

BookletChart™

Guanica Light to Punta Tuna Light

NOAA Chart 25677

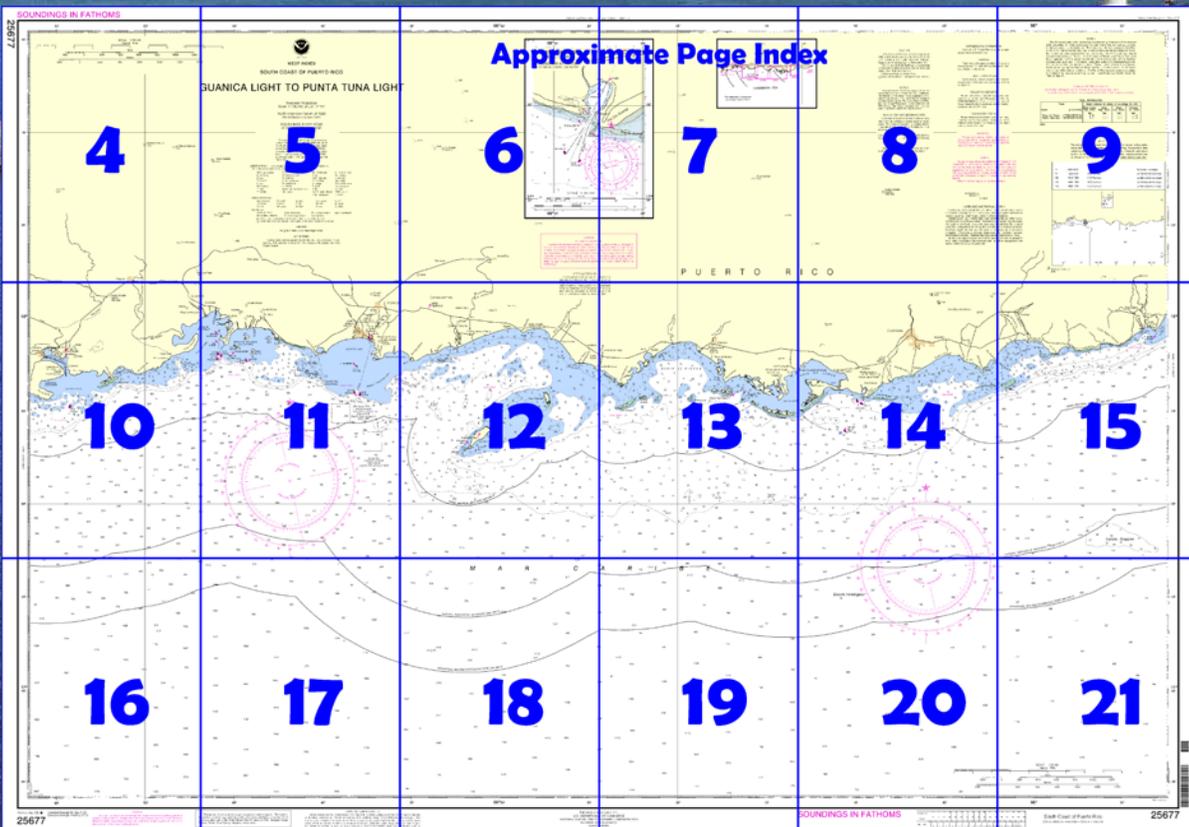


A reduced-scale NOAA nautical chart for small boaters

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.

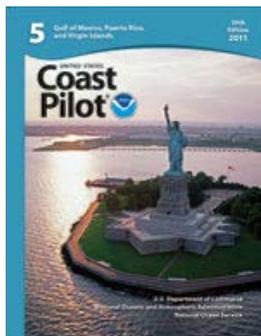
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25677>.



(Selected Excerpts from Coast Pilot)

The **S coast** of Puerto Rico from Punta Tuna to Cabo Rojo extends in an almost W direction for 75 miles. Many reefs and islands are from 2 to 5 miles offshore, then the bottom increases rapidly to great depths, making soundings of little use to indicate danger or distance from shore. Numerous lights and other prominent features along the coast can be used for position determination. Safety will be ensured by giving a berth of at least 3 miles

to the coast and to Isla Caja de Muertos. Small vessels with local knowledge sometimes hug the coast inside the outer reefs to avoid heavy seas outside.

In 1967, a rock pinnacle, covered 6 fathoms, was reported about 12.5 miles ESE of Isla Caja de Muertos Light in 17°50'35"N., 66°18'14"W.

Laguna de Las Mareas, about 6.5 miles W of Punta Figuras, is the site of a deep-draft oil-handling facility. Large tankers call here to deliver crude petroleum products and load petrochemicals and motor fuels.

Channels.—A privately dredged channel and landcuts lead through the reefs from deepwater to the facilities' basin and pier in Laguna de Las Mareas. The breakwater extending from the E entrance point, **Punta Ola Grande**, is marked at the seaward end by a light. The channel is marked by private lighted aids and a **017.7°** lighted range. In 2001, the controlling depth in the entrance channel was 32 feet, thence 35 feet in the basin except for shoaling along the edges. Extreme caution is advised when entering the harbor.

The 1,100-foot pier in the basin extends from the N shore and consists of a series of connected mooring and breasting dolphins with a 90-foot loading platform (pierhead) near its center. In 1968, depths of 38 feet were reported alongside.

Pilotage, Laguna de Las Mareas.—See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots board vessels about 1.5 miles S of Las Mareas Lighted Buoy LM off the entrance. A 48-hour and a 24-hour notice of time of arrival are requested.

Towage.—Tugs up to 1,800 hp are available for docking vessels. The tugs monitor 2182 kHz and VHF-FM channel 16.

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.)

A hospital is at nearby Guayama.

Repairs.—The nearest port for major repairs is San Juan; limited emergency above-the-waterline repairs are available at Ponce.

Supplies.—No bunkers are available; in emergencies bunkers and lube oils may be delivered from Ponce. Limited quantities of water and facilities for offloading waste water are available at the pier. Marine supplies are available on 48-hour notice.

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 Nov. 15/08
Corrected through LNM Nov. 11/08

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.

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.

NOTE S

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 Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

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

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)

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

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

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-69 162.40 MHz
Maricao, P.R. WXJ-68 162.55 MHz

Mercator Projection
Scale 1:100,000 at Lat. 17°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "Art".

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 7.172' southward and 1.419' eastward to agree with this chart.

CAUTION

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

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.

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 of 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.

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 or 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.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Playa de Ponce, Puerto Rico	(17°58'N/66°37'W)	feet 0.8	feet --	feet --
Puerto Maunabo, Puerto Rico	(18°00'N/65°53'W)	0.7	--	--

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>.

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 run	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	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:

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

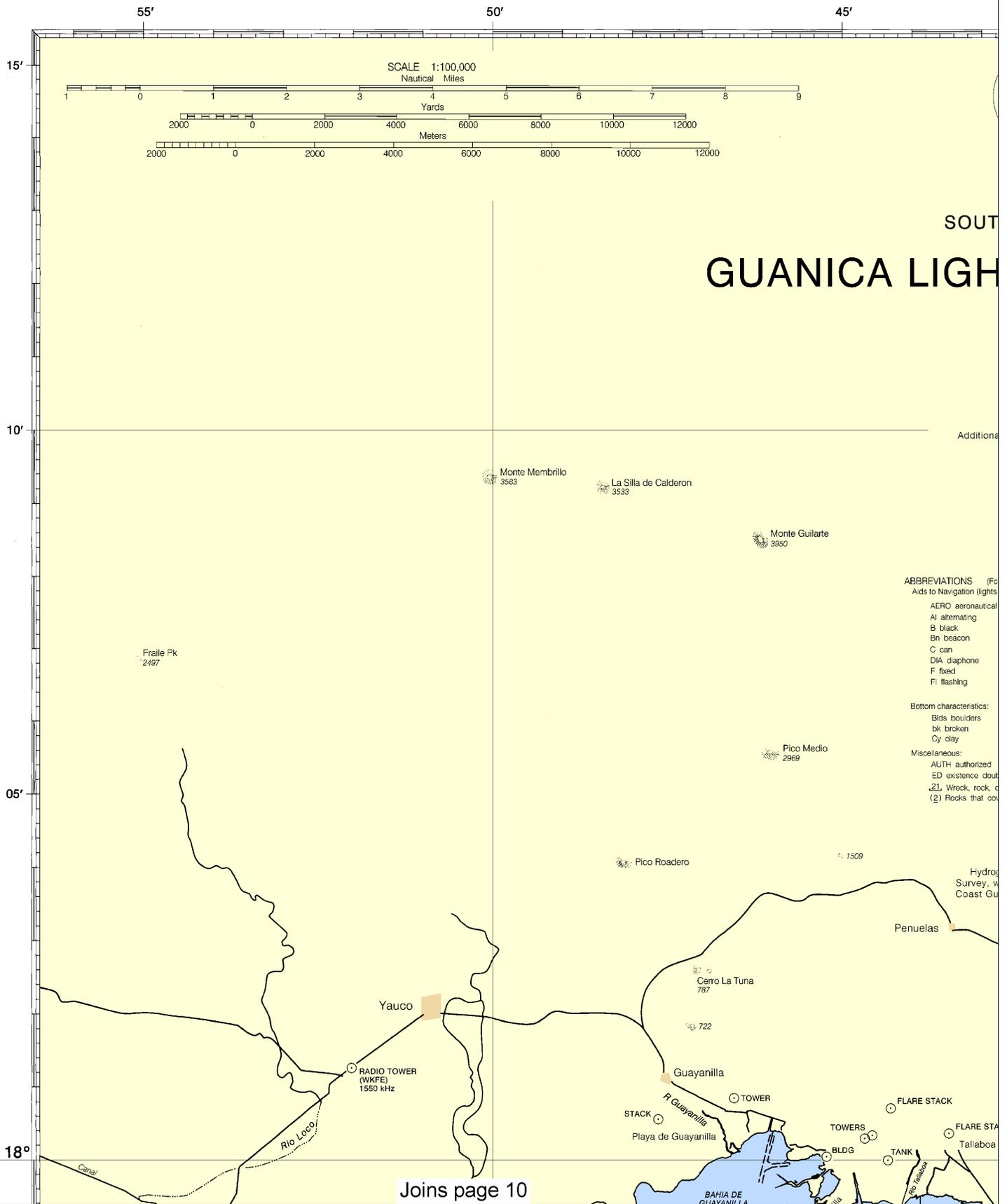
Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
② Rocks that cover and uncover, with heights in feet above datum of soundings.

