

# BookletChart™

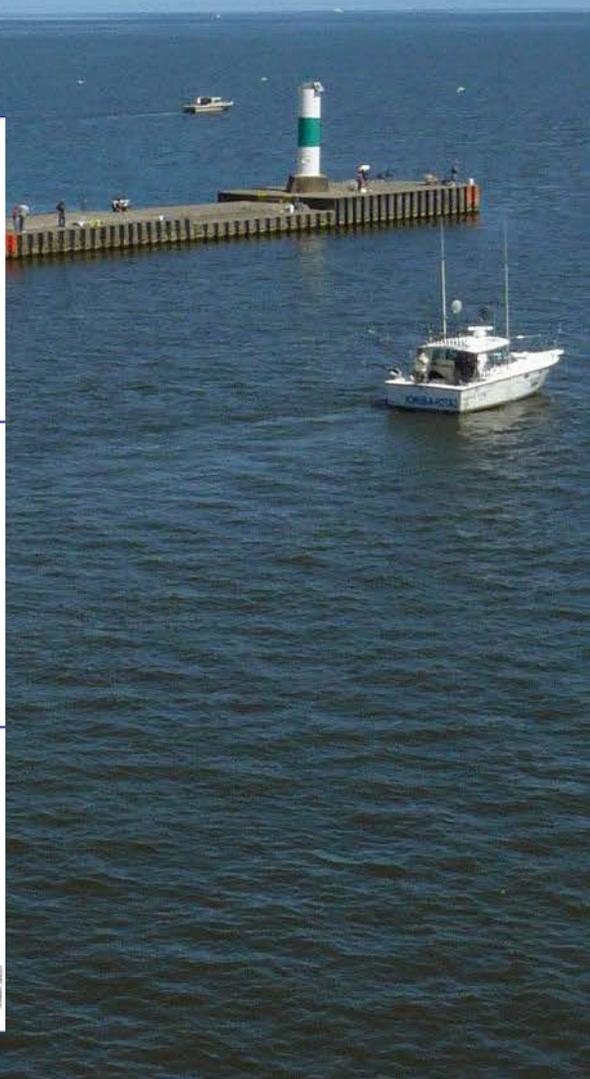
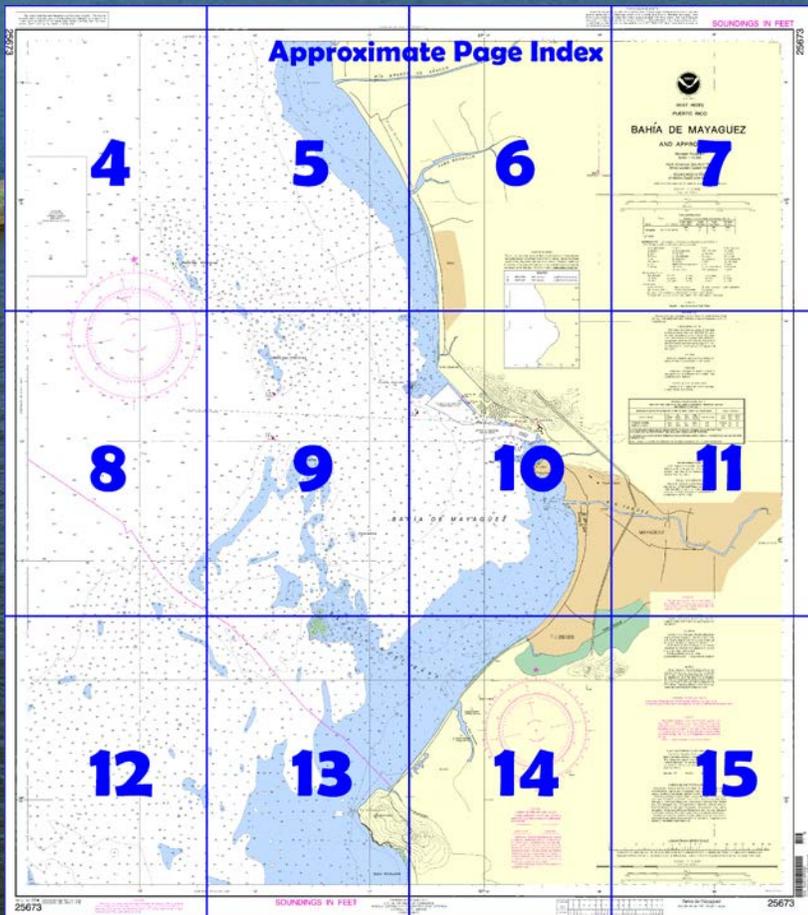
## Bahía de Mayagüez and Approaches NOAA Chart 25673



*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](http://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.

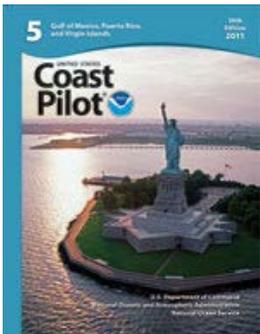
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25673>.



**(Selected Excerpts from Coast Pilot)**

**Bahia de Mayaguez**, about halfway along the 34-mile stretch of the W coast between Cabo Rojo and Punta Borinquen, is one of the three leading ports of Puerto Rico. The shipping terminal is in the N part of the 3.8-mile-wide bay which is protected somewhat by the shoals that extend across the entrance. Depths of 30 to 60 feet are in the N part of the bay, but the S part is shoal. **Mayaguez**, the largest city on the W coast of Puerto Rico, is a mile S of the terminal

and 101 miles by highway from San Juan. The principal imports include foodstuffs, building materials, machinery, fertilizers, textiles, and some petroleum products.

**Channels.**—The principal entrance channel is between the lighted buoys marking Manchas Grandes and Manchas Interiores. Federal project depths in the Approach and Terminal Channels are 30 feet. (See Notice to Mariners and latest editions of charts for controlling depths.) The approach to the terminal is marked by a lighted **092°** range, and the approach to the anchorage is marked by a daybeacon 0.2 mile S of Punta Algarrobito.

A secondary channel with depths of 18 feet or more leads into the bay from N inside of Manchas Exteriores and Manchas Interiores and W of Arrecife Algarrobo.

**Anchorage.**—The usual anchorage is SW of the shipping terminal in depths of 30 to 50 feet; the holding ground is good. The nearest hurricane anchorage is on the S coast of Bahia de Guanica, a distance of 60 miles.

Small fishing boats anchor in depths of 3 to 12 feet along the shore S of the shipping terminal. Pleasure craft anchor in depths of 7 to 12 feet along the shore 1.2 miles S of the terminal. Some small boats use Puerto Real, 10 miles S of Bahia de Mayaguez, as a hurricane anchorage.

**Dangers.**—**Escollo Rodriguez**, a bank with depths of 3 to 18 feet extending N for 2.5 miles from Punta Guanajibo, has a reef at the W end which is awash and always breaks. **Roca Blanca**, 0.7 mile NE of the reef, has 9 feet over it with deep water close-to.

