

BookletChart™

Tampa Bay

NOAA Chart 11416

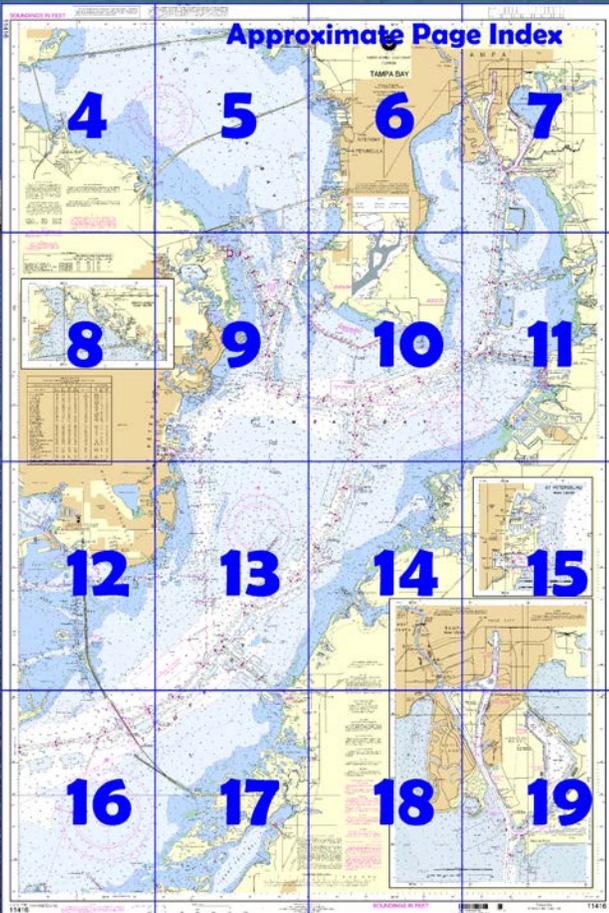


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

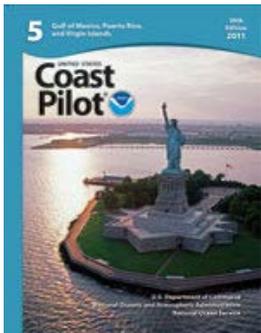
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11416>



[Coast Pilot 5, Chapter 9 excerpts].

Port Manatee is a deepwater terminal on the SE side of Tampa Bay. The terminal is reached through a channel that leads SE from the main ship channel. A Federal project provides for a depth of 40 feet in the channel and turning basin. The channel is marked by a **127.7°** lighted range, lights, and lighted buoys.

Hillsborough Bay, a Federal project, provides for depths of 43 feet in the channels leading through Hillsborough Bay.

Good anchorage is available for shallow-draft vessels in the central part of the bay W of the main channel.

Federal project provides for depths of 34 feet for the main ship channel, Sparkman and Ybor Channels, and Ybor Turning Basin, and 12 feet for Seddon and Garrison Channels.

Only small boats can pass around the N end of Davis Islands. Two fixed bridges connect the N end of the islands with Tampa to the W; minimum clearance is 9 feet.

A **no-wake speed zone** is enforced in the area between the southern tip of Harbour Island and Platt Street bridge.

Small-craft facilities in Tampa are limited. The municipal boat landing is on the W side of the entrance to Hillsborough River. The Majorie Park Yacht Basin on Davis Islands, on the W side of **Seddon Channel**, has gasoline, water, a launching ramp, and open and covered berths for boats up to 50 feet. Diesel fuel is available by truck. The basin has depths of 7 feet.

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

Required Reports to the CVTS.—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

Anchorage.—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

Safety zones have been established around vessels carrying anhydrous ammonia or liquefied petroleum gas when transiting or moored in Tampa Bay.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

Currents.—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

A **danger zone** of a small-arms firing range of **MacDill Air Force Base** is on the SW shore of **Interbay Peninsula**. (See **334.630**, chapter 2, for limits and regulations.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans Commander
8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes

| ENTRANCE CHANNEL | |
|---------------------|------|
| North quarter | 23.0 |
| Middle half | 22.1 |
| South quarter | 20.9 |
| Apr 2008 | |

| NOTE B PINELLAS BAYWAY BRIDGES | |
|-----------------------------------|------------------|
| A - FIXED BRIDGE | F - FIXED BRIDGE |
| HOR CL 40 FT | HOR CL 60 FT |
| VERT CL 18 FT | VERT CL 11 FT |
| OVHD PWR CAB | OVHD PWR CAB |
| AUTH CL 40 FT | AUTH CL 40 FT |

HEIGHTS
Heights in feet above Mean High Water.

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**

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

For Symbols and Abbreviations see Chart No. 1

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

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

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.

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

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 | 162.40 MHz |
| Largo Marine, FL | KEC-38 | 162.450 MHz |

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

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.

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.

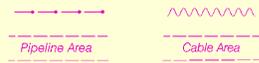
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

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

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.

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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)

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. 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.

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).

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.

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.
Jan 1985

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.

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.

| TIDAL INFORMATION | | | | | |
|--------------------------------|--------------------|------------|--|-----------------|----------------|
| PLACE | NAME | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | |
| | | | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | | feet | feet | feet |
| Mullet Key Channel (Skyway) | (27°37'N/082°44'W) | | 2.1 | 1.8 | 0.3 |
| Shell Point | (27°43'N/082°29'W) | | 2.3 | 1.9 | 0.5 |
| St. Petersburg | (27°46'N/082°33'W) | | 2.3 | 2.0 | 0.4 |
| Davis Island, Hillsborough Bay | (27°55'N/082°27'W) | | 2.6 | 2.3 | 0.5 |
| Safety Harbor | (27°59'N/082°41'W) | | 2.8 | 2.4 | 0.5 |

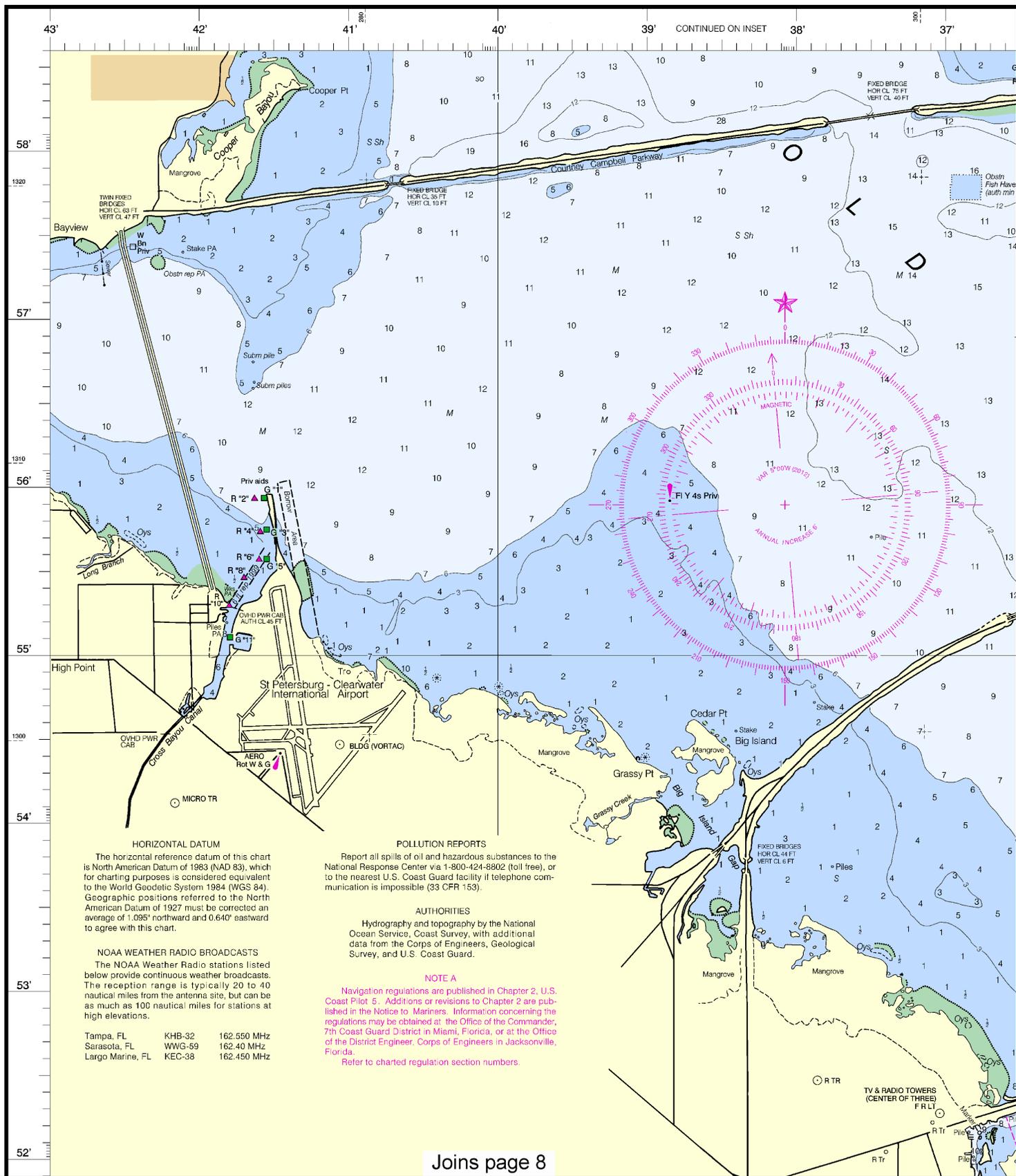
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/>. (Dec 2011)

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/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly and critical corrections. Charts are printed when ordered using R Editions are available 2-8 weeks before their release as traditional about Print-on-Demand charts or contact NOAA at <http://ocsddata.noaa.gov> or NOAA at 1-877-56CHART or <http://www.oceangrafix.com>.

