

BookletChart™



Ashtabula to Chagrin River

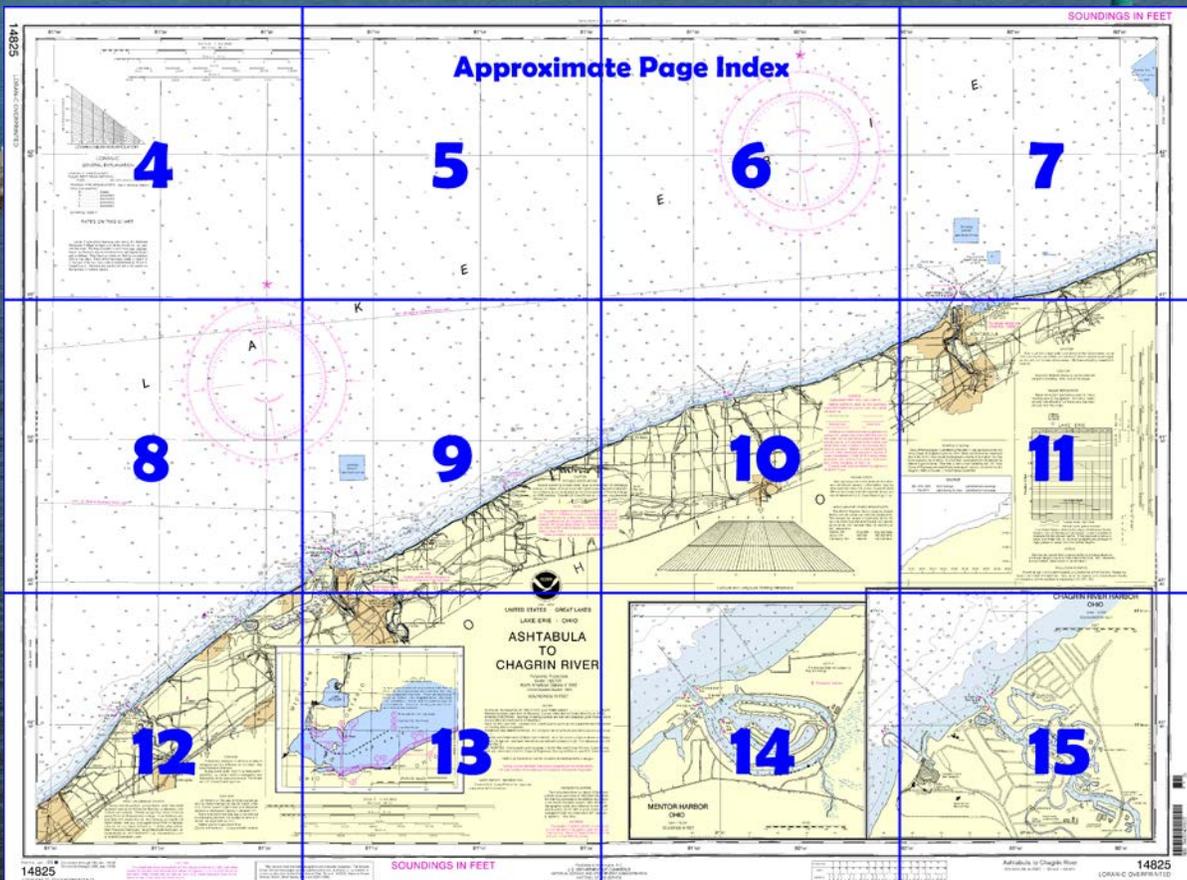
NOAA Chart 14825

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.

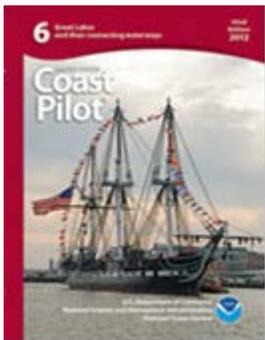
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

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=14825>.



(Selected Excerpts from Coast Pilot)

From Conneaut to Ashtabula, 13.5 miles southwest, there is deep water about 0.8 mile offshore. The shore is a series of low wooded hills with interspersed communities.

Two wrecks, covered 35 feet, are 1.5 miles offshore about 3.9 miles east-northeast of the entrance to Ashtabula Harbor.

Ashtabula Harbor is about 119 miles southwest of Buffalo and about 59 miles northeast of Cleveland. It comprises an

outer harbor, the navigable portion of the **Ashtabula River** for about 2 miles above the mouth, and two large slips opening directly into the lake under the protection of the breakwaters.

The major commodities handled at the port are limestone, iron and other ores, coal and other dry bulk commodities, pig iron, iron products, raw rubber, and general cargo in the domestic trade.

Two unmarked **dumping grounds**, with least reported depths of 35 feet, are 2.4 miles N and 2 miles northeast of the harbor entrance.

Prominent features.—The lighted stacks 1.5 miles southeast and 1.8 miles east-southeast of the harbor entrance are conspicuous. The silos on the west side of the river mouth are also prominent.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads between converging breakwaters to an outer harbor where the channel divides into east and west channels with a central turning basin. The west channel leads to the mouths of the Ashtabula River and Pinney Minnesota Slip, and continues upstream in the river for 2 miles; a turning basin is 0.3 mile below the head of the project. The east channel leads southeast to a basin off the entrance of two large slips. Lights mark the outer ends of the breakwaters and Ashtabula Light is on the west breakwater. A detached breakwater, just south of the turning basin, is mark by a light on the west end. In 2011, shoaling to 25 feet was reported in the entrance channel just off the outer end of the west breakwater in 41°55'14"N., 80°47'40"W.

The Federal project depths are 29 feet in the approach channel from deep water in the lake to the outer harbor, thence 27 to 28 feet in the west channel to the mouth of Ashtabula River and Pinney Minnesota Slip, thence 27 feet for the first 0.4 mile in the river channel, thence 18 feet to about 1 mile above the mouth of the river, thence 16 feet to the head of the project. The east channel has a project depth of 28 feet and 22 feet for the turning basin.

Anchorage.—Deep-draft vessels normally anchor about 2 miles east-northeast or west of the breakwater entrance in 35 to 45 feet, sand and mud bottom.

Bridges.—An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile north of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The CSX Transportation Railroad bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the north side of the bridge has a clearance of 131 feet. (See **33 CFR 117.1 through 117.59 and 117.847**, chapter 2, for drawbridge regulations.)

Tugs to 1,400 hp are available at Ashtabula. Arrangements for tugs are made through the Great Lakes Towing Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. At least 6 hours advance notice is requested.

A **speed limit** of 6 mph 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.)

Local harbor regulations are established by the City Council and enforced by the **harbormaster**, who may be reached at the Port Authority Office. The harbormaster controls vessel movement and berthage in the harbor. Local regulations specify a **speed limit** of 6 mph (5.2 knots) in the harbor for vessels over 100 feet long. Copies of the regulations may be obtained from Port Authority Office, 529 Prospect Road, Ashtabula, OH 44004.

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

RCC Cleveland

Commander

9th CG District

(216) 902-6117

Cleveland, OH

Table of Selected Chart Notes

Pump-out facilities

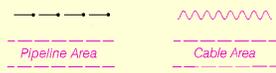
NOTE E
The entrance channel is subject to frequent change.

CAUTION
Easterly portion of East Breakwater may be submerged during high water.

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

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
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
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.

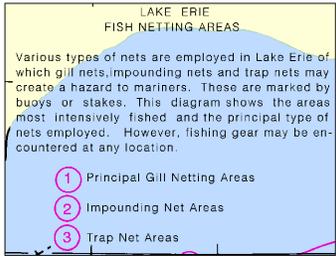
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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 0.329" northward and 0.411" eastward to agree with this chart.

