

BookletChart™

Bahia de Fajardo and Approaches

NOAA Chart 25667

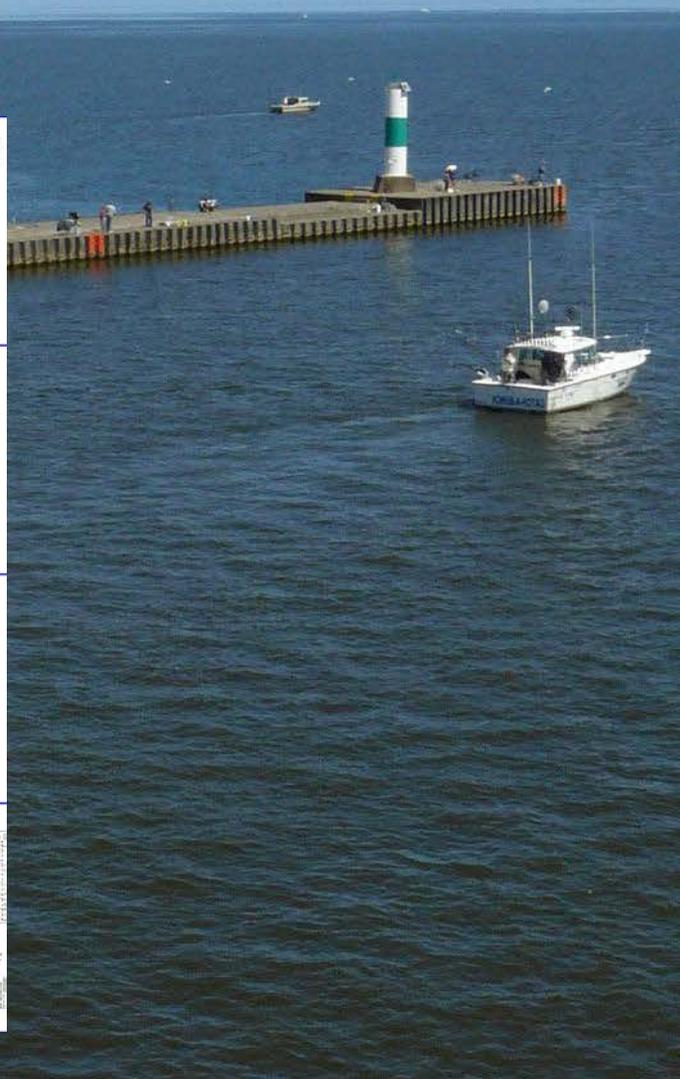
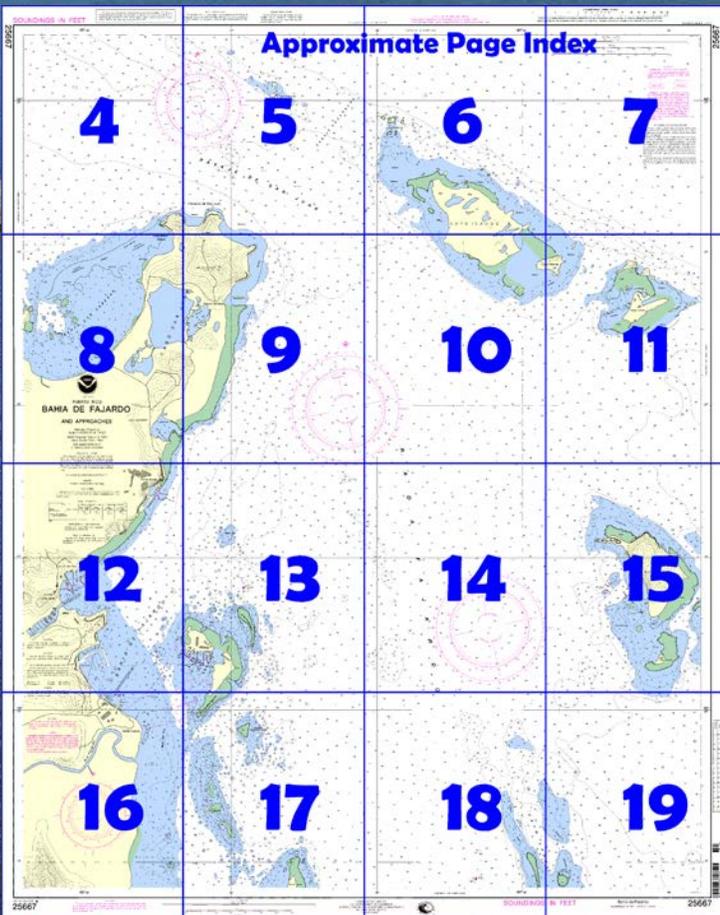


A reduced-scale NOAA nautical chart for small boaters

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.

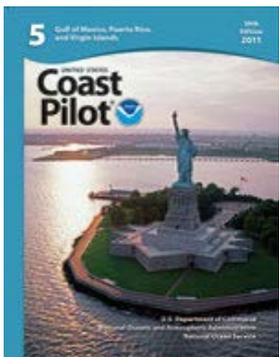
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25667>.



(Selected Excerpts from Coast Pilot)

Cabo San Juan, the NE point of Puerto Rico, is a bluff hill 200 feet high. **Cabezas de San Juan**, two 100-foot clifflike heads, are at the N end of the cape. **Cabo San Juan Light** (18°22'54"N., 65°37'06"W.), 260 feet above the water, is shown from a cylindrical tower on the front of a white rectangular dwelling with a black band around the base on the highest part of the cape.

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. **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.

Pasaje Cucaracha, between Las Cucarachas and Los Farallones, is 0.3 mile wide. Depths of 17 to 23 feet extend about 350 yards SE from Las Cucarachas, and a 23-foot spot is 200 yards W of Los Farallones. A 218° course for Cabo San Juan Light will lead through the passage over a least depth of 36 feet. It is the best passage for sailing vessels entering the NW end of Sonda de Vieques with the usual E trade winds.

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.

Playa Canalejo, 0.2 mile SSE of Cabo San Juan Light, is a shallow indentation leading to the ruins of a small pier.

Punta Gorda, 1.4 miles S of Cabo San Juan Light, is a high head. A 360-foot hill, 0.4 mile WNW from the point, is the N end and highest part of a high ridge which extends SW nearly to Playa de Fajardo. A channel, marked by a light and daybeacons, leads to a small-boat harbor.

Punta Bateria, 2.2 miles S of Cabo San Juan Light, is a rocky 70-foot cliff from which a grassy ridge makes inland.

Bahia de Fajardo, 2.5 miles S of Cabo San Juan Light, affords good shelter for medium-draft vessels. It is somewhat protected on the E and S by two islands and surrounding reefs. Ferry service for both passengers and cargo operates between Playa de Fajardo, Isla de Culebra, Isla de Vieques, and the Virgin Islands. Commercial air transport is available to the Virgin Islands. Small interisland vessels trade in general cargo, building materials, and livestock.

Anchorage.—Large vessels anchor NE of Punta Bateria according to draft. During ordinary weather the protection is fair and the holding ground is good. Small vessels anchor inside the bay on either side of the entrance channel.

The hurricane anchorages for large vessels are Ensenada Honda (Isla de Culebra) and Ensenada Honda, 10 miles S of Fajardo. Small vessels can anchor S of Isleta Marina.

Dangers.—The approaches to Bahia de Fajardo have reefs that usually show breakers and shoals with 7 to 18 feet over them. Inside the bay depths range from 3 to 24 feet.

Bajo Laja, with least depths of 7 to 10 feet over it, lies on the E side of the N entrance and is unmarked.

Arrecife Corona Carrillo and a long reef to the W obstruct the S entrance to the bay. **Bajo del Rio**, a bank with depths of less than 5 feet, extends more than 0.2 mile offshore along the S entrance to the bay.

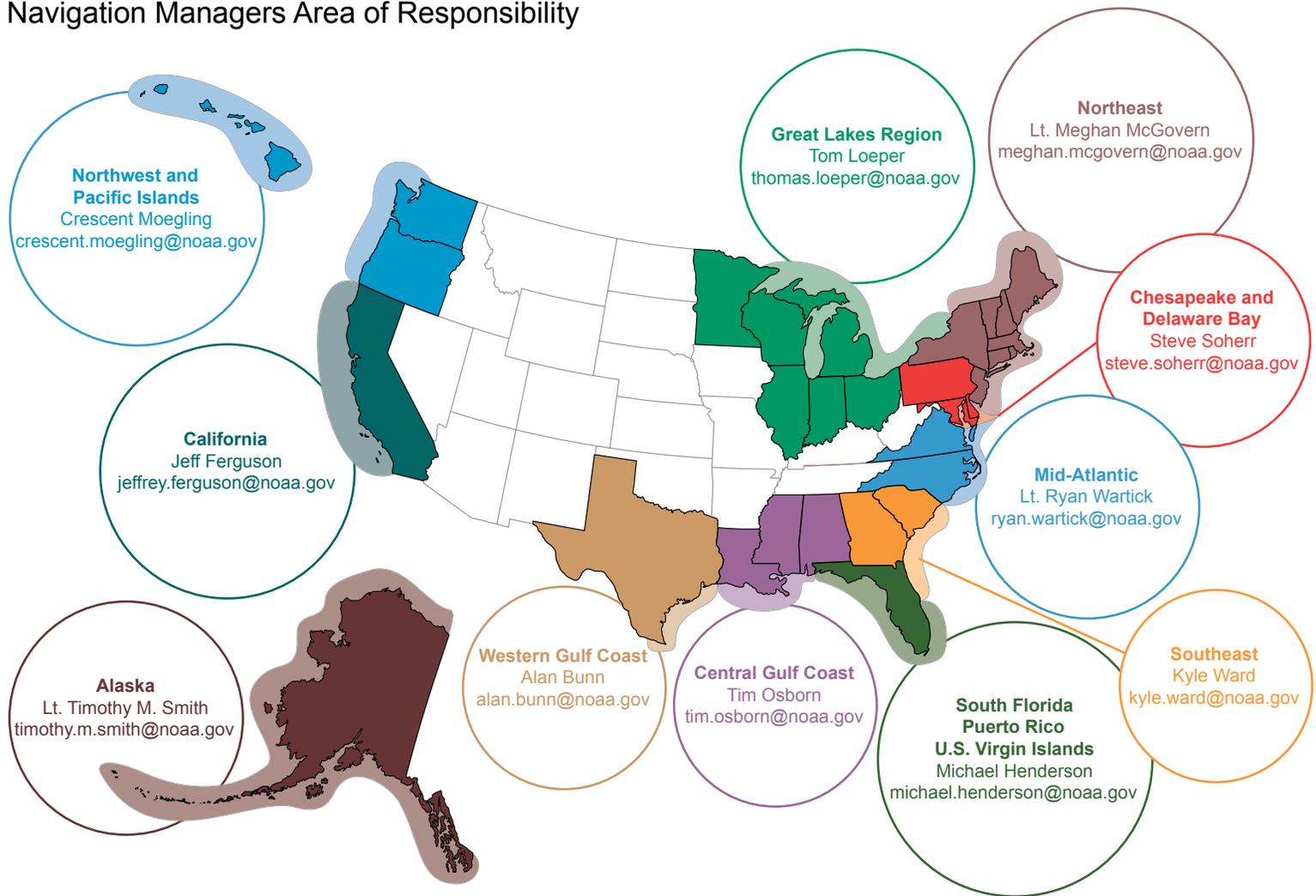
Currents.—The current velocity is 0.3 knot in the SSE direction on the flood and 1.1 knot in a NNW direction on the ebb in the channel.

