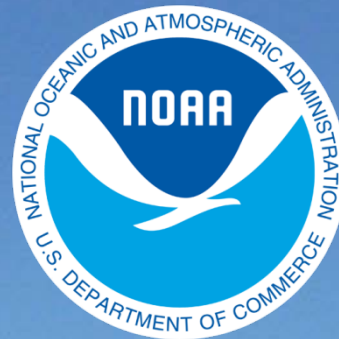


BookletChart™

Approaches to San Juan

NOAA Chart 25669

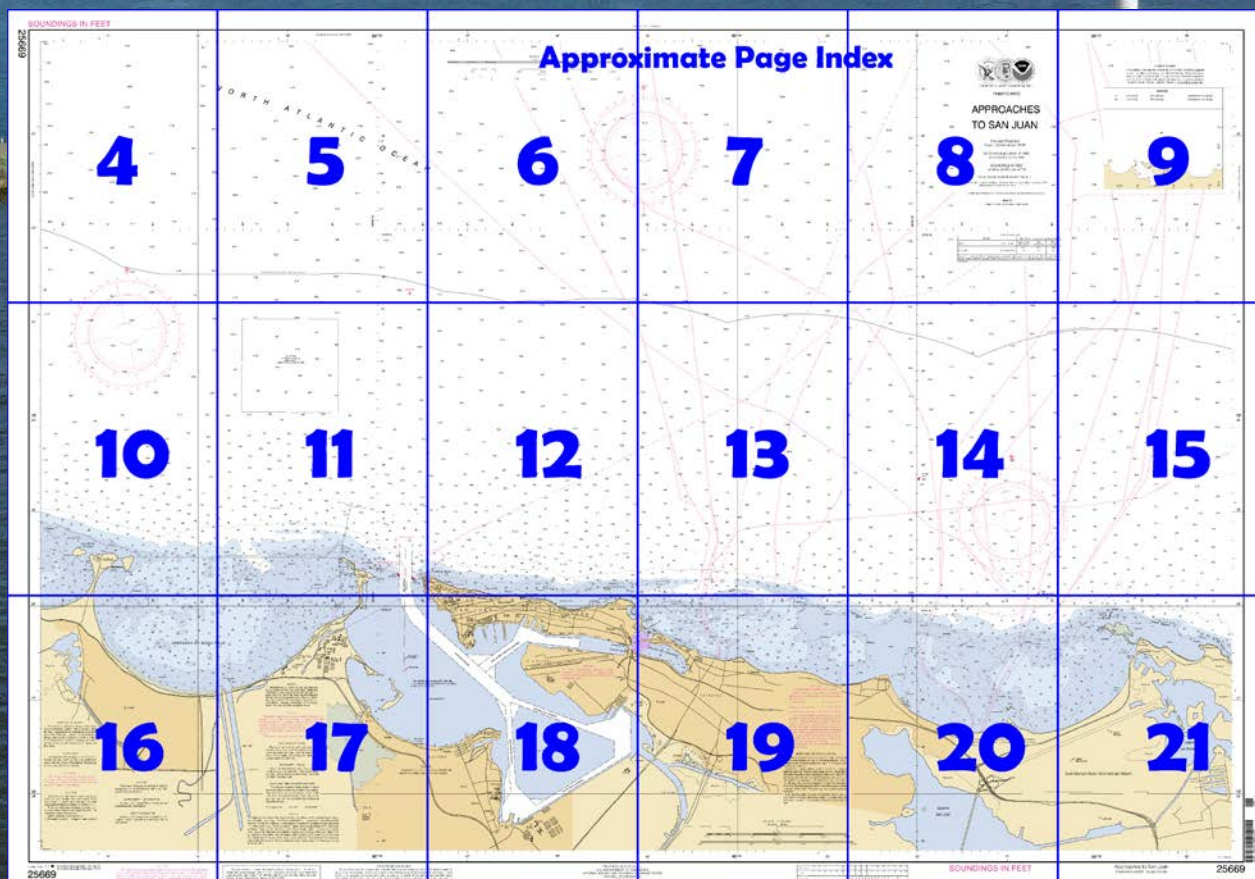


A reduced-scale NOAA nautical chart for small boaters

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.

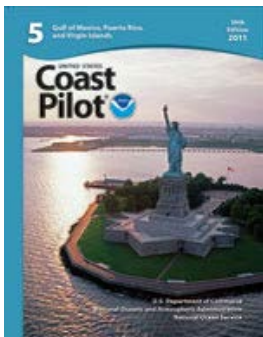
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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/coastpilot_w.php?book=5.



[Selected Excerpts from Coast Pilot]

Bahia de San Juan, the most important commercial harbor in Puerto Rico, is about 60 miles E of Punta Borinquen and 30 miles W of Cabo San Juan. It is the only harbor on the N coast which affords protection in all weather. It is protected on the N by the relatively high land of Isla San Juan, and on the S, E, and W by the adjacent low mangrove swamps of the Puerto Rico mainland.

The bay is about 3 miles long in a SE direction and varies in width from 0.6 to 1.6 miles, but the entire SW side is shoal. The SW shore is divided into two large bights by **Punta Catano**, the point which extends about 0.6 mile NE into the harbor. Metropolitan **San Juan**, the capital and principal port of Puerto Rico,

includes Isla San Juan on the N side of Bahia de San Juan and the communities surrounding the bay. The principal cruise tourism facilities are on the S side of Isla San Juan (Old San Juan) and on the N side of Isla Grande. Container cargo terminals are located at **Puerto Nuevo** in the SE part of the bay.

The principal imports into the harbor include foodstuffs, textiles, building materials, machinery, fertilizers, and petroleum products. Exports include sugar, molasses, fruit, tobacco, coffee, petrochemicals, pharmaceuticals, and alcoholic products. Over half the commerce of Puerto Rico passes through San Juan. Most commercial and government activities are located here.

Prominent features.—**Isla de Cabras**, on the W side of the entrance to Bahia de San Juan, is low with cliffs 32 to 36 feet high at its N end and is marked by a light on its NW end. **Las Cabritas** are three small islands and rocks 0.1 mile NE of the island. The island is connected to the mainland by a causeway at **Punta Palo Seco**. A small stone structure of **El Canuelo** is on the S extremity of Isla de Cabras.

Isla San Juan, on the E side of the entrance to the harbor, is generally bold and rocky, with a ridge 100 feet high extending along its N side. At each end of the island are large stone forts connected by a continuous high wall. **Fort San Cristobal** is on the summit of the ridge in the E part, and **Castillo del Morro** is on the extreme W point of the island at the entrance to the harbor and is protected by a breakwater. The city wall extends from the castle along the channel side of the island to the Governor's Palace.

Puerto San Juan Light (18°28'24"N., 66°07'24"W.), 181 feet above the water, is shown from a 51-foot buff tower on the summit of Castillo del Morro.

The white marble dome of the capitol building, 1 mile E of the light, and a white church 0.4 mile farther E are prominent landmarks.

Several tanks and towers, as well as the dome of a convention center, are prominent on Island Grande; an aerolight is shown from a small air traffic control tower about 750 yards SE of its NW end. Many radio towers, stacks, and tanks surround Bahia de San Juan.

Caution.—When approaching the entrance channel (Bar Channel), with quartering and following seas which are especially predominant in winter, speeds of not less than 10 knots are recommended. This requirement for speed permits sufficient time to commence turning into Anegado Channel while maintaining ship control. An additional cause of confusion and groundings is that the N side Anegado Channel markers are not visible, virtually, until the turn into it should already have been commenced. Positive identification of channel marks is imperative. Vessels should proceed with caution when dredging is in progress in the channels. (See 162.260, chapter 2, for regulations.)

An unmarked channel leads to a landing pier at the NE end of the causeway between Isla de Cabras and Punta Palo Seco; depths of about 4 feet can be carried. The channel and pier are used by craft handling dangerous or explosive cargoes.

Dangers.—**Bajo Colnas**, on the W side of the entrance to Bahia de San Juan, has depths of 18 feet and less extending 700 yards from Isla de Cabras. The shoal area is usually defined by breakers.

Bajo Santa Elena, on the E side of the entrance, has depths of 7 to 18 feet extending 200 yards from shore.

Inside the harbor, the areas outside the channel limits marked by buoys are shallow with depths varying from 4 to 18 feet with many shoals having less than 1 foot over them.

