

BookletChart™

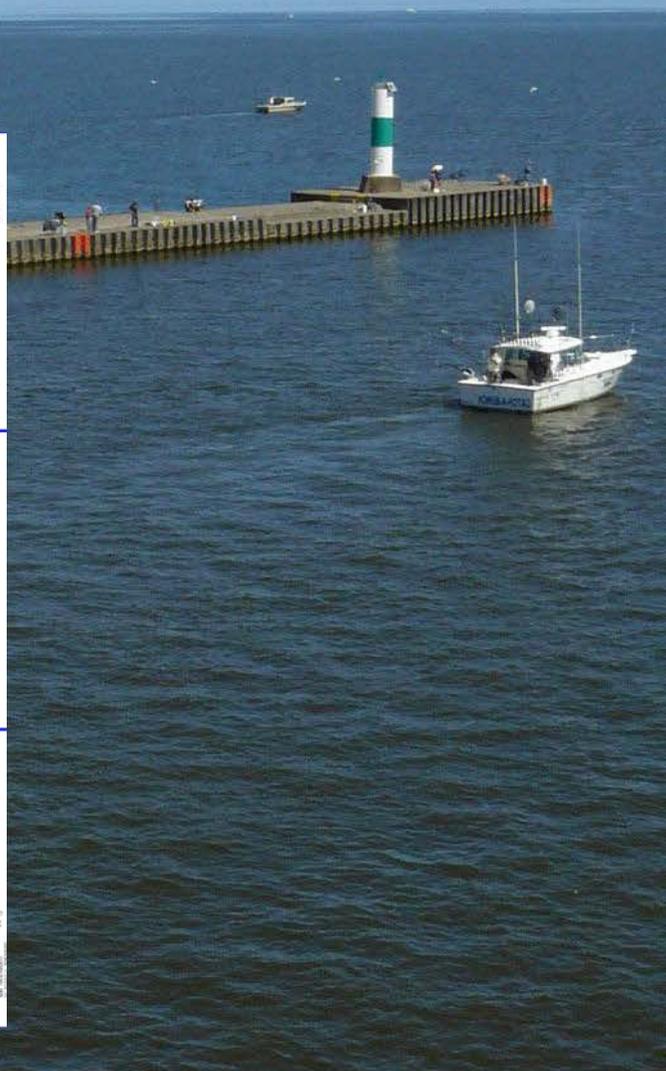
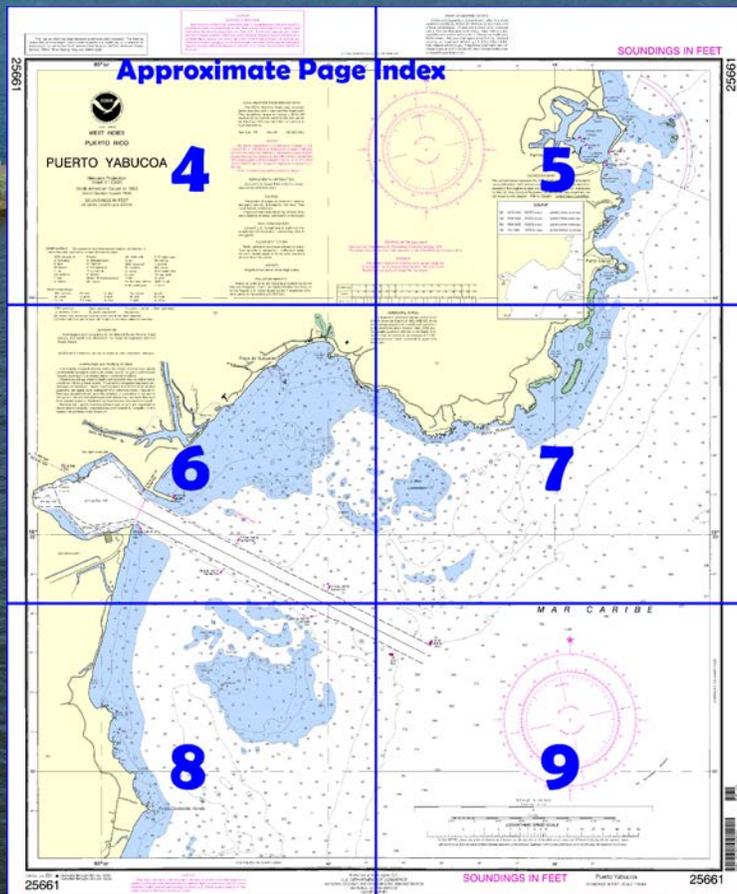
Puerto Yabucoa NOAA Chart 25661



*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.