Pilotage, Bahia de Fajardo.—See Pilotage, Puerto Rico (indexed as such) early this chapter. A local pilot is 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.

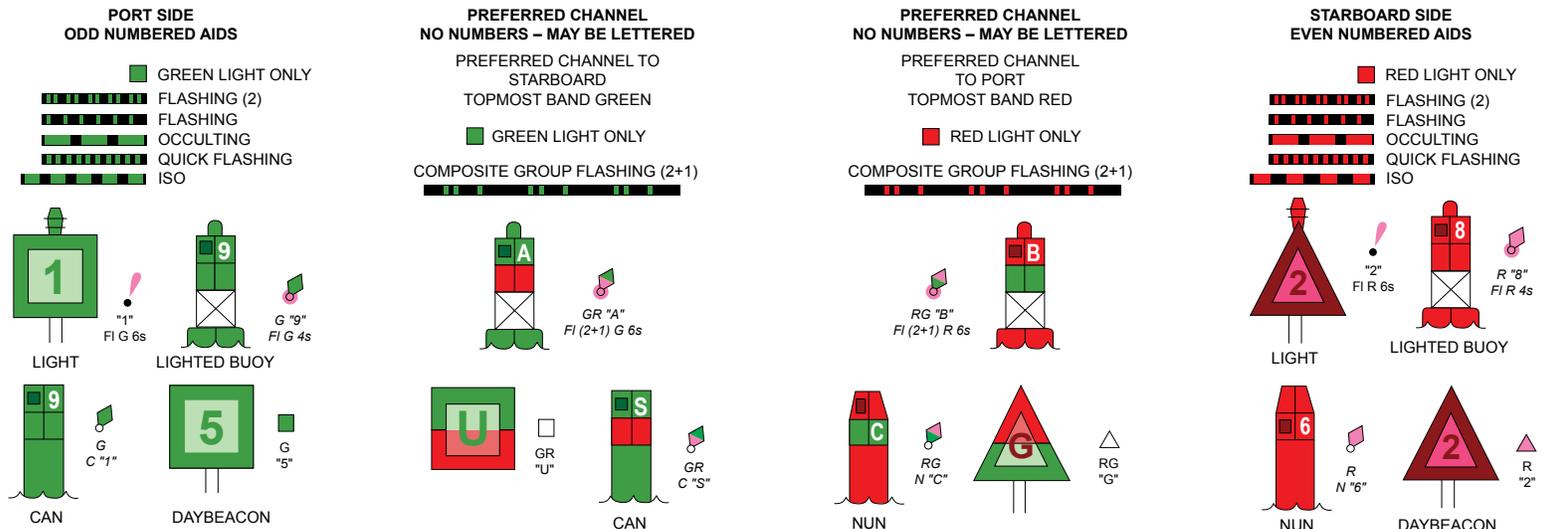
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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 FEET

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

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or the Coast Guard facility if telephone communication is not possible (303-426-8500).

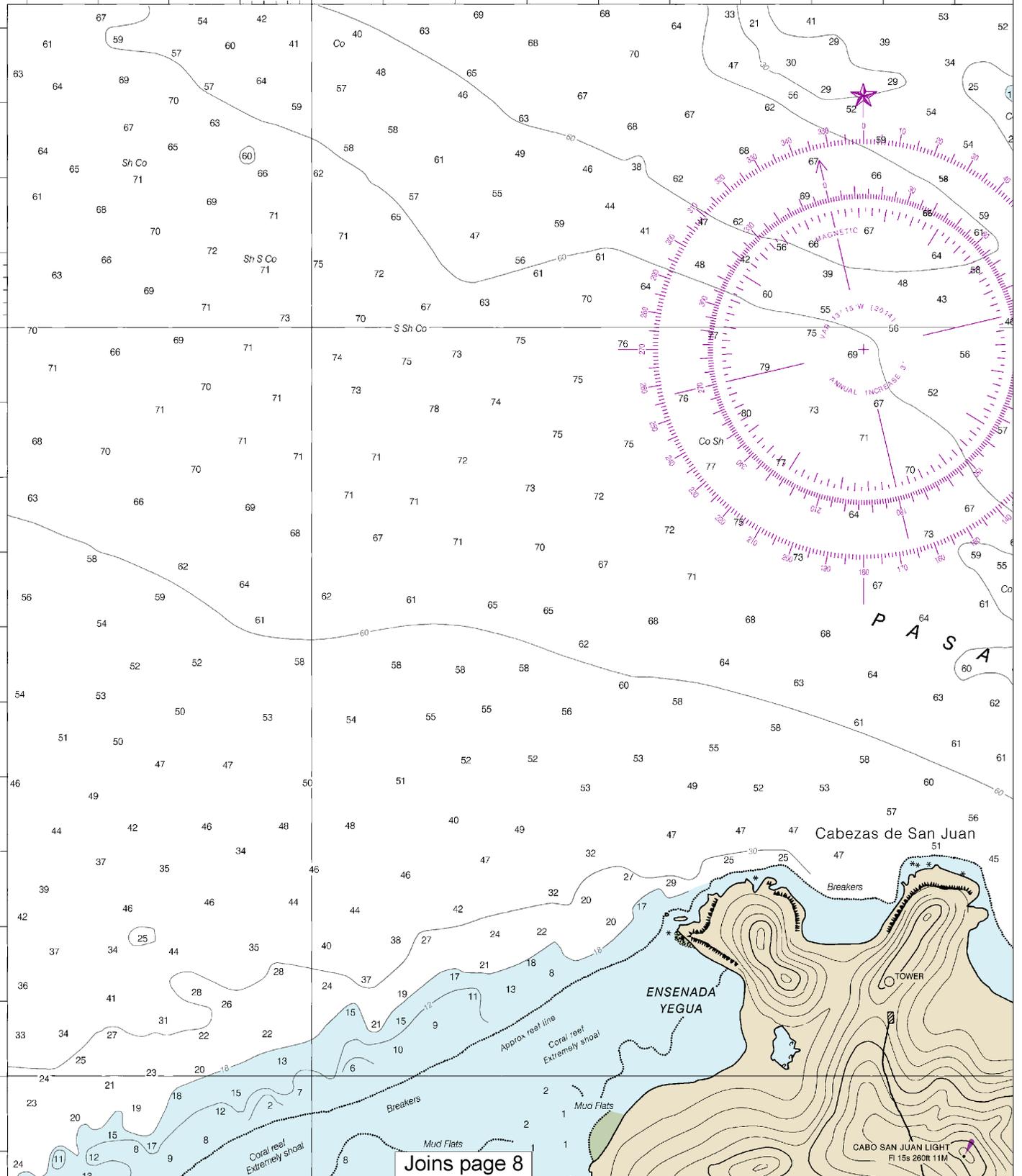
256667

65° 38'

18° 24'

CONTINUED ON CHART 256683

23'

