

7970

Diag. Cht. No. 1257-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey HYDROGRAPHIC

Field No. SO-1252 Office No. H-7970

LOCALITY

State FLORIDA

General locality West Coast

Locality Pinellas Point to

Pass-a-Grille

194 52

CHIEF OF PARTY

Riley J. Sipe

LIBRARY & ARCHIVES

DATE JAN 7 1954

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7970

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-7970

Field No. SO-1252

State FLORIDA

General locality West Coast

Locality Pinellas Point to Pass-a-Grille

Scale 1:10,000 Date of survey 21 July 1952 to 5 Sept. 1952

Instructions dated 2 March 1949

Vessel Ship SOSBEE

Chief of party Riley J. Sipe

Surveyed by Arthur L. Wardwell

Soundings taken by ~~athometer~~, graphic recorder, ~~and text, and~~ pole

Fathograms scaled by K. B. Ansell and J. A. Devlin

Fathograms checked by R. W. Larmour

Protracted by Mary Keyton

Soundings penciled by Mary Keyton

Soundings in ~~Xxxxxx~~ feet at MLW ~~XXXXX~~

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

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-7970 (Field No. SO-1252)

West Coast of Florida - Pinellas Point to Pass-a-Grille

Scale 1:10,000

21 July to 5 September 1952

U.S.C.&G.S.S. SOSBEE

Riley J. Sipe, Commanding

A. PROJECT:

This survey is part of Project CS-336 and was done in accordance with Instructions dated 2 March 1949.

B. SURVEY LIMITS AND DATES:

The survey covers the waters of Tampa Bay and Boca Ciega Bay between latitude $27^{\circ} 40'$ N. and $27^{\circ} 42.7'$ N. and extending from Pinellas Point to Pass-a-Grille. Junctions were made with contemporary survey SO-1252 on the north and 2152 on the west. There are no contemporary surveys on the east and south.

Field work was begun on 21 July and completed on 5 Sept. 1952.

C. VESSELS AND EQUIPMENT:

Skiff No. 735, a 25-foot wooden skiff powered by two ten-horsepower outboard motors was used for all the hydrography. This craft has a maximum speed of about 5 knots and a turning radius of about 20 meters.

An 808J portable fathometer, serial No. 115-S, calibrated for a velocity of sound in sea water of 820 fm/sec. was used for all soundings in depths of three feet or more. A sounding pole was used to obtain depths in shoaler areas.

D. TIDE STATIONS:

Portable automatic tide gages were maintained at Pass-a-Grille, Gulfport, and Pinellas Point. See Tide Note attached to this report.

E. SMOOTH SHEET:

Not within the scope of this report.

F. CONTROL STATIONS:

Triangulation stations are all on the North American 1927 Datum and are listed below:

F. CONTROL STATIONS CONT.:

- △ SAR - Don-Ce-Sar Hotel, silver water tank, 1934. Geographic position from page 206, Dunnellon to Naples, Florida.
- IKE - IKE 1949. Lat. 27° 41' 56.321" N. Long. 82° 43' 43.713" W. from work of ship HYDROGRAPHER in 1949.
- BID - BID 1949. Lat. 27° 40' 51.618" N. Long. 82° 41' 21.383" W. from work of ship HYDROGRAPHER in 1949.
- △ MAX - MAXIMO 1908, geographic position from page 724, Third-order triangulation, vicinity of Tampa Bay.
- BUS - BUSH KEY USE 1949 Lat. 27° 39' 51.060" N. Long. 82° 41' 11.872" W., from work of ship HYDROGRAPHER in 1949.
- REM R.M. 3, Pinelos 2 1949 Lat. 27° 42' 11.554" N. Long. 82° 38' 32.688" W. from work of ship HYDROGRAPHER in 1949.

Topographic stations were located on the following surveys:

Register No.	Date	Method of Location	
HY-A-49	1949-52	Graphic Control	incorporated on RS 452+453 to be destroyed
HY-B-49	1949-52	" "	
HY-C-49	1949-52	" "	
T-5831	1941(R.S. 1952)	Air-photo compilation	
T-5832	" " " "	" " " "	

Overlays No. 1, 2, and 3, 4 prepared by the Tampa Photogrammetric Office, cover this area and are to be used for transferring signals to the smooth sheet.

