

BookletChart™



Pillsbury Sound

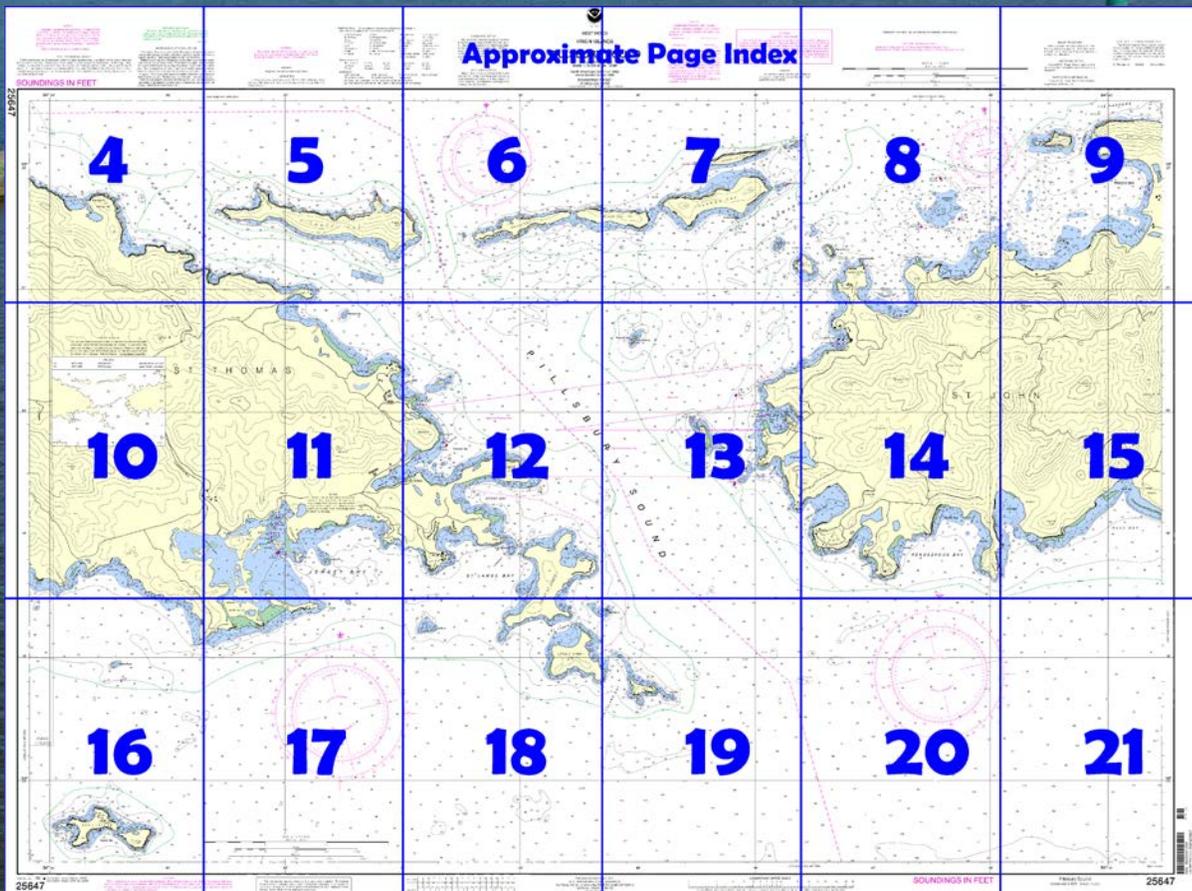
NOAA Chart 25647

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.

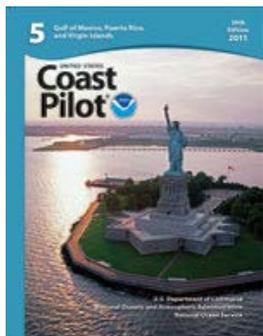
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25647>.



(Selected Excerpts from Coast Pilot)

Mandal Bay, 3 miles E of Picara Point, is shoal, with a sandy beach at its head.
Mandal Point, just E of the bay, is 277 feet high, with cliffs 100 to 120 feet high at the water's edge. An unmarked channel, W of the point, has a rock jetty on either side which leads through the reefs and a landcut to a small dredged harbor. The channel has shifting sand bars and can be shallow. On the E side of the bay, a rubble mound breakwater extends 270 feet from

shore on the N side of the channel entrance, and a smaller rubble mound jetty extends 70 feet from shore on the S side. To the SE of

Mandal Bay is Tutu Bay with fringing reef on the E side. The bay often experiences heavy waves.

Water generally breaks on a reef close NE of Mandal Point. A 23-foot spot is 0.3 mile E of the point.

Coki Point, 1.9 miles ESE of Mandal Point, has a 47-foot high bluff with a sandy beach on the N side and shoreline foul with coral and fringing reef E and W of the beach. It forms the N shore of **Water Bay**. A conspicuous 235-foot cone-shaped hill is just S of Water Bay. **Turtleback Rock**, 2 feet high, is off the entrance to Water Bay 0.3 mile SE of Coki Point. Midway between Water Bay and Cakes Point is a small sandy beach located at Footer Point. There are several boulders off Footer Point placed as a breakwater which are covered by water. **Cakes Point** is a low rocky hook 1 mile SE of Coki Point. **Shark Island**, 32 feet high, is about 0.3 mile ESE of Cakes Point. Foul ground encircles the island with several visible rocks 125 yards off the NE end.

Just to the W of the Cakes Point is a small cove locally referred to as Lindquist Bay. Shallow reef are prominent on the W and E sides with a sand beach in the center, commonly referred to as Lindquist Beach. An unmarked channel lies in the middle of the cove.

St. John Bay, on the SE side of Cakes Point, has a shallow fringe reef at the W and E ends. A channel lies near the center of the bay and small boats can land ashore. A strong current runs between Shark Island and Prettyklip Point, locally referred to as Sapphire Beach.

Just SE of Prettyklip Point is a spit of land with hotels and condos. A marina is located in the alcove W of the spit. Buoys reported mark the channel to the marina.

Redhook Bay, at the E end of St. Thomas Island, consists of a S arm called **Muller Bay** and the W arm, **Vessup Bay**. Ferry boats to St. John Island use a small L-shaped pier in the NE part of Vessup Bay. In 1972, a depth of 9 feet was reported at its face. The channel through Redhook Bay into Vessup Bay is marked by private buoys. A marina is 200 yards W of the L-shaped pier. Berths, gasoline, electricity, water, ice, and marine supplies are available. Repairs can be made to gasoline or diesel engines and to some electronic equipment. The National Park Service maintains an L-shaped pier on the S side of Vessup Bay; in 1972, depths of about 6 feet were reported alongside.

Cabrita Point, the E end of St. Thomas, rises to a height of 210 feet. A neck of land joins the remainder of St. Thomas. A 24-foot spot lies 0.6 mile ESE of Cabrita Point.

Pillsbury Sound is the body of water between St. Thomas, St. John, and the cays which bound the sound on the N side, forming an excellent roadstead about 2 miles in extent E and W and 1.5 miles N and S. This area is quite secure against rollers and all winds except from the S which blow only in the hurricane months, but the area can become quite rough. The current attains a velocity of 2 knots.

The depths in the sound are somewhat irregular, varying from 41 to 111 feet. All the main passages leading to it are deeper than the mean depth of the sound itself.

Thatch Cay, at the NW end of Pillsbury Sound, is 1.6 miles long. The island is in the form of a ridge, 482 feet high near the E end.

Two Brothers are two small 12-foot-high barren rocks lying in the middle of Pillsbury Sound; a light 23 feet above the water is shown from the larger rock. A ledge extends off their NE side, deepening to 30 feet at a distance of 250 yards. Vessels can anchor in depths of 40 to 65 feet about 0.5 mile NE of Two Brothers on sand and mud bottom.

Cowpet Bay, in the N part of St. James Bay, is 0.3 mile wide between **Water Point** and **Deck Point**.

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

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

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>

WIRE DRAGGED AREAS
 The area outside, or offshore, of the solid line has been swept clear to a depth of 42 feet. The areas between the solid and broken green lines have been swept clear to a depth of 36 feet.

1924-1927

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.

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 prudent mariner should consult the latest Notices to Mariners, Particulars of Coast Light List and U.S. Coast Pilot.

