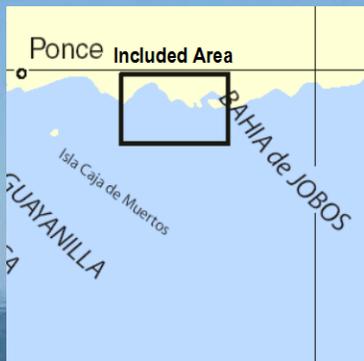


# BookletChart™

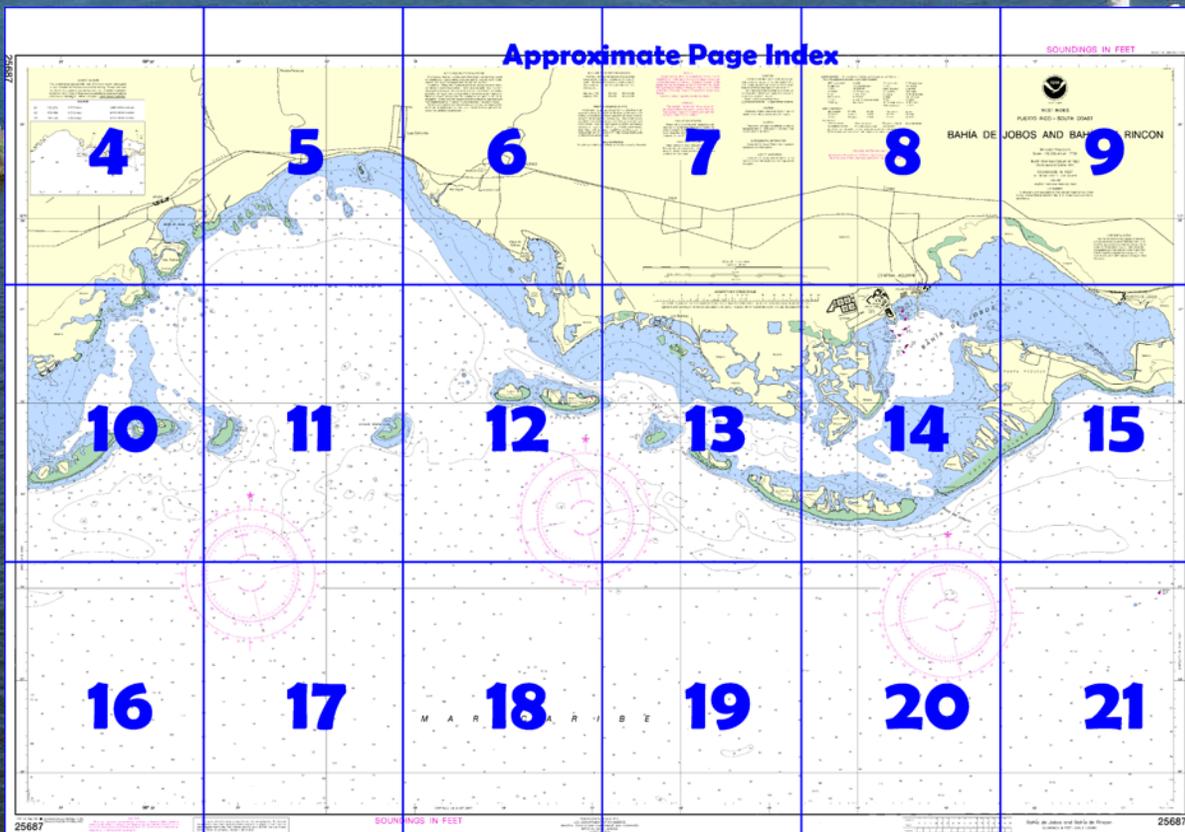
## Bahía de Jobos and Bahía de Rincon NOAA Chart 25687



*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.

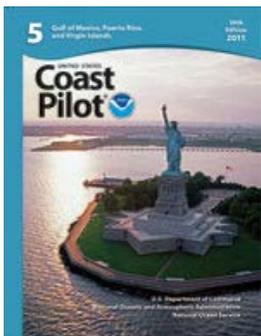
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25687>.



### (Selected Excerpts from Coast Pilot)

**Bahia de Jobos**, 20 miles W of Punta Tuna Light, is a good hurricane anchorage. The harbor is formed by **Punta Pozuelo**, a projecting point on the E side, and many islands on the S and SW sides. The shore and islands are low and are covered with thick brush and mangroves. **Central Aguirre**, on the NW side of the bay, is one of the largest sugar centrals of Puerto Rico. The E part of the bay is shoal and is used only by local fishing boats.

**Channels.**—The principal entrance to Bahia de Jobos is from the W between **Cayo Morrillo** and Cayos de Ratones, and thence through a marked dredged channel that leads to a turning basin and facilities of a

powerplant, and to a 1,000-foot-long pier at the head of the channel at Central Aguirre. In 1975, the dredged channel had a controlling depth of 26 feet for a midwidth of 150 feet to the turning basin and pier. In 1977, the basin, marked by private lighted buoys, had depths of 26 feet except for shoaling to 18 feet on the N and W sides. Shoaling to 7 feet exists NE of the basin.

**Boca del Infierno**, a small-boat entrance into Bahia de Jobos between **Cayos Caribes** and **Cayos de Barca**, has a depth of 11 feet over the bar which breaks with a heavy sea. This passage should be used only with local knowledge.

A privately dredged and marked channel leads E from **Punta Rodeo**, the NW extremity of Punta Pozuelo, along the N side of Punta Pozuelo to a private basin and barge receiving wharf of an oil company. In 1975, the channel had a controlling depth of 9 feet, with 9 to 16 feet available in the basin.

**Anchorage.**—Vessels sometimes anchor just inside the entrance between Cayo Morrillo and Cayos de Ratones to await daylight. There is a good anchorage in depths of 24 to 35 feet with grassy bottom NE of **Cayos de Pajaros**. The anchorage inside the bay is S of the pier at Central Aguirre in depths of 19 to 24 feet with soft mud bottom. A slight swell makes in through Boca del Infierno with S winds.

**Dangers.**—Numerous wooded islands with reefs awash and steep-to surround the S and SW part of Bahia de Jobos up to 1.5 miles from the mainland. There are passages between some of the island groups, but only the principal entrance E of Cayos de Ratones should be used by large vessels and small boats without local knowledge.

**Pilotage, Bahia de Jobos.**—See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots from Ponce serve this harbor. Vessels are boarded off Cayos de Ratones.

**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.)

Puerto Jobos is a **customs port of entry**.

**Bahia de Rincon**, 26 miles W of Punta Tuna Light, is a 5-mile-wide bay used only by local fishing boats that anchor near **Playa de Salinas** in the NE part. There is a good anchorage in depths of 24 to 30 feet in the E part of the bay during ordinary weather. The bay shoals to 18 feet and less within 1 mile of the shore in some places.

**Arrecife Media Luna** and **Cayo Alfenique** obstruct the entrance to Bahia de Rincon from S. The reefs are partly bare or awash, steep-to, and the sea breaks on them. The W side is obstructed by **Cayos de Caracoles** and **Cayos Cabezazos**. Reefs awash or bare and nearly steep-to surround the islands, and the sea always breaks on their S sides. Foul ground with depths of 1 to 6 feet extends N to **Punta Petrona**, the W point of the bay.

Depths of 23 to 28 feet can be taken to anchorage in Bahia de Rincon on either side of Arrecife Media Luna; avoid the 12-foot shoal 0.4 mile NW of Cayos de Ratones. Small vessels with local knowledge also use the narrow channel N of Cayos de Ratones.

In 1967, a rock pinnacle, covered 6 fathoms, was reported in about 17°50.6'N., 66°18.3'W., about 5 miles S of the light on the E end of Cayos de Ratones. (See chart 25677.)

### 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](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>

25687

23'

66° 22'

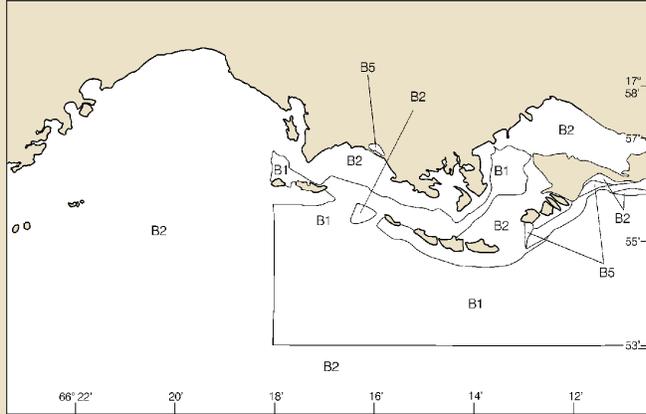
21'

