

8380

Diag. Cht. No. 1257-2.

Form 504

U. S. DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. S0-1357 Office No. H-8380

LOCALITY

State Florida

General locality West Coast

Locality Southern Part of Hillsborough
Bay

1957

CHIEF OF PARTY

W. D. Barbee

LIBRARY & ARCHIVES

DATE April 8, 1959

USCOMM-DC 5087

8380

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-8380

Field No. 80-1357

State Florida

General locality West Coast

Locality Southern Part of Hillsborough Bay, South

Scale 1:10,000 Date of survey 1957

Instructions dated 13 February 1957

Vessel Ship SOSBEE

Chief of party William D. Barbee

Surveyed by William D. Barbee & Earl R. Scyoo

Soundings taken by ~~instrument~~, graphic recorder, hand lead, ~~and~~

Fathograms scaled by Personnel, Ship SOSBEE

Fathograms checked by " " " & Norfolk District Office

Protracted by W.L. Jonns

Soundings penciled by W.L. Jonns

Soundings in ~~xxxxxx~~ feet at MLW ~~xxxx~~ and are true depths

REMARKS: All corrections in Volumes have been entered and

checked by personnel of the Ship SOSBEE.

712

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY NO. H-8380 (Field No. 80-1357)

West Coast of Florida 12 June - 18 October 1957

Hillsboro Bay, South Scale 1:10,000

U.S.C. & G.S. Ship SOSBEE William D. Barbee, Chief
of Party

A. PROJECT:

This sheet is part of Project 14020, with original instructions dated 13 February 1957.

B. SURVEY LIMITS & DATES:

This survey covers the southern part of Hillsboro Bay from Latitude $27^{\circ} 54'$ to latitude $27^{\circ} 49.5'$. The eastern and western limits are the respective shores of Hillsboro Bay including the Alafia River on the eastern side to longitude $82^{\circ} 23'$.

There is a ¹⁹⁵⁷ junction with two contemporary surveys; on the north with H-8379 (80-1257) at Latitude $27^{\circ} 54'$, and on the south with (80-1457) ~~H-8411~~ (1957)

Work commenced on 12 June 1957 and was concluded on 18 October 1957. Sheet H-8379 was worked concurrently with this one.

C. VESSEL & EQUIPMENT:

Soundings were from a 25-foot wooden skiff No. 735 and a 26-foot fiber-glass launch GS-182. The skiff was powered by two 10 horse-power outboard motors, has a maximum speed of about 6 knots, and a turning radius of about 25 meters. Launch GS-182 powered by a 50 horse-power Gray Marine Diesel engine, has a maximum speed of about 6 knots and a turning radius of about 15 meters. All skiff and launch work was from the Ship's base at Hooker's Pt. in Tampa, Fla.

Whereever possible, soundings were by 808-J Type Portable echo sounder number 115-S, 140-SP or 150. In shoal depths, about 3 feet and less, soundings were obtained by a pole graduated in feet. The method of sounding is indicated in the Sounding Volumes.

D. TIDES & CURRENT STATIONS:

A Portable Tide Gage was established at the Pure Oil Fuel dock at Hooker's Pt., Tampa, Fla. The entire sheet is reduced to this gage. No time or range corrections were applied.

E. SMOOTH SHEET:

The Smooth Sheet ^{will} ~~will be~~ plotted by the NORFOLK PROCESSING OFFICE. It will be 36" X 54" with the same center as the boat sheet.

F. CONTROL STATIONS:

The Triangulation Stations used for Control were located in

1908	by	R. L. Schoppe
1926	"	R. L. Schoppe
1943	"	G. L. Anderson
1946	"	G. L. Morris, Jr.
1955	"	I. R. Rubottom
1957	"	Tampa District Office

The greater part of the Control for hydrography was located by Topographic means by Tampa Field Unit.

A list of Signals with their origin is appended.

G. SHORELINE AND TOPOGRAPHY:

The Shoreline on the boat sheet was traced from old Sheets T-5835, T-5836, and T-5838.

To plot Shoreline on the Smooth Sheet, the processing office will use the new Shoreline as drawn from the new photos by the Tampa District Office. (T-10552-3-6-7 of 1957/58 (REVIEW) ^{see 2})

H. SOUNDINGS:

Soundings were obtained with model 808-J portable echo sounder number 115-S, 140-SP or 150, except for soundings too shoal to indicate on the Echo Sounder. For these shoal soundings, a pole graduated in feet was used. The Method of soundings is indicated in the Sounding Volumes.