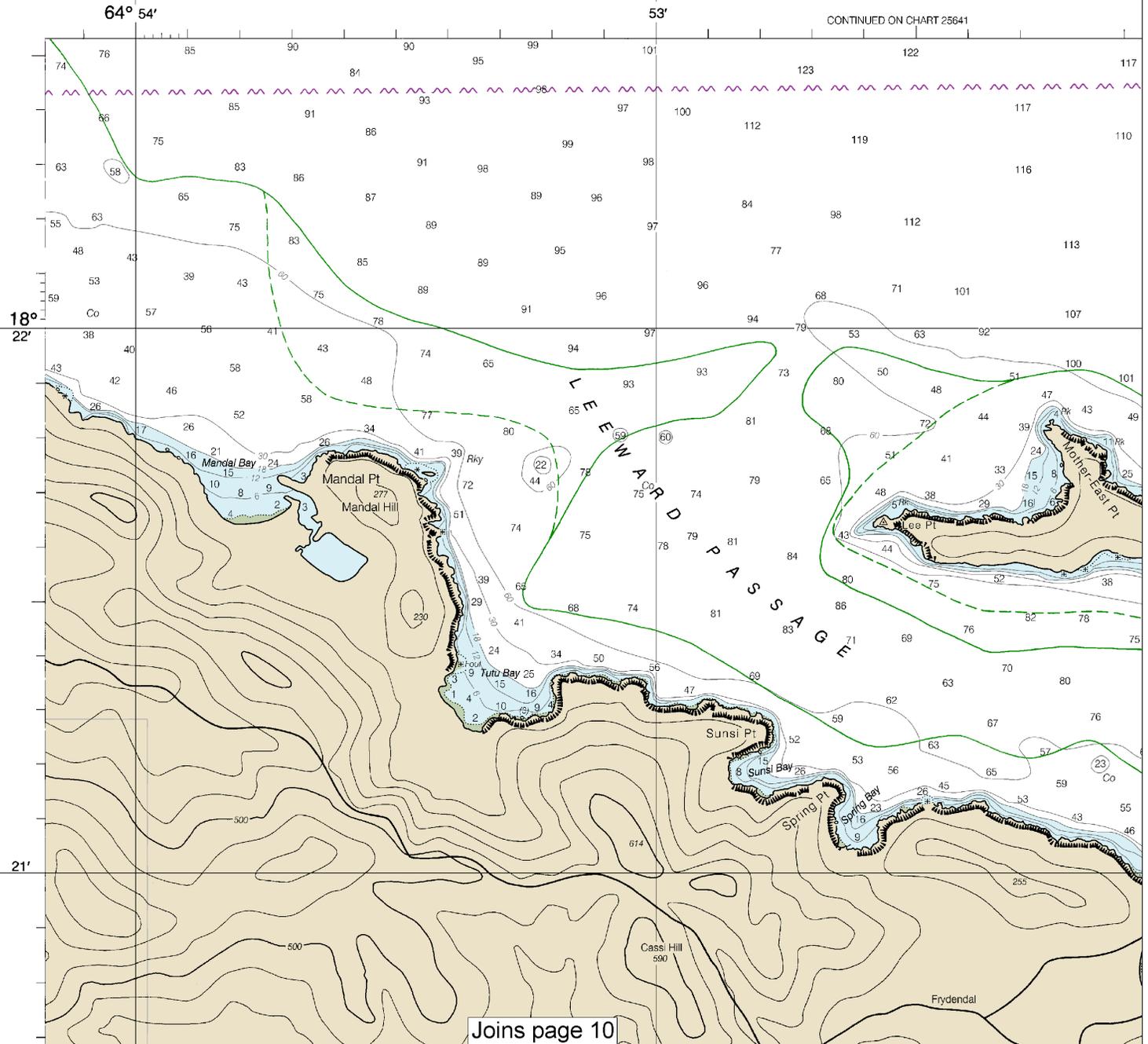
Heights in feet

Hydrography and topographic survey, with additional data from the U.S. Coast Guard.

SOUNDINGS IN FEET

25647

CONTINUED ON CHART 25641



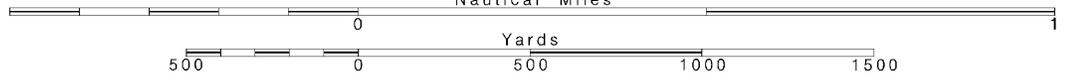
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.



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
A alternating	IQ interrupted quick	N nun	Rat rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA telephone	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:

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	Obsn 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.

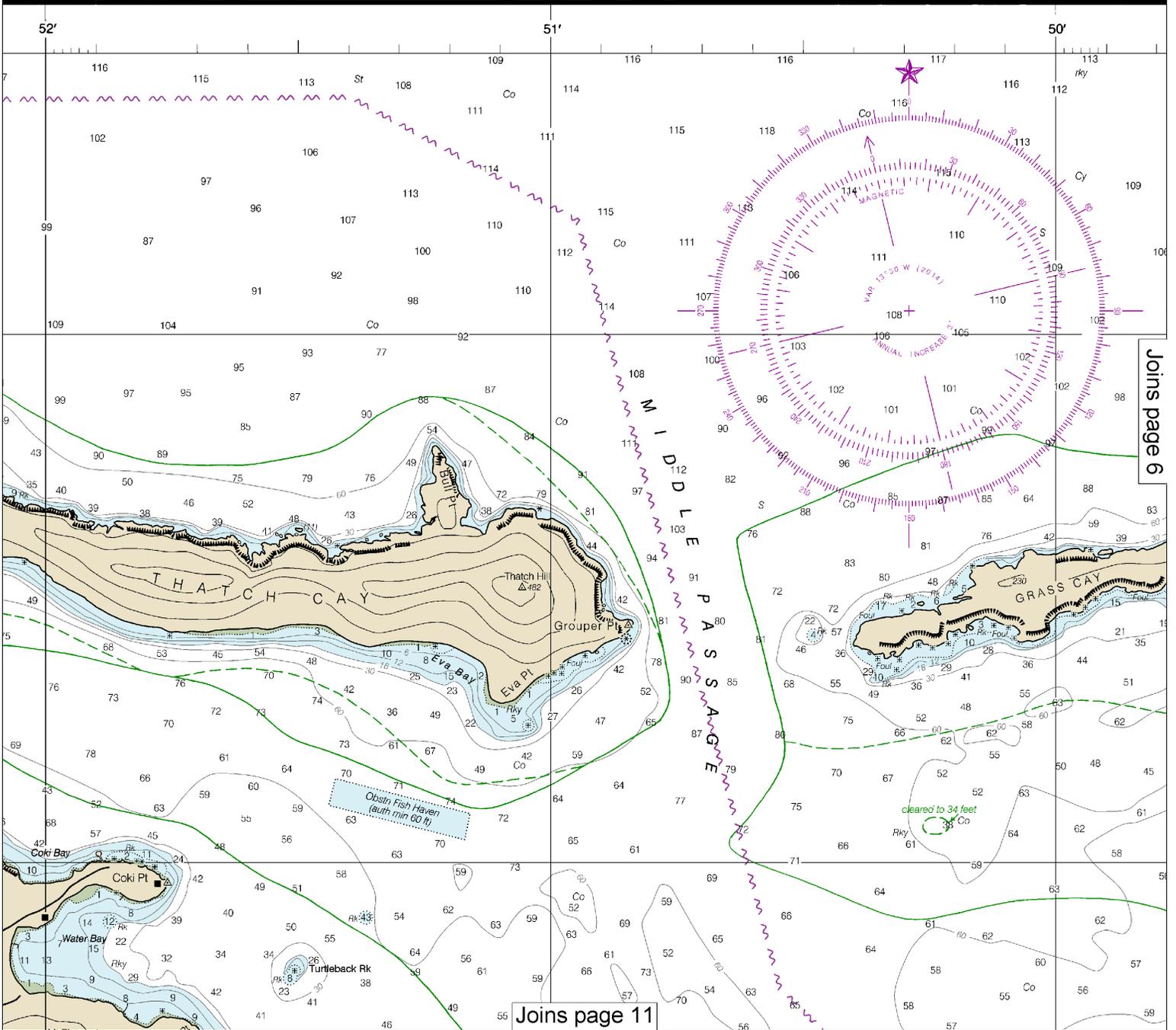
HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.165' southward and 1.499' eastward to agree with this chart.

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

WARNING
 User will not rely solely on any single aid regularly on floating aids. See U.S. Coast and U.S. Coast Pilot for details.

HEIGHTS
 in feet above Mean High Water.

AUTHORITIES
 Geography by the National Ocean Service, Coast and Geodetic Survey, and the U.S. Geological Survey, and the U.S. Coast and Geodetic Survey.



