

BookletChart™

Guanica Light to Punta Tuna Light

NOAA Chart 25677

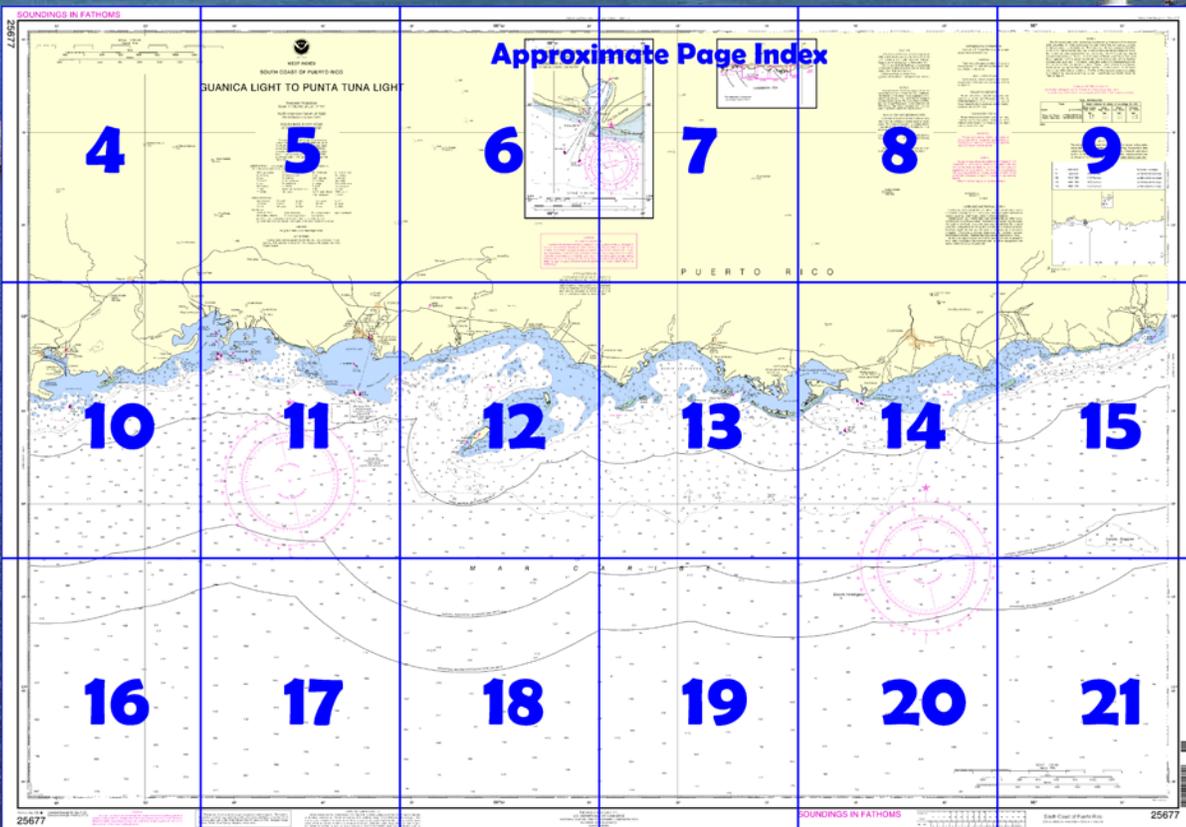


A reduced-scale NOAA nautical chart for small boaters

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.

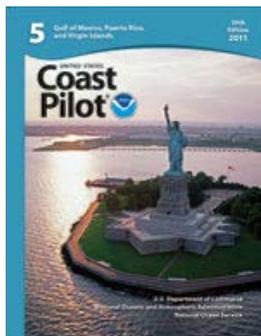
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25677>.



(Selected Excerpts from Coast Pilot)

The **S coast** of Puerto Rico from Punta Tuna to Cabo Rojo extends in an almost W direction for 75 miles. Many reefs and islands are from 2 to 5 miles offshore, then the bottom increases rapidly to great depths, making soundings of little use to indicate danger or distance from shore. Numerous lights and other prominent features along the coast can be used for position determination. Safety will be ensured by giving a berth of at least 3 miles

to the coast and to Isla Caja de Muertos. Small vessels with local knowledge sometimes hug the coast inside the outer reefs to avoid heavy seas outside.

In 1967, a rock pinnacle, covered 6 fathoms, was reported about 12.5 miles ESE of Isla Caja de Muertos Light in 17°50'35"N., 66°18'14"W.

Laguna de Las Mareas, about 6.5 miles W of Punta Figuras, is the site of a deep-draft oil-handling facility. Large tankers call here to deliver crude petroleum products and load petrochemicals and motor fuels.

Channels.—A privately dredged channel and landcuts lead through the reefs from deepwater to the facilities' basin and pier in Laguna de Las Mareas. The breakwater extending from the E entrance point, **Punta Ola Grande**, is marked at the seaward end by a light. The channel is marked by private lighted aids and a **017.7°** lighted range. In 2001, the controlling depth in the entrance channel was 32 feet, thence 35 feet in the basin except for shoaling along the edges. Extreme caution is advised when entering the harbor.

The 1,100-foot pier in the basin extends from the N shore and consists of a series of connected mooring and breasting dolphins with a 90-foot loading platform (pierhead) near its center. In 1968, depths of 38 feet were reported alongside.

Pilotage, Laguna de Las Mareas.—See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots board vessels about 1.5 miles S of Las Mareas Lighted Buoy LM off the entrance. A 48-hour and a 24-hour notice of time of arrival are requested.

Towage.—Tugs up to 1,800 hp are available for docking vessels. The tugs monitor 2182 kHz and VHF-FM channel 16.

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.)

A hospital is at nearby Guayama.

Repairs.—The nearest port for major repairs is San Juan; limited emergency above-the-waterline repairs are available at Ponce.

Supplies.—No bunkers are available; in emergencies bunkers and lube oils may be delivered from Ponce. Limited quantities of water and facilities for offloading waste water are available at the pier. Marine supplies are available on 48-hour notice.

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.

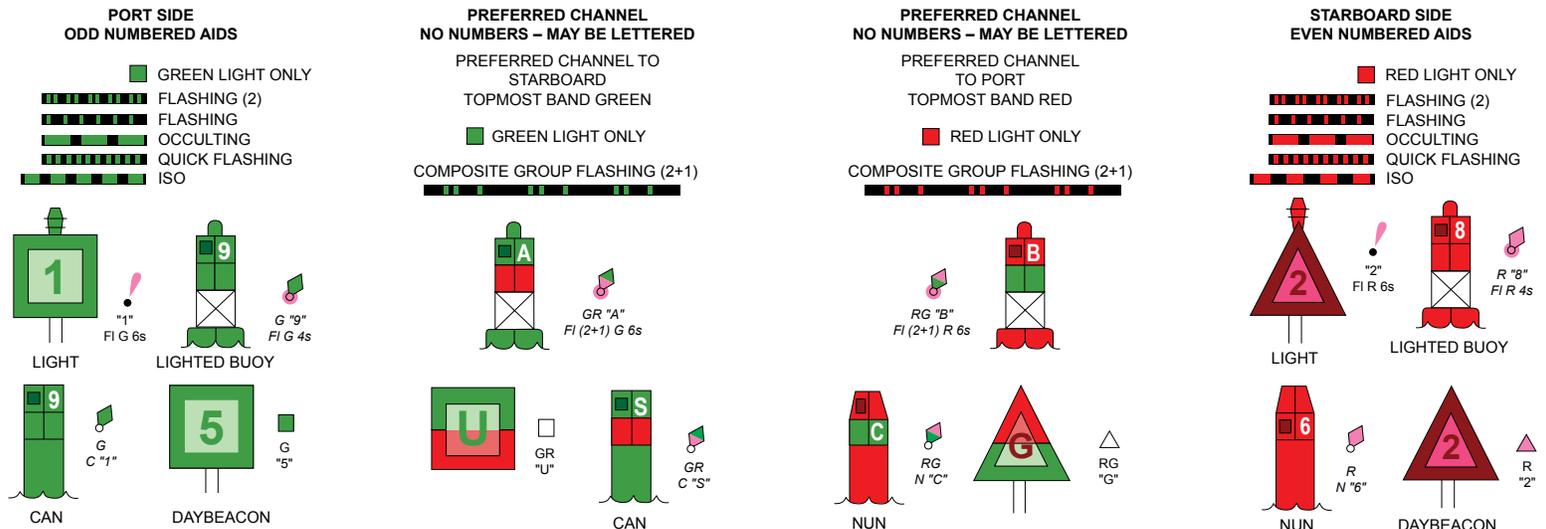
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

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>

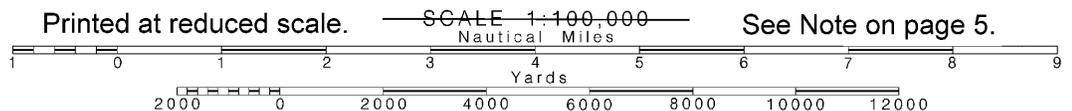
SOUNDINGS IN FATHOMS

25677



4

Note: Chart grid lines are aligned with true north.



