

# BookletChart™



## *Pasaje de San Juan to Puerto de Humacao*

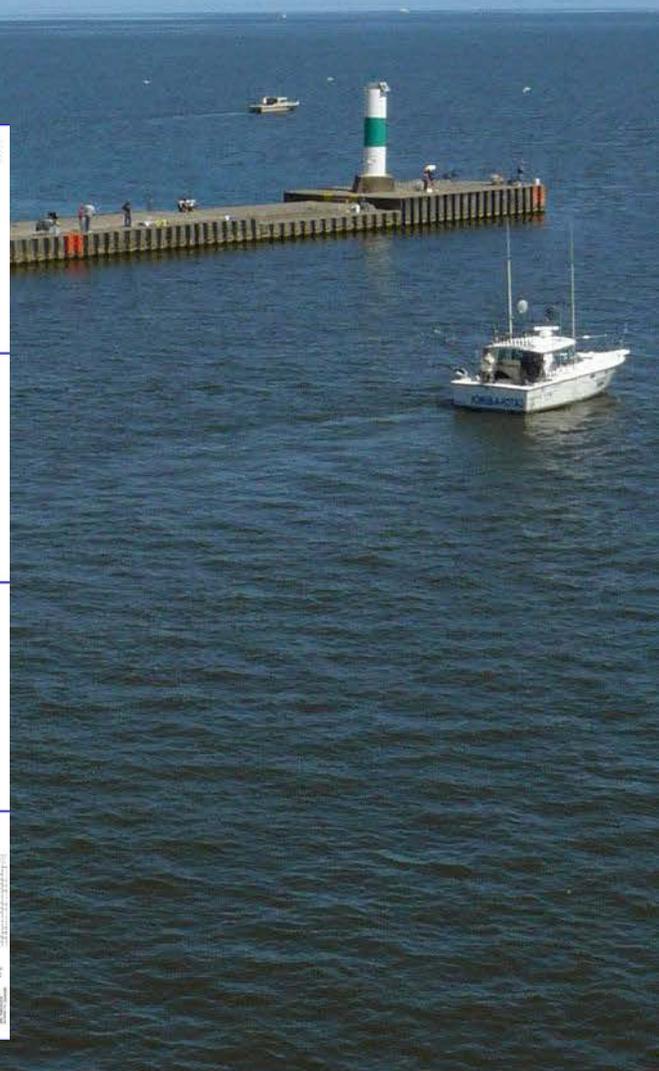
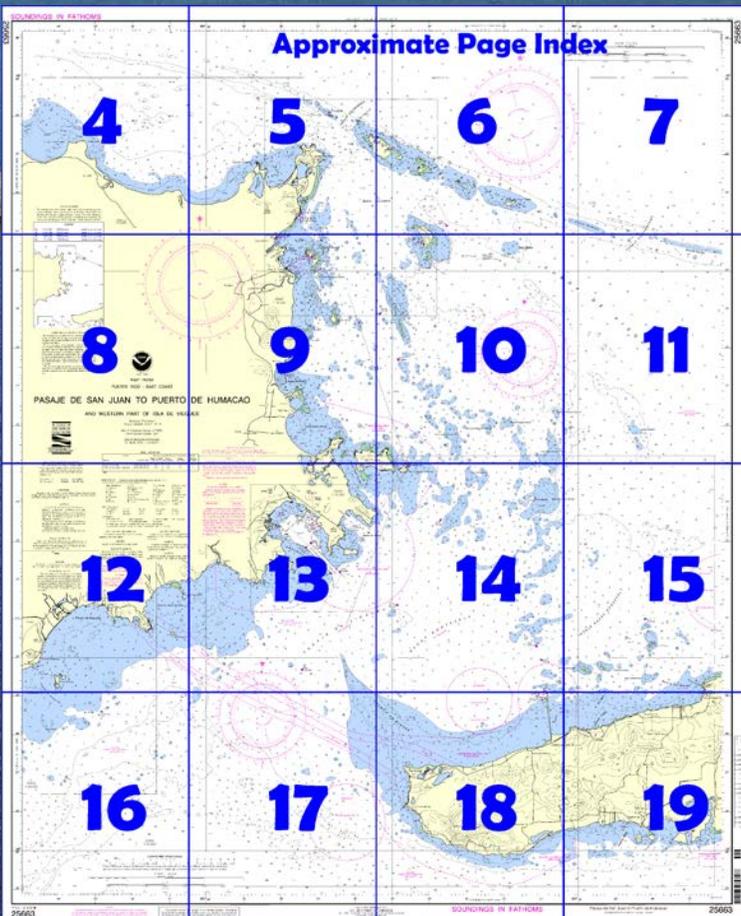
**NOAA Chart 25663**

*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](http://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.

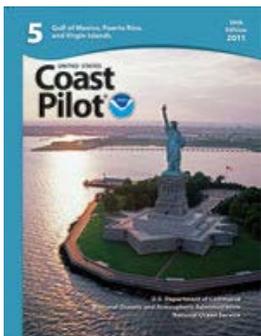
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25663>.



**(Selected Excerpts from Coast Pilot)**

**Pasaje de San Juan**, between Cabo San Juan and Las Cucarachas, is 0.7 mile wide and has depths of 32 to 65 feet.

**Los Farallones**, a group of rocks, 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 bare rocks extends to Cayo Icacos. A reef on which the sea breaks is 0.2 mile S of Los Farallones and continues 0.4 mile W from the NW end of Cayo Icacos.

**Pasaje Cucaracha**, between Las Cucarachas

and Los Farallones, is 0.3 mile wide. Depths of 17 to 23 feet extend about 350 yards SE from Las Cucarachas, and a 23-foot spot is 200 yards

W of Los Farallones. A **218°** course for Cabo San Juan Light will lead through the passage over a least depth of 36 feet.

**Cayo Icacos**, 1.3 miles E of Cabo San Juan and the second largest of the chain, is a 40-foot hummocky island covered.

**Cayo Ratones**, 250 yards E of Cayo Icacos, is 60 feet high; the E summit is a large bare ledge. A number of bare rocks are off its N side, and a reef awash is between the island and Cayo Icacos.

