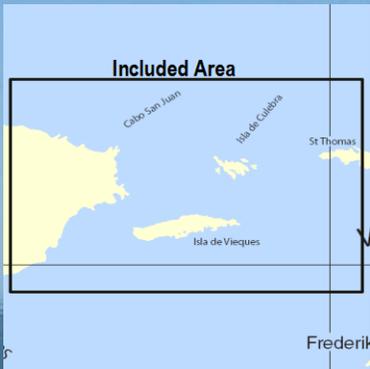


BookletChart™

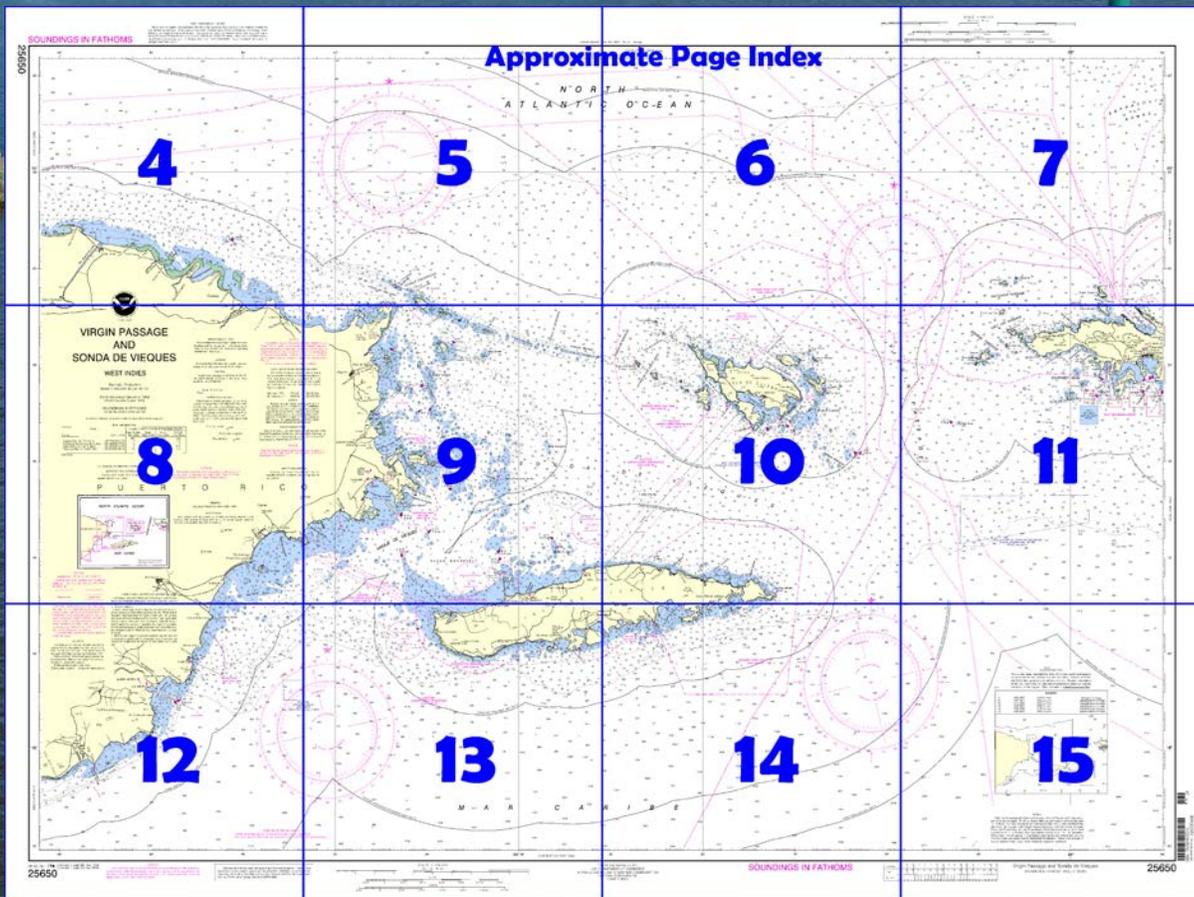
Virgin Passage and Sonda de Vieques NOAA Chart 25650



*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

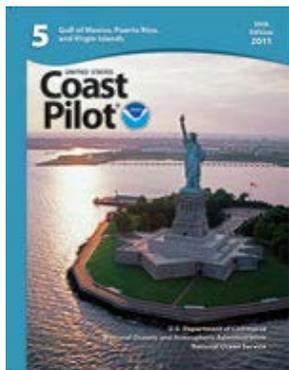
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25650>.



(Selected Excerpts from Coast Pilot)

The **N coast** of Puerto Rico from San Juan to Cabo San Juan trends in an E by S direction for 30 miles. The coast is indented by coves with reefs and rocky islets extending 0.5 to a mile offshore; breakers show at many of the reefs. Dangers will be avoided by staying 2 miles or more offshore.

Punta Vacía Talega, 12 miles E of San Juan, is a 60-foot-high ridge with low bluffs at the water's edge. **Rio Grande de Loiza**, 14 miles E of San Juan, shows

as a wide gap in the trees. It is the largest river in Puerto Rico but cannot be entered because of the sandbar across the entrance.

A rocky patch with a least depth of 2½ fathoms is 1.5 miles N of **Punta Picua**, 21 miles E of San Juan. The patch is marked by a lighted buoy. **Las Cucarachas**, a group of rocks up to 15 feet high, a mile N of Cabo San Juan, lie at the NW end of the chain. A light is shown from a skeleton tower, with a green and white diamond-shaped daymark, on a cylindrical concrete base on one of the rocks. A shoal with depths of 14 to 30 feet extends 0.9 mile NW of the light and a rock awash is 0.2 mile from the light in the same direction.

Pasaje de San Juan, between Cabo San Juan and Las Cucarachas, is 0.7 mile wide and has depths of 32 to 65 feet. The passage is one of the principal channels leading into Sonda de Vieques.

Los Farallones, a group of rugged bare rocks 30 feet high, are 0.8 mile E of Las Cucarachas. Deep water is close to the N and W sides of the rocks, but a shoal with several bare rocks extends to Cayo Icacos. A reef on which the sea breaks is 0.2 mile S of Los Farallones and continues about 0.4 mile W from the NW end of Cayo Icacos. The W end of the reef should be given a berth of 300 yards or more.

Cayo Icacos, 1.3 miles E of Cabo San Juan and the second largest of the chain, is a 40-foot hummocky island. A small wharf and buildings of a former limestone quarry are near the SW point of the island. A prominent tower is in about the center of the island.

Sonda de Vieques extends from the E coast of Puerto Rico to Virgin Passage between the chain of islands and reefs including Isla de Culebra on the N and Isla de Vieques on the S. The sound is about 20 to 22 miles long and from 8 to 15 miles wide. The E part is clear with depths of 7 to 17 fathoms, except for Bajos Grampus SE of Isla de Culebra. The W part has numerous shoals and reefs extending as much as 8 miles off the E coast of Puerto Rico.

