

BookletChart™

Sixteenmile Creek to Conneaut

NOAA Chart 14824

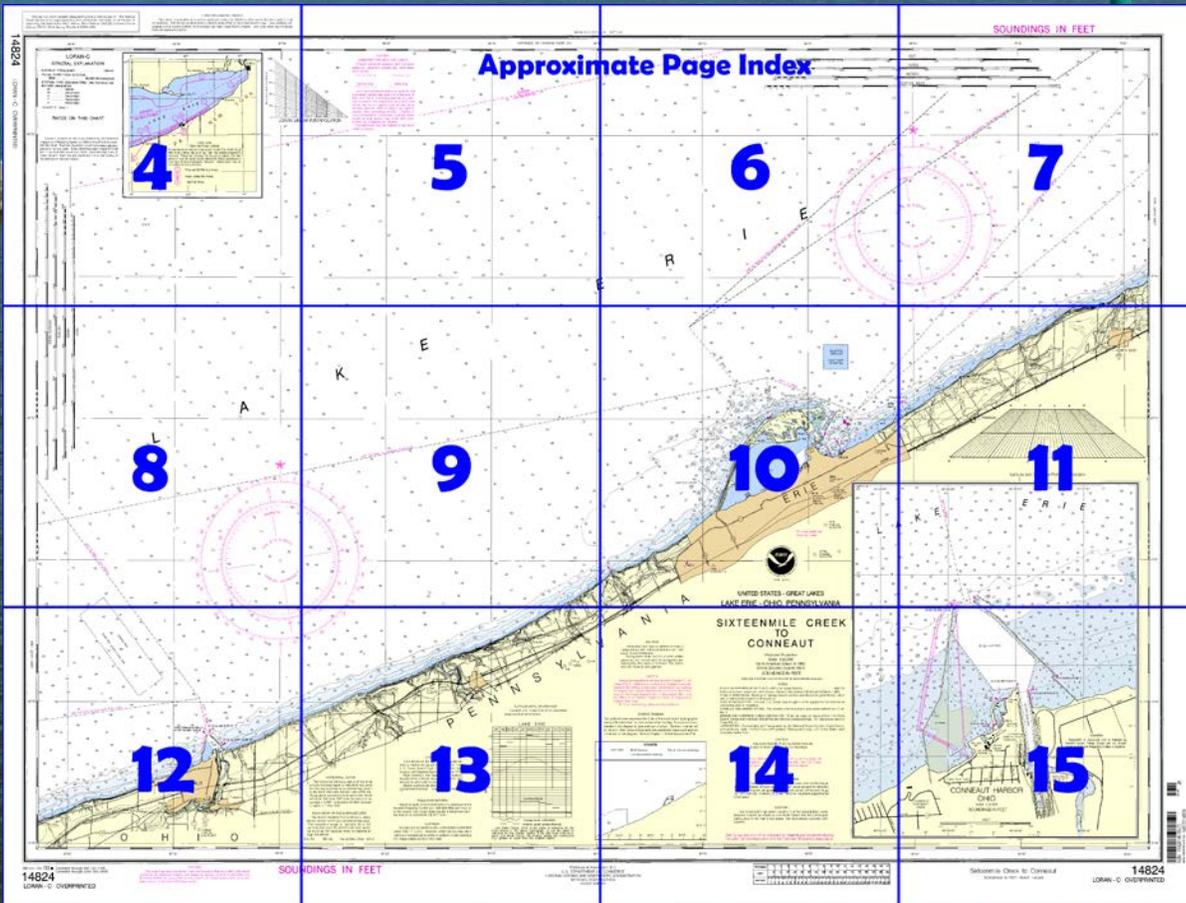


A reduced-scale NOAA nautical chart for small boaters

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.

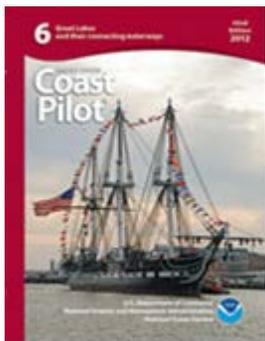
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14824>



(Selected Excerpts from Coast Pilot)

From the neck of Presque Isle, the shoreline extends about 23 miles SW to Conneaut Harbor. The shore in this stretch has the appearance of low wooded hills with interspersed communities. Deep water is about 0.8 mile offshore.

The **State boundary** between Pennsylvania and Ohio is about 1.5 miles E of Conneaut. **Conneaut Harbor**, serving **Conneaut, Ohio**, is about 107 miles SW of Buffalo and about 73 miles NE of Cleveland. It

comprises an outer harbor sheltered by breakwaters and an inner harbor in the lower part of the **Conneaut River**.

Prominent features.—Green water tanks 1.7 and 2.8 miles SSW of the harbor are prominent.

Conneaut Harbor West Breakwater Light (41°58'48"N., 80°33'30"W.), 80 feet above the water, is shown from a square pyramidal tower on the outer end of the breakwater.

Channels.—The harbor is entered from natural deep water in Lake Erie between converging breakwaters to an outer harbor channel inside the breakwaters. A dredged channel leads from the SE end of the outer harbor upstream in Conneaut River for about 0.4 mile to the wharves on either side of the river. Lights mark the outer ends of the breakwaters and the piers at the river mouth. In April 2004, the controlling depths were 21.1 feet (25.7 feet at midchannel) in the outer harbor channel (except for lesser depths in the S and W corners), thence 21.4 feet in the dredged river channel.

A privately dredged turning basin in the river immediately above the limit of the dredged channel had a controlling depth of 20 feet in 1979 except for shoaling along the edges.

Dangers.—Vessels approaching the harbor from the E are cautioned to not mistake the lights on the piers at the river mouth for the breakwater lights. Use of the gap in the W breakwater should be strictly avoided, because of a large shoal in the outer harbor W of the municipal pier. In December 1978, a large anchor was reported lost in the E part of the outer harbor in about 41°58'33.3"N., 80°33'03.8"W.

Ashtabula/Conneaut is a **customs port of entry**.

Harbor regulations.—A speed limit of 6 mph (5.2 knots) is enforced in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See 33 CFR 162.160 and 207.570, chapter 2, for regulations.)

Wharves.—The Municipal Pier, about 0.4 mile SW of the river mouth, can provide gasoline, diesel fuel, and electricity. The Conneaut Port Authority operates a small-craft basin NE of the Municipal Pier. The entrance to the basin is marked by private lights. In 1977, the reported controlling depth was 5 feet in the entrance with 3 to 18 feet alongside the berths. Transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, and launching ramps are available.

Dangers.—Two wrecks, covered 35 feet, are 1.5 miles offshore about 3.9 miles ENE of the entrance to Ashtabula Harbor.

Presque Isle (42°10.4'N., 80°04.8'W.) is an irregularly shaped peninsula forming nearly landlocked Erie Harbor. The entrance to Erie Harbor is on the south side of the east end of the peninsula. Presque Isle State Park is on the peninsula. **Presque Isle Light** (42°09'57"N., 80°06'55"W.) is shown from a square tower on the northwest shore of the peninsula. Numerous shore protection structures extend lakeward from the lakeside of the peninsula. Small-craft operators are cautioned to keep 500 feet offshore in the vicinity of these structures.

Erie Harbor, about 78 miles southwest of Buffalo, is in **Presque Isle Bay**, enclosed from the lake by Presque Isle. The bay opens to the east and is about 4.5 miles long and 1.5 miles wide. Erie Harbor, serving the city of **Erie, PA** is in the southeast part of the bay.

