BookletChart™

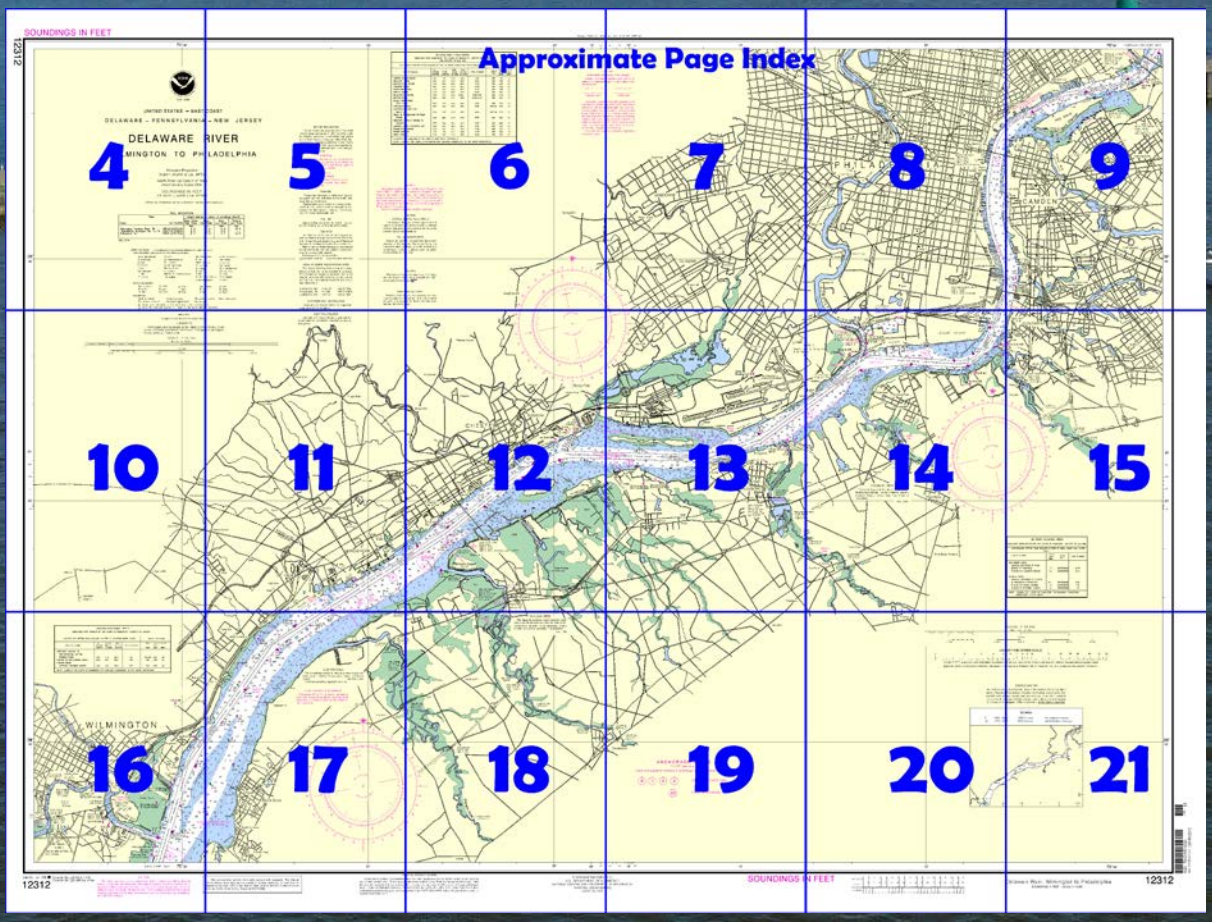
Wilmington to Philadelphia

NOAA Chart 12312

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=12312

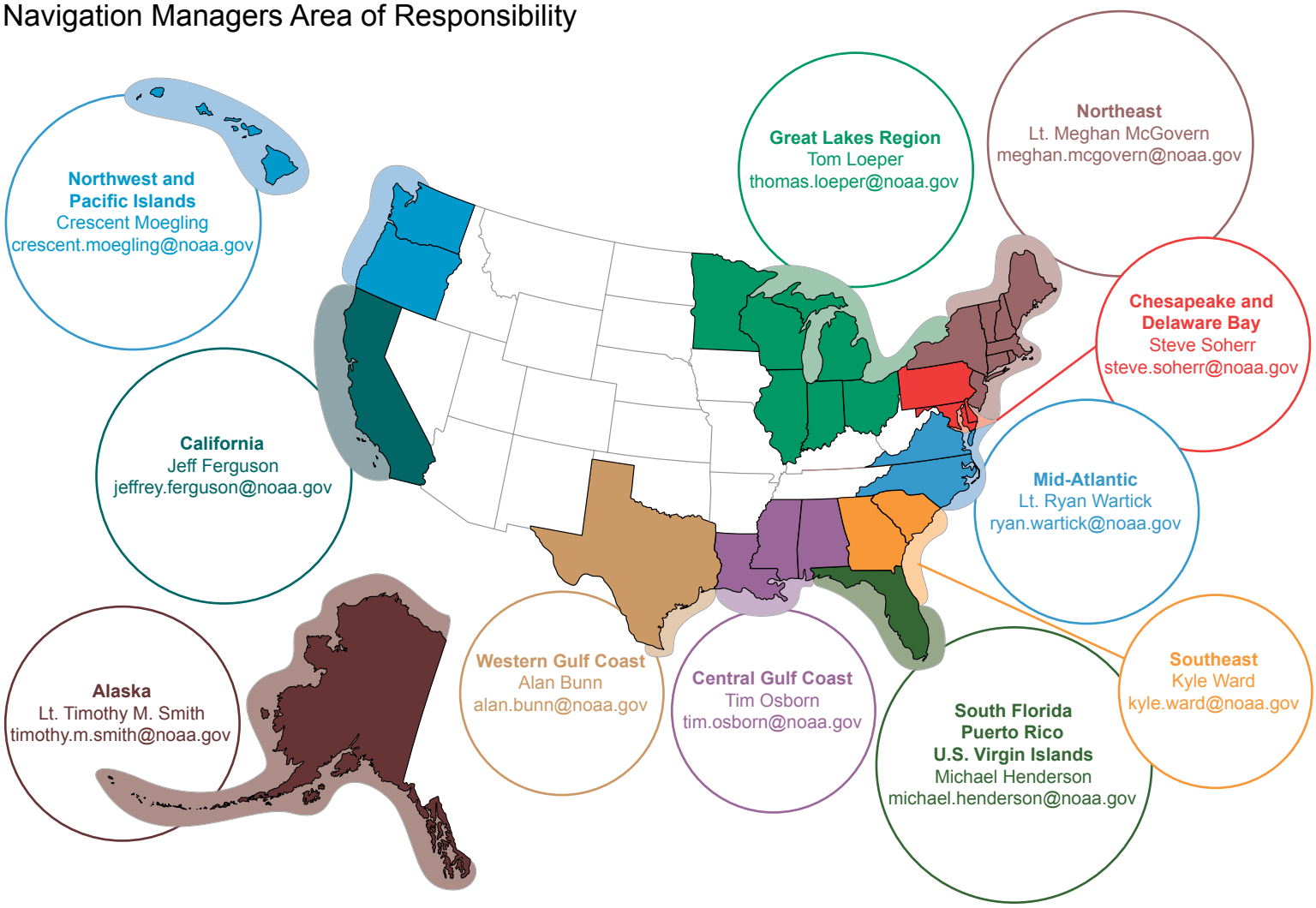
(Selected Excerpts from Coast Pilot)
Edgemoor. The wharves of the E.I. duPont de Nemours Co., Edgemoor Plant, have depths of 20 feet at their outer ends.
A dike with its outer end submerged extends 0.3 mile offshore from
Oldmans Creek has an unmarked channel leading from the Delaware River to the mouth of the creek. In 1973, extensive shoaling was reported at the entrance to and throughout Oldmans Creek. Mariners should exercise extreme caution when transiting this area.
A vertical-lift bridge and two swing bridges cross the creek between the mouth and **Pedricktown**; all are kept in a closed position. The limiting clearance of the bridges is 1 foot at the second bridge.

Raccoon Creek.–The approach is a dredged channel that extends west-southwestward through the shallow flats for 1.1 miles from the mouth. The approach channel is marked by buoys, and a light marks the outer end of the rock jetty on the south side of the entrance.
The U.S. Route 130 bridge at **Bridgeport** has a vertical-lift span with clearance of 4 feet down. The ConRail bridge 0.3 mile above the highway bridge has a clearance of 7 feet.
Between Bridgeport and **Swedesboro** the least bridge clearances are: swing bridge, 6 feet vertical; fixed bridges, 8 feet vertical. The railroad bridge above the mouth of **Chester Creek** has a clearance of 1½ feet. Above that point, navigation is restricted by the 6-foot minimum clearance of the fixed bridges. Navigation is suitable only for very shallow-draft boats to the second bridge.
The current velocity is 1.7 knots on the flood and 2.2 knots on the ebb off **Eddystone**.
Essington has boatyards that can provide berths, fuel, and supplies. An unmarked channel parallel to and 450 feet from the centerline of the dike has a controlling depth of 5½ feet; shoals are on both sides of the channel. Local vessels usually pass the west end of the island where the controlling depth is 9 feet.