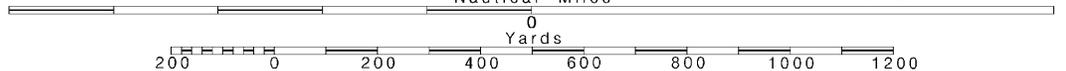


Joins page 8

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



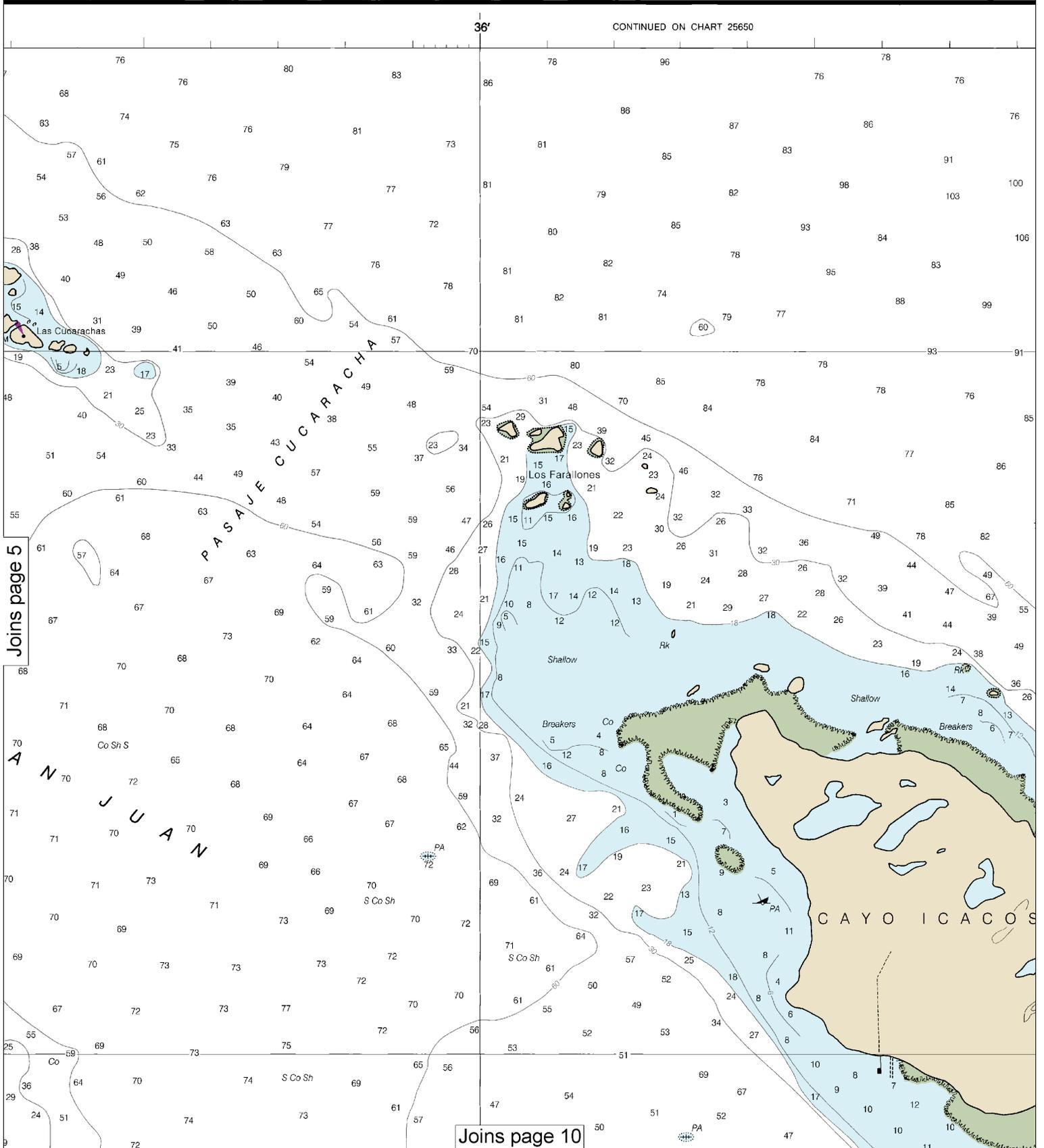
4

Note: Chart grid lines are aligned with true north.

RADAR REFLECTORS
RADAR reflectors have been placed on many of the aids to navigation. Individual radar reflection information on these aids has been placed on this chart.

Formerly C&GS 921, 1st Ed., Jan. 1902 KAPP 896

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.

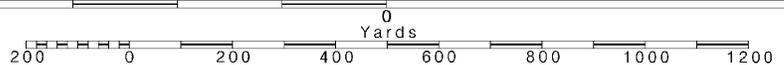


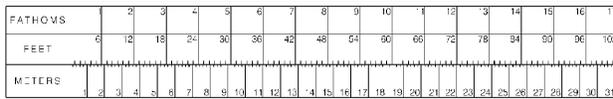
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.

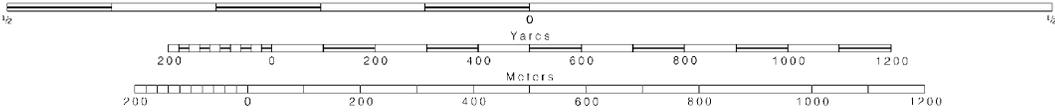




65° 35'

34'

SCALE 1:10,000
Nautical Miles



25667

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 walls may be marked by lighted or unlighted buoys.

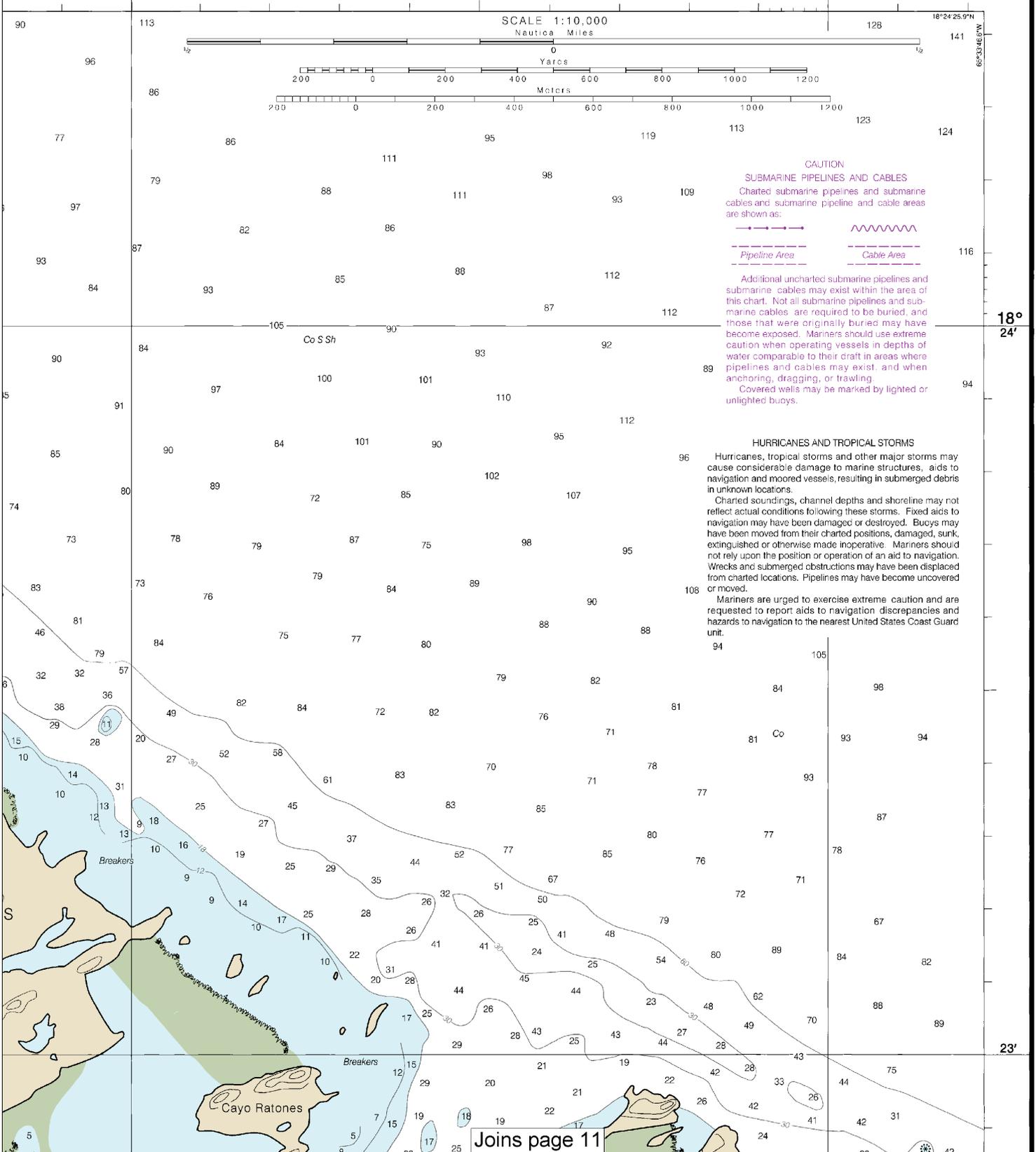
HURRICANES AND TROPICAL STORMS

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 extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

94

18° 24'



