

BookletChart™



Frederiksted Road

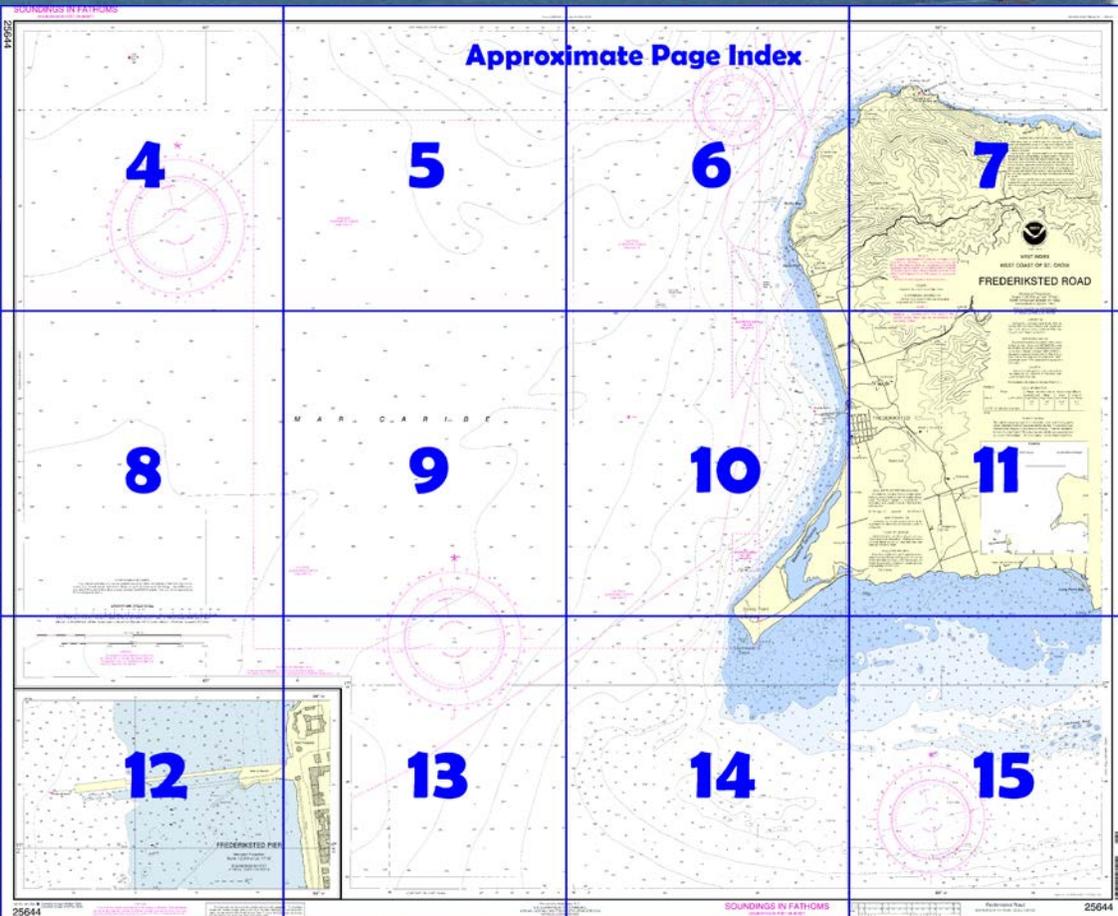
NOAA Chart 25644

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.

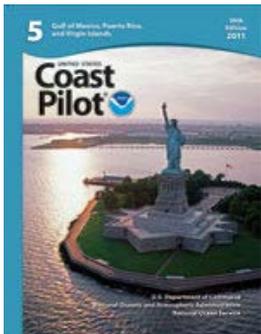
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25644>.



(Selected Excerpts from Coast Pilot)

Long Point, 3.6 miles E of Southwest Cape, is a low projecting point covered with grass. W of the point is **Long Point Bay**, which is shoal. **Southwest Shoal**, 1.2 miles S of Long Point, has only 6 feet of water over it, and E to Krause Point the outlying reefs are the most dangerous along the S coast. They generally break, but as several shoal spots are S, the area should be approached with caution.

A channel, privately marked and entered about 2.2 miles 118° from Southwest Cape, leads in an E direction to mooring buoys about 1.1 miles E of Long Point; channel and mooring

buoys are maintained by Texaco Caribbean Inc., St. Croix, Virgin Islands. The channel is primarily for tankers arriving at the mooring buoys. **Southwest Cape**, the SW extremity of St. Croix Island, is a low point projecting 1.2 miles in a SW direction. A shoal area, sand and coral, extends S, with a least depth of 9 feet, at a distance of 0.8 mile from the shore. A buoy marks the SW extremity of this shoal. The 5-fathom curve is 1.6 miles S of Long Point and nearly a mile S of Southwest Cape, but W of the point it is only 200 yards off. The 100-fathom curve lies nearly 2.5 miles SW of Southwest Cape. **Southwest Cape Light** (17°40'48"N., 64°54'00"W.), 45 feet above the water, is shown from a grey skeleton tower near the tip of the cape.

Caution is necessary in approaching Southwest Cape. The point, fringed by shoals, is low for some 3 or 4 miles to the high land of the interior. This may cause the mariner to overestimate his distance from the coast, especially at night.

Sandy Point, the W extremity of the island, is 0.5 mile NNW of Southwest Cape.

The W coast of St. Croix Island trends NNE from Southwest Cape for 2.4 miles to Frederiksted, thence NW for 2 miles, and then curves NE for 2 miles to Hams Bluff. The coast consists mostly of sand beach with the land back of it sloping gently upward in the S part and the hills gradually working W to the shore in the N part. The slopes are covered by grass and bushes. The beach is steep-to with the 10-fathom curve lying 0.5 mile or less offshore.

Frederiksted, on the W coast of St. Croix Island, 2.4 miles N of Southwest Cape and 3.7 miles S of Hams Bluff, is a port of call for cruise ships, Government vessels, and occasionally for small cargo vessels.

Large vessels can dock at the long municipal pier in the 4-mile-wide open roadstead. Imports include building materials and vehicles.

Anchorage.—Small boats anchor near the waterfront. Anchorage between the municipal pier and the warping buoys to S is prohibited.

Currents.—The Frederiksted harbor pilot reports that a westerly current from 225° to 315°, with a set of not more than 1 knot, and 2 knots in extreme cases, may be experienced when approaching the pier. In addition, the pilot reports that there seems to be an almost ever present circular current beginning about 0.25 mile off the pier with an initial set to the S and a final set to the N when abeam of the pier's end.

Restricted areas have been established off the W coast of St. Croix Island, N and S of Frederiksted Harbor. (See **334.1490**, chapter 2, for limits and regulations.)

Pilotage, Frederiksted.—See pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Vessels are boarded 1 mile off the municipal pier.

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 municipal hospital is at Frederiksted.

