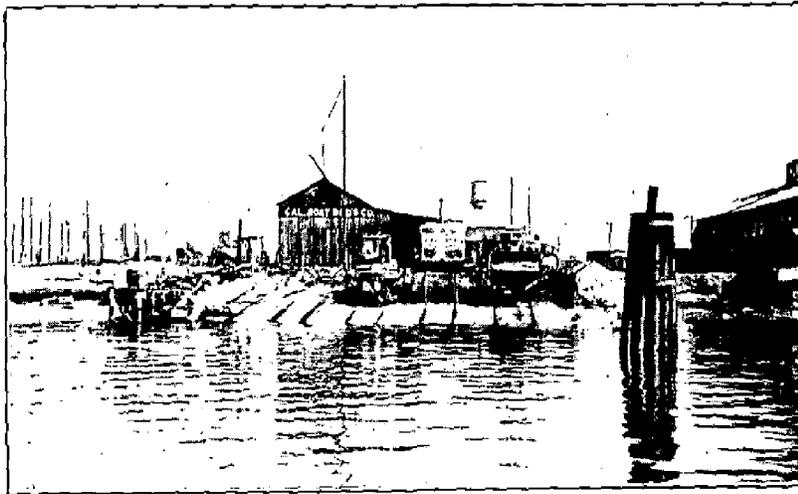
**BOAT SHOP AND WAYS OF GARBUTT & WALSH**  
East side of East Basin Channel,  
Berth 221.



**BOAT SHOP AND WAYS OF FELLOWS & STEWART**  
Westerly side of Slip No. 5,  
Berth 179.



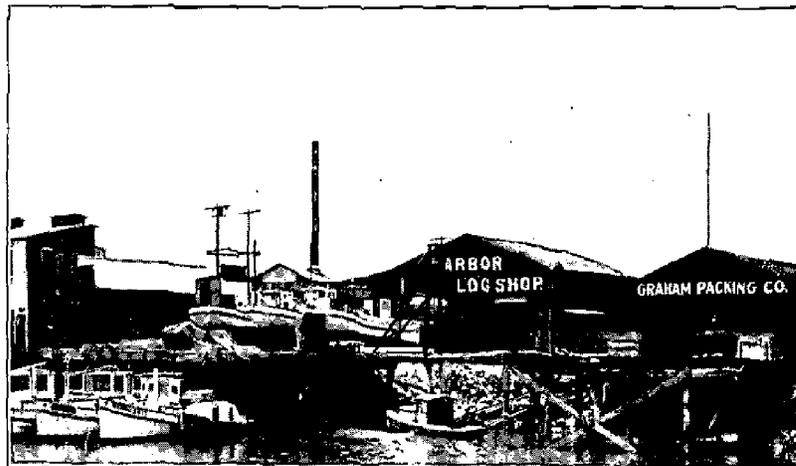
**BOAT SHOP AND WAYS OF AL LARSON**  
Westerly side of East Basin Channel.  
Berth 175 .



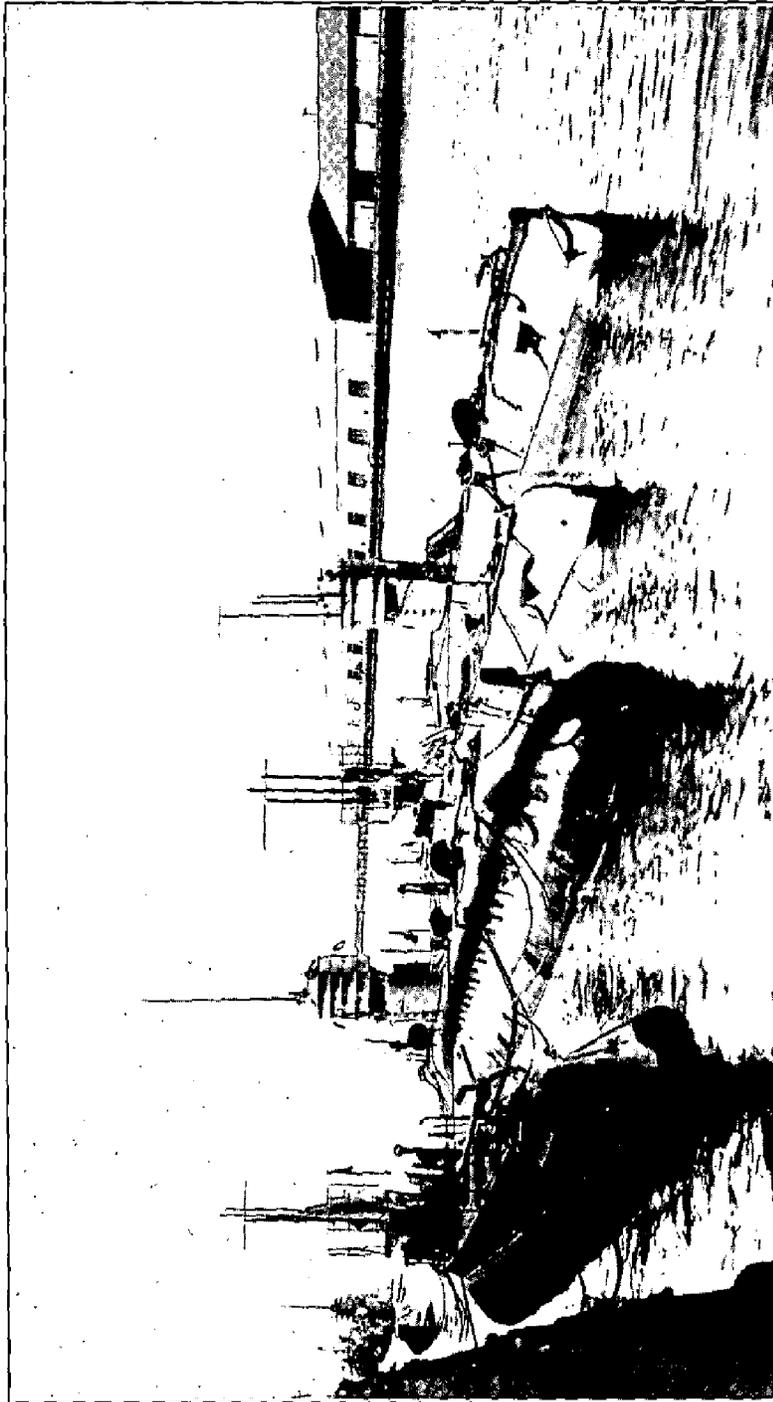
**BOAT SHOP AND WAYS OF CALIFORNIA BOAT BUILDING CO.**  
North side of Turning Basin.  
West of Berth 150.



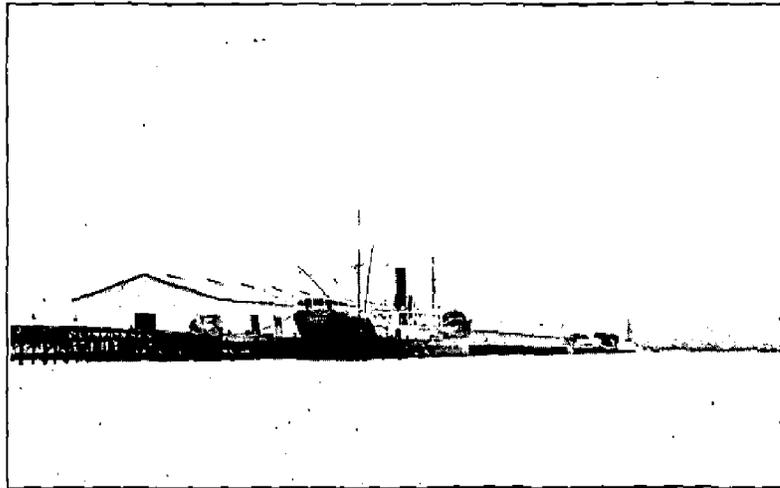
**BOAT SHOP AND WAYS OF MARINE EQUIPMENT CO.**  
West side of East Basin Channel.  
Berth 174.



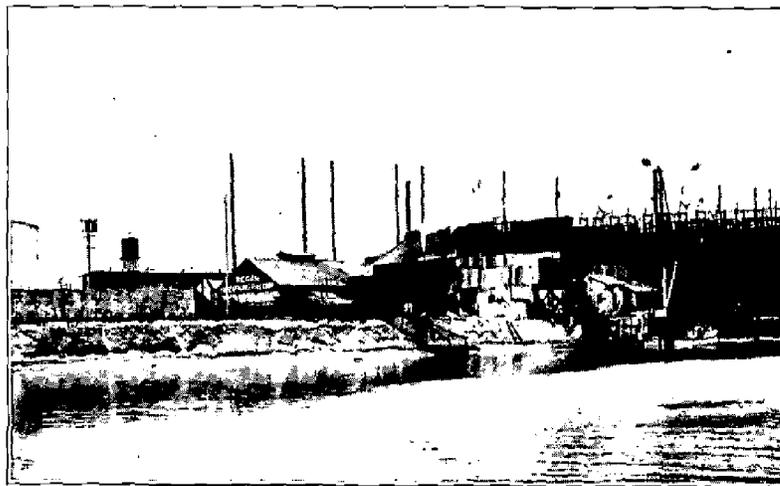
**BOAT SHOP AND WAYS OF HARBOR BOAT BUILDING SHOP**  
Fish Harbor.  
Berth 264.



U. S. SUBMARINES ALONG SIDE SHED NO. 1—PIER NO. 1



WHARF AND TRANSIT SHEDS OF OUTER HARBOR  
DOCK & WHARF CO.  
On slip west of Pier No. 1.  
Berths 51 to 55.



PLANT OF REGAN FORGE & ENGINEERING CORP.  
South side of West Basin.  
Berth 102.



GRAIN ELEVATOR OF GLOBE GRAIN & MILLING CO.  
West side of Main Channel.  
Berth 81.



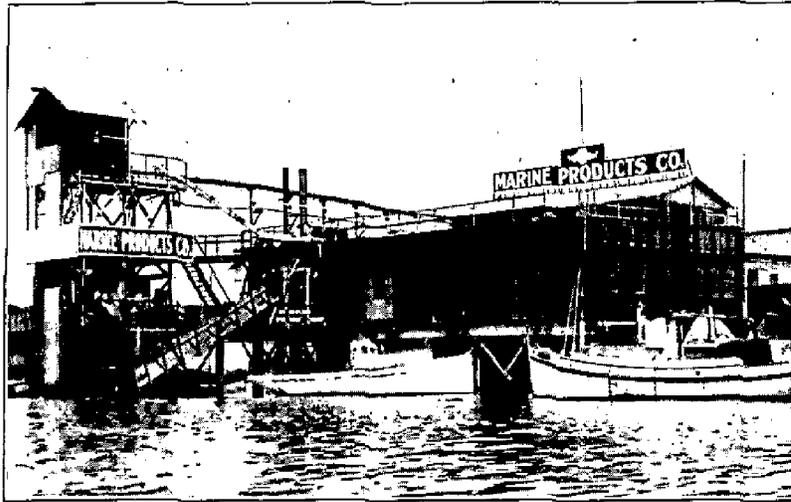
CANNERY OF VAN CAMP SEAFOOD CO.  
Head of Southern Pacific Slip.  
Berth 73.



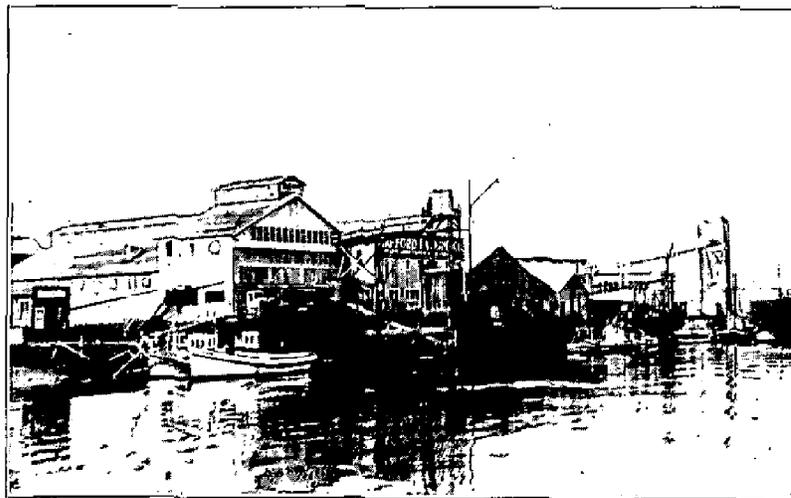
**WHITE STAR CANNERY**  
East side of Main Channel.  
Berth 231.



