SOUNDINGS IN FEET

11417

UNITED STATES – GULF COAST
FLORIDA

TAMPA BAY ENTRANCE

ST PETERSBURG

Mercator Projection
Scale 1:40,000 at Lat. 27°37'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

PLANE COORDINATE GRID
Shown in NAD 1927.
The Florida State Plane Coordinate Grid (West Zone) is indicated on the chart at 20,000 foot intervals, thus: 1
Tic ticks from 42,000 are omitted.

Submerged part of the former groins displayed may only in Big Mr.Pierce Bayou and Mud Key Channels.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is coincident with World Geodetic System 1984 (WGS 84). Positions obtained from charts based on North American Datum of 1927 (NAD 27) may be corrected on average of 1.13" westward and 0.09" southward to agree with this chart.

SOUNDING DIAGRAM
The sounding areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Charted hydrography may originate from these and prior surveys.

SOURCE		
a - 1903-05	NOS Surveys	1:10,000
b - 1954-56	NOS Surveys	1:10,000
c - 1974-80	NOS Surveys	1:20,000
d - 1981	NOS Surveys	1:50,000
e - 1949-1960	NOS Surveys	1:100,000
f - 1980-1981	Corps of Engineers Surveys	
g	Miscellaneous Surveys	

TIDAL INFORMATION

Place Name	[LATITUDE] [LONGITUDE]	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
St. Petersburg, Tampa Bay	[27deg38'00"N] [82deg38'00"W]	1.3	1.1	0.4	
Egmont Key, Tampa Bay Entrance	[27deg36'00"N] [82deg46'00"W]	1.3	1.1	0.4	
Port Tampa, Tampa Bay	[27deg51'00"N] [82deg33'00"W]	1.3	1.1	0.4	
Davis Islands, Tampa Bay	[27deg54'00"N] [82deg27'00"W]	1.3	1.1	0.4	-0.3
Port Manatee	[27deg38'00"N] [82deg33'00"W]	1.3	1.1	0.4	-0.3
Mr. Pierce Bay, Beach Causeway, Base Cage	[27deg38'00"N] [82deg38'00"W]	1.3	1.1	0.4	

DUMP SITE
(Stockpiled material)
(See note 5)
Depths from survey of 1950

NOTE 5
Regulations for Ocean Dumping Sites are contained in 40 CFR 228. For more detailed information concerning the dog deposits and requirements for use of the sites may be obtained from the Environmental Protection Agency, Region 4. See U.S. Coast Pilot appendix for addresses of EPA offices.

TAMPA BAY ENTRANCE CHANNEL DEPTHS
TABULATED ROCK DEPTHS IN FEET OF BOTTOMS - REPORT OF JULY 1967
(Controlling depths)

CONTROLLING DEPTHS FROM SOUNDING IN FEET AT MEAN LOWER LOW WATER (MLLW)						MEANS MLLW
NAME OF CHANNEL	MAIN CHANNEL	MAIN CHANNEL SIDE	MAIN CHANNEL OUTSIDE	ENTRANCE CHANNEL	DATE OF SURVEY	MEAN HIGH WATER
EGMONT CHANNEL	46.0	44.0	43.0	43.0	3-4-66; 6-7-66; 6-8-66	3.5
BULLET KEY CHANNEL	45.0	44.0	44.0	39.0	3-4-66; 6-7-66; 6-8-66	3.5
MIDDLE GROUND	45.0	44.0	44.0	43.0	3-4-66; 6-7-66; 6-8-66	3.5
TOP O CHANNEL	44.0	44.0	43.0	43.0	7-1966	3.5

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Coast Guard and the Local Notice to Mariners published by the Coast Guard districts and periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service welcomes your comments and suggestions for improving this chart. Write to the Chief, Marine Chart Division (N/CS33), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

LOGARITHMIC SPEED SCALE

To find SPEED: place one point of dividers on observed run (in any unit) and the other on elapsed run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 0.5 nautical mile run in 15 minutes, the speed is 30 knots.

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

NOTICE
Navigation regulations are published in Chapter 2, U.S. Coast Pilot and in the Code of Federal Regulations (CFR) as listed in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, Coast Guard District indicated, or at the Office of the Chief of the Claims Engineers, Corps of Engineers or Jacksonville, Florida.