A **special anchorage**.–Depths are 9 to 20 feet in the anchorage. The current velocity is about 1.3 knots. In 1978, a piling was reported in the anchorage area 0.5 mile eastward of the entrance to Darby Creek. Gasoline, diesel fuel, water, ice, berths, and marine supplies are available along the Essington waterfront.
A **general anchorage** is between Thompson Point and Crab Point and the south side of the main channel. The current velocity is about 2 knots a half-mile east of Crab Point.
The Mantua Creek entrance jetties are marked by lights, and the entrance channel is marked by buoys. In August 1998, the centerline controlling depth in the dredged channel was 11 feet for 0.7 mile above the mouth; thence in 1981, 7 feet **Friars Landing**, thence 4½ feet **Parkers Landing**, and thence less than 1 foot to Mantua.
A **general anchorage** is on the southeasterly side of the main channel above the entrance to Mantua Creek. The current velocity is about 2 knots in the channel opposite the anchorage.
Anchorages.–Vessels must not anchor in Christina River channel within the city limits of Wilmington or tieup at any wharf more than two abreast without permission of the harbor commissioners. A general anchorage is off Deepwater Point, south of the river entrance. (See **110.1 and 110.157(a)(7) and (b),** chapter 2, for limits and regulations, and page 391 for **Wilmington climatological table.)**
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Vessels subject to boarding for quarantine inspection are required to anchor off Marcus Hook boarding station, 7 miles up the Delaware River from Wilmington. Wilmington is a **customs port of entry.**
Local magnetic disturbance.–Differences of 2° to 5° from normal variation have been observed astride the Delaware River Channel from Oldmans Point to the mouth of Oldmans Creek.
On the southeast side of the main ship channel opposite Marcus Hook is a **general anchorage** with a preferential area for vessels awaiting quarantine inspection. (See **110.1 and 110.157(a)(8) and (b),** chapter 2, for limits and regulations.)
Currents.–The current velocity is about 1.7 knots at Marcus Hook. Chester is a **customs port of entry**.