Anchorage.—Good anchorage is in the center of Presque Isle Bay in depths of 12 to 22 feet, mud bottom. Local regulations prohibit vessels from anchoring in any channel or mooring to channel markers and buoys. Vessels over 100 feet long or over 50 tons are prohibited from anchoring within 500 feet of the city water intake or sewer pipelines. The city water intake extends northwest across Presque Isle Bay and is marked by buoys.

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

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Table of Selected Chart Notes

Corrected through NM Oct. 11/03
Corrected through LNM Sep. 30/03

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

CAUTION
Approach to municipal pier is marked by hazard buoys. These buoys are not shown because they are frequently shifted in position.

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

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.

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 Imagery and Mapping 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) ○ (Approximate location)

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 1927 must be corrected an average of 0.289" northward and 0.544" eastward to agree with this chart.

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-58 162.40 MHz (Chan. WX-2)

LAKE ERIE FISH NETTING AREAS
Various types of nets are employed in Lake Erie of which gill nets, impounding nets and trap nets may create a hazard to mariners. These are marked by buoys or stakes. This diagram shows the areas most intensively fished and the principal type of nets employed. However, fishing gear may be encountered at any location.


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).

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.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL
9960 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary
EXAMPLE: 9960-Y

RATES ON THIS CHART

9960-Y 9960-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

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 Buffalo, New York.
Refer to charted regulation section numbers.

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.

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.

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.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

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

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

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.

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

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

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

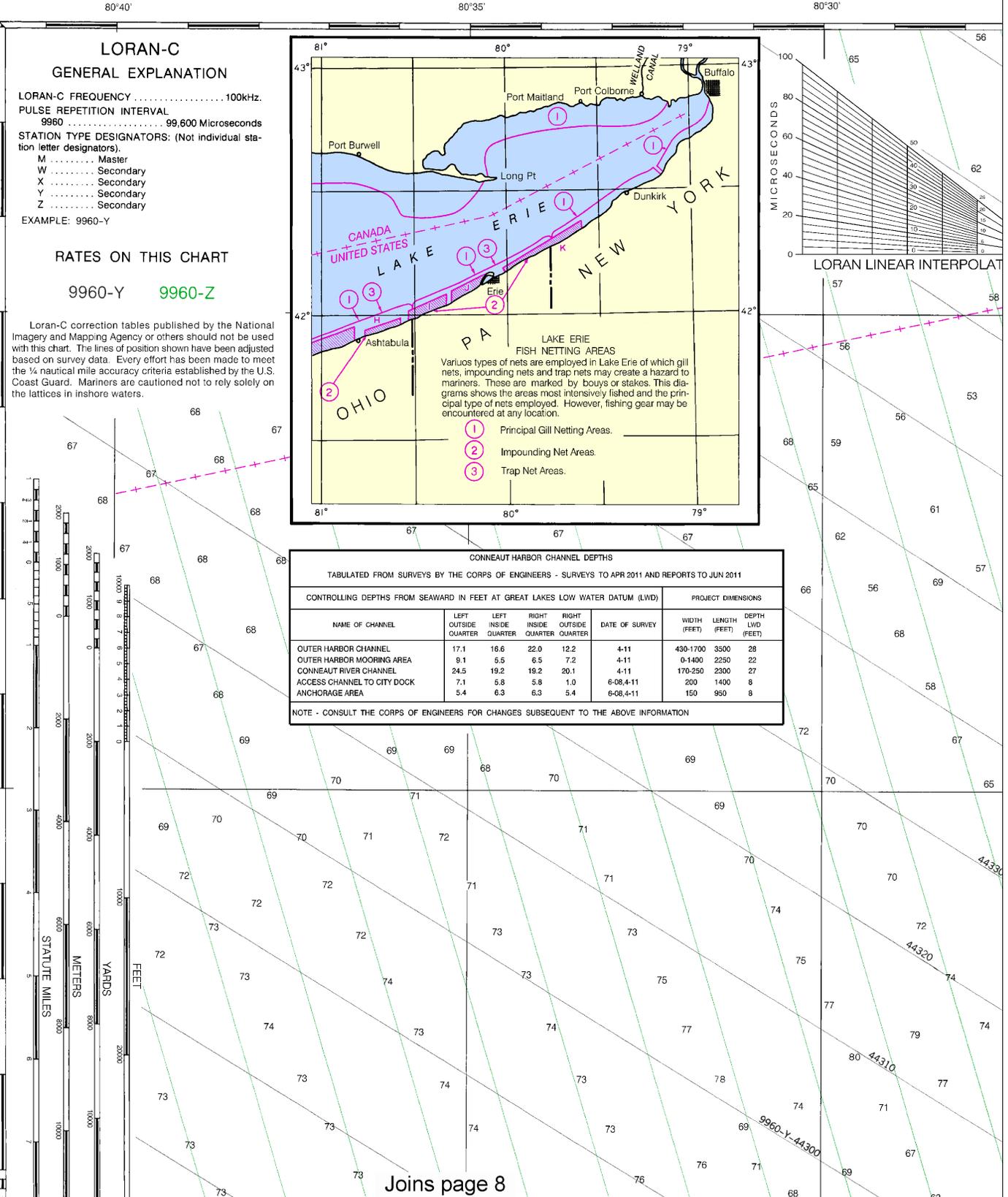
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

14824

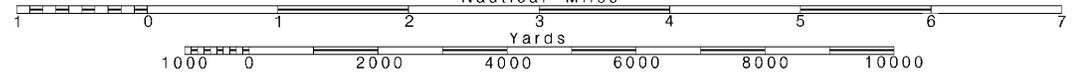
LORAN - C OVERPRINTED



Joins page 8

Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



80°25'

80°20'

CONTINUED ON CANADIAN CHART 2101

80°15'