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

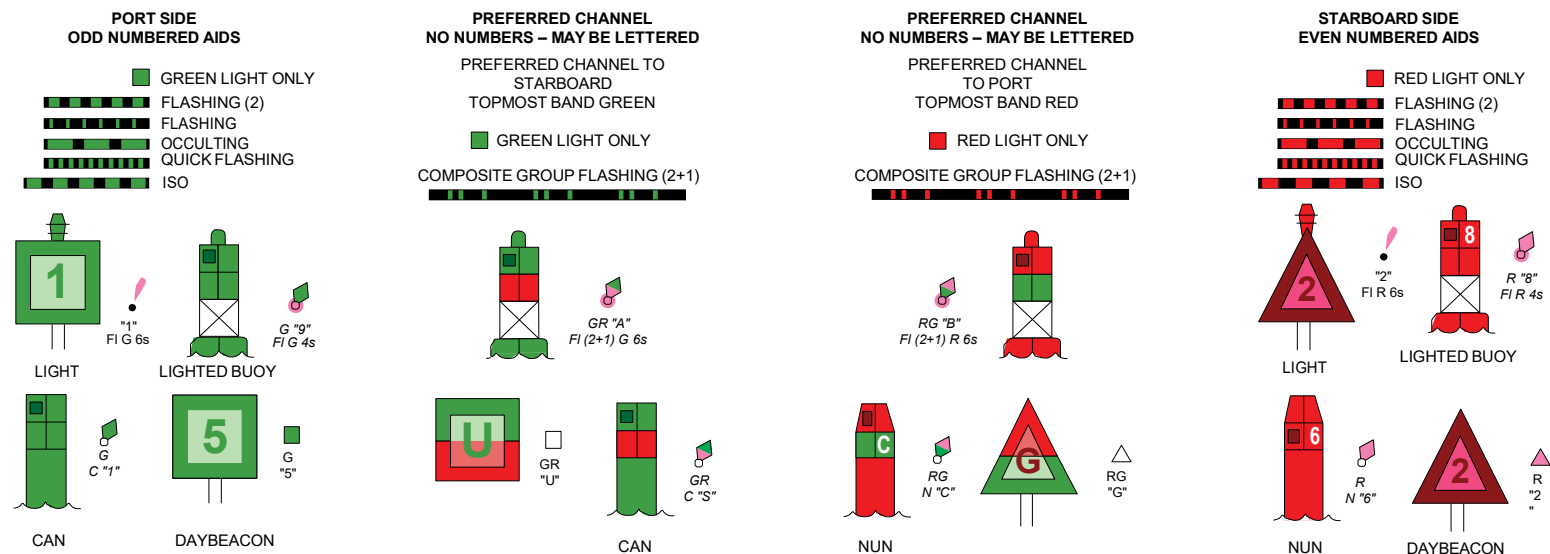
Navigation Manager Regions



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

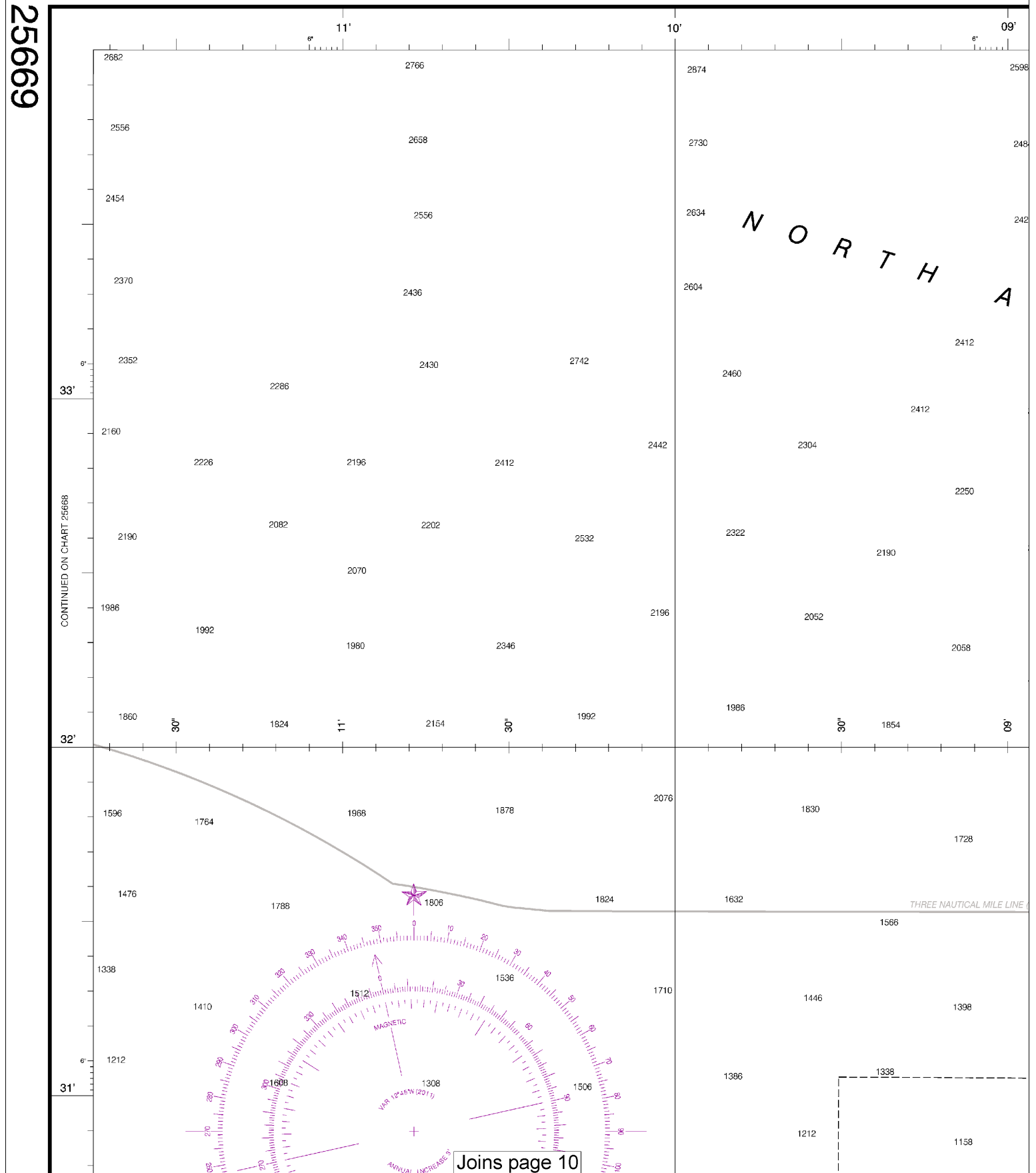
Lateral System As Seen Entering From Seaward

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>

25669

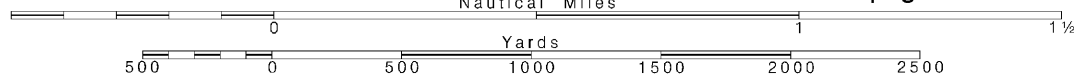


Joins page 10

Printed at reduced scale.

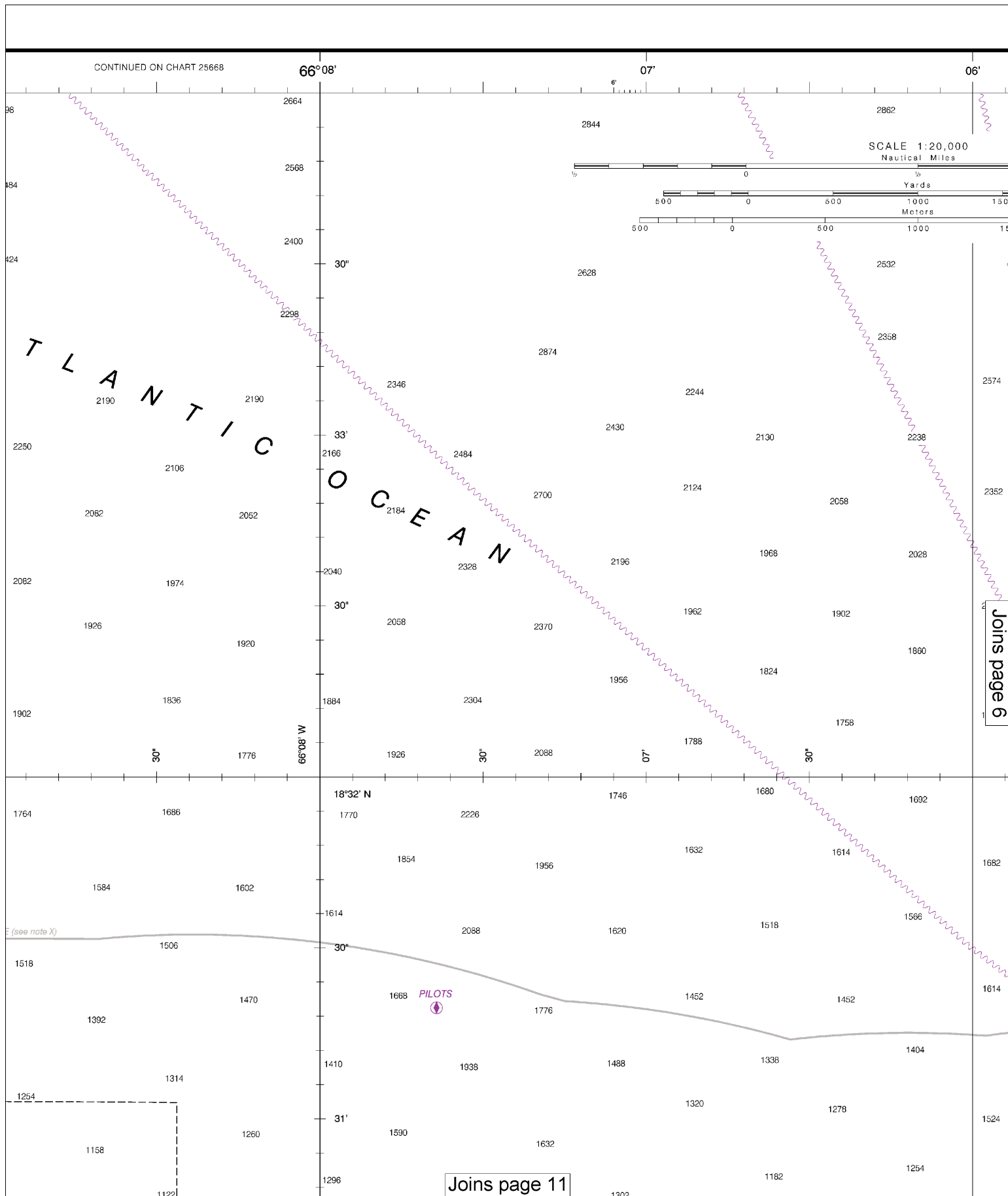
~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