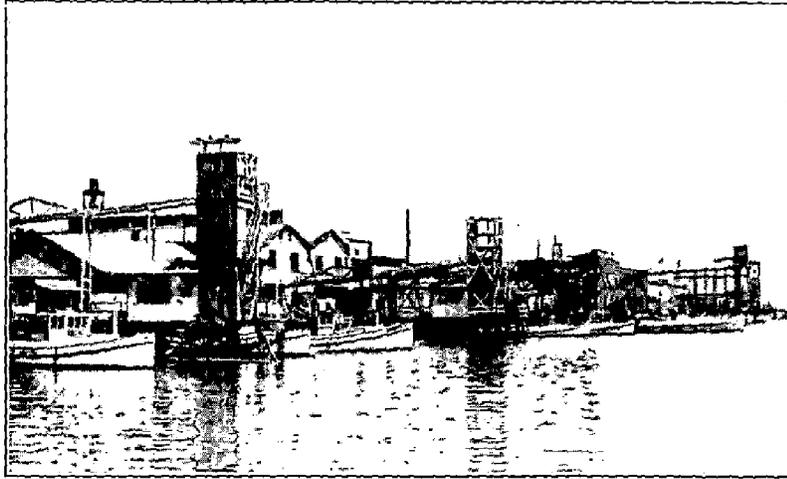
**PACKING HOUSE OF MILLWOOD SALT FISH CO.**  
East side of Main Channel.  
Berth 230.



CANNERY OF MARINE PRODUCTS CO.  
East side of Main Channel.  
Berth 219.

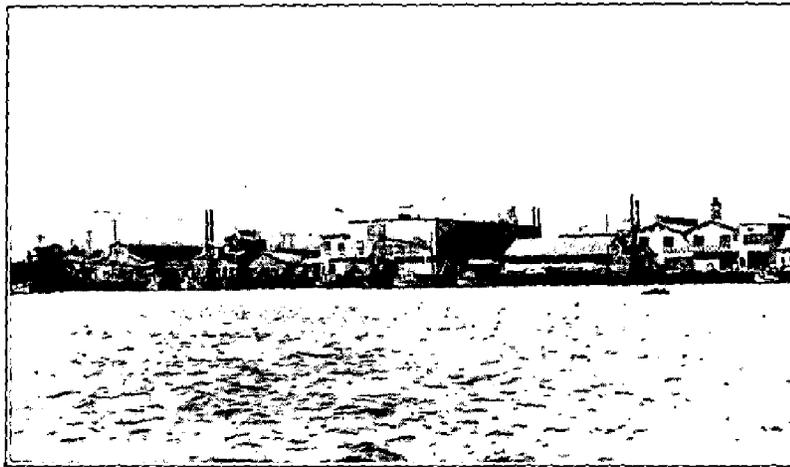


FISH CANNERIES—FRIES AVE. WHARF  
Berth 181.



**UNLOADERS AND CONVEYORS FOR HANDLING FISH AT  
CANNERIES—FISH HARBOR**

The fish are carried into the canneries by water running through metal flumes.

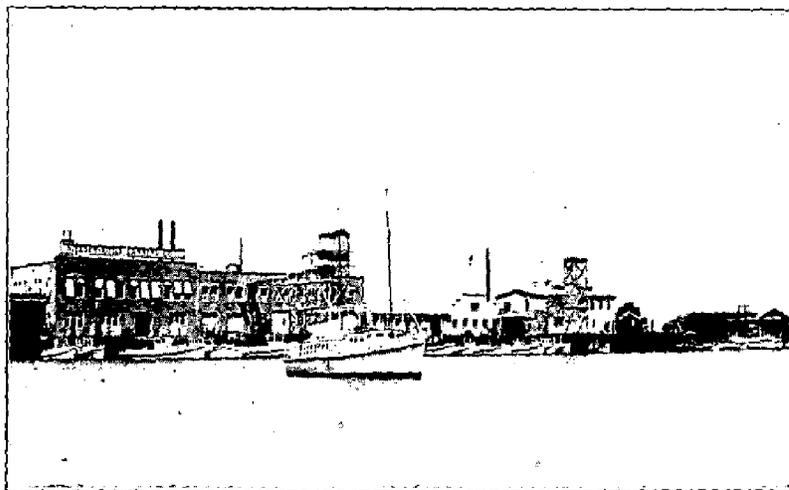


**CANNERIES AT FISH HARBOR**

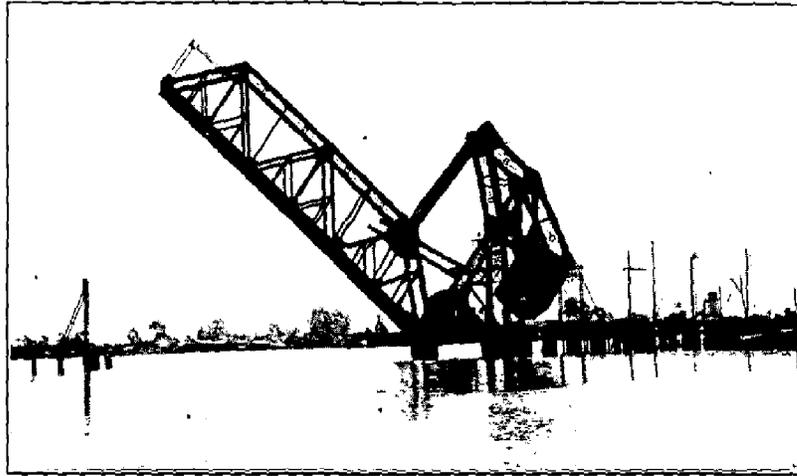
Berths 261 and 262.



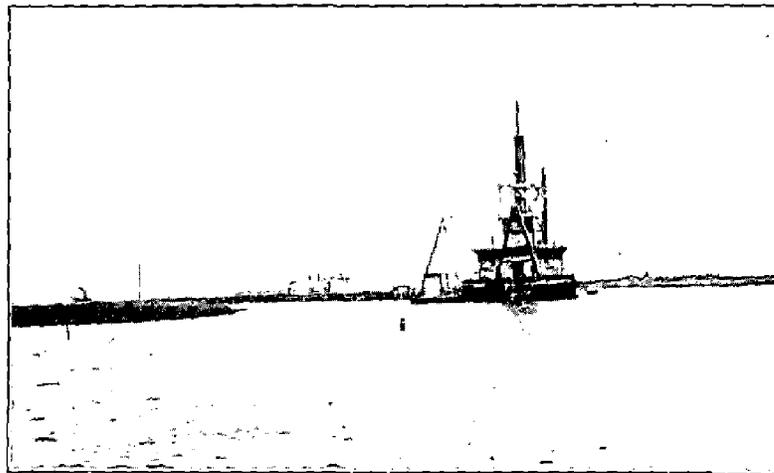
**CANNERIES AT FISH HARBOR**  
Berths 262 and 263.



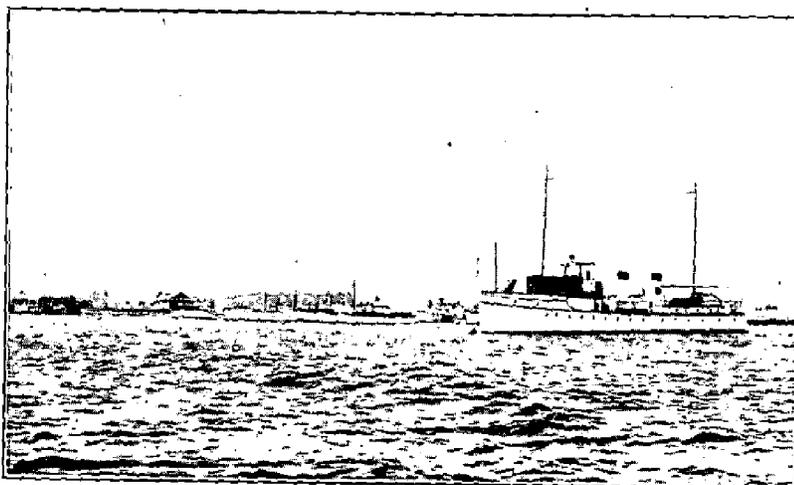
**CANNERIES AT FISH HARBOR**  
Berths 263 and 264.



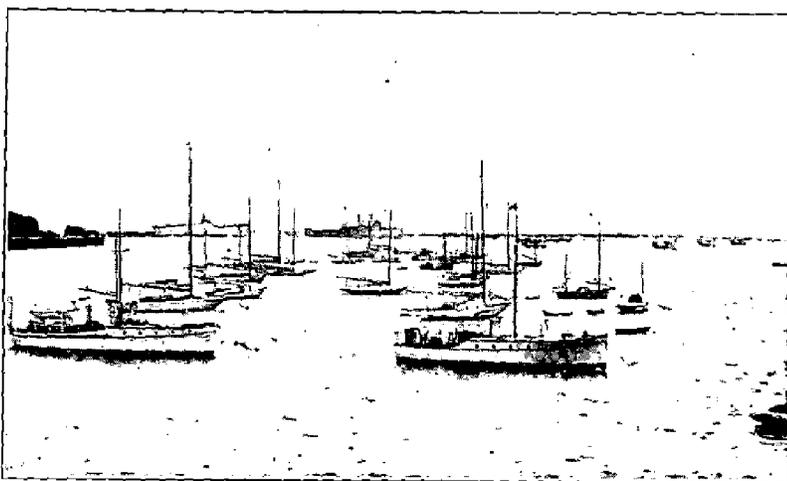
RAILROAD DRAW BRIDGE ACROSS ENTRANCE TO  
WEST BASIN



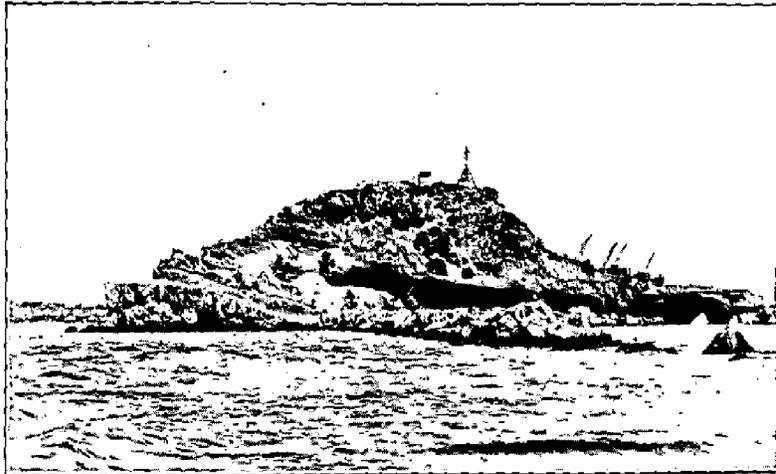
DREDGERS IN CHANNEL BETWEEN EAST BASIN AND  
LONG BEACH



**ANCHORAGE OF LOS ANGELES MOTOR BOAT CLUB**  
West side of Slip No. 5.

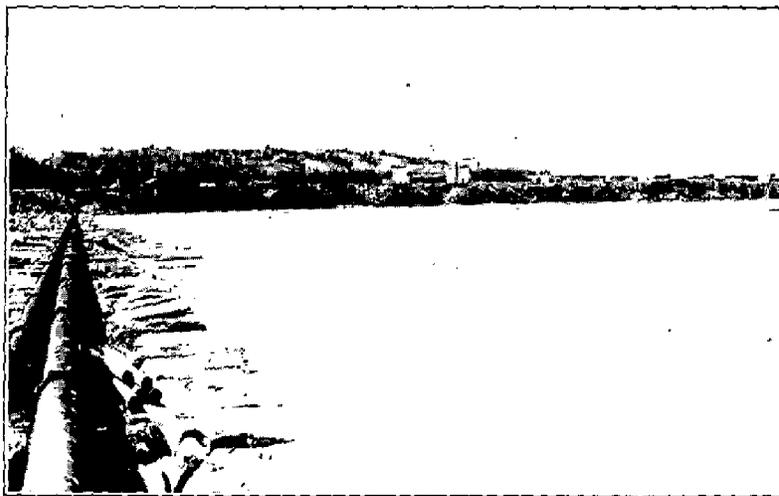


**ANCHORAGE OF SOUTH COAST YACHT CLUB**  
West Channel—Near Berth 34.



**RESERVATION POINT—PROPOSED SITE OF U. S. QUARANTINE  
STATION**

East side of entrance to Main Channel—Between Berths 244 and 245.



**SITE CONTAINING 266 ACRES OFFERED TO FEDERAL GOVERN-  
MENT FOR SUBMARINE BASE**



**VIEW OF SECTION OF GOVERNMENT BREAKWATER**  
Length 2.11 miles. Width at top 20 feet. Width at base, outer end, 200 feet.  
Elevation of top above mean low water, 14 feet.



**VIEW OF NORTHERLY SECTION OF WEST BASIN**  
This area being reclaimed by dredging and filling.

# INFORMATION

## CONCERNING THE

# PORT OF LOS ANGELES

1920

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### HISTORICAL AND GEOGRAPHICAL

What is now the Port of Los Angeles was discovered in 1542, and the City was founded in 1781.

Present harbor lines were established by the War Department in 1908. Consolidation with Los Angeles of the harbor cities of San Pedro and Wilmington was effected in 1909.

The geographical position of the Port is Latitude 33° 43' North; Longitude 118° 16' West.

### PUBLIC IMPROVEMENTS

The City of Los Angeles has expended on the improvement of its waterfront \$5,800,000.00 and has voted an additional \$4,500,000.00 for further improvements.

The United States Government has expended approximately \$6,000,000.00 on the breakwater, dredging and jetty work. Appropriations available for further Federal projects amount to \$984,300.00.