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

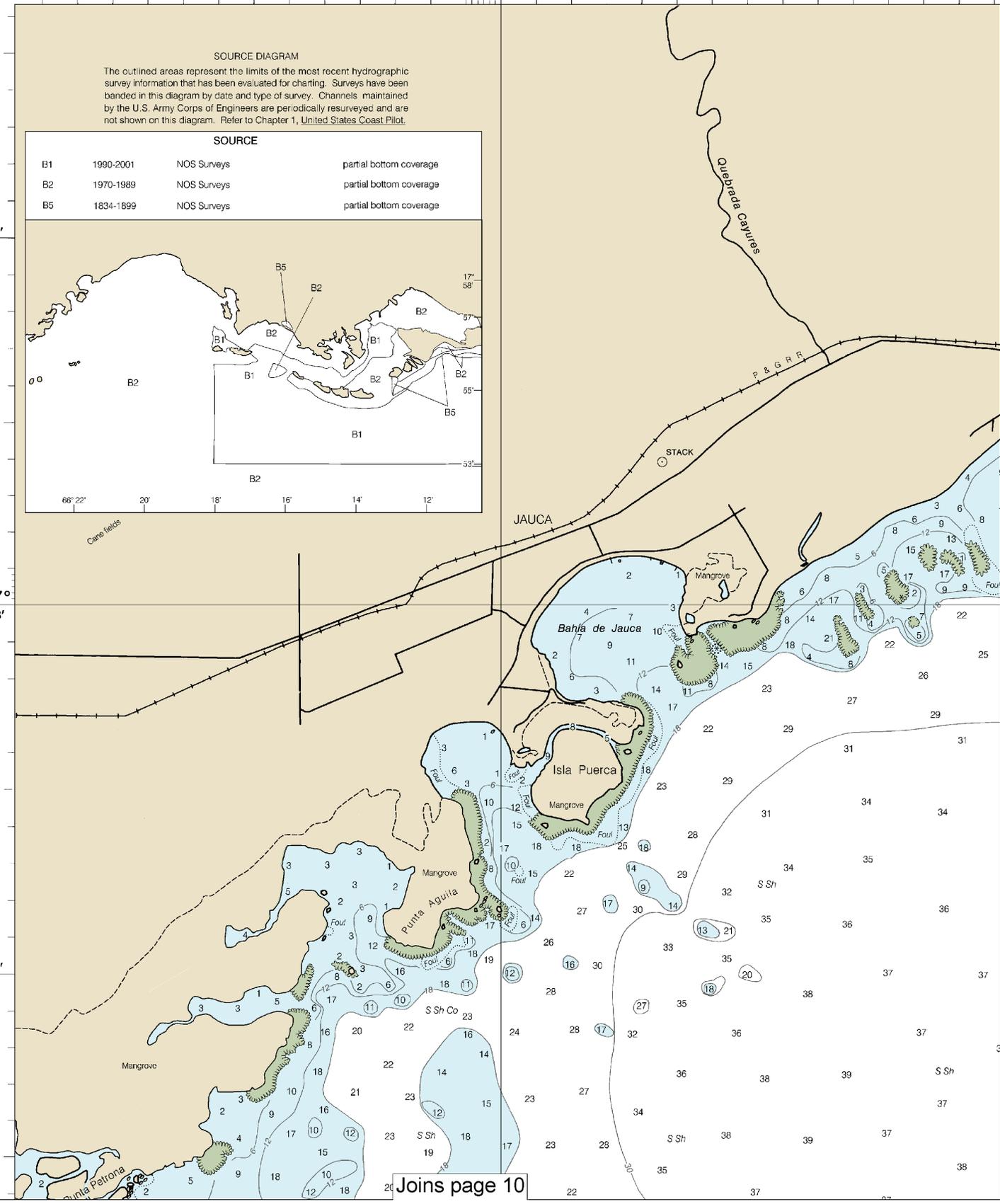
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B5	1834-1899	NOS Surveys	partial bottom coverage



59'

17° 58'

57'



Joins page 10

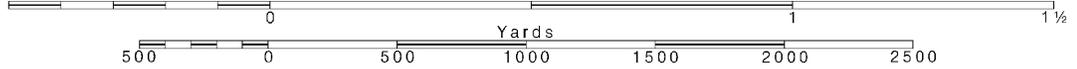
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



20'

19'

18'

Parcela Penueñas

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.

Las Ochenta

SALINAS

R TR (WHOY) 1210 kHz

Rio Nigua

Joins page 6

Playa de Salinas

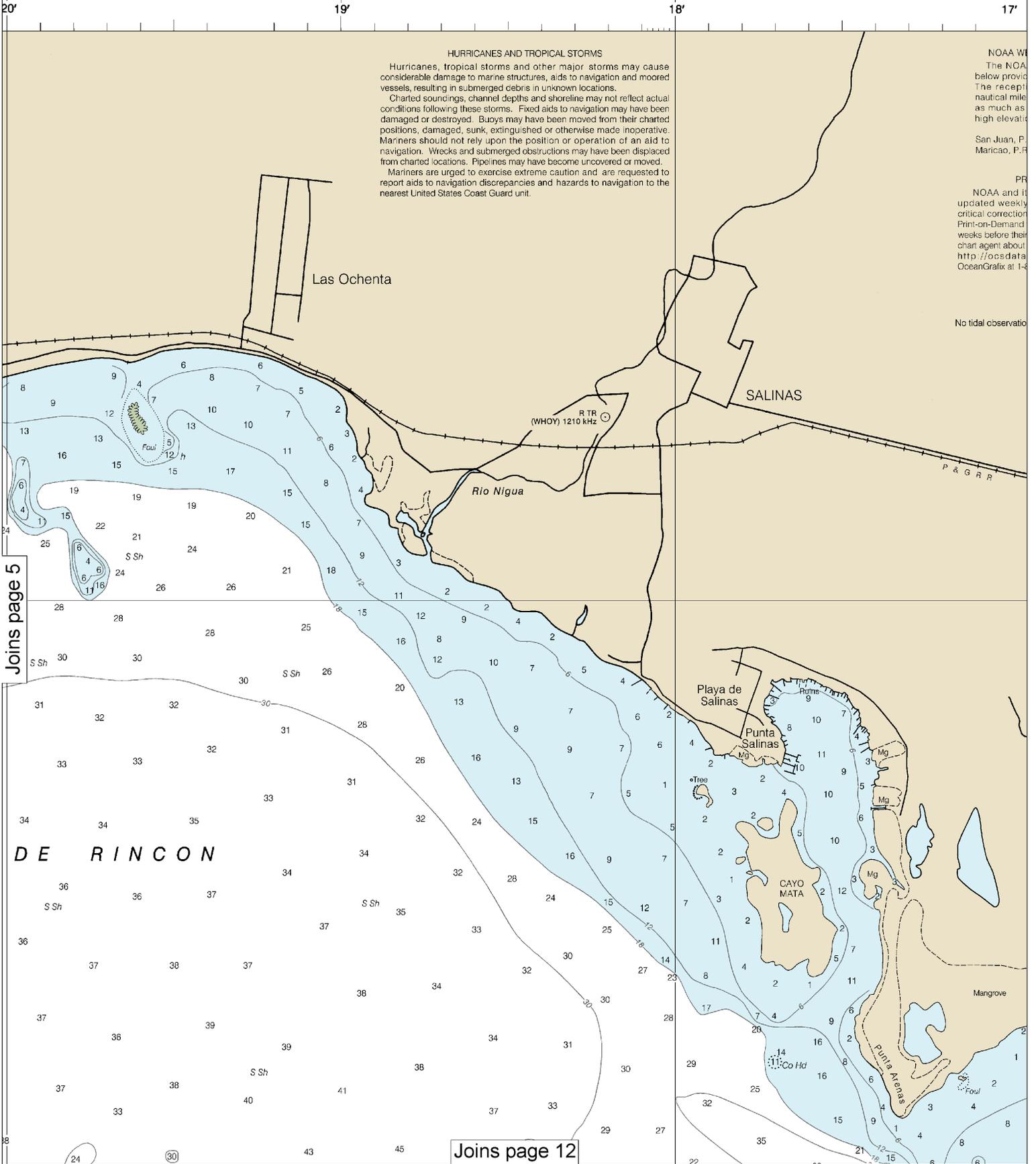
Punta Salinas

BAHÍA DE RINCON

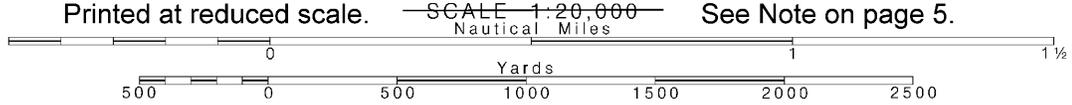
CAYO MATA

Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. 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.



16'

15'

14'

**WEATHER RADIO BROADCASTS**

AA Weather Radio stations listed provide continuous weather broadcasts. Their range is typically 20 to 40 miles from the antenna site, but can be as far as 100 nautical miles for stations at sea.

P.R. WXJ-69 162.40 MHz  
R. WXJ-68 162.55 MHz

**PRINT-ON-DEMAND CHARTS**

Its partner, OceanGrafix, offer this chart electronically by NOAA for Notices to Mariners and other users. Charts are printed when ordered using their technology. New Editions are available 2-8 days after release as traditional NOAA charts. Ask your local dealer for Print-on-Demand charts or contact NOAA at <http://a.nod.noaa.gov/idrs/inquiry.aspx>, or 1-877-56CHART or <http://www.oceangrafix.com>.

**TIDAL INFORMATION**

Information is available for the area covered by this chart.