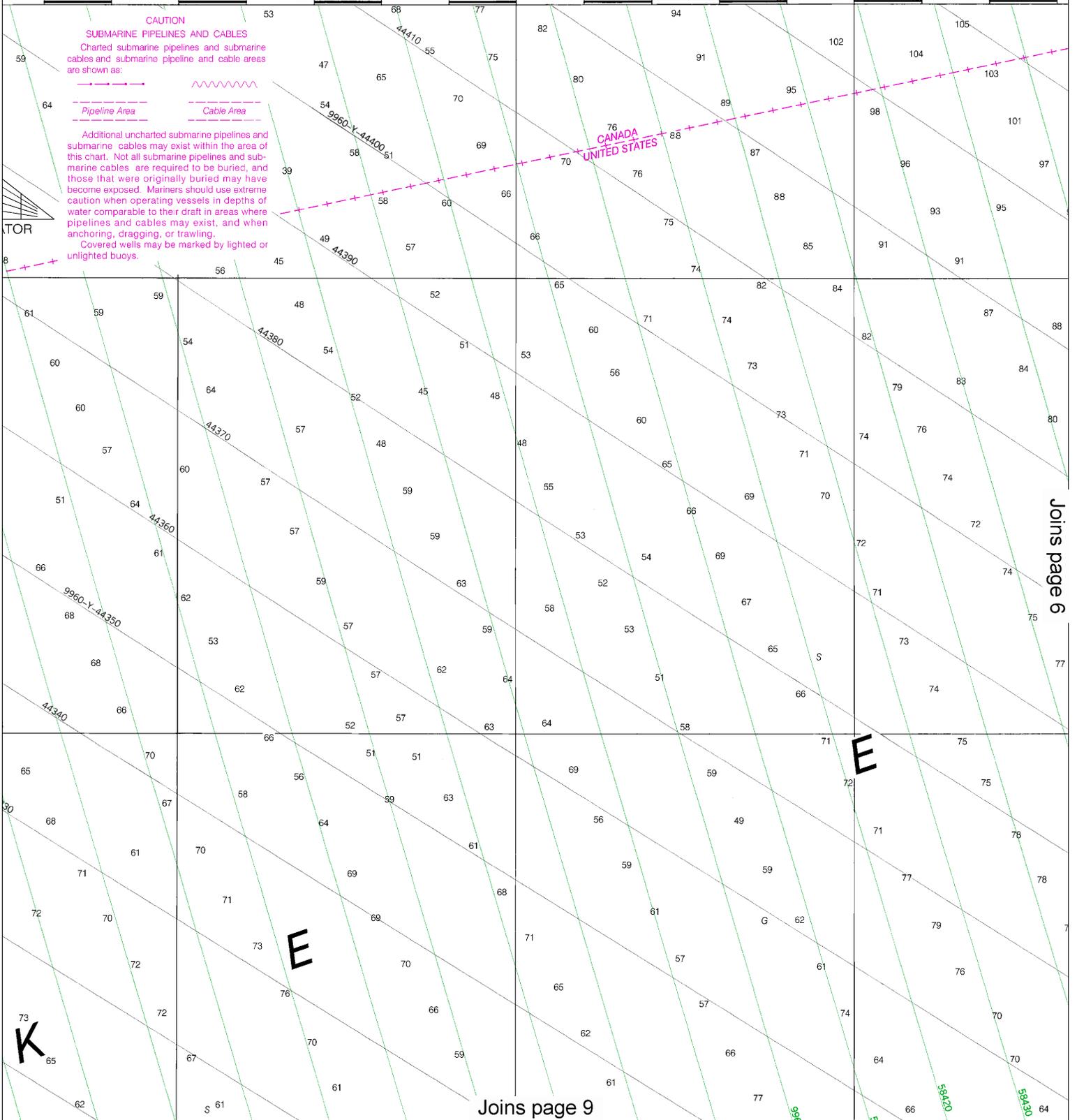
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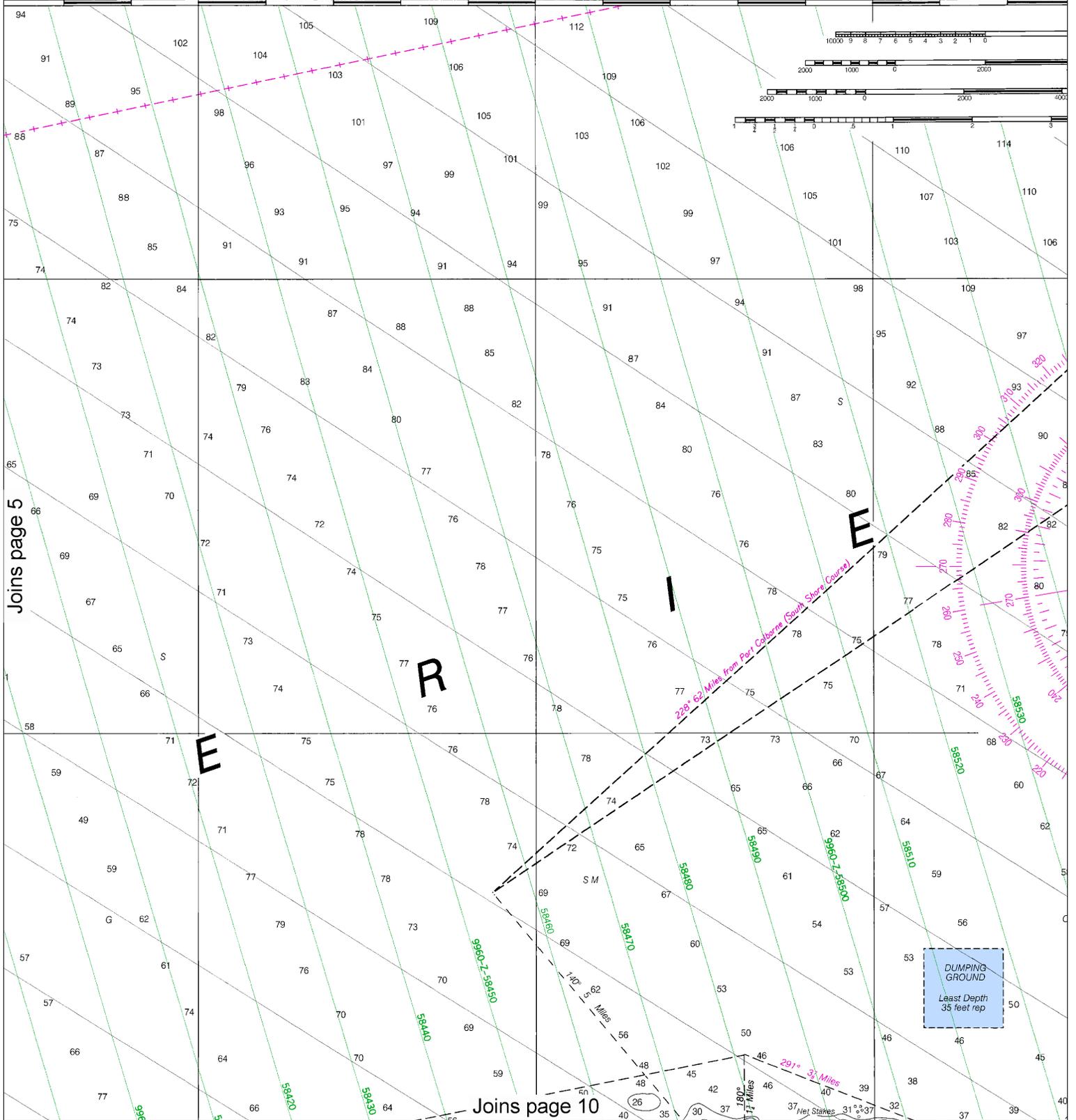


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

Printed at reduced scale.