Hydro stations from Vol. 1, page 5

G. SHORELINE AND TOPOGRAPHY:

The shoreline was transferred to the boat sheet from film positives of topographic sheets furnished by the Washington Office. The only discrepancies noted are where a long sand fill extending southward from Maximo Point has been dredged up to support the approach roadway to the Tampa Bay bridge now under construction, and a canal and boat basin constructed at Frenchman's Creek, between Maximo Point and Cats Point. These will be delineated in the revision work now in progress at the Tampa Photogrammetric Office from aerial photographs taken in February 1952.

H. SOUNDINGS:

An 808 model portable fathometer was used to obtain all soundings in depths of three feet or more. Bar checks at beginning and end of each day's work were obtained in accordance with 5572 of the Hydrographic Manual and the fathometer was adjusted to read the correct depth throughout the range of these soundings.

H. SOUNDINGS: CONT.

A sounding pole, graduated in feet, was used in obtaining the shoaler depths.

I. CONTROL OF HYDROGRAPHY: ✓

Hydrography was controlled in position by three-point sextant fixes on objects located as listed under Item F.

J. ADEQUACY OF SURVEY:

The survey is complete and adequate to supersede prior surveys for charting

Junctions with adjoining surveys are satisfactory, with depth curves continuous at these junctions.

K. CROSSLINES:

Crosslines, not counting any channel lines, comprise nine percent of the total mileage. Discrepancies are not in excess of one foot, which is the unit used on the boat sheet.

L. COMPARISON WITH PRIOR SURVEYS:

Comparison was made with survey H-4565, 1926, scale 1:20,000 and H-4569, 1926, scale 1:10,000. Of course the outstanding difference is where the approach to the Tampa Bay bridge extends southward from Maximo Point. This fill completely blocks the former channel which passed close inshore by Maximo Point. A new channel has been dredged so as to make a straight course with the axis of the previously dredged channel south of Pine-llas Point. A bascule drawbridge, now (Sept. 1952) under construction, will span this new channel.

The 11-foot sounding at Lat. 27° 41.10' N. Long. 82° 44.08' W. which was specified in the Instructions as requiring investigation was carefully covered with the fathometer and then drifted over with the hand lead after a buoy had been planted to mark the approximate spot. The least depth obtained by hand lead was 11.8 ft. (pos. 53s) and by fathometer 11.6 ft. (pos. 33-34r) both reduced to mean low water. These plot about 40 meters northeast of the charted 11-foot sounding.

About 300 meters north of this spot, at Lat. 27° 41.29' N. Long. 82° 44.03' W. a sounding of 9 feet was obtained on the tip of a sand bar extending into the channel in a southwesterly direction from the vicinity of daybeacon No. 10. Apparently this bar has built up since the previous survey, as it shows depths of 20 to 25 feet in this area. The southwestern tip of this shoal was investigated by hand lead.

M. COMPARISON WITH CHARTS NO. 586 AND 1257:

Except for the two shoals mentioned in Item N. there is close agreement between this survey and the latest print of the charts covering the area. It is noted that daybeacon No. 6, just southwest of Maximo Point is charted too far to the eastward. A narrow channel has been dredged across the shoal by the eastern end of Indian Key and daybeacon No. 6 marks this new channel.

N. DANGERS AND SHOALS:

The 9-foot spot mentioned in paragraph 3 of Item L. and the southwesterly tip of Bird Key Middle Ground, which extends into the channel south of daybeacon No. 24 with a depth of 5 feet at Lat. $27^{\circ} 41.91'$ N. Long. $82^{\circ} 43.43'$ W. are dangers not shown on the charts. *9 charted -*

O. COAST PILOT INFORMATION:

Approaching Boca Ciega Bay from the eastward, the channel continues from about 0.5 mile south of Pinellas Point straight on course 266° True through a new bridge on the causeway forming the approach to the Tampa Bay Bridge. At the western end of the new cut, near daybeacon No. 17, the channel is quite narrow, with a least depth of 7 feet. The approach to the Tampa Bridge is a sand fill extending southward from Maximo Point. At the southern limit of this survey it is about 0.5 mile east of the easternmost point of Bush Key. A new channel has been dredged parallel to this fill about 450 meters west of it. At this writing it is not marked south of the east-west channel at Lat. $27^{\circ} 41.5'$ but north of there it is marked by privately maintained daybeacons. Controlling depth in this channel is 9 feet.