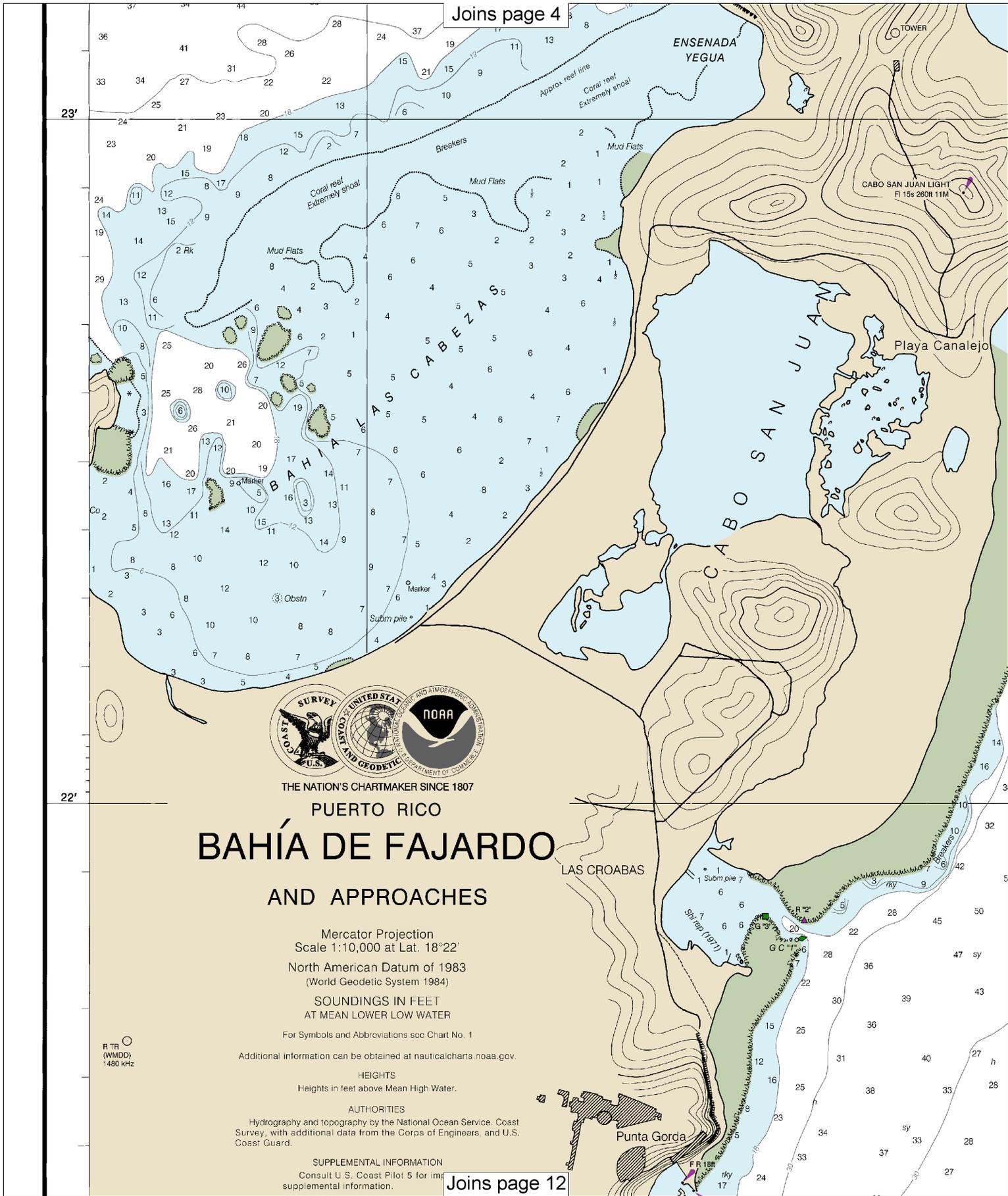
Joins page 11

21st Ed., Sep. 2014. Last Correction: 12/7/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

200

7

Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

PUERTO RICO
BAHÍA DE FAJARDO
 AND APPROACHES

Mercator Projection
 Scale 1:10,000 at Lat. 18°22'
 North American Datum of 1983
 (World Geodetic System 1984)
 SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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

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, and U.S. Coast Guard.

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

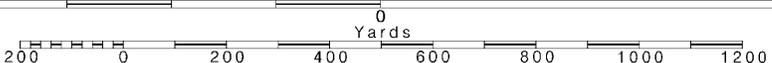
RTR
 (WMD)
 1480 kHz

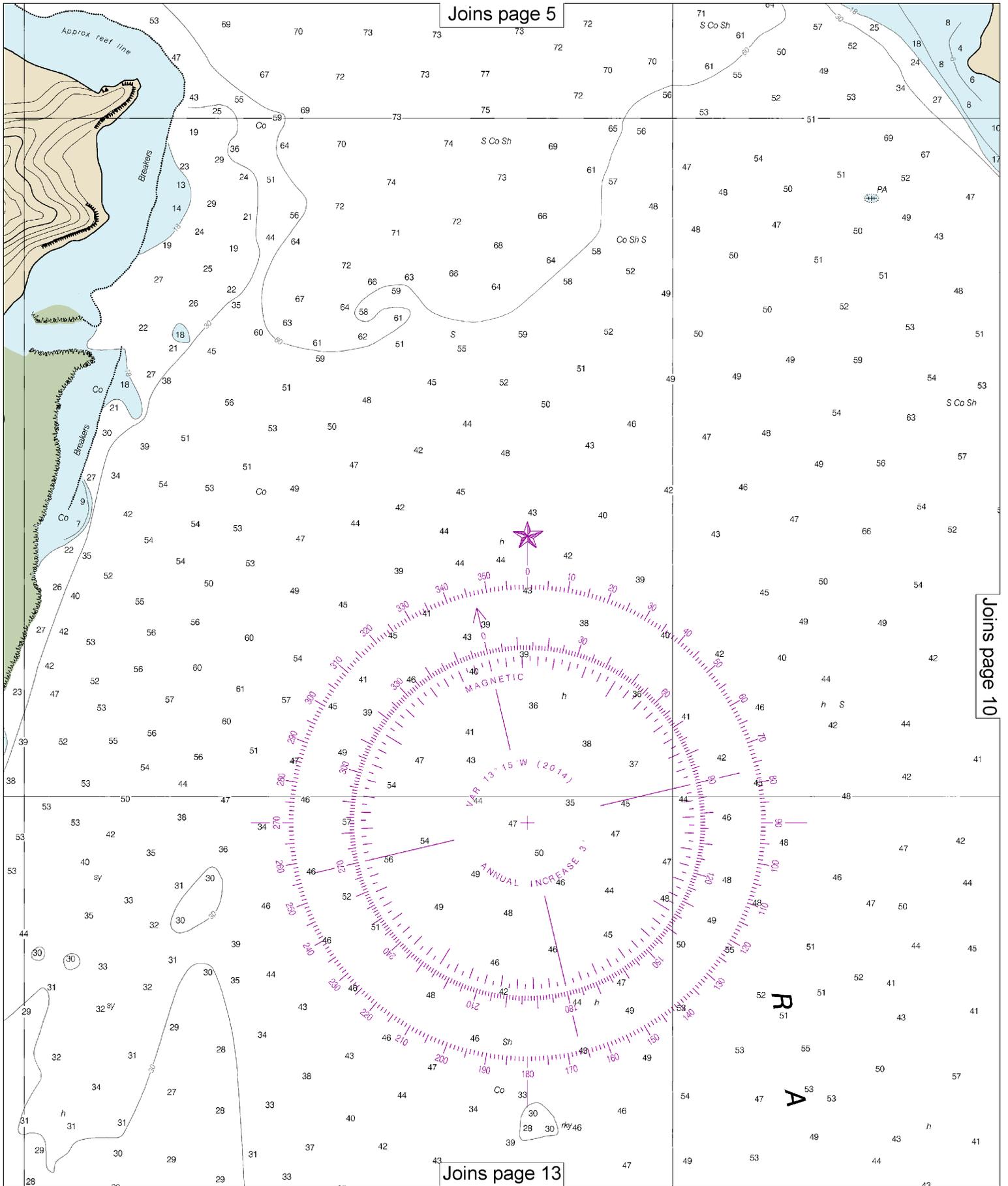
Joins page 12

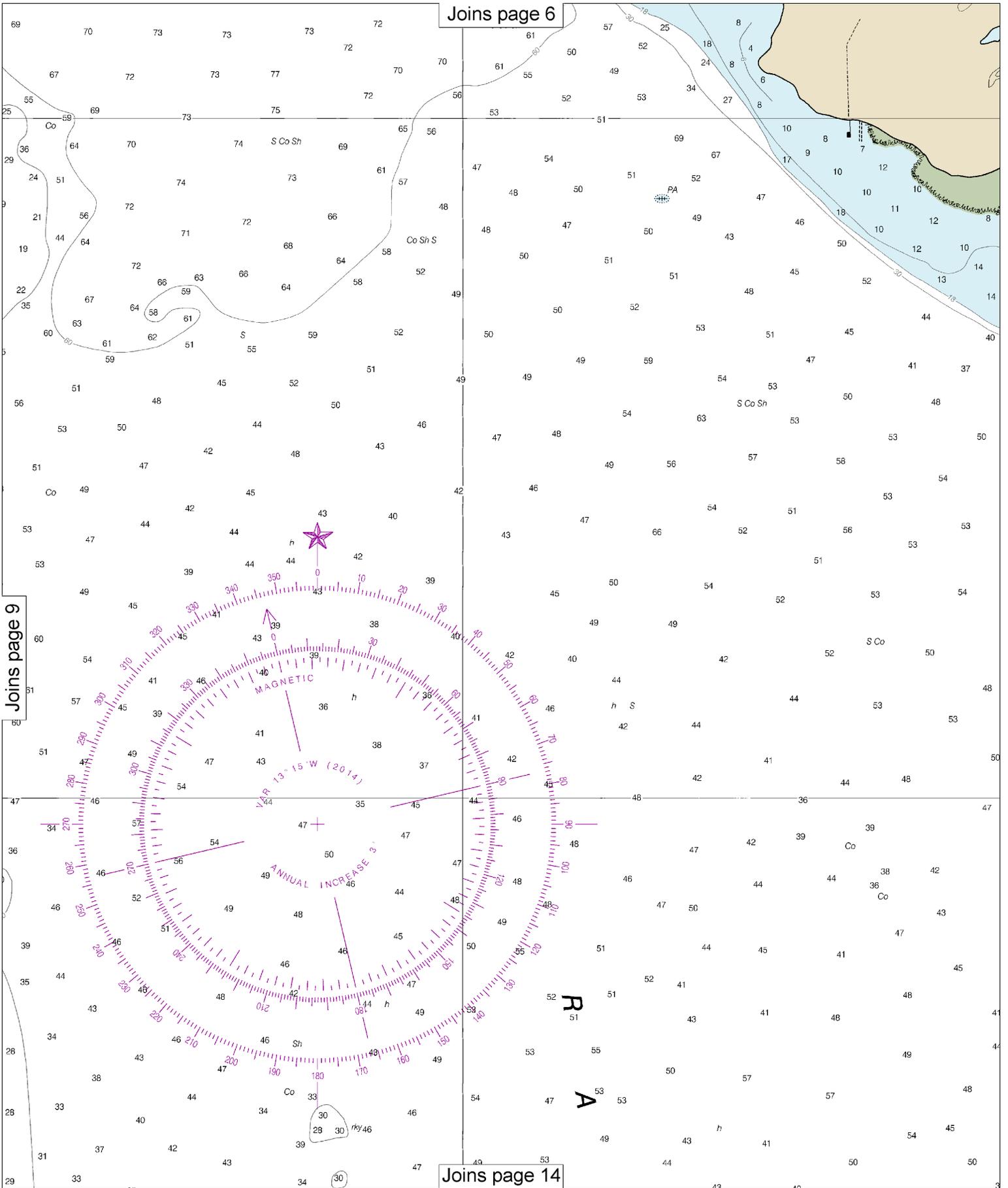


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:10,000 — See Note on page 5.