**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.

**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.

**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.

**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.

**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)

**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.

**AIDS TO NAVIGATION**

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

**ABBREVIATIONS** (For complete list of Symbols see U.S. Coast Pilot 5)

Aids to Navigation (lights are white unless otherwise noted)  
AERO aeronautical G green  
Al alternating IO interrupted  
B black Iso isophase  
Bn beacon LT HO light  
C can M nautical mile  
DIA dialphone m minutes  
F fixed MICROC TR marker  
Fl flashing Mkr marker

**Bottom characteristics:**

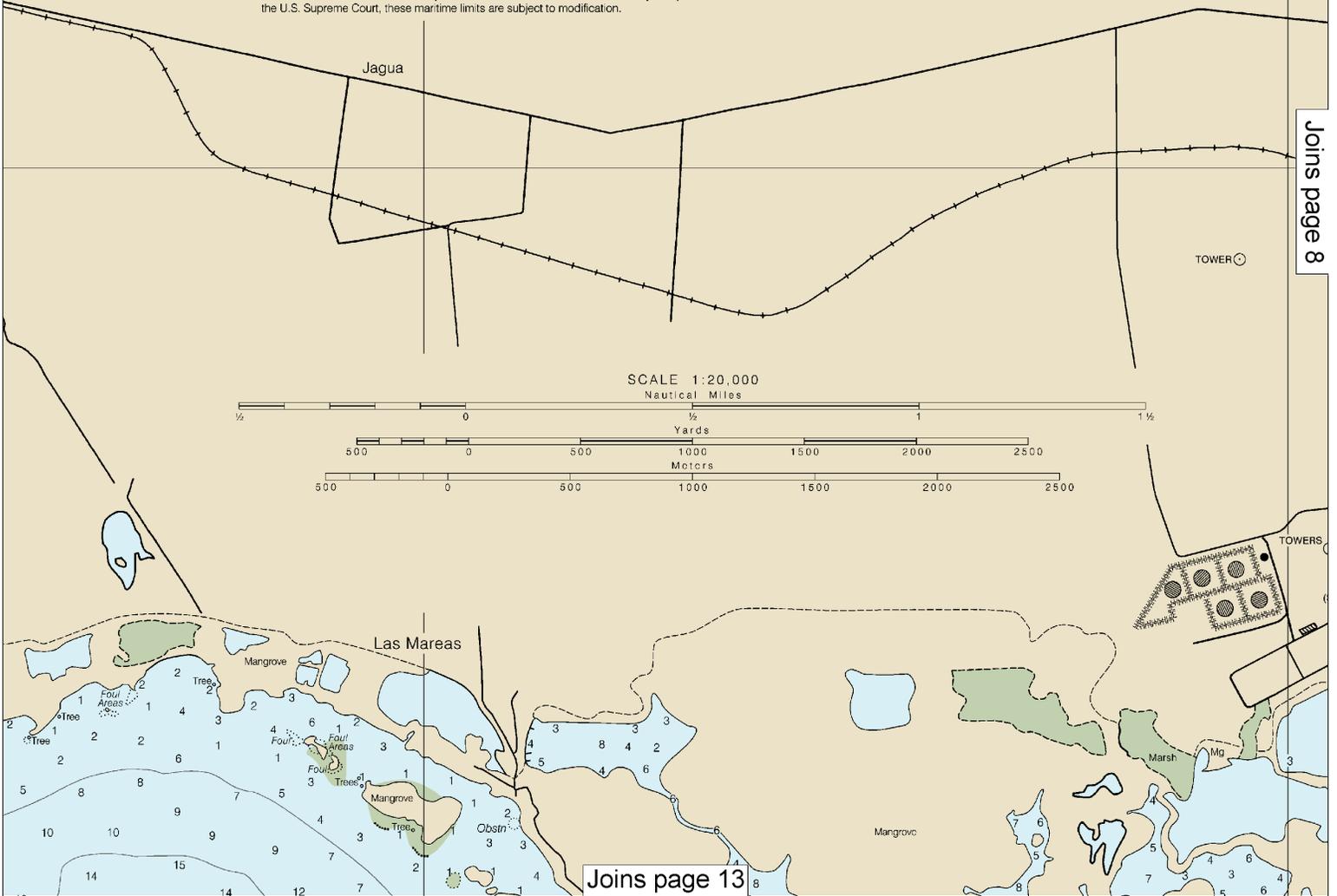
Bids boulders Co coral  
bk broken G gravel  
Cl clay Grs grass

**Miscellaneous:**

AUTH authorized Obstr obst  
ED existence doubtful PA position  
① Wreck, rock, obstruction, or shoal  
② Rocks that cover and uncover, with

**COLREGS.**

International Regulations for Preventing Collisions at Sea  
The entire area of this chart falls within the scope of these regulations.



16'

15'

14'

**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.  
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⊙ (Accurate location) ○ (Approximate location)

**CAUTION**

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**CAUTION**

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**SUPPLEMENTAL INFORMATION**

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

**AIDS TO NAVIGATION**

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

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

Aids to Navigation (lights are white unless otherwise indicated):

AERC aeronautical	G green	Mo morse code	R TR radio to
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	lsc isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

**Bottom characteristics:**

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

**Miscellaneous:**

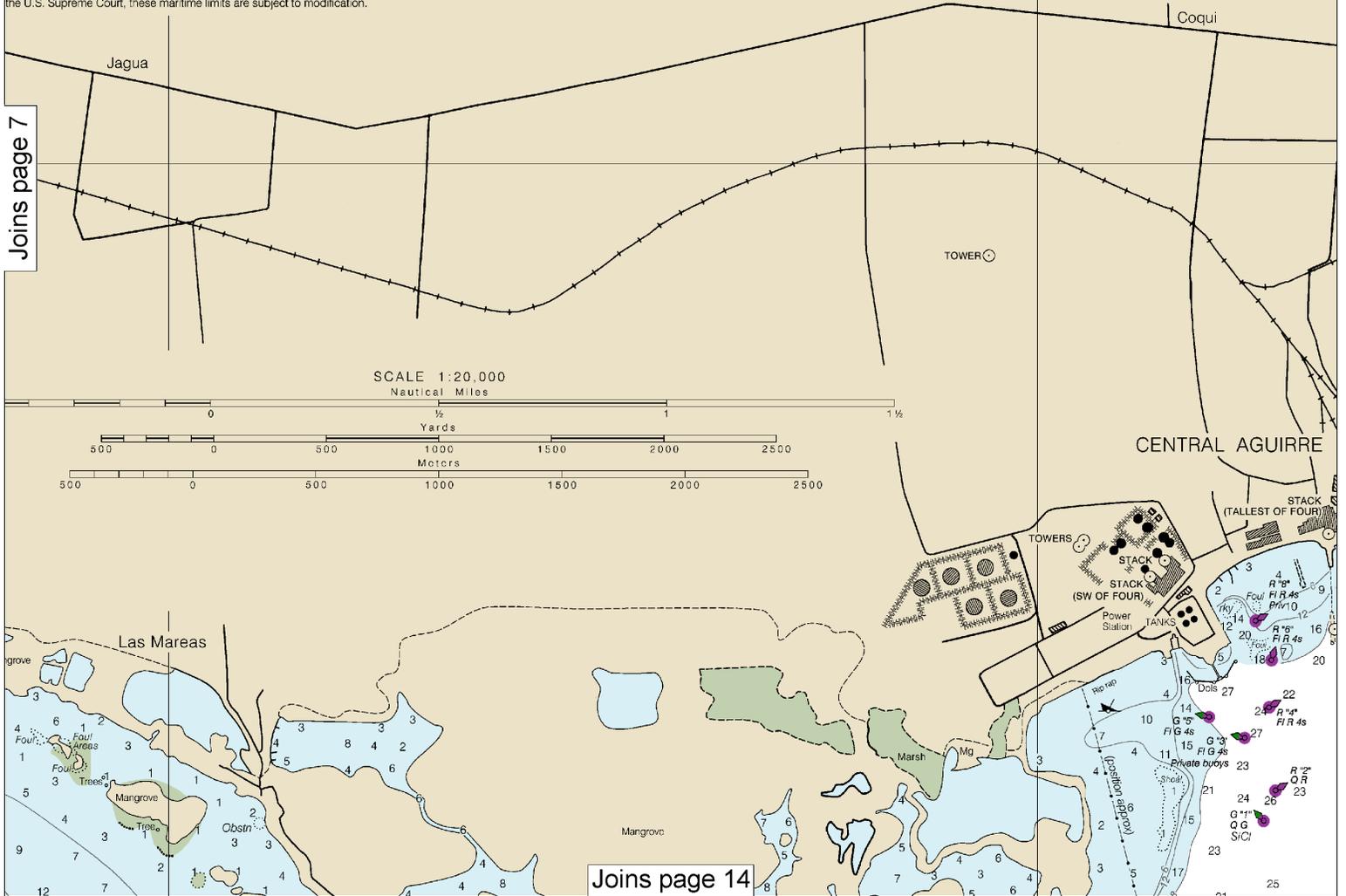
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submer
ED existence doubtful	PA position approximate	Rep reported	

21 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.

**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.

Joins page 7



Joins page 14

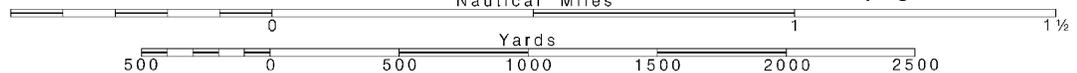


Note: Chart grid lines are aligned with true north.

