

and docks fronting the town.) The channel lakeward of the piers is subject to shoaling.

### Bridges

- (515) The Monroe Street highway bridge, 0.4 mile above the river mouth, has a bascule span with a clearance of 9 feet. An overhead cable 0.1 mile above the bridge has a clearance of 83 feet. The Norfolk Southern Railroad bridge 1.5 miles above the mouth has a roller-lift span with a clearance of 13 feet. (See **33 CFR 117.1 through 117.59 and 117.851**, chapter 2, for drawbridge regulations.) The State Route 2 bridge, 3 miles above the mouth, has a fixed span with a clearance of 30 feet.

### Harbor regulations

- (516) A **speed limit** of 4 mph (3.5 knots) is enforced in the harbor by the city of Port Clinton.

### Wharves

- (517) Along the S side of the Portage River, Port Clinton Fisheries receives fish at Fisherman's Wharf near the City Dock. Ferry service is also available to South Bass Island (Put-In-Bay) on the S Side of the river.

### Small-craft facilities

- (518) Above the Monroe Street bridge, several marinas provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. Hoists to 45 tons and a 150-ton marine railway are available for hull, engine, and electronic repairs. A marina on the lakefront about 2 miles WNW of Port Clinton has a few transient berths available and can provide: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, and marine supplies. The marina also has a 35-ton marine lift and hull/engine repairs can be made.

## Charts 14830, 14846

- (519) About 4 miles W of Port Clinton, a **danger zone** for small arms and artillery firing extends 6.5 miles NE, 10 miles N, and 12 miles NW from **Camp Perry**. (See **33 CFR 334.850**, chapter 2, for limits and regulations.) A jetty extends from the shore at Camp Perry to a pier about 1,000 feet offshore.
- (520) **Toussaint River** is entered about 8 miles NW of Port Clinton on the E side of Locust Point through an entrance channel that crosses a bar; in August 2007, the channel was shoal in several places. The channel is marked by seasonal buoys. The buoys are uncharted as they are frequently shifted in position to mark the best water. Mariners should use caution and seek local knowledge before navigating the entrance channel.

- (521) An overhead power cable with a reported clearance of 65 feet crosses the river about 1.4 miles above the mouth. A marina is about 1.6 miles above the mouth and can provide transient berths, gasoline, water, ice sewage pump-out facilities, and launching ramps are available.

- (522) The cooling tower of the Davis-Besse Nuclear Power Station is prominent NW of the mouth of the Toussaint River.

- (523) A **security zone** has been established in the waters off Locust Point, just NW of the Toussaint River mouth. (See **33 CFR 165.1 through 165.8, 165.30 through 165.33, and 165.915**, chapter 2 for limits and regulations.)

- (524) Between Locust Point and **Cedar Point**, 15 miles NW, the 18-foot contour decreases from about 7 miles offshore at Locust Point to 2.5 miles at Reno Beach and then increases to 4.5 miles at Cedar Point. Several isolated 17-foot spots are beyond the 18-foot contour NE of Cedar Point.

- (525) **Long Beach**, a private harbor for small boats, is on the N side of Locust Point. A private **159°** lighted range marks the entrance to the basin.

- (526) **Turtle Creek**, about 2.5 miles W of Locust Point, has two marinas at its mouth. In 1977, the reported controlling depth in the mouth of the creek was 1 to 2 feet. The entrance is marked by a private **129°** lighted range and buoys. Numerous submerged piles are in the mouth of the creek. Caution is advised. Transient berths, gasoline, water, ice, launching ramps, and a 60-ton hoist are available.

- (527) A highway bridge with a reported clearance of 10 feet crosses Turtle Creek just inside the entrance.

- (528) **Ward Canal** is entered about 6 miles WNW of Turtle Creek. Two jetties protect the entrance channel. A light marks the outer end of the E jetty. In May 1981, a sandbar was reported across the mouth of the canal. Caution is advised. Small-craft facilities are available in the canal.

