

BookletChart™

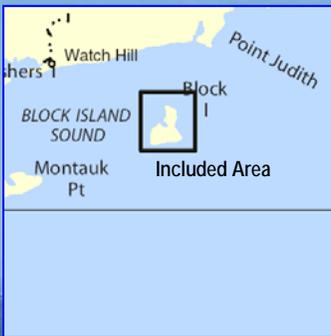


Block Island

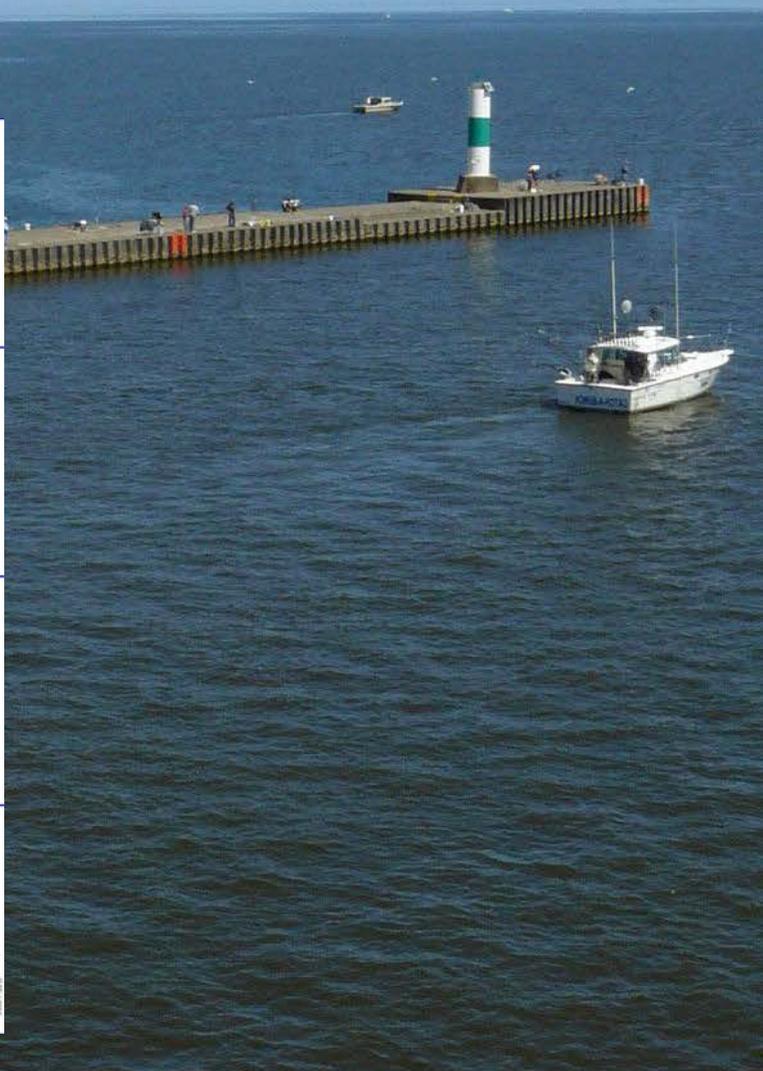
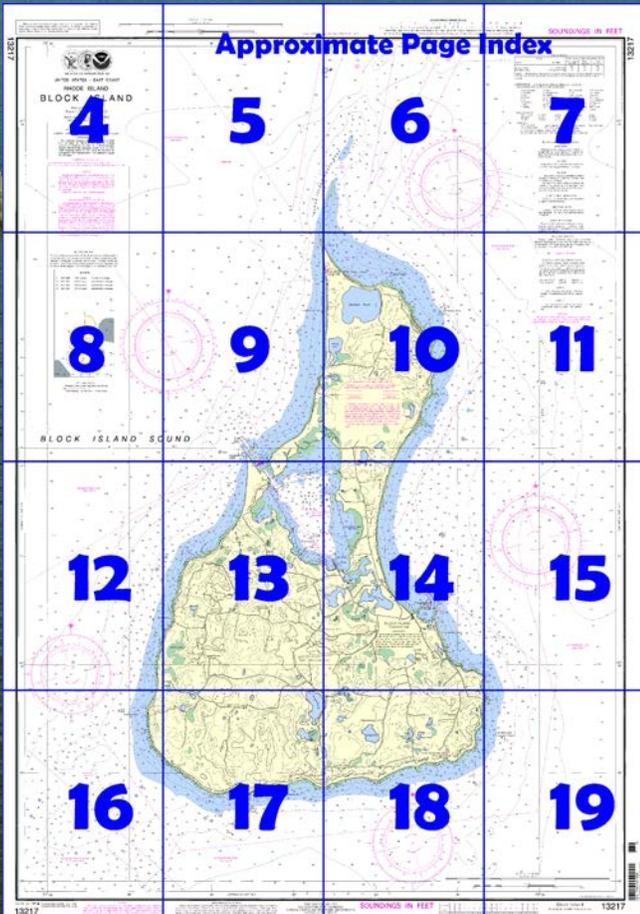
NOAA Chart 13217

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.

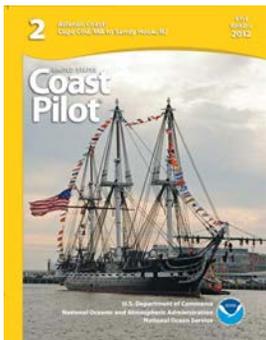
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=13217>.



(Selected Excerpts from Coast Pilot)

Block Island, 5 miles long, is hilly with elevations up to about 200 feet. The shore of the island is fringed in most places by boulders and should be given a berth of over 0.5 mile even by small craft; the shoaling is generally abrupt in approaching the island.

Weather, Block Island and vicinity.—Block Island, formed by glaciers, consists of nearly 7,000 acres (2,830 hectares) and lies in the Atlantic Ocean about 12 miles east-

northeast of Long Island and about the same distance south of Charlestown, RI. Hence, the climate is typically maritime, but under conditions of extreme cold or heat the effect is felt on the island as well

as on the mainland. Temperatures of -10°F (-23.3°C, February 1992) and 95°F (35°C, August 1948) have been recorded.

Summers are usually dry. Rainfall for any one month ranges from a trace to 11.51 inches (292 mm). November is the wettest averaging 4.08 inches (104 mm) and June is the driest averaging 2.46 inches (64 mm). The warmest month is July with an average high of 76.5°F (24.7°C) and an average low of 63.7°F (17.6°C). The coolest months are January and February. Each average 32°F (0°C). The island is too small to build up cumulonimbus clouds, and local thunderstorms do not occur. Fog occurs on one out of four days in the early summer, when the ocean is relatively cold and foggy days average about 22 each year.

Winters are distinguished for their comparative mildness; maximums average 36°F to 42°F (2.2°C to 5.6°C) and minimums average 26°F (-3.3°C) in January and February. Since the surface winds are usually easterly when snow begins it soon changes to rain or melts rapidly after it piles up. The ocean temperatures are always somewhat above freezing and not far off shore are relatively high.

The ocean has a dampening effect on hot winds in summer and an accelerating effect on cold winds from the mainland in the winter. Katabatic winds from Narragansett Bay and Long Island reach as high as 35 knots when anticyclonic conditions prevail on the mainland in winter. The wind velocity averages 15 knots for the year, but the mean is 17 knots in the winter, when gales are frequent. In the early fall most of the tropical storms moving up the coast affect the island to some extent. Since 1871 and 1996, 13 storms have come within 25 miles of Block Island. In August 1991, the center of Hurricane Bob passed about ten miles to the west of the island with 85-knot winds.

Communications.—A ferry operates daily from Galilee to Great Salt Pond or Old Harbor, carrying mail, passengers, freight, and vehicles. There is summer ferry service from Old Harbor to Providence, via Newport, and to New London. The island has telephone service to the mainland.

Block Island Southeast Light (41°09'10"N., 71°33'04"W.), 67 feet above the water, is shown from a red-brick octagonal, pyramidal tower attached to a dwelling to **Mohegan Bluffs** on the southeast point of the island. The wreck of the large tanker SS LIGHTBURNE is southeast of the light at 41°08'57"N., 71°32'52"W.

