BookletChart™

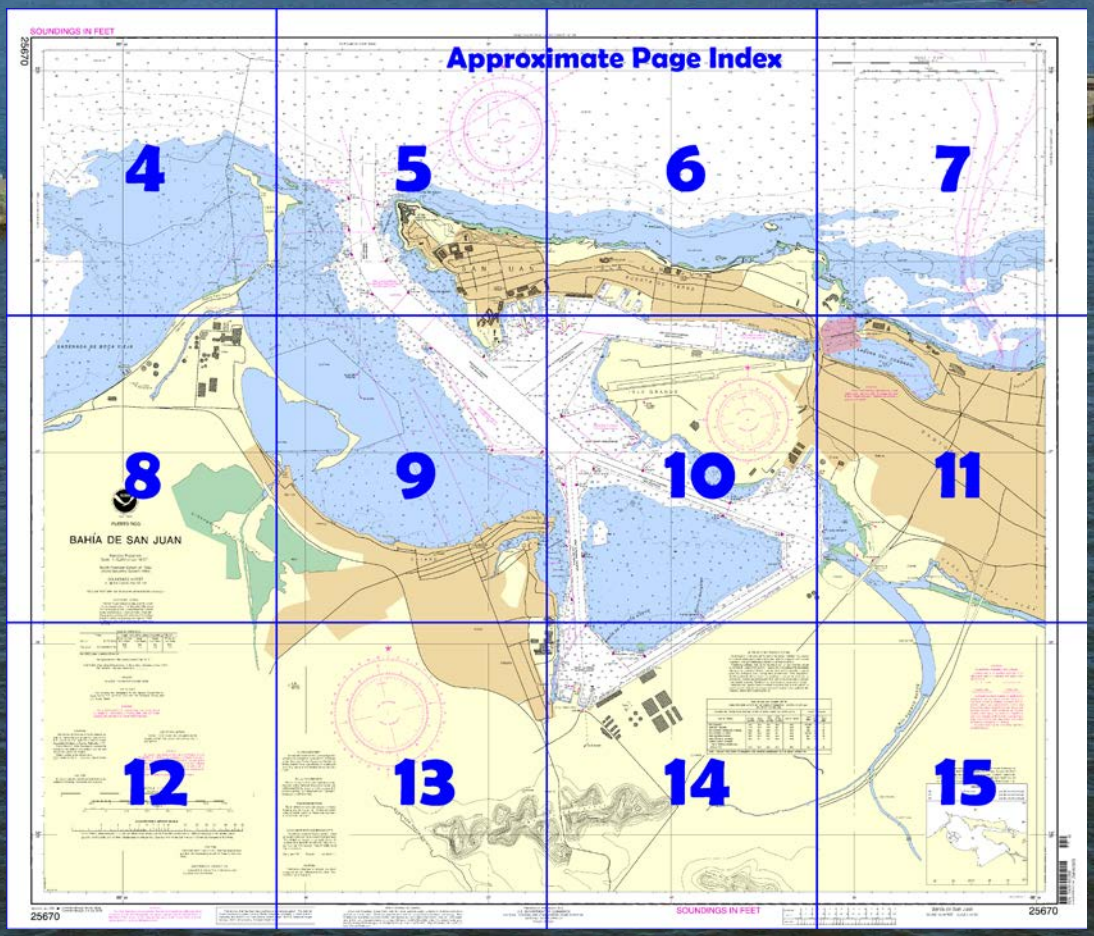
Bahía de San Juan

NOAA Chart 25670

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.

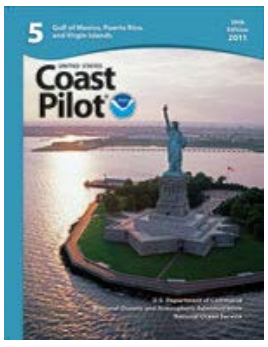
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=25670.