Maximo Channel, extending from Pass-a-Grille Channel near daybeacon 24 eastward to Maximo Point is now marked by privately maintained daybeacons. It has a controlling depth of 6 feet.

Frenchman Creek has been dredged to a least depth of 4 feet for a distance of about 0.5 mile inland to a boat basin equipped with storage sheds and means of supplying and repairing small craft. There is a small marine railway at the northern end of the basin.

P. AIDS TO NAVIGATION:

All fixed aids to navigation are to be reported on Form 567 by the Tampa Photogrammetric Office. There are no floating aids to navigation in this area.

Q. LANDMARKS FOR CHARTS:

The only prominent landmarks in this area are along the outer beaches and have been covered in descriptive reports of adjacent surveys. The causeway and bridges crossing Tampa Bay from Maximo Point will be prominent landmarks, but are just now in process of construction.

R. GEOGRAPHIC NAMES:

No report required. It is to be noted that the island southwest of Maximo Point, formerly called Bird Key, is now shown as Indian Key. However, the shoal to the westward is still charted as Bird Key Middle Ground. *(Indian Key is B.G.M. decision about 1950) 854-1.H.*

S. SILTED AREAS:

None found.

T. BY-PRODUCT INFORMATION:

None.

U.-Y. MISCELLANEOUS:

Aerial photographs of this area were made in February 1952 *25-452* and the shoreline and topography should be taken from the *25-953* photogrammetric survey as revised from these latest photographs. The smooth plotter will find the actual photographs helpful to supplement the soundings in outlining the shoal areas.

Z. TABULATION OF APPLICABLE DATA:

Attached to this report are:

1. Statistics sheet
2. Tide Note
3. Approval sheet
4. List of signals

Submitted by,

Arthur L. Wardwell
 Arthur L. Wardwell
 CDR, U.S.C. & G.S.

TIDE NOTE

Portable automatic tide gages were maintained at Pass-a-Grille in the main channel at Lat. $27^{\circ} 41.37' N.$, Long. $82^{\circ} 44.14' W.$; at Gulfport, Florida, Lat. $27^{\circ} 43.8' N.$, Long. $82^{\circ} 42.4' W.$; and at Pinellas Point, Lat. $27^{\circ} 42.15' N.$, Long. $82^{\circ} 38.47' W.$

Data from the Pass-a-Grille gage were used in reducing the soundings in the area west of Cabbage Key and longitude $82^{\circ} 43'$. Zero of the Pass-a-Grille staff was 2.2 feet below the mean low water plane of reference as determined by leveling from the staff to tidal bench marks established in 1949.

Data from the Gulfport gage were used in reducing soundings in the area bounded on the west by Cabbage Key and longitude $82^{\circ} 43'$ and on the east by the new causeway of the Tampa Bay bridge. Zero of the Gulfport staff was 2.8 feet below the mean low water plane of reference, this information being furnished in letter 36-rcb dated 10 March 1952, from the Washington Office.

Data from the Pinellas Point gage were used in reducing all soundings east of the new causeway. Zero of the Pinellas Point staff was 1.2 feet below mean low water, this information being furnished by the Washington Office in letter 36-rcb of 12 August 1952

STATISTICS

(1952)

For Hydrographic Sheet No. H-7970 [Field No. SO-1252)

Project CS-336

Scale 1:10,000

U.S.C.&G.S.S. SOSBEE

Riley J. Sipe, Commanding

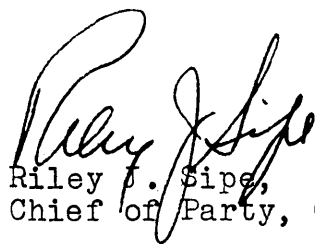
Day Letter	Date 1952	Vol. No.	No. of Positions	Statute Miles	No. of Pole Soundings
a	21 July	1	65	8.3	19
b	22 "	1	208	27.7	110
c	23 "	2	177	19.7	237
d	24 "	2	102	7.4	134
e	25 "	3	112	12.8	89
f	28 "	3	91	9.7	25
g	29 "	3 & 4	135	12.4	92
h	31 "	4	114	15.0	71
j	1 Aug.	4	115	14.5	72
k	4 "	5	148	13.3	109
l	5 "	5	107	10.5	67
m	6 "	5 & 6	187	20.9	222
n	7 "	6	164	21.3	167
p	8 "	7	131	17.0	29
q	11 "	7	57	7.4	-
r	13 "	7	75	6.7	3
s	14 "	8	77	6.4	54
t	15 "	8	105	15.1	56
u	18 "	8 & 9	169	22.5	277
v	19 "	9	138	17.9	177
w	20 "	10	133	18.5	88
x	21 "	10	182	25.0	125
y	22 "	10 & 11	84	9.8	45
z	2 Sept.	11	167	27.6	17
aa	3 "	11 & 12	216	31.9	34
ba	5 "	12	88	11.6	10
Totals			3347	410.9	2329