**Cayo Lobos**, 0.5 mile ESE of Cayo Ratones, is 25 feet high with several bare rocks and islets up to 75 feet high off the N side. A chain of bare rocks and islets up to 30 feet high continues SE for 2.2 miles to Cayo Diablo. A 300-yard-wide channel with depths of 15 to 40 feet is between Cayo Ratones and the bare rocks NW of Cayo Lobos. A tourist resort and private landing field occupy Cayo Lobos. A concrete pier is on the W side of the island with a lighted gasoline sign located on the pier. A 7-foot-deep unmarked channel leads to the pier from about 0.25 mile W with shoal coral areas to the N and S of the channel.

**Cayo Diablo**, 5 miles SE of Cabo San Juan, is low with a 40-foot grassy hummock at its E end. White beaches are on the N and S sides.

**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.

**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 Ramos**, 4 miles S of Cabo San Juan Light, is 0.2 mile in diameter. A reef surrounds the island to 200 to 300 yards. A buoyed shoal with a least depth of 16 feet is 0.6 mile ESE of the island.

**Cayo Largo**, 1.5 miles E of Isla de Ramos, consists of a narrow 1.8-mile-long ridge steep-to on all sides. The S half is awash at low water, and the sea always breaks on it; the N half has depths of 4 to 15 feet. Buoys mark the W side. Velocity of the current is 0.5 knot in the channel W of Cayo Largo; it floods S and ebbs NW.

**Isla Pineros**, 8 miles S of Cabo San Juan Light, is a 1-mile long wooded island with a 249-foot peak near the middle. **Isla Cabeza de Perro**, just E of Isla Pineros, has a large detached rock off the rocky bluff NE end. **Cabeza de Perro Light** (18°15'00"N., 65°34'36"W.) is shown from a skeleton tower with a red and white diamond-shaped daymark on the E point of the island. **Pasaje Medio Mundo**, W of Isla Pineros, is foul, but a depth of 15 feet can be taken through the narrow crooked channel by small boats with local knowledge.

**Punta Puerca**, 10 miles S of Cabo San Juan, is a prominent bold wooded head with a high rock bluff at the shoreline. The highest point, 0.3 mile inland, is the site of several large white dish-shaped radar tracking units. The units show up well from offshore.

**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 28/12  
Corrected through LNM Jul 17/12

## HEIGHTS

Heights in feet above Mean High Water.

## AIDS TO NAVIGATION

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

## CAUTION

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

## NOTE B

Mariners are cautioned against anchoring dredging or trawling in this area due to the possible existence of unexploded ordnance.

## 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.

## 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.

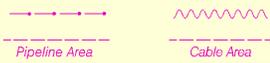
## CAUTION

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

## CAUTION

### SUBMARINE PIPELINES AND CABLES

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



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.

## 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)

## Mercator Projection

Scale 1:40,000 at Lat 18°15'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## 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, PR WXJ-69 162.40 MHz  
St. Thomas, VI WXM-96 162.475 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 7.156" southward and 1.420" eastward to agree with this chart.

## 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.

## 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).

## CAUTION

Coral reef limits shown on this chart are approximate and are not necessarily Awash at Mean Low Water.

## 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.

## AUTHORITIES

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

## 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.

## 28 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.

## COLREGS, 80.738a (see note A)

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

## 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	Is 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	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr 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.

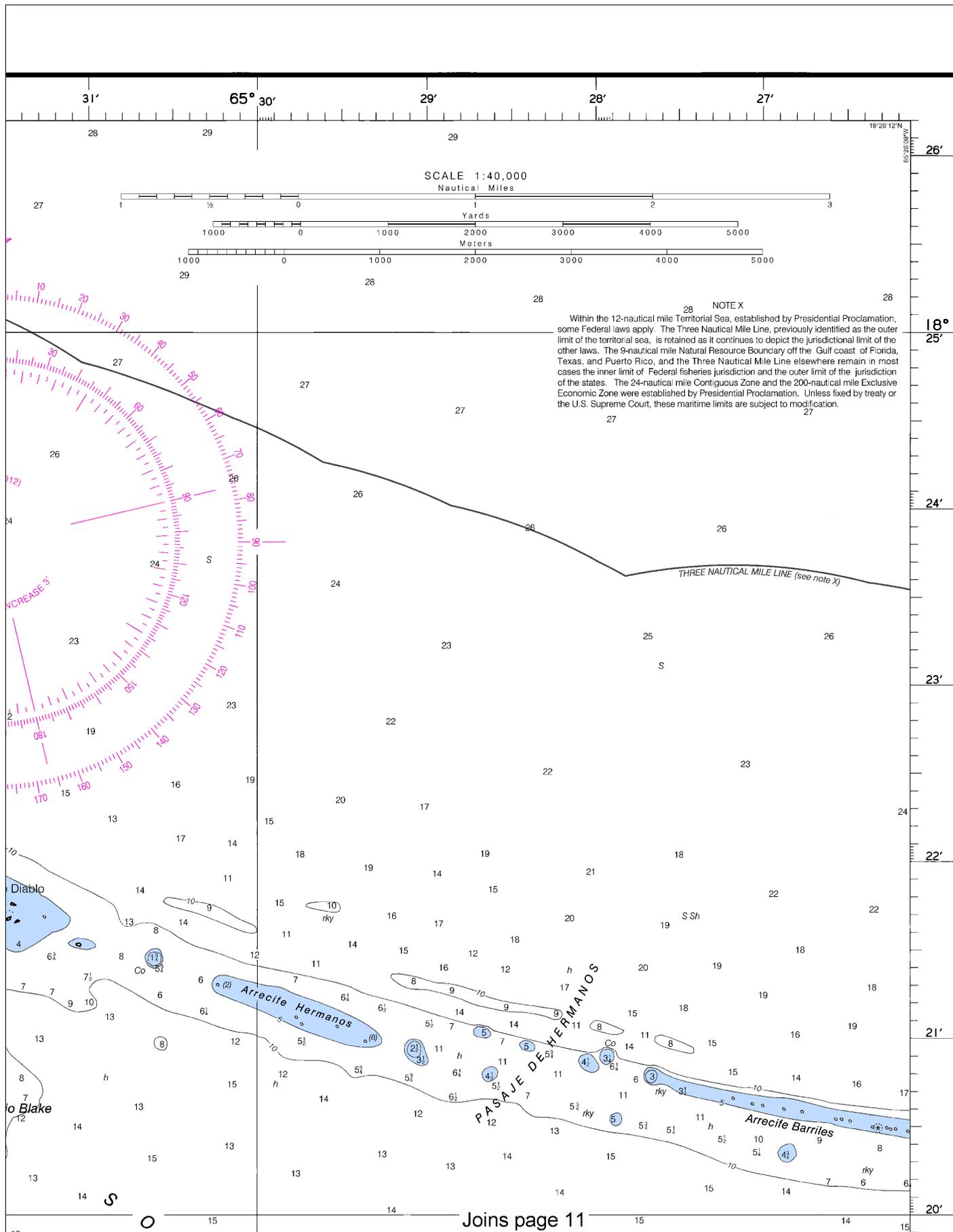
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Punta Mulás, Isabel Segunda	(18°09'N/65°26'W)	feet	feet	feet
Playa de Fajardo	(18°20'N/65°38'W)	1.1	0.9	0.1
		1.5	1.3	0.2