40'

35'

66° 30'



THE NATION'S CHARTMAKER SINCE 1807

WEST INDIES

WEST COAST OF PUERTO RICO

CHART TO PUNTA TUNA LIGHT

Mercator Projection
Scale 1:100,000 at Lat. 17°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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 7.172" southward and 1.419" eastward to agree with this chart.

Complete list of Symbols and Abbreviations, see Chart No. 1 (white unless otherwise indicated):

- | | | |
|--------------------------|------------------------|---------------------|
| G green | Mo morse code | R TR radio tower |
| IQ interrupted quick | N nun | Rot rotating |
| iso isophase | OBSC obscured | s seconds |
| LT HO light-house | Oc occulting | SEC sector |
| M nautical mile | Or orange | St. M statute miles |
| m minutes | Q quick | VD very quick |
| MICRO TR microwave tower | R red | W white |
| Mkr marker | Ra Ref radar reflector | WHIS whistling |
| | R Bn radiobeacon | Y yellow |

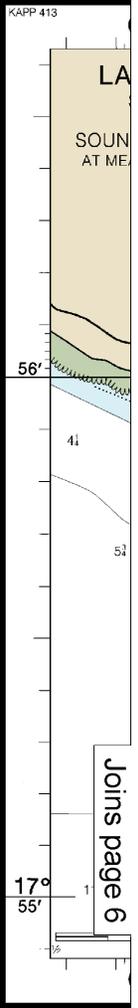
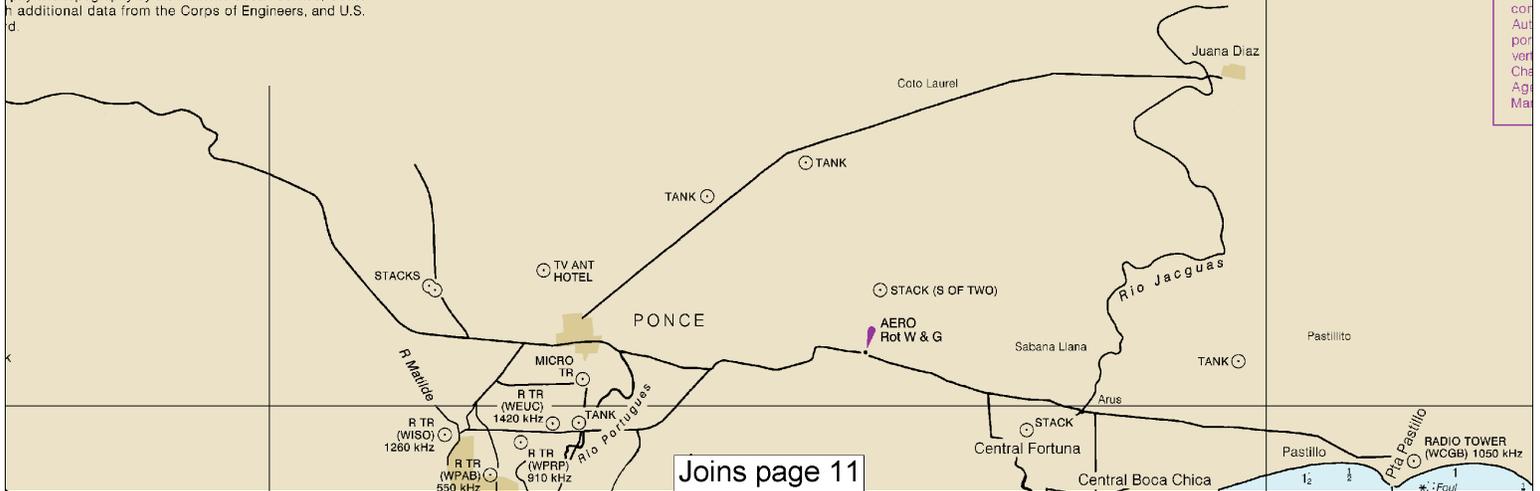
- | | | | |
|-----------|---------|-------------|-----------|
| Co coral | gy gray | Oys oysters | so soft |
| G gravel | h hard | Rk rock | Sh shells |
| Grs grass | M mud | S sand | sy sticky |
- Obstn obstruction PD position doubtful Subm submerged
 PA position approximate Rep reported
 structure, or shoal swept clear to the depth indicated.
 and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

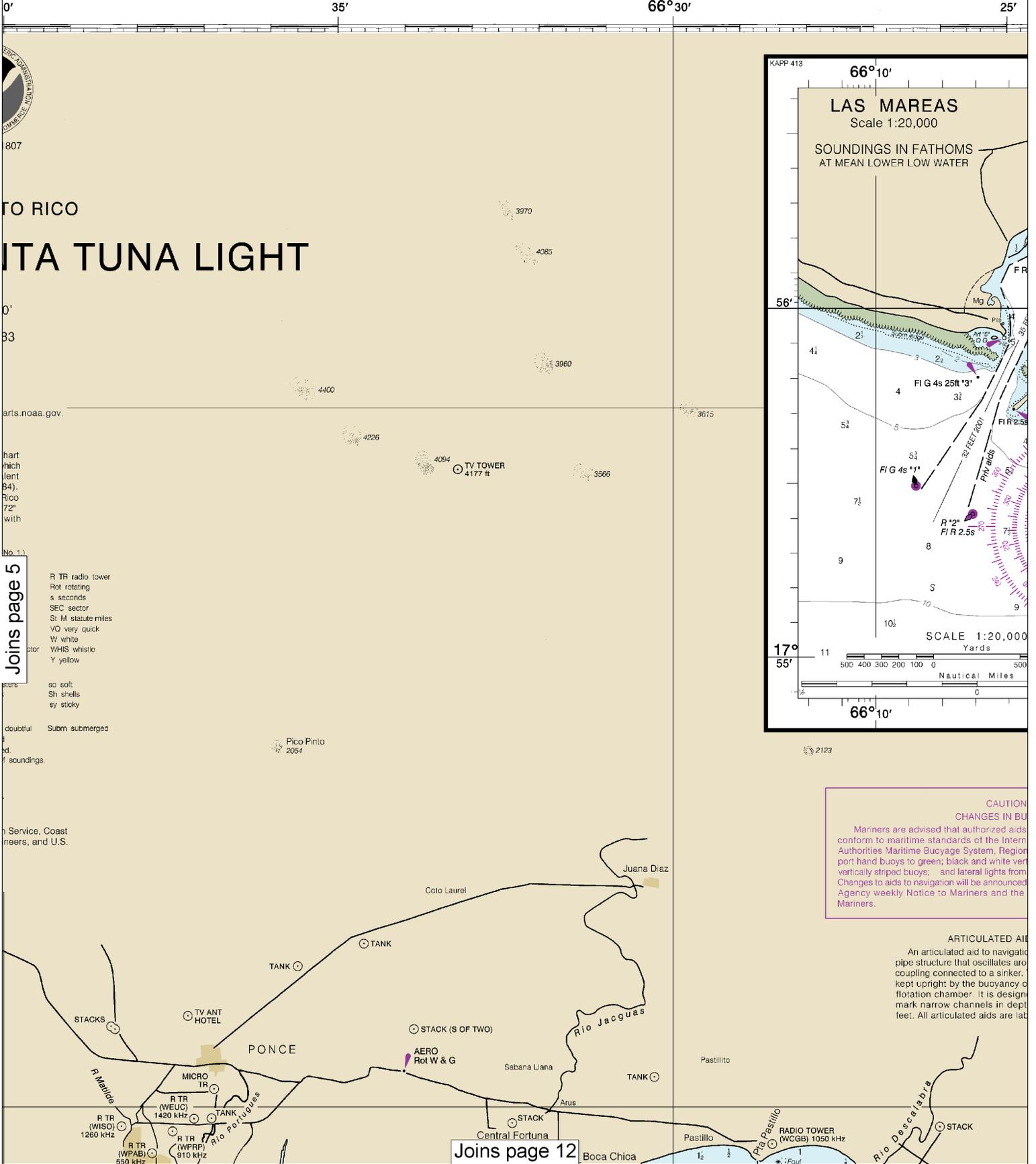
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, and U.S. Army Corps of Engineers, and U.S. Navy Hydrographic Office.

