BookletChart™

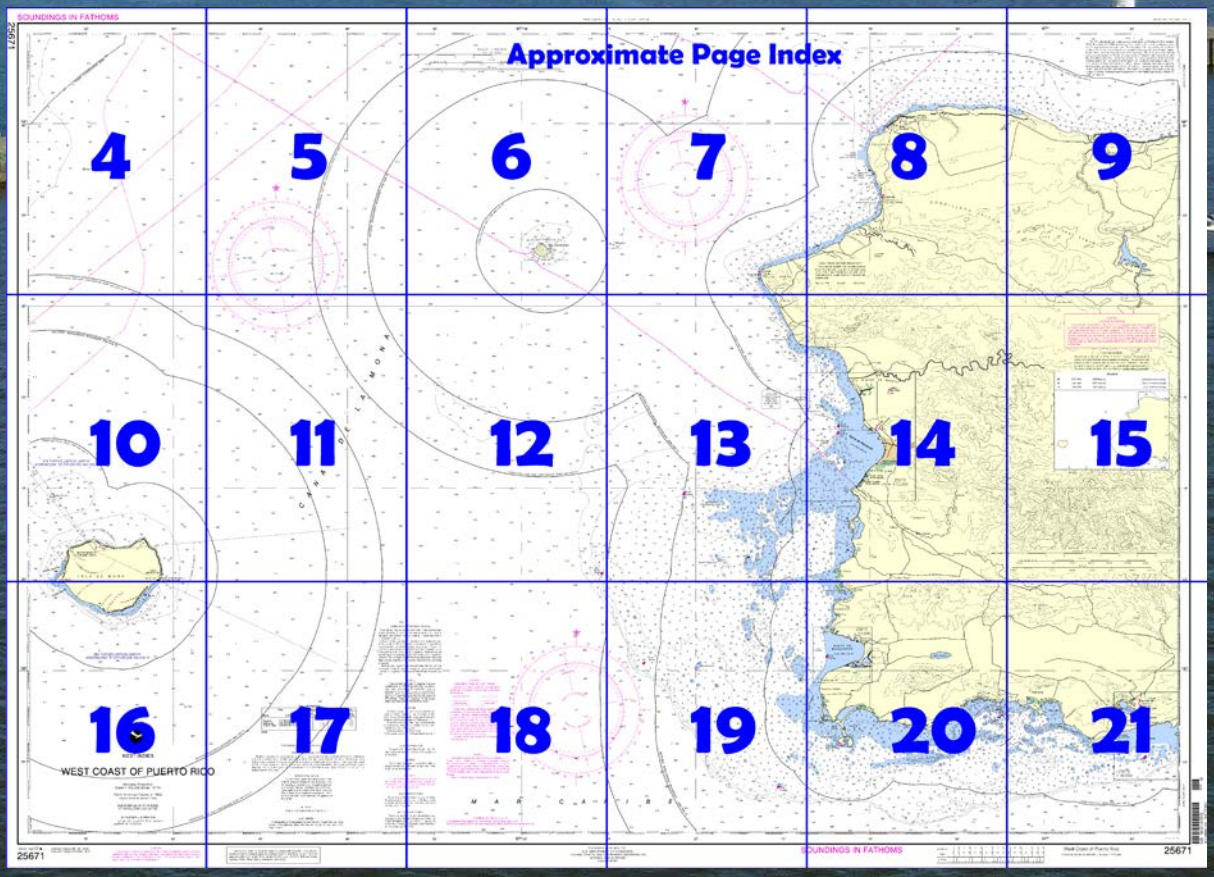
West Coast of Puerto Rico

NOAA Chart 25671

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.

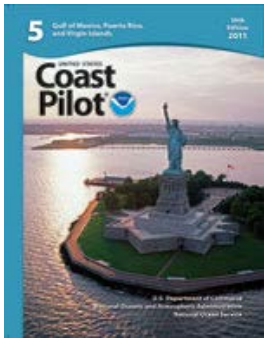
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

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=25671.



(Selected Excerpts from Coast Pilot)

Isla de Mona (18°05'N., 67°54'W.), 6 miles long E and W and 4 miles wide, lies in the middle of the S part of Canal de la Mona. Temporary anchorage and landing can be made in places on the S and W sides of the island during good weather, but on many days anchorage and landings are impracticable. The attendants for the Puerto Rico Department of Natural Resources and a State police detachment are the only inhabitants of the island.

The 100-fathom curve lies about 1 mile offshore, except on the SE side, where it is about 1.7 miles off, and on the SW side, where it is only about 0.3 mile off. With a strong wind from any direction, the sea draws around the island and generally into all the anchorages. **Anclaje Sardinera**, on the W coast, is the best anchorage during SE winds, and **Anclaje Isabela**, just S of Punta Arenas, is good during NE winds. Boat landings can be made at Anclaje Sardinera and Playa de Pajaros. Isla de Mona and Isla Monito are within a **Designated Critical Habitat** for the Hawksbill Sea Turtle. (See **50 CFR 226.101 and 226.209**, chapter 2, for regulations and limits.)

Isla de Mona Light (18°06'36"N., 67°54'30"W.), 323 feet above the water, is shown from a tower near **Cabo Noroeste** on the N side of the island. The structure of the former Isla de Mona Light on **Punta Este**, the E extremity of the island, remains.

Playa de Pajaros, about 1.5 miles SW of Punta Este, has a boat harbor with 3 to 8 feet of water inside the reefs. The S and main entrance has reported depths of 7 to 12 feet. The landing place, formerly used by Coast Guard vessels, has 7 to 8 feet alongside, but with S winds a swell sets into the landing.

Isla Monito, 3 miles NW of Isla de Mona, is a 213-foot high bare rock 0.2 mile in diameter. Passage between the two islands is deep and clear.

Isla Desecheo, 27 miles NE of Isla de Mona and 12 miles W of Punta Higuero, is a 715-foot high wooded island a mile in diameter. The island is visible for more than 30 miles in clear weather and is one of the best landmarks for Canal de la Mona and the W coast of Puerto Rico. Isla Desecheo is a forest reserve and a native-bird reserve; it is uninhabited and has no anchorages along its shores.

The U.S. Navy has advised that a survey (1974) of Isla Desecheo and adjacent waters revealed the presence of unexploded ordnance resulting from past usage as a target area. Mariners are urged to use extreme caution when in this area.

Punta Higuero, the most W point of the mainland of Puerto Rico, is projecting and prominent with the land back of it rising abruptly to rolling hills which ascend gradually to **Pico Atalaya**, 6 miles inland to the SE. **Punta Higuero Light** (18°21'42"N., 65°16'12"W.), 90 feet above the water, marks the end of the point.

Steep-to reefs with less than 12 feet of water over them extend up to 0.4 mile offshore from Punta Higuero to beyond Punta Borinquen NE.

Bahia de Aguadilla, 7 miles NE of Punta Higuero, is exposed N and W, but with ordinary E trade winds anchorage is smooth. There are frequent rough spells during the winter when the wind is from N.

Aguadilla is on the E shore of the bay. Radio towers S of the town are prominent. The 1,208-foot-high naval communication tower (18°24.0'N., 67°10.6'W.) is the most prominent feature from offshore. The small white shaft of the Columbus Monument is about 1 mile S of city hall, but is completely obscured by palm trees.

A U.S. Air Force fuel pier, with pipelines for handling aviation fuels, is 1.8 miles N of Aguadilla. Depths of 30 feet were reported alongside the platforms at the outer end of the pier. Depths of 6 feet and less were reported alongside the emergency crash boat basin finger piers that extend off the SE end of the fuel pier.

Pilotage, Bahia de Aguadilla.–Pilots for Bahia de Aguadilla are available at Mayaguez. See Pilotage, Puerto Rico early this chapter.

Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

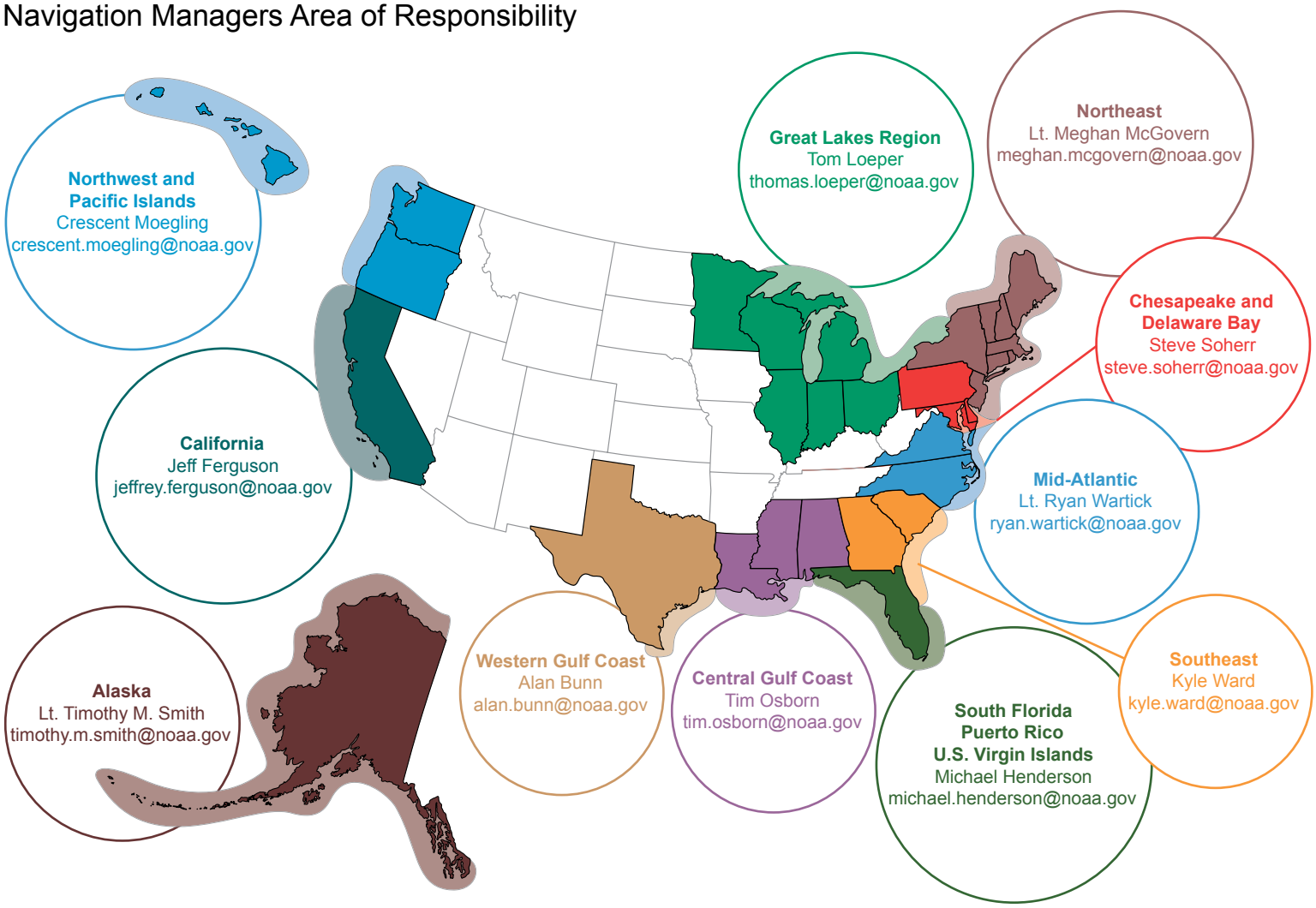
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Aguadilla is a **customs port of entry.**

