

BookletChart™

Bahia de Fajardo and Approaches

NOAA Chart 25667

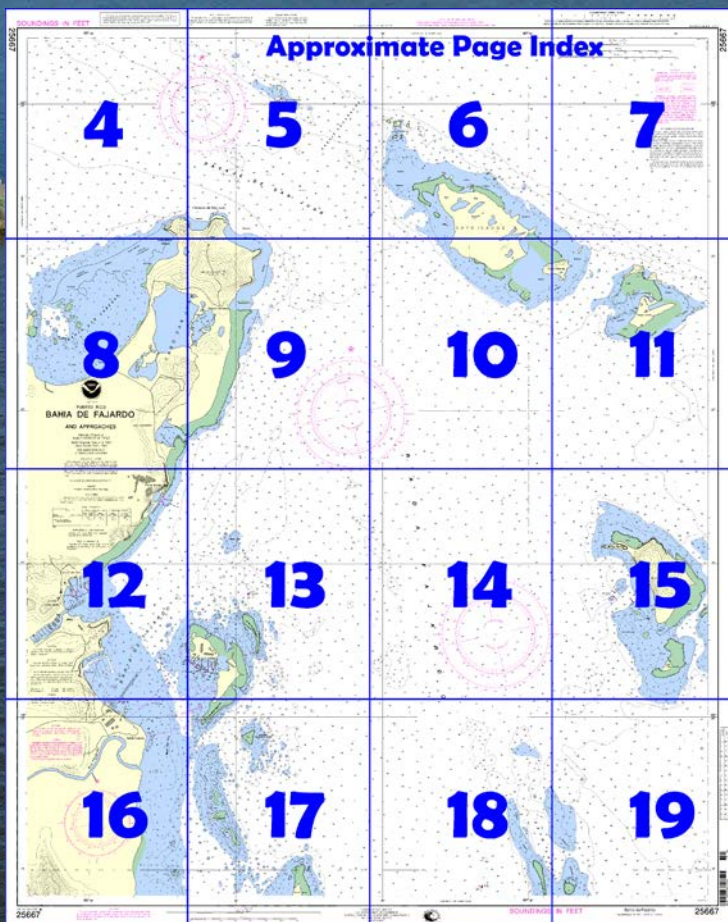


A reduced-scale NOAA nautical chart for small boaters

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.

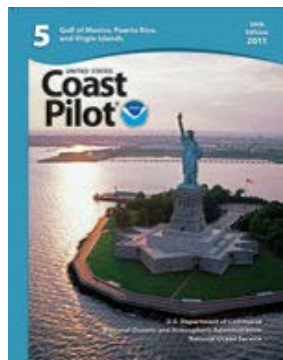
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=25667>.



(Selected Excerpts from Coast Pilot)

Cabo San Juan, the NE point of Puerto Rico, is a bluff hill 200 feet high. **Cabezas de San Juan**, two 100-foot clifflike heads, are at the N end of the cape. **Cabo San Juan Light** (18°22'54"N., 65°37'06"W.), 260 feet above the water, is shown from a cylindrical tower on the front of a white rectangular dwelling with a black band around the base on the highest part of the cape.

Las Cucarachas, a group of rocks up to 15 feet high, a mile N of Cabo San Juan, lie at

the NW end of the chain. A light is shown from a skeleton tower, with a green and white diamond-shaped daymark, on a cylindrical concrete

base on one of the rocks. A shoal with depths of 14 to 30 feet extends 0.9 mile NW of the light and a rock awash is 0.2 mile from the light. **Pasaje de San Juan**, between Cabo San Juan and Las Cucarachas, is 0.7 mile wide and has depths of 32 to 65 feet. The passage is one of the principal channels leading into Sonda de Vieques.

Los Farallones, a group of rugged bare rocks 30 feet high, are 0.8 mile E of Las Cucarachas. Deep water is close to the N and W sides of the rocks, but a shoal with several bare rocks extends to Cayo Icacos. A reef on which the sea breaks is 0.2 mile S of Los Farallones and continues about 0.4 mile W from the NW end of Cayo Icacos. The W end of the reef should be given a berth of 300 yards or more.

Pasaje Cucaracha, between Las Cucarachas and Los Farallones, is 0.3 mile wide. Depths of 17 to 23 feet extend about 350 yards SE from Las Cucarachas, and a 23-foot spot is 200 yards W of Los Farallones. A **218°** course for Cabo San Juan Light will lead through the passage over a least depth of 36 feet. It is the best passage for sailing vessels entering the NW end of Sonda de Vieques with the usual E trade winds.

Cayo Icacos, 1.3 miles E of Cabo San Juan and the second largest of the chain, is a 40-foot hummocky island. A small wharf and buildings of a former limestone quarry are near the SW point of the island. A prominent tower is in about the center of the island.

Playa Canalejo, 0.2 mile SSE of Cabo San Juan Light, is a shallow indentation leading to the ruins of a small pier.

Punta Gorda, 1.4 miles S of Cabo San Juan Light, is a high head. A 360-foot hill, 0.4 mile WNW from the point, is the N end and highest part of a high ridge which extends SW nearly to Playa de Fajardo. A channel, marked by a light and daybeacons, leads to a small-boat harbor.

Punta Bateria, 2.2 miles S of Cabo San Juan Light, is a rocky 70-foot cliff from which a grassy ridge makes inland.

Bahia de Fajardo, 2.5 miles S of Cabo San Juan Light, affords good shelter for medium-draft vessels. It is somewhat protected on the E and S by two islands and surrounding reefs. Ferry service for both passengers and cargo operates between Playa de Fajardo, Isla de Culebra, Isla de Vieques, and the Virgin Islands. Commercial air transport is available to the Virgin Islands. Small interisland vessels trade in general cargo, building materials, and livestock.

Anchorage.—Large vessels anchor NE of Punta Bateria according to draft. During ordinary weather the protection is fair and the holding ground is good. Small vessels anchor inside the bay on either side of the entrance channel.

The hurricane anchorages for large vessels are Ensenada Honda (Isla de Culebra) and Ensenada Honda, 10 miles S of Fajardo. Small vessels can anchor S of Isleta Marina.

Dangers.—The approaches to Bahia de Fajardo have reefs that usually show breakers and shoals with 7 to 18 feet over them. Inside the bay depths range from 3 to 24 feet.

Bajo Laja, with least depths of 7 to 10 feet over it, lies on the E side of the N entrance and is unmarked.

Arrecife Corona Carrillo and a long reef to the W obstruct the S entrance to the bay. **Bajo del Rio**, a bank with depths of less than 5 feet, extends more than 0.2 mile offshore along the S entrance to the bay.

Currents.—The current velocity is 0.3 knot in the SSE direction on the flood and 1.1 knot in a NNW direction on the ebb in the channel.

Pilotage, Bahia de Fajardo.—See Pilotage, Puerto Rico (indexed as such) early this chapter. A local pilot is available.