Total Area = square statute miles 15.13

APPROVAL SHEET

The survey of the area covered by SO-1252(H-7970) is adequate for charting purposes. The sounding records and boat sheet have been inspected and are approved this date. Additional work is not necessary.

Positions of hydrographic signals as shown on overlay sheets No. 1, 2, & 3, ^{2, 4, & RS-452 & 453 (1952)} cover the area and are to be used for smooth plotting. These positions do not check positions as shown on the boat sheet as a photogrammetric re-survey was made while hydrography was in progress. Black circles indicate location by photogrammetric methods and red circles are from graphic control sheets.


Riley J. Sipe,
Chief of Party, C&GS

LIST OF SIGNALS
H-7970

TRIANGULATION STATIONS

~~BID~~ ~~BID, 1941-52~~
~~BUS~~ ~~BUSH KEY (U.S.E.), 1937-49~~
~~IKE~~ ~~IKE, 1949~~
 MAX ✓ MAXIMO, 1908-13
~~REM~~ ~~PINELOS 2, R.M. 3, 1949~~
 SAR ✓ DON-CE-SAR HOTEL, SILVER WATER TANK, 1934

MARKED TOPOGRAPHIC STATIONS (Source - RS-453, Overlay 1) ✓

ACE, 1941 ✓

TOPOGRAPHIC STATIONS

(SOURCE - RS-453, Overlay 3) ✓

Ant ✓ Apt Boa ✓ Box ✓ Cur ✓ Dud ✓ Eel ✓ Eva ✓ Far ✓ Few ✓ Gag ✓
 Hid ✓ Hoe ✓ Ida ✓ Ivy ✓ Jaw ✓ Led ✓ Nub ✓ Pie ✓ Rev ✓ Rip ✓ Why ✓

(SOURCE - RS-453, Overlay 1) ✓

Amy ✓ Dot ✓ Fez ✓ Fog ✓ Gem ✓ Hem ✓ How ✓ Jig ✓ Job ✓ Joe ✓ Leo ✓
 (Sic) ✓ Sol ✓ Tap ✓ Wag ✓ Bid(m) Bus(d) Rem(d)
 (Sit)

(SOURCE - RS-452, Overlay 2) (overlay 4)

Abe (4) ✓ Aim ✓ Bat (4) ✓ Bob ✓ Bon (4) ✓ Coe (4) ✓ Cow ✓ Deb (4) ✓ Dim ✓ Dix (4) ✓ Dog ✓
 Ear ✓ End (4) ✓ Erg (4) ✓ Fed(m) ✓ Fly ✓ Got ✓ Gril(dm) ✓ Hag (4) ✓ Ioe (4) ✓ Jib ✓ Lay ✓
 Man ✓ Mug ✓ Ned ✓ New ✓ Nip ✓ Nix ✓ Oak ✓ Odd ✓ Old ✓ Ora ✓ Peg ✓
 Ply ✓ Pot ✓ Pup ✓ Quo ✓ Red ✓ Rum ✓ Sub ✓ Tel (4) ✓ Tom ✓ Try ✓ Vex ✓ ✕
 War ✓ Yea(dm) ✓ Ike ✓ Vim ✓

(SOURCE - RS-452, Overlay 4) ✓

Dub ✓ Est ✓ Fop ✓ Gal(dm) ✓ Gob ✓ His ✓ Irk ✓ Kid ✓ Lip ✓ Maw ✓ Nig ✓
 Non ✓ Oil ✓ Orb ✓ Put ✓ Set ✓

HYDROGRAPHIC STATIONS (SOURCE - Vol. 1, pg. 5)

Axe ✓ Bum ✓ Fix ✓

ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-7970 (Field No. So-1252)

GENERAL

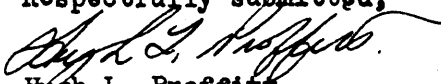
This appears to be an excellent basic survey and no unusual problems were encountered during the smooth plot.