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

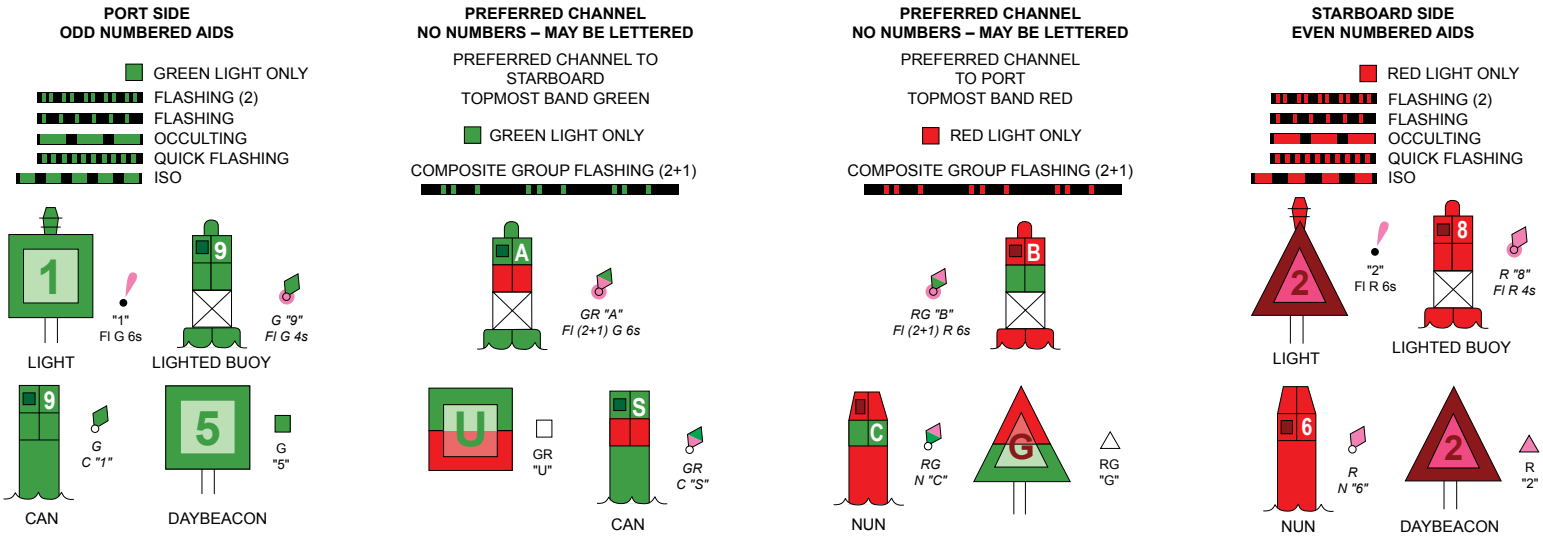


NOAA's navigation managers serve as ambassadors to the maritime community.
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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

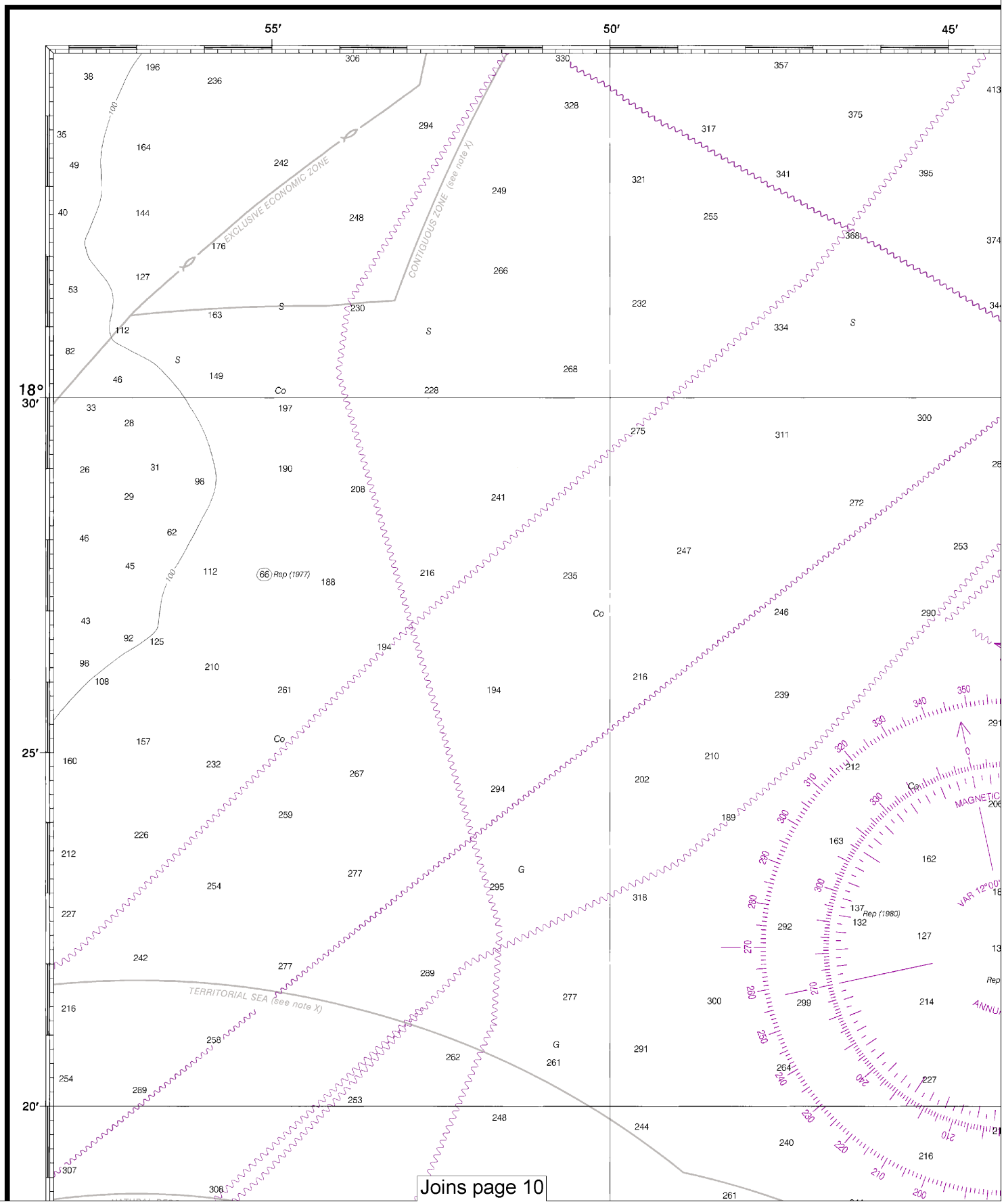
on navigable waters except Western Rivers



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

25671



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

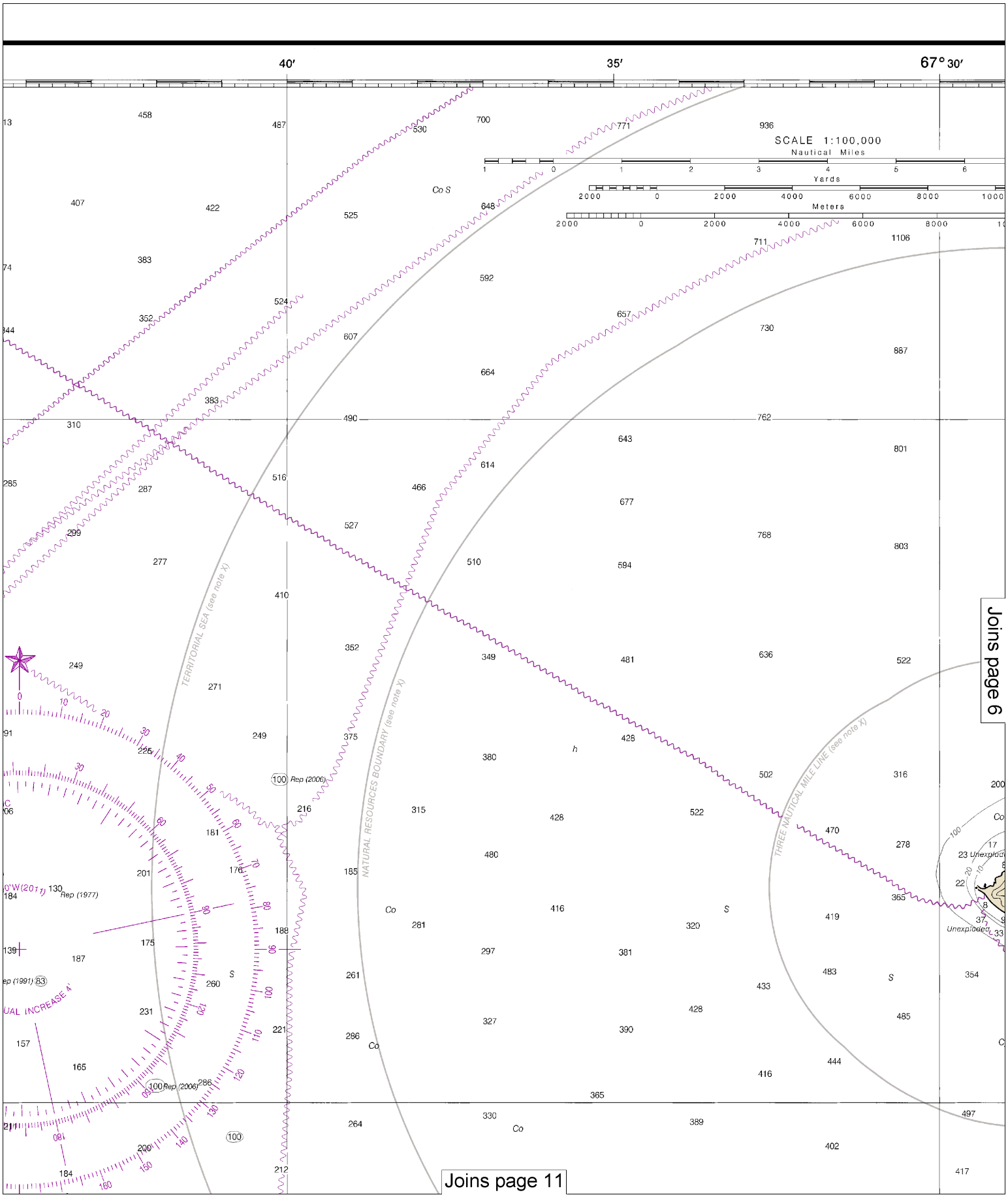
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