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

RCC Norfolk	Commander 5th CG District Norfolk, VA	(575) 398-6231

Navigation Managers Area of Responsibility

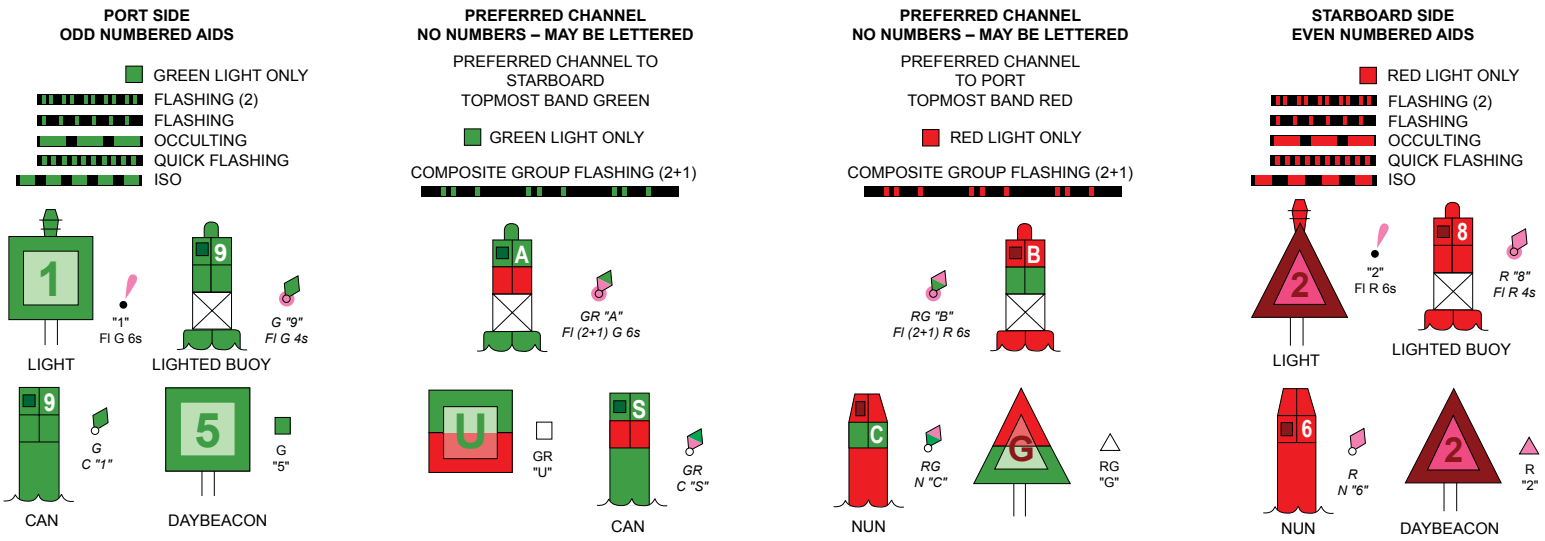


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

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*

75°30'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES – EAST COAST

DELAWARE – PENNSYLVANIA – NEW JERSEY

DELAWARE RIVER

WILMINGTON TO PHILADELPHIA

Mercator Projection
Scale 1:40,000 at Lat. 39°51'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Billingsport, Delaware River, NJ	(39°51'N/75°15'W)	6.2	5.8	0.2
Philadelphia, Municipal Pier 11, PA	(39°57'N/75°08'W)	6.8	6.4	0.2
Wilmington, Christina River, DE	(39°43'N/75°31'W)	5.9	5.5	0.2

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.

(Apr 2012)

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

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

AERO aeronautical	G green	N nun	R TR radio tower	
Al alternating	IQ interrupted quick	OBSC obscured	Rot rotating	
B black	Iso isophase	Oc occulting	s seconds	
Bn beacon	LT HO lighthouse	Or orange	SEC sector	
C can	M nautical mile	Osc oscillating	St M statute miles	
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	
	Mo morse code	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 submerged
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.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

39° 55'

Joins page 8

Aston Mills

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

25' 20' 19' 45' 30'

DELAWARE RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JAN 2015

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CHERRY ISLAND RANGE	42.6	44.0	43.8	43.1	6-14	800	4.33	40
BELLEVUE RANGE	40.3	42.2	43.1	41.9	9-13	800	3.05	40
MARCUS HOOK RANGE	36.3	40.2	40.9	41.5	6-14	800	4.25	40
CHESTER RANGE	33.9	41.2	40.9	40.7	9-13	800	1.82	40
EDDYSTONE RANGE	40.0	41.3	42.0	40.5	9-13	800	1.08	40
TINICUM RANGE	36.3	40.3	39.6	36.5	10-13	800	3.03	40
BILLINGSPORT RANGE	42.6	44.7	44.8	40.6	10-13	800	1.15	40
MIFFLIN RANGE	40.4	42.2	43.3	42.8	8-14	800	2.83	40
EAGLE POINT RANGE	42.5	44.1	42.9	42.8	10-13	800	1.74	40
HORSESHOE BEND	39.7	43.6	44.9	41.7	10-13	800-500	0.80	40
EAST HORSESHOE RANGE AND REACH M	40.8	44.4	43.9	44.4	10-13	500-400	1.19	40
REACH M TO BENJAMIN FRANKLIN BRIDGE	19.7	35.4	40.7	39.2	11-13	400	2.95	40
BENJAMIN FRANKLIN BRIDGE TO CAMBRIA ST	25.5	39.2	39.7	37.1	11-13	400	2.00	40
CAMBRIA ST TO ALLEGHENY AVE	36.7	40.9	40.4	37.1	11-13	400	0.42	40
HARBOR RANGE	39.9	39.9	40.1	39.0	10-14	400	0.70	40
FISHER CHANNEL	38.9	42.4	44.1	42.4	10-14	400	0.31	40
DRAW CHANNEL	37.2	44.2	43.6	40.6	10-14	400	0.74	40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION

SUBMARINE PIPELINES A

Charted submarine pipeline cables and submarine pipeline are shown as:

Pipeline Area

Additional uncharted subm submarine cables may exist this chart. Not all submarine p marine cables are required those that were originally b become exposed. Mariners sh caution when operating ves water comparable to their dr pipelines and cables may anchoring, dragging, or trav

Covered wells may be ma unlighted buoys.

HORIZONTAL DATUM

zontal reference datum of this chart erican Datum of 1983 (NAD 83), which purposes is considered equivalent d Geodetic System 1984 (WGS 84). ic positions referred to the North Datum of 1927 must be corrected an 0.405" northward and 1.318" eastward th this chart.

WARNING

dent mariner will not rely solely on aid to navigation, particularly on s. See U.S. Coast Guard Light List oast Pilot for details.

CAUTION

rary changes or defects in aids to re not indicated on this chart. See e to Mariners. ome winter months or when endan- e, certain aids to navigation are other types or removed. For details ast Guard Light List.

CAUTION

channels shown by broken lines are hoaling, particularly at the edges.

CAUTION

ons on the use of radio signals as ine navigation can be found in the Guard Light Lists and National ntelligence Agency Publication 117. ection-finder bearings to commercial ig stations are subject to error and used with caution. ositions are shown thus: location) ○(Approximate location)

EATHER RADIO BROADCASTS

AA Weather Radio stations listed de continuous weather broadcasts. tion range is typically 20 to 40 es from the antenna site, but can be 100 nautical miles for stations at tions.

, NJ	KHB-38	162.400 MHz
, PA	KIH-28	162.475 MHz
MD	WXK-97	162.500 MHz

PLEMENTAL INFORMATION

t U.S. Coast Pilot 3 for important tal information.

AIDS TO NAVIGATION

U.S. Coast Guard Light List for al information concerning aids to

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. 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, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

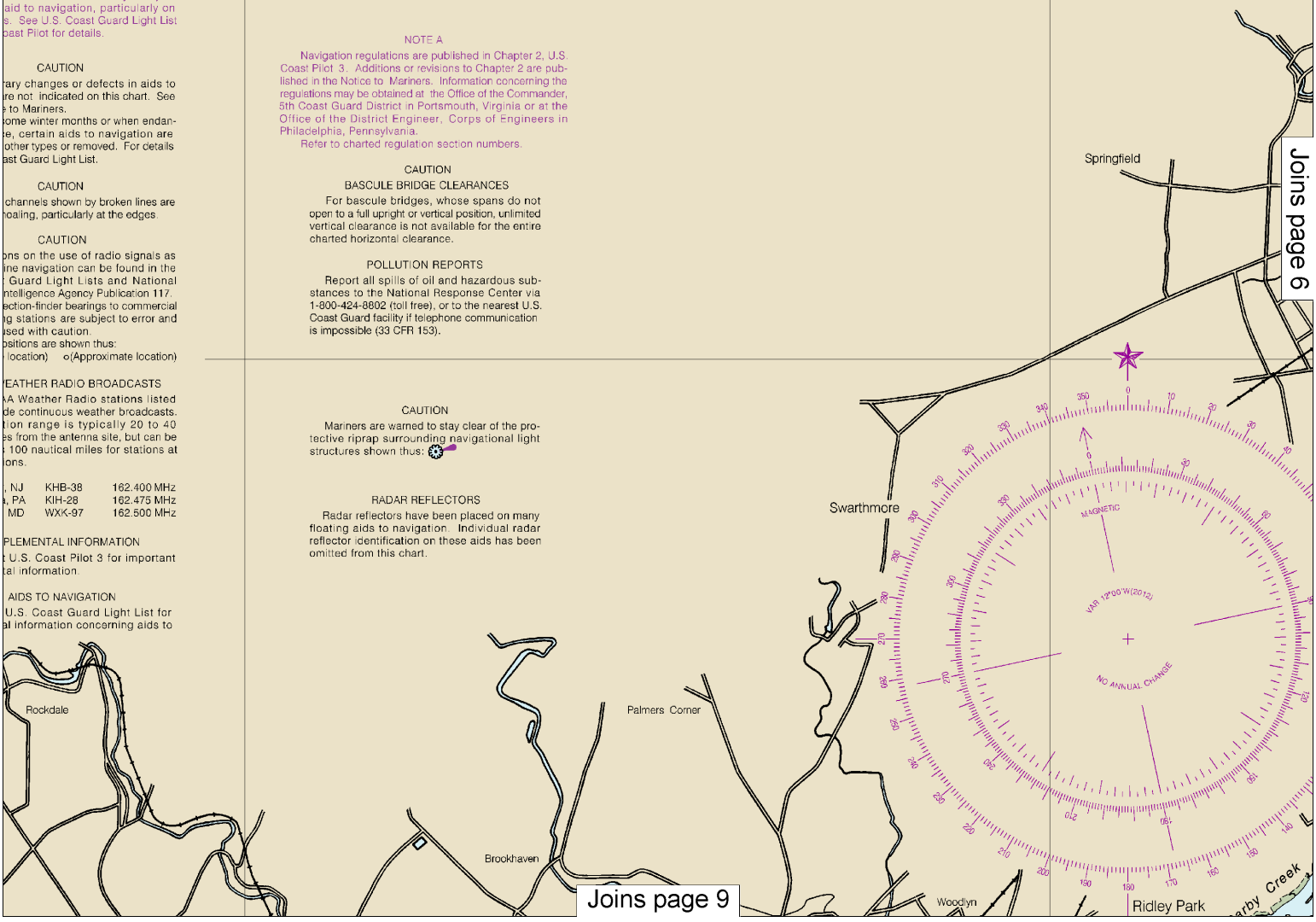
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