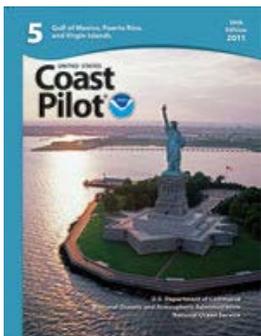
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25661>.



(Selected Excerpts from Coast Pilot)

Palmas del Mar, 21 miles SSW of Cabo San Juan Light, is a small-craft harbor enclosed by a breakwater. The entrance to the harbor is marked by private lights. A marina on the W side of the harbor provides berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies. A 50-foot marine railway and a 35-ton hoist can handle vessels for hull and engine repairs. It is reported that strong easterly winds cause breaking seas in the harbor entrance and

surge inside the harbor.

Puerto Yabucoa, 23.5 miles SW of Cabo San Juan Light and 6 miles NE of Punta Tuna Light, is an open bay with numerous reefs and sunken rocks

with depths of less than 5 feet between rocky **Punta Guayanes** on the N and **Punta Quebrada Honda** on the S. The port is the site of a deep-draft oil-handling facility. Large tankers call here to deliver crude petroleum and load petroleum and petrochemical products.

Channels.—A privately dredged 500-foot channel leads from deepwater to a turning basin and petroleum wharf. A jetty extending about 200 yards from the NE side of the basin entrance is marked by a light. The channel is marked by private lighted buoys, lights, and a **296°50'** lighted range. In 1976-1981, the controlling depth was 34 feet (49 feet at midchannel), thence 43 to 50 feet in the basin except for shoaling along the edges; in 1971, 25 feet was available in the smaller basin to the W of the main basin. In 1983, shoaling was reported in the vicinity of the turning dolphin in the N part of the main basin.

The storage tank farm and several tall stacks are conspicuous NW of the turning basin.

Anchorage.—A suitable anchorage is available for several deep-draft vessels SE of Punta Guayanes.

Dangers.—The area seaward of the dredged channel is relatively open and free from dangers, but care should be exercised in approaching the channel as depths shoal extremely rapidly at the channel entrance. Outcrops of hard seafloor material exist close to the edges of the channel; give the edges of the channel a good berth. A shoal area that is partially bare with breakers is 0.5 mile SW of the channel. Prevailing winds from ESE cause a good swell in the basin most of the time.

Pilotage, Puerto Yabucoa.—See Pilotage, Puerto Rico (indexed as such) early this chapter. Local pilots are available. Pilots board in-bound vessels about one mile seaward of the channel entrance.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Harbor regulations.—Local regulations are enforced by the local Commonwealth Captain of the Port.

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

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

Corrected through NM Jul. 10/04
Corrected through LNM Jun. 22/04

HEIGHTS

Heights in feet above Mean High Water.

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.

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.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides 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, PR WXJ-69 162.400 MHz

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 7.149' southward and 1.414' eastward to agree with this chart.

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.

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).

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.

AUTHORITIES

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

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.

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.

COLREGS, 80.738 (see note A)

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

CAUTION CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
⊥1 Wreck, rock, obstruction, or shoal	⊥21 Wreck, rock, obstruction, or shoal		
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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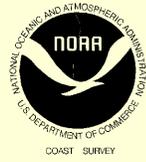
Formerly C&GS 918, 1st Ed., Sep

25661

65° 50'

49'

50'



WEST INDIES
PUERTO RICO

PUERTO YABUCOA

Mercator Projection
 Scale 1:10,000
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides 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.
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SUPPLEMENTAL INFORMATION
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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.

HEIGHTS
 Heights in feet above Mean High Water.