- (529) **Cooley Creek** is entered 2.9 miles NW of Ward Canal. The breakwaters that protect the entrance channel are marked at the outer ends by lights. Facilities in the creek provide transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, and launching ramps. Hoists to 75 tons are available for hull and engine repairs.

## Charts 14830, 14846, 14847

- (530) **Maumee Bay** is a large shallow expanse forming the SW corner of Lake Erie. The bay has prevailing depths of less than 10 feet and is obstructed by several dumping grounds. A dredged channel leads from deep water

in Lake Erie SW through the bay to the mouth of the Maumee River.

- (531) **Toledo Harbor**, serving the city of **Toledo, Ohio**, is at the W extremity of Lake Erie. The harbor includes the lower 7 miles of the **Maumee River** and a channel about 18 miles long through Maumee Bay from deep water in Lake Erie to the mouth of the river. The principal cargoes handled at the port are coal, iron ore, grain, petroleum products, and general cargo.

#### Prominent features

- (532) The TV towers S to SW of Cedar Point and the stacks of the Consumers Power Company 6.6 miles WNW of Toledo Harbor Light are conspicuous in the approach to the harbor.
- (533) **Toledo Harbor Light** (41°45.7'N., 83°19.7'W.), 72 feet above the water, is shown from a square brick buff-colored dwelling with an attached fog-signal house on the NW side of the entrance channel about 8.5 miles NE of the river mouth. A fog signal is at the light. Maumee Bay Entrance Light 2, about 8 miles NE of Toledo Harbor Light, is equipped with a radar transponder (Racon) and a fog signal.

#### Channels

- (534) A dredged entrance channel, marked by buoys, lights, and a **237.4°** lighted range, leads SW for about 18 miles from deep water in Lake Erie through the shallow water of Maumee Bay to the mouth of Maumee River, thence upstream for about 7 miles. Maumee Mooring Basin is on the NW side of the channel at the mouth of the river, and turning basins are 2.7, 6.3, and 7 miles above the mouth.
- (535) The Federal project depths are 28 feet from deep water in the lake through the entrance channel to the mouth of the river and in Maumee Mooring Basin; thence 27 feet in the river channel to the upstream limit of the project with 20 feet in Riverside Turning Basin, 2.7 miles above the mouth; thence 27 feet in the turning basin 6.3 miles above the mouth; and thence 18 feet in the turning basin at the head of the project, 7 miles above the mouth. (See Notice to Mariners and latest edition of charts for controlling depths.)
- (536) No distinct bars form in the dredged channel, which is, however, subject to considerable fill along its sides each year. Depths in Maumee Bay outside of the improved channel are less than 10 feet, and navigation is possible for small boats only. In the lake, dredge operations have thrown up a ridge of earth along the edges of the channel. This ridge may rise as much as 3 feet above the natural lake bottom. In order to avoid the ridges, deep-draft vessels should pass **Safe Water Lighted Buoy** (41°50.1'N., 83°10.1'W.) close aboard and

enter the entrance channel between the outermost Lakeland buoys.

- (537) A diked disposal area is on the SE side of the entrance channel at the mouth of the Maumee River. The disposal area, about 242 acres, extends about 0.9 mile into the bay from the shore. A turning area and pump-out platform marked by lights, are on the NW side of the disposal area.
- (538) Upstream of the dredged channel in the Maumee River, the channels are irregular and of uncertain depths, with numerous shoals and rock bars. Boats with local knowledge drawing less than 5 feet can usually pass as far as **Perrysburg, Ohio**, about 7 miles above Toledo.