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





THE NATION'S CHART

WEST VIRGIN PILLSBURG

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

AERO aeronautical	G green	Mo Morse code	R TR radio tower
A 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
CA telephone	m minutes	Q quick	YQ 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:

Bcls 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:

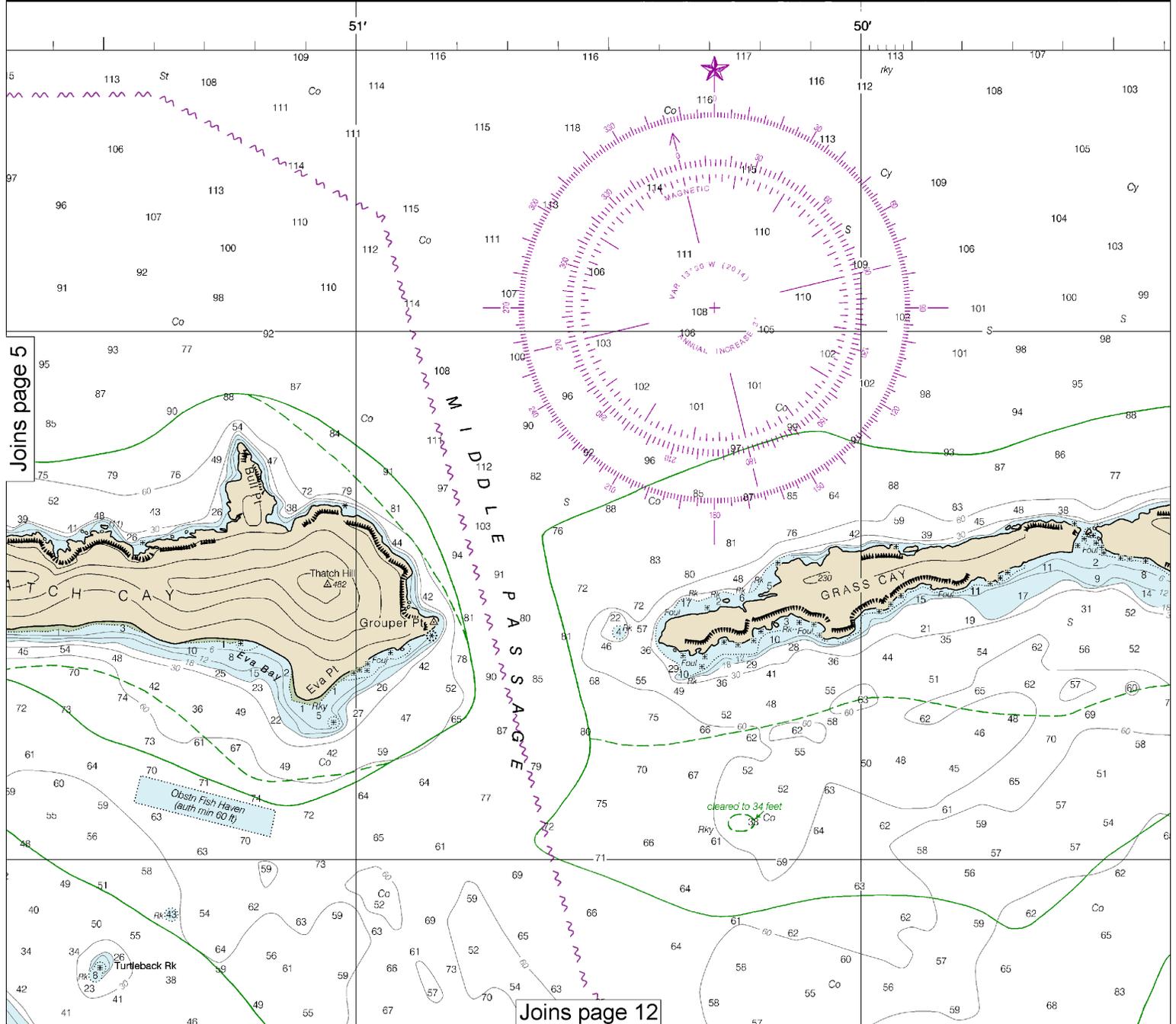
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

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 7.165' southward and 1.499' eastward to agree with this chart.

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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).

Mercator
Scale 1:15,000
North America
(World Geodetic System 1984)
SOUNDING
AT MEAN
Formerly C&GS 938, 1st Ed



Joins page 5

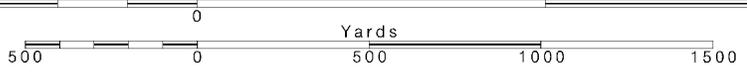
Joins page 12



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.





INDIES ISLANDS RY SOUND

for Projection
000 at Lat. 18°20'
can Datum of 1983
(etic System 1984)
INGS IN FEET
IN LOW WATER
Ed., Feb. 1941 D-1941-545 KAPP 384

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

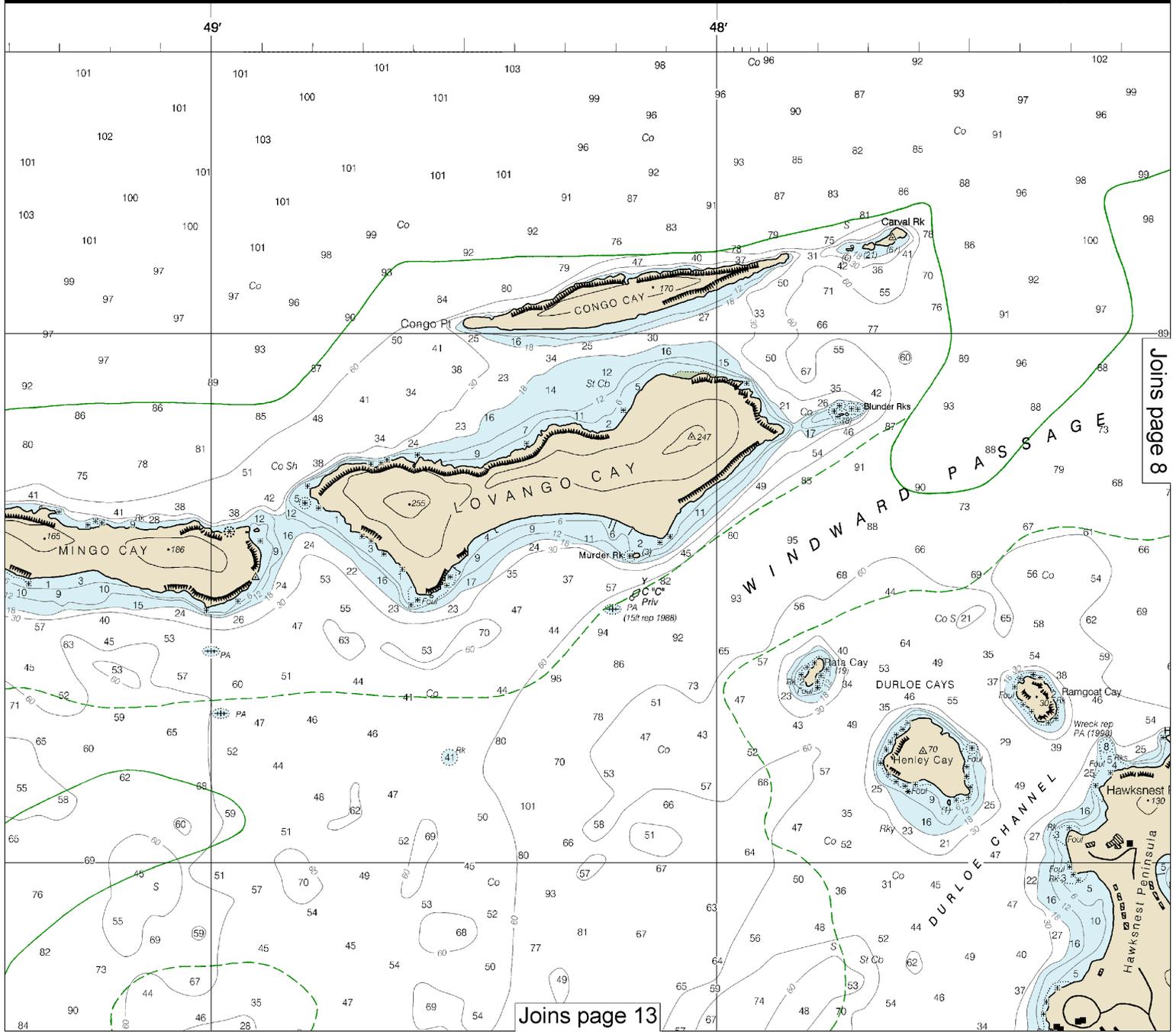


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels 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
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.

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

TIDAL INFORMATION
No tidal observations are available for the area covered by this chart.



