

8193

Diag. Cht. No. 1255-2.

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. SO-1156 Office No. H-8193

LOCALITY

State Florida

General locality Charlotte Harbor

Locality Gasparilla Sound

19/56

CHIEF OF PARTY

G. W. Moore

LIBRARY & ARCHIVES

DATE December 18, 1958

B-1870-1 (1)

8193

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-8193**

Field No. **80-1156**

State **Florida**

General locality **Charlotte Harbor**

Locality **Gasparilla Sound**

Scale **1:10,000** Date of survey **1956**

Instructions dated **18 December 1952**

Vessel **SOSBEE**

Chief of party **Glenn W. Moore**

Surveyed by **Lieut. William D. Barbee & Ens. William M. Tidwell**

Soundings taken by ~~fathometer~~ **graphic recorder**, hand lead, wire ~~etc~~

Fathograms scaled by **Personnel of Ship SOSBEE**

Fathograms checked by **_____ & Norfolk District Office**

Protracted by **A.K. Schugeld**

Soundings penciled by **A.K. Schugeld**

Soundings in ~~fathoms~~ **feet** at MLW ~~MLW~~ **are true depths**

REMARKS: **All corrections have been entered and checked in record books by SOSBEE.**

DESCRIPTIVE REPORT
TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-8193 (Field No. SO-1156)
West Coast of Florida 6 January to 7 August 1956
Gasparilla Sound Scale 1:10,000
U.S.C. & G.S.S. SOSBEE Glenn W. Moore, Ch. of Party

A. PROJECT:

This sheet is a part of Project CS-13530 (originally CS-353), with original instructions dated 18 December 1952. Also applicable is Acting Director's letter 22/MEK, S-2-SO, dated 25 April 1955 which amends instructions on tides.

B. SURVEY LIMITS AND DATES:

This survey covers the waters of Gasparilla Sound south of Placida, and the inlets opening into the Sound; also covered are Bull and Turtle Bays, and the shoal water area north and east of Bull Bay. Junctions were made with contemporary surveys SO-1255 and SO-1256, scale 1:10,000 and SO-2156, scale 1:20,000 as shown on the Index of Sheets appended.

Work commenced on 6 January 1956 and was concluded 7 August 1956. Field work was delayed during the first three months of that period by unfavorable tides. Progress during the entire period of the survey was slow because of the large shoal areas encountered. Other sheets were worked on concurrently.

C. VESSEL AND EQUIPMENT:

All soundings were from 25-foot wooden skiff No. 735, powered by two ten horsepower outboard motors. Maximum speed for the boat is about 6 knots and the turning radius is about 25 meters. During the first 4 months of the survey the boat was tied up near Placida. For the remainder of the survey, the boat operated from the SOSBEE, anchored as near as feasible to the southern limits of the sheet.

Where ever possible soundings were obtained with 808-J type portable fathometer numbered 140-SP. In shoal depths -- generally 3 feet and less -- soundings were obtained with a pole graduated in feet. The method of obtaining soundings is indicated in the sounding volumes.

D. TIDE AND CURRENT STATIONS:

Tide gages were established and operated at Placida and at Port Boca Grande. The western portion of the sheet was reduced to the Placida gage, with no time or range correction.

The eastern portion was reduced to the Port Boca Grande gage with no corrections. Some splits were run in the Placida area after the Placida gage had been removed. These were reduced to Port Boca Grande plus one hour. The line dividing tide zones is shown by a green line on the boat sheet. It extends north from Devilfish Key through Sandfly Key, then northwest along the northwest edge of the small islands.

Instructions for this project call for a current station in Gasparilla Pass. It had not been occupied at the time of this report.

E. SMOOTH SHEET:

The smooth sheet ^{was} ~~will~~ be plotted by the NORFOLK PROCESSING OFFICE. The boat sheet is 37 by 60 inches. The smooth sheet may be 36 by 60 inches, square with the world and have the same center as the boat sheet.

F. CONTROL STATIONS:

The two triangulation stations used for control were located by William Shearouse, of the Tampa Photogrammetric Office in 1955. The greater part of the control was located by photogrammetric methods, and is shown on sheets T-11392, T-11393, (1953-8) T-11395, and T-11396. *(1953-54) Advance Prints*

A few stations were located by hydrographic methods from existing control, and one station, AGO, was taken from detail shown on shoreline manuscript T-11393. This signal was of sufficient accuracy for control.

A copy of the list of signals and their origins is appended.

G. SHORELINE AND TOPOGRAPHY:

Shoreline and topography are from shoreline manuscripts T-11392, T-11393, T-11395 and T-11396. *(see above *)*

The following shoreline changes were made by the hydrographer:

1. West Coast of Gasparilla Island just south of Gasparilla Pass. Detached sextant fixes on the HWL were used to locate approximately one quarter mile of shoreline. The change was due to natural causes.

G. SHORELINE AND TOPOGRAPHY: Cont. ✓

2. One minor change was made to shoreline in Lat. $26^{\circ}-47.86'$, Long. $82^{\circ}-11.64'$. This change was sketched by the hydrographer by careful estimation.

The low water line is not developed by hydrography over much of the survey. Careful investigation showed that along most of the shoreline, the MLW line is co-incident with the mangrove trees, and so it was patently impossible to sound over it. In many cases, the combination of a small tidal range and a boat drawing 15 inches prevented the hydrography from being carried right to the shore. In all cases where the MLW line extends a significant distance out from the shoreline it has been developed by hydrography.

H. SOUNDINGS:

Soundings were obtained with model 808-J portable depth recorder number 140-SP, except for soundings too shoal to indicate correctly on the fathometer. For these shoal soundings, a pole graduated in feet was used.

No unusual corrections were applied to the recorded depths.