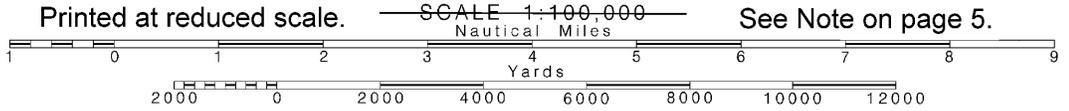


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





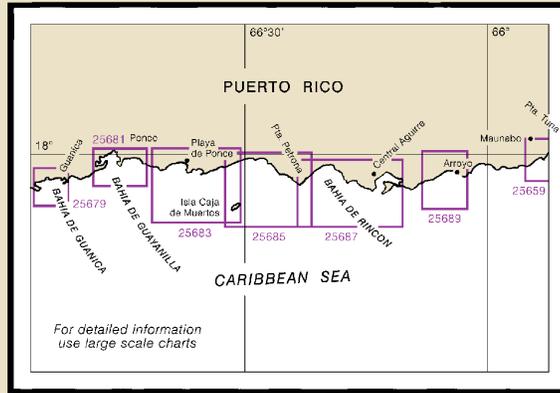
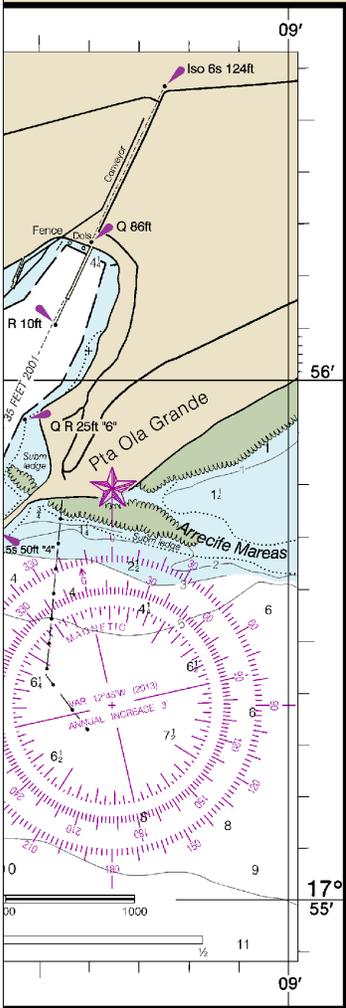
Note: Chart grid lines are aligned with true north.



20'

15'

10'



BUOYAGE
 Buoyage to navigation are being changed to National Association of Lighthouse Buoyage. Significant changes are: black and white vertically striped buoys to red and white vertically striped buoys as appropriate. Buoyage is detailed in the National Geospatial-Intelligence Agency's U.S. Coast Guard Local Notice to Mariners.

ARRIVAL
 Arrival consists of a round tower with a lantern room. The structure is of a submerged type and is used primarily to mark depths of up to 60 fathoms. It is labeled "Arr".

P U E R T O R I C O

Joins page 13

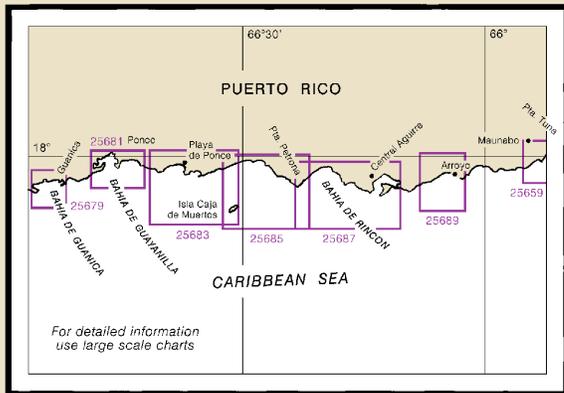
Joins page 8

20'

15'

10'

09'
56'
17°
55'
09'



For detailed information use large scale charts

CAUTION
 Limitations on the use of aids to marine navigation ca
 U.S. Coast Guard Light Li
 Geospatial-Intelligence Agenc
 Radio direction-finder bear
 broadcasting stations are su
 should be used with caution
 Station positions are show
 (Accurate location) (App

NOTES
 Regulations for Ocean Di
 contained in 40 CFR, Parts 22
 information concerning the re
 requirements for use of the sites
 from the Environmental Protecti
 See U.S. Coast Pilots appendi
 EPA offices. Dumping subseq
 dates may have reduced the de

NOAA WEATHER RADIO
 The NOAA Weather Radi
 below provide continuous we
 The reception range is typ
 nautical miles from the antenn
 as much as 100 nautical mil
 high elevations.

San Juan, P.R. WXJ-69
 Maricao, P.R. WXJ-68

CAUTION
 Improved channels shown b
 subject to shoaling, particul

RADIO TOWER
 (WLEY)
 1060 kHz

P U E R T O R I C O

Joins page 14

GUAYAMA

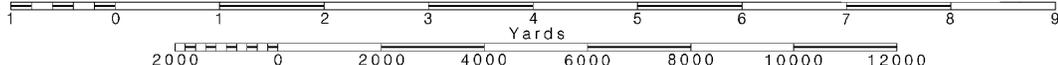


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.



05'

66°

55'

SUPPLEMENTAL INFORMATION

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

CAUTION

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

AIDS TO NAVIGATION

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

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).

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.

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.

TV TOWER
4049 ft
3002

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 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.

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.

TIDAL INFORMATION

NAME	PLACE (LAT./LONG.)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Playa de Ponca, Puerto Rico	(17°58'N/66°37'W)	feet 0.8	feet ---	feet ---
Puerto Maunabo, Puerto Rico	(18°00'N/65°53'W)	feet 0.7	feet ---	feet ---

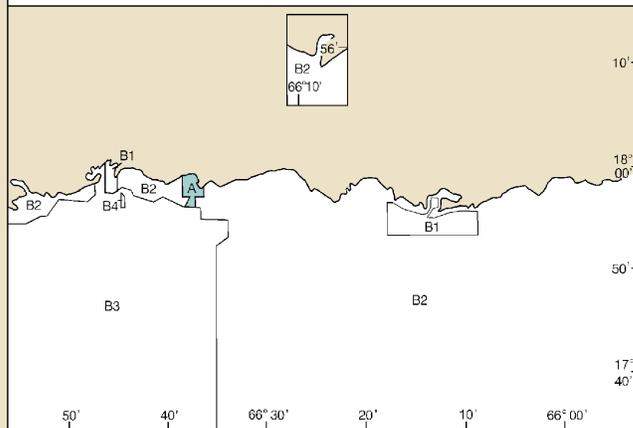
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jun 2013)

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	1990-2001	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Cerro La Torrecilla
2034

1280

Cerro Tumbado
2470

Cerro Yaurel

2182

Cerro Boca del Infierno
920

Patillas

Rio Grande de Patillas
R. Chico

Maunabo

Puerto Maunabo

41 Pta Tuna
31

Cabo M...

