7875

Diag. Cht. No. 1257-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. SO-1549 *Office No.* H-7875

LOCALITY

State FLORIDA

General locality FLORIDA WEST COAST

Locality CLEARWATER HARBOR

194 9 & 1950

CHIEF OF PARTY

J. D. Thurmond

LIBRARY & ARCHIVES

DATE NOVEMBER 5, 1951

B-1870-1 (1)

7875

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

REGISTER No. H-7875

Field No. So-1549

State FLORIDA

General locality Florida West Coast ~~WEST COAST OF FLORIDA~~

Locality CLEARWATER HARBOR

Scale 1:10,000 Date of survey 21 July to 7 Dec, 1949
23 Aug. to 1 Dec. 1950

Instructions dated 2 MARCH 1949

Vessel SOSBEE

Chief of party JAMES D. THURMOND

Surveyed by JAMES D. THURMOND

Soundings taken by fXXXXXXXX, graphic recorder, hand lead, wXXX POLE

Fathograms scaled by SHIPS PERSONNEL

Fathograms checked by SHIPS PERSONNEL

Protracted by ALPHA G. ATWILL

Soundings penciled by ALPHA G. ATWILL

Soundings in fXXXXXX feet at MLW XXXXX

REMARKS: This survey was smooth plotted in the Hydrographic Section of the Norfolk District Office.

U. S. GOVERNMENT PRINTING OFFICE 777032

EB

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-7875 FIELD NO. SO-1549

West Coast of Florida Clearwater Harbor

Scale 1:10,000 21 July - 7 December 1949
23 Aug.- [illegible]1 December 1950

USC&GS Ship SOSBEE James D. Thurmond, Comdg.

A. PROJECT:

Project CS-336 with the following instructions and correspondence;

Letter dated 9 February 1949, ref. 222-MEK S-1-SO.
Instructions dated 2 March 1949, ref. 22-MEK S-2-SO.
Letter dated 14 April 1949 ref. 223-MEK S-1-SO.
Letter dated 13 January 1950, ref. 36-rcb.

All above addressed to Commanding Officer, Ship SOSBEE.

Copy of letter to Commanding Officer, Ship HYDROGRAPHER dated 2 September 1949; Instructions Project CS-336.

B. SURVEY LIMITS AND DATES:

The general locality is West Coast of Florida, Clearwater Harbor, Florida. Field work commenced 21 July 1949 and ended 7 December 1949.

(H-7966) ← not in W.O. 8-5-5?

This Sheet is bounded on the east by the Florida mainland, on the south by sheet SO-~~1449~~ 1251 H-7877(1949-50) in latitude 27-54.0 N.; on the west by SO-2249 at Little Pass, the eastern shore of Sand Key and Clearwater Beach Island; on the north by SO-1649 in latitude 28-00.0 N. No soundings have been made on SO-~~1449~~.1251 H-7876(1949-50)

C. VESSELS AND EQUIPMENT:

All hydrography was done with 25 foot skiff No. 735 built especially for work in shoal water. The skiff was operated with two Johnson 10 horsepower outboard motors and operated from the USC&GSS SOSBEE which based at the Clearwater Yacht Club, Clearwater, Florida. The speed of the skiff was slightly more than 5 knots at full speed and has a turning radius of approximately 20 meters.

C. (con't) VESSELS AND EQUIPMENT:

Submarine Signal Co. 808 depth recorders Nos. 117S and 115S were used whenever possible for obtaining soundings. Depths too shoal to record on the depth recorder were obtained by using a sounding pole. (see H. SOUNDINGS)

D. TIDE AND CURRENT STATIONS:

A portable tide gage established at Clearwater Harbor, Florida with the tide staff zero 1.4 feet below the plane of reference was used to reduce all soundings except on 22 Aug. 1949 when hourly heights from Cedar Keys, Florida reduced to Clearwater Harbor, Florida were used. (see Tide Note on seperate sheet following text.)

E. SMOOTH SHEET:

Compilation of the smooth sheet is a function of the Norfolk, Virginia processing office.

F. CONTROL STATIONS:

Triangulation stations are all on the North American datum 1927.

First order triangulation stations are;

Dis (DIS,R.P.E.,1925)G.P. from page 203, Dunnellon to Naples, Fla.
Hit (WHITE,R.P.E.,1925)G.P. " page 197, Dunnellon to Naples, Fla.
Hot (STACK,R.P.E.,1925)G.P. " page 204, Dunnellon to Naples, Fla.
Jap (~~BELL, R.P.E.,~~ 1926)G.P. " page 205, Dunnellon to Naples, Fla.
Bellair, silver Mon. Tank, 1934
Keg (KEG,R.P.R.,1925)G.P. " page 205, Dunnellon to Naples, Fla.
Ked (Dunedin, Florida Citrus Machinery Co., tank, G.L.A.,1934) G.P. from page 203, Dunnellon to Naples, Florida.
Pass(LITTLE PASS,G.H.R.,1910)G.P. from page 197, Dunnellon to Naples, Florida.
Squat(SQUAT,R.P.R.,1925)G.P. from page 204, Dunnellon to Naples, Florida.

Third order triangulation stations are;

Cam(CAMP,R.P.E.,1926)G.P. from page 763, Florida Coast, Boca Ceiga Bay to Anclote Anchorage.
Kay(KAY,W.H.B.,1910-1925)G.P. from page 728, Vicinity of Tampa Bay.
Lit(LITE,R.P.E.,1926)G.P. from page 763, Florida Coast, Boca Ceiga Bay to Anclote Anchorage.
Ley(PRICKLEY,W.H.B.,1906)G.P. from page 728, Vicinity of Tampa Bay.
New(NEW,R.P.E.,1925)G.P. from page 761, Florida Coast, Boca Ceiga Bay to Anclote Anchorage.

F. (con't) CONTROL STATIONS:

Topographic stations were obtained from the following:

Reg. No.	Date	Method of Location
~~T-5823~~	1941	Air Photographic
T-8378 (CS-373)	1948	Planetable
T-8379 (CS-374)	1948	Planetable
SO-A-49 (also shows resurvey of 1952)	1949	Graphic Control

G. SHORELINE AND TOPOGRAPHY:

The shoreline is from CS-373, 1948 and CS-374, 1948 film positives of topographic sheets T-~~5826~~ 8378, T-~~5824 and T-5823~~ 8379 of 1948 and was furnished by the Washington D. C. Office. and SO-A-49 (graphic Control) which is marked for destruction. Discrepancies found in the shoreline furnished were as follows: See Correction Sheets CS-374 & CS-373

Southeast tip of Clearwater Beach Island latitude 27-57.95 N. longitude 82-49.30 W. has changed due to tide and storm action and was located by recorded sextant fixes 41aa and 42aa.

Shoreline in the vicinity of latitude 27-56.2 N. longitude 82-50.35 W. (Belleair Yacht Club) was changed due to dredging and filling and was surveyed by planetable methods on Topographic sheet SO-A-49.

The eastern extremity (L.W. area) of the point at latitude 27-56.8 N. longitude 82-50.0 W. has changed and was located by sextant fix 158u.

A new causeway and bridge was constructed in latitude 27-55.0 N. longitude 82-49.4 W. to 82-50.4 W. Bridge is in the center of the 215 meter wide causeway. The bridge was completed May 1950.