Harbor regulations.—Local rules and regulations for Frederiksted harbor are enforced by a **dockmaster**, whose office is on the shoreward end of the municipal pier. Copies of the regulations may be obtained from the Virgin Islands Port Authority, Gallows Bay, Christianstead, St. Croix, VI 00820.

Supplies and repairs.—Water, bunker fuels, diesel oil and gasoline can be trucked in from nearby. Limited above-the-waterline repairs are available.

**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

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

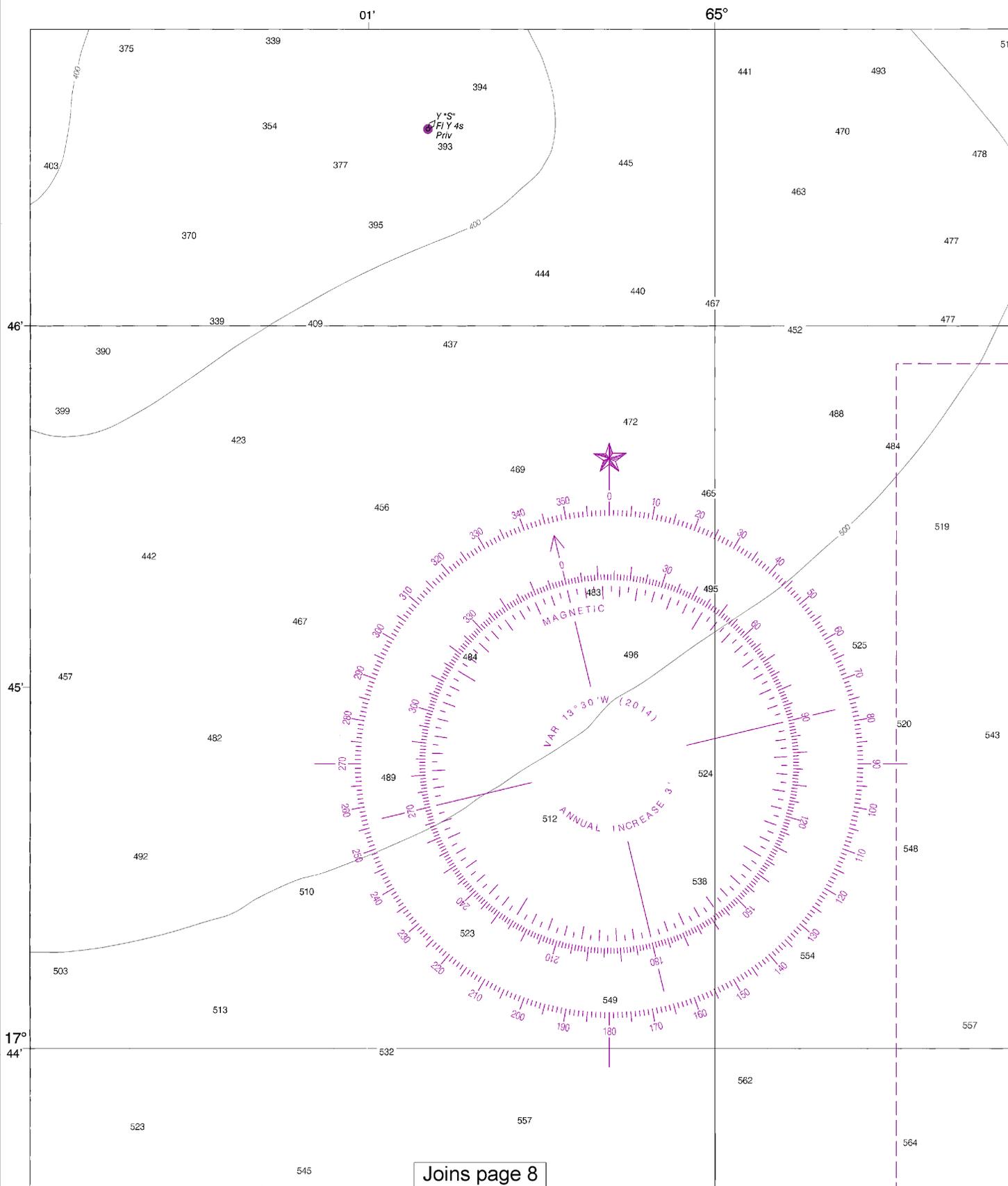


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

(SOUNDINGS IN FEET ON INSET)

25644



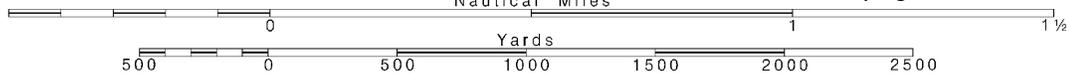
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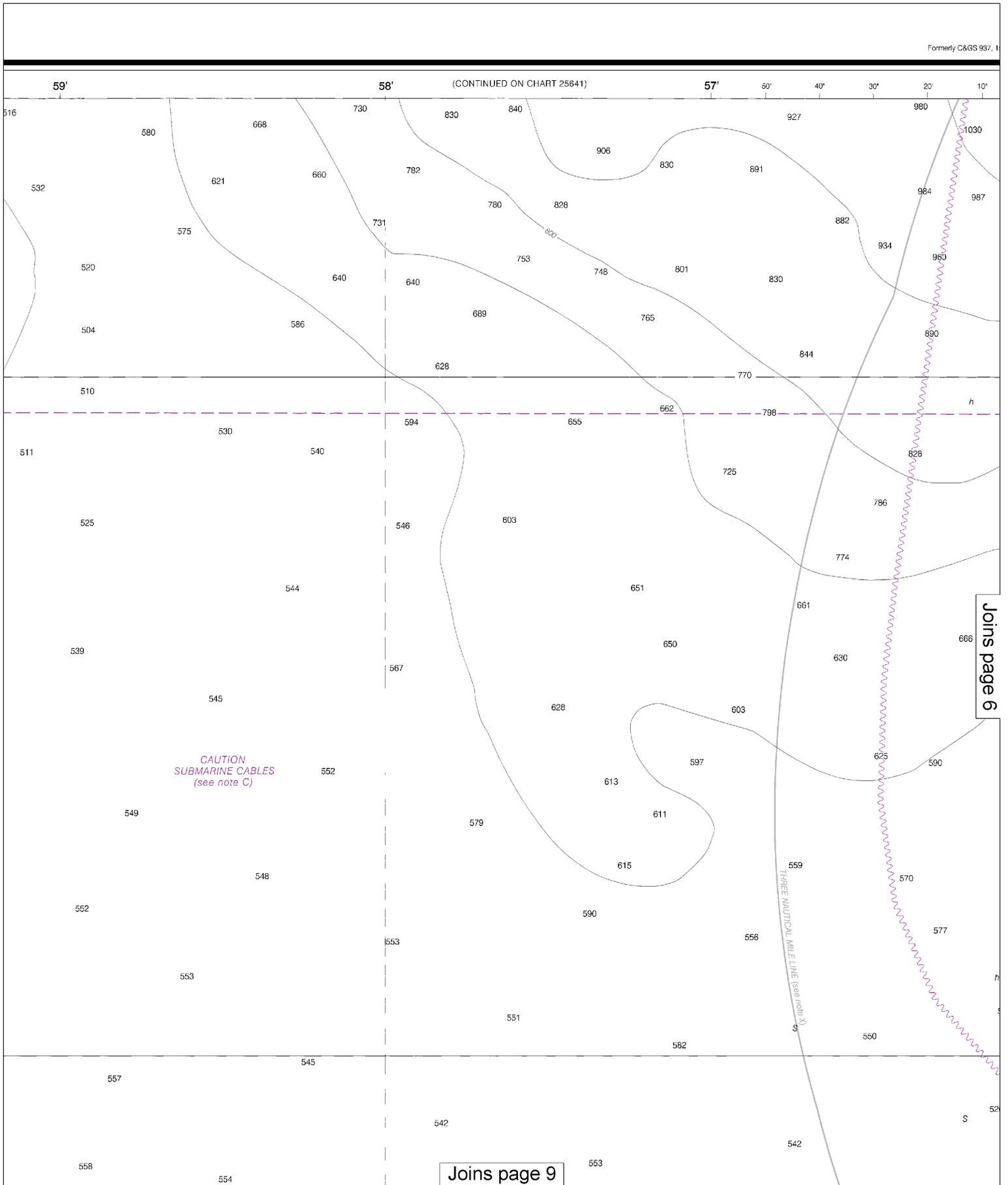
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