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://hidesandcurrents.noaa.gov> Jun 2012)









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**SOURCE**

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage

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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.



**WEST INDIES**  
**PUERTO RICO - EAST COAST**

**PASAJE DE SAN JUAN TO PUERTO DE HUMA**  
**AND WESTERN PART OF ISLA DE VIEQUES**

Mercator Projection  
Scale 1:40,000 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](http://nauticalcharts.noaa.gov).

**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.ncd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

**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, PR	WXJ-69	162.40 MHz
St. Thomas, VI	WXM-96	162.475 MHz

**TIDAL INFORMATION**

PLACE	Height referred to datum of soundings (MLLW)	feet		
		Mean Higher High Water	Mean High Water	Mean Low Water
Punta Mulás, Isabel Segunda (18°09'N/65°26'W)	1.1	0.9	0.1	
Playa de Fajardo (18°20'N/65°38'W)	1.5	1.3	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://hidesandcurrents.noaa.gov>. (Jun 2012)

**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
N nun	interrupted quick isophase	N nun	Rot rotating
OBSC obscured		OBSC obscured	s seconds

COLT International Regulations for the entire area of this chart

NOT Navigation regulations are Coast Pilot 5. Additions or revisions in the Notice to Mariners regulations may be obtained at 7th Coast Guard District in Miami of the District Engineer, Corps Florida.

Refer to charted regulations

CAUTION SUBMARINE PIPELINES AND Charted submarine pipelines



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

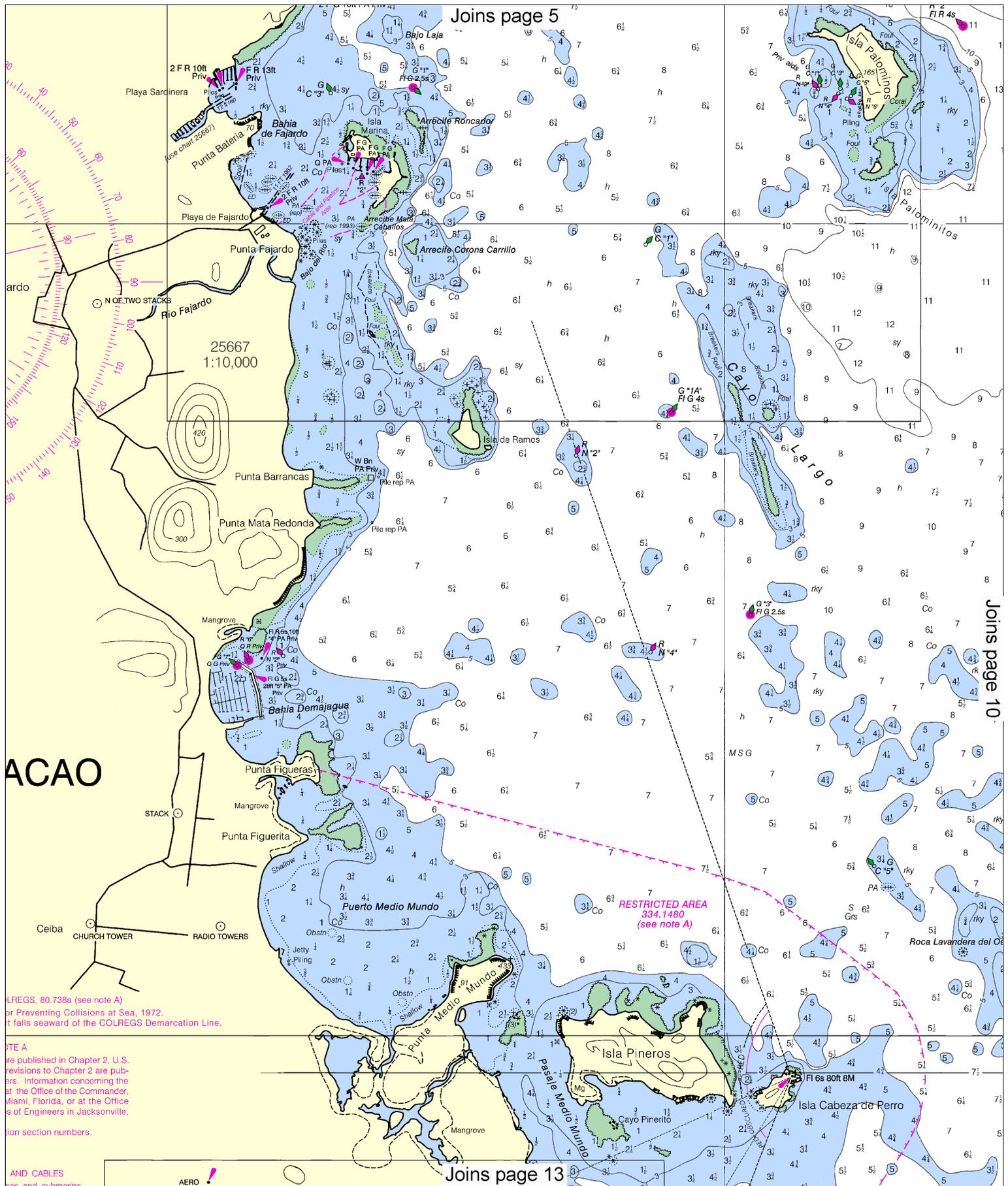
See Note on page 5.