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 Manager Regions



To make suggestions, ask questions, or report a problem with a chart, go to <https://www.nauticalcharts.noaa.gov/customer-service/assist/>

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



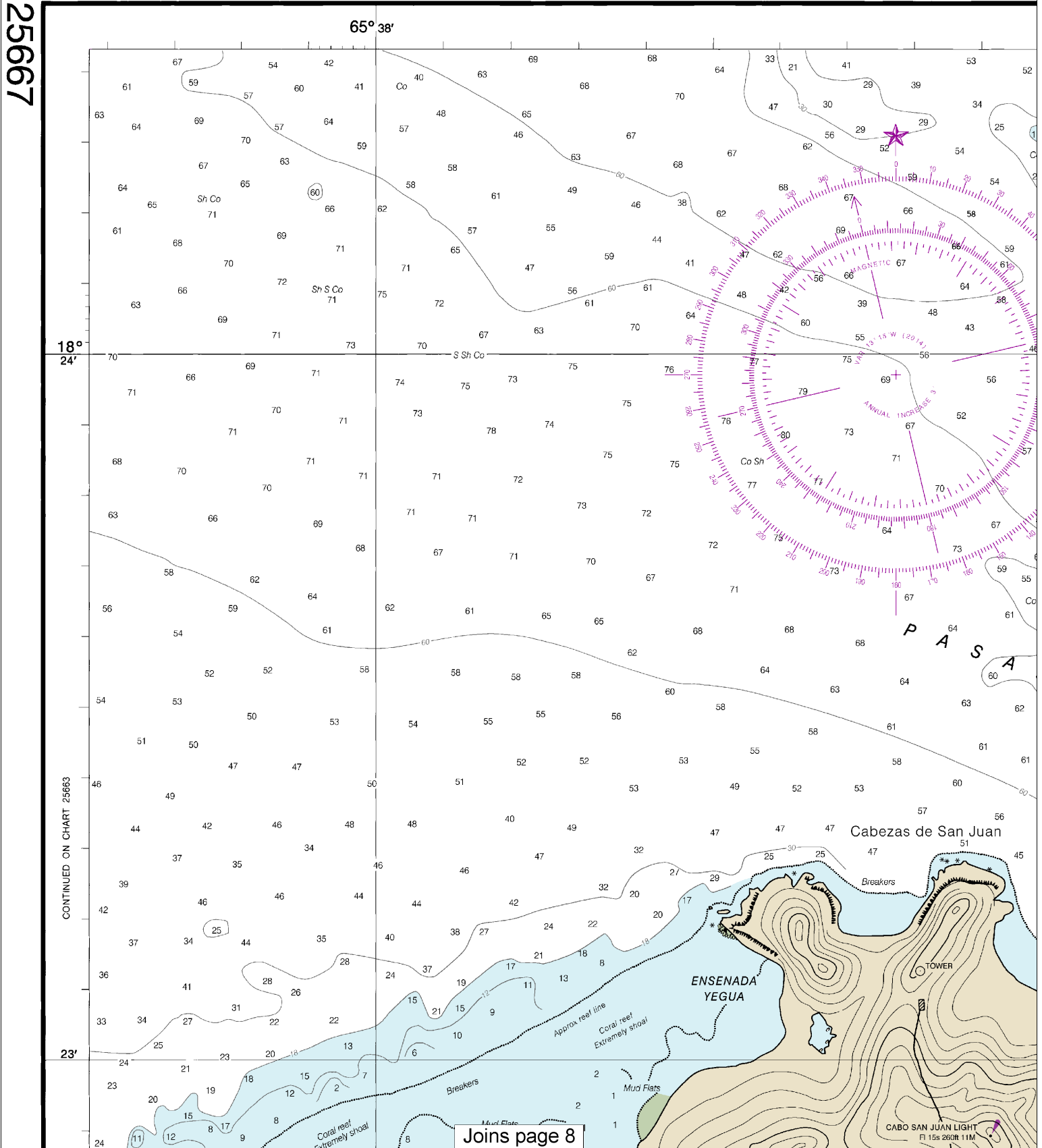
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

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

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or your nearest Coast Guard facility if telephone communication is not possible.

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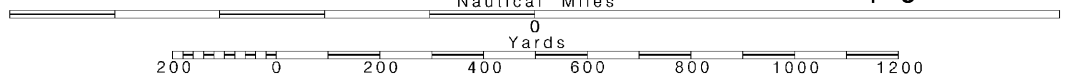
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Note: Chart grid lines are aligned with true north.

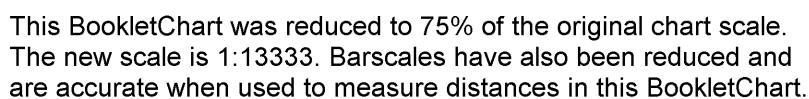
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See Note on page 5.



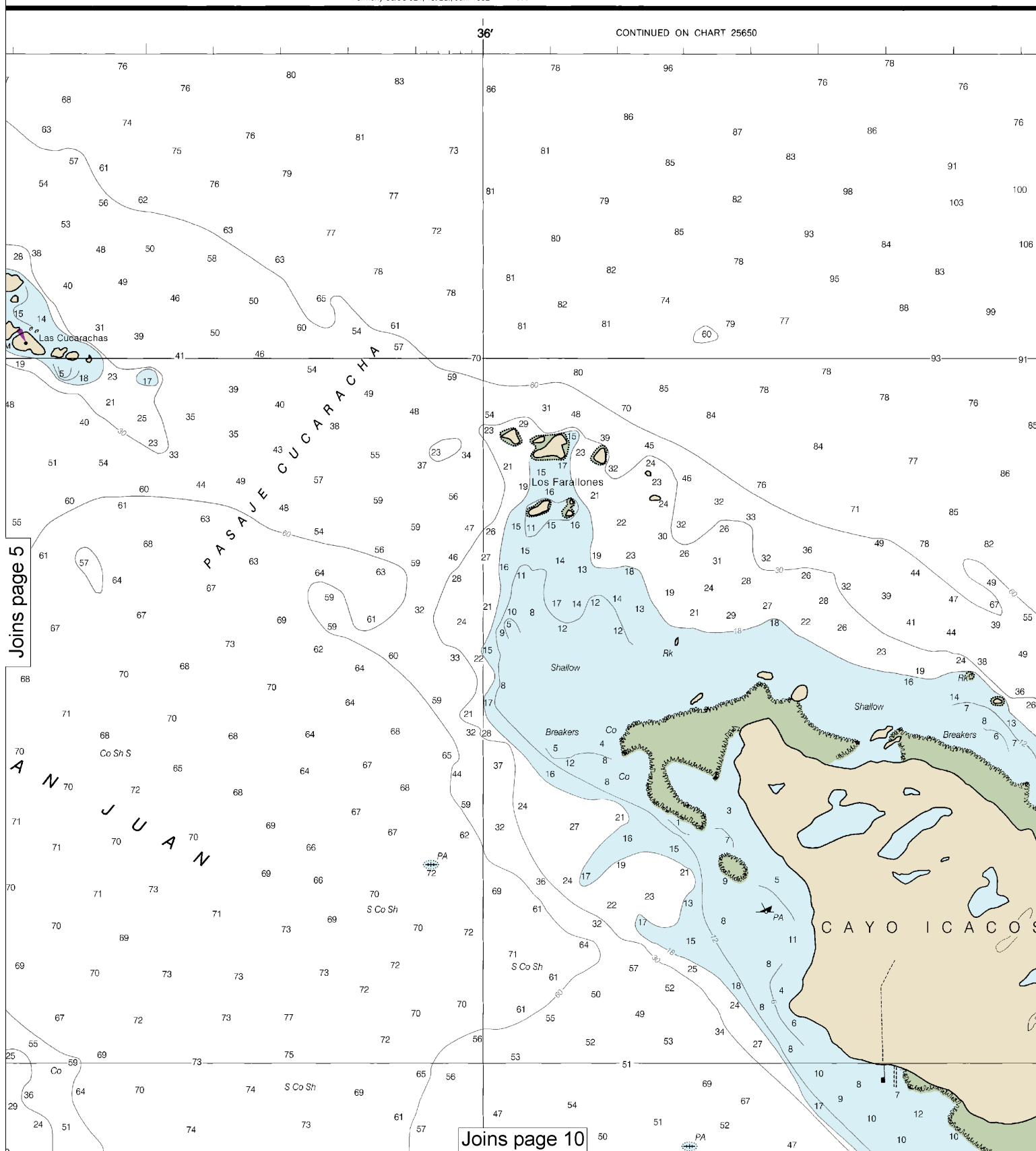
COLREGS, 80.7
International Regulations for Preventing
The entire area of this chart falls seaward



ADAR REFLECTORS
 ctors have been placed on many
 o navigation. Individual radar
 fication on these aids has been
 his chart.

