Saipan and Tinian
NOAA Chart 81067

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

Approximate Page Index
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.NOAAGov.

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.


(Selected Excerpts from Coast Pilot)

Aguijan Island (14°51’N., 145°33’E.) is about 022°, 42 miles from Rota Island, and it has steep, inaccessible shores. Naftan Rock is about ¾ mile southwest of the island’s southwest end.

Off-lying banks and dangers.—Esmeralda Bank, about 17 miles northwest of Aguijan Island, has at least depth of about 33 fathoms (60 meters), and can be recognized by the discoloration of the water, which has the appearance of sulphur being emitted. A 30 fathom (54 meters) bank, marked by boiling sulphur, is about 20 miles northwest of Aguijan Island. Banks with greater depths are charted in this vicinity.

A bank, with a depth of 19 fathoms (34 meters) over it, is about 5 miles southwest of Aguijan Island. Tatsumi Reef, centered about 2 miles southeast of the southern end of Tinian Island, is on the northeast side of Tinian Channel. A patch with a depth of 13 fathoms (24 meters) over it is 14 miles west of the north end of Tinian Island.

Tinian Island (15°00’N., 145°38’E.) is northeast of Aguijan Island and it is separated from it by Tinian Channel.

Tinian Harbor is the name given to the area lying off the southwestern shore of Tinian Island, fronting the town, and including the swept area best shown on the chart.

The inner harbor area off Tinian is protected from the sea by a breakwater constructed on the reef that fronts the town. The north end of the breakwater was in ruins (2005). An entrance channel, marked by lighted and unlighted buoys, is entered about ½ mile S of the head of the breakwater and leads NE and NW to a basin off the town of Tinian. In 2007, the controlling depths were 28 feet (8.5 meters) in the entrance channel with lesser depths to 26 feet (7.9 meters) along the edges of the channel, thence 24 feet (7.3 meters) in the basin. A smokestack is about 0.6 mile NW of the inner harbor in about 14°58’25”N., 145°36’55”E.

Anchorage.—Anchorage may be found, in depths of 10 to 20 fathoms (18.3 to 37 meters), sand and coral, good holding ground, off Tinian; however, it is unsafe during the Southwest Monsoon. During westerly winds anchorage may be found in a bay on the northeast side of Tinian Island between Puntan Masalok and Puntan Asiga, in depths of 15 to 25 fathoms (27 to 46 meters); however, this anchorage is reported untenable during strong easterly and northeasterly winds.

Explosive anchorages are off the west shore of Tinian Island, off Puntan Diablo (see 110.239, chapter 2, for limits and regulations.)

A security zone is off the west shore of Tinian Island, between Puntan Diablo and the village of Tinian (see 165.1403, chapter 2, for limits and regulations).

Pilotage.—Vessels must obtain permission and acquire a pilot from the authorities at Saipan before entering the harbor. Entering and exiting port is permitted only during daylight hours and “Tinian Port Control” monitors VHF-FM channel 16.

A security zone has been established in Saipan Harbor. (See 33 CFR 165.1405, chapter 2, for limits/regulations.)

A sewer outfall extends from a position about 200 yards southwest of the southwest corner of Pier C to a position about 600 yards north-northwest of the northwest corner of the same pier. Unexploded ordnance reported to lie within Anchorage Berth L8.

An isolated shallow area in Garapan Anchorage, has a least depth of 6 feet and is marked by a buoy on the W side.

Some mooring buoys and many wrecks are in this harbor.

Pilotage.—Pilotage is compulsory; pilots board vessels in the vicinity of Tanapag Harbor Approach Lighted Buoy T.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Honolulu Commander
14th CG District (808) 535-3333
Honolulu, HI
Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

PORT SIDE
ODD NUMBERED AIDS
- GREEN LIGHT ONLY FLASHING (2)
- FLASHING OCCULTING QUICK FLASHING ISO

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO STARBOARD TOPMOST BAND GREEN
- COMPOSITE GROUP FLASHING (2+1)

PREFERRED CHANNEL NO NUMBERS – MAY BE LETTERED
- PREFERRED CHANNEL TO PORT TOPMOST BAND RED
- COMPOSITE GROUP FLASHING (2+1)

STARBOARD SIDE
EVEN NUMBERED AIDS
- RED LIGHT ONLY FLASHING (2)
- FLASHING OCCULTING QUICK FLASHING ISO

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
(FATHOMS AND FEET TO 11 FATHOMS)

CAUTION
SUBMARINE PIPELINES AND CABLES
Shared submarine pipelines and submarine cables and submarine pipeline and cable areas are shown.

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 located, 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 towing.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B
Submerged submarine operations are conducted at various times in the waters contained on this chart. Proceed with caution.

Note: Chart grid lines are aligned with true north.
SAIPAN AND TINIAN

Mercator Projection
Scale 1:75,000 at Lat 15° 05'

World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT LOWEST LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coastal Survey, with additional data from the Corps of Engineers, Geodetic Survey, U.S. Coast Guard, U.S. Navy, and other sources.

GLOSSARY

AUTHORITIES.

North Pacific Ocean.

COMMONWEALTH OF THE NORTHERN
MARIANA ISLANDS

SAIPAN AND TINIAN

Mercator Projection
Scale 1:75,000 at Lat 15° 05'

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GLOSSARY

Bohaw . . . . . . . . . . . . . . . . . Bay
Laguna . . . . . . . . . . . . . . . . . lagoon
Puerto . . . . . . . . . . . . . . . . . Harbor
Pantas . . . . . . . . . . . . . . . . . point
Usai . . . . . . . . . . . . . . . . . shore

WARNING

The prudent mariner will not rely solely on any single chart for navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

This chart is based in whole or in part on information from other than official U.S. Government sources, as indicated. Copyright restrictions of the country of origin continue to exist.

For Symbols and Abbreviations see Chart No. 1

This Booklet Chart was reduced to 75% of the original chart scale. The new scale is 1:100000. Barscales have also been reduced and are accurate when used to measure distances in this Booklet Chart.
### Supplemental Information

Consult U.S. Coast Pilot 7 for important supplemental information.

### CAUTION

Limitations on the use of radio signs as aids to marine navigation can be found in the U.S. Coast Guard Light List and National Geophysical Intelligence Agency Publication 117. Radio direction-finding bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
- **Exact location**
- **Approximate location**

### Current Observations

- **Wind**: Light and variable
- **Currents**: 0.5 knot
- **Average**: 2.5 knot

### Soundings in Fathoms

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### Glossary

- **Bight**
- **Laguna**
- **Puenio**
- **Punta**
- **Urai**

### Warning

This chart is based in whole or in part on navigational data from other than official U.S. Government sources. Copyright restrictions of the original document exist.

For Symbols and Abbreviations see Chart 7.
Note: Chart grid lines are aligned with true north.
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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/

Quick References
Nautical chart related products and information — http://www.nauticalcharts.noaa.gov
Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Chart and chart related inquiries and comments — http://ocsdata.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/nsc/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 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

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!