SOUNDINGS IN FATHOMS

25677



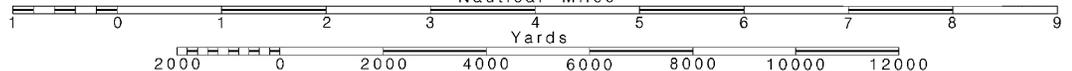
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



40'

35'

66°30'



THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES

WEST COAST OF PUERTO RICO

CHART TO PUNTA TUNA LIGHT

Mercator Projection
Scale 1:100,000 at Lat. 17°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For more information see www.nauticalcharts.noaa.gov.

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 7.172" southward and 1.419" eastward to agree with this chart.

For complete list of Symbols and Abbreviations, see Chart No. 1.)
Symbols are white unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Iso isophase	OBSC obscured	s seconds
LT HO lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	SI M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

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

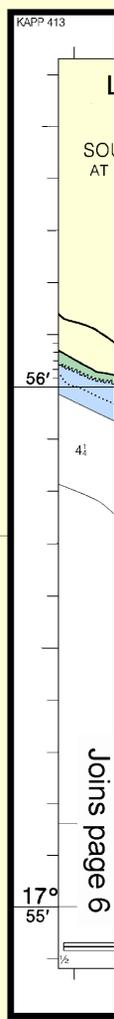
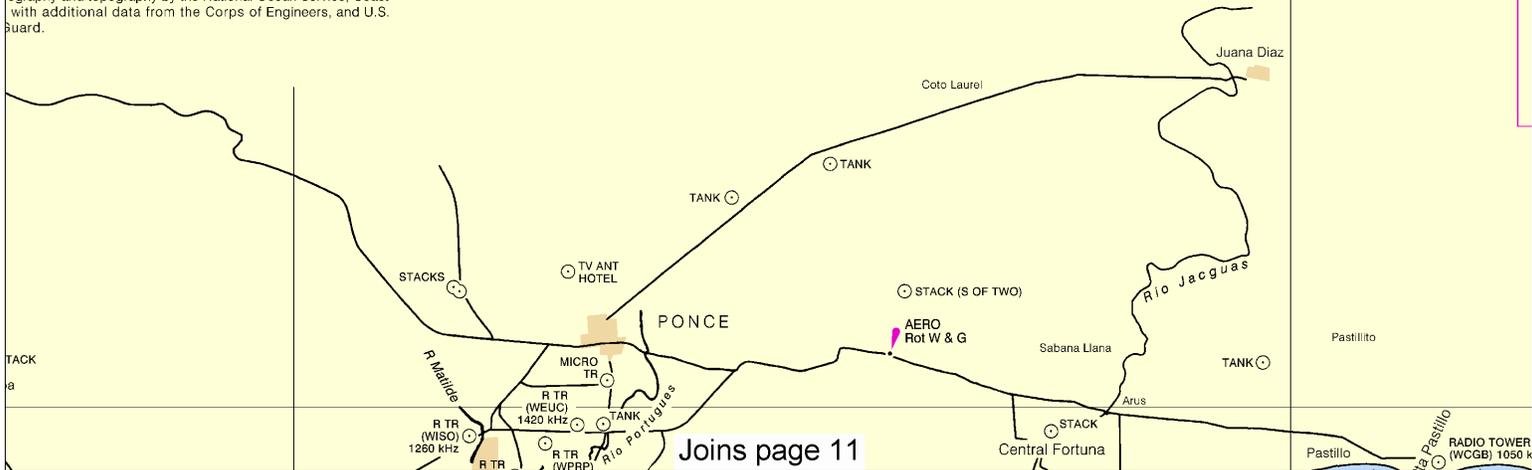
Obstn obstruction	PD position doubtful	Subm submerged
doubtful PA position approximate	Rep reported	
obstruction, or shoal swept clear to the depth indicated.		
cover and uncover, with heights in feet above datum of soundings		

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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



Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



35'

66°30'

25'

RICO LA TUNA LIGHT

NOAA.gov

Joins page 5

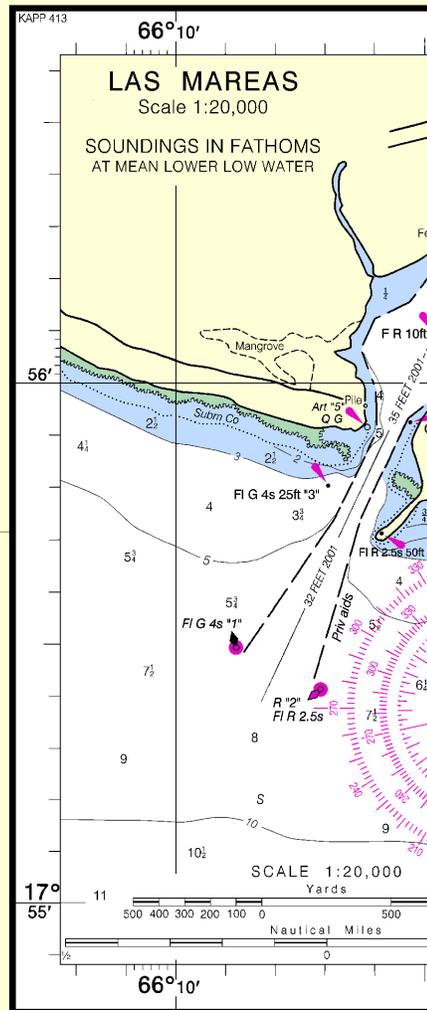
- R TR radio tower
- Rot rotating
- s seconds
- SEC sector
- SI M statute miles
- VQ very quick
- W white
- WHIS whistle
- Y yellow

- so soft
- Sh shells
- sy sticky

Subm submerged

dings

ice, Coast
s, and U.S.



**CAUTION
CHANGES IN BUOYAGE**

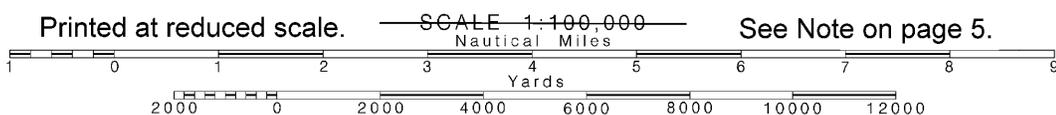
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ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a coupling connected to a sinker. The sinker is kept upright by the buoyancy of a submergence flotation chamber. It is designed to mark narrow channels in depths of 10 to 20 feet. All articulated aids are labelled.



Note: Chart grid lines are aligned with true north.