A fixed pedestrian(?) bridge (wooden) 2.95 meters wide exists at latitude 27-56.15 N. longitude 82-50.35 W. (height)

The northern tip of Sand Key appears to be extending northeastward and the offshore highwater line has moved east and the inshore HWL has built up. Due to water action and storms.

H. SOUNDINGS:

Hydrography was accomplished by the use of an 808 depth recorder mounted in a 25 foot skiff with the transcievers placed inside and on the bottom of the skiff. Depth recorder No. 117S was used through w day 21 November 1949 and No. 115S was used for the remainder of the sheet until 7 December 1949. A pole marked in feet by alternate strips of white and red paint was used for some of the very shoal soundings.

H. (con't) SOUNDINGS:

Fathometer was adjusted to read correct actual depth by adequate bar checks and adjustment of the initial reading in accordance with section 5545 of the Hydrographic Manual.

I. CONTROL OF HYDROGRAPHY:

Hydrography was controlled by 3 point sextant fixes on signals located by triangulation, topography, air photographic or sextant fix. No unusal or substandard mehods were used.

J. ADEQUACY OF SURVEY:

This survey is complete and adequate to supersede prior surveys for charting purposes.

K. CROSSLINES:

Crosslines totaling 10 percent were run and discrepancies were not over 1 foot.

L. COMPARISON WITH PRIOR SURVEYS:

Comparison may be made with the following surveys:

No.	Date	Scale	Index
H-1174	1873	1:20,000	82A
H-1557a	1883	1:40,000	82B
H-4577	1926	1:10,000	82C
H-4572	1926	1:10,000	82C

See ¶5 of Review

COMPARISON WITH H-4577

Mandalay Channel running parallel to the northeast end of Clearwater Beach Island shows a general shoaling of approximately 5 feet. The channel is in the same location and direction and is marked with daybeacons with reflectors. Dredging and filling in the vicinity of latitude 27-59.05 N. longitude 82-49.5 W. (Clearwater Yacht Club) has changed the features and depths into a yacht basin. A new shoal west of Mandalay Channel daybeacon No. 2 was found on SO-1549. (see N. Dangers and Shoals.) H-7875

See ¶5 of Review

The channel from St. Joseph Sound daybeacon No. 8 toward Dunedin is in general agreement with the previous depth and direction.

Causeway channel shows a general shoaling of approximately 4 feet, the channel width remaining very narrow.

L. (con't) COMPARISON WITH PRIOR SURVEYS:

A new channel exists from Causeway channel daybeacon No. 10C to the southeast tip of Clearwater Beach Island with a controlling depth of 4 feet in latitude 27-58.02N. longitude 82-49.27 W. and is marked by daybeacons with reflectors.

West of longitude 82-50.0 W. The entrance to Little Pass has changed from an entering course of southeast to an easterly course. East of the above longitude the channel follows approximately the same direction and is marked by daybeacons and lighted beacons.

The northern end of Sand Key is 370 meters northwesterly from the location on H-4577 and has built up on the eastern shore and washed away on the westerly shore. (See ¶5 of Review)

Depths in Clearwater Harbor are in agreement with the previous survey. See ¶5 of Review

The bridge shown on H-4577 with termini latitude 27-58.55 N. longitude 82-48.09 W. is no longer in existance except from the east shore to the swing. The swing or its support when open no longer exist, however outside of the channel the broken piling stubs still remain.

The dock shown on H-4577 latitude 27-58.48 N. longitude 82-48.1 W. is no longer in existance.

The dock shown on H-4577 latitude 27-58.25 N. longitude 82-48.~~27~~ W. is no longer a dock, only a small house on its western extremety and a row of broken piling to the east shore remaining.

The docks shown on H-4577 latitude 27-59.05N. longitude 82-49.7 W. and latitude 27-59.85 N. longitude 82-49.7 are no longer in existance.

Many groins have been established along the outside coast of Clearwater Beach Island and are in various states of repair. These groins are from the beach out into the water and are partially buried by the sand.

Many private docks have been built on the east side of Clearwater Beach Island and on the mainland and are of uncertain permancy due to their light construction.

The City Dock of Clearwater, Florida has been constructed in latitude 27-57.87 N. longitude 82-48.28 W. and is an L - shaped dock.

The Imperial Docks latitude 27-58.58 N. longitude 82-49.6 W. are used mostly by fishermen and sightseeing boats.

A small yacht basin has been constructed of concrete in latitude 27-57.03 N. longitude 82-48.53 W. and is used for private yachts.

L. (con't) COMPARISON WITH PRIOR SURVEY:

Several racks for drying fish nets are now located latitude 27°-57'.21 N. longitude 82°-48'.57 W.

COMPARISON WITH H-4572 1926 1:10,000

Good agreement exists with H-4572 except the shoreline near Prickly Pear Point latitude 27°-55'.45 N. longitude 82°-49'.45 W. where there is a continuous shoreline instead of an island as shown on H-4572 and in the vicinity of the Belleair Yacht Club basin which is now shoaler by about 3 feet latitude 27°-56'.6 N. longitude 82°-48.85 W.

M. COMPARISON WITH CHART:

Comparison with chart 1257 dated 48-6/28.

The area covered by chart 1257 is the same as the comparison covered in "L" and the comparisons as drawn in "L" are applicable when this survey is compared to chart 1257. No charted wrecks or obstructions on the chart were covered by this survey.

N. DANGERS AND SHOALS:

A shoal exists in latitude 27°-59'.1 N. longitude 82°-49'.35 W. and is approximately 205 meters long, north and south, and 50 meters in an east and west direction, least depth of ~~zero~~ ½ feet at position 45m.

A wreck in latitude 27°-58'.28 N. Longitude 82°-48'.22 W. bares 3 feet at mean low water and is approximately 69 feet long. Located by position 73z.

An obstruction reported in Little Pass, latitude 27°-58'.04 N. longitude 82°-50'.20 W., was searched for and not found. There is a general shoaling on the southern side of the Channel in this area, with a least depth of 3.0 feet (1 Dec. 1950), and it breaks at low water with a moderate swell.

O. COAST PILOT INFORMATION:

Included in a Special Report. (Copy Attached to this report.)

P. AIDS TO NAVIGATION:

See report on form 567 dated 30 Nov. 1950, attached.

Tabulation of data on floating aids to navigation:

Type No.	depth	Pos. No.	date of location	Latitude	Longitude
Blk. can-1C-	4.4 ft. -	37aa -	Dec. 1949 -	27°-57'.84N.-	82°-49'.32W
Red nun- 2C-	5.1 " -	38aa -	" " -	-57'.91N.-	-49'.26W
Red nun- 4C-	4.6 " -	39aa -	" " -	-58'.03N.-	-49'.28W
Red nun- 6C-	3.8 " -	40aa -	" " -	-58'.04N.-	-49'.29W
Red nun - 2A -	7.0 " -	19a -	" 1950 -	58'.17N	-50'.16W

P. (con't) AIDS TO NAVIGATION:

St. Joseph Sound daybeacon No. 9 black pointer and green reflector was located by sextant fix ~~77z~~ 78 and is now located in latitude 27°-58'.49 N. longitude 82°-48'.70 W. (approx. 30 meters northwest of charted location.)

St. Joseph Sound daybeacon No. 6, red pointer and red reflector, was located by sextant fix 74z and is in latitude 27°-59'.28 N. longitude 82°-48'.82 W. (approx. 55 meters 185° true from charted location.)