Refer to charted regulation section numbers.

Nautical Miles
Yards
Meters

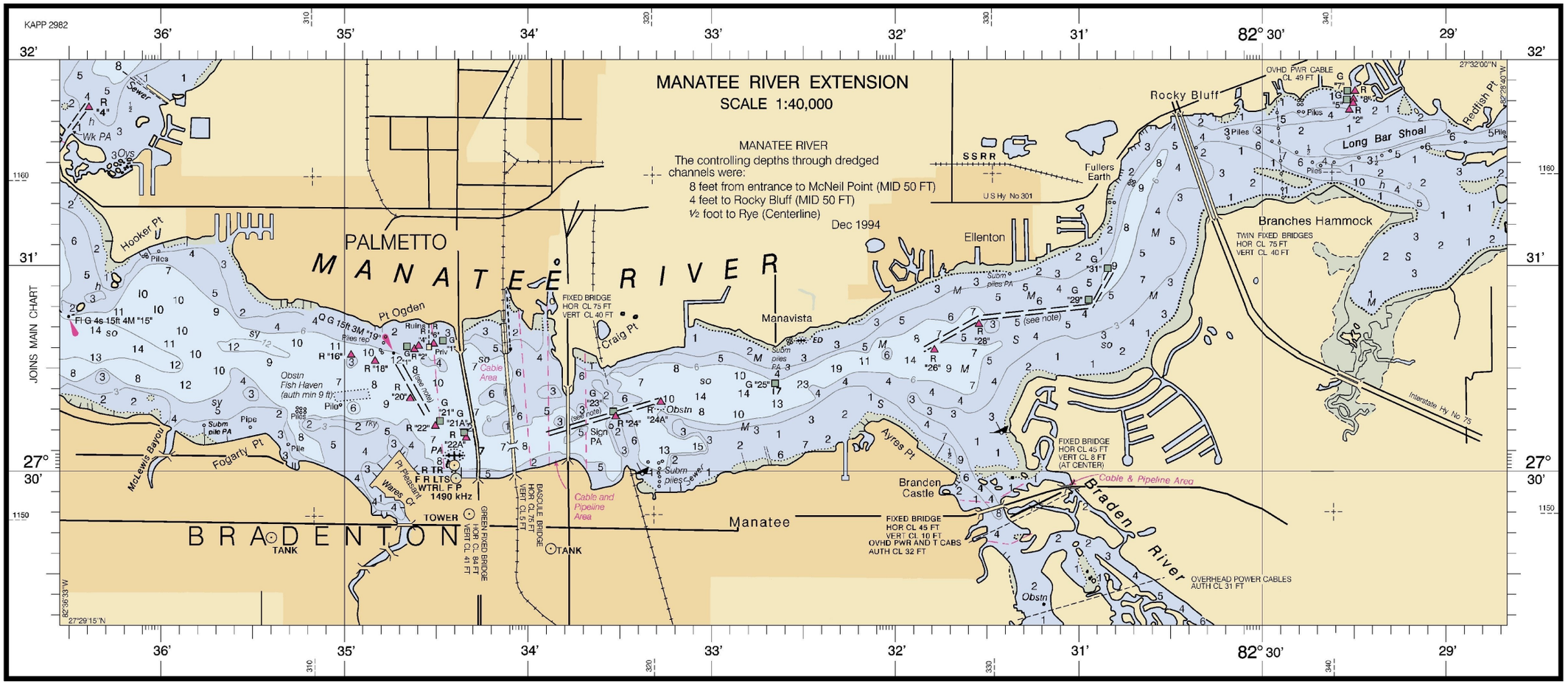
SOUNDINGS IN FEET

Tampa Bay Entrance
SOUNDINGS IN FEET - MERCATOR PROJECTION

11417

GRIPPER

50 inches
35 inches


KAPP 2982
MANATEE RIVER EXTENSION
SCALE 1:40,000
MANATEE RIVER
The controlling depths through dredged channels were:
8 feet from entrance to McNeil Point (MID 50 FT)
4 feet to Rocky Bluff (MID 50 FT)
½ foot to Rye (Centerline)
Dec 1994
PALMETTO
MANATEE RIVER
BRADENTON
Manatee
Manavista
Ellenton
Rocky Bluff
Fullers Earth
Branches Hammock
Long Bar Shoal
Redfish Pt
Hooker Pt
Pt Ogden
Craig Pt
Fogarty Pt
McLewis Bayou
Ayres Pt
Braden River
Branden Castle
Pt Pleasant
Wares Ct
Sewer
Obstn
Fish Haven (auth min 9 ft)
Cable Area
Cable and Pipeline Area
Cable & Pipeline Area
FIXED BRIDGE HOR CL 75 FT VERT CL 40 FT
FIXED BRIDGE HOR CL 45 FT VERT CL 8 FT (AT CENTER)
FIXED BRIDGE HOR CL 45 FT VERT CL 10 FT OVHD PWR AND T CABS AUTH CL 32 FT
BASCULE BRIDGE HOR CL 75 FT VERT CL 5 FT
GREEN FIXED BRIDGE HOR CL 84 FT VERT CL 41 FT
TWIN FIXED BRIDGES HOR CL 75 FT VERT CL 40 FT
OVHD PWR CABLE CL 49 FT
OVERHEAD POWER CABLES AUTH CL 31 FT
U S Hy No 301
Interstate Hy No 75
SSRR
TOWER
TANK
JOINS MAIN CHART
82°36'33"W
27°29'15"N
27°32'00"N
82°28'40"W
36'
35'
34'
33'
32'
31'
30'
29'
82° 30'
27° 30'

SOUNDINGS IN FEET

11417

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/CG3), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE: Some NAVAIDS may have been relocated or removed since the publication of this chart. Mariners are advised to exercise caution when navigating in the vicinity of NAVAIDS and to report discrepancies to the Coast Guard.

UNITED STATES - GULF COAST
FLORIDA
TAMPA BAY

Mercator Projection
Scale 1:40,000 at Lat. 27°33'

North American Datum of 1983
World Geodetic System 1984.

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

HEIGHTS
Heights in feet above Mean High Water

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which is coincident with the World Geodetic System 1984 (WGS 84). Positions referenced to the North American Datum of 1927 (such as corrected or average of 1,987 northward and 6 east westward to lights with this chart.

NOAA VHF-FM WEATHER BROADCASTS
Weather broadcasts are made from these stations on the following channels and frequencies, with the exception of Ft. Myers, which broadcasts on 162.55 MHz only.

Tampa, Florida WXJG-32 162.55 MHz

CAUTION
RADIOLOCATION BEACONS
For those on this chart, see the Light List or Sailing Directions.

TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
Name	Lat/Long	Mean Higher High Water	Mean Low Water	Mean Range of Tide
St. Petersburg, Yacht Basy, FL	27°46'0.0"N/82°38'0.0"W	0.2	0.2	0.4
Tampa, Hillsborough River, Tampa Bay	27°57'0.0"N/82°27'0.0"W	1.5	1.4	2.9
Port Manatee, Tampa Bay, FL	27°38'0.0"N/82°33'0.0"W	0.3	0.3	0.6

TIDES AND CURRENTS (NOTE)
TABULATED HIGH WATERS AT THE ENTRY OF ANCHORAGES - REPORT OF JULY 1967
(Times in Eastern Standard Time)

COMPOUNDED DEPTH FROM CHARTS IN FEET AT MEAN LOWER LOW WATER (MLLW)					HIGHEST ENGINEERS
NAME OF CHANNEL	FIRST LIGHT FROM SEAWARD	FIRST BUOY FROM SEAWARD	LAST BUOY OR LIGHT	DATE OF SURVEY	MEAN HIGH WATER
ANCLA NO. CHANNEL	4.6	4.6	4.6	12/4/56-5/1/58	0.5
CUT A CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT B CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT C CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT D CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT E CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT F CHANNEL	4.6	4.6	4.6	12/4/56	0.5
EAST CHANNEL	4.6	4.6	4.6	12/4/56	0.5
EAST MIDCHNEL	4.6	4.6	4.6	12/4/56	0.5
CUT A CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT B CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT C CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT D CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT E CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT F CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT G CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT H CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT I CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT J CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT K CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT L CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT M CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT N CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT O CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT P CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Q CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT R CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT S CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT T CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT U CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT V CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT W CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT X CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Y CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Z CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT A CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT B CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT C CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT D CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT E CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT F CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT G CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT H CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT I CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT J CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT K CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT L CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT M CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT N CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT O CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT P CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Q CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT R CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT S CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT T CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT U CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT V CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT W CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT X CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Y CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Z CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT A CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT B CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT C CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT D CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT E CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT F CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT G CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT H CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT I CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT J CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT K CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT L CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT M CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT N CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT O CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT P CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Q CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT R CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT S CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT T CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT U CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT V CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT W CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT X CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Y CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5
CUT Z CROSS CHANNEL	4.6	4.6	4.6	12/4/56	0.5