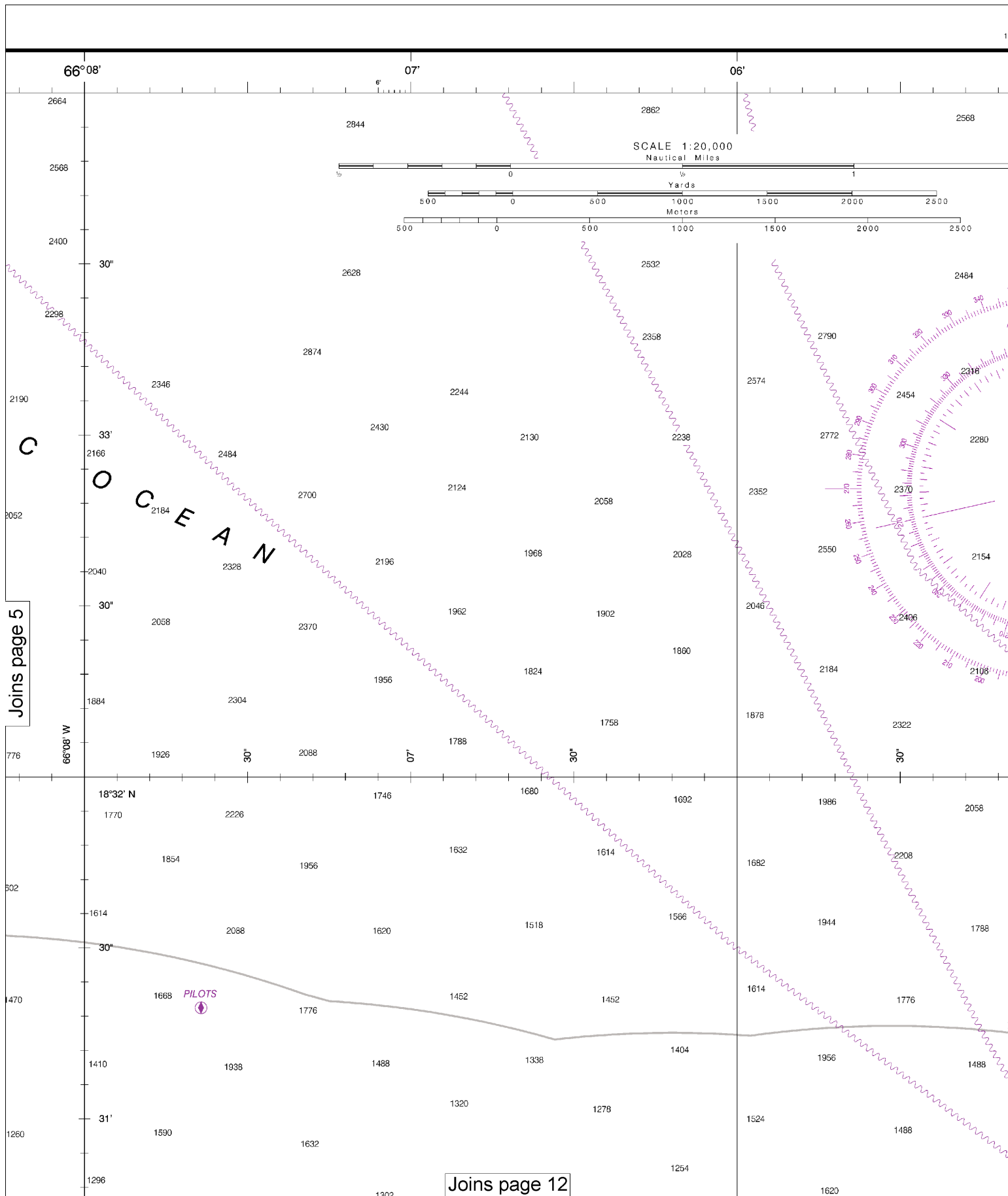


Note: Chart grid lines are aligned with true north.

4

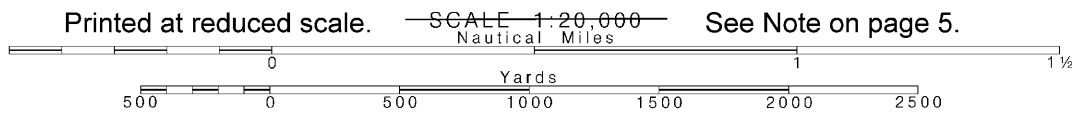


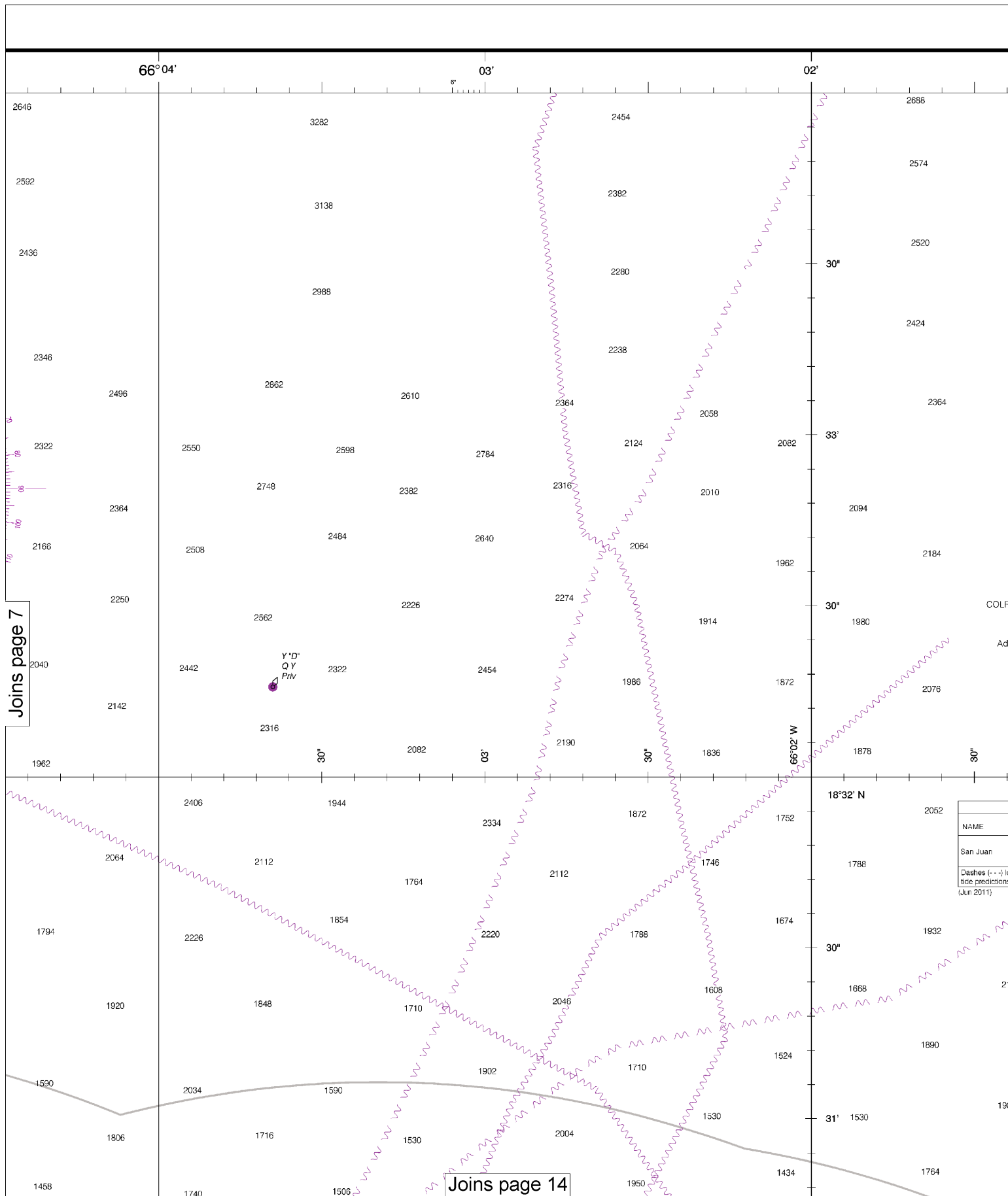
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

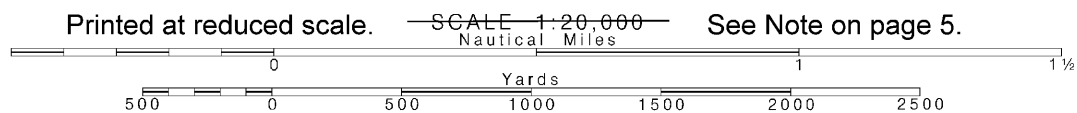
Note: Chart grid lines are aligned with true north.