SOUNDINGS IN FEET

11416



HORIZONTAL DATUM
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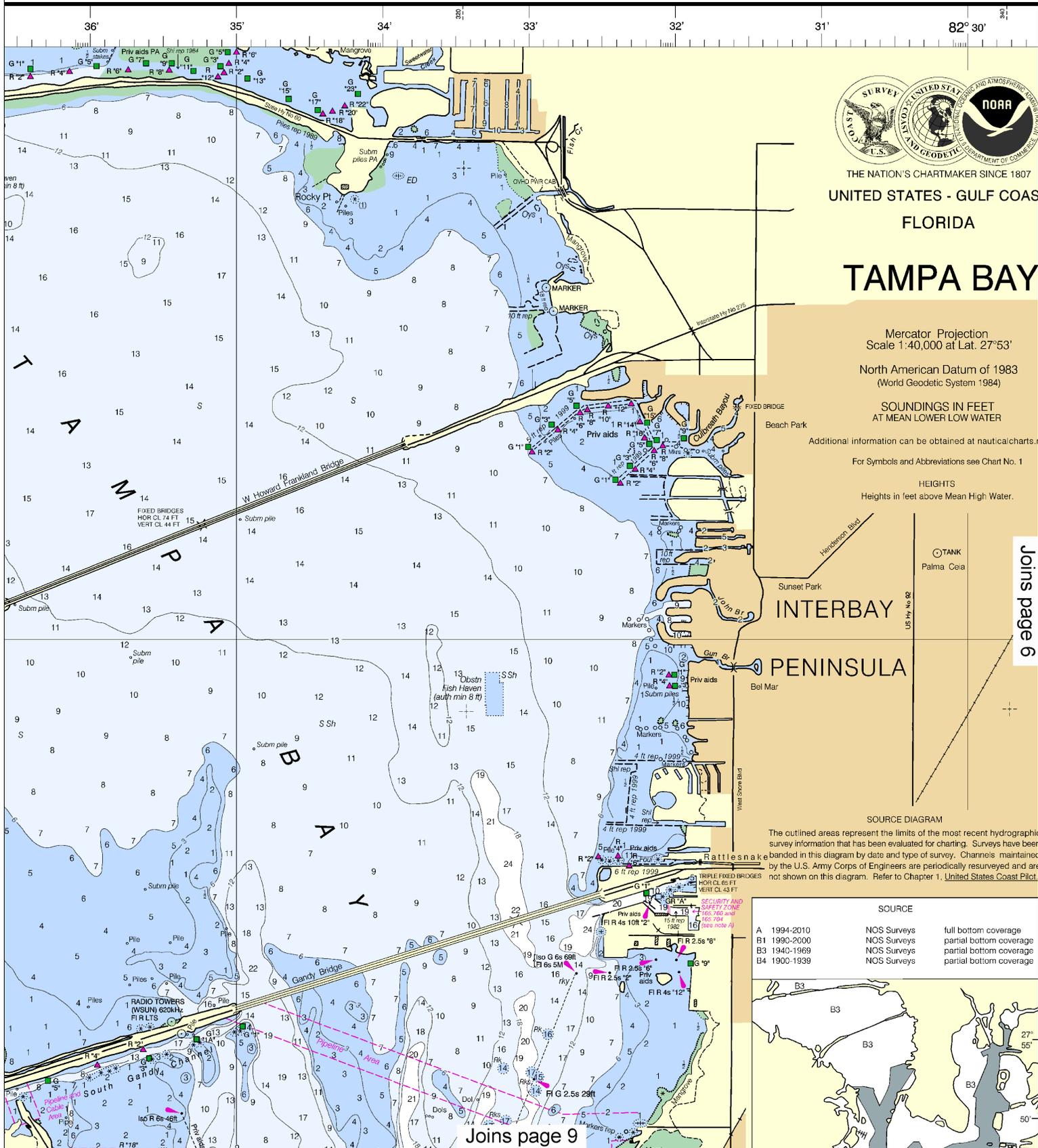
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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.

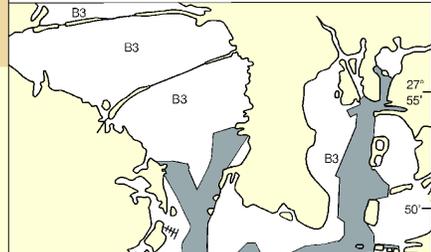
For Symbols and Abbreviations see Chart No. 1

HEIGHTS
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INTERBAY PENINSULA

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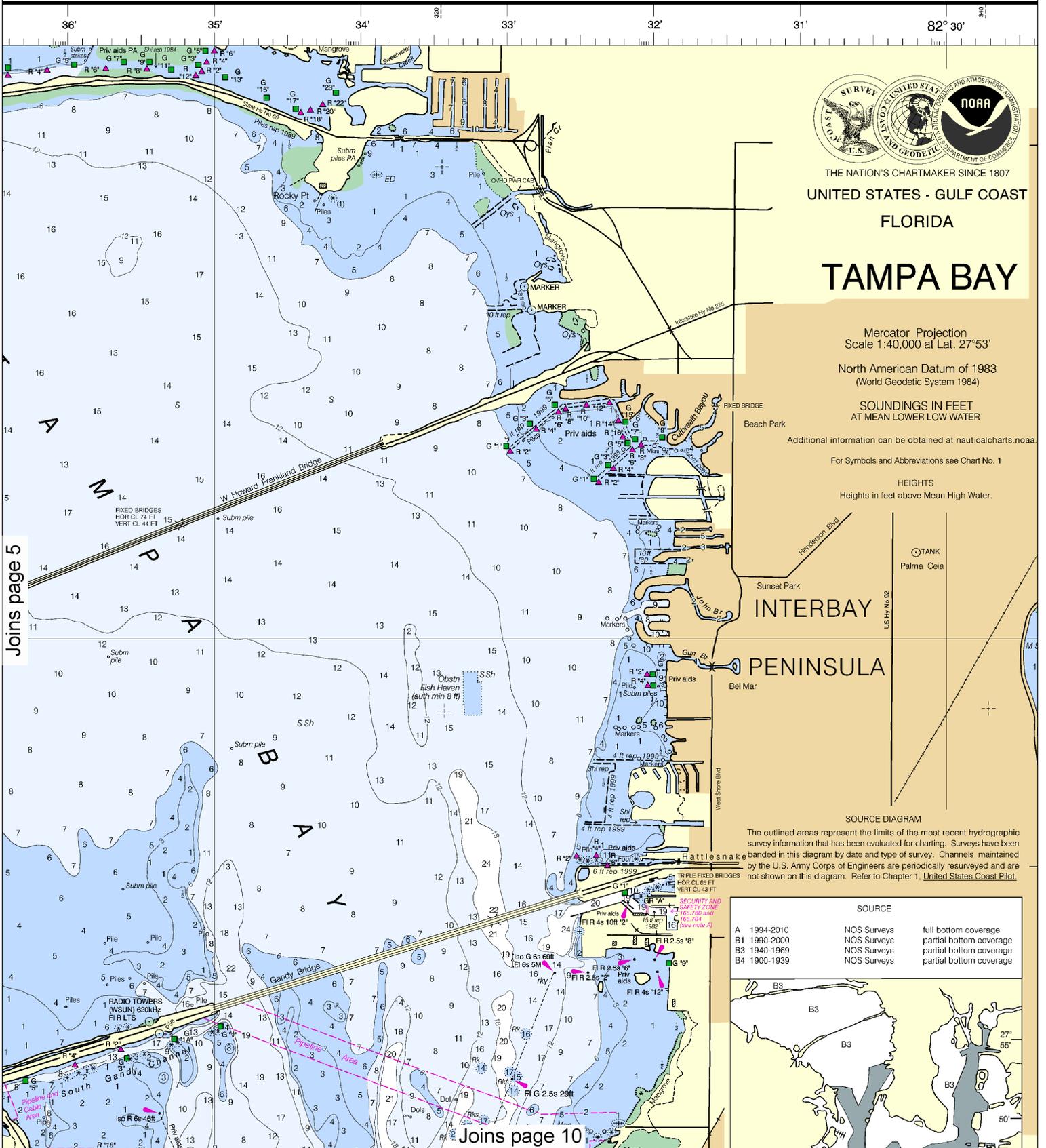
| SOURCE | | |
|--------------|-------------|-------------------------|
| A 1994-2010 | NOS Surveys | full bottom coverage |
| B1 1990-2000 | NOS Surveys | partial bottom coverage |
| B3 1940-1969 | NOS Surveys | partial bottom coverage |
| B4 1900-1939 | NOS Surveys | partial bottom coverage |