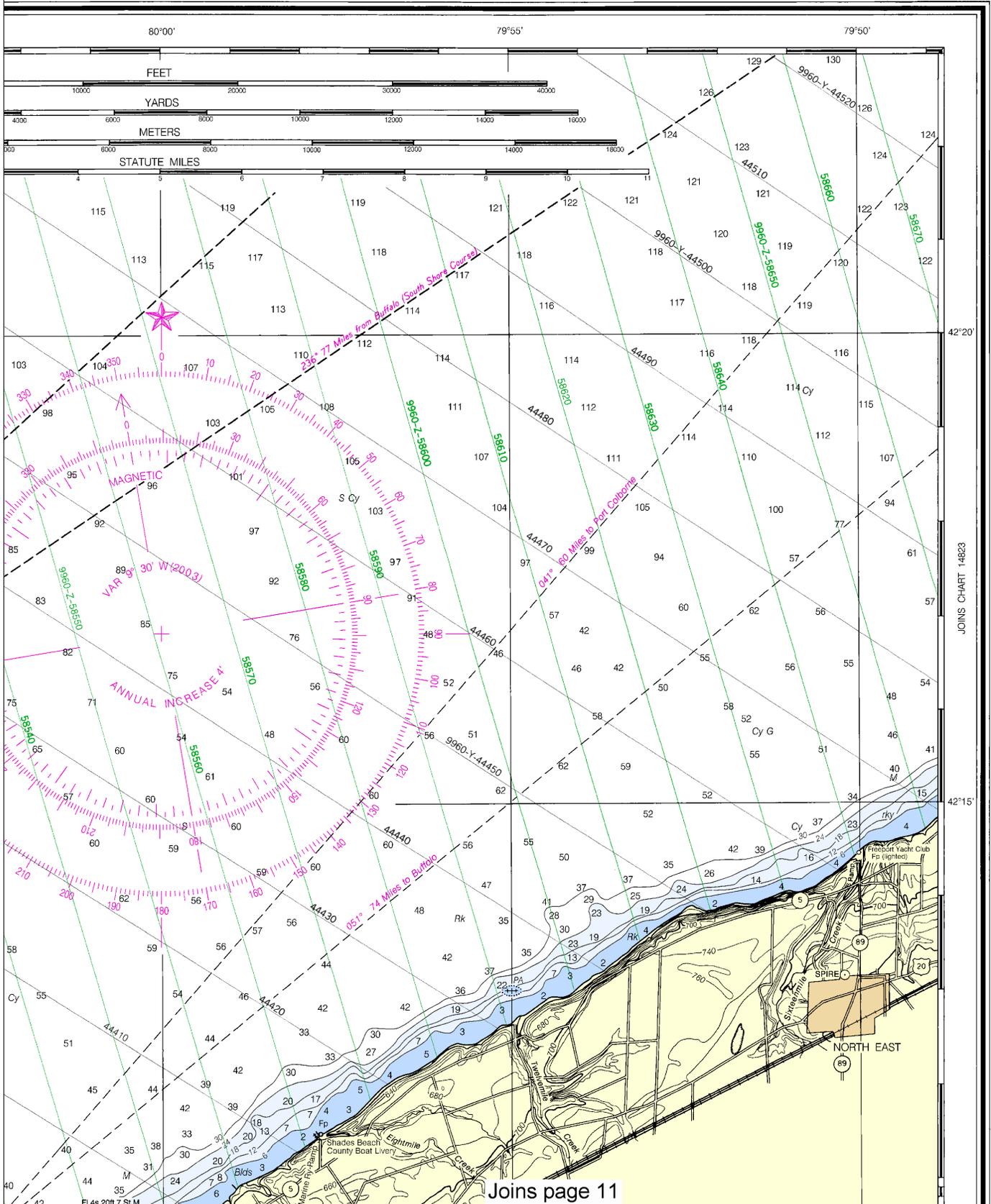
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

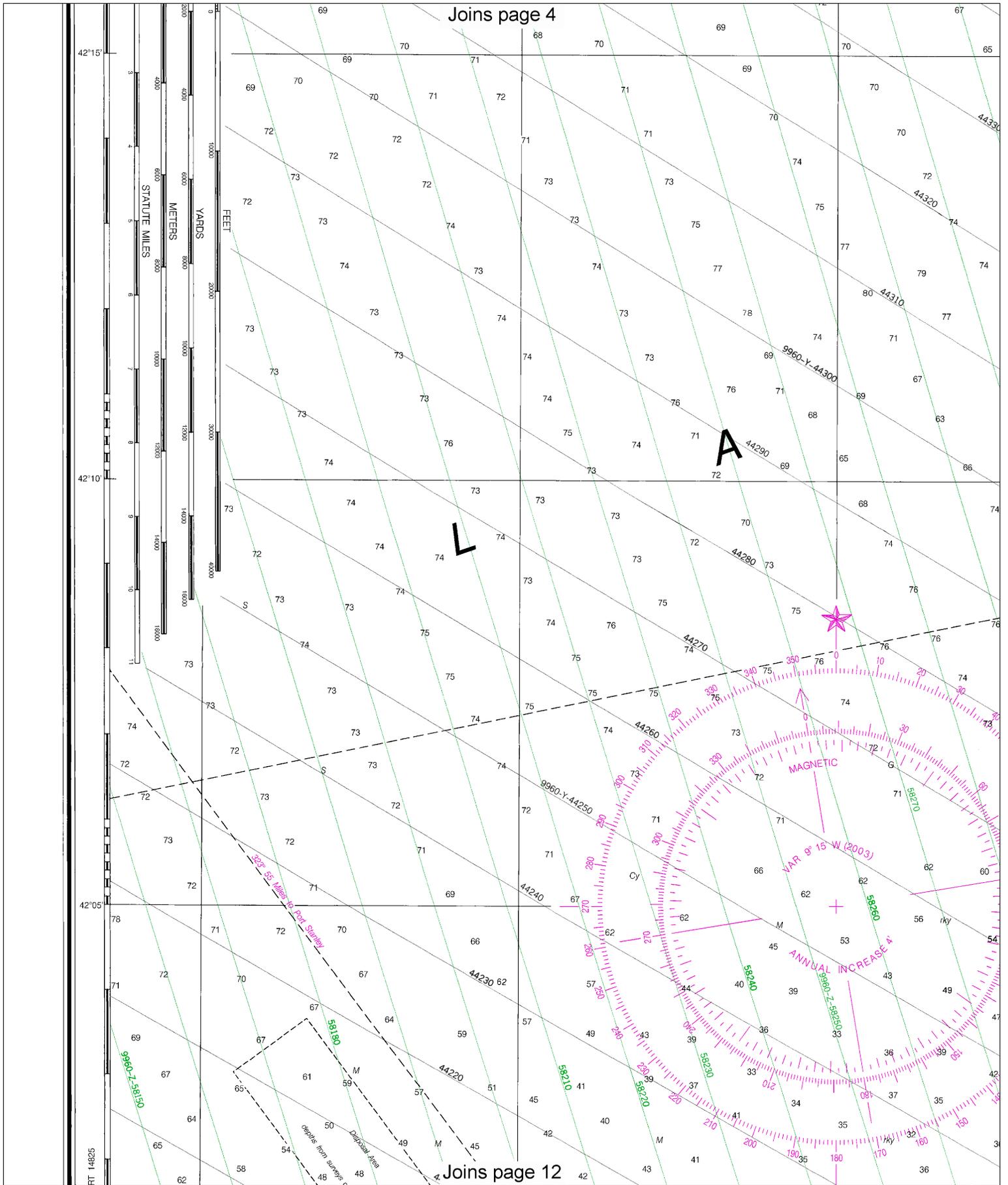
SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