I. CONTROL OF HYDROGRAPHY:

Hydrography was controlled, in the main, by sextant three-point fixes. In the shoal water areas and heads of inlets where hydrography extended beyond control, positions were carefully estimated from shoreline detail, natural ranges, etc.

Estimated positions were marked "SBS" (for See Boat Sheet) in the control data space of the sounding volumes.

J. ADEQUACY OF SURVEY:

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

In the very shoal and broken area northeast of Bull Bay and west of Turtle Bay (between latitudes $26^{\circ}-47'$ and $26^{\circ}-48'$ and longitudes $82^{\circ}-11'$ and $82^{\circ}-13'$) no attempt was made to develop the bottom. Only enough lines were run to assure that there were no channels, etc. through the area.

Junctions with contemporary surveys are adequate. Depth curves can be drawn and there are no holidays.

In the southwest ^{east} corner of the sheet, junction will be made with SO-1456. This junction will be covered in the Descriptive Report for SO-1456. *not in office*

K. CROSSLINES:

Crosslines constituting 8% of the total hydrography were run.

In some cases discrepancies of up to 0.6 foot were found on the boat sheet, but investigation showed that these discrepancies will be eliminated on the smooth sheet.

L. COMPARISON WITH PRIOR SURVEYS:

Comparison was made with old survey H-1480B, scale 1:20,000. Comparison was generally good. Exceptions are as follows:

1. In the shoal water slough that runs north from Lat. 26°-48.3', Long. 82°-13', neither the hydrography or the shoreline agree with the old survey. Since the source of control used on H-1480B is not known by this field party, no explanation for the discrepancy is advanced. However, the methods used for topography and signal location for the present survey make such a large displacement very improbable. It is recommended that the hydrography and shoreline from the present survey be accepted. *OK*
2. It appears as if there have been some changes in the natural channels entering Turtle Bay from the southeast, lat. 26°-46.8', long. 82°-09.8'. Since the present survey is much more detailed, and since channels were proved with continuous channel lines on the present boat sheet, it is recommended that the bottom configuration be taken from the new survey. *OK*
3. A shoal with least depth of 1½ feet is shown on H-1480B in lat. 26°-46.4', long. 82°-13.5'. The least depth on this shoal in the present survey is 2.6 feet. Since the area is unimportant, an extensive investigation was not made. It is recommended that the 1½ foot sounding from H-1480B be retained. — *Not carried forward - 2-3' shoal in close proximity Area not important (1879-80)*
4. A shoal with least depth of 1.25 feet is shown on H-1480B in lat. 26°-46.4', long. 82°-13.5'. This shoal is on the junction with boat sheet 80-1256, and will be covered on that sheet. — *1' sdg carried forward.*

A comparison was made with Corps of Engineers survey of the Intracoastal Waterway, Caldosahatchee River to Withlacoochee River, file number 41-12,208, scale 1:5,000 in common areas. Reductions were made of sheets 24, 25, and 26 of this series. Agreement was good between the two surveys, except in the Placida area, where some dredging has taken place since the Corps of Engineer survey. *BP 33306-08*

M. COMPARISON WITH CHART:

Coast Survey charts 1255, 1:80,000 and 474, 1:40,000 cover the area of this survey. For the purpose of this report, comparison was made with a copy of Chart 474, print date 4-6-53.

In general, agreement is good; most changes are minor and can be attributed to the greater detail of the present survey. These changes will not be discussed in this report. Important discrepancies are as follows:

- See Review p. 6B; Auth L 141(58)
1. Gasparilla Pass, lat. $26^{\circ}-48.3'$, long. $82^{\circ}-17.2'$. Chart 474 shows a controlling depth of 7 feet in the channel entering the pass, between Gasparilla Pass Light 1 and Daybeacons 3, and 5. The present survey shows that it is difficult to carry even 5 feet through this portion of the channel, and in view of the shifting nature of the channel, even that great a depth may be misleading.

Note:- The SOSBEE did carry $5\frac{1}{2}$ to 6 feet through this part of the channel by staying on a range. See Coast Pilot Report for this project.

2. Chart 474 shows a controlling depth of ~~7~~² feet in the channel ~~between~~^{from} Gasparilla Sound Daybeacon 13 to Gasparilla Sound Daybeacon 11, lat. $26^{\circ}-48.X'$ long. $82^{\circ}-15.8'$. In view of the present survey it is recommended that a controlling depth of ~~5~~⁴ feet be charted about ~~100~~ meters west of Daybeacon ~~13~~¹³. See review pgr 6A ~~40~~
3. As discussed in paragraph L., the bottom configuration southeast of Turtle Bay, lat. $26^{\circ}-46.7'$, long. $82^{\circ}-09.8'$ should conform with the present survey. ✓

Addition of the 3 foot curve would increase the usefulness of charts in this area. ✓

N. DANGERS AND SHOALS:

Dangers and Shoals are as follows:

1. A dangerous shoal, with a least depth of 2 feet was found in lat. $26^{\circ}-46.4'$, long. $82^{\circ}-14.7'$, and was reported to the Coast Guard in accordance with paragraph 8522 of the Hydrographic Manual. ✓

No other new dangers or shoals were found. In many cases, shoals found on older surveys were more thoroughly developed on this survey. In such cases, bottom configuration from the present survey should control. ✓

The ~~1~~^{depth} foot shoal in lat. $26^{\circ}-46.3'$, long. $82^{\circ}-13.68'$ listed in paragraph L. subhead ~~4~~⁴ is the only shoal in which the old survey has a lesser least depth. Old depth should be retained. ✓

Carried forward

O. COAST PILOT INFORMATION:

A special Coast Pilot Report will be submitted by this party to cover the area of this survey. Only a general coverage will be made by this report.

