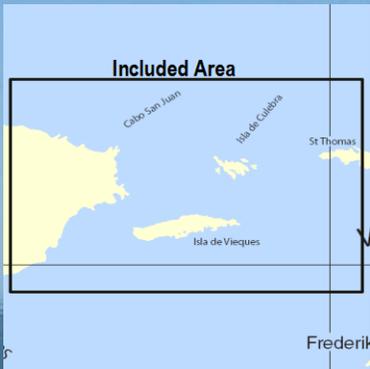


BookletChart™

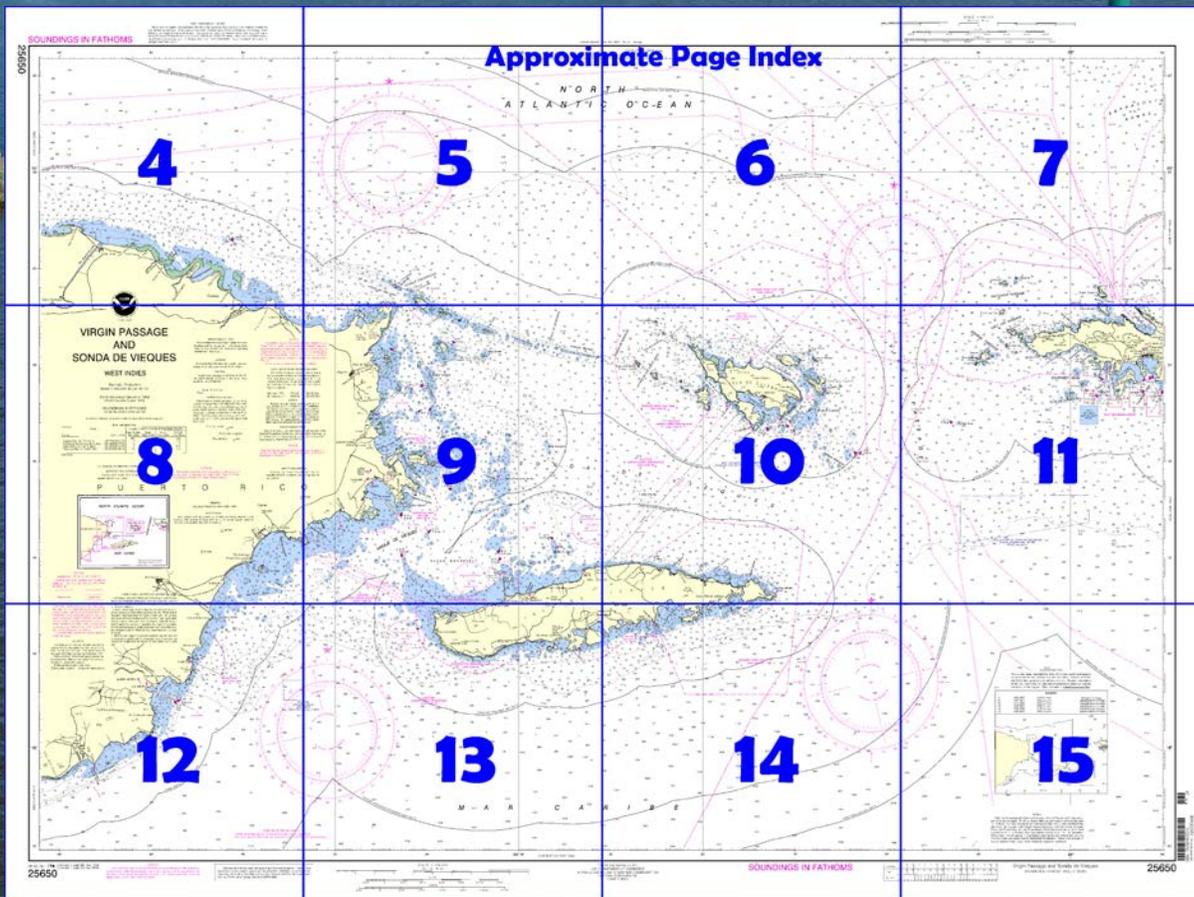
Virgin Passage and Sonda de Vieques NOAA Chart 25650



*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.

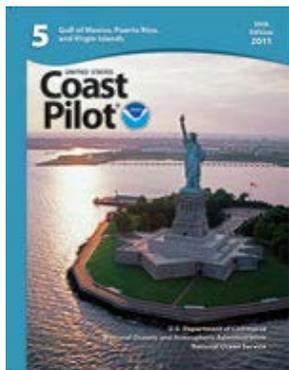
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25650>.



(Selected Excerpts from Coast Pilot)

The **N coast** of Puerto Rico from San Juan to Cabo San Juan trends in an E by S direction for 30 miles. The coast is indented by coves with reefs and rocky islets extending 0.5 to a mile offshore; breakers show at many of the reefs. Dangers will be avoided by staying 2 miles or more offshore.

Punta Vacía Talega, 12 miles E of San Juan, is a 60-foot-high ridge with low bluffs at the water's edge. **Rio Grande de Loiza**, 14 miles E of San Juan, shows

as a wide gap in the trees. It is the largest river in Puerto Rico but cannot be entered because of the sandbar across the entrance.

A rocky patch with a least depth of 2½ fathoms is 1.5 miles N of **Punta Picua**, 21 miles E of San Juan. The patch is marked by a lighted buoy. **Las Cucarachas**, a group of rocks up to 15 feet high, a mile N of Cabo San Juan, lie at the NW end of the chain. A light is shown from a skeleton tower, with a green and white diamond-shaped daymark, on a cylindrical concrete base on one of the rocks. A shoal with depths of 14 to 30 feet extends 0.9 mile NW of the light and a rock awash is 0.2 mile from the light in the same direction.