Block Island North Light (41°13'39"N., 71°34'33"W.), 58 feet above the water, is shown from a brown tower on a gray granite dwelling on Sandy Point at the north end of the island. At **Clay Head**, on the northeast side of Block Island, is a lone white house on top of the bluff.

Old Harbor, frequently used as a harbor of refuge, is an artificial harbor formed by two breakwaters on the east side of Block Island, 1.4 miles northward of Block Island Southeast Light. A Federal project provides for a channel 15 feet deep entering the harbor and leading to a basin with a project depth of 15 feet; the inner harbor anchorage area also has a project depth of 15 feet. (See Notice to Mariners and latest editions of the charts for controlling depths.) The harbor is occupied by pleasure craft during the summer. The eastern part of the inner harbor is left clear for the passage of the ferry to the wharf. The basin in the southeast corner of the inner harbor is usually occupied by fishing boats and local craft which tie up along the sides. Gasoline, diesel fuel, and berths are available.

The east breakwater extends about 300 yards northward of the entrance of the inner harbor, and is marked at its end by a light and sound signal. A bell buoy is 0.55 mile northward of the breakwater. A light marks the end of the breakwater on the west side at the entrance.

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

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

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>

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



13217

71° 38' 37' 36'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND

BLOCK ISLAND

Mercator Projection
Scale 1:15,000 at Lat. 41°12'
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.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.366" northward and 1.785" eastward to agree with this chart.

COLREGS, 80.150 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. 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, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE D

High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these crafts move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

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.

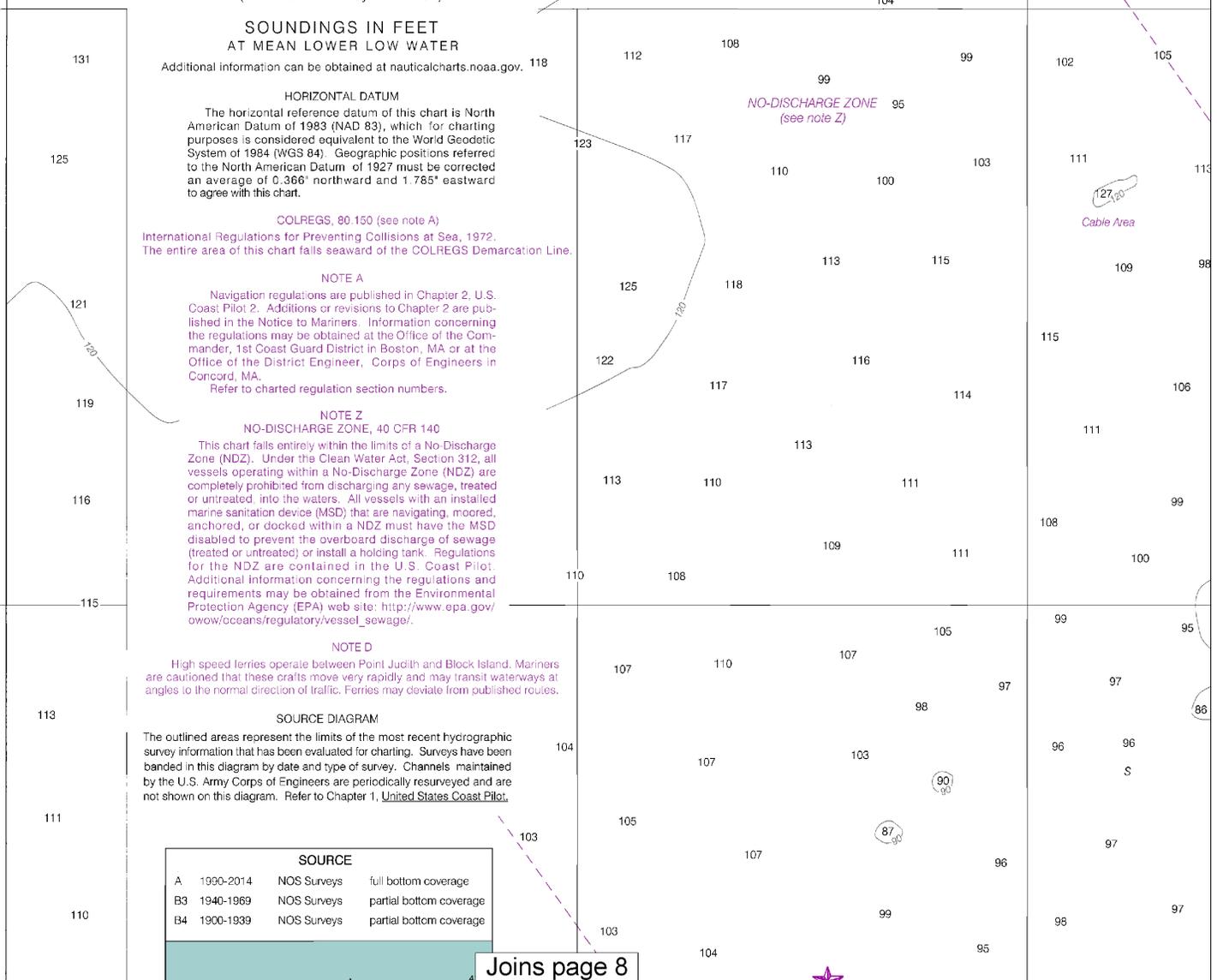
SOURCE		
A	1990-2014	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

Joins page 8

BLOCK ISLAND CHANNEL DEPTHS				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2016 AND SURVEYS TO JUN 2016				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMEN
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	LENGTH (NAUT. MILES)
OLD HARBOR				
ENTRANCE TO BUOY 5	15.0	14.7	15.0	170-160 0.08
BUOY 5 TO END OF CHANNEL	A15.0	15.0	B14.8	160-140 0.24
ANCHORAGE BASIN		C12.5	D10.6	7.8 ACRES
GREAT SALT POND ENTRANCE				0.9 ACRES
BUOY 2 TO BUOY 7	14.8	14.6	E15.2	150 0.28
BUOY 7 TO BUOY 10	15.6	14.0	F6.5	150 0.20

A. EXCEPT FOR SHOALING TO 12.4 FEET WITHIN 10 FEET OF EAST CHANNEL LIMIT.
 B. EXCEPT FOR SHOALING TO 13.1 FEET WITHIN 160 FEET OF THE END OF THE CHANNEL.
 C. EXCEPT FOR SHOALING TO 1.7 FEET WITHIN 60 FEET OF ANCHORAGE LIMITS.
 D. EXCEPT FOR SHOALING TO 7.6 FEET WITHIN 20 FEET OF EASTERN AND SOUTHERN BASIN LIMITS.
 E. EXCEPT FOR SHOALING TO 7.7 FEET WITHIN 10 FEET OF CHANNEL LIMIT.
 F. EXCEPT FOR SHOALING TO +0.1 FEET WITHIN 10 FEET OF CHANNEL LIMIT.
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

41° 15'