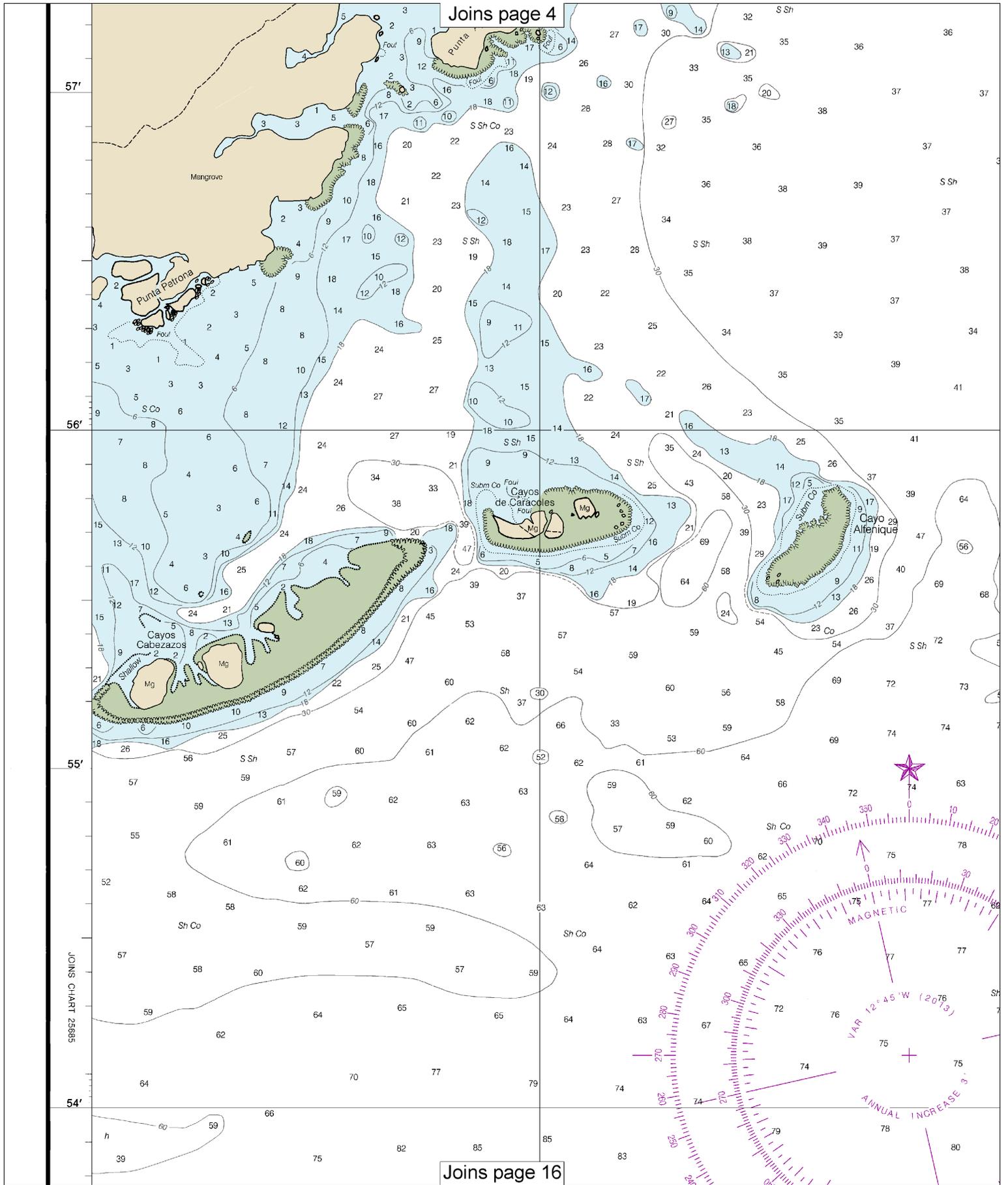
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