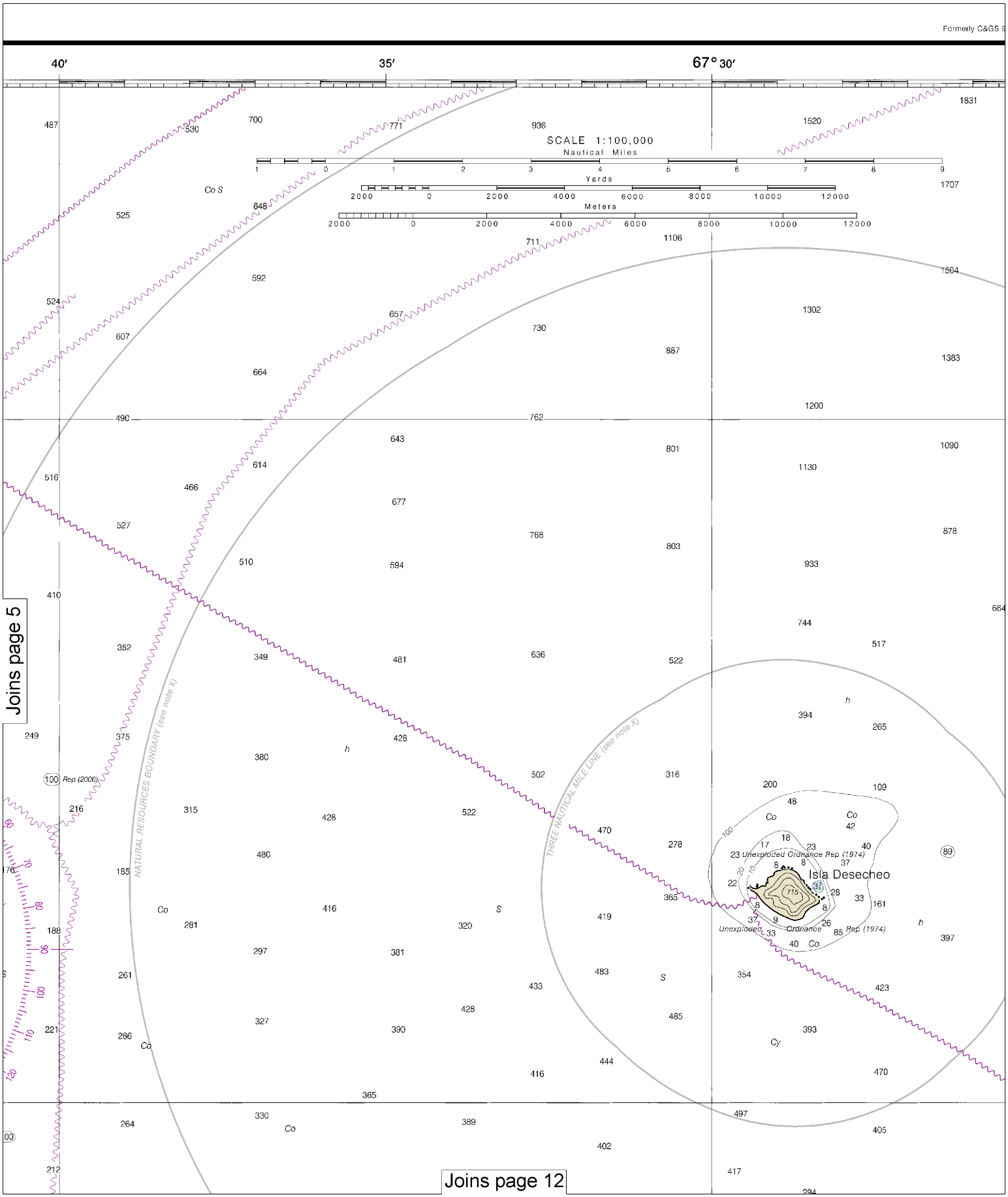
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