Joins page 8

Joins page 13

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



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



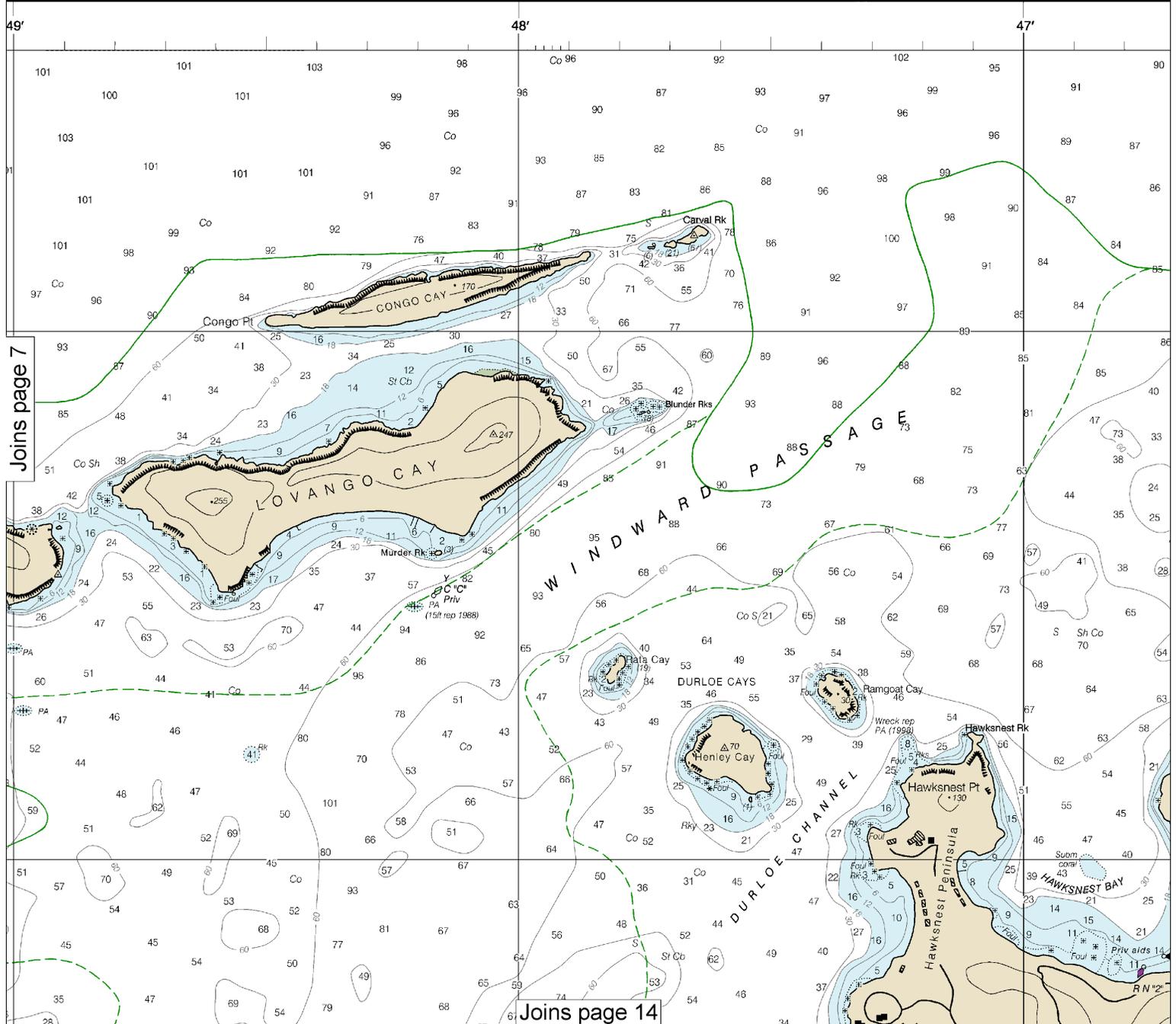
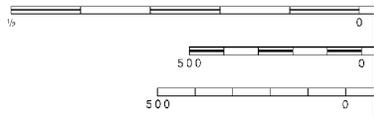
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TIDAL INFORMATION
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Additional information
 International Regulations for
 The entire area of this chart



Joins page 7

Joins page 14



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

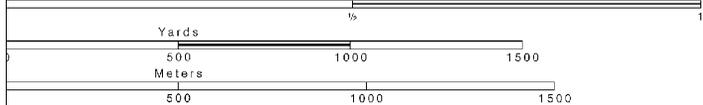
See Note on page 5.



can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.738a (see note A)
for Preventing Collisions at Sea, 1972
chart falls seaward of the COLREGS Demarcation Line.

SCALE 1:15,000
Nautical Miles



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.

SUPPLEMENTAL INFORMATION

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

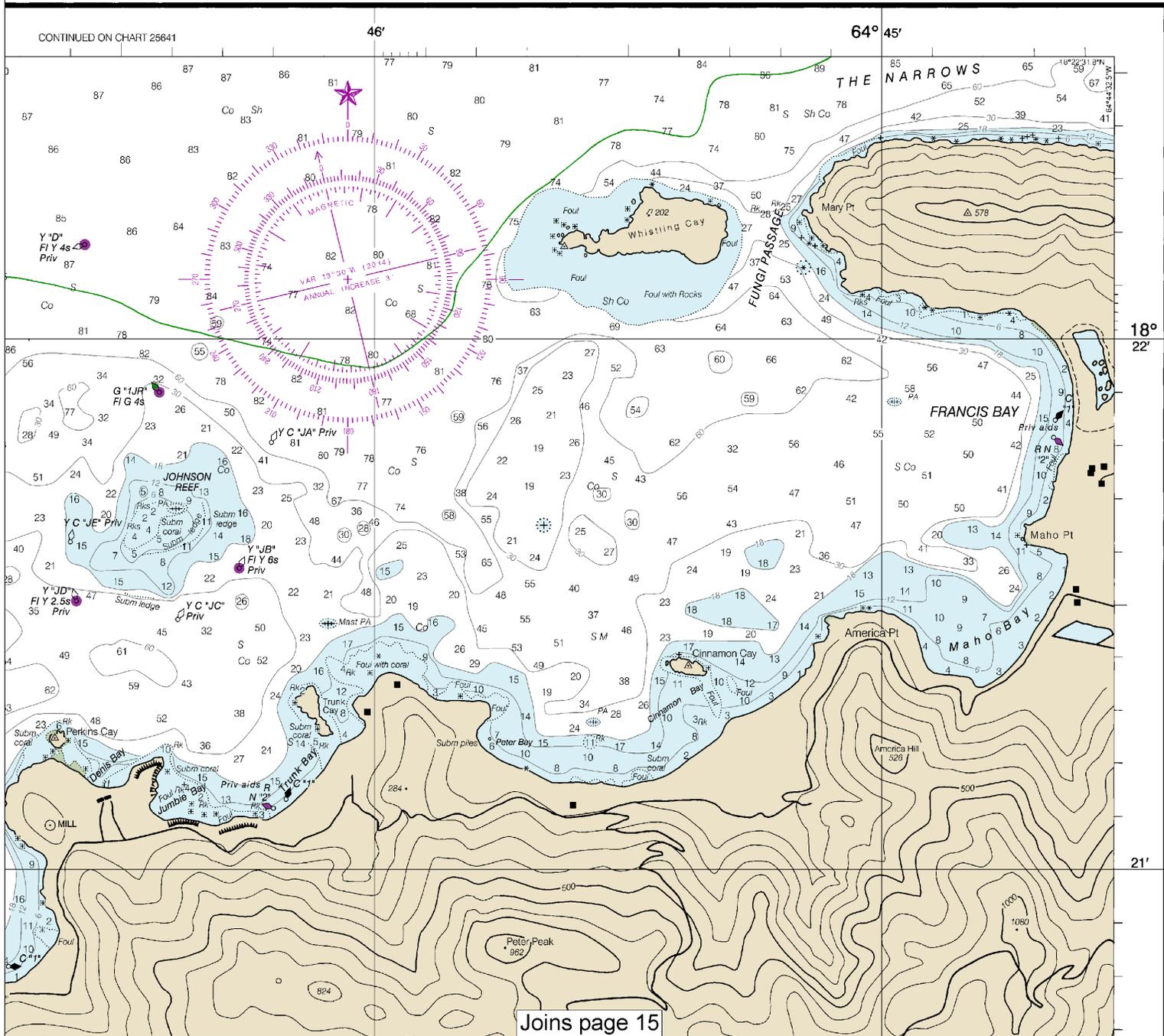
NOAA WEATHER RADIO BROADCASTS

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

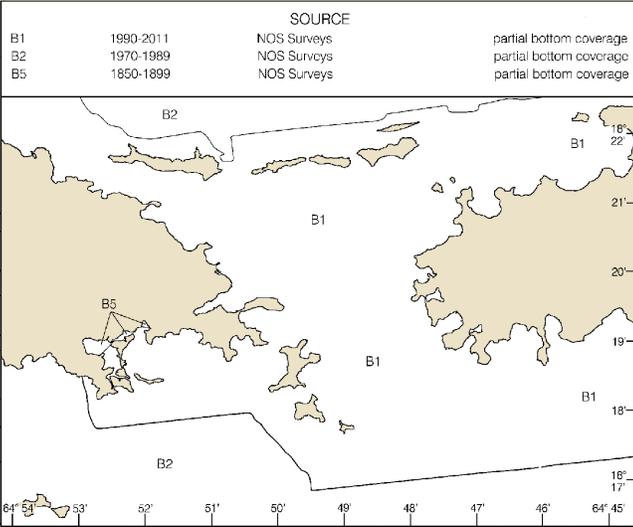
CORAL PROPAGATION

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



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.