Formerly C&GS 921, 1st Ed., Jan. 1902. KAPP 396

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.

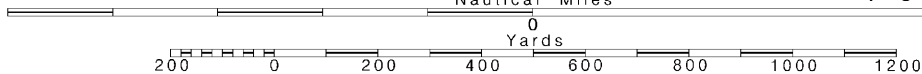


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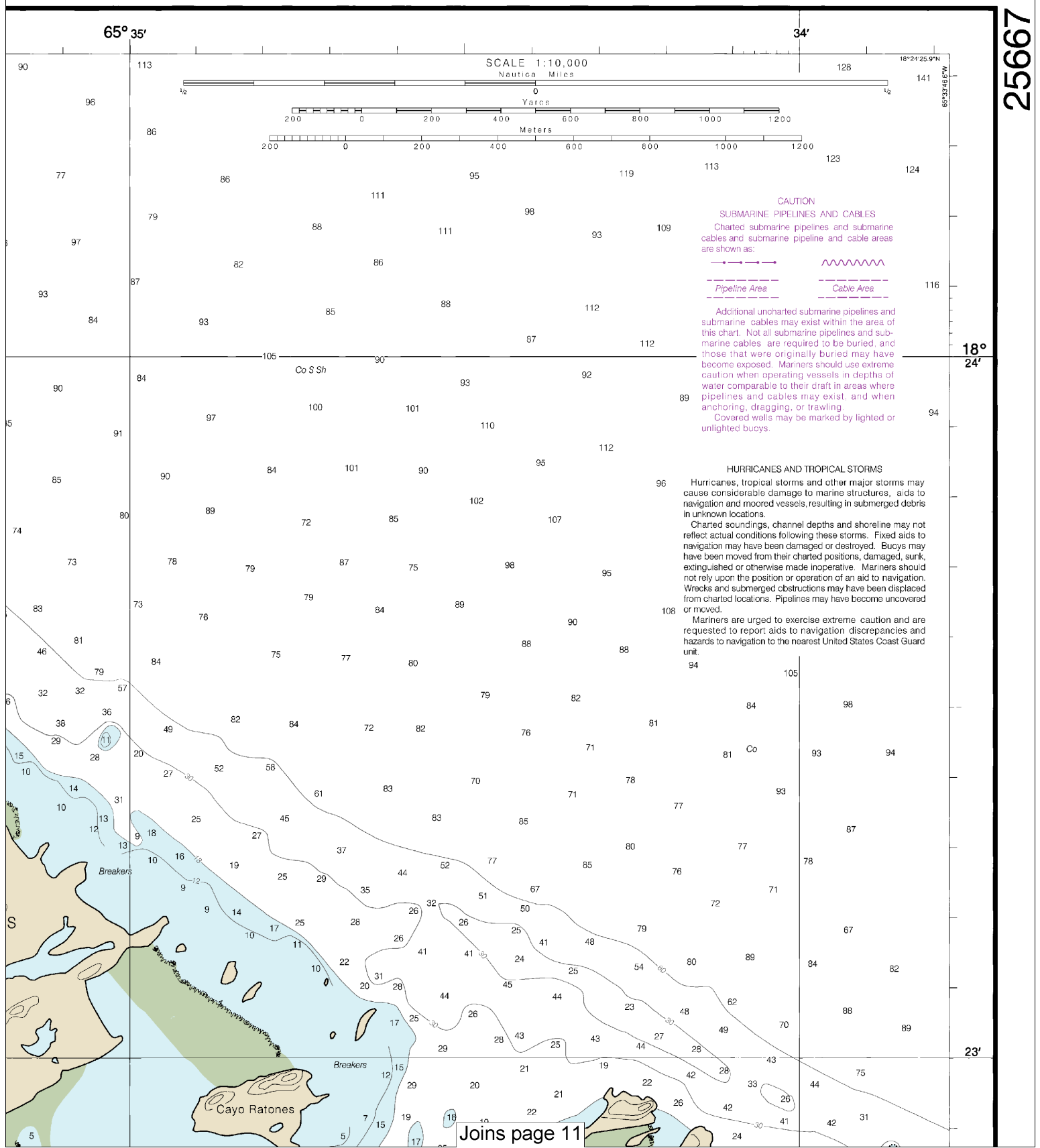
Note: Chart grid
 lines are aligned
 with true north.

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

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	100
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

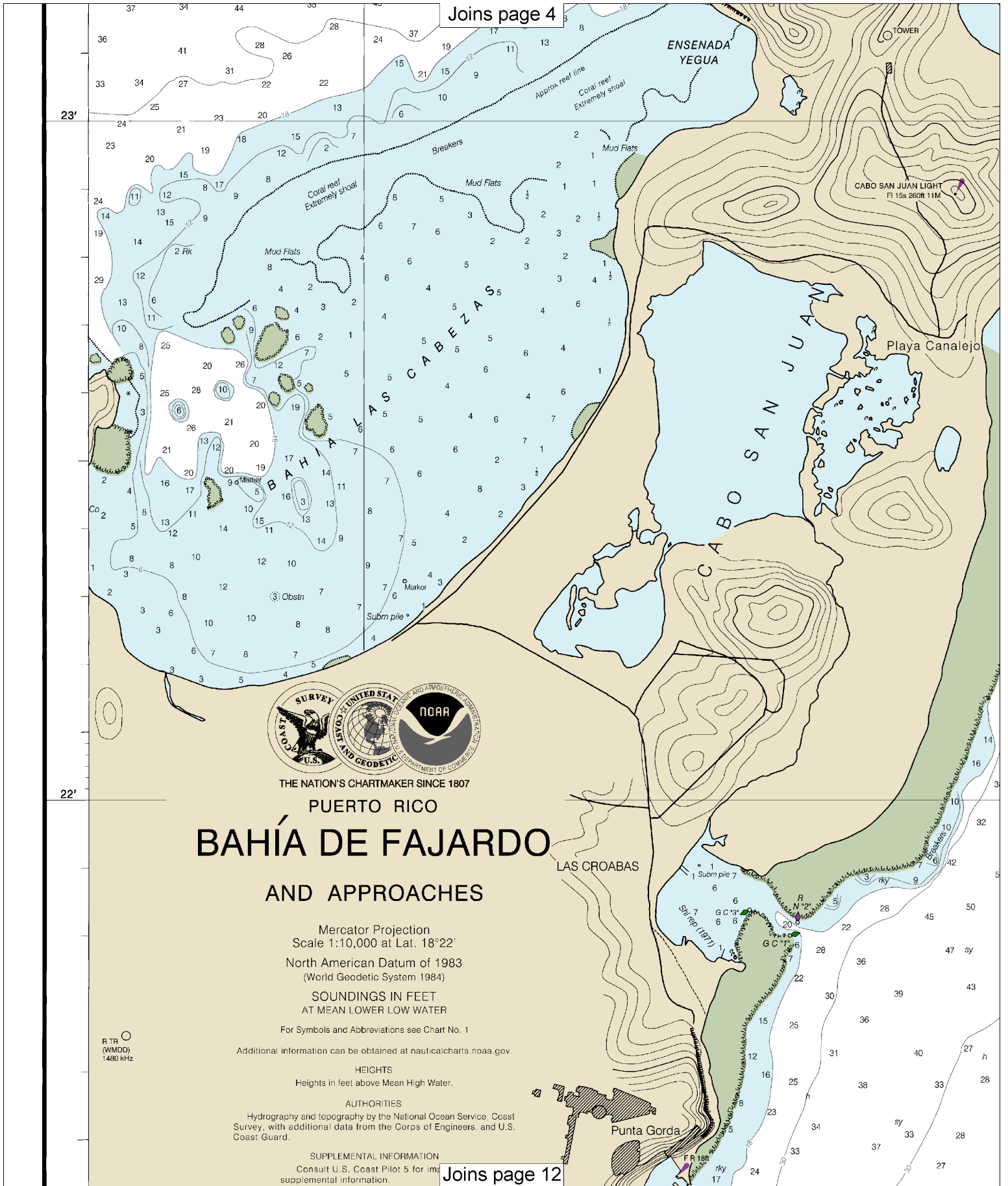


This is the Last Edition of this chart. It will be canceled on Jan 3, 2024
21st Ed., Sep. 2014. Last Correction: 11/20/2023. Cleared through:
LNM: 5123 (12/19/2023), NM: 5223 (12/30/2023)