A cable crossing has ternimi at latitude 27°-58'.44 N. longitude 82°-48'.10 W. and latitude 27°-59'.03 N. longitude 82°-49'. ~~42~~ 33 W.

Four unofficial daybeacons exist in latitude 27°-58'.5 N. longitude 82°-48'.~~6~~2 W. and mark a channel to a marine ways. The least depth of this channel is 3 feet at latitude 27°-58'.49 N. longitude 82°-48'.14 W.

Z. TABULATION OF APPLICABLE DATA:

Previously forwarded:

1. Forms 567 submitted in 1948 by Ross A. Gilmore, Chief of Party.
2. Coast Pilot Notes. (Copy Attached)
3. Non-floating Aids to Navigation, Form 567. (Copy Attached)

Attached to this report:

1. Statistics
2. Tide Note
3. List of Signals

Respectively submitted,

Ira R. Rubottom

For- Norman E. Taylor
Lieut. (jg), C&GS

Approved & forwarded:

James D. Thurmond

James D. Thurmond, Chief of Party
Commander, C&GS

STATISTICS FOR HYDROGRAPHIC SURVEY

H -7875 SO-1549 1949&1950 Project CS-336

USC&GSS SOSBEE James D. Thurmond, Comdg.

Letter Day	Volume	Date	Number of S'dgs. Pole	Number of Positions	Statute Miles of Soundings
a	1	21 July 1949	---	60	7.5
b	1	22 July "	---	174	23.1
c	1 & 2	23 July "	---	102	14.1
d	2	25 July "	---	189	25.7
e	2	26 July "	---	27	4.4
f	3	27 July "	---	204	31.7
g	3 & 4	28 July "	---	169	28.2
h	4	18 Aug. "	---	50	6.8
j	4	20 Aug. "	---	14	1.8
k	4 & 5	22 Aug. "	---	173	26.9
l	5	23 Aug. "	---	151	16.9
m	5 & 6	24 Aug. "	---	172	23.5
n	6	6 Sept. "	---	199	26.8
p	7	7 Sept. "	---	116	16.6
q	7	24 Oct. "	---	161	19.5
r	8	26 Oct. "	---	23	3.7
s	8	3 Nov. "	1	87	10.4
t	8	9 Nov. "	---	78	8.2
u	8 & 9	15 Nov. "	---	165	24.6
v	9	16 Nov. "	---	102	12.5
w	9 & 10	21 Nov. "	---	109	14.6
x	10	23 Nov. "	---	17	2.0
y	10	26 Nov. "	---	51	5.7
z	10	2 Dec. "	20	78	8.0
aa	10	7 Dec. "	---	40	4.8
ba	11	23 Aug. 1950	65	121	15.4
ca	11	24 Aug. "	27	138	11.5
da	12	25 Aug. "	35	12	2.0
ea	12	23 Sept. "	15	87	8.0
fa	12	27 Sept. "	---	71	8.0
ga	12	1 Dec. "	21	14	1.3
To- 30	12	21 July - 7 Dec. 1949. 23 Aug. - 1 Dec. 1950.	184	3153	414.2

Area surveyed - 9.64 square statute miles.

LIST OF SIGNALS
To Accompany

HYDROGRAPHIC SURVEY H-7875

TRIANGULATION STATIONS

CAM	CAMP, 1926-41
DIS	DUNEDIN, SILVER MUNICIPAL WATER TANK, (DIS, 1925) 1934
HIT	WHITE, 1925-34
HOT	CLEARWATER, BELLEVIEW HOTEL, WHITE BRICK STACK, (STACK, 1925) 1934
JAP	BELLEAIR, SILVER MUNICIPAL TANK, 1934
KAY	KAY, 1906-25
KED	DUNEDIN, FLORIDA CITRUS MACHINERY CO., TANK, 1934
KEG	CLEARWATER, SILVER MUNICIPAL TANK,(KEG, 1925) 1934
LEY	PRICKLEY, 1906-25
LIT	LITE, 1926-41
NEW	NEW, 1925-41
PASS	LITTLE PASS, 1910-34
SQUAT	CLEARWATER, SILVER MUNICIPAL TANK, (SQUAT, 1925) 1934

MARKED TOPOGRAPHIC STATIONS

AWL	AWL, 1941-48	T-5823
BEL	BELLEVIEW (USE), 1934-41	T-5824
BIB	BIB, 1941	T-5823
BOOM	BOOM (USE), 1941-48	T-5823
EAST	175 EAST (USE), 1937	T-5824
ED	EDD 84 (USE BENCH MARK), 1941	T-5823
GAS	GAS (W.A.K.G., RADIO MAST), 1948	T-7103
GAT	GAT, 1941-48	T-5823
LAD	STACK, RED BRICK, JUICE INDUSTRIES, INC., 1948	T-7102
NAT	NAT (W.C.L.E. RADIO MAST, 1948)	T-7103
RED	RED (W.T.A.N. RADIO TOWER, 1948)	T-7103

TOPOGRAPHIC STATIONS

Alp	T-8379 (Bn. 4) GP	Mis	So-A-49
Bon	So-A-49	Mot	T-8379 (Bn. 3) GP
But	So-A-49	Ora	So-A-49
Duo	So-A-49	Pat	T-8379 (Bn. 14) GP
Dun	T-5824 (Y 195 FMP)	Pie	So-A-49
Egg	So-A-49	Poi	So-A-49
Emo	So-A-49	Pol	T-5823
Far	T-5823	Rio	T-8379(Bn. 2) GP
Fro	So-A-49	Sam	T-8379 (Bn. 1) GP
Gal	T-5823	Sos	So-A-49
Hut	So-A-49	Sow	T-8379 (Bn. 32) GP
Ida	T-8379 (Bn. 26) GP	Sty	So-A-49
Is	T-5824 (S. Axis USE)	Tie	T-8379 (Bn. 1) GP
Job	T-8379 (Pile) GP	Tot	T-8379 (Bn. 12) GP
Ken	So-A-49	Try	So-A-49
Key	So-A-49	Wax	T-8379 (Bn. 36) GP
Let	T-8379 (Pile) GP	Wee	So-A-49
Low	T-8379 (Bn. 28) GP	Wen	T-8379(Bn. 34) GP
Maw	T-8379 (Bn. 30) GP	Zoo	T-8379(Bn. 16) GP

Note: All beacons were determined by R.A. Gilmore in 1948 except Clearwater Harbor Daybeacons 37, 38, 40 & 42 which are from So-A-49 and do not agree with Gilmore locations. St. Joseph Sound Daybeacons 6 (Pos. 74z) & 9 (Pos. 78z) were located on the current hydrographic survey.

LIST OF SIGNALS (Con't.)

TOPOGRAPHIC FEATURES (From air photo compilation T-8379)

Abe	Bag	Cab	Dit	Doc	Dum	Ebb	Fur	Gin	Hun
Hag	Ice	Irk	Moe	Mud	Met	Nul	Sit	Sod	Tum
Win									

LIST OF STATIONS ON SO-1549

See Processing office list.

Abe--T-8379
Alp--T-8379(Bn."4" G.P.)
Awl--T-5823(G.P.)