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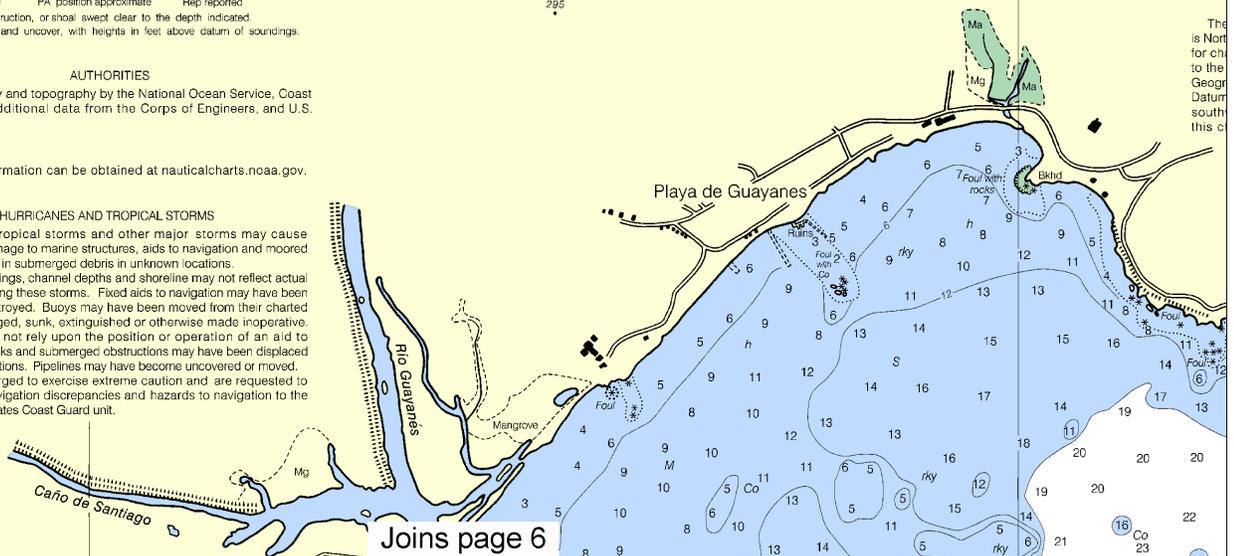
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|-------------------|--------------------------|------------------------|---------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT LHO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St: M statute miles |
| DIA diaphone | m minutes | Q quick | VO very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:**
- | | | | | |
|--------------|-----------|---------|-------------|-----------|
| Bds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Miscellaneous:**
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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

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FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



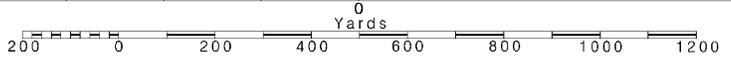
Joins page 6

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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