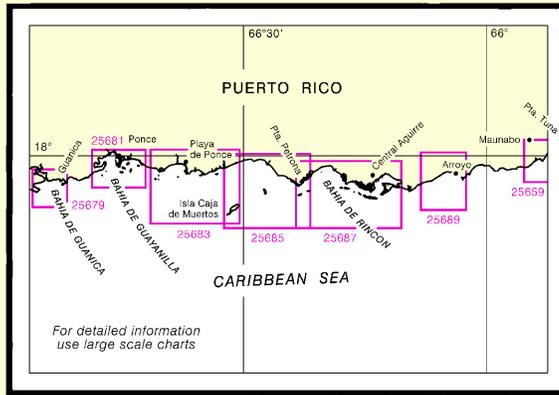
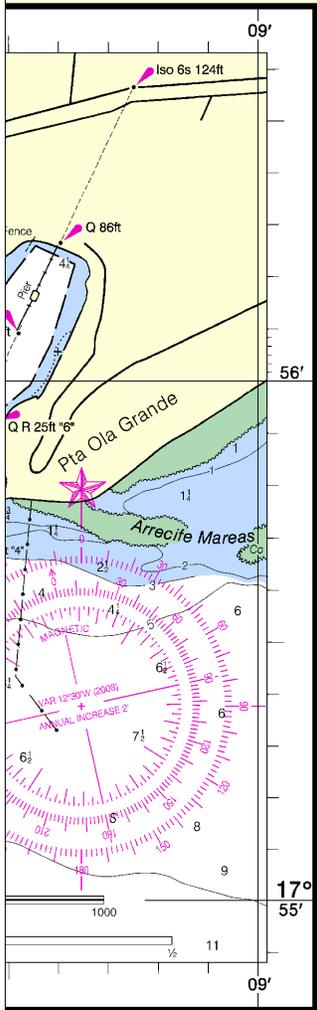


See Note on page 5.

20'

15'

10'



AGE
navigation are being changed to
nel Association of Lighthouse
Significant changes are: black
ly striped buoys to red and white
to red or green as appropriate.
the National Geospatial-Intelligence
s. Coast Guard Local Notice to

consists of a
a universal
structure is
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P U E R T O R I C O

Joins page 13

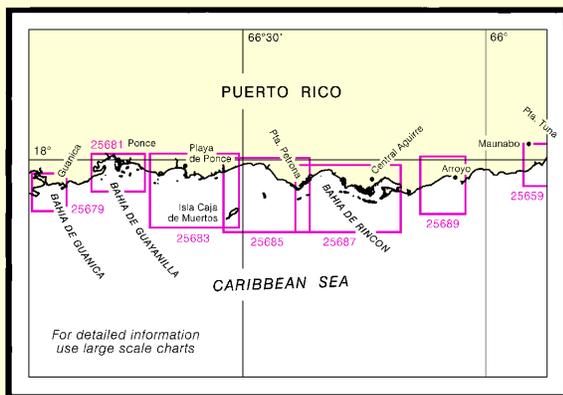
Joins page 8



20'

15'

10'



CAUTION
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 Station positions are shown thus:
 ○ (Accurate location) ◌ (Approximate location)

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San Juan, P.R.	WXJ-69	162.40 MHz
Maricao, P.R.	WXJ-68	162.55 MHz

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

RADIO TOWER
 (WLEY)
 1060 kHz

3127

2953

2782

Pico Aibonito
2395

2818

2612

P U E R T O R I C O

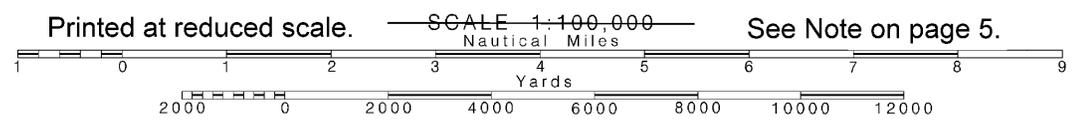
853

Joins page 14

Joins page 7



Note: Chart grid lines are aligned with true north.



See Note on page 5.

05'

66°

55'

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

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

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

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).

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.

NOTE A
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Refer to charted regulation section numbers.

TV TOWER
4049 ft
3002

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.
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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.

Cerro Tumbado
2470
2182

Cerro Yareel
920

Cerro Boca del Infierno
920

Cerro La Torreclilla
2034

1280

Maunabo

Puerto Maunabo
41
Pta

Joins page 15

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.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Playa de Ponce, Puerto Rico	(17°58'N/66°37'W)	0.8	0.7	0.7
Puerto Maunabo, Puerto Rico	(18°00'N/66°53'W)	0.7	0.7	0.7

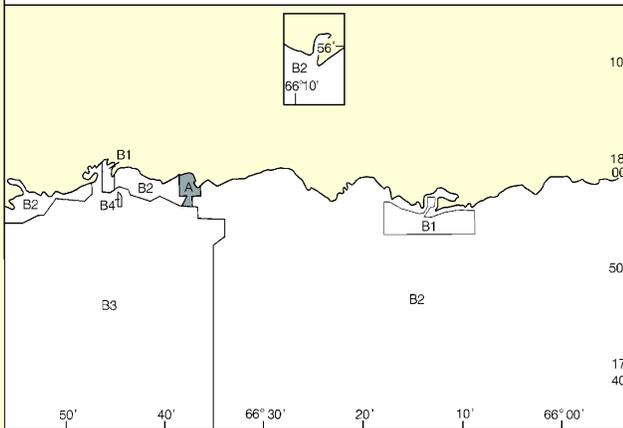
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Nov. 2008).

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.

SOURCE

A	1990-2001	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial 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



15'

10'

05'

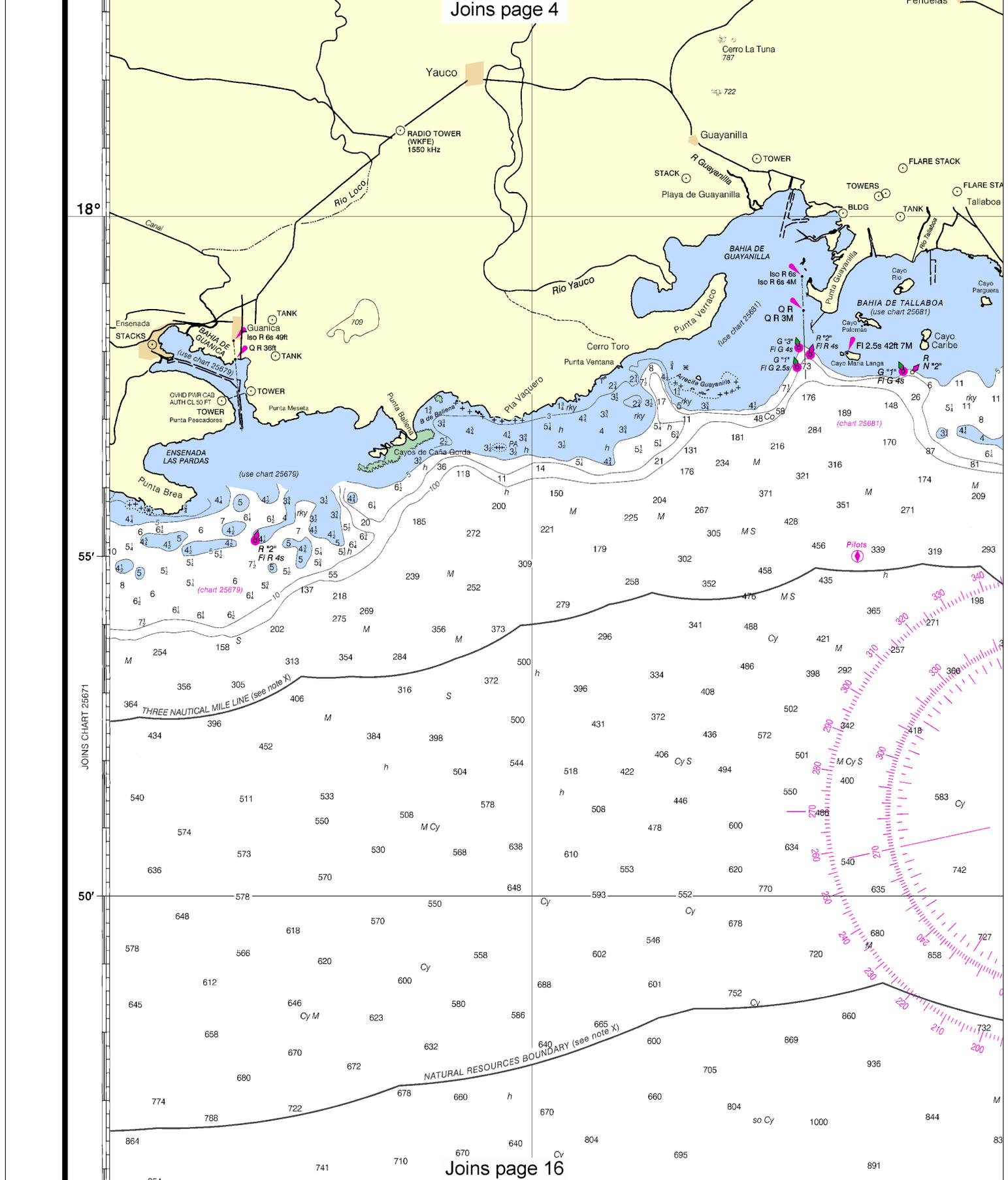
18°

18°

55'

50'