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Joins page 4



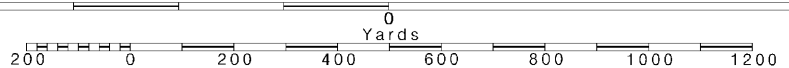
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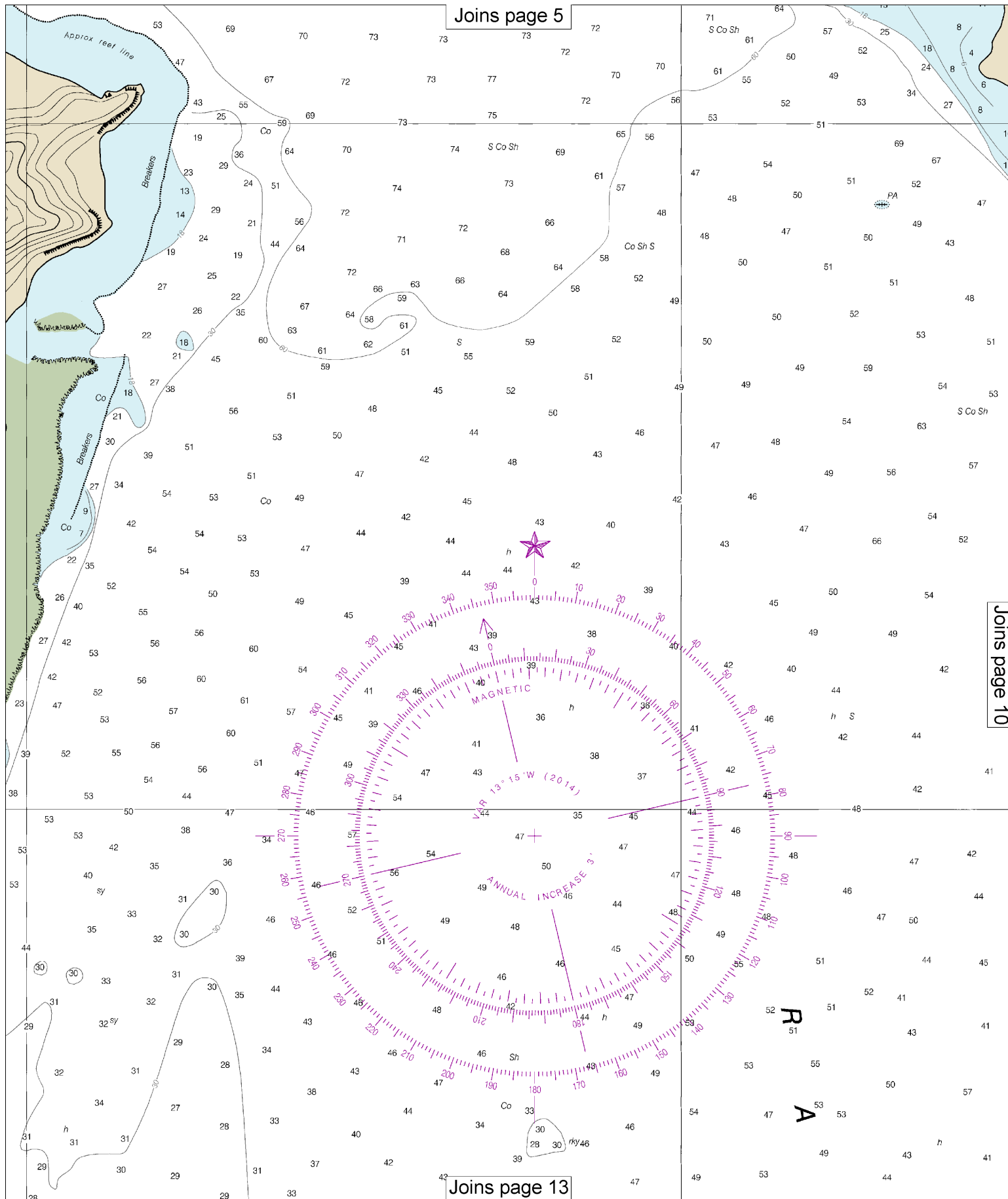
Note: Chart grid lines are aligned with true north.

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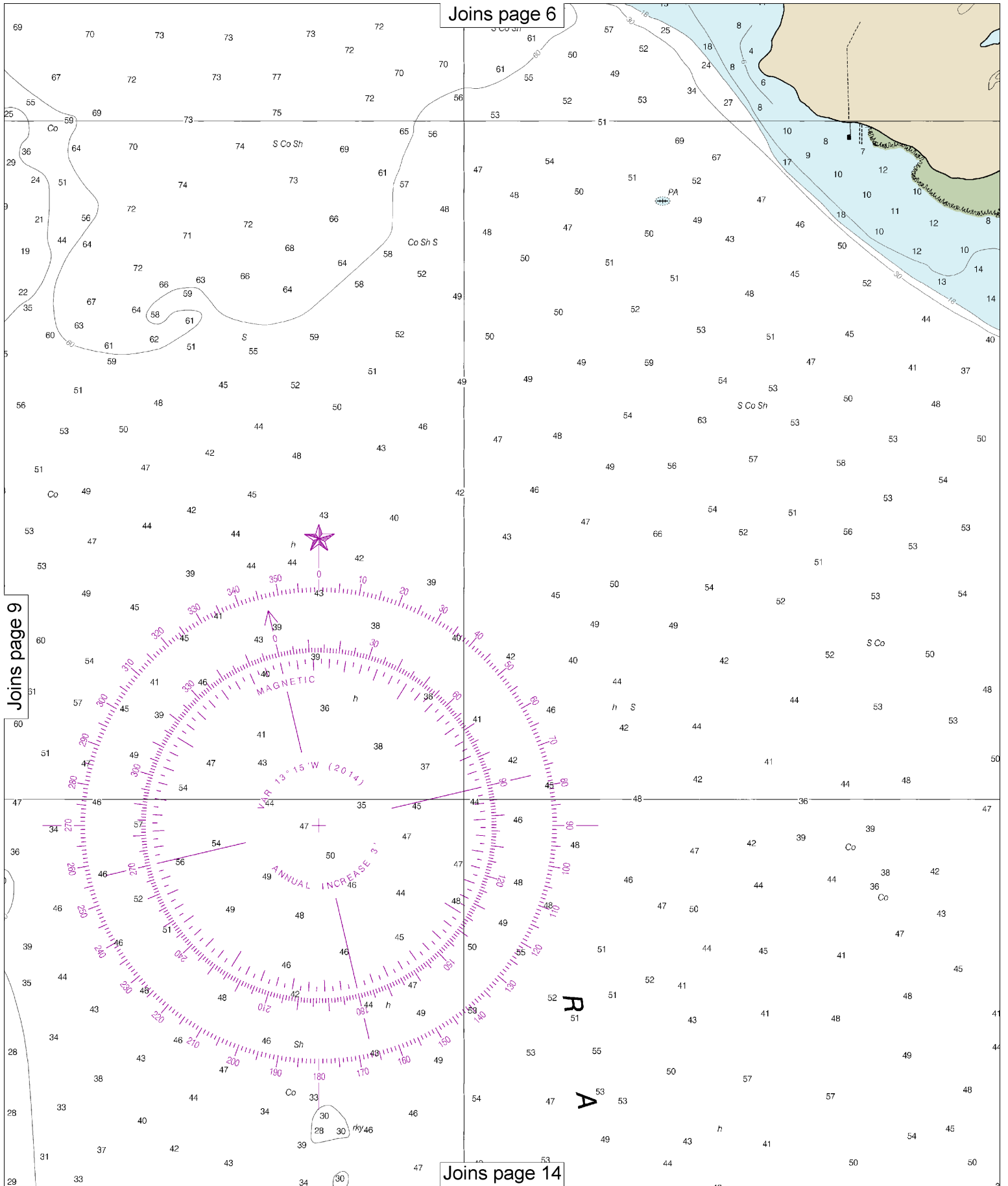
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Nautical Miles

See Note on page 5.





