11415

SOUNDINGS IN FEET

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 floating aids to navigation. 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 via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Formerly DMAE 11417a, 1st Ed.; June 1997. KAPP 2997

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 supplemental 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.

UNITED STATES - GULF COAST
FLORIDA

TAMPA BAY ENTRANCE

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
Additional information from the latest edition of this chart is available at http://www.charts.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 (West Zone) is indicated on this chart, at 20,000 foot intervals, thus: +
The last three digits are omitted.

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 identical for charting purposes to the World Geodetic System 1984 (WGS 84).
Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.112" northward and 0.639" eastward to agree with this chart.

ST PETERSBURG
PALMETTO
BRADENTON
GULF OF MEXICO
TAMPA BAY
PINELLAS PENINSULA
EGMONT CHANNEL
SOUTHWEST CHANNEL
BOCA CIEGA BAY
TERRA CEIA BAY
MANATEE RIVER
PALMA SOLA BAY

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)
6 feet to Rocky Bluff (MID 50 FT)
½ foot to Rye (Centerline)
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 conducted by various methods and dates. Some surveys may not conform to the U.S. Army Corps of Engineers present requirements and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2003	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1949-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
		feet	feet	feet	feet
St. Petersburg, Tampa Bay, FL	(27° 46.4'N/82° 37.9'W)	2.3	2.0	0.4	----
Bradenton, Manatee R., Tampa Bay, FL	(27° 30.1'N/82° 34.0'W)	2.3	1.9	0.4	-2.5
Port Manatee, Manatee R., Tampa Bay, FL	(27° 38.0'N/82° 33.6'W)	2.1	1.8	0.4	----
Mullet Key Channel (Buoy), Tampa Bay, FL	(27° 36.9'N/82° 43.9'W)	2.1	1.8	0.4	----
Point Pinellas, Tampa Bay, FL	(27° 42.0'N/82° 36.0'W)	2.0	1.6	0.4	-2.5
Egmont Key, FL	(27° 35.6'N/82° 45.6'W)	2.2	1.9	0.4	-2.5
Anna Maria Key, Bradenton Beach, FL	(27° 29.8'N/82° 42.8'W)	2.3	2.0	0.5	-2.5

(Jun 2003)

TAMPA BAY ENTRANCE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF ALLISON
AND SURVEYS FILED HERE

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER DATUM					PROJECT DIMENSIONS	
NAME OF CHANNEL	LAT. (N) DEGS.	LONG. (W) DEGS.	MINS. FROM CHART	DEPTH	DATE OF SURVEY	WIDTH (FEET)	DEPTH (FEET)
EGMONT CHANNEL	27.5	44.5	44.7	39.6	2-04	700-1000	38 - 40
MULLET KEY CHANNEL	33.5	42.5	42.5	39.4	2-04	400-600	34 - 40
CUT A CHANNEL	36.0	42.2	41.3	39.4	2-04	300-500	34 - 40
CUT B CHANNEL	42.5	42.7	41.5	7.6	2-04	300-500	34 - 40

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

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

NOTE E
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for ocean dumping may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Depths in dumping areas and spoil areas may have reduced the depths shown.

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. Mariners should exercise caution when 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 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.

CAUTION
Limitations on the use of radio signals as navigational aids are described in Chapter 2, U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio bearings to or from shore-based 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 miles from the antenna site, but may be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Venice, FL	WNG-99	162.40 MHz

NOTE A
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 as the boundary for the application of certain laws which are 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.

NOTE B
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 regulations governing the Safety Fairways is published in 79 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.

Discontinued Disposal Area
Depths from survey of 1975

Dumping Ground Buoy

Dump Site (Dredged Material) (see note D)
Depths from survey of 1992

Exposed pipeline (see note D)

Discontinued Disposal Area
Depths from survey of 1975

Discontinued Disposal Area
Depths from survey of 1975

Spoil Areas

Spoil Area

Spoil Area

Spoil Area