### GOVERNMENT BREAKWATER

The Breakwater is 2.11 miles long. The revolving light on the seaward end is 73 feet high, is of 67,000 candle power, and has a range of 14 miles.

### WHARVES AND PIERS

Municipal wharves are of standard construction; 10,780 feet being of wooden piles, creosoted, and deck, and 2,520 feet being of reinforced concrete piles and deck. Depth of water in channels leading to the wharves is indicated on the map, which will be furnished on request.

Private wharves total approximately 24,000 feet and are practically all of wooden construction.

### TRANSIT SHEDS AND WAREHOUSES

The city owns and operates 5 transit sheds, having a uniform width of 100 feet, and a combined length of 4,430 feet. There are also 585 feet of umbrella sheds.

All of these improvements are accessible by rail and paved roads. Warehouse No. 1 is a six-story and basement building of reinforced concrete, 152 feet by 482 feet in size, and with a cubical capacity of 4,604,400 feet. It is located on Pier No. 1, is admirably served by rail and paved street, and is equipped with electric elevators, whip hoists, and trucks.

### OIL LOADING FACILITIES

The General Pipe Line Company has an 8-inch and a 12-inch oil pipe line to its loading stations on the Breakwater and can supply two vessels simultaneously.

This company has an oil line direct from the Midway field, and has a storage capacity at the harbor of 962,500 barrels.

The Standard Oil Company, located near the main turning basin, has direct pipe line connection with the oil fields, and has in the harbor storage capacity of 460,000 barrels.

This company can load into two tankers simultaneously at the rate of 12,000 barrels per hour.

The Union Oil Company is now constructing a large refinery on a 260-acre tract at the head of the West Basin.

This company's plans include the necessary pipe lines and facilities for loading ships.

Oil lines are also installed on some commercial wharves, thus permitting the working of cargo and taking on fuel simultaneously.

### RAILROADS

All waterfront improvements are served on the same terms by the Santa Fe, Southern Pacific, Salt Lake, and Pacific Electric Railway Companies.

This has been accomplished by the Municipal Terminal Railway, operated at present by the Pacific Electric Railway Company as agent of the City.

The Municipal Terminal System now has approximately 14 miles of trackage.

### THE FISHING INDUSTRY

This is becoming one of the important industries of the port. Fishing boats numbering 325 are engaged in fishing for the canneries and the wholesale markets.

The City has furnished a modern building for the use of wholesale fish dealers and has constructed lockers for use of the fishermen.

Fifteen canneries are engaged in packing tuna, sardines and other fish.

### LUMBER

Los Angeles is the largest import lumber port in the world. The following figures for the four fiscal years past show the volume of this business:

	BOARD FT.	VALUE
1916 .....	507,820,869	\$ 8,736,465
1917 .....	602,397,568	11,908,399
1918 .....	517,102,377	17,104,079
1919 .....	484,025,203	13,613,536

### SHIPBUILDING

Two yards building steel vessels are working on Government contracts calling for 63 ships, valued at approximately \$125,000,000.

Work on a 12,000 ton floating dry dock is under way by the Los Angeles Shipbuilding and Dry Dock Company. This dock will be operated by the company in connection with its yard in the West Basin.

The shipyards employ about 10,000 men.

### TIDELANDS

The City has 1,581 acres of tideland, of which 916 acres have been reclaimed. Much of the remainder will be reclaimed in the near future.

Under the law, tidelands cannot be sold, but may be leased for not to exceed 30 years for industrial and commercial purposes. Revocable permits are, under certain circumstances, issued for other purposes.

About 360 acres are now under lease.

#### COMMERCE

The following comparative table shows the tonnage and value of commerce handled through the port for the last five fiscal years:

	TONS	VALUE
1915 .....	1,739,548	\$88,674,070
1916 .....	2,051,785	76,549,742
1917 .....	2,312,387	69,353,873
1918 .....	2,236,534	98,953,652
1919 .....	2,380,622	86,481,470

#### CALENDAR YEAR

1918 .....	2,091,056	\$ 87,758,926
1919 .....	3,152,005	114,491,782

#### PILOTAGE

The port may be entered from the open sea with safety in any weather. Pilotage is not compulsory. Any vessel, whether in foreign or domestic trade, whose master has a pilot's license for this port, may be brought in by the master without a municipal pilot and without payment of pilotage fees.

Pilotage fees are as follows:

All vessels entering or leaving the port of Los Angeles under the pilotage of any person other than the master thereof, thereto duly licensed, shall pay to the City of Los Angeles the following rates, to-wit:

(a) For every vessel except as hereinafter provided, one dollar (\$1.00) per foot draft and one cent per net registered ton inward bound; and one dollar (\$1.00) per foot draft and one cent per net registered ton outward bound.

(b) For every vessel entering the port of Los Angeles for the purpose of taking on water, fuel, or other supplies for use in or on such vessel, or for receiving orders, or reporting, and which vessels shall not discharge or receive cargo or passengers, fifty cents per foot draft, and one-half cent per net registered ton inward bound; and for every vessel departing from the port of Los Angeles after taking on such water, fuel, or other supplies, or after receiving orders or reporting, and which vessel shall not have discharged or received a cargo or passengers, fifty cents per foot draft, and one-half cent per net registered ton outward bound.

This does not apply to any vessel entering or leaving the port of Los Angeles under enrollment unless a pilot of the City of Los Angeles shall have been actually employed in piloting such vessel.

In the event that any vessel under register is brought into Los Angeles Harbor by any person other than the master thereof, or if the commanding officer thereof shall purpose to have any such vessel piloted out of the port of Los Angeles by any person other than the master thereof, the officer in command shall report such fact to a municipal pilot upon arrival at, in case of a vessel inward bound, or not less than one hour before sailing from Los Angeles Harbor, in case of a vessel outward bound, and the said commanding officer shall forthwith pay, or cause to be paid, to such municipal pilot, the fees aforementioned.

#### STEVEDORING

Cost of labor (at 90 cents an hour) plus 10 per cent, at Los Angeles, averaging 60 cents a ton.

### HANDLING ON DOCK

Cost of labor (at 80 cents an hour) plus 10 per cent, at Los Angeles, averaging about 40 cents a ton.

### LOADING OR UNLOADING CARS

Based on labor cost at Los Angeles, averaging 45 cents a ton.

### DOCKAGE

Rates for dockage at municipal wharves follow:

Under 10 tons	Exempt
10 tons to 50 tons .....	2 cents a ton
51 tons to 100 tons .....	\$ 2.00
101 tons to 150 tons .....	3.00
151 tons to 200 tons .....	4.00
201 tons to 300 tons .....	5.00
301 tons to 400 tons .....	6.00
401 tons to 500 tons .....	7.00
501 tons to 600 tons .....	8.00
601 tons to 700 tons .....	9.00
701 tons to 800 tons .....	10.00
801 tons to 1000 tons .....	11.00
1001 tons to 1200 tons .....	12.00
1201 tons to 1500 tons .....	13.00
1501 tons to 1800 tons .....	14.00
1801 tons to 2100 tons .....	15.00

One half cent per ton for each ton over 2100 tons.

Said rates of dockage shall be for each day of twenty-four (24) hours, provided that a proportionate amount shall be collected for fractions thereof, with a minimum charge of thirty-three and one-third per cent (33 $\frac{1}{3}$ %) of one day's dockage for vessels engaged in coastwise trade, and a minimum of one full day's dockage for vessels engaged in foreign trade.

### WHARFAGE

1. Clay and paving brick, asphalt, cement, lime, plaster, sand, clay, soapstone, dry mineral paints, manganese ore, pulverized feldspar, raw borax, silica, talc, pumice, barytes, and similar mineral products in packages per ton, 2 $\frac{1}{2}$  cents.

2. Wheat, flour, corn meal, salt, sugar, rice, iron bolts, nuts, rivets, nails, washers, horseshoes, spikes, staples, common window glass (crated or boxed), grain, bran, cottonseed meal or cake, mill feed, poultry food, grits, coffee, peas, beans, potatoes, onions, dried beet pulp, brick (other than paving), burlap, bags (burlap or jute), fertilizers not otherwise specified in packages, per ton, 5 cents.

	Cents
3. Barrels, empty, each .....	$\frac{1}{4}$
4. Iron drums, empty, each .....	$\frac{3}{4}$
5. Coal, coke, charcoal, briquets and fish, per ton .....	5
6. Cattle, each .....	3
7. Horses, or mules, each .....	5
8. Hogs or sheep, each .....	$\frac{1}{2}$
9. Lumber and other forest products not otherwise specified, per M feet, B. M. ....	10
10. Piles and poles, per linear foot .....	1-10
11. Veneer or panels, per ton .....	10
12. Cord wood, per cord .....	10
13. Oil in bulk by pipe line, per barrel .....	$\frac{1}{2}$
14. Rock in bulk .....	2 $\frac{1}{2}$
15. Vehicles, two, three, and four-wheeled, motor or team, set up, 1,000 lbs. and under, each .....	5
16. Vehicles, four-wheeled, motor or team set up, over 1,000 lbs. and under 4,000 lbs., each .....	10
17. Vehicles, four-wheeled, motor or team, set up, over 4,000 lbs. each ...	25

18. Water delivered to vessels, per M gallons, 5 cts. (a charge of 50 cents may be made for the service of turning water on and off and attaching meter.)
19. Merchandise—not otherwise specified, per ton .....10

The rates for wharfage herein prescribed shall be for wharfage:

(a) On inbound cargo for a period not exceeding forty-eight (48) hours after the final discharge of the ship, vessel or craft from which the merchandise on which such wharfage is charged, is completed. If such merchandise is not removed within said forty-eight (48) hours, storage thereon, in addition to the wharfage charge above provided, shall be charged at the rate of ten (10) cents per ton, weight or measurement, at the option of the City of Los Angeles, per month from and after the expiration of said forty-eight (48) hours.

(b) On out bound cargo such wharfage charge shall be for a period not exceeding ten (10) days on coastwise cargoes and not exceeding thirty (30) days on foreign cargoes from the time of the arrival of the merchandise on the wharf until the same is shipped from said wharf to the point to which, or on the route over which the merchandise affected is billed. If such merchandise is not shipped from said wharf within the free time above allowed, storage thereon, in addition to the wharfage charge herein provided, shall be charged at the rate of ten (10) cents per ton, weight or measurement, at the option of the Board of Harbor Commissioners, per month, or fraction thereof, from the expiration of such free time until such merchandise is shipped.

Provided, however, that the Board of Harbor Commissioners may, at its option, refuse to accept goods or merchandise for such storage in transit at said rate of ten (10) cents per ton, and if such goods or merchandise are left in storage in a transit shed notwithstanding such refusal the storage rate thereon shall be in the nature of a demurrage charge at the rate of twenty (20) cents per ton, due allowance to be made for such free time as may be specified above on inbound and outbound cargoes, respectively; and

Provided, further, that the grantee of any berthing permit may, at his own expense and risk, with the consent of the Board of Harbor Commissioners, store merchandise in any space assigned to such grantee by such berthing permit, and assume all legal responsibility in connection with such storage, in which event the grantee shall pay to the City for such storage nine (9) cents per month per ton, weight or measurement, at the option of the City, and shall charge for such service not to exceed ten (10) cents per ton.

#### HANDLING

Sec. 2. The shipper or consignee shall, if the City of Los Angeles so elects, deliver his goods or merchandise direct to the steamship or transportation company or agent at the wharf, or accept delivery direct from the steamship or transportation company or agent at the wharf, in which event the City of Los Angeles will make no charge for handling.

In the event that handling of goods or merchandise is done by the City of Los Angeles, the charge for such handling service shall be cost plus ten (10) per cent.

The term "handling," as used in this order, means the service of transporting goods or merchandise from car or other vehicle, or from storage or transit shed, to the place of delivery to the steamship or transportation company or agent, or vice versa.

#### STORAGE

The following rates have been fixed for storage in municipal waterfront warehouses and transit sheds:

1. For less than 300 square feet, 6 cents per square foot per month, no charge to be less than \$3.00 per month.
2. For 300 square feet and upwards, and less than 500 square feet, 5 cents per square foot per month, no charge to be less than \$18.00 per month.
3. For 500 square feet and upwards, and less than 1,000 square feet, 4 cents per square foot per month, no charge to be less than \$25.00 per month.
4. For 1,000 square feet and upwards, and less than 2,000 square feet, 3½ cents per square foot per month, no charge to be less than \$40.00 per month.
5. For 2,000 square feet and upwards, and less than 3,000 square feet, 3 cents per square foot per month, no charge to be less than \$70.00 per month.

6. For 3,000 square feet and upwards, and less than 5,000 square feet, 2½ cents per square foot per month, no charge to be less than \$90.00 per month.

7. For 5,000 square feet and upwards, 2 cents per square foot per month, no charge to be less than \$125.00 per month.

8. For warehousing, 10 cents per month per ton, weight or measurement, at the option of the City of Los Angeles.

The rates specified do not include cost of handling nor insurance on merchandise. If the City of Los Angeles performs a handling service, the charges for such handling shall be actual cost plus ten (10) per cent.