Vessels drawing ⁴⁻⁵ ~~8~~ feet or less can navigate Gasparilla Sound by following the aids to navigation. To pass safely by the 2 ft. shoal in lat. $26^{\circ}-46.4'$, long. $82^{\circ}-14.7'$ northbound; at Gasparilla Sound Daybeacon 19, make good a course of 022° T. (which heads for the extreme southeast - (right)-tangent of Sandfly Key until Daybeacon 17 and Gasparilla Sound Light 13A come on range. Then make good a course of 339° T. to Daybeacon 17. From Daybeacon 17 northward, proceed as indicated by aids. ^{OK}

* The channel is very narrow from Gasparilla Sound Daybeacon 13 to Gasparilla Sound Daybeacon 11. (See paragraph M.), and is not recommended. See review ^{pg. 6A}

Gasparilla Sound can be reached from the Gulf of Mexico via Gasparilla Pass. Controlling depth is in the channel entering Gasparilla Pass, near Gasparilla Pass Daybeacon 3. (See paragraph M.). At the time of this survey, ~~8~~ feet was the controlling depth. - See review ^{pg. 6B} ~~8~~ feet 1958 L14(54)

P. AIDS TO NAVIGATION:

All of the fixed aids to navigation within the limits of the survey were located and reported on Form 567 by the Tampa Photogrammetric Office, H. C. Applequist, Chief of Party. All except one of these aids were used as hydrographic signals on this survey, and the position so checked. Gasparilla Pass Daybeacon 10 was not used. There are no floating aids to navigation in this area. ^{BN. 10 is station PEN}

Gasparilla Pass Light 1 has been twice destroyed and twice re-established since May 1956. Although the light is now in place it has not yet been re-located by this party. When it is, Form 567 will be submitted.

Gasparilla Pass Daybeacons 3, 5, and ~~4~~ are charted wrong on Chart 474. print date 3/10/58 - daybeacon 9 is correct, daybeacon 3 & 5 came from H O N M 9 (1958) See review ^{pg. 6C}

There are two swing spans in the railroad bridge from Placida to the north end of Gasparilla Island. Horizontal clearance on both left and right openings of both bridges are 49 feet. Vertical clearance closed is 6 feet above MHW. The List of Bridges over Navigable Waters of the United States list horizontal clearance as 50 ft. and vertical clearance closed as 8 feet. ^{See Nautical Chart Card File}

The Seaboard Airline Railroad bridge over the slough 0.1 mile northeast of Placida has skiff clearance only. Fixed span has horizontal clearance of $5\frac{1}{2}$ feet, vertical clearance above MHW is 4 feet.

P. AIDS TO NAVIGATION: Cont.

The bridge on Florida State Highway 771 just south of the above bridge is fixed span with horizontal clearance of 12½ feet and vertical clearance of 8 ft. above MHW. Neither of the last two bridges is listed in the Bridge List.

Q. LANDMARKS FOR CHARTS:

There is only one landmark within the limits of this survey. It is the tank at lat. 26°-46.9', long. 82°-15.9'. This is station TANK, ELEVATED INCINERATOR, 1943. This one should be preserved.

R. GEOGRAPHIC NAMES:

In accordance with paragraph 44 of the Instructions, Investigation of Geographic Names was not conducted.

No discrepancies with established names were noted.

S. SILTED AREAS:

None.

T. BY-PRODUCT INFORMATION:

None.


U. RECOMMENDATIONS FOR CHARTING:

Bar checks for the full range of soundings on this sheet were obtained, and so a velocity correction abstract was not necessary. The fathometer initial was set as indicated by bar checks, and fathograms were scanned for variation from this setting. The correction thus obtained was entered in the first correction column of the sounding volumes. This same column was used for leadline correction, which was always zero.

The only other correction entered was for tides.

Z. TABULATION OF APPLICABLE DATA:

1. Coast Pilot Report (to be submitted 31 Dec. 1956.)
2. Form 567, Non-Floating Aids for Charts (to be submitted 31 Dec. 1956).
3. Topo Sheets 11392, 11393, 11395, and 11396.
4. USED INTRACOASTAL WATERWAY, CALOOSAHATCHEE - ANCLOTE SECTION 1938, FILE NO. 41 - 12,208, SHEETS 24, 25, and 26. (BP's 33306-08)


William D. Barbee,
Lieut., USC&GS

See Next Page for attachments.

SEPARATES ATTACHED HEREWITH:

1. Statistics
2. Tide Note
3. List of Signals
4. Index of Sheets
5. Approval Sheet.

STATISTICS

For Hydrographic Survey H-8193

Field Number 80-1156

Skiff 735

Project 08-13530

Volume Number	Day Letter	1956 Date	Pole Sdgs.	No. of Positions	Statute Miles of Soundings
1	a	6 Jan.	5	14	2.0
1	b	16 Jan.	14	24	2.2
1	c	9 Feb.	251	137	18.9
1 & 2	d	14 Mar.	342	97	18.2
2	e	16 Mar.	66	36	3.8
2	f	19 Mar.	167	148 ¹⁴⁶	23.6
2 & 3	g	22 Mar.	142	142	28.9
3	h	23 Mar.	161	98	18.3
3	j	29 Mar.	397	118	12.4
4	k	30 Mar.	420	98	14.4
4	l	9 Apr.	232	106	14.7
4	m	13 Apr.	172	84	13.1
5	n	23 Apr.	189	130	18.4
5	p	24 Apr.	80	132	16.7
6	q	25 Apr.	562	133	19.1
6 & 7	r	26 Apr.	379	134	19.6
7	s	27 Apr.	123	115 ¹²³	15.6
8	t	30 Apr.	116	76 ⁷⁵	6.1
8	u	10 May	93	67	6.3 ^{6.6}
8	v	11 May	319	121	16.9
9	w	15 May	102	135	21.8
9	x	16 May	242	141	17.4
10	y	18 May	132	89	6.3
10	z	22 May	11	101	14.1
10 & 11	aa	23 May	157	119	19.1
11	ba	2 Aug.	121	76	9.7
11	ca	3 Aug.	256	100	14.0
12	da	6 Aug.	97	116	15.6
12	ea	7 Aug.	54	12	6.3 ^{1.3}
Totals - - -			5402	2899 2904	408.58

Total Area, Square Statute Miles = 21.0

TIDE NOTE

Two tide gages were used to reduce soundings on this sheet. One gage, at Placida, Florida lat. $26^{\circ}-49.8'$, long. $82^{\circ}-16.1'$ was used to reduce soundings on the western portion of the sheet. Mean Low Water corresponds to a reading of 1.8 feet on the staff. No time or height were applied.