**Manchas Grandes**, on the S side of the principal entrance, has depths of 10 to 20 feet and extends S to Escollo Rodriguez.

**Manchas Interiores** and **Manchas Exteriores** with depths of 12 to 18 feet extend in a NW direction for 2 miles on the N side of the principal entrance. The W side of the shoals are steep-to, but broken ground on the E side extends to within a mile of the shore; some spots have depths of 18 feet.

**Arrecife Algarrobo**, a mile NW of the terminal, has a few heads which bare at low water; the sea frequently breaks on the reef.

**Bajo Mondongo**, 500 yards SW of the terminal, is a small shoal partly awash. A sunken wharf is off **Punta Algarrobito**, 0.4 mile S of the terminal.

When winds are out of the W or SW, a surge is felt in the harbor causing vessels to pound against the terminal wharf. Smaller vessels are forced to anchor off under such conditions.

**Currents.**—The current velocity is about 1 knot and sets N and S across the entrance to Bahia de Mayaguez.

**Pilotage, Bahia de Mayaguez.**—See Pilotage, Puerto Rico (indexed as such) early this chapter. Vessels are boarded 1 mile W of the entrance buoys.

**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.)

Mayaguez is a **customs port of entry**. The deputy collector of customs and his inspectors act as immigration officers.

**Agricultural quarantine** officials are stationed in Mayaguez. (See Appendix A for address.)

**Harbor regulations.**—A Commonwealth Captain of the Port with an office on the Ports Authority shipping terminal wharf enforces the local rules and regulations for Bahia de Mayaguez.

**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](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).  
To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

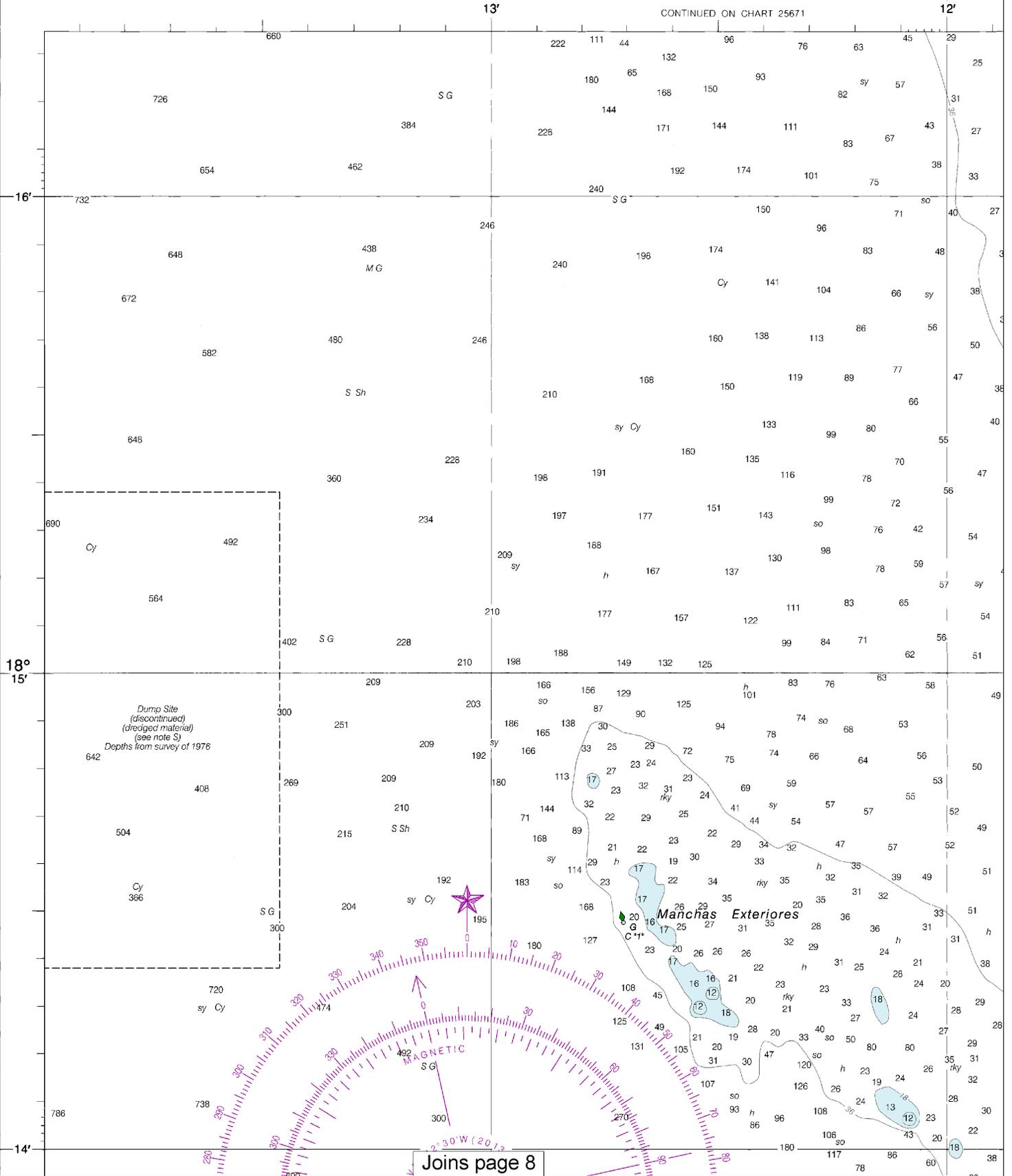
on navigable waters except Western Rivers



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>

25673

CONTINUED ON CHART 25671

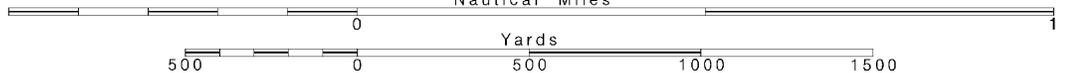


Joins page 8

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.