A **danger area** for aerial gunnery and bombing extends about 6.5 miles N and 4 miles SW of Isla de Culebra. (See **334.1460**, chapter 2, for limits and regulations.) In 2007, it was reported that this area is no longer used for bombing and gunnery target exercises.

Explosives anchorages are in Sonda de Vieques N of Isla de Vieques. (See **110.1** and **110.245**, chapter 2, for limits and regulations.) In 2009, it was reported this area is no longer used for Naval weapons practices.

Bajo Blake, 2 miles E of Isla Palominos, is 0.4 mile in diameter and has a least depth of 20 feet. The S side is marked by a buoy.

Bajo Hodgkins, 7 miles SE of Isla Palominos, is a narrow 0.8-mile-long ridge with a least depth of 27 feet.

The area between Bajo Hodgkins and the E coast of Puerto Rico is full of shoals and should be used only with local knowledge. Many of the shoals have rocks awash or reefs on which the sea breaks while others have rocks that show 1 to 15 feet.

Anchorages.—Deep-draft vessels can find good anchorage in 28 to 60 feet during ordinary weather in **Rada Fajardo**, in the NW end of Sonda de Vieques between Cabo San Juan and Isla Palominos.

Isla de Vieques, 6 miles off the nearest point of the E coast of Puerto Rico, forms the S side of Sonda de Vieques. It is 18 miles long E and W and 3.5 miles wide near its middle. A range of hills extends the entire length of the island with a prominent hill at each end—**Monte Pirata** near its W end and **Cerro Matias Jalobre**, 3 miles from the E end. The island is wooded in places, especially its E half and around Monte Pirata.

Naval restricted areas extend 1,500 yards offshore around the W part of the island. (See **334.1480**, chapter 2, for limits and regulations.) In 2009, it was reported this area is no longer used for Naval weapons practices.

Explosives anchorages are off the N and W coasts of the island.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Dec. 03/1
Corrected through LNM Nov. 22/1

HEIGHTS

Heights in feet above Mean High Water.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:100,000 at Lat 18° 15'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION

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

CAUTION

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

NOTES

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

San Juan, P.R. WXJ-69 162.400 MHz
St. Thomas, V.I. WXM-96 162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

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

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

--- Pipeline Area --- Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

CAUTION

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of unexploded ordnance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.157" southward and 1.420" eastward to agree with this chart.

POLLUTION REPORTS

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

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

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

COLREGS, 80 728a (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24 nautical mile Contiguous Zone and the 200 nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	PLACE			
		(LAT./LONG.)	Mean Higher High Water	Mean High Water	Mean Low Water
Punta Mulás, Isla de Vieques	feet	(18°09'N/65°26'W)	1.1	0.9	0.1
Ensenada Florida, Isla de Culebra	feet	(18°18'N/65°17'W)	1.0	0.8	0.1
Playa de Fajardo, Puerto Rico	feet	(18°20'N/65°38'W)	1.6	1.3	0.2
Magens Bay, St. Thomas Is.	feet	(18°22'N/64°55'W)	1.4	1.2	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Nov 2011)

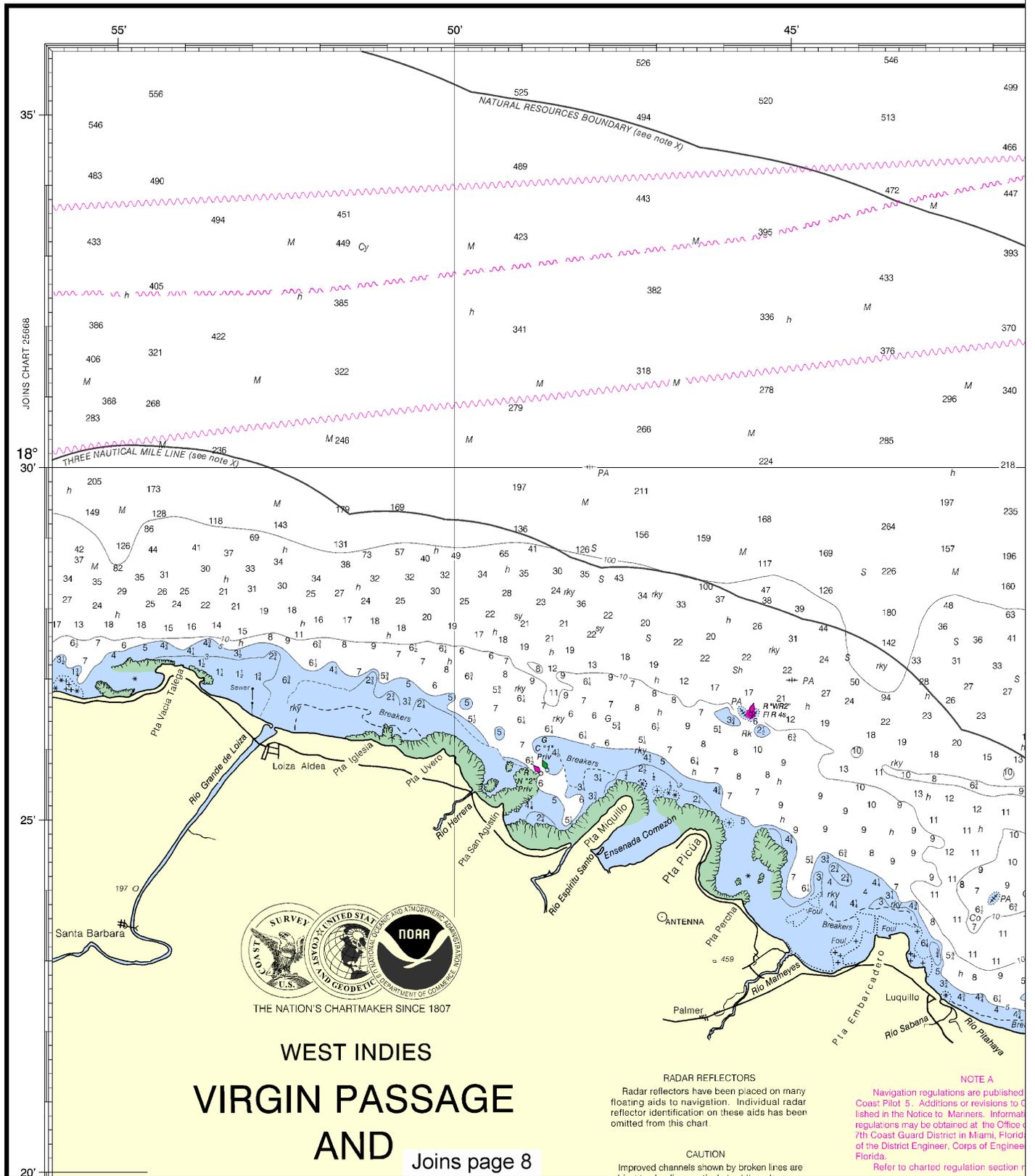
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

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SOUNDINGS IN FATHOMS

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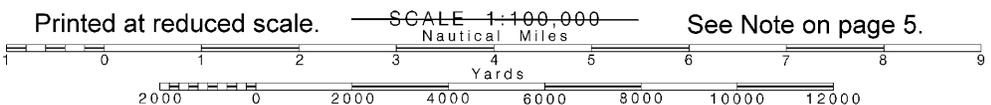