NOTE: Through the years of dredging the channels subsequent to the above information.

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 unit. For the Florida area communication is responsible (CG-157).

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.

NOTE A
Navigation regulations are published in 33 CFR, Parts 207 to 209. Additional information is published in the Notice to Mariners. Information concerning restricted areas may be obtained from the office of the Commander, 7th Coast Guard District in Miami, Fla., or at the Office of the District Engineer, Corps of Engineers, in Jacksonville, Fla.

There is limited regulation section numbers.

The numbered areas represent the limits of the most recent hydrographic surveys used in the compilation of this chart. Shoaling may exist in areas adjacent to these and other surveys.

SOURCE DIAGRAM

SOURCE	SCALE
a - 1848, 1857-60	1:10,000
b - 1884 - 1886	1:10,000
c - 1940 - 1941	1:10,000
d - 1966 - 1967	1:10,000

NOS Survey
NOS Survey
NOS Survey
NOS Survey
Corps of Engineers Survey

NOTE B
CAUTION
The jetty structures for former Anna Maria Island Inlet are not shown on this chart.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE C
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and to obtain permits for the use of these sites may be from the Environmental Protection Agency (EPA) Region IV, 345 Courtland St., NE, Atlanta, GA 30365 offices.

CAUTION
Many navigational structures have been established for surface use - anchorages, or the use of certain channels and fairways by Corps of Engineers vessels. Refer to the Coast Pilot and Light List (see National Imagery and Mapping Agency Publication No. 117).

Radio Direction Finder bearings to commercial broadcasting stations are subject to error and should not be relied upon.

Dashed positions are unsurveyed.
(A)Seawards boundary. (B)Approximate boundary.

WARNING
The privately-maintained aid not only acting as a navigational aid, but also as a platform for fishing gear. See U.S. Coast Guard Light List and U. S. Coast Pilot for details.

ARTIFICIAL FIXED AID
An artificial fixed navigational aid consists of a pipe structure that oscillates around a screwed coupling connected to a pillmer. The structure is 3 feet high. The pillmer is 1 foot high and has a 1 foot-bar structure. It is designed primarily to mark narrow channels. A depth of 12 to 20 feet will accommodate most vessels. Ref.

RADIO REFLECTORS
Radio reflectors have been installed on many beacons and buoys. Information on radio reflector identification on these aids has been omitted from this chart.

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

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

CAUTION
Temporary, unlighted buoys or stakes in aid to navigation are not charged on this chart. See Notice to Mariners.

INTRACOASTAL WATERWAY
Project Depth
Inter-Consolidated Bayou - Port St. Joe Section (Apalachicola Bay)
Controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Shoreline
The Waterway is indicated by a magenta line. Midage distances shown along waterway are to the nearest tenth of a statute mile. Consult with the Waterway Guide, Volume 3, South Atlantic and Gulf Coast.

Controlling depths and distances in the Intracoastal Waterway in Tampa Bay, Florida, are given in U.S. Coast Pilot 5.

PLANE COORDINATE GRID
(Lambert Conformal Conic)
(Based on NAD 1927)
The Florida State Plane Coordinate Grid (West Zone) is indicated on this chart at 30,000 foot intervals. Ticks: 10,000 foot intervals.
The tick Free-Rights are omitted.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables are not buried unless otherwise noted. Anchoring prohibited.

Submarine pipelines
Submarine cables

Additional, unlocated submarine pipelines and submarine cables may exist within the area of this chart. Most of submarine pipelines and submarine cables are buried in shallow waters and have their exact locations unknown. Mariners should exercise caution when anchoring, dredging or fishing in areas contiguous to them. Such in areas where pipelines and cables may exist, all vessels should operate at slow speed.