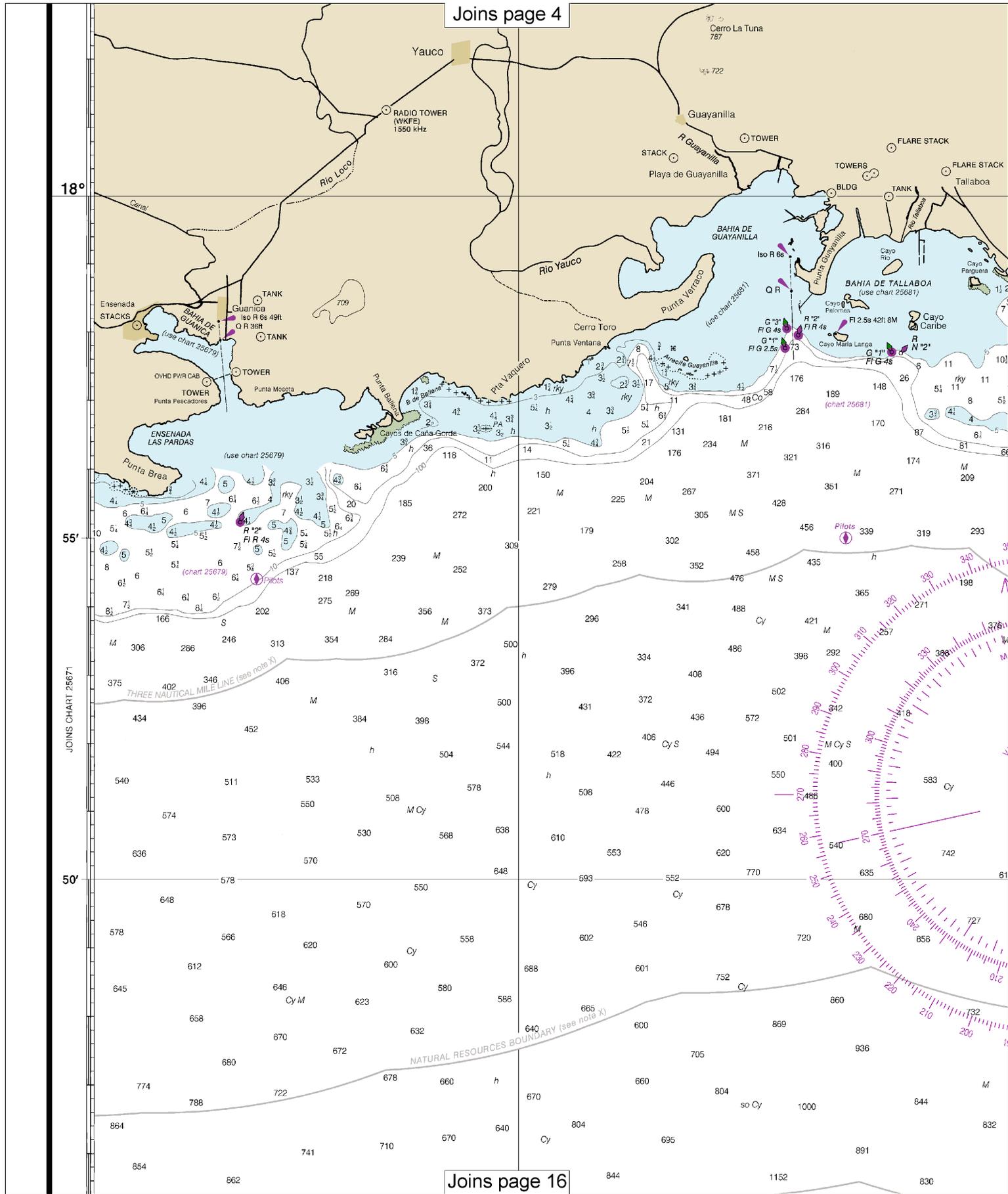
Joins page 15

18°

55'

50'

JOINS CHART 25677



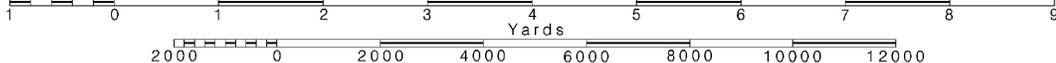
10

Note: Chart grid lines are aligned with true north.

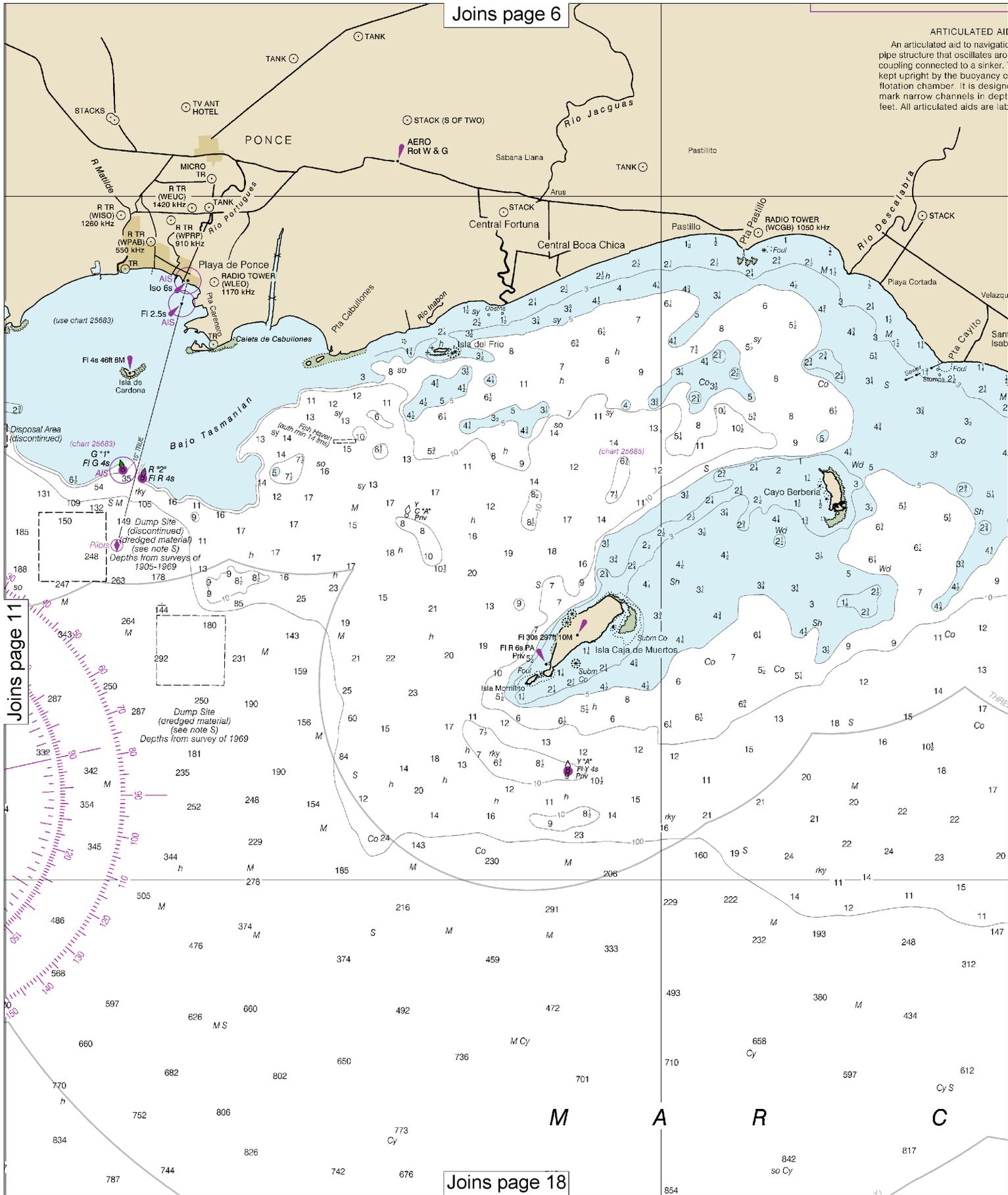
Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



ARTICULATED AID
An articulated aid to navigation is a pipe structure that oscillates and is kept upright by the buoyancy of a flotation chamber. It is designed to mark narrow channels in depth. All articulated aids are in feet.



Joins page 11

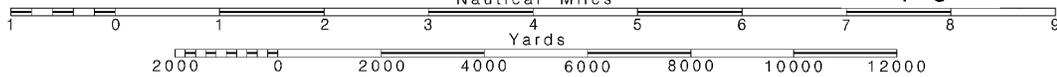
12

Note: Chart grid lines are aligned with true north.