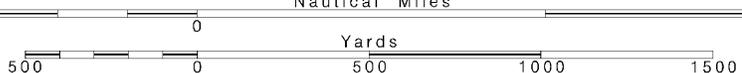
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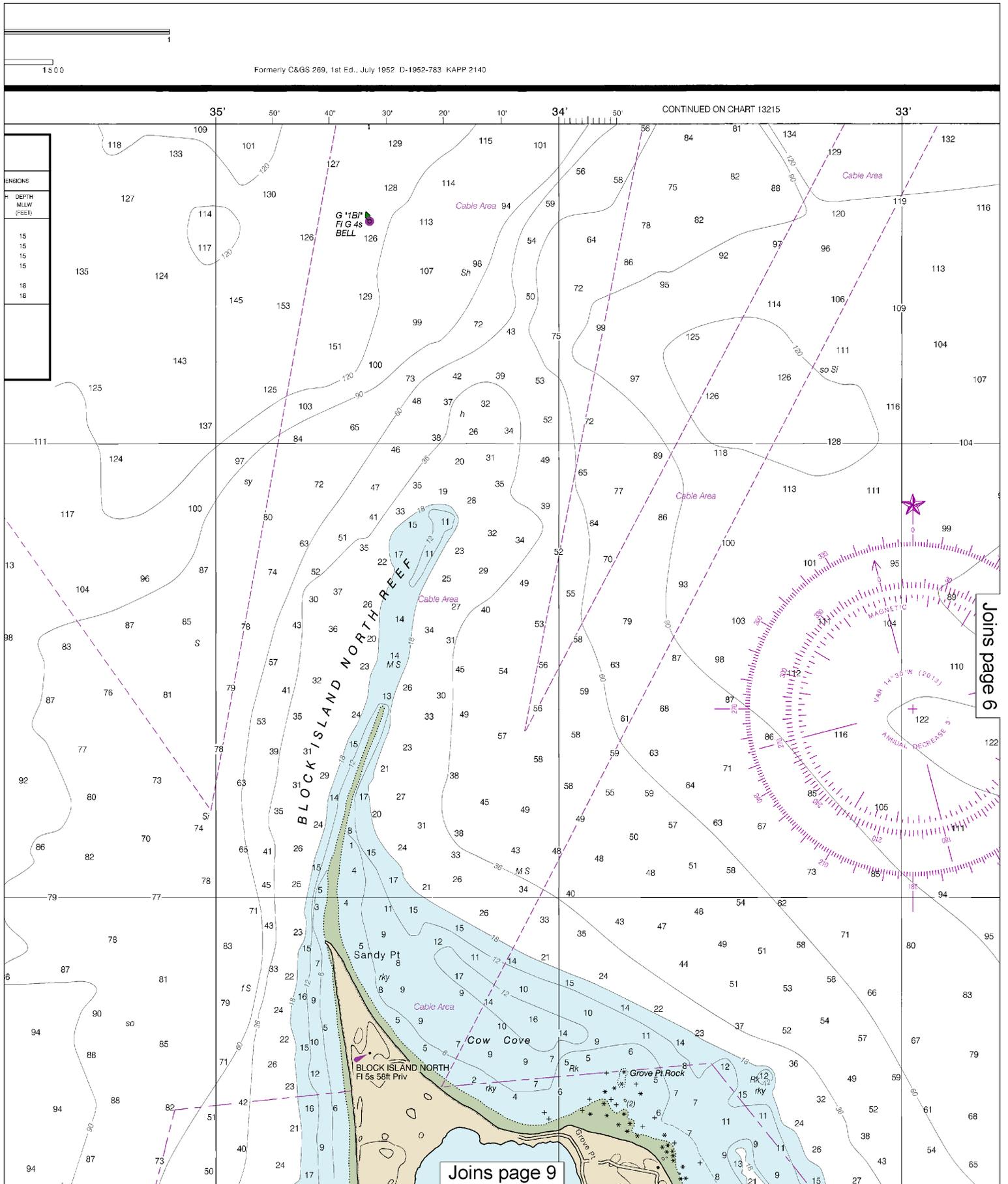
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

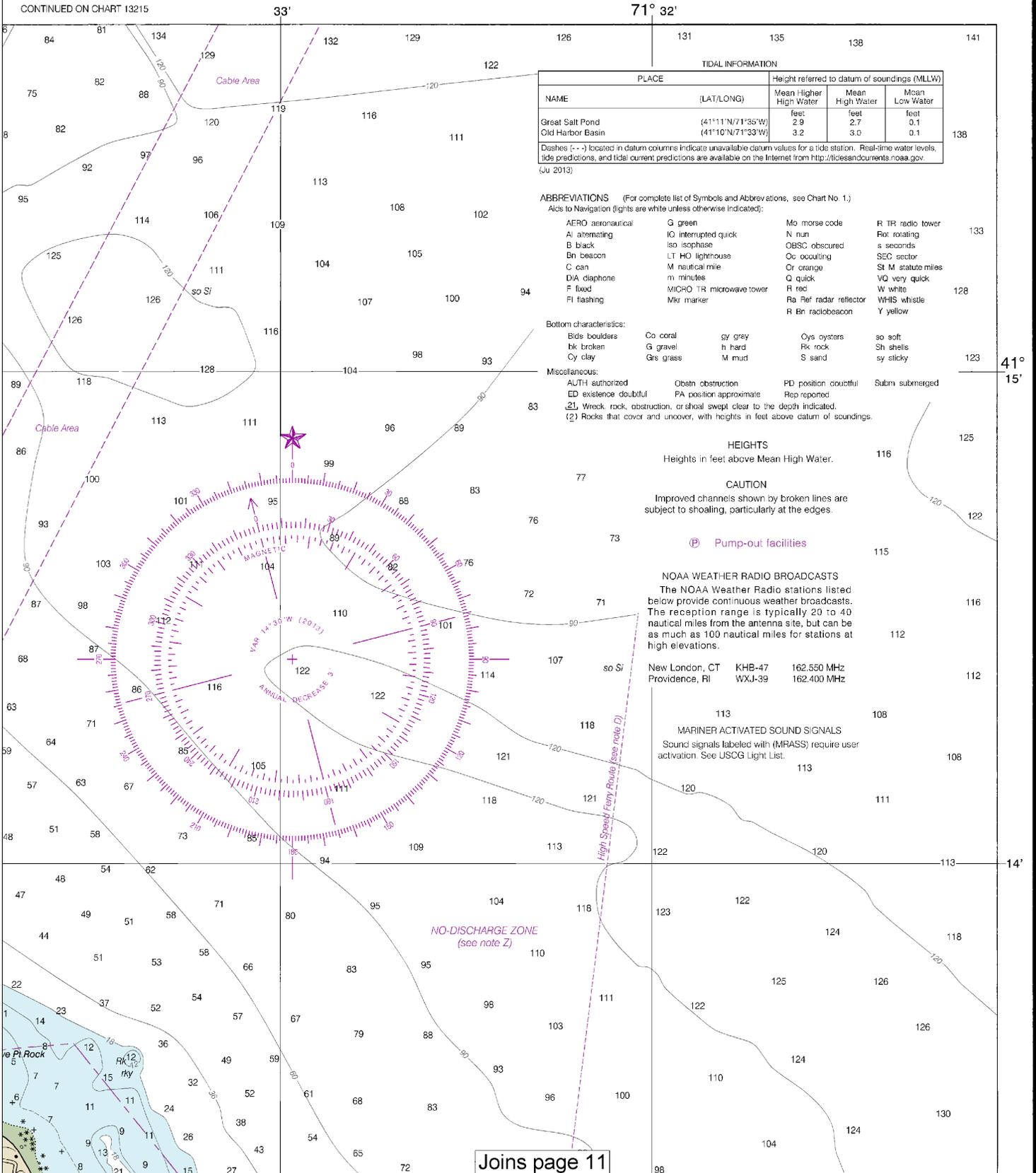




This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

SOUNDINGS IN FEET

13217



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Great Salt Pond	(41°11'N/71°35'W)	feet 2.9	feet 2.7	feet 0.1
Old Harbor Basin	(41°10'N/71°33'W)	3.2	3.0	0.1

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> (Ju 2013)

- ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Alics to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | ST M statute miles |
| D/A 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:
Bds boulders
bk broken
Cy clay
Co coral
G gravel
Gr grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
- Miscellaneous:
AUTH authorized
ED existence doubtful
(1) 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.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

(P) Pump-out facilities

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide 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.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz

MARINER ACTIVATED SOUND SIGNALS
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

NO-DISCHARGE ZONE
(see note Z)

Joins page 11



requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 4

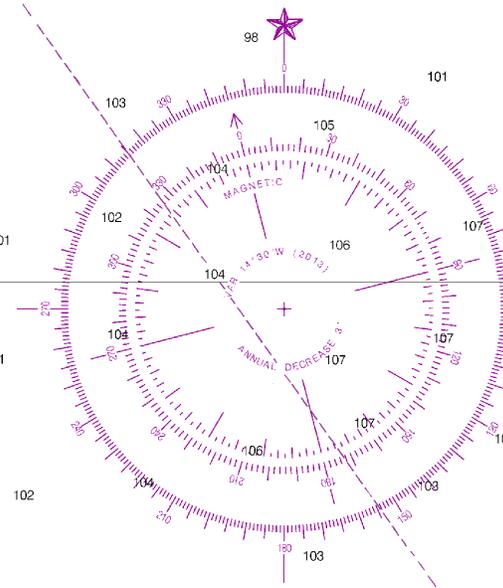
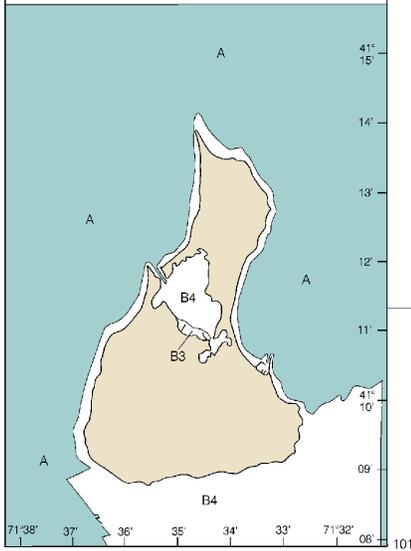
NOTE D

High speed ferries operate between Point Judith and Block Island. Mariners are cautioned that these crafts move very rapidly and may transit waterways at angles to the normal direction of traffic. Ferries may deviate from published routes.