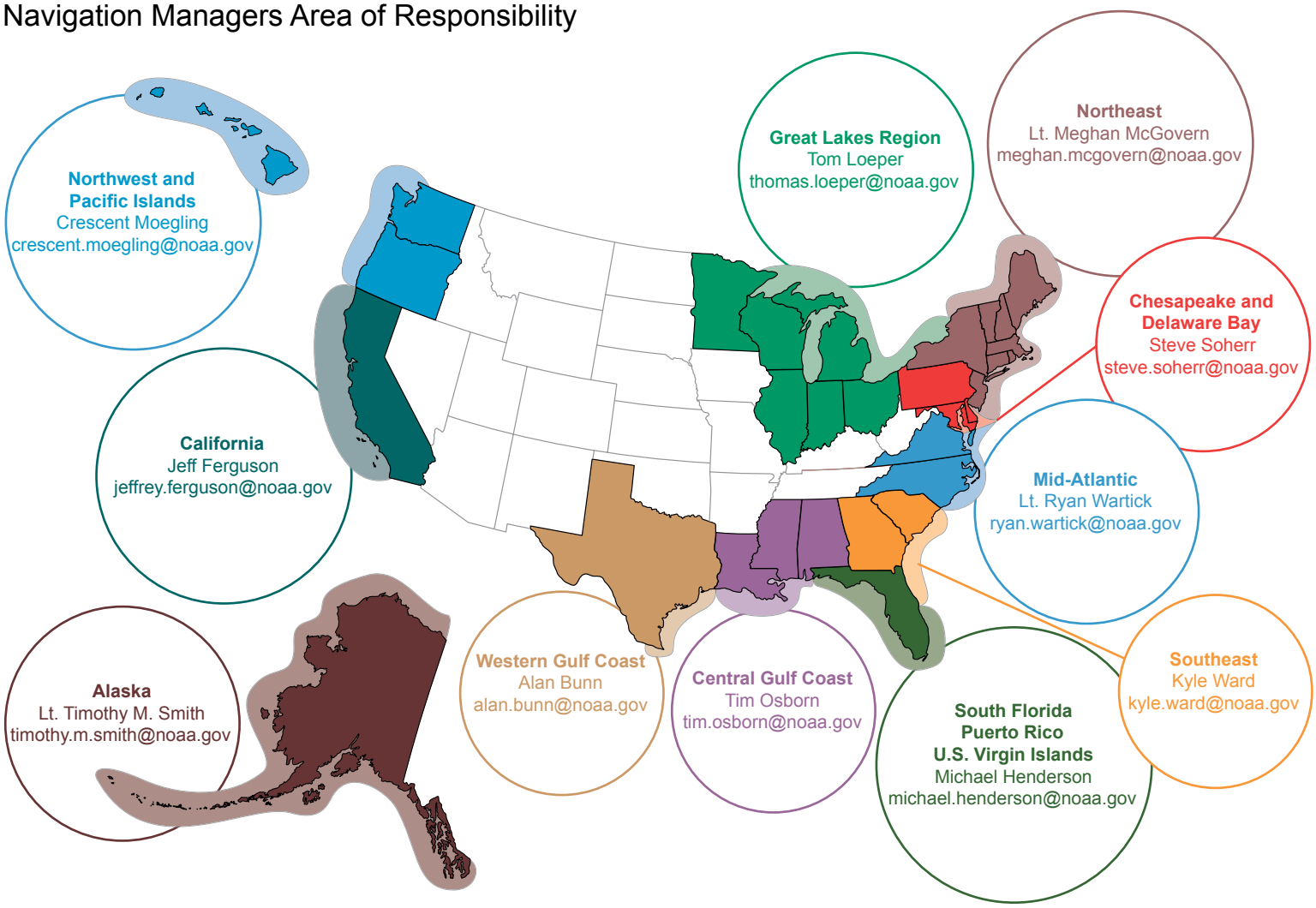


(Selected Excerpts from Coast Pilot)
Bahia de San Juan is about 3 miles long in a SE direction and varies in width from 0.6 to 1.6 miles, but the entire SW side is shoal.
Channels.–Bar Channel leads to the deep-draft anchorage SW of Isla Grande, via Anegado Channel; Federal project depth in Bar and Anegado Channels, and the deep-draft anchorage is 40 feet. San Antonio Channel, project depth 35 feet, leads from Anegado Channel between Isla San Juan and Isla Grande, to the commercial piers and the Navy berthing facilities on the S side of Isla San Juan, and to the Isla Grande marginal wharf and the Seatrain Lines container terminal on the N side of Isla Grande. The Army Terminal Channel leads S from Anegado Channel to the Army Terminal and turning basin, Puerto Nuevo Terminal bulkhead wharves, and to the oil piers at the S end; project depths in the Army Terminal Channel and turning basin are 40 feet.
The entrance channel and the channels inside the harbor are marked by lighted ranges, lights, and lighted and unlighted buoys.
Caution.–When approaching the entrance channel (Bar Channel), with quartering and following seas which are especially predominant in winter, speeds of not less than 10 knots are recommended. This requirement for speed permits sufficient time to commence turning into Anegado Channel while maintaining ship control. An additional cause of confusion and groundings is that the N side Anegado Channel markers are not visible, virtually, until the turn into it should already have been commenced. Positive identification of channel marks is imperative.
Vessels should proceed with caution when dredging is in progress.
An unmarked channel leads to a landing pier at the NE end of the causeway between Isla de Cabras and Punta Palo Seco; depths of about 4 feet can be carried. The channel and pier are used by craft handling dangerous or explosive cargoes.
Anchorages.–General and special anchorages are in Bahia de San Juan. In 1965, a controlling depth of 26 feet was in Anchorage F, on the SW side of Anegado Channel with shoaling to 24 feet in the S 100 yards of the anchorage. A line of mooring dolphins, marked by lights, extends from Isla Grande to just outside the E end of Anchorage E.
Dangers.–Bajo Colnas, on the W side of the entrance to Bahia de San Juan, has depths of 18 feet and less extending 700 yards from Isla de Cabras. The shoal area is usually defined by breakers.
Bajo Santa Elena, on the E side of the entrance, has depths of 7 to 18 feet extending 200 yards from shore.
Inside the harbor, the areas outside the channel limits marked by buoys are shallow with depths varying from 4 to 18 feet with many shoals having less than 1 foot over them.
Currents.–The currents along the N shore of Puerto Rico are greatly influenced by the direction and strength of the winds. The prevailing E trade winds generally cause a W drift. In Bahia de San Juan a slight W flow prevails. When N seas set into the harbor entrance, an undertow and surge may be felt as far as San Antonio Channel.
Routes.–Owing to the swells and currents on the coast of Puerto Rico, especially during the winter northerlies, inbound vessels should steer for a point about 4 miles N of **Punta del Morro,** the NW point of Isla San Juan, before lining up on the entrance to Bahia de San Juan. This precaution permits early adjustments to course and speed while still having sea room to do so. A **180.9°** lighted range and lighted buoys mark the entrance channel into the harbor.
From W, Punta Salinas (chart 25668) will appear as an island when first sighted and must not be mistaken for Isla de Cabras.
The harbor is easy of access in ordinary weather, but it should not be entered at night without local knowledge. During winter northers, dangerous conditions may prevent entering the harbor. The bend inside the entrance can be difficult when the NE trades are blowing strongly, as they may force a vessel almost broadside to swells. Vessels outbound should avoid getting too close to Bajo Colnas; this is particularly so with long vessels in a strong N breeze.

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

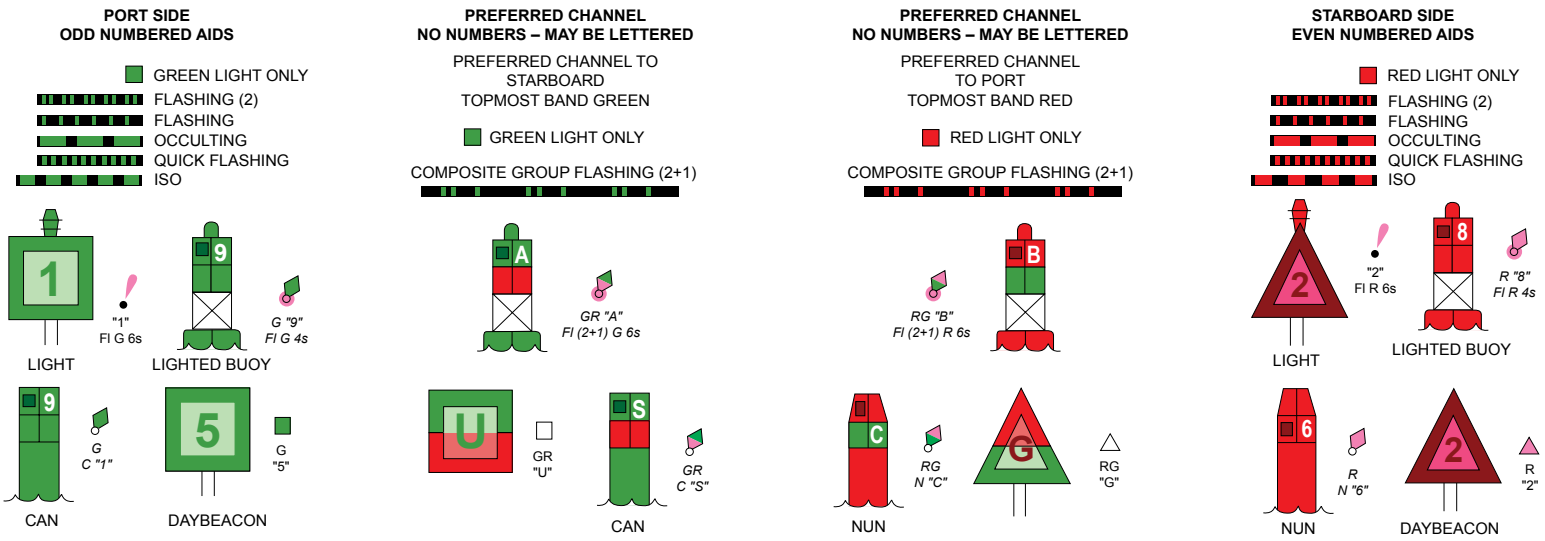


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*.