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.

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) ◌ (Approximate location)

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.
Grafton, OH WNG-698 162.500 MHz
Akron, OH KDO-94 162.400 MHz
Cleveland, OH KHB-59 162.550 MHz



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.

NOTE D
Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

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.

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.

SOURCE DIAGRAM
Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other 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 currently 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.

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

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).

GENERAL EXPLANATION

LORAN-C

LORAN-C FREQUENCY 100MHz
PULSE REPETITION INTERVAL 99.600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9960-Y
76

RATES ON THIS CHART

9960-W 9960-X 9960-Y 9960-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overlaid signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

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.

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.

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

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).

14825

LORAN-C OVERPRINTED

81°30'

81°25'

81°20'

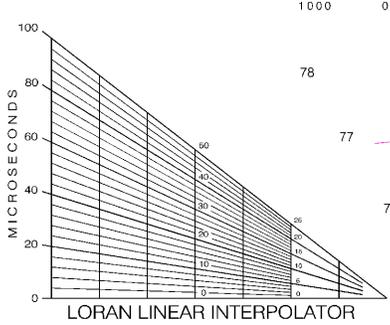
SCALE 1:80,000

Nautical Miles

Statute Miles

Yards

Meters



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-W 9960-X 9960-Y 9960-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

42° 00'

41° 55'

Joins page 8

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

Nautical Miles

Yards

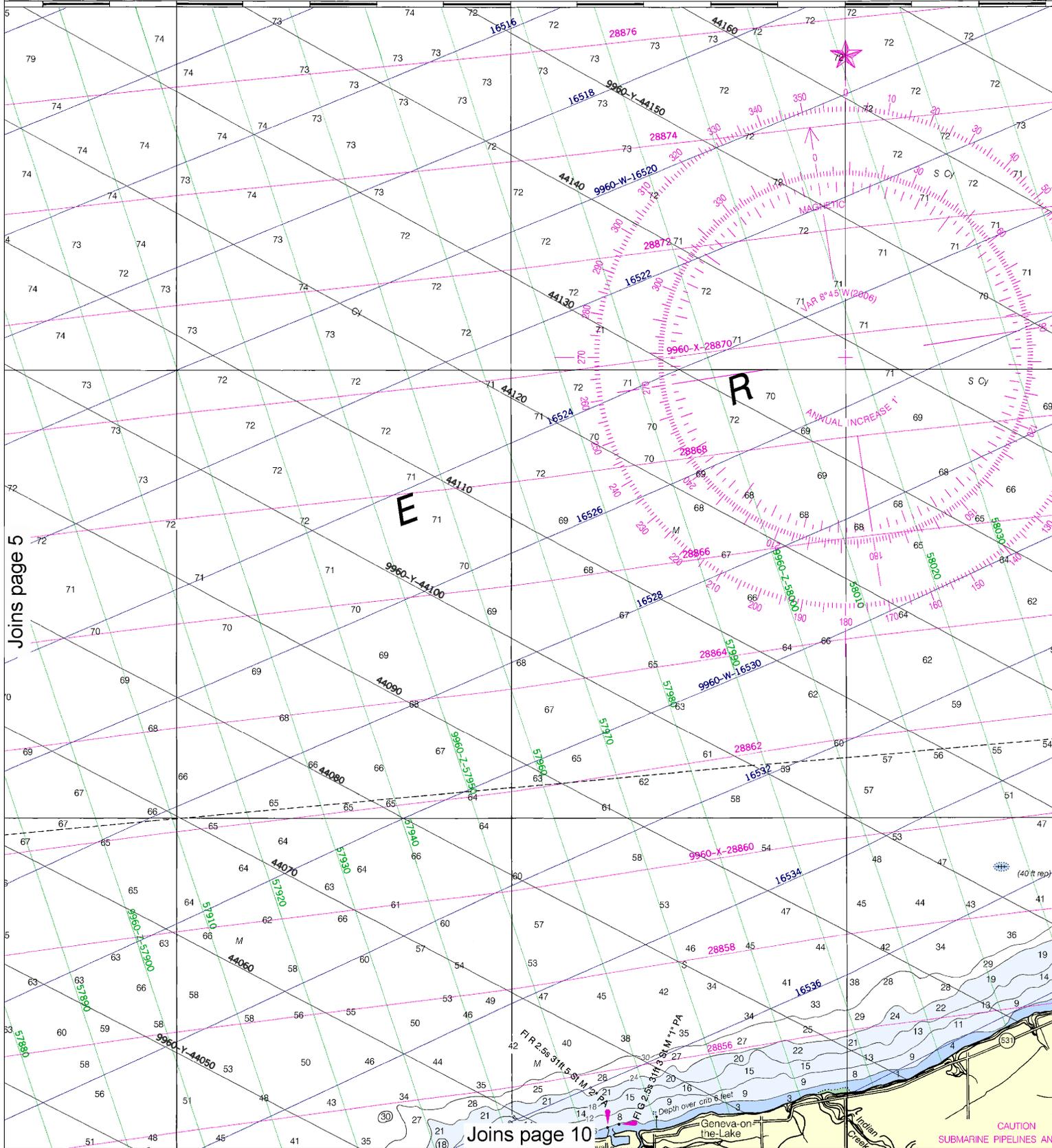
4

Note: Chart grid lines are aligned with true north.

81°05'

81°00'

80°55'



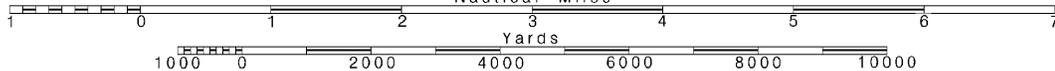
Joins page 5

Joins page 10

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

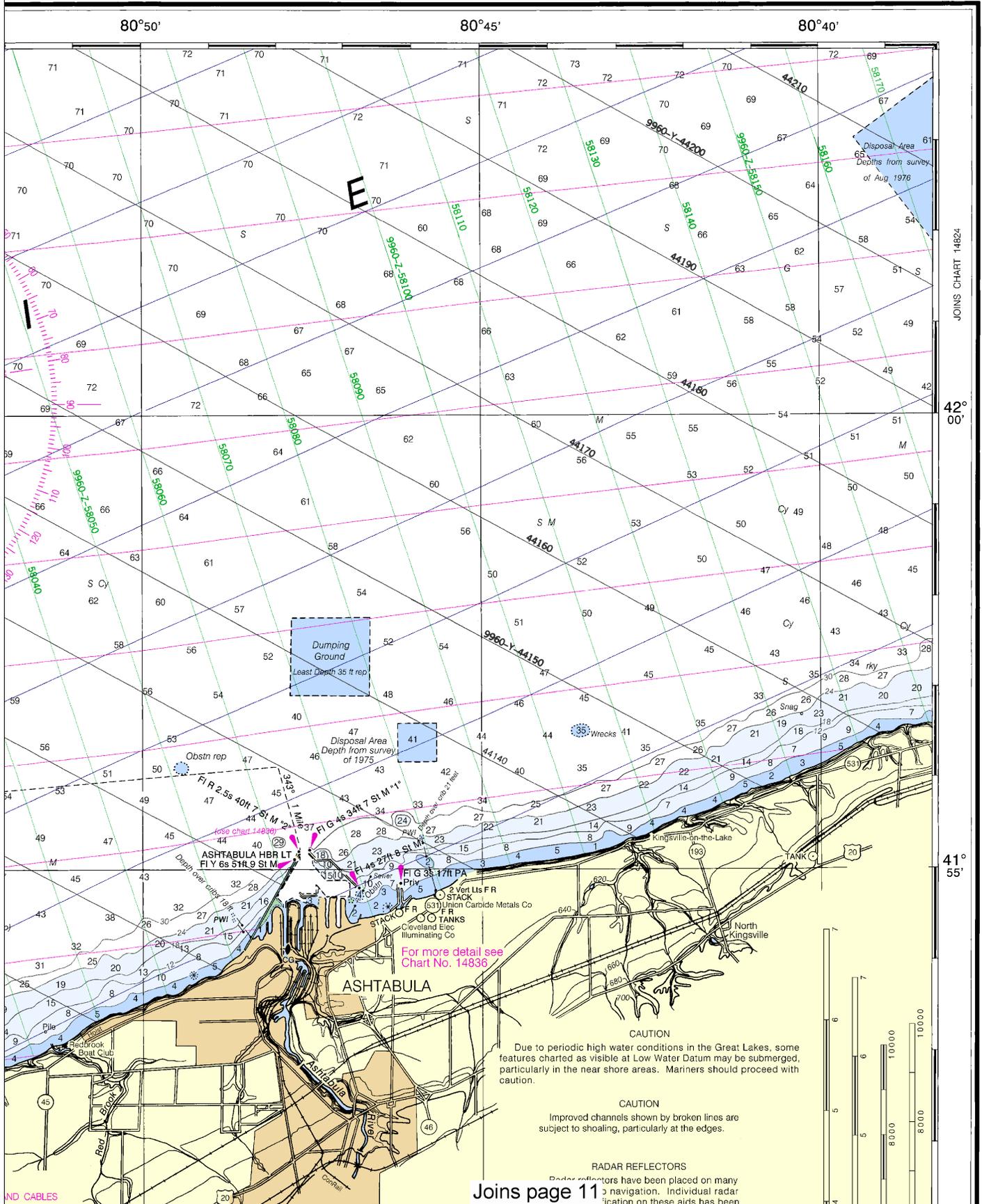
See Note on page 5.



