SOUNDINGS IN FEET

11415

Nautical Miles
Yards
Meters

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

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

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center no 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility. If telephone communication is impossible (33 CFR 153).

Formerly CA35 1141Ts, 1st Ed., June 1997. KAPP 2961

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.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

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

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

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.

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.

CONTINUED ON CHART 11412

JONS CHART 11411

JONS CHART 11414

JONS CHART 11416

CONTINUED ON CHART 11424

JONS CHART 11425

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
FLORIDA - GULF COAST

TAMPA BAY ENTRANCE

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

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus:

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Plane Coordinate Grid (lines) zone is indicated on this chart. Ticks are shown at 2000 meter intervals. The last three digits are omitted.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83). 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 0.05 minutes northward and 0.09 westward to agree with this chart.

HEIGHTS
Heights in feet above Mean High Water.

Submerged piling of the former private drawbridge may exist in Big McPherson Bayou and Mud Key Channel.

MANATEE RIVER EXTENSION
SCALE 1:40,000

MANATEE RIVER
The controlling depths through dredged channels are:
4 feet from entrance to McNeil Point (MID 50 FT)
4 feet to Rocky Bluff (MID 50 FT)
½ foot to Rye (Constrline)
Dec 1994

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.

SOURCE			
A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

TIDAL INFORMATION

PLACE (NAME)	(LATITUDE)	(LONGITUDE)	Mean Higher High Water	Mean High Water	Mean Low Water
Hooker Key Channel, Tampa Bay, FL	27°52'N	082°44'W	3.0	2.8	0.4
Aiena Marie Key, Bradenton Beach, FL	27°32'N	082°42'W	2.3	2.0	0.3
Longboat Key, Sarasota Bay, Sarasota, FL	27°24'N	082°34'W	2.2	1.9	0.4
Egmont Key, Egmont Channel, FL	27°36'N	082°46'W	2.2	1.9	0.4
Point Pinellas, Tampa Bay, FL	27°42'N	082°38'W	2.0	1.8	0.4
Clearwater, FL	27°58'N	082°50'W	2.0	1.8	0.4
St. Petersburg, Tampa Bay, FL	27°46'N	082°37'W	2.0	1.8	0.4

Datums (---) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2011)

SOURCE DIAGRAM

SOURCE			
A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

TAMPA BAY ENTRANCE CHANNEL DEPTHS
THRU LETTER FROM SURVEYS IN THE CORPS OF ENGINEERS - REPORT OF SDR 2006
AND SURVEYS TO MAY 2010

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT QUARTER MARK	LEFT HALF MARK	RIGHT HALF MARK	RIGHT QUARTER MARK	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
EGMONT CHANNEL	42.2	42.8	42.8	42.8	3/10	750-1000	38
MULLET KEY CHANNEL	42.0	43.1	44.1	44.1	3/10	800/600	38
CUT A CHANNEL	39.0	41.7	42.3	42.8	3/10	550-750	37
CUT B CHANNEL	41.7	42.1	42.0	41.5	3/10	550-750	37

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

NOTE D
Sections of the submarine pipeline are known to be exposed.

NOTE E
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 228-229. Additional information concerning the regulations and recommended site use may be obtained from the Environmental Protection Agency (EPA), Sea U.S. Coast Pilots appendix for addresses of EPA offices. Recent hydrographic survey data may have indicated the depths shown.

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

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Vessels engaged in dredging or other marine 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 the vicinity of wear compensated cables, shallow areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Pipeline areas may be marked by lighted or unlighted buoys.

CAUTION
Limitations on the use of radio signals as a navigation system are described in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio navigation receivers and broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊕(Accurate location) ⊕(Approximate location)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the enforcement of these regulations may be obtained from the 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.
Refer to charted regulation section numbers. 56

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 30 to 40 nautical miles from the antenna site, but can be 100 to 150 or more nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Sarasota, FL	WNG-59	162.40 MHz
Largo Marine, FL	KEC-38	162.450 MHz

NOTE X
Within the 12-nautical mile Territorial Sea established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect for fishery law enforcement. Vessels may be boarded and searched within the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Aids to navigation, buoys, and other floating aids may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation, but should navigate cautiously when in the vicinity of any aid varying from charted locations. Hazards may have become unpowered buoys.
Mariners are urged to exercise extreme caution and are requested to report to the nearest Coast Guard station any aids and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION
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) published weekly by the U.S. Coast Guard. Corrections to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

The 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/CS3), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

LOGARITHMIC SPEED SCALE
1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60
To find SPEED: place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.5 nautical miles run in 15 minutes, the speed is 18.0 knots.

ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the St. Petersburg Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.

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

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-edition prints are produced when a new edition is released by NOAA. Purchase NOAA charts - find your chart agent about Print-on-Demand charts or contact NOAA at http://oceans.nos.noaa.gov/btm/myquery.asp#, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

Nautical Miles
Yards
Meters

SOUNDINGS IN FEET

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

11415

ISBN 9640246027118
NAUTIPRINT/CT 1A(4411415)

11415

Corrected through NM: Mar. 10/12
Corrected through LNM Feb. 21/12