SHORELINE AND CONTROL

All shoreline was transferred directly from ¹⁹⁵²air-photo compilations RS-452 (T-5831) and RS-453 (T-5832). The topographic control was transferred from overlays 1,2,3 & 4, (R.S. 452 + 453)

In the area of Lat. 27-41.4, Long. 82-43.1 (positions 95 to 97 m and lle), there is some disagreement between the hydrographic positions and the shoreline. It is probable there is some shoreline displacement because of over-hanging mangrove trees. (Hydro not plotted - 0 sdgs)

Respectfully submitted,


Hugh L. Proffitt
Cartographer.

Norfolk, Va.
23 Dec. 1953

Approved & forwarded:

H.A. Paton
Supervisor, S.E. District.

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~DIVISION OF HYDROGRAPHY AND TOPOGRAPHY~~

14 January 1954

Division of Charts: R. H. Carstens

Plane of reference approved in
12 volumes of sounding records for

HYDROGRAPHIC SHEET

7970

Locality West Coast of Florida

Chief of Party: R. J. Sipe in 1952

Plane of reference is mean low water, reading

2.8 ft. on tide staff at Gulfport

7.8 ft. below B. M. 1 (1952)

2.2 ft. on tide staff at Pass-a-Grille

6.7 ft. below BM 2 (1949)

1.8 ft. on tide staff at Point Pinellas

8.2 ft. below B.M. 2 (1952)

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

Gulfport = 1.5 feet

Pass-a-Grille = 1.3 feet

Point Pinellas = 1.5 feet

Condition of records satisfactory except as noted below:

E. C. McKay

Section of Tides

Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. H-7970

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
<u>Florida</u>			)						BGN	1
<u>Tampa Bay</u>			)	for title						2
<u>Boca Cirga Bay</u>									BGN	3	
<u>Point Pinellas</u>				(not Pinellas Point)						4	
<u>Maximo Point</u>										5	
<u>Maximo Channel</u>										6	
<u>Frenchman Creek</u>										7	
<u>Cats Point</u>										8	
<u>Indian Key</u>				(formerly Bird Key:	BGN	decision	1950)			9	
<u>Main Channel</u>										10	
<u>Tarpon Key</u>				(formerly Bush Key:	BGN	decision	1950)			11	
<u>Cabbage Key</u>									BGN	12	
<u>Mud Bayou</u>										13	
<u>Pine Key</u>									BGN	14	
<u>Meloche Bayou</u>										15	
<u>Pass-a-Grille Channel</u>									BGN	16	
<u>Pass-a-Grille Beach</u>				(town on long spit, west side of					BGN	17	
<u>Mud Key Cutoff</u>				channel)						18	
<u>Little McPherson Bayou</u>										19	
<u>Big McPherson Bayou</u>										20	
<u>Long Key</u>										21	
				The above approved names are							22
				underlined in red on the attached section							
				of the "Pass-a-Grille" quadrangle.							
				1-13-54							23
				L. Heck							
										24	
										25	
										26	
										27	

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7970...

Records accompanying survey:

Boat sheets ..1...; sounding vols. 12....; wire drag vols.;
 bomb vols.; graphic recorder rolls .14 Env.
 special reports, etc. 1 Smooth Sheet; 1 Descriptive Report;

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

Number of positions on sheet	.....	3347
Number of positions checked	.....	71
Number of positions revised	.....	3
Number of soundings revised (refers to depth only)	.....	188
Number of soundings erroneously spaced	.....
Number of signals erroneously plotted or transferred	.....	0
Topographic details	Time	..... 32
Junctions	Time	..... 4
Verification of soundings from graphic record	Time	..... 2

Verification by *J.E. Gearhart* Total time ..177. Date 4-5-55.

Reviewed by *A. R. STIRNI* Time 60 hrs. Date 3/29/55

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7970

FIELD NO. SO-1252

Florida, Florida West Coast, Pt. Pinellas to Pass-a-Grille

Project No. CS-336

Surveyed - July - Sept. 1952

Scale 1:10,000

Soundings:

Control:

808 Fathometer
Sounding pole

Sextant fixes on
shore signals

Chief of Party - R. J. Sipe
Surveyed by - A. L. Wardwell
Protracted by - M. Keyton
Soundings plotted by - M. Keyton
Verified and inked by - J. E. Gearhart
Reviewed by - A. R. Stirni 3/29/55
Inspected by - R. H. Carstens

1. Shoreline and Control

The shoreline originates with air-photographic revision surveys R. S. 452 (1952), (T-5831) and R. S. 453 (1952), (T-5832).