JOINS CHART 25671



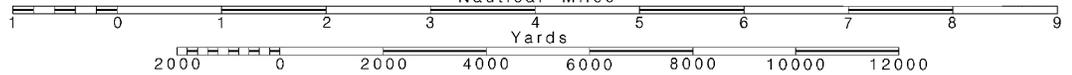
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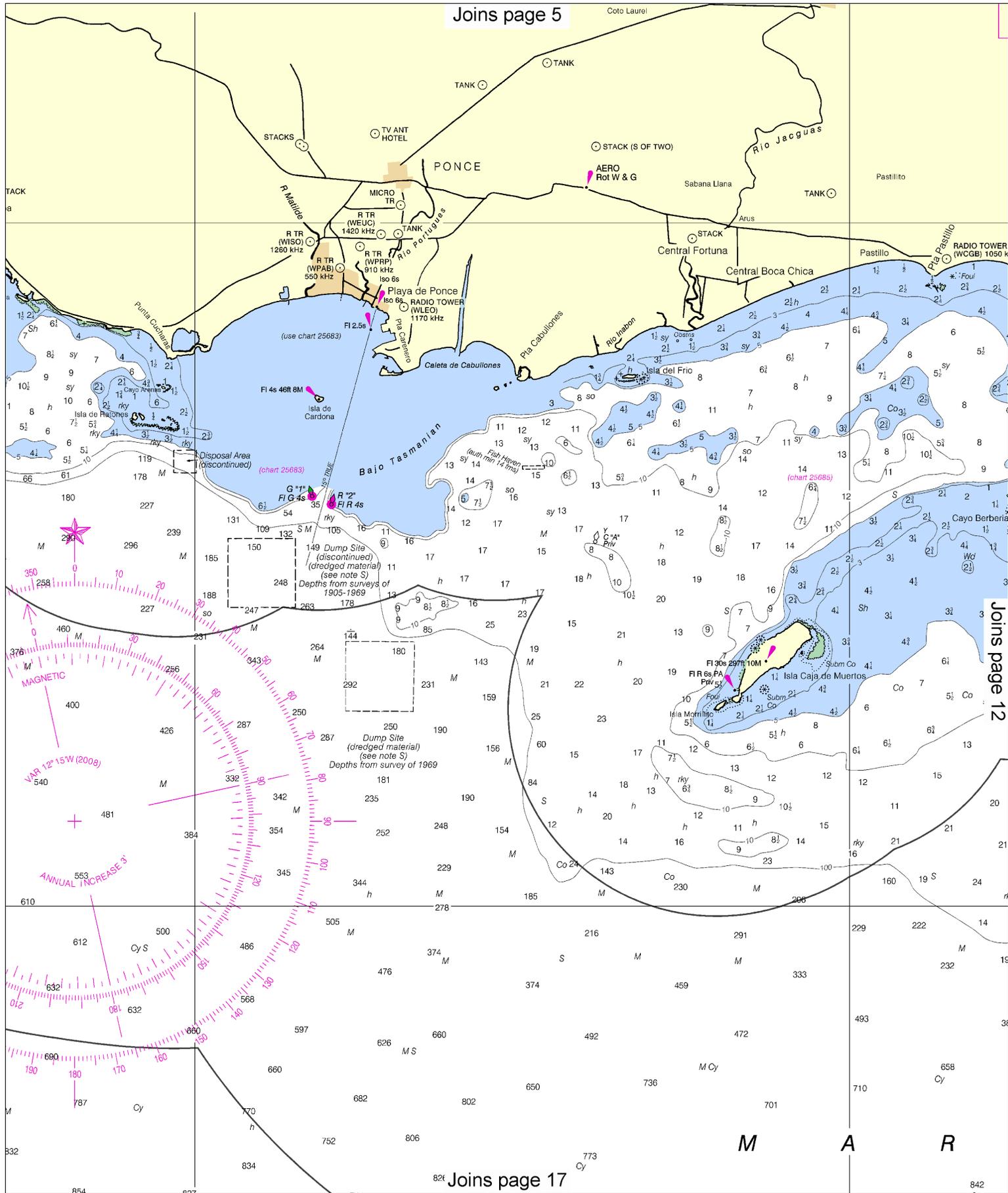
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

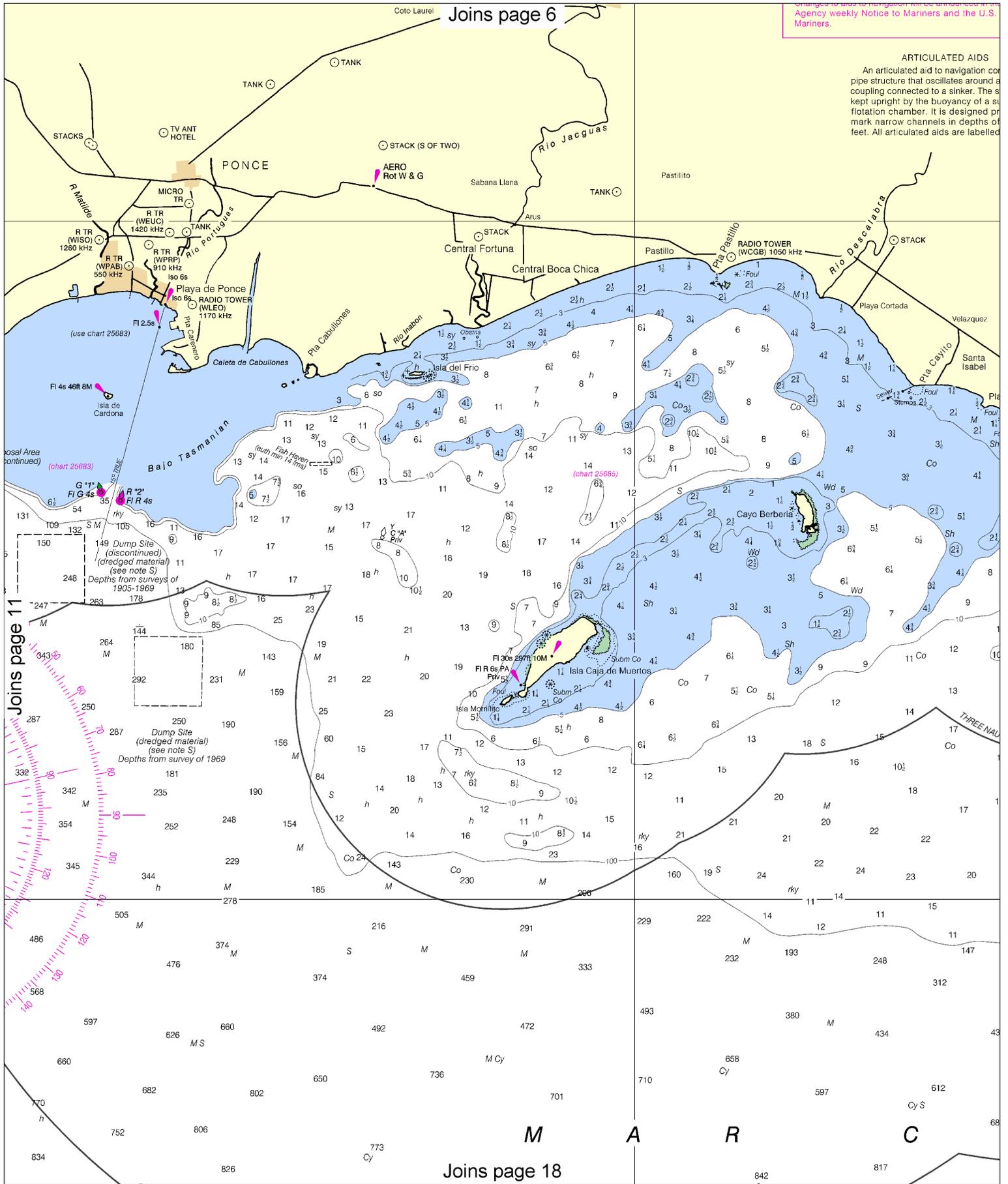
SCALE 1:100,000

See Note on page 5.