6

Note: Chart grid lines are aligned with true north.

SOUNDINGS IN FEET



JOINS CHART 14824

42° 00'

41° 55'

Joins page 11

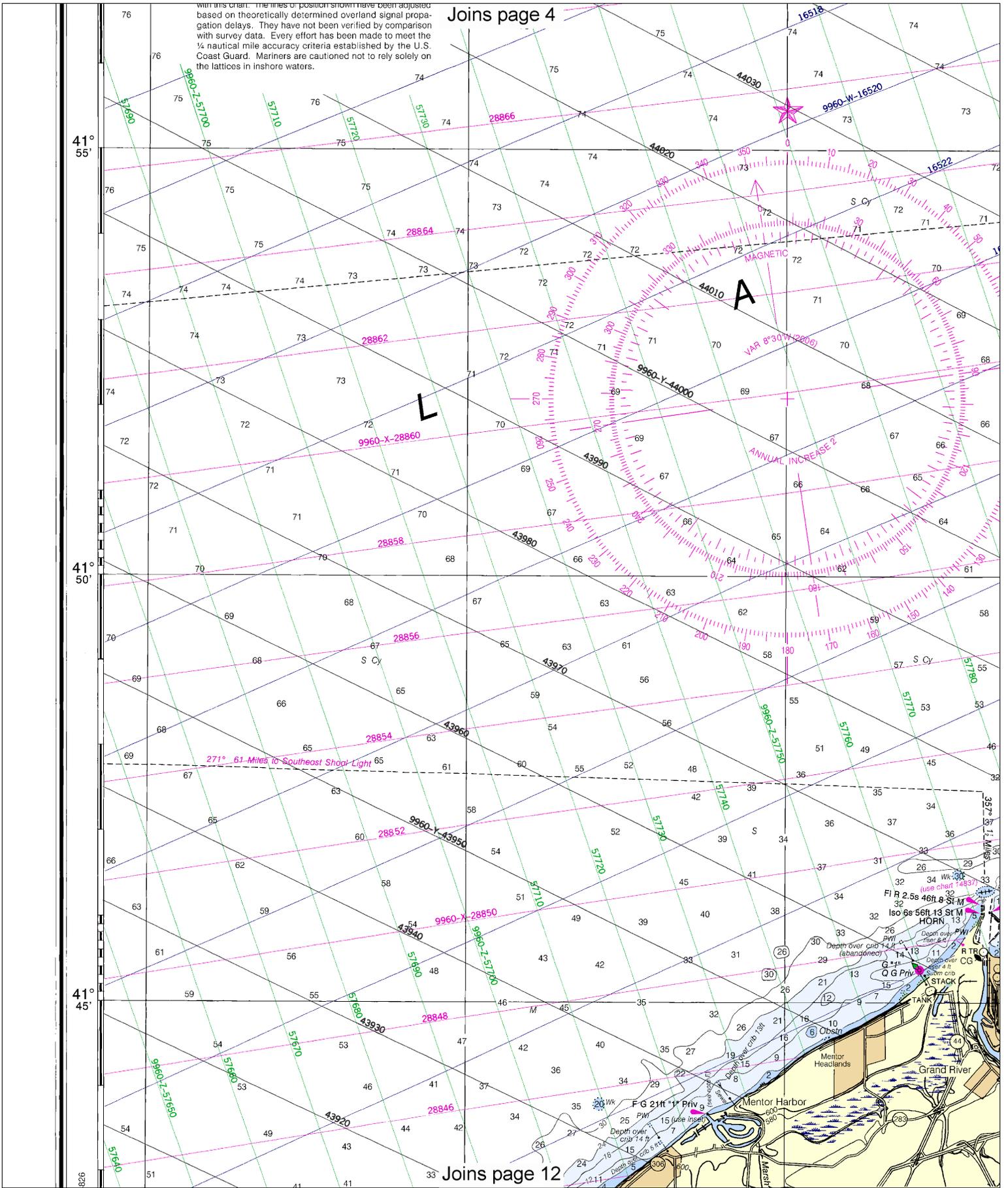
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 4912 12/8/2012,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.