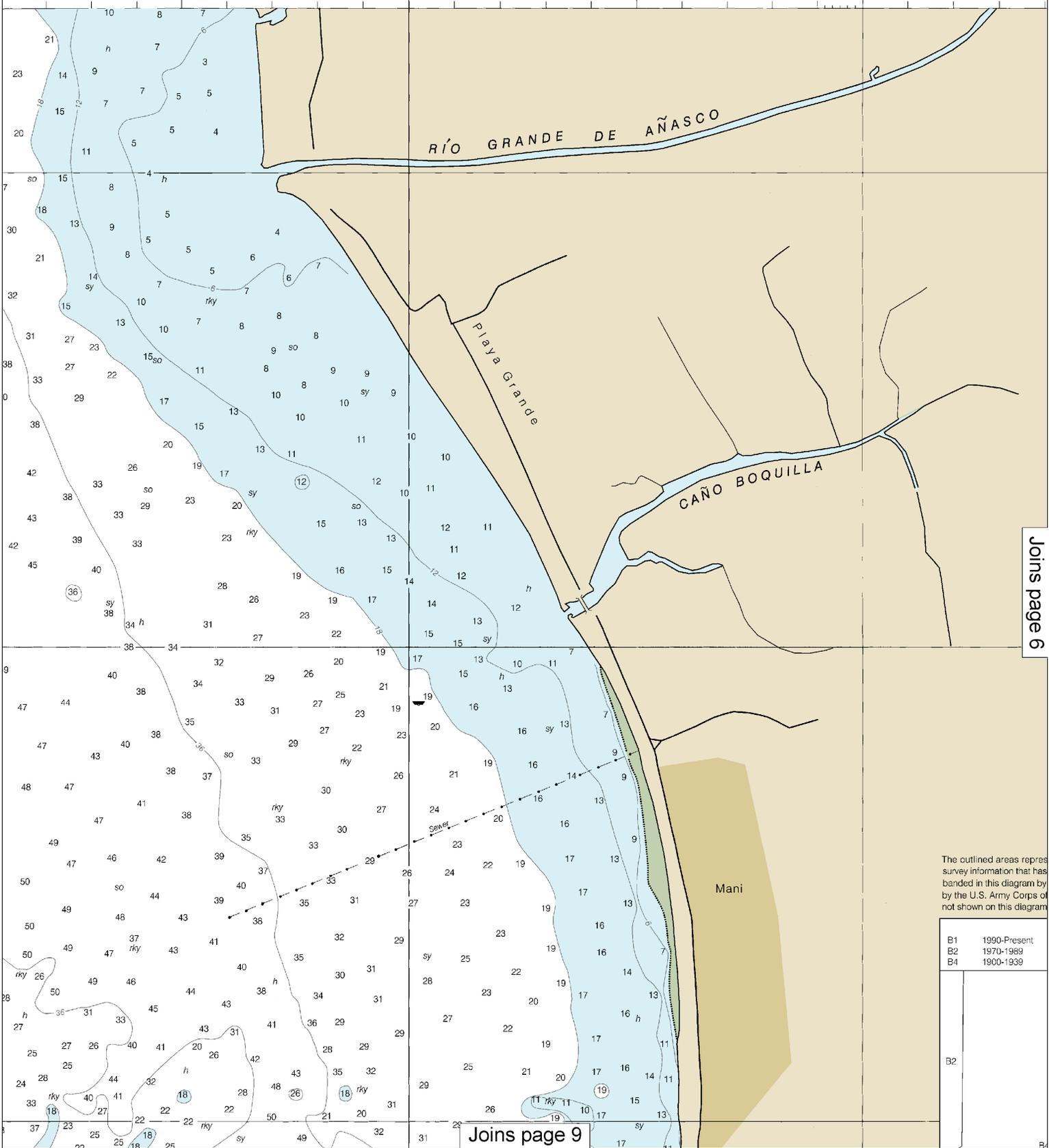


4

Note: Chart grid lines are aligned with true north.

11'

67° 10'



Joins page 6

The outlined areas represent survey information that has been banded in this diagram by the U.S. Army Corps of Engineers and is not shown on this diagram.

B1	1990-Present
B2	1970-1989
B4	1900-1939

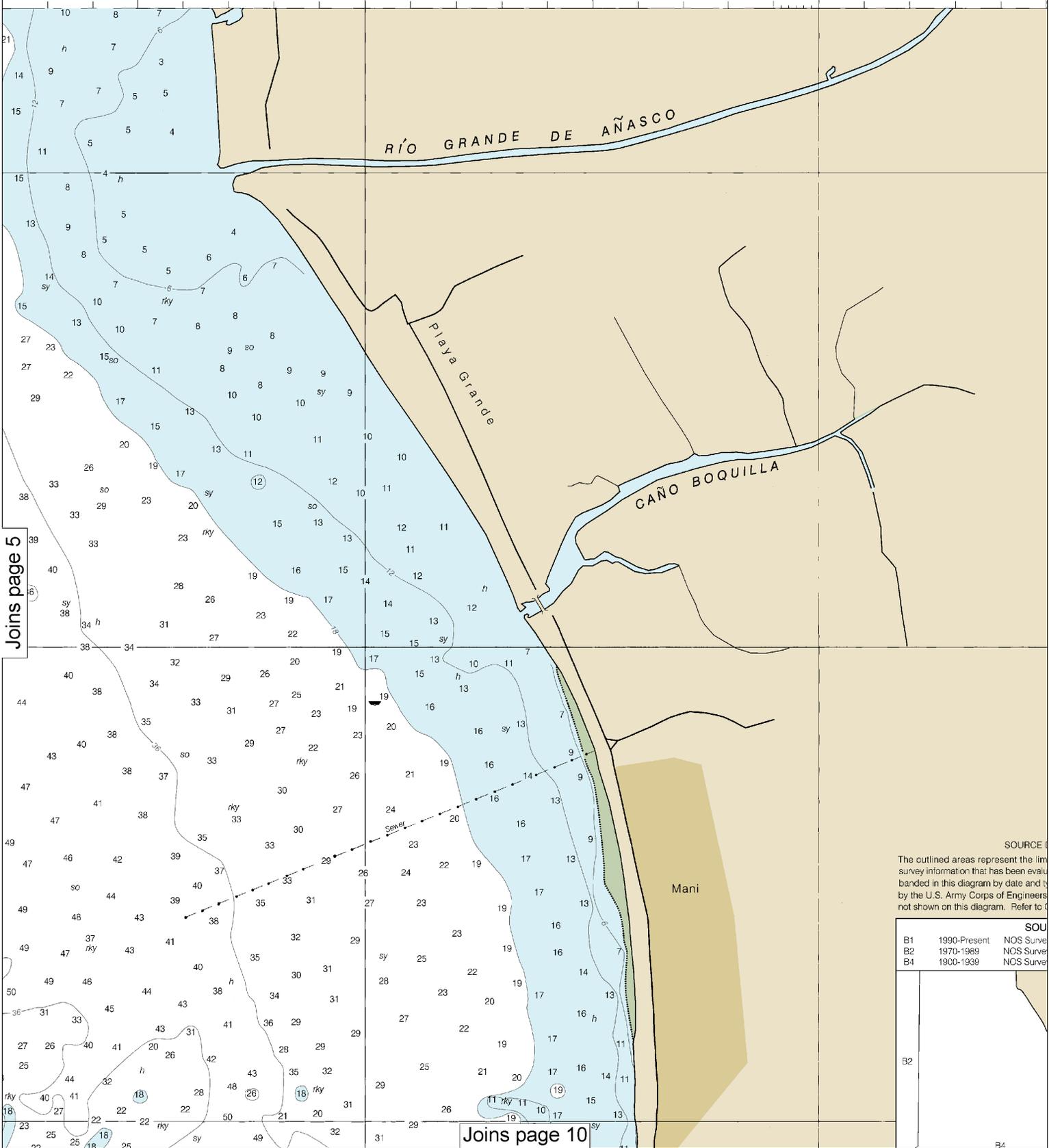
B2	
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This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



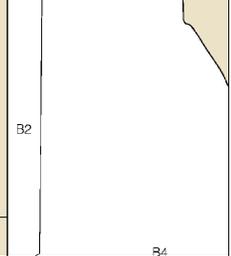
11'

67° 10'



SOURCE:  
The outlined areas represent the limit of survey information that has been evaluated and banded in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Refer to...