Bag--T-8379
Bel--T-5824(Belleview U.S.E.)
Bib--T-5823(G.P.)
Bon--SO-A-49
Boom-T-5823(G.P.)
But--SO-A-49

Cab--T-8379
Cam--CAMP, 1926

Dis--DIS, 1925
Dit--T-8379
Doc--T-8379
Dum--T-8379
Duo--SO-A-49
Dun--T-5824(Y 195 FMP)

Ebb--T-8379
Ed---T-5823(EDD 84 USE)
Egg--SO-A-49
Emo--SO-A-49

Far--T-5823
Fur--T-8379
Fro--SO-A-49

Gal--T-5823
Gas--T-8379
Gat--T-5823(G.P.)
Gin--T-8379

Hit--WHITE, 1925
Hot--STACK, 1925
Hut--SO-A-49
Hun--T-8379

Ice--T-8379
Ida--T-8379(Bn."26" G.P.)
Is---T-5824(S. Axis USE)
Irk--T-8379

Jap--BELL, 1926
Job--T-8379(G.P.)Pile

Kay--KAY, 1910
Ked--Florida Citrus Machine Co., Tank, 1934
Keg--KEG, 1925
Ken--SO-A-49
Key--SO-A-49

Lad--T-8379(Stack G.P.)
Let--T-8379(G.P.) Pile
Ley--PRICKLEY, 1906
Lit--LITE, 1926
Low--T-8379(Bn."28" G.P.)

Maw--T-8379(Bn."30" G.P.)
Mis--SO-A-49
Moe--T-8379
Mot--T-8379(Bn."3" G.P.)
Mud--T-8379
Met--T-8379

Nat--T-8379(R.T.)(G.P.)
New--NEW, 1925
Nul--T-8379

Ora--SO-A-49

Pass-LITTLE PASS, 1910
Pat--T-8379(Bn."14"G.P.)
Pie--SO-A-49
Poi--SO-A-49
Pol--T-5823

Red--T-8379(R.T.)G.P.
Rio--T-8379(Bn."2"G.P.)

Sam--T-8379(Bn."1" G.P.)
Sit--T-8379
Sod--T-8379
Sos--~~T-8379~~ SO-A-49
Sow--T-8379(Bn."32" G.P.)
Squat-SQUAT, 1925
Sty--SO-A-49

Tie--T-8379(Bn."1" G.P.)
Tot--T-8379(Bn."12" G.P.)
Try--SO-A-49
Tum--T-8379

Wax--T-8379(Bn."36" G.P.)
Wee--SO-A-49
Win--T-8379

Zoo--T-8379(Bn."16" G.P.)

Copy ✓ [illegible]

TIDE NOTE

A portable tide gage No. H-301 established H-7875 at Clearwater Harbor, Florida in latitude 27-57.3 N. longitude 82-48.4 W. was used to reduce all soundings on sheet SO-1549 except on 22 August 1949, " k day ", when hourly heights at Cedar Keys were furnished by the Washington D. C. Office with the ratio of ranges 0.8 feet and the time difference minus 1 3/4 hours. Reference letter dated 11 October 1949, reference No. M.O. 36-rcb.

The zero to the tide staff was 1.4 feet below the plane of reference which was furnished by the Washington D.C. Office in letter dated 23 August 1949, reference No. 36-rcb and the above factor was applied to all tide reducers. Time and height differences were corrected each time the hourly heights were scaled from the marigrams.

Extreme low tide measurements were made and recorded at half hour intervals during the time of sounding by direct measurement with a steel tape from the water to the tide staff.

- -

VELOCITY CORRECTIONS

No velocity corrections were applied because bar checks were used extensively and fathometer initial was set so the soundings were correct.

FLOATING AIDS TO NAVIGATION
T-7875

LIGHT LIST	LAT.	LONG.	DEPTH	POS. NO.	DATE
LITTLE PASS BUOY 2A	27-58.17	82-50.16	7	1 ga	1 Dec. 1950
Not listed	27-57.83	82-49.33	4.4	37 aa	7 Dec. 1949
" "	27-57.94	82-49.25	5.1	38 aa	" " "
" "	27-58.02	82-49.25	4.6	39 aa	" " "
" "	27-58.04	82-49.28	3.8	40 aa	" " "

COAST PILOT NOTES FOR

GULF COAST, KEY WEST TO RIO GRANDE.

Page 235. - Line 43; read: Narrow, natural channels varying in depth from 5 to 14 feet. Belleair Beach Causeway crosses the harbor from Sand Key to the mainland at a point 2.6 miles north of The Narrows. The Causeway has a bascule span with a horizontal clearance of 80 feet and a vertical clearance, closed, of 20 feet at high water.

Form 567
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR ~~LANDMARKS~~ FOR CHARTS

TO BE CHARTED
TO BE ~~DELETED~~ } STRIKE OUT ONE

St. Petersburg, Florida 30 Nov., 1950

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by I. R. Rubottom

Subject to revision after Graphic Control Sheets are reviewed

James D. Thurmond, Comdr., C&GS
Chief of Party.

STATE Florida

CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE ° '	LATITUDE D.M. METERS	LONGITUDE ° '	LONGITUDE D.P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION 1949-50	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
Bn. 6	St. Joseph Sound daybeacon Red pointer on pile. Red refl.	- -	27-59	500	82-48	1331	N.A. 1927	Sextant 50-1549	Dec. 49		x	x	1257
Bn. 9	St. Joseph Sound daybeacon. Blk. pointer - green refl.	- -	27-59	904	82-48	1141	"	"	" "		x	x	"
Bn. 19	Blk. pointer - green refl. Dunedin Channel daybeacon	- -	28-00	1135	82-47	1400	"	Sextant 50-1649	" "		x	x	"
Bird Rack	Guano platform 20 x 20 feet on piling-12 feet above MLW	Toe	28-06	297	82-50	333	"	Topo 50-A-50	Sept. 50		x	x	"
Piling	Piling of former birdrack Guano platform is gone	Jon	28-06	1058	82-47	1440	"	"	" "		x	x	"
Bird Rack	Guano platform 20 x 20 feet on piling-12 feet above MLW	Ned	28-06	962	82-48	255	"	"	" "		x	x	"
Bird Rack	Same as above	Mar	28-04	1745	82-50	1134	"	"	" "		x	x	"
Bird Rack	" " "	Set	28-03	732	82-47	1185	"	"	" "		x	x	"
Bird Rack	" " "	Mag	28-05	1058	82-47	1530	"	"	" "		x	x	"
Bird Rack	" " "	Mat	28-07	430	82-48	457	"	"	" "		x	x	"
Bn. 36	St. Joseph Sound daybeacon, red triangular daymark & pointer-	Lon	28-06	1377	82-49	11	"	"	" "		x	x	"
Tank	Water Tank on S. end/on pile of the Southerly Caldesi Is.	Hun	28-03	1216	82-49	1146	"	"	" "		x	x	"
Bn. 37	Clearwater Harbor daybeacon Blk. pointer-green refl.	- -	27-55	1060	82-49	1484	"	Topo 50-A-49	Aug. 49		x	x	"
Bn. 38	Clearwater Harbor daybeacon Red pointer-red reflector	- -	27-55	1404	82-50	55	"	"	" "		x	x	"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

16—51696-1 U. S. GOVERNMENT PRINTING OFFICE

Form ~~537~~
April 1945

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

NONFLOATING AIDS OR ~~LANDMARKS~~ FOR CHARTS

TO BE CHARTED
TO BE ~~DELETED~~ } STRIKE OUT ONE

St. Petersburg, Florida   30 Nov., 1950

I recommend that the following objects which have *(have not)* been inspected from seaward to determine their value as landmarks be charted on ~~(deleted from)~~ the charts indicated.