#### WATER

The charge for water is 10 cents per 100 cubic feet for the first 10,000 cubic feet, 8½ cents for next 40,000 cubic feet; 7 cents for next 50,000 cubic feet and 5 cents per 100 cubic feet for everything over 100,000 cubic feet.

#### COAL

First class bunker coal may be obtained in any quantity at all times, and at very reasonable prices.

#### RATES OF RENTAL FOR TIDE LANDS

One acre or less, 3 cents per square foot, minimum \$120.00 a year.

More than one acre and up to two acres, 2¾c per square foot, minimum, \$1,306.80 a year.

More than two acres and up to three acres, 2½c per square foot, minimum \$2,395.80 a year.

More than three acres and up to four acres, 2¼c per square foot, minimum \$3,367.00 a year.

More than four acres and up to five acres, 2c per square foot, minimum \$3,919.40 a year.

More than five acres and up to 7½ acres, 1¾c per square foot, minimum \$4,356.00 a year.

More than 7½ acres and up to ten acres, 1½c per square foot, minimum \$5,717.25 a year.

More than ten acres and up to twenty acres, 1¼c per square foot, minimum \$6,534.00 a year.

More than twenty acres, 1c per square foot, minimum \$10,890.00 a year.

For non-waterfront, 25% deduction from above rates.

For Terminal Island (except Fish Harbor fill), 25% deduction from above rates.

For fish canneries and similar industries, 10% additional to above rates.

For oil tanks, 40 per cent additional to above rates.

#### REVENUES AND DISBURSEMENTS

Year ending June 30, 1917	.....118,323.45	58,578.20
Year ending June 30, 1918	.....253,334.97	164,750.01
Year ending June 30, 1919	.....262,516.85	151,970.69

During the last year, all cost of permanent improvements, as well as operation and maintenance, has been met from revenues.

#### ADMINISTRATION

The Port of Los Angeles is administered by the Board of Harbor Commissioners.

Members of the Board are appointed by the Mayor, confirmed by the City Council, and serve for four years.

The President of the Board receives a salary; the other members receive no remuneration.

#### STEAMSHIP COMPANIES OPERATING OUT OF PORT OF LOS ANGELES

Los Angeles Pacific Navigation Company, 787 Pacific Electric Building, Main 27. Direct Sailings—Honolulu, Yokohama, Kobe, Shanghai, Hongkong, Manila, Singapore, and return.

California and Mexico Steamship Company, 794 Pacific Electric Building, Main 3. Lower California and Mexican ports.

Pacific Mail Steamship Company. M. F. McLaurin, Inc., 439 Merchants' National Bank Building. Thomas Cook & Son, Passenger Agents, 515 South Spring street. Balboa and way ports. All important Mexican and Central American ports. Also sailings for Havana, Cuba, and Baltimore, Md.

Pacific Motorship Company, regular monthly freight service from Vancouver, B. C., Seattle, San Francisco and Los Angeles Harbor to Guayaquil, Payta, Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso. Los Angeles Pacific Navigation Company, Agents.

Rolph Mail Steamship Company. Rolph Mills & Co., 404 American Bank Building. Mexican, Central American and South American ports as far south as Valparaiso.

General Steamship Corporation. McCormick & McPherson, Agents, Merchants' National Bank Building. Mazatlan, Manzanillo, Acapulco, Salina Cruz, Champerico, San Jose de Guatemala, Acajutla, La Libertad, La Union, Amapala, Corinto, Puntarenas, Buenaventura, Manta, Guayaquil, Callao, Mollendo, Arica, Antofagasta, Valparaiso.

Toyo Kisen Kaisha. Thomas Cook & Son, Agents, 515 South Spring Street. Salina Cruz, Balboa, Callao, Arica, Iquique, Valparaiso.

Harrison Direct Line of Steamers. Balfour, Guthrie & Co., 615 H. W. Hellman Building. English ports.

Norway Pacific Line. Scandinavian ports.

Johnson Line. M. F. McLaurin, Inc., 439 Merchants' National Bank Building. Scandinavian ports. (Sailings contingent upon cargo offerings.)

Williams, Dimond & Co. McCormick & McPherson, Merchants' National Bank Building. New York, European and English ports. (Sailings contingent upon cargo offerings.)

Pacific Steamship Company (Admiral Line), 322 Citizens' National Bank Building. San Diego, San Francisco, Seattle, Tacoma, Victoria, B. C., Vancouver, B. C., Everett, Puget Sound ports, Mexican and Central American ports.

McCormick Steamship Company, 618 South Spring Street. San Diego, Redondo, San Francisco, Eureka, Portland, Gray's Harbor, Puget Sound ports.

Luckenbach Steamship Company. S. L. Kreider, 375 Pacific Electric Building. New York sailings.

North Atlantic and Western Steamship Company. Philadelphia and Boston sailings. Pacific Steamship Company, 322 Citizens' National Bank Building. Agents.

General Steamship Corporation, McCormick & McPherson, Merchants' National Bank Building. South American and Australian ports.

Swayne & Hoyt, Inc. California and Mexico Steamship Company, Pacific Electric Building. West Coast and East Coast South American ports.

Pacific Motorship Co., L. A. Pacific Navigation Co., Agents, 787 Pacific Electric Bldg. Païta, Eten, Callao, Mollendo, Arica, Iquique and Valparaiso.

**DISTANCE IN NAUTICAL MILES FROM  
LOS ANGELES TO**

Antwerp .....	7791	Nicaragua .....	2316
Auckland .....	5658	Panama .....	2913
Callao .....	3655	Portland .....	1038
Havana .....	3923	Samoa .....	4163
Havre .....	7523	San Diego .....	97
Hong Kong .....	6507	San Francisco .....	368
Honolulu .....	2228	Seattle .....	1133
Liverpool .....	7468	Shanghai .....	5956
Manila .....	6330	Sitka .....	1670
Marseilles .....	8213	Sydney .....	6511
Mazatlan .....	975	Valparaiso .....	4808
Melbourne .....	7032	Victoria .....	1070
New Orleans .....	4324	Vladivostok .....	4991
New York .....	4894	Yokohama .....	4839

For further information or details concerning the Port, please call on or address the BOARD OF HARBOR COMMISSIONERS, CITY HALL.

## GENERAL INFORMATION REGARDING

# LOS ANGELES

## THE METROPOLIS OF THE SOUTHWEST

AREA—365.72 square miles.  
ASSESSED VALUATION—City, (50%) \$629,478,343; County, (50%)  
\$1,030,236,824.  
BANKS—26—  
    Capital and Surplus .....\$ 31,621,220.83  
    Deposits ..... 383,252,411.88  
    Clearings (1919) ..... 2,339,401,197.64  
BUILDING PERMITS—1919, 13,344; valuation, \$28,253,619.00.  
CHURCHES—All denominations, 350.  
ELEVATION—Average, 270 feet.  
LIGHT AND POWER—Sliding scale. Light, 5c down to 1.8c per K. W. H.  
Power, 1.56c down to .76c per K. W. H. Gas, 68c per 1000 cu. ft. down to 45c  
per 1000 cu. ft.  
MOVING PICTURE SHOWS—90; 53 producing companies.  
THEATERS—29.  
POPULATION—1890, 50,395; 1903, 104,479; 1910, 319,198; 1920, 575,430.  
POSTOFFICE RECEIPTS—1919, \$3,271,849.96.  
TAX RATE—1919-20—City, \$1.83; County, \$1.51½; .06 flood control.

### SCHOOLS

Public school buildings, including State Normal, 800; teachers employed,  
4066; school children, average daily attendance, 78,129; total enrollment, 98,031.  
Miscellaneous private schools and colleges, 144. The Polytechnic High School  
is equal to the best in the United States.

### LIBRARY

Volumes in public library, 358,705; home circulation, 2,581,214; circulation  
per volume, 7. Besides there are 12 branches and 24 sub-branch libraries and  
139 deposit stations in the city with 14,792 volumes.

### MANUFACTURING

Manufacturing establishments of all kinds in the city, over 2700. Workmen  
employed, over 102,199. The value of manufactured products in Los Angeles  
for 1900, according to the United States census, was \$15,134,000; for 1909,  
\$68,586,000; for 1914, \$103,458,000; estimated for 1920, \$618,772,520.

### HOTELS

Best hotel accommodations in the country. Family hotels and apartment  
houses in all quarters of the city. Can take care of over 150,000 people.

### CAR SERVICE

The best electric system, urban and interurban, in the world, extending to  
points 72 miles distant. City lines, 591 miles of single track; interurban lines,

1095 miles; number of men employed in and around the city, 7,235. For pay rolls and construction crews the companies distribute in Los Angeles over \$992,000.

### STEAM RAILROADS ENTERING THE CITY

Los Angeles has the advantage of six transcontinental lines. The Ogden, Shasta and Sunset routes of the Southern Pacific; the Santa Fe; Rock Island over the Southern Pacific, via El Paso to Chicago; and the Salt Lake. Employees residing in city and vicinity, 10,000. For pay rolls and supplies the railroads distribute in and around Los Angeles over \$1,500,000 a month.

### PARKS

Public parks, 25; acreage, approximately 4100. Griffith Park, containing 3015 acres, is the second largest municipal park in the country.

### TELEPHONES

Stations, 140,000. This is equivalent to about one telephone for every four men, women and children in the city, or one for almost every family, placing Los Angeles, in this respect, far ahead of all other cities in the world.

### FIRE PROTECTION

Steam engines, horse drawn, 13; steam engines, tractor drawn, 7; auto combination pumping engines, 9; straight auto pumping engines, 1; combination chemical wagons, 1; hose wagons, horse drawn, 11; same, auto drawn, 8; with tractor, 7; hook and ladder trucks, horse drawn, 2; same, auto drawn, 5; water tower, 1; fireboats, 2; chief's wagons, 7; full paid firemen, 661; hydrants, 5727.

### WATER

Abundant supply, owned by the city; 7c per 100 cubic feet, or about 9½c per 1000 gallons. There is also a minimum rate of 5c per 100 cubic feet in quantity; and also an irrigation rate of one cent per inch per hour, the water being furnished under pressure through a steel pipe line system.

### POWER

The following is the schedule of Industrial Power Rates, the amount of current being kilowatt hours consumed in any one month:

Kilowatt Hours	Cents Per Kilowatt Hour
6,000	1.56
8,000	1.43
10,000	1.32
15,000	1.22
20,000	1.15
30,000	1.09
40,000	1.05
50,000	1.01
70,000	0.97
100,000	0.93
150,000	0.89
200,000	0.85
300,000	0.81
400,000	0.80
500,000	0.79
700,000	0.78
1,000,000	0.77
1,500,000 or more	0.76

## EXPORTS AND IMPORTS

Los Angeles exports to foreign countries, 1912, \$235,460; 1917, \$3,036,810; 1919, \$10,496,172.

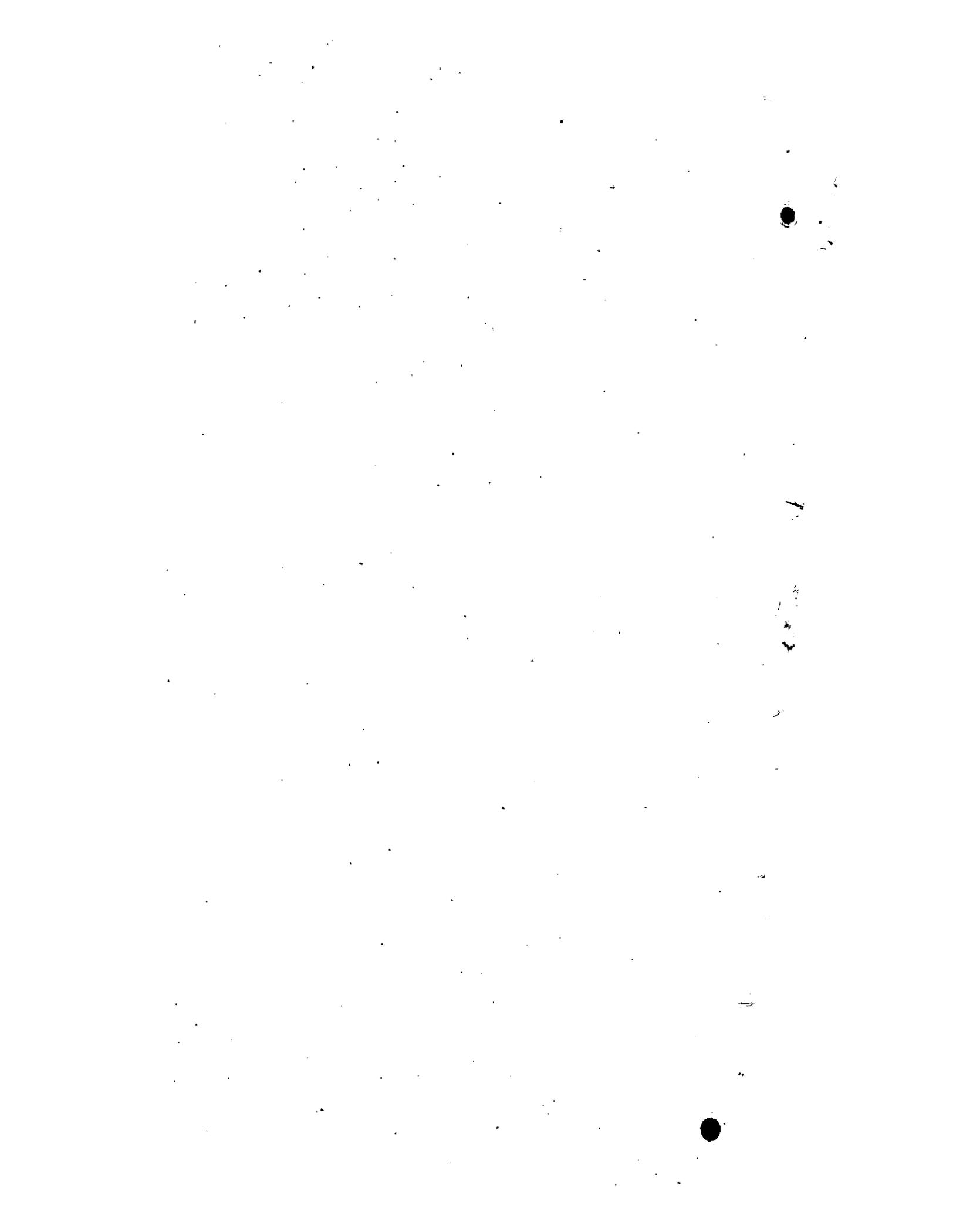
Los Angeles imports from foreign countries, 1912, \$2,710,127; 1917, \$3,493,369; 1919, \$3,218,49.