Joins page 5

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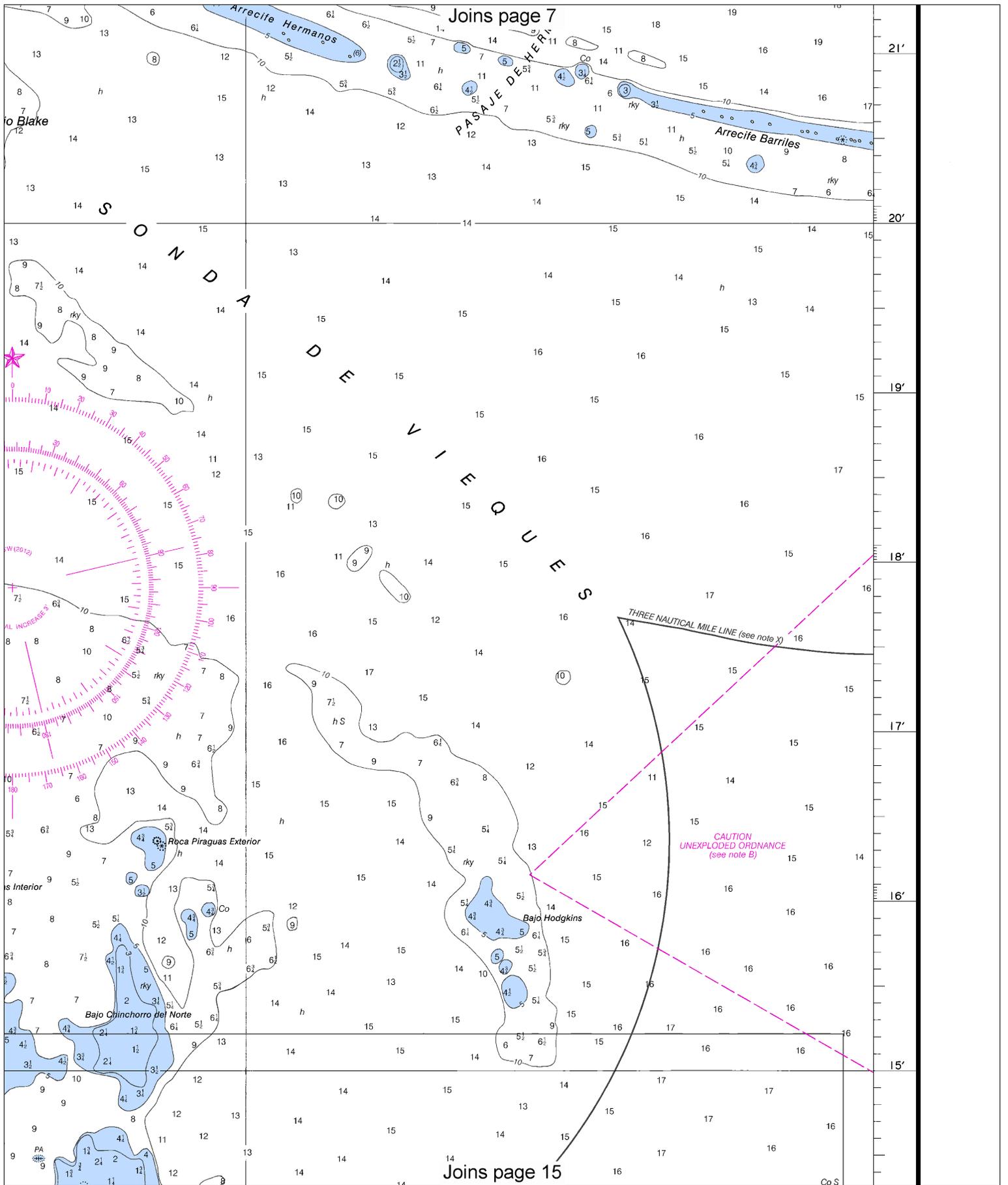
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AND CABLES  
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B black	Isi isophase	OBSC obscured	s seconds
Bn beacon	LI HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	Sh M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
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.			

SUPPLEMENTAL INFORMATION

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

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

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**NOTE B**  
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WARNING