Charted wells may be marked by lighted or unlighted buoys.

SOUNDINGS IN FEET

Tampa Bay
SOUNDINGS IN FEET - SCALE 1:40,000

11417

11417B
16/2016

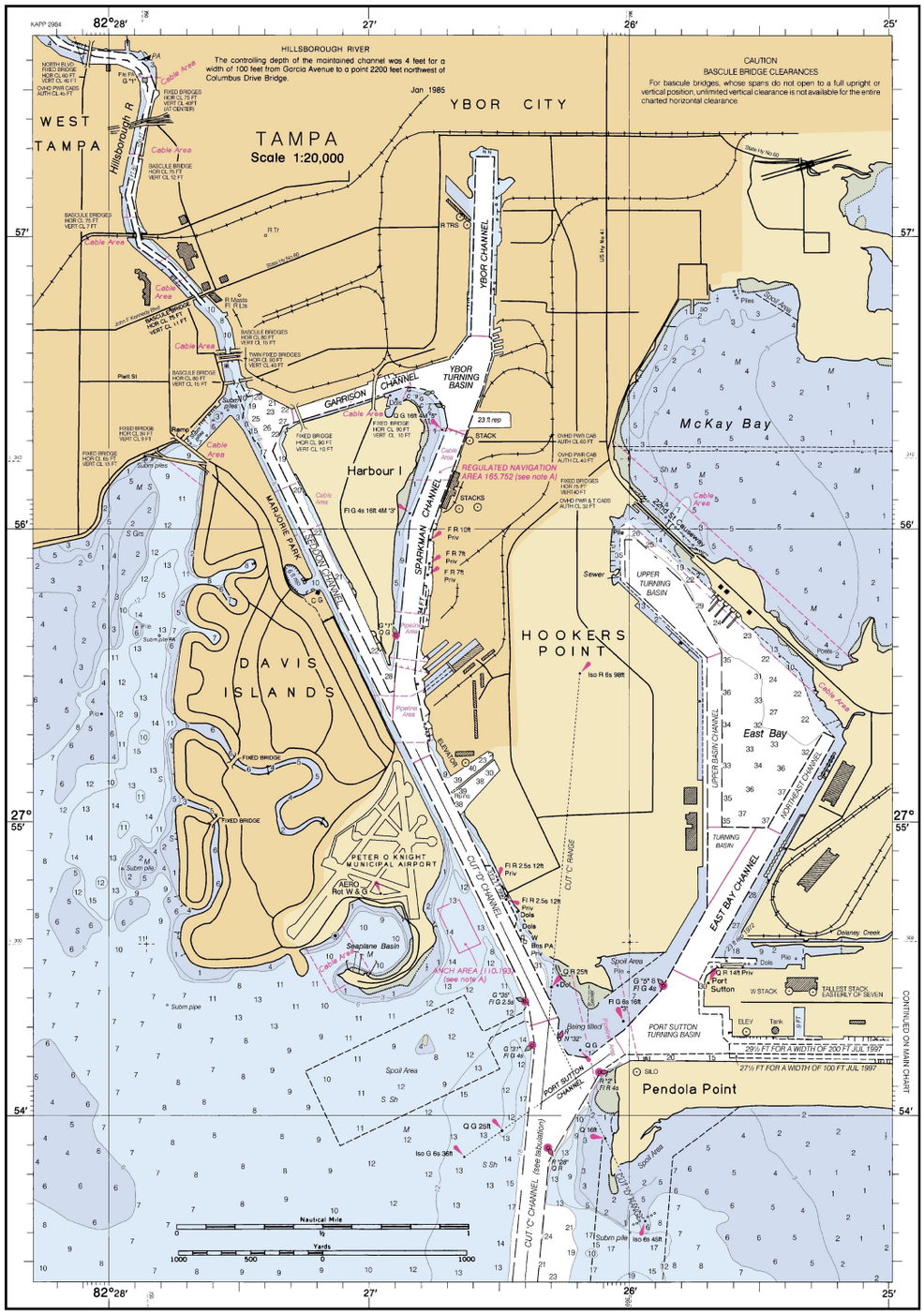