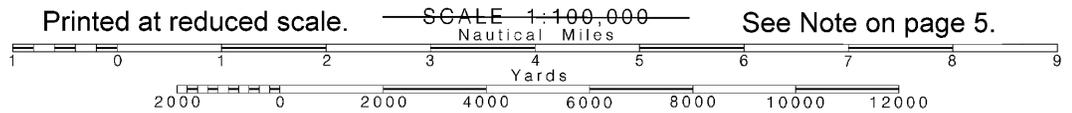


Joins page 12



12

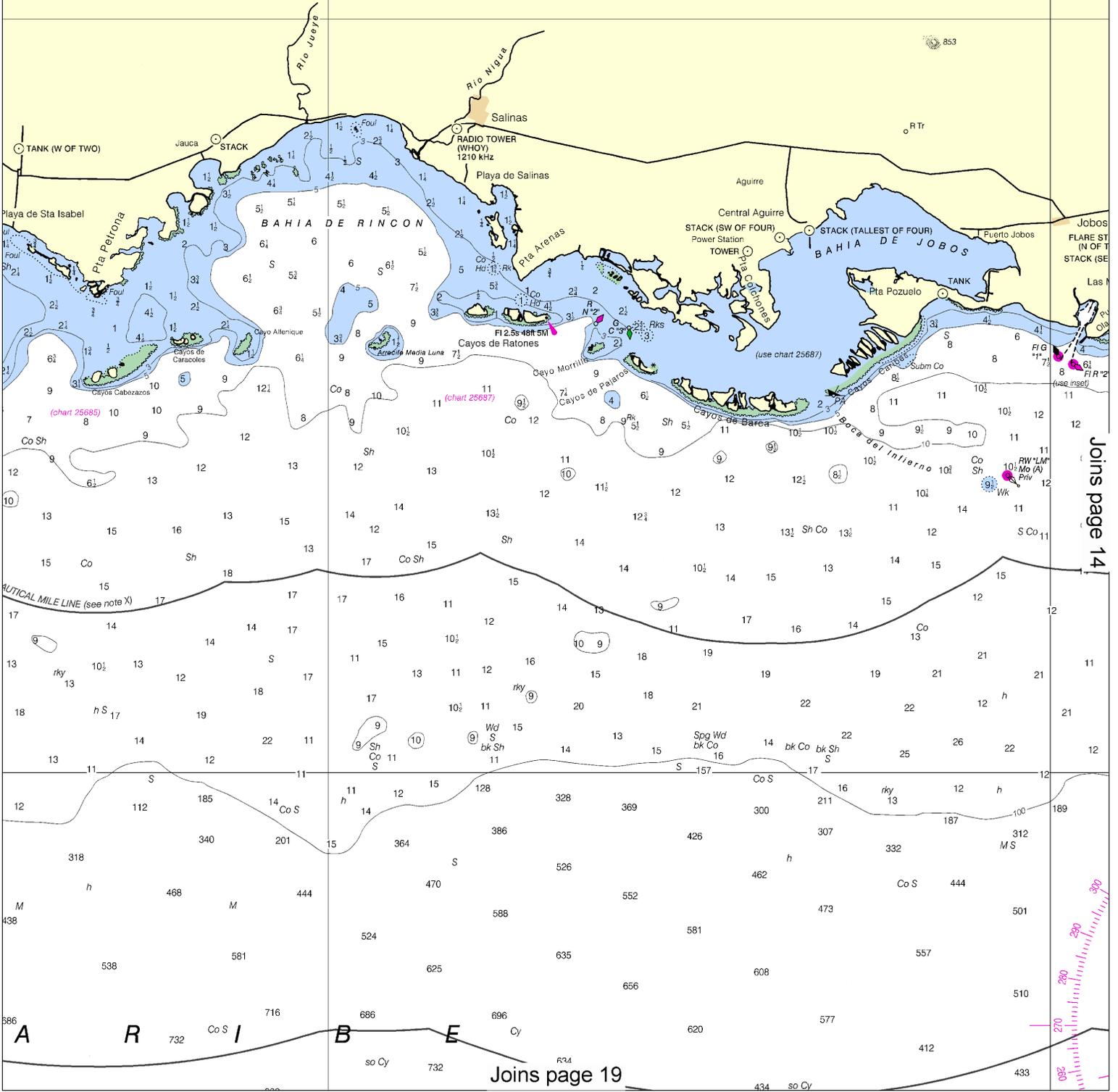
Note: Chart grid lines are aligned with true north.



Consists of a universal structure is submerged primarily to of up to 60 and "Ar".