Pasaje de San Juan, between Cabo San Juan and Las Cucarachas, is 0.7 mile wide and has depths of 32 to 65 feet. The passage is one of the principal channels leading into Sonda de Vieques.

Los Farallones, a group of rugged bare rocks 30 feet high, 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 several bare rocks extends to Cayo Icacos. A reef on which the sea breaks is 0.2 mile S of Los Farallones and continues about 0.4 mile W from the NW end of Cayo Icacos. The W end of the reef should be given a berth of 300 yards or more.

Cayo Icacos, 1.3 miles E of Cabo San Juan and the second largest of the chain, is a 40-foot hummocky island. A small wharf and buildings of a former limestone quarry are near the SW point of the island. A prominent tower is in about the center of the island.

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.

Bajo Blake, 2 miles E of Isla Palominos, is 0.4 mile in diameter and has a least depth of 20 feet. The S side is marked by a buoy.

Bajo Hodgkins, 7 miles SE of Isla Palominos, is a narrow 0.8-mile-long ridge with a least depth of 27 feet.

The area between Bajo Hodgkins and the E coast of Puerto Rico is full of shoals and should be used only with local knowledge. Many of the shoals have rocks awash or reefs on which the sea breaks while others have rocks that show 1 to 15 feet.

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 Vieques, 6 miles off the nearest point of the E coast of Puerto Rico, forms the S side of Sonda de Vieques. It is 18 miles long E and W and 3.5 miles wide near its middle. A range of hills extends the entire length of the island with a prominent hill at each end—**Monte Pirata** near its W end and **Cerro Matias Jalobre**, 3 miles from the E end. The island is wooded in places, especially its E half and around Monte Pirata.

Naval restricted areas extend 1,500 yards offshore around the W part of the island. (See **334.1480**, chapter 2, for limits and regulations.) In 2009, it was reported this area is no longer used for Naval weapons practices.

Explosives anchorages are off the N and W coasts of the island.

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

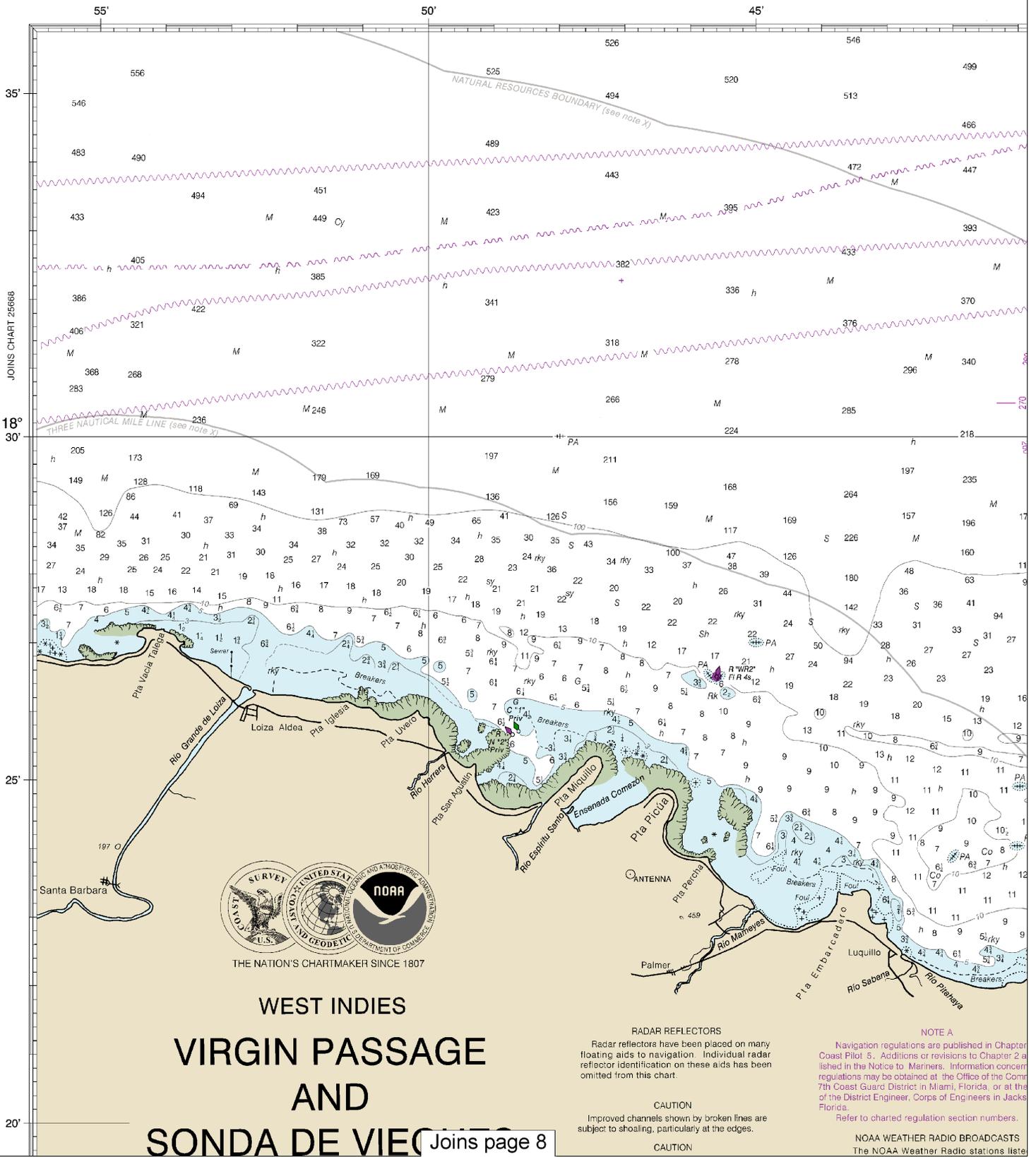


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

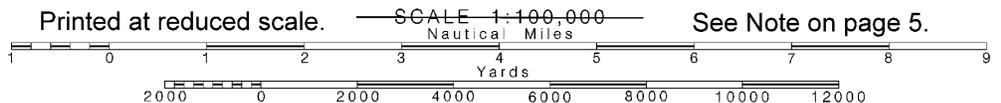
COLREGS
International Regulations for Preventing Collisions at Sea
The entire area of this chart falls within the COLREGS zone.

