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 (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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 Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

Formerly C&GS 11417b, 1st Ed., June 1997 KAPP 2983

FATHOMS 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18
FEET 0 3 6 9 12 15 18 21 24 27 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

CONTINUED ON INSET

UNITED STATES - GULF COAST
FLORIDA
TAMPA BAY

Mercator Projection
Scale 1:40,000 at Lat. 27°53'

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

HEIGHTS
Heights in feet above Mean High Water.

SOURCE DIAGRAM

The cut-lined 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 1990-1996	NOS Surveys	full bottom coverage
B3 1940-1959	NOS Surveys	partial bottom coverage

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which 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 of 1.095" northward and 0.640' eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.55 MHz
Venice, FL	WWG-59	162.40 MHz

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE E

Sunshine Skyway Bridge Security Zone. All waters, from surface to bottom, 100 feet around all bridge supports, dolphins and rocky outcroppings.

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).

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 Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at 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.

Refer to charted regulation section numbers.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
St. Petersburg, Tampa Bay, FL	(27°46'N/82°37'W)	2.3	2.0	0.4	-----
Hillsborough Bay, Tampa Bay, FL	(27°55'N/82°27'W)	2.6	2.3	0.5	-----
Mullet Key Channel (Skyway), Tampa Bay	(27°37'N/82°34'W)	2.1	1.8	0.4	-----
Old Tampa Bay, Tampa Bay, FL	(27°58'N/82°40'W)	2.4	2.1	0.5	-----
Safety Harbor, Old Tampa Bay, FL	(27°57'N/82°43'W)	2.8	2.5	0.5	-----

(Jan 2005)

KAPP 3989

SAFETY HARBOR
Scale 1:80,000

CONTINUED ON MAIN CHART

CHART 11416

TAMPA BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2004 AND SURVEYS TO FEB 2004

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT MILES)	DEPTH (FEET)
MULLET KEY CHANNEL	39.2	42.5	43.2	39.4	2-04	600-900	2.9	43
CUT A CHANNEL	38.9	42.2	42.9	42.4	2-04	500-700	2.7	43
CUT B CHANNEL	43.0	42.7	43.0	41.5	2-04	500-700	3.4	43
CUT C CHANNEL	42.2	44.6	44.3	40.0	2-04	500-750	1.7	43
CUT D CHANNEL	42.8	43.4	44.0	41.6	2-04	500-650	2.1	43
CUT E CHANNEL	44.1	42.0	42.7	44.1	2-04	500-700	2.4	43
CUT F CHANNEL	40.5	43.3	43.0	40.6	2-04	500	1.6	43
EAST WIDENER	40.3	46.9	41.5	41.6	2-04	0-2000	0.4	43
WEST WIDENER	32.7	35.5	37.1	35.6	2-04	0-970	0.25	34
CUT G CHANNEL	34.5	36.8	36.4	31.8	2-04	400	2.7	34
G TO J WIDENER	35.5	36.7	37.5	33.9	2-04	0-770	.92	34
CUT J CHANNEL	33.2	35.0	33.8	34.0	2-04	400-450	1.2	34
CUT JJ CHANNEL	32.5	35.7	36.1	33.7	2-04	400-450	0.9	34
CUT K CHANNEL	33.5	36.4	37.3	34.3	2-04	400	2.3	34
CUT K TURNING BASIN	29.1	37.1	36.1	34.9	2-04	400-750	0.5	34
GADSDEN PT. CUT	41.9	45.1	43.5	42.4	2-04	900	3.05	43
HILLSBOROUGH BAY CHANNEL (see note A)	38.9	44.1	43.4	41.6	2-04	500	1.0	43
A TO C WIDENER	35.5	43.3	41.1	40.0	1-04	0-1000	0.7	43
CUT C CHANNEL	40.1	42.8	42.6	39.9	2-04	500	3.6	43
CUT D CHANNEL	29.1	37.1	36.0	33.4	2-04	400	1.0	43
SEDDON CHANNEL	5.0	16.7	17.5	19.6	2-04	200	1.1	12
GARRISON CHANNEL (A)	24.8	26.7	27.6	27.8	2-04	300	0.4	30
SPARKMAN CHANNEL	29.4	35.5	35.9	29.6	12-03	400	1.2	34
YBOR TURNING BASIN	35.1	36.0	35.1	35.7	2-04	---	0.3	34
YBOR CHANNEL	25.7	27.2	29.2	23.1	2-04	400	0.6	34
PORT SUTTON (ENTRANCE CHANNEL)	41.6	42.6	43.4	39.1	12-03	400	0.3	43
SOUTH WIDENER	37.5	36.3	35.3	32.6	12-03	0-540	0.3	43
PORT SUTTON TURNING BASIN	36.4	41.4	39.2	40.2	2-04	400-1000	0.4	43
EAST BAY CHANNEL TO TURNING BASIN	39.2	41.7	43.6	41.4	2-04	600	0.8	43
TURNING BASIN	42.9	45.0	39.8	40.4	2-04	300-800	0.3	43
NORTHEAST OF TURNING BASIN	43.3	45.7	41.1	40.9	2-04	300	0.1	43
UPPER EAST BAY CHANNEL TO UPPER BASIN	32.6	34.8	34.7	34.9	2-04	300	0.6	34
TURNING BASIN	34.0	36.0	33.1	31.0	2-04	300-700	0.5	34

A. GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SUPPLEMENTAL INFORMATION

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

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ⊕(Approximate location)

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: +1-.
The last three digits are omitted.

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.

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.

AIDS TO NAVIGATION

Consult U.S. Coast Guard 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 changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY

Project Depth

9 feet Colooshatchee River, Fla. to Anclote River, Fla.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at the junction with the Okeechobee Waterway in Sanibel-Captiva Bay, Florida.

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

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.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine 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.

LOGARITHMIC SPEED SCALE

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 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SAFETY HARBOR
Scale 1:80,000

ST PETERSBURG
Scale 1:20,000

TAMPA
Scale 1:20,000

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.

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 northeast of Columbus Drive Bridge.

NOTE C.

CAUTION

The pile structures for former day-beacons 1 through 30 may still exist along the Alafia River Channel.

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