No unusual corrections were applied.

I. CONTROL OF HYDROGRAPHY:

Hydrography was Controlled almost entirely by sextant 3-point fixes. In some instances on inshore lines, at the heads of sloughs, etc., positions were estimated from shoreline details, natural ranges, etc. These positions are marked SBS (for See Boat Sheet) in the Sounding Volumes.

J. ADEQUACY OF SURVEY:

This Survey is Complete and is adequate for Charting only with additional information from the Corps of Engineers on the Hillsboro Bay Cut C Channel, and the adjacent spoil bank. Dredging operations were still in progress during the time this Survey was performed. IP7A & 9
Review

The only ¹⁹⁵⁷ junctions with Contemporary Survey is the north with H-8379 (SO-1257) and to the South with (SO-1457). The junctions are good with sufficient overlap. (Depth Curves can be drawn at the junction. H-8411(1957)

There are no holidays within this sheet, or at the junctions. ✓

K. CROSSLINES:

Crosslines constituting 10% of the total hydrography were run. Crossings are in good agreement throughout the sheet. ✓

L. COMPARISON WITH PRIOR SURVEYS:

Comparison was made with the old survey ⁽¹⁹²⁶⁾ 4567, Scale 1:20,000, dated 1926. ✓

Generally, agreement with the old Survey was good. Specific Comments follows:

1. All of the Hillsboro Bay Cut C Ship Channel has been dredged to a greater depth since the 1926 Survey. There has been a corresponding shoaling of the spoil banks to the east of the Channel. IP6B
Review

Although the Hillsboro Bay Cut C Ship Channel was surveyed by the Corps of Engineers during the fall of 1957, it was also done on this Survey. Reference should be made however to the Corps of Engineers' Survey which was in progress at the time this Survey was completed. IP7B
Review

2. A Channel has been dredged to MacDill AF docks. The channel is in the approximate vicinity of latitude 27° 51.5'.

3. A Channel has been dredged to the Tampa Phosphoric Plant to allow barge entrance to said company. ✓

M. COMPARISON WITH CHART:

Coast and Geodetic Chart No. 587, Scale 1:40,000, covers the area of this Survey. Comparison in general is good except as noted: ✓

1. The Chart does not have all of the changes wrought by the dredging of Hillsboro Bay Cut C Channel. A notable lack in information on the spoil bank formed east of the same dredged Channel. A large part of this spoil bank bears at MLW. IP4
Review

N. DANGERS AND SHOALS:

There were no new Shoals or dangerous obstructions found on this Survey. ✓

O. COAST PILOT INFORMATION:

A special Coast Pilot Report will be submitted on an area basis. ✓

P. AIDS TO NAVIGATION:

All fixed aids to navigation within the limits of this Survey will be reported on Form 567. ✓

Floating aids to navigation within the limits of this Sheet are as follows:

1. Hillsboro Bay Cut C nun buoy "22", latitude 27° 52.4', longitude 82° 26.5'. This buoy is located in 18.0 feet of water. Data is recorded in Vol. 13, position 152 m.
2. Hillsboro Bay Cut C Can buoy "23" latitude 27° 52.4', longitude 82° 26.5'. This buoy is located in 18.0 ft. of water. Data is recorded in Vol. 13, position 151 m.
3. Hillsboro Bay Cut C nun buoy "14", latitude 27° 50.3', longitude 82° 26.7'. This buoy is located in 20.0 ft. of water. Data is recorded in Vol. 16, position 92 t.
4. Hillsboro Bay Cut C Channel Can buoy "15", latitude 27° 50.3', longitude 82° 26.8'. This buoy is located in 17.0 ft. of water. Data is recorded in Vol 16, position 91 t.
5. Hillsboro Bay Cut C Channel nun buoy "18", latitude 27° 51.3', longitude 82° 26.6'. This buoy is located in 16.5 ft. of water. Data is recorded in Vol. 3, position 57 g.
6. Hillsboro Bay Cut C Channel Can buoy "19", latitude 27° 51.3', longitude 82° 26.7'. This buoy is located in 16.5 ft. of water. Data is recorded in Vol. 3, position 58 g.