With this chart, the lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 4

Joins page 12

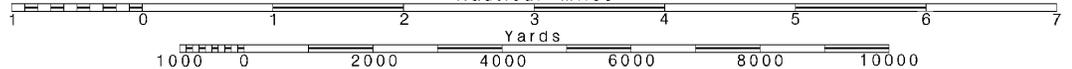


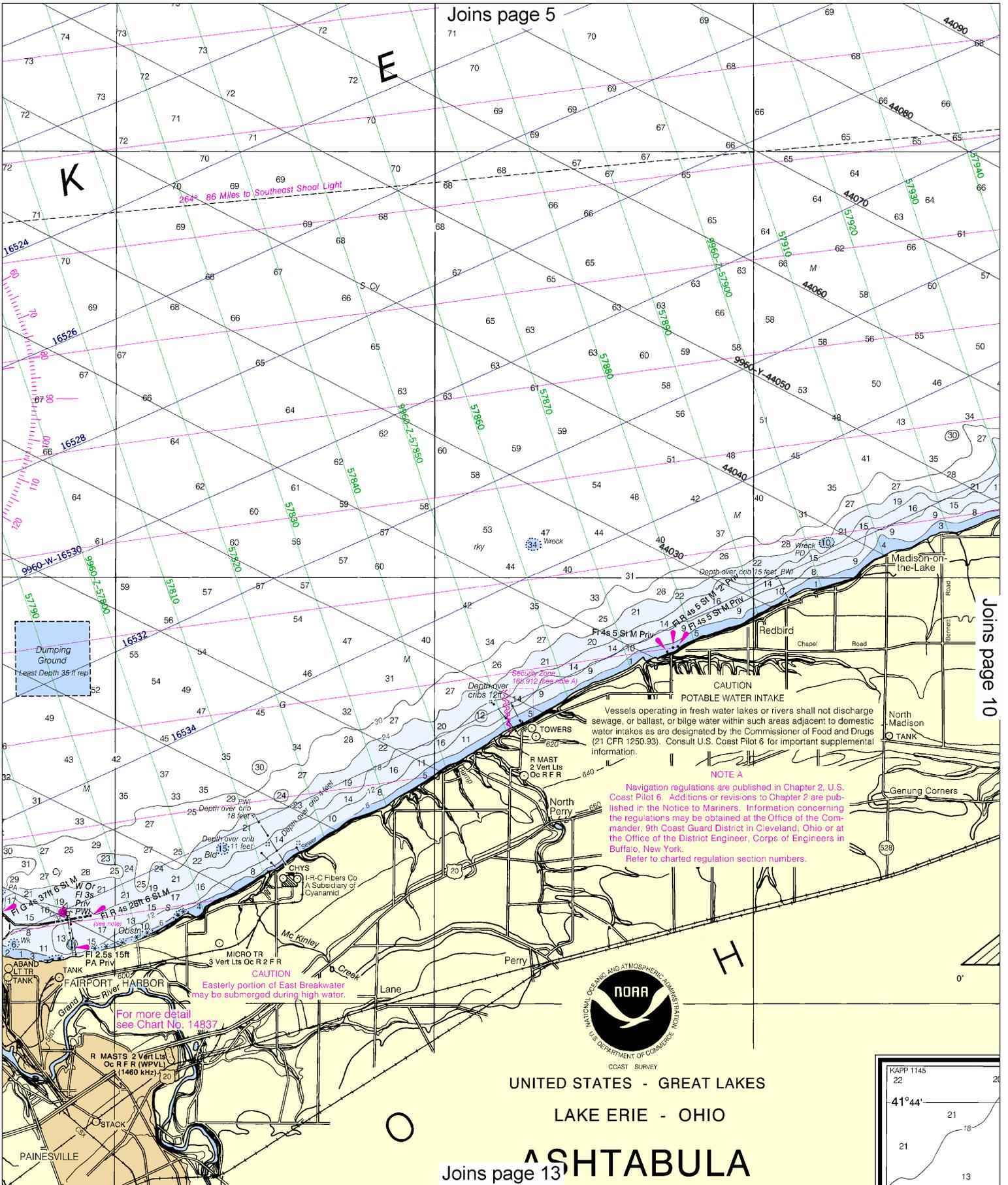
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

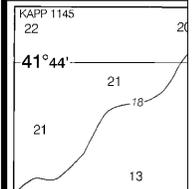
See Note on page 5.