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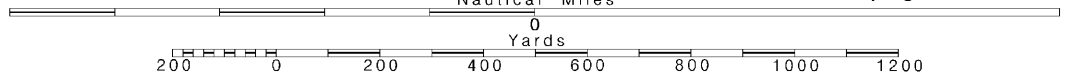
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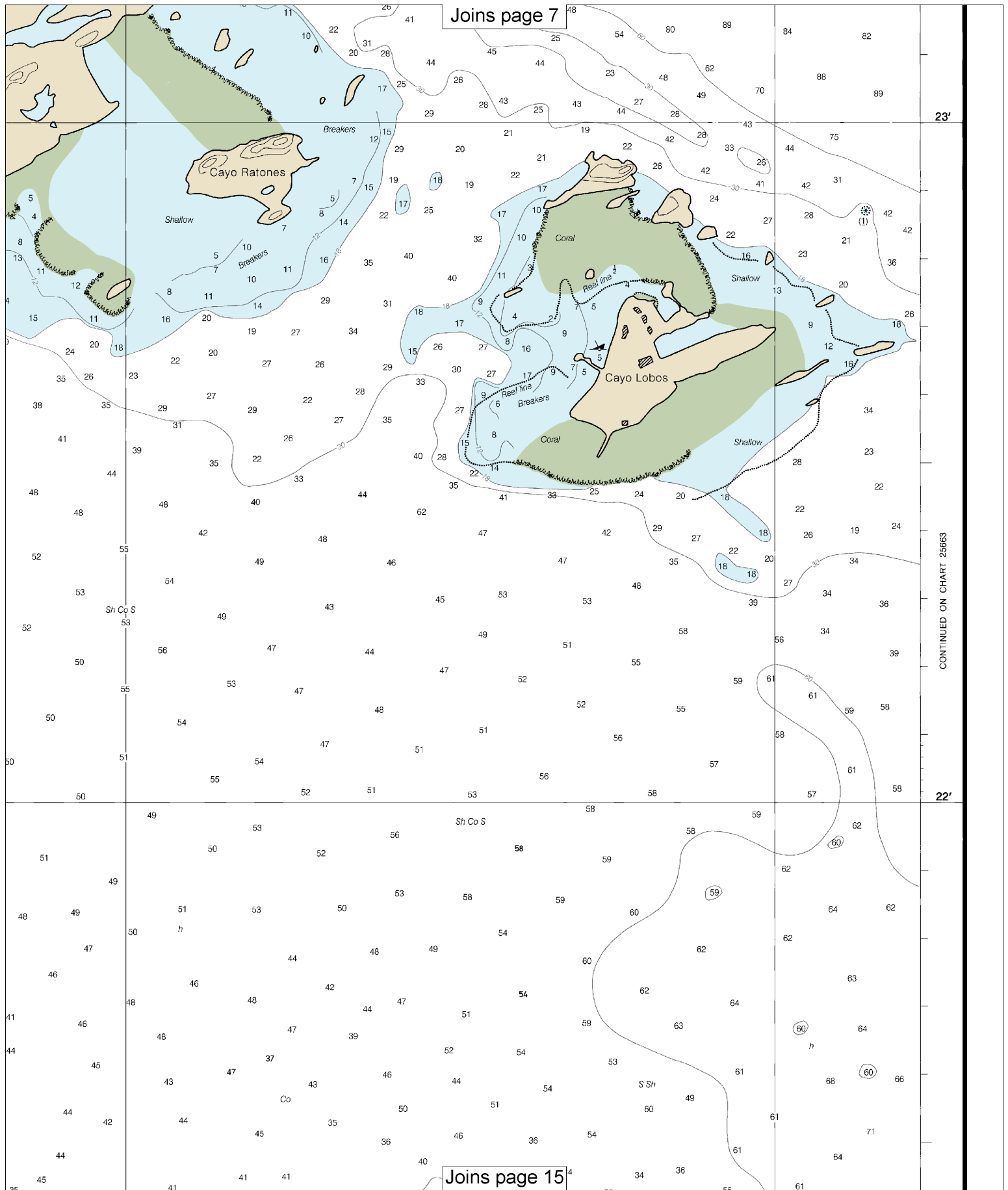
Note: Chart grid lines are aligned with true north.