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Joins page 8

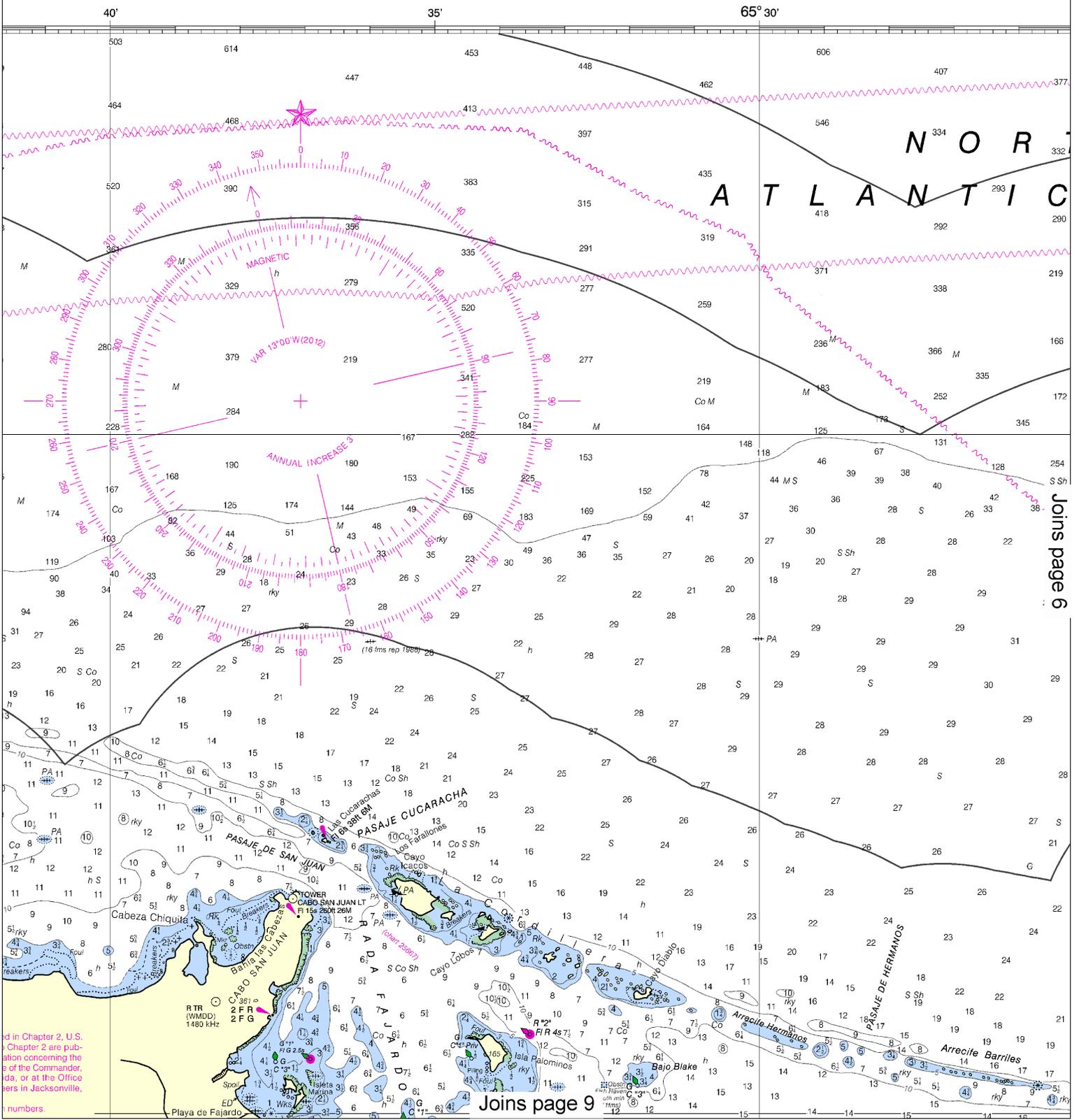
4

Note: Chart grid lines are aligned with true north.



COLREGS, 80.728a (see note A)
ations for Preventing Collisions at Sea, 1972.
this chart falls seaward of the COLREGS Demarcation Line.