S T T H O M A

Turpentine Run

Nadir

Nullberg 870

Dole

Mangrove

BOYONI CAY

Mangrove

20'

19'



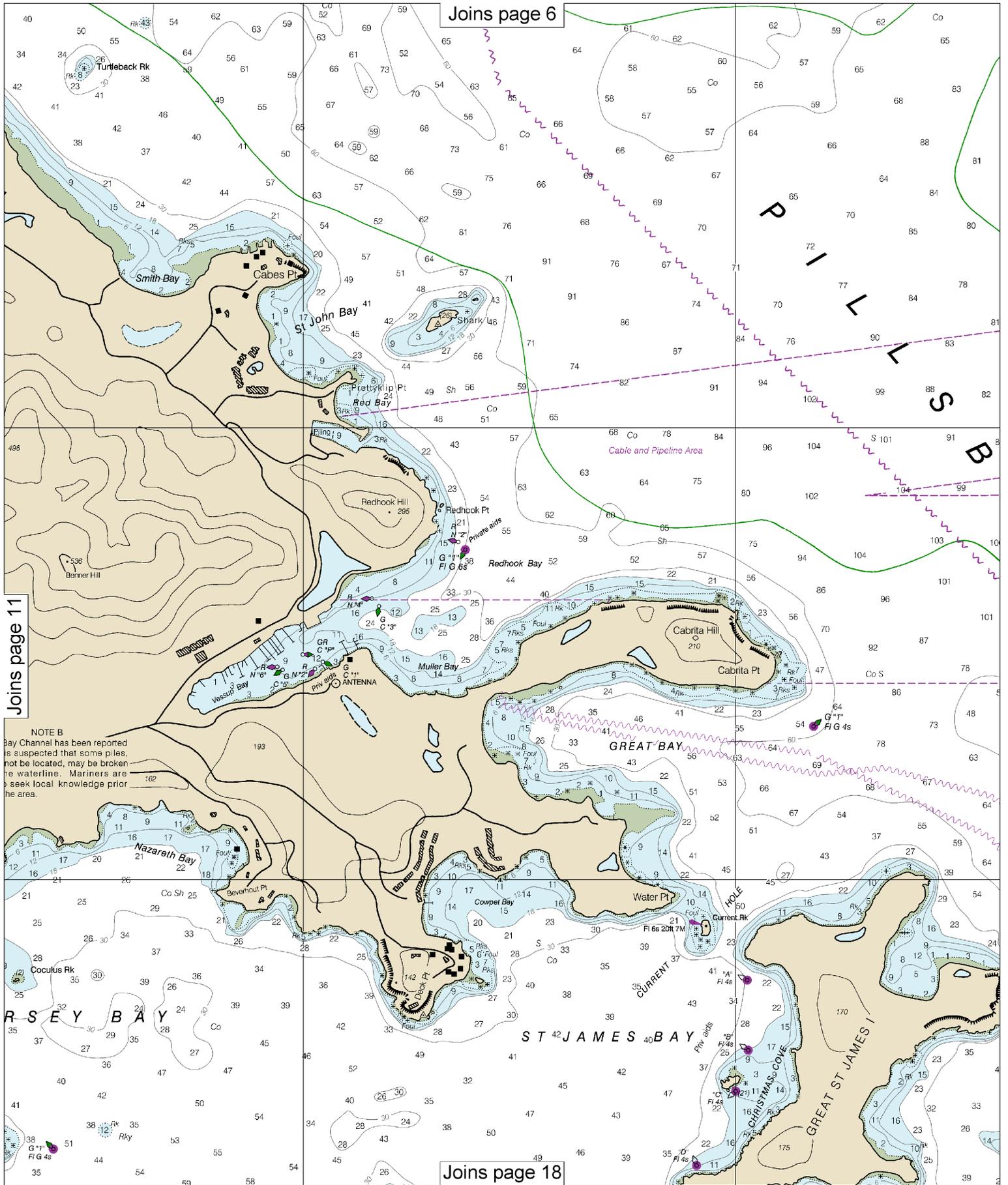
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Printed at reduced scale.

SCALE 1:15,000

See Note on page 5.





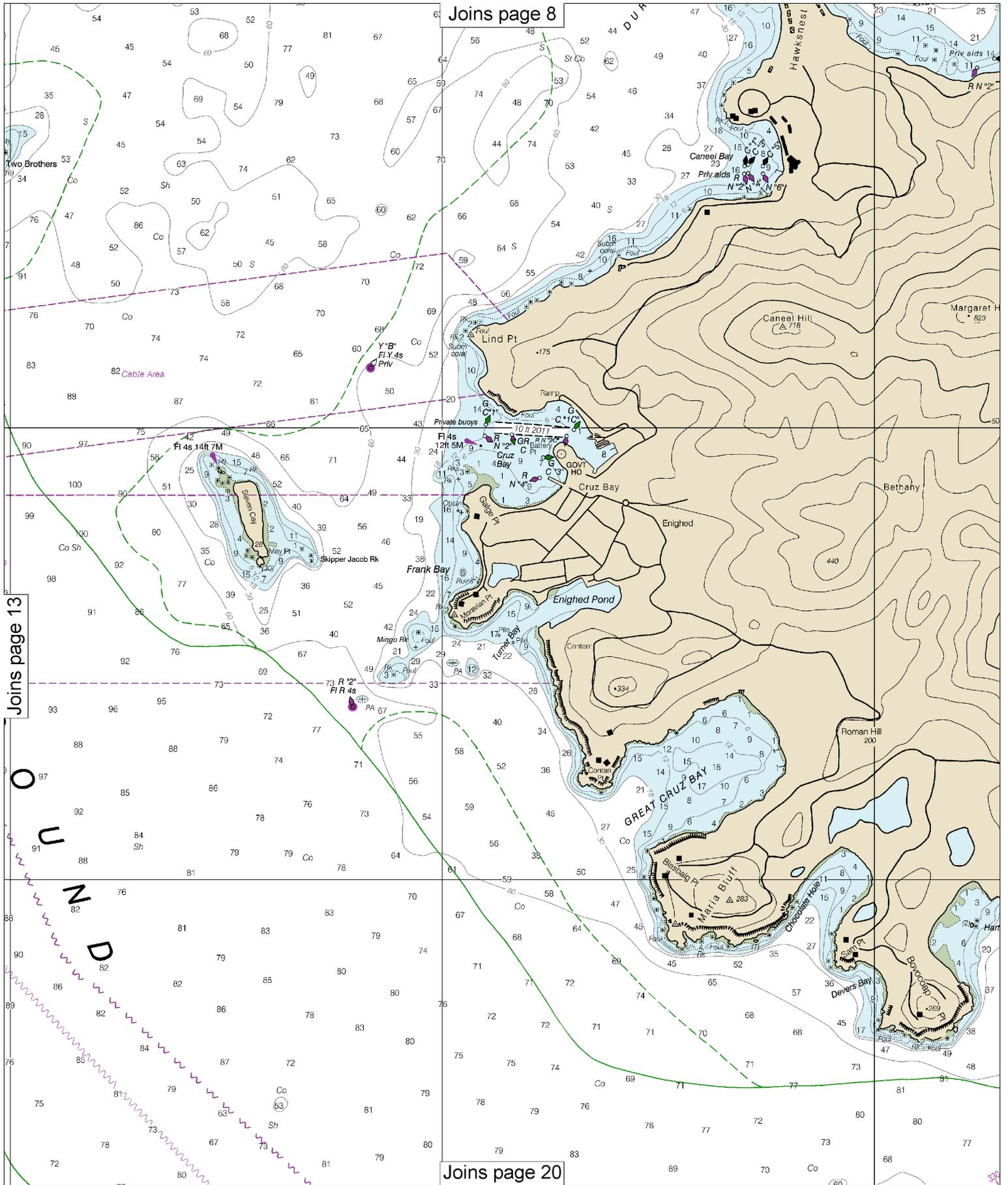
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
 Nautical Miles

See Note on page 5.