SOURCE		
B1	1990-Present	NOS Survey
B2	1970-1989	NOS Survey
B4	1900-1939	NOS Survey

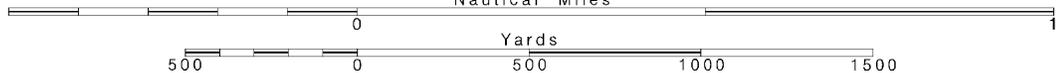


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



09'

08'

18°18'20.8"N

67°07'24.6"W

16'

18°  
15'

14'



THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES  
PUERTO RICO

# BAHÍA DE MAYAGÜEZ AND APPROACHES

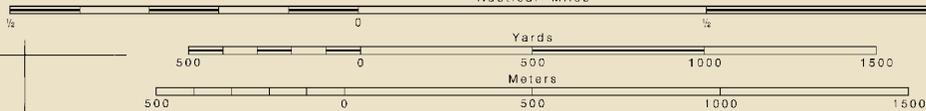
Mercator Projection  
Scale 1:15,000

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](http://nauticalcharts.noaa.gov).

SCALE 1:15,000  
Nautical Miles



STACK

AERO  
Rot W & G TOWER

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean High Water	Mean High Water	Mean Low Water
NAME (LAT/LONG)	feet	feet	feet	feet
Mayaguez, Puerto Rico (18°13'N/67°09'W)	1.4	1.2	0.2	

Dashes (---) located in column 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> (Aug 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

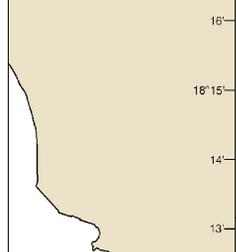
- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - C green
  - IQ interrupted quick
  - IsC isocphase
  - LT HC lighthouse
  - M nautical mile
  - m minutes
  - MICRO TR microwave tower
  - Mkr marker
  - Mo morse code
  - N nun
  - OBSC obscured
  - Oc occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - St M statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:
- Blds boulders
  - bk broken
  - Cy clay
  - Co coral
  - G gravel
  - Grs grass
  - gy gray
  - h hard
  - M muc
  - Oys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
- Miscellaneous:
- AUT1 authorized
  - ED existence doubtful
  - Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
  - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
  - Obstr obstruction
  - PA position approximate
  - PD position doubtful
  - Reo reported
  - Subm submergic

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
The National Ocean Service, Coast and Geodetic Survey, and U.S. Navy Hydrographic Office.

DIAGRAM  
Limits of the most recent hydrographic surveys plotted for charting. Surveys have been of the following type of survey. Channels maintained for navigation are periodically resurveyed and are shown in Chapter 1, United States Coast Pilot.

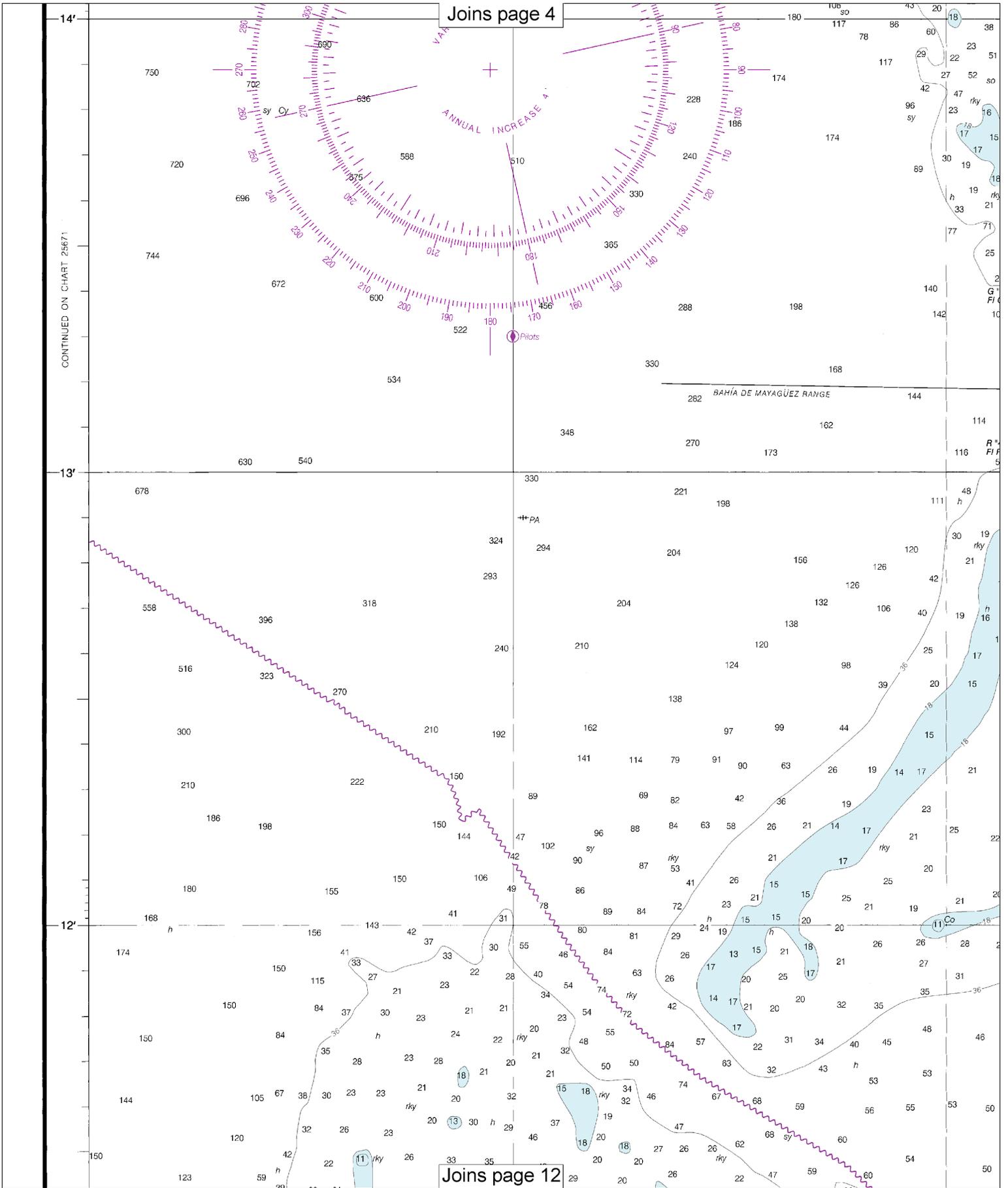
URCE  
keys partial bottom coverage  
keys partial bottom coverage  
keys partial bottom coverage



Joins page 11 of the National Ocean Service, Coast and Geodetic Survey, and U.S. Navy Hydrographic Office.