REVIEW
P 7C

Q. LANDMARKS FOR CHARTS:

All Landmarks for Charts will be submitted on an area basis. ✓

R. GEOGRAPHIC NAMES:

In accordance with Paragraph 39 of the Instructions, Investigations of Geographic Names was not conducted. No discrepancies with established names were noted. ✓

S. SILTED AREA:

The area in general on this sheet is Silt bottom except for a shoal located at approximately latitude $27^{\circ} 52'$, longitude $82^{\circ} 28'$; the spoil bank on the east bank of Hillsboro Bay Cut C Channel and the east bank of Hillsboro Bay.

T. NONE

U. RECOMMENDATION FOR CHARTING:

It is recommended that the 3 foot curve be charted because of the bottom configuration and the increasing number of small boats in this area.

V. BOTTOM SAMPLES:

Bottom Samples were obtained throughout the Survey with a hand-lead armed with a soap filled hollow bottom.

WXY. NONE

Z. TABULATION OF APPLICABLE DATA:

1. Topo Sheets.

Attachments:

1. Statistics
2. Tide Note
3. List of Signals
4. Index of Sheets
5. Approval Sheet
6. Corps of Engineers' Survey.

Respectfully Submitted,

Earl R. Soyoc

Earl R. Soyoc
Ens., C & G S
Ship SOSBEE

Tampa District Office
P O Box 190 Tampa 1 Florida

10 May 1958

To: District Officer
Norfolk District Office
1 102 W. Olney Road
Norfolk 10, Va.

Subject: Spoil areas

Spoil areas along the east side of the main Tampa Ship Channel, in Hillsboro and Tampa Bays, were located by planetable between 8 May through 15 May 1958. Hydrography had been done prior to dredging and soundings will probably appear on the boat sheets where spoil now exists.

Only those spoil areas that are above water or awash at mean high water were shown on the planetable sheets. However there is a line of spoil, outside that shown on these sheets, that is under water but shows up visually. (See planetable sheets for approximate visual limits of spoil, which probably is the outline of the area in which hydrography is obsolete). The spoil was located on existing planetable sheets, except in the area where the channel turns southeast to north. In this area a projection was drawn on vinylite and used as a planetable sheet. The spoil areas have been transferred to the map manuscripts.

The planetable sheets are being forwarded under separate cover.

Arthur L. Wardwell
CDR, USCG
District Officer

ALW/o

cc: Chief, Photo. Div.
Chief, Chart Div.

LIST OF SIGNALS

H-8380 (80-1357)

Name	Source	Remarks
ABE	*	
ACE	*	
ACT	*	
ADD	*	
AMP		△ East Tampa U. S. Phosphoric Co. Black Water Tank, 1926
AMY	*	
ANT	*	
ARM	*	
BAG	*	
BAH	*	
BAT	*	
BED		△ Hillsboro Bay Cut D Range Rear Light, 1957
BIG	*	
BOB	*	
BOX	*	
CAB	*	
CAR	*	
CAT	*	
COD	*	
COP	*	
COW	*	
DAW	*	
DAY	*	
DIF	*	
DIL		△ Dill, 1946
DIP	*	
DOC	*	
DOT	*	
EAR	*	
EAT	*	
EGG	*	
EGO	*	
END	*	
EVA	*	
FAR	*	
FAT	*	
FEW	*	
FISH		△ Fish, 1943

*These signals located by planetable topographic surveys by Tampa Field Unit (out of Tampa District Office) in 1957.

List of Signals: Cont.

Name	Source	Remarks
FIX	*	
FOG	*	
FOX	*	
FLY	*	
GAD	*	
GAL	*	
GAM	*	
GAS	*	
GUM	*	
GUS	*	
HAG	*	
HAT	*	
HER	*	
HEX	*	
HOW	*	
HUT	*	
ICE	*	
IDA	*	
ION	*	
IRK	*	
IVY	*	
JAP	*	
JAR	*	
JAW	*	
JIM	*	
JUG	*	
KED	*	
KEN	*	
KEY	*	
KIM	*	
LAD	*	
LEG	*	
LEO	*	
LUG	*	
MAC		△ MacDill Field Checkered Water Tank, 1946
MAN	*	
MAR	*	
MAX	*	
MID	*	
NEV	*	
NAT	*	
NED	*	
NIL	*	
NOW	*	

*These signals located by planetable topographic surveys by Tampa Field Unit (out of Tampa District Office) in 1957.

List of Signals: Cont.