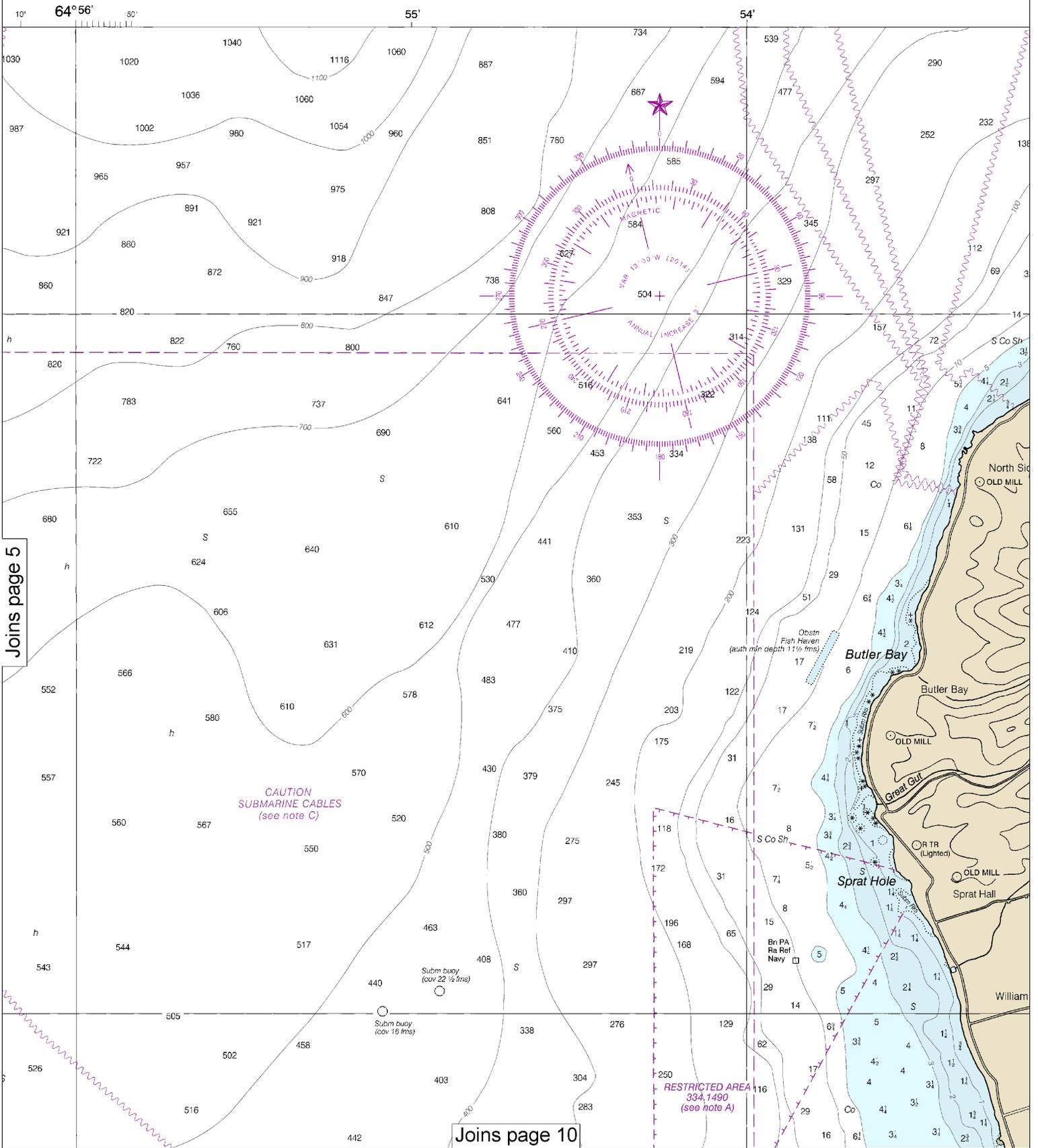
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