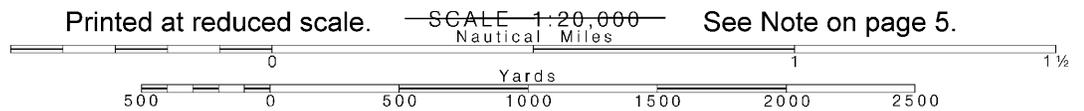


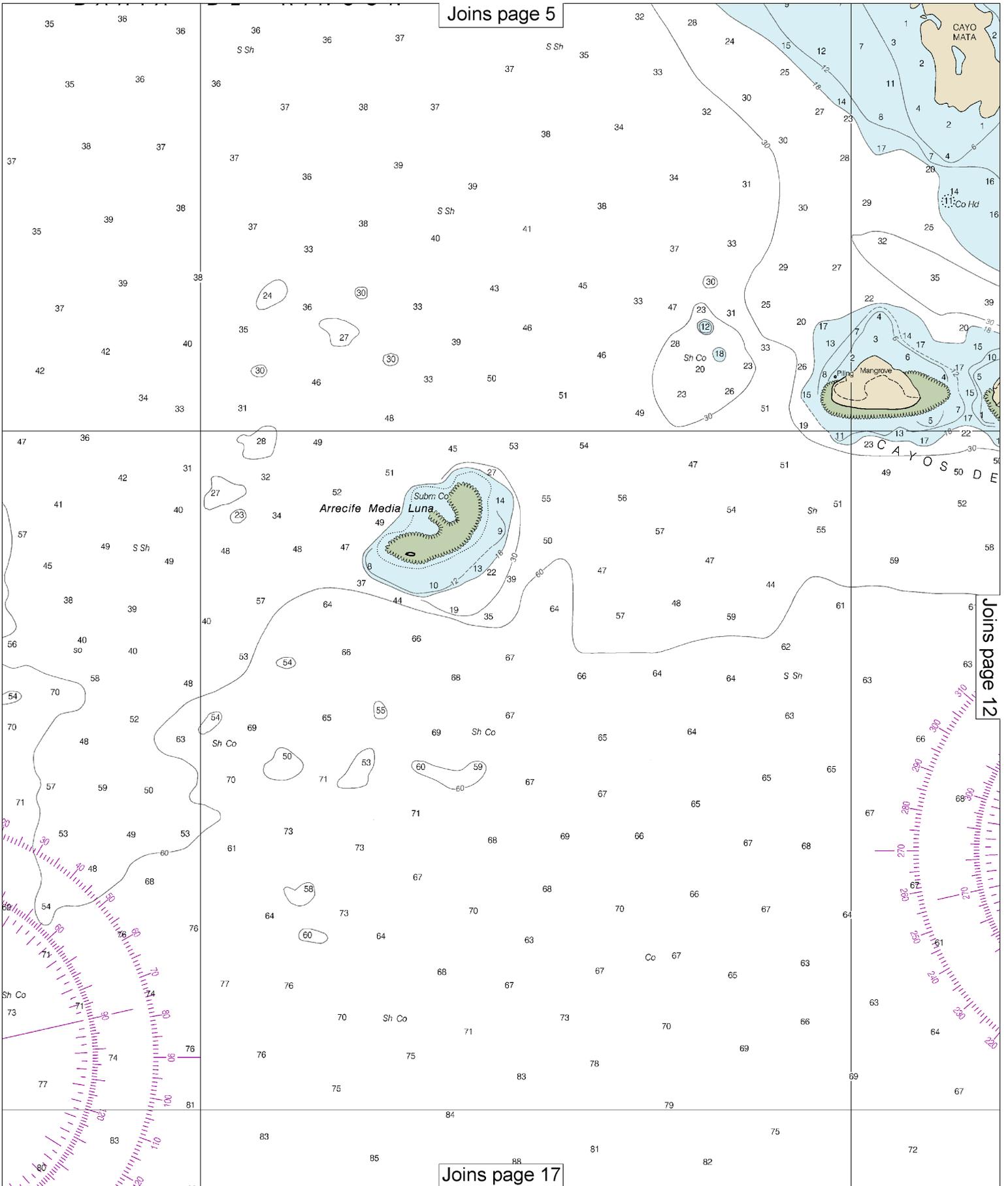




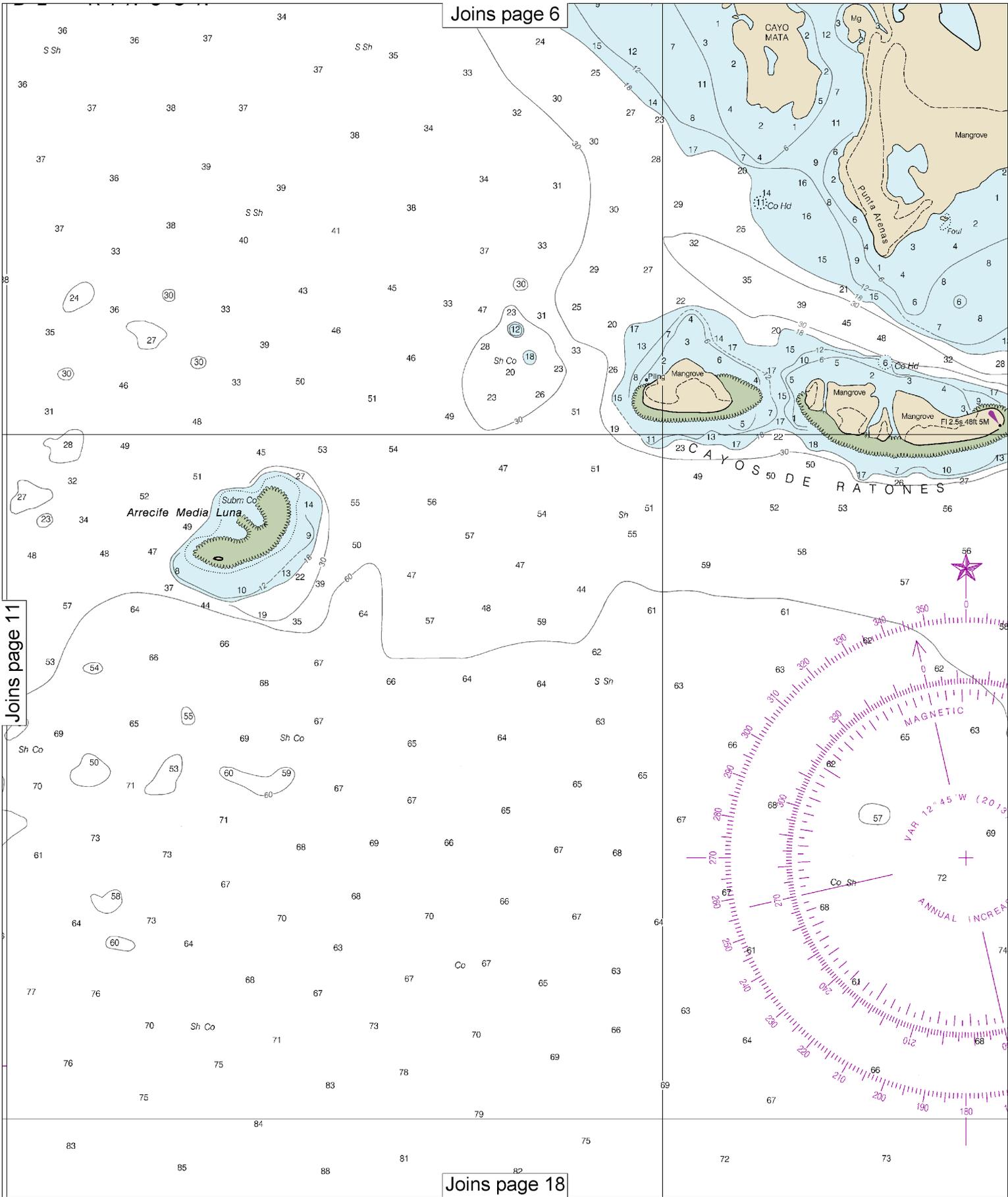
**10**

Note: Chart grid lines are aligned with true north.





Joins page 6



Joins page 11

Joins page 18

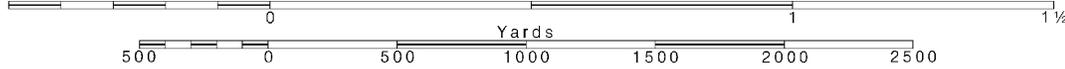
12

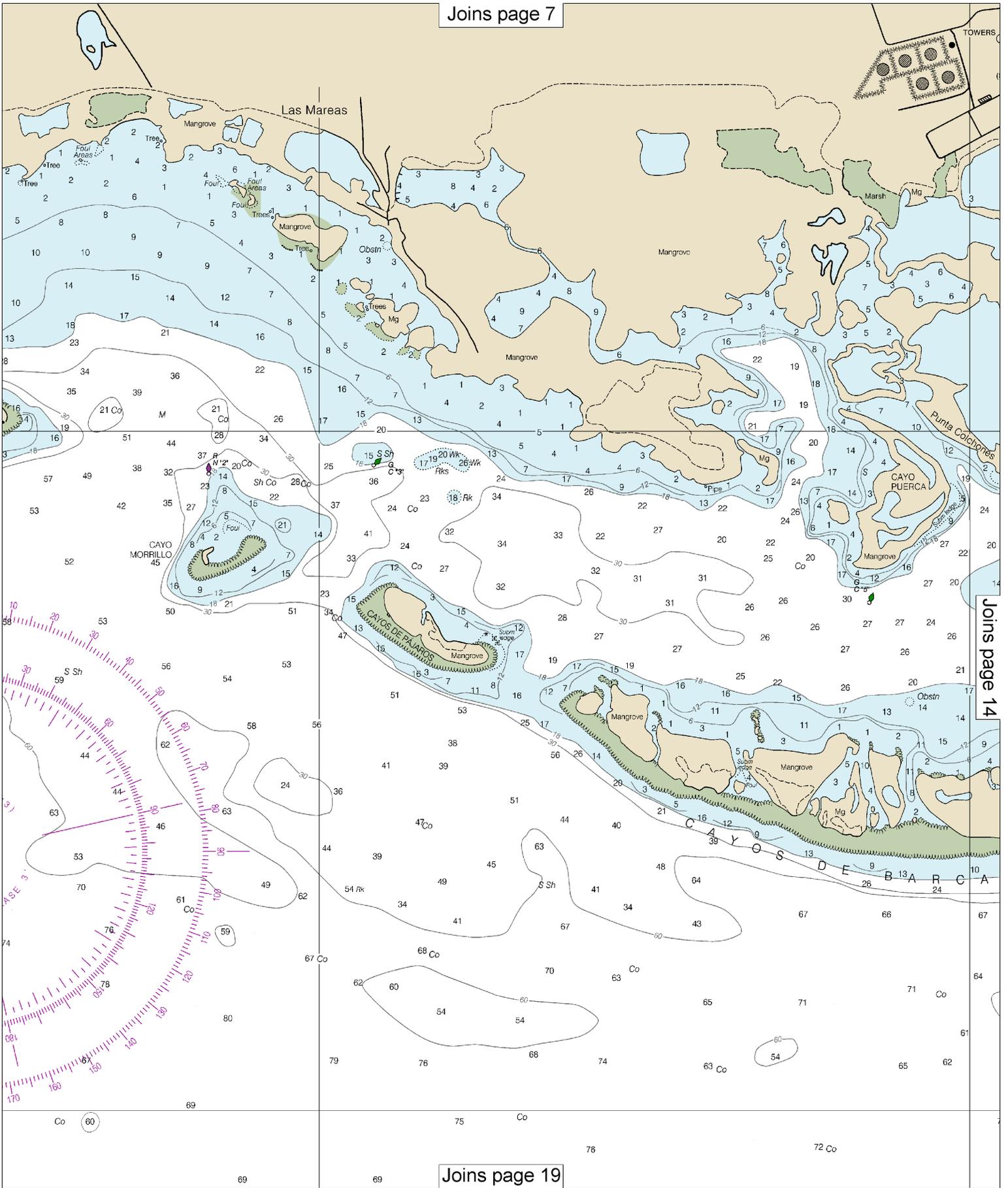
Note: Chart grid lines are aligned with true north.

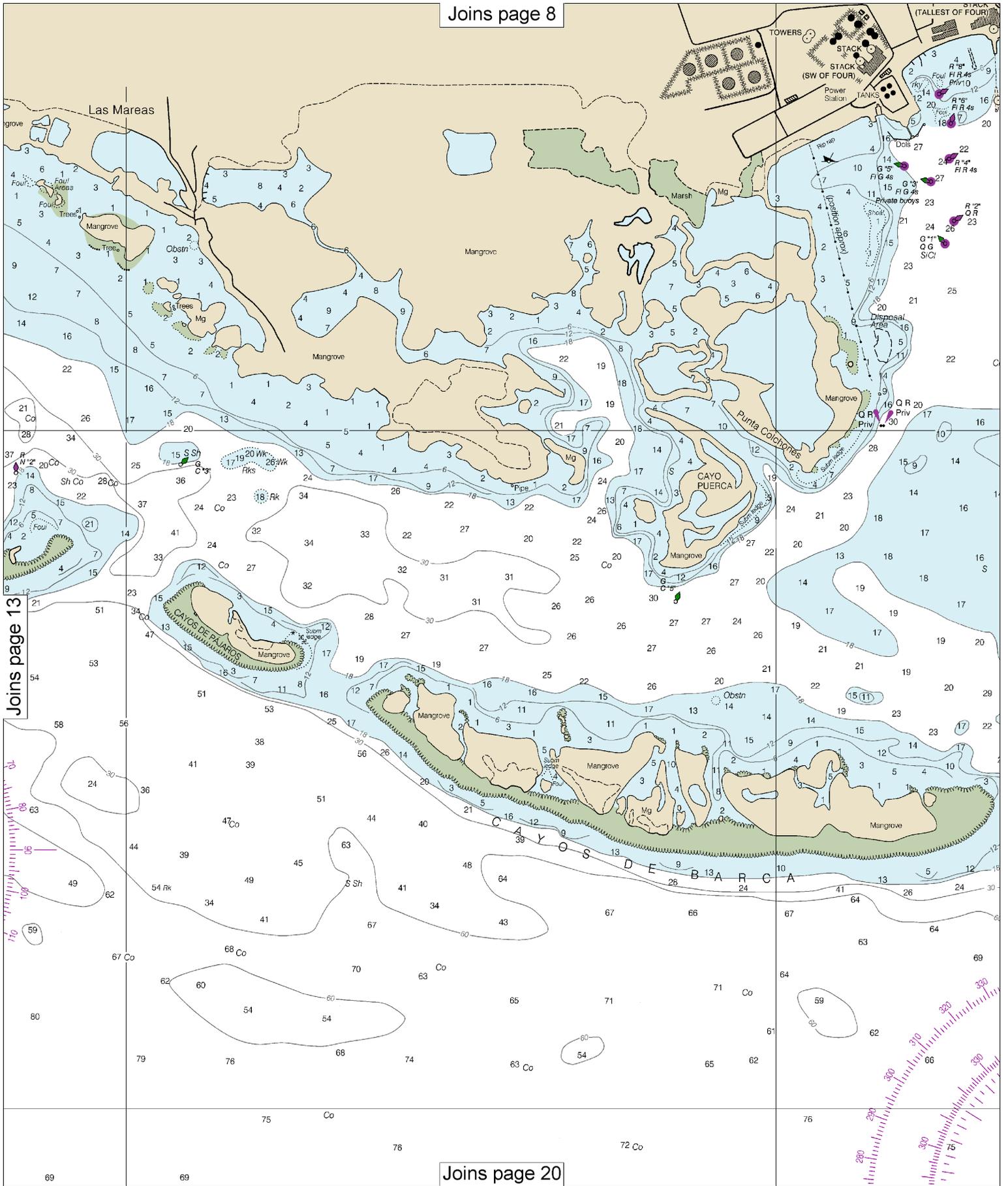
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 13