8

Note: Chart grid lines are aligned with true north.





PUERTO RICO

APPROACHES TO SAN JUAN

Mercator Projection
Scale 1:20,000 at Lat. 18°30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

REGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
	(LAT/LONG)	Mean Higher High Water	Mean Low Water
		feet	feet
(18°28'N/66°07'W)		1.6	0.2

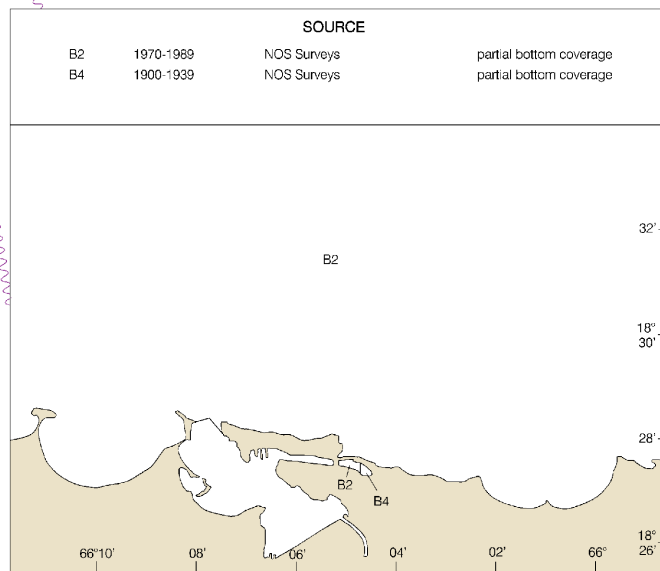
located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tides, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

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*.

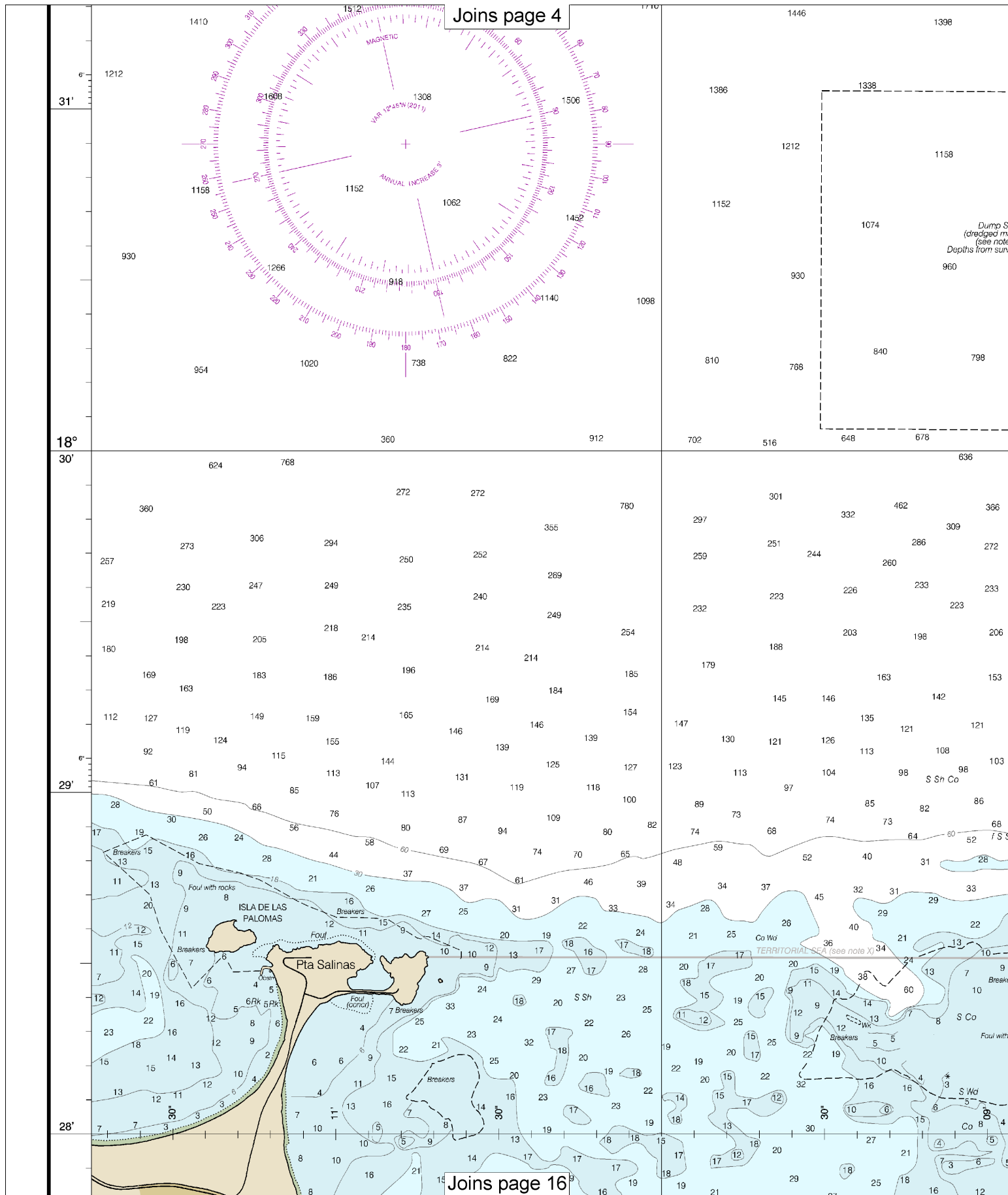
SOURCE

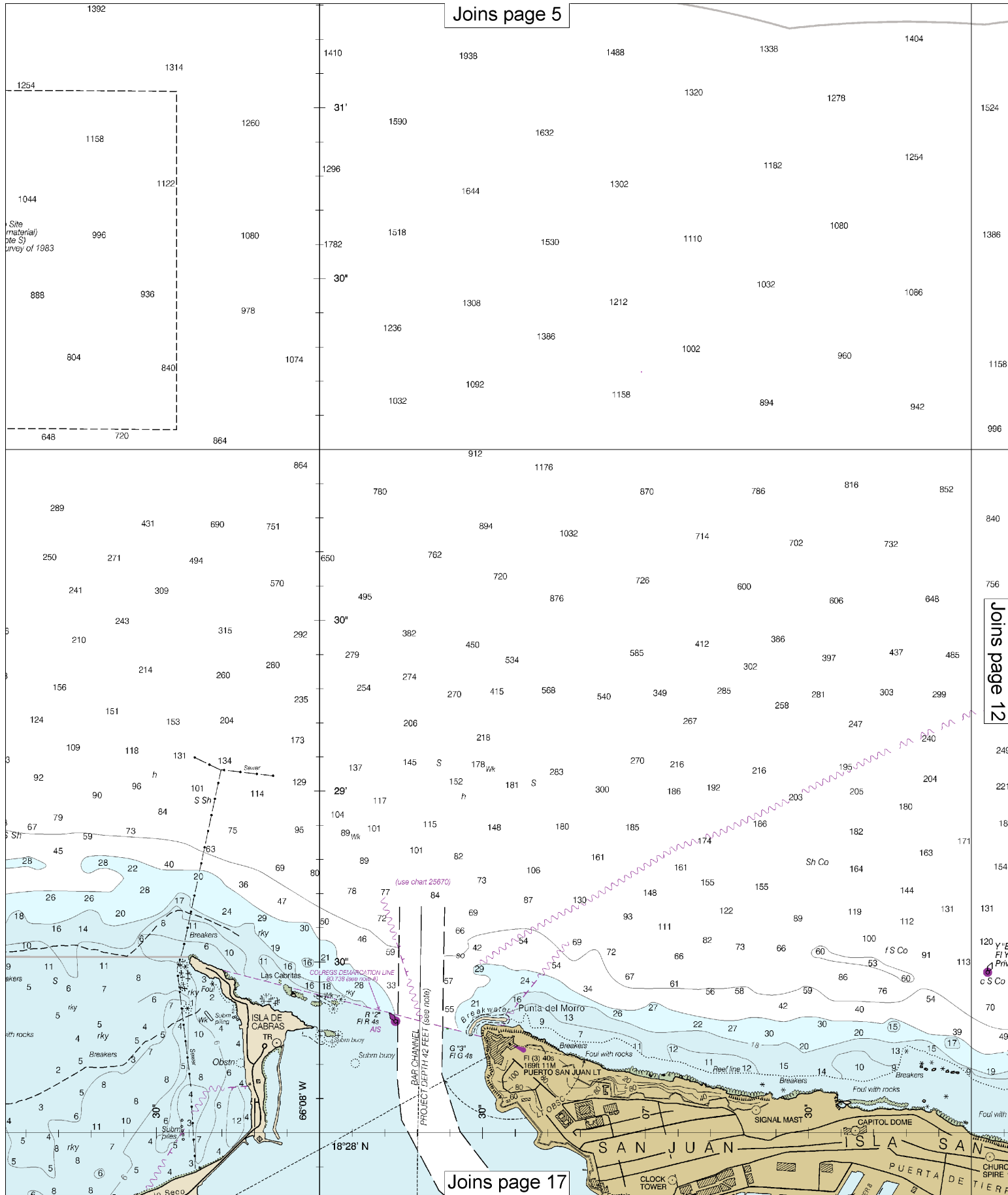
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