Name	Source	Remarks
OAK	*	
OBI	*	
OFF	*	
OLD		△ Old USE, 1908
OWL	*	
PAD	*	
PAR	*	
PIE	*	
PIT		△ MacDill Field Hospital Stack, 1946
QUO	*	
RAG	*	
RAM	*	
RIG	*	
RIO	*	
SAD	*	
SAL	*	
SAP	*	
SKI	*	
TAG	*	
TAM		△ East Tampa U. S. Phosphoric Co. Tank (Elev.), 1957
TAN	*	
TAW	*	
TOM	*	
TOY	*	
USE	*	
VAL	*	
VET	*	
VIM	*	
WAG	*	
WAT		△ MacDill AFB Hospital Water Tank, 1955
WHO	*	
YES	*	△ Hillsboro Bay, cut C, chan. Lt. 25, 1957
YET	*	
ZIG	*	
ZOO	*	△ Hillsboro Bay, cut C, chan. Lt. 24, 1957

*These signals located by planetable topographic surveys by Tampa Field Unit (out of Tampa District Office) in 1957.

TIDE NOTE

Soundings were reduced to MLW on the Portable Tide
Gage established at Pure Oil Fuel dock, Hooker's Point,
Tampa, Florida, in latitude $27^{\circ} 55' .01''$, longitude 82° *Falls off*
 $26' .55''$. Mean Low Water corresponds to a reading of 2.2 *this survey*
feet on the staff. No time or range corrections were
applied.

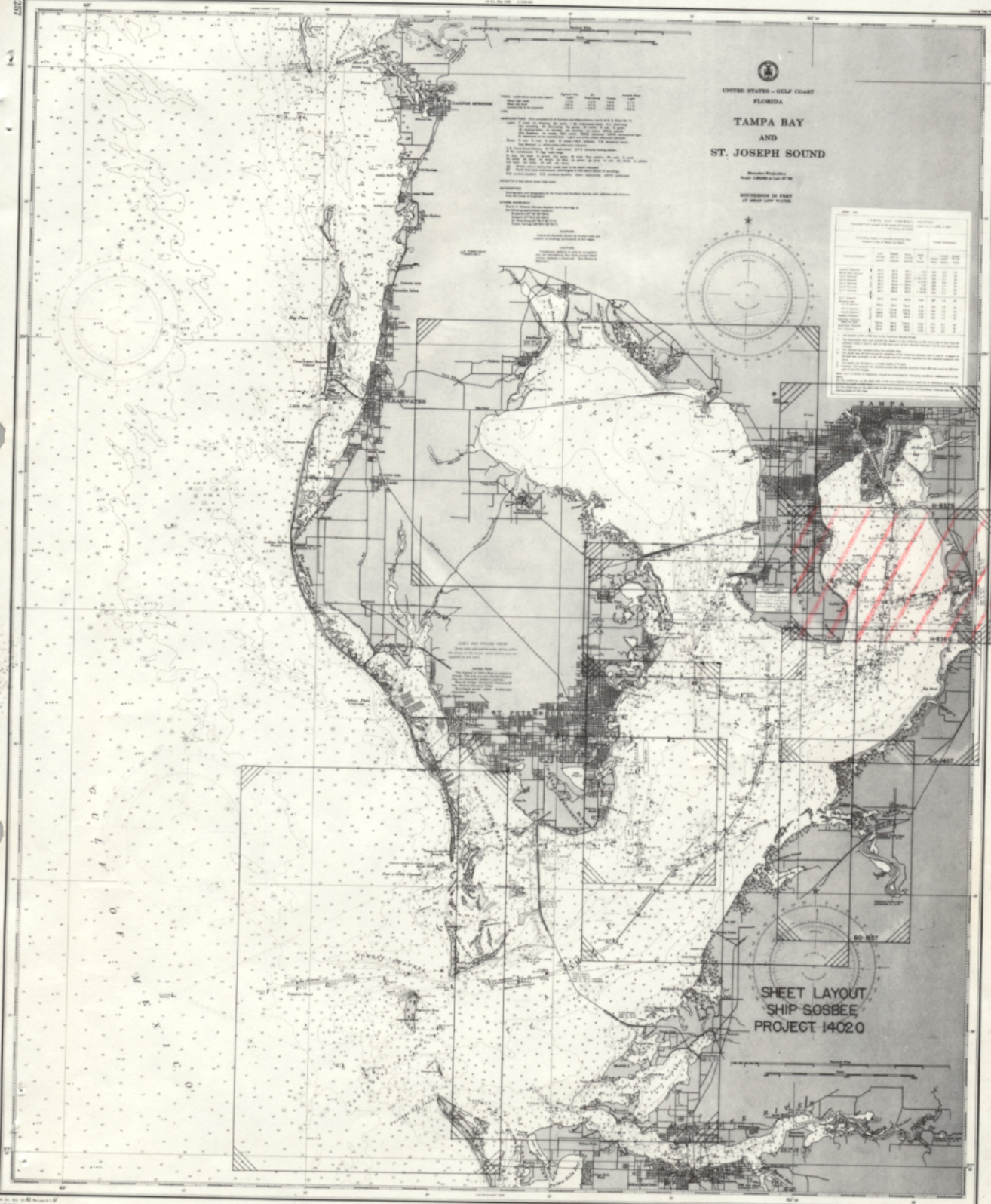
STATISTICS
SO-1357 (H-8380)