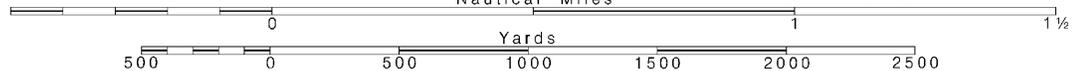
14

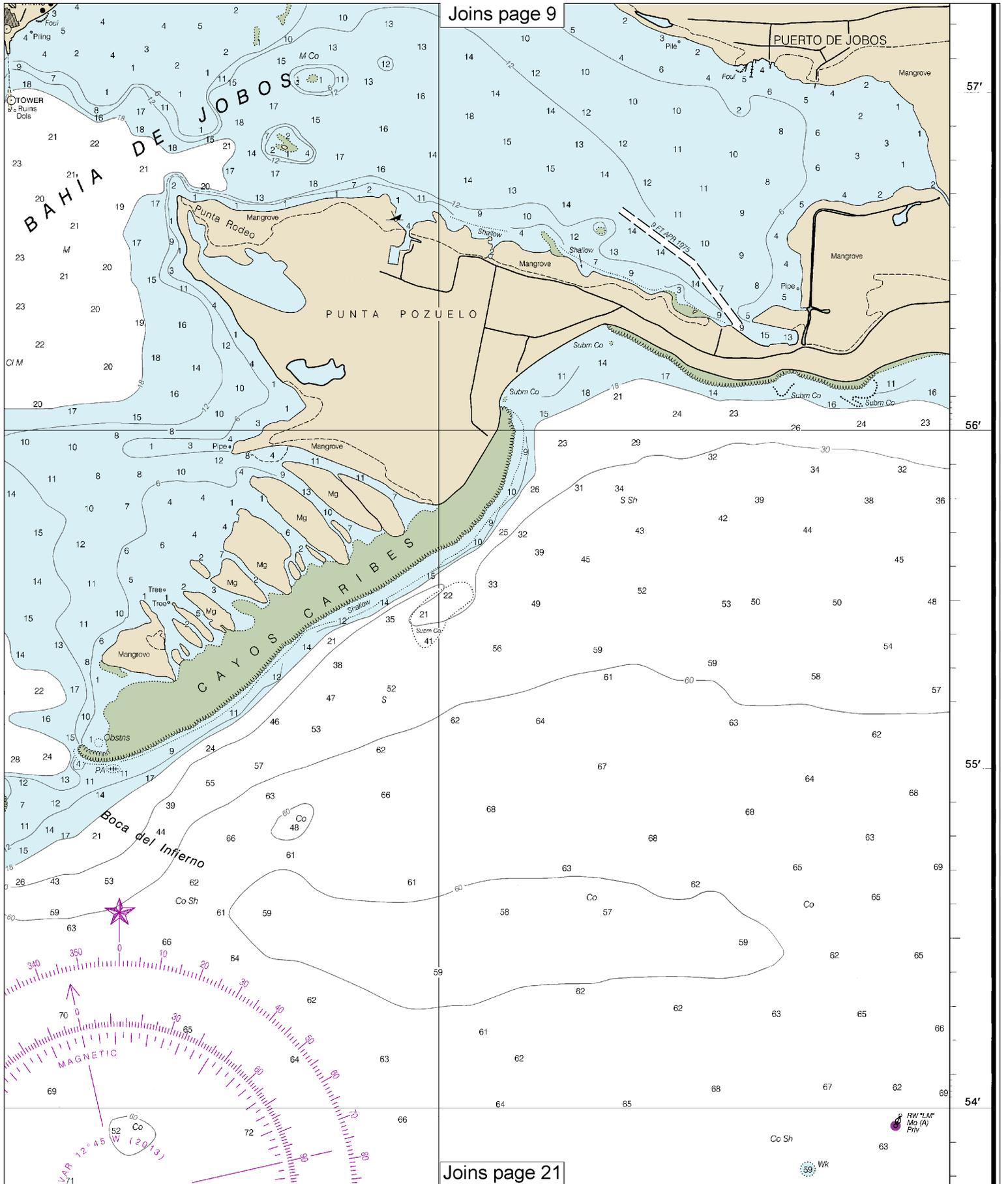
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

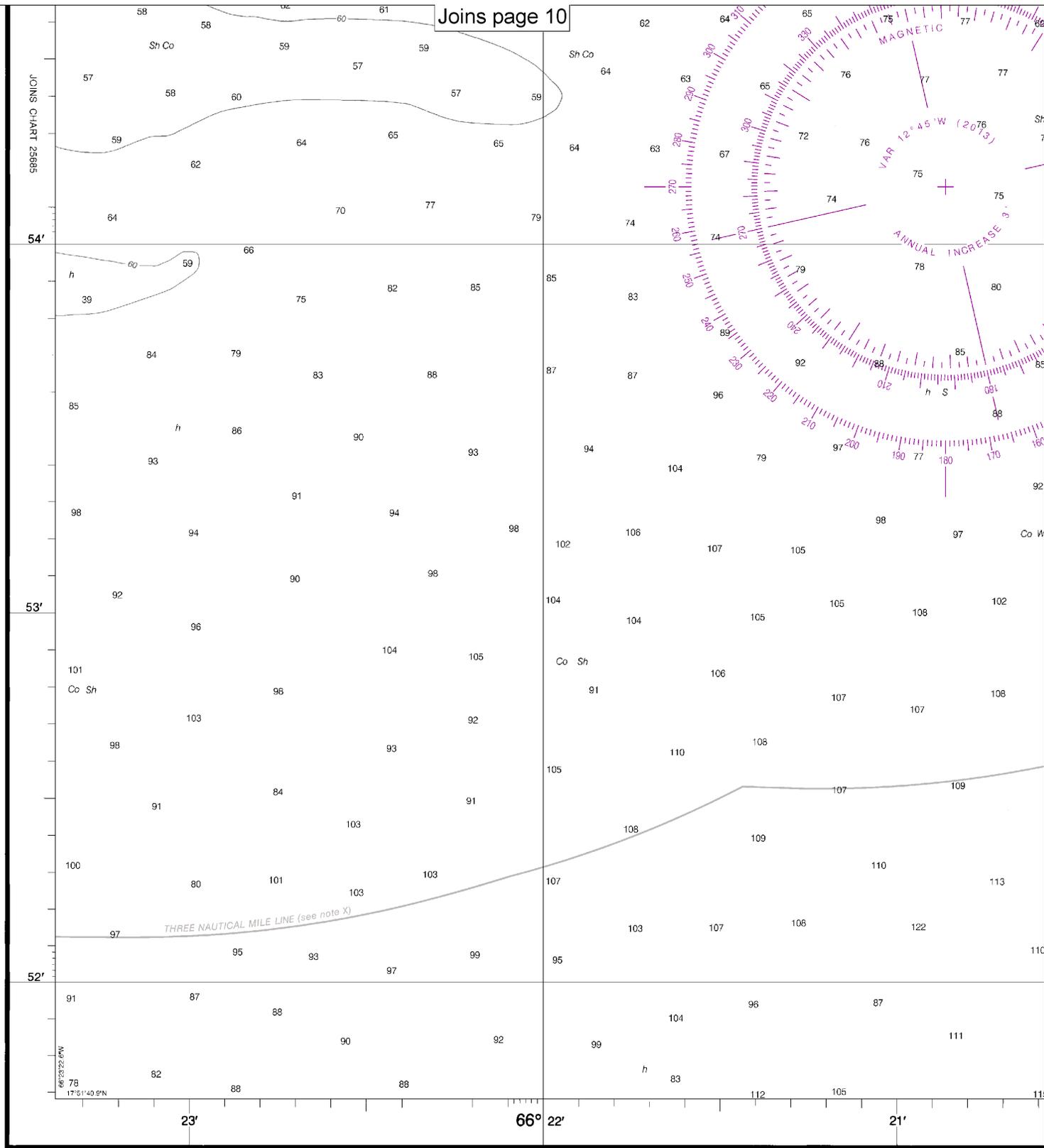
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





