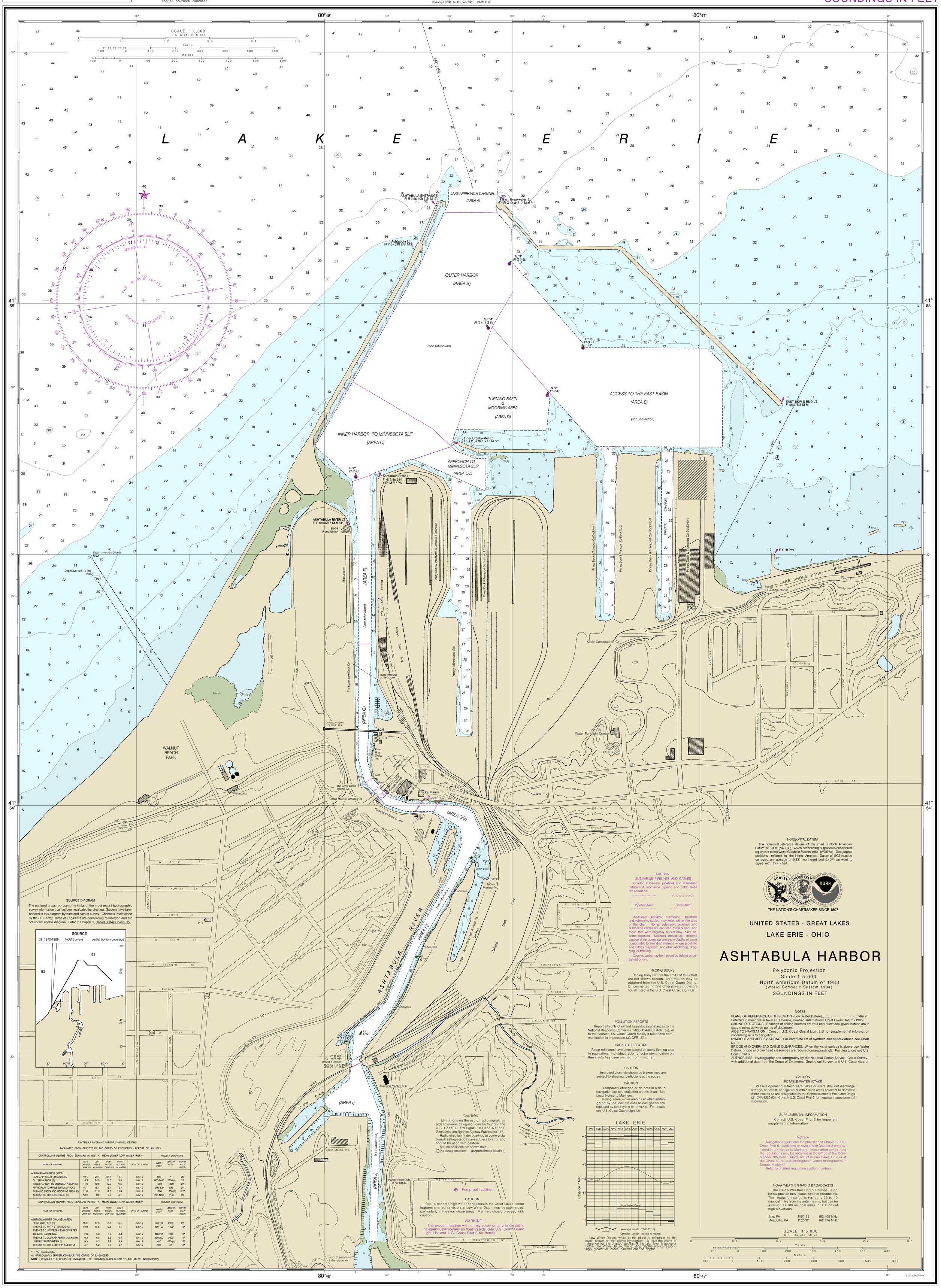
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

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.

Formerly LS 342, 1st Ed., Nov 1901 KAPP 1159

SOUNDINGS IN FEET

14836



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

ASHTABULA RIVER AND HARBOR CHANNEL DEPTHS

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

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH FEET	DEPTH MLLW (FEET)
ASHTABULA HARBOR (AREA)								
LAKE APPROACH CHANNEL (A)	10.4	29.4	28.7	10.1	5,6-15	600	*	29
OUTER HARBOR (B)	16.3	24.5	25.0	3.5	5,6-15	600-1400	2600 (b)	28
INNER HARBOR TO MINNESOTA SLIP (C)	11.6	12.9	12.2	0.5	5,6-15	1080	1100	27
APPROACH TO MINNESOTA SLIP (CC)	15.1	15.1	15.1	15.1	5,6-15	300-420	825	27
TURNING BASIN AND MOORING AREA (D)	11.8	11.8	11.8	11.8	5,6-15	1200	1300 (b)	22*
ACCESS TO THE EAST BASIN (E)	10.9	8.2	7.9	6.1	5,6-15	700-1200	3100	28

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW): LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS: WIDTH (FEET)	LENGTH FEET	DEPTH MLLW (FEET)
ASHTABULA RIVER CHANNEL (AREA)								
FIRST 2000 FEET (F)	15.9	17.6	18.8	16.1	5,6-15	230-170	2000	27
THENCE TO FIFTH ST BRIDGE (G)	13.0	15.5	16.8	11.1	5,6-15	100-150	1880	18*
THENCE TO UPSTREAM END OF UPPER TURNING BASIN (GG)	2.0	5.6	8.9	6.3	5,6-15	100-250	1370	18*
THENCE TO OLD CAR FERRY DOCKS (H)	6.3	8.5	8.5	6.4	5,6-15	100-200	3600	16*
UPPER TURNING BASIN (I)	9.3	9.3	9.3	9.3	5,6-15	400	450 (b)	16*
THENCE TO THE END OF PROJECT (J)	4.7	5.2	5.2	4.7	5,6-15	100	1551	16*

* - NOT MAINTAINED
(b) - IRREGULARLY SHAPED, CONSULT THE CORPS OF ENGINEERS
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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

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 weirs 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 Offices as racing and other private buoys are not all 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 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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 shoaling, 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 replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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 6 for details.

LAKE ERIE

JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.

Elevation in feet: +5, +4, +3, +2, +1, 0, -1
Low Water Datum

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

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 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.331" northward and 0.407" eastward to agree with this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ASHTABULA HARBOR

Polyconic Projection
Scale 1:5,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING 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 6.
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.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). 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 6. 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, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

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.

Erie, PA	KEC-58	162.400 MHz
Meadville, PA	KZZ-32	162.476 MHz

SCALE 1:5,000
0.5 Statute Miles
Yards
Meters

To ensure that this chart was printed at the proper scale, the box below should measure six inches (152 millimeters). If the box does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

28th Ed., Nov. /13
14836

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.

SOUNDINGS IN FEET

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

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

Ashtabula Harbor
SOUNDINGS IN FEET - SCALE 1:5,000

14836

Last Correction: 10/13/2015. Cleared through:
LNM: 4015 (10/6/2015), NM: 4115 (10/10/2015), CHS: 0915 (9/25/2015)

This chart was distributed as a PDF (Portable Document Format). Printing PDFs may alter the chart scale, color, or legibility that may impact suitability for navigation. Printed charts provided by NOAA certified Print on Demand (POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod

To ensure that this chart was printed at the proper scale, the box below should measure six inches (152 millimeters).
If the box does not measure six inches (152 millimeters), this copy is not certified safe for navigation.