The positions given have been checked after listing by I. R. Rubottom

James D. Thurmond, Comdr., C&GS
Chief of Party.

STATE: Florida

CHARTING NAME	DESCRIPTION	SIGNAL NAME	LATITUDE ° ′	LATITUDE D. M. METERS	LONGITUDE ° ′	LONGITUDE D. P. METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION 1949-50	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
Bn. 40	Clearwater Harbor daybeacon Red pointer-red reflector	- -	27-55	1680	82-49	1370	N.A. 1927	Topo 30-A-49	Aug.49		x	x	1257
Bn. 42	Same as Bn. 40 above.	- -	27-56	80	82-49	1187	"	"	" "		x	x	"
Bn. 14	Little Pass daybeacon red pointer-red reflector	- -	27-57	1286	82-49	946	"	Sextant 30-2249	Nov."		x	x	"
Bn. 13	Little Pass daybeacon black pointer-green reflector	- -	27-57	1479	82-49	964	"	"	" "		x	x	"
Bn. 12	Little Pass daybeacon-lighted red pointer-red reflector	- -	27-57	1470	82-49	1028	"	"	" "		x	x	"
Bn. 10	Little Pass daybeacon red pointer-red reflector	- -	27-57	1644	82-49	1120	"	"	" "		x	x	"
Bn. 8	Same as Bn. 12 above.	- -	27-57	1744	82-49	1228	"	"	" "		x	x	"
Bn. 6	Same as Bn. 10 above.	- -	27-57	1820	82-49	1296	"	"	" "		x	x	"
Bn. 2	Same as Bn. 6 above	- -	27-58	160	82-49	1460	"	"	" "		x	x	"
Bn. 3	Little Pass lighted beacon green-blk. pointer-green refl.	- -	27-58	236	82-49	1534	"	"	" "		x	x	"

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and *nonfloating aids* to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

16—51696-1 U. S. GOVERNMENT PRINTING OFFICE

ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-7875 (Field No. So-1549)

CONTROL

Topo. Signals on S/S according to 1952 location on G.C. So-49. Hydrog. adjusted to agree with 1952 control.

Some of the hydrographic signals on the southerly end of the survey were taken from graphic control survey So-A-49. This survey is now in the Washington Office for possible adjustments. The smooth plot of the hydrographic survey was completed before discrepancies were noted on the graphic control surveys, how-ever, this control was used in only a comparatively small number of sextant positions. It is probable that any adjustments will be small as the graphic control survey was done at the same scale as the smooth plot. The smooth plot was of little value in determining the accuracy of the control due to the shortness of the hydrographic lines in such shoal waters and the necessarily erratic courses obtained in skiff hydrography.

Slight dispacement of position is apparent especially along the edges of narrow dredged channels (see 1' sounding falling in channel at Lat. 37-53.66 Long. 82-50.29). Correctly plotted The enlargement of control from a 20,000 to a 10,000 scale is a probable contributing factor. Hydrog. in channels in adequate agreement.

An unusually high percentage (8.7) of angles recorded in record books was changed by the field party. These, combined with the necessary changes made by the smooth plotter, indicate many doubtful positions. (See 1st paragraph above)

SOUNDINGS

It will be noted the initial on the fathogram for "b" day was only shown on the morning bar check. It is suggested that the other days be inked and initial corrections for "b" day be determined by comparisons with surrounding hydrography. The exact nature of any discrepancy is difficult to determine because of the difficulty of following the pencil soundings and the irregular nature of the bottom. How-ever, this day appears to be slightly shoaler than the others. One-half foot arbitrarily added to all soundings on b day, which caused adjacent depths to be in agreement with b day depths.

(over)

Respectfully submitted,

Hugh L. Proffitt

Hugh L. Proffitt
Cartographer.

Norfolk, Va.
31 October 1951

Approved & Forwarded:

Earl O. Heaton

Earl O. Heaton
Supervisor, SE District.

Review of SO-A-49

Inaccuracies in shoreline and control on SO-A-49 (1949-50) were rectified by revisions to SO-A-49 in 1952. In addition, changes to shoreline occuring between 1949-52 were also shown on the 1952 work. That part of the 1949-50 work which was considered accurate was transferred to H-7875 (1949-50). Also that part of 1952 work which corrected inaccuracies in the 1949 work and which was contemporary with H-7875 was transferred to H-7875. The work shown on SO-A-49 (1952) has been transferred to planimetric survey RS- 449 (1952). SO-A-49 is marked for destruction.

I. M. Zeskind

Form 537a
Ed. Nov. 1929

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. SO-A-49 (Resurvey)

REGISTER NO.

State FLORIDA

General Locality WEST COAST OF FLORIDA

Locality CLEARWATER HARBOR (SOUTH)

Scale 1:10,000 Date of survey MAY, 1952

~~Vessel~~ TAMPA FIELD UNIT

Chief of party J. E. WAUGH

Surveyed by WILLIAM A. RASURE

Inked by ROBERT R. WAGNER

Heights in feet above MHW to ground ~~to tops of trees~~

~~Contour, Approximate contour, Form line interval ----- feet~~

Instructions dated SEE REPORT, 19

Remarks: GRAPHIC CONTROL SURVEY TO VERIFY THE LOCATION OF HYDROGRAPHIC SIGNALS IN THIS AREA.

GPO 266853

New revisions in topography since 1949 transferred to RS-449

DESCRIPTIVE REPORT TO ACCOMPANY

SURVEY SO-A-49 (RESURVEY) SCALE 1:10,000

CLEARWATER HARBOR

TAMPA FIELD UNIT

A. PROJECT:

The work on this survey consisted of the relocation of signals shown on Survey SO-A-49, 1:10,000. It was undertaken on Instructions addressed to LCDR J. E. Waugh, dated 4/2/52, reference 71-aal; and Supplemental Instructions for Project CS-336 addressed to the Commanding Officer, Ship SOSBEE, dated 4/2/52, reference 22/MEK, S-2-50. These latter instructions were amended by letter to the Commanding Officer, Ship SOSBEE, dated 4/18/52, reference 21/MEK, S-1-50.

B. SURVEY LIMITS AND DATES:

This resurvey covers the northern part of Belleair Beach and southern part of Clearwater Harbor.

The field work was accomplished between 13-19 May 1952.

C. CONTROL:

Five (5) triangulation stations and one (1) traverse station were recovered. Position of one (1) U. S. Engineer Station was determined by triangulation.

Recovered Stations:

Name	Date	Chief of Party
KAY	1906	W. H. B.
PRICKLEY	1906	W. H. B.
BELLEAIR MUNICIPAL TANK	1934	G. L. A.
STACK	1925	R. P. E.
NEW	1925	R. P. E.
Y 195	1939	Fla. Geodetic Survey

Station located by this party:

SOUTH AXIS G1 USE.

D. LANDMARKS

No change

E. REVISIONS:

The original Graphic Control Survey SO-A-49 was returned to this party for analysis and additional work if found necessary. Your attention is invited to the following:

G.C. location 1949-50 is 5m west

G.C. Location (1944) (1950) 2 meters east. Station Y-195 was found to be plotted slightly in error. Triangulation by this party verified the U. S. Engineers position of S AXIS G1 as shown with green triangle on the survey sheet. Stations Y-190, 191, 192 and 193 were not recovered. They were probably destroyed due to new construction and/or the hurricane of 5 September 1950.