The eastern portion of the sheet was reduced to MLW on the gage at Port Boca Grande, Florida, lat. $26^{\circ}-119.23'$, long. $82^{\circ}-15.66'$. Mean Low Water corresponds to 1.7 feet on the staff. No time or height corrections were applied.

In keeping with the Director's Letter 36-362-982, 10 August 1956, it is believed that the area of this sheet controlled by Port Boca Grande tides should have a time correction of plus one hour.

The line dividing tidal zones extends north from Devilfish Key, through Sandfly Key, then northeast along the northwest side of small islands.

Some splits were run in the Placida gage area of the sheet after the Placida gage had been removed. On 6 and 7 August 1956, ea, and da days soundings were reduced from the Port Boca Grande gage + 1 hour.

*26° 43.23'
82° 15.666*

LIST OF SIGNALS

SO-1156 (H-8193)

*See N.P.O
list of signals*

Name	No.	T-Sheet	Remarks
ABE	9619	11396	
ACE	9276	11392	
ACT	9653	11396	
ADD	9689	11396	
AGO	*	11395	*From T-sheet location of Power line pole.
ALP	9306	11393	
AMY	9513	11395	Δ GASPARILLA PASS LT. 1g, 1955.
ANT	9666	11396	
ARM	9688	11396	
ART	Hydro	-	HYDRO, Vol. 1, page 19.
BAG	9650	11396	
BAT	9305	11393	
BEG	9667	11396	
BEN	9535	11395	
BIB	9258	11392	
BOA	9690	11396	
BOB	9512	11395	GASPARILLA PASS DAY BN. 3.
BOX	96101	11396	
BOY	9281	11392	
BUM	9623	11396	
CAB	9321	11393	
CAD	9304	11393	
CAM	9651	11396	
CAT	9283	11392	
CAW	9692	11396	
COD	9282	11392	
CON	9272	11392	
CRY	9536	11395	
CUE	9679	11396	
CUL	Hydro	-	Hydro, Vol. 5, page 35.
CUR	9693	11396	
GUT	9511	11395	GASPARILLA PASS DAY BN. 5.
DAY	Hydro	-	Hydro, Vol. 1, page 3.
DAW	9320	11393	
DIF	96114	11396	
DIM	9296	11392	
DIP	9303	11393	
DIX	9652	11396	
DOE	9284	11392	
DOG	9298	11392	GASPARILLA PASS DAY BN 7
DOT	9285	11392	
DUD	9694	11396	
DUN	9537	11395	
DUO	9695	11396	

LIST OF SIGNALS - Cont.

SO-1156 (H-8193)

Name	No.	T-Sheet	Remarks
EAR	9615	11396	
EAT	9324	11393	
EBB	9318	11393	
EEL	9319	11393	
EGG	9265	11392	
EGO	9297	11392	
ELF	9268	11392	
ELM	9286	11392	
EMO	9668	11396	
ERA	9299	11392	Gasparilla Pass Daybeacon 9
ERG	9676	11396	
FAT	Hydro	-	Hydro, Vol. 1, page 3.
FAR	9325	11393	
FER	9542	11395	
FEZ	9677	11396	
FIG	9320	11393	
FIT	9309	11393	
FIX	Hydro	-	Hydro, Vol. 1, page 5.
FLO	9321	11393	
FLY	9510	11395	
FOE	9672	11396	
GAB	9663	11396	
GAD	9626	11396	
GAG	9256	11392	
GAL	9509	11395	
GAM	9543	11395	
GAS	-	-	Δ GASPARILLA 2, 1943.
GEM	9274	11392	
GET	9322	11392 ^a	
GIG	9675	11396	
GOB	9323	11393	
GOT	9308	11393	
GUM	9269	11392	
GUY	-	11392	Sec. Post MC Secs 22 & 27 T42SRZ ²⁰ OE.
HAG	9301	11393	
HAT	9627	11396	
HAZE	-	11396	⊙ HAZE, 1955.
HEM	9654	11396	
HEX	9508	11395	
HIS	9324	11393	
HOG	9647	11396	
HON	9649	11396	
HOP	9544	11395	
HUB	9325	11393	
HUG	9686	11396	
HURRY	-	◆	Δ HURRY, 1955.
HUT	9270	11392	

LIST OF SIGNALS - Cont.