CONTINUED ON CHART 25668

Joins page 15

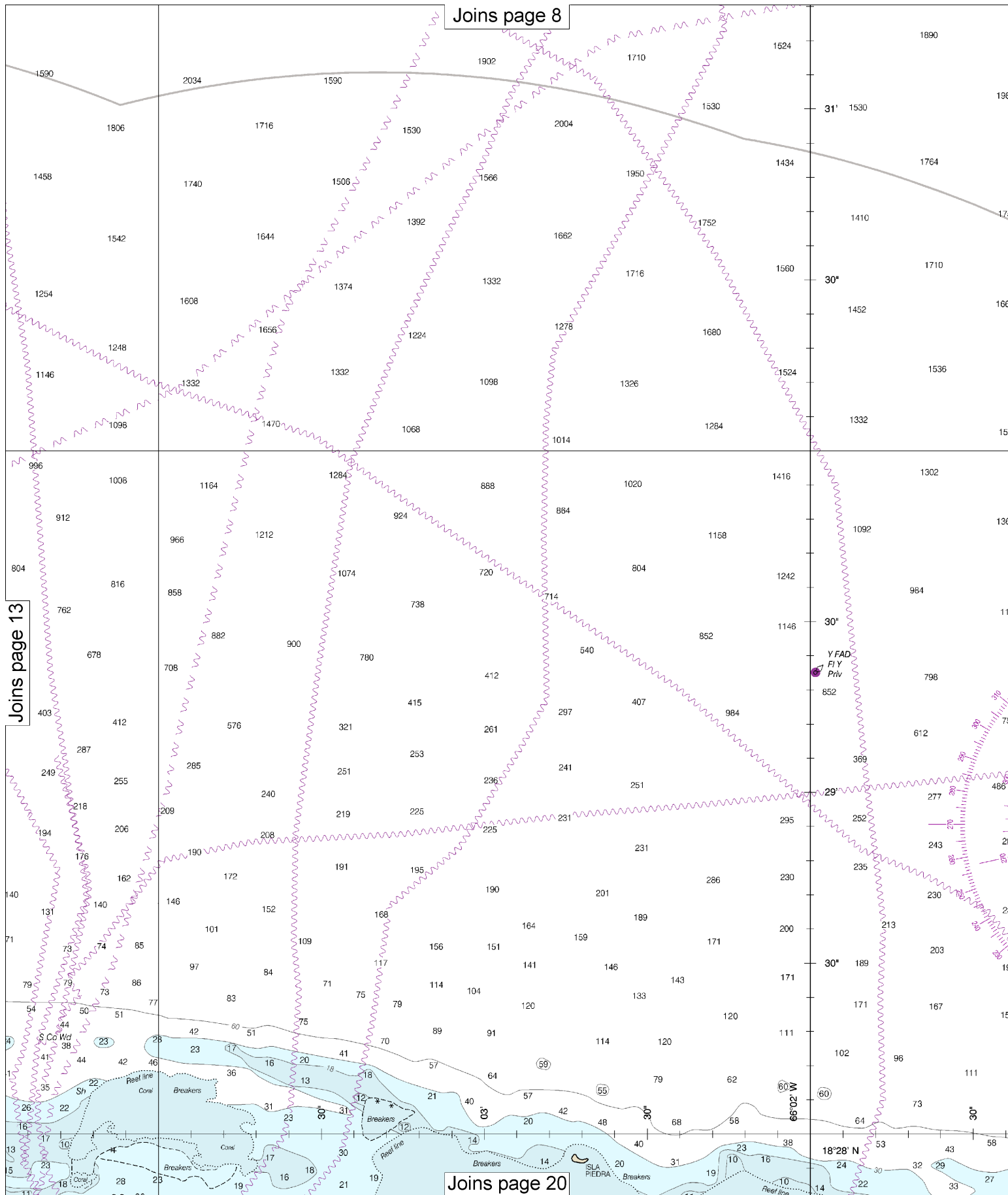




Joins page 7

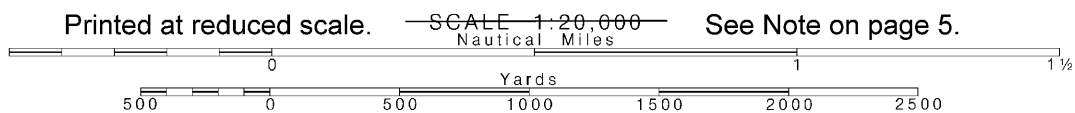
Joins page 14

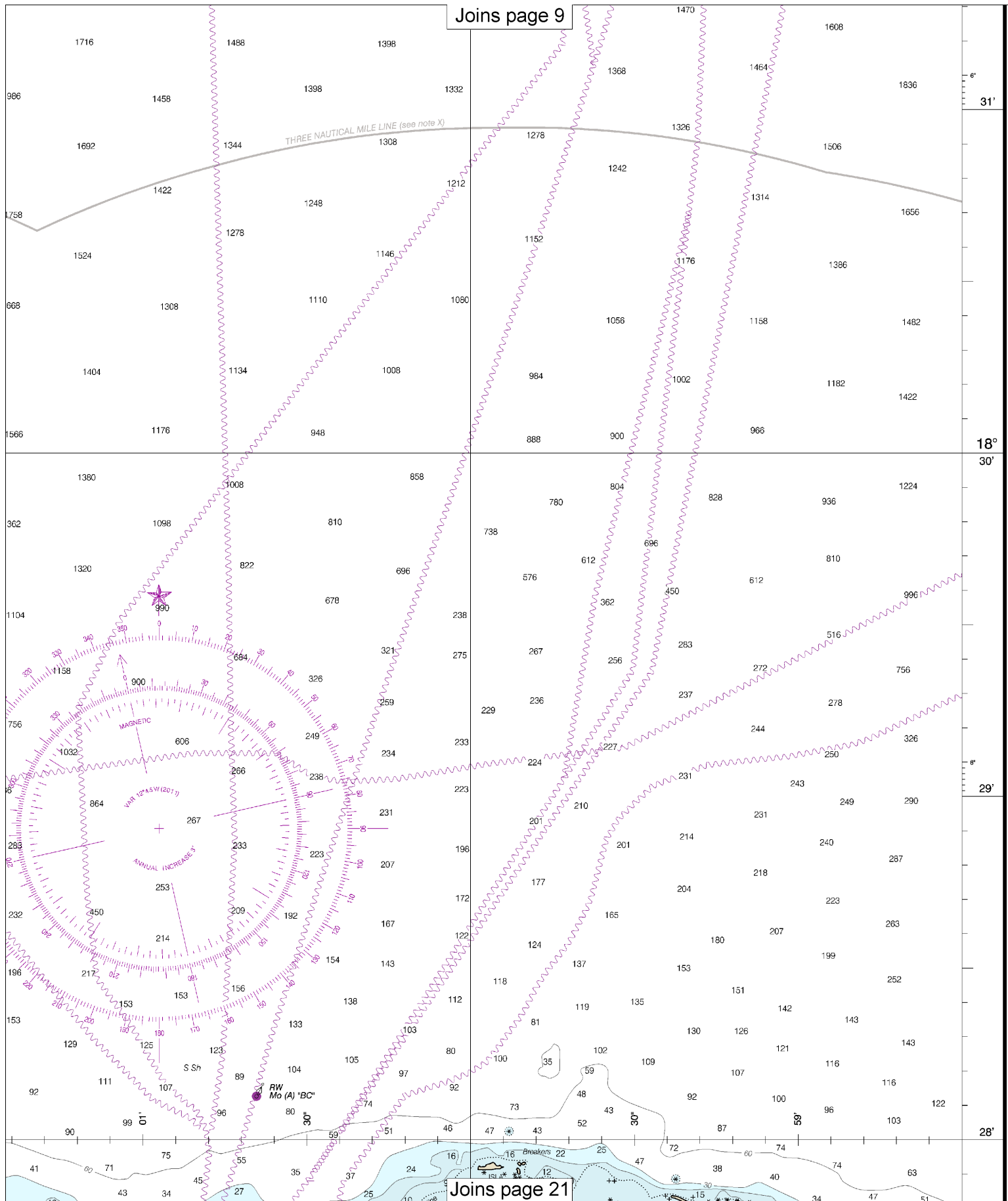
Joins page 19



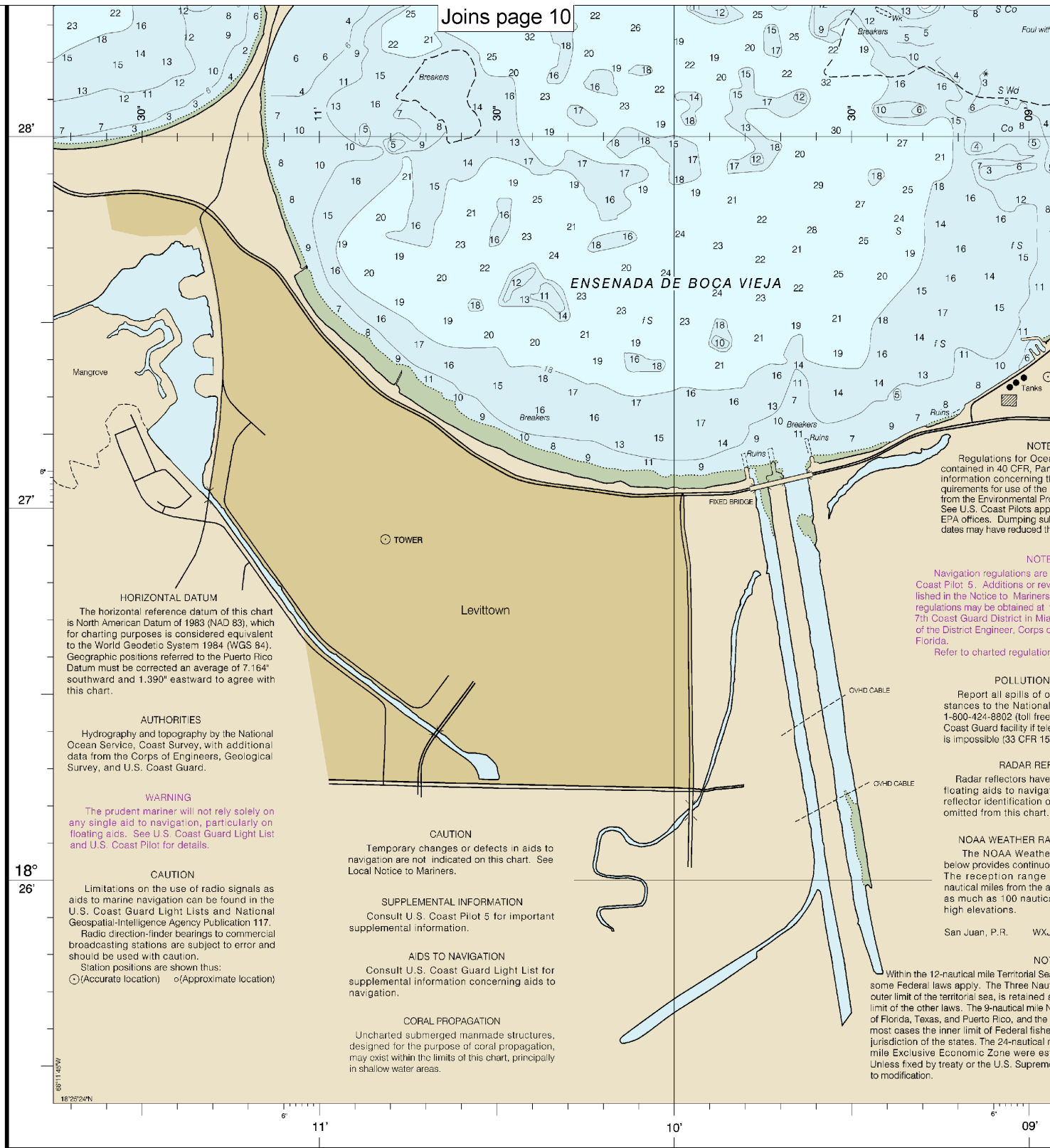
14

Note: Chart grid lines are aligned with true north.





Joins page 10



25669

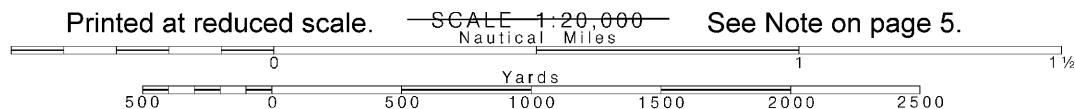
This is the Last Edition of this chart. It will be canceled on Apr 3, 2024