JOINS CHART 25687



25687

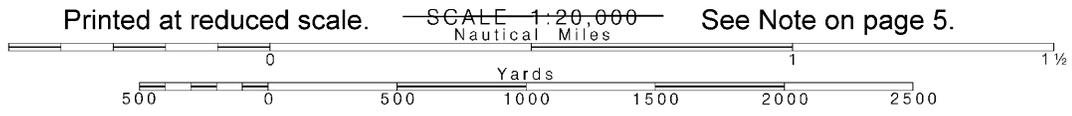
13th Ed., Sep. 2013. Last Correction: 10/1/2015. Cleared through: LNM: 4716 (11/22/2016), NM: 4816 (11/26/2016)

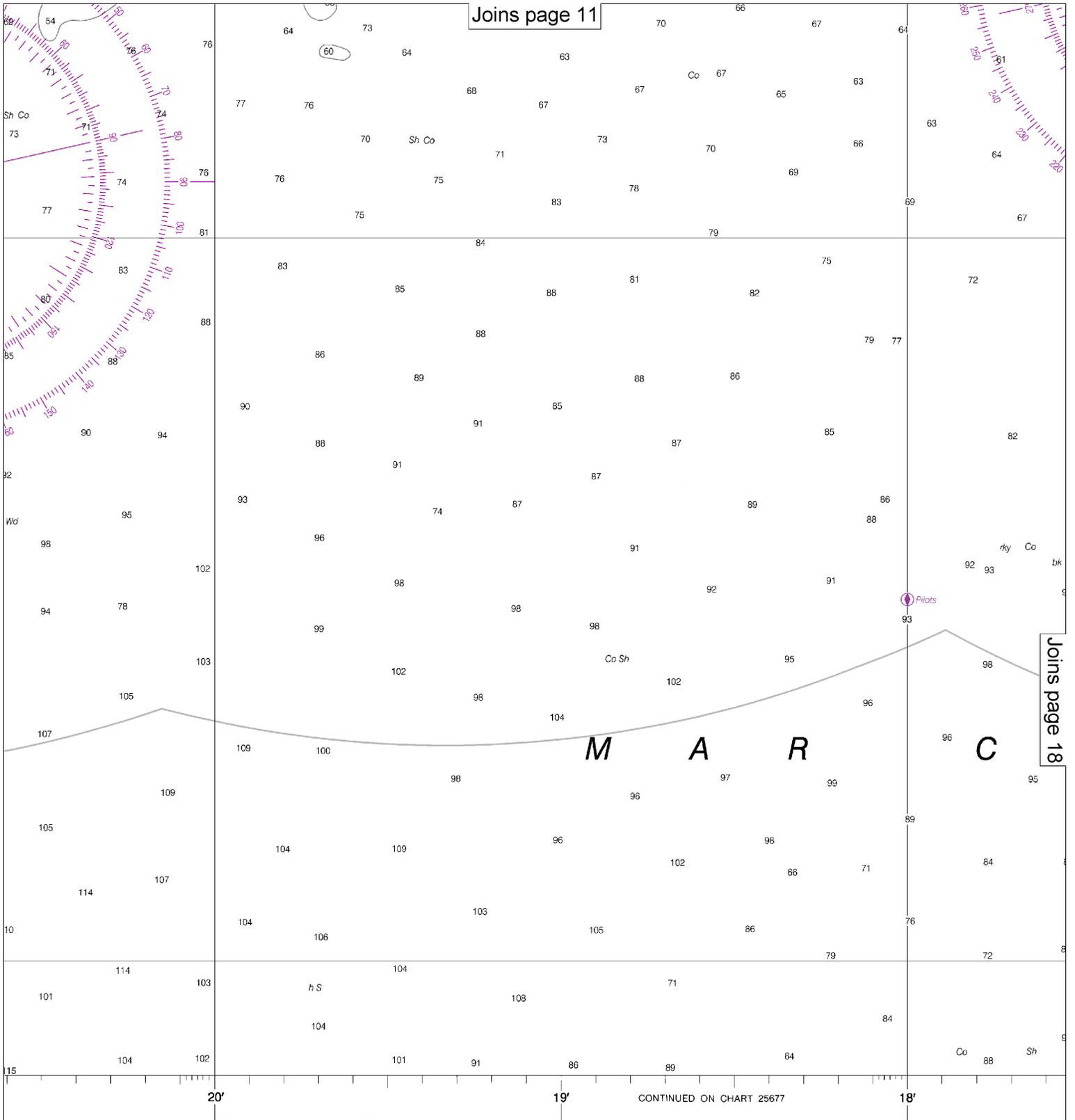
**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

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

16

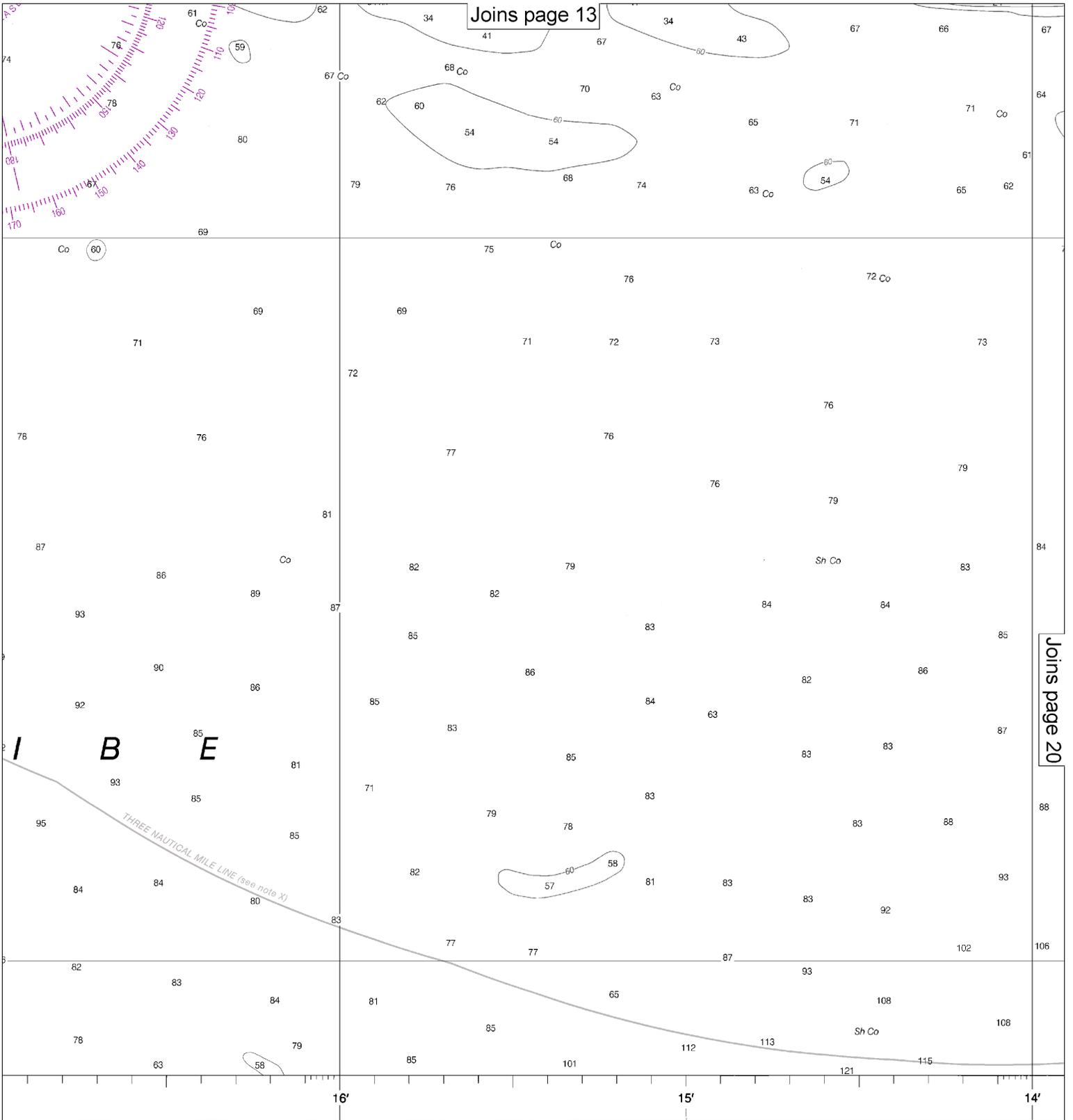
Note: Chart grid lines are aligned with true north.