Shoreline revisions applied in red in the vicinity of lat. 27° 42.2', long. 82°38.3' are from the present survey and are substantiated by air-photo. 34878 (flown on 11 February 1952 at 0.6-ft. tide.)

The sources of the signals are given in the Descriptive Report.

2. Sounding Line Crossings

Depths at sounding line crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The portion of Boca Ciega Bay covered by the present survey is generally flat and shoal. Pass-a-Grille Channel enters on the western side and divides into three branches; one extending northward as an inside route; Maximo Channel extending east by north to Maximo Pt. and Main Channel extending eastward. A dredged channel connects with Main Channel at lat. 27°41.5',

long. $82^{\circ}41.5'$ and continues easterly across the survey. The Tampa Bay Bridge is being constructed southward from Maximo Pt.

The depth curves are adequately delineated. Supplementary 3- and 24-ft curves have been added to emphasize bottom configuration.

4. Junctions with Contemporary Surveys

Satisfactory junctions were effected with H-7969 (1952) on the north and H-7971 (1952) on the west in the vicinity of Pass-a-Grille Channel. There are no contemporary surveys on the east and south, however, the present survey is in adequate agreement with the charted soundings in these areas.

5. Comparison with Prior Surveys

H-1178a (1873), 1:20,000
 H-1235 (1874), 1:20,000
H-4565 (1926), 1:20,000

H-4569 (1926), 1:10,000
H-4570 (1926), 1:10,000

A comparison between the prior and present surveys reveals changes resulting from construction activities in the vicinity of the Tampa Bay Bridge and dredging in channels. The bridge approach fill has been constructed approximately along long. $82^{\circ}40.75'$ southward from Maximo Pt. Parallel to the fill 450 meters to the west is a dredged channel from which the fill material was obtained. Other changes resulting from erosion and accretion are noted at Pass-a-Grille Channel entrance, particularly the northward erosion of the south end of Long Pt. which on the present survey is 250 meters north of the 1926 location. The low-water curves and the numerous bare flat areas have also been altered in outline and area since the time of the prior surveys. Only minor changes in other areas are noted.

The present survey with the addition of bottom characteristics carried forward from prior surveys H-4565 and H-4569 is adequate to supersede the prior surveys within the common area.

6. Comparison with Chart 586 (Latest print date 11-15-54)

A. Hydrography

Hydrography originates principally with the previously discussed prior surveys supplemented by Corps of Engineers Intracoastal Waterway surveys of September, 1938, F. E. 3 1954, and soundings from the present survey prior to verification and review.

There are random differences of 1-2 ft. between the charted

soundings and the present survey depths, and in Pass-a-Grille channel a few soundings differ by as much as 9 ft.

The present survey is adequate to supersede the charted information within the common area except for channel markers determined on F. E. 3, 1954.

B. Aid to Navigation

The aids to navigation located on the present survey are in substantial agreement with the charted aids and adequately mark the features intended. The charted markers in the dredged channel extending along long. $82^{\circ}41'$ south of lat. $27^{\circ}41.5'$ are from F. E. 3, (1954) made subsequent to the present survey.

C. Dredged Channels

Present survey depths in the dredged channel at lat. $27^{\circ}41.63'$, long. $82^{\circ}39'$ are in harmony with the controlling depth charted from the Coast Pilot Report of March, 1948 (CL-255, 1948.)

The present survey reveals a depth of 8 ft. at lat. $27^{\circ}41.51'$, long. $82^{\circ}41.51'$ in the western end of a dredged channel having a charted controlling depth of 9 ft. as reported in CL-45, 1952, based on Corps of Engineers surveys of December, 1951.

7. Condition of Survey

- /(a) The sounding records and Descriptive Report are complete and comprehensive.
- (b) The smooth plotting was accurately done.

8. Compliance with Project Instructions

- / The survey adequately complies with the Project Instructions.

9. Additional Field Work

- / This is a good basic survey and no additional field work is recommended.