#### Fluctuations of water level

- (539) In addition to the fluctuations that affect Lake Erie somewhat uniformly, sudden abnormal changes due to wind frequently occur at this port. The observed wind-produced fluctuations, in combination with prevailing high or low water, range between extremes of 8 feet above and 7 feet below Low Water Datum. NE winds can increase water levels as quickly as 2 feet in 1 hour. Ice jams near the mouth of Maumee River have raised the water in the river as high as 12 feet above Low Water Datum.
- (540) Mariners are cautioned that when water levels are above Low Water Datum, bridge clearances are correspondingly reduced. The Toledo-Lucas County Port Authority, telephone, 419-243-8251, will measure the height of masts upon request.
- (541) A National Ocean Service water level gage house is near the W shoreline of the river adjacent to the Toledo Coast Guard Station. A submerged intake pipe extends about 300 feet riverward from the gage house. Mariners should avoid all movement of deep-draft vessels or the dragging of anchors in the vicinity of the water intake pipe.
- (542) Upon request, the Toledo Coast Guard Station will broadcast water level information in the following format:
- (543) "This is the U.S. Coast Guard Toledo Station. The National Ocean Service water level gage at this station now reads plus/minus inches above/below Low Water Datum. This is the U.S. Coast Guard Toledo Station. Out."

#### Currents

- (544) The current in the Maumee River is about 1 mph.
- (545) The Coast Guard reported a hazardous condition in 1994 at the ConRail bridge at Mile 5.76. Currents in excess of 2 knots were reported in the restricted channel at the bridge following heavy rains. The current appears to deflect off the east river bank causing a sheer

Structures across Maumee River at Toledo							
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**			Clear Height above Low Water Datum (feet)	Information
			Right	Left	Center		
1	Overhead power cable	41°41'03"N., 83°28'43"W.	0.92			154	
2	Overhead power cable	41°41'01"N., 83°28'52"W.	1.03			129	Clearance is 132 feet over the channel
3	Overhead power cable	41°41'00"N., 83°28'54"W.	1.06			146	
4	CSX Railroad Bridge (swing)	41°40'59"N., 83°28'54"W.	1.07	145	143	22	Note 2
5	Norfolk Southern Railroad Bridge (swing)	41°40'29"N., 83°29'23"W.	1.80	134	134	20	
6	Veterans Glass Memorial Bridge (fixed)	41°39'39"N., 83°30'41"W.	3.25			205	124
7	Craig Memorial Bridge (bascule)	41°39'38"N., 83°30'43"W.	3.30			200	38
8	Overhead power cable	41°39'18"N., 83°31'29"W.	4.06				140
9	Martin Luther King Jr. Memorial Bridge (bascule)	41°39'08"N., 83°31'39"W.	4.30			200	21
10	Anthony Wayne Bridge (fixed)	41°38'27"N., 83°32'00"W.	5.16			738	104
11	Norfolk Southern Railroad Bridge (swing)	41°37'57"N., 83°31'51"W.	5.76	115	115		17
12	Overhead power cable	41°37'56"N., 83°31'51"W.	5.76				105
13	Michael DiSalle Bridge (fixed)	41°37'31"N., 83°32'31"W.	6.73	110	110		45
14	CSX Railroad Bridge (swing)	41°34'51"N., 83°36'23"W.	11.38	110	110		53
15	Overhead power cable	41°34'50"N., 83°36'24"W.	11.40				100
16	Ohio Turnpike Bridges (fixed)	41°34'50"N., 83°36'25"W.	11.42	110	110		37
17	Perrysburg-Maumee Bridge	41°33'27"N., 83°39'00"W.	14.72	100	100		29

\* Miles above the mouth of the river  
 \*\* Clear width proceeding upstream

See 33 CFR 117.1 through 117.59 and 117.855, chapter 2, for drawbridge regulations.

Note 1 – Bridge has a vertical clearance of 104 feet (31.7 meters) for a central channel width of 200 feet (60.9 meters), decreasing to 97 feet (29.6 meters) at the edges of the channel.  
 Note 2 – Mariners are requested to make initial calls to the CSX Railroad Bridge at Mile 1.07 over Maumee River at least 45 minutes prior to intended time of passage through the draw. A second call should be made when approximately 15 minutes from the bridge to help ensure timely opening. The bridgetender monitors VHF-FM channel 14.

towards the west bank. Caution is advised when transiting this area.