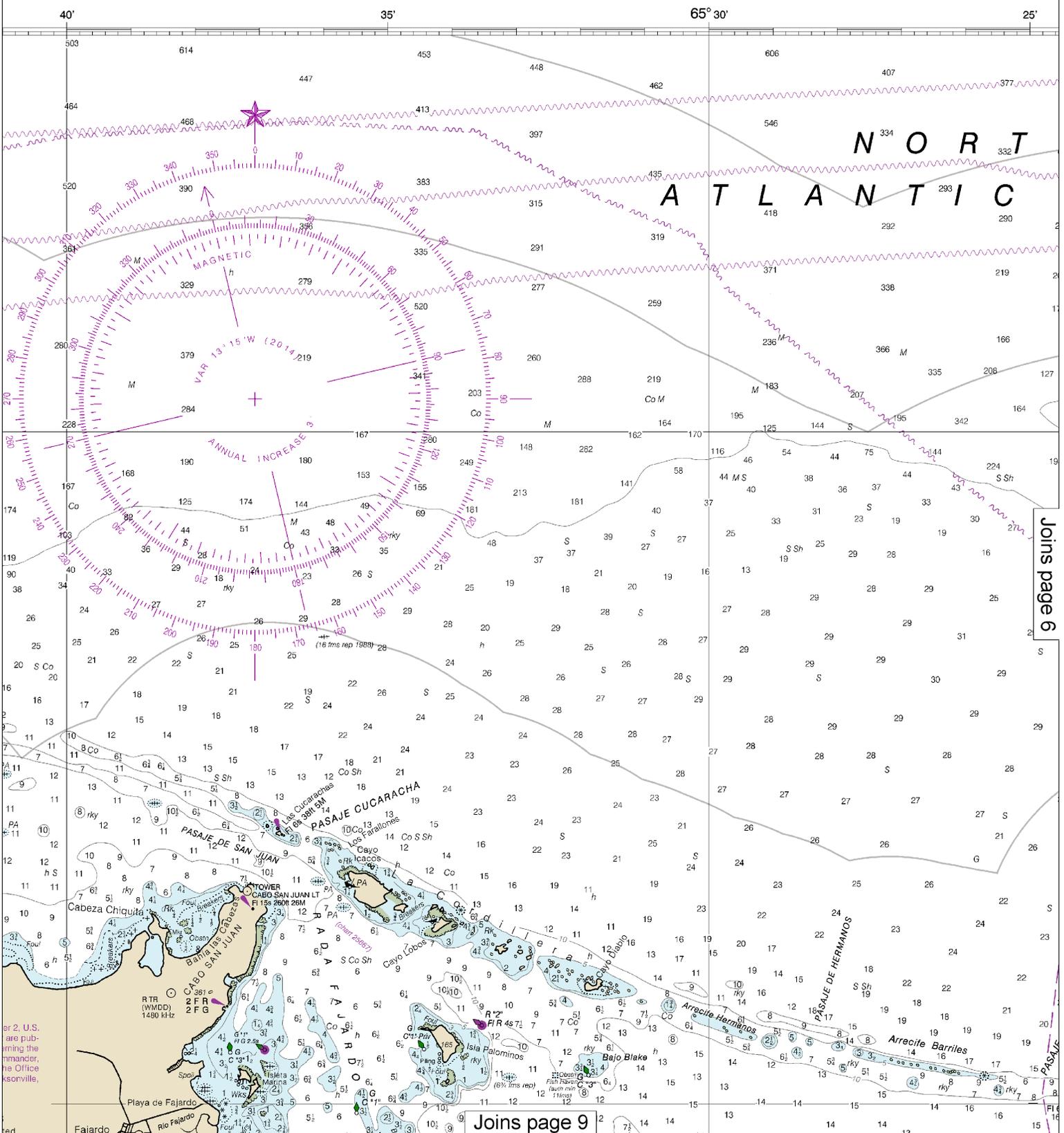
25650



4

Note: Chart grid lines are aligned with true north.