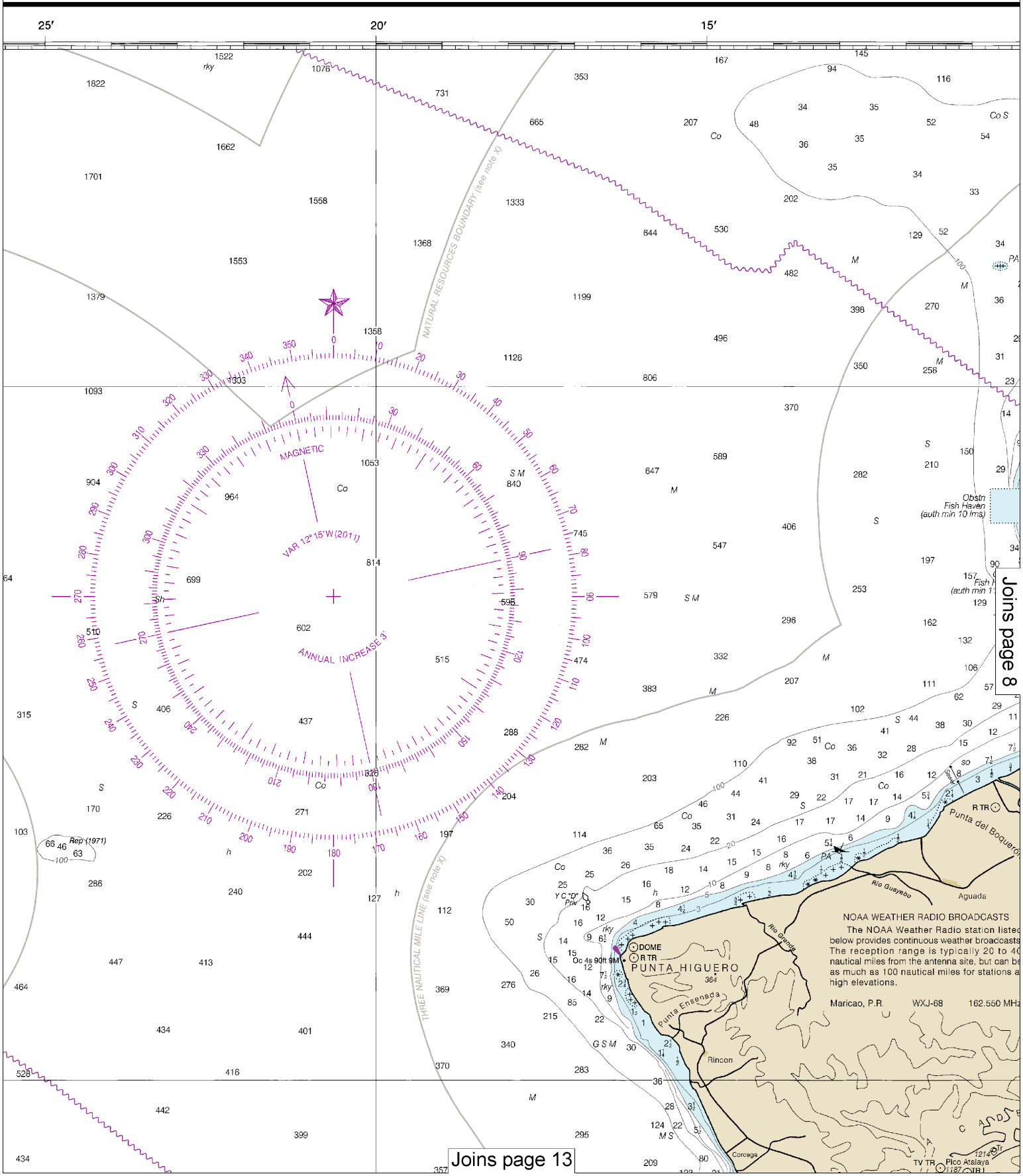


6

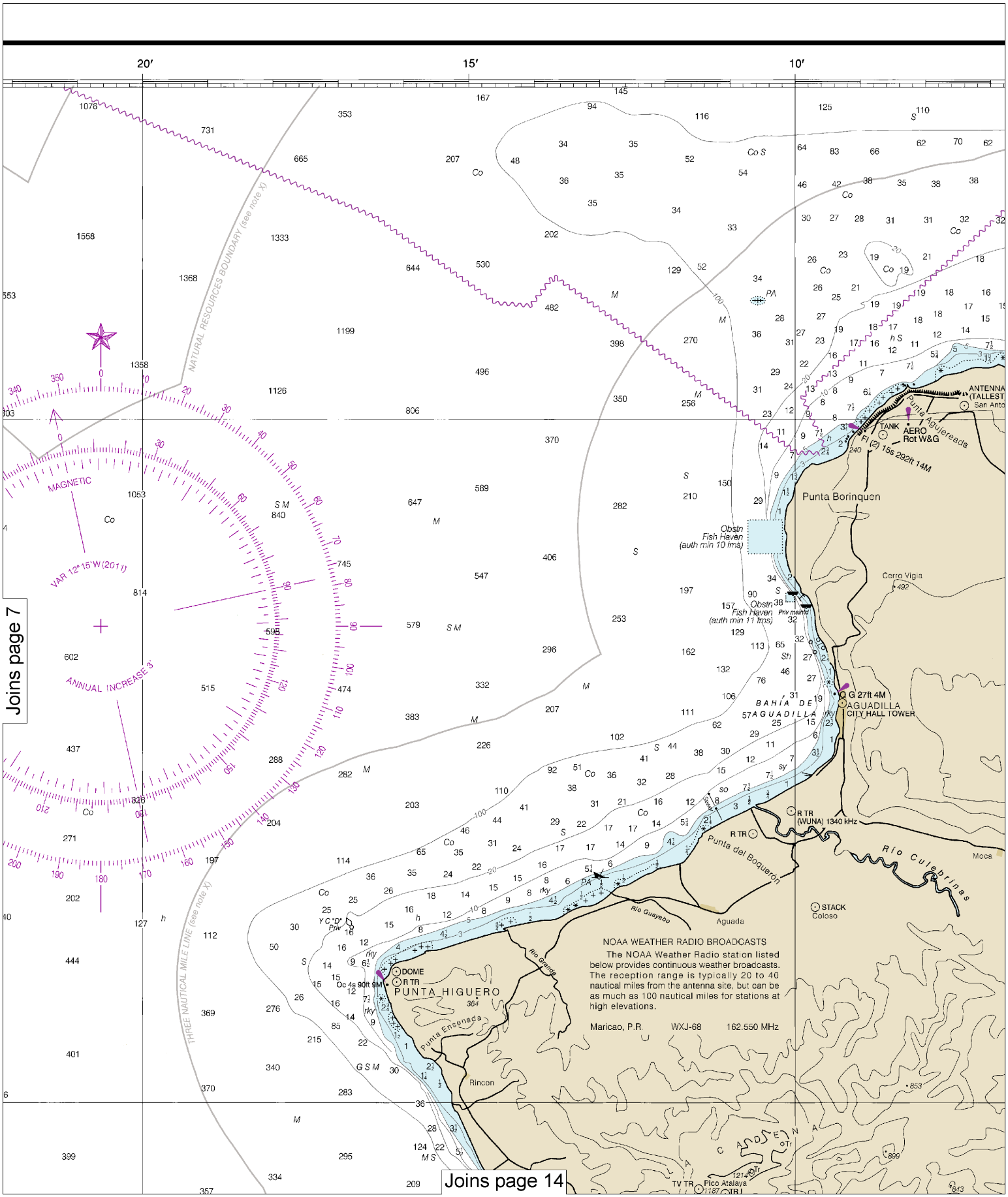
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~ Nautical Miles 1 0 1 2 3 4 5 6 7 8 9 Yards 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



19th Ed., Jul. 2011. Last Correction: 6/23/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

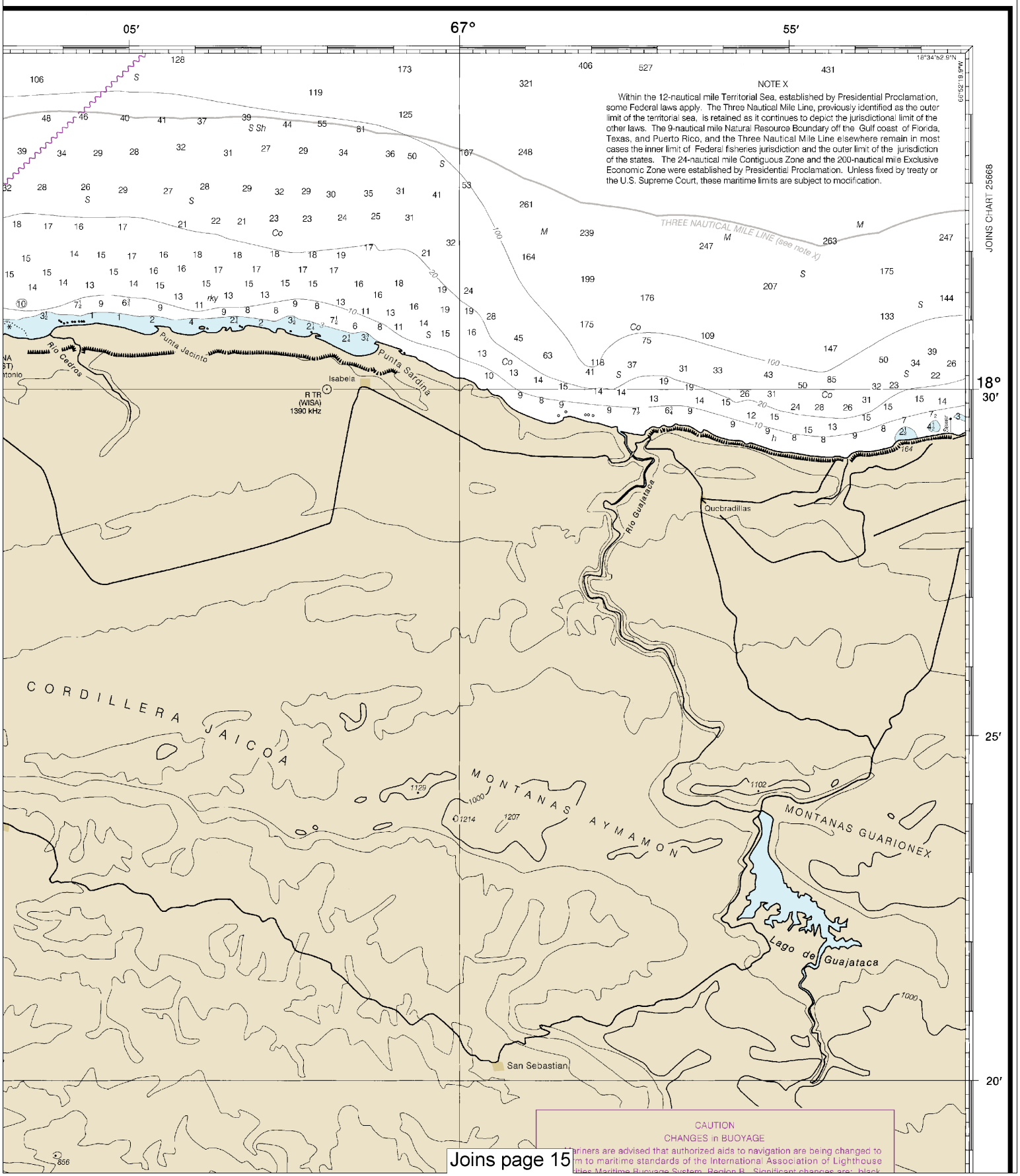
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

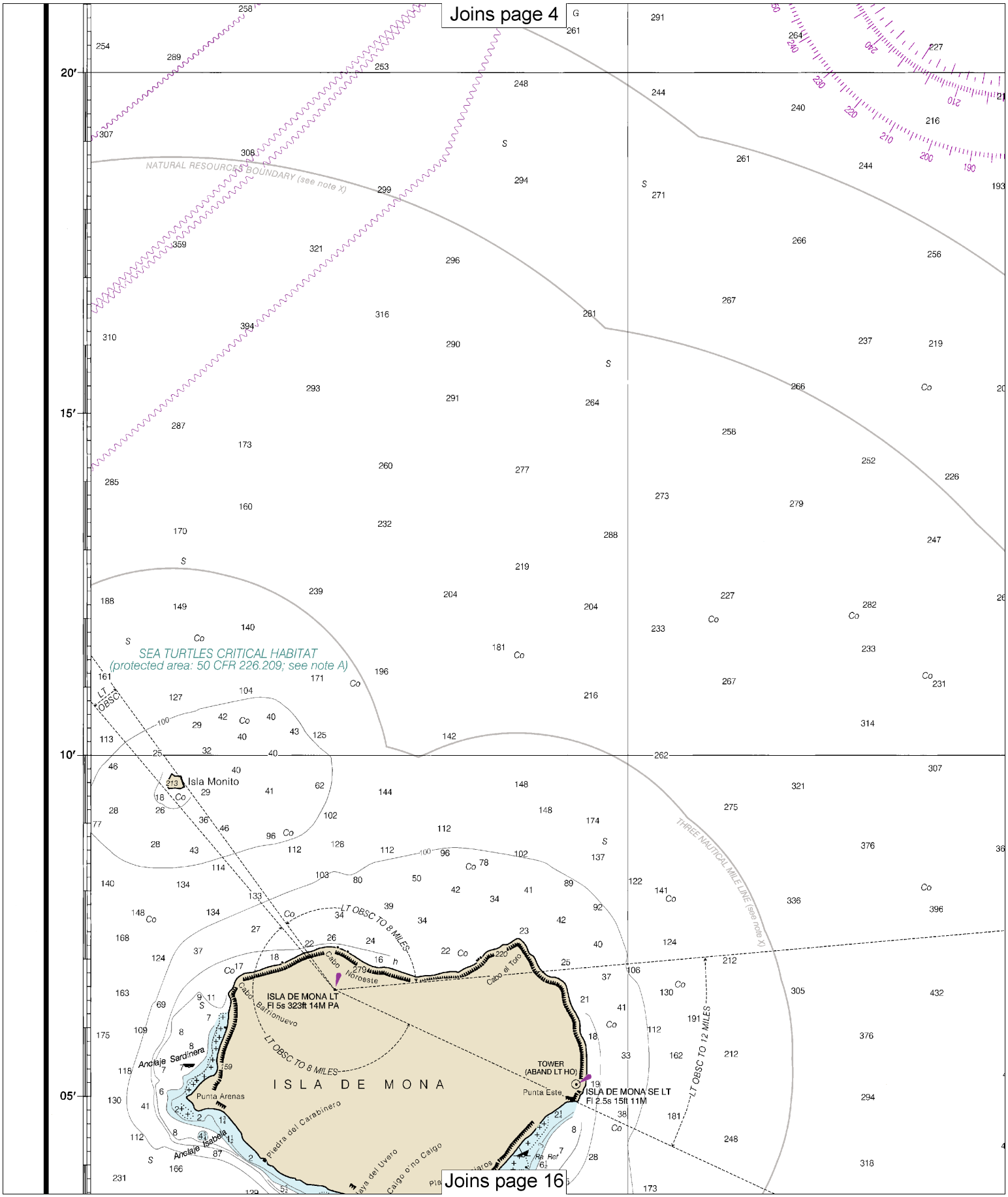
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


05′
67°
55′
18°34′52.9″N
66°52′18.9″W
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.
THREE NAUTICAL MILE LINE (see note X)
JOINS CHART 25668
18°
30′
25′
20′
Rio Cedros
Punta Jacinto
Punta Sardina
Isabela
R TR
(WISA)
1390 kHz
Rio Guajataca
Quebradillas
CORDILLERA JAICOA
MONTANAS AYMAMON
MONTANAS GUARIONEX
Lago de Guajataca
San Sebastian
CAUTION
CHANGES in BUOYAGE
Joins page 15

Joins page 4



Joins page 16

Note: Chart grid lines are aligned with true north.