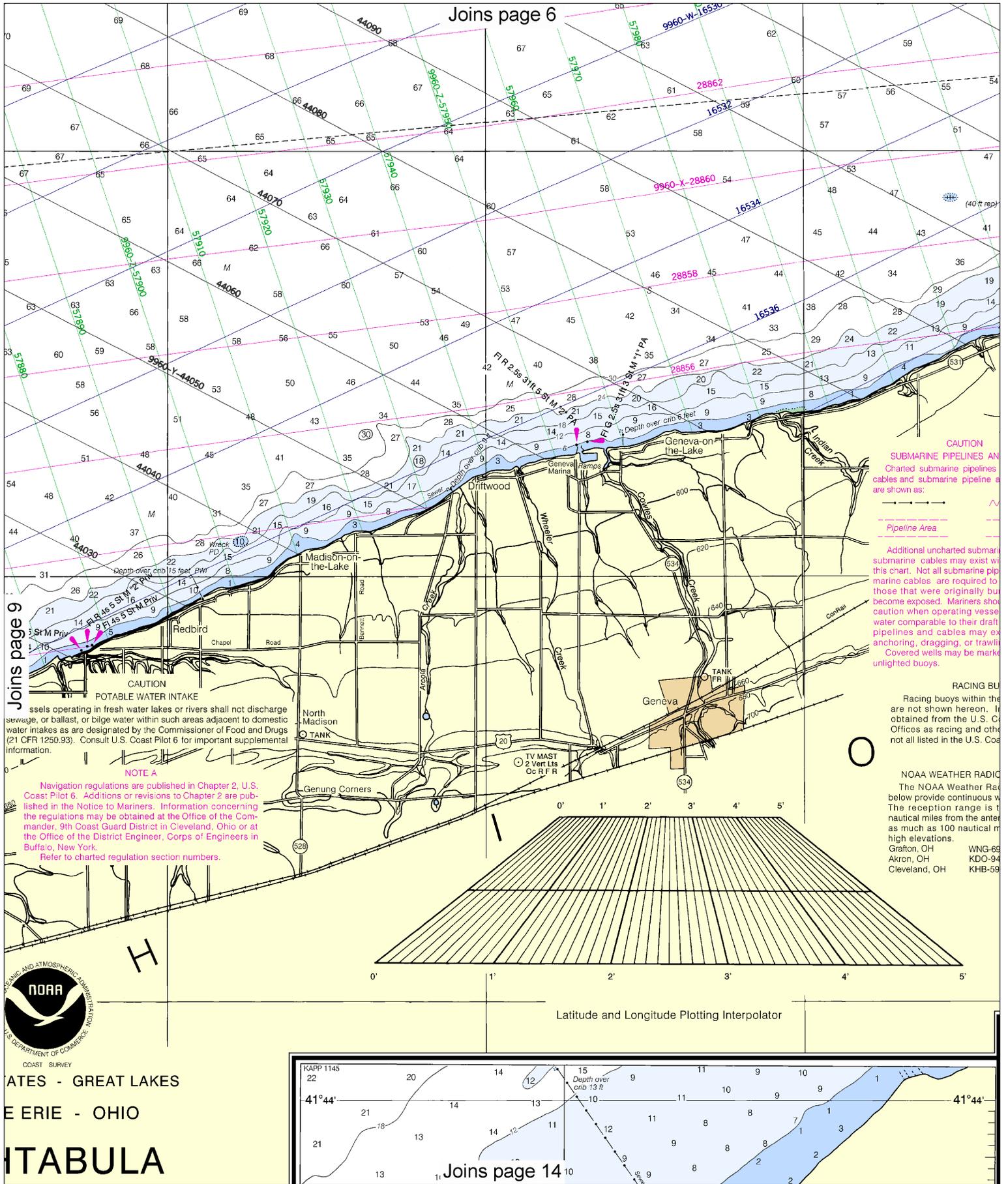




UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO

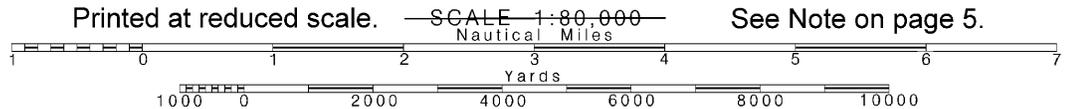
Joins page 13 **ASHTABULA**

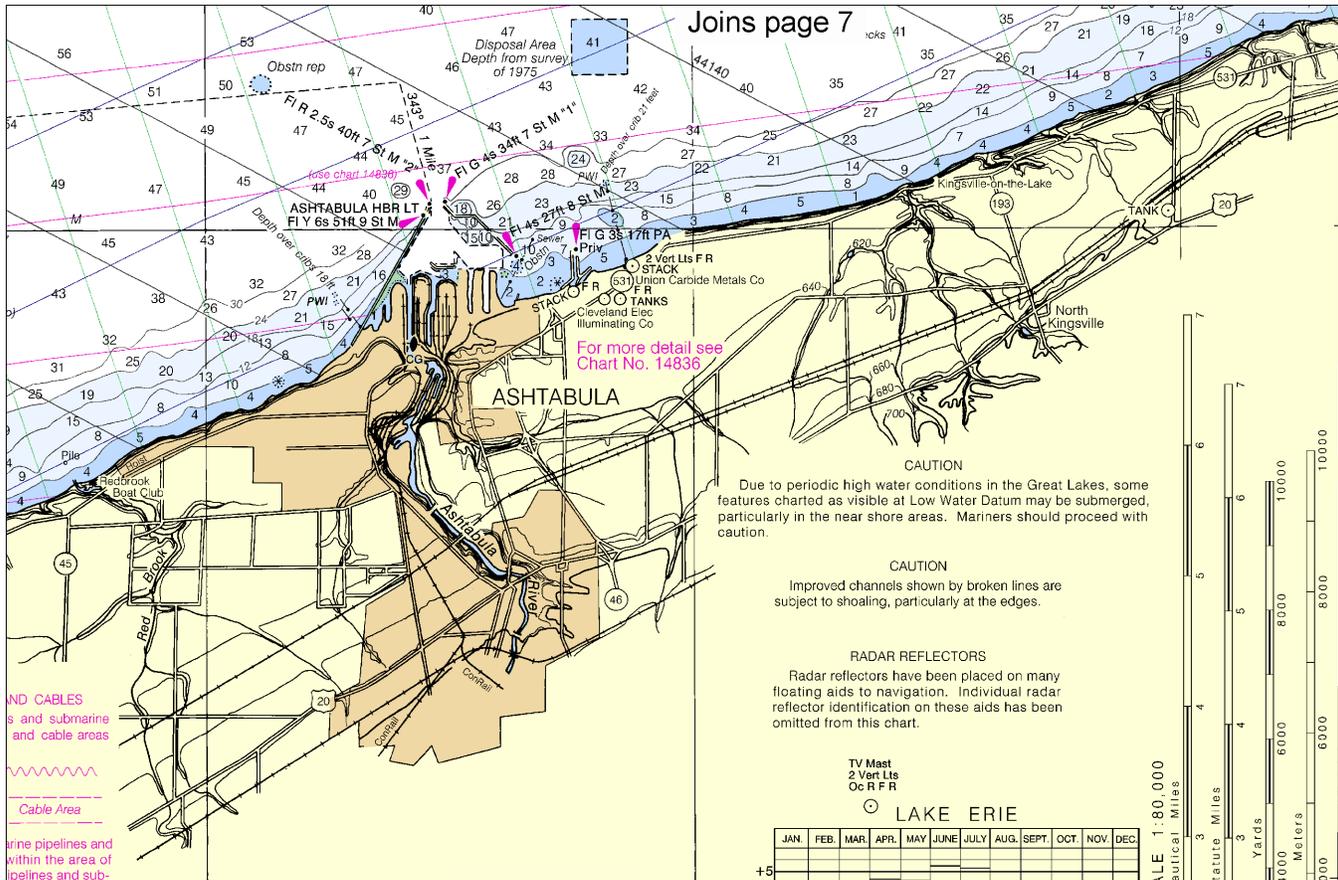




10

Note: Chart grid lines are aligned with true north.





Joins page 7

41° 55'

For more detail see Chart No. 14836

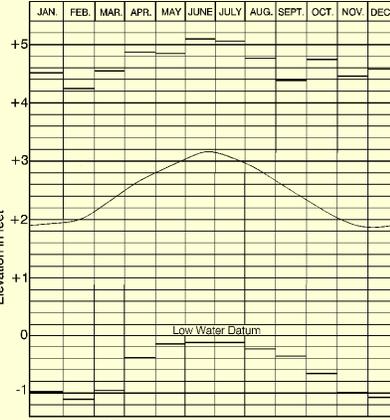
CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

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

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.

TV Mast
2 Vert Lts
Oc R F R

LAKE ERIE



Average levels (1995-2004)
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.

NOTE D

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

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).

41° 50'

ND CABLES
s and submarine
and cable areas

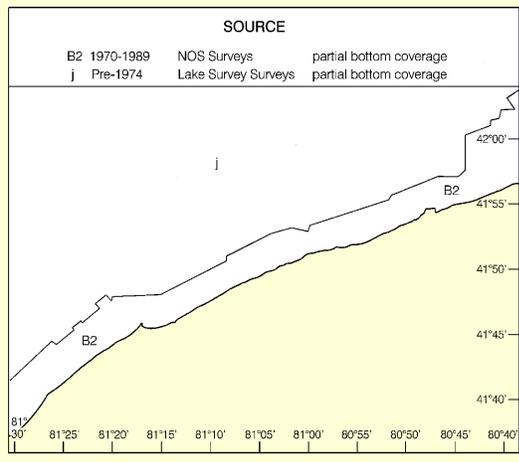
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exist, and when
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BUOYS
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Information may be
Coast Guard District
her private buoys are
bast Guard Light List.

IO BROADCASTS
adio stations listed
weather broadcasts,
typically 20 to 40
enna site, but can be
miles for stations at

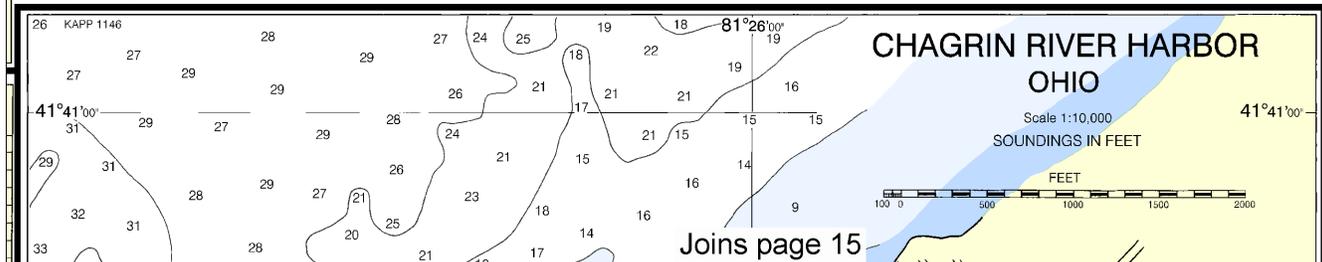
698 162.500 MHz
94 162.400 MHz
99 162.550 MHz

SOURCE DIAGRAM
Most of the hydrography identified by the letter 'j' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other 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 currently 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.



SCALE 1:80,000
Nautical Miles
Statute Miles
Yards
Meters

41° 45'