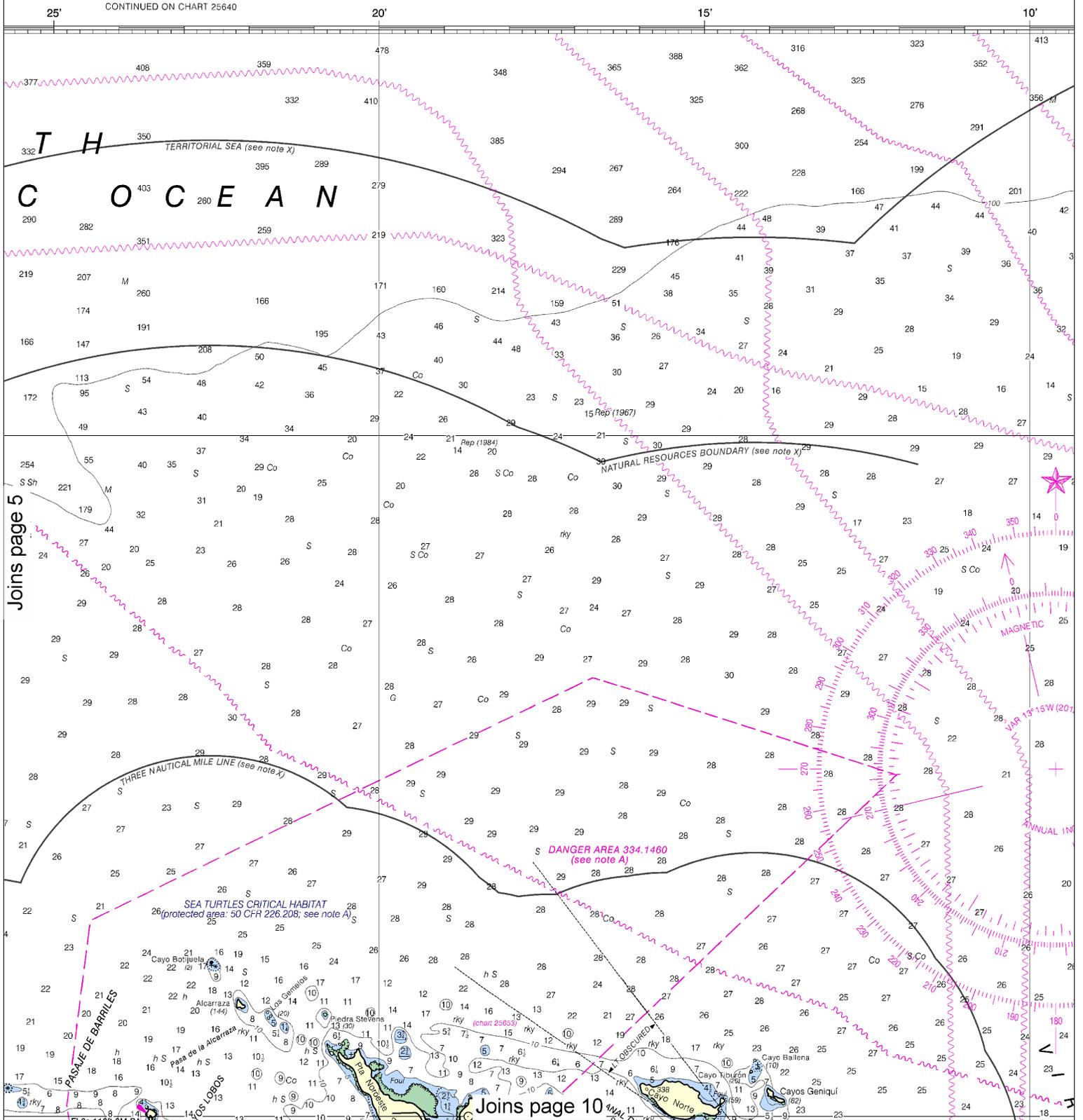
Formerly C&GS 904, 1st Ed



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Chapter 2 are publi-
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numbers.

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:142857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

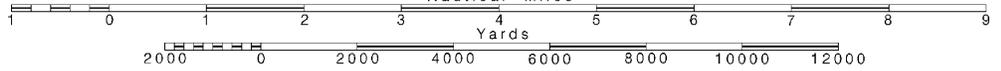


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES VIRGIN PASSAGE AND SONDA DE VIEQUES

Mercator Projection
Scale 1:100,000 at Lat 18° 15'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Punta Mulas, Isla de Vieques	(18°09'N/65°26'W)	1.1	0.9	0.1
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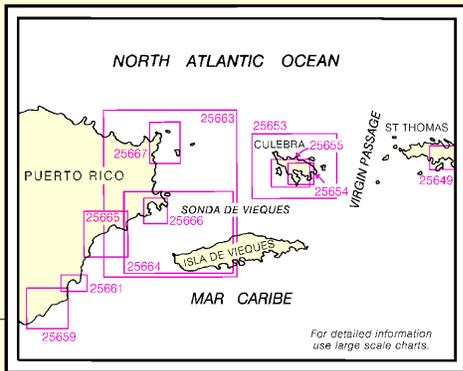
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Nov 2011)

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

P U E R T O R I C O

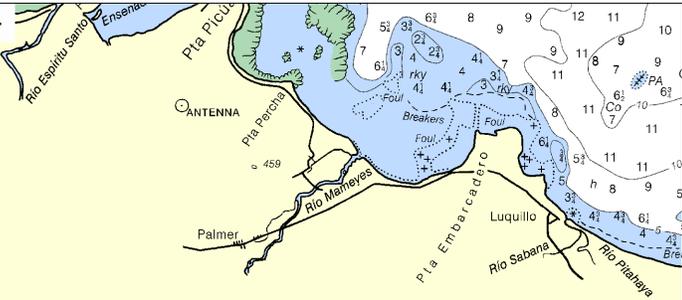


CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions are shown as found from charted locations. For detailed information see U.S. Coast Pilot 5 or moved.



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

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

CAUTION

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

Roca El Yunque

03484

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.157' southward and 1.420' eastward to agree with this chart.

Pico del Oeste 03486

Sierra de Luquillo

Pico del Este 03488

WARNING

The prudent mariner will not rely solely on a single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published Coast Pilot 5. Additions or revisions to published in the Notice to Mariners. Information regulations may be obtained at the Office of the District Engineer, Corps of Engineers, Florida. Refer to charted regulation section 9.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations below provide continuous weather information. The reception range is typical nautical miles from the antenna site as much as 100 nautical miles for high elevations.

San Juan, P.R. WXJ-69 1
St. Thomas, V.I. WXM-96 1

NOTE S

Regulations for Ocean Dumping contained in 40 CFR, Parts 220-229 information concerning the regulatory requirements for use of the sites may be obtained from the Environmental Protection Agency. See U.S. Coast Pilots appendix for EPA offices. Dumping subsequent to dates may have reduced the depths of the sites.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 to the nearest U.S. Coast Guard facility if communication is impossible (33 CFR 153).

NOTE B

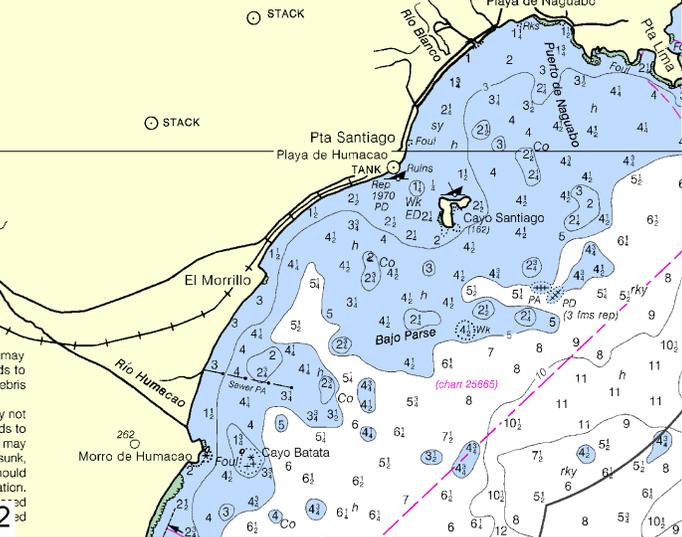
CAUTION
Mariners are cautioned against dredging, or trawling within the area of dashed magenta lines due to the presence of unexploded ordnance.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning navigation.

HEIGHTS
Heights in feet above Mean High Water.

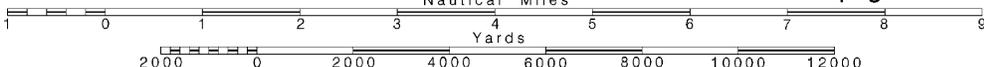
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