Joins page 8

Joins page 13

Joins page 20

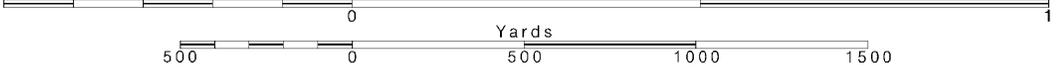
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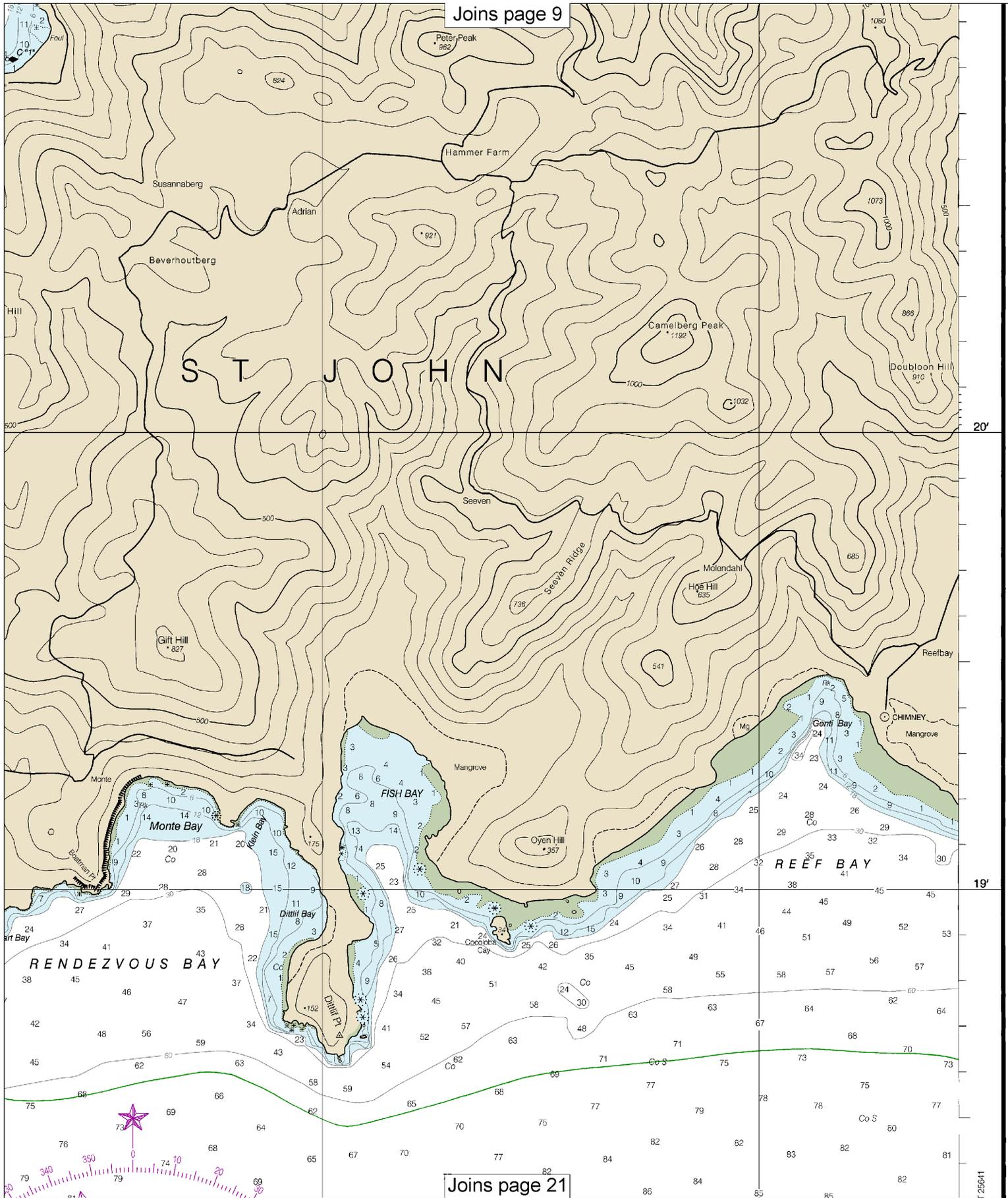
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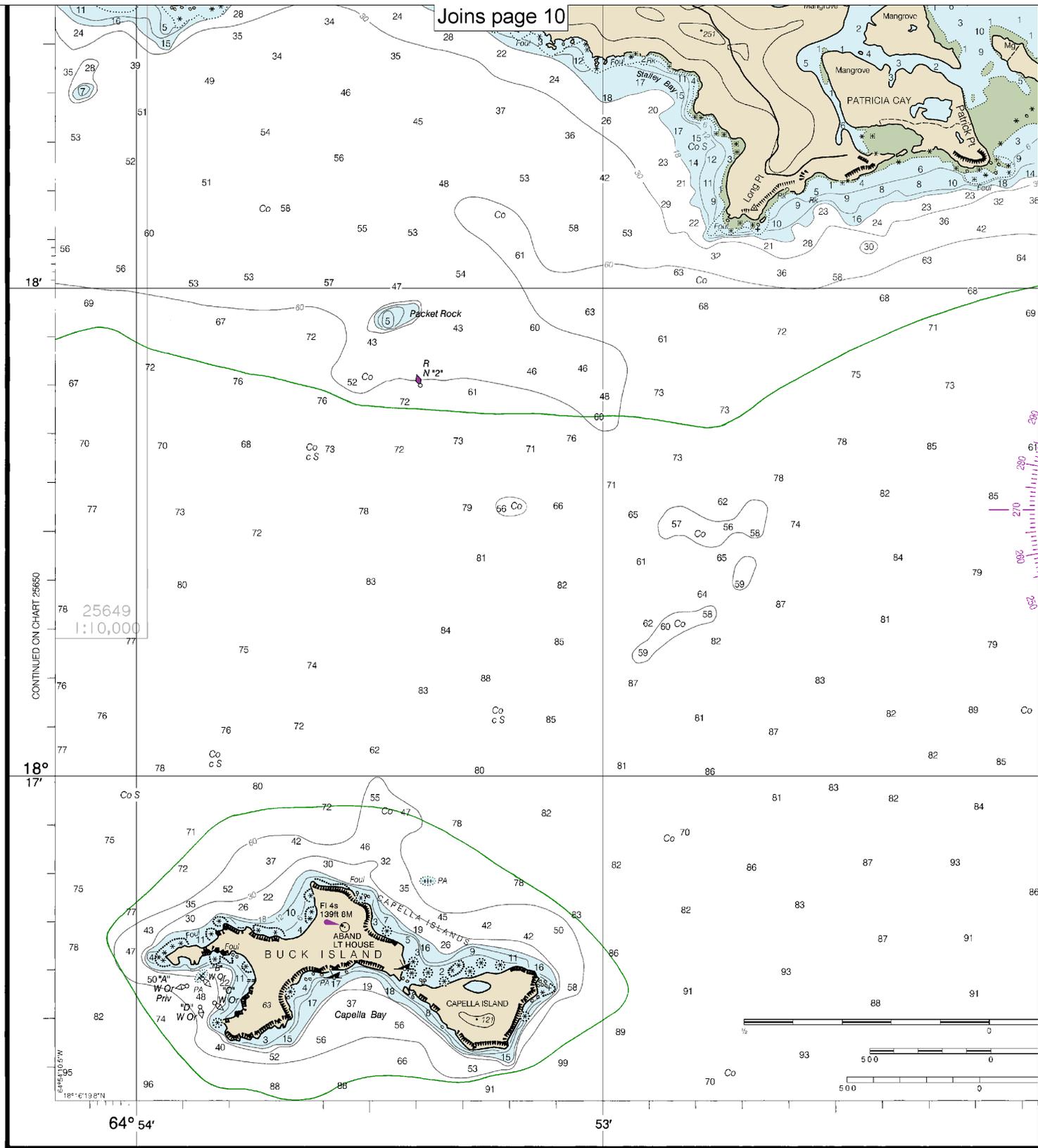
SCALE 1:15,000
Nautical Miles

See Note on page 5.





Joins page 10



12th Ed., Mar. /14

25647

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

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 enc
about this chart

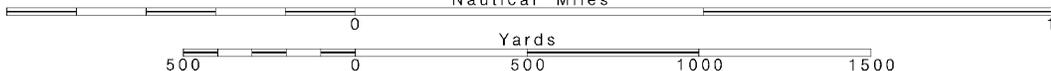
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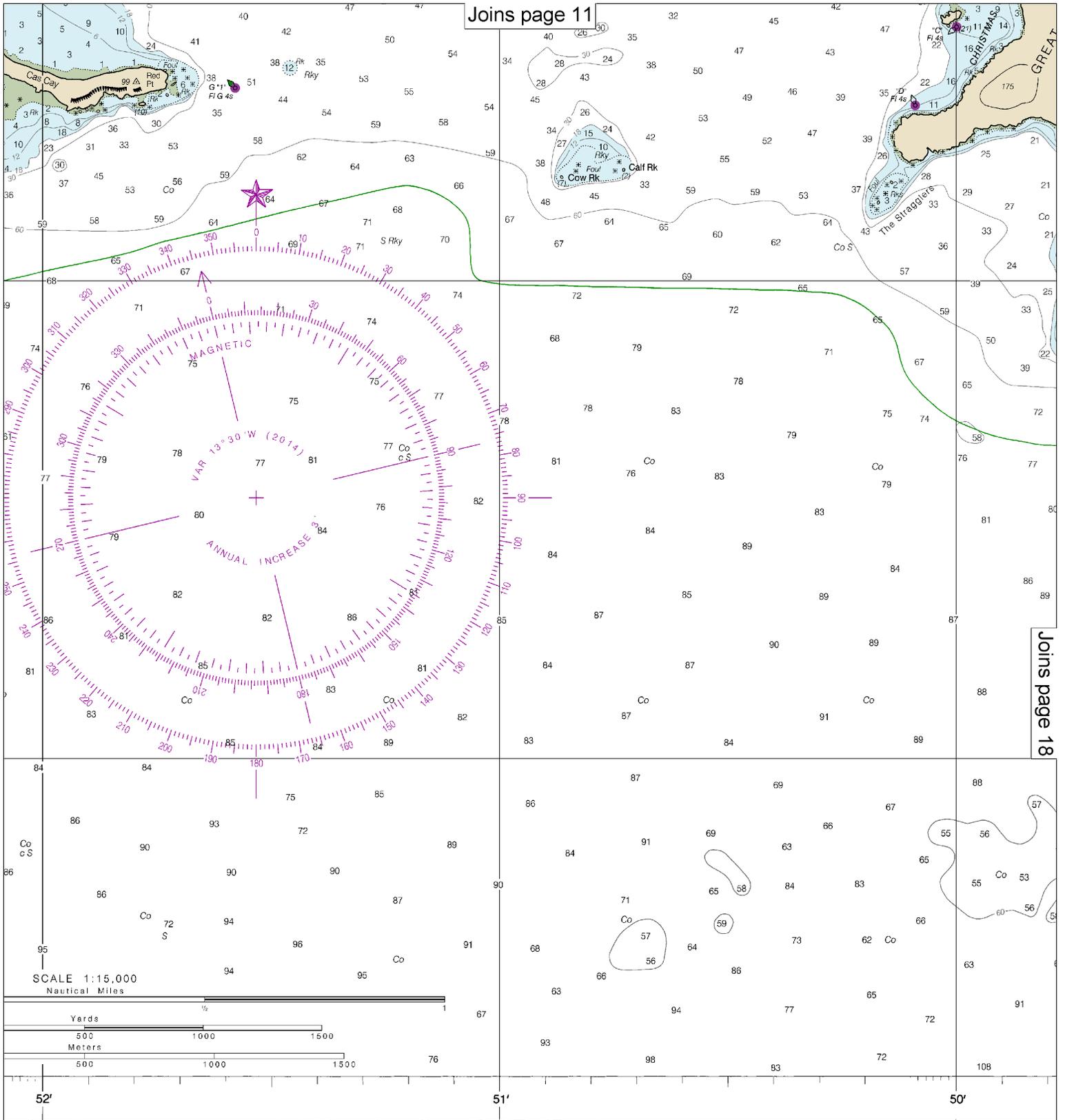
Note: Chart grid lines are aligned with true north.