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	1990-2014	NOS Surveys full bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage



BLOCK ISLAND SOUND

NO-DISCHARGE ZONE
(see note Z)

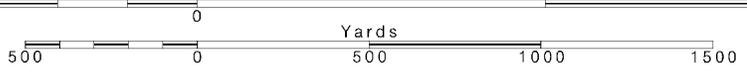
Joins page 12



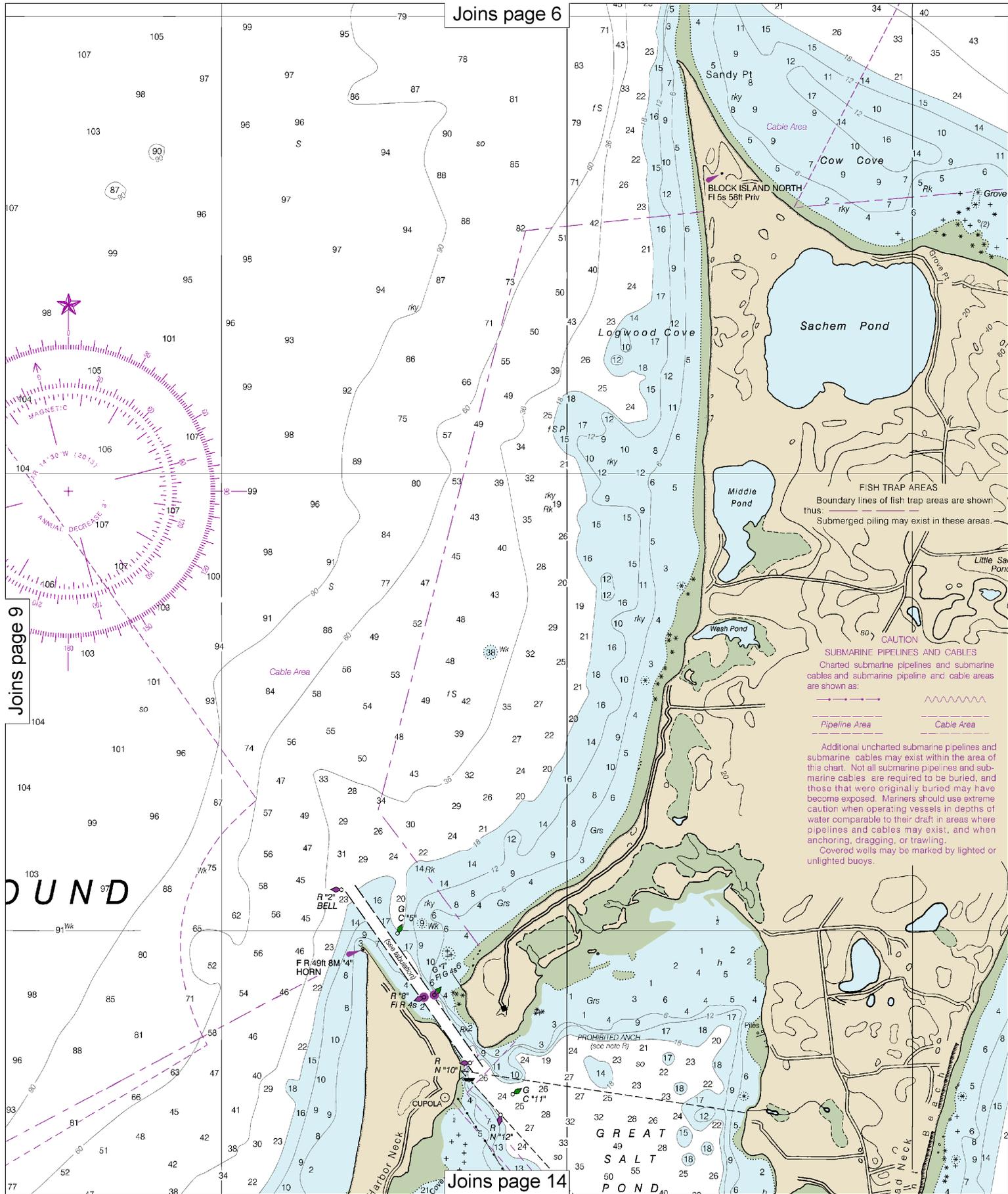
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000 Nautical Miles

See Note on page 5.







Joins page 9

Joins page 14

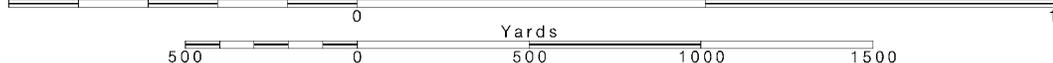
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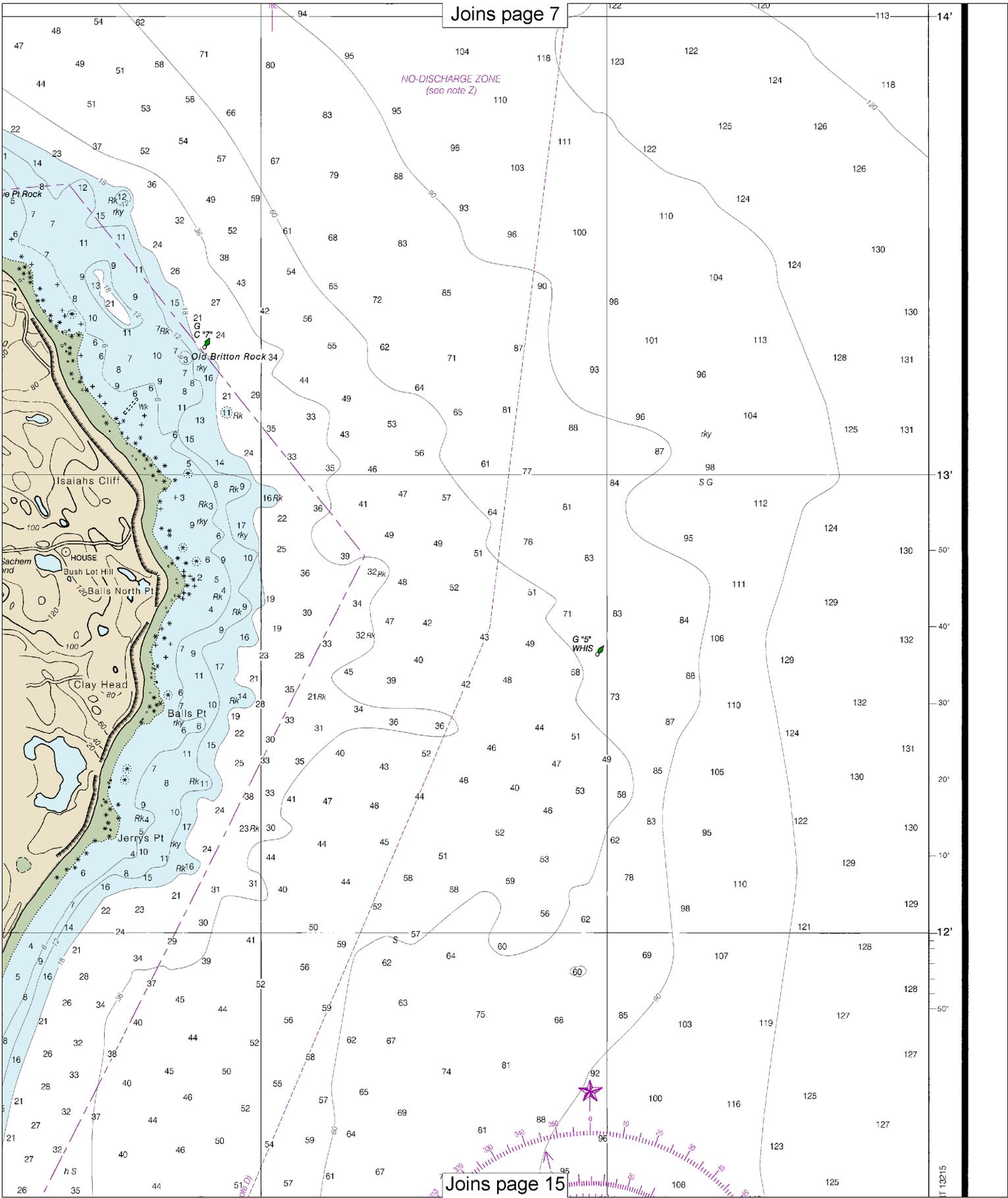
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