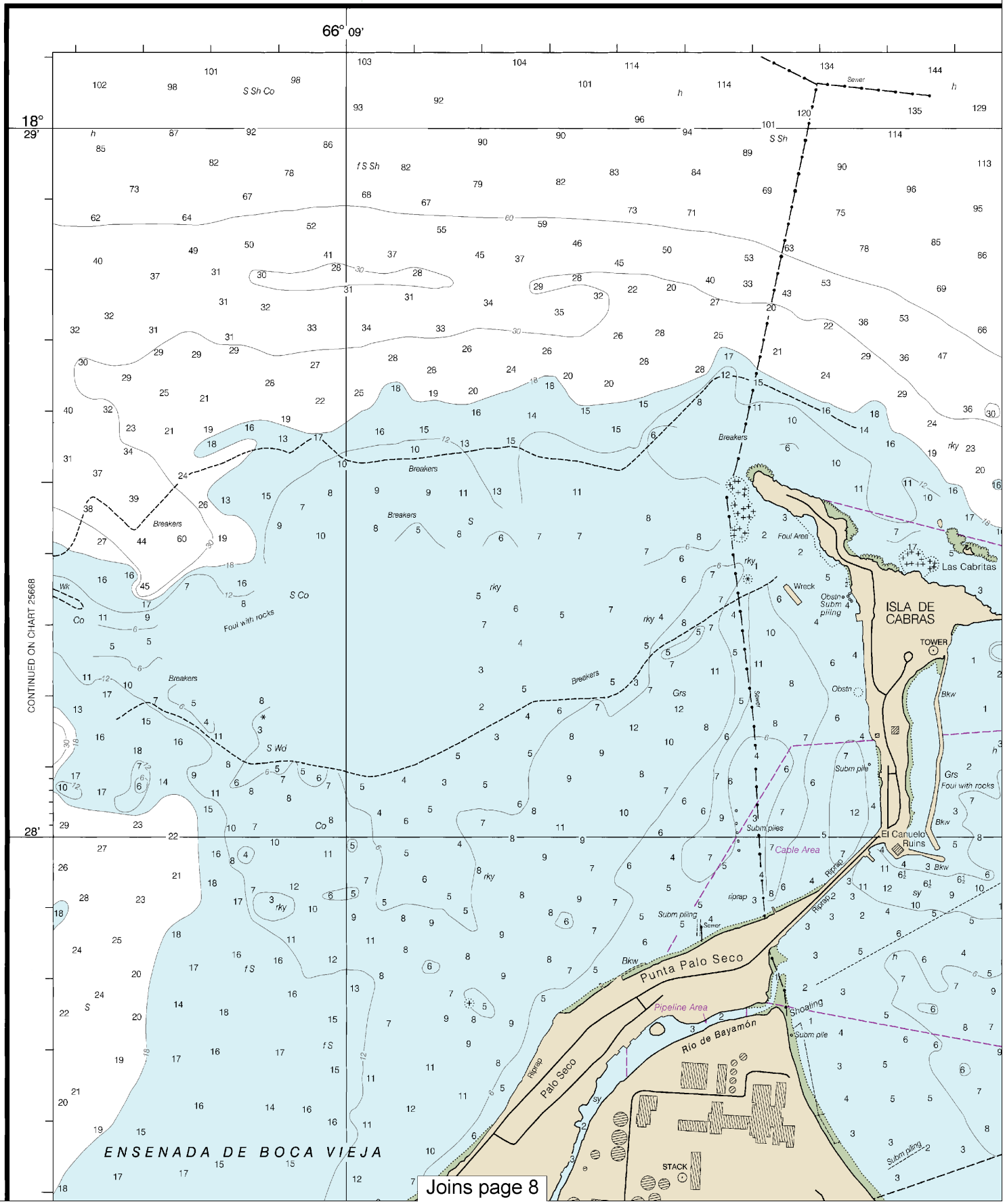
Lateral System As Seen Entering From Seaward

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 FEET



4

Note: Chart grid lines are aligned with true north.