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Joins page 6

This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:57143. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GULF COAST
FLORIDA
TAMPA BAY

Mercator Projection
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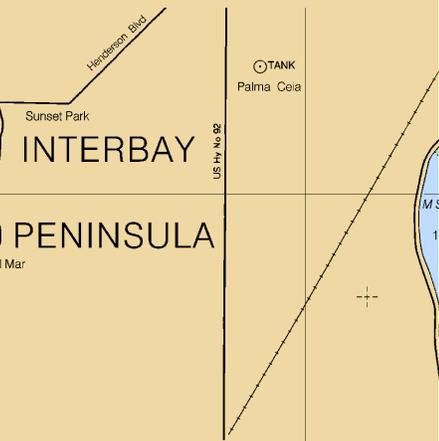
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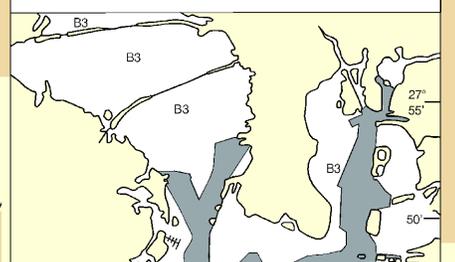
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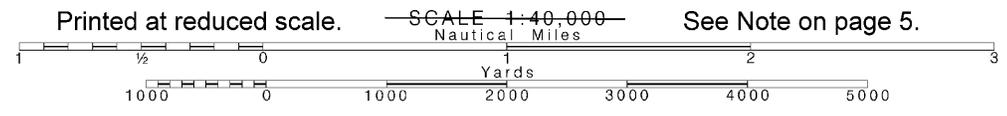


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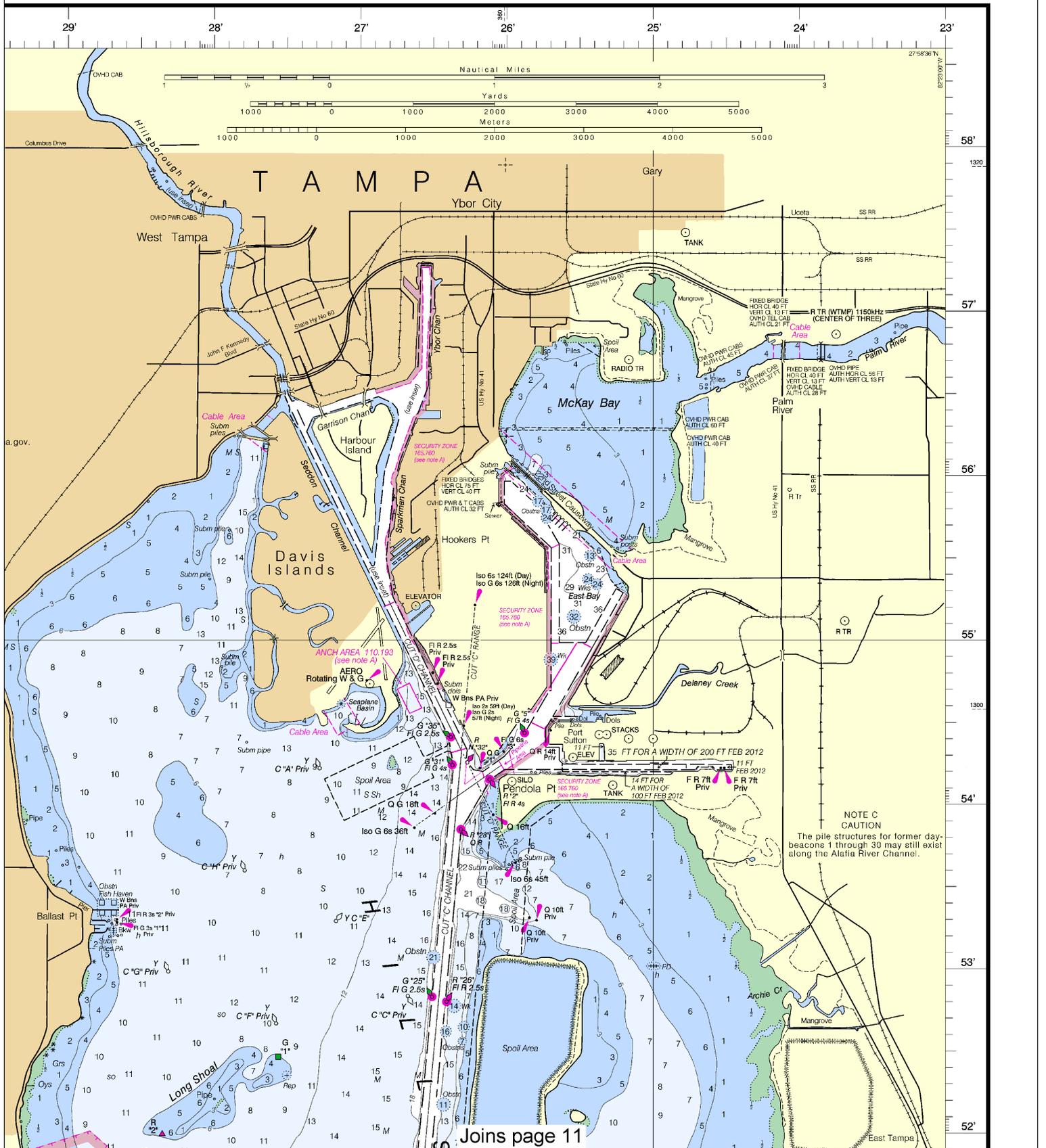
Joins page 10



Note: Chart grid lines are aligned with true north.



| | | | | | | | | | | | | | | | | | |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| FEET | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |



NOTE C
CAUTION
The pile structures for former day-buoys 1 through 30 may still exist along the Alafia River Channel.

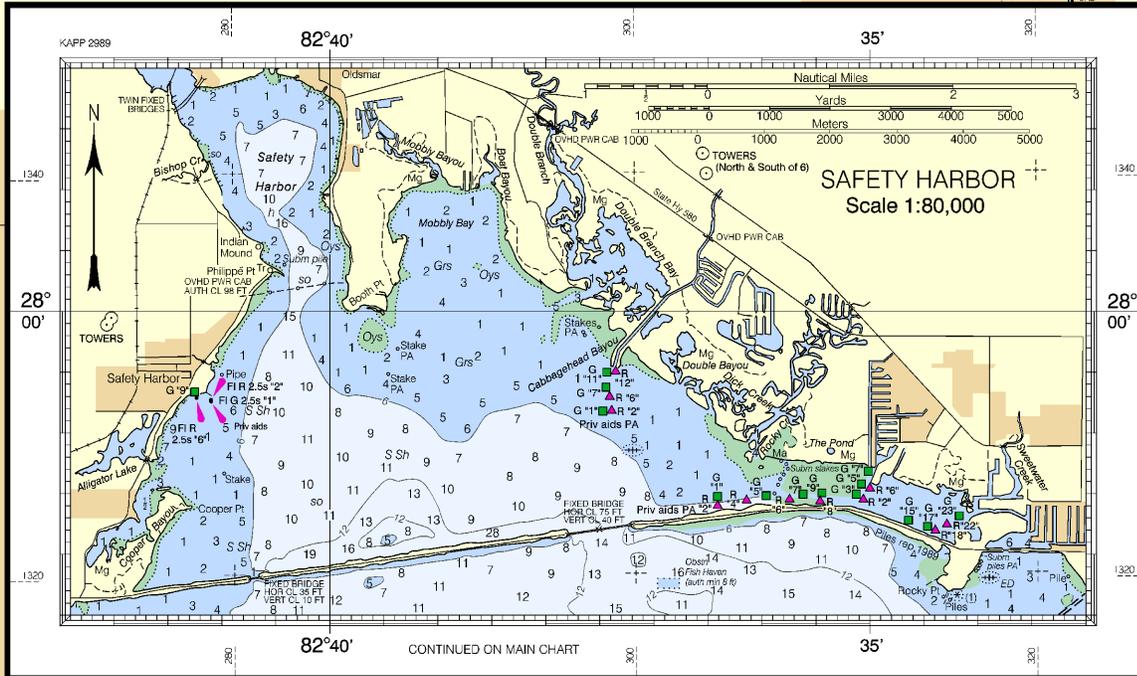
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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0513 1/29/2013,
 NGA Weekly Notice to Mariners: 0513 2/2/2013,
 Canadian Coast Guard Notice to Mariners: n/a.