Triangulation Stations PRICKLEY, 1906 and KAY, 1906 were found to be plotted in error on T-5824 (1941). (each 4 meters east)

The following hydrographic signals were not recovered, having been destroyed by either new construction or the 1950 hurricane:

ORA, KEY, NUX, KEN, BUT, BON, TRY and DUO.

Since practically all signals recovered were moved slightly on the revision survey, it is reasonable to assume that the foregoing signals will have to be shifted in relationship to the changes found.

Topographic Station BAA was not recovered and its plotted position falls below the storm water line on the GULF side. Information from local inhabitants was that the shoreline on the Gulf side receded fifty-three (53) feet in the 1950 hurricane. The shoreline has also built up on the Bay side in this vicinity.

A new dredged fill was located by planetable at approximate Latitude 27° 55' 45", Longitude 82° 50' 15". Another new development was located at Latitude 27° 54' 15", Longitude 82° 50' 30" by selecting points on the new nine-lens photograph which were clearly identified in the field. After identification, these points were located by planetable. The shoreline was then transferred from the new photograph using the foregoing points as control. Photograph 34867, 11 February 1952, was used. As this development is still in progress, plans are submitted. See blueprint of Indian Beach. (Submitted with RS 449)

New changes in HWL transferred to RS-449

All revision work accomplished by this party is shown on the planetable sheet in blue ink with the exception of Belleair Causeway. Due to congestion of details, the Causeway has been shown on a vinylite overlay. There is still a small disagreement in the alignment of the road as shown on T-5824 (1941) and a small adjustment will have to be made. (See RS 449).

Shown correctly on RS-449

F. NEW NAMES:

HOWARD POINT

INDIAN BEACH

G. LIST OF PLANETABLE POSITIONS:

A composite list of all planetable positions determined on this resurvey is attached. In addition, revised cards (Form 524) for all recoverable topographic stations are being submitted. This composite list of signals shows the several positions of common points on the numerous surveys of this area; unless otherwise noted, the 1952 locations should be used.

William A. Rasure

William A. Rasure, Photogrammetrist

APPROVED AND FORWARDED:

J. E. Waugh

J. E. Waugh, Chief of Party

NAME	LATITUDE LONGITUDE		1948 meters	1949 1950 meters	1952 meters
PIE	27° 82	57' 49		161 1563	166 1571
EMO	27 82	56 50			419 597
EGG	27 82	56 50			153 545
HUT	27 82	55 50		1107 900	1106 904
POI	27 82	55 50		30 974	30 985
CENTER FOUNDATION PROPOSED RADIO TOWER	27 82	55 50			15 812
WEE	27 82	55 50		52 710	41 726
MIS	27 82	54 49		55' 00".0 1385	1833 1388
FRO	27 82	54 49		1845 1015	1836 1012
STY	27 82	55 49		533 714	533 718
SOS	27 82	54 50		1087 1085	1080 1094
CLEARWATER HARBOR DAYBEACON 37	27 82	55 49	1070 1497		1065 1491
CLEARWATER HARBOR DAYBEACON 40	27 82	55 49	1684 1379		1681 1368

NAME	LATITUDE LONGITUDE		1948 meters	1949 1950 meters	1952 meters
CLEARWATER HARBOR	27°	55'	1406		1405
DAYBEACON 38	82	50	63		64
CLEARWATER HARBOR	27	56	82		83
DAYBEACON 42	82	49	1187		1183

FORM 537a (9-24-47) DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	REGISTER NO. T -
TOPOGRAPHIC TITLE SHEET	FIELD NO. SO-A-49

Each Planetable and Graphic Control Sheet should be accompanied by this form, completed so far as practicable, when forwarded to the Washington Office.

STATE	Florida		
GENERAL LOCALITY	West Coast of Florida		
LOCALITY	Clearwater Harbor & Sand Key		
SCALE	1-10,000	DATE OF SURVEY	August ~~August~~, 1949 & 1950
VESSEL	Ship SOSBEE		
CHIEF OF PARTY	James D. Thurmond		
SURVEYED BY	James D. Thurmond		
INKED BY	James D. Thurmond		
HEIGHTS IN FEET ABOVE MHW OR ________	☐ TO GROUND	☐ TO TOPS OF TREES	
CONTOUR	APPROXIMATE CONTOUR	FORM LINE INTERVAL ________ FEET	
PROJECT NUMBER	CS-336		

REMARKS

Graphic Control Sheet for location of additional Control for Hydrography and for delineation of changes in Topographic features due to Commercial developments in the area.

12136

DESCRIPTIVE REPORT TO ACCOMPANY

Sheet SO-A-49 Clearwater Harbor, Florida

Scale 1-10,000 July 1949 to August 1950

U.S.C.&G.S.S. SOSBEE, James D. Thurmond, Commanding

A. PROJECT:

This survey accomplished under project CS-336, in accordance with Instructions dated 2 March 1949.

B. SURVEY LIMITS AND DATES:

This sheet covers the southern part of Clearwater Harbor and the northern part of Sand Key. Some work was done on the sheet in July and August 1949 and additional work was done in August 1950.

C. CONTROL:

Sufficient third order triangulation stations were recoverable and used for control. No unusual methods were employed, and no traverses were run.

D. LANDMARKS:

A thorough investigation of Landmarks for Charts was made over the area in 1948.

E. REVISIONS:

Revisions were made in the shoreline at several places along the inner shore of Sand Key where Commercial developments have been in progress.

The new Belleair Causeway was located.

F. NEW NAMES:

No new names are recommended, other than that of " Belleair Causeway ", which is a new construction completed in 1950.

G. LIST OF PLANETABLE POSITIONS:

A list of recoverable planetable positions is attached.

Submitted by,
James D. Thurmond
James D. Thurmond
Commander, C&GS
Comdg. Ship SOSBEE

PLANE - TABLE POSITIONS

Sheet SO-A-49

Object and Description	Latitude	D. M. Meters	Longitude	D.P. Meters	Signal Name	Height	Remarks
Control Tower Belleair Causeway	27°-55'	00.0	82°-49'	1385	MIS	32 ft.	Center of Tower
End of Fixed Span " "	27°-55'	52.0	82°-50'	710.0	WEE	12 "	N.W. Corner
Lone Australian Pine	27°-57'	161.0	82°-49'	1563.0	PIE	35 "	Top of Tree
Red Garage Door	27°-54'	1087.0	82°-50'	1085.0	SOS	10 "	E. Side Yell-ow house
Lone dead Pine Tree	27°-55'	30.0	82°-50'	974.0	POI	40 "	Top of Tree
Sand Mound in Center of Key	27°-55'	1107.0	82°-50'	900.0	HUT	20 "	Center of top of Mound
Fish House	27°-55'	533.0	82°-49'	714.0	STY	12 "	Center of House
Tollhouse, Belleair Causeway	27°-54'	1845.0	82°-49'	1015.0	FRO	6 "	West End

RHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~: 14 November 1951

Division of Charts: R. H. Carstens

Plane of reference approved in
12 volumes of sounding records for

HYDROGRAPHIC SHEET 7875

Locality: Clearwater Harbor, Florida

Chief of Party: J. D. Thurmond in 1949-50
Plane of reference is mean low water, reading
1.4 ft. on tide staff at Clearwater (1949)
4.4 ft. below B. M. 1 (1949)

2.1 ft. on tide staff at Dunedin (1950)
6.5 ft. below B.M. 3 (1926)

Height of mean high water above plane of reference is as follows:

Clearwater = 1.8 feet.
Dunedin = 1.9 feet.