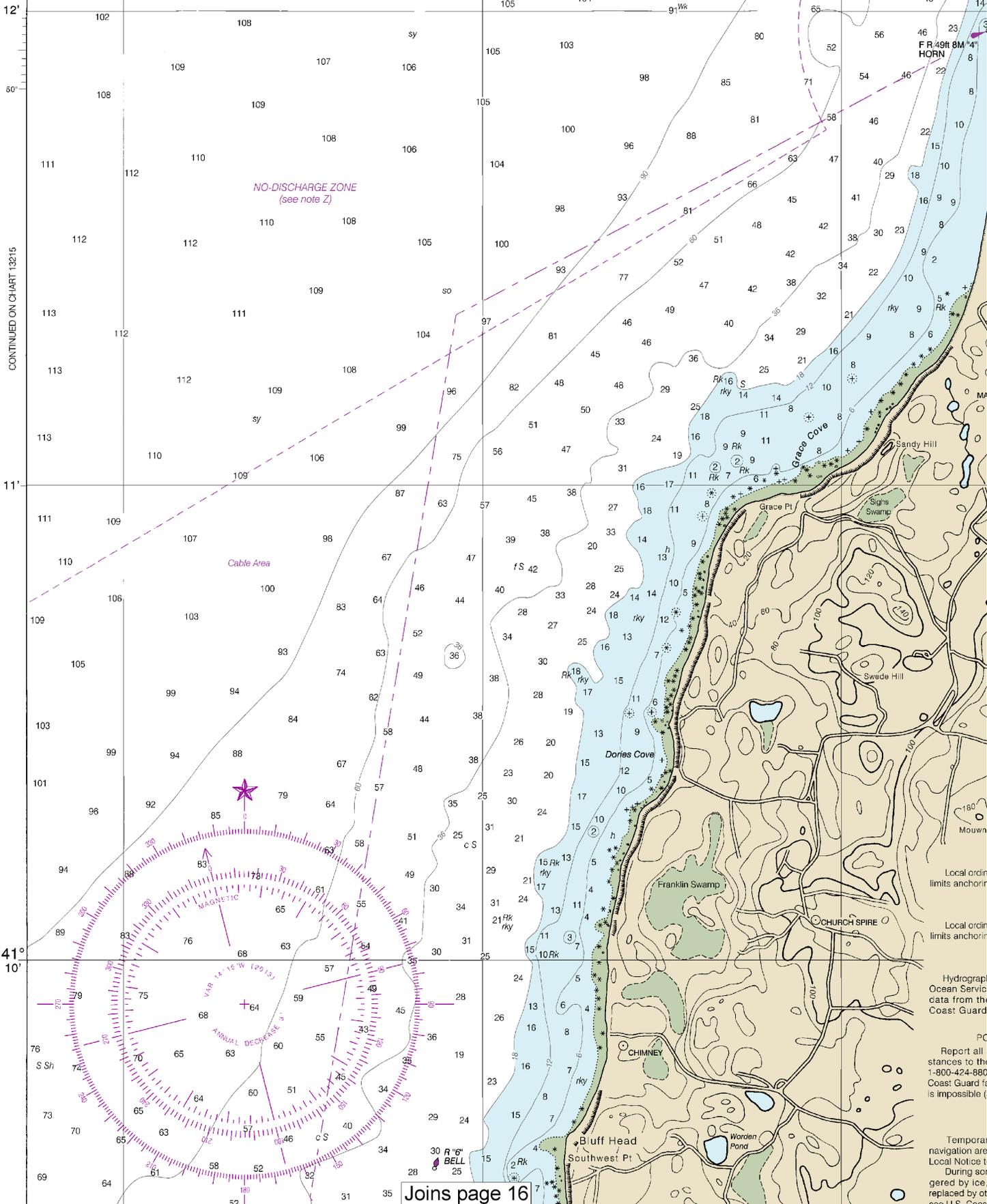
SCALE 1:15,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13215

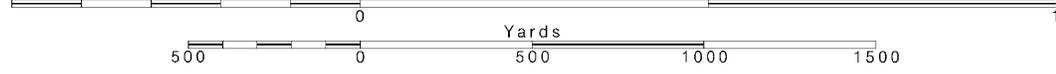


12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:15,000

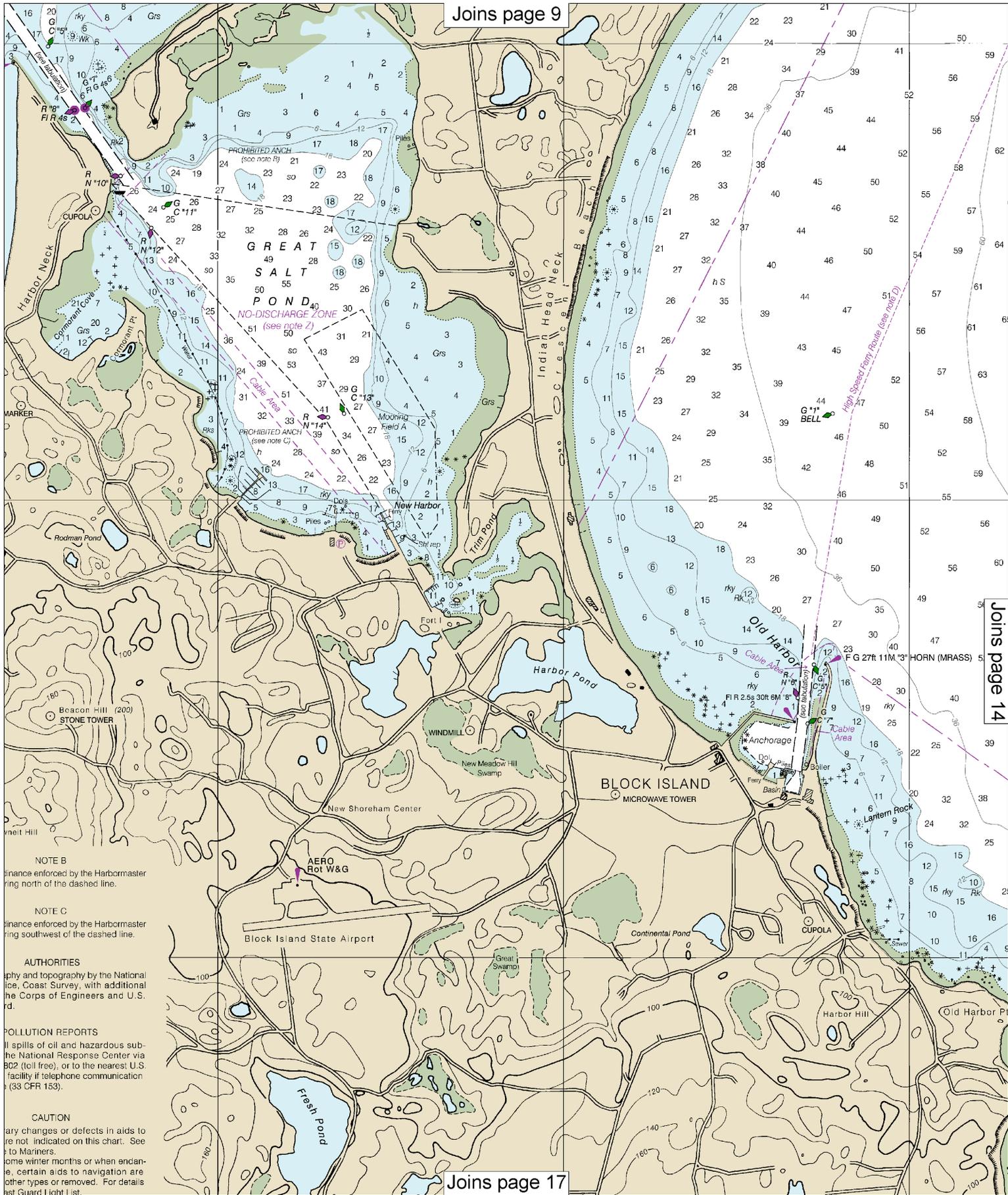
See Note on page 5.