| TIDAL INFORMATION | | | | |
|--------------------------------|----------------------|--|-----------------|----------------|
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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>. (Dec 2011)



| TAMPA BAY CHANNEL DEPTHS | | | | | | | | |
|---|----------------------|---------------------|----------------------|-----------------------|--------------------|--------------|----------------|--------------|
| TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2012 AND SURVEYS TO JUN 2012 | | | | | | | | |
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH (FEET) |
| MULLET KEY CHANNEL | 43.7 | 43.5 | 44.1 | 44.6 | 5-10 | 600-900 | 2.9 | 43 |
| CUT A CHANNEL | 38.0 | 41.7 | 42.0 | 42.6 | 3-10 | 500-700 | 2.7 | 43 |
| CUT B CHANNEL | 41.7 | 42.1 | 43.0 | 41.9 | 5-10 | 500-700 | 3.4 | 43 |
| CUT C CHANNEL | 42.1 | 43.5 | 43.6 | 42.8 | 5-10 | 500-750 | 1.7 | 43 |
| CUT D CHANNEL | 42.6 | 42.2 | 42.0 | 42.1 | 5-10 | 500-650 | 2.1 | 43 |
| CUT E CHANNEL | 42.2 | 41.4 | 42.6 | 42.4 | 5-10 | 500-700 | 2.1 | 43 |
| CUT F CHANNEL | 41.1 | 42.4 | 42.2 | 42.1 | 2.3-10 | 500 | 1.6 | 43 |
| EAST WIDENER | 42.0 | 41.4 | 41.2 | 42.4 | 2.3-10 | 0-2880 | 0.4 | 43 |
| WEST WIDENER | 33.9 | 34.2 | 34.8 | 35.0 | 2.3-10 | 0.970 | 0.25 | 34 |
| CUT G CHANNEL | 33.3 | 33.5 | 33.8 | 30.1 | 2.5-10 | 400 | 2.7 | 34 |
| G TO J WIDENER | 32.6 | 32.4 | 32.0 | 31.5 | 5-10 | 0-770 | .52 | 34 |
| CUT J CHANNEL | 32.3 | 35.1 | 34.2 | 34.2 | 5-10 | 400-450 | 1.2 | 34 |
| CUT J2 CHANNEL | 35.6 | 37.3 | 37.1 | 35.9 | 5-10 | 400-450 | 0.9 | 34 |
| CUT K CHANNEL | 32.3 | 36.3 | 36.5 | 33.3 | 5-10 | 400 | 2.0 | 34 |
| CUT L TURNING BASIN | 32.4 | 36.9 | 36.2 | 33.7 | 5-10 | 400-750 | 0.5 | 34 |
| GADSDEN PT. CUT | 42.0 | 43.0 | 44.0 | 41.0 | 2-10; 5-12 | 500 | 3.05 | 43 |
| HILLSBOROUGH BAY | | | | | | | | |
| CUT A CHANNEL | 42.0 | 43.0 | 43.0 | 40.0 | 6-12 | 500 | 1.0 | 43 |
| A TO C WIDENER | 40.0 | 41.0 | 42.0 | 43.0 | 6-12 | 0-1000 | 0.7 | 43 |
| CUT C CHANNEL | 40.0 | 41.0 | 42.0 | 38.0 | 6-12 | 500 | 5.6 | 43 |
| CUT D CHANNEL | 28.2 | 37.9 | 37.0 | 32.6 | 1-12 | 400 | 1.0 | 41 |
| SEDDON CHANNEL | 13.0 | 13.0 | 17.0 | 18.0 | 1-12 | 200 | 1.1 | 12 |
| GARRISON CHANNEL (A) | 24.0 | 24.7 | 30.1 | 32.8 | 1-12 | 300 | 0.4 | 30 |
| SPARKMAN CHANNEL | 28.0 | 32.0 | 37.0 | 31.0 | 1-12 | 400 | 1.2 | 34 |
| YBOR TURNING BASIN | 29.0 | 32.0 | 33.0 | 24.0 | 1-12 | — | — | 34 |
| YBOR CHANNEL | 29.0 | 30.0 | 29.0 | 30.0 | 1-12 | 400 | 0.6 | 34 |
| PORT SUTTON ENTRANCE CHANNEL | 43.0 | 44.0 | 45.0 | 43.0 | 2-12 | 400 | 0.3 | 43 |
| SOUTH WIDENER | 42.0 | 42.0 | 41.0 | 39.0 | 2-12 | 0-540 | 0.3 | 43 |
| PORT SUTTON TURNING BASIN | 42.5 | 44.5 | 38.4 | 40.9 | 2-12 | 400-1930 | 0.4 | 43 |
| EAST BAY CHANNEL | | | | | | | | |
| TO TURNING BASIN | 43.0 | 43.0 | 44.0 | 40.0 | 2-12 | 600 | 0.6 | 43 |
| TURNING BASIN | 41.0 | 42.0 | 43.0 | 42.0 | 2-12 | 300-800 | 0.3 | 43 |
| NORTH-EAST OF TURNING BASIN | 43.0 | 45.0 | 45.0 | 44.0 | 2-12 | 300 | 0.4 | 43 |
| UPPER EAST BAY | | | | | | | | |
| CHANNEL TO UPPER BASIN | 32.0 | 34.0 | 36.0 | 35.0 | 2-12 | 300 | 0.6 | 34 |
| TURNING BASIN | 33.0 | 35.0 | 31.0 | 29.0 | 2-12 | 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



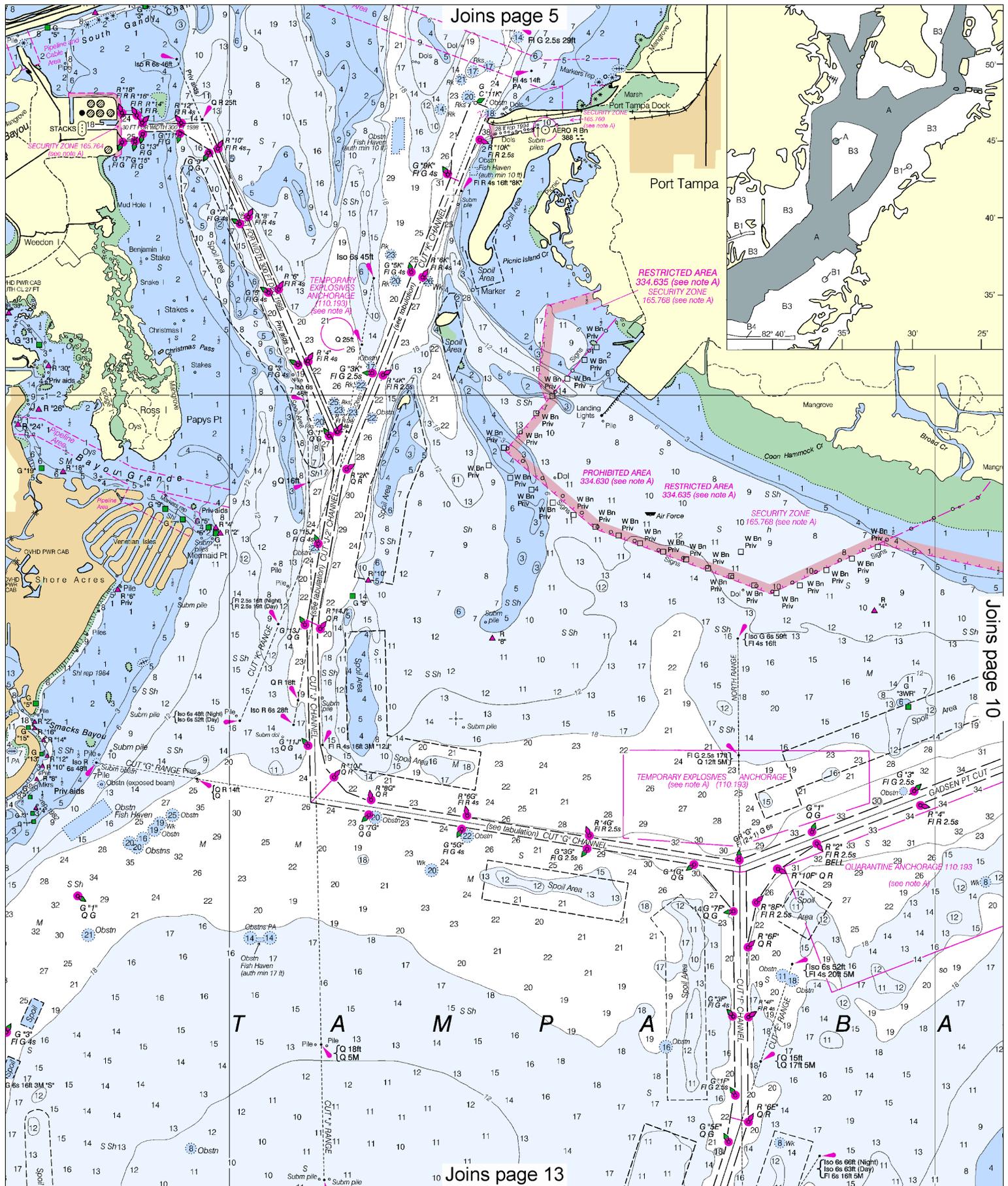
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

