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

80°48' 80°47'

SCALE 1:5,000
0.5 Statute Miles 0 0.1 0.2 0.3 0.4 0.5
Yards 100 0 100 200 300 400 500 600
Meters 100 0 100 200 300 400 500 600

LAKE ERIE

LAKE APPROACH CHANNEL (AREA A)
OUTER HARBOR (AREA B)
INNER HARBOR TO MINNESOTA SLIP (AREA C)
TURNING BASIN & MOORING AREA (AREA D)
ACCESS TO THE EAST BASIN (AREA E)
(see tabulation)
APPROACH TO MINNESOTA SLIP (AREA CC)
(AREA F)
(AREA G)
(AREA GG)
(AREA H)
(AREA I)
(AREA J)

345° 1 MILE

ASHTABULA ENTRANCE
Fl R 2.5s 40ft 7 St M "2"

East Breakwater Lt
Fl G 4s 34 ft 7 St M "1"

Ashtabula Lt
Fl Y 6s 51ft 9 St M

G "2"
Fl G 2.5s

GR "A"
Fl (2+1) G 6s

G "1"
Fl G 4s
19

R "2"
Fl R 4s

EAST BKW S END LT
Fl 4s 27ft 8 St M

Inner Breakwater Lt
3 Fl G 2.5s 34ft 7 St M "7"

R "2"
Fl R 4s

Ashtabula River Lt
Fl G 2.5s 31ft
4 St M "1" PA

ASHTABULA RIVER LT
Fl R 6s 35ft 7 St M "4"
SILOS
(Floodlighted)

F Y 7ft Priv

Depth over cribs 20 feet
Depth over crib 18 feet

MAGNETIC
VAR 9° 0 W (2018)
ANNUAL INCREASE 1'

LAKE SHORE PARK
Ramp
Lakeshore Marina

Koski Construction Co.
Water Pollution Control
TANKS

Pinney Dock & Transport Co Dock No 1
Pinney Dock & Transport Co Dock No 2
Pinney Dock & Transport Co Dock No 3
Pinney Dock & Transport Co Dock No 4
Pinney Dock & Transport Co Dock No 1 Extension
Pinney Dock & Transport Co Dock No 2 Extension
PRIVATE CHANNEL
Pinney Minnesota Slip
The Lower Lake Dock Co.
(Ship Loader)
Elevator
Railroad Track Area
Tank Area
OVHD PWR CAB AUTH CL 120 FT
OVHD CONVEYOR CL 100 FT REP
Marsh
Grass
Groin
Bkw
Cy
Wds
Rocks
Piles
Subm piles
Ruins
Hoist
Dolphin
Cribs
Stone
Cossin

WALNUT BEACH PARK
Waterworks
The Great Lakes Towing Co.
Cooks Marine Hardware Co
Sutherland Marine Co, Inc
Jacks Marine, Inc
Hoist Subm piles
Riverside Yacht Club
Harbor Yacht Club of Ashtabula
Jacks Marine Inc
Ruins
Piles
3 Subm piles
Acme Scrap Iron & Metal Co
Conrail
Railroad Track Area
Fluvts
Creek
Strong Creek
Nelms
Jacks Marine, Inc.
North Coast Marina & Campgrounds
Pump-out facilities
Ramp
Lakeshore Marina
Mayfield Industries Inc
R W Sidley Inc
Ashtabula Yacht Club
Ashtabula Marina Co
Lake Shore Stone Co
Ashtabula Terminal Co
Ashtabula Bulk Terminal Co
Ashtabula Petroleum Co
Ashtabula Petroleum Co Operation Boat No 1
Ashtabula Petroleum Co Operation Boat No 2
Ashtabula Petroleum Co Operation Boat No 3
Ashtabula Petroleum Co Operation Boat No 4
Ashtabula Petroleum Co Operation Boat No 5
Ashtabula Petroleum Co Operation Boat No 6
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Ashtabula Petroleum Co Operation Boat No 99
Ashtabula Petroleum Co Operation Boat No 100

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 PROJECT DEPTHS (see note)

NAME OF CHANNEL	PROJECT DEPTH LWD (FEET)
ASHTABULA HARBOR (AREA)	
LAKE APPROACH CHANNEL (A)	29
OUTER HARBOR (B)	28
INNER HARBOR TO MINNESOTA SLIP (C)	27
APPROACH TO MINNESOTA SLIP (CC)	27
TURNING BASIN AND MOORING AREA (D)	22*
ACCESS TO THE EAST BASIN (E)	28
ASHTABULA RIVER CHANNEL (AREA)	
FIRST 2000 FEET (F)	27
THENCE TO FIFTH ST BRIDGE (G)	18*
THENCE TO UPSTREAM END OF UPPER TURNING BASIN (GG)	18*
THENCE TO OLD CAR FERRY DOCKS (H)	16*
UPPER TURNING BASIN (I)	16*
THENCE TO THE END OF PROJECT (J)	16*

* - NOT MAINTAINED

PROJECT DEPTHS
Channel legends and tabulations, where indicated, reflect the U.S. Army Corps of Engineers (USACE) project depths. The channel may be significantly shoaler, particularly at the edges. For detailed channel information and minimum depths as reported by USACE, use NOAA Electronic Navigational Charts. USACE surveys and channel condition reports are available at http://navigation.usace.army.mil/Survey/Hydro.

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 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 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
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 JUN JUL AUG SEP OCT NOV DEC
+5 +4 +3 +2 +1 0 -1
Elevation in feet
Low Water Datum
Average levels (2006-2015)
Extreme Levels (period of record)
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 0 0.1 0.2 0.3 0.4 0.5
Yards 100 0 100 200 300 400 500 600
Meters 100 0 100 200 300 400 500 600

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

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 18 19 20 21 22 23 24 25 26 27 28 29 30 31

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

14836

28th Ed., Nov. 2013. Last Correction: 10/3/2022. Cleared through:
LNM: 1223 (3/21/2023), NM: 1323 (4/1/2023), CHS: 0223 (2/24/2023)

This chart is canceled. No new editions will be issued.

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).

918.3 X 664.9 m/m