Post Office Business		Bank Clearings	Building Permits	
Year	Amount	Year	NO.	VALUATION
1885	\$ 46,606.42			
1890	100,169.23	\$ 36,019,721.	737	\$ 1,194,939
1895	177,911.04	57,046,832.	2,462	4,033,496
1896	186,103.80	61,356,141.	2,304	2,622,288
1900	259,468.72	122,692,555.	1,922	2,319,361
1901	312,524.48	161,466,671.	2,826	4,376,916
1902	399,617.56	245,516,094.	4,863	9,603,132
1903	497,531.06	307,316,530.	6,395	13,046,338
1904	600,444.75	345,343,956.	7,089	13,409,062
1905	719,053.63	478,985,298.	9,543	15,382,057
1906	929,098.54	578,635,516.	9,072	18,158,520
1907	1,037,785.81	581,802,982.	7,599	13,304,696
1908	1,089,493.04	505,588,756.	7,371	9,931,377
1909	1,276,664.05	673,063,726.	8,571	13,260,703
1910	1,476,942.02	811,377,487.	10,738	21,684,100
1911	1,646,001.84	942,914,424.	12,498	23,004,185
1912	1,906,398.91	1,168,941,800.	16,455	31,367,995
1913	2,152,749.20	1,211,168,989.	16,442	31,641,921
1914	2,215,114.71	1,145,167,110.	9,979	17,361,925
1915	2,241,992.43	1,048,090,667.	7,845	11,888,662
1916	2,437,356.18	1,292,961,997.	7,045	15,036,045
1917	2,640,202.18	1,502,250,332.	6,699	16,932,082
1918	9,091,872.26	1,547,065,051.	6,381	8,678,862
1919	3,271,849.96	2,339,401,197.	13,344	28,253,619

## PRINCIPAL AGRICULTURAL AND HORTICULTURAL PRODUCTS OF THE TERRITORY SURROUNDING LOS ANGELES

	Amount	Value
Alfalfa	1,356,000 tons	\$24,408,000
Almonds	1,230,000 lbs.	276,750
Apples	539,035 boxes	531,228
Apricots	44,500 tons	4,500,000
Asparagus	3,685 tons	654,733
Barley	35,588,000 bushels	58,364,320
Beans, Lima	540,000 sacks	5,940,000
Beans, Other	1,917,787 bushels	8,438,262
Berries, Strawberries	270 cars	182,250
Berries, Black	266 cars	140,000
Beets, Sugar	504,000 tons	5,040,000
Butter	10,000,000 lbs.	6,500,000
Canned Fish	1,155,000 lbs.	9,250,000
Canned fruits and veg.	20,250,000 cases	21,000,000
Cabbage	54,000 tons	1,080,000
Cantaloupe (Exported)	8,108 cars	4,054,000
Carrots	300,000 sacks	300,000
Cauliflower	1,800 cars	767,500
Celery	450 cars	234,600
Chile Peppers	3,000 tons	1,000,000
Cotton	114,000 bales	17,670,000
Corn	6,175,000 bushels	13,000,000
Cucumbers	12,000 tons	350,000

	Amount	Value
Dry Onions .....	500,000 bushels	426,000
Eggs .....	1,100,000 cases	16,000,000
Grapes, Table .....	86,990 tons	1,800,000
Grapes, Wine .....	64,000 tons	2,000,000
Hay, Tame .....	1,510,000 tons	30,203,200
Hay, Fodder .....	220,000 tons	22,000,000
Honey .....	115 cars	8,000,000
Lemons .....	9,471 cars	16,285,000
Lettuce .....	1,429,500 crates	2,859,000
Oats .....	2,207,000 bushels	2,000,000
Oranges .....	35,706 cars	63,855,000
Olives .....	3,000 tons	1,200,000
Peaches .....	72,500 tons	5,055,000
Pears .....	31,722 tons	2,133,000
Plums .....	11,000 tons	2,000,000
Potatoes .....	3,000,000 sacks	5,000,000
Poultry .....	3,600,000	5,000,000
Peas .....	75 cars	45,000
Raisins .....	6,600 tons	75,000
Rice .....	20,000 bushels	120,000
Seeds .....	.....	1,200,000
Sweet Corn .....	1,800,000 dozen	226,000
Sugar .....	1,663,000 sacks	20,160,000
Sweet Potatoes .....	14,000 tons	560,000
Tomatoes .....	144,000 tons	2,592,000
Walnuts .....	27,500 tons	13,750,000
Watermelons .....	25,000 tons	800,000
Wheat .....	3,000,000 bushels	14,520,000
Other Vegetables .....	.....	2,000,000
Other Fruits .....	.....	500,000
		\$426,045,843



# FACTS ABOUT LOS ANGELES HARBOR

**Early History.** San Pedro Harbor was discovered in 1542 and Los Angeles was founded in 1781. Dana visited this port in 1835 and again in 1859 and in his "Two Years Before the Mast" described it as a place where hides were rolled down the bluff at the 40-acre Government Reservation to small boats which transferred them to vessels anchored in the Bay.

Los Angeles Harbor was located by the U. S. army engineers of the so-called Walker Board in 1897; the present harbor lines were located by Major Fries and adopted by the War Department in 1908.

**Breakwater** is 11,137' long, 20' wide on top, and 198' at base; elevation of top is 14' above mean lower low water, and the average depth of water is 48'. The Breakwater was built by the U. S. Government at a cost of \$3,108,300.00 and contains 2,621,000 tons of rock obtained from the Declez Quarry 80 miles distant. Capt. Meyler and Capt. Fries were the engineers in charge. The Breakwater has a concrete block 40' square and 20' high at the outer end which cost \$6.00 per cubic yard, and is used as a base for the Lighthouse.

**Breakwater Lighthouse** was built in 1913 at a cost of \$50,000.00. It is 73' high above water level; has a 4th order light and a No. 1 Fog Siren. The light has a range of 14 miles (from a vessel's bridge figured at 15' above water level) and is 1500 candle power, multiplied by prismatic lenses to 67,000 c. p., operating on 1 gallon and 1 gill of kerosene per night.

**General Pipeline Company** has two oil loading stations located on the Breakwater near the 147 acre tract owned by the City of Los Angeles. Two discharge pipes, one 8" diameter and one 12" diameter, enable two steamers to receive fuel oil at the same time. The Company has an 8" pipe direct from the Midway field and a storage capacity of 330,000 bbls. The storage supply is to be increased to 1,000,000 bbls. by a reservoir situated on the hill.

**Fort McArthur** covers an area of 100 acres back of Point Firmin. Construction work on fortifications was started in 1914.

**Government Reservation** comprises 41 acres set aside by the Mexican Government in 1827 for public purposes and excluded from the grant for the Rancho Palos Verdes. This has a frontage of 1350' on the west channel and will be improved by the Government as a naval base.

**Reservation Point** is a U. S. War Department reservation, and was formerly known as Deadman's Island. It is historical as a landmark and survey station, deriving its former name from the fact that it was a burying ground for soldiers killed in the Mexican War, and two or three others. The bodies have been removed to the San Pedro and other cemeteries. On account of the suggestion contained in the old name, it was changed to Reservation Point. It is proposed to level this old harbor sentry and improve the site as a quarantine station and hospital and immigration station.

**Outer Harbor** comprises 570 acres reserved for navigation and anchorage, 370 acres of which have a natural depth of from 30' to 50'. The U. S. Government has dredged 68 acres to 35' and the City of Los Angeles has dredged 15 acres to 30', 36 acres to 35', and the Outer Harbor Dock & Wharf Co., 47 acres to 30'.

**Miner Fill**, so-called, comprises 154 acres, 132 acres of which have been reclaimed. This fill has a frontage of 2894' on the East Channel, which is improved by a concrete pile wharf 50' wide and two transit sheds; one of wooden construction 845' long, 56' wide, the other of galvanized iron 577' long and 106' wide. The Harrison, Kosmos and East Asiatic Steamship lines dock at this wharf, and occasional other vessels.

The East Channel is 400' wide and is dredged to 35' depth.

The West Channel has a width of 600' for 1200' dredged to a depth of 30' and a width of 400' dredged to 30' extending to the 30' contour. The east side of this channel is improved by a concrete pile wharf 1880' in length 50' wide, with railway connections; the north end is improved by a creosote pile wharf 620' long, 50' wide. The so-called Watchhorn Basin comprises two slips 280' wide. This property is reached by both the Southern Pacific and the Pacific Electric railroads, and the improvement of it necessitated 11,850 lineal feet of bulkhead and 2,565,000 cubic yards of material in the fill.

**Municipal Dock No. 1**, formerly known as the Huntington Fill, comprises a total of 79 acres and a filled area of 60 acres. This is improved by a concrete wharf 2520' long and 40' wide, built at a cost of \$477,600; a steel transit shed 1800' long and 100' wide, costing \$268,000.00. A depth of 35' enables the largest ships to dock here in safety.

This dock is reached by a paved street 1.07 miles long, built in 1914 at a cost of \$53,000.00, and connecting with the Harbor Boulevard at 14th and Beacon streets. A double track service costing \$22,800.00 gives this wharf and shed railway connections with the Southern Pacific and Pacific Electric Railways.

A wharf 400' long and 60' wide of concrete piling and wooden decking construction extends across the north end of the East Channel and costs \$27,300.00.

The fill was made from dredging adjacent areas and totals 1,605,000 cubic yards, and cost \$258,500.00. Bulkheading this area involved the moving of 27,000 tons of rock from the old meandering West Jetty, and the placing of 42,665 tons of new rock, at a total cost of \$78,260.00.

A large warehouse is now under construction. It will be of Monolithic Reinforced Concrete construction, 6 stories and basement, 482'x152' containing eleven acres of floor space. Over 1500 carloads of material will be used in its construction. It will be built on about 3000 piles, and will cost approximately \$350,000.00.

**West Jetty.** The old West Jetty originally extended from Timm Point, was 3100' long, and was built by the U. S. Government, of rock obtained from the Empire Quarry, Catalina Island.

**East Jetty.** Construction on the East Jetty was started in 1871 and was finished in 1881, at a cost of \$425,000.00. It extends 328' southerly from Reservation Point and 2000' northerly. Beacon No. 4 is at the south end where there is a water depth of 18'. 1000' of Double Work extends northward from the north end of the Jetty, followed by 3700' of Single Work.

**Pacific Wharf & Storage Co.** has reclaimed 80 acres of leased property. A rock jetty was constructed along the east side, and the material from a slip 1735' long, 250' wide, and a depth of 30' has been deposited between the old East Jetty and this new one, together with dredgings from the Main Channel. This slip has been improved by a wharf 1423' long and 85.5' wide, of creosote pile construction and has a galvanized iron shed 530' long and 64' wide. The Luckenbach and Atlantic & Pacific Steamship lines dock at this wharf.

The S. P., L. A. & S. L. Ry. reaches this wharf.

**Salt Lake Lease** comprises 81 acres of reclaimed land east of the old East Jetty and is improved by a creosote wharf with depressed tracks. This wharf fronts the Main Channel and extends from the Crescent Wharf & Warehouse wharf to U. S. Pierhead Station 301.

Plans for widening the Main Channel to 1000 feet will move this wharf back several hundred feet, where a modern wharf will be built. A rock jetty protects this fill.

**Southern Pacific Slip.** To the north of Municipal Dock No. 1, the Southern Pacific Ry. Co. has a leased area in which they have dredged a slip and constructed wharves for a general lumber business. Immediately to the north of this slip the E. K. Wood Lumber Co. has its wharf and yards, where from 12 to 14 million feet B. M. of lumber is carried in stock.