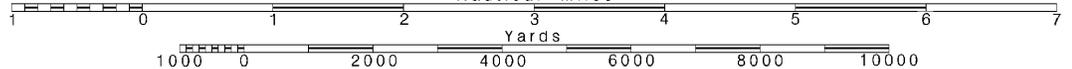


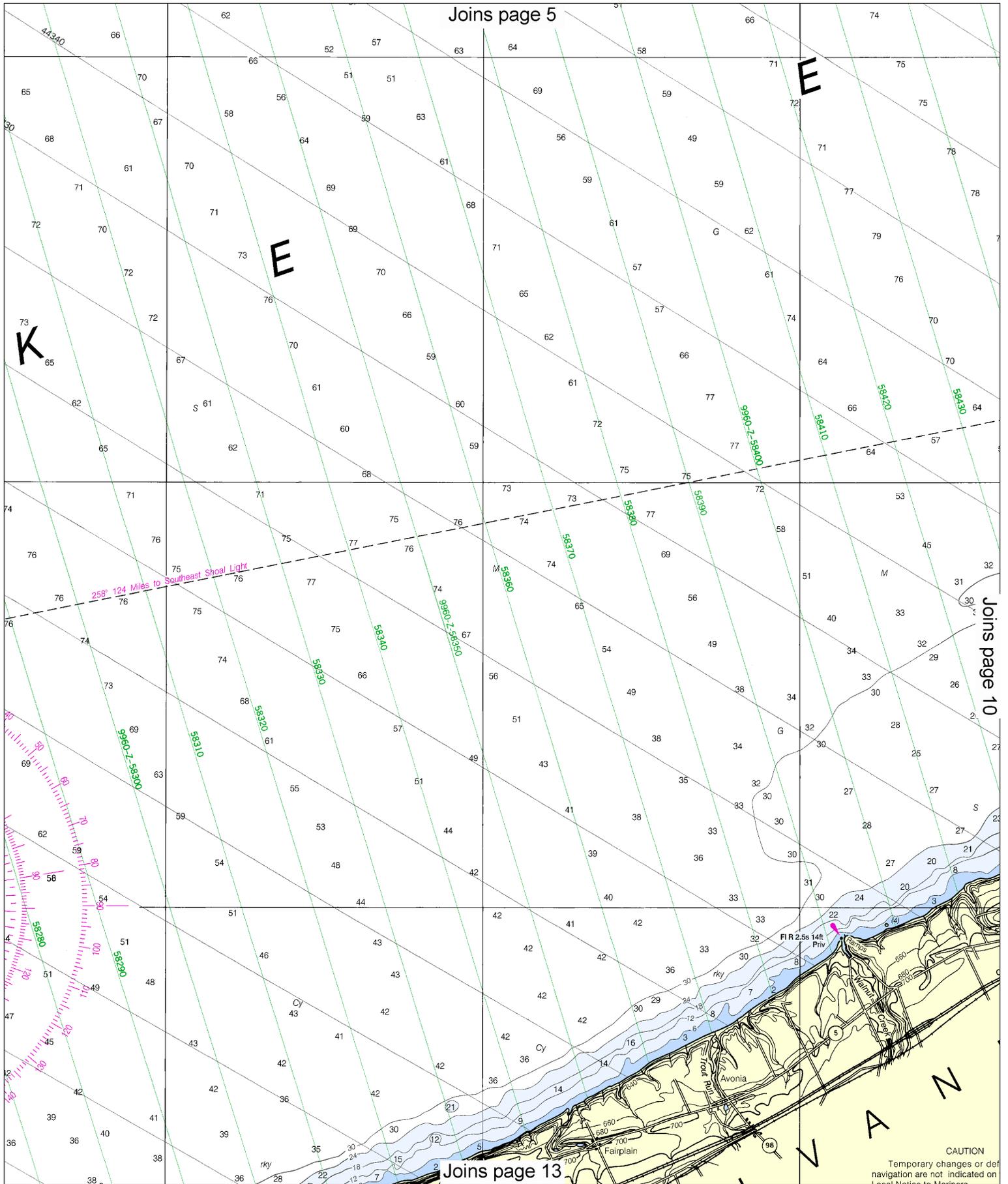


Note: Chart grid lines are aligned with true north.

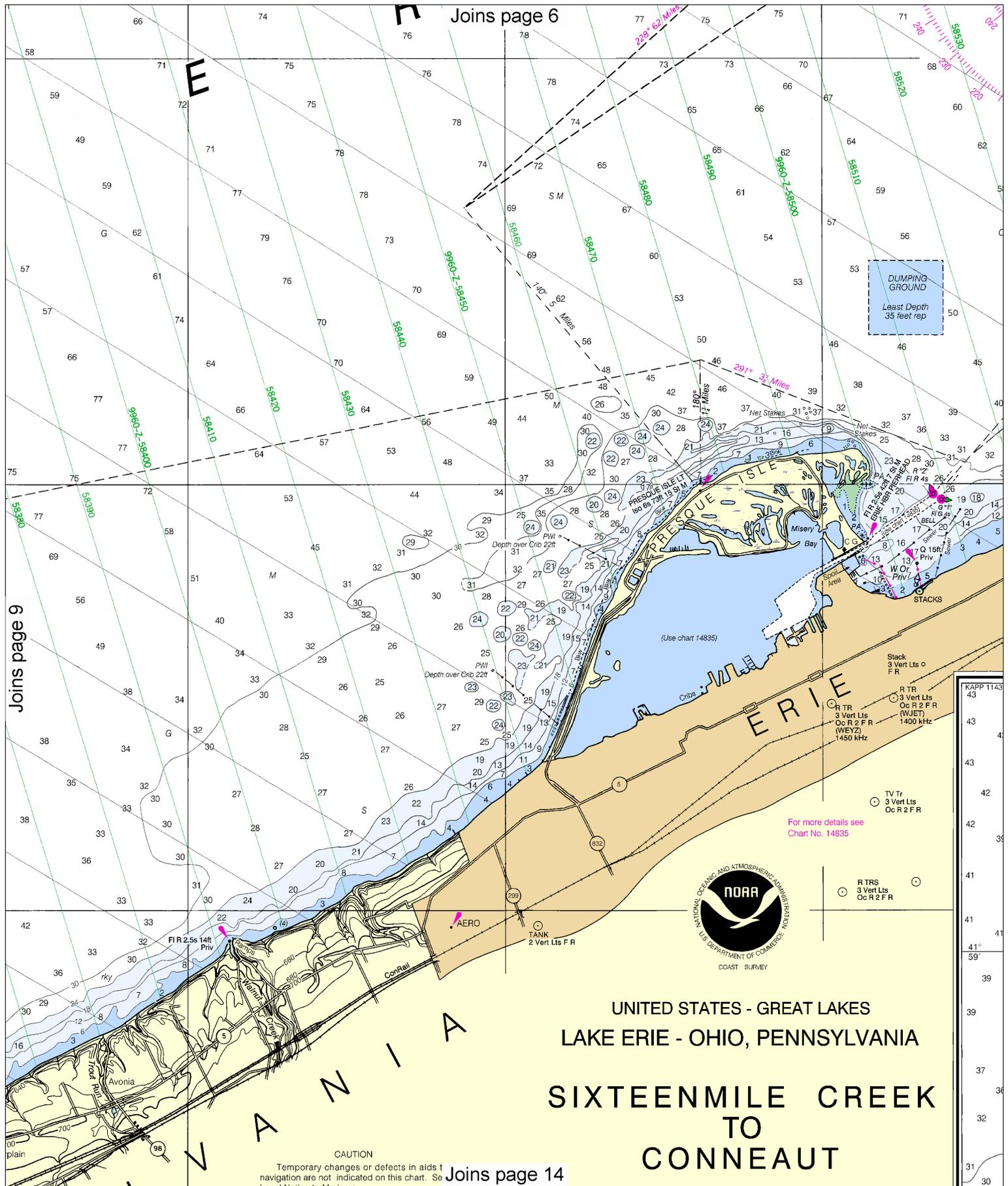
Printed at reduced scale. SCALE 1:80,000 Nautical Miles

See Note on page 5.