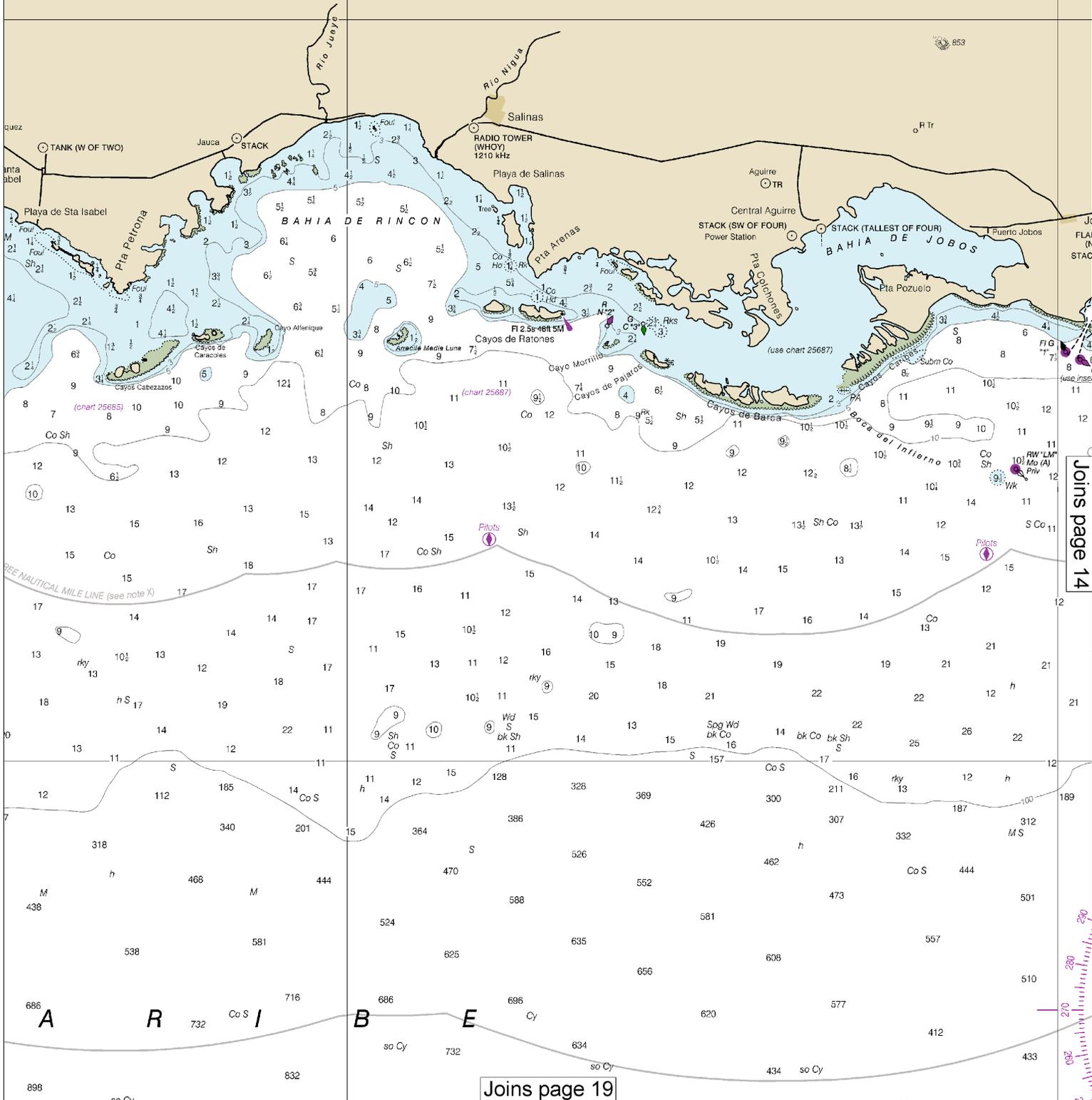
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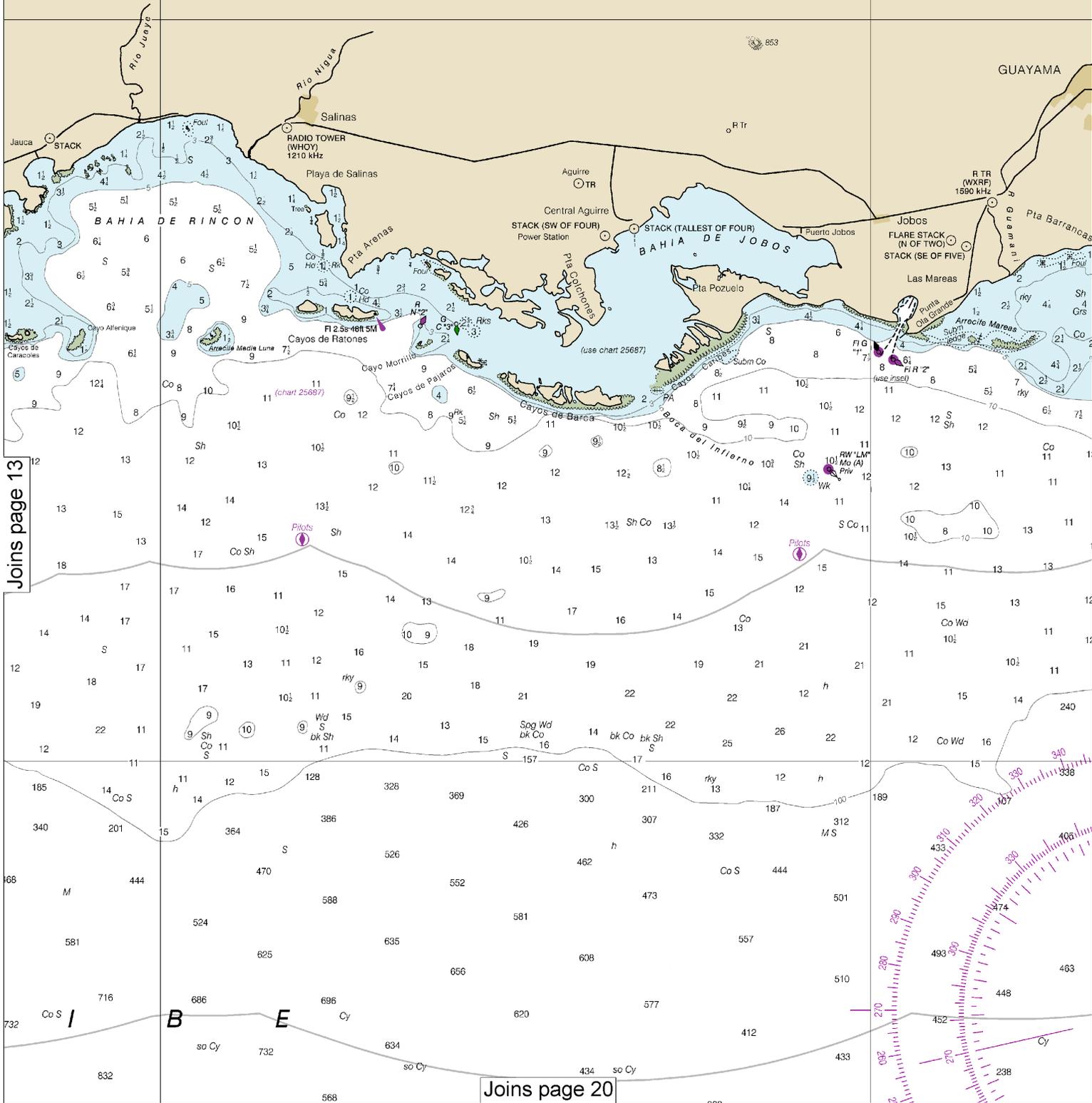
SCALE 1:100,000
Nautical Miles

See Note on page 5.