Examined and Approved:



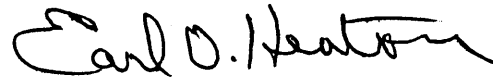
H. R. Edmonston
Chief, Nautical Chart Branch



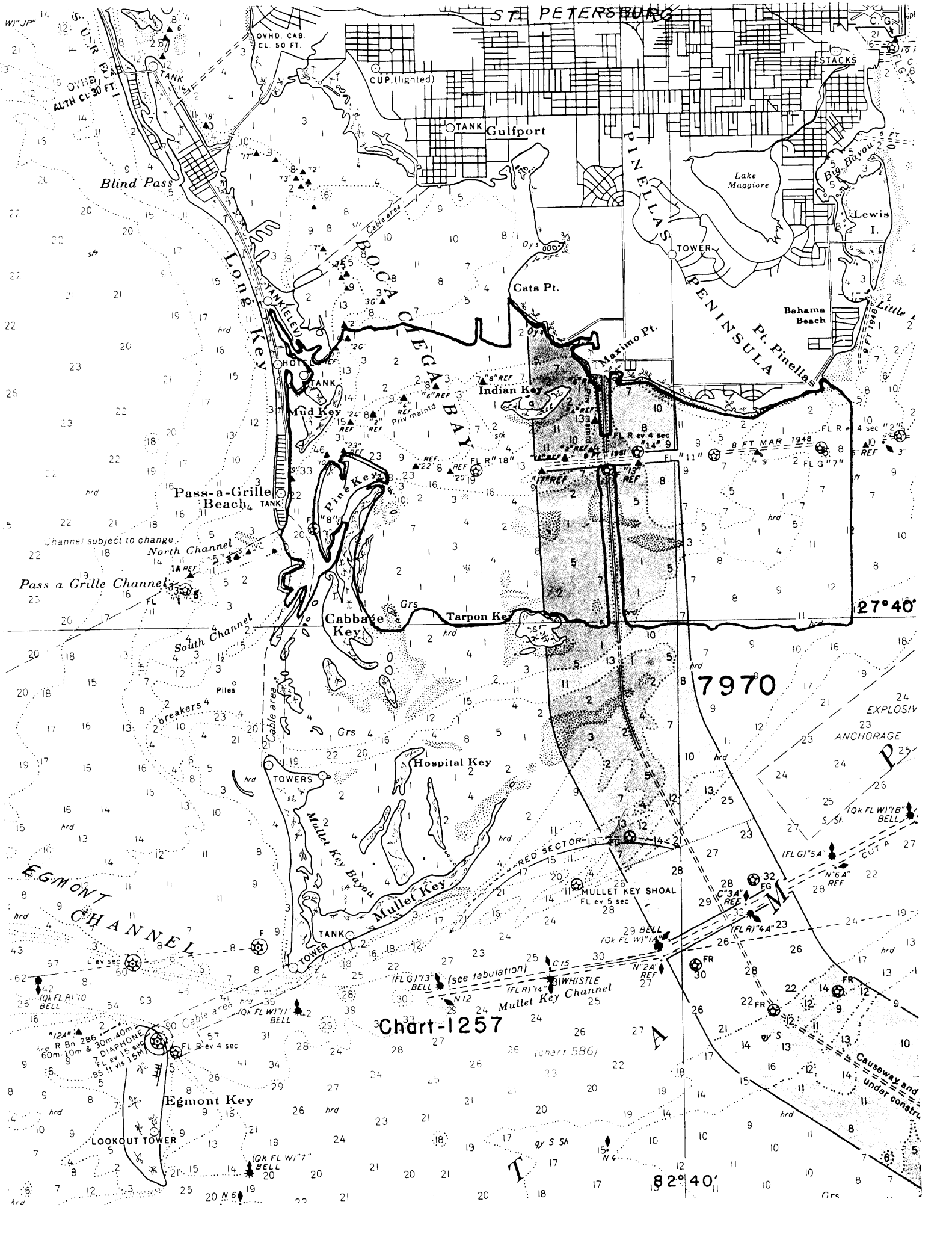
E. R. McCarthy
Acting Chief, Chart Division



J. C. Bull
Chief, Hydrography Branch



Earl O. Heaton
Chief, Division of Coastal Surveys



ST. PETERSBURG

Gulfport

PINELLAS PENINSULA

Blind Pass

Pass-a-Grille Beach

Pass a Grille Channels

EGMONT CHANNEL

Egmont Key

Chart-1257

82° 40'

27° 40'

7970

EXPLOSIVE ANCHORAGE

MULLET KEY SHOAL

Mullet Key Channel

Causeway and under constr.