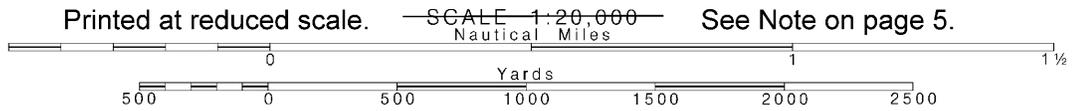


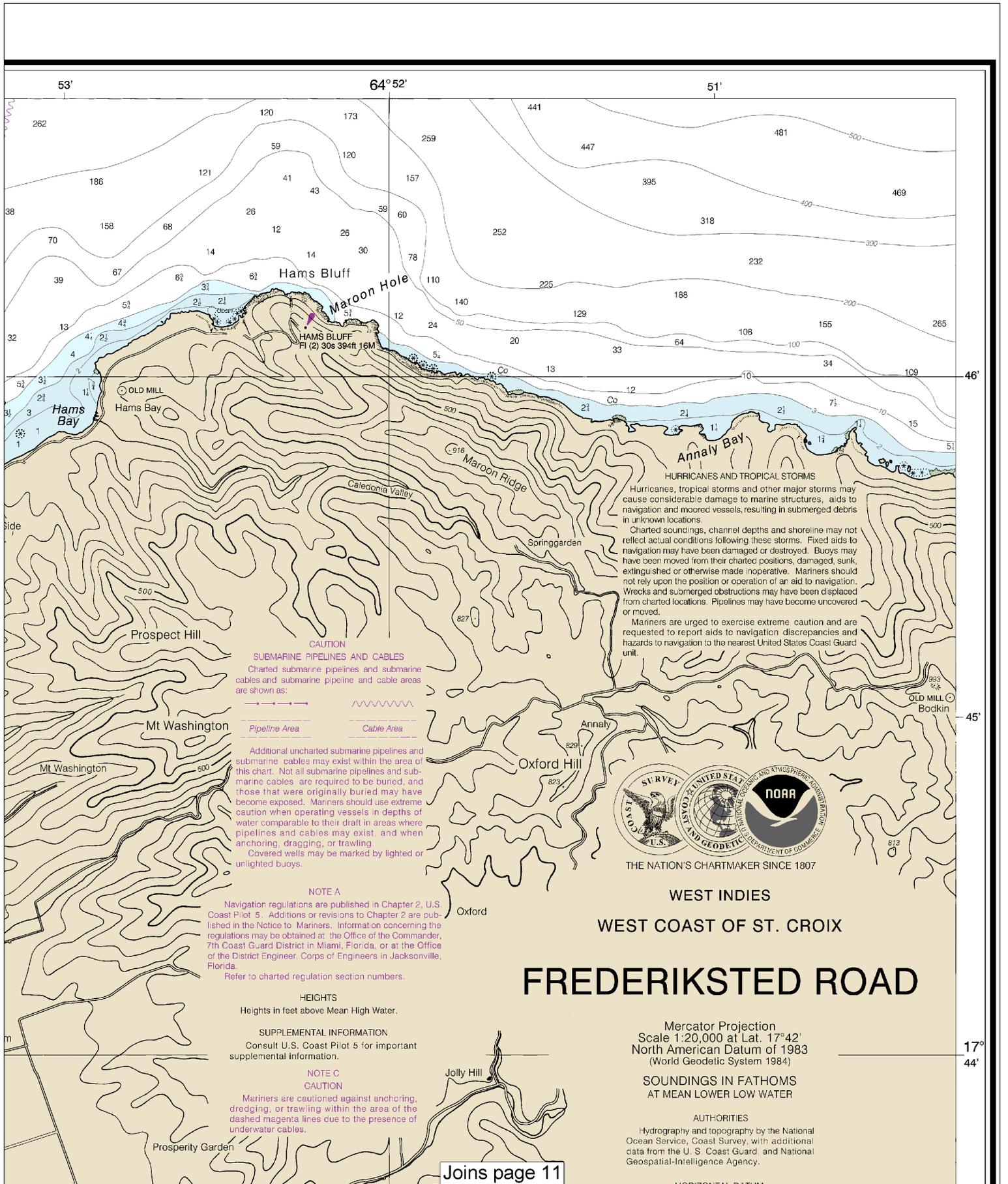
Joins page 5

Joins page 10



Note: Chart grid lines are aligned with true north.





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.

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.

HEIGHTS
 Heights in feet above Mean High Water.

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

NOTE C
CAUTION
 Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of underwater cables.

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.



THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES
WEST COAST OF ST. CROIX

FREDERIKSTED ROAD

Mercator Projection
 Scale 1:20,000 at Lat. 17°42'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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

Joins page 11

Last Correction: 10/19/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016)



(CONTINUED ON CHART 25640)

43'

50'

40'

30'

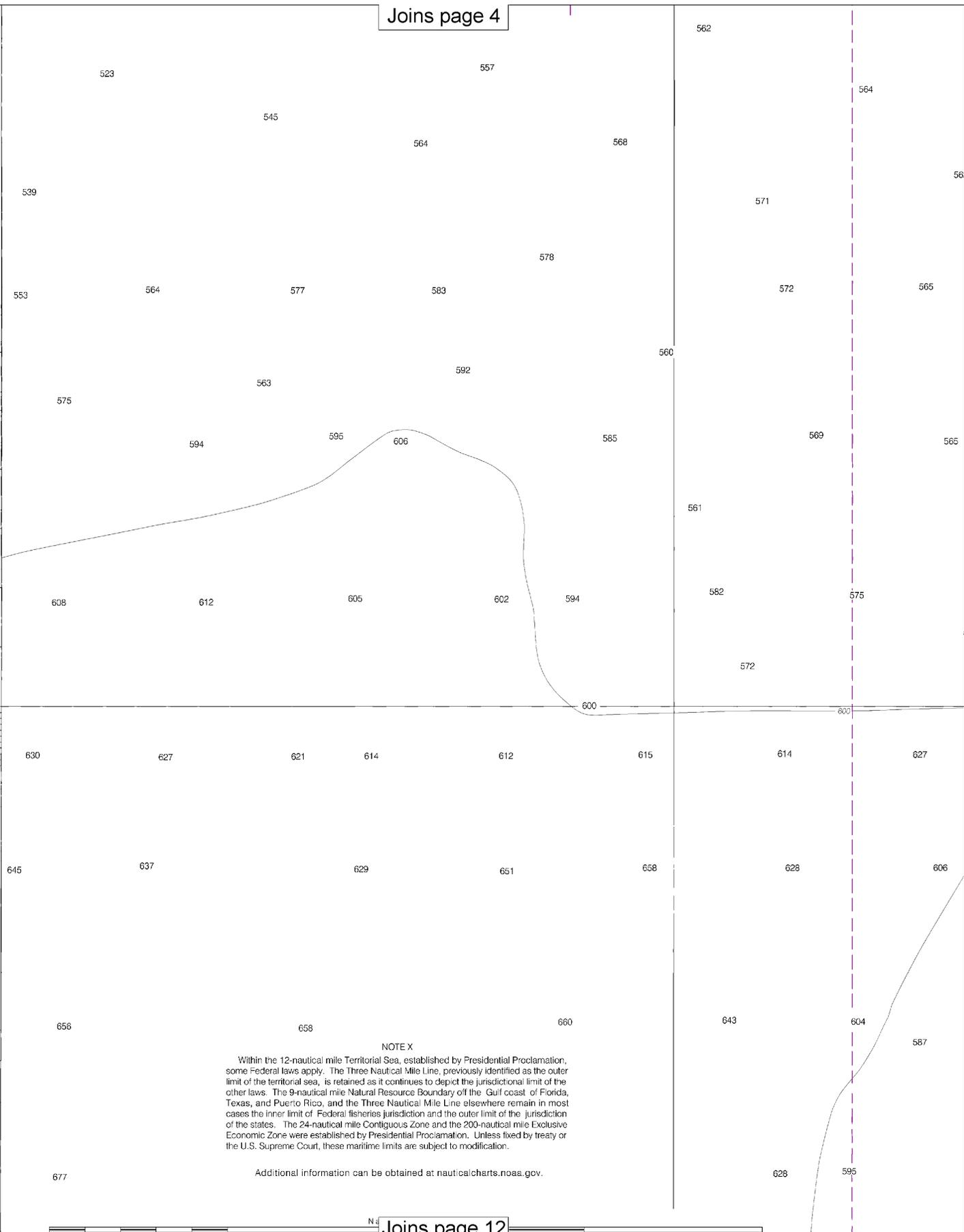
20'

10'

42'

50'

41'



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.