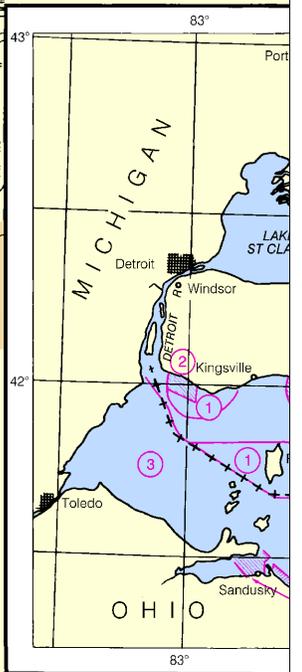
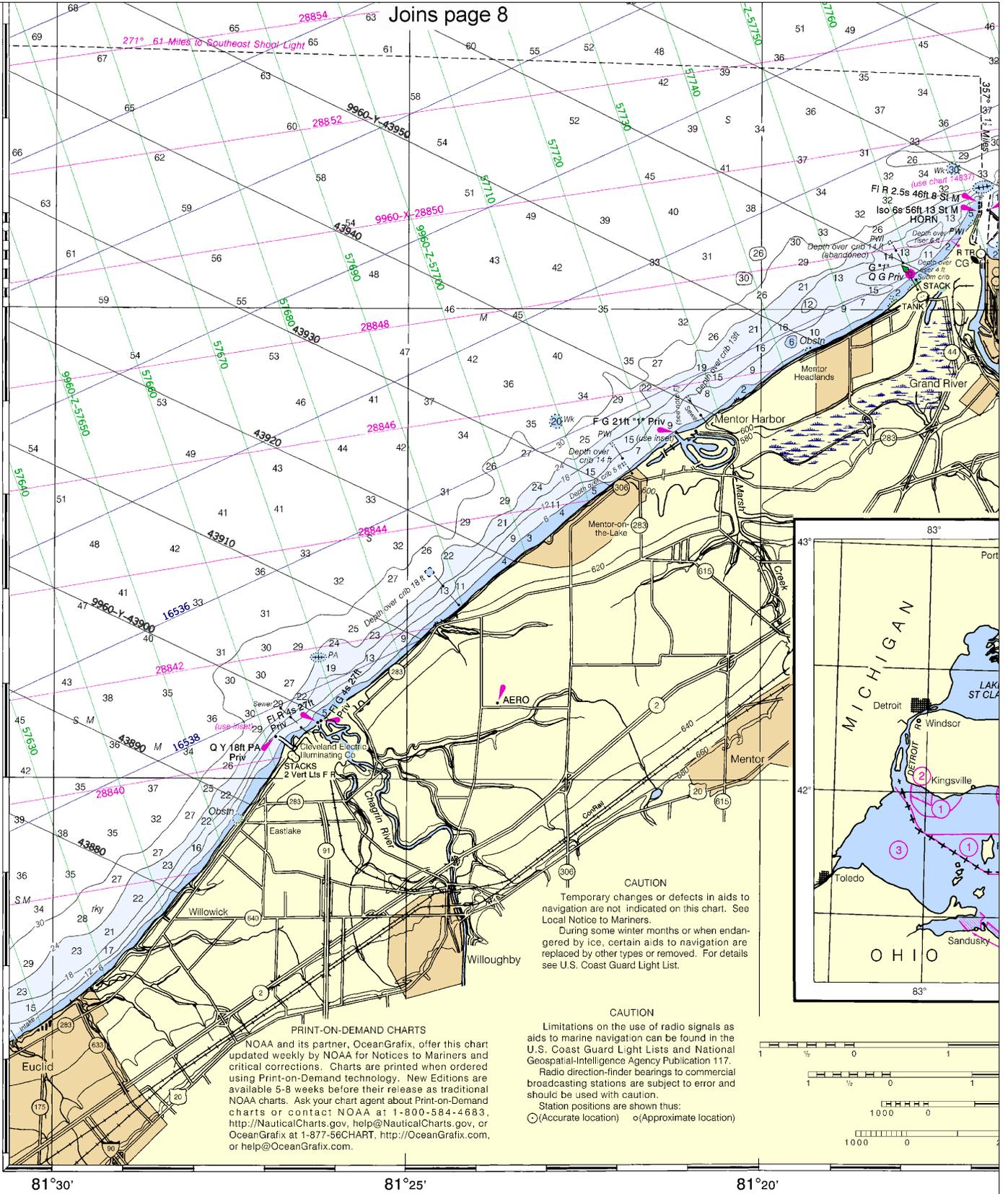


Joins page 15

JOINS CHART 14826

41° 40'

81° 30'



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) ◦ (Approximate location)

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart 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 or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

25th Ed., Jan. /06 ■ Corrected through NM Jan. 14/06
 Corrected through LNM Jan. 10/06

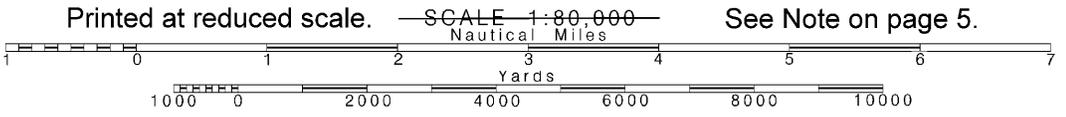
14825
 LORAN-C OVERPRINTED

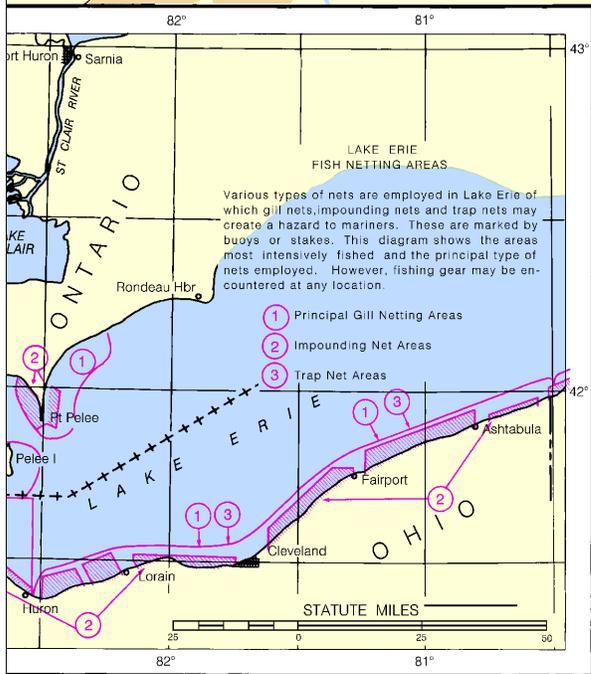
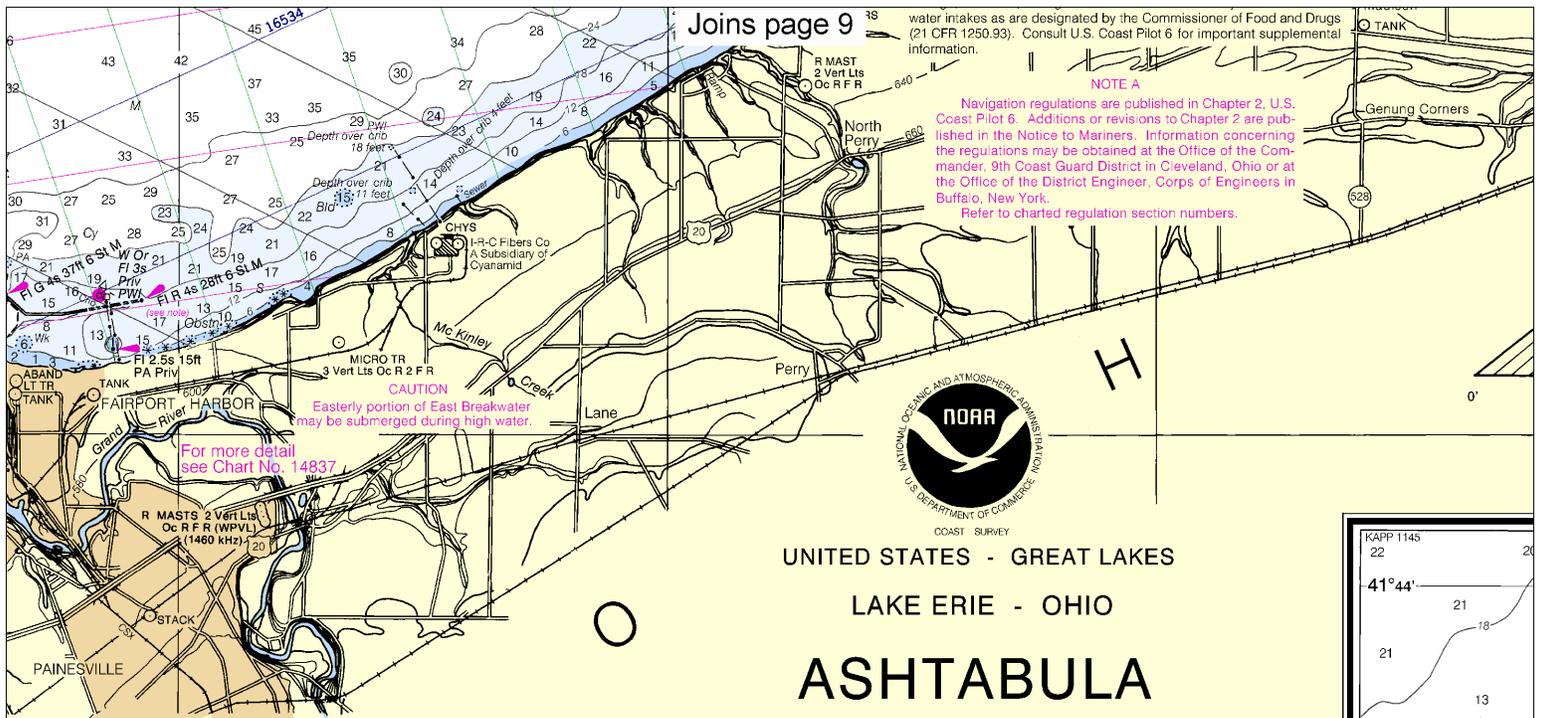
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and Ocean Service encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (NCS), Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.





