



ASHTABULA RIVER AND INNER CHANNEL DEPTHS

TABLED FROM SURVEYS BY THE CORPS OF ENGINEERS, REPORT OF JULY 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT QUARTER			RIGHT QUARTER			DATE OF SURVEY	DEPTH	DEPTH	DEPTH
	DEPTH	DEPTH	DEPTH	DEPTH	DEPTH	DEPTH				
ASHTABULA RIVER (AREA A)	10.4	28.4	30.7	15.1	15.1	15.1	5/6/15	300	10	28
LAKE APPROACH CHANNEL (AREA B)	10.5	24.5	26.2	15.1	15.1	15.1	5/6/15	200	10	28
INNER HARBOR TO MINNESOTA SLIP (AREA C)	11.1	12.3	12.3	15.1	15.1	15.1	5/6/15	150	10	28
APPROACH TO MINNESOTA SLIP (AREA CC)	11.1	12.3	12.3	15.1	15.1	15.1	5/6/15	150	10	28
TURNING BASIN AND MOORING AREA (AREA D)	11.1	11.9	11.9	15.1	15.1	15.1	5/6/15	150	10	28
ACCESS TO THE EAST BASIN (AREA E)	11.1	11.9	11.9	15.1	15.1	15.1	5/6/15	150	10	28

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	LEFT QUARTER			RIGHT QUARTER			DATE OF SURVEY	DEPTH	DEPTH	DEPTH
	DEPTH	DEPTH	DEPTH	DEPTH	DEPTH	DEPTH				
ASHTABULA RIVER CHANNEL (AREA A)	15.9	17.8	18.1	15.1	15.1	15.1	5/6/15	200	10	27
INNER HARBOR TO MINNESOTA SLIP (AREA C)	15.9	15.5	16.8	15.1	15.1	15.1	5/6/15	150	10	27
APPROACH TO MINNESOTA SLIP (AREA CC)	15.9	15.5	16.8	15.1	15.1	15.1	5/6/15	150	10	27
TURNING BASIN AND MOORING AREA (AREA D)	15.9	15.5	16.8	15.1	15.1	15.1	5/6/15	150	10	27
ACCESS TO THE EAST BASIN (AREA E)	15.9	15.5	16.8	15.1	15.1	15.1	5/6/15	150	10	27

NOT MAINTAINED

NOTE: BRIDGES SHOWN CONSULT THE CORPS OF ENGINEERS

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

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which by creating a geoid is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1983 must be corrected an average of 0.33' northward and 0.48' westward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipelines and cables are shown as follows:

- Submarine Pipeline
- Submarine Cable

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. All submarine pipelines and submarine cables are required to be marked, and those that were originally marked may have become uncharted. Mariners should use extreme caution when operating vessels in depths of water comparable to their chart in areas where pipelines and cables may exist, and when anchoring, chugging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Office as racing and other private buoys are not listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6600 (24 hr free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (24 CFR 158).

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.

CAUTION

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

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 reported as being inoperative. For details see U.S. Coast Guard Light List.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

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 8 for details.

LAKE ERIE

Low Water Datum, which is the plane of reference for the levels shown on this chart, is also the plane of reference for the datum of the sounding depths. The corresponding high water datum is the corresponding high water datum of the sounding depths.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) - 569.2ft. (Refer to mean water level at Rimouski, Quebec, International Great Lakes Datum 1985)

SOUNDING DIRECTIONS: Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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

SYMBOLS AND ABBREVIATIONS: For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot.

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

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or barge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drug (21 CFR 120.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. 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, U.S. Coast Guard District or Command, or at the Office of the District Registrar, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed hereon provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna, but can be as much as 100 nautical miles for stations at high elevations.

Ena, PA KEC-58 162.401 MHz
 Middleburg, PA KZZ-33 162.401 MHz

SCALE 1:5,000
 0.5 Statute Miles