Joins page 7

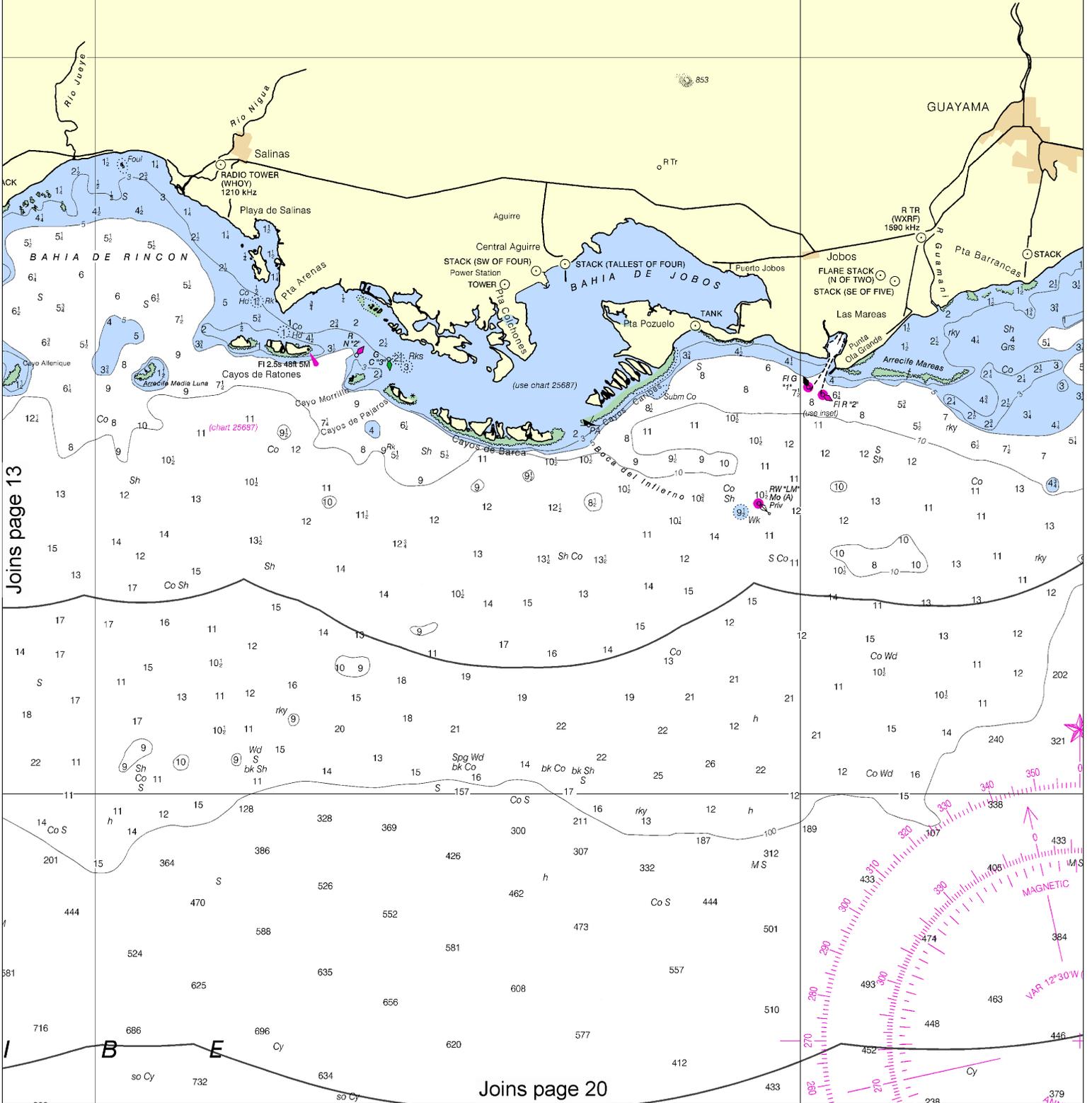
P U E R T O R I C O



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Joins page 19

P U E R T O R I C O



Joins page 13

Joins page 20

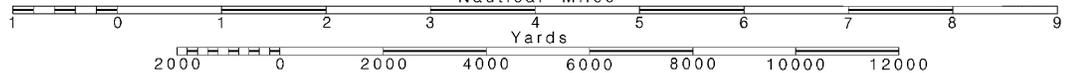
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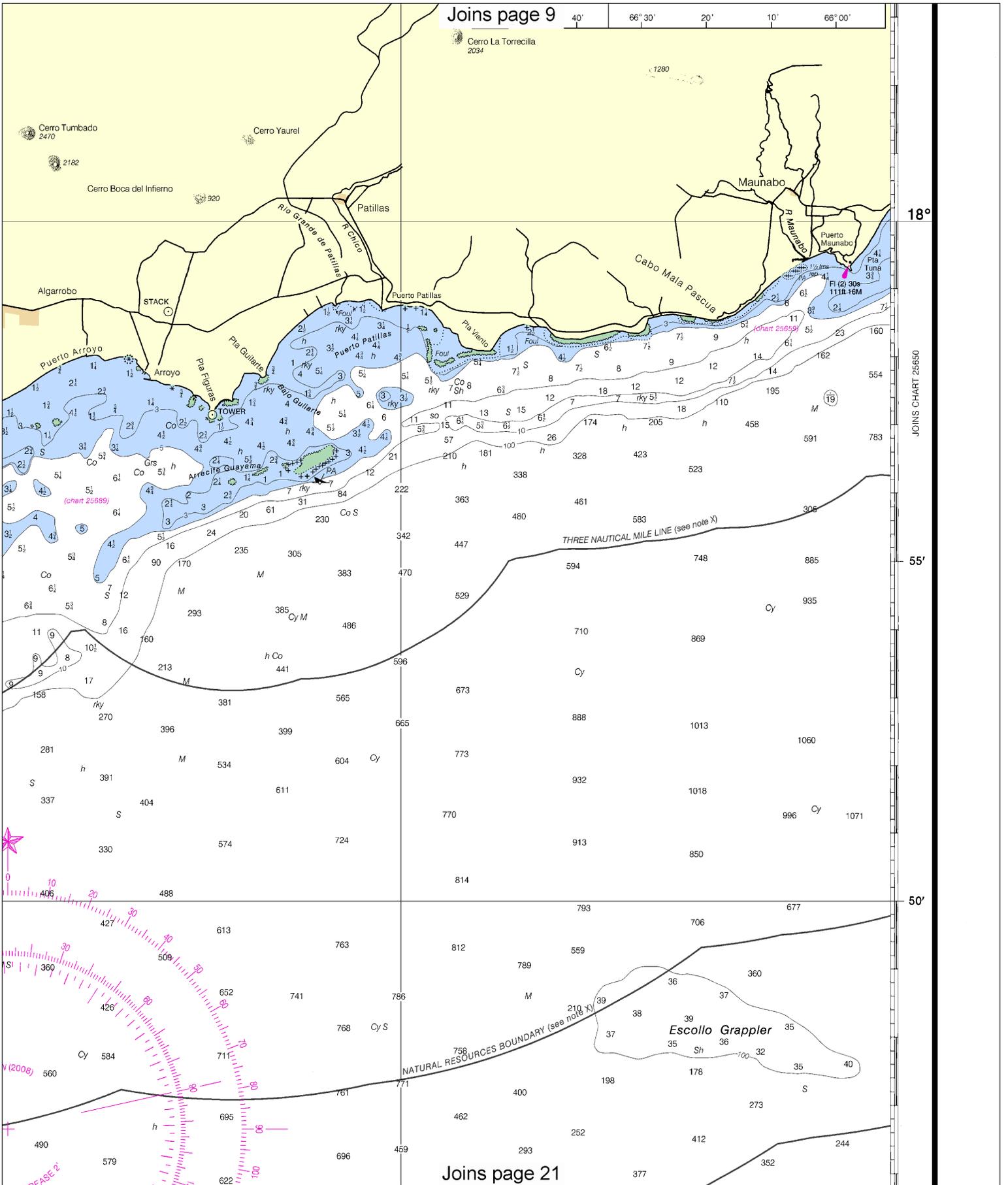
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



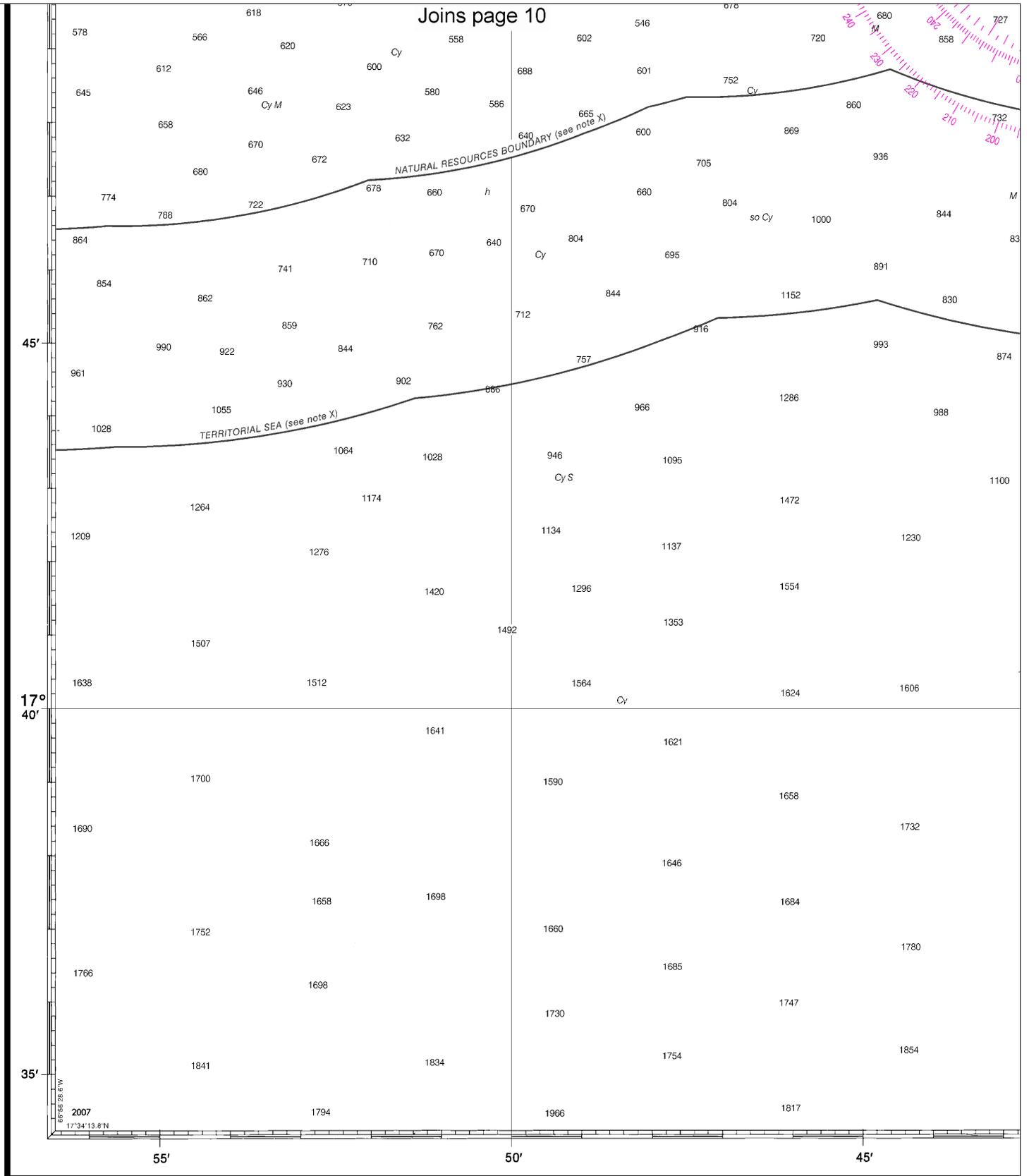


18°

55'

50'

JOINS CHART 25650

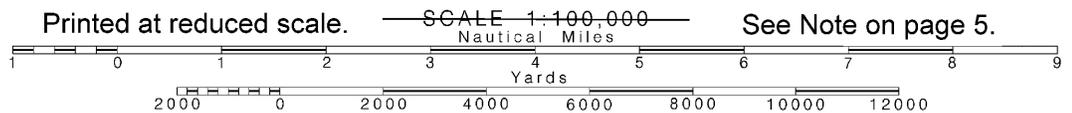


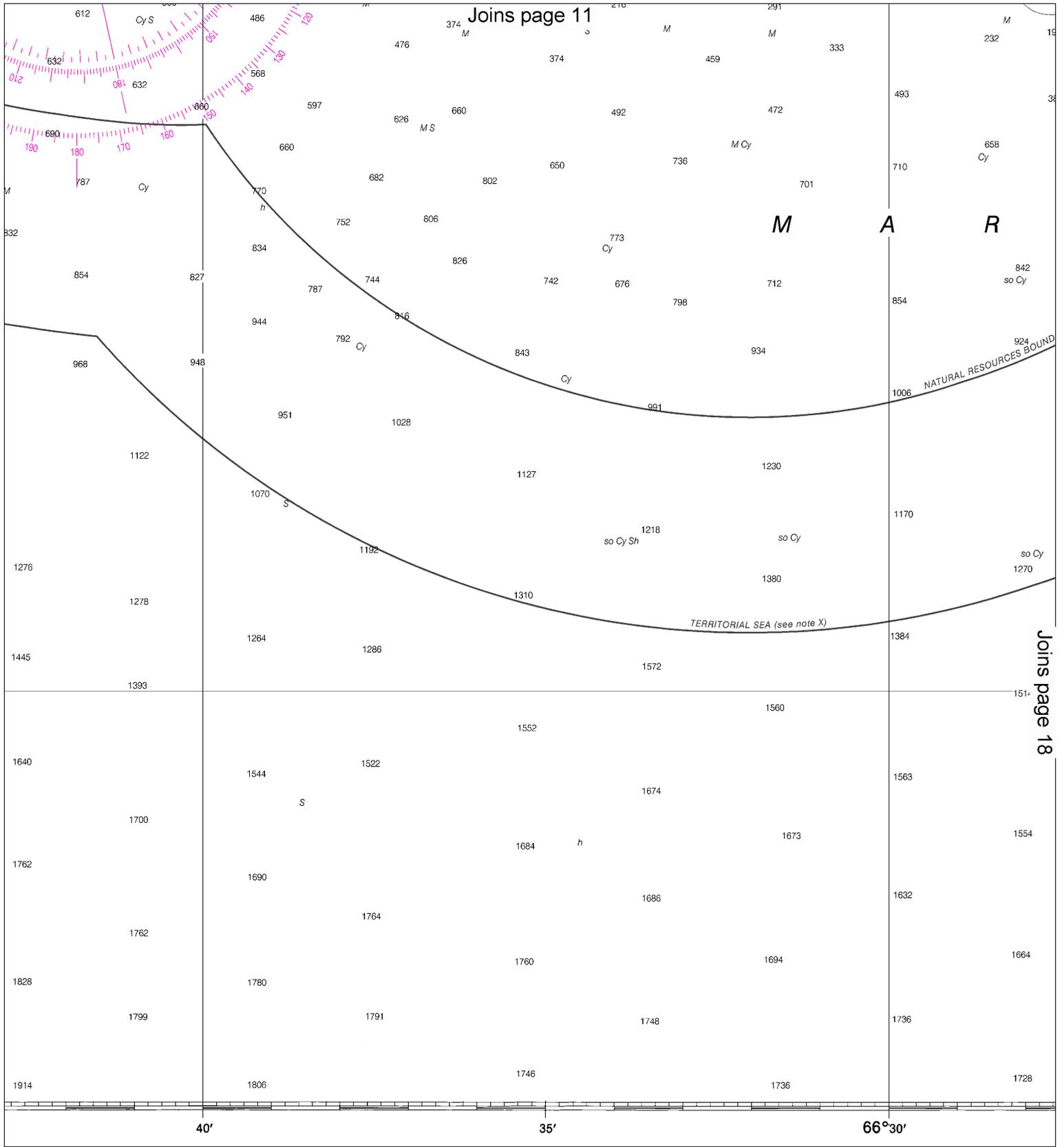
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and the U.S. Navy's Hydrographic Office encourage users to submit corrections, and improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.