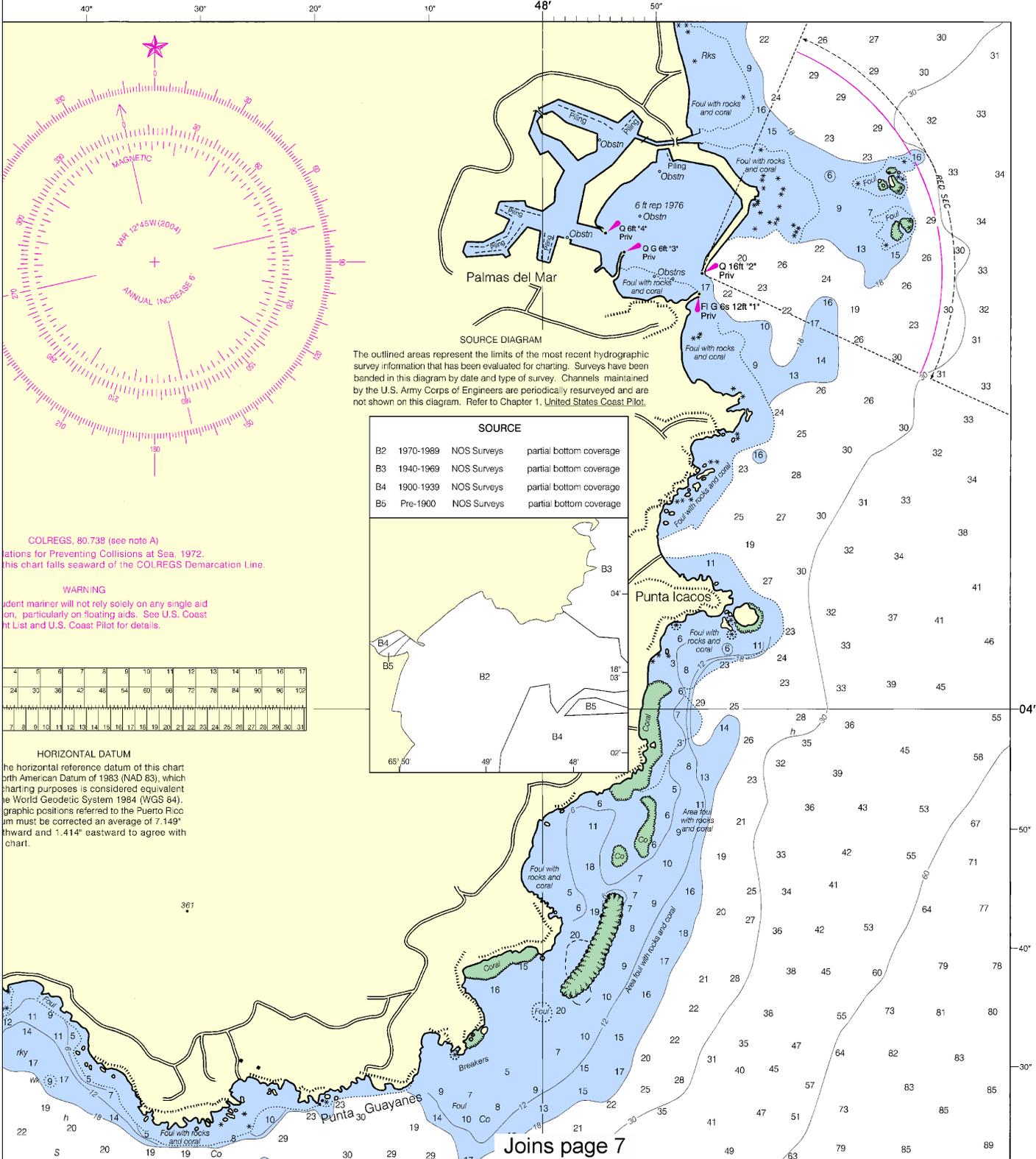
PRINT-ON-DEMAND CHARTS

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 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

NO 1905 KAPP 392

SOUNDINGS IN FEET

25661



Joins page 7

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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- | | | | |
|-------------------|--------------------------|------------------------|----------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| A/ alternating | IG interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LI lighthouse | OC occulting | SEC sector |
| C can | M nautical mile | Or orange | St. M. statute miles |
| DIA diaphane | m minutes | Q quick | VO very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| FI flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
-
- | | | | |
|-------------------------|-----------|---------|-------------|
| Bottom characteristics: | | | |
| Bds boulders | Co coral | gy gray | Oys oysters |
| bk broken | G gravel | h hard | so soft |
| Cy clay | Grs grass | M mud | Sh shells |
| | | | sy sticky |
-
- | | | | |
|--|-------------------------|----------------------|----------------|
| Miscellaneous: | | | |
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
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| (1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated. | | | |
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International Regula
The entire area of th