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Joins page 13

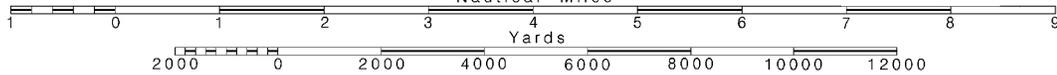
Joins page 20

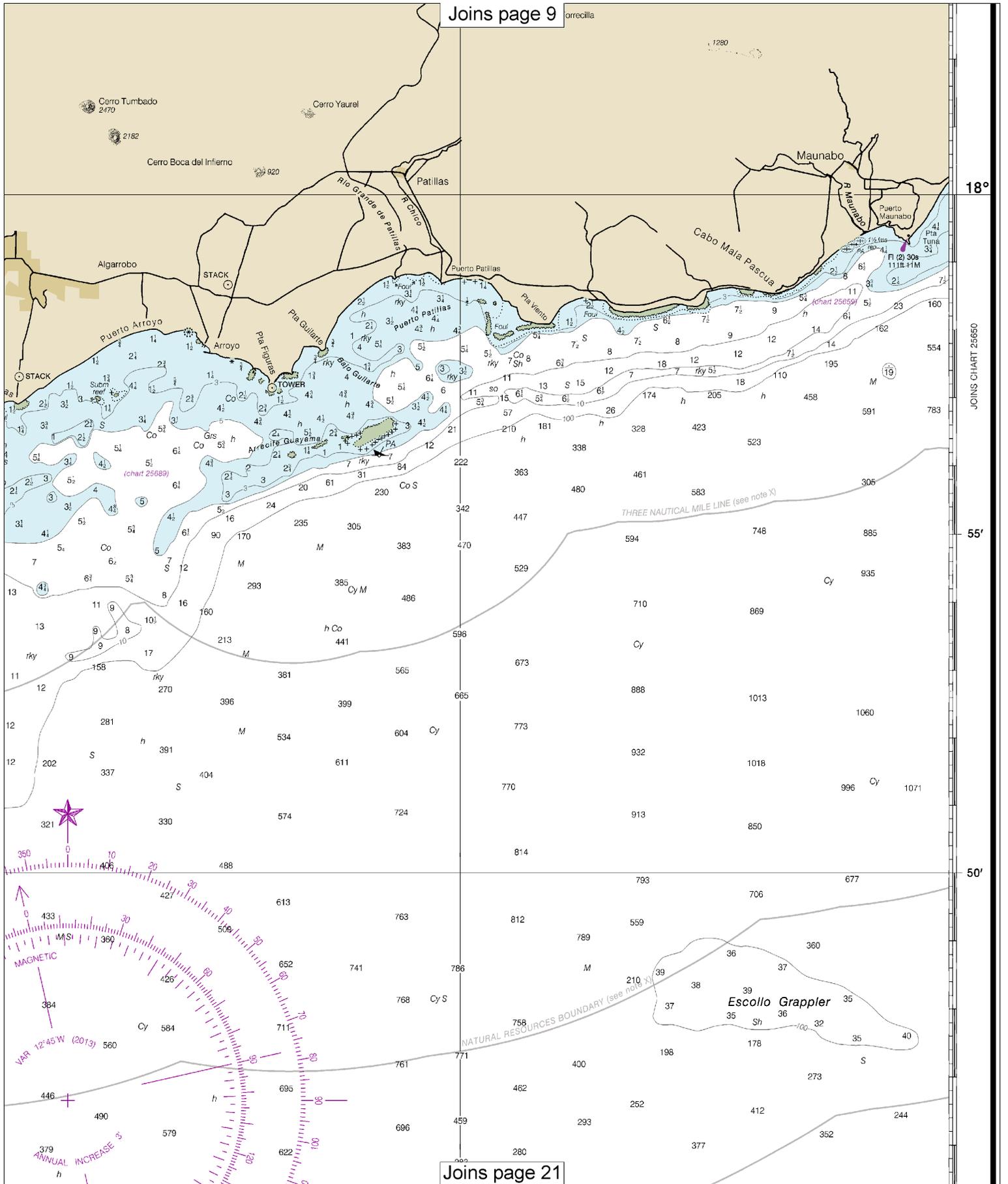
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



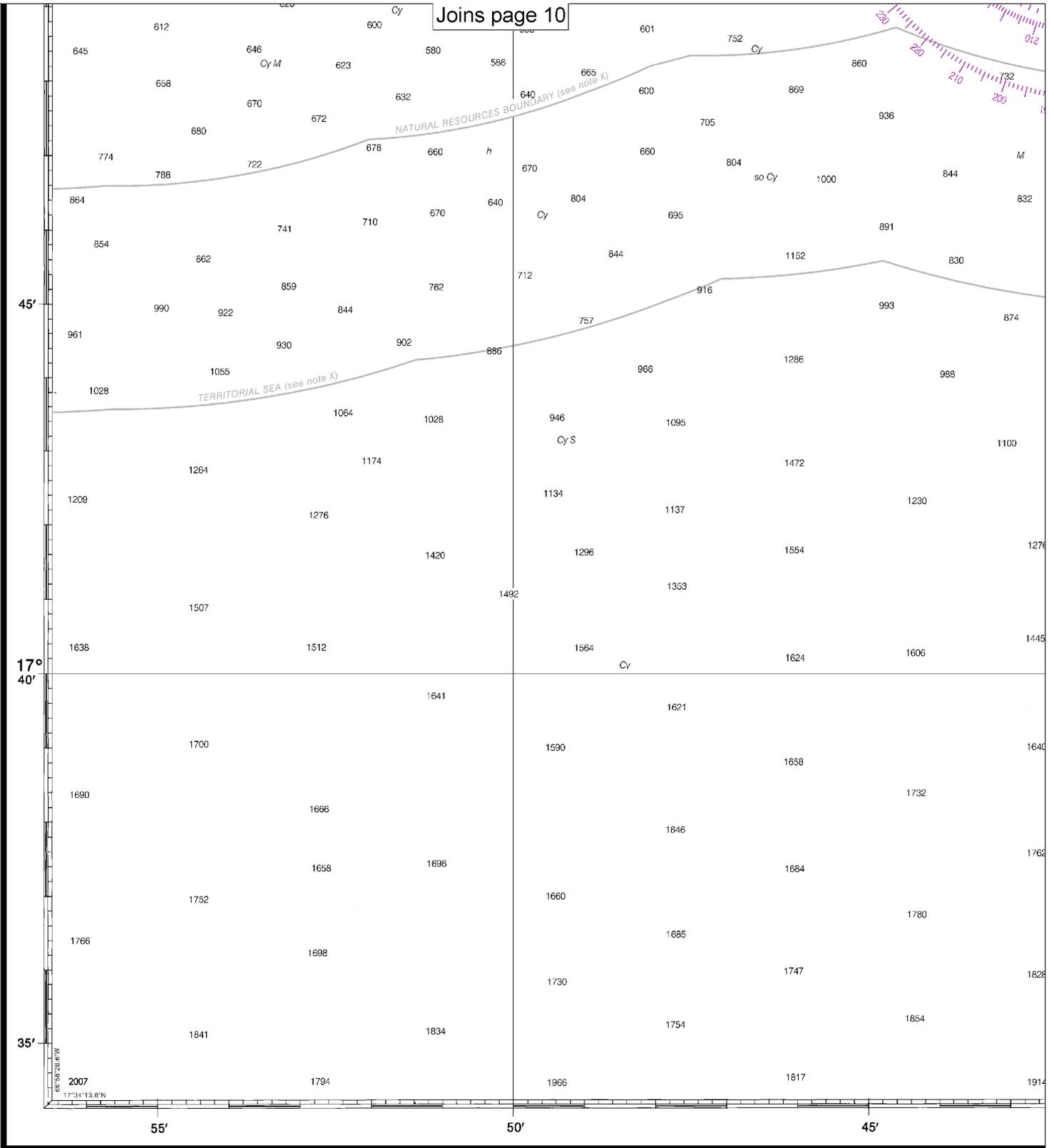


18°

55'

50'

JOINS CHART 25650



25677

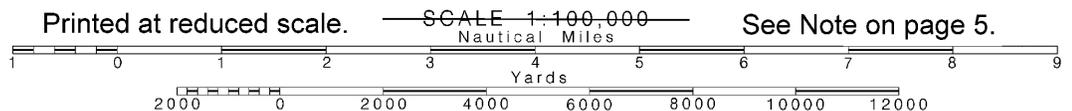
CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