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

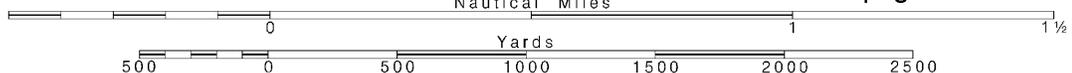


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

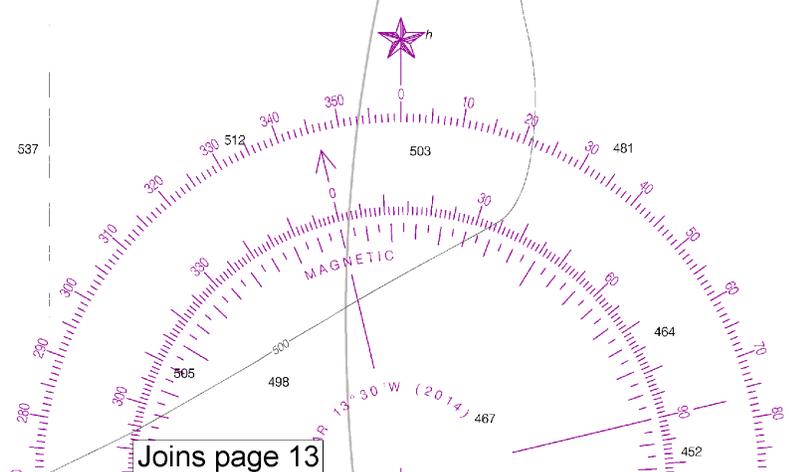
SCALE 1:20,000
Nautical Miles

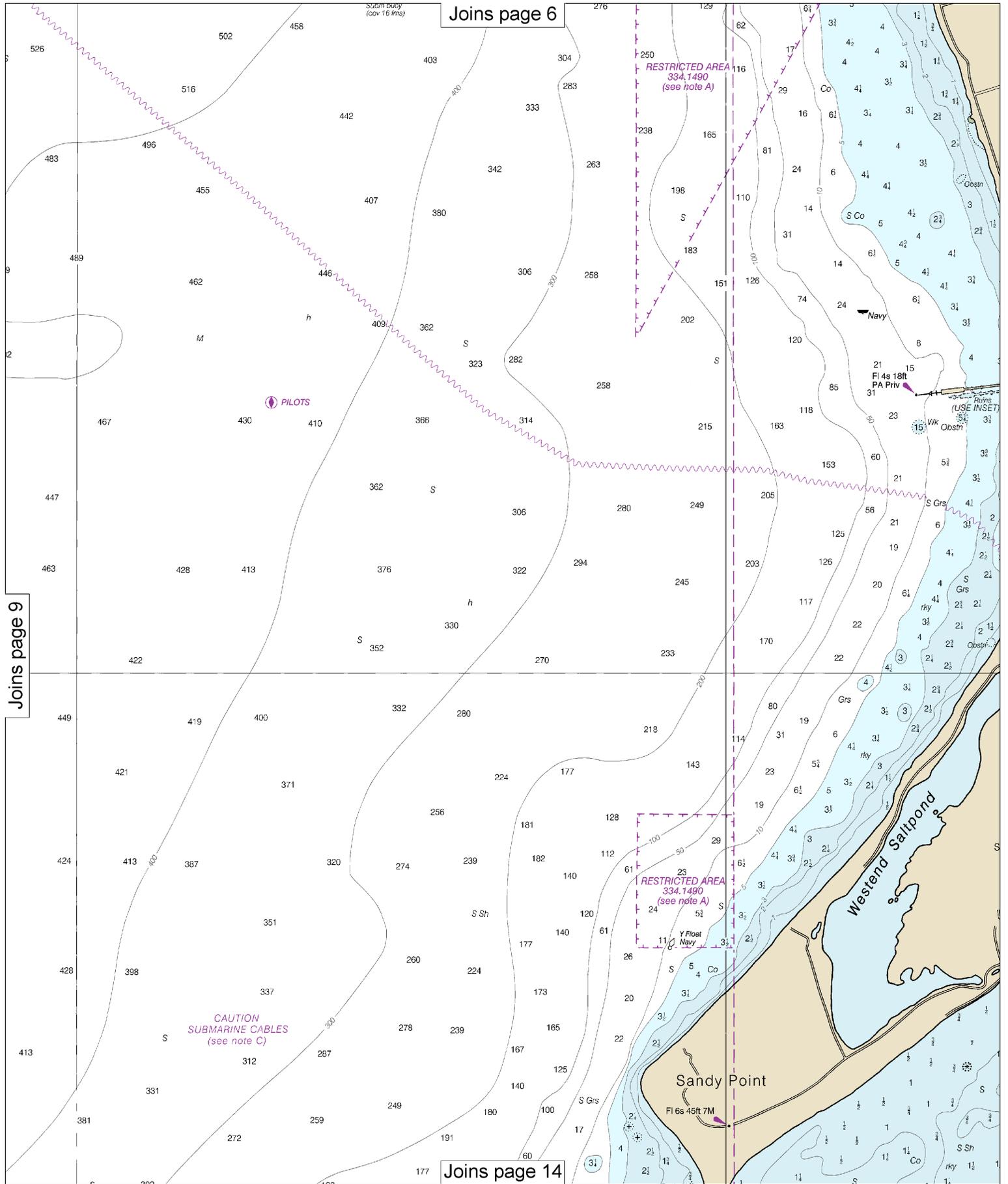
See Note on page 5.



M A R C A R I B E

CAUTION
SUBMARINE CABLES
(see note C)





Joins page 6

Joins page 9

Joins page 14

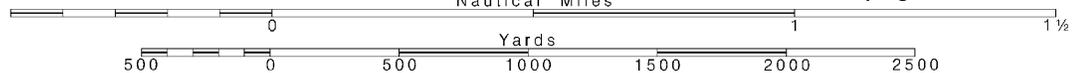
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



**NOTE C
CAUTION**

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

**SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER**

AUTHORITIES

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

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 7.094" southward and 1.473" 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.