1st Ed., Oct. 2011. Last Correction: 9/29/2023. Cleared through:
LNM: 1224 (3/19/2024), NM: 1324 (3/30/2024)

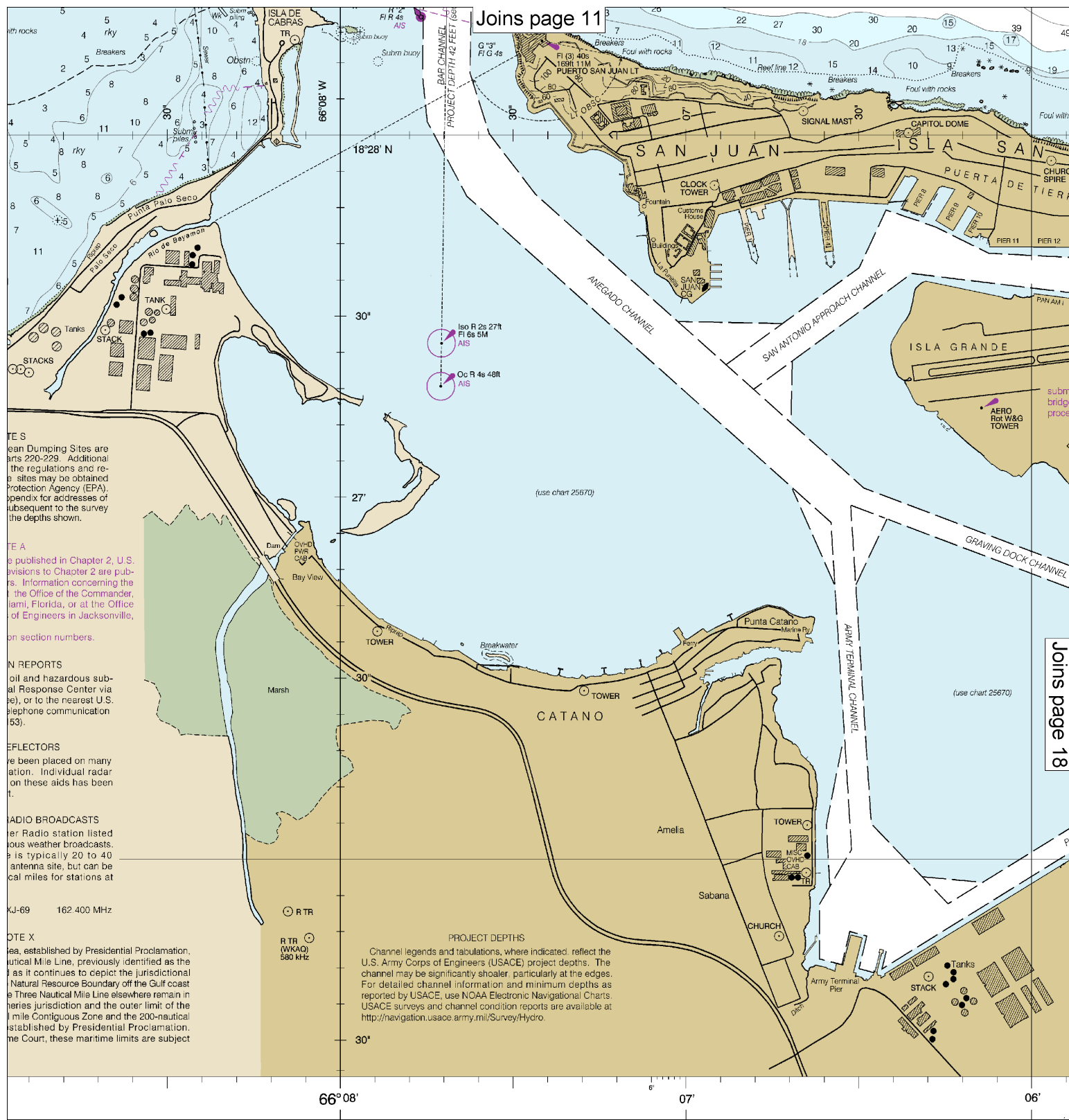
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected 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 National Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CMD), National Ocean Service, Silver Spring, Maryland 20910-3282.