Day Letter	Vol. No.	Date	Number of Pole Sdgs.	No. of Positions	Stat. Miles of Sdgs.
Skiff 735					
a	1	12 June '57	68	64	9.3
b	1	13 " '57	46	145	24.6
c	1 & 2	17 " '57	141	87	15.52
d	2	18 " '57	112	132	24.26
e	2	19 " '57	242	116	18.28
f	3	21 " '57	196	123	22.55
g	3	10 July '57	98	120	23.2
h	4	11 " '57	45	83	15.5
i	5	22 " '57	218	122	12.53
j	5	23 " '57	119	94	9.24
k	5 & 6	10 Sept. '57	481	167	24.26
l	6	11 " '57	234	108	14.26
m	6 & 7	12 " '57	317	116	11.73
n	7	17 " '57	155	109	15.5
p	7	18 " '57	314	118	15.5
q	8	19 " '57	284	103	15.0
r	8	20 " '57	303	122	7.8
s	8	23 " '57	1	74	8.3
t	9	24 " '57	0	15	2.3
u	9	25 " '57	378	86	12.65
v	9	26 " '57	21	76	2.9
w	9	18 Oct. '57	1	20	-
x	9				
Launch 08-182					
a	10	20 June '57	CP	105	18.55
b	10	12 July '57	CP	54	8.2
c	10 & 11	15 " '57	CP	138	26.8
d	11	16 " '57	CP	91	15.87
e	11	29 " '57	CP	84	14.15
f	11	1 Aug. '57	CP	103	16.1
g	12	6 " '57	CP	34	6.2
h	12	8 " '57	CP	44	7.0
i	12	9 " '57	CP	27	5.7
j	12	12 " '57	CP	36	6.67
k	12 & 13	13 " '57	CP	168	28.3
l	13	14 " '57	CP	152	29.55
m	14	15 " '57	CP	146	27.14
n	14	20 " '57	CP	32	5.6
p	14 & 15	21 " '57	CP	179	43.13
q	15	22 " '57	CP	167	41.6
r	16	26 " '57	CP	150	30.82
s	16	27 " '57	CP	156	30.13
t	17	28 " '57	CP	96	12.65
u	17	29 " '57	CP	145	14.37
v	17		6		
Total			3780	4307	693.71
Sub-total for Skiff 735			3774	2200	305.18
Sub-total for Launch 08-182			6	2107	388.53

Square Statute Miles = 23.16

1257

1257



1257

UNITED STATES GOVERNMENT PRINTING OFFICE: 1957

NO. 21, 05, 21 '57

Tampa Bay and St. Joseph Sound

C. & G. S. 1257

Approval Sheet

H-8380 (80-1357)

This survey is adequate for charting only with addition of Corps of Engineers surveys of the ship channel, and the adjacent spoil bank. (Although this area was covered on our survey, more dredging was done afterwards). At the time of this report, dredging was still not complete in the channel.

Records and reports for this survey are complete and comprehensive.

The boatsheet was examined daily during field work.

Records ^{will} ~~will be~~ sent to the NORFOLK PROCESSING OFFICE for smooth plotting.



William D. Barbee,
Lieut., C & G S
Comdg. Ship SOSBEE

NORFOLK PROCESSING OFFICE
ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-8380 (So-1357)

GENERAL

The field work on this survey was being done while dredging operations were in progress in Cut C channel. This has resulted in some conflicting depths in the channel, but particularly in the vicinity of the spoils bank. The limits of the spoils area along Cut C channel were transferred to the smooth sheet from graphic control surveys of the area. All soundings were omitted inside these limits due to the disagreement with present topography. However, it may be considered desirable to plot soundings along the low water line at the north end of the spoils bank.