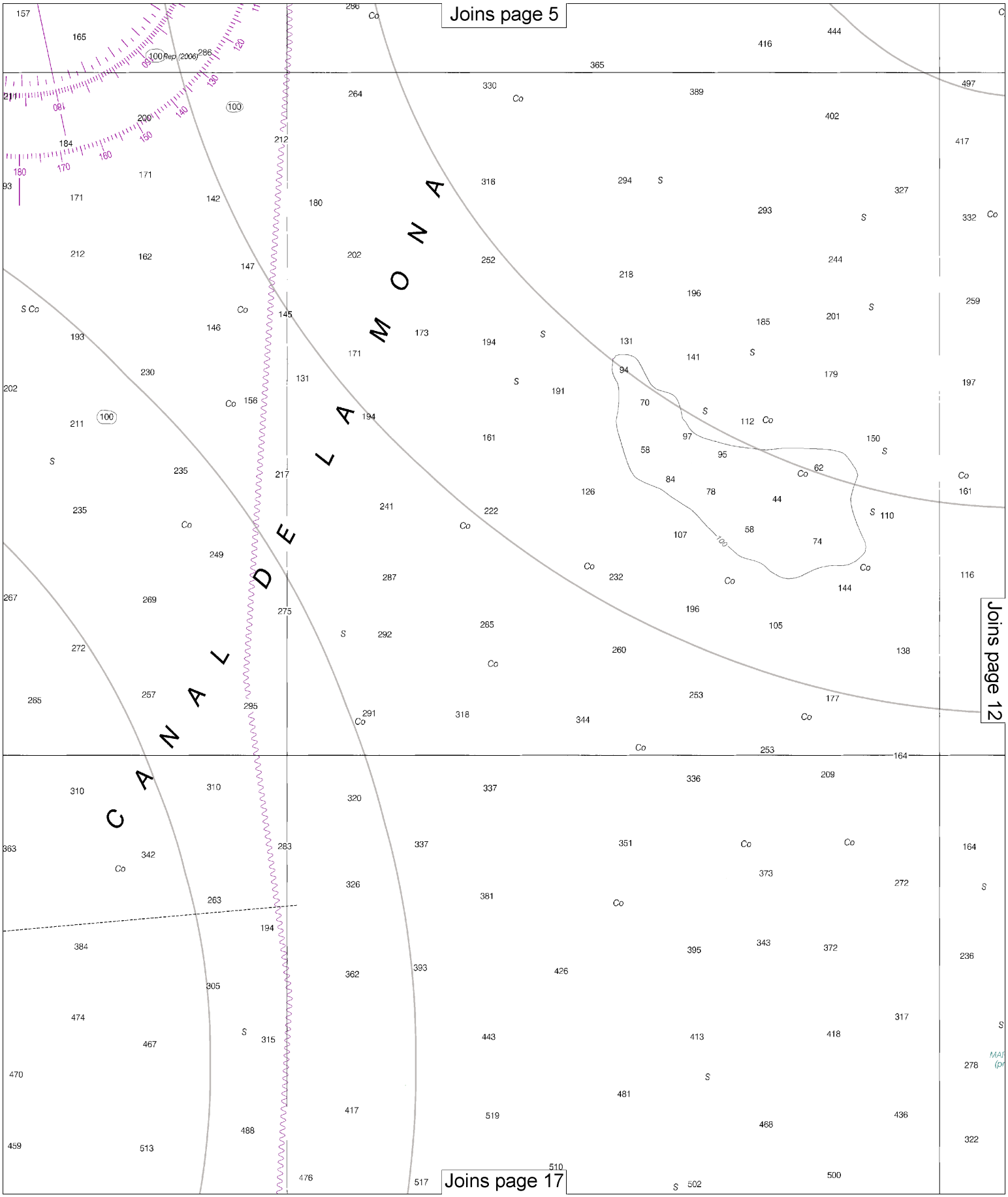
Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

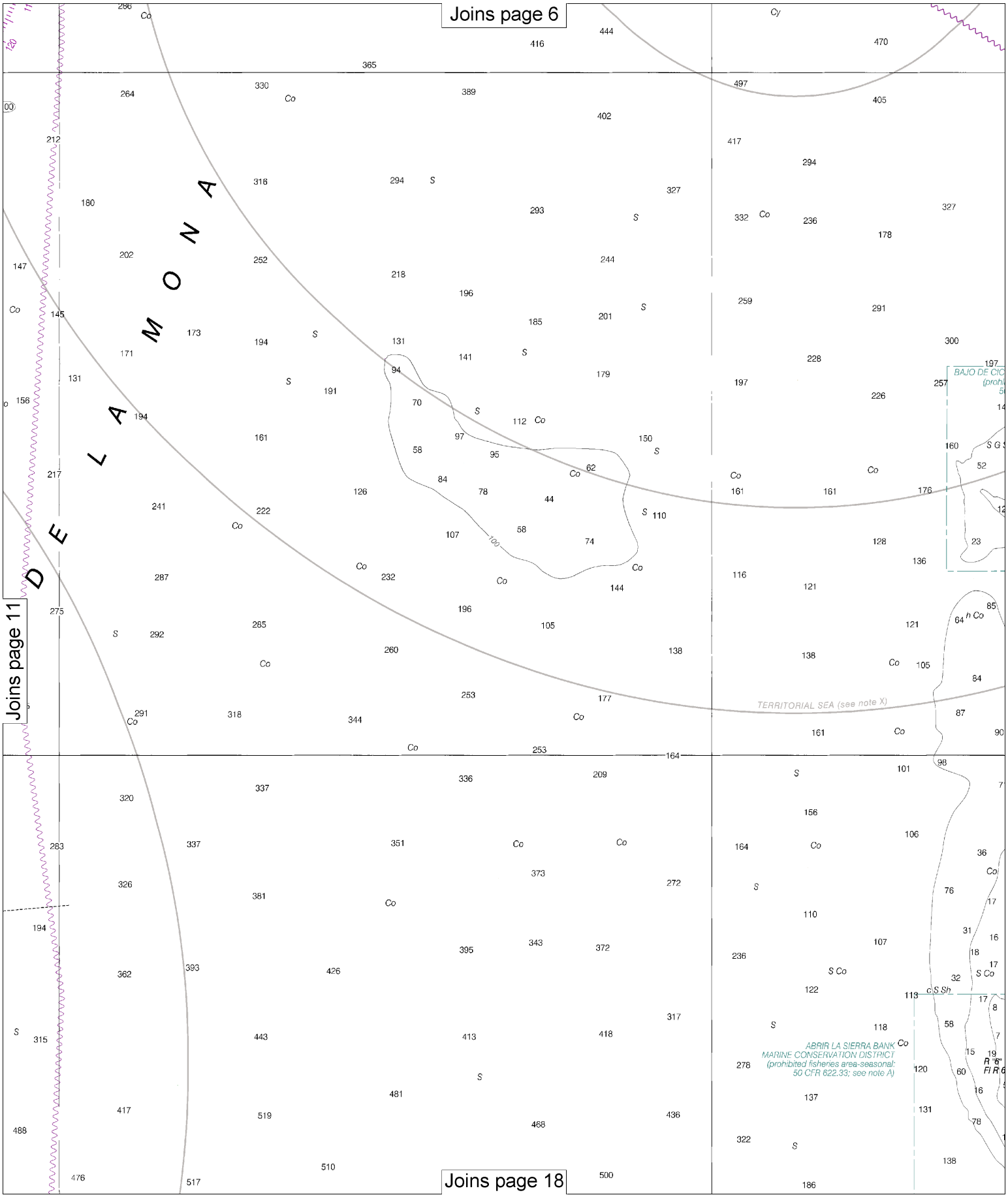
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000


Joins page 5
Joins page 12
Joins page 17
CANAL DE LA MONA
Rep (2006)