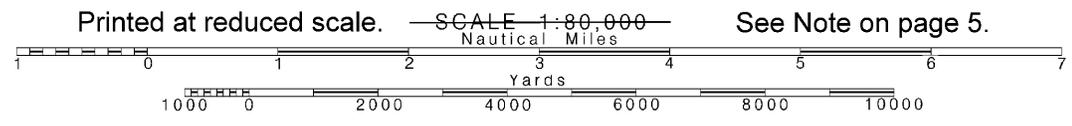


Joins page 10

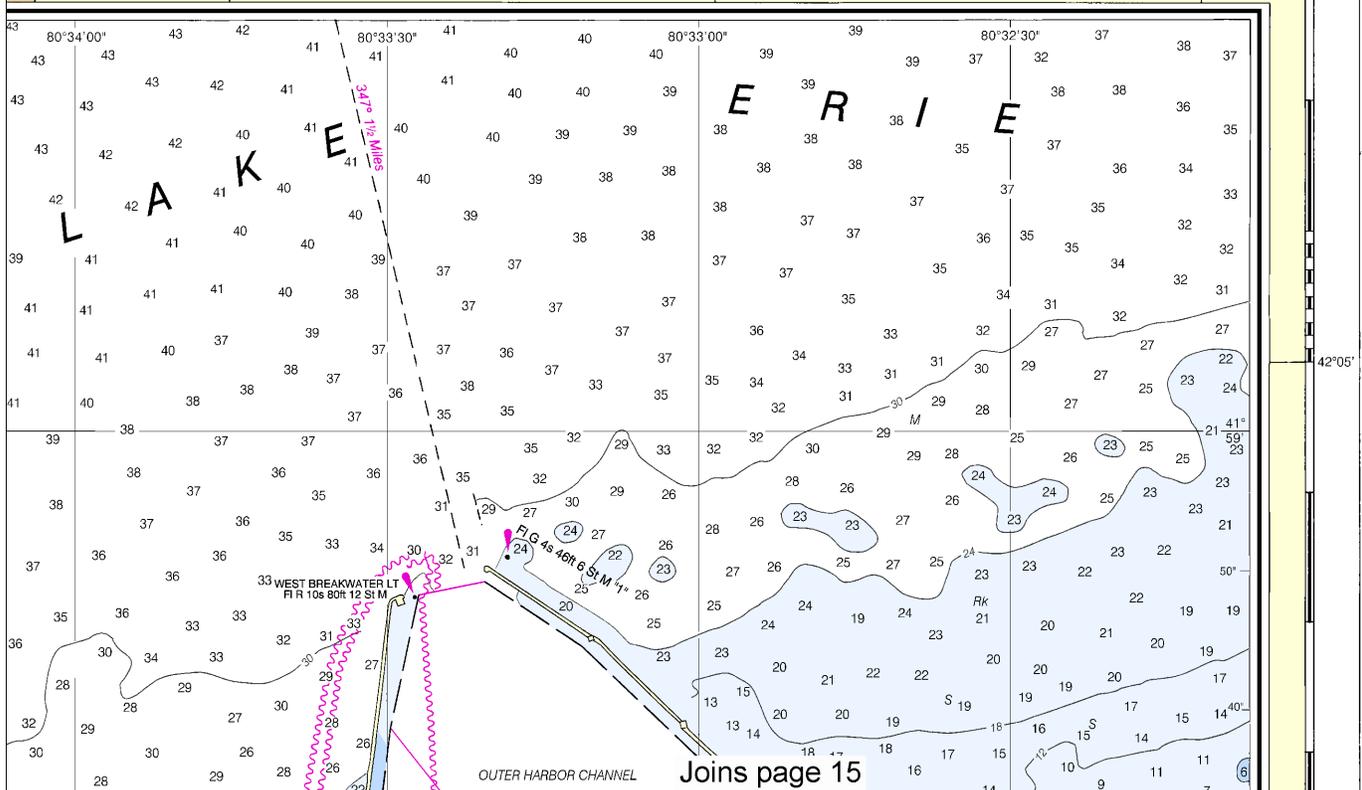
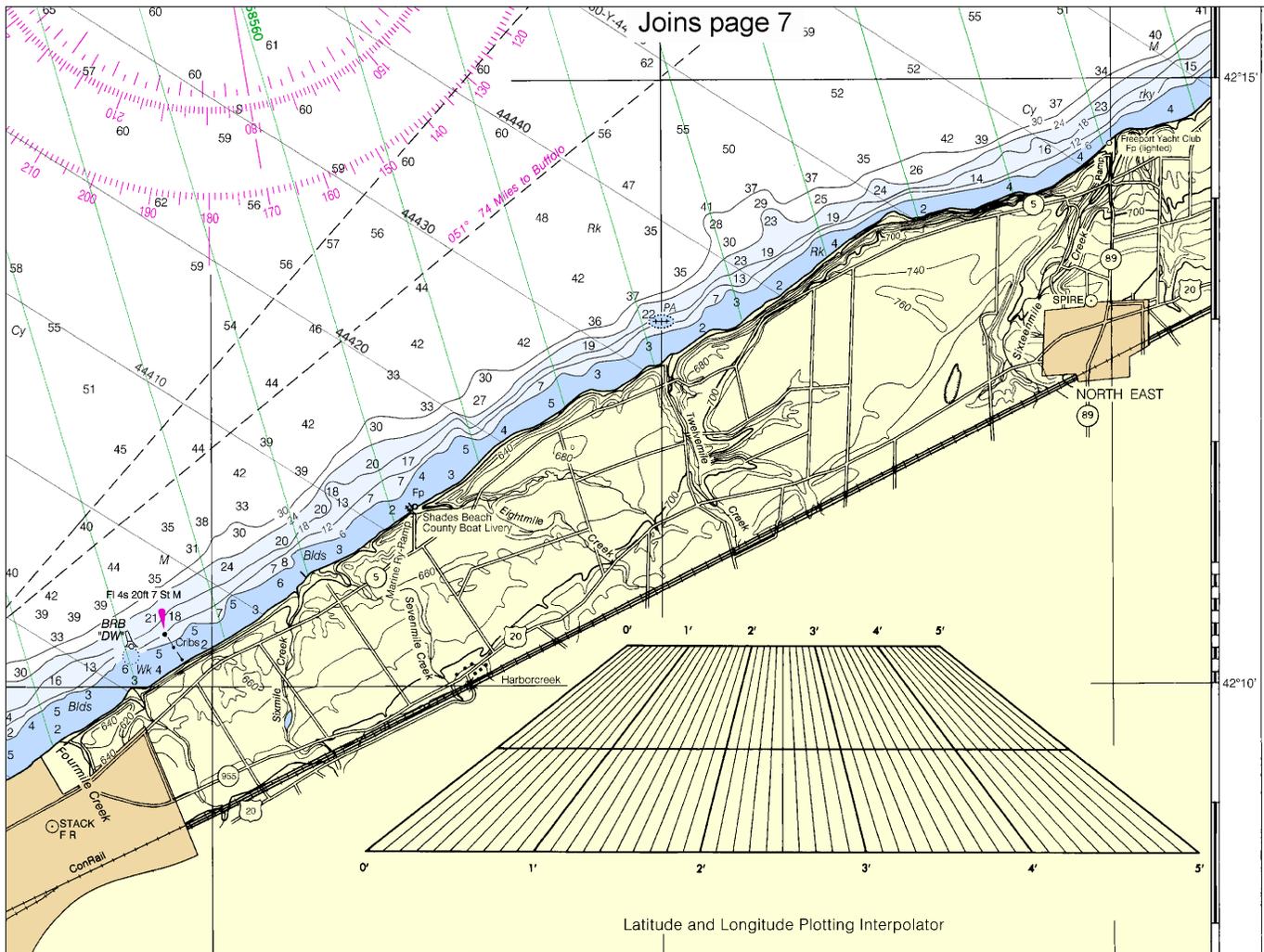