CONTROL

Positions for all topographic stations were transferred from graphic control surveys TFU-B,C,D & E-57 which were made by Tampa Office. Station Toy was plotted on a temporary dog ear. *IP2 Review*

Plotting was slowed by the frequent use of weak fixes, incorrect angles and some confusion in recording signal names.

TOPOGRAPHY

Shoreline and topographic detail was transferred from compilations T-10552, T-10553, T-10556 and T-10557. *of 1957*

SOUNDINGS

Agreement of soundings at crossings is considered good in areas of firm bottom. In silted areas a considerable amount of re-scanning was required to keep discrepancies to one foot.

DISCREPANCIES

Positions 32 thru 36 c (blue) and 68 thru 74w (blue), locating piles in the vicinity of station Bed, were not smooth plotted as the positions and accompanying notes were conflicting. The plotted positions did not agree with those piles shown on T-10553. Manuscript positions are shown on the smooth sheet in pencil. *of 1957*

A Cut D Range, Rear Lt. (1957)

COMPARISONS WITH CHART 587

Lat. 27-51.35' Long. 82-25.33' Charted 6' not found. Least depth in area is 9'. (Delete from chart - see P 6A Review) ✓

The sunken rock charted near station Ant was not found. (See Pg 58, Vol. 9, pos. 1-20X) Retain on chart. (P 6A Review) ✓

Lat. 27-51.20' Long. 82-24.31' Two obstructions were located in this area (2 iron rails) ✓

Lat. 27-50.⁹²~~85~~ Long. 82-24.⁸⁴~~93~~ The wreck marked PA was located on position 75p (blue). ✓

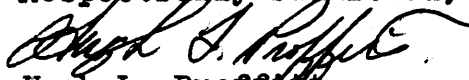
SIGNAL DESCRIPTIONS

Available signal descriptions are shown on the smooth sheet. Station Fix is charted as a stake. No description was found in the records. (Lat. 27°50.18' Long. 82°24.48' (See 4a Review)) ✓

The graphic control sheets will be forwarded when adjacent hydrographic sheets have been smooth plotted. (See P 2 Review) Joining ✓

2 April 1959
Norfolk, Va.

Respectfully submitted,


Hugh L. Proffitt
Cartographer.

GEOGRAPHIC NAMES
Survey No. H-8380

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
Florida											1
Hillsborough Bay											2
											3
Bullfrog Ureek											4
South Channel											5
Alafia River											6
Long Shoal											7
Ballast Point											8
											9
Tide station off sheet:											10
Hooker Point											11
											12
Archie Cr											13
East Tampa											14
Catfish Pt											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

On Chart No.
On previous survey No.
On U. S. quadrangle Maps
From local information
On local Maps
P. O. Guide or Map
Rand McNally Atlas
U. S. Light List

(BGN approved long form of this name in all instances in July, 1958: already applied on Nov., 1958, revision of chart 587)

(apply name after inking, per chart 587)

Names approved 4-27-59
L. HECK

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8380...

Records accompanying survey:

Boat sheets 1; sounding vols. 17; wire drag vols.;
 bomb vols.; graphic recorder rolls ~~21~~ Envelopes
 special reports, etc. 1-Smooth sheet and 1-Descriptive report;
3-Overlays.....

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

Number of positions on sheet		<u>4307</u>
Number of positions checked		<u>929</u>
Number of positions revised		<u>83</u>
Number of soundings revised (refers to depth only)		<u>55</u>
Number of soundings erroneously spaced		<u>137</u>
Number of signals erroneously plotted or transferred		<u>0</u>
Topographic details	Time	<u>3</u>
Junctions	Time	<u>8</u>
Verification of soundings from graphic record	Time	<u>40</u>
Verification by <u>C. B. Samuel</u>	Total time	<u>425</u> Date <u>1/15/62</u>
Reviewed by <u>J. J. Jensen</u>	Time	<u>72</u> Date <u>6/15/62</u>

TIDE NOTE FOR HYDROGRAPHIC SHEET

19 May 1959

Chart Division: R. H. Carstens

Plane of reference approved in
17 volumes of sounding records for

HYDROGRAPHIC SHEET 8380

Locality Hillsboro Bay, Florida

Chief of Party: W. D. Barbee in 1957

Plane of reference is mean low water, reading

2.2 ft. on tide staff at Hooker Point

8.2 ft. below B.M. 2 (1947)

Height of mean high water above plane of reference is
1.8 feet.