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

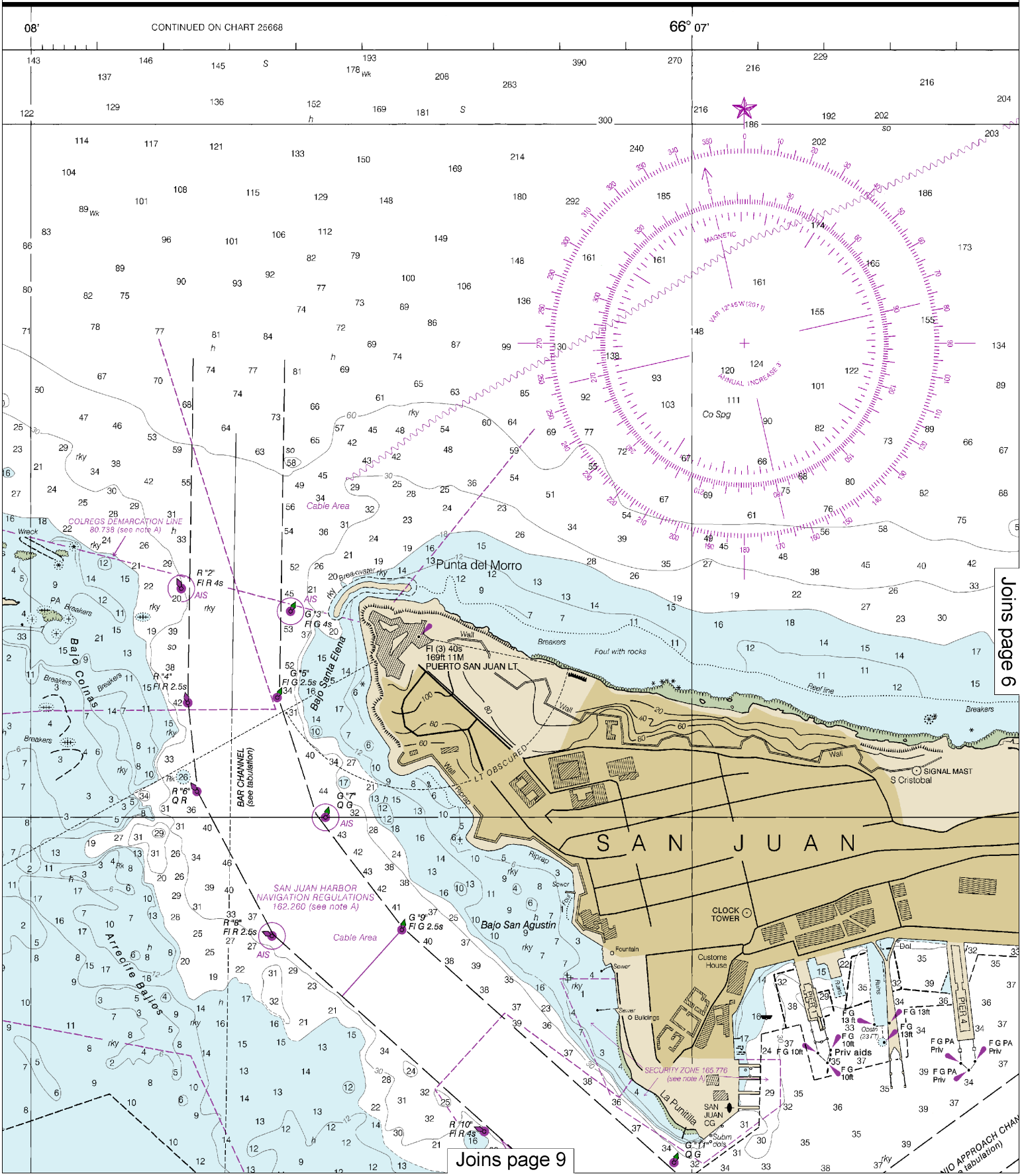
Nautical Miles

0

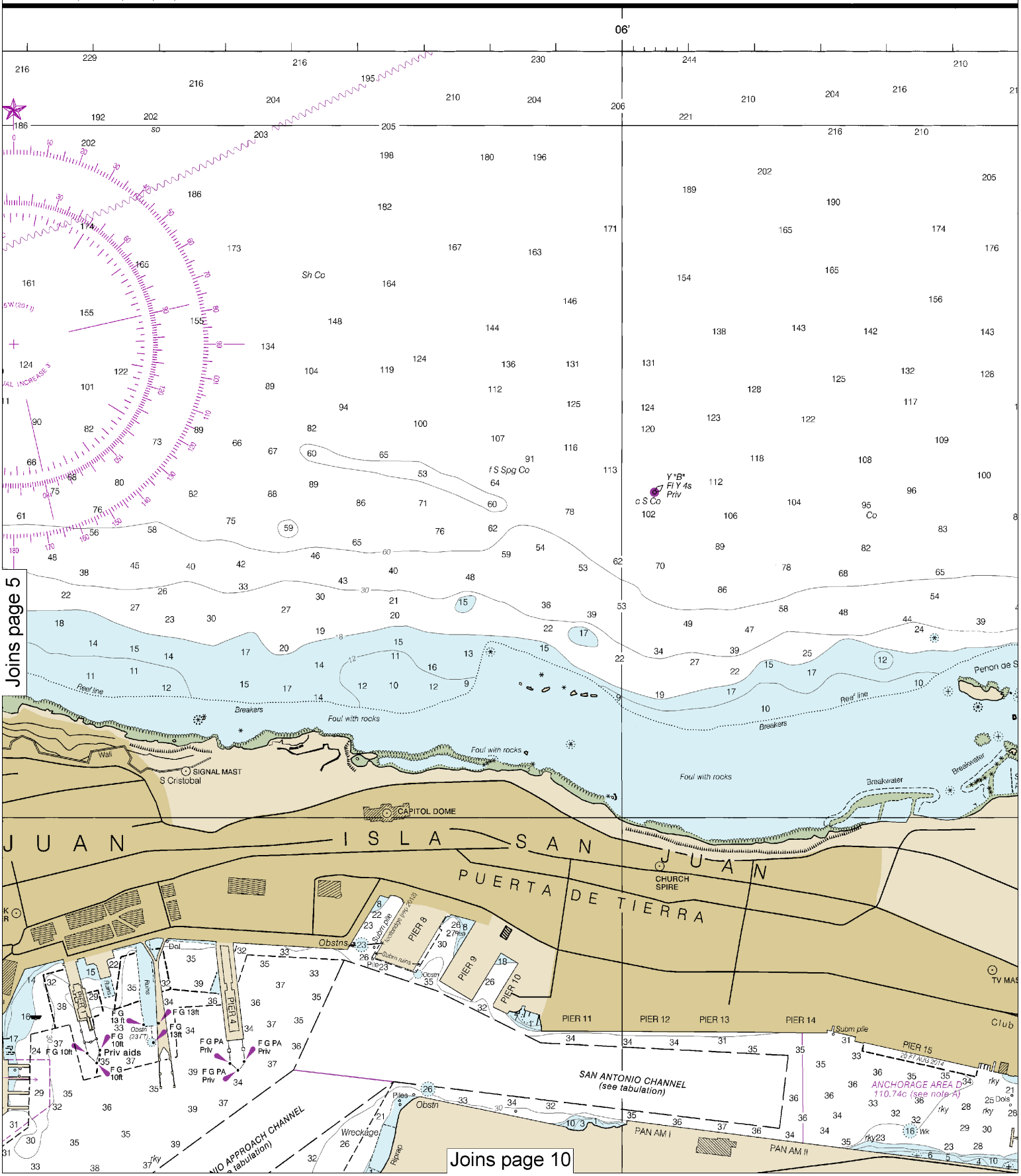
Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