GRIPPER

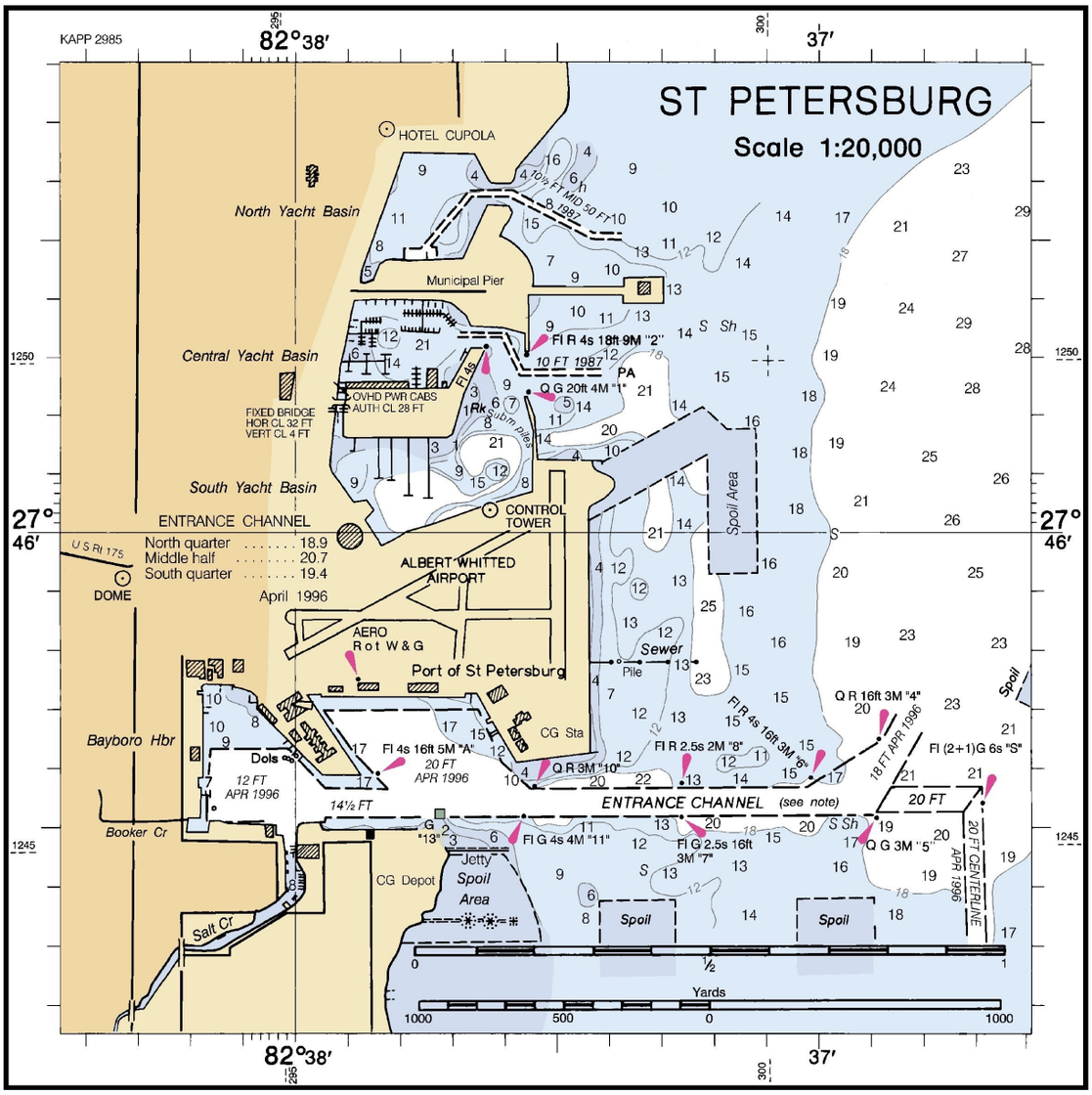
Soundings in fathoms of the former groups
Workscenes may exist in Big Mcpherson
Reports and Rept Key Channels.