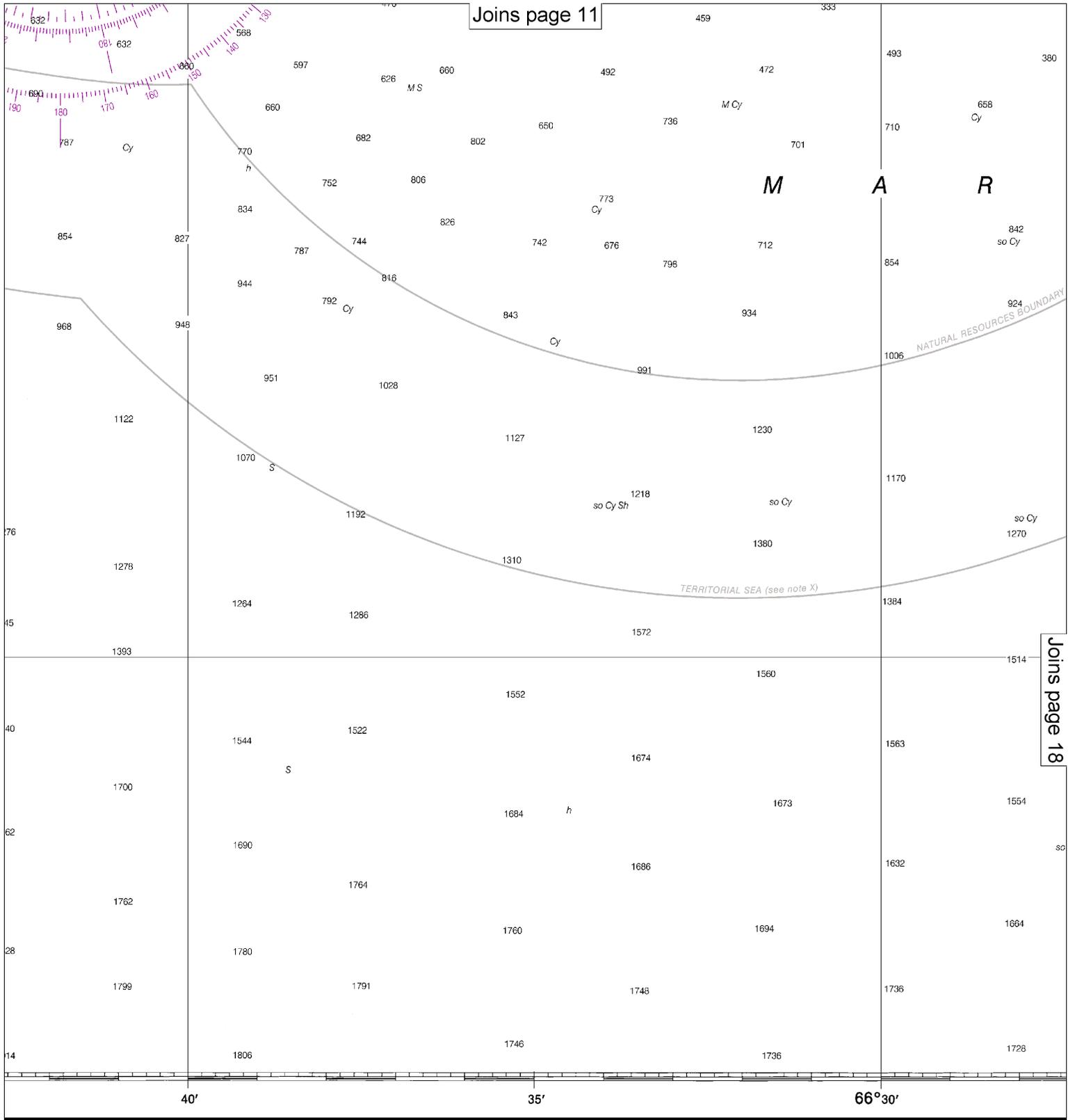
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CSD), 1611 Rte. 1, Silver Spring, Maryland 20910-3282.

22nd Ed., Jul. 2013. Last Correction: 6/15/2016. Cleared through:
 LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

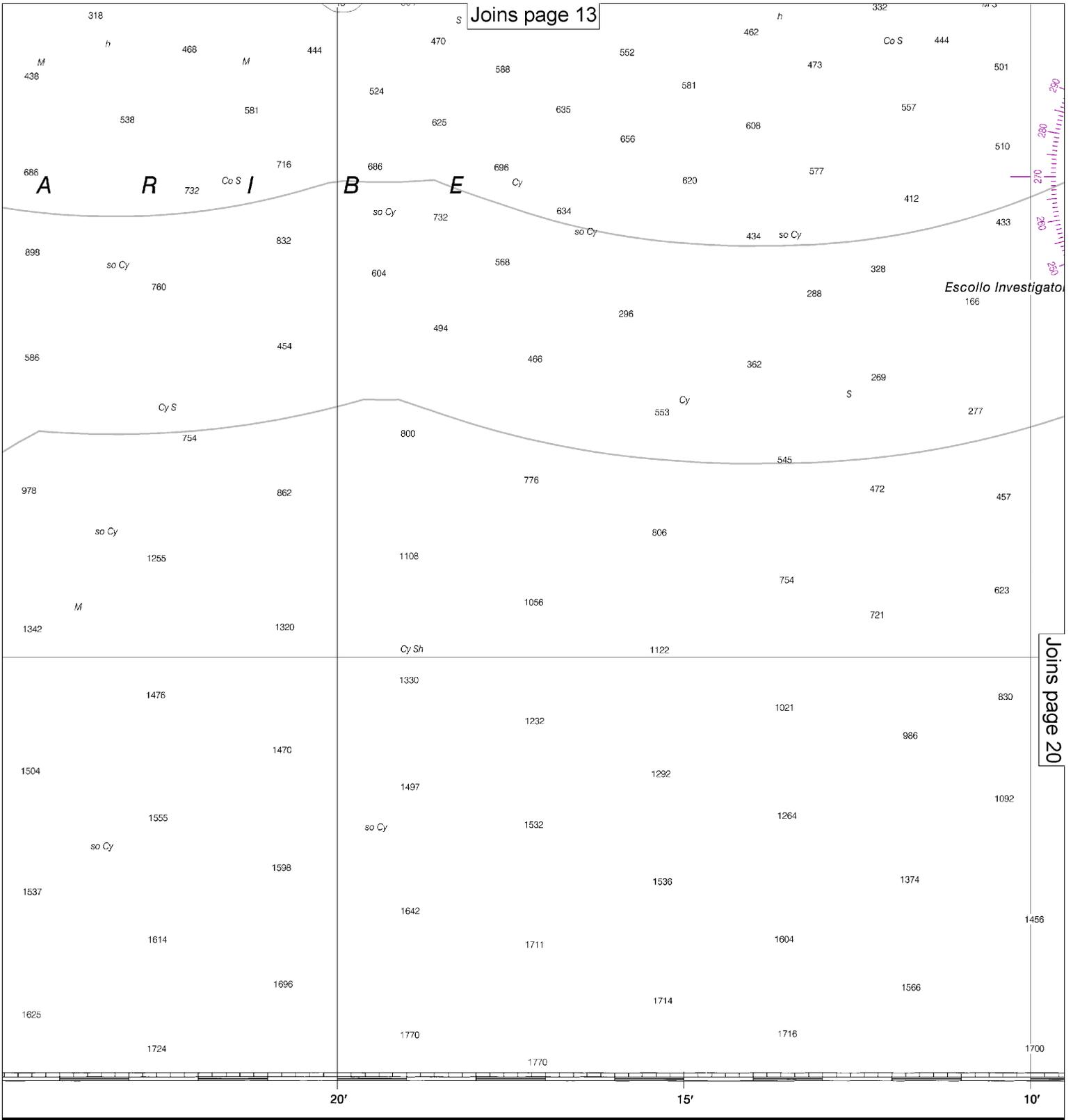
16

Note: Chart grid lines are aligned with true north.