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

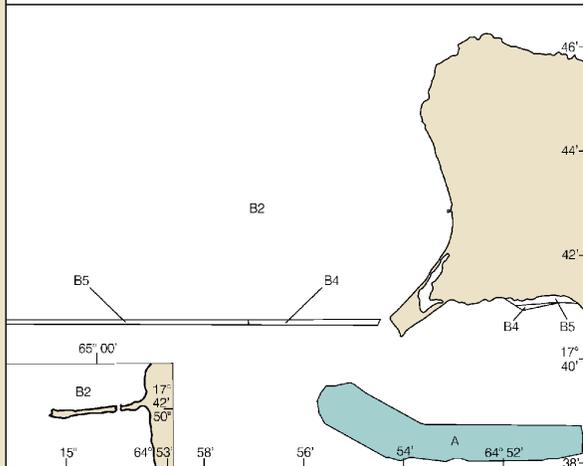
For Symbols and Abbreviations see Chart No. 1

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 1990-2014	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage



Prosperity Garden

Prosperity

Little La Grange

La Grange

FREDERIKSTED

Wheel of Fortune

Mars Hill

Two Brothers

CORAL PROPAGATION

Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

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.

St. Thomas, V.I. WXM-96 162.475 MHz

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.

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).

Smithfield

Concordia

Whim

Camporico

OLD MILL

Sandy Point

Concordia

Breakers

Hope and Carlton Land

Long Point Bay

Long Pt

cases the minor limits of Federal waters of the states. The 24-nautical mile Continental Shelf Economic Zone were established by Presidential Proclamation. Pursuant to the ruling of the U.S. Supreme Court, these maritime limits are subject to modification.

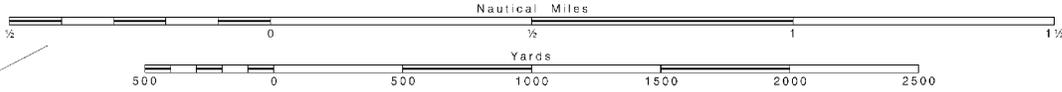
Joins page 8

677

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

628

595



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.

716

720

692

665

605

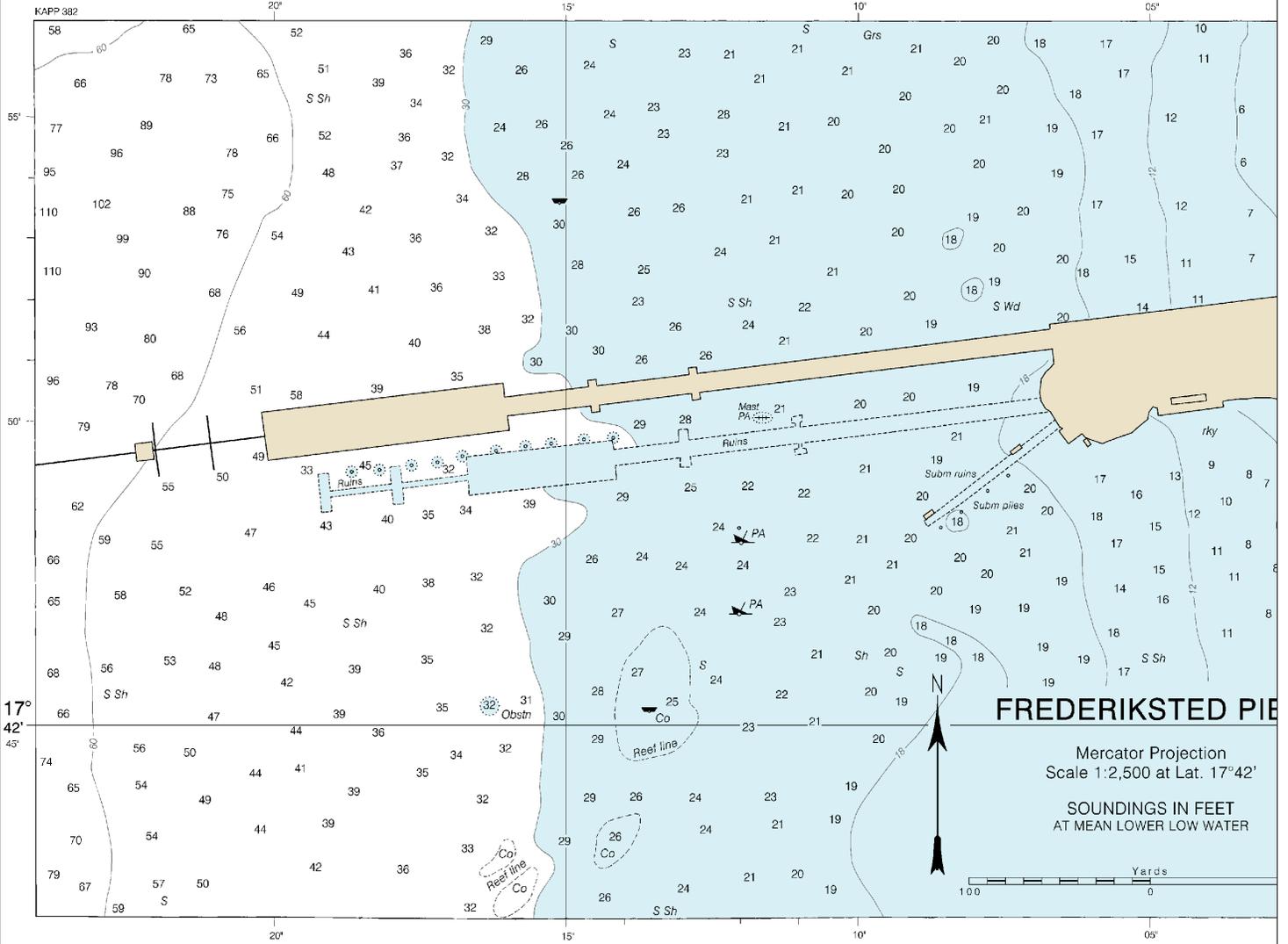
577

COLREGS

International Regulations for Preventing Collisions at Sea
The entire area of this chart falls within the scope of these regulations.

01'

65°



15th Ed., Jan. / 14

25644

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.

NOAA encourages users to submit inquiries, discrepancies or corrections about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

Last Correction: 10/19/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016)

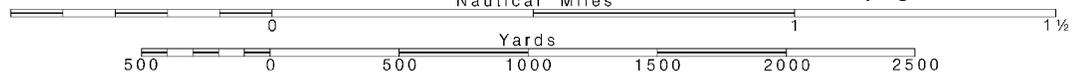
12

Note: Chart grid lines are aligned with true north.