Port Tampa

RESTRICTED AREA
334.630 (see note A)
SECURITY ZONE
165.768 (see note A)

PROHIBITED AREA
334.630 (see note A)

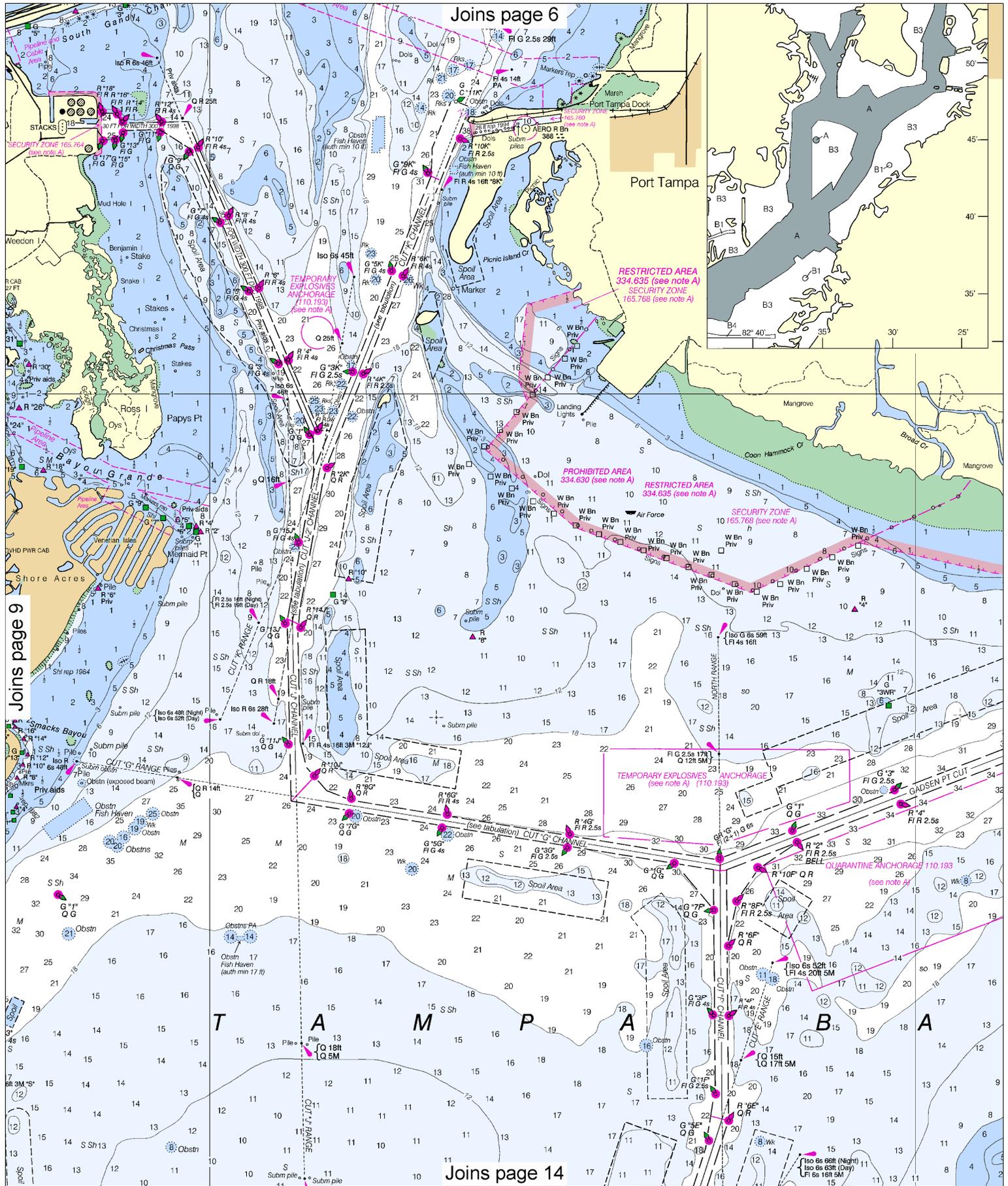
RESTRICTED AREA
334.635 (see note A)

SECURITY ZONE
165.768 (see note A)

TEMPORARY EXPLOSIVES ANCHORAGE
(see note A) (110.193)

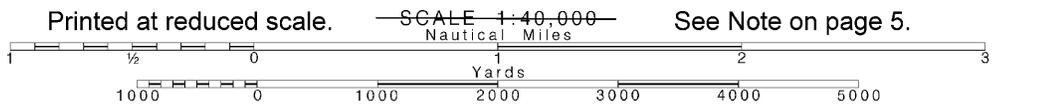
QUARANTINE ANCHORAGE
(see note A) (110.183)

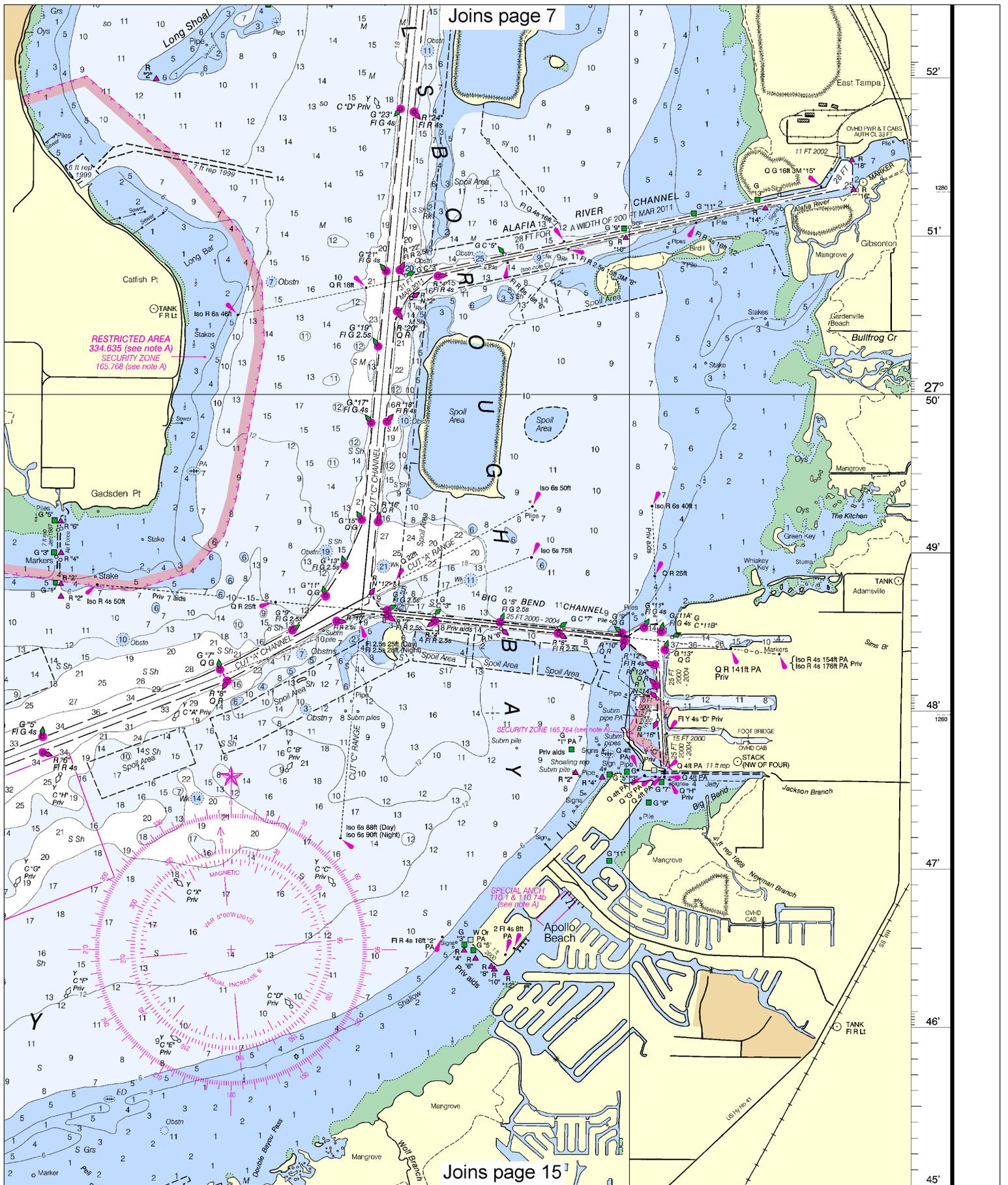
Joins page 13



10

Note: Chart grid lines are aligned with true north.