**Weather, Toledo and vicinity**

(546) Toledo, OH, located on the extreme southwest shore of Lake Erie and in the north-central part of the state, averages about 15 days each year with maximum temperatures in excess of 90°F (32.2°C). July is the warmest month with an average high of 84°F (28.9°C) and an average minimum of 61°F (16.1°C). January is the coolest month with an average high of 31°F (-0.6°C) and an average minimum of 16°F (-8.9°C). The highest temperature on record for Toledo is 104°F (40°C) recorded in July 1995 and the lowest temperature on record is -20°F (-28.9°C) recorded in January 1984. About 140 days each year sees temperatures below 32°F (0°C) and an average 16 days each year records temperatures below 5°F (-15°C). Every month has seen temperatures at or below 40°F (4.4°C) and every month except July and August has recorded temperatures below freezing (0°C).

(547) The average annual precipitation for Toledo is 32.4 inches (823 mm) which is fairly evenly distributed throughout the year. Precipitation falls on about 205 days each year. The wettest month is June with 3.6

inches (91 mm) and the driest, February, averages only 1.7 inches (43 mm). An average of 38 thunderstorm days occur each year with June and July being the most likely months. Snow falls on about 78 days each year and averages about 37 inches (940 mm) each year. December through February each average greater than eight inches (203 mm) per year while January averages 10 inches (254 mm). Greater than ten inch (254 mm) snowfalls in a 24-hour period have occurred in December and January and 14 inches (356 mm) fell in one 24-hour period during December 1974. About eight days each year has a snowfall total greater than 1.5 inches (38 mm) and snow has fallen in every month except June, July, and August. Fog is present on average 162 days each year and is evenly distributed throughout the year with a slight maximum in August and September.

(548) The prevailing wind direction in Toledo is the west-southwest. The winter months are the windiest period however a peak gust of 65 knots occurred in August 1988.

(549) (See Appendix B for **Toledo climatological table.**)

### Towage

(550) Tugs to 2,200 and 1,400 hp are available from Gaelic Tugboat Co. or Great Lakes Towing Co., respectively. Arrangements for tugs are made through the companies' dispatchers at 419-243-8972 or 800-321-3663, respectively. Great Lakes Towing Co. has VHF-FM capability for tug arrangements. At least 3 hours advance notice is requested.

(551) Vessels proceeding upstream to the grain elevators near the head of the Federal project usually require the assistance of tugs, but vessels proceeding to the general cargo wharves below the bridges generally do not require assistance.

(552) Toledo is a **customs port of entry**.

### Quarantine, customs, immigration, and agricultural quarantine

(553) (See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(554) **Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

### Coast Guard

(555) A Coast Guard **Marine Safety Office** is at Toledo. (See Appendix A for address.) Toledo Coast Guard Station is on the NW side of the mouth of the Maumee River.

### Harbor regulations

(556) In Maumee Bay, lakeward of Maumee River Lighted Buoy 49, no vessel greater than 100 feet long shall exceed 12 mph (10.4 knots). No person shall operate any vessel over 40 feet long in the harbor at a speed greater than 6 mph (5.2 knots). Vessels greater than 100 feet long shall not overtake another vessel in the harbor. (See **33 CFR 162.150**, chapter 2, for speed limits and regulations.)

(557) Copies of the harbor regulations may be obtained from City of Toledo, Division of Streets, Bridges and Harbor, 1189 West Central Avenue, Toledo, Ohio 43610.

### Harbor Patrol

(558) The Toledo Harbor Patrol maintains an office adjacent to the Coast Guard station.

### Wharves

(559) Toledo has numerous facilities along both sides of the Maumee River. Only the deep-draft facilities are described. (For complete information on the port facilities, refer to Port Series No. 44, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The depths alongside for the facilities described are reported depths. (For the latest depths,

contact the operator.) All the facilities described have highway connections, and most have railway connections. Water and electrical shore-power connections are available at many of the piers, wharves, and docks. General cargo at the port is generally handled by ships' tackle. Specialized equipment is described under the individual facility. Many of the harbor facilities are used for mooring of vessels during the closed navigation season.