Condition of records satisfactory except as noted below:
NOTE: Tide reducers for t day in Volume 12, have been revised in red, these revisions have been verified.

E.C. McKay
Chief, ~~Division~~ Section of Tides ~~and Currents.~~

U. S. GOVERNMENT PRINTING OFFICE 756675

GEOGRAPHIC NAMES

Survey No. H-7875

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Florida ✓									B.G.N.	1
Clearwater Harbor ✓										2
Sand Key ✓										3
McKay Point ✓										4
Little Pass ✓										5
Prickly Pear Point ✓		(Pending with B.G.N.)								6
Belleair ✓										7
Clearwater ✓									B.G.N.	8
Clearwater Causeway ✓										9
Clearwater Beach Island ✓										10
Causeway Channel ✓		(around S.E. extremity Clear-								11
		water Beach I. N Ely, and then parallel to Causeway								12
Mandalay Channel ✓		(along E side Clearwater								13
		Beach I.)								14
Big Pass ✓										15
Moonshine Island ✓										16
St. Josephs Sound ✓									Recent B.G.N.	17
Dunedin										18
Pasadees Key										19
Big Mangrove I										20
				Names underlined in red are approved.						21
				11-26-51 L. Heck						22
										23
										24
										25
										26
										27

M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7875...

Records accompanying survey:

Boat sheets ..1..; sounding vols.. ...12; wire drag vols. .....;

bomb vols. .....; graphic recorder rolls 15 Env.;

special reports, etc. 1 Smooth Sheet; 1 Descriptive Report; 1 Overlay Tracing.

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		3143
Number of positions checked		146
Number of positions revised		5
Number of soundings revised (refers to depth only)		33
Number of soundings erroneously spaced		......
Number of signals erroneously plotted or transferred		5
Topographic details	Time	2
Junctions	Time	—
Verification of soundings from graphic record	Time	10

Verification by H Williams .....Total time 325 Date 5/1/52

Reviewed by ..[signature]........ Time 63 Date 8-17-53

Stirni 8 hrs.

M-2232-1

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7875 FIELD NO. SO-1549

Florida, Florida West Coast, Clearwater Harbor

Project No. CS-336

Surveyed - July - Dec., 1949
- Aug. - Dec., 1950

Scale 1:10,000

Soundings:

808 Fathometer
Sounding Pole

Control:

Sextant fixes on shore signals

Chief of Party - J. D. Thurmond
Surveyed by - J. D. Thurmond
Protracted by - A. G. Atwill
Soundings plotted by - A. G. Atwill
Verified and inked by - H. Williams
Reviewed by - I. M. Zeskind 8/17/53
Inspected by - R. H. Carstens

1. Shoreline and Control

The shoreline originates with air-photographic surveys T-8378 (CS-373, 1949) and T-8379 (CS-374, 1949). Changes in shoreline originating with graphic control survey SO-A-49 are shown in red. Adjustment of the shoreline to agree with the hydrography is also shown in red. SO-A-49 is marked for destruction as all of the pertinent information contained thereon has been transferred to planimetric survey RS-449 (1952).

The source of the control is given in the Descriptive Report.

2. Sounding Line Crossings

Depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves were adequately delineated, except as noted in paragraph 7c.

The bottom is fairly irregular. Flats, shoals, deeps, and natural channels contribute to the bottom irregularity.

4. Junctions with Contemporary Surveys

An adequate junction was effected with H-7877 (1949-50) at Little Pass. The junction with H-7876 (1949-50) on the north will be considered in the review of that survey. Survey H-7966 (1951) which joins the present survey on the south has not yet been received in the Washington Office. The junction with H-7966 will be considered in the review of that survey.

5. Comparison with Prior Surveys

A. H-1174 (1873), 1:20,000
H-1557a (1883), 1:40,000

This prior survey covers the area of the present survey. A comparison between the prior and present surveys reveals changes in shoreline and bottom configuration, the most prominent of which occurs in Little Pass. Here the spit on the north has accreted eastward about 700 meters, whereas the south shore has shifted southeastward about 800 meters. The channel through the Pass has shifted about 80 meters north of its prior location, which has resulted in the eroding of the north shore. The entrance at Little Pass has increased in width about 750 meters. The best approach to the Pass has changed from the northwestward where the prior controlling depth was 7 ft. to the westward where the present controlling depth is 6 ft. Present depths through the Pass are 2-4 ft. shoaler than prior depths. Another prominent change in shoreline occurs at the north end of Clearwater Beach Island, where the shoreline has eroded about 250 meters. The above changes in shoreline and bottom configuration are attributed to storms and the action of the current on the bottom. In Clearwater Harbor, however, the changes in shoreline and bottom configuration are attributed to the action of the current on the bottom, the construction of causeways and piers, the dredging of boat basins and other dredging operations. In the vicinity of lat. 27°55.16', long. 82° 49.91', material was dredged to construct a causeway. Here prior depths of 4-5 ft. have been dredged to present depths of 16-18 ft. Land has also been reclaimed by dredging operations in several areas in the harbor, as for example, in the vicinity of lat. 27°56.6', long 82°49.0' where an island was made. Several navigational channels have been dredged in the harbor, as for example, in the vicinity of lat. 27°54.0', long. 82°50.2', where a channel whose controlling depth is 5 ft. was dredged. In areas not affected by dredging, present depths are in general 1-3 ft. shoaler than prior depths.

The present survey is adequate to supersede the prior surveys within the common area.

B. H-4572 (1926), 1:10,000
H-4577 (1926), 1:10,000

These prior surveys cover the area of the present survey. A comparison between the prior and present surveys reveals changes in shoreline and bottom configuration which are attributed to causes similar to those enumerated above. In Little Pass, the north shore has accreted about 130 meters at the eastern end and about 100 meters southward at its western end. As a result of this latter accretion the channel through the Pass has shifted 40 meters southward. The south shore of the Pass has accreted northeastward about 350 meters, and the entrance to the Pass has decreased in width about 400 meters. The best approach to the Pass has shifted from the north where the prior controlling depth was 7 ft. to the west where the present controlling depth is 6 ft. Present depths in the channel through the Pass are generally 2-4 ft. shoaler than prior depths, as for example, in lat. 27°58.05', long. 82°49.88', where a prior depth of 18 ft. falls in present sepths of 14 ft. In Clearwater Harbor a number of man made changes in bottom configuration are noted, such as the construction of the causeway in lat. 27°55.0', and the reclaiming of land and the dredging of a canal and boat harbor in the vicinity of lat. 27°54.2', long. 82°50.6'. In several places the action of the current on the bottom has caused changes in depths, as for example, in lat. 27°59.57', long. 82°49.38', where a prior depth of 15 ft. falls in present depths of 10 ft. Elsewhere only minor changes of 1-2 ft. in depths are noted.

The present survey is adequate to supersede the prior surveys within the common area.

5. Comparison with Drawing of Chart 858 (First edition, 1954)

A. Hydrography

The charted hydrography originates with the present survey after verification and prior to review. The charted hydrography is in agreement with depths on the present survey.