Condition of records satisfactory except as noted below:


Signature

Chief, Tides Branch

OFFICE OF CARTOGRAPHY

REVIEW SECTION -- NAUTICAL CHART DIVISION

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-8380

FIELD NO. SO-1357

Florida, West Coast, Southern Part of Hillsborough Bay

SURVEYED: June - October 1957

SCALE: 1:10,000

PROJECT NO. 14020

SOUNDINGS: 808 Depth Recorder
Pole

CONTROL: Sextant
fixes on shore sig-
nals. Estimated dis-
tances from shoreline
detail

Chief of Party-----W. D. Barbee
Surveyed by-----W. D. Barbee and E. R. Scyoc
Protracted by-----W. L. Jonns
Soundings plotted by-----W. L. Jonns
Verified and inked by-----C. B. Samuel
Reviewed by-----I. M. Zeskind
Inspected by-----R. H. Carstens DATE 6-15-62

1. Description of the Area

This is a survey of the southern portion of Hillsborough Bay, between lat. 27°54' and lat. 27°49.5'. East of Hillsborough Bay Channel Cut C which approximately bisects that portion of the Bay which falls within the area of the present survey, the bottom is generally smooth, except for some irregularity caused by dredging operations. In that portion of the Bay which lies west of this channel, the bottom is fairly smooth except for several extensive shoals and several deeps which cause some irregularity here. Flats which extend as much as 1/2 mile from either shore are found in the area covered by the present survey.

2. Control and Shoreline

Control for this survey originates principally with graphic control surveys TFU-B,C,D and E of 1957, and triangulation stations either established or recovered in 1957. The graphic control surveys are marked for destruction.

The shoreline originates with reviewed photogrammetric surveys T-10552, T-10553, T-10556 and T-10557 of 1957-58.

3. Hydrography

Depths at crossings are in good agreement. The usual depth curves were adequately delineated. The 3-ft. curve was drawn to better define the bottom configuration. The bottom configuration and least depths are adequately developed.

4. Condition of Survey

- A. The Descriptive Report and sounding records are complete and comprehensive, except that signal FIX, located in lat. $27^{\circ}50.18'$, long. $82^{\circ}24.48'$, from a graphic control survey, was neither described on the graphic control survey nor in the sounding volumes. The signal is probably a stake.
- B. The smooth plotting was accurately done.
- C. Spoil from Hillsborough Bay Channel Cut C, which was dredged subsequent to the present survey, was dumped on the east side of the channel. The limits of the spoil area were located on graphic control surveys TFU-B-57 and TFU-D-57 in May 1958. Soundings obtained in the spoil areas on the present survey are now shown on the smooth sheet.

5. Junctions

An adequate junction was effected with H-8379(1957) on the north. The junction with H-8411(1957) on the south will be considered in the review of that survey.

6. Comparison with Prior Surveys

- A. H-478 (1855), 1-60,000
H-1313(1876), 1-20,000

These surveys together cover the area of the present survey. A comparison between the prior and present surveys shows that changes in bottom configuration and shoreline have occurred principally because of the dredging of 3 channels and the reclaiming of land in several places. An example of this latter is found on the south side of the Alafia River in the vicinity of lat. $27^{\circ}51.3'$, long. $82^{\circ}23.6'$, where two islands have been joined to the mainland. The reclaiming of this land caused the channel which formerly entered Alafia River from the south to be eliminated. Except for changes in bottom configuration caused by the above-mentioned artificial causes, only minor 1-2 ft. differences in depths are noted.

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

- B. H-4567 (1926), 1-20,000
H-4568 (1926), 1-10,000

The present survey falls within the area of these prior surveys. A comparison between the prior and present surveys reveals changes in bottom configuration and shoreline from causes similar to those enumerated in paragraph A above. The channel running from MacDill Field into Hillsborough Bay has been dredged subsequent to 1926. Except for the resultant changes in depth caused by dredging operations and the reclaiming of land, only minor differences in depths of 1-2 ft. are noted between the prior and present surveys. The 6-ft. curve which delineates the southern extremity of the shoal in the vicinity of lat. $27^{\circ}53.7'$, long. $82^{\circ}28.15'$, falls on the present survey about 350 meters northwestward from its prior location. The 6-ft. curve of Long Shoal located in the vicinity of lat. $27^{\circ}52.2'$, long. $82^{\circ}28.0'$, has extended about 300 meters to the westward of its prior position.