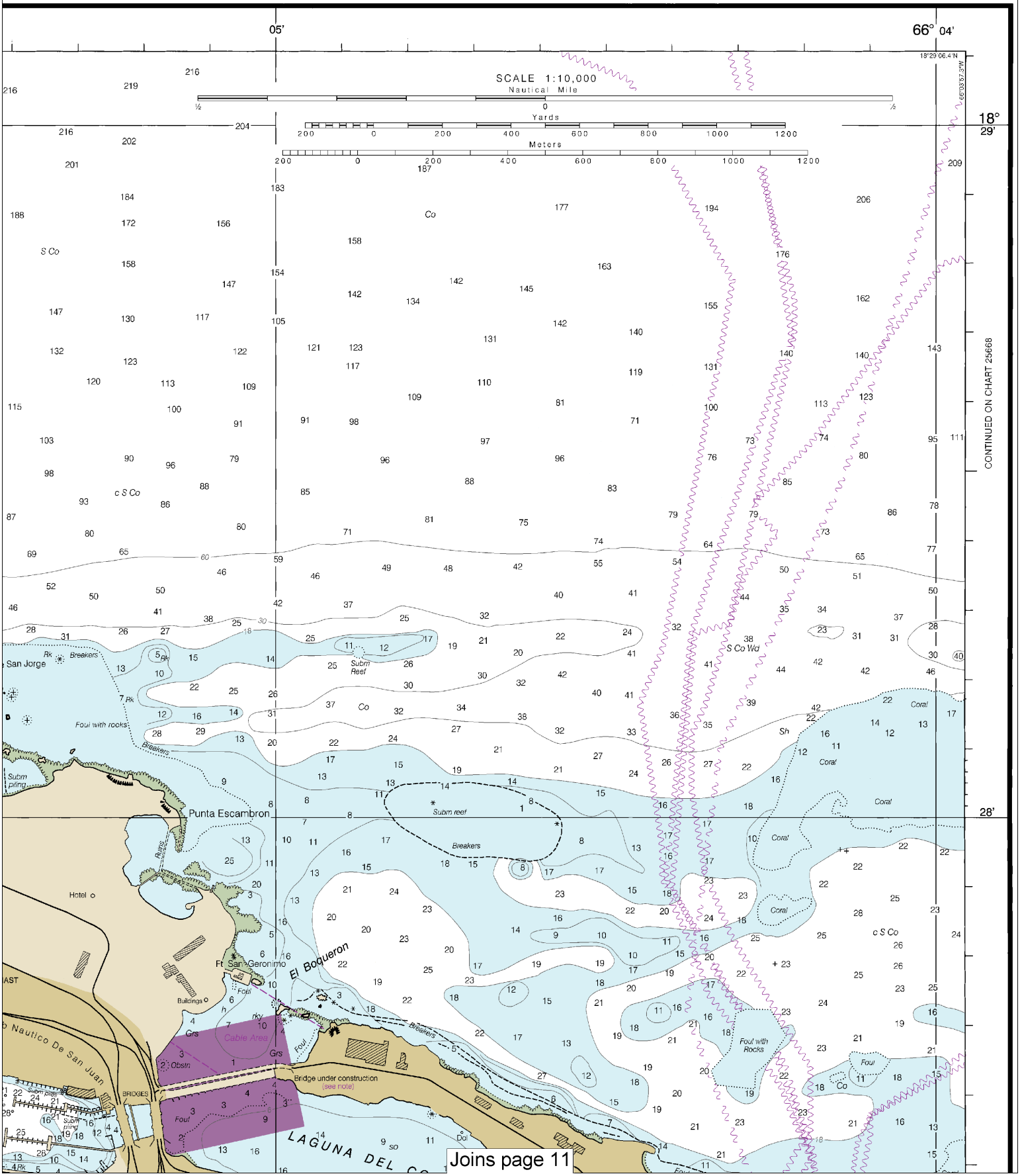


Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles 0

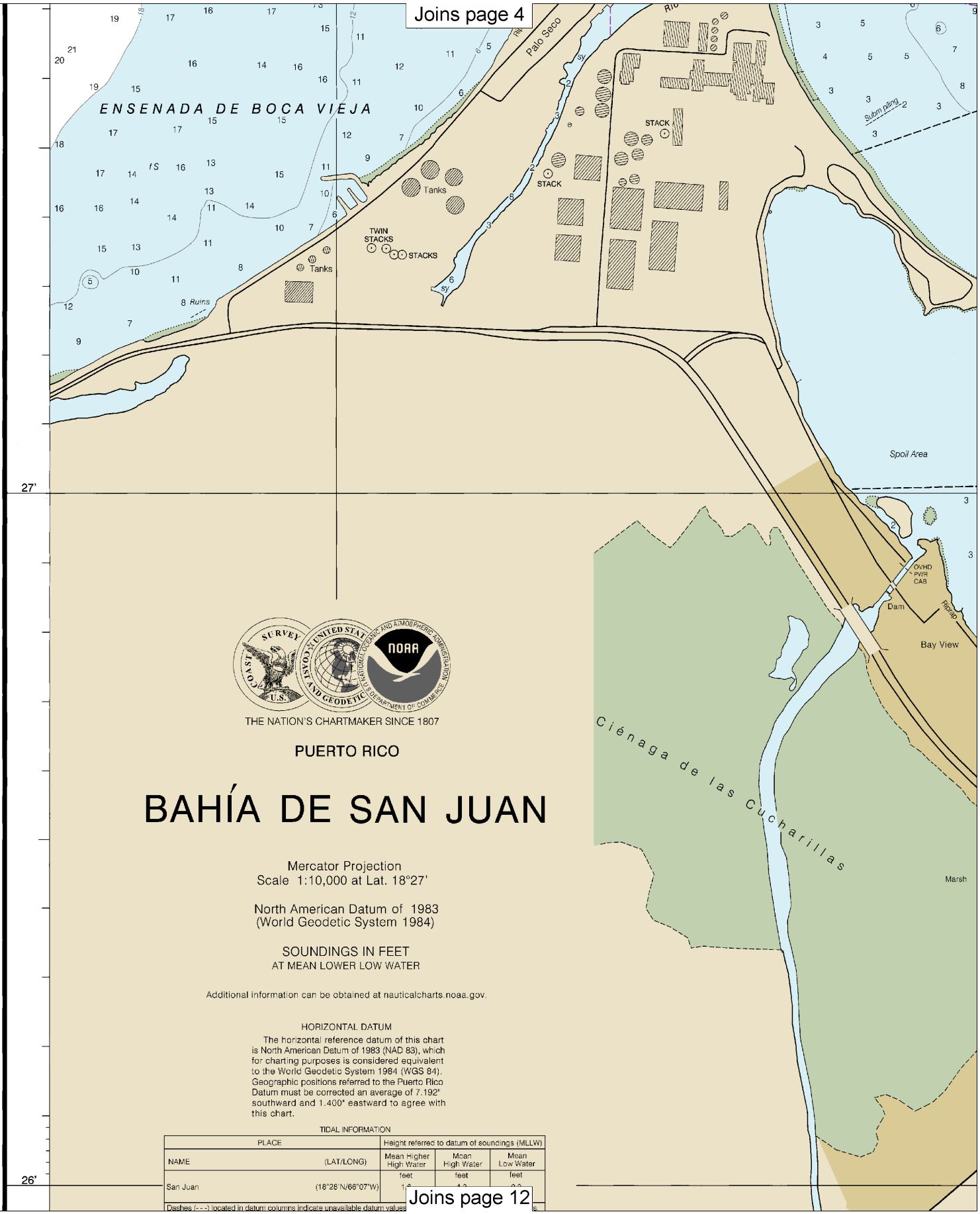
Yards 200 0 200 400 600 800 1000 1200

Note: Chart grid lines are aligned with true north.



nauticalcharts.noaa.gov
44th Ed., Jun. 2011. Last Correction: 11/28/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

Joins page 4



THE NATION'S CHARTMAKER SINCE 1807

PUERTO RICO

BAHÍA DE SAN JUAN

Mercator Projection
Scale 1:10,000 at Lat. 18°27'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.192" southward and 1.400" eastward to agree with this chart.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
San Juan	(18°28'N/66°07'W)	1.[illegible]	1.[illegible]	0.[illegible]

Dashes (- - -) located in datum columns indicate unavailable datum values.