CONTINUED ON CHART 25671

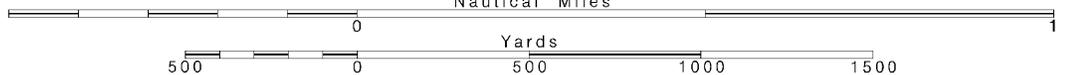


Note: Chart grid lines are aligned with true north.

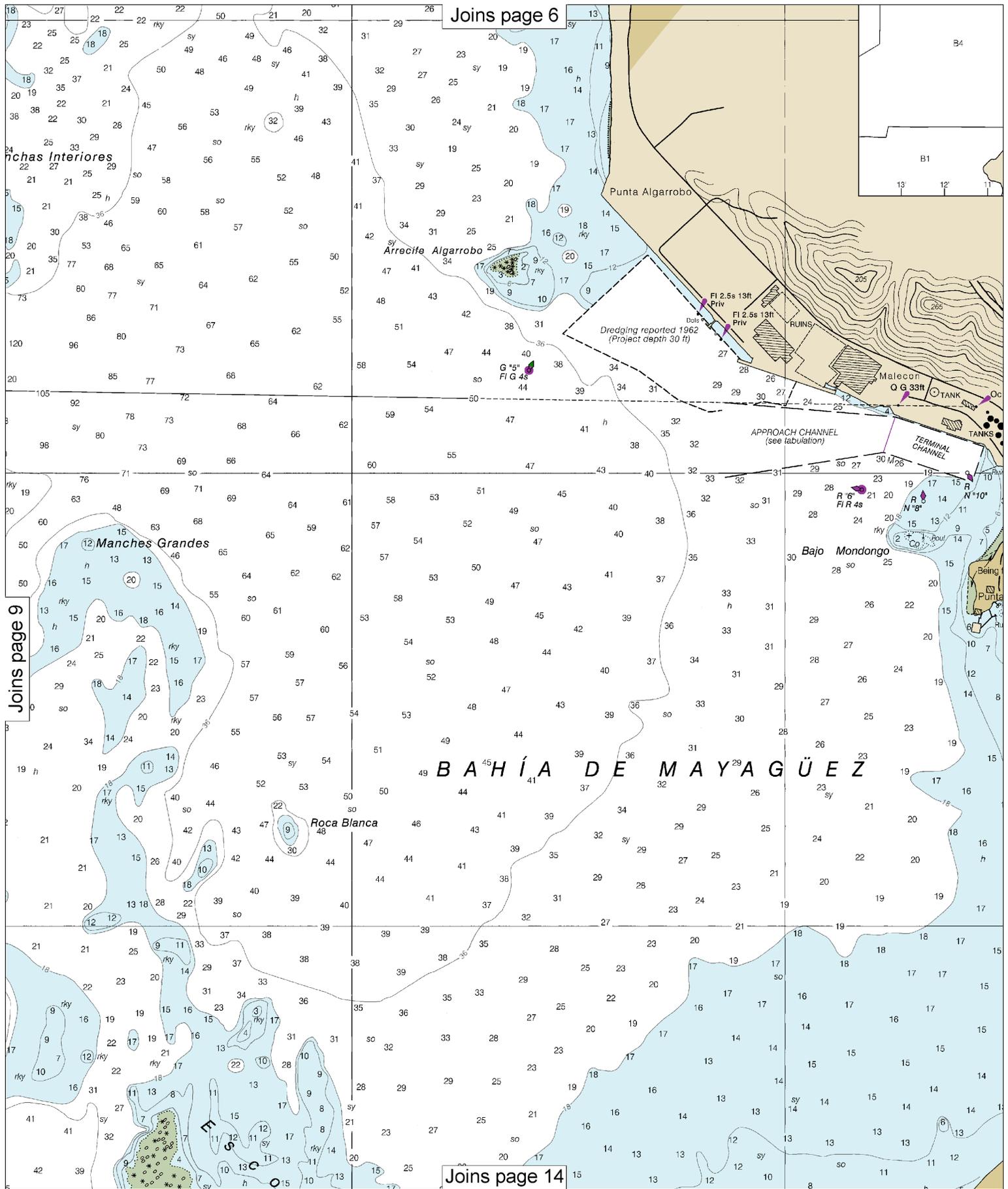
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.







Joins page 6

Joins page 9

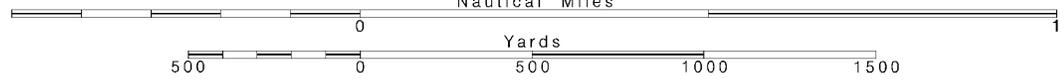
Joins page 14

**10**

Note: Chart grid lines are aligned with true north.

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

See Note on page 5.



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

**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 7.164" southward and 1.353" eastward to agree with 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.

**SUPPLEMENTAL INFORMATION**

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

MAYAGÜEZ HARBOR CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2008						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)
APPROACH CHANNEL	A20.0	29.2	29.3	A28.6	5-08	1000-500
TERMINAL CHANNEL	B24.2	B25.6	B22.1	B18.8	5-08	500
<p>A. SHOALING ALONG NORTH EDGE OF CHANNEL OPPOSITE RED BUOY-6. SHOALING ALSO ALONG SOUTH EDGE OF CHANNEL FROM 800 FEET SEAWARD OF RED BUOY-6.</p> <p>B. SHOALING ALONG SOUTH AND EAST PERIMETER OF BASIN, EXTENDING NORTH OF BUOY-10. LEAST DEPTH OCCURRING IN SOUTHEAST CORNER OF BASIN.</p> <p>NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION</p>						