Hydrograph
Ocean Service
data from the
Coast Guard

Report all
stances to the
1-800-424-8800
Coast Guard if
is impossible (

Tempora
navigation are
Local Notice to
During so
gered by ice
replaced by ot
see U.S. Coast



NOTE B
 Discharge enforced by the Harbormaster
 running north of the dashed line.

NOTE C
 Discharge enforced by the Harbormaster
 running southwest of the dashed line.

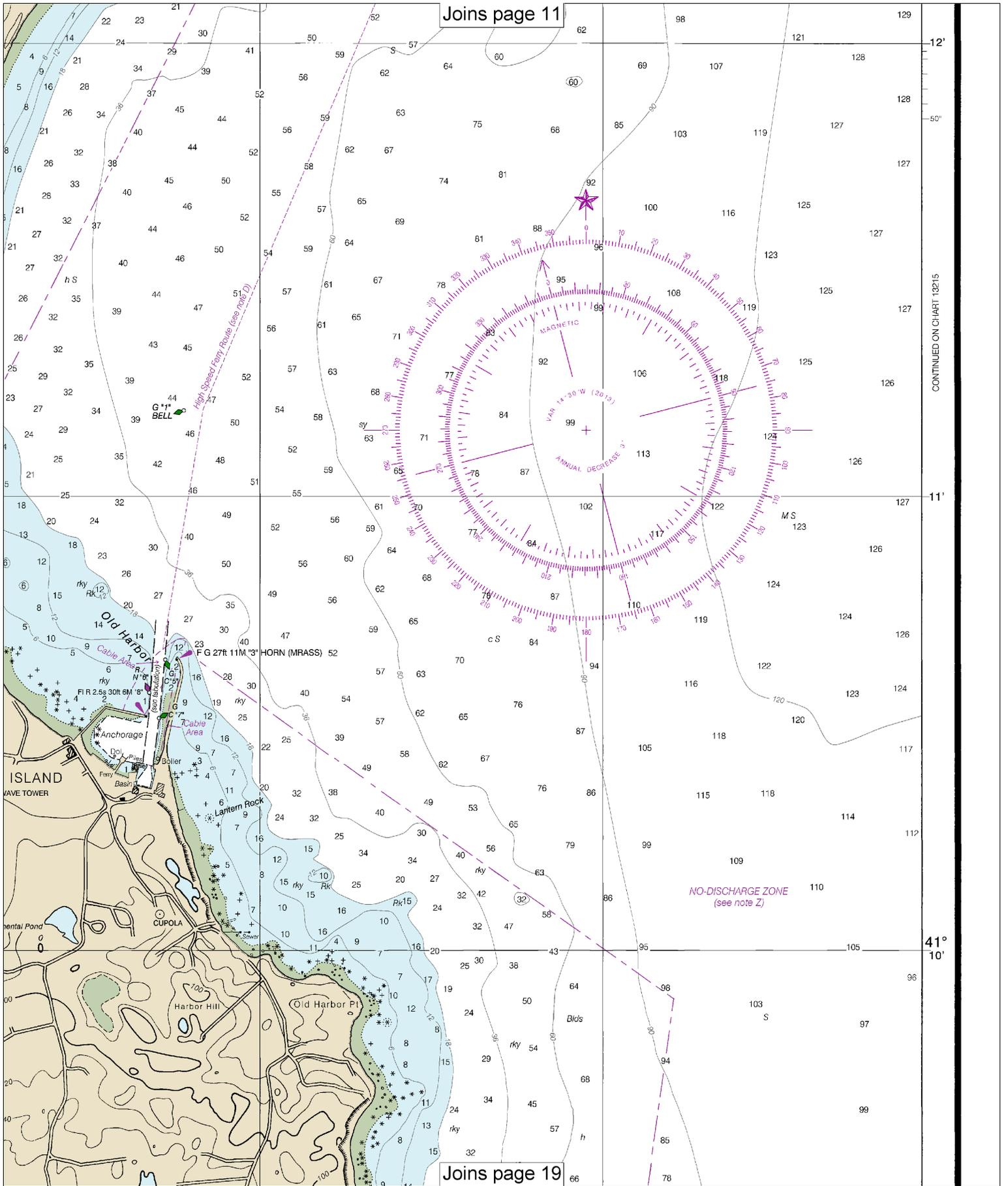
AUTHORITIES
 Hydrography and topography by the National
 Oceanic and Atmospheric Administration,
 Coast Survey, with additional data from
 the Corps of Engineers and U.S. Army
 Corps of Engineers.

POLLUTION REPORTS
 In the event of an oil or hazardous substance
 spill, report to the National Response Center via
 800 (toll free), or to the nearest U.S. Coast
 Guard facility if telephone communication is
 not possible (33 CFR 153).

CAUTION
 Any changes or defects in aids to navigation
 are not indicated on this chart. See
 Notices to Mariners.
 In some winter months or when encumbers
 are present, certain aids to navigation are
 other types or removed. For details see
 the Current List.