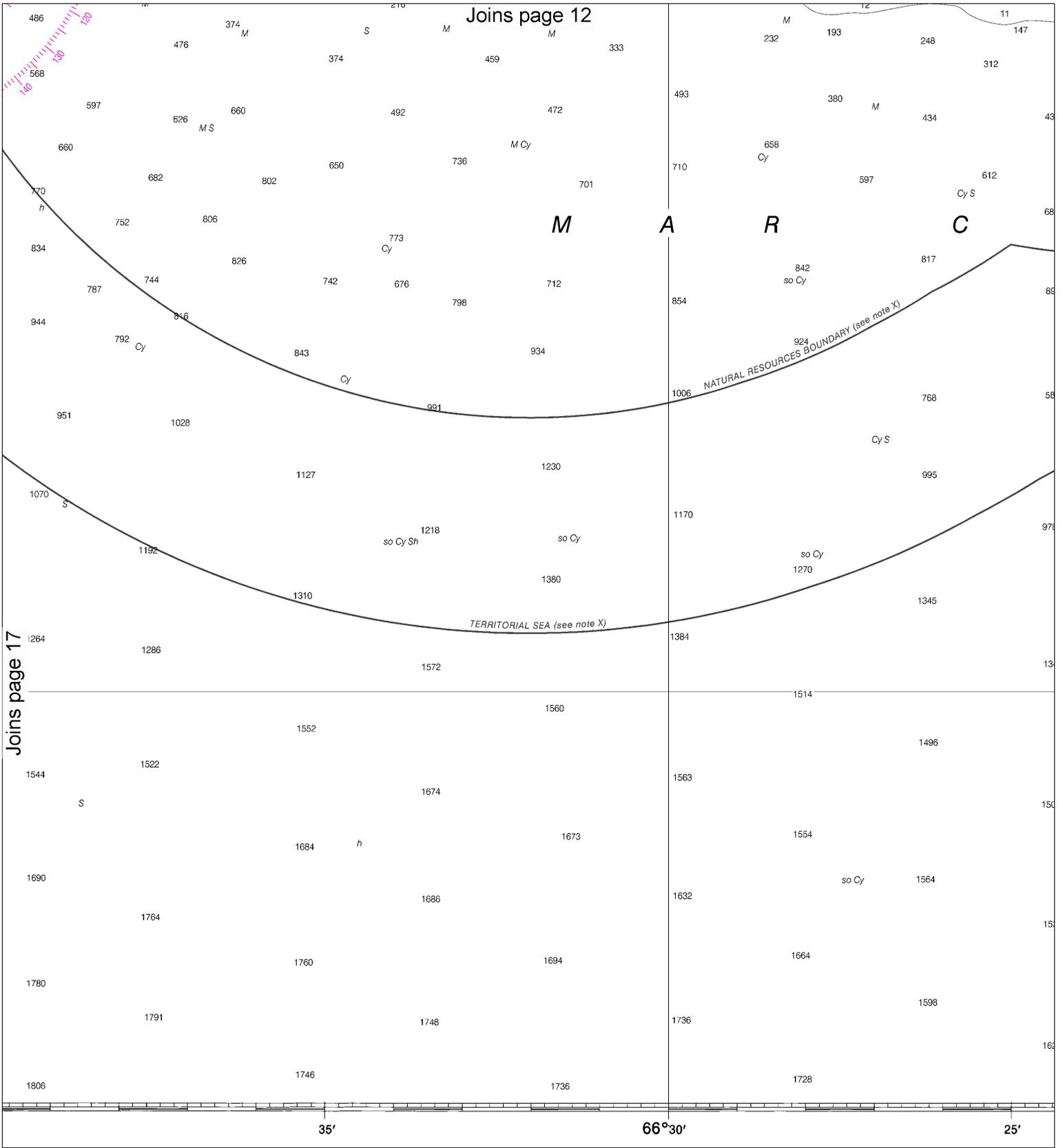


PRINT-ON-DEMAND CHARTS

safe navigation. The National additions, or comments for h (N/CS2), National Ocean

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Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
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18

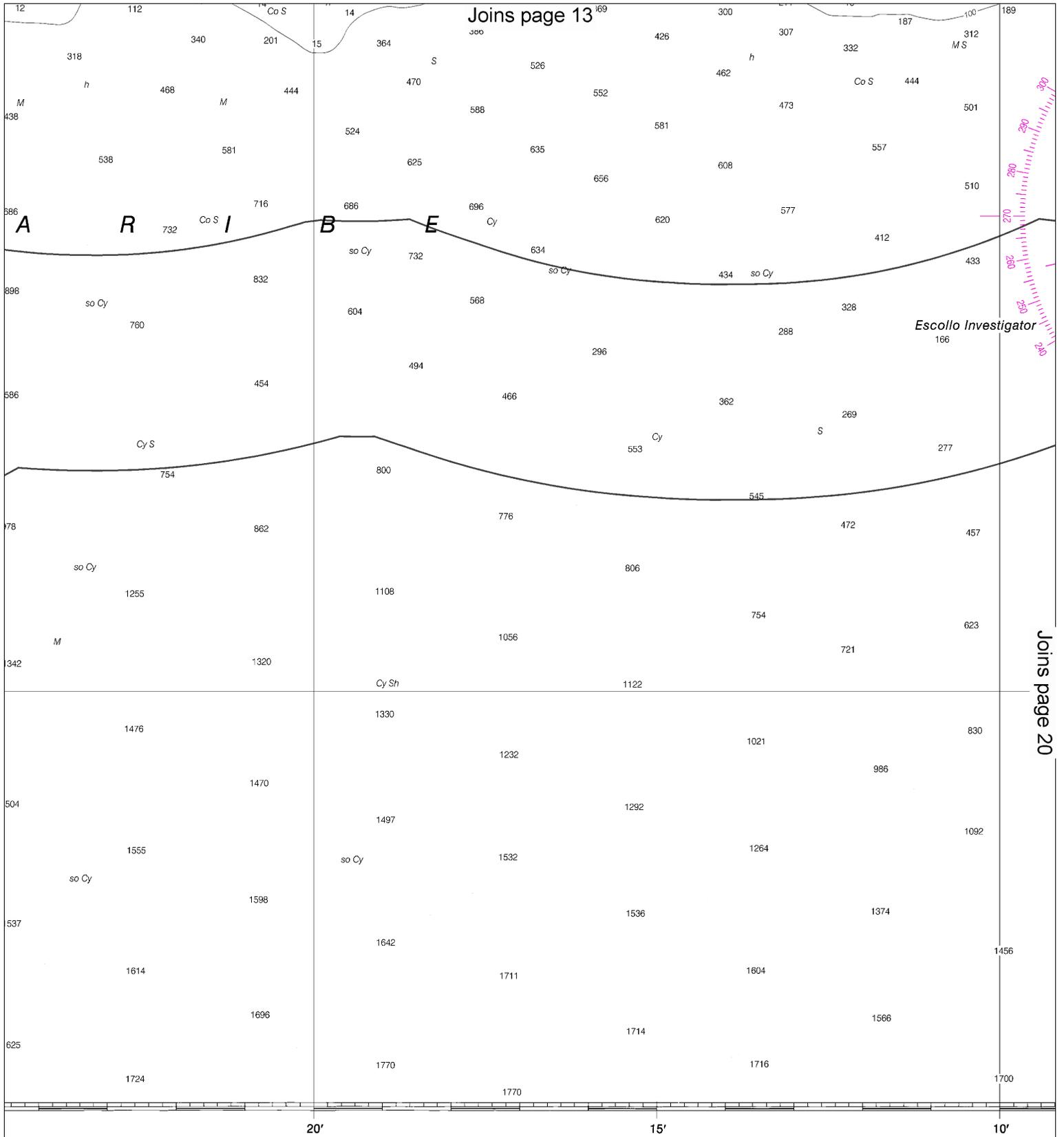
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