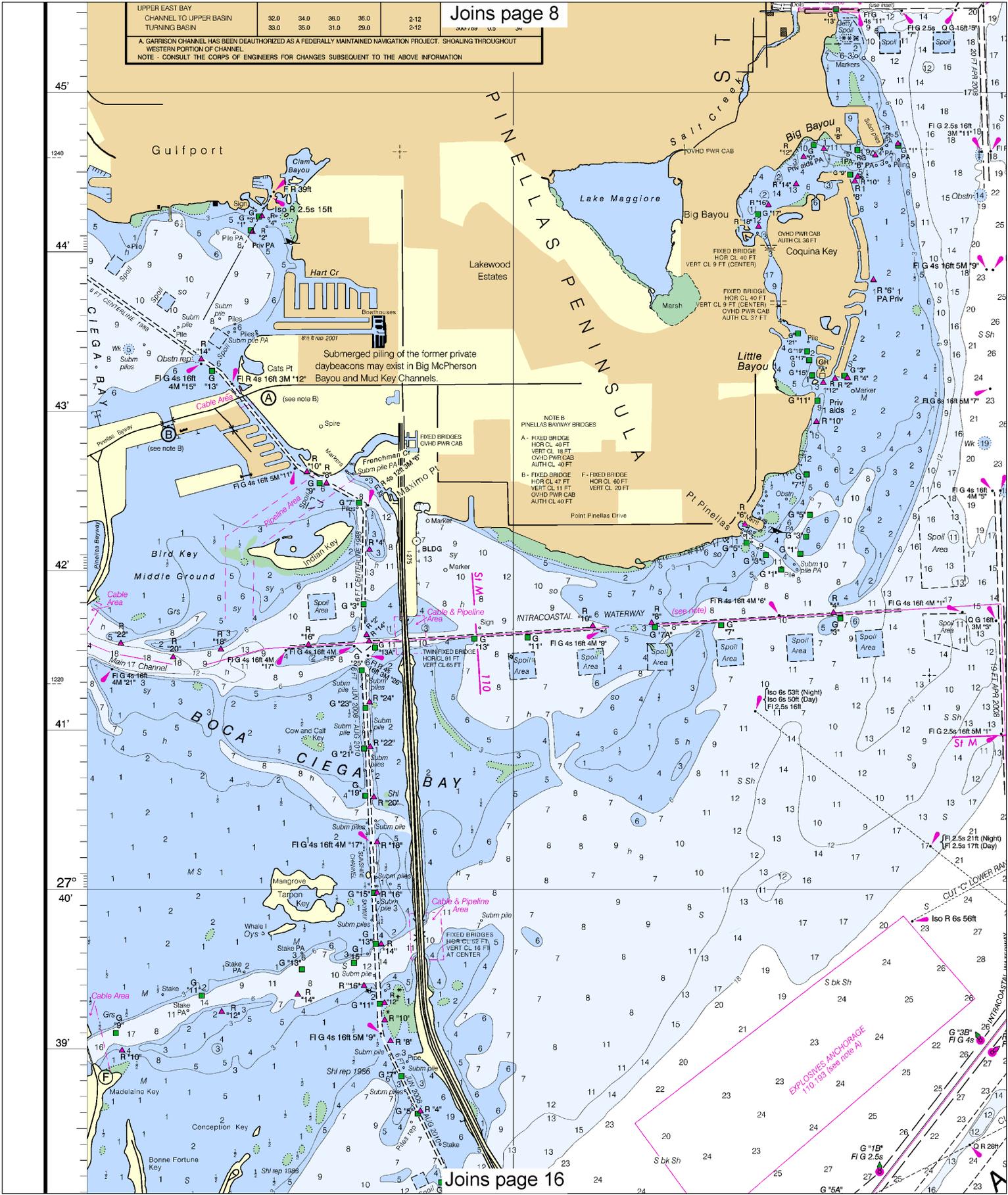
Joins page 7

Joins page 15

52'
51'
27° 50'
49'
48'
1800
47'
46'
45'

| | | | | | |
|--|------|------|------|------|------|
| UPPER EAST BAY | 32.0 | 34.0 | 36.0 | 36.0 | 2-12 |
| CHANNEL TO UPPER BASIN | 33.0 | 35.0 | 31.0 | 29.0 | 2-12 |
| TURNING BASIN | | | | | |
| 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 | | | | | |

Joins page 8



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

NOTE B
PINELLAS BAYWAY BRIDGES
A - FIXED BRIDGE
HOR CL 40 FT
VERT CL 10 FT
OVHD PWR CAB
AUTH CL 40 FT
B - FIXED BRIDGE
HOR CL 30 FT
VERT CL 11 FT
OVHD PWR CAB
AUTH CL 40 FT
C - FIXED BRIDGE
HOR CL 40 FT
VERT CL 9 FT (CENTER)
OVHD PWR CAB
AUTH CL 37 FT
D - FIXED BRIDGE
HOR CL 40 FT
VERT CL 20 FT
OVHD PWR CAB
AUTH CL 40 FT

EXPLOSIVES ANCHORAGE
110.193 (see note A)

Joins page 16

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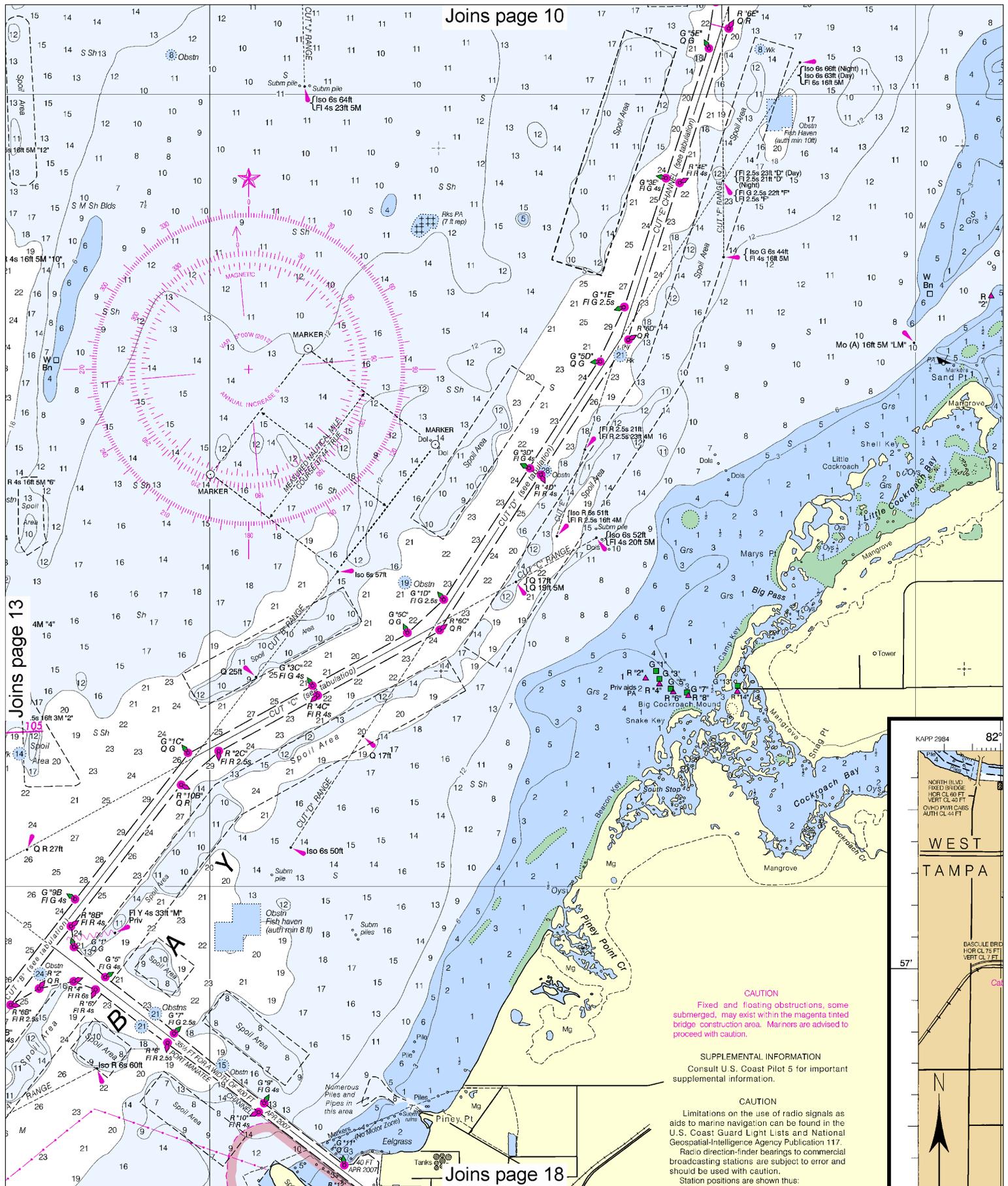
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

