THE NATION'S CHARTMAKER SINCE 1807

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.

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" northwest 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	162.550 MHz
Sarasota, FL	WWG-59	162.400 MHz
Largo Marine, FL	KEC-38	162.450 MHz

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 Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 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.

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)
Mullet Key Channel (Skyway)	(27°37'N/82°44'W)	2.1	1.8	0.3
Shell Point	(27°43'N/82°29'W)	2.3	1.9	0.5
St. Petersburg	(27°46'N/82°37'W)	2.3	2.0	0.4
Davis Island	(27°51'N/82°27'W)	2.6	2.3	0.5
Safety Harbor	(27°59'N/82°41'W)	2.8	2.4	0.5

Dashes (- - -) located in datum columns 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.

(Apr 2015)

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	1994-2011	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

NOTE C
CAUTION

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

TAMPA BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015
AND SURVEYS TO MAR 2015

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 MLLW (FEET)
MULLET KEY CHANNEL	41.6	42.9	42.9	40.6	3-15	600	4.2	43
CUT A CHANNEL	40.3	42.2	42.4	42.6	2-15	500	3.2	43
CUT B CHANNEL	41.6	41.4	42.1	40.9	3-15	500	4.0	43
CUT C CHANNEL	39.5	41.9	42.8	42.4	3-15	500	2.0	43
CUT D CHANNEL	41.8	41.3	41.9	41.2	3-15	500	2.5	43
CUT E CHANNEL	40.8	41.1	41.9	42.4	3-15	502	2.4	43
CUT F CHANNEL	41.6	42.7	43.2	41.7	4-14	500	1.6	43
EAST WIDENER	42.4	42.4	42.4	42.4	4-14	0-2880	0.4	43
WEST WIDENER	31.3	31.3	31.3	31.3	4-14	0-970	0.25	34
CUT G CHANNEL	32.9	33.9	33.8	31.4	4-14	400	2.7	34
G TO J WIDENER	32.6	32.6	32.6	32.6	3-14	0-770	.92	34
CUT J CHANNEL	32.4	34.8	34.0	33.7	3-14	400-450	1.2	34
CUT J2 CHANNEL	35.5	37.0	36.7	35.6	3-14	400-450	0.9	34
CUT K CHANNEL	30.7	32.5	35.3	32.0	3-14	400	2.0	34
CUT K TURNING BASIN	30.5	30.5	30.5	30.5	3-14	400-750	0.5	34
GADSDEN PT. CUT	41.2	42.8	42.8	41.9	4-14	500	3.05	43
HILLSBOROUGH BAY								
CUT A CHANNEL	42.7	42.9	42.6	40.3	4-14	500	1.0	43
A TO C WIDENER	38.4	43.6	47.1	43.6	4-14	0-1000	0.7	43
CUT C CHANNEL	39.9	42.4	42.5	37.3	4-14	500	5.8	43
CUT D CHANNEL	34.2	37.2	36.1	35.5	4-14	400	1.0	41
G TO J WIDENER	7.2	13.9	17.0	19.2	5-14	200	1.1	17
GARRISON CHANNEL (A)	24.0	24.7	30.1	32.8	1-12	300	0.4	30
SPARKMAN CHANNEL	33.4	36.7	34.8	34.0	5-8-14	400	1.2	34
YBOR TURNING BASIN	34.0	34.0	34.0	33.0	6-14	[illegible]	0.3	34
YBOR CHANNEL	33.6	34.3	34.0	33.5	6-14	400	0.6	34
PORT SUTTON ENTRANCE CHANNEL	44.0	44.8	44.6	42.4	6-14	400	0.3	43
SOUTH WIDENER	43.0	43.0	43.0	42.0	6-14	0-540	0.3	43
PORT SUTTON TURNING BASIN	43.7	44.0	43.1	42.9	6-14	400-1000	0.4	43
EAST BAY CHANNEL								
TO TURNING BASIN	42.4	43.8	45.3	40.5	6-14	600	0.6	43
TURNING BASIN	43.0	42.0	43.0	43.0	6-14	300-800	0.3	43
NORTHEAST OF TURNING BASIN	43.0	43.0	43.0	42.4	6-14	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	33.1	33.9	36.1	34.6	6-14	300	0.6	34
TURNING BASIN	34.1	34.5	33.8	33.6	6-14	300-789	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

ACKNOWLEDGMENT

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

CAUTION

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

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: ┼
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 AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

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 are shown as:

Pipeline Area | Cable Area

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.

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.

Charted soundings, channel depths and shoreline 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. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SCALE 1:40,000