SO-1156 (H-8193)

Name	No.	T-Sheet	Remarks
ICE	9270	11392	
IDA	9507	11395	
IRK	9326	11393	
ITS	9602	11396	
IVY	Hydro	-	Hydro, Vol. 1, page 3.
JAK	9674	11396	
JAR	9603	11396	
JAW	9696	11396	
JIM	9628	11396	
JOB	9661	11396	
JOY	9669	11396	
KED	9607	11396	
KEG	9314	11393	
KEN	9697	11396	
KEY	9608	11396	
KID	9502	11395	
KIM	9645	11396	
LAD	9604	11396	
LAP	9307	11393	
LEG	9275	11392	
LEO	96100	11396	
LET	9525	11395	
LIZ	9655	11396	
LOG	9629	11396	
LOT	9312	11393	
LOW	9644	11396	
LUX	9699	11396	
MAG	9630	11396	
MAN ^{Topo}	-	11395	X TANK ELEVATED INCINERATOR, 1943.
MAP	9311	11393	
MAR	96112	11396	
MAW	9501	11395	
MEX	96103	11396	
MID	9605	11396	
MOP	9255	11392	
NAT	9636	11396	
NAY	9671	11396	
NED	9616	11396	
NIP	9646	11396	
NIT	96106	11396	
NIX	9606	11396	
NOD	9670	11396	
NOR	9526	11395	
NOT	9301	11393	
NUB	96104	11396	
NUN	9315	11393	
NUX	9656	11396	

LIST OF SIGNALS - Cont.

SO-1156 (H-8193)

Name	No.	T-Sheet	Remarks
OAK	96108	11396	
ODD	9687	11396	
OFF	96109	11396	
OIL	9635	11396	
OLD	9631	11396	
ORA	9302	11393	
OUT	9682	11396	
OWL	9681	11396	
PAD	9634A	11396	
PAL	9639	11396	
PEP	9527	11395	
PIE	9662	11396	
PIL	96116	11396	pile.
PIN	9310	11393	
POT	9680	11396	
PRO	9273	11392	
QUO	9638	11396	
RAG	9640	11396	
RAT	9641	11396	
REV	9528	11395	
RIM	9634	11396	
RIO	9660	11396	
RIP	9659	11396	
RUG	9616	11396	
SAD	9643	11396	
SAG	9617	11396	
SAL	9529	11395	
SAW	96118	11396	pile
SET	9633	11396	
SIS	-	11396	GASPARILLA SOUND DAY BN. 15.
SOX	-	11395	GASPARILLA SOUND DAY BN. 3.
TAN	9530	11395	
TAP	96110	11396	
TAX	96117	11396	pile
TIP	9322	11393	
TOM	-	11396	GASPARILLA SOUND DAY BN. 17.
TOP	9637	11396	
TOY	-	-	Δ GASPARILLA SOUND LIGHT 13A, 1955.
TRY	-	11396	GASPARILLA SOUND DAY BN. 19.
TUB	-	11395	GASPARILLA SOUND DAY BN. 4.
VAT	9632	11396	
VEX	9531	11395	
VIA	-	11395	GASPARILLA SOUND DAY BN. 14.

LIST OF SIGNALS - Cont.

SO-1156 (H-8193)

Name	No.	T-Sheet	Remarks
WAG	9610	11396	
WAR	9684	11396	
WAX	9664	11396	
WEN	9685	11396	
WHY	9617	11396	
WHO	9609	11396	
WIG	9532	11395	
WIN	9611	11396	
WIT	-	11395	GASPARILLA SOUND DAY BN. 13, 13, 14, 15
YAK	9533	11395	
YAM	9612	11396	
YEA	9613	11396	
YES	9614	11396	
YET	-	11395	GASPARILLA SOUND DAY BN. 11.
ZAG	9618	11396	
ZIG	-	11392	
ZIP	96111	11396	GASPARILLA SOUND DAY BN. 1.

NORFOLK DISTRICT OFFICE
102 West Olney Road
Norfolk, Virginia

16 September 1958

To: Commanding Officer
USC&GS Ship SOSSHEE
P.O. Box 568
St. Petersburg 31, Florida

Subject: Control on Survey H-8193 (Se-1156)

In preparing a smooth sheet for the subject survey, this office has experienced inconsistencies in the position of Gasparilla Pass Light No. 1. According to the list of signals, the 1955 triangulation position is to be used. However, sextant cuts, observed on 27 April 1956 to show shoreline revisions, place the light approximately 30 meters N.W. of the triangulation position.

According to paragraph "P", Aids to Navigation in the descriptive report, the light was "twice destroyed and twice re-established" between May 1956 and the date the report was written.

This station was used to control critical soundings in Gasparilla Pass and to locate two hydrographic signals in the immediate vicinity. Since the survey was accomplished during the period 6 January to 7 August 1956, it is important that actual dates of establishment be obtained from the Coast Guard and furnished this office. In addition, we shall need the various positions of the light during the period of the survey and the exact dates each should be used.

Walter J. Chovan
Captain, USCG
Norfolk District Officer

WLP:fs

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

POST-OFFICE ADDRESS:

General Delivery, Ship SOSBEE
Punta Gorda, Florida

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

25 Sept. 1958

To: Norfolk District Officer
Coast and Geodetic Survey
102 West Olney Road
Norfolk, Virginia

Subject: Control on Survey H-8193 (80-1156).

Reference: Letter HLP: fs, dated 9/16/58.

Receipt of referenced letter is acknowledged.

Information on Gasparilla Pass Light No. 1 was obtained from the U.S. Coast Guard here at St. Petersburg. Contact was made with Chief Warrant Officer Weaver, Commanding U.S.C.G. Ship COSMOS, (the buoy tender that works in the Charlotte Harbor area). His records reveal the following:

Gasparilla Pass Light No. 1.

In 1956.

On 26 April 1956: Rebuilt* - No evidence of it being moved according to CG records.

On 10 Oct. 1956: Rebuilt* - Located according to following fix:-

left object	-Northerly Tank on Gasparilla Island	- 28° - 47'
center "	-Boca Grand Range Bear Light.	
right "	-Charlotte Harbor Inter Channel Directional Light	- 28° - 33'

* found missing in both cases.

In 1957.

On 23 August 1957: Rebuilt 200 yards, 103° true from charted position.

This appears to be the only information available from Coast Guard sources.

Miller J. Tonkel
LCDR, C&GS
Cdg. Ship SOSBEE

cc.: Tampa District Officer.