The prud
to navigation
Guard Light

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

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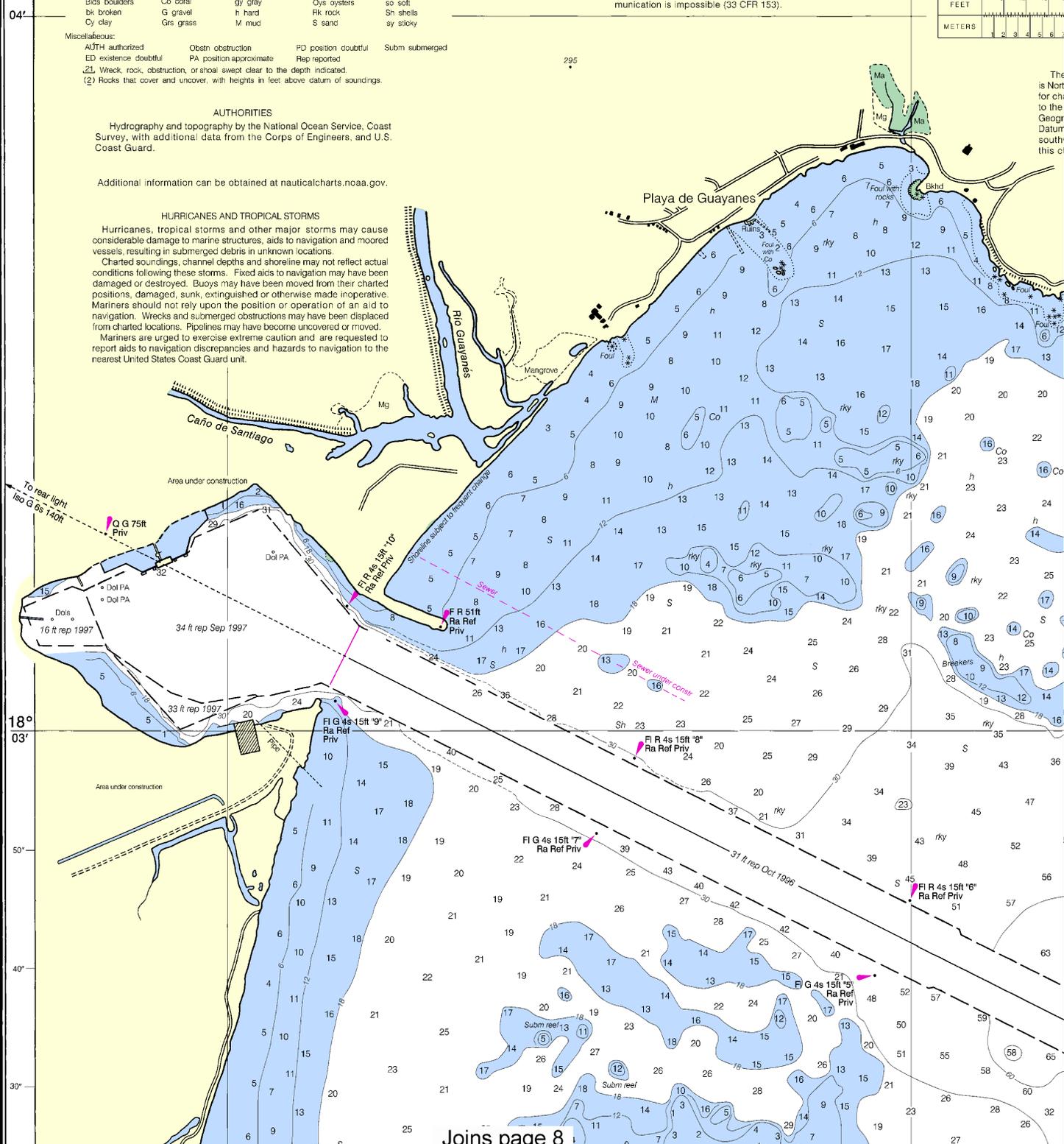
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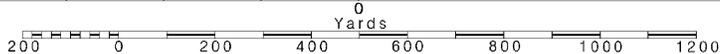