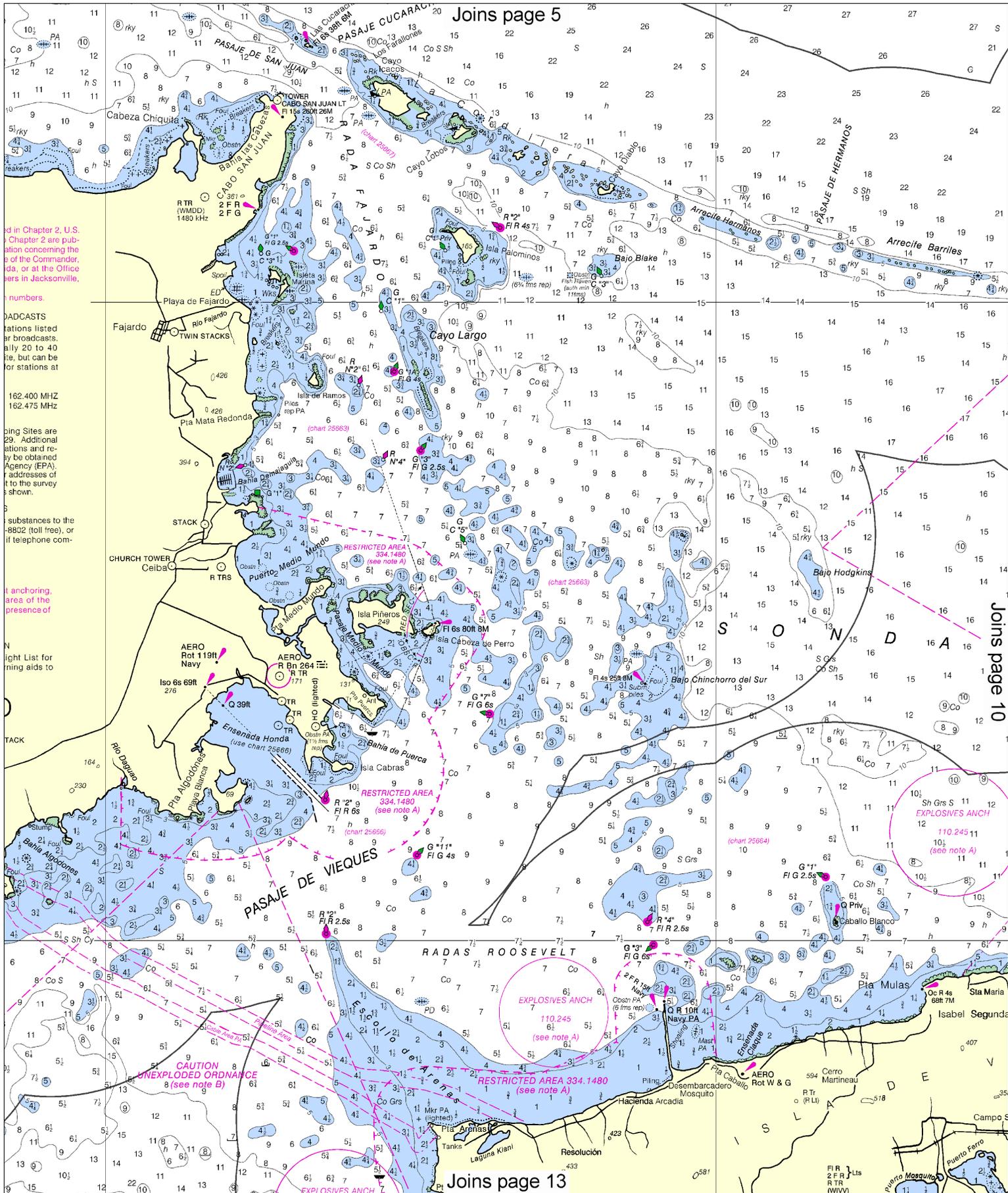
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



Note: Chart grid lines are aligned with true north.



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numbers

BROADCASTS
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162.400 MHz
162.475 MHz

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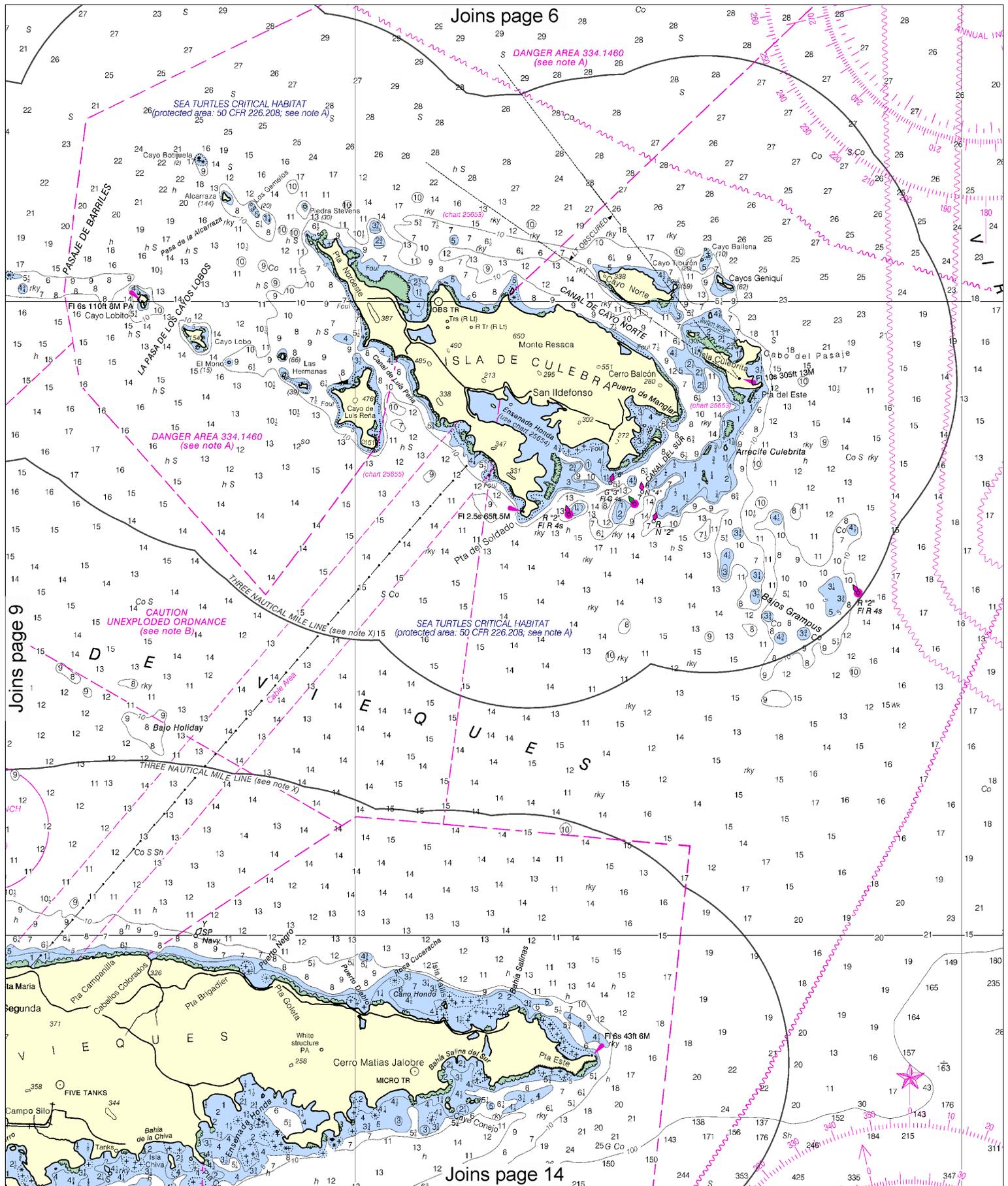
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CAUTION UNEXPLODED ORDNANCE (see note B)