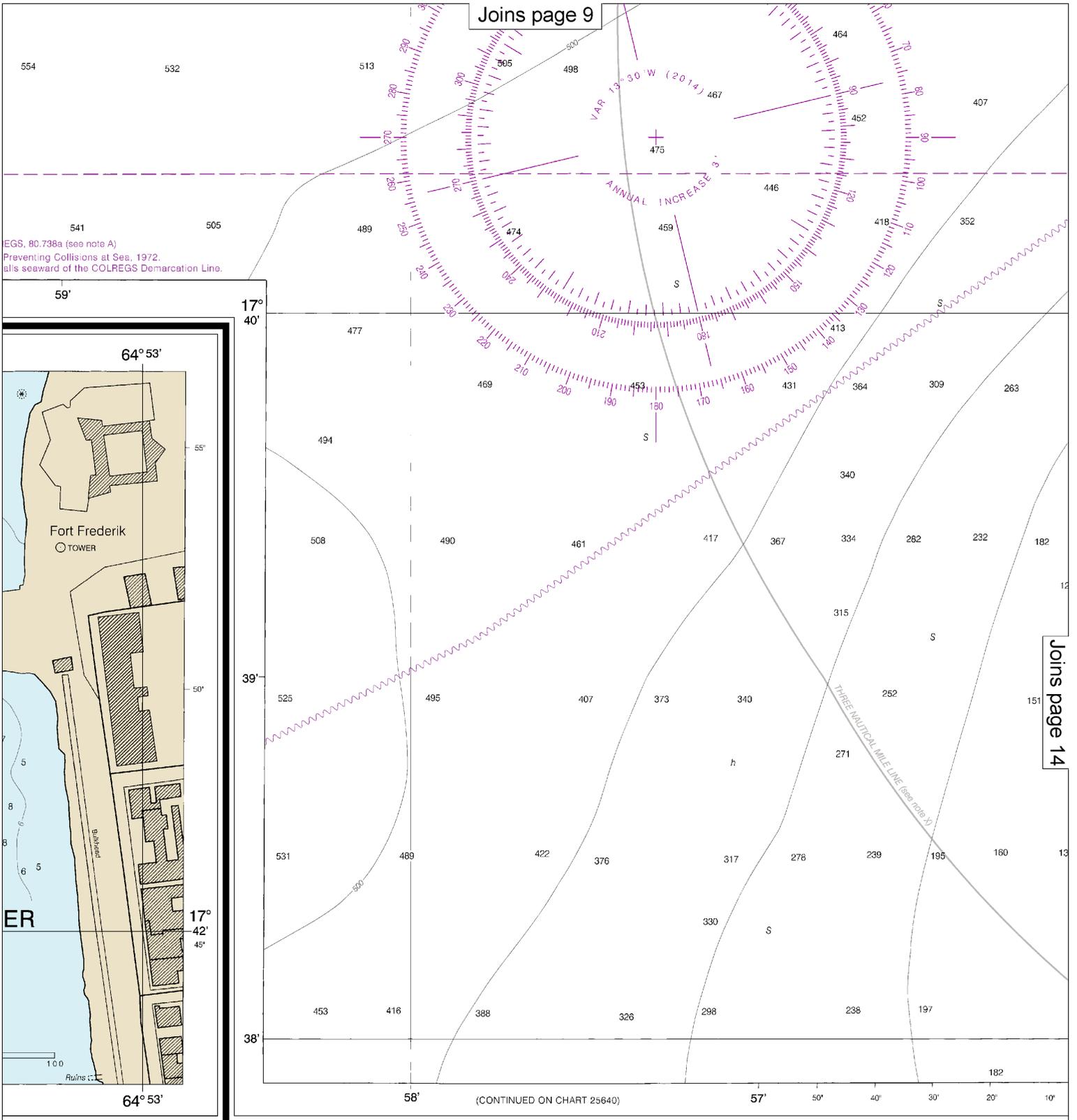
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

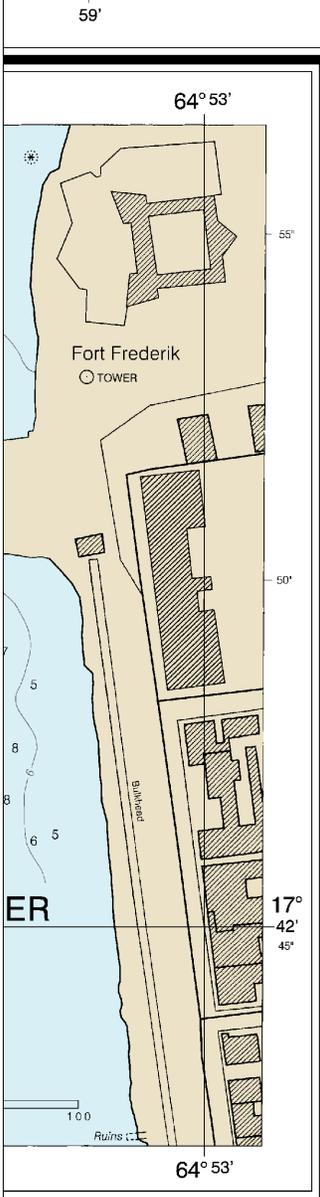
See Note on page 5.



Joins page 9



EGS, 80.738a (see note A)
 Preventing Collisions at Sea, 1972.
 All's seaward of the COLREGS Demarcation Line.