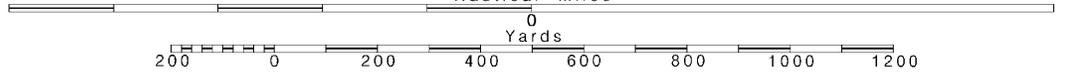
Joins page 9

10

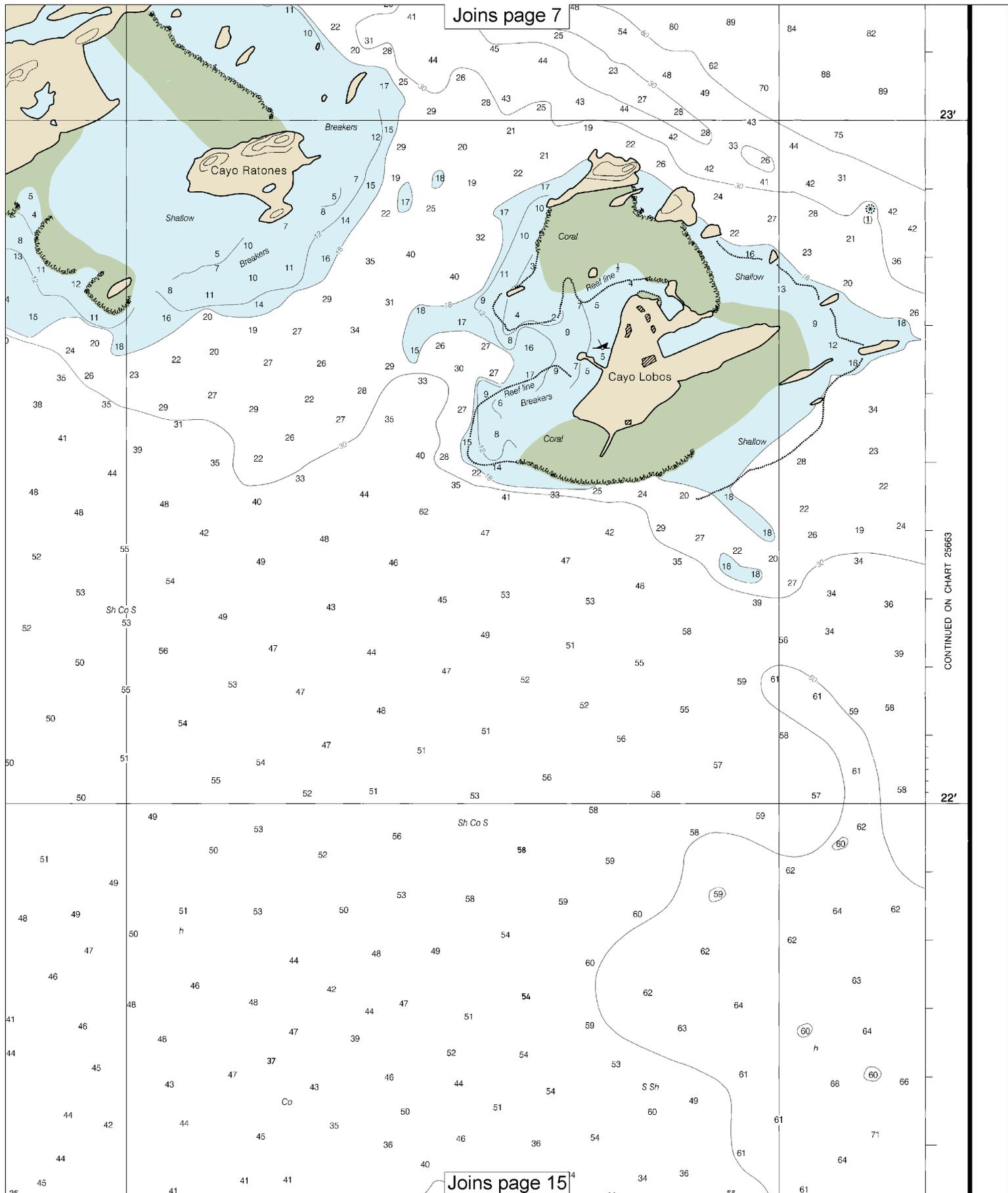
Note: Chart grid lines are aligned with true north.

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See Note on page 5.



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CONTINUED ON CHART 25663

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SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Joins page 8

For Symbols and Abbreviations see Chart No. 1

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

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, and U.S. Coast Guard.

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

TIDAL INFORMATION

NAME	PI ACF (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean High High Water feet	Mean High Water feet	Mean Low Water feet
Playa de Fajardo	(18°20' N/65°38' W)	1.5	1.3	0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.
(Sep 2014)

HORIZONTAL DATUM

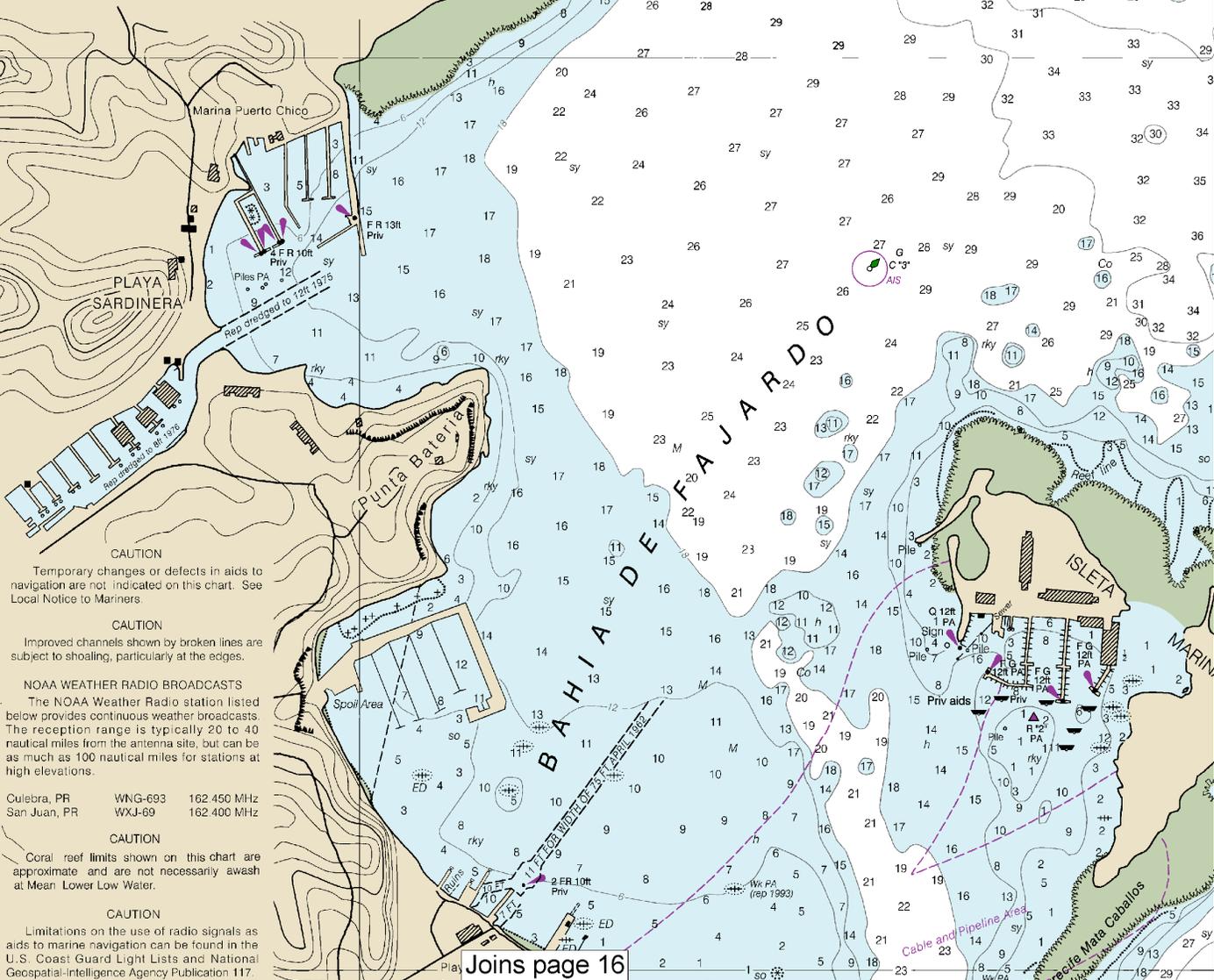
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.172" southward and 1.419" eastward to agree with this chart.

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.