NORFOLK PROCESSING OFFICE
LIST OF SIGNALS
H-8193

TRIANGULATION STATIONS

AMY GASPARILLA PASS, LIGHT 1, 1955
GAS GASPARILLA 2, 1943
HURRY HURRY, 1955
TOY GASPARILLA SOUND, LIGHT 13A, 1955

TOPOGRAPHIC STATIONS

SOURCE T-11392

Ace	Bib	Boy	Cat	Cod	Con	Dim	Doe	Dog	Dot
Egg	Ego	Elf	Elm	Era	Gag	Gem	Gum	Guy	Hat
Ice	Leg	Mop	Pen	Pro	Zig				

SOURCE T-11393

Alp	Bat	Cad	Dip	Ebb	Eel	Fig	Fit	Flo	Get
Gob	Got	His	Hub	Irk	Jug	Keg	Lap	Lot	Map
Not	Nun	Ora	Pin	Rug	Sag				

SOURCE T-11395

Aim	Ben	Bob	Cry	Cat	Dun	Fer	Fly	Gal	Gam
Hex	H Hop	Ida	Kid	Let	Maw	Nor	Pep	Rev	Sal
Sox	Tan	Vex	Via	Wig	Wit	Yak	Yet		

SOURCE T-11396

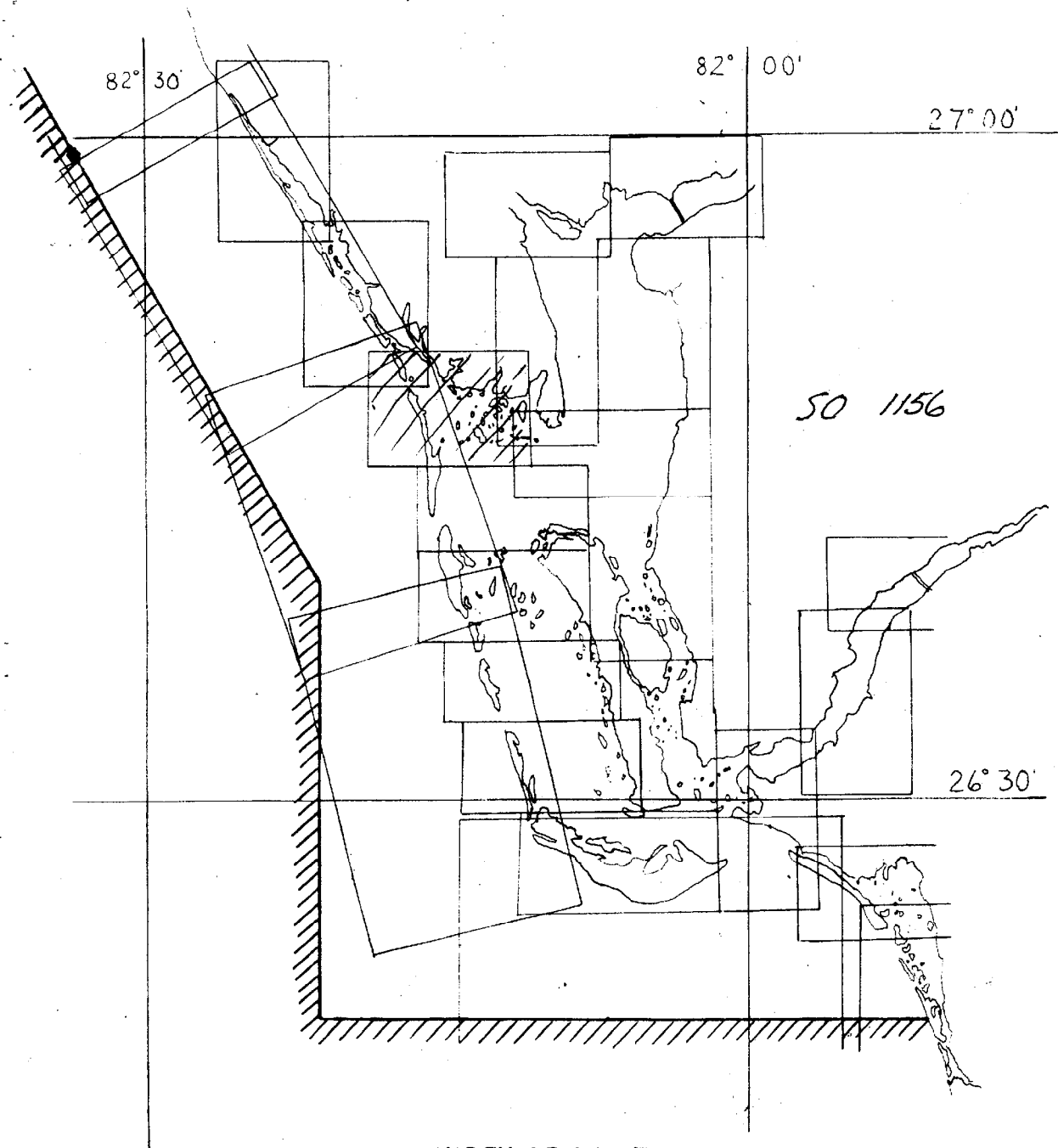
Abe	Act	Add	Ant	Arm	Bag	Beg	Boa	Boy	Bum
Cam	Caw	Cue	Cur	Cop	Daw	Dif	Dix	Dud	Duo
Ear	Eat	Emo	Erg	Far	Fez	Foe	Gab	Gad	Gig
Hag	Hat	Haze	Hem	Hog	Hon	Hug	Its	Jak	Jar
Jaw	Jim	Job	Joy	Ked	Ken	Kim	Lad	Leo	Liz
Log	Low	Lux	Mag	Mar	Mex	Nat	Nay	Ned	Nip
Nit	Nix	Nod	Nub	Nux	Oak	Odd	Off	Oil	Old
Out	Owl	Pad	Pal	Pie	Pil	Pot	Quo	Rag	Rat
Rim	Rio	Rip	Sad	Saw	Set	Sis	Tap	Tax	Tom
Top	Try	Vat	Wag	War	Wax	Wen	Why	Who	Win
Yam	Yea	Yes	Zag	Zip					