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.



Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:57142. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

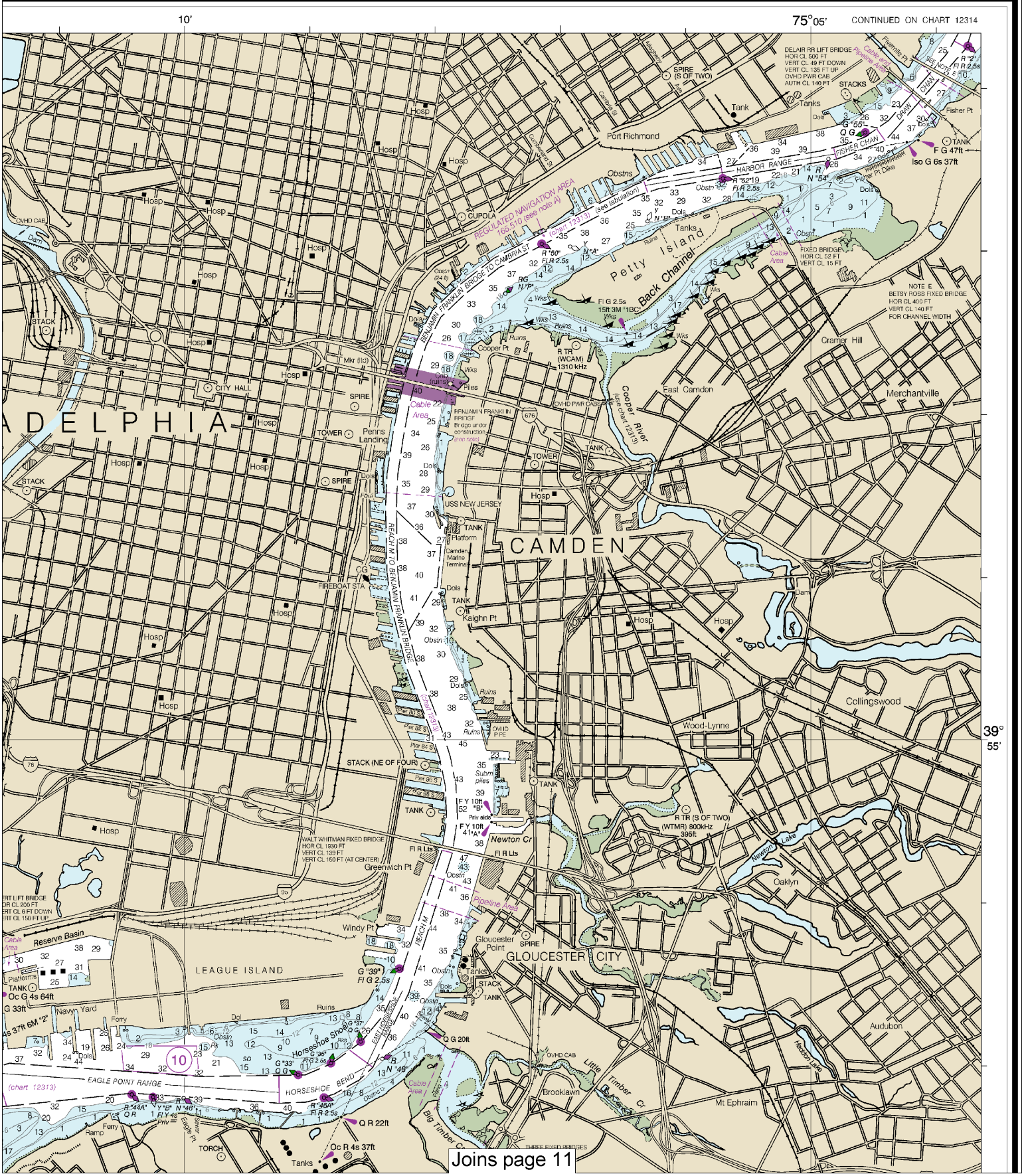
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.
56th Ed., May 2012. Last Correction: 8/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