AIDS TO NAVIGATION

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



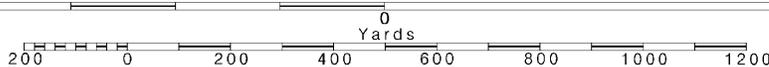
Joins page 16

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

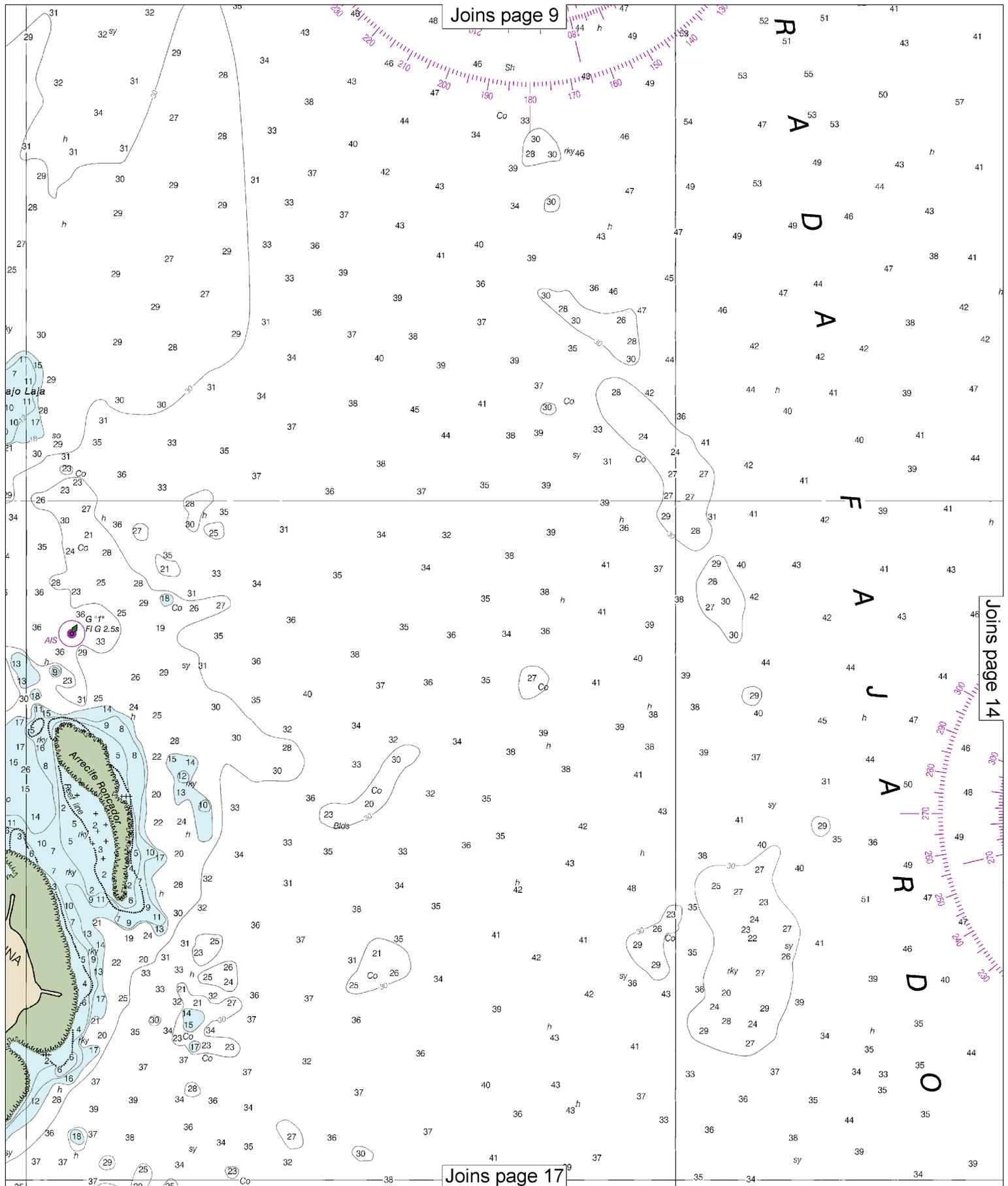
See Note on page 5.

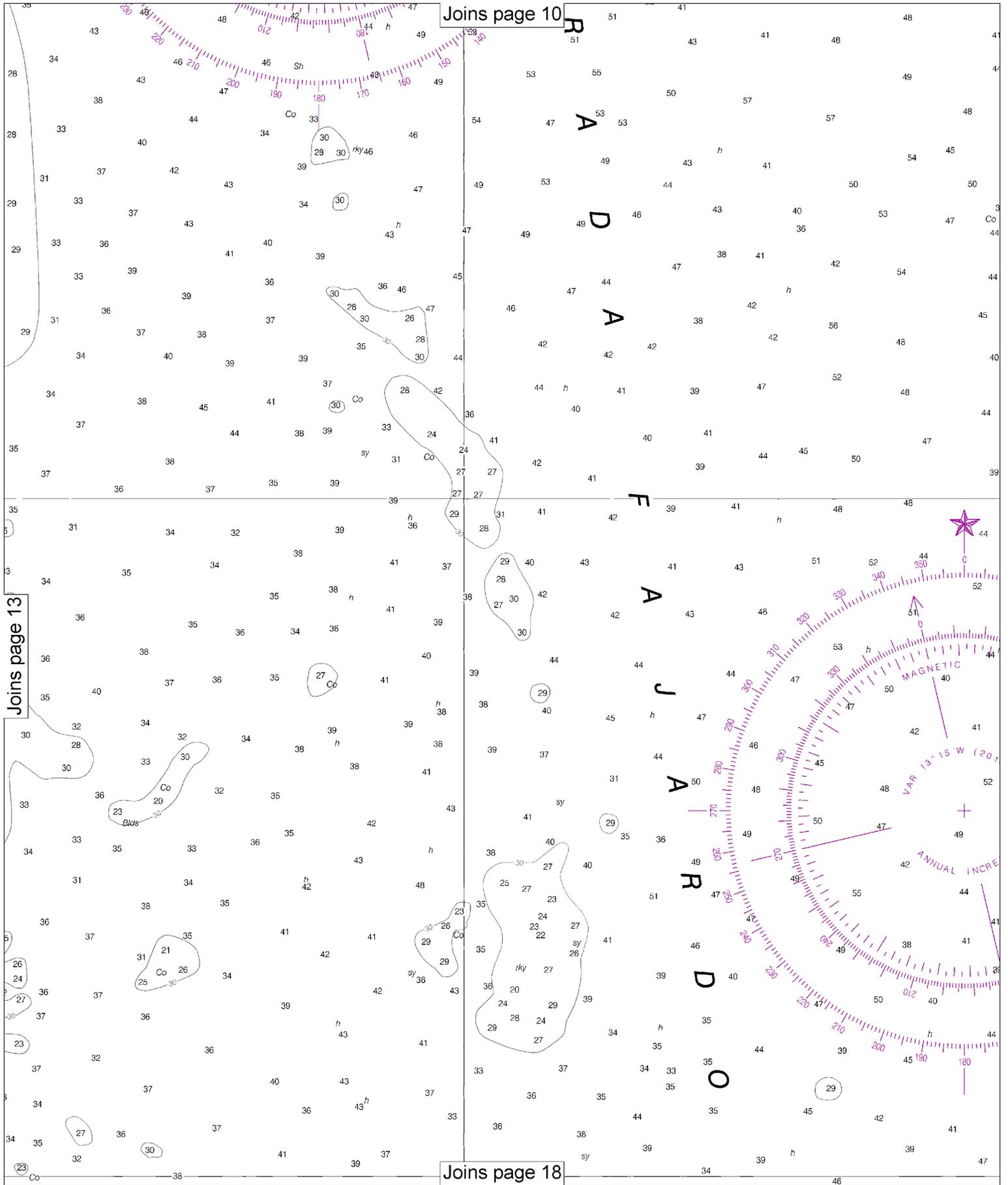


Joins page 9

Joins page 14

Joins page 17





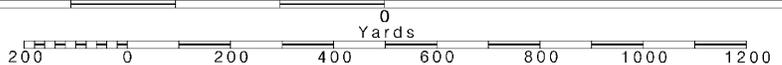
14

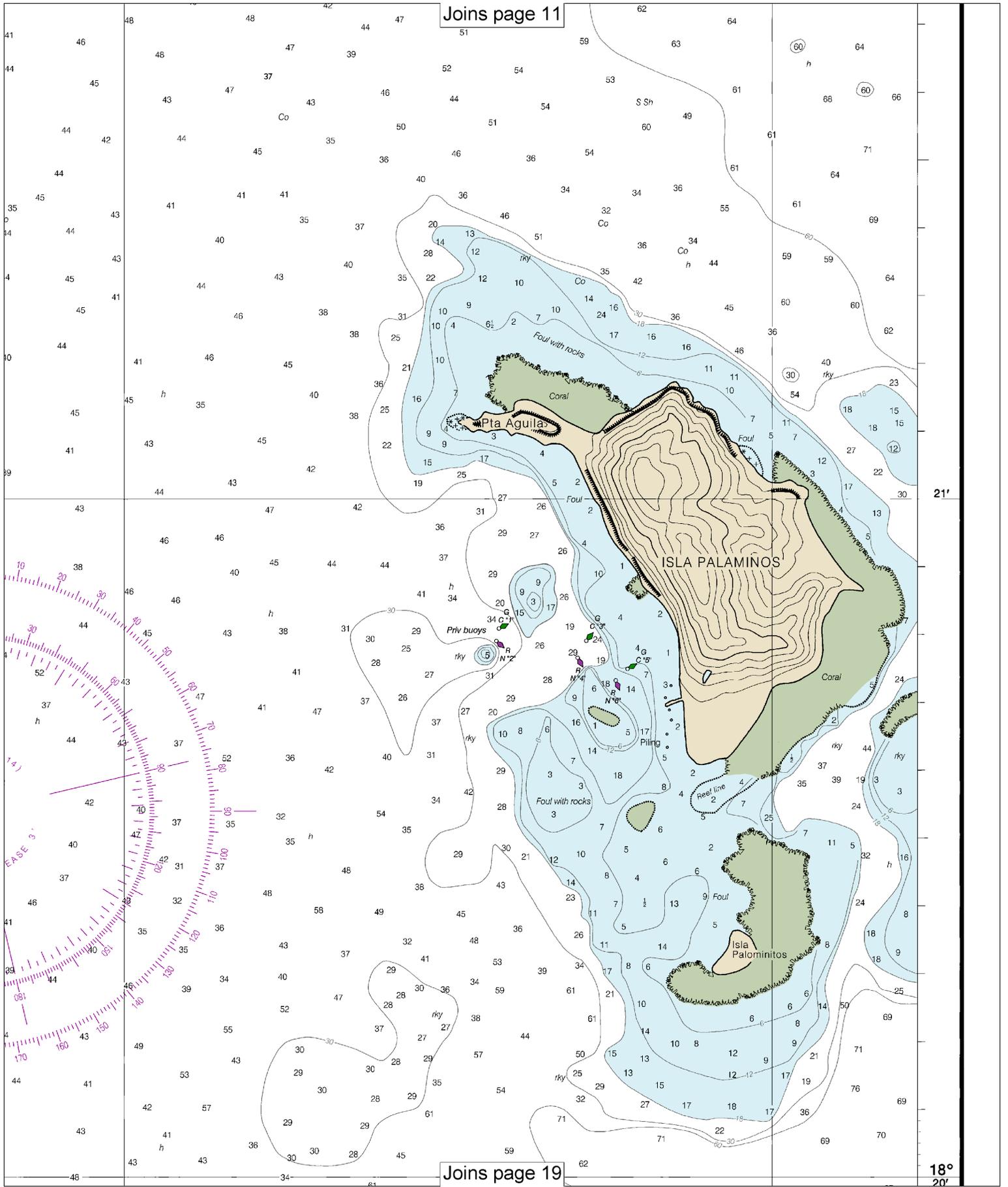
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