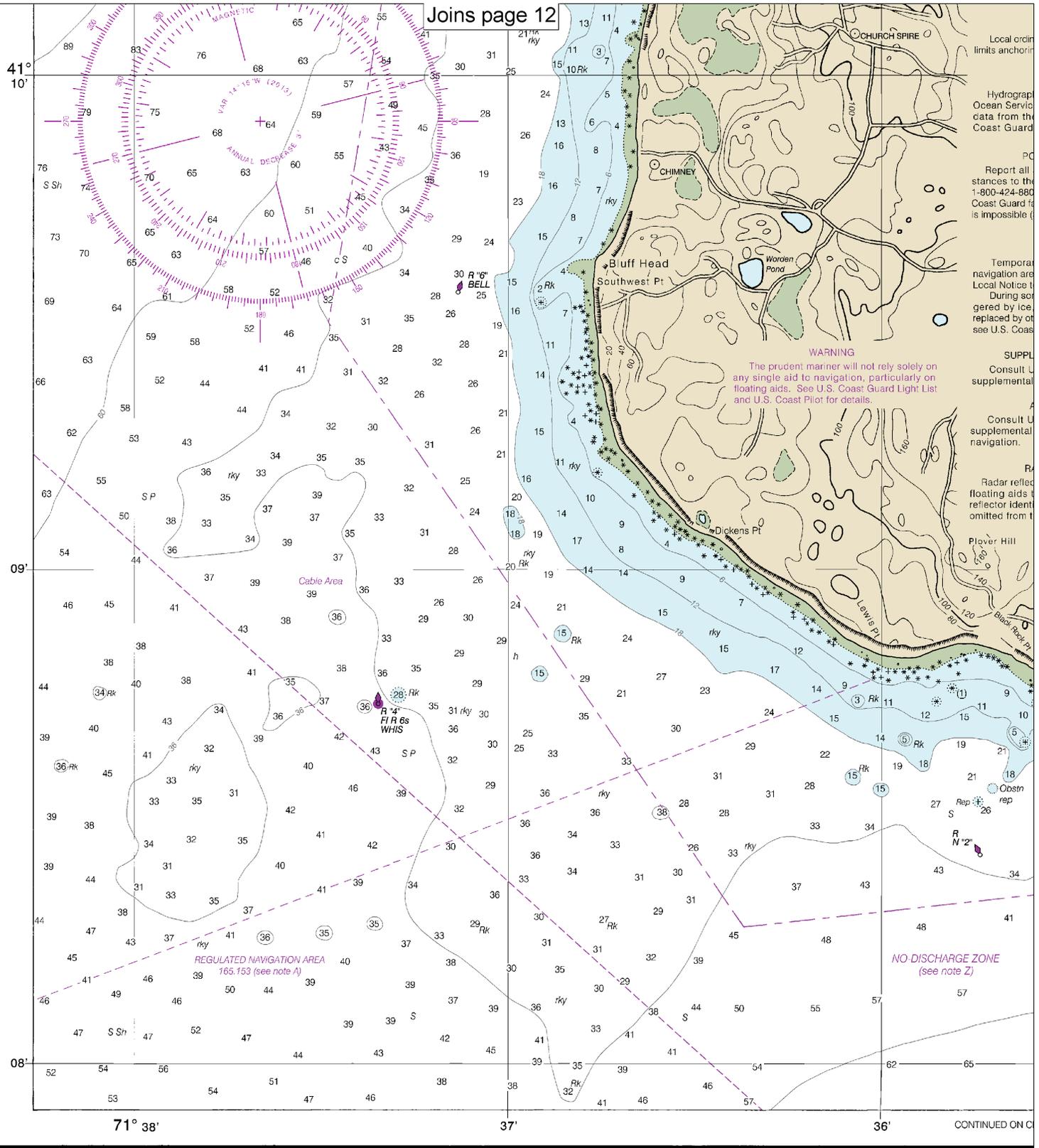
Joins page 11



Joins page 19

CONTINUED ON CHART 13215

41° 10'



Local ordin limits anchor

Hydrograph Ocean Service data from the Coast Guard

PC Report all stances to the 1-800-424-880 Coast Guard if impossible

Tempora navigation area Local Notice During so gered by ice replaced by ot see U.S. Coast

SUPPL Consult U supplemental

Consult U supplemental navigation.

RA Radar refl floating aids t reflector ident omitted from t

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.

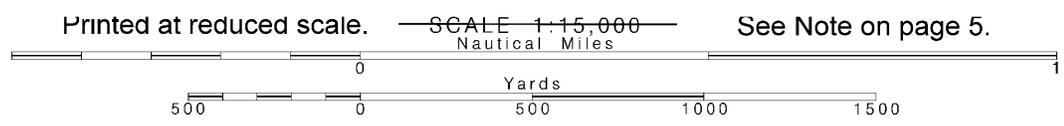
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected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

13217

17th Ed., Aug. 2013. Last Correction: 9/30/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

16

Note: Chart grid lines are aligned with true north.



See Note on page 5.

CONTINUED ON C

NOTE C
 Enforce-
 ment enforced by the Harbormaster
 ring southwest of the dashed line.

AUTHORITIES
 Topography and bathymetry by the National
 Oceanic and Atmospheric Administration,
 U.S. Coast Survey, with additional
 data from the U.S. Army Corps of Engineers and U.S.
 Geological Survey.

POLLUTION REPORTS
 Report all spills of oil and hazardous sub-
 stances to the National Response Center via
 800 (toll free), or to the nearest U.S.
 Coast Guard facility if telephone communica-
 tion is not available (33 CFR 153).

CAUTION
 Any changes or defects in aids to
 navigation are indicated on this chart. See
 the U.S. Coast Guard Light List for details.
 Some aids may be removed or replaced
 during winter months or when encan-
 ded. For details see the U.S. Coast
 Guard Light List.

ADDITIONAL INFORMATION
 U.S. Coast Pilot 2 for important
 information.

AIDS TO NAVIGATION
 U.S. Coast Guard Light List for
 information concerning aids to
 navigation.

RADAR REFLECTORS
 Reflectors have been placed on many
 aids to navigation. Individual radar
 reflector information on these aids has been
 placed on this chart.

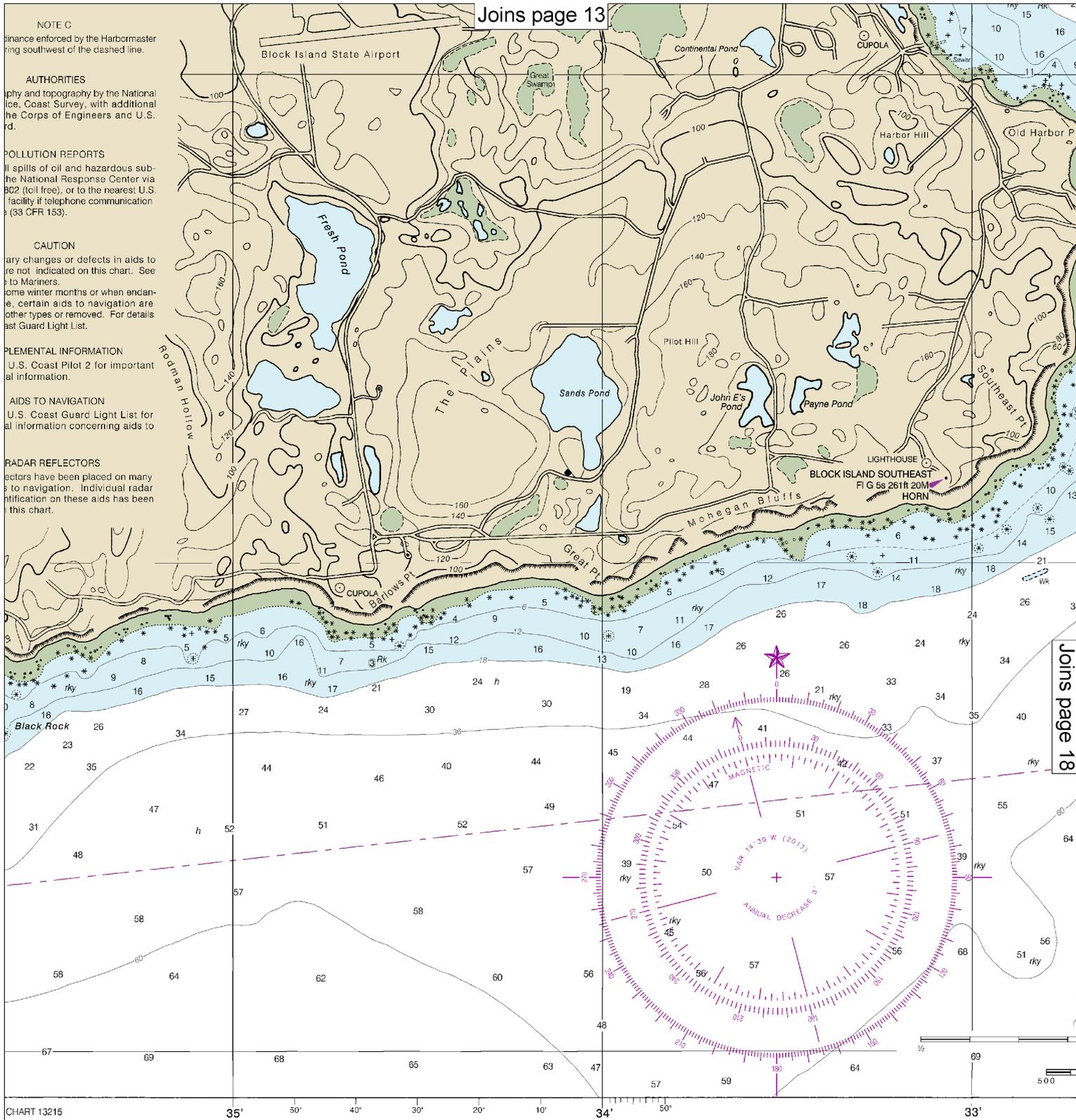


CHART 13215

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

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5

NOTE C

Local ordinance enforced by the Harbormaster limits anchoring southwest of the dashed line.