### Facilities on the E side of the river:

(560) **CSX Toledo Lakefront Ore Docks, TORCO Slip No. 1:** (41°41'00"N., 83°26'55"W.); 1,133-foot E side, 1,815-foot W side; 27 feet alongside; deck height, 10 feet; open storage for 923,000 tons of material; receipt of iron ore pellets; owned by CSX Transportation, Inc.; operated by Toledo Ore Co.

(561) **CSX Toledo Presque Isle Coal Dock, Slip No. 1:** (41°41'40"N., 83°27'30"W.); 1,760-foot E side, 1,398-foot W side; 27 feet alongside; deck height, 12 feet; one traveling coal loading tower, rate 6,000 tons per hour; shipment of coal and petroleum coke; bunkering vessels; owned by Toledo-Lucas County Port Authority and operated by CSX Transportation-Toledo Docks

(562) **CSX Toledo Presque Isle Coal Docks, Slip No. 2:** (41°41'38"N., 83°27'39"W.) across slip W of CSX Toledo Presque Isle Coal Docks, Slip No. 1; 1,993-foot E side; 1,124 feet of berthing space along W side; 27 feet alongside; deck height, 12 feet; shipment of coal and occasional receipt of limestone, ore, and petroleum coke; bunkering vessels; owned by Toledo-Lucas County Port Authority and operated by CSX Transportation-Toledo Docks.

(563) **Toledo-Lucas County Port Authority Facility No. 1 Wharf:** (41°41'19"N., 83°28'08"W.); 4,196-foot face; 27 feet alongside; deck height, 11 feet; 120,000 square feet covered storage; tank storage for 2.5 million gallons of liquid cargo; two traveling gantry cranes, four diesel electric cranes, and two diesel crawler cranes; receipt and shipment of conventional and containerized general cargo and miscellaneous dry bulk materials, metal products and processed foods; owned by Toledo-Lucas County Port Authority and operated by Toledo World Industries, Inc.

(564) **BP Oil Co., Toledo Refinery Marine Dock:** (41°40'50"N., 83°28'55"W.); 800 feet above CSX Railroad bridge; 257-foot face; 21 feet alongside; deck height, 7½ feet; pipeline extends to tank storage, capacity 113,600 barrels; shipment and occasional receipt of petroleum products; owned by Norfolk Southern Railway Co. and operated by BP Oil Co.

(565) **Sunoco MidAmerica Marketing and Refining Co. Pier Slip:** (41°39'34"N., 83°30'35"W.); 100 feet below Craig Memorial Bridge; 918 feet of berthing space; 18

to 27 feet alongside; deck height, 12 feet; tank storage for about 2½ million barrels; shipment of fuel oil and carbon oil black; owned and operated by Sunoco Mid-America Marketing and Refining Co.

- (566) **ADM/Countrymark, Toledo Elevator Wharf:** (41°37'33"N., 83°31'59"W.); 1,790 feet of berthing space; 27 feet alongside; deck height, 10 feet; three vessel-loading spouts, total combined loading rate 80,000 bushels per hour; 9 million-bushel grain elevator; shipment of grain; owned and operated by ADM/Countrymark, Inc.

#### Facilities on the W side of the river:

- (567) **Clark Refining and Marketing Co. Wharf:** (41°40'31"N., 83°29'31"W.): immediately above Norfolk Southern Railway bridge; 527-foot SW face; 18 feet alongside; deck height, 10 feet; tank storage for 216,000 barrels; receipt and shipment of petroleum products; owned and operated by Clark Refining and Marketing Co.