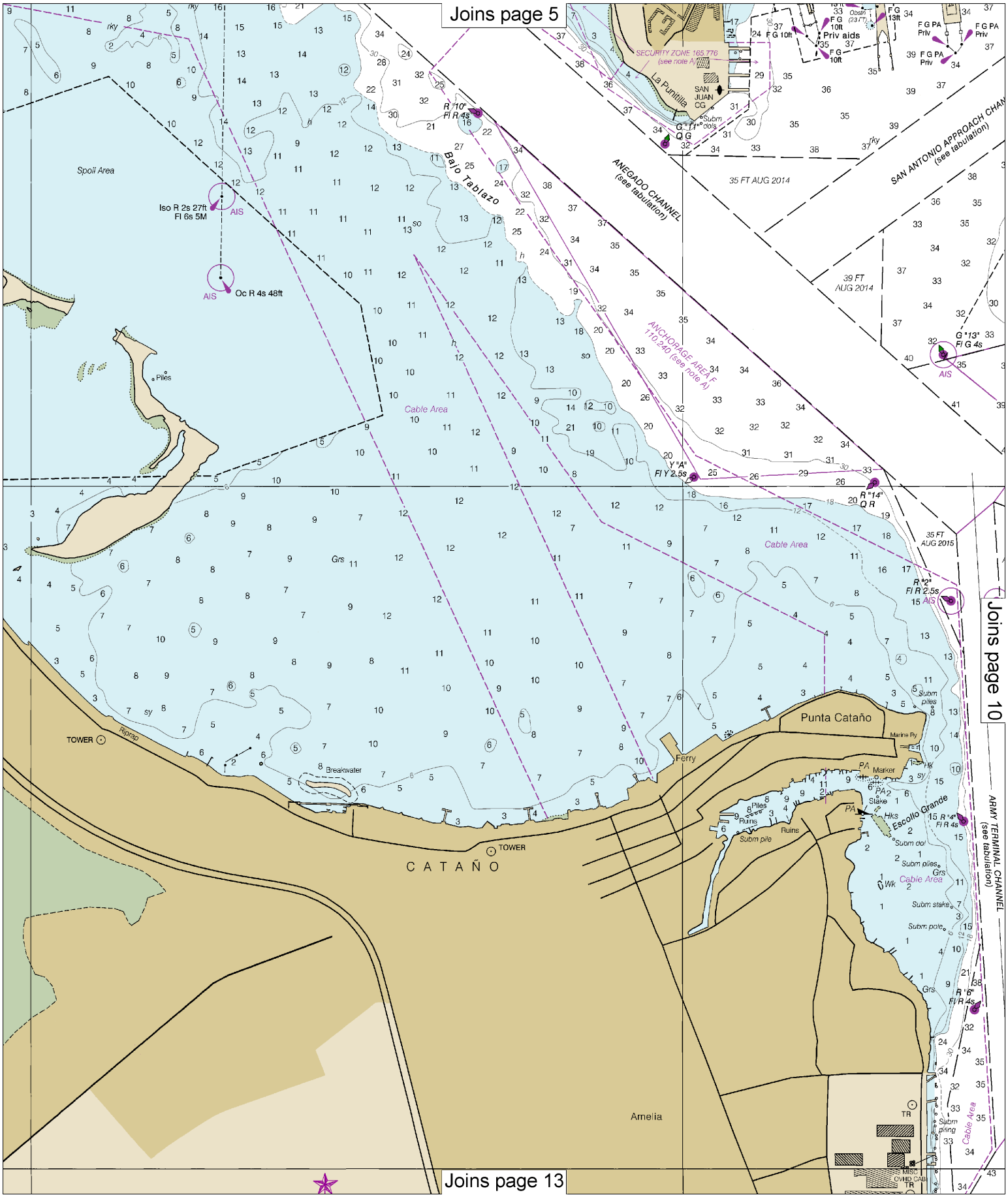
Joins page 12

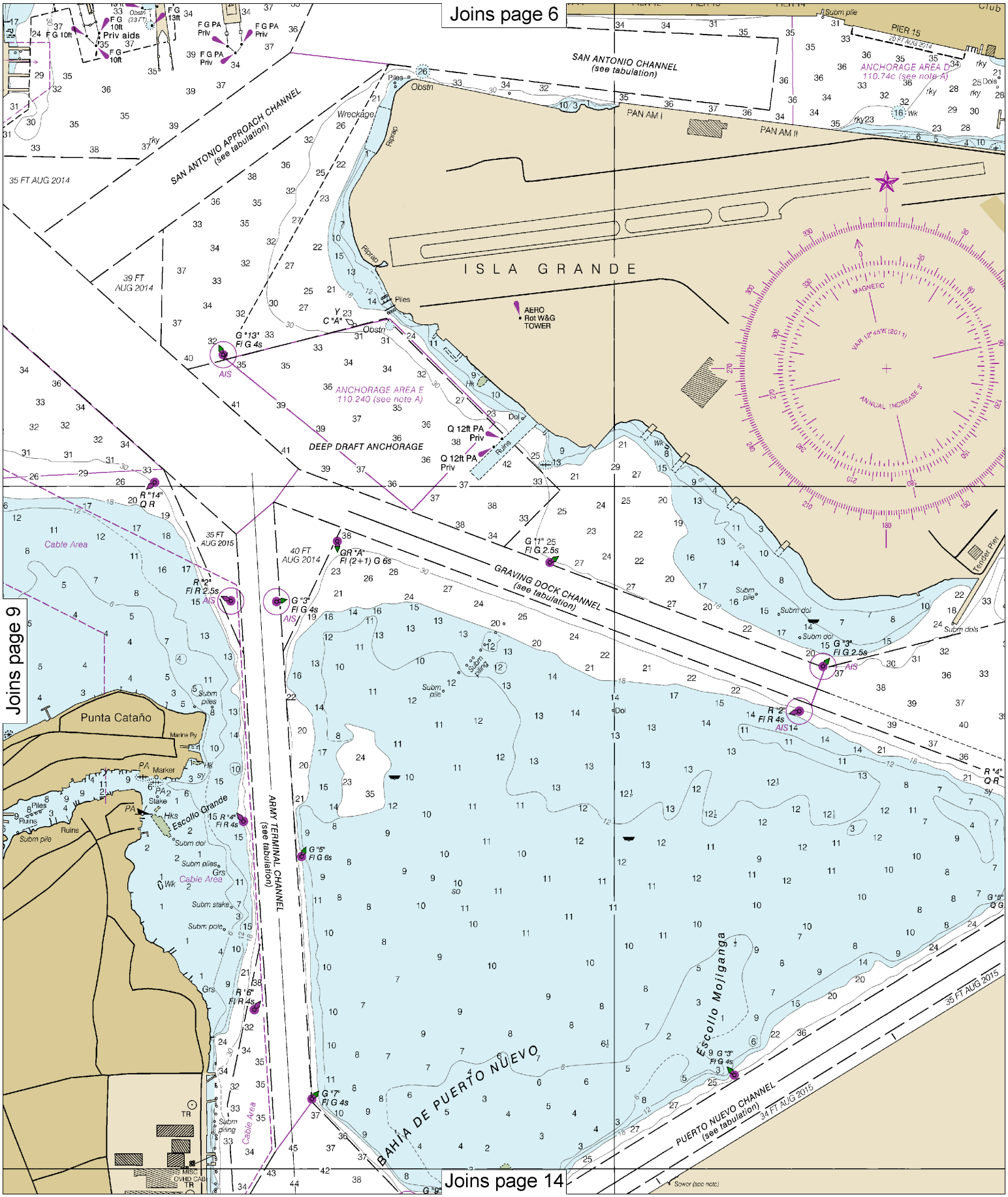
Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200


Joins page 5
Joins page 10
Joins page 13
Spoil Area
Iso R 2s 27ft
Fl 6s 5M
AIS
Oc R 4s 48ft
Piles
Bajo Tablazo
R "10"
Fl R 4s
ANEGADO CHANNEL
(see tabulation)
SECURITY ZONE 165.776
(see note A)
La Punitilla
SAN JUAN CG
Subm dols
G "11"
Q G
Priv aids
F G 10ft
F G 13ft
F G PA
Priv
35 FT AUG 2014
SAN ANTONIO APPROACH CHAN
(see tabulation)
39 FT
AUG 2014
G "13"
Fl G 4s
ANCHORAGE AREA F
110.240 (see note A)
Cable Area
Y "A"
Fl Y 2.5s
R "14"
Q R
35 FT
AUG 2015
R "2"
Fl R 2.5s
Subm piles
Punta Cataño
Marine Ry
Ferry
Breakwater
Riprap
TOWER
Marker
Stake
Escollo Grande
Ruins
Subm pile
Subm dol
Subm piles
Subm stake
Subm pole
R "4"
Fl R 4s
R "6"
Fl R 4s
ARMY TERMINAL CHANNEL
(see tabulation)
C A T A Ñ O
Amelia
TR
Subm piling
MISC
OVHD CAB



10

Note: Chart grid lines are aligned with true north.