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.

Culebra, PR WNG-693 162 450 MHz
 San Juan, PR WXJ-69 162 400 MHz

CAUTION

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

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.

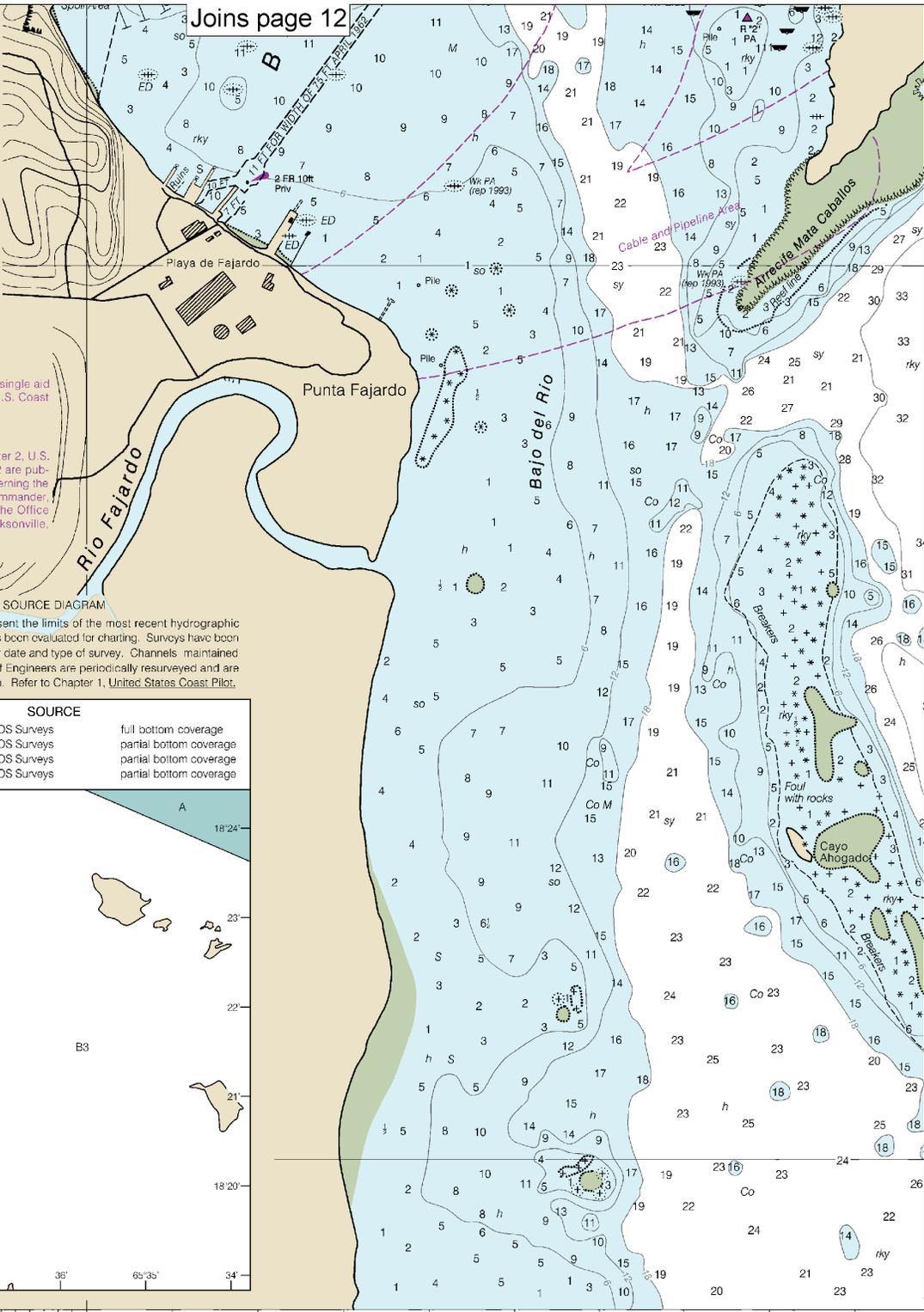
Station positions are shown thus:
 ○ (Accurate location) ○ (Approximate location)

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.

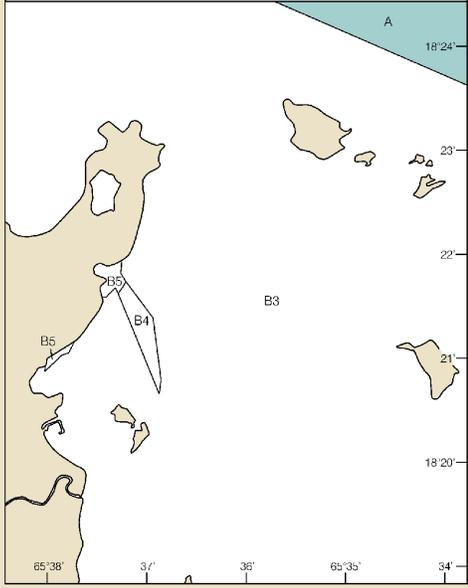
NOTE A

Navigation regulations are published in Chapter 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.



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.

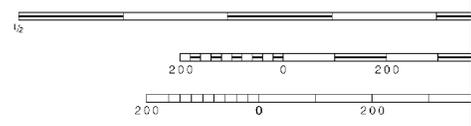
SOURCE		
A	1990-2013	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	1850-1899	NOS Surveys partial bottom coverage



18° 20' 19' 65° 38'

25667

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.



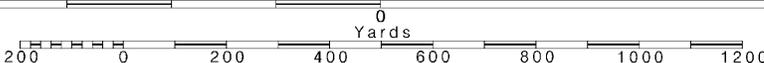
21st Ed., Sep. 2014. Last Correction: 12/7/2016. Cleared through:
 LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

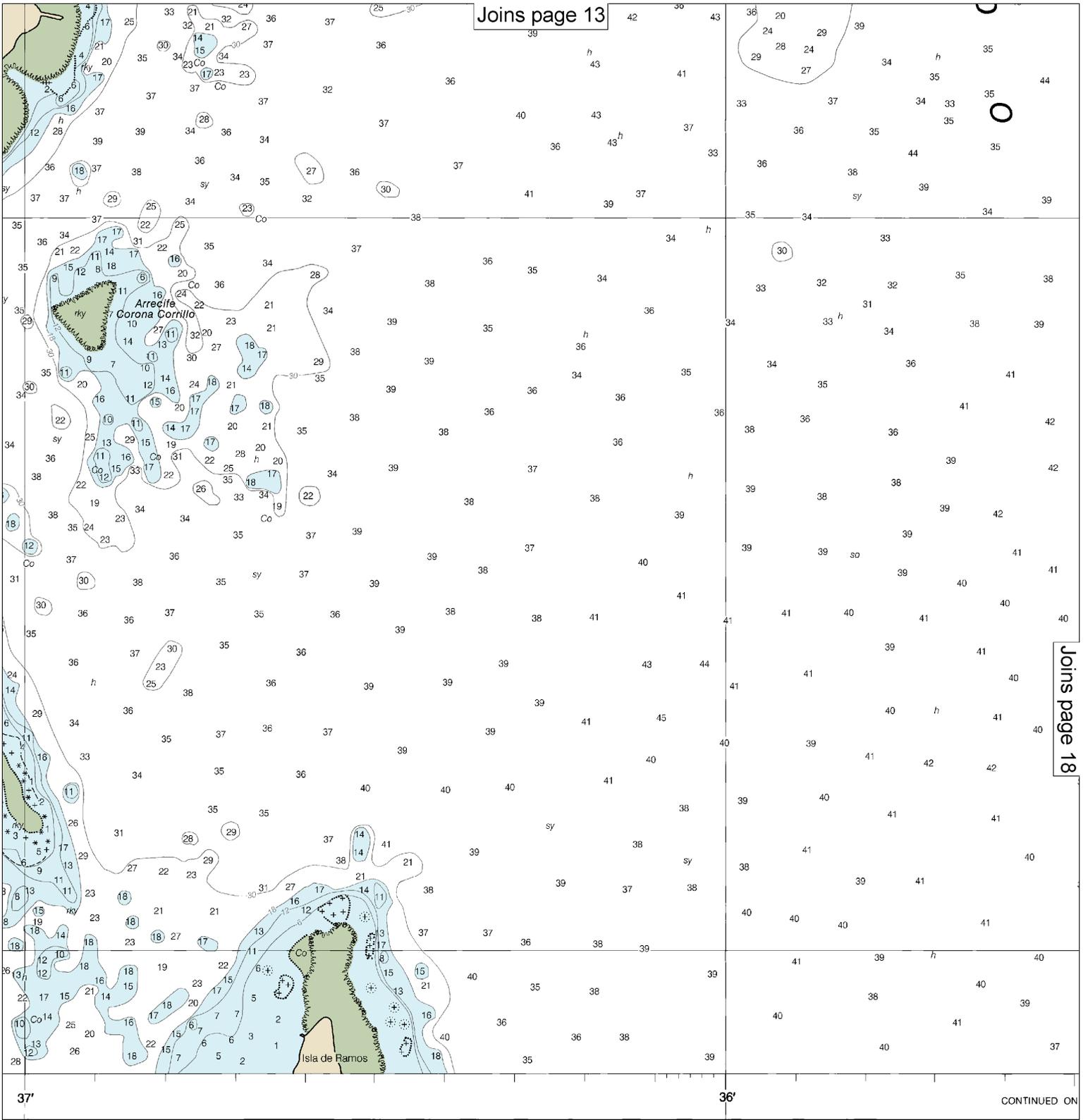
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000 Nautical Miles