AUTHORITIES

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

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

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

AIDS TO NAVIGATION

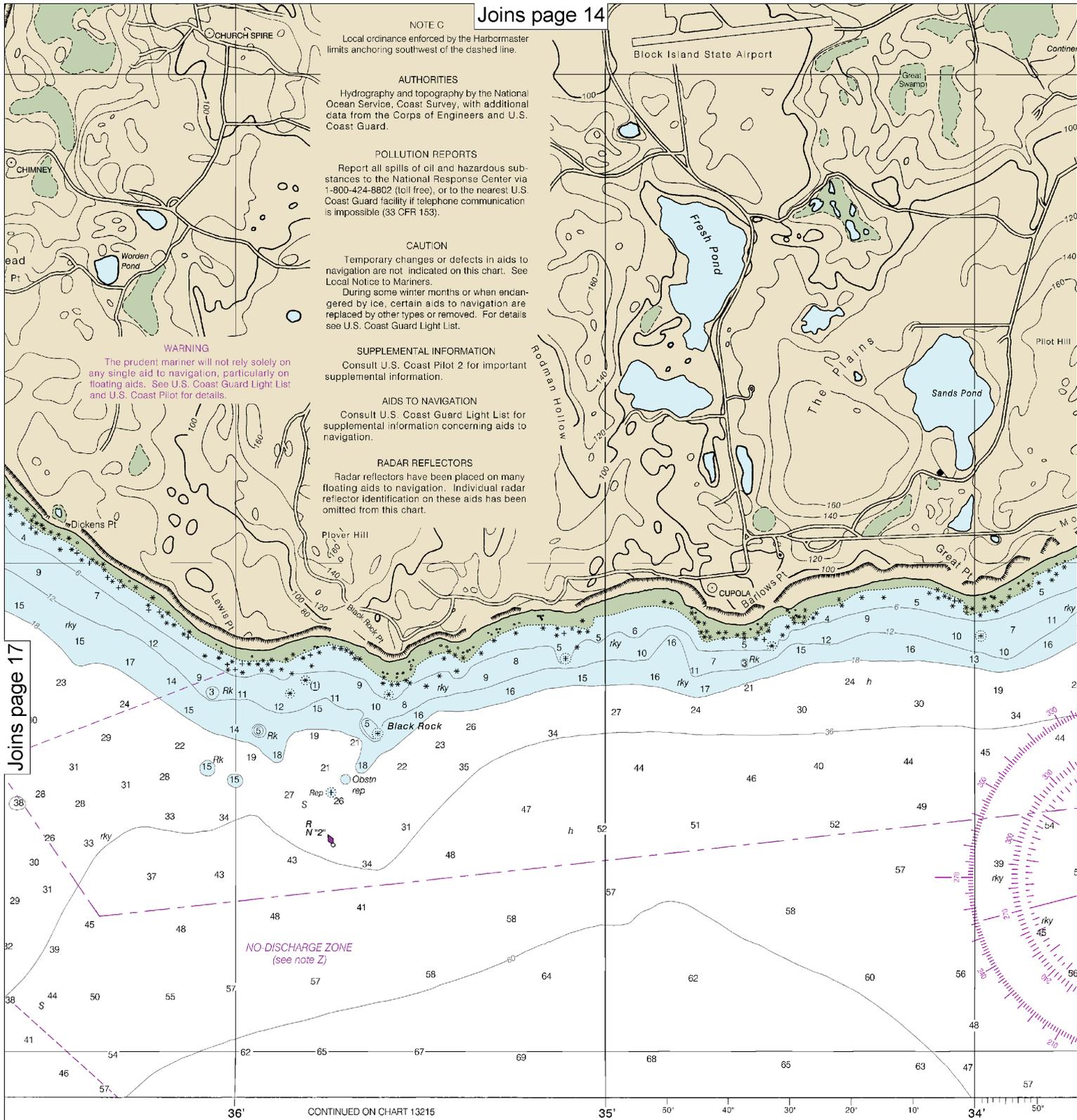
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

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.

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.



Joins page 17

NO-DISCHARGE ZONE (see note Z)

CONTINUED ON CHART 13215

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

SOUNDING

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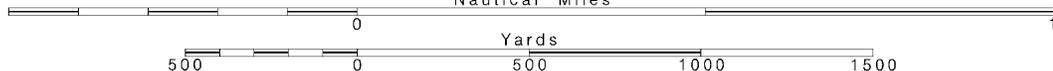
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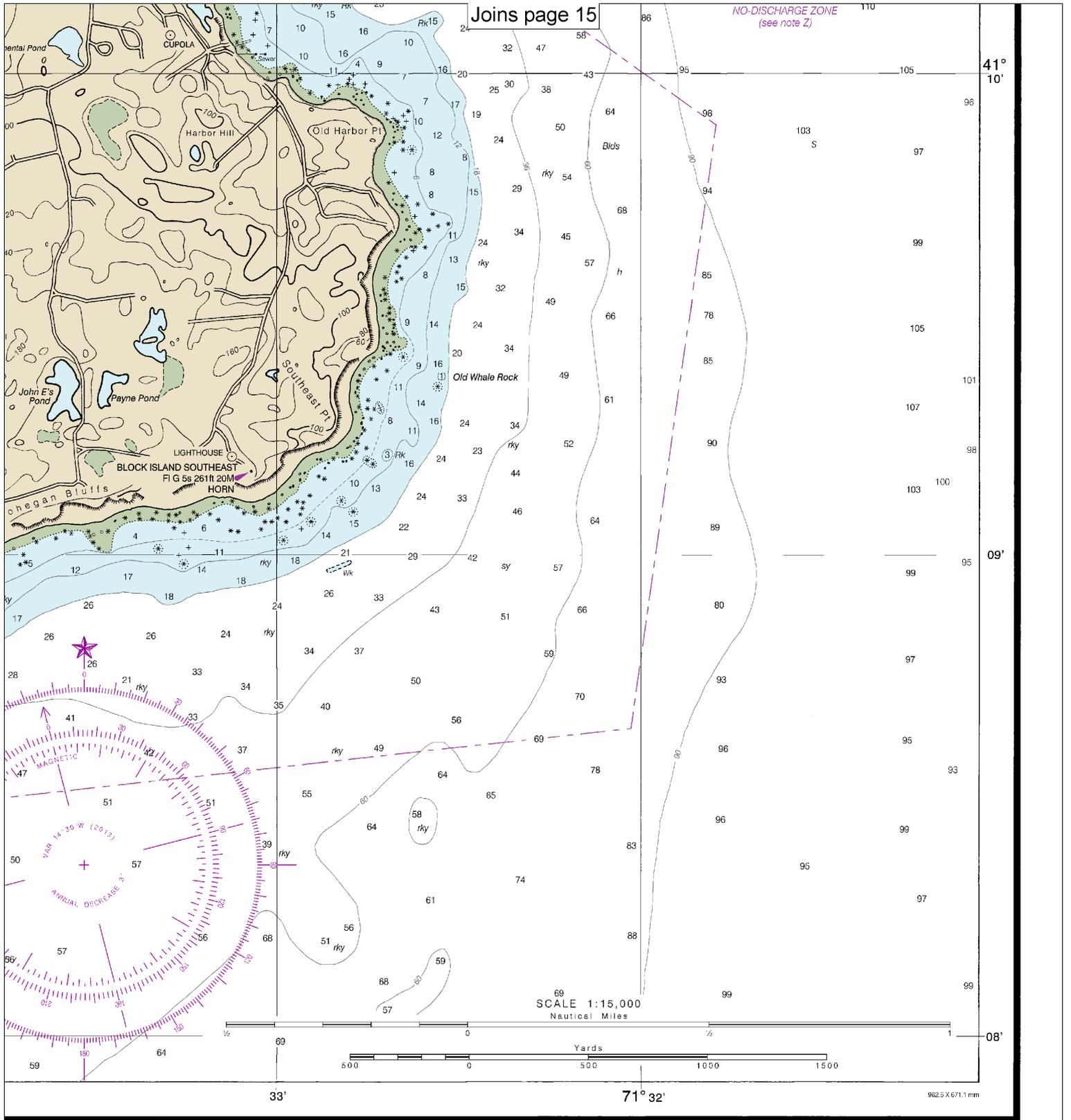
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000 Nautical Miles

See Note on page 5.





GS IN FEET

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

Block Island
SOUNDINGS IN FEET - SCALE 1:15,000

13217



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
- 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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