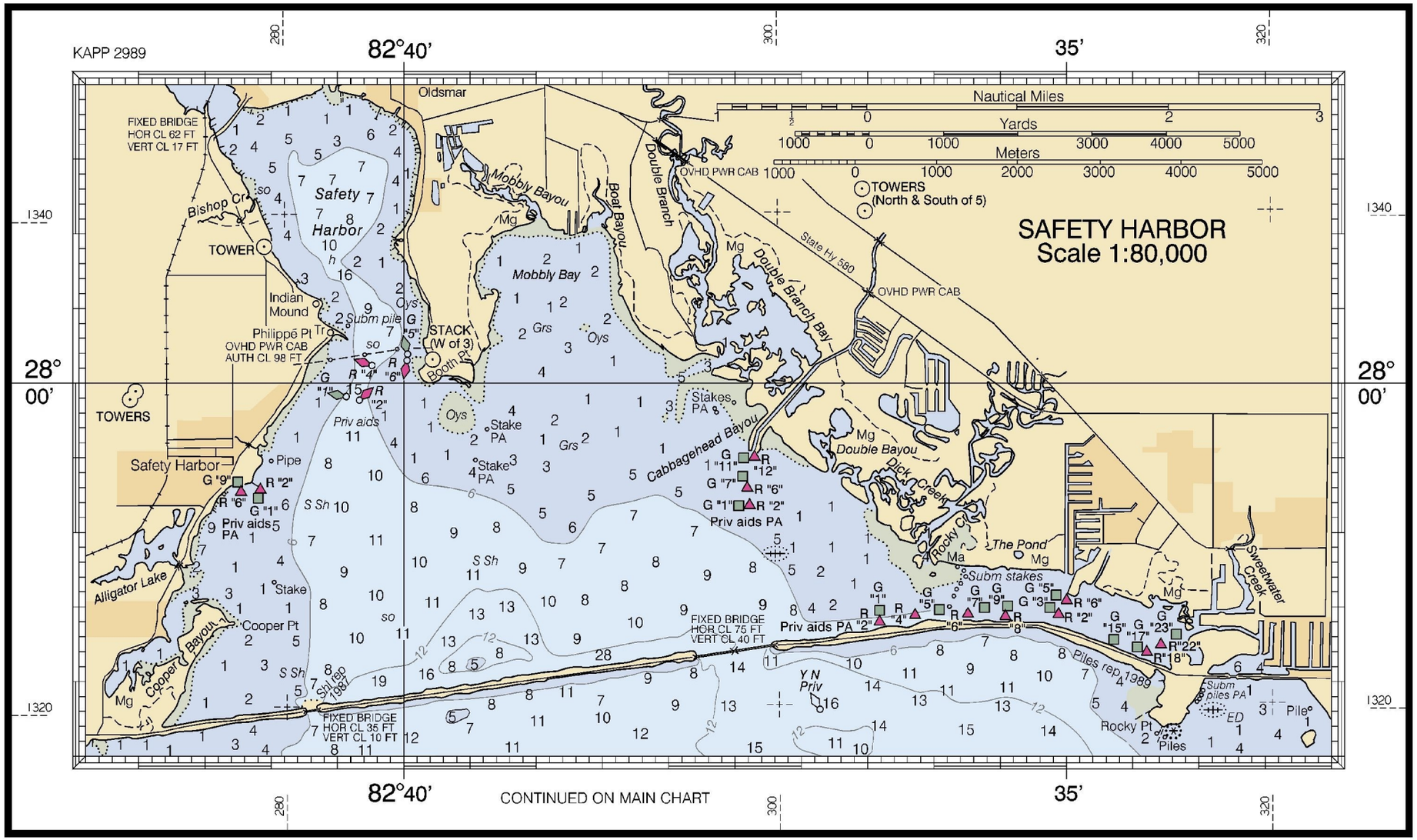
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Nautical Miles
Yards
Meters