HYDROGRAPHIC STATIONS

Art	Vol. 1, pg. 19	Day	Vol. 1, pg. 3	Fix	Vol. 1, pg. 5
Cul	Vol. 5, pg. 35	Fat	Vol. 1, pg. 3	Ivy	Vol. 1, p. 20
Hic	Vol. 7, pg. 40&41				

PHOTOGRAMMETRIC STATIONS

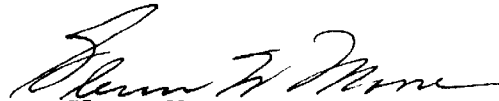
Ago T-11392



INDEX OF SHEETS
PROJECT CS-3530
(Southern Part)

Approval Sheet H-8193 (SO-1156)

The hydrography was done under my personal supervision. The boat sheet was examined daily. The survey is complete and adequate. No additional work is necessary. The records will be sent to the NORFOLK PROCESSING OFFICE for smooth plotting.



Glenn W. Moore,
Comdr., USC&GS
Cdg. Ship SOSBEE

GEOGRAPHIC NAMES
Survey No. H-8193

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>Florida</u>			(title)							BGN	1
<u>Gasparilla Sound</u>			"								2
<u>Cape Haze</u>											3
<u>Turtle Bay</u>											4
<u>Gallagher Keys</u>											5
<u>Bull Key</u>											6
<u>Bull Bay</u>											7
<u>Whidden Creek</u>											8
<u>Cayo Pelau</u>											9
<u>Devilfish Key</u>											10
<u>Sandfly Key</u>											11
<u>Gasparilla Island</u>											12
<u>Peekins Ranch Cove</u>											13
<u>Gasparilla</u>											14
<u>Gasparilla Pass</u>											15
<u>Little Gasparilla Island</u>											16
<u>Catfish Creek</u>											17
<u>Catfish Point</u>											18
<u>Coral Creek</u>											19
<u>Flacida</u>			(tide station)								20
			Names approved 2-3-59								21
Tide Station off sheet:											22
<u>Port Boca Grande</u>											23
											24
											25
											26
											27

L. Heck

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8193 (Field No. So-1156)

GENERAL

This appears to be an excellent basic survey and soundings are in good agreement at crossings.

The few minor discrepancies are listed below.

OVERLAYS

Positions 1 thru 22y were plotted on an overlay to avoid congestion on the smooth sheet.

DISCREPANCIES

See enclosed copies of correspondence dated 16 Sept. 1958 and 25 Sept. 1958, as well as, the note on page 40, volume 7, concerning the various positions of Gasparilla Pass, Light 1.

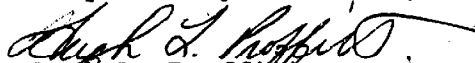
Descriptions of some topographic stations are no longer legible on the boat sheet.

Positions 59 thru 65ca, vol. 11, were not smooth plotted. See field note in sounding volume.

Most pole soundings were recorded at 30 second intervals leaving unusually wide spaces between soundings. Additional soundings were scanned from the fathograms to show bottom irregularities and to obtain a more accurate delineation of the three foot depth curve.

Norfolk, Va.
9 Dec. 1958

Respectfully submitted,


Hugh L. Proffitt
Cartographer.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8193

FIELD NO. SO-1156

Florida - Charlotte Harbor - Gasparilla Sound

Surveyed: Jan. 1956 - Aug. 1956

Scale - 1:10,000

Project No. CS-13530

Soundings: 808 Depth Recorder
Pole

Control: Sextant fixes on
shore signals

Chief of Party----- Glenn W. Moore
Surveyed by----- W. D. Barbee; W. M. Tidwell
Protracted by----- A. K. Schugeld (Norfolk Office)
Soundings plotted by----- A. K. Schugeld
Verified and inked by----- J. C. Chambers
Reviewed by----- H. W. Burgoyne
Inspected by----- R. H. Carstens

Date: 2/9/60

1. Shoreline and Control

The shoreline originates with unreviewed air-photographic surveys T-11392, T-11395, T-11396 (1953-56) and T-11393 (1953-58). Minor revisions by the hydrographer are shown in red.

The sources of control are given in the Descriptive Report.

2. Sounding Line Crossings

The depths at sounding line crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The standard depth curves are adequately delineated with the low water line being developed where it is a significant distance off shore. The 3-foot curve was drawn to better delineate the bottom configuration.

This survey covers the area of Gasparilla Sound leading to the Gulf of Mexico via Gasparilla Pass. Portions of the area are very irregular from current scouring, dredging and sedimentation. The shallow areas are dotted with oyster bars and mangrove islets.

4. Junctions with Contemporary Surveys

Present survey depths on the north are in adequate agreement with junctional depths on surveys H-8192 (1955-56), and on the south with H-8194 (1956-57). The junctions with H-8361 (1957) on the southeast and H-8196 (1956) outside Gasparilla Pass will be considered in the reviews of those surveys.

5. Comparison with Prior Surveys

H-1480b (1879-80)

H-1388a (1878)

These prior surveys lack much of the detail obtained by the intensive development on the present survey. Only minor differences of 1 foot were noted in comparable areas of hard bottom. However, considerable erosion and accretion have taken place in the vicinity of Gasparilla Pass. On the north side of the pass, Little Gasparilla Island has eroded as much as 190 meters, while on the south side of the pass, Gasparilla Island has accreted as much as 400 meters, with resulting changes in depths.