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SCALE 1:15,000
Nautical Miles

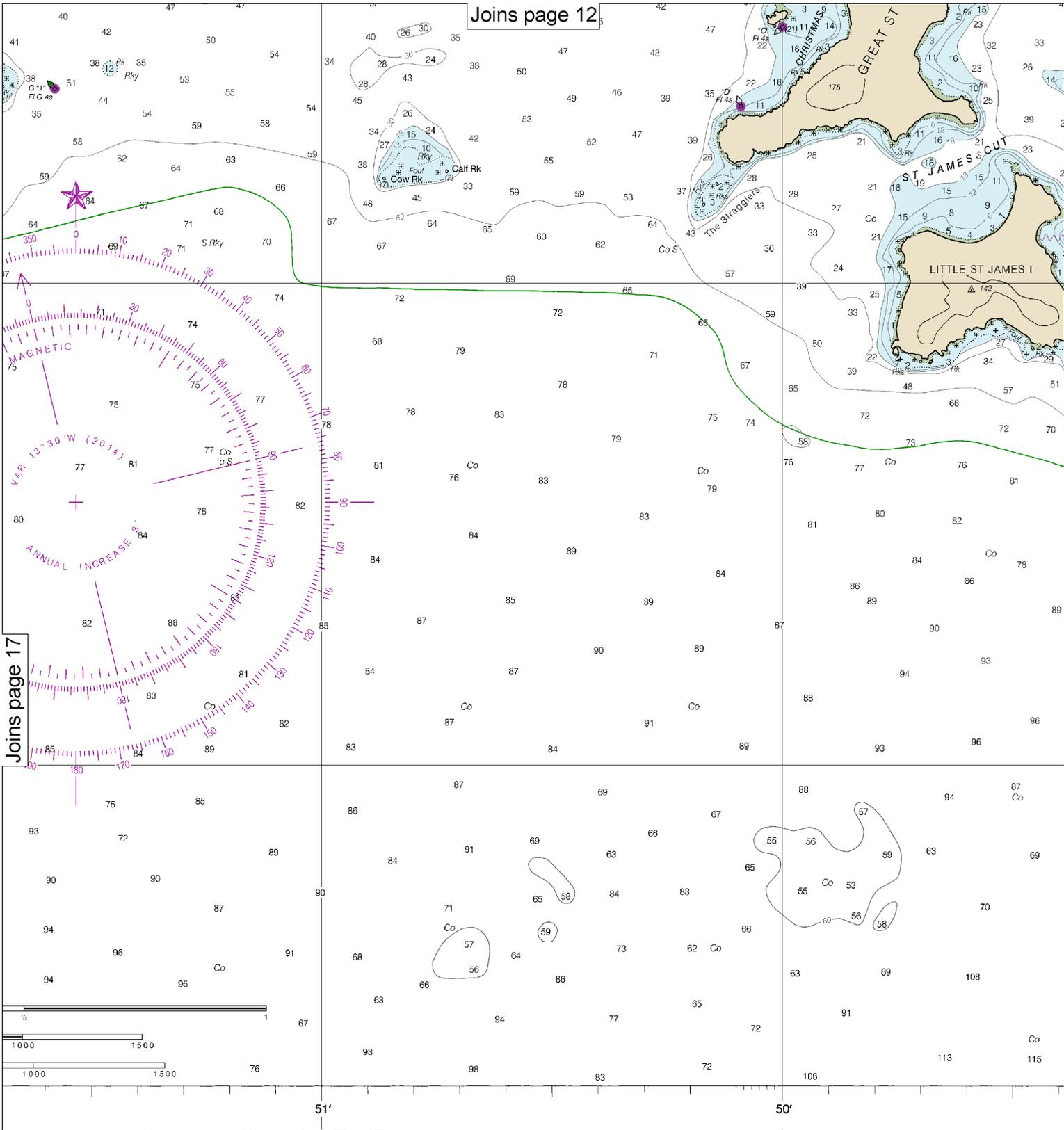
See Note on page 5.





encourages users to submit inquiries, discrepancies or comments
 art at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

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



Joins page 17

ancies or comments
http://contact.htm

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

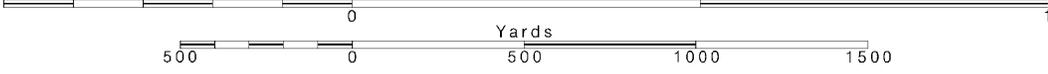
Published at
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL CENTER FOR ENVIRONMENTAL INFORMATION
COAST AND GEODETIC SURVEY

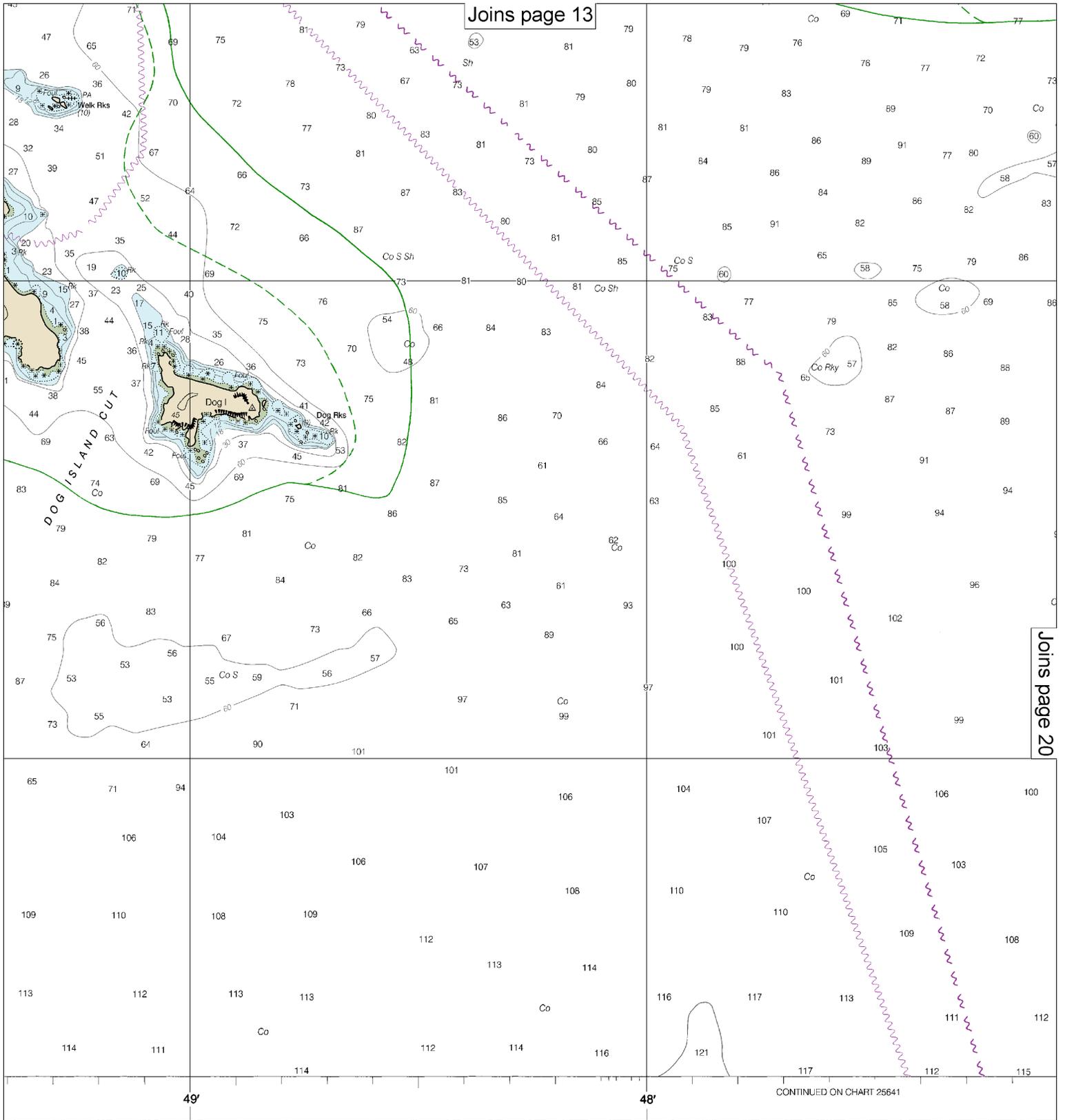
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000