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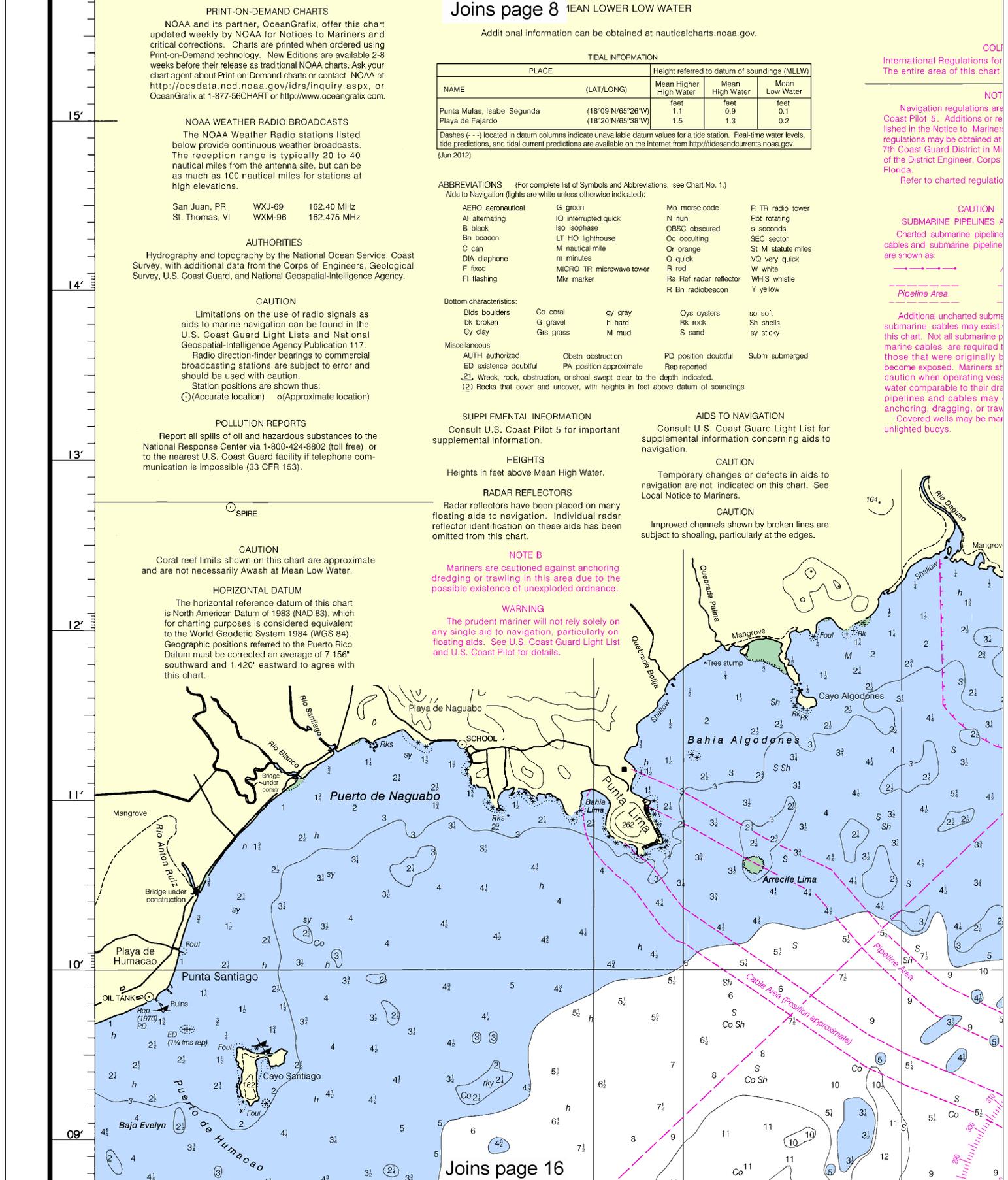
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CAUTION SUBMARINE PIPELINES AND Cables Charted submarine pipeline cables and submarine pipelines are shown as:

Pipeline Area

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Joins page 16

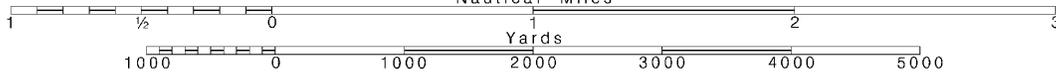
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Note: Chart grid lines are aligned with true north.

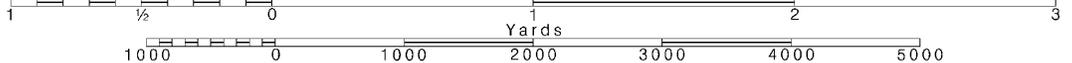
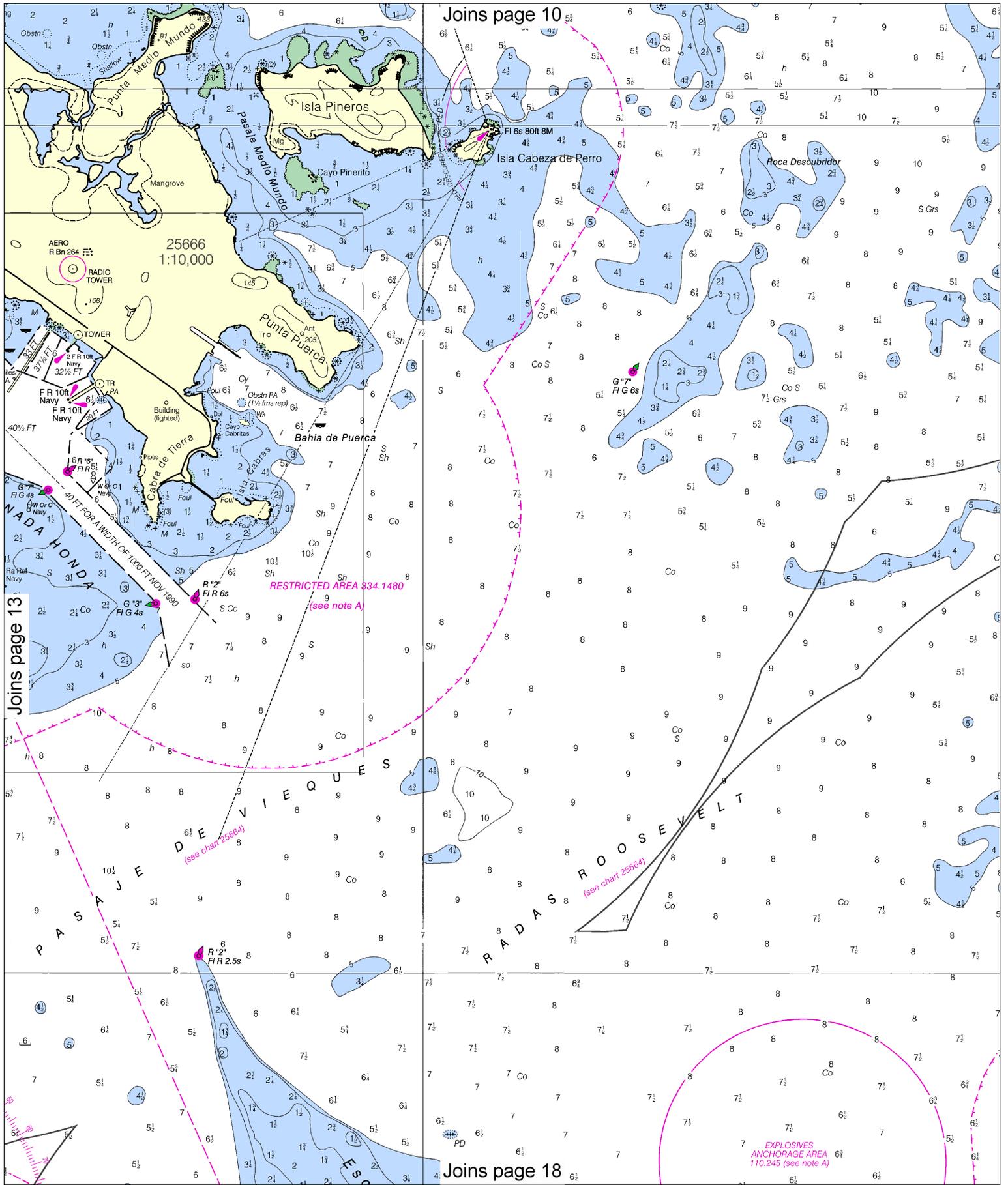
Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