1. The following charted topographic features which are not shown on the present survey, originates with air-photographic survey RS-449 (1952) which was made subsequent to the present survey:

Feature	Charted Location Latitude	Charted Location Longitude
Wharf	27°55.8'	82°50.4'
Shoreline	27°54.3'	82°50.6'
Shoreline (McKay Pt.)	27°54.0'	82°50.0'

2. The 2 southern fish houses of a cluster of 3 charted in lat. 27°55.28', long 82°49.45' from air-photographic survey T-5824 (1941) should be deleted from the chart. These two fish houses were not shown on air-photographic survey T-8379 (1943) which was compiled subsequent to T-5824, but prior to the present hydrographic survey. No reference to these 2 fish houses is found in the sounding records of H-7875.

3. The 2 fish houses charted in lat. 27°53.70', long. 82° 50.17', fron air-photographic survey T-5824 (1941), should be deleted from the chart. Only one house is shown here on T-8379 (1943). This house is indicated for deletion on T-7103 (1948). No reference to these fish houses is found in the sounding records of H-7875.

4. The pile charted in lat. 27°58.02', long. 82°49.24', in accordance with H O N to M No. 8, 1951, is probably the pile remains of red beacon 8c.

B. Aids to Navigation

The survey positions of the aids to navigation are in substantial agreement with the charted positions and adequately mark the features intended.

7. Condition of Survey

a. The sounding records and Descriptive Report are complete and comprehensive.

b. The smooth plotting was accurately done.

c. The hydrography within the Clearwater Beach Yacht Basin in lat. 27°58.57', long. 82°49.6' is inadequate to delineate the depth curves in the vicinity of the piers.

8. Compliance with Project Instructions

The present survey adequately complies with the Project Instructions, except as noted in paragraph 7c above.

9. Additional Field Work Recommended

This is an excellent survey and no additional field work is recommended. As a matter of record, however, attention is directed to the inadequate development of the depth curves mentioned in paragraph 7c above.

H-7875 (1949-50)-5

Examined and Approved:

Wallace A. Bruder

Wallace A. Bruder
Acting Chief, Nautical Chart Branch

H. Arnold Karo

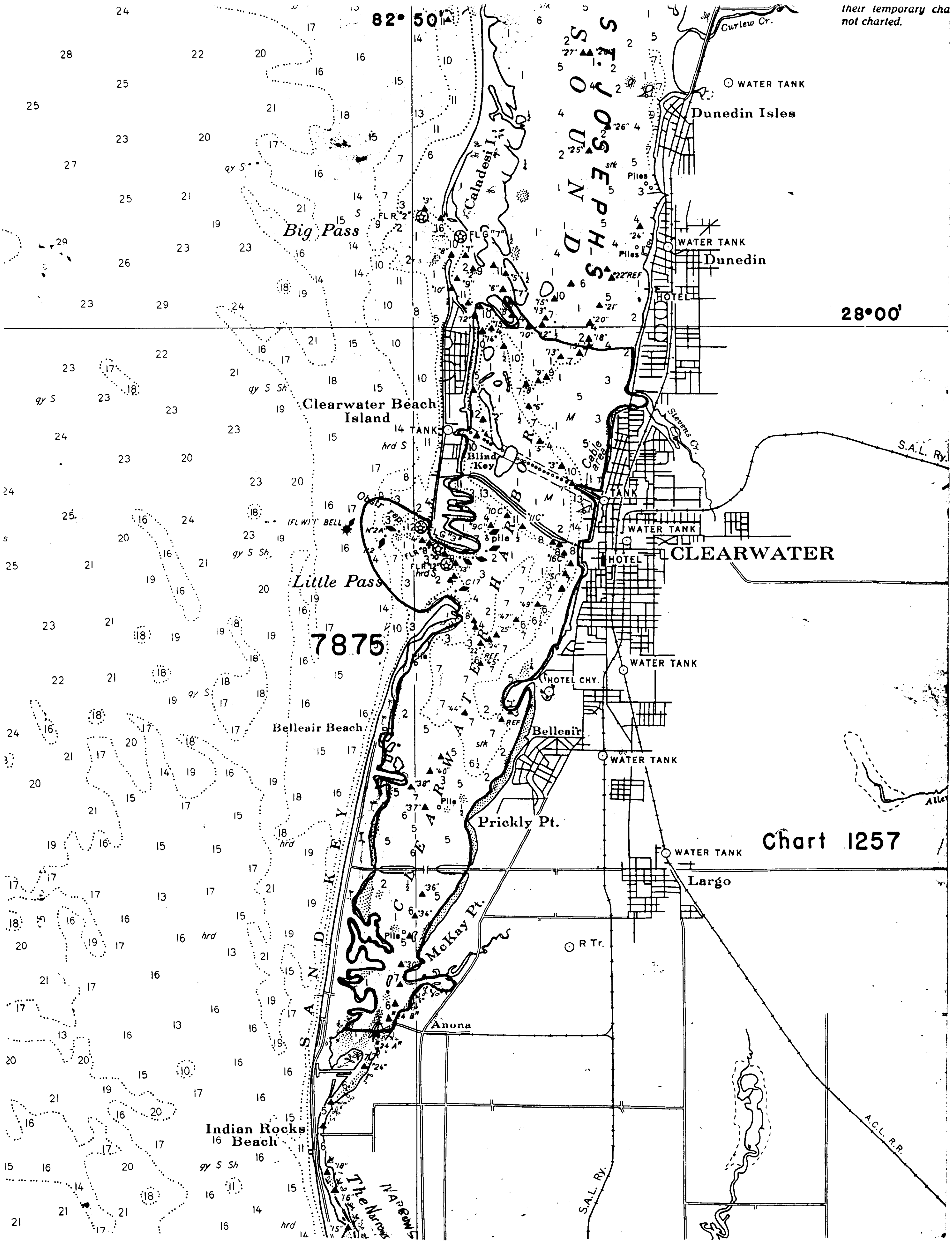
H. Arnold Karo
Chief, Division of Charts

G R Fish

G. R. Fish
Chief, Section of Hydrography

Earl O. Heaton

Earl O Heaton
Chief, Division of Coastal Surveys


their temporary cha
not charted.
82° 50'
28°00'
Curlew Cr.
WATER TANK
Dunedin Isles
ST. JOSEPH SOUND
Caladesi I.
Big Pass
Piles
WATER TANK
Dunedin
HOTEL
Clearwater Beach Island
TANK
Blind Key
Cable area
Stevens Cr.
S.A.L. Ry.
CLEAR WATER HARBOR
TANK
WATER TANK
HOTEL
CLEARWATER
BELL
Little Pass
7875
WATER TANK
HOTEL CHY.
Belleair Beach
Belleair
WATER TANK
Prickly Pt.
Chart 1257
WATER TANK
Largo
McKay Pt.
R Tr.
SAND KEY
Anona
Indian Rocks Beach
The Narrows
NARROWS
S.A.L. Ry.
A.C.L. RR.

NAUTICAL CHARTS BRANCH

SURVEY NO. H-7875

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
2-20-53	1257	CB Samuel	~~Before~~ After Verification and before Review Partially App'd.
9/8/53	858	S.G.M.	~~Before~~ After Verification and Review ✓
11/4/53	1257	Sam.	~~Before~~ After Verification and Review (Part. applied)
			Erased "Obstr. reported". Hyd. sheet to be applied via ch't 858
2-17-55	1257	[illegible]	~~Before~~ ~~Partial~~ After Verification and Review appl thru 858
9-13-55	1257	R. K. De Lander	Completely applied ~~Before~~ After Verification and Review thru Cht 858
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.