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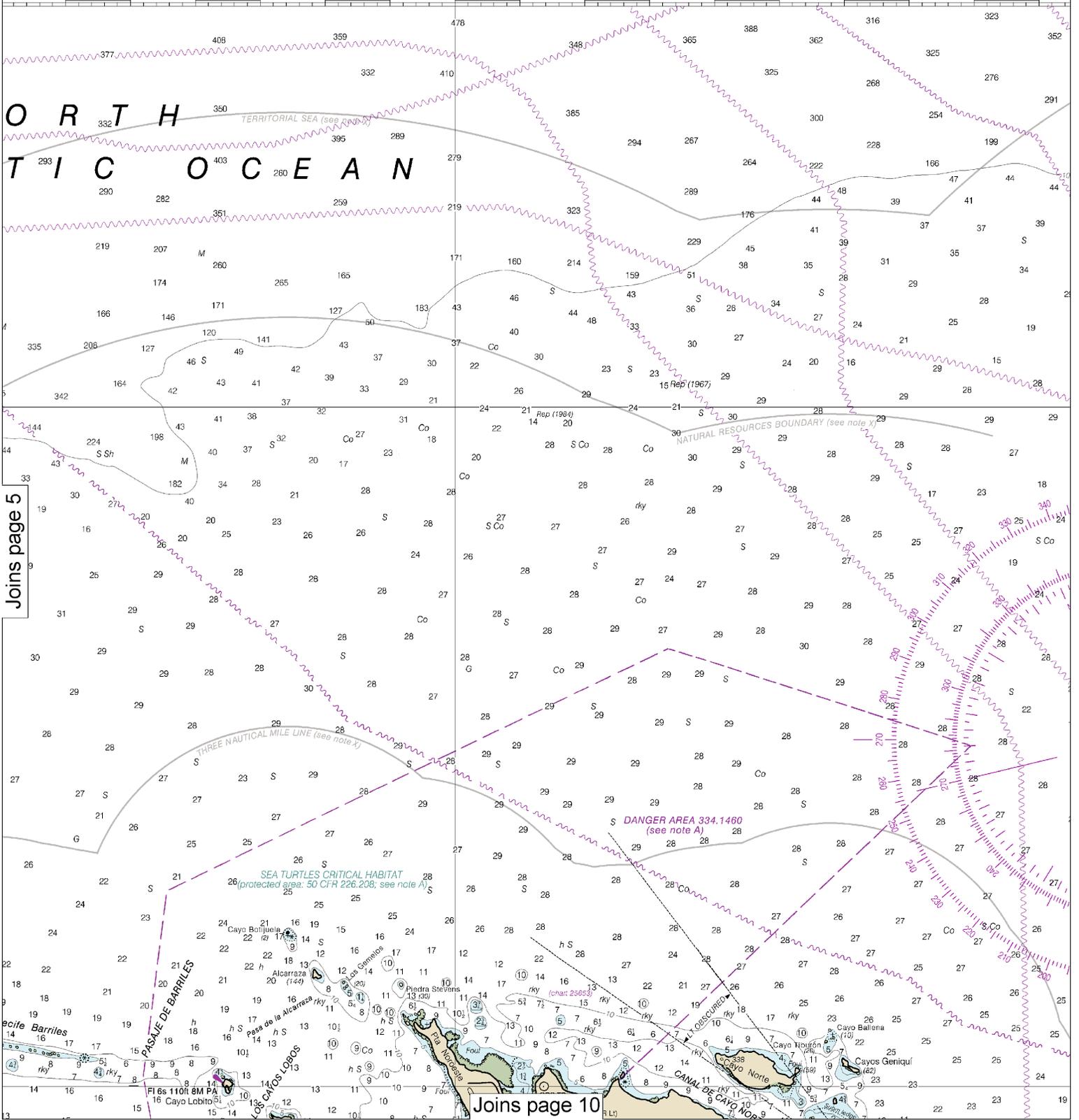
This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:142857. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



25' CONTINUED ON CHART 25640 20' 15'