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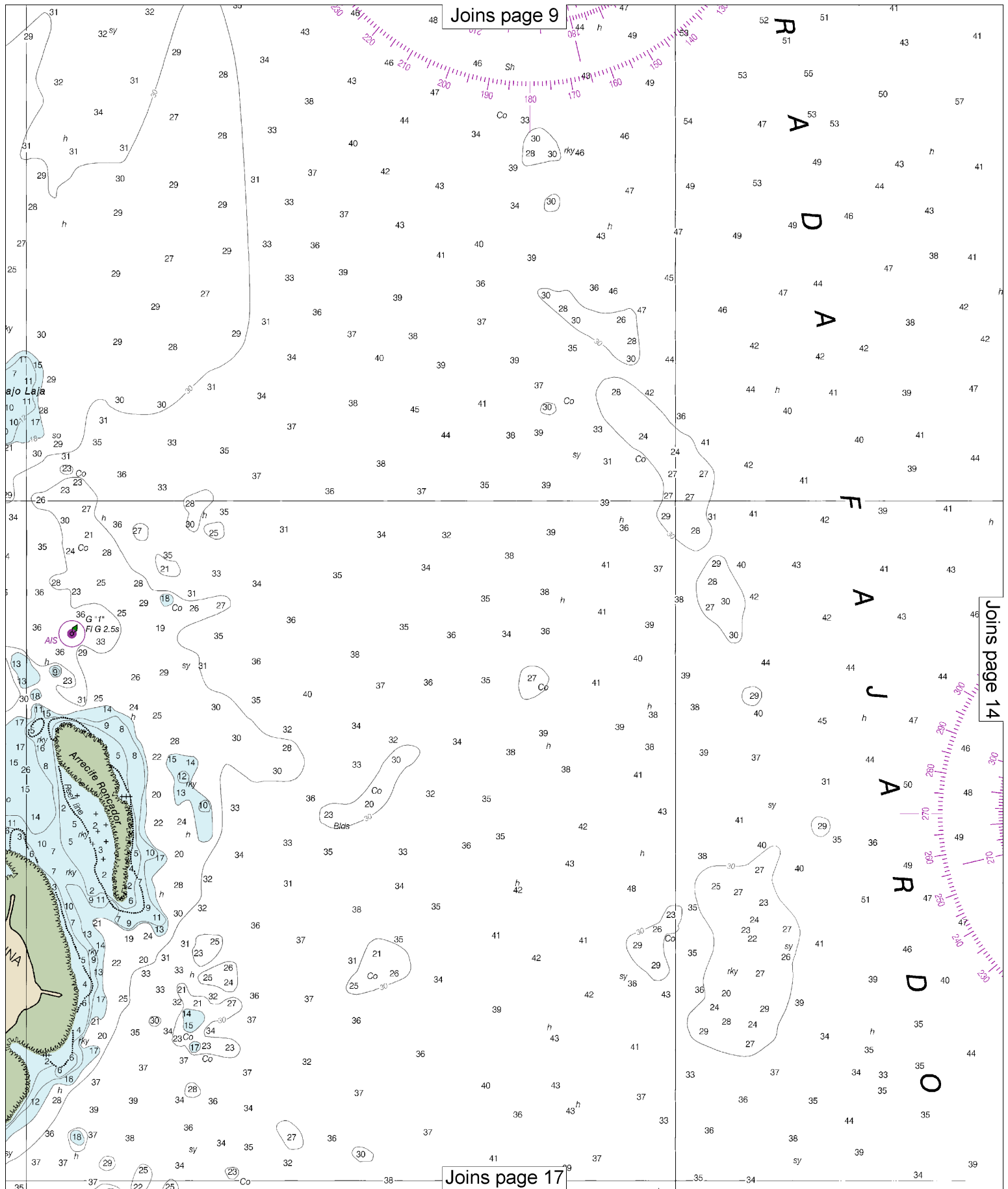
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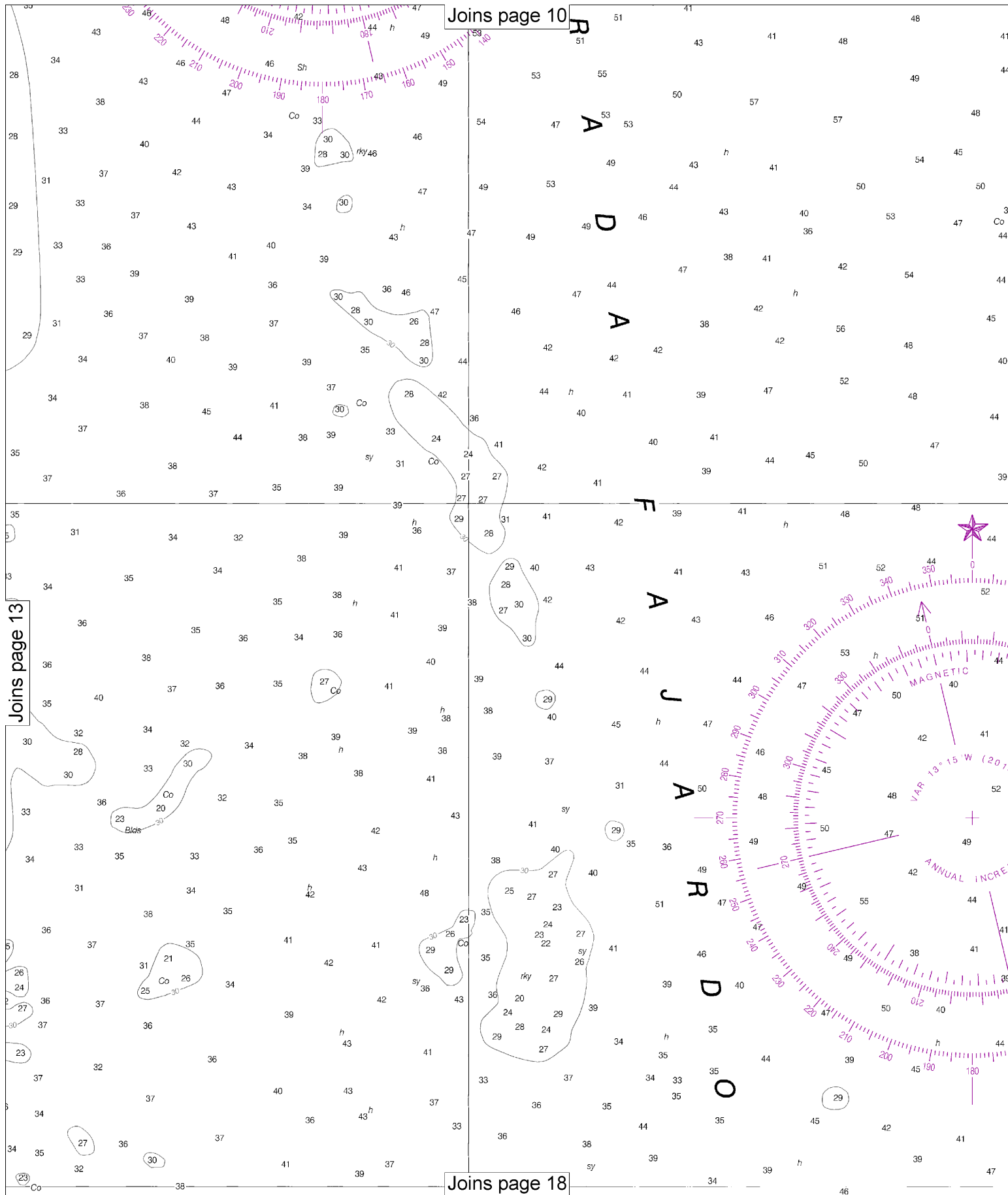
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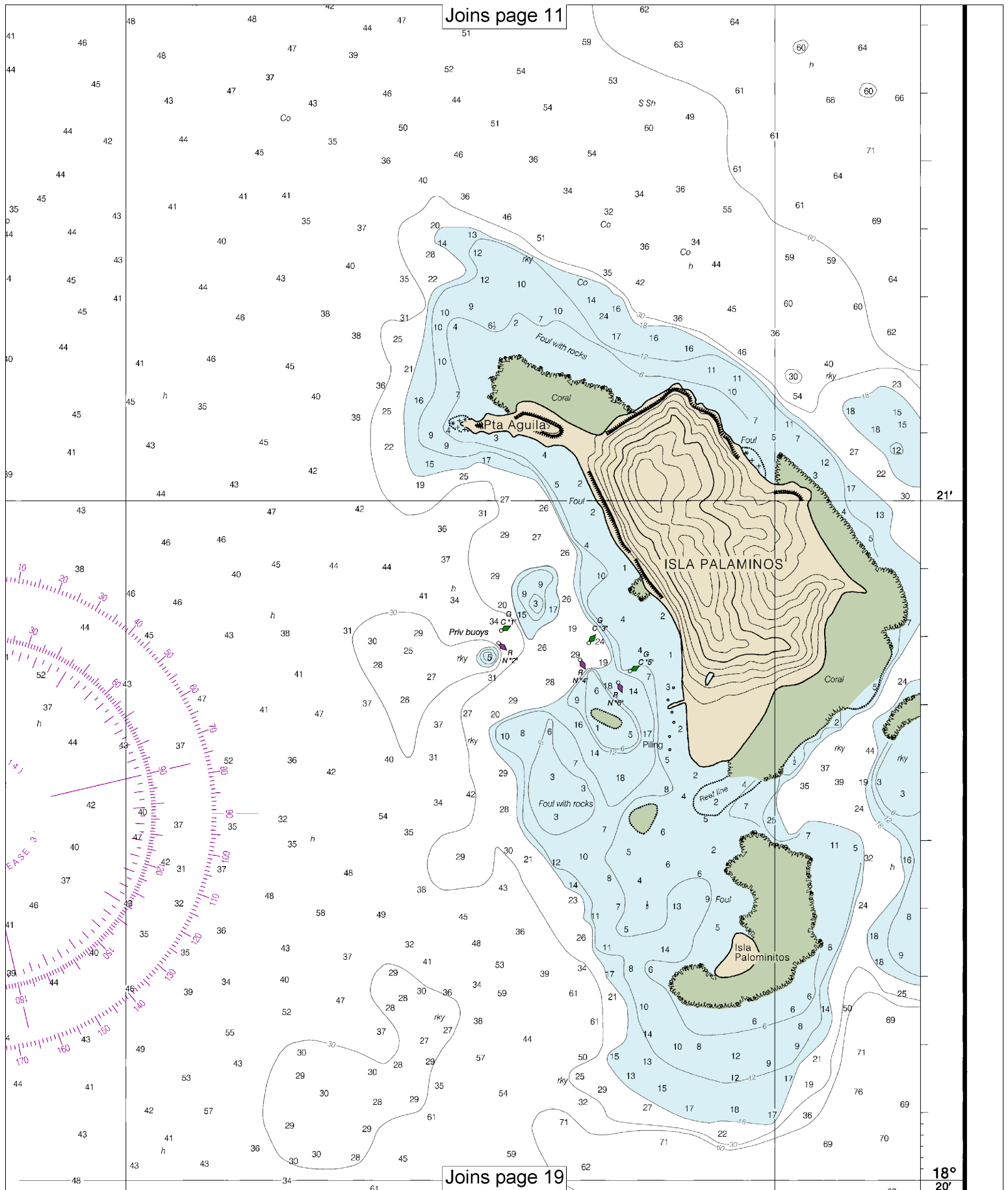




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below provides continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
as much as 100 nautical miles for stations at
high elevations.