, PA KIH-28 162.475 MHz
MD WXK-97 162.500 MHz
PLEMENTAL INFORMATION
t U.S. Coast Pilot 3 for important
tal information.
AIDS TO NAVIGATION
U.S. Coast Guard Light List for
al information concerning aids to
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.
Joins page 5
Swarthmore
Rockdale
Palmers Corner
Brookhaven
Woodlyn
Ridley Park
Crum Lynne
Village Green
Parkside
Bridgewater
Eddystone
CHESTER
Upland
Gardendale
Twin Oaks
Hosp
Boothwyn
Linwood
Trainer
Chester Island
Morris I
Joins page 10
MARCUS HOOK
Raccoon I
Raccoon Creek
Cedar Swamp
Repaupo Sta
Repaupo Creek
Marsh
Bridgeport
Prospect
Mud
Hook Bar
Joins page 13
EDDYSTONE RANGE
CHESTER RANGE
MARCUS HOOK RANGE
Excelsior Bar
QUARANTINE ANCHORAGE AREA (see note A)
COMMODORE BARRY FIXED BRIDGE
HOR CL 1600 FT
VERT CL 181 FT
VERT CL 190 FT FOR MIDDLE 822 FT OF SPAN
OVHD PWR CAB AUTH CL 210 FT
LIFT BRIDGE
SWING BRIDGE
Pipeline Area
Cable Area
Old Canal
Ditch
Aunt Debs Ditch
Stony Creek
Darby Creek
Crum Cr
Ridley Creek
Chester Creek
Broadwater
Mill Creek
Bird Creek
Iso G 2s 62ft
Iso G 6s 110ft
Fl 4s 8ft "A" Priv
Fl 4s 8ft "B" Priv
Oc 4s 54ft Priv
Oc Y 1.5s 16ft Priv
Fl G 2.5s
Fl R 4s 15ft 4M "2RC"
Fl Y 2.5s 12ft Priv
4 F R 17ft HORN Priv
2 F R 17ft Priv
Tanks
STACKS
SPIRE
TANK
ELEV
CUPOLA (NE OF TWO)
OVHD PWR CABS
OVHD PIPE
OVHD PIPES
MARKERS (lighted)
TARGET
FIXED BRIDGE
Obstns
Ruins
Pile
Piles
Wks
Rk
Dol
Subm piles
Sewer
Dam
Spillway ruins
Slipway ruins
Tidal Gate
Levee
Pier
Fence
Fish Trap
Boat Basin
Marina
Anchorage
Refuse area
Dumping ground
Explosives dumping ground
Submarine cable
Submarine pipeline
Submarine area
Prohibited area
Restricted area
Magnetic
VAR 12°00'W(2012)
NO ANNUAL CHANGE

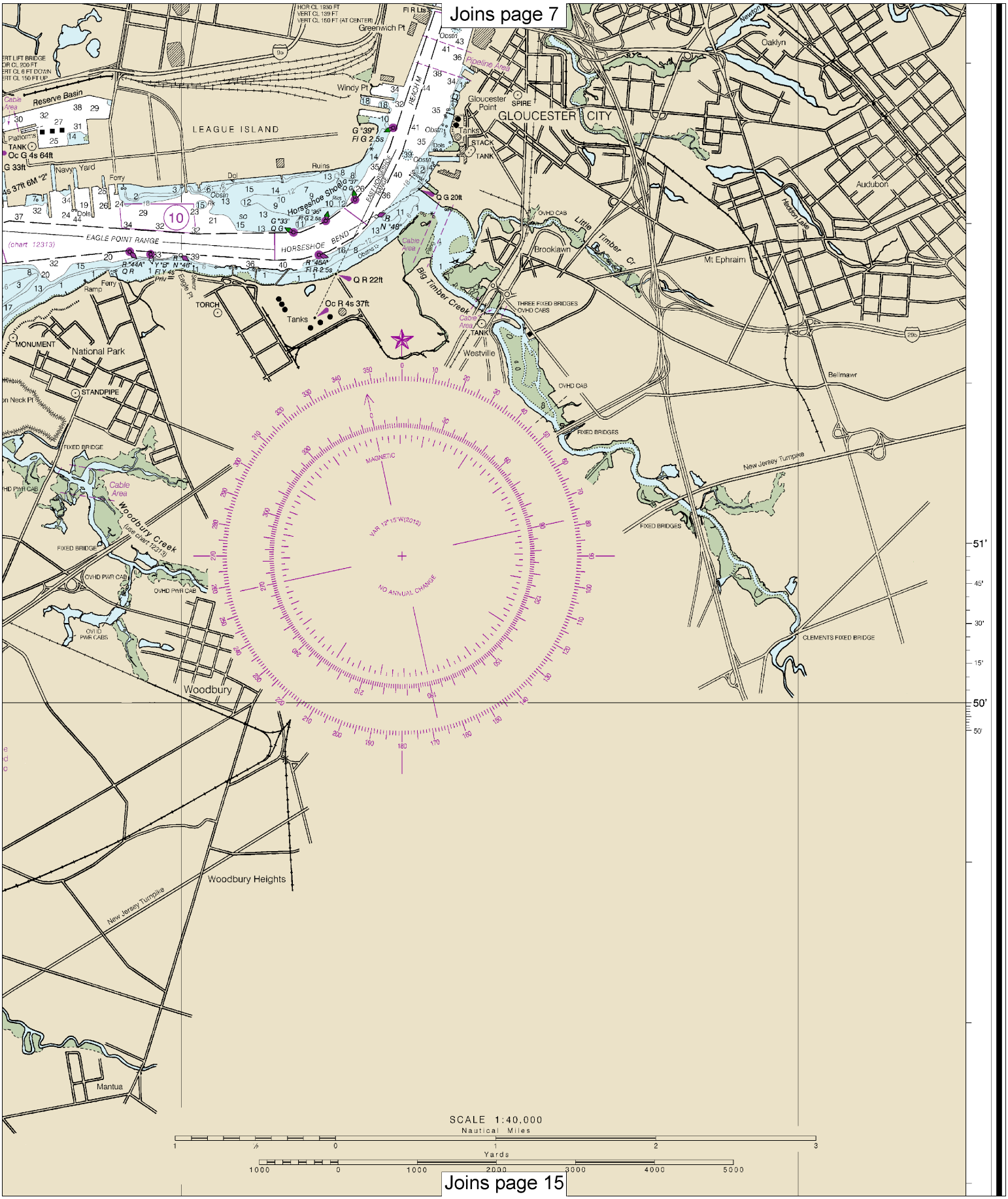
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Greenwich Pt
Windy Pt
Reserve Basin
LEAGUE ISLAND
Navy Yard
Ferry
Ruins
Horseshoe Shoal
EAGLE POINT RANGE
(chart 12313)
HORSESHOE BEND
Gloucester Point
SPIRE
GLOUCESTER CITY
STACK
TANK
Pipeline Area
Oaklyn
Audubon
Haddon Lake
Little Timber Cr
Brooklawn
Mt Ephraim
Big Timber Creek
THREE FIXED BRIDGES
OVHD CABS
Westville
Bellmawr
OVHD CAB
FIXED BRIDGES
New Jersey Turnpike
CLEMENTS FIXED BRIDGE
TORCH
Tanks
Oc R 4s 37ft
Q R 22ft
Q G 20ft
MONUMENT
National Park
STANDPIPE
FIXED BRIDGE
Cable Area
Woodbury Creek
(use chart 12313)
OVHD PWR CAB
Woodbury
Woodbury Heights
Mantua
MAGNETIC
VAR 12° 15' W(2012)
NO ANNUAL CHANGE
SCALE 1:40,000
Nautical Miles
Yards
Joins page 15
51'
45'
30'
15'
50'
50'