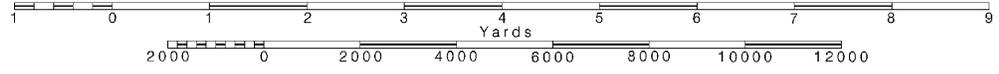
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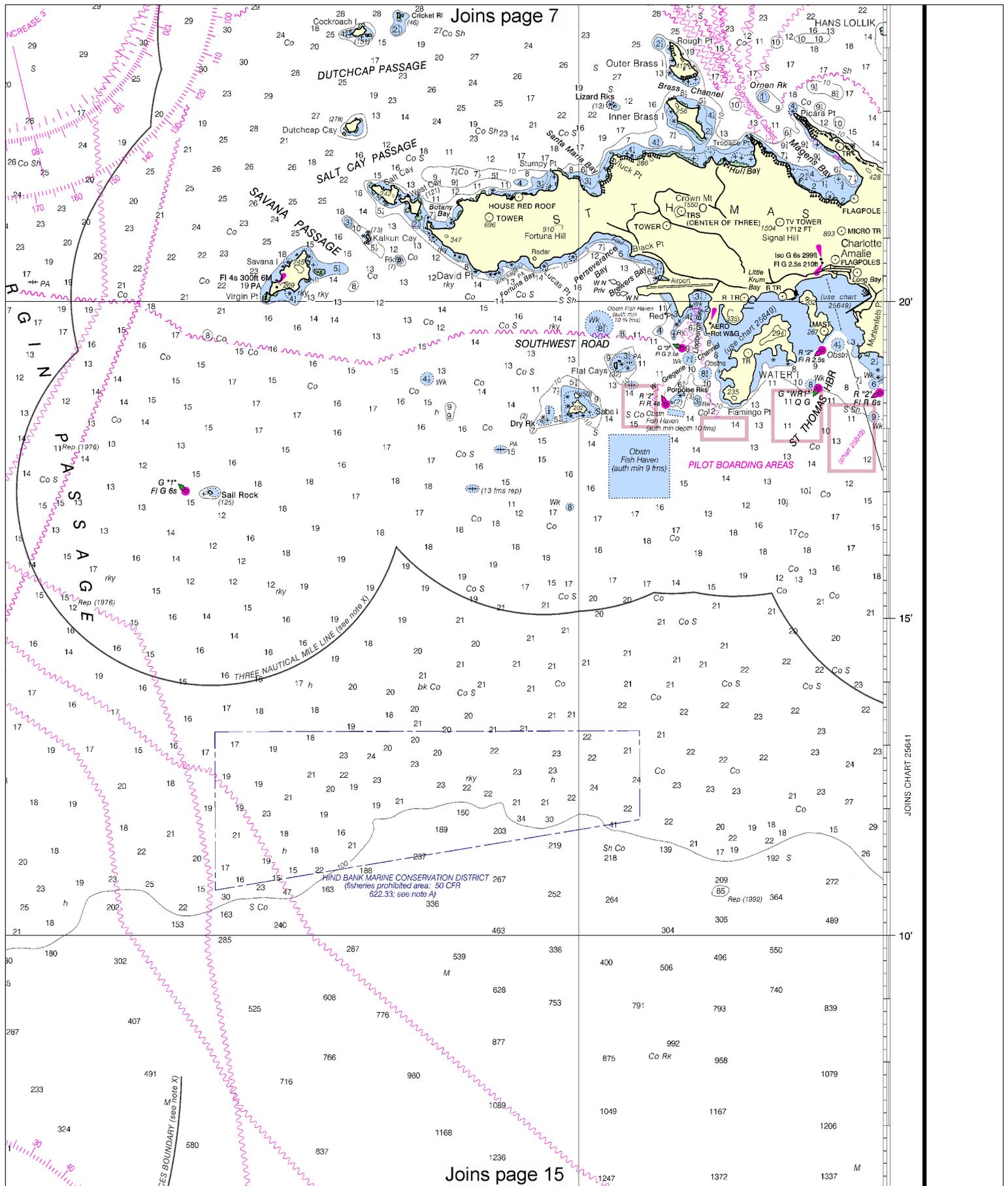
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





JOINS CHART 25641

MAR CARIBE

For detailed information use large scale charts.

10'
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18'
55'

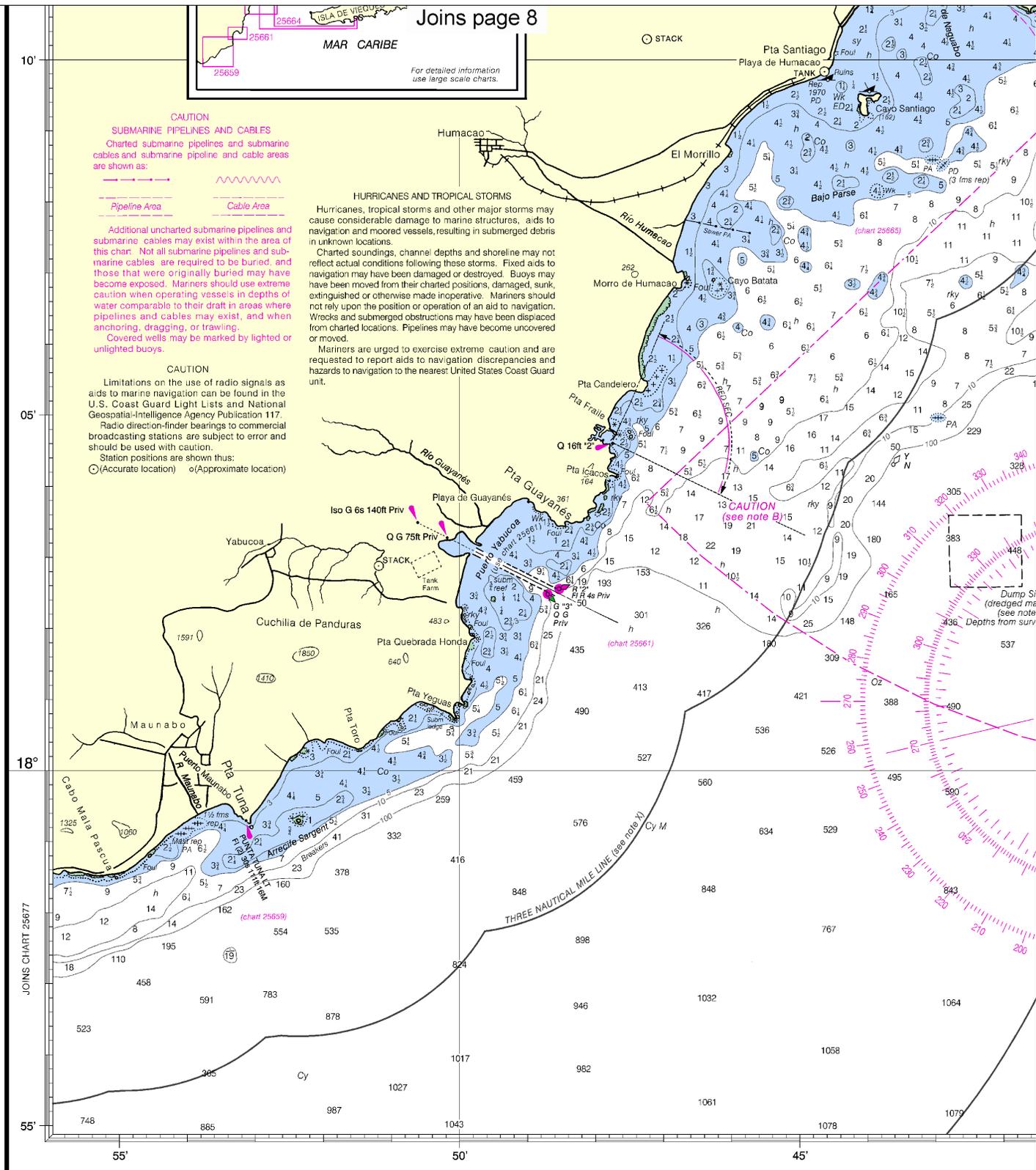
CAUTION
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CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



