

Wharves

(255) The deep-draft facilities at Conneaut Harbor are in the inner harbor inside the mouth of the Conneaut River. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths for the facilities described are reported depths. (For information on the latest depths, contact the operator.) All the facilities described have rail connections and all but the Pittsburgh and Conneaut Dock Co., Dock No. 4, have highway connections. All the described facilities have water and electrical shore-power connections.

(256) **Pittsburgh and Conneaut Dock Co., Dock No. 1 Extension:** (41°58'12"N., 80°32'58"W.); 1,974-foot face; 22 to 27 feet alongside; deck height, 8½ feet; open storage for 600,000 tons of limestone; two front-end loaders; receipt of limestone; owned by Bessemer and Lake Erie Railroad Co. and operated by the Pittsburgh & Conneaut Dock Co.

(257) **Pittsburgh and Conneaut Dock Co., Dock No. 3:** E side of slip S of the turning basin; 1,250-foot face; 27 to 28 feet alongside; deck height, 8½ feet; one fixed coal loading tower, capacity 7,000 tons per hour; one slewing coal loader, capacity 4,000 tons per hour; conveyor system for 3½-million-ton open storage area; shipment of coal; occasional bunkering of vessels; owned by Bessemer and Lake Erie Railroad Co. and operated by The Pittsburgh & Conneaut Dock Co.

(258) **Pittsburgh and Conneaut Dock Co., Dock No. 4:** E side of river opposite Dock No. 1 extension; 2,078 feet of berthing space; 27 to 28 feet alongside; deck height, 8½ feet; five 17-ton hulett-type ore unloaders, capacity 875 tons per hour each; open storage for 3½ million tons of ore; receipt of iron ore and limestone; owned and operated by Pittsburgh and Conneaut Dock Co.

Supplies

(259) Diesel oil by tank truck and some marine supplies and provisions are available at Conneaut.

Small-craft facilities

(260) 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.

Communications

(261) Conneaut has good highway and rail connections.

Charts 14824, 14828, 14825

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

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

Charts 14825, 14828, 14836

(264) **Ashtabula Harbor** is about 119 miles SW of Buffalo and about 59 miles NE 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.

(265) 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.

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

Prominent features

(267) The lighted stacks 1.5 miles SE and 1.8 miles ESE of the harbor entrance are conspicuous. The silos on the W side of the river mouth are also prominent.

(268) **Ashtabula Harbor Light** (41°55.1'N., 80°47.8'W.), 51 feet above the water, is shown from a white cylindrical tower on a white square house near the outer end of W breakwater.

Channels

(269) 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 E and W channels with a central turning basin. The W 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 E channel leads SE to a basin off the entrance of two large slips. Lights mark the outer ends of the breakwaters and Ashtabula Light is on the W breakwater. A detached breakwater, just S of the turning basin, is mark by a light on the W end.

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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 W 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 E channel has a project depth of 28 feet and 22 feet for the turning basin. (See Notice to Mariners and latest edition of charts for controlling depths.) (Chg. #07)

Anchorage

- (272) Deep-draft vessels normally anchor about 2 miles ENE or W of the breakwater entrance in 35 to 45 feet, sand and mud bottom.

Bridges

- (273) 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 N 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 N 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.)

Local bridge regulations

- (274) **147.35 Bridges to be Lighted.**
- (275) All bridges over the Ashtabula River in the City of Ashtabula shall be lighted in accordance with the regulations of the United States Coast Guard, and lights shall be visible on a dark night with clear atmosphere at least one (1) nautical mile or about 2,000 yards.
- (276) **147.36 Vessels Passing through Bridges.**
- (277) All vessels navigating the harbor when passing any bridge shall be moved as expeditiously as is consistent with a proper movement in the river, and shall not be