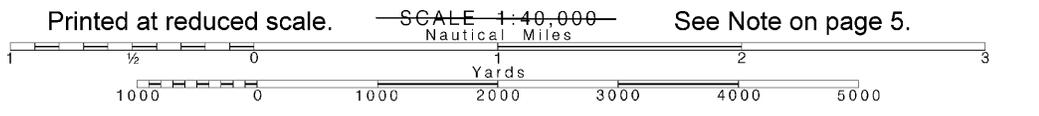
See Note on page 5.

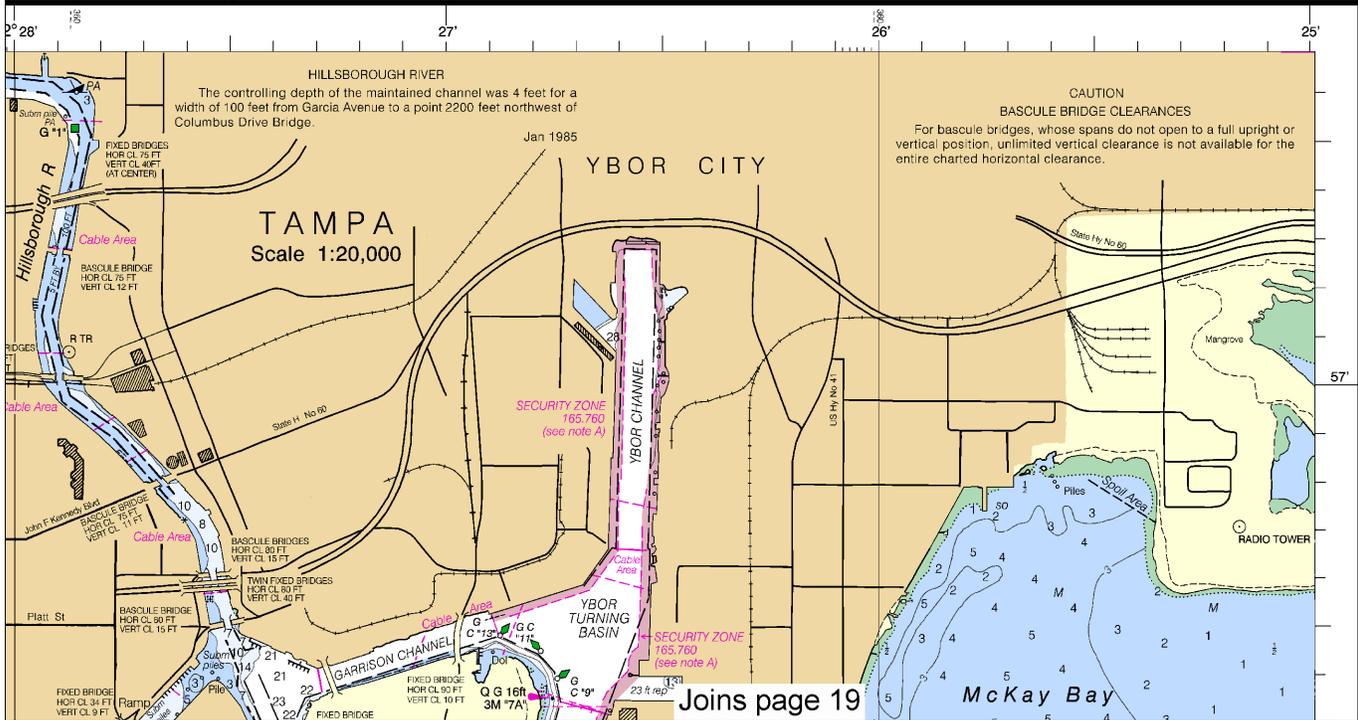
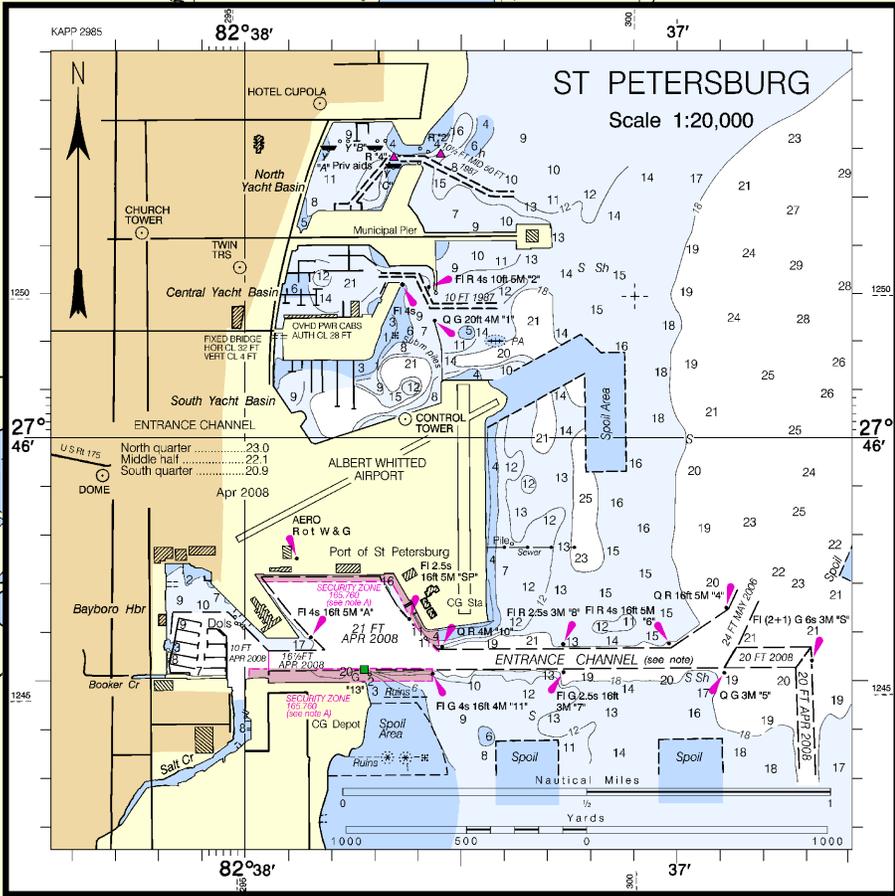
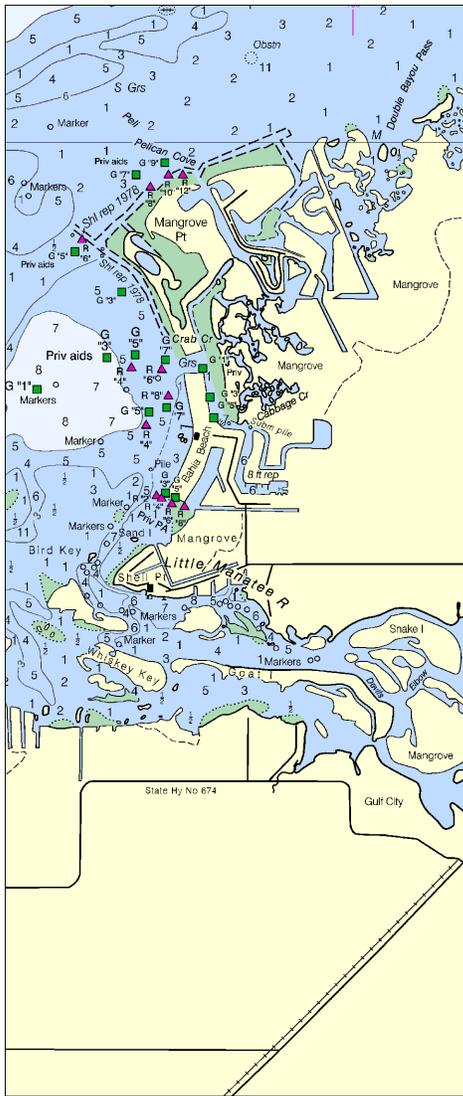