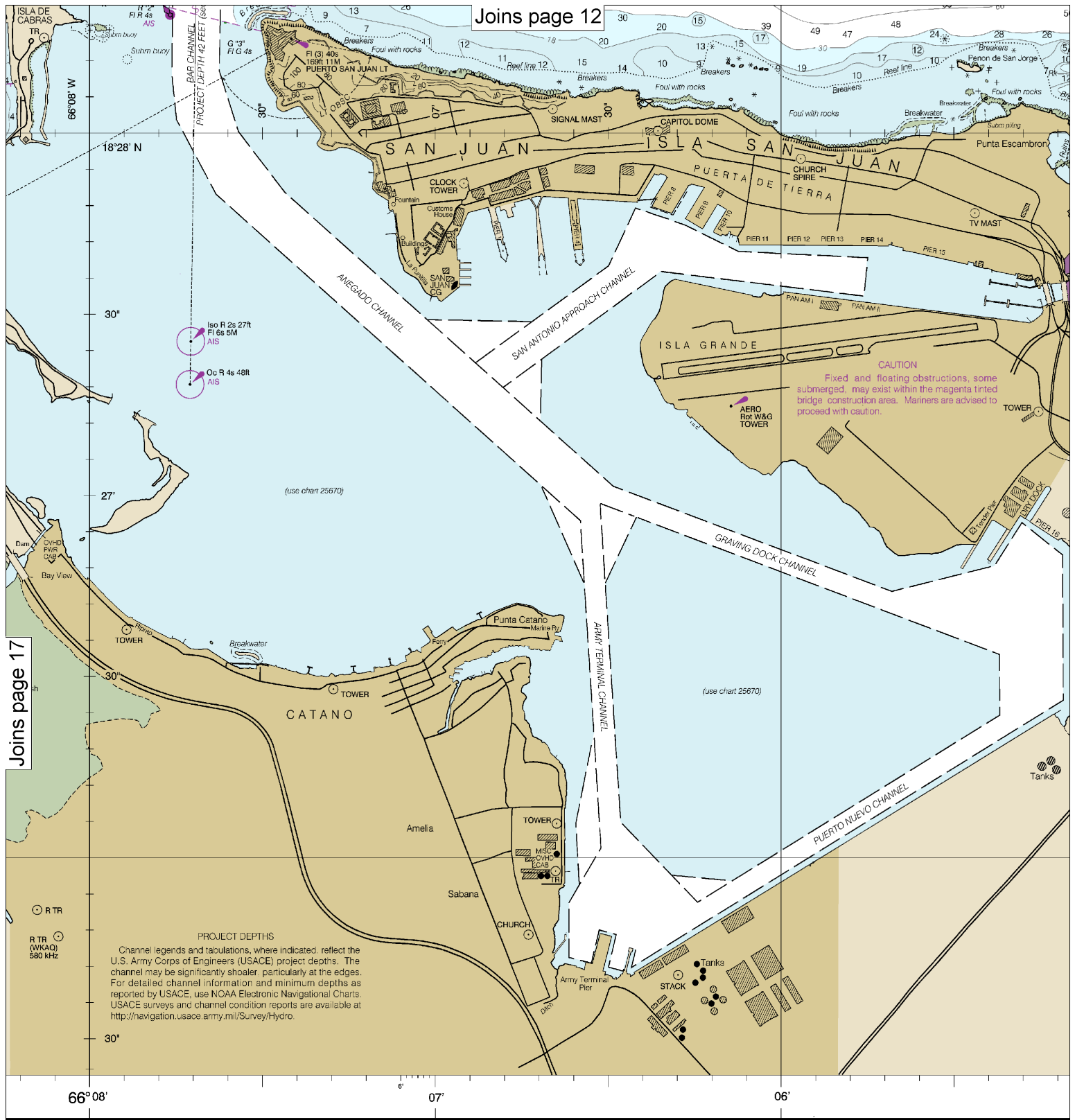
16

Note: Chart grid lines are aligned with true north.