- (568) **Arms/Criscione Grain Co. Wharf:** (41°39'46"N., 83°30'40"W.) immediately below Craig Memorial Bridge; 675-foot face, 26 feet alongside; deck height, 12 feet; covered storage for 75,000 tons of materials; open storage for 500,000 tons of materials; receipt of stone, salt, fertilizer, and oats; owned and operated by Arms Dock Co. and Criscione Grain Co.

- (569) **City of Toledo, Salt Wharf:** (41°39'30"N., 83°31'11"W.); 0.4 mile above Craig Memorial Bridge; 1,280-foot face; 12 feet alongside; deck height, 10 feet; open storage for 45,000 tons of material; receipt of salt; owned by Norfolk Southern Railway and operated by City of Toledo.

- (570) **LaFarge Corp., Toledo Terminal Wharf:** (41°39'16"N., 83°12'38"W.); immediately below Martin Luther King, Jr. Memorial Bridge; 1,061 feet of berthing space; 18 to 22 feet alongside; deck height, 8 feet; receipt of bulk cement; owned and operated by LaFarge Corp.

- (571) **The Andersons, Toledo Kuhlman Drive Terminal Wharf:** (41°37'52"N., 83°32'00"W.); 0.7 mile above Anthony Wayne Bridge; 1,030-foot face; 27 feet alongside; deck height, 9 and 15 feet; six vessel-loading spouts, combined loading rate 50,000 bushels per hour; 7-million-bushel grain elevator; shipment and receipt of grain, receipt of dry bulk and liquid fertilizer; owned and operated by The Andersons, Inc.

- (572) **Kuhlman Corp., Upper Dock:** (41°37'40"N., 83°32'12"W.); immediately below Michael DiSalle Bridge; 340 feet of berthing space; one diesel crawler crane; covered storage for 136,500 tons of fertilizer, open storage for 150,000 tons of miscellaneous dry bulk; receipt of dry bulk fertilizer, salt, stone, and petroleum coke; owned and operated by Kuhlman Corp.

#### Supplies

- (573) All types of marine supplies and provisions are available at Toledo. Water can be obtained at most berths. Bunker fuel is available by barge at most berths, by pipeline at refinery landings, and by truck at some wharves.

#### Repairs

- (574) All types of above- and below-the-waterline repairs to hulls, boilers, engine and deck machinery, and electronic equipment can be made in the harbor. Toledo Shipyard has two drydocks on the E side of the river about 2.5 miles above the mouth. The largest has a length of 800 feet with widths of 100 feet at the top and 83 feet at the keel blocks. The depth over the sill is 14 feet. Hans Hansen Welding Co., on the W side of the river 2 miles above the mouth, has a 50-ton hoist that can handle 75-foot vessels. Merce Boiler and Welding Co. performs repairs to vessels at their berths.

#### Small-craft facilities

- (575) Several marinas at Toledo provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. A 40-ton hoist is available for hull and engine repairs.

#### Communications

- (576) Toledo is served by nine railroad lines and has good highway connections. Several airports are near the city.

- (577) **Ottawa River** empties into Lake Erie about 3.5 miles N of the mouth of the Maumee River. The river is used by small boats drawing 2 to 4 feet. In May 1980, a submerged obstruction was reported in the approach to the river in about 41°44.5'N., 83°27.3'W. Fred C. Young fixed highway bridge about 2 miles above the mouth has a clearance of 14 feet. Several marinas on the river provide gasoline, water, electricity, sewage pump-out, launching ramps, marine supplies, and hoists to 20 tons for hull and engine repairs. A **slow-no wake speed** is enforced on the river.

- (578) **Shantee Creek** and **Halfway Creek** empty into Lake Erie just N of the mouth of Ottawa River. A **slow-no wake speed** is enforced on both creeks.

#### Charts 14830, 14846

- (579) From **North Cape**, on the N side of Maumee Bay, N to the mouth of the River Raisin, the shore is low and wooded. The 18-foot contour varies from 9 miles offshore at Toledo to 3 miles offshore at Monroe. The **State boundary** between Ohio and Michigan is about 2.5 miles N of the mouth of the Maumee River.