**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**

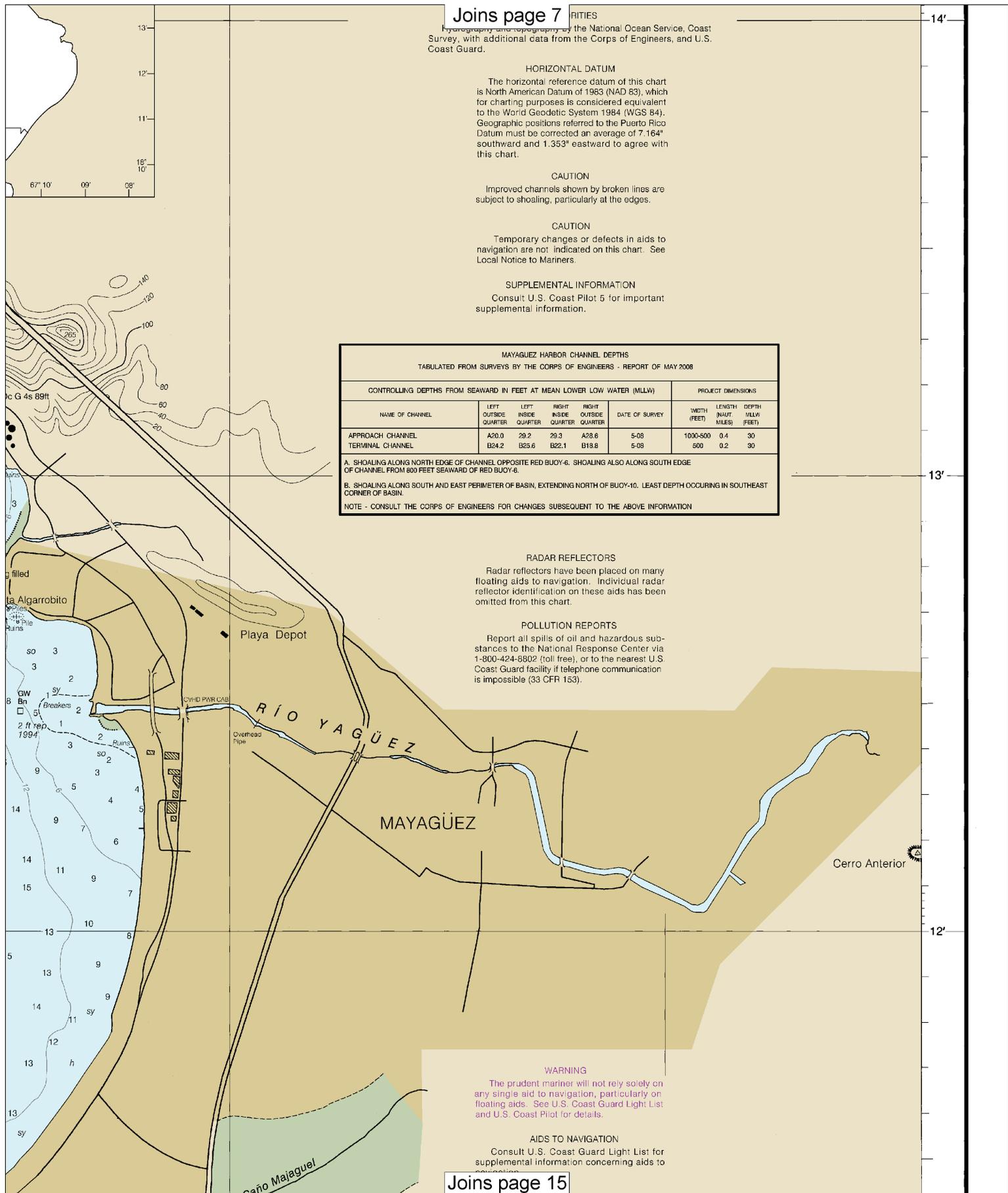
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

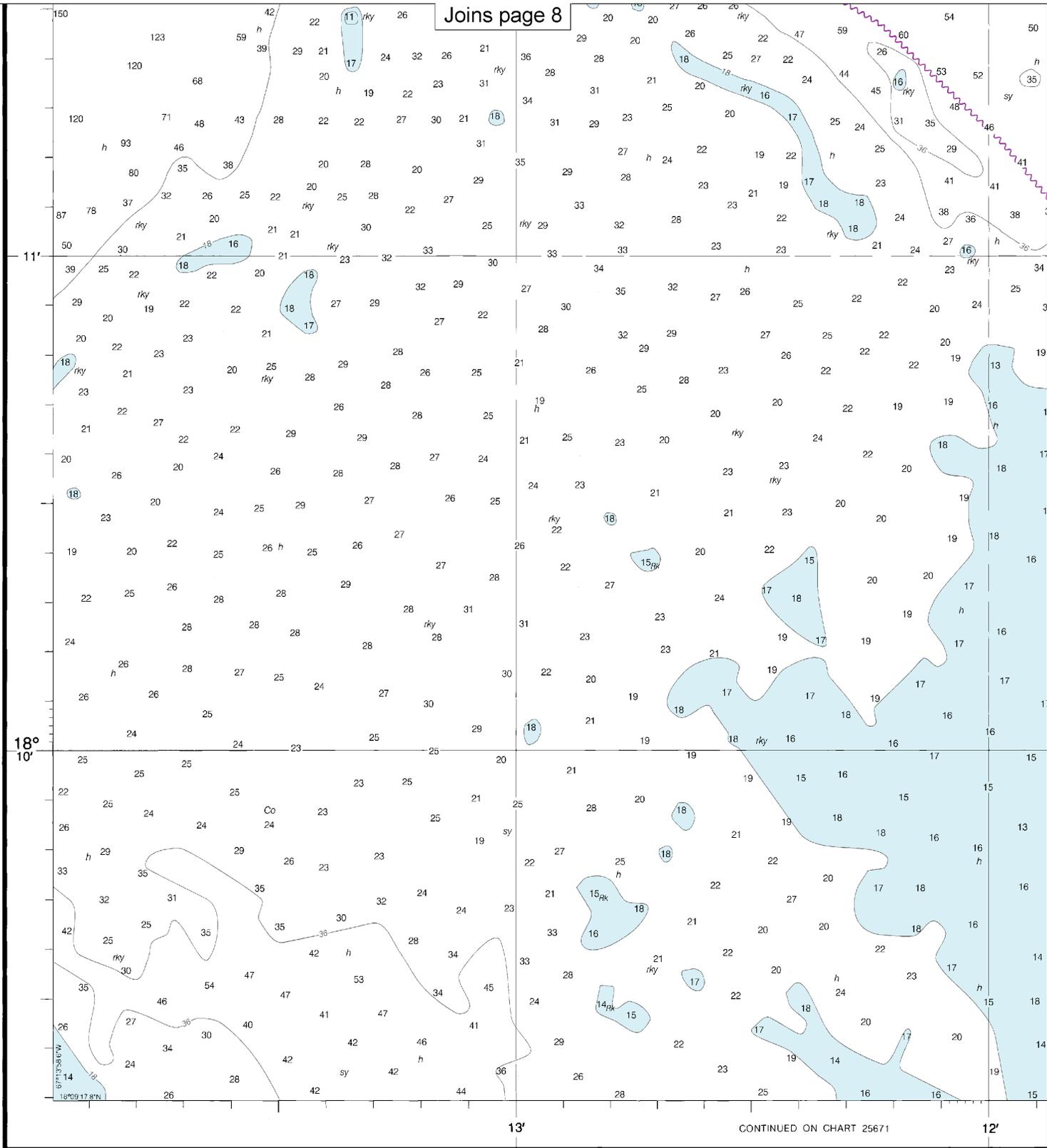
**WARNING**

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.