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~

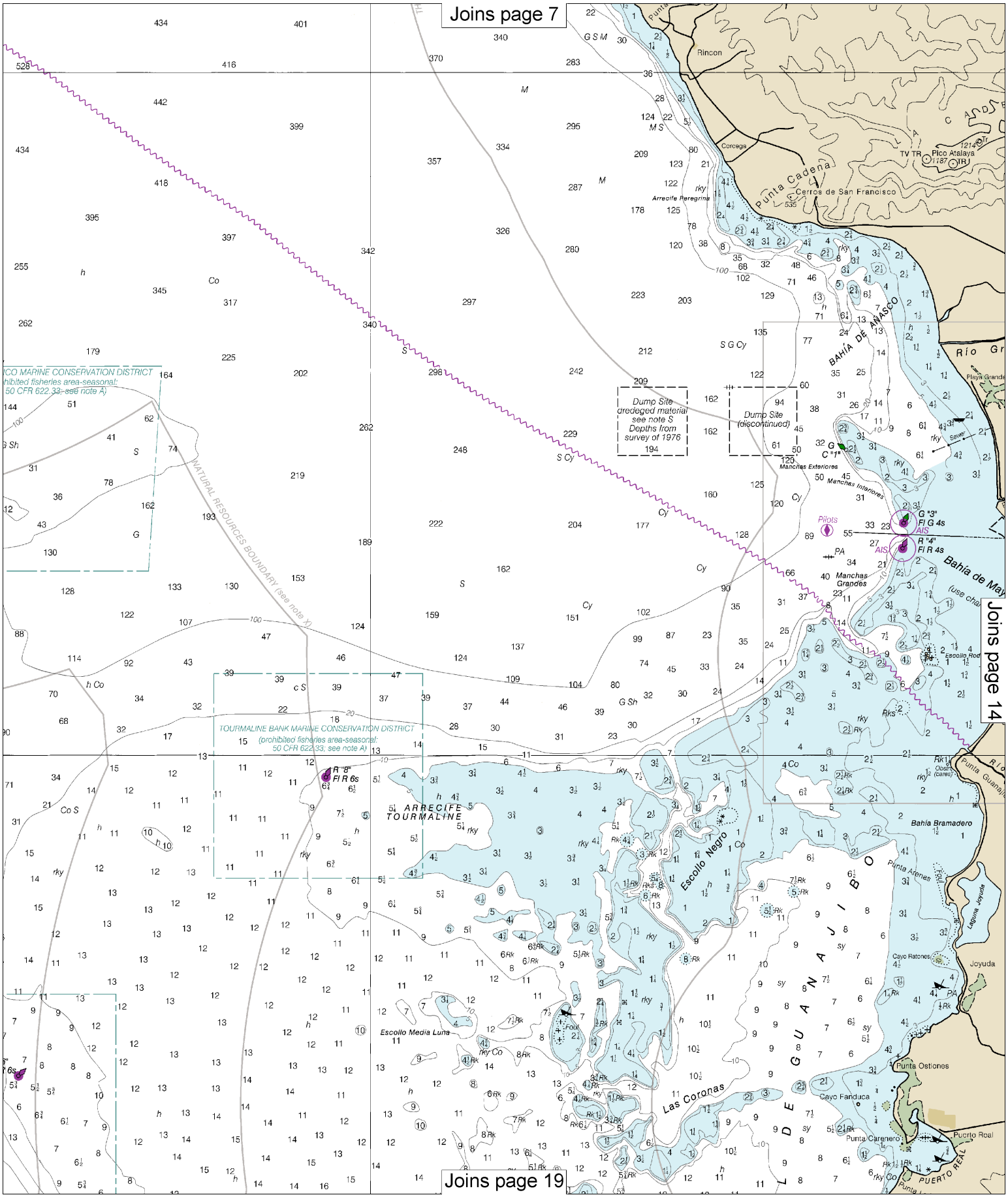
Nautical Miles

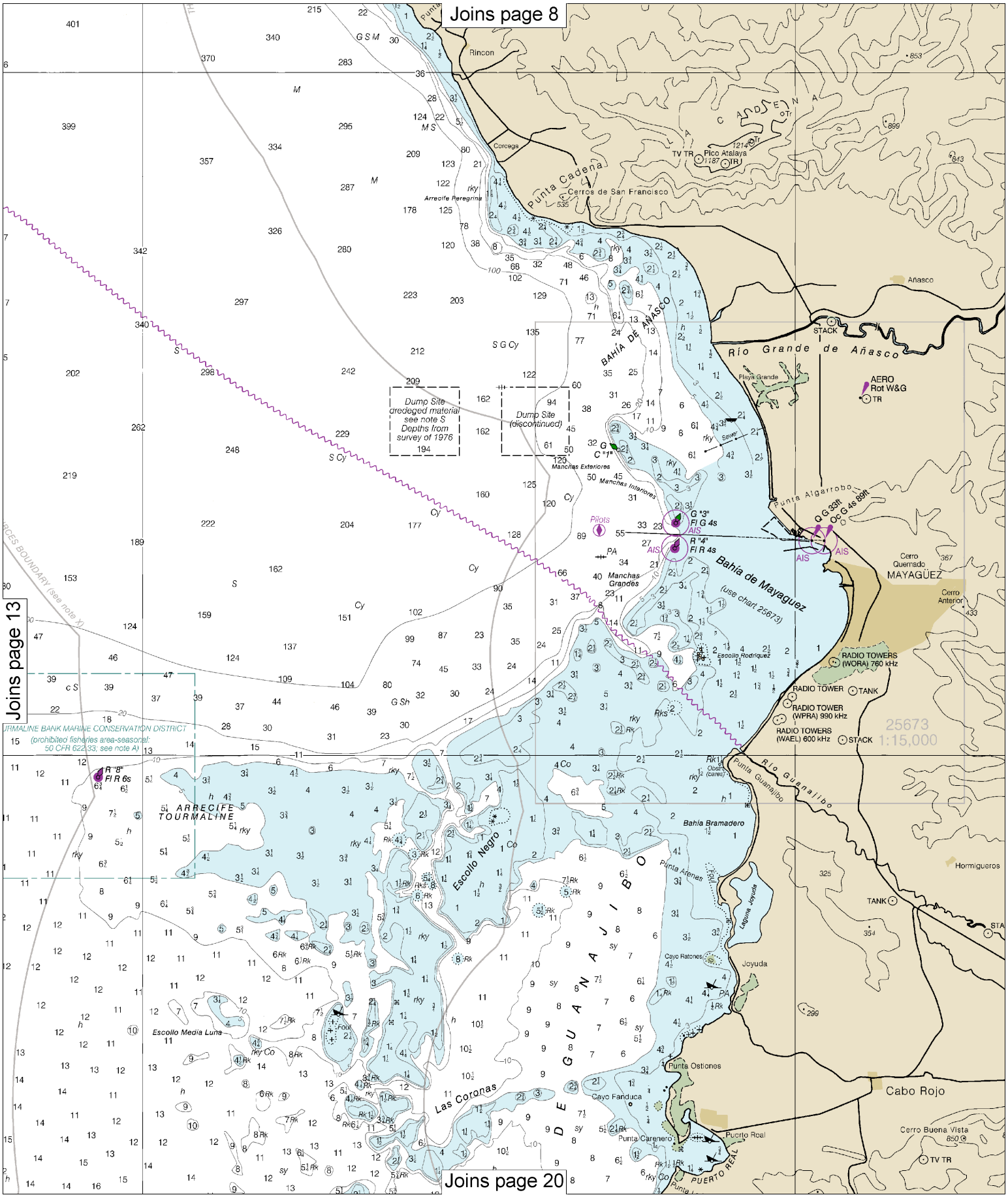
1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
Rincon
Corcega
Punta Cadena
Cerros de San Francisco
Pico Atalaya
Arrecife Peregrina
BAHÍA DE AÑASCO
Río Gr
Playa Grande
Dump Site dredeged material see note S Depths from survey of 1976
Dump Site (discontinued)
Manchas Exteriores
Manchas Interiores
Pilots
Manchas Grandes
Bahía de May
Escollo Rod
NATURAL RESOURCES BOUNDARY (see note X)
TOURMALINE BANK MARINE CONSERVATION DISTRICT
(prohibited fisheries area-seasonal: 50 CFR 622.33; see note A)
ARRECIFE TOURMALINE
Escollo Negro
Bahía Bramadero
Punta Arenas
Laguna Joyuda
Joyuda
Cayo Ratones
Escollo Media Luna
Las Coronas
Punta Ostiones
Cayo Fanduca
Punta Carenero
Puerto Real
PUERTO REAL



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

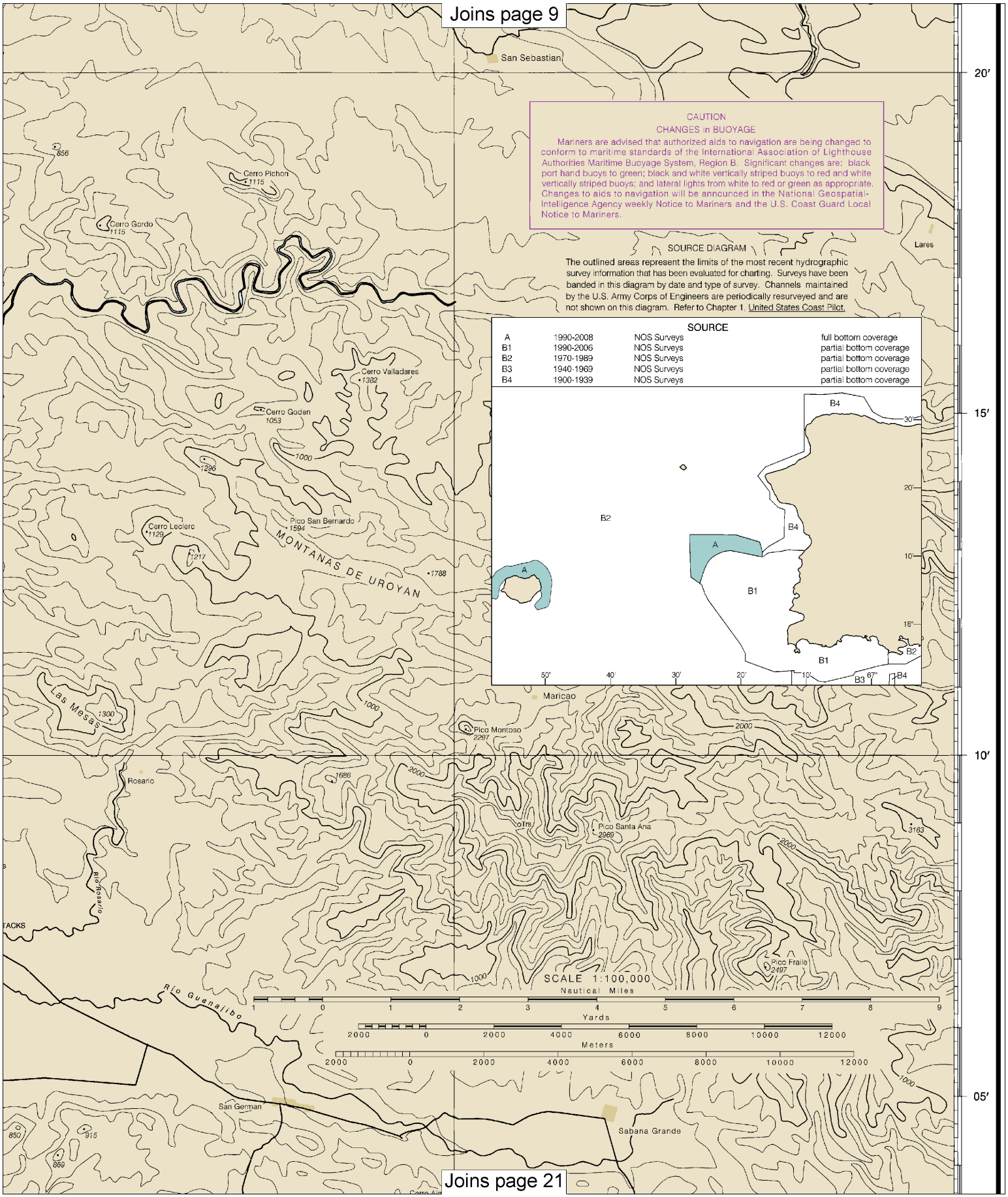
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