Joins page 8

12312

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.

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

56th Ed., May 2012. Last Correction: 8/23/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

12

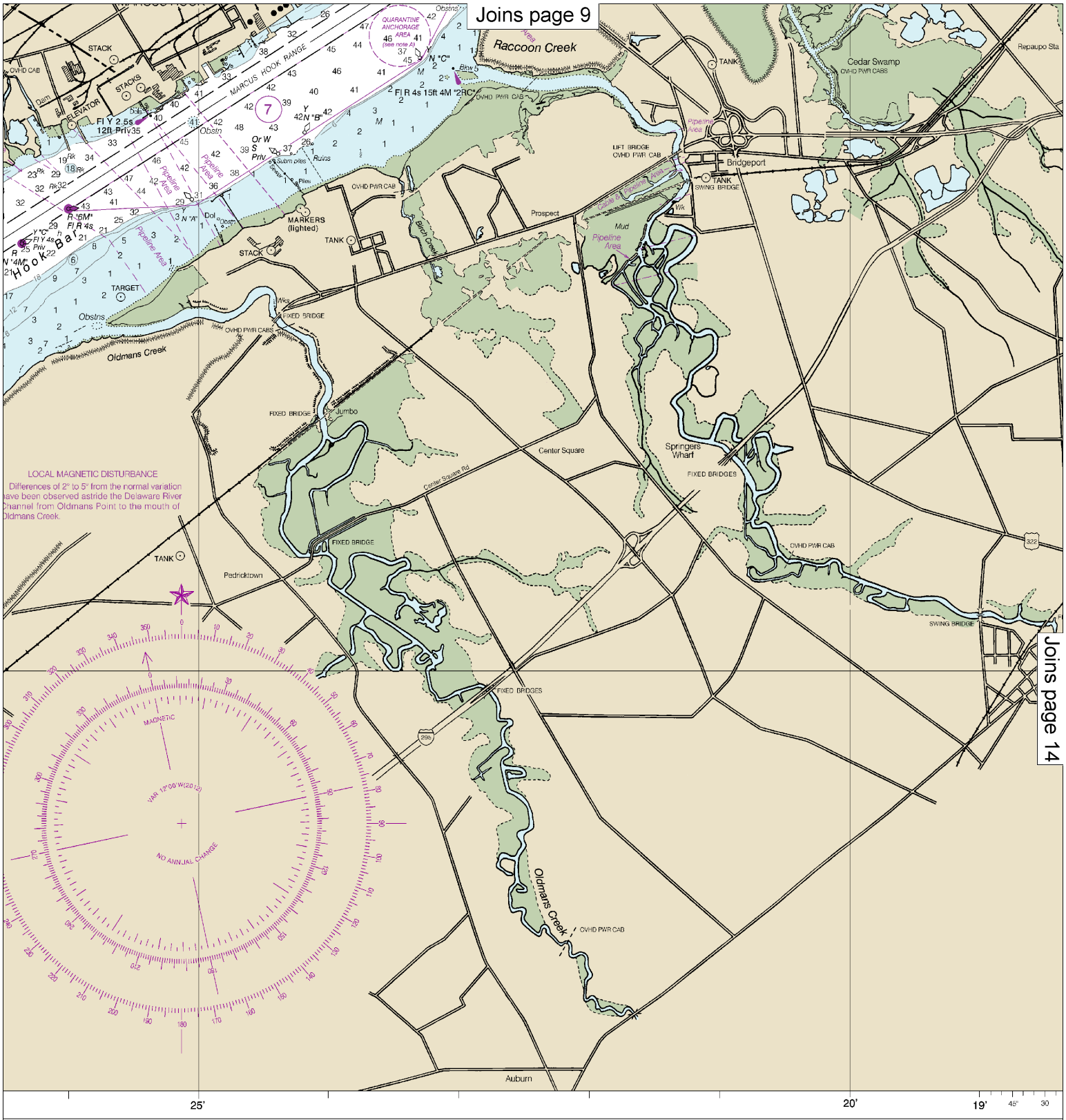
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