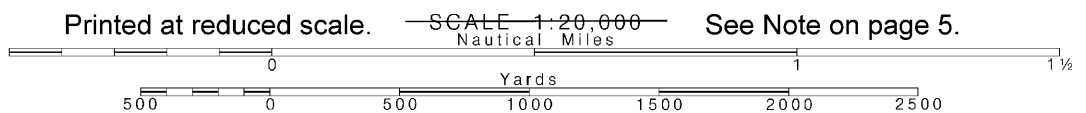


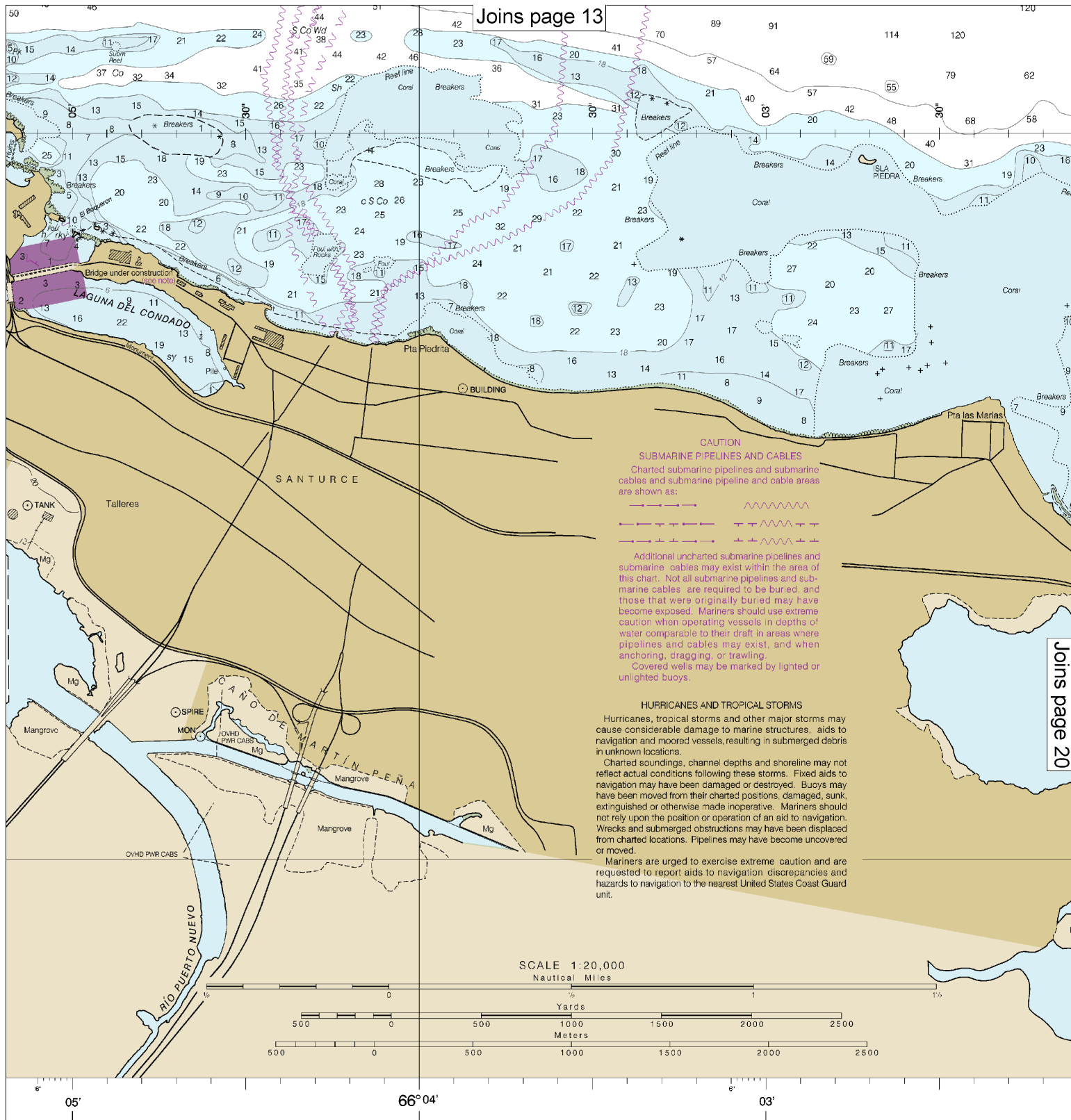


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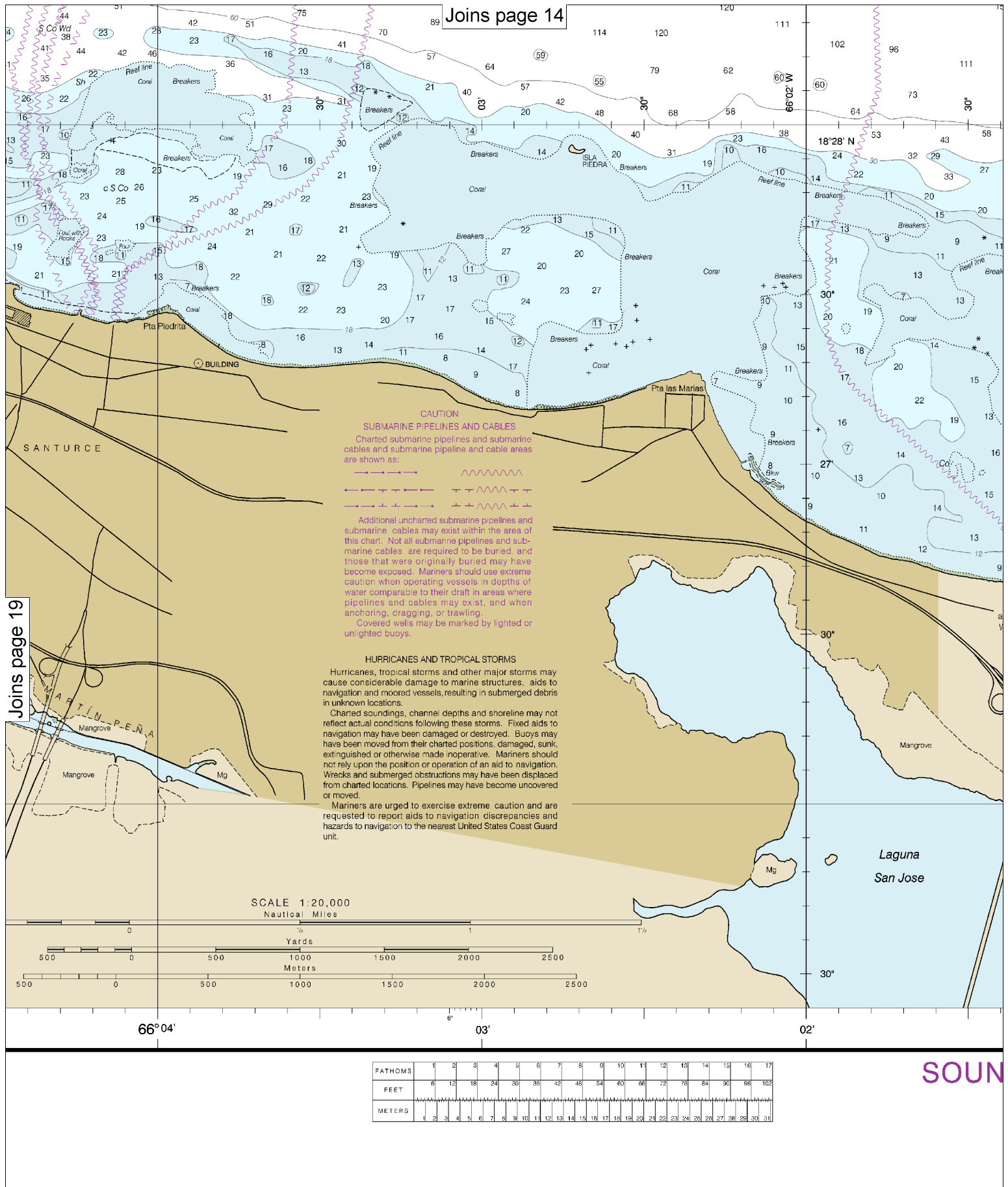
Note: Chart grid lines are aligned with true north.





ton, D.C.
 COMMERCE
 HERIC ADMINISTRATION
 SERVICE
 EY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108	114	120	126	132	138	144	150	156	162	168	174	180
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30



Joins page 14

Joins page 19

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

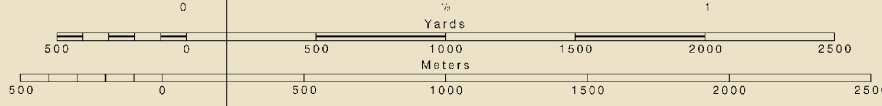
HURRICANES AND TROPICAL STORMS

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.

SCALE 1:20,000
Nautical Miles



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

SOUNDINGS

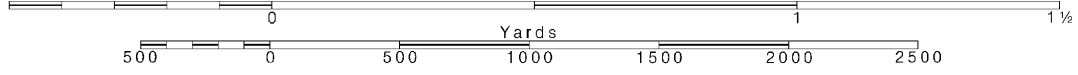
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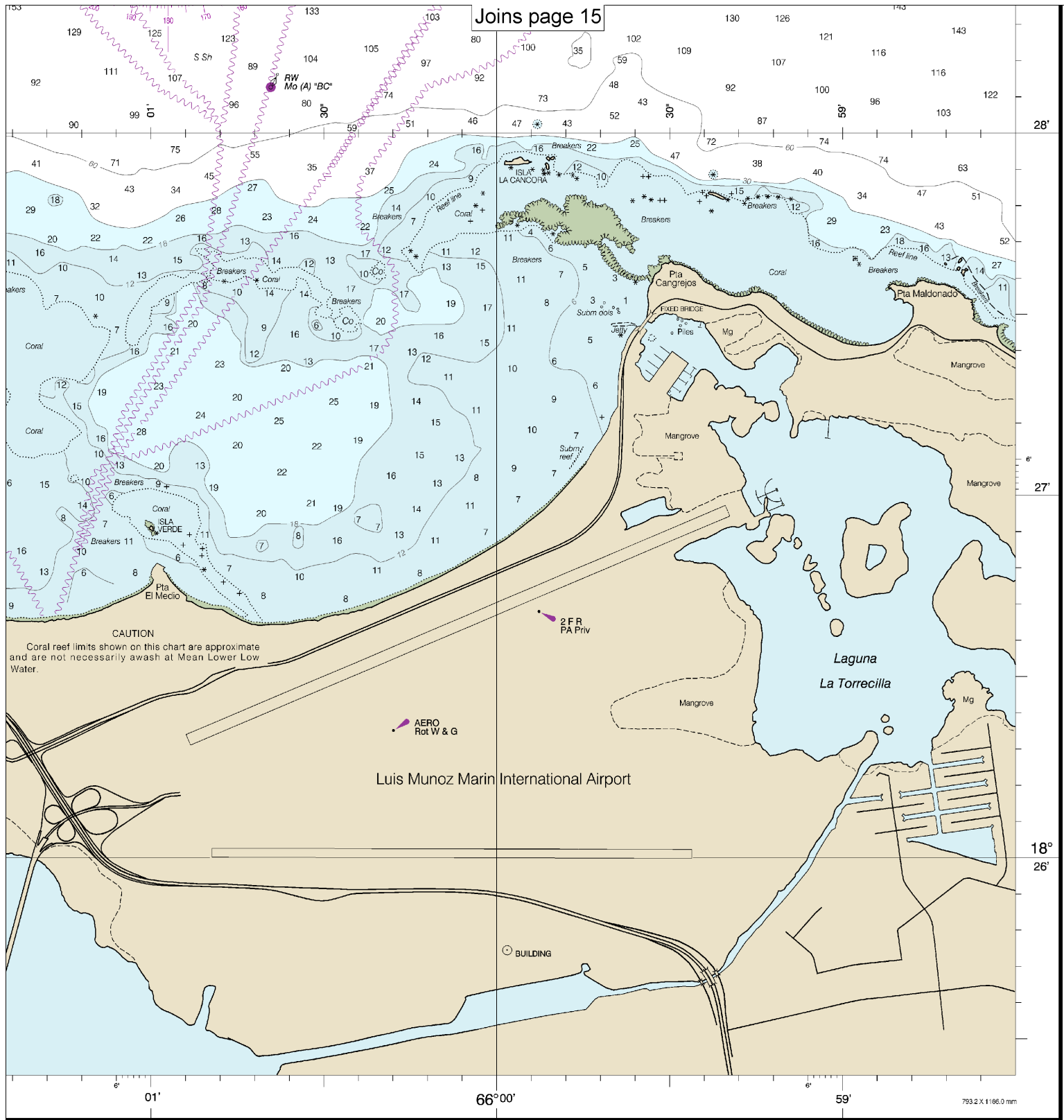
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





Joins page 15

SOUNDINGS IN FEET

Approaches to San Juan
SOUNDINGS IN FEET - SCALE 1:20,000

25669



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.



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



— 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.