NORTH T I C O C E A N

Joins page 5



Joins page 10

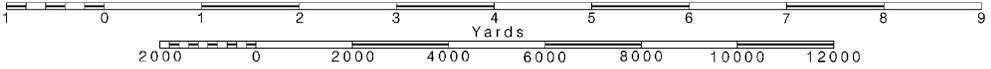


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



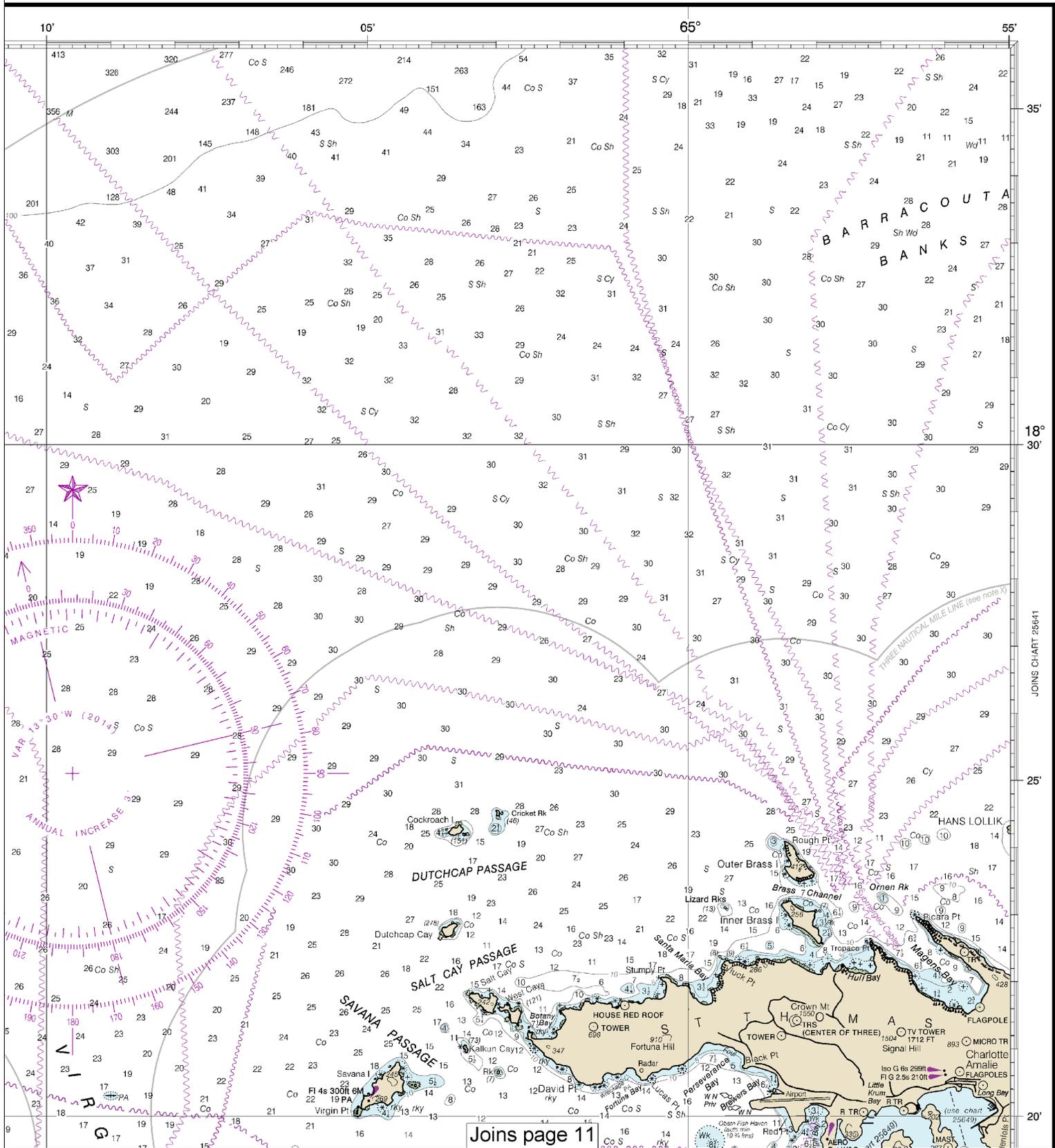
SCALE 1:100,000
Nautical Miles



Yards



Meters

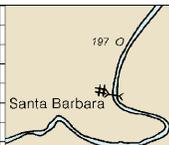


Joins page 11

JOINS CHART 25641

37th Ed., Feb. 2014. Last Correction: 10/19/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)





THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES VIRGIN PASSAGE AND SONDA DE VIEQUES

Mercator Projection
Scale 1:100,000 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.

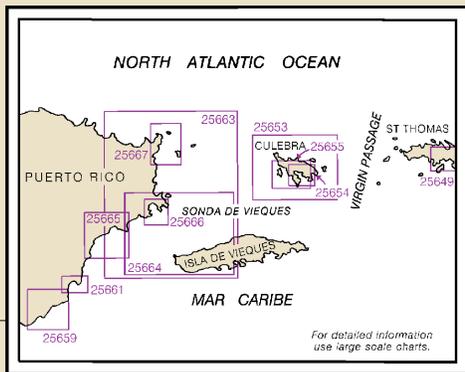
TIDAL INFORMATION				
NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		Feet	Feet	Feet
Punta Mulás, Isla de Vieques	(18°09'N/69°26'W)	1.1	0.9	0.1
Ensenada Honda, Isla de Culebra	(18°18'N/66°17'W)	1.0	0.8	0.1
Playa de Fajardo, Puerto Rico	(18°20'N/66°38'W)	1.5	1.3	0.2
Magens Bay, St. Thomas Is.	(18°22'N/64°55'W)	1.4	1.2	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://tidesandcurrents.noaa.gov>. (Jan 2014)

For Symbols and Abbreviations see Chart No. 1

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

P U E R T O R I C O

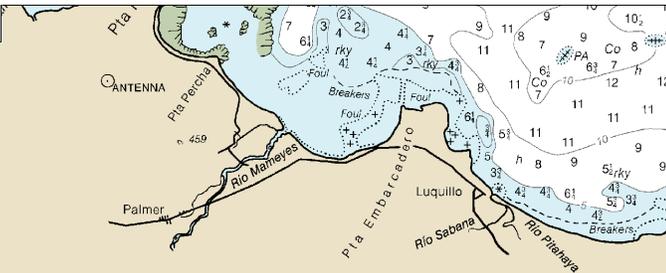


CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

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, dredging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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 caution and to report 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.

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

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

Roca El Yunque
3484

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 7.157' southward and 1.420' eastward to agree with this chart.

Pico del Oeste 3346

Sierra de Luquillo

Pico del Este 3458

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
Navigation regulations are published in Chapter Coast Pilot 5. Additions or revisions to Chapter 2 are listed in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Commandant, 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.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcast. The reception range is typically 20 to 4 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-69 162.400 MHz
St. Thomas, V.I. WXI-96 162.475 MHz

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.

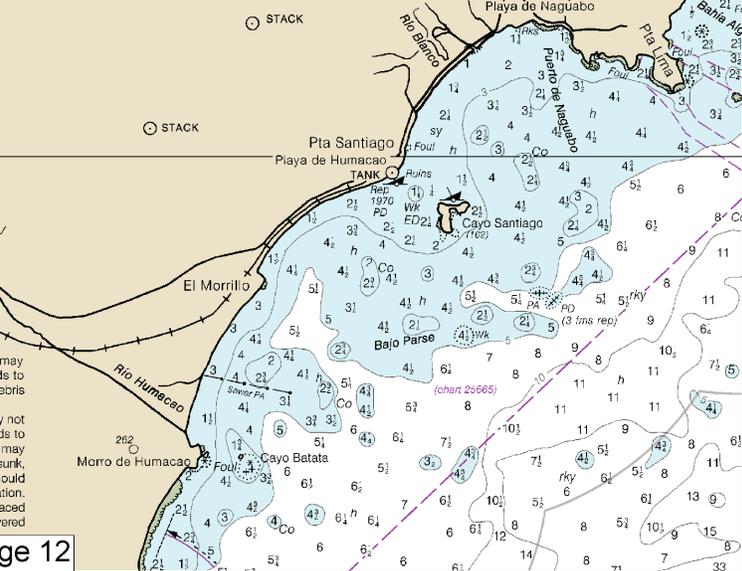
POLLUTION REPORTS
Report all spills of oil and hazardous substances National Response Center via 1-800-424-8802 (toll free) to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
CAUTION
Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed magenta lines due to the presence of unexploded ordnance.

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

HEIGHTS
Heights in feet above Mean High Water.