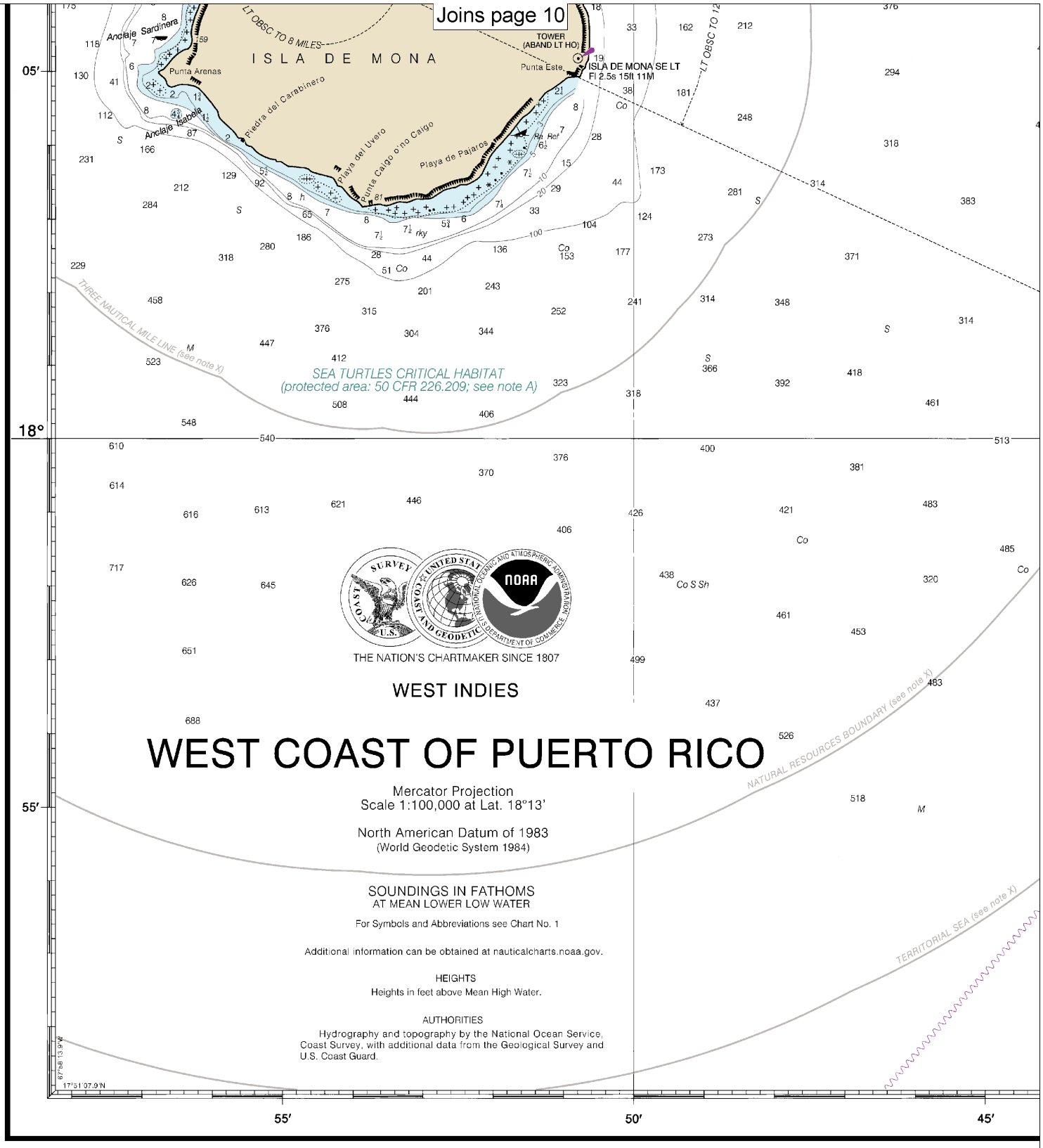
Yards

2000 0 2000 4000 6000 8000 10000 12000

Joins page 9



Joins page 21



THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES

WEST COAST OF PUERTO RICO

Mercator Projection
Scale 1:100,000 at Lat. 18°13′

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
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 Geological Survey and U.S. Coast Guard.

25671

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 navig
Ocean Service encourages users to submit corrections, addition
improving this chart to the Chief, Marine Chart Division (N/CS
Service, NOAA, Silver Spring, Maryland 20910-3282.

19th Ed., Jul. 2011. Last Correction: 6/23/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

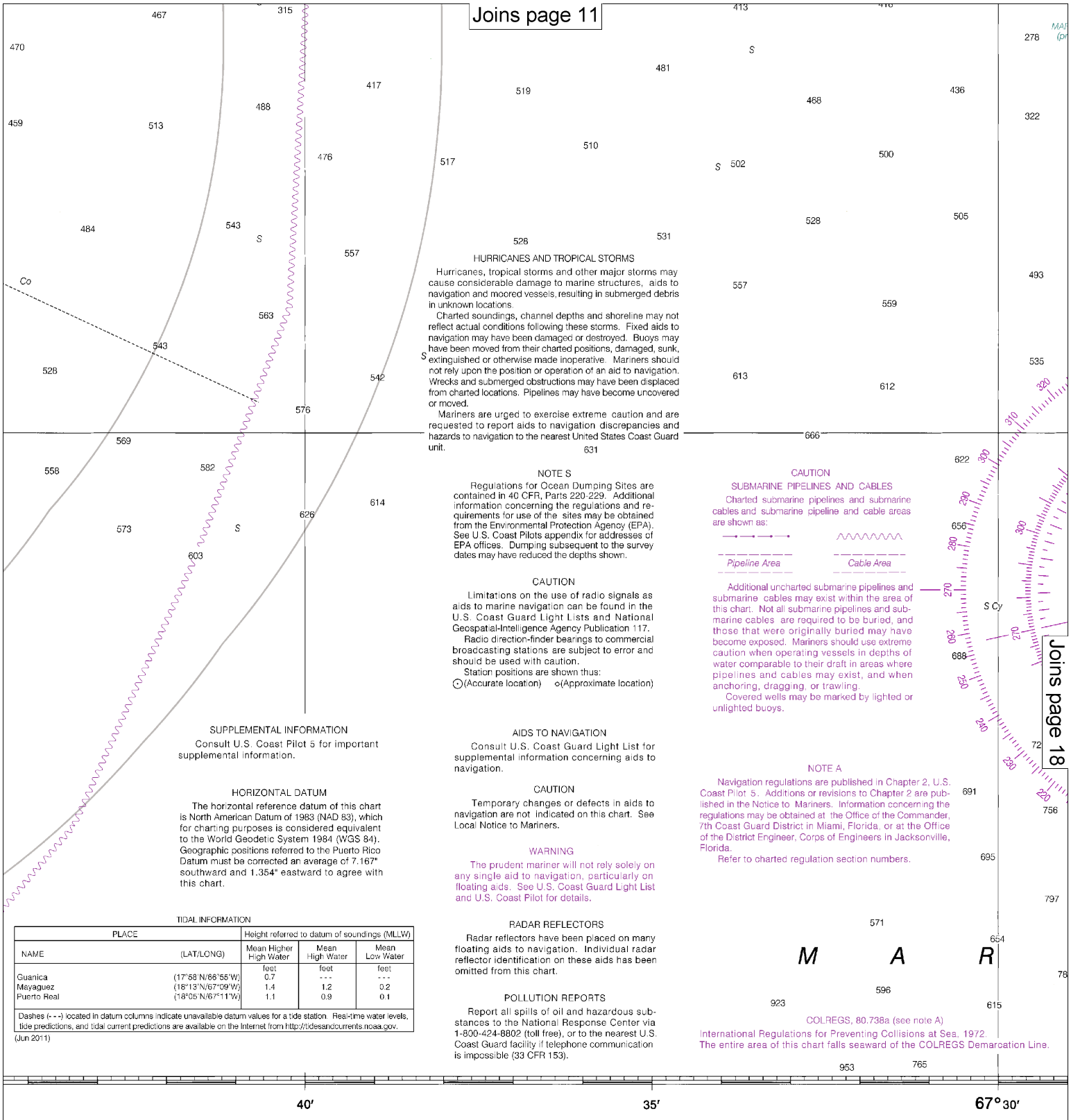
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000

Joins page 11



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.

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.

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)

AIDS TO NAVIGATION

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

CAUTION

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

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.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

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

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.

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.

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.

SUPPLEMENTAL INFORMATION

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

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 7.167" southward and 1.354" 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
Guanica	(17°58'N/66°55'W)	0.7	- - -	- - -
Mayaguez	(18°13'N/67°09'W)	1.4	1.2	0.2
Puerto Real	(18°05'N/67°11'W)	1.1	0.9	0.1

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)

Joins page 18

vigation. The National
ons, or comments for
S2), National Ocean

Joins page 12

Joins page 17

ABRIR LA SIERRA BANK MARINE CONSERVATION DISTRICT (prohibited fisheries area-seasonal: 50 CFR 622.33; see note A)

HURRICANES AND TROPICAL STORMS

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Refer to charted regulation section numbers.

MAGNETIC

VAR 12° 15' W (2011)

ANNUAL INCREASE 4'

M A R C A

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.

AL INFORMATION
ast Pilot 5 for important
ation.

RIZONTAL DATUM
al reference datum of this chart
n Datum of 1983 (NAD 83), which
poses is considered equivalent
odetic System 1984 (WGS 84).
itions referred to the Puerto Rico
corrected an average of 7.167"
1.354" eastward to agree with

N

Height referred to datum of soundings (MLLW)		
Mean Higher High Water	Mean High Water	Mean Low Water
feet	feet	feet
0.7	- - -	- - -
1.4	1.2	0.2
1.1	0.9	0.1

values for a tide station. Real-time water levels,
nternet from http://tidesandcurrents.noaa.gov.