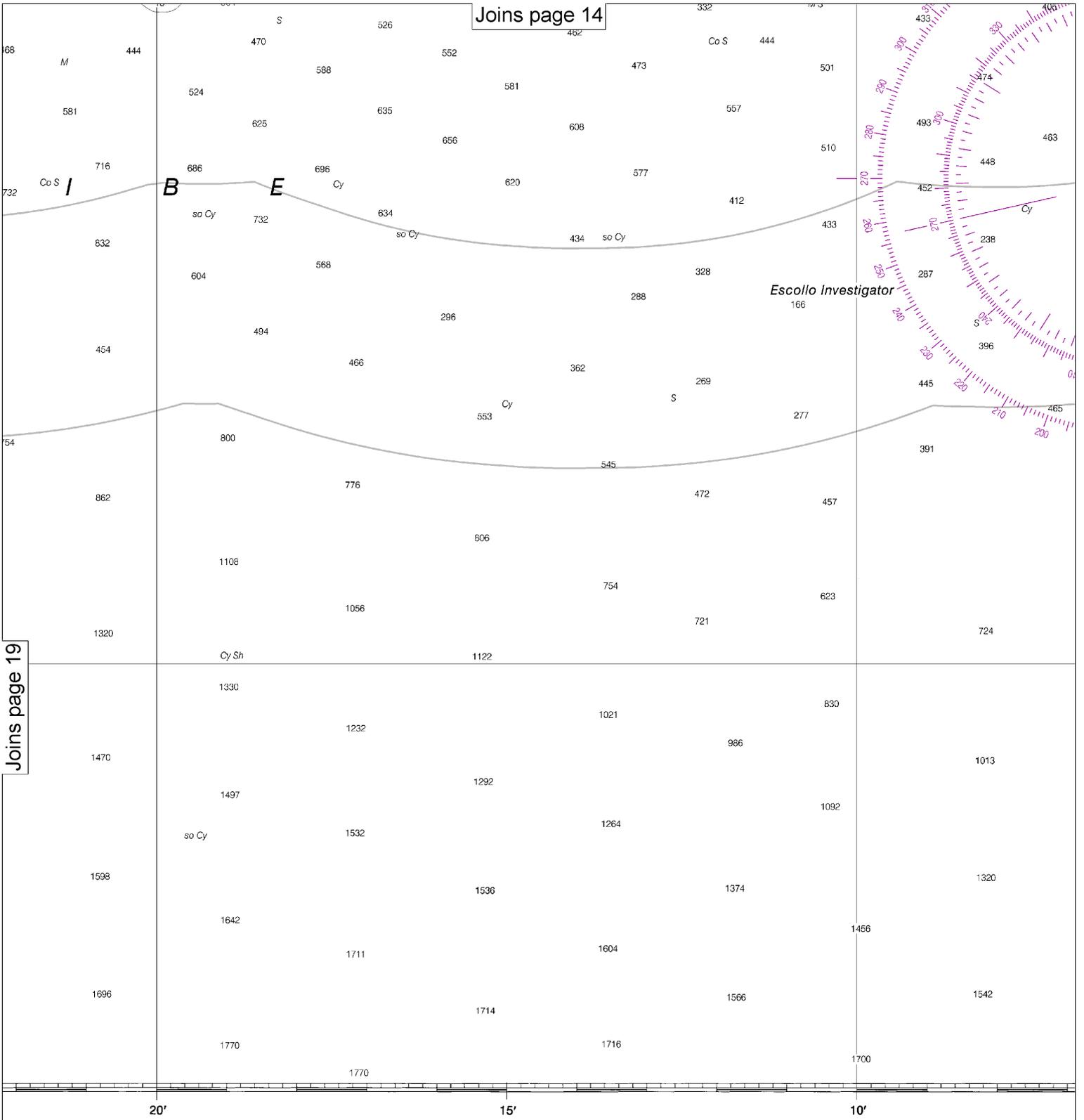


Navigation. The National
 Ocean Service, or comments for
 (CS2), National Ocean



at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL SYSTEM OF SURVEYS
 COAST AND GEODETIC SURVEY

SOUNDINGS IN



Escollo Investigator

Joins page 19

SOUNDINGS IN FATHOMS

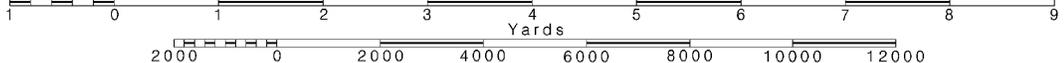


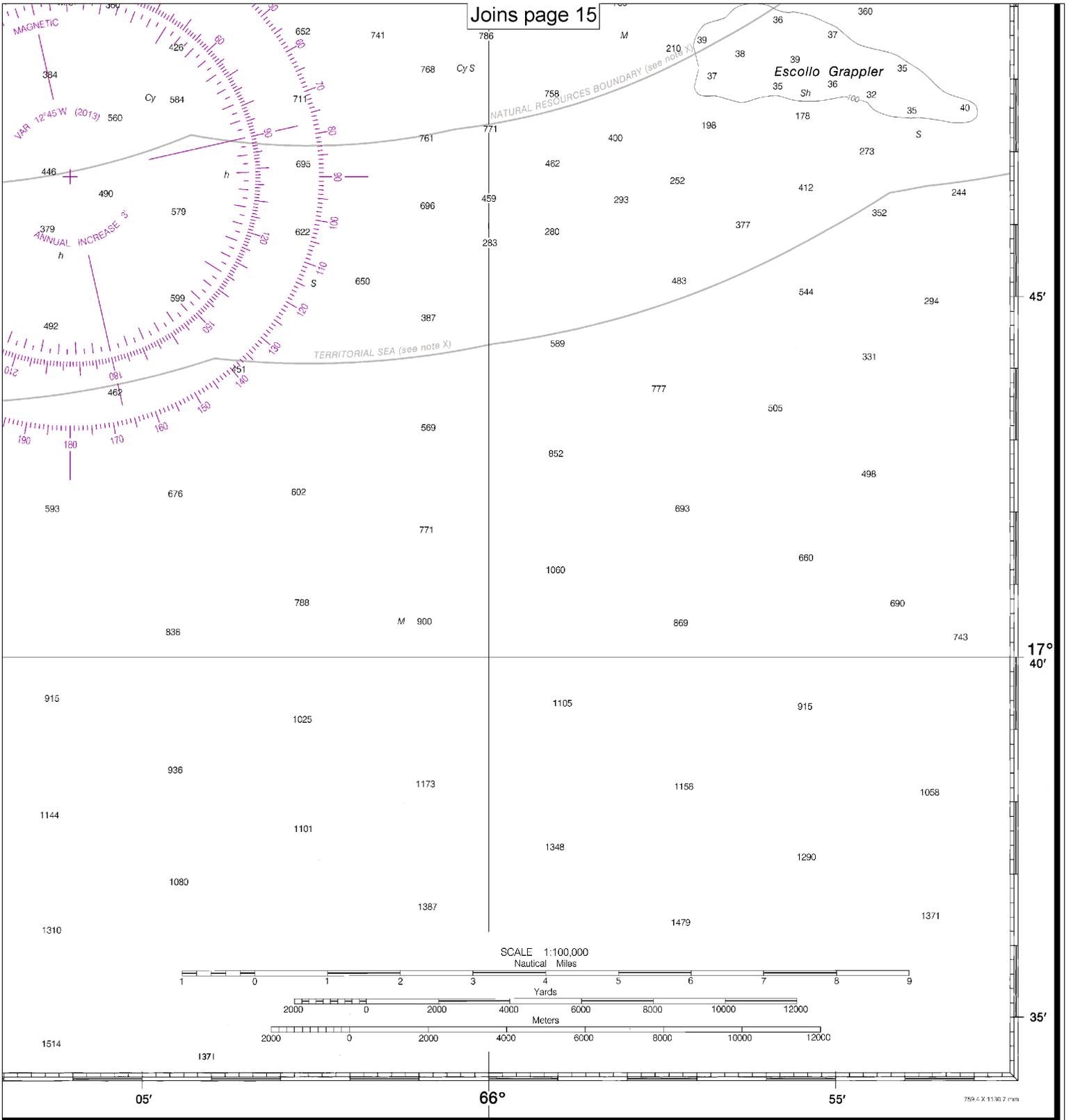
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.

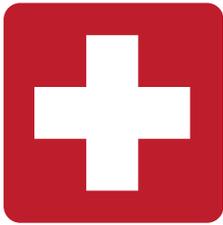




FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

South Coast of Puerto Rico
SOUNDINGS IN FATHOMS - SCALE 1:100,000

25677



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Interactive chart catalog — <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.