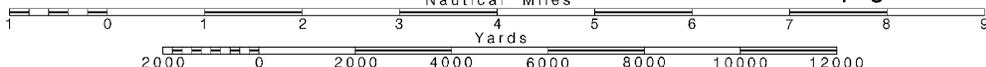
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



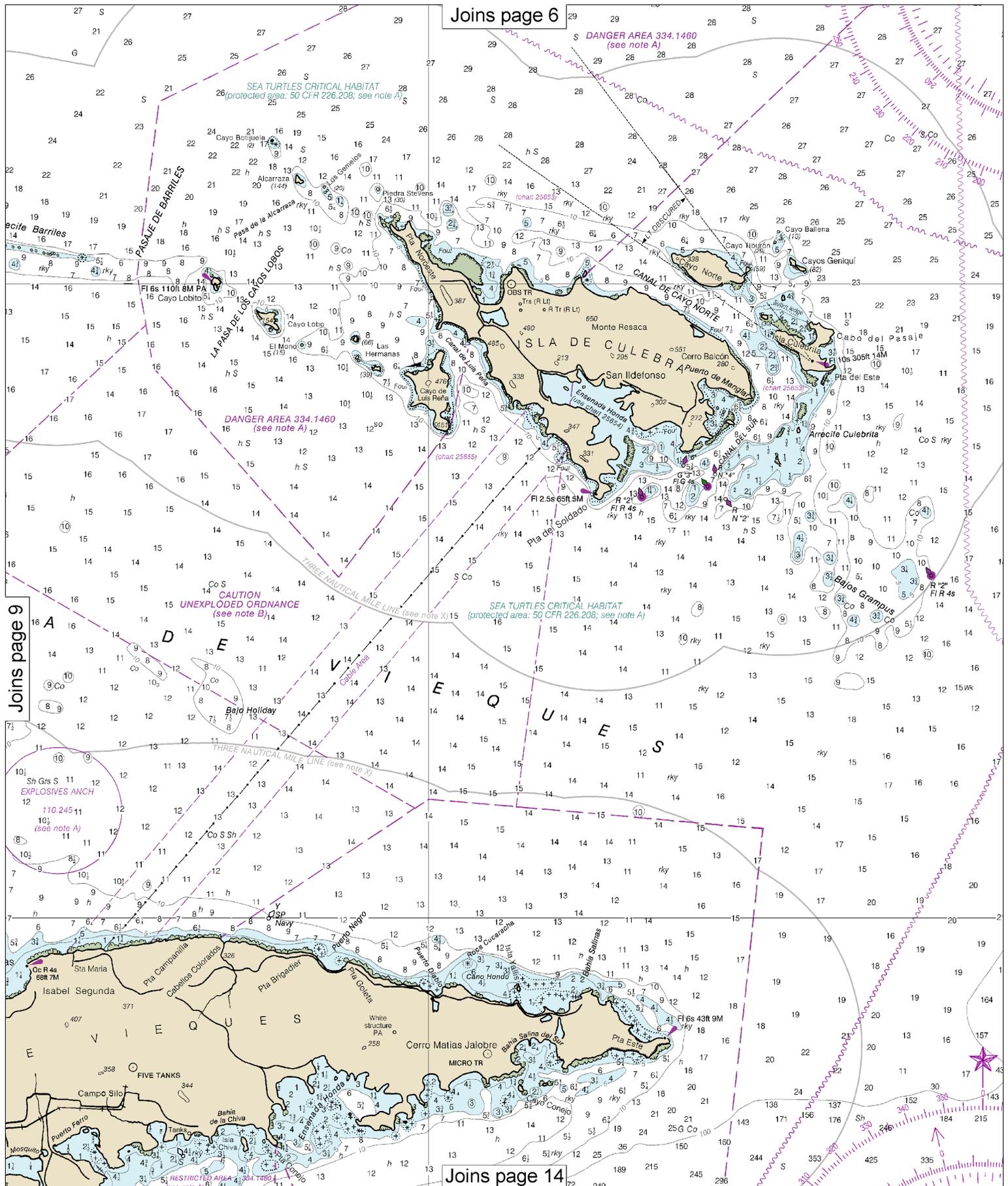
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



Note: Chart grid lines are aligned with true north.