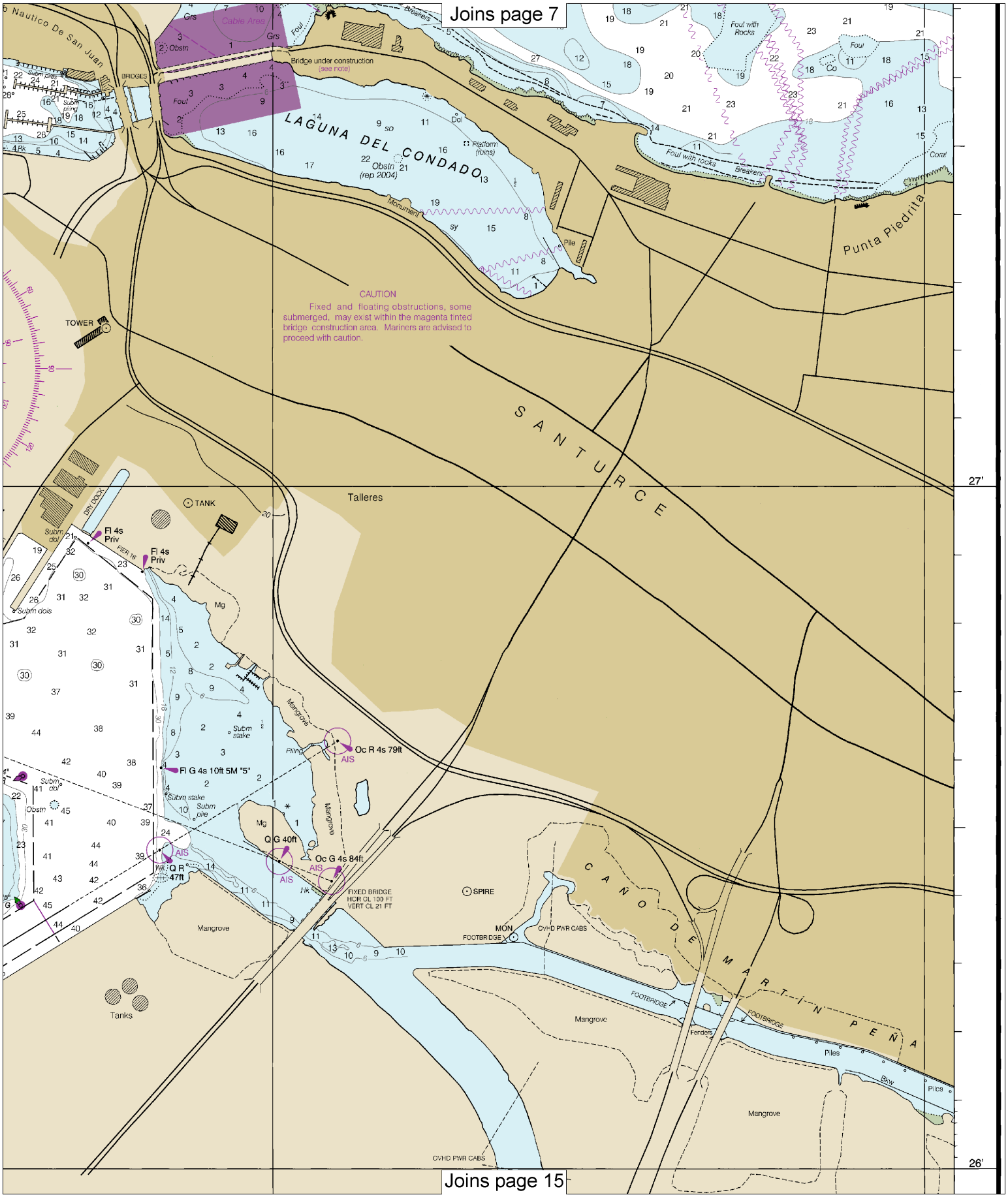
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
Nautico De San Juan
Grs
Cable Area
Obstn
Bridge under construction
(see note)
BRIDGES
Foul
Breakers
Foul with Rocks
Co
LAGUNA DEL CONDADO
Obstn
(rep 2004)
Platform
(ruins)
Monument
Pile
Punta Piedrita
Foul with rocks
Breakers
Cora!
CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.
TOWER
SANTURCE
27'
Talleres
TANK
DRY DOCK
PIER 18
Fl 4s
Priv
Fl 4s
Priv
Subm dol
Subm dols
Mg
Subm stake
Piling
Oc R 4s 79ft
AIS
Fl G 4s 10ft 5M "5"
Subm stake
Subm pile
Mangrove
Q G 40ft
Oc G 4s 84ft
AIS
AIS
Q R
47ft
AIS
Wk
Hk
FIXED BRIDGE
HOR CL 100 FT
VERT CL 21 FT
SPIRE
MON
FOOTBRIDGE
OVHD PWR CABS
CANO DE MARTIN PENA
Mangrove
Tanks
FOOTBRIDGE
Fenders
FOOTBRIDGE
Piles
Bkw
Piles
Mangrove
OVHD PWR CABS
26'
Joins page 15

Joins page 8

for charting purposes is considered e
to the World Geodetic System 1984 (
Geographic positions referred to the P
Datum must be corrected an average of 7.192"
southward and 1.400" eastward to agree with
this chart.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
San Juan	(18°28'N/66°07'W)	1.6	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.
(Jun 2011)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

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

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

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

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.

CAUTION

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

SCALE 1:10,000

Nautical Mile
½ 0 ½

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

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

SUPPLEMENTAL INFORMATION

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

⊙ R TR

⊙ R TR (WKAO) 580 kHz

POL
Report all sp
stances to the
1-800-424-8802
Coast Guard fac
is impossible (33

RA
Radar reflect
floating aids to
reflector identif
omitted from th

NOAA WEA
The NOAA
below provides
The reception
nautical miles f
as much as 10
high elevations

San Juan, P.R.

Temporary
navigation are r
Local Notice to

26°

18°
25'

66°09'26.9"W
18°24'42.1"N

66° 09'

25670

CAUTION

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

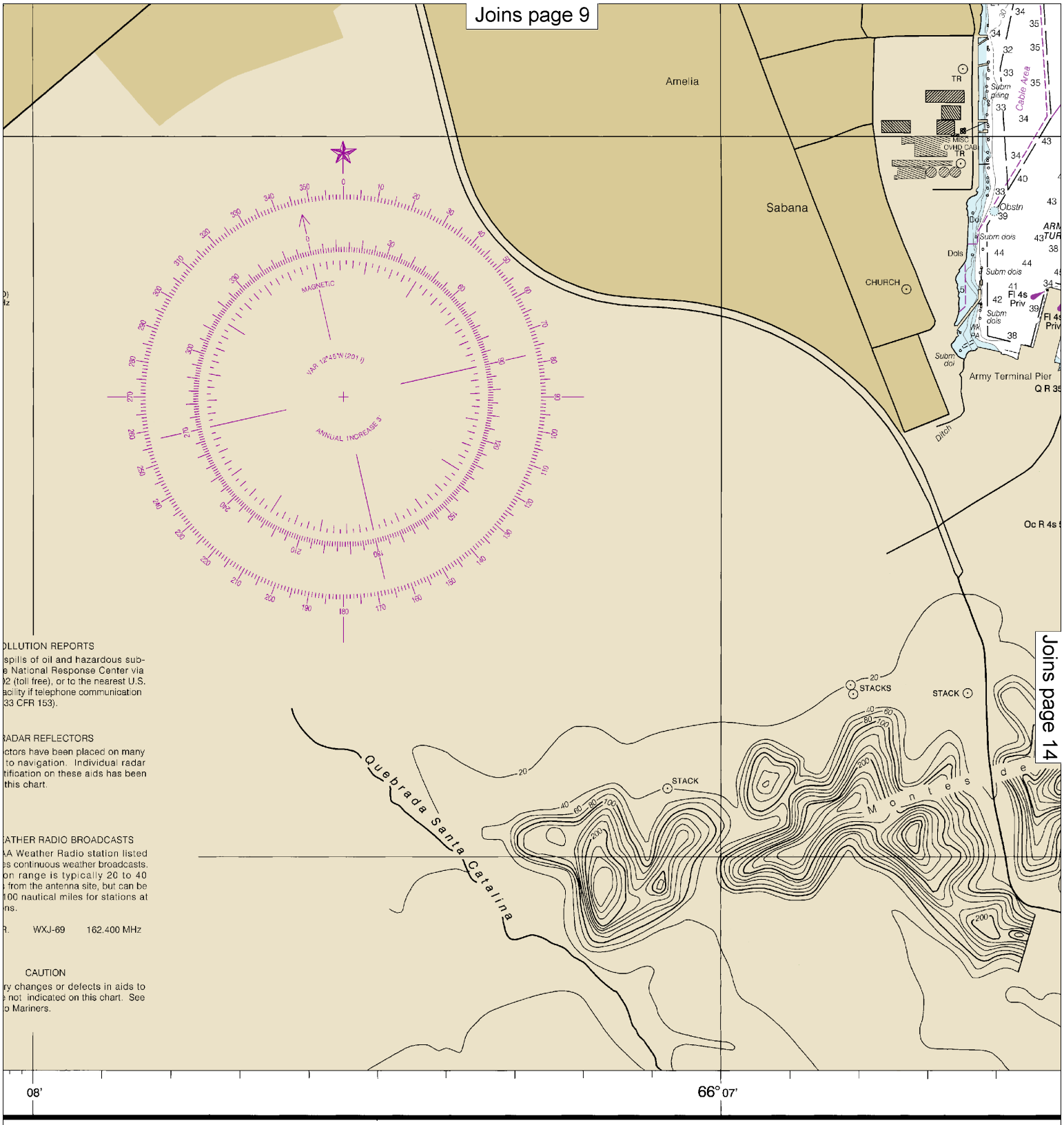
This nautical chart has been designed to promote safe navigation. Th
Ocean Service encourages users to submit corrections, additions, or com
improving this chart to the Chief, Marine Chart Division (N/CS2), Natio
Service, NOAA, Silver Spring, Maryland 20910-3282.