36th Ed., Dec./ 11 ■ Corrected through NM Dec. 03/11
Corrected through LNM Nov. 22/11
25650

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nautilcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CSD), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

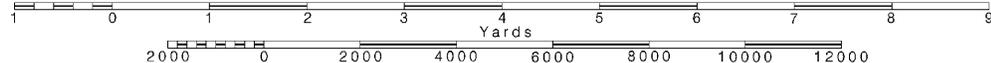
12

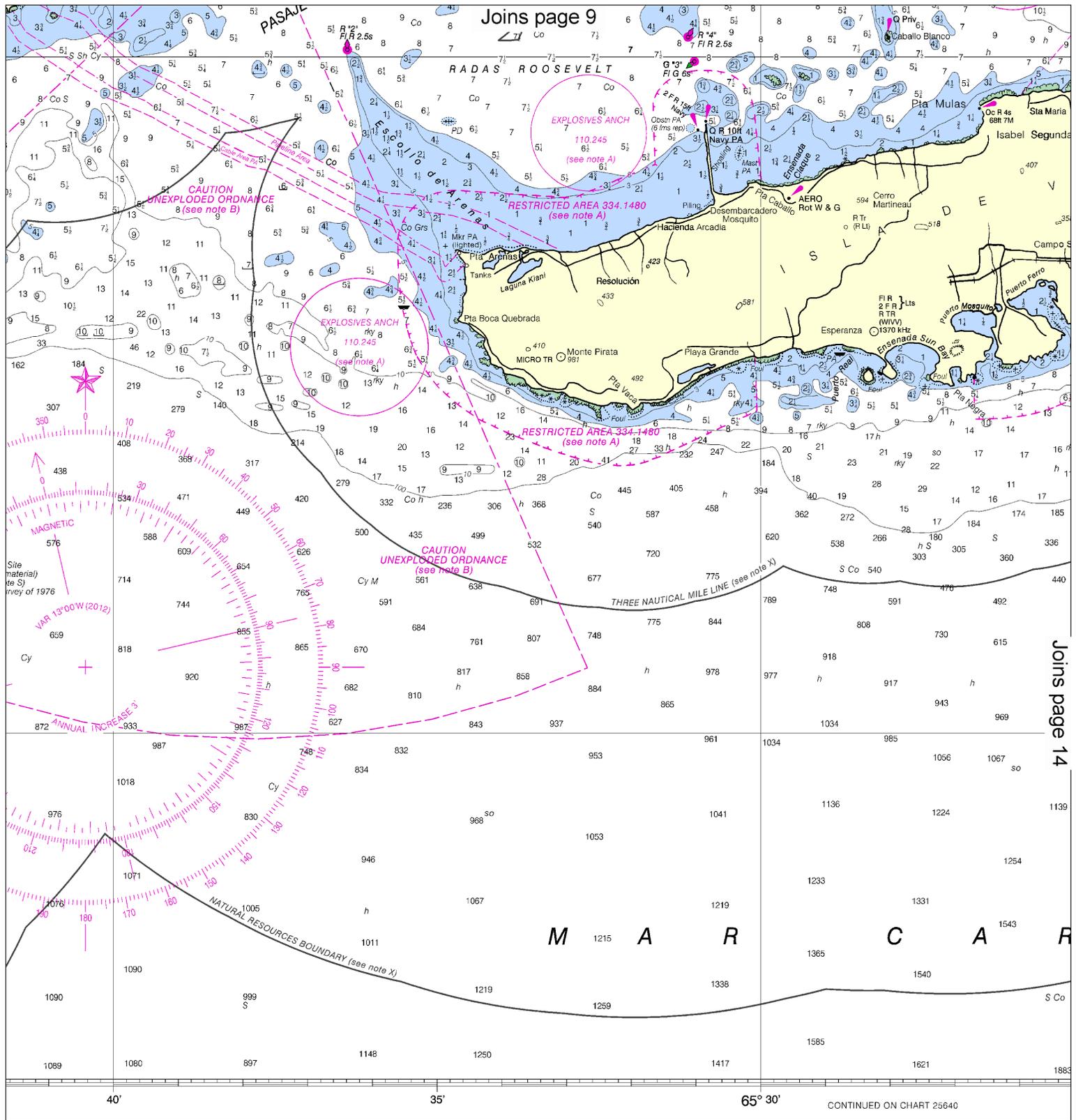
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