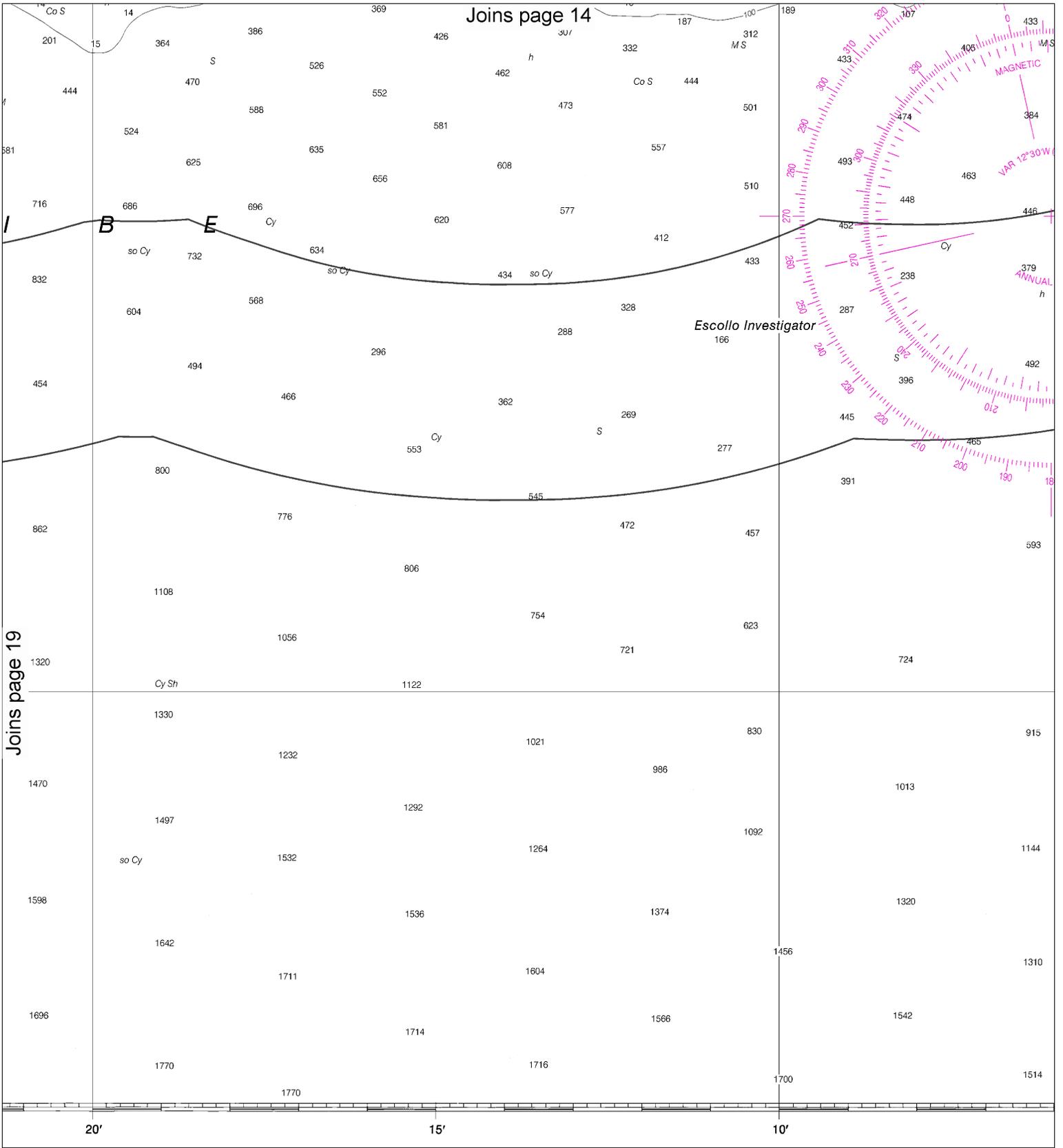




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 SURVEY

SOUNDINGS IN FATHOMS



Joins page 19

SOUNDINGS IN FATHOMS

FATHOMS
FEET
METERS

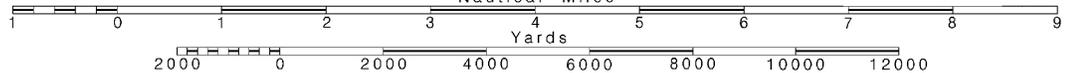
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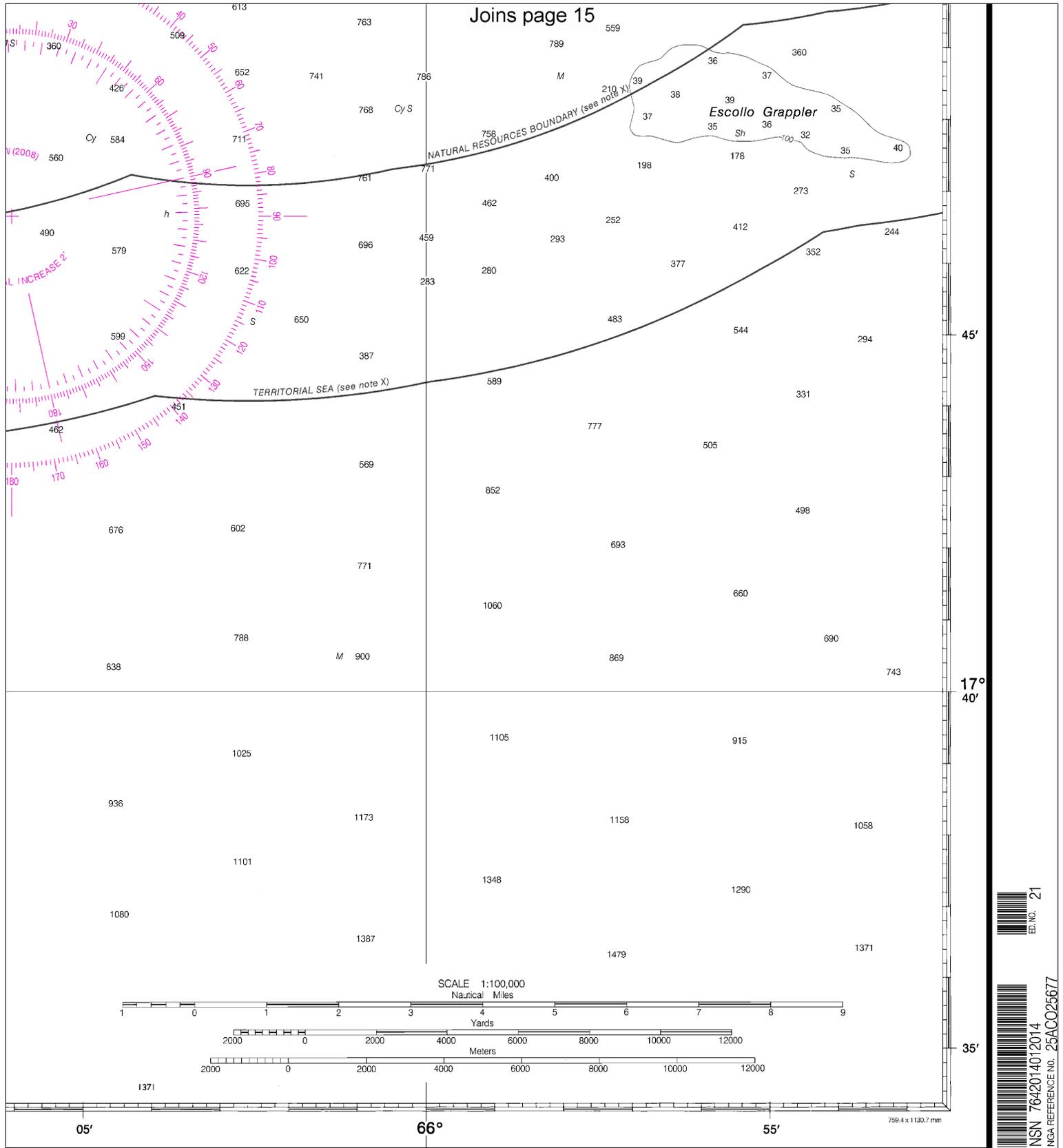
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





ED. NO. 21
 NSN 7642014012014
 NGA REFERENCE NO. 25677

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

South Coast of Puerto Rico
 SOUNDINGS IN FATHOMS - SCALE 1:100,000

25677



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.