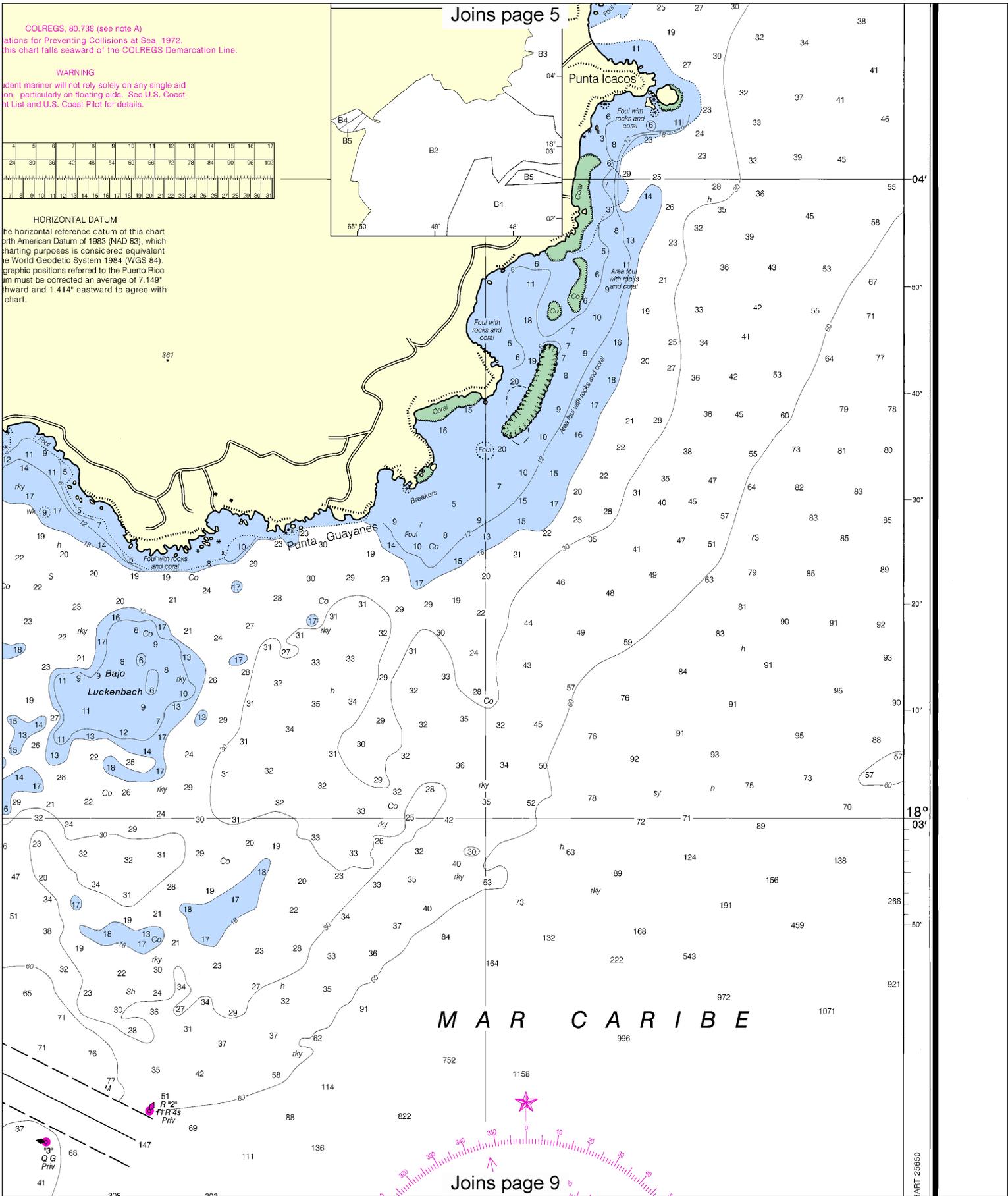
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