UNITED STATES - GREAT LAKES
LAKE ERIE - OHIO
**ASHTABULA
TO
CHAGRIN RIVER**

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

SOUNDINGS IN FEET

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).
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.

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

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

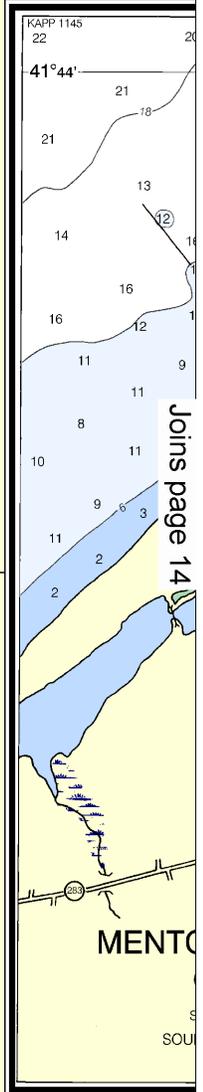
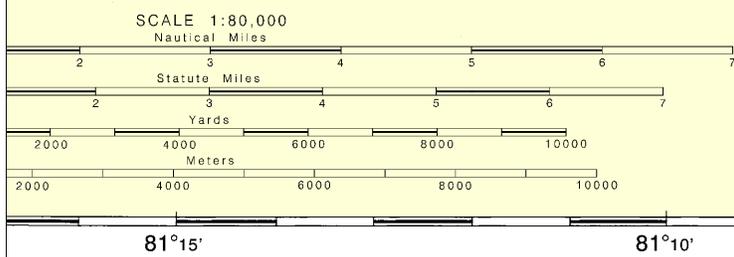
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

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 0.329' northward and 0.411' eastward to agree with 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.



SOUNDINGS IN FEET

Navigation. The National Hydrographic Office, or comments for (N/CS2), National Ocean

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

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.

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.



CHARTS - GREAT LAKES

CHARTS - ERIE - OHIO

CHART 1145 MENTOR HARBOR TO CLEVELAND RIVER

Projection: Polyconic
Scale: 1:80,000
Datum: American Datum of 1983
System: Geodetic System 1984

DEPTHS IN FEET

NOTES
(Low Water Datum) 569.2 ft.
Quebec, International Great Lakes Datum (1985).
Courses are true and distances given thereon are in
Statute Miles.

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

CLEARANCES: When the water surface is above Low Water heights are reduced correspondingly. For clearances see U.S. Coast Pilot.

Topography by the National Ocean Service, Coast Survey, U.S. Army Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Information can be obtained at nauticalcharts.noaa.gov.

Distances indicated in magenta are recommended by the U.S. Coast Guard and the Canadian Shipowners Association.

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 1922 must be corrected an average of 0.329" northward and 0.411" eastward to agree with this chart.

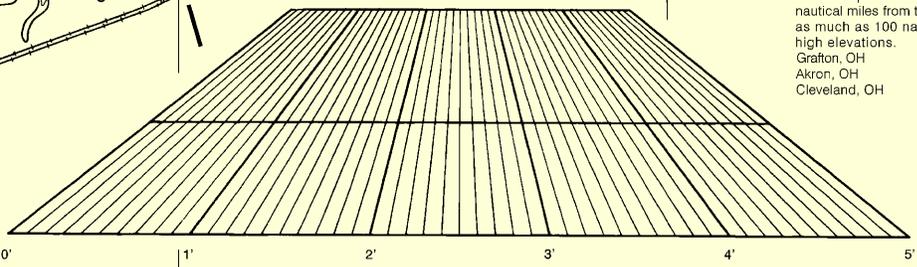
WARNING

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 10

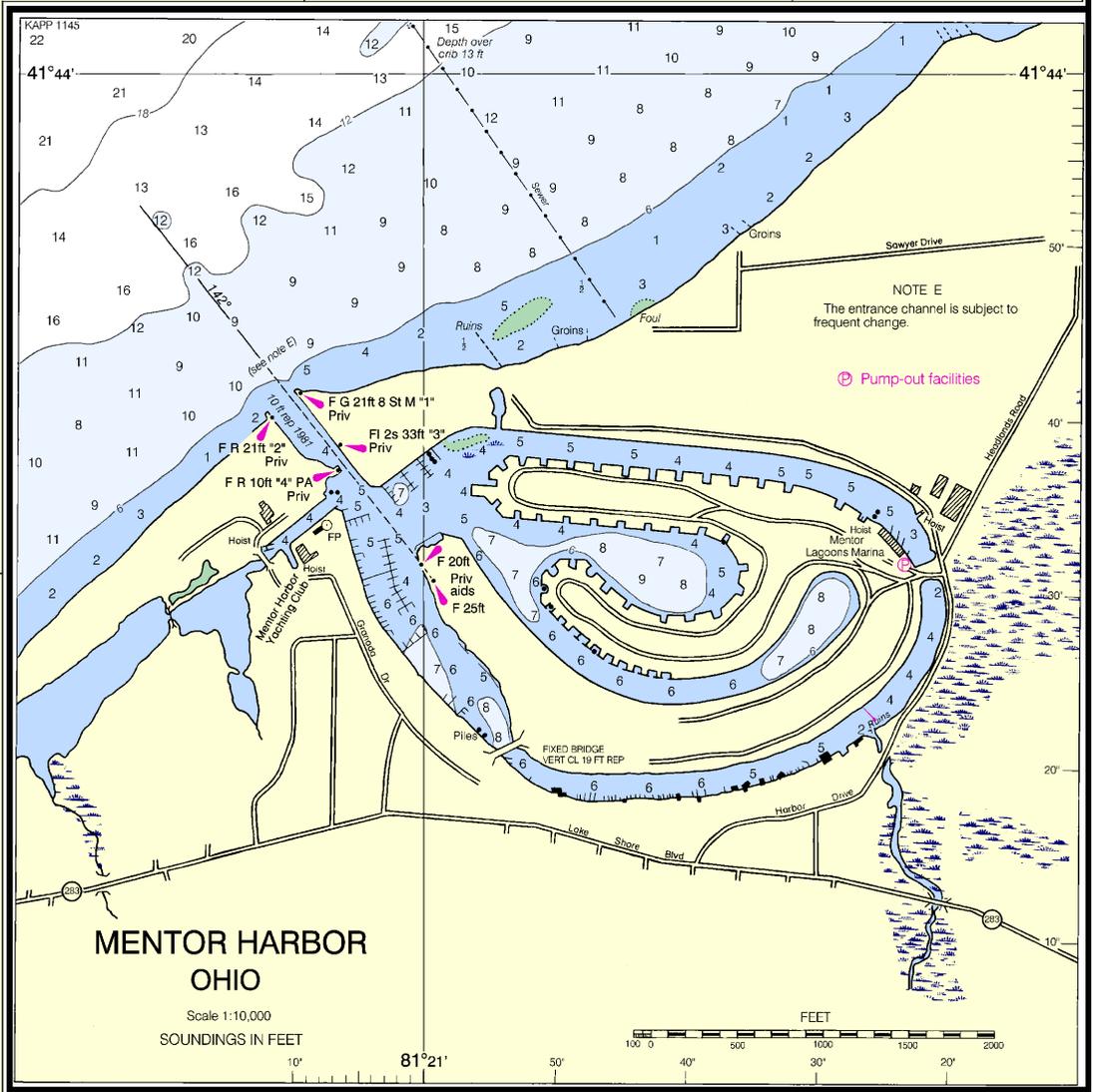
Offices as racing and other not all listed in the U.S. Coast Pilot.