The former island at Lat. $26^{\circ}47.7'$, Long. $82^{\circ}16.2'$ on H-1480b (1879-80), is now connected to the mainland.

The present survey, supplemented with prior bottom characteristics and with two prior soundings carried forward from H-1480b (1879-80), is adequate to supersede the prior surveys in the common area.

6. Comparison with Chart 474 (latest print date 3/10/58)

A. Hydrography

1. The charted hydrography originates with the prior surveys, supplemented by minor revisions from Corps of Engineers surveys of 1938 (Eps 33306-08), and critical depths from the boat sheet (Ep 54549) of the present survey.
2. The visible wreck charted in Lat. $26^{\circ}48.70'$, Long. $82^{\circ}15.75'$ on Chart 474, from T-11395 (1956) does not fit the hydrographic location. The wreck should be moved westward to Lat. $26^{\circ}48.72'$, Long. $82^{\circ}15.80'$.
3. A pile bearing 7 feet above M.H.W. at position Lat. $26^{\circ}46.34'$, Long. $82^{\circ}12.62'$, and a fish house at Lat. $26^{\circ}46.4'$, Long. $82^{\circ}12.45'$, have not been applied to Chart 474.

4. Although 4-5 feet can be carried between beacons "11" and "13" in Gasparilla Sound, the channel is very narrow and not recommended. (See page 6 of Descriptive Report) The charting of the 3 foot curve would better delineate the channel in this section of Gasparilla Sound.

The present survey is adequate to supersede the charted hydrography except for controlling depths discussed below.

B. Controlling Depths

1. The channel legend "7 FT. REP." in Gasparilla Pass originated with a letter from the Coast Guard, Ch. L. 141 (1958). Due to the shifting conditions of this channel, the legend should supersede the hydrographic information from H-8193 (1956) in this area.

C. Aids to Navigation

The present charted positions of Lt. "1", Daybeacon "3", and Daybeacon "5" at the entrance to Gasparilla Pass (vicinity of Lat. $26^{\circ}47.94'$, Long. $82^{\circ}17.14'$) supersede the survey positions shown on H-8193 (1956). The charted positions on Chart 474 originated with H.O.N.M. 9 (1958). The survey positions of the other fixed aids in Gasparilla Sound and Gasparilla Pass are in agreement with their charted positions and adequately mark the features intended, except that the 2-foot shoal in Lat. $26^{\circ}46.42'$, Long. $82^{\circ}14.67'$ lies on course between daybeacons "17" and "19". The hydrographer reported this shoal to the Coast Guard.

Two private markers located at Lat. $26^{\circ}46.18'$, Long. $82^{\circ}12.29'$ and Lat. $26^{\circ}46.19'$, Long. $82^{\circ}12.24'$ mark the entrance to a small channel into Bull Bay. The markers are not shown on Chart 474.

7. Condition of Survey

- a. The descriptive report and sounding records are complete and comprehensive.
- b. The survey was smooth plotted accurately and neatly.


8. Compliance with Project Instructions

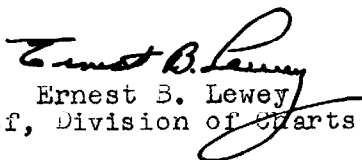
This survey adequately complies with project instructions.

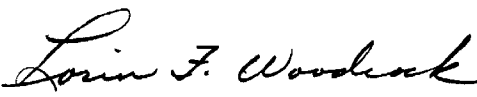
9. Additional Field Work Recommended

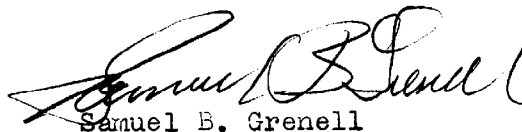
This is a good basic survey and no additional field work is recommended.

Examined and Approved:


Max G. Ricketts
Chief, Nautical Chart Branch


Ernest B. Lewey
Chief, Division of Charts


Lorin F. Woodcock
Chief, Hydrography Branch


Samuel B. Grenell
Chief, Division of Coastal Surveys

TIDE NOTE FOR HYDROGRAPHIC SHEET

Chart Division: R. H. Carstens

26 February 1959

Plane of reference approved in
12 volumes of sounding records for

HYDROGRAPHIC SHEET 8193

Locality Gasparilla Sound, Florida

Chief of Party: G. W. Moore in 1956

Plane of reference is mean low water, reading

1.7 ft. on tide staff at Placida

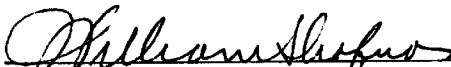
3.7 ft. below B.M. 1 (1955)

1.7 ft. on tide staff at Port Boca Grande

5.7 ft. below B.M. 3(1927)

Height of mean high water above plane of reference is 1.0 ft.

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8193....

Records accompanying survey:

Boat sheets ..1..; sounding vols. .12..; wire drag vols.; bomb vols.; graphic recorder rolls .13-Envelopes special reports, etc. 1-Smooth sheet, 1-Descriptive report,.... and 1-Overlay tracing,.... 2-U.S.E. Survey prints.....

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

Number of positions on sheet	.....	2904	
Number of positions checked	.....	241	
Number of positions revised	.....	1	
Number of soundings revised (refers to depth only)	.....	0	
Number of soundings erroneously spaced	.....	16	
Number of signals erroneously plotted or transferred	.....	0	
Topographic details	Time	2	
Junctions	Time	8	
Verification of soundings from graphic record	Time	2	
Verification by <i>J. B. Blankens</i>	Total time	235	Date <i>Oct. 22, 1959</i>
Reviewed by <i>H. W. Burgoyne</i>	Time	84	Date <i>Feb. 2, 1960</i>