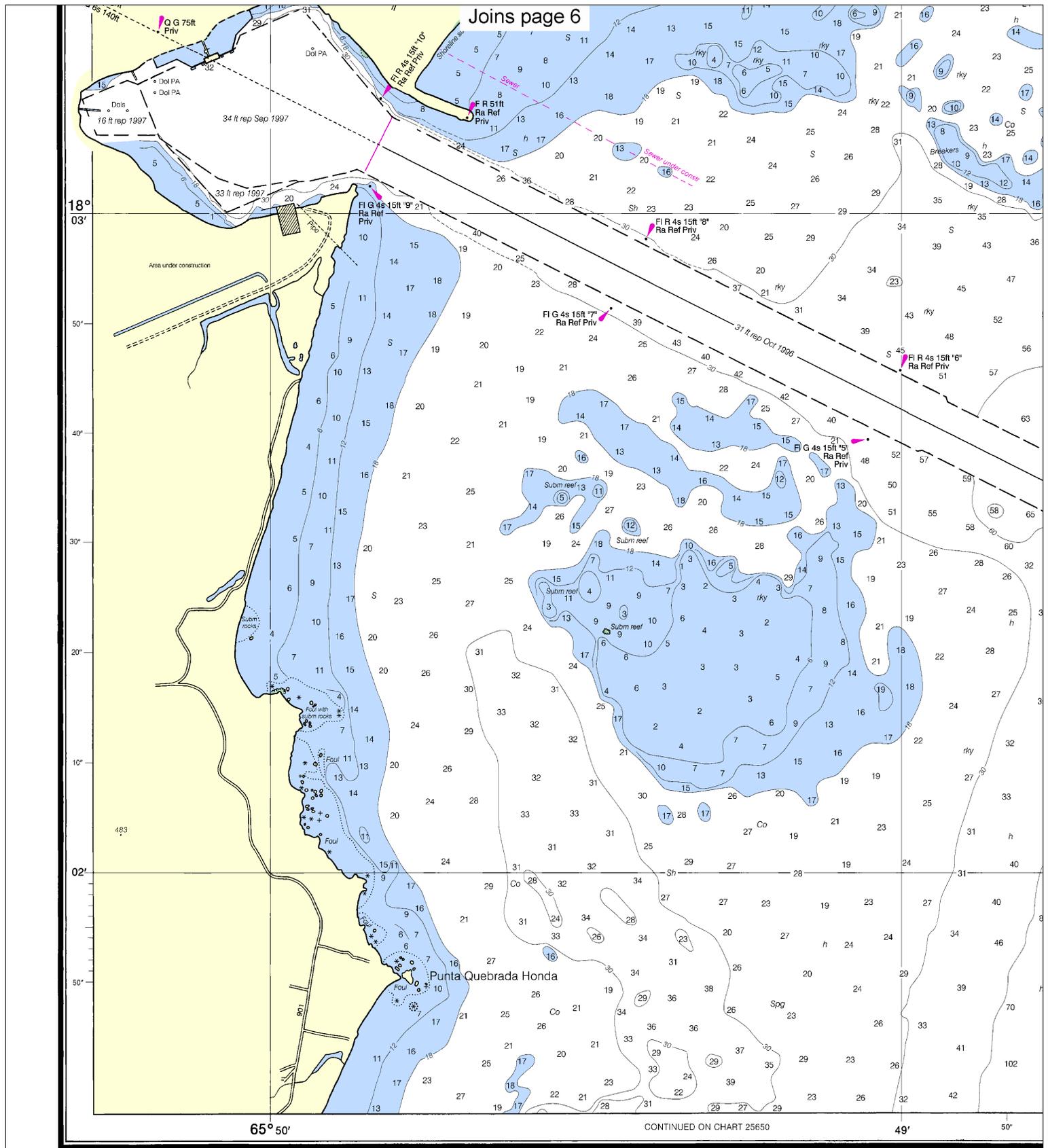
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This Booklet Chart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4712 11/24/2012,
 Canadian Coast Guard Notice to Mariners: n/a.





12th Ed., Jul./04 ■ Corrected through NM Jul. 10/04
 Corrected through LNM Jun. 22/04

25661

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.

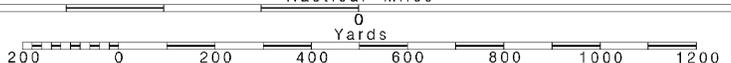
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 U.S. DEPARTMENT OF
 NATIONAL OCEANIC AND ATMOSPHERIC
 NATIONAL OCEANIC AND ATMOSPHERIC
 COAST GUARD