NOAA WEATHER RADIO
The NOAA Weather Radio system provides continuous weather information. The reception range is 15 nautical miles from the antenna. For more information, see U.S. Coast Pilot 6, as well as the following:
Grafton, OH WNG-69
Akron, OH KDO-94
Cleveland, OH KHB-59



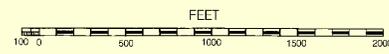
Latitude and Longitude Plotting Interpolator

Joins page 13



MENTOR HARBOR OHIO

Scale 1:10,000
SOUNDINGS IN FEET



81°05'

81°00'

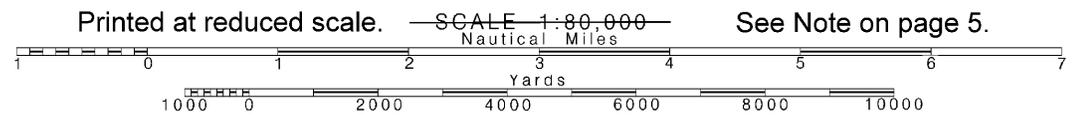
80°55'

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

14

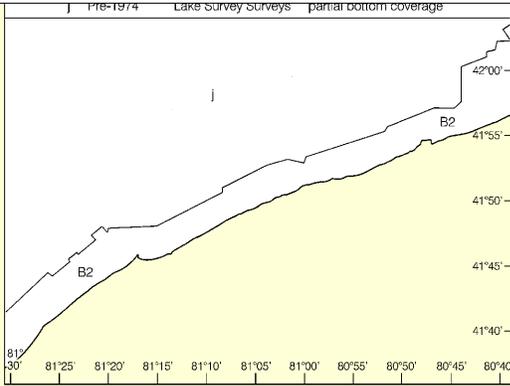
Note: Chart grid lines are aligned with true north.



her private buoys are past Guard Light List.

IO BROADCASTS
adio stations listed weather broadcasts. typically 20 to 40 enna site, but can be miles for stations at

698 162.500 MHz
94 162.400 MHz
59 162.550 MHz



Joins page 11



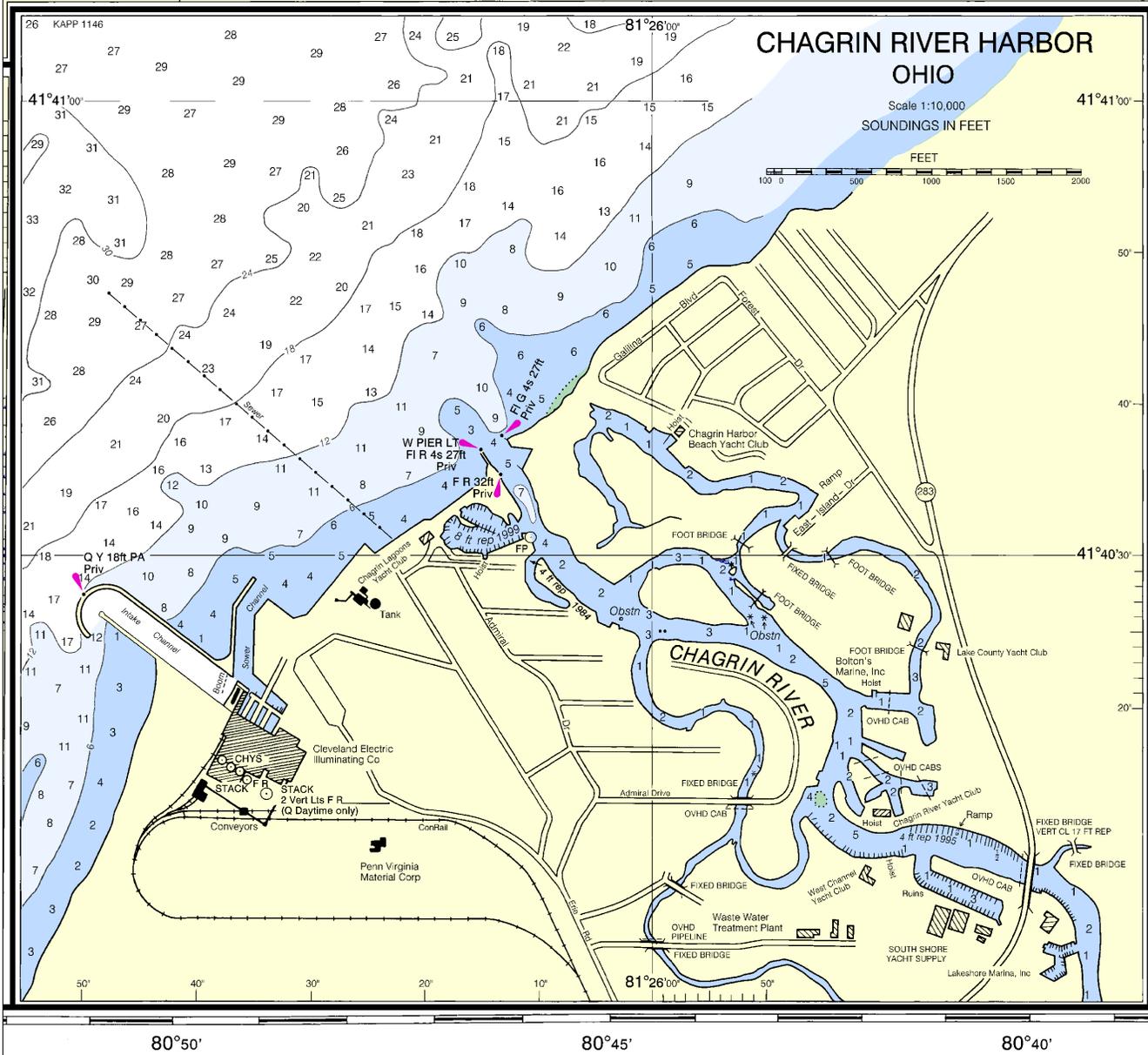
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE

Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent

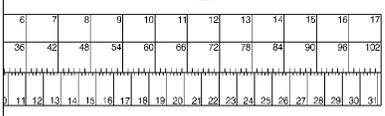
POLLUTION REPORTS

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).



41° 45'

41° 40'



Ashtabula to Chagrin River
SOUNDINGS IN FEET - SCALE 1:80,000

14825
LORAN-C OVERPRINTED

15



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.