SOUNDINGS IN FEET

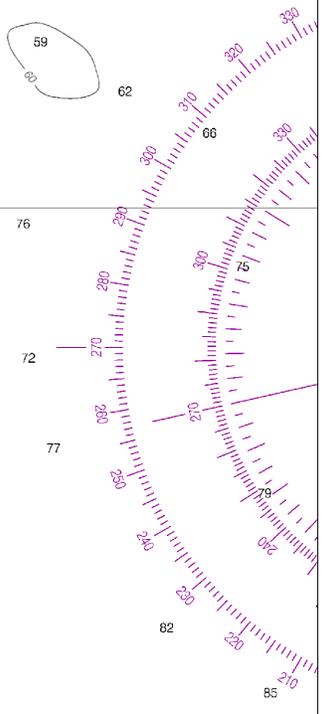
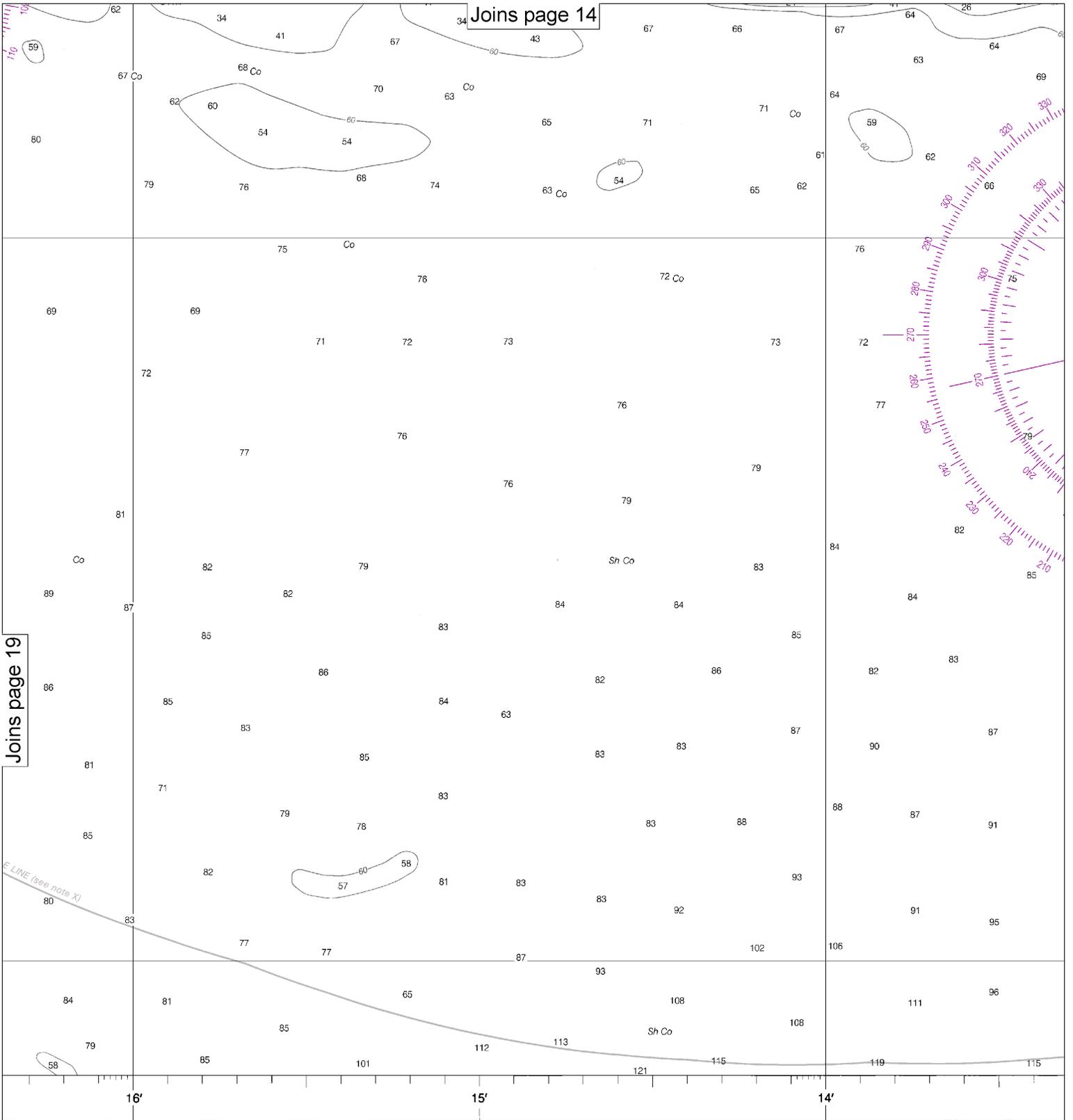




at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

Joins page 14

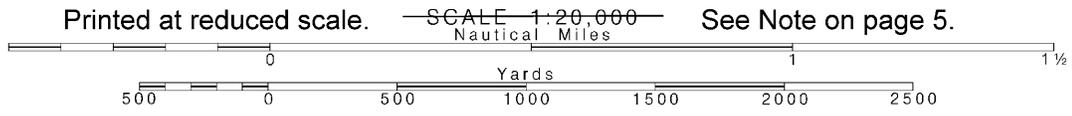
Joins page 19

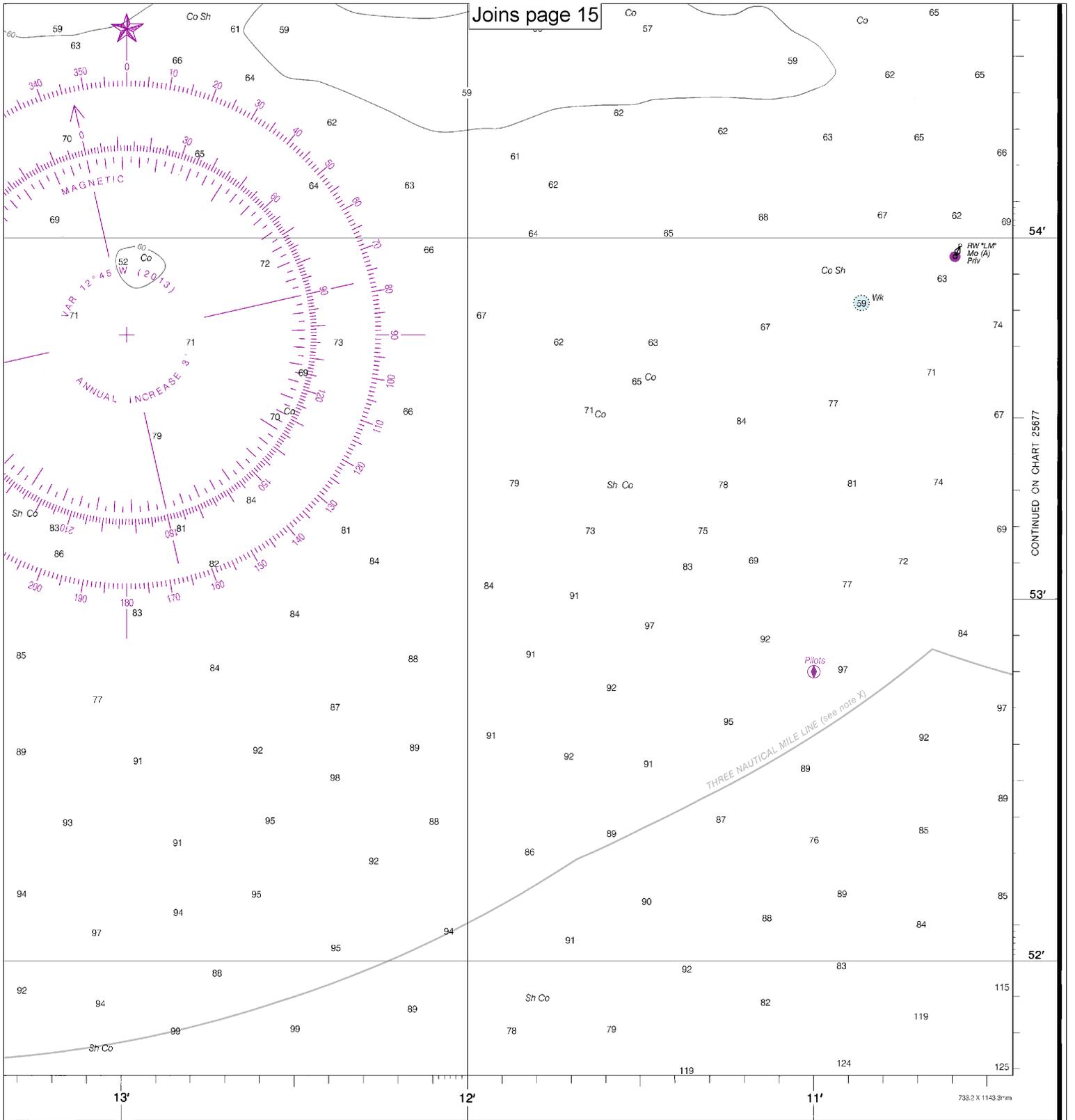


FATHOMS	
FEET	
METERS	



Note: Chart grid lines are aligned with true north.

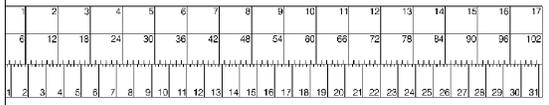


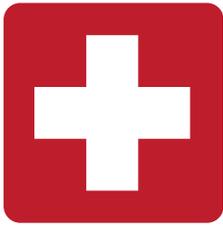


CONTINUED ON CHART 25677

25687

Bahía de Jobos and Bahía de Rincon  
SOUNDINGS IN FEET - SCALE 1:20,000





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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