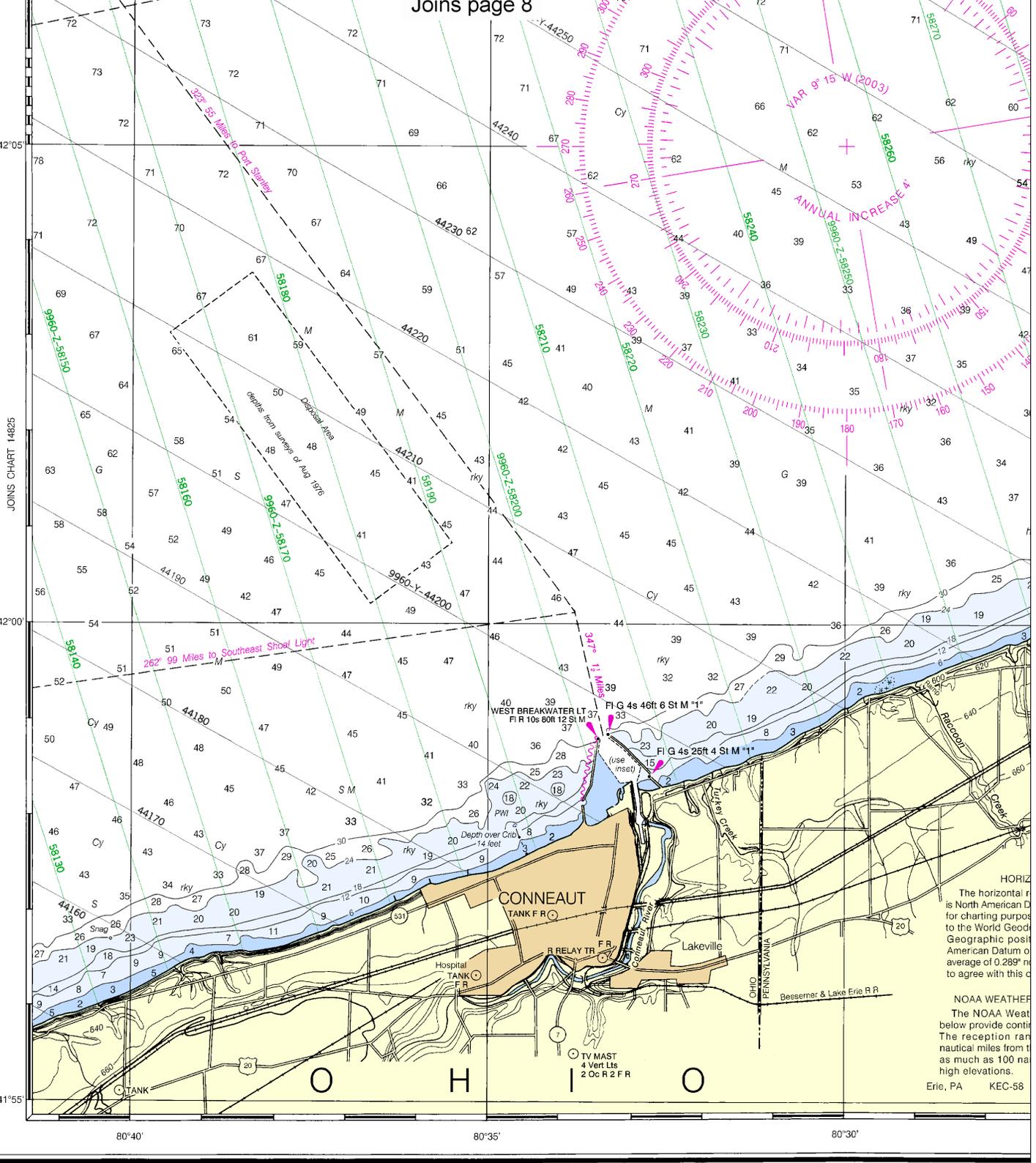
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Note: Chart grid lines are aligned with true north.



See Note on page 5.





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Erie, PA KEC-58

26th Ed., Oct. /03 ■ Corrected through NM Oct. 11/03
Corrected through LNM Sep. 30/03

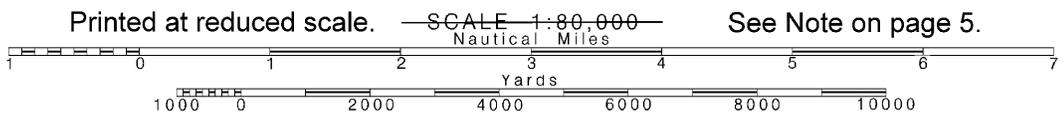
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LORAN - C OVERPRINTED

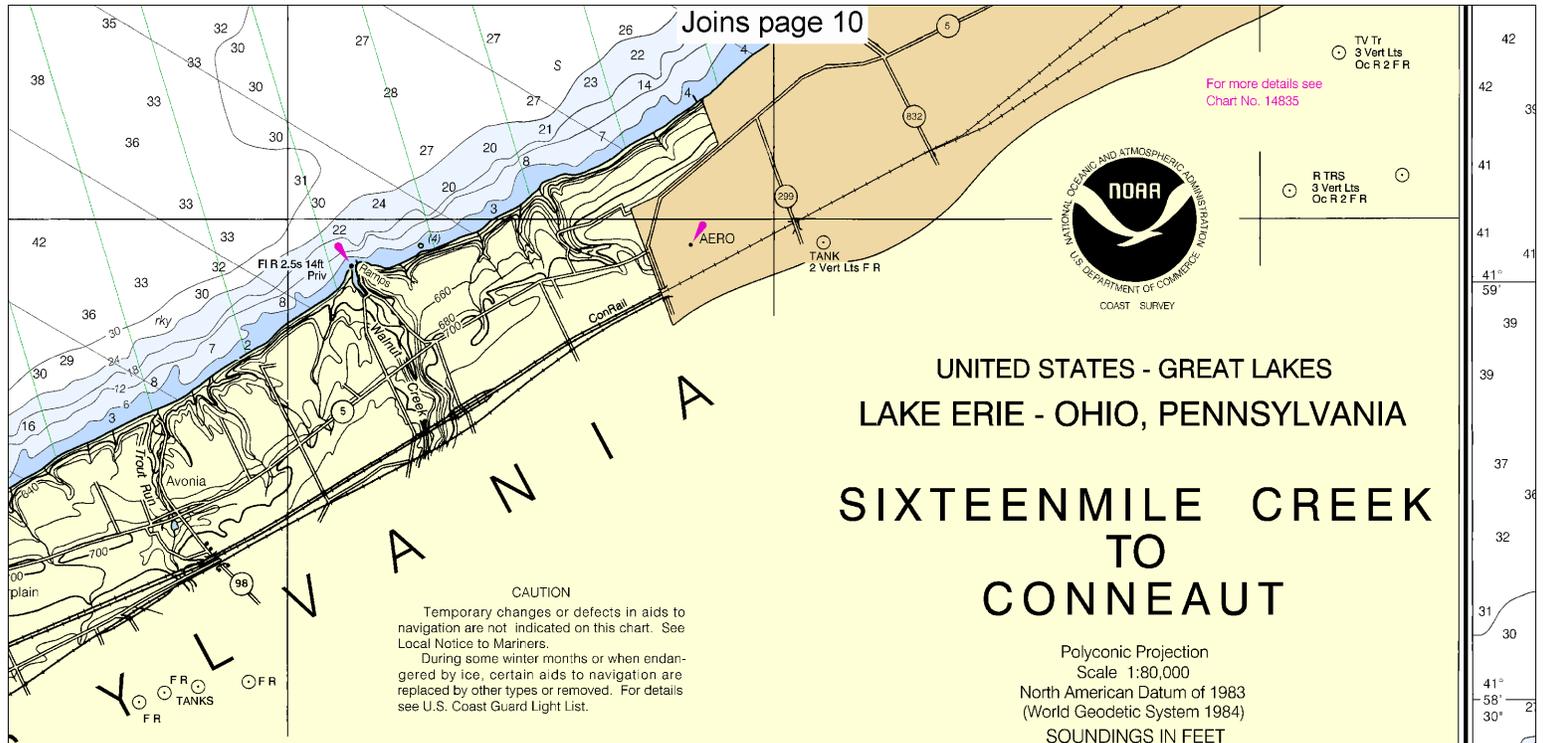
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS

12

Note: Chart grid lines are aligned with true north.