**AIDS TO NAVIGATION**

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





CONTINUED ON CHART 25671

# 25673

**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](http://nauticalcharts.noaa.gov)

17th Ed., Sep. 2013. Last Correction: 12/7/2016. Cleared through:  
 LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

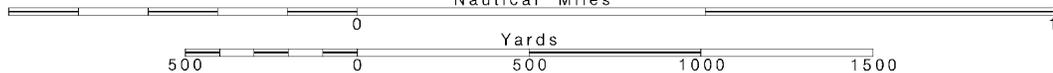
# 12

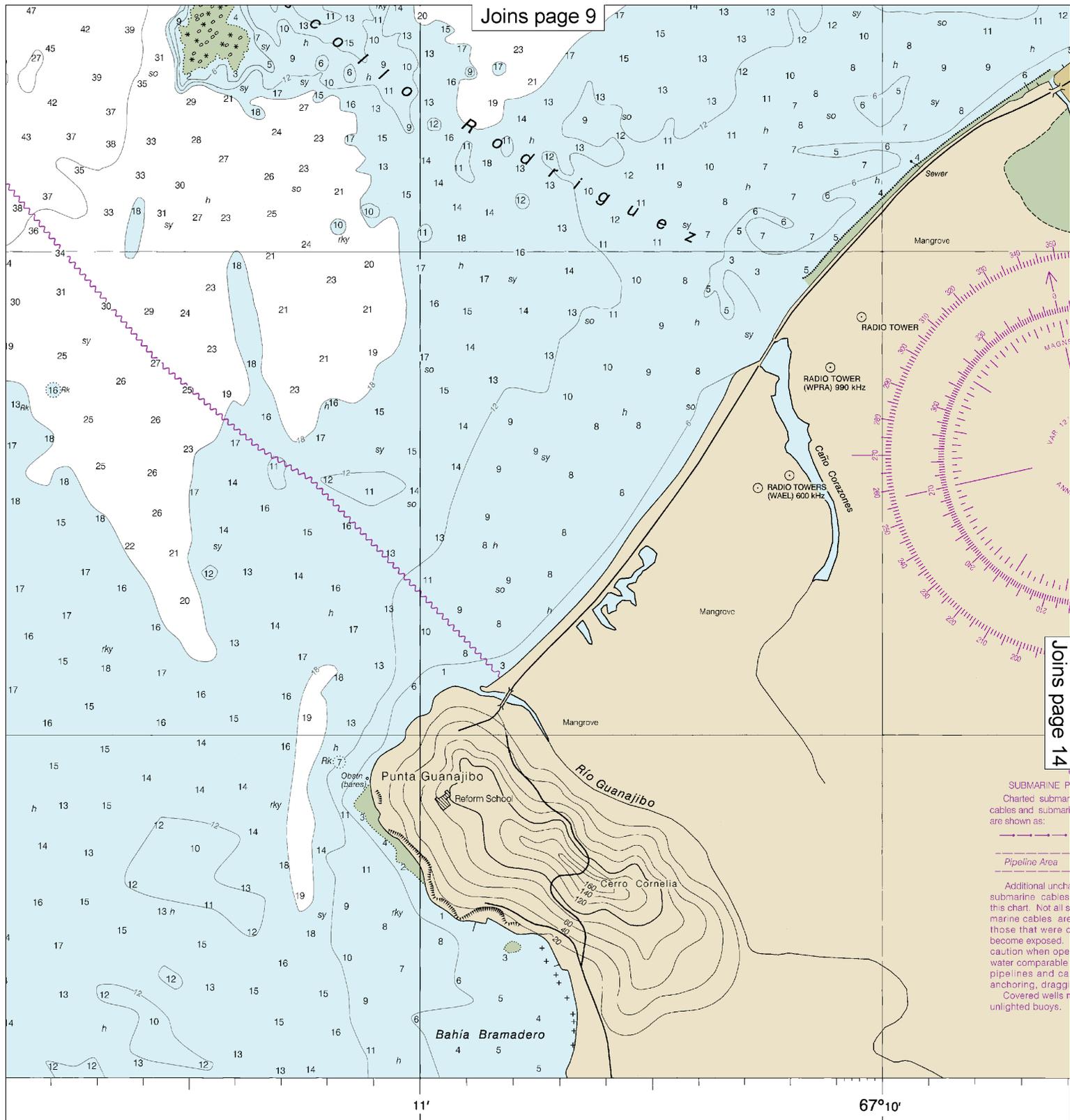
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
 Nautical Miles

See Note on page 5.