Nautical Chart Catalog No. 1 Panel D


TAMPA
Scale 1:20,000
HILLSBOROUGH RIVER
The controlling depth of the maintained channel was 4 feet for a width of 100 feet from Garcia Avenue to a point 2200 feet northwest of Columbus Drive Bridge.
CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.
Jan 1985
WEST TAMPA
YBOR CITY
Hillsborough R
YBOR CHANNEL
YBOR TURNING BASIN
GARRISON CHANNEL
Harbour I
SPARKMAN CHANNEL
SEABOARD AVENUE
MARJORIE PARK
DAVIS ISLANDS
HOOKERS POINT
McKay Bay
East Bay
UPPER TURNING BASIN
UPPER BASIN CHANNEL
NORTHEAST CHANNEL
EAST BAY CHANNEL
TURNING BASIN
CUT 'C' RANGE
CUT 'D' CHANNEL
PETER O KNIGHT MUNICIPAL AIRPORT
Seaplane Basin
PORT SUTTON TURNING BASIN
PORT SUTTON CHANNEL
CUT 'C' CHANNEL (See text)
Pendola Point
Delaney Creek
REGULATED NAVIGATION AREA 165.752 (see note A)
ANCH AREA (110.193) (see note A)
Cable Area
Pipeline Area
Spoil Area
Being filled
Sewer
Subm pipe
Subm piles
Piles
Dolphins
Fixed Bridge
Bascule Bridges
Twin Fixed Bridges
Platt St
Kennedy Blvd
Gandy Blvd
Port Sutton
W Stack
Tallest stack, easterly of seven
Elev
Tank
29½ FT FOR A WIDTH OF 200 FT JUL 1997
27½ FT FOR A WIDTH OF 100 FT JUL 1997
CONTINUED ON MAIN CHART
Nautical Mile
Yards
82°28′
27′
26′
25′
57′
56′
54′
27° 55′


KAPP 2985
82°38′
37′
ST PETERSBURG
Scale 1:20,000
HOTEL CUPOLA
North Yacht Basin
10½ FT MID 50 FT 1987
Municipal Pier
Central Yacht Basin
Fl R 4s 18ft 9M "2"
10 FT 1987
PA
Q G 20ft 4M "1"
OVHD PWR CABS
AUTH CL 28 FT
FIXED BRIDGE
HOR CL 32 FT
VERT CL 4 FT
South Yacht Basin
ENTRANCE CHANNEL
CONTROL TOWER
Spoil Area
27° 46′
North quarter 18.9
Middle half 20.7
South quarter 19.4
April 1996
U S Rt 175
DOME
ALBERT WHITTED AIRPORT
AERO
Rot W&G
Port of St Petersburg
Sewer
Pile
Bayboro Hbr
Dols
12 FT APR 1996
Fl 4s 16ft 5M "A"
20 FT APR 1996
CG Sta
Q R 3M "10"
Fl R 2.5s 2M "8"
Fl R 4s 16ft 3M "6"
Q R 16ft 3M "4"
18 FT APR 1996
Fl (2+1)G 6s "S"
14½ FT
ENTRANCE CHANNEL (see note)
20 FT
Booker Cr
G "13"
Fl G 4s 4M "11"
Jetty
CG Depot
Spoil Area
Fl G 2.5s 16ft 3M "7"
Q G 3M "5"
20 FT CENTERLINE APR 1996
Salt Cr
Spoil
Yards
1000 500 0 1000
0 ½ 1
1250
1245


KAPP 2989
82°40'
35'
280
300
320
1340
1320
28°
00'
SAFETY HARBOR
Scale 1:80,000
Nautical Miles
Yards
Meters
Oldsmar
Safety Harbor
Harbor
Bishop Cr
TOWER
TOWERS
Indian Mound
Philippé Pt
OVHD PWR CAB
AUTH CL 98 FT
FIXED BRIDGE
HOR CL 62 FT
VERT CL 17 FT
STACK
(W of 3)
Booth Pt
Mobbly Bayou
Mobbly Bay
Boat Bayou
Double Branch
Double Branch Bay
OVHD PWR CAB
TOWERS
(North & South of 5)
State Hy 580
Cabbagehead Bayou
Double Bayou
Dick Creek
Rocky Cr
The Pond
Sweetwater Creek
Alligator Lake
Cooper Pt
Cooper Bayou
FIXED BRIDGE
HOR CL 75 FT
VERT CL 40 FT
Priv aids PA "2"
FIXED BRIDGE
HOR CL 35 FT
VERT CL 10 FT
Piles rep 1989
Rocky Pt
Piles
Subm piles PA
Subm stakes
Priv aids PA
Priv aids
Stakes PA
Stake PA
Pipe
Oys
Grs
S Sh
Mg
Ma
ED
CONTINUED ON MAIN CHART