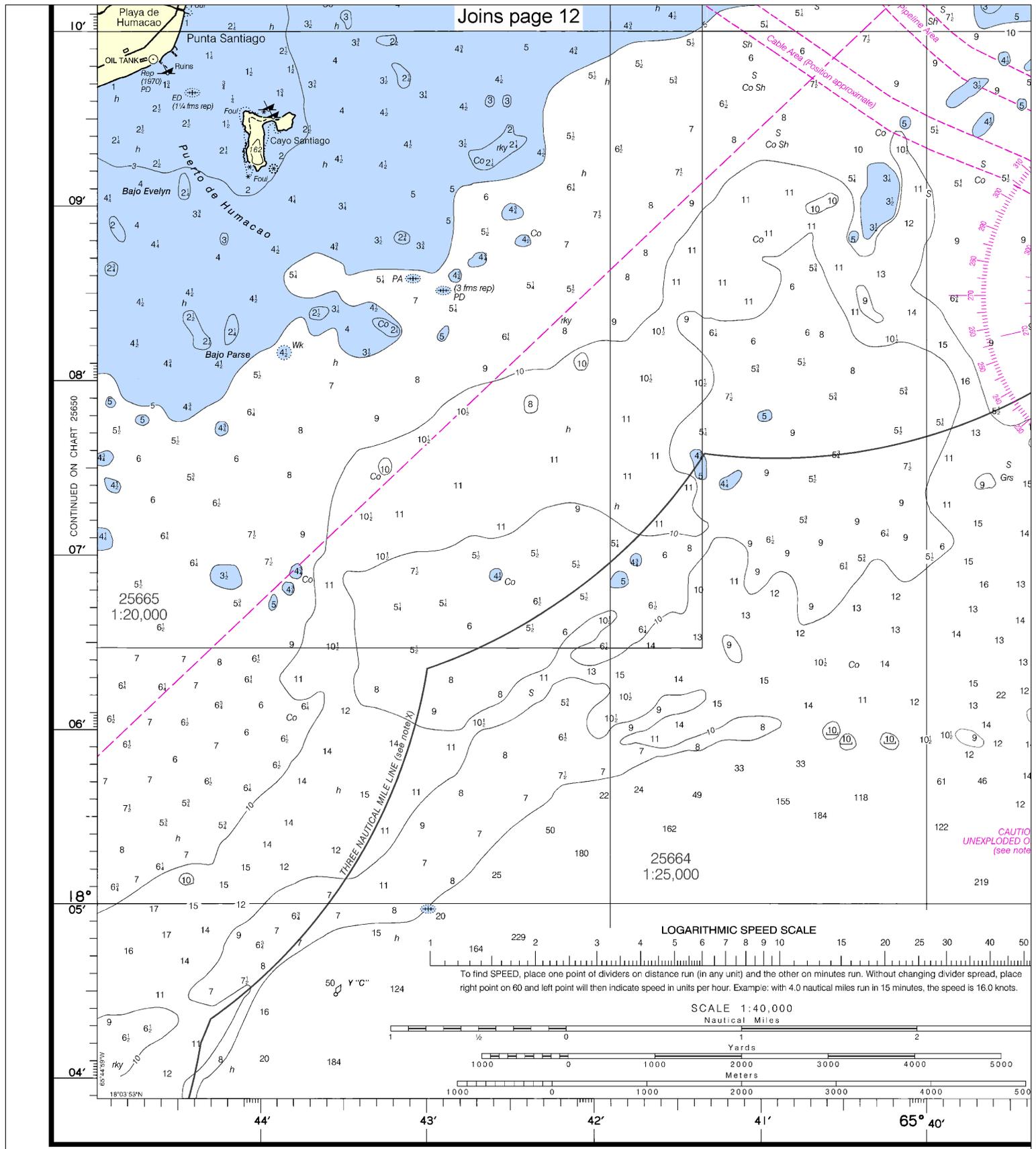
See Note on page 5.