44th Ed., Jun. 2011. Last Correction: 11/28/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



OLLUTION REPORTS
spills of oil and hazardous sub-
e National Response Center via
02 (toll free), or to the nearest U.S.
acility if telephone communication
33 CFR 153).

RADAR REFLECTORS
ctors have been placed on many
to navigation. Individual radar
tification on these aids has been
this chart.

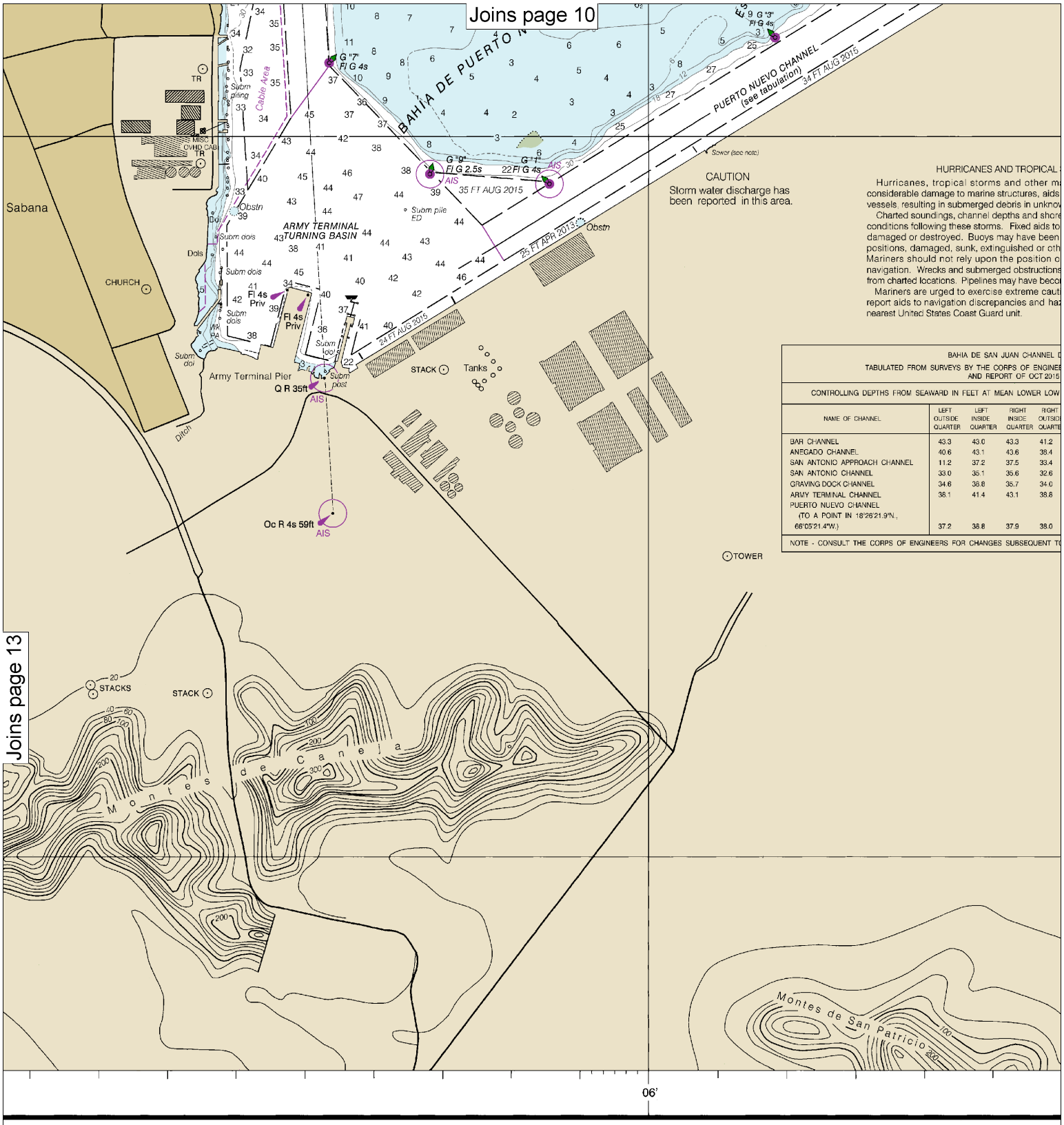
ATHER RADIO BROADCASTS
AA Weather Radio station listed
es continuous weather broadcasts.
on range is typically 20 to 40
from the antenna site, but can be
100 nautical miles for stations at
ns.

R. WXJ-69 162.400 MHz

CAUTION
ry changes or defects in aids to
e not indicated on this chart. See
o Mariners.

The National
omments for
onal Ocean

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



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

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

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

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200

See Note on page 5.

Joins page 11

Piles
Bkw
Piles
Mangrove
OVHD PWR CABS
26'

L STORMS
major storms may cause
ds to navigation and moored
own locations.
oreline may not reflect actual
to navigation may have been
en moved from their charted
therwise made inoperative.
or operation of an aid to
ns may have been displaced
come uncovered or moved.
ution and are requested to
azards to navigation to the

L DEPTHS
NEERS - SURVEYS TO AUG 2015
15

W WATER (MLLW)		PROJECT DIMENSIONS		
HT SIDE RTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
	8-15	800-950	0.91	42
	8-15	800	1.19	40
	8-15	600	0.52	35
	8-15	500-900	0.70	30
	8-15	350	1.21	36
	8-15	350	0.90	40
	8-15	350	1.06	39

TO THE ABOVE INFORMATION

Obstns
Obstns
Obstns
RÍO PUERTO NUEVO

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.

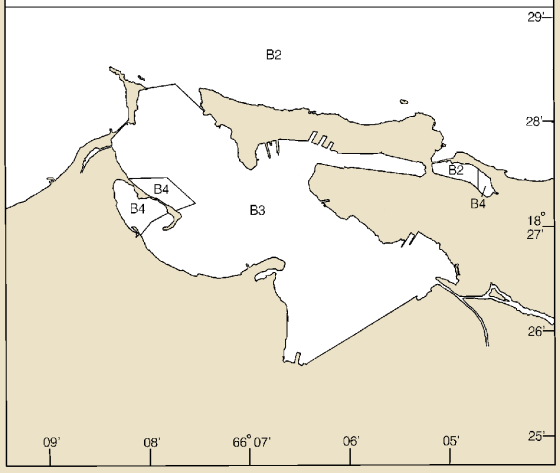
Covered wells may be marked by lighted or unlighted buoys.

OVHD PWR CABS
OVHD PWR CABS

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			
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



18° 25'

05'
812.6 X 964.5 mm
66° 04'

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	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Bahía de San Juan

SOUNDING IN FEET - SCALE 1:10,000

25670

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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/

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NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
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