Joins page 6

Joins page 9

Joins page 14

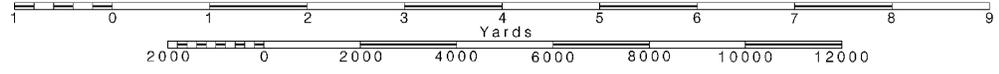
10

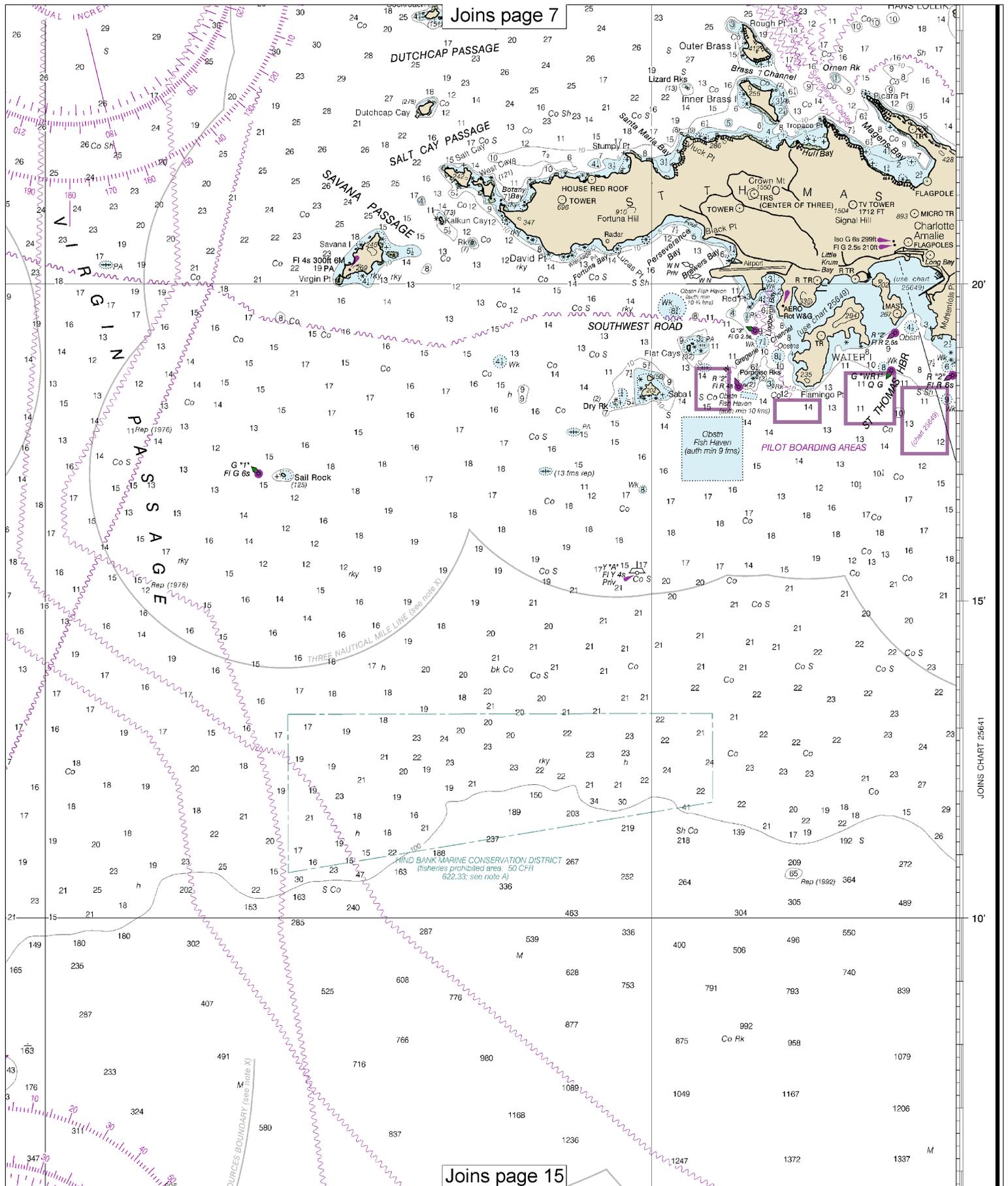
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





JOINS CHART 25641

MAR CARIBE

For detailed information use large scale charts.

25664
25661
25659

Joins page 8

10'
05'
18'
55'

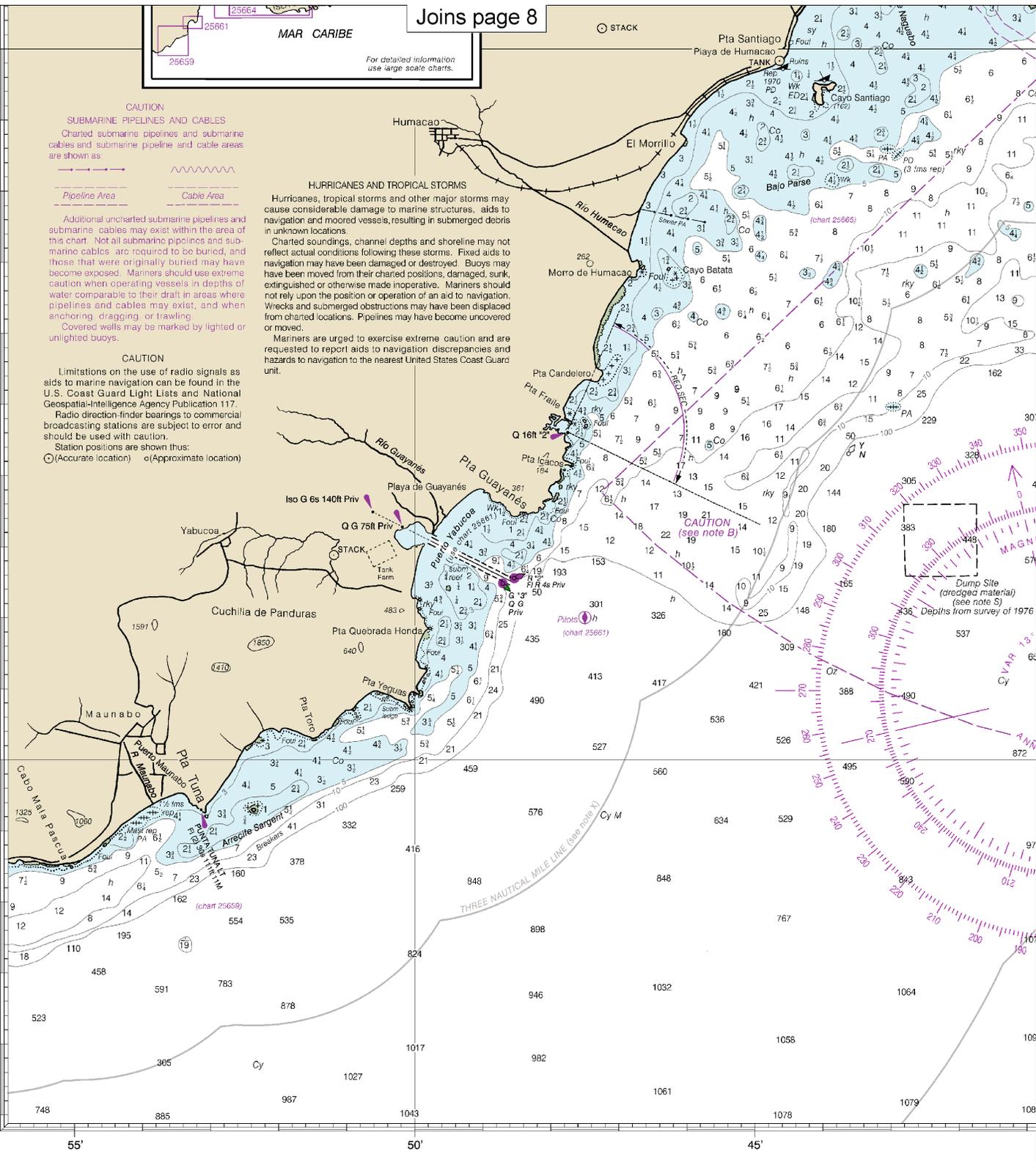
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— Pipeline Area ~~~~~ Cable Area

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)

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.