28th Ed., Jul /12 ■ Corrected through NM Jul 28/12  
Corrected through LNM Jul 17/12

**25663**

**16**

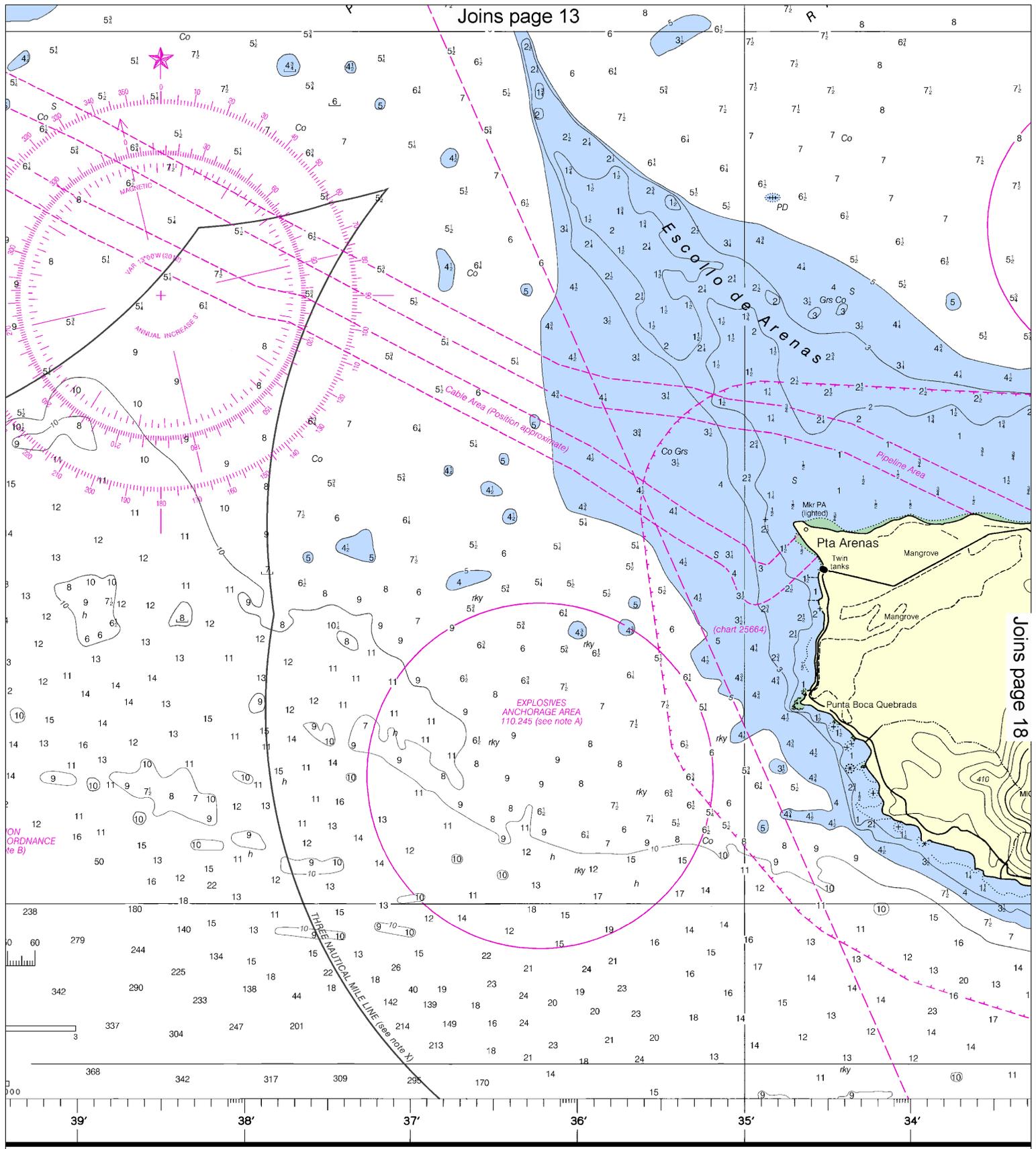
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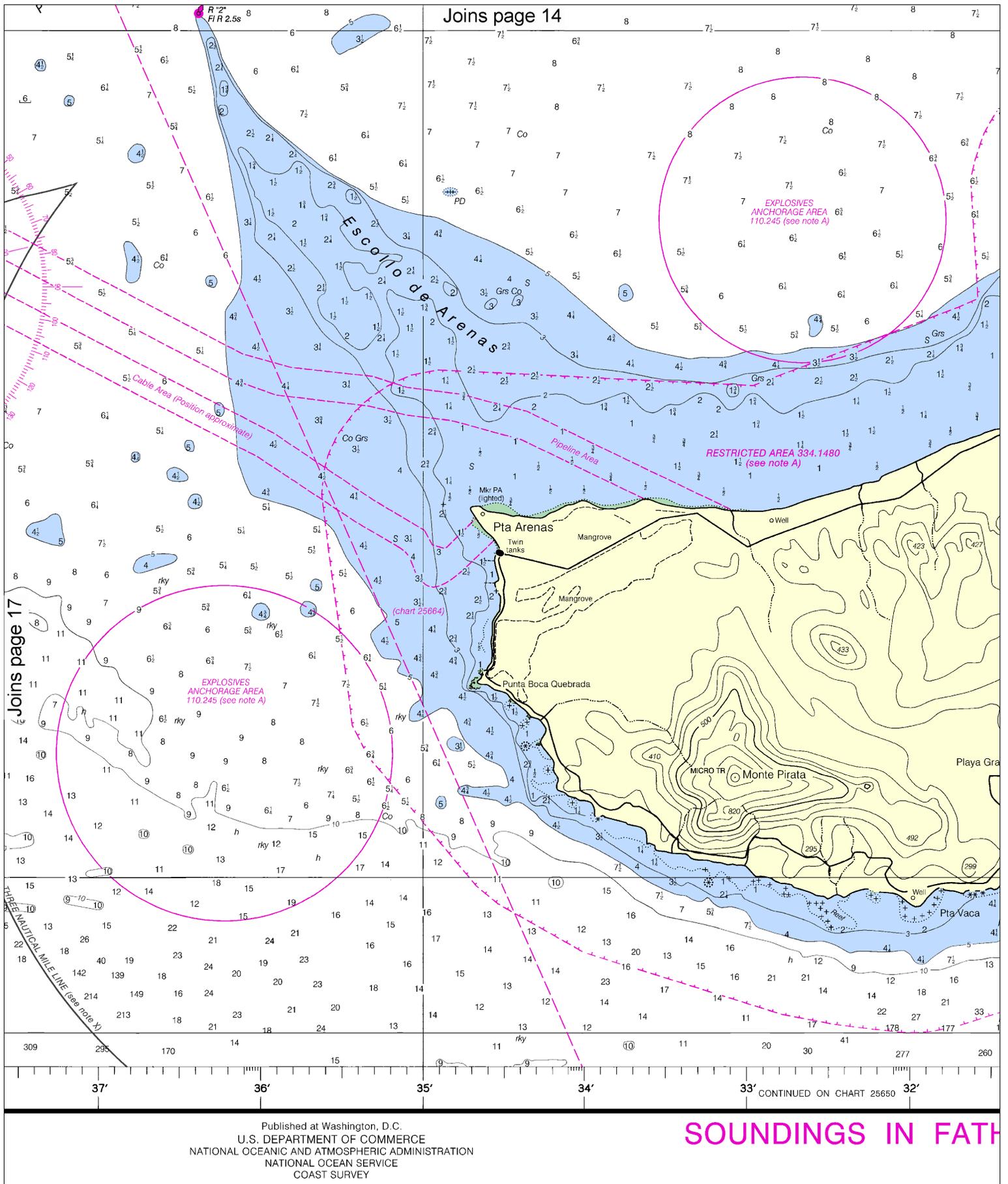
See Note on page 5.