**Fish Harbor.** Plans for Fisherman's Harbor on the ocean side call for a fill 1620' wide to the east of the Salt Lake fill, and the work of filling this area is now under way. 100,000 tons of rock are being placed in a jetty 2000' long, extending southerly and southwesterly from the end of the Fish Wharf. This wharf is 1630' long, built on creosote piling. The area inside the new jetty is to be dredged to 10' and reserved for the fishing fleet, and the 60 acres of reclaimed area will be used for cannery and fishing industries, marine ways, boat repair shops, etc. A boulevard extending from Sea Side Avenue southerly will be paved as a public thoroughfare. The S. P., L. A. & S. L. Ry. reaches this area.

**Fish Wharves.** A Fish Wharf 630' long and 10' wide southerly of U. S. 18 was built exclusively for the fishing fleet and a wharf 274x30 was constructed at the same time to give the fish markets a landing. On the back of the Fish Wharf three sheds, each 200' long and 16' wide, were built for lockers, at an outlay of \$4,150.00. The total length of the Fish Wharf is 904', and it cost \$5,890.00. The site of this Wharf was dredged at a cost of \$6,200.00.

**First Street Wharf.** About 350' of frontage immediately to the south of First Street was formerly held by the San Pedro Dock Co. This site was

recently taken over by the City, and the southerly 295' is now being improved with a new creosote pile wharf, surmounted by an umbrella shed 54' in width. The north end of this wharf is surmounted by a two-story shed, the first floor of which forms a warehouse and the second furnishes space for offices of the Port Warden and Pilots. The cost of wharf, shed, and offices will be about \$40,000.00.

At the foot of First Street, the City has built a two-level barge landing, also a Ferry Slip.

**Terminal Island Wharves.** Northerly from the Salt Lake Ry. Co.'s wharf, is a public Ferry Landing (opposite Fifth Street, San Pedro), adjacent to which is the Crescent Wharf and Warehouse Co. wharf, where the boats of the Pacific Navigation Co. dock. Northerly of this, the City has a wharf frontage of 1270', followed by the Southern California Lumber Co. and the Hammond Lumber Co. wharves and yards.

**Inner Harbor.** Outside pierhead lines, the Inner Harbor contains 770 acres, of which 184 acres have been dredged by the United States to 30', and 16 acres to 20'. In addition the United States has dredged, in the East Basin, a channel 9000' long, 20' deep and 200' wide, and in the West Basin, a channel 3900' long, 20' deep, and 150-200' wide. The further improvement of this area by the City of Los Angeles is shown in this report under the various projects: Pier "A," Wilmington Basin, etc.

**The West Basin** covers an area of 630 acres, of which 190 acres are to be dredged and 420 acres are to be reclaimed. 20 acres have been dredged to 20', the Channel extending inward from the Turning Basin a total length of 5125'. The Channel width varies from 150' to 200'.

**Draw Bridge** is double-track Single Leaf Trunnion Type with a clear span of 180' built by the Southern Pacific Co. at a cost of \$300,000.00. This bridge carries both Southern Pacific and Pacific Electric main lines. The foundations are designed for an ultimate channel depth of forty feet.

**Pier "A."** The City of Los Angeles has improved the 37 acres adjacent to U. S. Pierhead Stations 466-468, with a creosote piling wharf 2055' long, 50' wide, costing \$149,000.00, and a channel depth of 30'. This wharf is improved by two transit sheds; Shed No. 1, 1005' long and 100' wide; Shed No. 2, 495' long and 100' wide. Shed No. 1 was built at an expense of \$140,000.00, and Shed No. 2 cost \$54,600.00. Shed No. 1 is now occupied by the American-Hawaiian-Steamship Co., operating some 25 ships, making trip between New York and Los Angeles in 18 days.

Along the east side of the southerly end of Pier "A," a bulkhead of sheet piling was constructed in 1913 at a cost of \$22,000.00. This bulkhead is 3000' long and holds the fill dredged from Slip 1, and reclaimed about 22 acres of city land.

The tracks comprising the yards, and service tracks back of Pier "A" Wharf have been built at a cost of \$41,550.00.

**Pier "A" Street,** reaching this Wharf, is one-half mile in length, extending from the waterfront to Fries Street. This paved street gives the automobile truck equal facilities with the steam and electric railways, and reaches a tract of about 45 acres of tide lands reclaimed by the City.

**Belt Line Ry.** A Belt Line Railway has been built by the City from this wharf to McFarland and Seventh Streets, Wilmington, at a cost of \$46,000.00.

**Mormon Island Channel.** In 1909-1910 the City of Los Angeles dredged a 300' channel to 20', removing 237,900 cu. yds. of dirt at a cost of \$27,640.00. In 1912 this channel was dredged to 30', a total of 650,200 cu. yds. removed and deposited in the Wilmington Fill at a cost of \$161,500.00. In 1913-1914 a 300' channel was dredged to 30' to the Turning Basin. A total of 764,300 cu. yds. was removed and deposited back of the Pier "A" Bulkhead and extending as far north as Front Street, Wilmington. This dredging was done at a cost of \$108,000.00. The requirements of the American-Hawaiian Steamship Co. for deeper water in which to turn their vessels, was the occasion for the last contract, under which 150,000 cu. yds. were removed at an expense of \$20,300.00, and the channel has a depth of 34' in front of Shed No. 1. The entrance channel, which is 30' deep, is now being widened to 500'.

**Wilmington Basin.** At the time of consolidation, a private contract calling for 18' of water and 100' in width was under way. This was completed December 31, 1909. In 1910 the City of Los Angeles dredged 220,200 cu. yds. at a cost of \$25,970.00. A channel in front of Fries Street Wharf was dredged in 1911, removing 38,350 cu. yds. at a cost of \$9,310.00, also Fries Street was bulkheaded and 19,500 cu. yds. of material from the Water Street Basin deposited in it at a cost of \$4,970.00. In 1912 the Basin and a 300' channel were dredged to 30', 584,140 cu. yds. having been removed and placed in the Wilmington Fill at a cost of \$143,000.00.

In 1914 Slip 5 channel was dredged 400' wide and 30' deep, a total yardage of 698,500 at a cost of \$142,700.00.

Fries Street Wharf was built of creosote piling and wooden decking, a cost of \$20,300.00. This Wharf is 45' wide and 380' long.

**Water Street Wharf** is 670' long and 50' wide, of creosote piling and cost \$55,500.00. The deck has an elevation of 16' and on this wharf a transit shed was built costing \$64,000.00. The Fries Street pavement, one-quarter mile in length, costing \$11,300.00, connects this wharf with the paved streets of Wilmington. Canal Street and Water Street pavements, one-third mile long, are of bitulithic, costing \$26,200.00.

**Team Ferries.** A Team Ferry landing at the foot of Canal Street, Wilmington, costing \$5,200.00; one at Ferry Street, Terminal Island, costing \$4,530.00, and one at First Street, San Pedro, costing \$7,000.00, connect San Pedro, Wilmington, and Terminal Island by water for the transfer of freight and vehicles. A new team ferryboat is now in operation, and the rates are reasonable.

**Pacific Avenue.** The Harbor funds contributed \$60,020.00 to the improvement of Pacific Avenue, from the West Basin to 14th Street, and 14th Street from Pacific Avenue to Beacon Street, the property owners paying the balance.

**Wilmington & San Pedro Road**, two and one-quarter miles long, of oiled macadam, was built during the years 1912-1913. This improvement represented an outlay of \$49,260.00, and connects with the Pacific Avenue Boulevard pavement.

**J Street**, two and five-eighths miles long, completed in 1913, cost \$31,750.00, connects Wilmington and San Pedro Road with the Harbor Boulevard (which was built by the County) and was the connecting link to form a continuous pavement from all municipal wharves direct to Los Angeles.

**Portions of Fries, Canal & 7th St.** The Harbor Department furnished \$34,000.00 toward the paving of these streets.

**General.** The City of Los Angeles first commenced its construction work on the so-called 37 acres fronting on the Mormon Island Channel, this being the only piece of property that the City had clear title to. Subsequent court decisions have been favorable to the City of Los Angeles and title to much valuable property now rests in the municipality.

Wharves built and building now total 31,370', of which one-third are owned and operated by the City. In addition, 7 small boat landings and 3 ferry slips are in operation. The total possible development under present pierhead lines totals 21 miles of wharf frontage.

Los Angeles is the largest import lumber port in the world. During the year 1914, 797,626 tons of lumber product, valued at \$8,249,845.00, and amounting to more than 700,000,000 feet were received here.

The famous drives, good roads and boulevards of Southern California have made this the receiving point for automobiles, water transportation becoming the popular method for shipping. Approximately \$2,118,000 worth of automobiles have been checked over our wharves. Oil, olives, beans, citrus fruits and similar products form our principal exports, and general merchandise, structural steel, and grain our principal domestic imports.

The oil industry is increasing so rapidly that this port is fast taking the lead in loading facilities for the largest tankers.

The total cargo tonnage handled through the port in the year ending June 30, 1915, exclusive of lumber, was 1,075,952, valued at \$80,709,601.00; total, including lumber, 1,739,528 tons, valued at \$88,674,040.00. The number of ships was 2620, with a total net tonnage of 3,645,923.

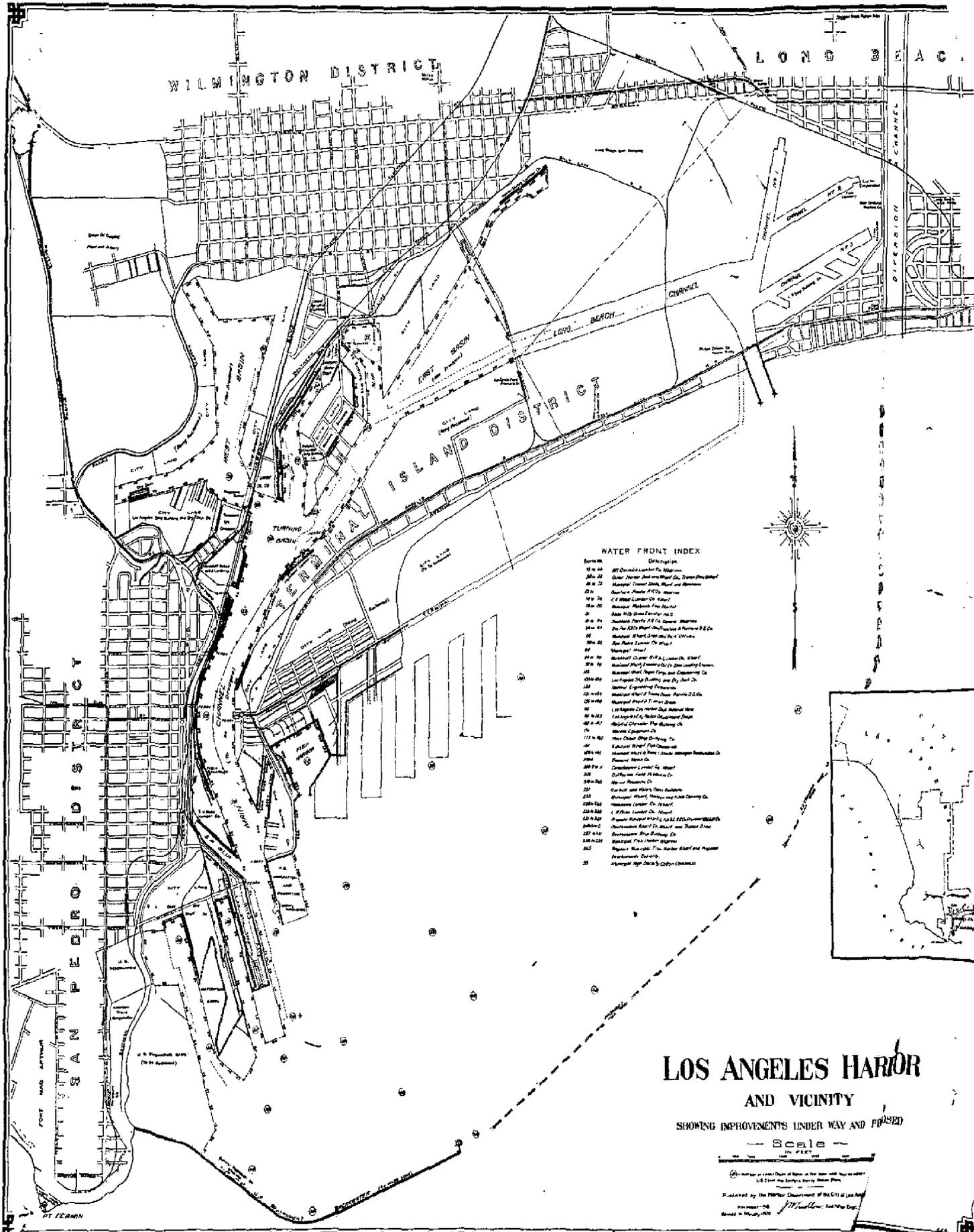
The figures for 1915 show the customary increase over the preceding year, and breaking records is the rule at this port.

The immense and populous back-territory, and the strategic location of Los Angeles Harbor with reference to lines of water travel destine this to be, in the near future, one of the largest and most important ports of the world.