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.

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

37th Ed., Feb. 2014. Last Correction: 10/19/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

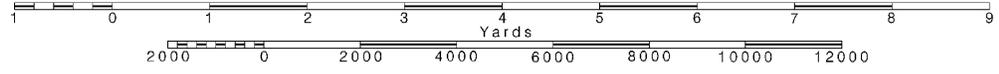
12

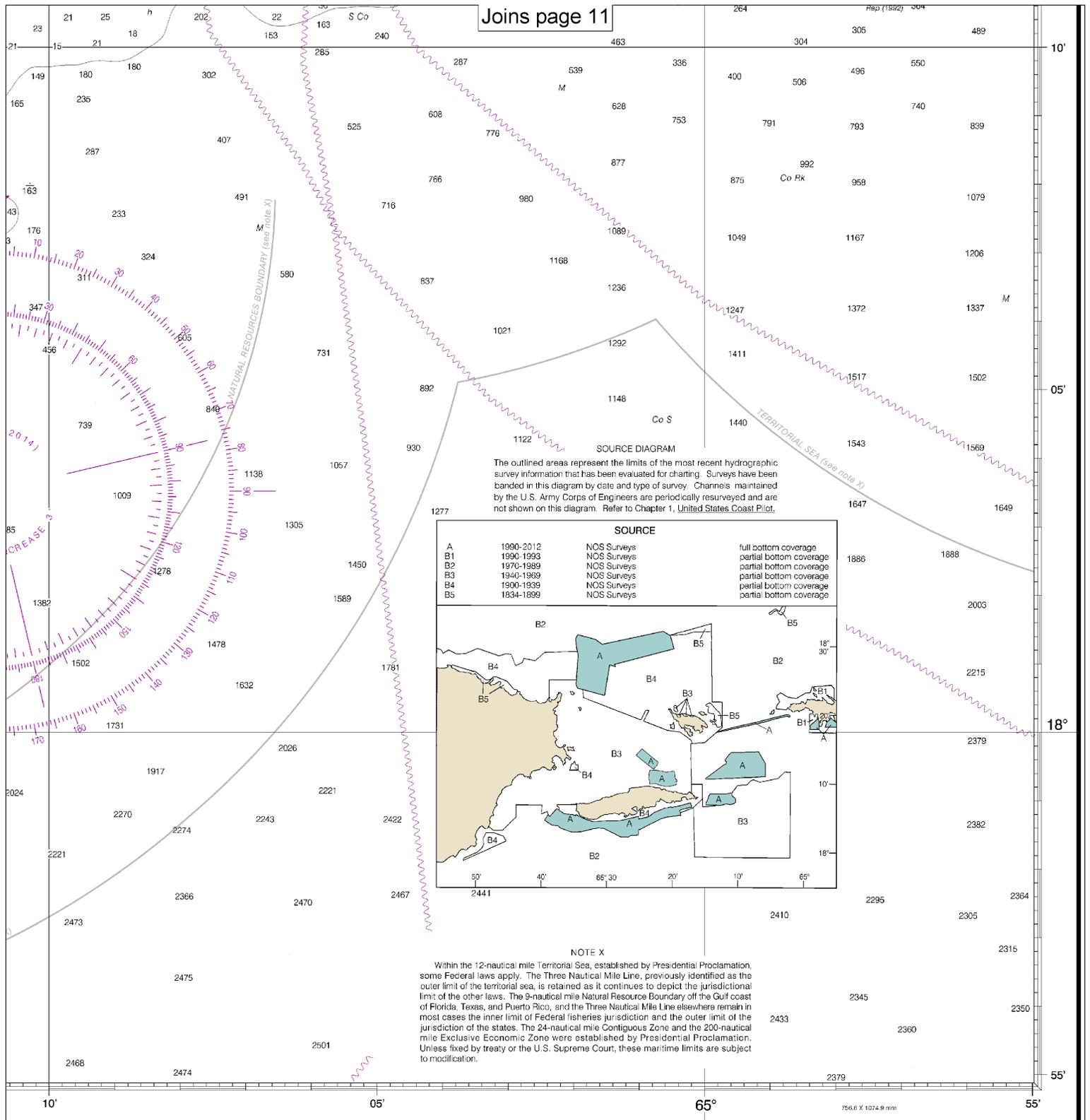
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

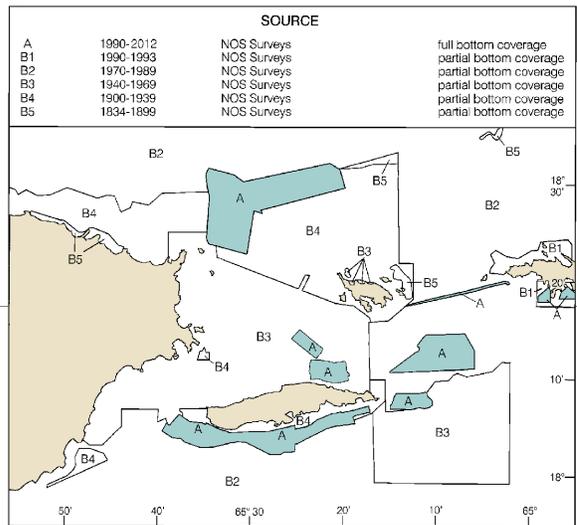
SCALE 1:100,000
Nautical Miles

See Note on page 5.





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.



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.

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

Virgin Passage and Sonda de Vieques
SOUNDINGS IN FATHOMS - SCALE 1:100,000

25650



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.