See Note on page 5.



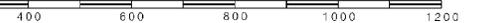


SCALE 1:10,000

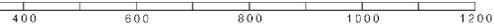
Nautical Miles



Yards



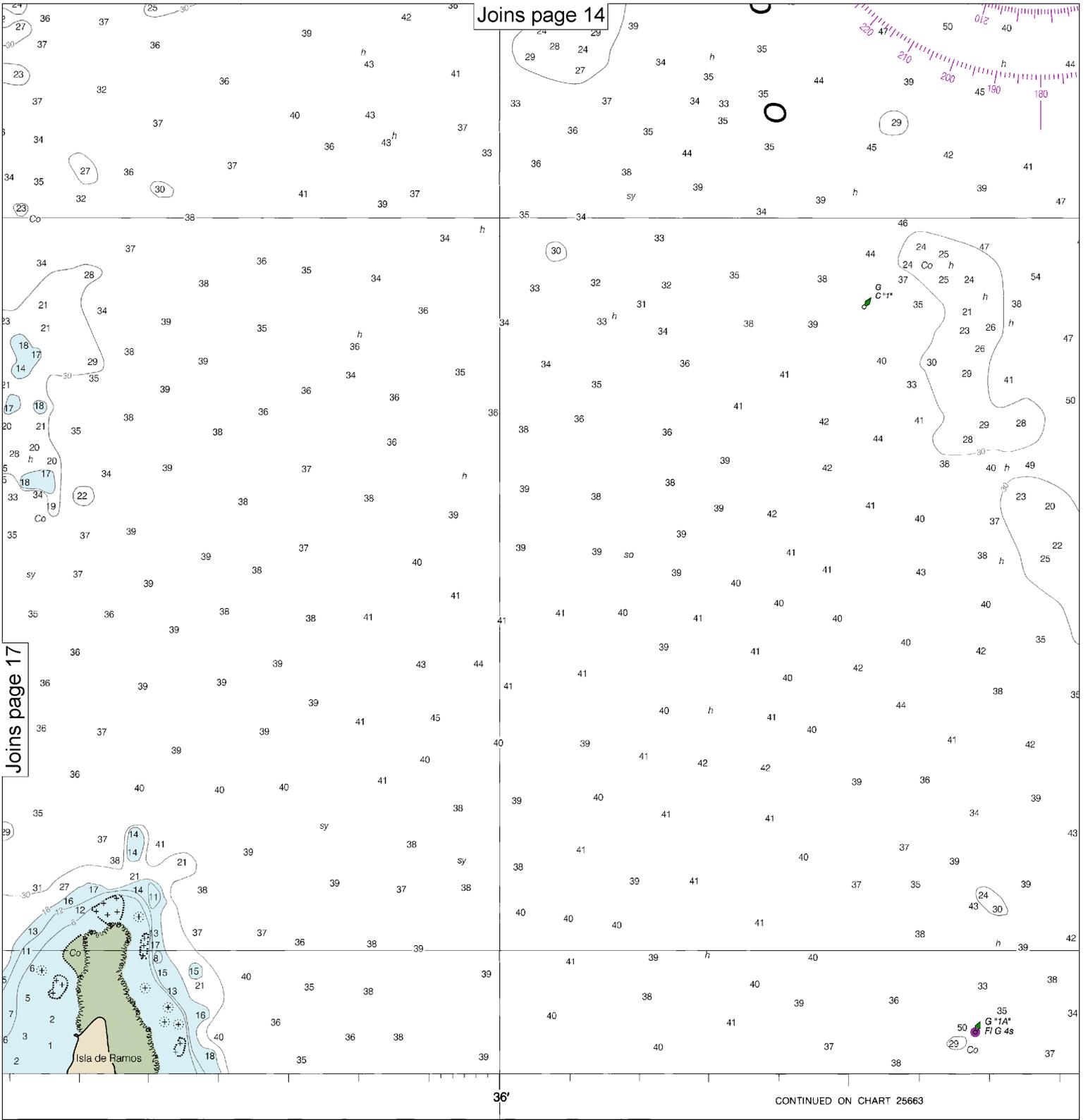
Meters



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

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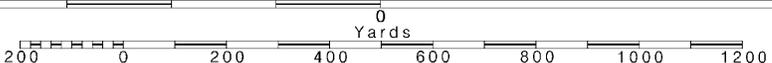
Published at Washington D C
 U S DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

18

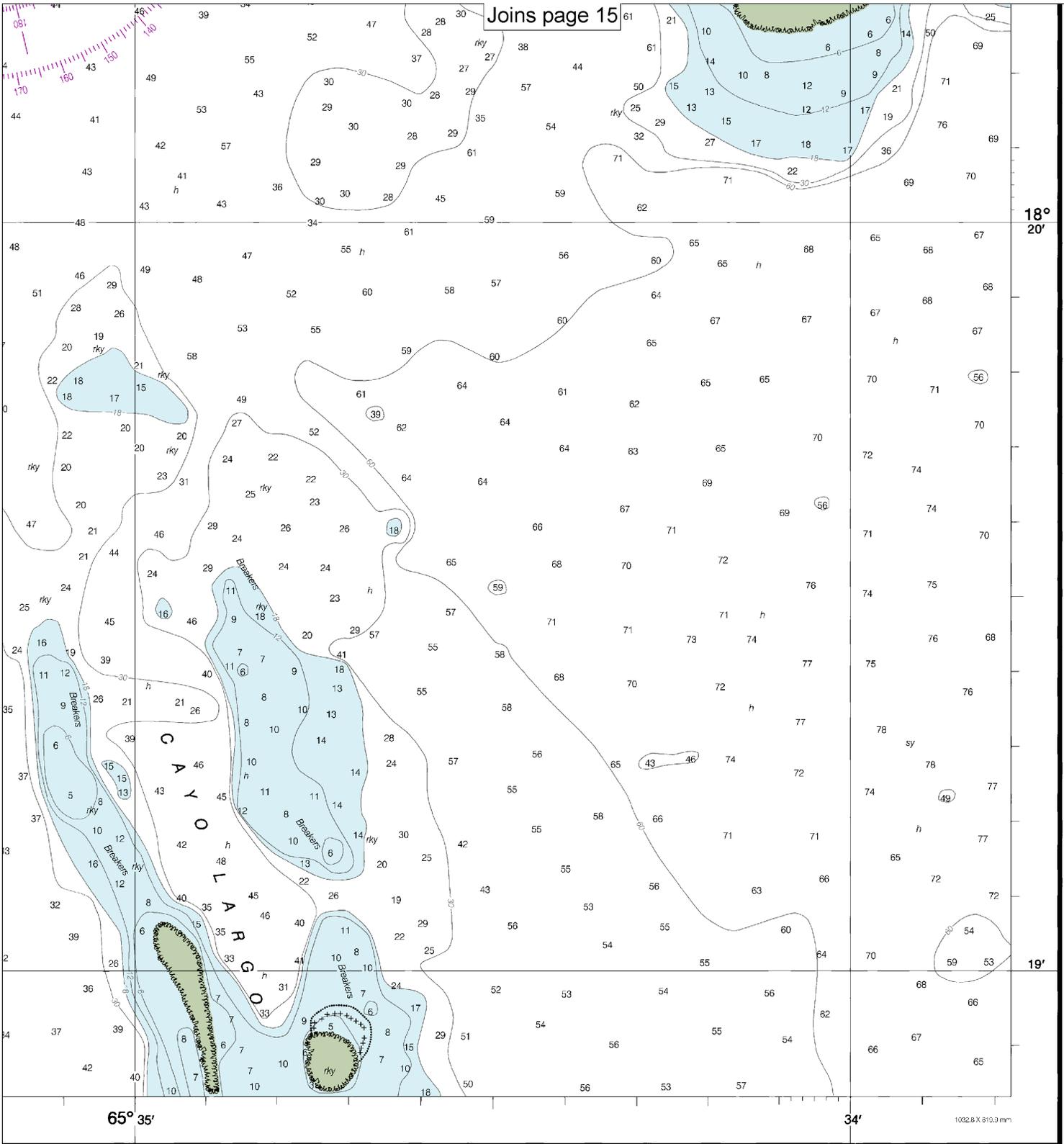
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:10,000

See Note on page 5.



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SOUNDINGS IN FEET

Bahia de Fajardo
SOUNDINGS IN FEET - SCALE 1:10,000

25667



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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