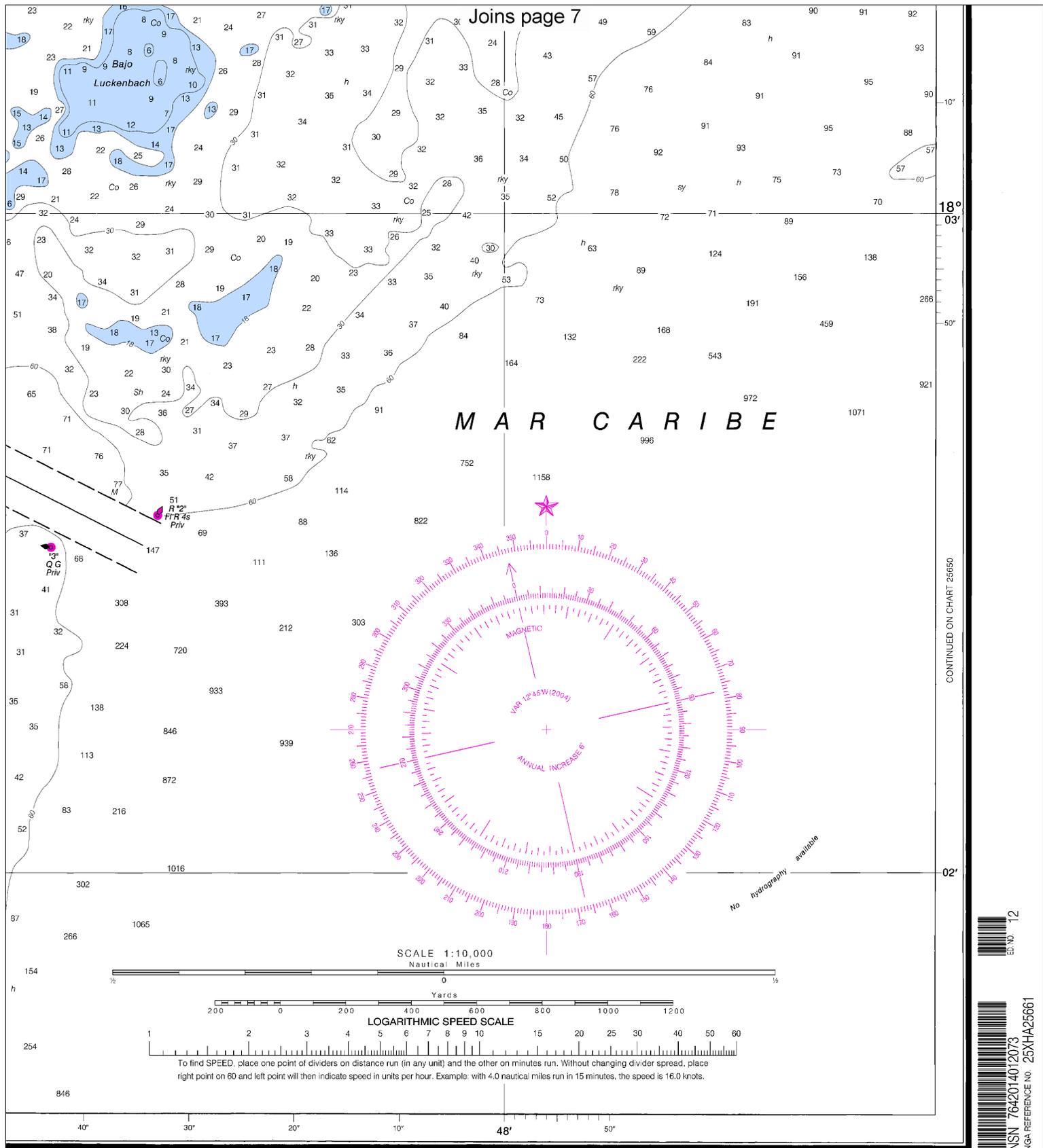
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



Joins page 7



18° 03' 10" 50" 02'

M A R C A R I B E

SCALE 1:10,000

Nautical Miles

Yards

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

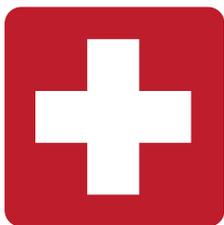
Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

SOUNDINGS IN FEET

Puerto Yabucoa
SOUNDINGS IN FEET - SCALE 1:10,000

25661





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>



— For the latest news from Coast Survey, follow @nauticalcharts



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.