1. The 6-ft. sounding charted in lat. $27^{\circ}51.35'$, long. $82^{\circ}25.33'$, from H-4567(1926) falls in present depths of 9-10 ft. The area in which the charted sounding falls on the present survey is considered to be adequately developed to discredit the existence of the 6 ft. The charted 6 ft. should be deleted from the chart.

2. The 6-ft. sounding charted in lat. $27^{\circ}49.55'$, long. $82^{\circ}25.35'$, from H-4567(1926), falls on the present survey in a flat area of 10-11 ft. depths. The 6-ft. sounding was obtained and recorded by young officers in training at the time. The 6-ft. is believed to be recorded 1 fm. too shoal and, therefore, should be deleted from the chart.

A number of bottom characteristics have been transferred to the present survey from H-4567. With the addition of these bottom characteristics, the present survey is adequate to supersede the prior surveys within the common area.

7. Comparison with Chart 587 (Latest print date 5-14-62)

A. Hydrography

The charted hydrography originates principally with the prior surveys previously discussed which need no further consideration, supplemented by a few critical depths from the present survey prior to verification and review, and with U. S. Corps of Engineers' surveys of 1934 (Bp 28046) and 1940 (Bp 34726-28). The following discrepancies in hydrographic information between the chart and present survey were noted:

1. The piles charted on the south side of the channel leading into Alafia River from U. S. Corps of Engineers' survey of 1960 (Bp 59331) are not shown on the present survey. These piles were charted subsequent to the present survey.
2. The sunken rock charted in lat. $27^{\circ}52.32'$, long. $82^{\circ}27.52'$, from chart letter 501 (1950) falls in present depths of 4-6 ft. The feature is not considered disproved by the present survey and should therefore, be retained on the chart.
3. The wreck charted in lat. $27^{\circ}51.61'$, long. $82^{\circ}26.11'$, originates with HON to M 30, 1961. The vessel was wrecked subsequent to the present survey and is, therefore, not shown on the smooth sheet.

The present survey is adequate to supersede the charted hydrography within the common area.

B. Dredged Channels

The charted information for the dredged channels in Hillsborough Bay originates with the following sources:

- a. Hillsborough Bay Channel - Cut C
U. S. Corps of Engineers' after dredging survey of 1961 (Bps 61676-77).
- b. Channel leading to Alafia River
U. S. Corps of Engineers' after dredging survey of 1962 (Bps 61709-10).
- c. Channel leading to MacDill Field
USC&GS Coast Pilot Inspection Party of 1961 (Chart Letter 784, 1961).

The above mentioned surveys were accomplished subsequent to and supersede the present survey.

C. Aids to Navigation

1. The present survey positions of the aids to navigation in the channel leading to MacDill Field are in substantial agreement with the charted aids and adequately mark the features intended.
2. A comparison between the chart and the present survey indicates changes in nomenclature, location and type of aids in Alafia River channel. These changes in aids to navigation were made subsequent to the present survey in accordance with HON to M II and 12, 1961. The charted positions of the aids adequately mark the features intended.

3. The nomenclature of the aids to navigation in Hillsborough Bay Channel Cut C was revised subsequent to the present survey in accordance with HON to M 26, 1960. The following differences between the charted and present survey aids to navigation are noted:

a. The nomenclature of buoy N 14 located on the present survey in lat. $27^{\circ}50.28'$, long. $82^{\circ}26.68'$, was subsequently changed to N 18 (HON to M 26, 1960), and was reestablished about 325 meters to the north northeastward (HON to M 50, 1960).

b. Beacon "2" located on the present survey in lat. $27^{\circ}50.44'$, long. $82^{\circ}26.67'$, was subsequently removed in accordance with HON to M 31, 1960.

Except as noted in paragraph a above, the present survey positions of the aids to navigation in Hillsborough Bay Channel Cut C are in substantial agreement with the charted positions and adequately mark the features intended.

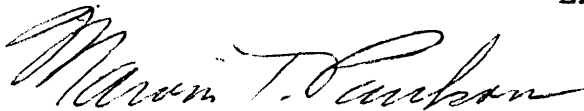
8. Compliance with Instructions

The survey adequately complies with the project instructions.

9. Additional Field Work

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

Examined and Approved:



Chief,
Nautical Chart Division



Assistant Director,
Office of Cartography



Projects Officer,
Operations Division



Assistant Director,
Office of Oceanography