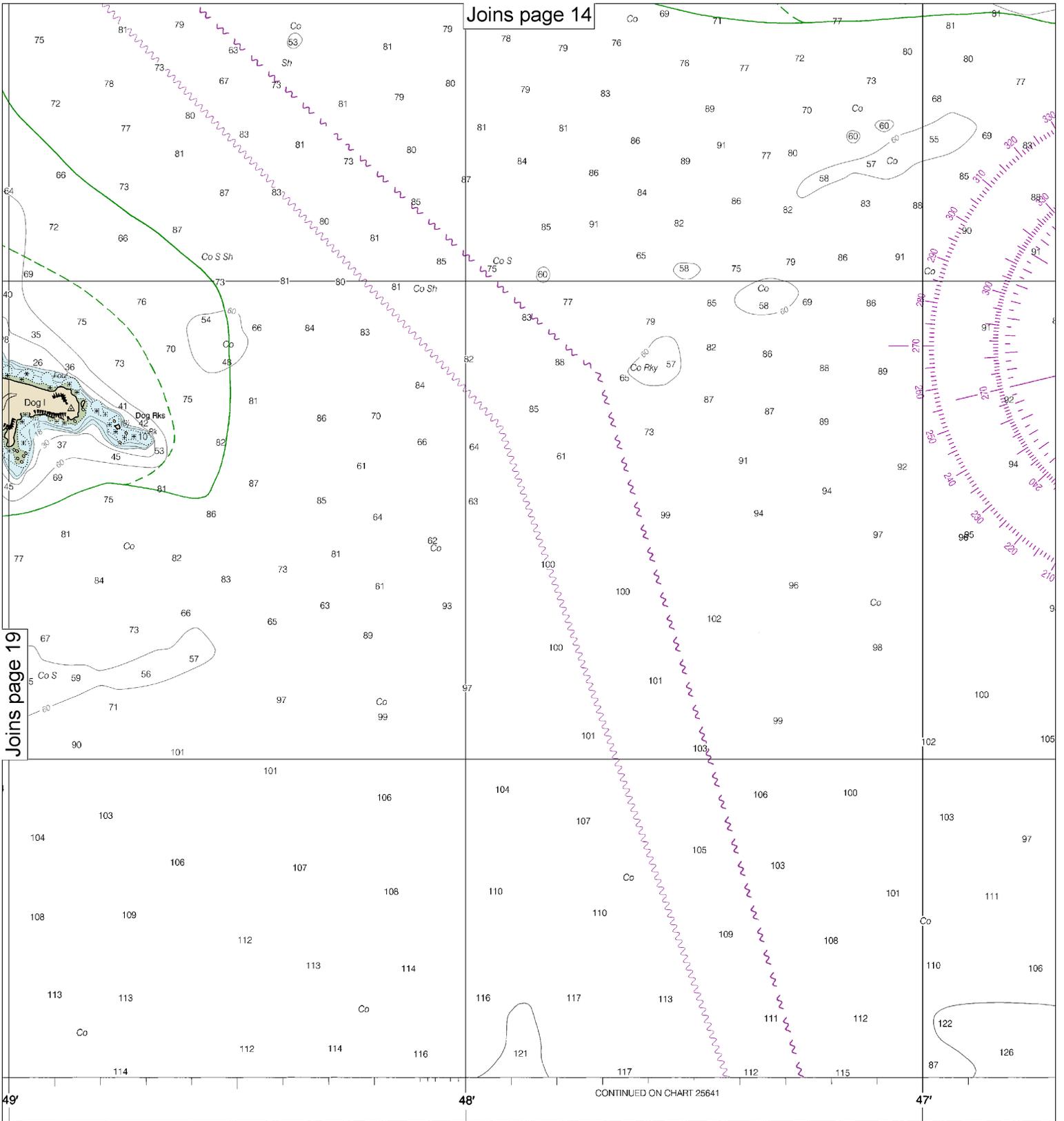
See Note on page 5.





CONTINUED ON CHART 25641

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



Joins page 19

49°

48°

CONTINUED ON CHART 25641

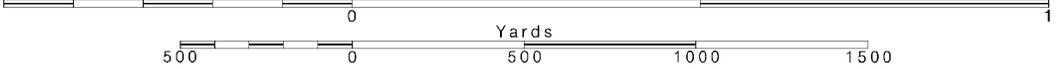
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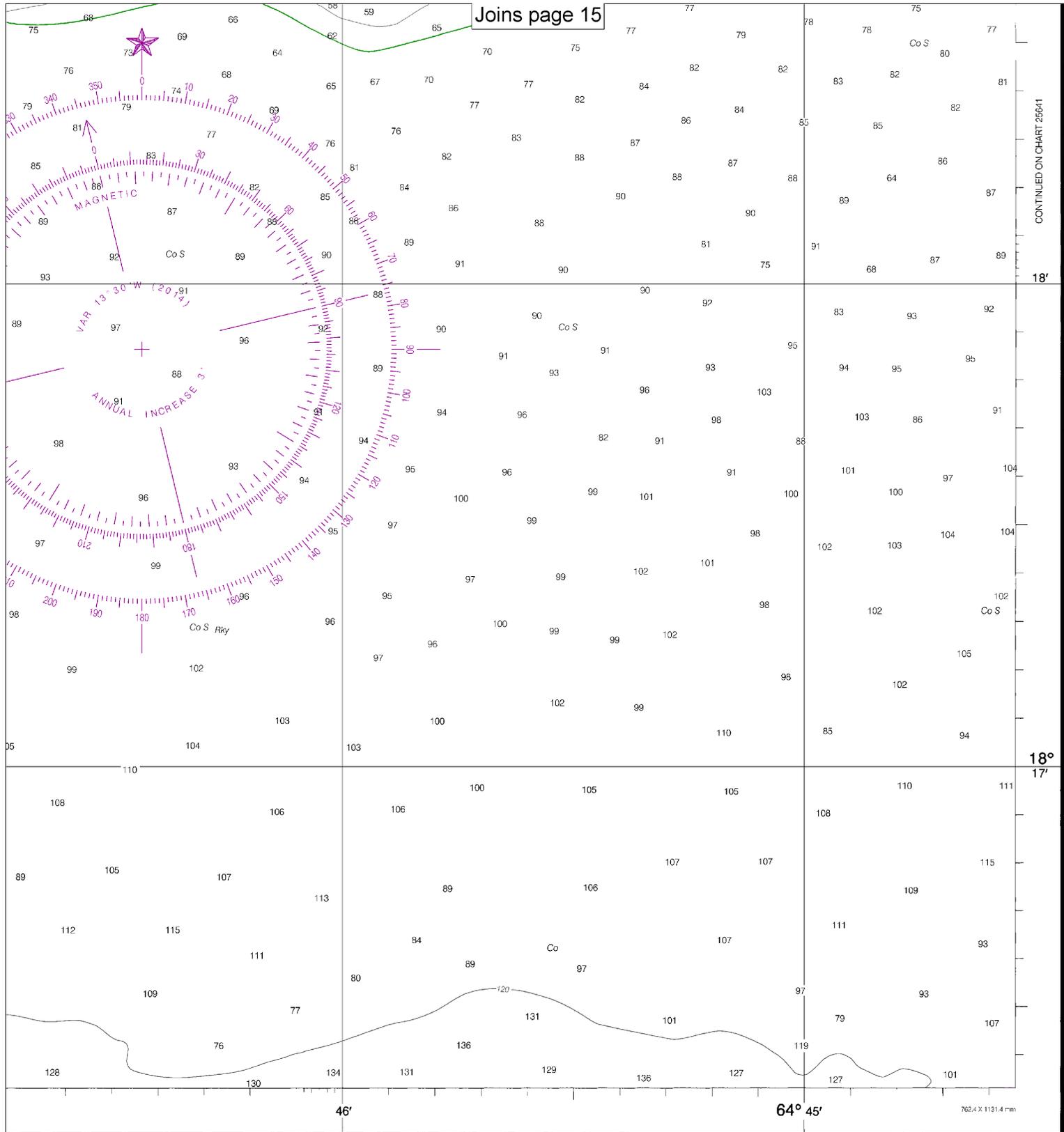


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000

See Note on page 5.

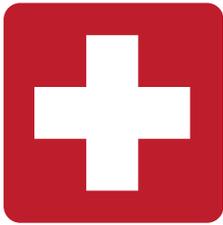




SOUNDINGS IN FEET

Pillsbury Sound
SOUNDINGS IN FEET - SCALE 1:15,000

25647



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.

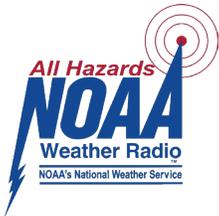
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

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>



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