The port of Los Angeles is administered by a Board of three Commissioners appointed by the Mayor and confirmed by the Council. F. T. Woodman, President; C. M. Gordon and J. P. Gilmer; C. H. Matson, Secretary-Traffic Manager; Homer Hamlin, City Engineer and Ex-Officio Harbor Engineer; S. A. Jubb, Assistant Harbor Engineer.

The City of Los Angeles has, since 1910, voted \$5,500,000 for harbor improvement, and it is pledged to expend a total of ten million dollars for such work before 1920.

Dated August 19, 1915.



WILMINGTON DISTRICT

LONG BEACH

ISLAND DISTRICT

SAN PEDRO DISTRICT

**WATER FRONT INDEX**

Number	Description
10	San Pedro Harbor
11	San Pedro Harbor
12	San Pedro Harbor
13	San Pedro Harbor
14	San Pedro Harbor
15	San Pedro Harbor
16	San Pedro Harbor
17	San Pedro Harbor
18	San Pedro Harbor
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98	San Pedro Harbor
99	San Pedro Harbor
100	San Pedro Harbor

**LOS ANGELES HARBOR AND VICINITY**

SHOWING IMPROVEMENTS UNDER WAY AND PROPOSED

Scale  
1" = 1/2 MI.

Published by the Harbor Department of the City of Los Angeles  
1910  
Based on Map No. 100

# Los Angeles Harbor Rules and Regulations



1919



# Los Angeles Harbor Rules and Regulations

Adopted December 23, 1913.  
As amended to August 27, 1919.

Resolution of the Board of Harbor Commissioners of the City of Los Angeles, adopting rules and regulations for the government of Los Angeles Harbor.

BE IT RESOLVED by the Board of Harbor Commissioners of the City of Los Angeles as follows, to wit:

Section 1. For the purpose of applying these rules and regulations the "Inner Harbor" shall be deemed to refer to all that portion of Los Angeles Harbor northerly of United States Station "R" on Deadman's Island, which shall be designated as the Inner Harbor, and the "Outer Harbor" shall be deemed to refer to all that portion of said Harbor southerly of United States Station "R," on Deadman's Island, which shall be designated as the Outer Harbor.

Sec. 2. It shall be unlawful for the master, or any person having charge of any vessel or other water craft to anchor, or moor, or to cause or permit the same to be anchored or moored within that portion of the Inner Harbor designated as the Turning Basin. It shall be unlawful for the master or any person having charge of any vessel or other water

craft to anchor or moor, or to cause or permit the same to be anchored or moored in any channel in the Harbor, unless the same shall be securely moored both fore and aft.

It shall be unlawful for the master or a person having charge of any vessel or other water craft of more than one hundred tons net register, to anchor or moor, or to cause or permit the same to be anchored or moored in the Outer Harbor within one thousand feet of the established pier head line, except in case of emergency, and such vessel shall at all times be subject to change its anchorage or mooring place to such other place as may be designated by the Port Warden. This shall not apply to a vessel or vessels making fast to wharves in said Outer Harbor, provided they are made fast fore and aft.

Sec. 2-a. It shall be unlawful for the master, or any person having charge of any vessel or other water craft, to make the same fast to the front of any wharf, pier or dock, in Los Angeles Harbor, without the consent of the owner, agent or person in charge of any such wharf, pier or dock. [As amended by Order No. 90, Adopted October 25, 1916.]

Sec. 2-b. It shall be unlawful for the master or any person having charge of any vessel or other water craft to permit the same to remain fastened to any wharf, pier or dock in Los Angeles Harbor, or to be or remain moored immediately in front thereof, after such vessel or other water craft has finished its business of loading or unloading at such wharf, pier or dock, without obtaining the consent of the owner, agent or person in charge of such wharf, pier or dock. [As amended by Order No. 399, Adopted October 4, 1918.]

Sec. 3. Every vessel of more than one hundred tons net register lying at any wharf

or in any slip in Los Angeles Harbor shall be made fast thereto with such head and stern lines from both bows and quarters in such a manner as to meet the approval of the Port Warden, and in no event shall she have less than two lines forward and two lines aft.

Sec. 4. It shall be unlawful for any person to run or operate any steam propelled vessel drawing twenty (20) feet of water or less, in any portion of the Inner Harbor, at a greater rate of speed than seven and one-half (7½) nautical miles an hour; and it shall be unlawful for any person to run or operate any steam propelled vessel drawing more than twenty (20) feet of water, in any portion of the Inner Harbor, at a greater rate of speed than six (6) nautical miles an hour; and it shall be unlawful for any person to run or operate any steam propelled vessel in any portion of the Outer Harbor at any rate of speed greater than ten (10) nautical miles an hour.

It shall be unlawful for any person to run any launch, or other small craft propelled by naphtha, gasoline, or other motive power in any portion of the Inner Harbor at a rate of speed greater than ten (10) nautical miles an hour, or in the Outer Harbor at a rate of speed greater than fifteen (15) nautical miles an hour.

Sec. 5. It shall be unlawful for any person to unload gunpowder, giant powder, dynamite, or any other explosive from any vessel to or upon any wharf or pier in the Harbor of Los Angeles, or to load the same from any wharf or pier upon any vessel, except between the hours of six (6) o'clock a. m. and six (6) o'clock p. m., and during such time a watchman must be employed to inspect such loading or unloading, under the supervision of the Port Warden. It shall be unlawful to load or unload any such explosive except

under the inspection of such watchman. If any such explosive is not fully loaded or unloaded during said hours, the master, or other person in charge or control of the vessel into or from which such explosive is being loaded or unloaded, shall cause such vessel to haul away from such wharf, slip or pier into the Outer Harbor.

It shall be unlawful for any person to load or unload any such explosive into or from any vessel in Los Angeles Harbor unless, during such loading or unloading, a red flag be displayed at the foretop as a danger signal, and during the time when any such explosive is being loaded into or unloaded from any vessel, no fire shall be permitted on board such ship, except in the boiler room.

No gunpowder or other explosive shall be allowed to remain on any wharf or pier, but the same must be immediately removed therefrom.

Sec. 6 (a) The storage, handling, keeping, use or sale of gasoline, distillate, or any liquid petroleum products, other than lubricating oils, on docks, wharves, or piers, except at such places as may be especially designated therefor by the Board of Harbor Commissioners, is strictly prohibited; provided, however, that any retail sale or delivery of such products in bulk to vessels at such places shall be made from and by means of pipe line and hose suitably equipped and provided with closed connections and valves between pipe line and hose, to be approved by the Board of Harbor Commissioners; and provided, further, that any such retail sale or delivery of such products in bulk to vessels may be made at such places by means of pipe line and hose without such closed connections and valves by special permission of the board under such conditions as it shall prescribe, when in its judgment such delivery by the use

of closed connections is impossible or impracticable; and at such places as may be so designated therefor the same shall not be handled, used, sold, or delivered between sunset and sunrise unless the premises are lighted only by incandescent electric lights properly protected by wire screens. Nothing herein contained shall prevent the sale of such products at retail from barges to vessel direct, such barges to be moored at such places as the Board of Harbor Commissioners may direct.

(b) Empty drums, tanks, barrels, or other containers, used for the storage or transportation of gasoline, distillate, kerosene, or other inflammable products, shall not be allowed to remain in or on any dock, wharf, or pier, but must be removed before twelve o'clock noon, standard time, provided they have been received or unloaded between the hours of six o'clock p. m. and eight o'clock a. m., and if received or unloaded between the hours of eight o'clock a. m. and six o'clock p. m., they shall be removed not later than six o'clock p. m.

(c) Crude oil or residuum which will not flash below 110 degrees Fahrenheit may be loaded at any time, but all vessels carrying oil for fuel must store the same in steel or iron tanks.

(d) No vessel loaded with any crude oil which will flash below 110 degrees Fahrenheit, shall be permitted to haul alongside of any vessel or structure, unless otherwise specified, or hereinafter provided.

(e) No person, firm, association or corporation shall discharge, or deposit, or shall cause or suffer to be discharged or deposited or to pass in or into the waters of Los Angeles Harbor, any coal tar or refuse or residuary product of coal, petroleum, asphalt, bitumen, or other carbonaceous material or substance. Every person, firm, association, or corpora-

tion that violates the above rule will be prosecuted under the provisions of Section 374½ of the Penal Code. [As amended by Order No. 495, Adopted August 27, 1919.]

Sec. 7. Whenever any master, owner, agent or other person having charge of any vessel or other water craft, raft, boom, or other floating body, shall attach the same to any of the buoys belonging to the City of Los Angeles, located in the Harbor of the City of Los Angeles, such persons shall immediately thereafter report to the Port Warden, giving the name or other designation of the vessel or other craft, or floating body, and the probable length of time during which the same shall be attached to such buoy. Provided, that any such owner, master or other person may apply to the Port Warden for a written permit to attach any such vessel or other craft, or floating body to any such buoy before attaching the same. And if such permit be granted, it shall not be necessary to make the report aforesaid. The Port Warden shall have full charge and control of all buoys belonging to the City of Los Angeles, moored in the Harbor. In case it is desired by different parties to moor any vessel or other craft or floating body, to any such buoy, the Port Warden shall decide as to which shall have the prior right of attaching to such buoy, and his decision shall be final. He shall have full authority at any and all times to order the master, owner or other person or persons having charge of any such vessel, water craft, or other floating body, to detach the same from said buoy, and in case of failure or neglect of such master, owner, or other person or persons to obey such order, or it should be impracticable to make known such orders to the proper person, the Port Warden may detach such vessel, water craft or other floating body from said buoy and may remove the same to such

place as he may deem proper within the Harbor.

Sec. 8. If any vessel, or other water craft, arriving and anchoring or being moored or fastened to any wharf or other vessel in the Harbor of the City of Los Angeles, shall be so moored or placed as to be unsafe or dangerous to any other vessel or water craft previously lying at anchor in said harbor, or moored, or fastened as aforesaid, the Port Warden is hereby authorized and directed forthwith to order and direct the position of said vessel or other water craft to be changed in such manner as to prevent such insecurity or danger; and the master or other person having charge of such vessel or other water craft shall forthwith cause the position of such vessel or other water craft to be changed as directed by the Port Warden; and upon the failure or refusal of such master or other person in charge of such vessel to change the position of such vessel or other water craft, as directed by the Port Warden, it shall be the duty of the Port Warden forthwith to board such vessel or other water craft with such assistance as may be necessary, and to change the position of such vessel or other water craft, as had been directed by him; and the expense of changing the position of such vessel or other water craft, or of arranging the rigging thereon, may be recovered from the master or owner of such vessel or other water craft, by a suit in the name of the City of Los Angeles in any court of competent jurisdiction.

Sec. 9. The master or any other person in charge of any vessel or other water craft within the corporate limits of the City of Los Angeles being in position to prevent or interfere with the mooring or passage of any other vessels or other water craft, from any part of the Harbor to another part thereof,

shall when required or directed by the Port Warden, forthwith change the position of the vessel or other water craft to such place as may be directed by the Port Warden.

Sec. 10. All vessels or other water craft anchoring or mooring in the Harbor of the City of Los Angeles shall between sunset and sunrise conform to the Rules and Regulations of the United States regarding anchor lights in inland waters of the United States as set forth in Section 361, Article 11, of the Navigation Laws of the United States.

Sec. 11. Every vessel lying alongside a wharf, or alongside a vessel berthed at a wharf, shall, from sunset until sunrise, be provided with proper lights, and shall be provided continuously with such appliances in the way of gangways and man-ropes as may, in the opinion of the Port Warden, be necessary for the convenience and safety of persons passing to and from such vessel, and every gangway fixed for the purpose of giving the crew or other persons access to the ship after dark shall be brightly illuminated by the best available means as long as such gangway is in communication with the shore, and a watch shall be continuously set upon said gangway.

Sec. 12. All openings in the ship's side shall be closed at sundown, and no running lights shall be displayed while moored at wharf. All cargo skids shall be uprigged at sundown, except during such time as they are actually in use, when they shall be brightly illuminated.

Sec. 13. A vessel anchored or moored in the Harbor or lying at the dock, must at all times have at least one officer and such seamen on board or in charge thereof as will insure proper care of the vessel. If it becomes necessary, in order to facilitate navi-

gation or the commerce of the port, or for the protection of other vessels or property, a vessel may be removed by order of the Port Warden at the expense of the owner, and the owner and vessel shall be liable for all damages and costs that shall arise thereby.

Sec. 14. It shall be unlawful for any person to use any donkey engine or other steam engine, on any wharf, dock, pier, or vessel, within the City of Los Angeles in loading or unloading vessels or otherwise, without a bonnet or spark arrester attached to the smokestack of such engine so as to prevent sparks from flying upon the wharf or slip or vessels.

Sec. 15. Whenever the Port Warden shall learn that any wharf, dock, or pier along any bay, lake or other body of water, in or adjacent to Los Angeles Harbor or contiguous thereto within the municipality of Los Angeles, is in a defective or dangerous condition so that life or property is endangered thereby, such Port Warden shall immediately notify the owner thereof, his agent, lessee or any other person or persons having charge of the same, in writing, of the defective and dangerous condition thereof, requiring such person or persons to immediately repair the same or to put up fences or other barriers to prevent persons from using or going upon the same.