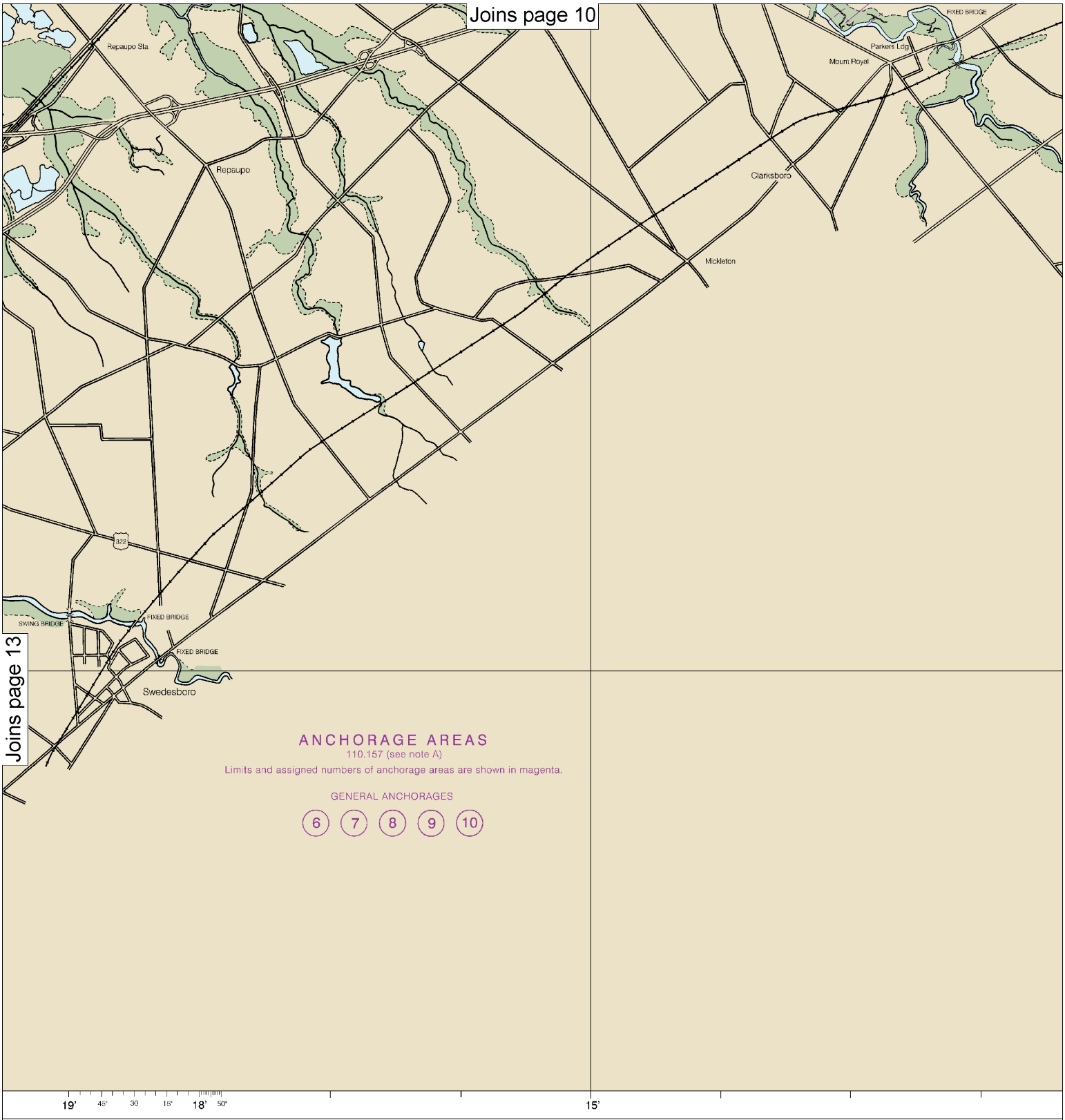
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMER
NATIONAL OCEANIC AND ATMOSPHERIC ADM
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



Joins page 13

Published at Washington, D.C.
DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

FATHOMS	1	2
FEET	6	12
METERS	1	2 3

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 11

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

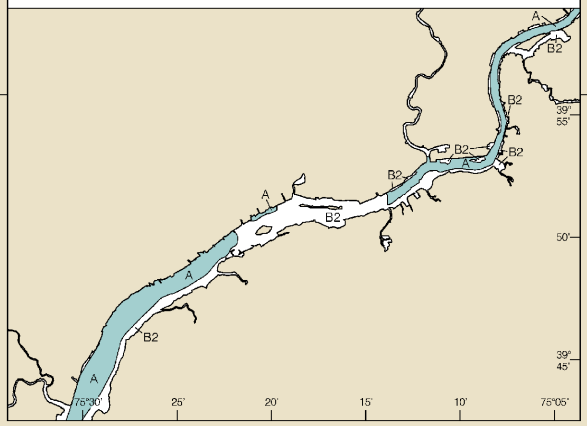
Yards

1000 0 1000 2000 3000 4000 5000

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	1990-2010	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage



39° 45'

10'

75°05'

778.5 X 1082.2 mm

Delaware River, Wilmington to Philadelphia

SOUNDINGS IN FEET - SCALE 1:40,000

12312

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!

All Hazards NOAA Weather Radio NOAA's National Weather Service

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://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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/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 Hurrican 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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