Culebra, PR WNG-693 162 450 MHz
San Juan, PR WXJ-69 162 400 MHz

CAUTION

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

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)

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 pub-
lished 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.

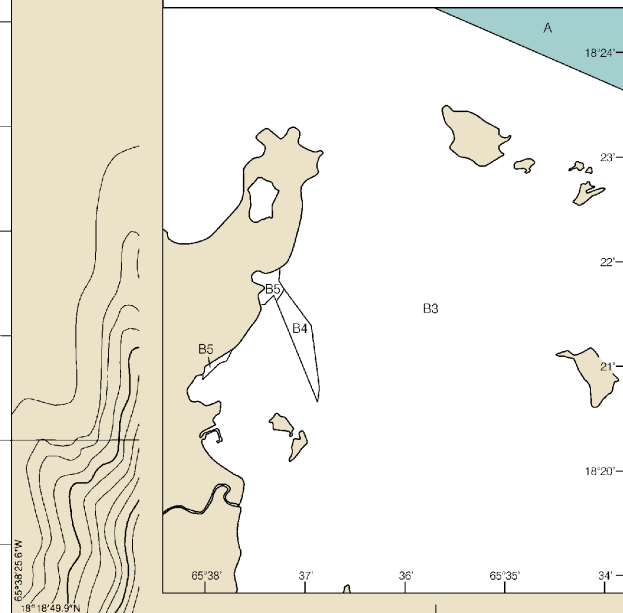
Refer to charted regulation section numbers.

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	1990-2013	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	1850-1899	NOS Surveys	partial bottom coverage



65° 38'

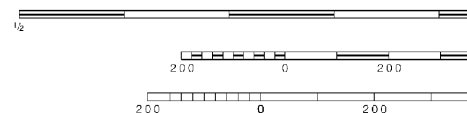
CAUTION

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.

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21st Ed., Sep. 2014. Last Correction: 11/20/2023. Cleared through:
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Note: Chart grid
lines are aligned
with true north.

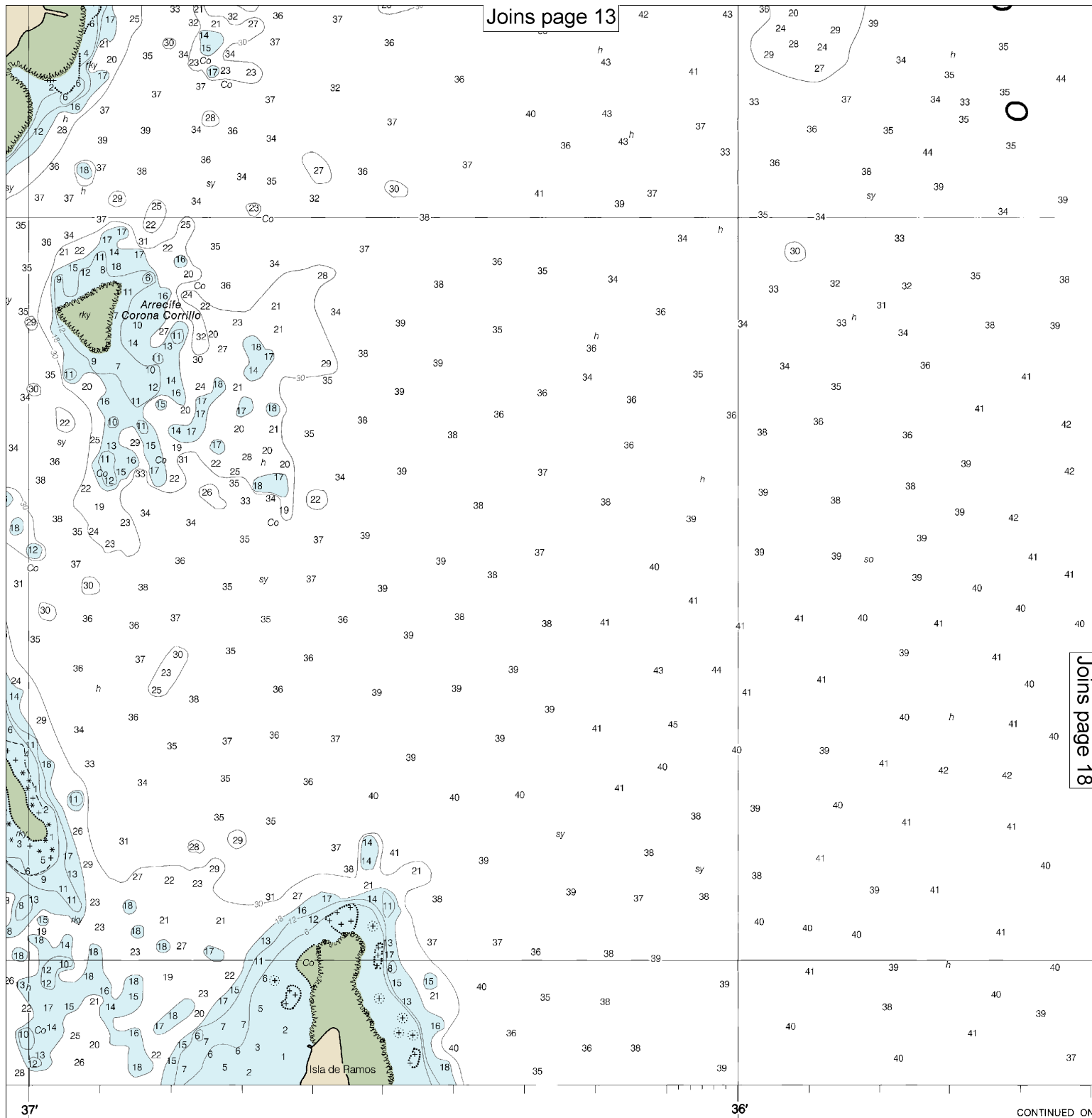
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See Note on page 5.