as been designed to promote safe navigation. The National es users to submit corrections, additions, or comments for he Chief, Marine Chart Division (N/CS2), National Ocean pring, Maryland 20910-3282.

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



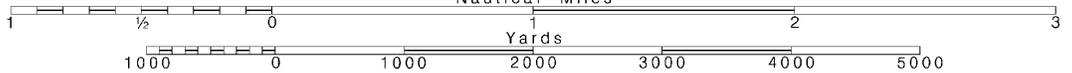
**18**

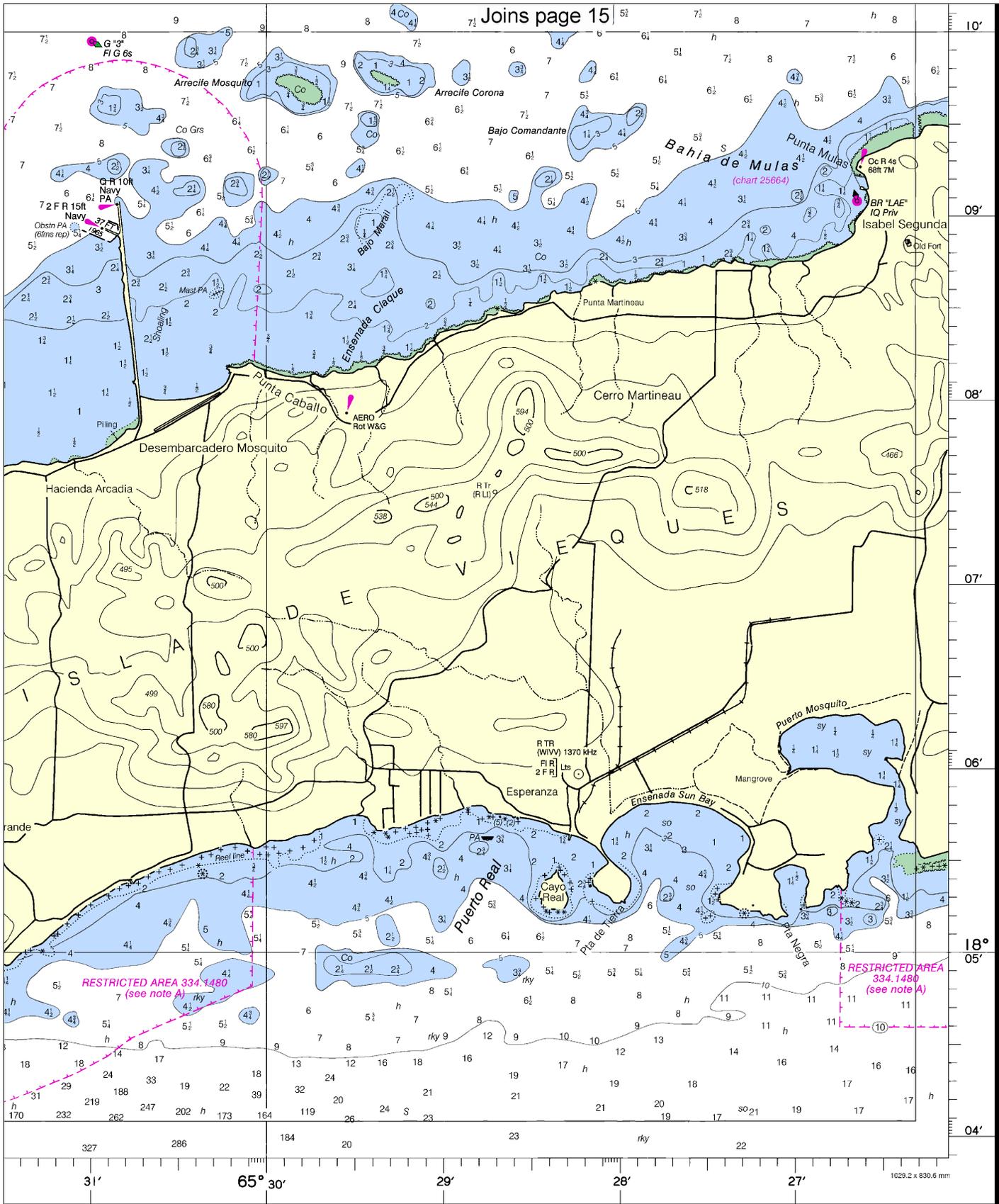
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6
7	42	7
8	48	8
9	54	9
10	60	10
11	66	11
12	72	12
13	78	13
14	84	14
15	90	15
16	96	16
17	102	17

ED NO. 28

NSN 764201401209  
 NGA REFERENCE NO. 25AIIA25663

HOMS

Pasaje de San Juan to Puerto de Humacao  
 SOUNDINGS IN FATHOMS - SCALE 1:40,000

25663



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](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.