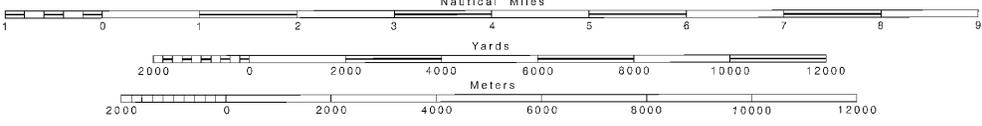
Joins page 14

MARRACAS

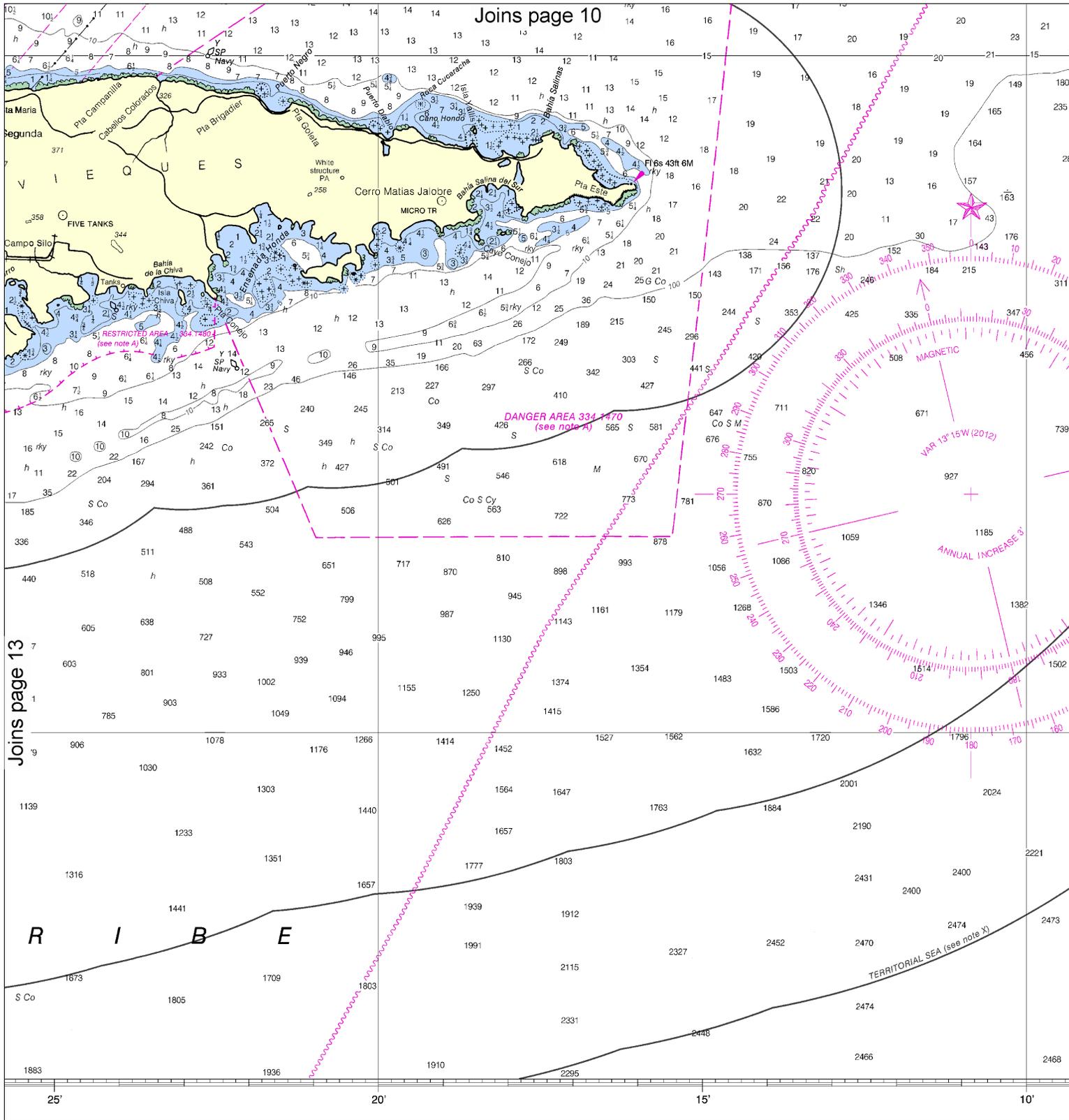
40' 35' 65° 30'

CONTINUED ON CHART 25640

SCALE 1:100,000



Publsh U.S. DEPA NATIONAL OCEANIC & NATIC



Joins page 13

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

SOUNDINGS IN FATHOMS

FATHOMS
FEET
METERS

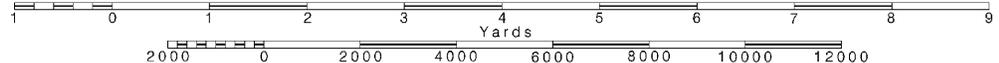
14

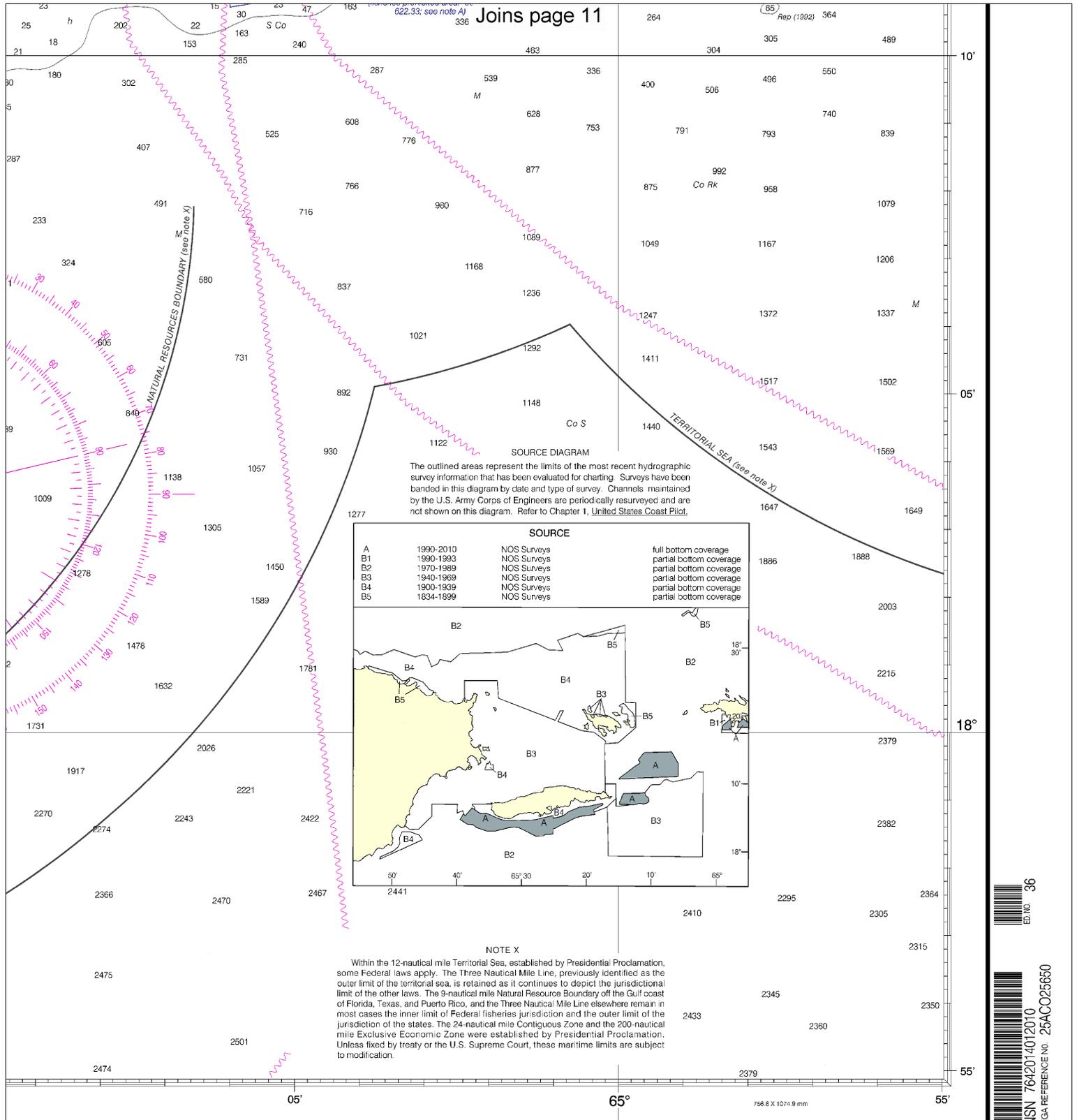
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

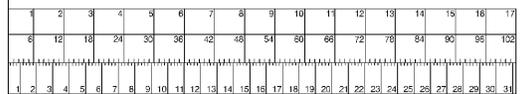
See Note on page 5.





Virgin Passage and Sonda de Vieques
SOUNDINGS IN FATHOMS - SCALE 1:100,000

25650





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – **Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.**

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