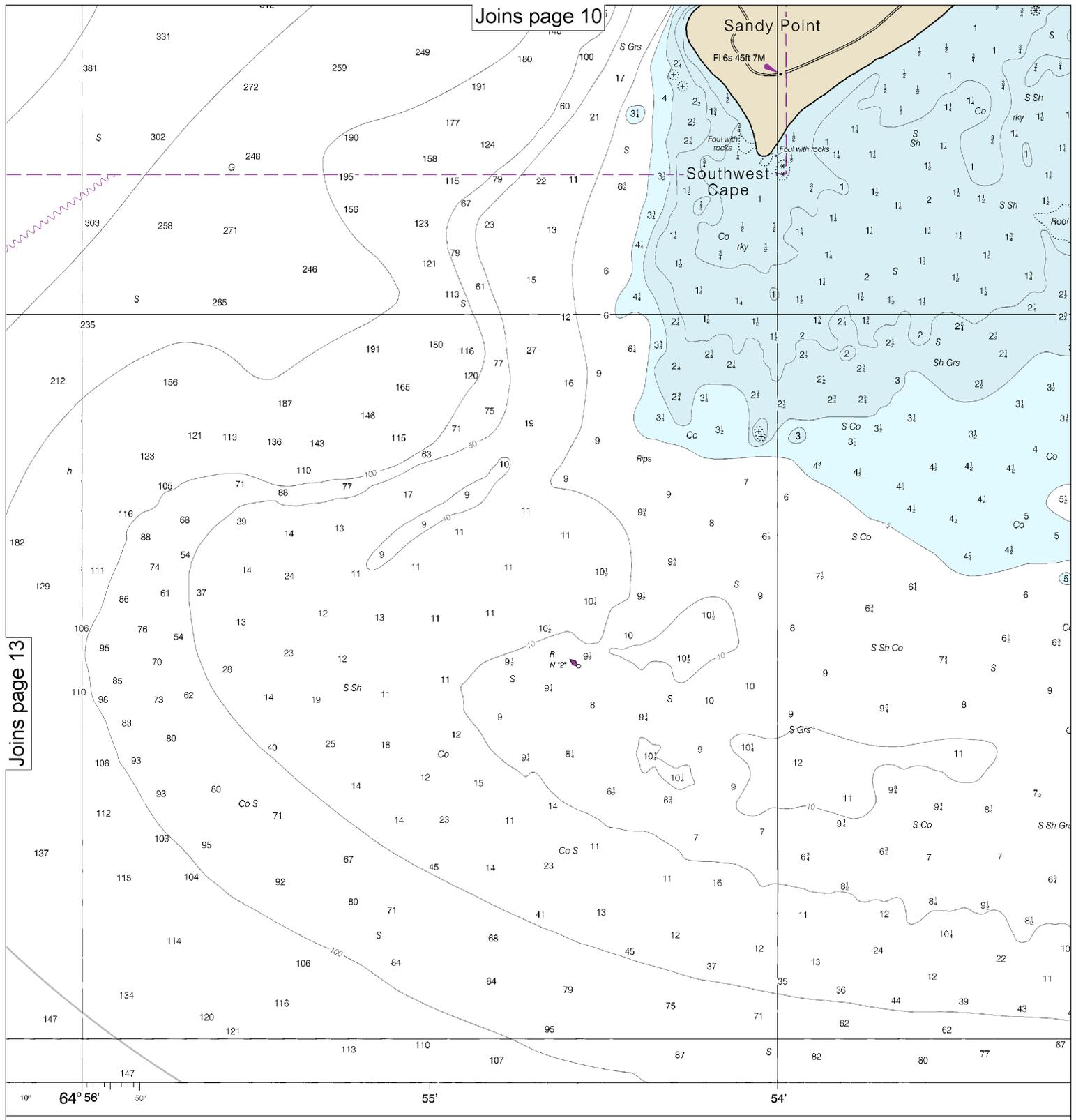


For comments
 contact [http://www.navy.mil](#)

(CONTINUED ON CHART 25640)

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEANIC SURVEILLANCE CENTER
 COAST AND GEODETIC SURVEY

Joins page 14



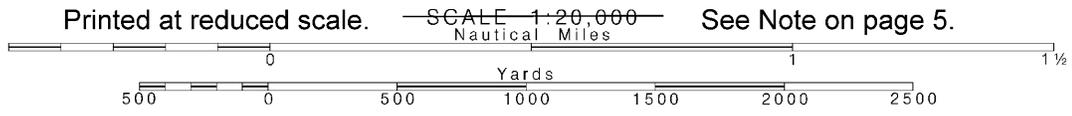
Joins page 13

at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NAUTICAL CHARTS AND SOUNDINGS DIVISION
 HYDROGRAPHIC SURVEY

SOUNDINGS IN FATHOMS
 (SOUNDINGS IN FEET ON INSET)

14

Note: Chart grid lines are aligned with true north.



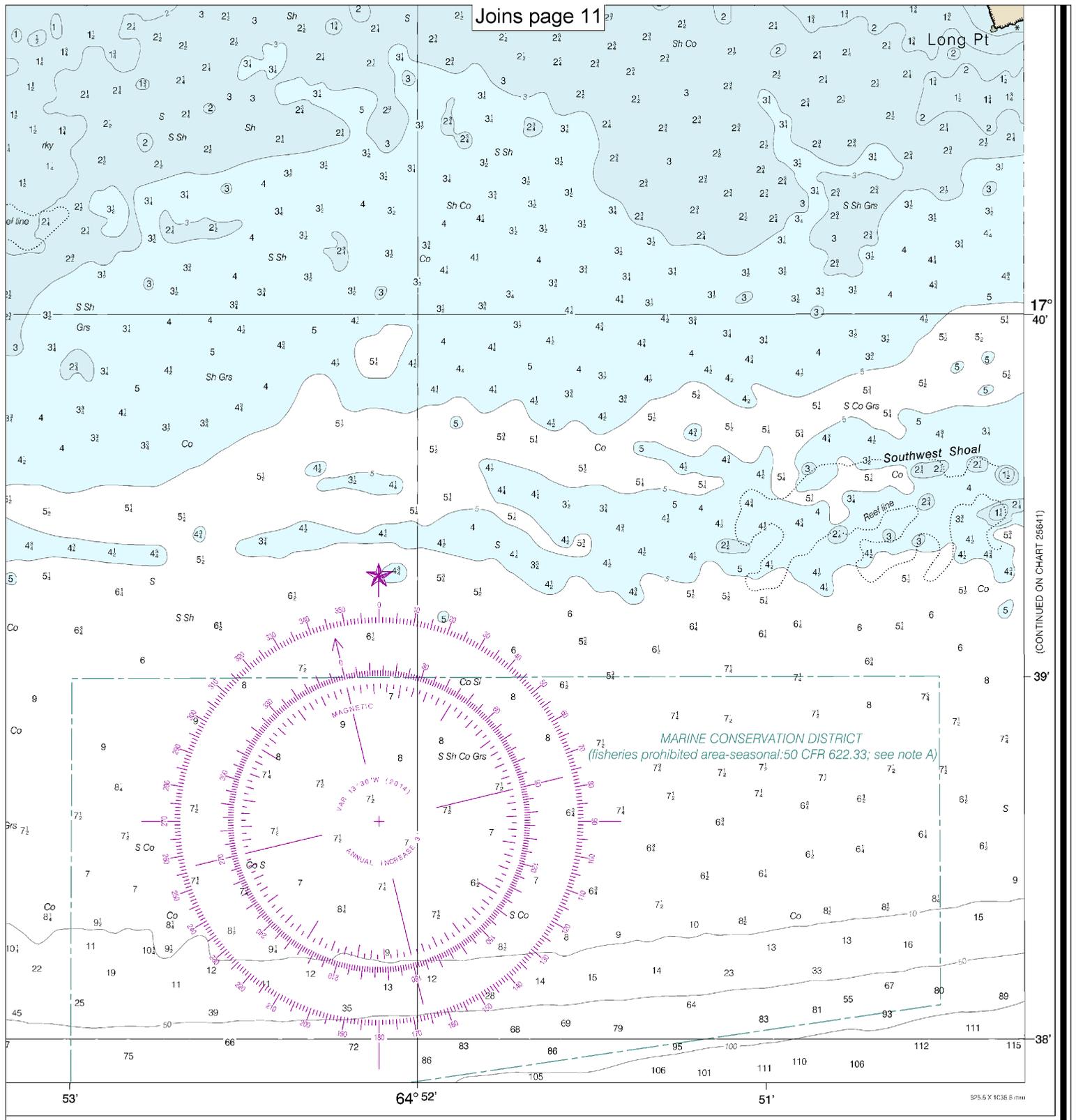
Long Pt

17° 40'

(CONTINUED ON CHART 25641)

39'

38'



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

Frederiksted Road
 SOUNDINGS IN FATHOMS - SCALE 1:20,000

25644



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>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- 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 @NOAAcharts



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.