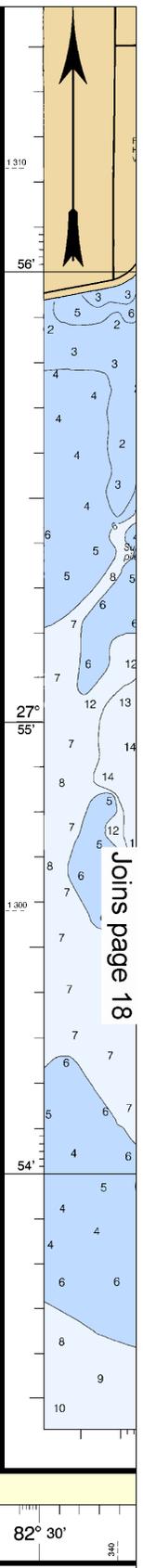
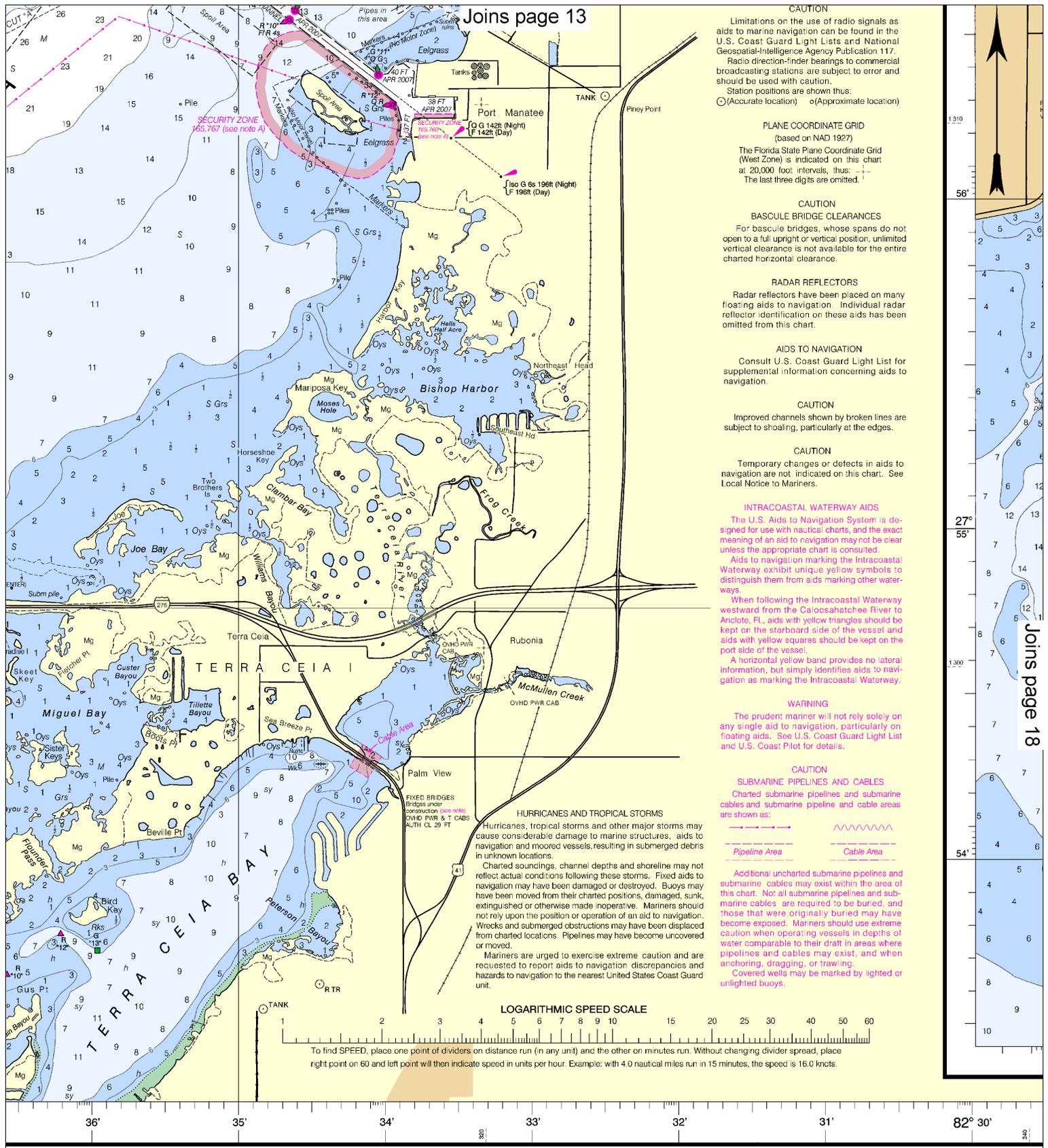


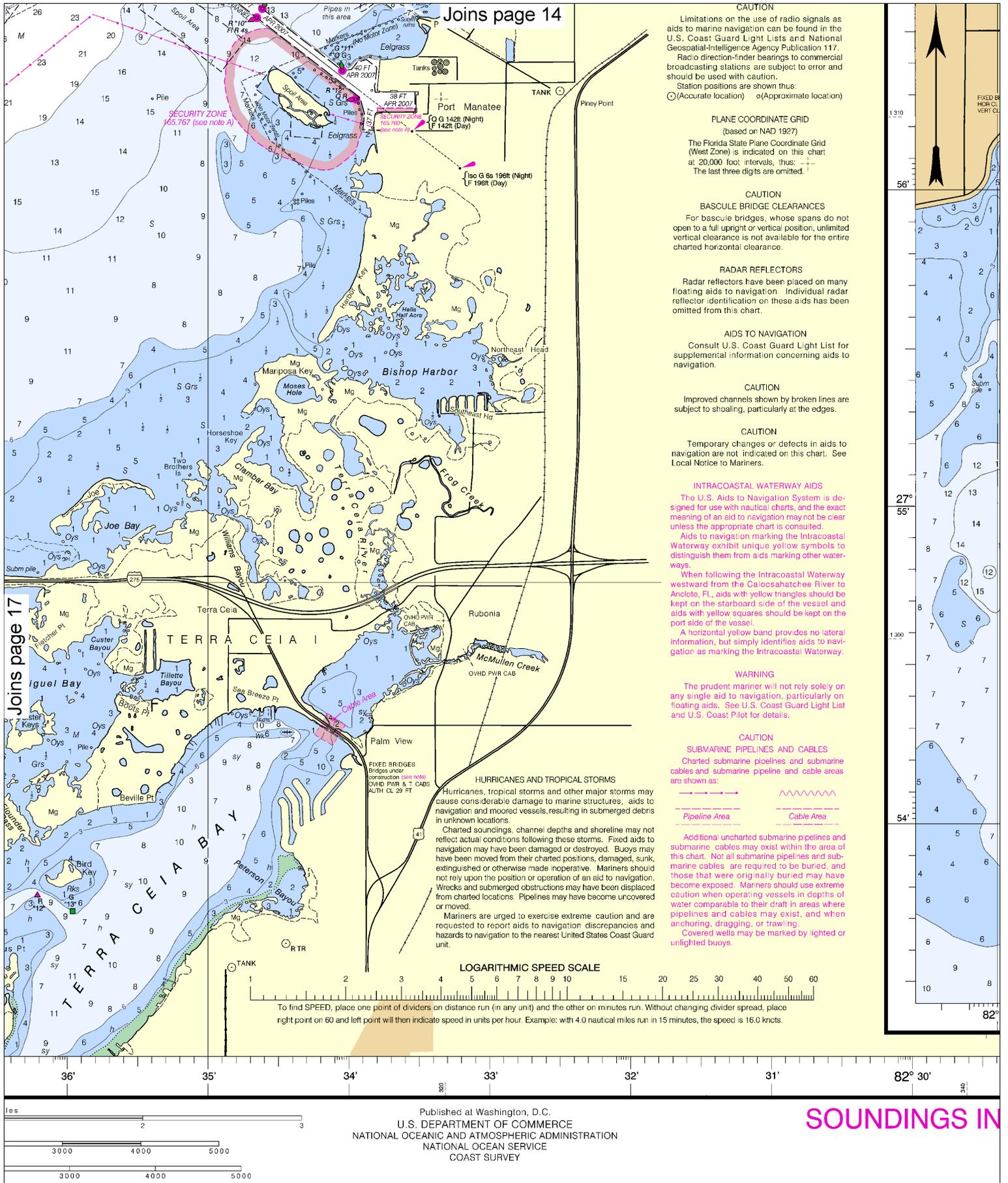
14

Note: Chart grid lines are aligned with true north.









Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