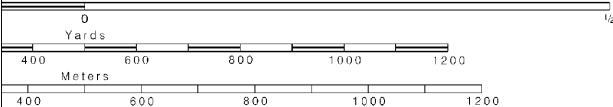
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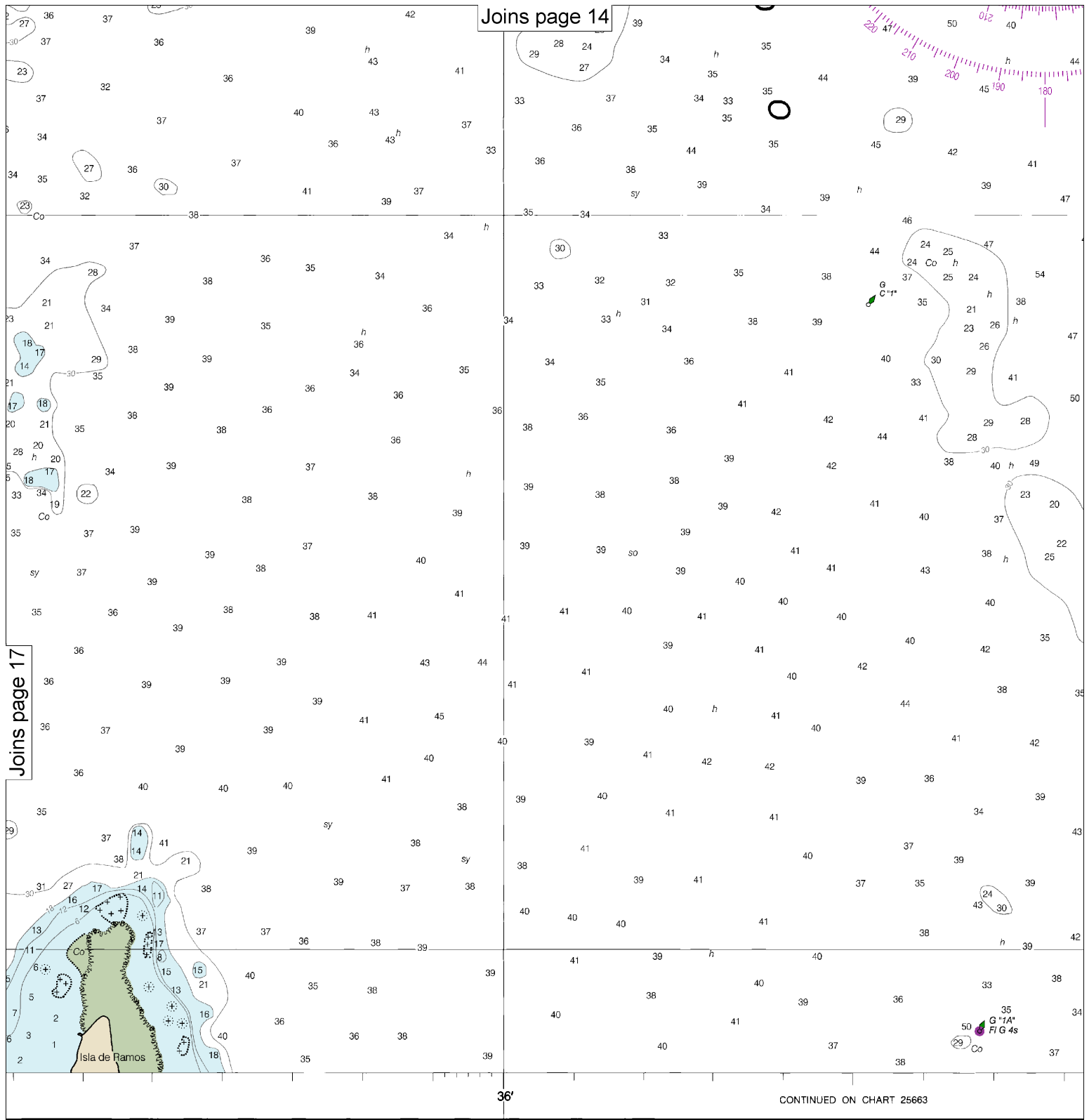


SCALE 1:10,000

Nautical Miles



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



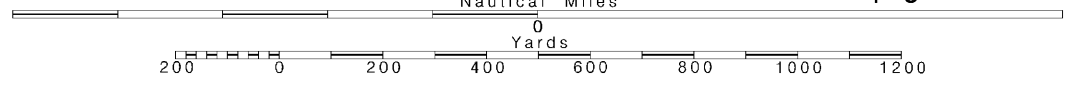
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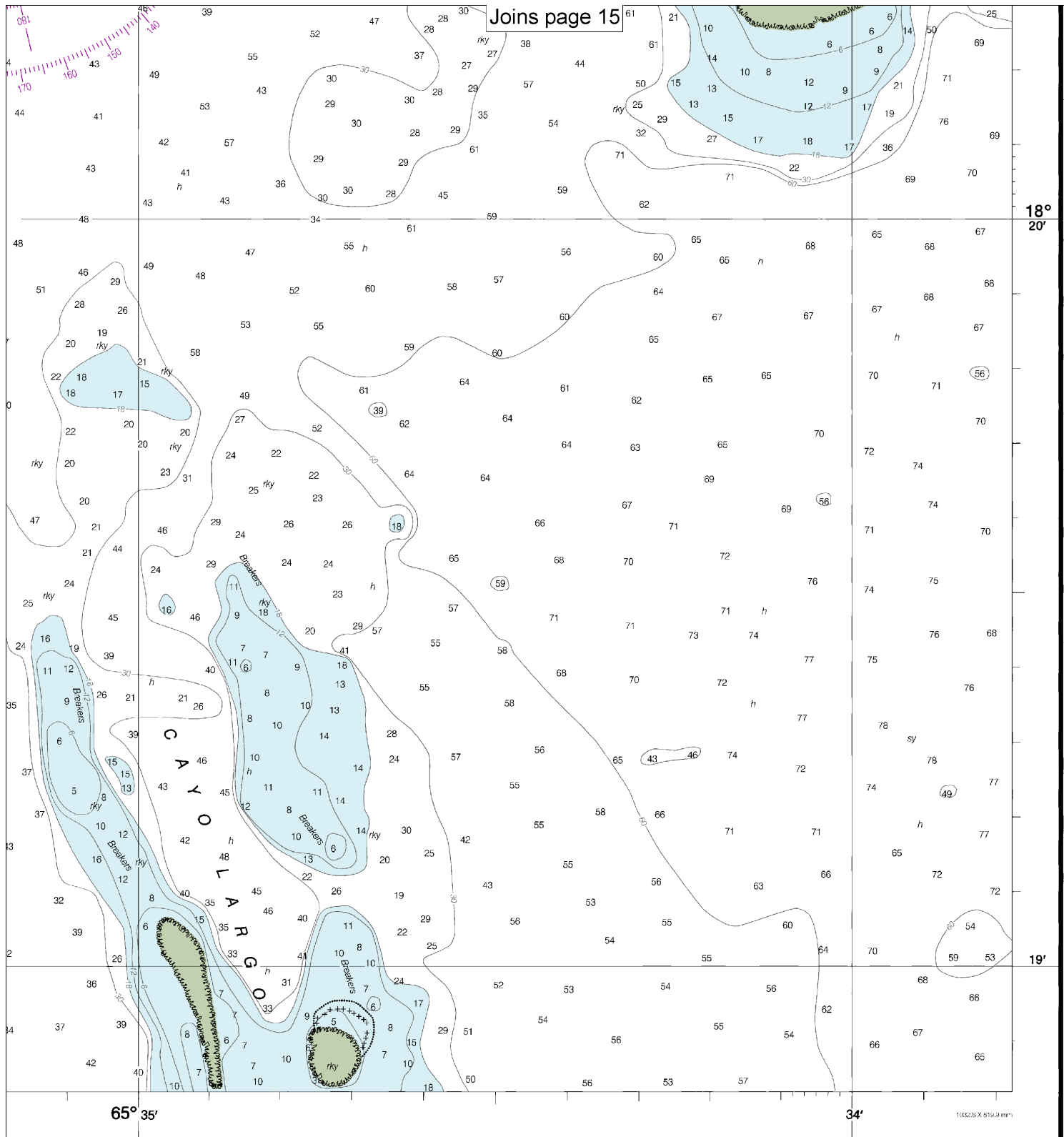
1000 1200
1000 1200

18

Note: Chart grid lines are aligned with true north.

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SOUNDINGS IN FEET

Bahia de Fajardo
SOUNDINGS IN FEET - SCALE 1:10,000

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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.



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/>

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!

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



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