Sec. 16. If the owner, lessee, or other person or persons having charge of wharves, docks, or piers, specified in Section 15 of these rules and regulations, shall fail or neglect to repair or to put up fences or other barriers to prevent persons from using or going upon such defective or dangerous wharves, docks, or piers, then the Port Warden may put up fences or other barriers as he may deem necessary for the protection of the public, and charge such owner, lessee, agent, person or persons having charge of such wharf,

dock or pier with the expense of putting up such fences or barriers; and it shall be unlawful for any person or persons whomsoever to interfere with or molest, in any manner whatsoever, any fence or barrier which may have been constructed for the purpose of preventing the use of the wharves, docks or piers aforesaid.

Sec. 17. It shall be the duty of each and every owner, agent, or lessee of any kind, of wharves, docks or piers within the corporate limits of the city of Los Angeles, to furnish and keep in place on said wharf, dock or pier, suitable ring life preservers with suitable ropes or lines at least two hundred (200) feet in length attached thereto in suitable places on said wharf, dock or pier, convenient and accessible at all times during the day and night, for the purpose of rescuing persons from drowning. And said life preservers shall be kept on said wharves, docks or piers in boxes properly labeled, of a size, character and material to be prescribed by the Port Warden, who shall direct where said boxes shall be placed on each and every wharf, dock or pier.

It shall be unlawful for any person or persons to molest, interfere with, break, take away or destroy said boxes or life preservers contained therein; provided, however, that this section shall not prohibit the removal of the life preservers from said boxes for the purpose of saving life.

Sec. 18. If any wharf, or any portion thereof, or any material on such wharf, shall fall into the water of the Harbor of the City of Los Angeles, it shall be the duty of the owner, agent or lessee of such wharf to forthwith remove such material from the waters of said harbor, and if such owner, agent or lessee fails to remove such material forthwith, the Port Warden shall remove or cause to be re-

moved said material from the waters of said harbor, and the cost of such removal shall be recovered from such owner, agent or lessee in a civil action by the City of Los Angeles.

Sec. 19. It shall be unlawful for any tow boat or vessel of any kind, to tow vessels, boats, barges, scows, logs, piles, timber or refuse matter of matter of any kind or description whatever within the limits of the harbor of the City of Los Angeles, with a tow line or hawser out from said boat longer than the Port Warden shall deem necessary. That every vessel of any and every kind and description whatever, shall be deemed a tow boat while towing astern any vessel, boat, barge, scow, logs, piles or any other craft or material or refuse matter whatever. That the regulations for towing prescribed in this section shall apply to all portions of Los Angeles Harbor inside the breakwater and to the outer end of said breakwater.

Sec. 20. Under emergency, in case of any vessel, boat, water craft, raft or other similar obstruction sinking or grounding or being unnecessarily delayed in any navigable waters aforesaid, in such manner as to stop, seriously interfere with or specially endanger navigation in the opinion of the Port Warden, the Port Warden shall have the right to take immediate possession of such vessel, boat, water craft, raft or other craft so far as to remove or destroy it, and to immediately clear the navigable water aforesaid of the obstruction thereby caused, using his best judgment to prevent any unnecessary damage to such craft aforesaid, and no one shall interfere with or prevent such removal or destruction. The Port Warden charged with the removal or destruction of any obstruction under this section may, in his discretion, give notice in writing to the master, owner or owners of any such obstruction, re-

quiring them to remove it. Provided, that the expense of removing any such obstruction as aforesaid shall be a charge against such craft and cargo, and if the owner thereof shall fail or refuse to reimburse the City of Los Angeles for such expense within thirty (30) days after notification, then the City of Los Angeles aforesaid may sell the craft or cargo, or any part thereof that may not have been destroyed in removal, and the proceeds of such sale, or so much thereof as may be necessary to reimburse the City of Los Angeles, for the expense of such removal, shall be paid into the treasury of the City of Los Angeles.

Sec. 21. Whenever the navigation of any navigable water within the corporate limits of the City of Los Angeles shall be obstructed or endangered by any vessel, boat, water craft, raft or other obstruction, which has existed for a longer period than ten (10) days or whenever the abandonment of such obstruction can be legally established in a less space of time, the vessel, boat, water craft, raft or other obstruction shall be subject to be removed, sold or otherwise disposed of by the City of Los Angeles at its discretion, without liability for any damage to the owners of the same.

Sec. 22. It shall be unlawful to tie up or anchor vessels or other craft in the Harbor of the City of Los Angeles in such manner as to prevent or obstruct the passage of other vessels or craft, or to voluntarily or carelessly sink, or cause to be sunk, vessels or other craft in the navigable waters of the City of Los Angeles; or to float loose timbers, logs or piles in the Harbor of the City of Los Angeles, in such manner as to obstruct, impede or injure navigation. And whenever a vessel or other craft is wrecked or sunk in the Harbor of the City of Los Angeles, accidentally or otherwise, it shall be the duty of the

owner of such sunken craft to immediately mark it by a buoy or beacon during the day and by a lighted lantern by night, and to maintain such mark until the sunken craft is removed. The neglect or failure of such owner so to do shall be unlawful; and it shall be the duty of the owner of such sunken craft to commence the immediate removal of the same, and to prosecute the removal diligently, and failure to do so shall be considered as an abandonment of such craft and shall subject the same to removal by the City of Los Angeles.

Sec. 23. It shall be unlawful to throw, discharge or deposit, or cause, suffer or procure to be thrown, discharged or deposited, either from or out of any ship, barge or other floating craft of any kind, or from the shore, wharf, manufacturing establishment or mill of any kind, any refuse matter of any kind or description whatever into the navigable waters of Los Angeles Harbor. And it shall be unlawful to discharge, or cause, suffer or procure to be deposited, material of any kind in any place, or on the banks of any navigable water where the same shall be liable to be washed into such navigable water, either by ordinary or high tides, or by storm floods or otherwise, whereby navigation within the corporate limits of the City of Los Angeles shall or may be impeded or obstructed. Provided that nothing herein shall extend to, or prohibit the operation in connection with the improvement of navigable waters, or construction of public works considered necessary and proper by the Board of Harbor Commissioners of the City of Los Angeles.

Sec. 24. Any master, pilot, engineer, or person acting in such capacity, respectively, on board of any vessel, who shall knowingly engage in towing any scow, boat or vessel, loaded with any material specified in Sec-

tion 23 of these rules and regulations, to any point or place of deposit or discharge in the Harbor of the City of Los Angeles or elsewhere within the limits defined and prohibited by the Port Warden of the City of Los Angeles, or who shall wilfully or carelessly injure or destroy any buoy, float or other public property in the Harbor of the City of Los Angeles, shall be liable for the pecuniary penalties specified in Section 34 of these rules and regulations, and in addition thereto, for the amount of damage done by said boat, vessel, scow, raft, or other craft. And said vessel, boat, scow, raft or other craft may be proceeded against by a suit in the name of the City of Los Angeles in any court having jurisdiction thereof.

Sec. 25. Oil, spirit or inflammable liquid shall not be pumped or discharged from any vessel or tank into the waters of the harbor.

Sec. 25. Oil, spirit or inflammable liquid to place or deposit any rubbish, refuse matter or articles of any offensive character, likely to create a nuisance, upon any wharf, or wharf road, or street leading to a wharf, except at the places and in the manner pointed out by the Port Warden.

Sec. 26-a. It shall be unlawful for any person to hitch, or to leave standing, or to cause or permit to be hitched or left standing, any animal, or to leave standing any automobile or other vehicle, or to stop, or cause to be stopped, any animal or automobile or other vehicle, within twenty (20) feet of any fire hydrant maintained by the City of Los Angeles on tide lands or other lands under the control and management of said Board of Harbor Commissioners, unless such animal is in charge of some person capable of driving the same, or unless such automobile or other vehicle is in charge of some person capable of driving or operating the same.

Sec. 26-b. It shall be unlawful for any person to stand, or leave standing, or to cause or permit to stand or to be left standing, any animal or vehicle upon the paved portions of those certain strips of tide lands at Los Angeles Harbor, under the control and management of said Board of Harbor Commissioners, and known as Regan Street, Ship Street, and Harbor Boulevard. [As amended by Order No. 370, adopted August 28, 1918.]

Sec. 26-c. It shall be unlawful for any person to hitch, or to leave standing, or to cause or permit to be hitched or left standing, any animal, or to leave standing any automobile or other vehicle, or to stop, or cause to be stopped, any animal, or automobile or other vehicle upon any wharf, or such portion of any wharf under the control and management of said Board of Harbor Commissioners, upon which said board shall erect and maintain a sign or signs giving notice that no parking is allowed upon such wharf or such portion thereof. [As amended by Order No. 496, adopted August 27, 1919.]

Sec. 27. It shall be unlawful for any person to throw, place or leave any dead animal or putrefying matter into or on any part of the harbor.

Sec. 28. All stray boats, timber or other articles found within the port shall be immediately delivered up to the Port Warden, in whose custody they shall remain until claimed by the proper owners, who shall pay all expenses thereon, including a charge for keeping and storing same. If such articles are not claimed within ninety (90) days, they may be sold in the manner provided by law.

Sec. 29. The Port Warden, or any member of the Board of Harbor Commissioners is hereby authorized to enter upon and inspect any vessel to ascertain the kind and character of merchandise or cargo thereon, or her con-

dition in any respect, or the condition of her crew and no person shall hinder or molest such officer or refuse to allow him to enter upon any vessel for any purpose specified in this section.

Sec. 30. It shall be the duty of the Port Warden to inspect the harbor daily and to report any violation of these rules and regulations or any city ordinance, or any law respecting the use of wharves, docks, landings and vessels in the harbor, to the proper authorities of the City of Los Angeles, the United States or the State of California, as the case may be to be acted upon as provided by law in cases where he is not empowered by these rules and regulations to act himself.

Sec. 31. It shall be the duty of the Port Warden to enforce the provisions of these rules and regulations, and in that behalf he shall have the power of a regular police officer of the City of Los Angeles, including the power to make arrests for the violation of any of the provisions of these rules and regulations and shall be furnished with a regulation police badge by the Chief of Police of the City of Los Angeles.

Sec. 32. It shall be the duty of the Port Warden on the second day of each month to file with the Board of Harbor Commissioners a report showing the business done at the harbor for the preceding month, giving the name of the vessel, the port from which such vessel comes or to which it is going, the name of the captain, the draft coming in and going out, and the net registered tonnage of each vessel brought into the harbor by the Municipal pilots, and the wharf at which such vessel took on or discharged its cargo.

Sec. 33. It shall be unlawful for any boat utilizing a public landing at which no dockage is charged to remain at such landing for a

period longer than three minutes consecutively without the permission of the Port Warden.

Sec. 34. Any person, firm or corporation who shall violate or who shall knowingly aid or abet a violation of any of the provisions of these rules and regulations shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punishable by a fine in any sum not exceeding five hundred dollars (\$500), or by imprisonment in the city jail for not more than one hundred and eighty (180) days, or by both such fine and imprisonment.

Sec. 35. The Secretary of the Board of Harbor Commissioners of the City of Los Angeles shall certify to the adoption of this resolution by said Board of Harbor Commissioner, and the same shall be published once in the Los Angeles Daily Journal, and thereupon and thereafter this resolution shall take effect and be in force.

I hereby certify that the foregoing resolution was adopted by the Board of Harbor Commissioners at its meeting December 23, 1913, by the following vote:

Ayes: C. M. Gordon, Jno. P. Gilmer, F. T. Woodman.

Noes: None.

CLARENCE H. MATSON,  
Secretary of the Board of Harbor Commissioners of the City of Los Angeles.

**PENALTY FOR VIOLATING  
HARBOR RULES AND  
REGULATIONS**

**Ordinance No. 23,955**

(New Series.)

An Ordinance relating to the violation of rules and regulations prescribed by the Board of Harbor Commissioners, and providing the penalty for such violation.

The Mayor and Council of the City of Los Angeles to ordain as follows:

Section 1. It shall be unlawful for any person, firm or corporation to violate any provisions of any rule or regulation made and adopted by the Board of Harbor Commissioners of the City of Los Angeles, regarding the use or control of the water front or the other navigable water within the limits of the City of Los Angeles, or to the anchoring, mooring, towing docking or landing of vessels therein, or respecting pilotage or towage, or the use of wharves, or to the loading or discharging of cargoes of vessels in Los Angeles Harbor or other navigable waters within the limits of said city, or to any other matter with regard to which said Board of Harbor Commissioners has the power to make and establish rules and regulations under the provisions of the charter of said City of Los Angeles.

Sec. 2. Any person, firm or corporation who shall violate any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not more than five hundred dollars, or by imprisonment in the city jail for a period not exceeding six months, or by both such fine and imprisonment.

Sec. 3. The City Clerk shall certify to the passage of this ordinance, and cause the same to be published once in The Los Angeles Daily Journal.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles of December 4, 1911, and was passed at its meeting of December 19, 1911.

LORIN A. HANDLEY,  
City Clerk.

By D. M. Carroll, Deputy.  
Approved December 20, 1911.

GEO. ALEXANDER,  
Mayor.

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