40′ 35′ 67°30′

Published
U.S. DEPART
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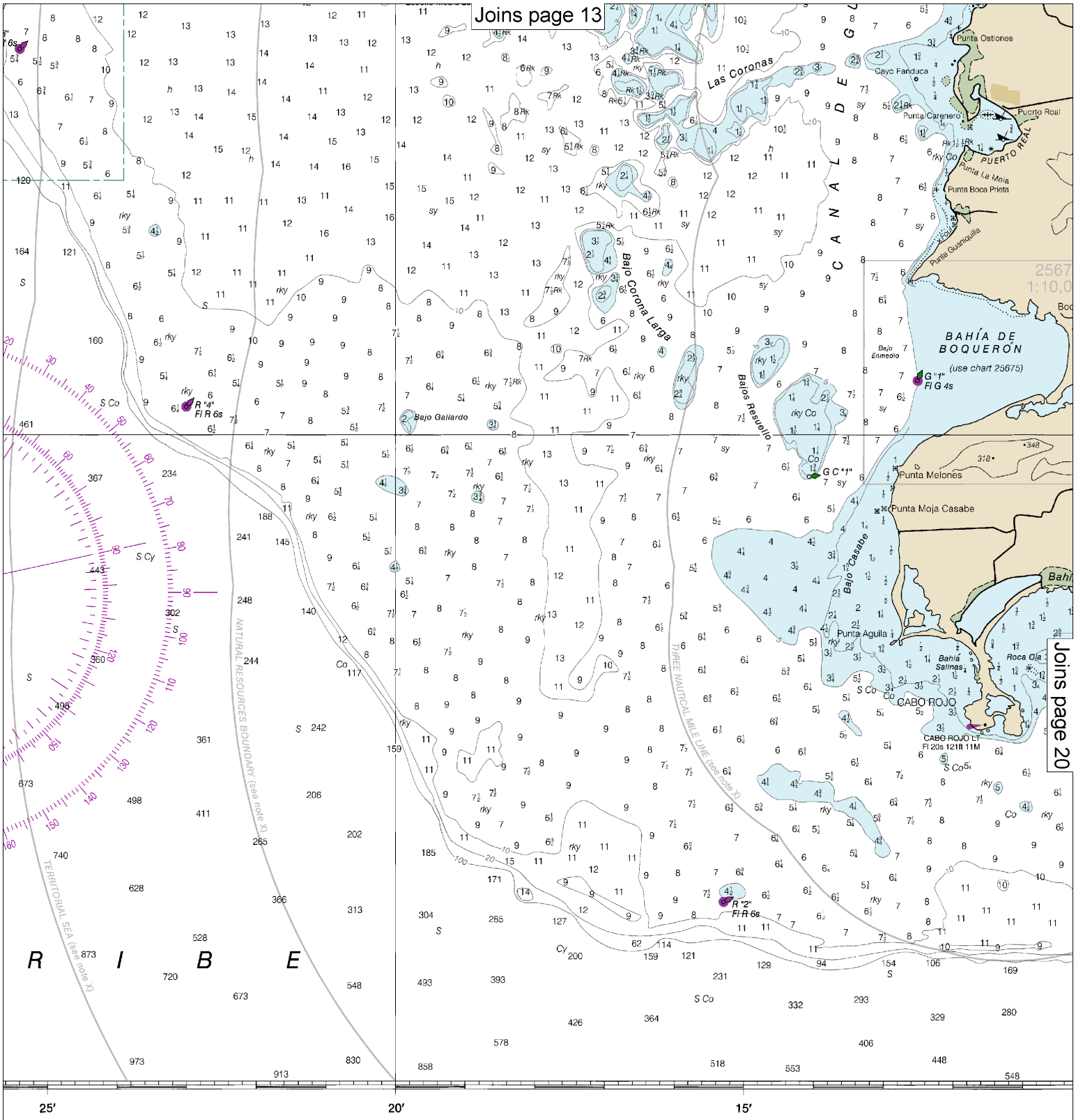
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

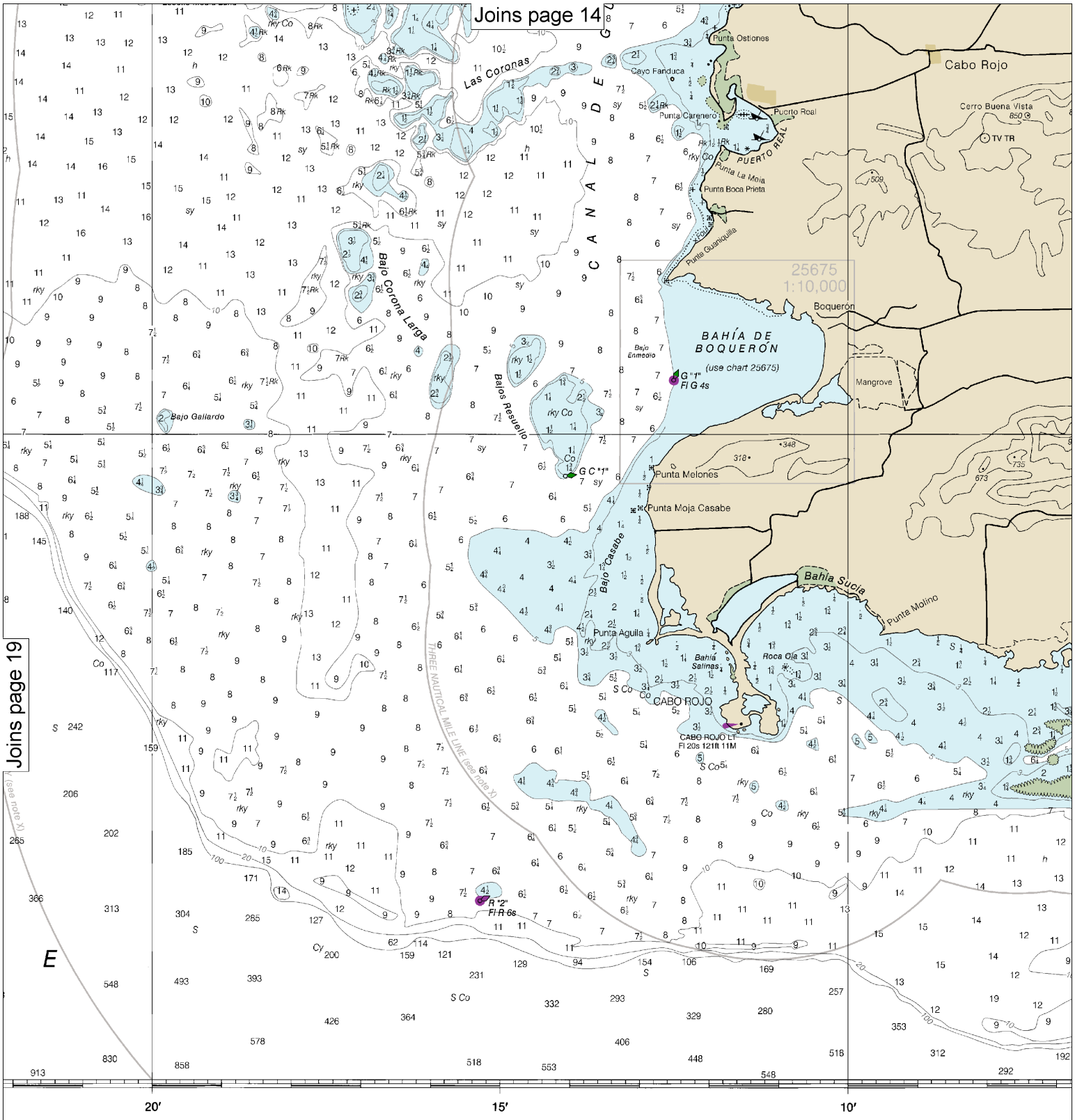
Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000



ed at Washington, D.C.
RTMENT OF COMMERCE
AND ATMOSPHERIC ADMINISTRATION
NAL OCEAN SERVICE
COAST SURVEY

SOUNDING



SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.

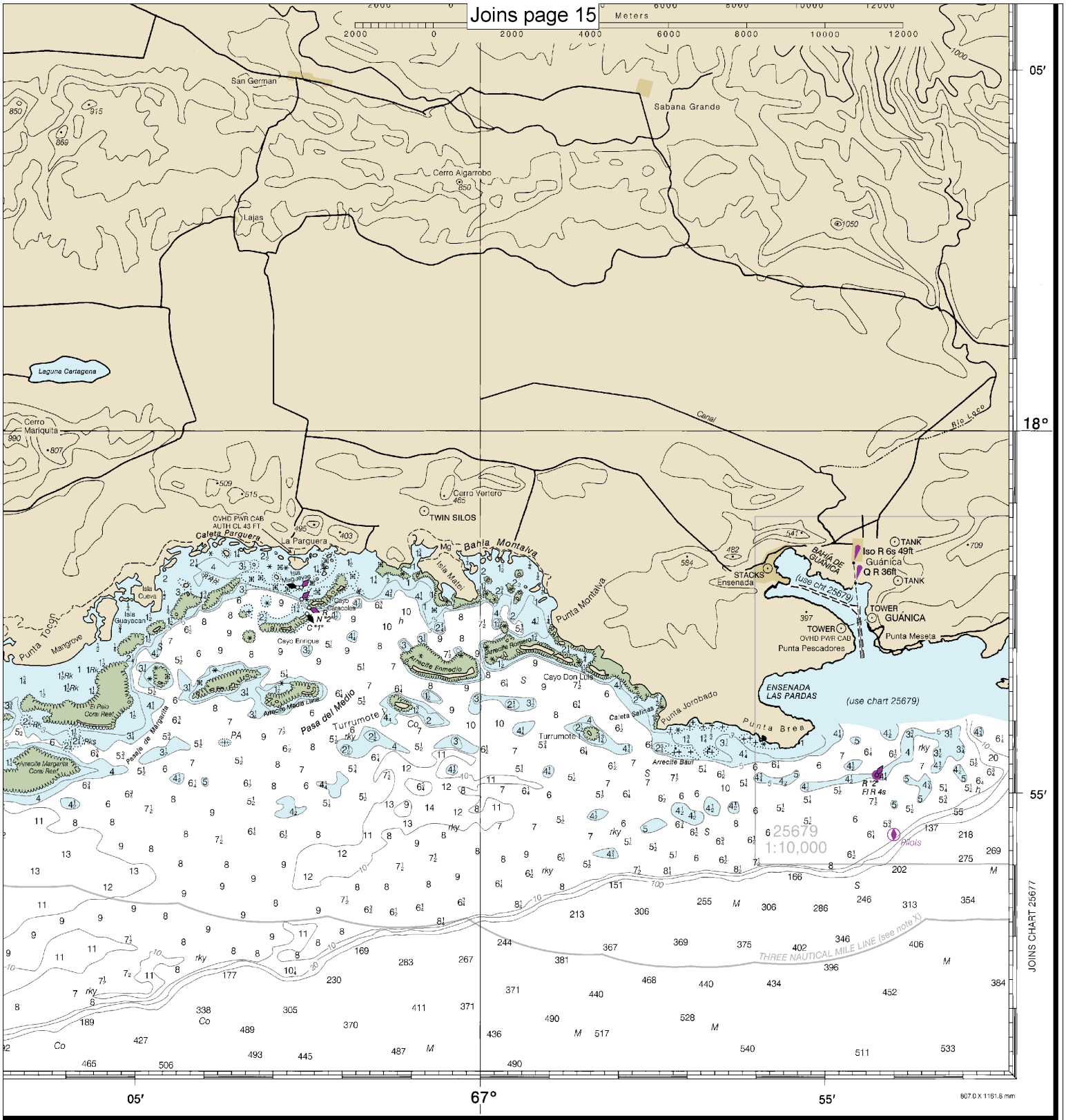
Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000



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																

West Coast of Puerto Rico

SOUNDINGS IN FATHOMS - SCALE 1:100,000

25671

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/

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.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 Hurrican 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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Note on Printing

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.

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