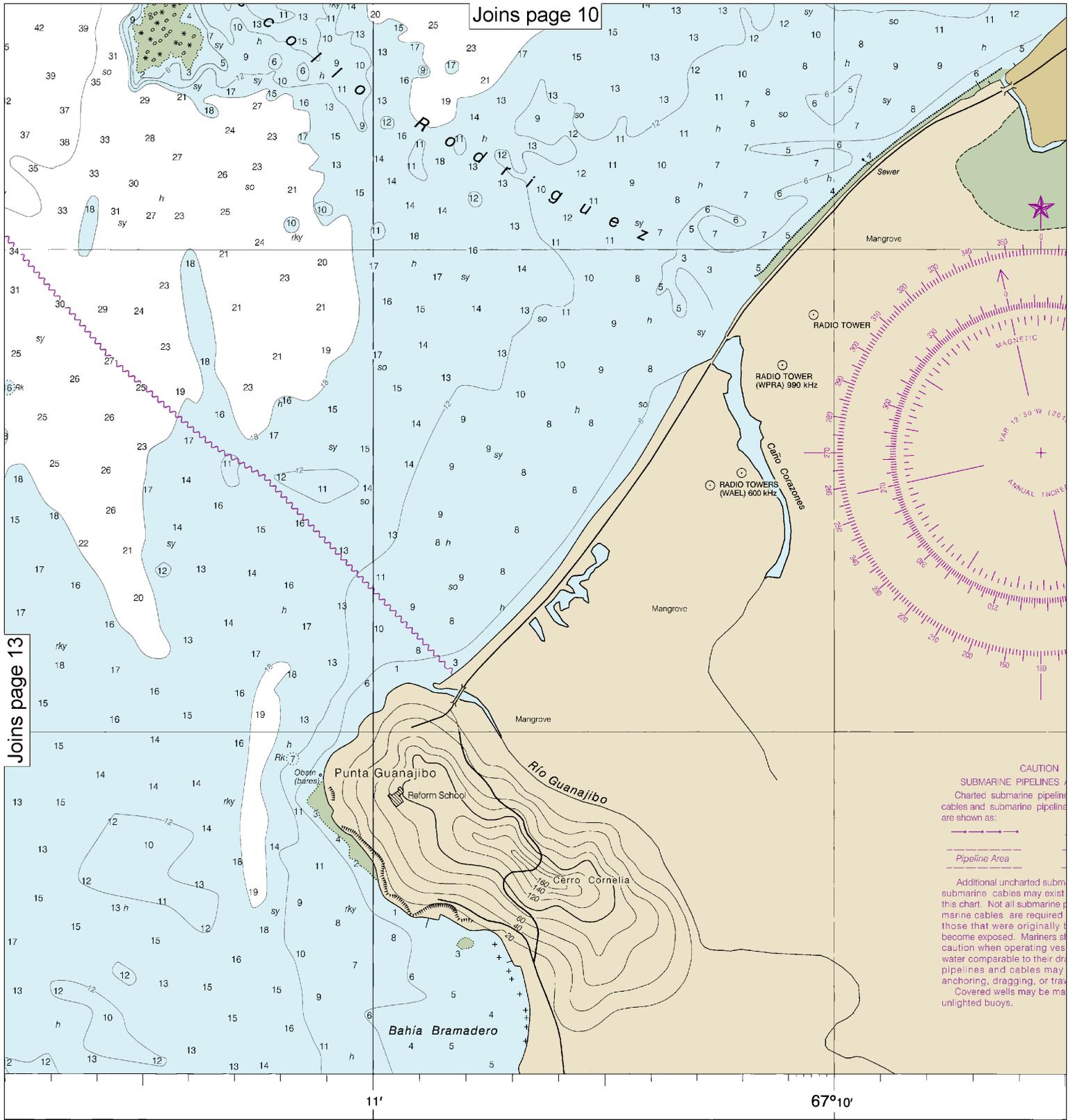




SUBMARINE P  
 Charted submar  
 cables and submar  
 are shown as:  
 ---  
 Pipeline Area  
 ---  
 Additional unch  
 submarine cables  
 this chart. Not all s  
 marine cables are  
 those that were c  
 become exposed.  
 caution when ope  
 water comparable  
 pipelines and ca  
 anchoring, dragg  
 Covered wells r  
 unlighted buoys.

# SOUNDINGS IN FEET

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



Joins page 13

Joins page 10

**SOUNDINGS IN FEET**

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

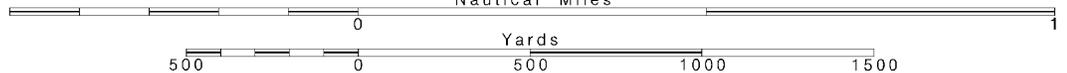
**14**

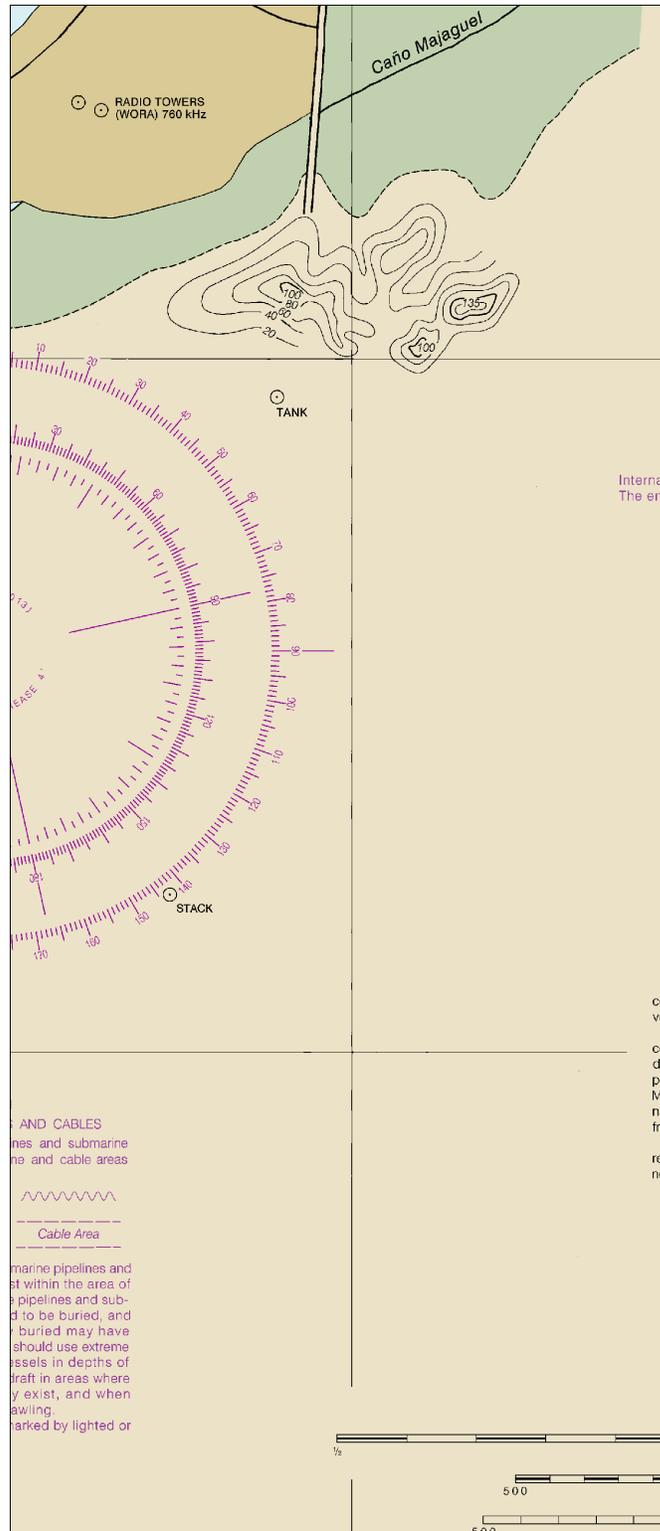
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
 Nautical Miles

See Note on page 5.





**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)

**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.

**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.

**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.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Maricao, PR WXJ-68 162.550 MHz

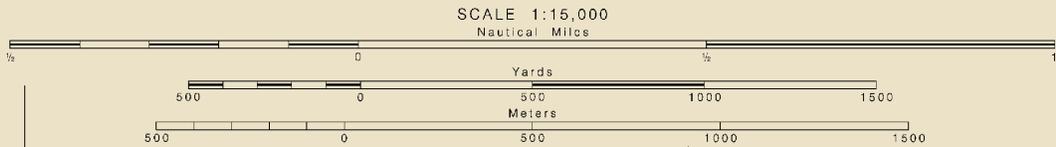
**HURRICANES AND TROPICAL STORMS**

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.

**PIPELINES AND CABLES**

Undersea pipelines and submarine cables and cable areas

Undersea marine pipelines and cables are shown within the area of the chart. Pipelines and cables are subject to being buried, and buried pipelines may have become uncovered. Mariners should use extreme caution in depths of traffic in areas where pipelines exist, and when anchoring. Pipelines are marked by lighted or



09'

08'

967.0 X 771.6mm

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

Bahía de Mayagüez  
 SOUNDINGS IN FEET - SCALE 1:15,000

25673



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](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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