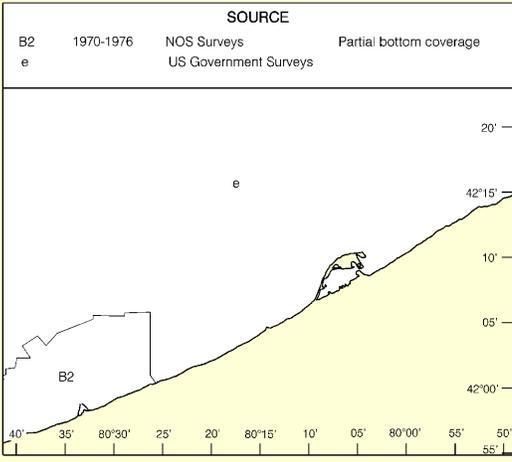


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Polyconic Projection
 Scale 1:80,000
 North American Datum of 1983
 (World Geodetic System 1984)
SOUNDINGS IN FEET

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

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

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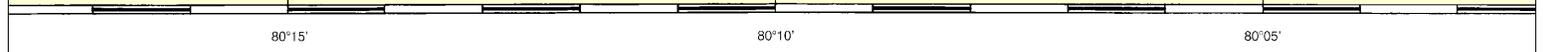
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

Joins page 13

INFORMATION
 Pilot 6 for important

SEPT.	OCT.	NOV.	DEC.

vels (1993-2002)
 vels (period of record)
 plane of reference for the graph, is also the plane of datum.
 If the lake level is above or below datum, corresponding depths are correspondingly adjusted.

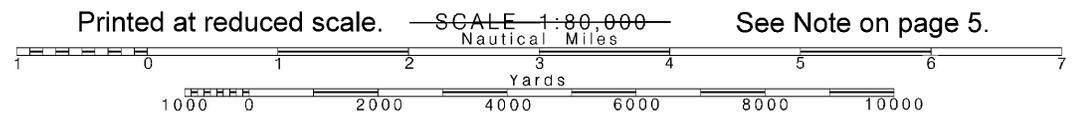


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 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

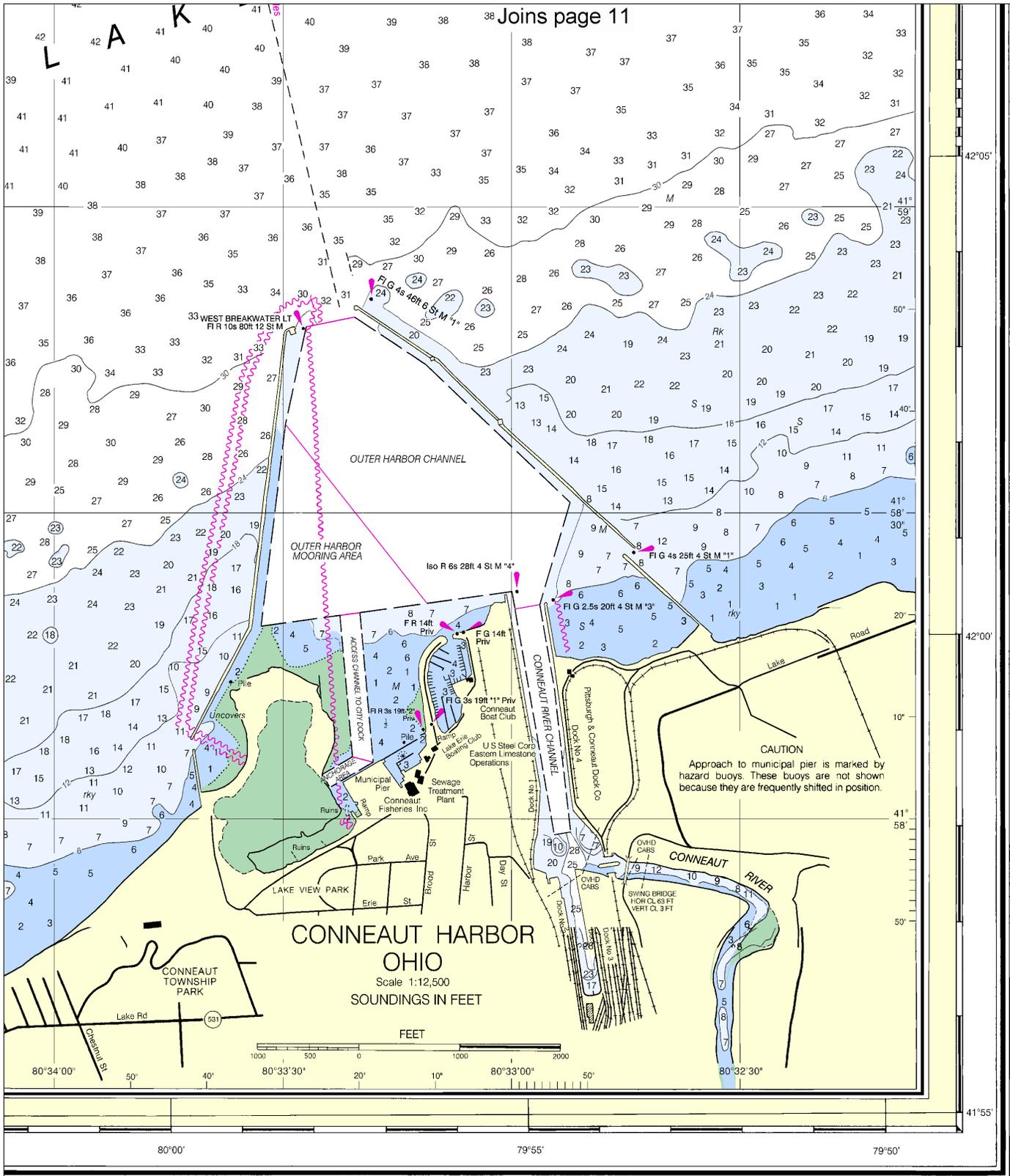
FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.



CONNEAUT HARBOR
OHIO
Scale 1:12,500
SOUNDINGS IN FEET



42°05'
42°00'
41°58'
41°50'
41°55'

ED. NO. 26

NSN 7642014010571
NIMA REFERENCE NO. 14XC014824

Sixteenmile Creek to Conneaut
SOUNDINGS IN FEET - SCALE 1:80,000

14824
LORAN - C OVERPRINTED



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>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- 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>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker