8424

Diag. Cht. No. 1257-2.

Form 504

U. S. DEPARTMENT OF COMMERCE

COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. ECFP-2158 *Office No.* H-8424

LOCALITY

State Florida

General locality Tampa Bay

Locality Old Tampa Bay

1958

CHIEF OF PARTY

A.M.Cook and R.C.Darling

LIBRARY & ARCHIVES

DATE April 28, 1960

USCOMM-DC 5087

Form 537
(Ed. June 1946)

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

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

REGISTER NO. H-8424

Field No. ECFP- 2158

State FLORIDA

General locality TAMPA BAY

Locality OLD TAMPA BAY

Scale 1:20,000 Date of survey 10 Jan.1958 to 16 July 1958

Instructions dated 22 / MEK, S-2-SO, 13 February 1957

Vessel Launch CS-183 and Skiff # 1

Chief of party ENS. A.M. COOK and LCDR. R.C. DARLING

Surveyed by D.W.GEORGE, ENS. J.S. BAKER, ENS. J.J. McCOY and ENS.A.M. COOK

Soundings taken by fathometer, graphic recorder, hand lead, ~~xxxxx~~ Sounding Pole.

Fathograms scaled by Party Personnel

Fathograms checked by Party Personnel

Protracted by D.W. GEORGE

Soundings penciled by D.W. GEORGE

Soundings in ~~xxxxxxxx~~ feet at MLW ~~xxxxxxx~~

REMARKS: Several different persons were in charge of launch hydrography at various times during the survey due to frequent personnel changes. All their notes are included in this report.

U. S. GOVERNMENT PRINTING OFFICE 16—66520-1

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-8424,FIELD NO. ECFP 2158

OLD TAMPA BAY,FLORIDA
1958

PROJECT 14020 SCALE 1:20,000
EAST COAST FIELD PARTY Chiefs of Party,ENS.A.M. COOK
LCDR R.C. DARLING

SURVEYED BY: D.W. George
J.S. Baker
J.J. McCoy
A.M. Cook

A. PROJECT:

Work on Sheet H-8424,Field No. ECFP 2158,Project 14020,was executed in accordance with instructions 22/MEK S-2-SO dated 13 February 1957 and Hydrographic Instructions 1 thru 11. The work was divided between the Ship SOSBEE and the ECFP, each unit assuming a certain portion of the work area.

B. SURVEY LIMITS & DATES:

The area covered by this survey is Old Tampa Bay,Florida. The limits are from Lat. 27 52.00 N to Lat. 28 00.00 N; Long. 82 30.00 W to 82 44.00 W. This Survey makes junction with contemporary survey H-8425 scale 1:10,000 to the south at Lat. 27 51.65 N. Hydrography began 10 January 1958 and ended 16 July 1958.

C. VESSELS & EQUIPMENT:

Launch CS-183,a 33 ft.wooden hull cabin type was used for all offshore hydrography. This launch has a turning radius of 25 meters at half rudder at Standard Speed. Hydrography sounding speed was approximately8.5 knots at 1800 RPM. The launch was based at Dawson's Fishing Camp, Rattlesnake,Florida,which is on the East side of Old Tampa Bay. The last six (6) days of hydrography were accomplished with the launch based at the Municipal Yacht Basin,St. Petersberg,Florida.

Two (2) types of depth recorders were used aboard launch CS-183, EDO model #255 and Bludworth Echo Sounder ES-130.

EDO model 255,No.202,with Katolight converter was used for the greater part of the offshore area. Launch CS-183 is equipped with two(2) EDO transducers mounted on opposite sides of the keel in accordance with C&GS specification FU-205E.

Bludworth Echo Sounder ES-130(C&GS # 57-203) with power converter and tuning fork amplifier was used on "e" thru "t" days. The transducer was mounted on the starboard side slightly aft of midships. The last two days of hydrography with this equipment were done with the tuning fork amplifier disconnected as tests indicated that this amplifier did not improve frequency stability of the input voltage. Detailed reports have been submitted on the depth recorder. Refer to Evaluation Report of Bludworth Echo Sounder ES-130 to Chief Electronics Laboratory ,dated 4 and 31 March 1958.

Skiff # 1, a lightweight 18 ft.cabin skiff was used for all inshore hydrography. It was powered alternately by a 10 or 25 HP outboard motor.Sounding speed is estimated at 2 to 4 knots. The speed was kept as consistent as possible with this type vessel. The skiff was based at the following locations,moving closer to the working areas as the hydrography progressed. Base 1 - Trout Hole Lodge,vicinity of Cross Bayou Canal. Base 2- Tampa Bay Marina,vicinity of Beach Park. Base 3 - Small cove at American Legion Post,vicinity of Port Tampa.

Fathometer type 808J No's 77,101s and 150 were used on Skiff# 1. Two (2) transducers were placed on the bottom under the decking approximately amidships.

D: TIDE AND CURRENT STATIONS:

Automatic portable tide gages at Dawson's Fishing Camp,Rattlesnake, Florida,Lat. 27 53.61 Long. 82 32.11 and Bayview,Florida,Lat.27 57.38, Long. 82 42.65, controlled the hydrography without time or height corrections.

The gage installed at the Courtney Campbell Causeway was only temporary and was not used except to compute four (4) days inferred tides for the Dawson gage. After the float well at the Courtney Campbell Causeway was damaged,the gage was removed and installed at the Bayview site.

The Dawson gage controlled all hydrography south of the Courtney Campbell Causeway. The gage at Bayview controlled all hydrography north of the Courtney Campbell Causeway. See letter 36-141-15 E dated 23 April 1958 from Tides and Currents Division.

Current observations were not made in the Old Tampa Bay Area or within the limits of this sheet. However,current observations were made in the vicinity of the Sunshine Skyway Bridge jointly by the East Coast Field Party and the Ship SOSBEE simultaneously at three stations. A report on this operation was submitted by the Commanding Officer Ship SOSBEE.

E. SMOOTH SHEET:

The projection was made by the Washington Office using the ruling machine. Control,plotting and soundings were drafted by D.W. George of the East Coast Field Party. Triangulation stations and Topographic signals used for control of the hydrography were plotted on the smooth sheet by the method of d.m.'s and d.p.'s.

At the time the triangulation stations were plotted on the smooth sheet signal TAMP was plotted using PORT TAMPA SILVER MUNICIPAL WATER TANK,1934,GP pg. 209,revised 9/22/43 as the position. Sounding lines were plotted using this position for signal TAMP. Upon becoming suspicious of the signal due to the fact that there was also listed the PORT TAMPA BLACK WATER TANK,1945,GP pg.828,further investigation was made. It was determined that the 1934 tank was dismantled in 1936 and a new tank erected about 60 feet north. The new tank is listed as PORT TAMPA BLACK WATER TANK,1945,GP pg.828. Using this latter position for signal TAMP all positions using signal TAMP were checked. Most plotted within 20 meters of correct position. Those that did not were changed. Supplement # 338 pg.31,Descriptions of Triangulation Stations,Gulf Coast,Part 6,Tampa Bay & Vicinity,Fla. Describes the above mentioned tanks.

During the 1958 season the PORT TAMPA BLACK WATER TANK,1945,GP pg. 828 was silver in color. ~~The records should be changed accordingly.~~

Names are never changed - what is changed is the description on the recovery card.

F. CONTROL STATIONS:

All recovery of Triangulation stations was accomplished by the Tampa District Office.

The following Triangulation Control was used in this survey.

STATION	G.B. PAGE	SOURCE	CH.of PTY.
DOG,1908	723	Supplement 338,Gulf Coast Part 6,Tampa Bay & Vicinity,Florida	W.B.F.
GANDY,1926	723	(same)	R.L.S.
JORDAN,1934	115	(same)	G.L.A.
ROCKY POINT,1875	723	(same)	W.H.B.
STONY, 1926	744	(same)	R.L.S.
SAFTEY HARBOR,SILVER MUNICIPAL TANK, 1926	204	(same)	G.L.A.
PALMA CEIA,CHECKERED TANK, 1946	868	(same)	G.E.M. Jr.
PORT TAMPA,CATHOLIC CHURCH SPIRE,1908	743	(same)	G.L.A.
PORT TAMPA BLACK WATER TANK, 1945	828	Form 525-Traverse Station.	L.W.S.
WEEDON ISLAND,FLORIDA POWER CO.STACK,1957(White Concr.)	None	Form 567 submitted to Wash. Office by Tampa D.O. 5/1/58 Located Aug. 1957 by Tampa D.O.	A.L.W.
WSUN NORTH RADIO TOWER, SKELETON STEEL(in water)	None	These two towers were thought to be triangulatiàn and were plotted as such from form 567 submitted 1 May 58 by Tampa D.O. An inquiry disclosed they were not located by radial plot as listed on the form. Location was by Tri. in 1951 but did not prove to be of third order accuracy so were reported as Topo. sta. They are located on Shoreline(Blueline) Manuscript T-10550.	
WSUN SOUTH RADIO TOWER SKELETON STEEL (in water)	None		

The following control signals (Topographic) being prominent landmarks and used often as control for hydrography were plotted by d.m.'s and d.p.'s method. Data ~~was~~ were obtained from form 567 submitted by Tampa D.O. 1 May 1958.

SIGNAL NAME:

TON ; LET 1,2& 3; TAC ; AMP Charted landmarks

All other topographic control was transferred from shoreline (blueline) manuscripts T-10542, T-10543, T-10544, T-10545, T-10548, T-10549, T-10550, T-10551, T-10554 & T-10555 in accordance with letter from Coastal Surveys Division 22?MEK dated 3 November 1958.

Six (6) Hydrographic signals 1957-59 were located by sextant cuts by the hydrographers. They are: BUD; BAR ; POL ; PIL ; OPE ; DOC .

One (1) topographic signal was changed to a hydrographic signal when it was found to be in error.

CAT

G. SHORELINE & TOPOGRAPHY:

Shoreline and topographic details were obtained from Shoreline (Blueline) Manuscripts T*- 10542, T-10543 , T-10544 , T-10545 , T-10548 , T-10549 , T-10550 , T-10551 , T-10554 and T-10555. Several chamges in shoreline detail due to land development by dredge fill are not shown on the manuscripts mentioned above.

A land fill development project using crane dragline was in progress at the time of this survey in the vicinity of LAT. 27 58.15 LONG. 83 33.50 . A new finger slip was under construction and further areas of filled in land and finger slips were proposed in this area. Changes were sketched in by the hydrographer. shown in red on s/s

The sand bar in vicinity of LAT. 27 56.20 , LONG. 82 43.47 was sketched in by the hydrographer. This bar is not shown on the manuscript but is shown on Chart # 587, Revised 2/17/58. shown in dashed red on s/s

A small area has been filled in by dredge fill in vicinity of LAT. 27 55.57 , LONG. 82 31.30. This fill is enclosed by concrete bulkheads. Change was sketched in by the hydrographer. A small pipe line dredge was still engaged in dredging operations in this area at completion of this survey. shown from reviewed Topo.

Changes in shoreline were encountered during the survey in vicinity of Weedon Island, (Florida Power Co. Development) LAT. 27 51.70 , LONG. 82 35.90 . Construction and dredging operations were in progress at the completion of hydrography. A plan drawing of the project was furnished to the Chief of Party and as this area is included in contemporary survey H-8425 , it will be submitted with data for that sheet.

see review of H-8425.

See review of H-8425

H. SOUNDINGS:

Soundings on the offshore area were made with an EDO model 255 depth recorder and Bludworth Echo Sounder ES-130. A katolight converter was used with the EDO and was set for 60.0 cycles at the beginning and later at 61.0 cycles. Soundings were recorded at 15 and 30 second intervals. The graphic record was marked with clock time intervals on days when the paper speed varied noticeably.

The Bludworth ES-130 graph was graduated at 30 second intervals. Soundings were recorded at 15 second intervals most of the time this instrument was used. The graph was marked by clock time intervals for spacing soundings and spacing dividers were used for scanning soundings from the graphic record. On the last two (2) days this instrument was used 20 second sounding intervals were recorded.

The 808J type fathometer and sounding poles were used for the inshore area. Soundings were at 30 sedond intervals for the most part, however, 15 second intervals were used in areas of channels and uneven bottom. Considerable time was lost due to the frequent breakdowns of the 808J equipment. One entire day of hydrography was rejected by the hydrographer when the soundings were obserged to be erratic in comparison with simultaneous sounding pole depths. Line spacing was generally ~~was generally~~ maintained at 200 meters except in areas of development.

I. CONTROL OF HYDROGRAPHY:

All topographic control was located by the Tampa District Office. All hydrographic control was by standard visual methods with sextant angles on shore objects. Positions were taken at 1½ and 2 minute intervals.

J. ADEQUACY OF SURVEY:

This survey is considered complete and adequate to supersede all prior surveys for charting purposes. Junctions with contemporary survey # H-8425 is satisfactory and depth curves can be drawn.

K. CROSSLINES:

The percentage of crosslines run was in excess of 10 per cent. The crosslines were satisfactory and generally in good agrement through out the survey.

L. COMPARISON WITH PRIOR SURVEYS:

A comparison was made with prior survey # H-4562 dated 1926 and 1927, scale 1:20,000 . Since the time of this survey considerable change in shoreline and channels have occured. These changes are due primarily to man made developments such as dredged fill and dredging of old and new channels. Numerous differences were observed in comparison of depth curves which vary 50 to 600 meters in places. As the sounding spacing of the prior survey lines was from 800 to 1100 meters and the depth curves in many instances were interpolated, these changes are understandable. In most areas where depth curves were controlled there was fair agreement. The prior survey is entirely outdated and completely superseded by the present survey.

too detailed

M. COMPARISION WITH CHART: See review.

A comparision was made with Chart #587, 9th edition, revised 2-17-58. The present survey and the chart are in agreement with the exceptions noted below and in sections G, L and N of this report.

1. The charted zero depth curve in vicinity of Lat. 27° 59.20' and Long. 82° 37.00 has receded approximately 400 meters. The recession is generally evident along the entire shoreline in this area. Recession has also accured in the following areas although to a lesser extent. The North and South sides of the Courtney Campbell Causeway immediately south of the above area, and the East side of Rocky Point and in the area at the entrance of Allen Creek.

2. The charted 6 ft. depth curve in the vicinity of Lat. 27° 56.38' and Long. 82° 45.15' has receded 140 meters south.

3. The charted 6 ft. depth curve in the vicinity of Lat. 27° 55.76' and Long. 82° 41.45' has receded 200 meters south due to the extension of the dredged channel in this area.

4. The 6 ft. depth curve in the vicinity of Lat. 27° 56.23' and Long. 82° 39.05' extends North 400 meters and has rededed 300 meters on its west side.

5. The 6 ft. depth curve in the vicinity of Lat. 27° 53.50' and Long. 82° 35.90' has a general trend of extension, the maximum being 600 meters. The curve in this area can no longer be drawn smooth as charted due to the two areas of large extension. Much of the charted curve in this area was determined by interpolation.

6. The 6 ft. depth curve in the vicinity of Lat. 27° 54.23' and Long. 82° 35.42' has receded 300 meters easterly on the west side. Shoaling has occured in this area, and the depths are generally less than those charted. A 2 ft. depth between a charted 5 and 6 ft. at Lat. 27° 54.13' and Long. 82° 35.19' was found. A 1 ft. depth by a charted 6 ft. was found at Lat. 27° 53.68' and Long. 82° 35.18'. A 1 ft. depth was also found by a charted 3 ft. at Lat. 27° 53.40' and Long. 82° 35.22'.

7, The North section of the 6 ft. depth curve in the vicinity of Lat. 27° 53.28' and Long. 82° 34.55' has shifted 500 meters in a southwesterly direction. The largest recession on this curve is on the east side with a maximum recession of 240 meters at two points, Lat. 27° 52.95', Long. 82° 34.09' and Lat. 27° 52.55' and Long. 82° 32.90'. A small area extends north 300 meters of the charted curve at Lat. 27° 52.55' and Long. 82° 32.90'. Shoaling has occured in this area. Found were a 2 ft. depth between a charted 4 and 5 ft. at Lat. 27° 52.73' and Long. 82° 34.43', a 2 ft. depth by a charted 4 ft. at Lat. 27° 52.49' and Long. 82° 34.47', and a 1 ft. depth by a charted 3 ft. at Lat. 27° 51.75' and Long. 82° 34.18'.

8. The charted 6 ft. depth curve in the vicinity of Lat. 27° 52.27' and Long. 82° 33.55' has extended northwesterly and southwesterly a total distance of 500 meters.

9. The charted 6 ft. depth in the vicinity of Lat. 27° 57.11' and Long. 82° 34.00' has receded 200 meters north.

10. The charted 6 ft. depth curve in the vicinity of Lat. 27° 57.85' and Long. 82° 34.66' has extended 300 meters west.

11. The charted 6 ft. depth curve in the vicinity of Lat. 27° 58.16' and Long. 82° 35.00' has receded 200 meters north.

12. The charted 12 ft. depth curve in the vininity of Lat. 27° 55.55' and Long. 82° 33.48' has receded 300 meters east.

13. The charted 12 ft. depth curve in the vicinity of Lat. 27° 56.66' and Long. 82° 34.48' has receded 600 meters east.

14. The charted 12 ft. depth curve in the vicinity of Lat. 27° 57.95' and Long. 82° 37.10' has become isolated due to deepening inshore. This deepening effect has recessed the curve 500 meters in a northeasterly direction.

15. The charted 12 ft. depth curve in the vicinity of Lat. 27° 58.07' and Long. 82° 38.08' extends easterly 400 meters.

16. The charted 12 ft depth curve in the vicinity of Lat. 27° 57.20' and Long. 82° 37.80' has extended 300 meters east.

17. The charted 12 ft. depth curve in the vicinity of Lat. 27° 55.75' and Long. 82° 37.20' has extended ~~easterly~~ northwesterly 400 meters.

18. The charted 12 ft. depth curve in the vicinity of Lat. 27° 56.26' and Long. 82° 37.80' has receded 300 meters south.

19. The charted 12 ft. depth curve in the vicinity of Lat. 27° 54.18' and Long. 82° 33.80' has receded 400 meters southwesterly.

20. The charted 12 ft. depth curve in the vicinity of Lat. 27° 54.25' and Long. 82° 33.60' has changed due to a 1 ft. deeper depth in the area which has isolated the north section of the depth curve.

21. The charted 12 ft. depth curve in the vicinity of Lat. 27° 54.70' and Long. 82° 33.53' is now isolated and has receded on the east side 100 meters.

22. The charted isolated 12 ft. depth curve in the vicinity of Lat. 27° 57.55' and Long. 82° 36.60' has shifted northwesterly. The greatest change being on the west side which has extended 400 meters in a northwesterly direction.

23. An 18 ft. depth curve can be charted in the vininity of Lat. 27° 58.55' and Long. 82° 32.85' from which point it extends 500 meters northwesterly and 500 meters southeasterly.

24. The charted 18 ft. depth curve in the vicinity of Lat. 27° 52.50' and Long. 82° 32.98' has extended 500 meters northeasterly.

New channels have been dredged in the following areas and are not charted:

Lat. 27° 58.32' Long. 82° 36.95' (controlled depth 10 ft.)

Lat. 27° 56.50' Long. 82° 43.10' (Controlled depth 9 ft.)

Lat. 27° 58.82' Long. 82° 34.95' (controlled depth 13 ft.)

Numerous channels have been dredged in the area along Long. 82° 32.00' which is the east side of Old Tampa Bay. These channels connect private basins for small craft, primarily outboard motor types.

The channel in the vininity of Lat. 27° 53.35' and Long. 82° 32.50' has been redredged and the land areas south of the channel have been filled as shown on the manuscript. The two pilings charted in this vicinity have been removed and should be delated from the chart.

The four small Islands or sand bars charted in the vicinity of Lat. 27° 54.45' and Long. 82° 32.10' now cover at MHW.

The following uncharted objects were located and should be charted.

DESCRIPTION	POSITION No.	LATITUDE	LONGITUDE.	
Stranded Wreck	7ba-Skiff	27° 51.82'	82° 32.59'	V.S
Stranded Wreck	8ba-Skiff	27° 51.81'	82° 32.60'	V.S
Stranded Wreck	13ba-Skiff	27° 52.02'	82° 32.29'	V.S
Oyster Rocks (5) (Foul)	8 thru 12 ba-Skiff	27° 51.95'	82° 32.39'	
Oyster Rock	14ba-Skiff	27° 52.24'	82° 32.10'	
Oyster Rock	6p-Skiff	27° 52.67'	82° 35.49'	
Oyster Rock	22j-Skiff	27° 54.37'	82° 39.02'	
Oyster Rock	28d-Skiff	27° 54.79'	82° 40.00'	
Oyster Rock	37m-Skiff	27° 54.84'	82° 40.42'	
Oysters Rocks (2)	26 & 27 u-Skiff	27° 57.68'	82° 34.21'	
Oyster Rock	22 s-Skiff	27° 56.12'	82° 31.93'	
Concrete ~~slabs~~ beacons	8aa-Skiff	27° 53.42'	82° 32.11'	
Concrete ~~slabs~~ beacons	7aa-Skiff	27° 53.47'	82° 32.07'	

Concrete beams ~~Slabs~~	6aa-Skiff	27° 53.48'	82° 31.99'	
Concrete beams ~~Slabs~~	1p-Skiff	27° 52,54	82° 35.94'	30' long 2½' wide
Concret beams ~~Slabs~~	3p-Skiff	27° 52.62'	82° 35.69'	
Concrete beams ~~Slabs~~	4p-Skiff	27° 52.64'	82° 35.60'	
Concrete beams ~~Slabs~~	5p-Skiff	27° 52.68'	82° 35.46'	
Concrete beams ~~Slabs~~	7p-Skiff	27° 52.69'	82° 35.40'	
Pile	8p-Skiff	27° 52.77'	82° 35.17'	
Pile	2p-Skiff	27° 52.76'	82° 36.03'	
Pile	Hydro Signal (PIL) Launch	27° 53.23'	82° 35.08'	
Pile	Hydro Signal (OPE) Launch	27° 54.32'	82° ~~35.08~~ 34.89'	
Pile	Hydro Signal (POL) Launch	27° 56.73'	82° 41.66'	
Pile	~~XXXXXXXXXXXX~~ 27 u Launch (Est)	27° 54.88'	82° 35.74'	
Pile	45j- Skiff	27° 54.70'	82° 37.61'	
Pile	44j-Skiff	27° 53.72'	82o 37.78'	
Pile	90r-Skiff	27° 57.65'	82° 34.33'	
Pile	91r-Skiff	27° 57.62'	82° 34.28'	
Pile	101r-Skiff	27° 57.81'	82° 33.18'	
Pile	34 fa - Launch	27° 55.69'	82° 37.51'	
Iron Stake	4 m, ~~●~~-Skiff	27° 57.38'	82° 42.13~~8~~	
Iron Stake	46 j ~~●~~ Skiff	27° 54.70'	82° 37.89'	

The following markers consisting of tall pilings with wooden (target) triangles near the top were located. These markers appear to be survey or range markers for the Corps of Engineers which agency redredge and survey the channels of Tampa Bay. Although these markers do not mark particular danger areas and are not intended as aids to navigation, they should be charted.

Description	Position No.	Latitude	Longitude
Marker-Most Westerly of 6	28 da- Launch	27°52.10'	82°33.77'
Marker-Most Easterly of 6	27 da- Launch	27°52.09'	82033.68'
Marker-Most Northwesterly of 14.	Hydro-Signal (Cat)	27°52.73'	82°32.92'
Marker-Most Southeasterly of 14.	Signal (Bat)	27052.68'	82°32,76'

N. DANGERS & SHOALS:

1. The shoal enclosed by the 12 ft. depth curve in the vicinity of Lat. 27° 57.30' and Long. 82° 35.60' has a least depth of 9 ft. This shoal is not shown on chart 587. The charted least depth is given as 13 ft. on the chart. The prior survey shows a least depth of 16 ft. The present surveys least depth was recorded on position 10-11 e day, Vol. #4, Launch 183 and 26-27 f day, Vol. 4, Launch 183.

2. The shoal enclosed by the 6 ft. depth curve in the vininity of Lat. 27° 53.48' and Long. 82° 32.74' extends 300 meters Northwesterly of the charted curve. This shoal is not shown on chart 587.% The least depth of 4 ft. was recorded on 1-2 aa day, Vol. 12, Launch 183.

3. The shoal enclosed by the 6 ft. depth curve in the vicinity of Lat. 27° 52.50' and Long. 82° 34.90' extends 400 meters northeasterly of the charted curve and 600 meters southerely. The least depth of 3 ft. was recorded on 30-31 ca day, Vol. 12, Launch 133 and positions 6-7 ga day, Vol. 14, Launch 183. This shoal is not shown on chart 587.

4. The 9 ft. depth in the vininity of Lat. 27° 51.69' and Long. 82° 33.37' was recorded on 71-72 da day, Vol. 13, Launch 183. This 9 ft depth was developed on contemporary survey No. 8425, scale 1:10,000. The charted depth in this location is given as 12 ft. 10 ft shown on on H-8425

5. An area of dredged fill which is bare 1 ft. at MLW in the vicinity of Lat. 27° 55.63' and Long. 82° 32.00' was located on positions 27-28 s day, Vol. 20, Skiff. This shoal is not shown on chart 587.

O: COAST PILOT INFORMATION:

There are several changes to the Coast Pilot to report within the limits of this sheet. Two copies of these notes are contained under Appendix E. of this report. One copy is marked for the Coast Pilot Section.

[redacted]

Note - The Above Mentioned copies were Forwarded To The Coast Pilot Section under Seperate Cover.

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Weedon Island Channel Range Front Light 1958

			Seconds	Meters
ϕ	27	51	43.272	1332.0
λ	82	35	12.209	334.0

Weedon Island Channel Range Rear Light 1958

			Seconds	Meters
ϕ	27	52	05.997	184.6
λ	82	35	23.068	631.1

H-8424

H-8425

P: AIDS TO NAVIGATION:

Two floating aids (Federal) are within the limits of this sheet. These aids are not located on the sheet as they are in the area of junction with contemporary survey No. H-8425 and were located on that sheet. The loacation data will be sumitted at completion of sheet H-8425. The abave mentioned aids are in the vicinity of Port Tampa Docks.

One fixed aid, Day beacon # 1(Federal), at the entrance to South Gandy Channel was located on this sheet. This aid is also in the area of junction with Sheet H-8425 and was located on that sheet. To prevent duplication of reports this aid data will be submitted along with the other fixed aids in this channel at completion of Sheet H-8425. Form 567, dated 5-1-58, by Tampa District Office lists this aid.

Following is a list of private maintained channel markers, (Nonfederal Aids), lacated on this sheet. (H-8424)

AID	POSITION NO.	LATITUDE	LONGITUDE
Channel Marker	1 ba - Skiff	27°52.83'	82°32.58'
Channel Marker	2 ba - Skiff	27°52.02'	82°32.66'
Channel Marker	46 x - Skiff	27°54.26'	82°32.11'
Channel Marker	Manuscript T-10551	27°54.25'	82°31.96'
Channel Marker	40 x - Skiff	27°54.37'	82°31.94'
Channel Marker	41 x - Skiff	27°54.39'	82°31.96'
Channel Marker	33 x - Skiff	27°54.44'	82°32.01'
Channel Marker	34 x - Skiff	27°54.45'	82°32.16'
Channel Marker	35 x - Skiff	27°54.45'	82°32.20'
Channel Marker	36 x - Skiff	27°54.44'	82°32.27'
Channel Marker	18 x - Skiff	27°54.95'	82°32.16'
Channel Marker	19 x - Skiff	27°54.98'	82°32.19'
Channel Marker	20 x - Skiff and 41 v - Launch	27°55.04'	82°32.20'
Channel Marker	21 x - Skiff	27°55.11'	82°32.20'
Channel Marker	22 x - Skiff	27°55.11'	82°32.27'
Channel Marker	23 x - Skiff	27°55.11'	82°32.33'
Channel Marker	60 s - Skiff	27°55.67'	82°31.98'
Channel Marker	61 s - Skiff	27°55.66'	82°31.99'
Channel Marker	62 s - Skiff	27°55.66'	82°32.12'
Channel Marker	63 s - Skiff	27°55.67'	82°32.12'
Channel Marker	Manuscript T-10548	27°55.32'	82°41.71'
Channel Marker	1 b - Skiff	27°55.42'	82°41.70'
Channel Marker	1 c - Skiff	27°55.54'	82°41.62'
Channel Marker	9 c - Skiff	27°55.54'	82°41.57'
Channel Marker	2 c - Skiff	27°55.66'	82°41.55'
Channel Marker	8 c - Skiff	27°55.64'	82°41.49'
Channel Marker	7 c - Skiff	27°55.71'	82°41.51'
Channel Marker	6 c - Skiff	27°55.78'	82°41.42'
Channel Marker	11 n - Skiff	27°56.27'	82°43.45'
Channel Marker	12 n - Skiff	27°56.33'	82°43.34'
Channel Marker	48 a - Skiff (Hydro Signal BAR)	27°56.42'	82°43.17'
Channel Marker	1 k - Skiff	27°56.52'	82°43.04'

Channel Marker	27 w - Skiff	27°58.49'	82°35.88'
Channel Marker	46 w - Skiff	27°58.47'	82°35.85'
Channel Marker	45 w - Skiff	27°58.60'	82°35.83'
Channel Marker	44 w - Skiff	27°58.69'	82°35.77'
Channel Marker	43 w - Skiff	27°58.73'	82°35.78'
Channel Marker	42 w - Skiff	27°58.77'	82°35.82'
Channel Marker	36 w - Skiff	27°58.55'	82°35.08'
Shoal Marker	7 m - Skiff	27°56.61'	82°41.65'
Shoal Marker	8 m - Skiff	27°56.57'	82°41.67'
Shoal Marker buoy	9 m - Skiff	27°56.50'	82°41.67'

The following private maintained channel markers and one private maintained Light were located in the vicinity of Culbreath Bayou. The Tampa District Office submitted form 567 dated 1 May 1958 on these aids, of which the ECFP received copies. At the time of this form being submitted, the aids apparently were Federal maintained as they were listed as Day Beacons on the form. Since May 1, 1958 the aids have deteriorated in that all pointers with numbers have been removed and the aids are being maintained by the Tampa Bay Marina. See letter dated 2 September 1958 from Tampa District Office to Chief, Chart Division. This letter recommended that the aids be shown as channel markers and be maintained as such by the owner of the Tampa Bay Marina. Markers* (Position 34 and 35 a day) are in addition to these submitted by the Tampa Office.

AID	POSITION NO.	LATITUDE	LONGITUDE
Channel Marker	43 s - Skiff	27°55.92'	82°32.41'
Channel Marker	42 s - Skiff	27°55.92	82°32.43'
Channel Marker	43 s- Skiff	27°56.02'	82°32.30'
Channel Marker	40 s- Skiff	27°56.03'	82°32.31'
Channel Marker	38 s - Skiff	27°56.13'	82°32.18'
Channel Marker	39 s - Skiff	27°56.14'	82°32.19'
Channel Marker	36 s - Skiff	27°56.17'	82°32.17'
Channel Marker	37 s - Skiff	27°56.16'	82°32.18'
Channel Marker	44 s - Skiff	27°56.26'	82°32.22'
Channel Marker	45 s - Skiff	27°56.28'	82°32.21'
Channel Marker	Manuscript T-10545	27°56.39'	82°32.30'
Channel Marker	Manuscript T-10545	27°56.44'	82°32.29'
Channel Marker	3 q - Skiff	27°56.39'	82°32.43'
Channel Marker	4 q - Skiff	27°56.42'	82°32.44'
Channel Marker	5 q - Skiff	27°56.38'	82°32.60'
Channel Marker	12 q - Skiff	27°56.40'	82°32.62'
Channel Marker	6 q - Skiff	27°56.35'	82°32.68'
Channel Marker	7 q - Skiff	27°56.36'	82°32.69'
Channel Marker	8 q - Skiff	27°56.32'	82°32.71'
Channel Marker	9 q - Skiff	27°56.34'	82°32.72'
Channel Marker	10 q - Skiff	27°56.26'	82°32.82'
Channel Marker	11 q - Skiff	27°56.27'	82°32.83'
Channel Marker	30 r - Skiff	27°56.18'	82°32.19'
Channel Marker	31 r - Skiff	27°56.20'	82°32.92'
Channel Marker	33 r - Skiff	27°56.12'	82°32.99'
Light	32 r - Skiff	27°56.13'	82°33.01'
*Channel Marker	34 s - Skiff	27°56.16'	82°32.01'
*Channel Marker	35 s - Skiff	27°56.15'	82°32.10'

Q. LANDMARKS FOR CHARTS:

All landmarks for charts for the Tampa Bay area have previously been submitted on form 567, dated 1 May 1958 by the Tampa District Office. Copies of this form were submitted to the East Coast Field Party. Since there are no changes made on this form it is considered unnecessary to resubmit form 567 with this report. CL-399 (1958)

R. GEOGRAPHICAL NAMES:

There are no new geographical names to report.

S. SILTED AREAS:

Not Applicable.

T. BY-PRODUCT INFORMATION:

Not Applicable.

U. ~~PRELIMINARY~~ REVIEW: Pre-survey

The items listed under ~~preliminary~~ review within the limits of this sheet were investigated and are self explanatory on the smooth sheet.

V. MAGNETICS:

Magnetic observations were observed within the imits of this sheet. Observations were made jointly with personnel of the ship "Sosbee." The magnetics report has previously been submitted by the Commanding Officer of the Ship "Sosbee."

W, X & Y. MISCELLANEOUS:

(a) In shoal areas the skiff frequently dragged bottom, causing the spacing of positions to be erratic in some areas. A note was generally made in the sounding volume to this effect. This erratic spacing should not be construed as bad control or poor fixes.

(b) The narrow channel in the vicinity of Rocky Point, off signal (PAR) was not well defined due to the system of lines run and the lack of proper signals in this area. The sounding pole was used and in two cases the channel was passed over between sounding intervals and the deepest depths were missed. This channel is not marked and there was no indication that it is used. The pier in the area is in ruins. Local knowledge is required to navigate this channel.

channel prowdsly deleted from chart.

Z. TABULATION OF APPLICABLE DATA:

An abstract of velocity correction and the velocity curves are submitted in the Appendix. The fathometer report is attached as Appendix F of this report. The fathometer report is being written on a sheet basis. The seasonal report on the fathometer had not been written upon completion of the smooth sheet due to the large turnover of personnel in this party.

Respectfully submitted,

Dave W. George

Dave W. George, C&GS

ATTACHMENTS:

A. List of Signals (CONTROL STATIONS)

B. Abstract of Velocity Corrections and Velocity Curves

C. Statistics

D. Tidal Note

E. Coast Pilot Report

F. Bathometer Report

G. Approval Sheet

APPENDIX A
LIST OF SIGNALS (CONTROL STATIONS) TO ACCOMPANY HYDROGRAPHIC SURVEY H-8424

STATION	ORIGIN
ACE	T-10548
ALL	T-10542
AMP*	T-10545
AMP #2	T-10555
ANDY*	T-10550
ANT	T-10544
APT	T-10544
ATE	T-10544
AVE	T-10544
AXE	T-10544
BAN	T-10543
BAR (HYDRO)	Vol. 16
BAT	T-10551
BEA	T-10549
BIG	T-10542
BIL	T-10544
BOA	T-10551
BOB(TOPO MARK)	T-10551
BOX	T-10549
BUD(HYDRO)	Vol. 16&19
BUS	T-10544
BUT	T-10544
CAB	T-10543
CAT	Vol. 12
CAW	T-10544
CHE	T-10544
COD	T-10544
CON*	T-10548
COO	T-10548
CORN(TOPO MARK)	T-10551
CRY	T-10544
DAV - Not on T-Sheet	T-10542
DAY	T-10551
DIP	T-10544
DOC(HYDRO)	Vol. 20
DOG	Dog,1908
DOG "T"	T-10549
DUM	T-10545
DUO	T-10544
EBB	T-10544
EGG	T-10544&45
END	T-10551
ERA(TOPO MARK)	T-10551
EVA	T-10544
FEN	T-10551
FIR	T-10543
FLA	T-10545
FOR	T-10548
GAB	T-10549
GAND	GANDY,1926
GOL	T-10548
GON	T-10551
GUY	T-10542
HAP	T-10551
HED	T-10551
HER	T-10555
HIG	T-10551
HIT	T-10544
HOW	T-10549
ICE	T-10549
IER	T-10551
ITE	T-10549
ITS	T-10544
IVY	T-10548
JAP	T-10542
JIM	T-10548
JORD	JORDAN,1934
LAB	T-10551
LAG	T-10544
LAR	T-10551
LEG	T-10555
LET 1,2&3*	T-10545
LON	T-10548
LOW	T-10548&49
MAL	T-10545
MAR	T-10551
MEN	T-10545
NER	T-10548
NEY	T-10551
NIC	T-10544
NORT*	T-10550
OAT	T-10551
ODE	T-10551
OLD	T-10544
OPE(HYDRO)	VOL. 9
ORA	T-10551
OUT	T-10551
PAL	T-10543
PALM	PALMA CEIA, CHECKERED TANK 1946
PAR	T-10544
PIC	T-10544
PIE	T-10545
PIL(HYDRO)	Vol. 11
PIT	T-10543
POL(HYDRO)	Vol. 9
PORT	PORT TAMPA, CHATHOLIC CHURCH SPIRE, 1908
RAD	T-10550
RAP	T-10545
RAT	T-10542
RED	T-10543
REE	T-10551
RID	T-10551
RIP	T-10544
ROCK	ROCKY POINT, 1875
ROS	T-10548
RUB	T-10549
SAFE	SAFETY HARBOR, SILVER MUNICIPAL TANK, 1926
SEC	T-10544
SHE	T-10551
SHO	T-10551
SID	T-10551
SIX	T-10542
SLA	T-10551
SOU	T-10551
STON	STONY, 1926
TAC*	T-10543 off limits of T-sheet
TACK	WEEDON ISLAND, FLA., POWER CO. STACK, 1957, (Form-567)
TAN	T-10545
TAMP	PORT TAMPA, BLACK WATER TANK, 1955
TAT	T-10545
TIL	T-10545
TIP	T-10551
TIT	T-10543
TON*	T-10554
TOW	T-10544
TRI	T-10543
TWO	T-10542
WAR	T-10548
WES	T-10551
WHI	T-10544
YOU	T-10544

* Position was plotted by d.m.'s and d.p.'s methods

APPENDIX B
ABSTRACT OF VELOCITY CORRECTIONS
HYDROGRAPHIC SURVEY H-8424 (ECFP 2158)

LAUNCH CS-183 FATHOMETER EDO Model No.'s 255 & 202

DATES AND DAY LETTERS	GROUP No. 1. 60.0 cycles DEPTH (ft)	CORREDTION
1-10-58 a day	0.0 to 3.0	0.0
1-14-58 b day	3,1 to 9.0	∠0.2
	9.1 and deeper	∠0.4
	Group No. 2, 61.0 cycles	
3-10-58 u day	0.0 to 3.0	0.0
3-11-58 v day	3.1 to 11.0	∠0.2
3-13-58 x day	11.1 to 18.0	∠0.4
3-17-58 y day	18.1 to deeper	∠0.6
3-18-58z day		
3-25-58 aa day		
3-26-58 ba day		
3-28-58 da day		
	Group No. 3, 61 cycles (62 cycles)**	
1-15-58 c day	0.0 to 9.0	0.0
1-20-58 d day	9.1 to 16.0	∠0.2
**3-12-58w day	16.1 to deeper	0.0
3-28-58 ca day		
	GROUP No. 4, 61.0 cycles	
5-27-58 ea day	0.0 to 6.0	0.0
5-28-58 fa day	6.0 to 11.0	∠0.2
5-29-58 ga day	11.0 to 13.0	∠0.4
7-10-58 ha day	13.0 to 20.0	∠0.6
2-14-58 ja day	20.0 to 21.5	∠0.8
7-16-58 ka day	21.5 to 23.0	∠1.0
	23.0 to 27.0	∠1.2
	27.0 to 40.0	∠1.0

APPENDIX B (CONT)
ABSTRACT OF VELOCITY CORRECTIONS HYDROGRAPHIC
SURVEY H-8424 (ECFP - 2158)

LAUNCH CS-183 FATHOMETER BLUDWORTH ES-130 GROUP NO. 1

Dates and Day LETTERS	DEPTH (FT)	CORRECTION
2-6-58 f day	0.0 to 2.0	0.0
2-17-58 k day	2.1 to 4.0	-0.2
*3-6-58 s day	4.1 to 7.0	-0.4
*3-7-58 t day	7.1 to 10.0	-0.2
	10.1 to 15.0	0.0
	15.1 to Deeper	∔0.2

*Note-Tuning fork amplifier not used.

2-5-58 e day 0.0 Corrections for entire day.

Various intial settings were used from e through m day to keep the velocity correction to a minimum. The initial setting was set at 2 ft. thereafter.

GROUP # 2

2-7-58 g day	0.0 to 13.0	0.0
2-10-58 h day	13.1 to 16.5	∔0.2
2-12-58 j day	16.6 to 19.5	∔0.4
2-18-58 l day	19.6 to 22.5	∔0.6
2-19-58 m day	22.6 to Deeper	∔0.8

GROUP # 3

2-21-58 p day	0.0 to 6.0	0.0
	6.1 to 12.0	∔0.2
	12.1 to 16.0	∔0.4
	16.1 to 20;0	∔0.6
	20.1 to Deeper	∔0.8

GROUP # 4

2-20-58 n day	0.0 to 2.0	0.0
2-25-58 q day	2.1 to 6.0	∔0.2
2-28-58 r day	6.1 to 10.0	∔0.4
	10.1 to 13.0	∔0.6
	13.1 to 16.0	∔0.8
	16.1 to 18.0	∔1.0
	18.1 to 20.5	∔1.2
	20.6 to 23.0	∔1.4
	23.1 to Deeper	∔1.6

APPENDIX B (CONT.)
ABSTRACT OF VELOCITY CORRECTIONS HYDROGRAPHIC
SURVEY H-8424 (ECFP 2158)

SKIFF # 1, FATHOMETER 808 J Type, #77

DATES & DAY LETTERS	DEPTH (FT)	CORRECTION
4-8-58 e day	0.0 to 6.0	-0.4
4-9-58 f day	6.1 to 10.0	-0.2
4-10-58 g day	10.1 to 12.0	0.0
4-11-58 h day	12.1 to Deeper	+0.2
4-14-58 j day		
5-8-58 r day		
5-9-58 s day		
5-12-58 t day		
5-13-58 u day		
5-15-58 v day		
5-16-58 w day		
5-19-58 x day		
5-21-58 y day		
5-22-58 z day		
6-4-58 aa day		
6-12-58 ca day		

bar checks u & w day.

NOTE - 6-5-58 ba day No Fathometer used- (Sounding pole and Lead line)

SKIFF # 1 FATHOMETER 808 J type, #1015

3-17-58 a day	0.0 to 8.0	0.0
3-19-58 b day	8.1 to 12.0	-0.2
3-20-58 c day	12.1 to Deeper	-0.4
4-4-58 d day		
5-2-58 n day		
5-5-58 p day		

NOTE - 5-6-58 q day - No Fathometer used - (Sounding pole and Lead line)

SKIFF # 1, FATHOMETER 808J type, # 150.

4-29-58 L day	0.0 to 9.0	-0.2
4-30-58 m day	9.1 to Deeper	0.0

NOTE - 4-18-58 k day Fathometer not used (Sounding Pole only)

Form No J-100-5 +1.0

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

+1.0

CORRECTIONS IN FEET, ~~FATHOMS~~

1Ø
2Ø
3Ø
4Ø
5Ø
6Ø
7Ø
8Ø
9Ø
10Ø
11Ø
12Ø
13Ø
14Ø
15Ø
16Ø
17Ø
18Ø
19Ø

0.0 CORR

+0.2 CORR

+0.4 CORR

√J

DEPTHS IN ~~FATHOMS~~

(For deep water add a 0 to these figures)

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey

~~Ship~~ LAUNCH CS 183 E.C.F.P.
ROBERT C. DARLING Comdg.

These corrections are to be used
between 1-10 1958 and 1-14 1958
in the locality TAMPA BAY, FLA

for hydrographic surveys Nos. H 8424
(2158)

EDO FATHOMETER #202
60.0 cycles
GROUP NO. I
a & b day

DEPTH	CORRECTION
0 - 3'	0.0
3.1' - 9.0'	+0.2
9.1' - DEEPER	+0.4 JJ

TAB DWG
✓ AMC
1-10-58

Form No J-100-5 -1.0 +1.6 (1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, ~~FATHOMS~~

10
20
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
~~19~~

0.0 CORR.

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey

~~Ship~~ LAUNCH C.S. 183 ECFP
R.C. DARLING Comdg.

These corrections are to be used
between 3-10 1958 and 3-28 1958
in the locality TAMPA BAY

for hydrographic surveys Nos. H 8424
(C 2158)

EDO FATHOMETER # 202
61.0 cycles

18

+0.2 CORR.

GROUP # 2

U, V, X, Y, Z, aa, 6a & da DAYS

+0.6 CORR.

DEPTH	CORRECTION
0. - 3.0'	0.0
3.1' - 11.0'	+0.2
11.1' - 18.0'	+0.4
18.1 - ~~DEEPER~~	+0.6

24

Tab DWG
V ~~AMC~~

+0.4 CORR.

DEPTHS IN ~~FATHOMS~~

(For deep water add a 0 to these figures)

Form No. J 100.5

-1.0 0 +1.0

(1/4 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal)

CORRECTIONS IN FEET, FATHOMS

10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
190

DEPTHS IN FATHOMS

(For deep water add a 0 to ... as figured)

0.0 CORR.

+0.2 CORR.

0.0 CORR

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey

~~Ship~~ LAUNCH CS 183 ECFP
R.C. DARLING Comdg.

These corrections are to be used
between 1-15 1958 and 3-27 1958
in the locality TAMPA BAY

for hydrographic surveys Nos. H-8424
(C2158)

EDO FATHOMETER 202
.. 61.0 cycles

GROUP # 3

S, d, W*, Ca Days

DEPTH	CORRECTION
0' - 9'	0.0
9.1' - 16.0	+0.2
16.1 - DEEPER	0.0

TAB NOTE
1 CHART

* W day 3-12-58 62.0 cycles

Form No J-100-5

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, FATHOMS

CORR. IN FEET

0.0 +1.0 +2.0

DEPTHS IN FEET, FATHOMS

(For deep water add a 0 to these figures)

0.0' CORR.

+0.2' CORR.

+0.4' CORR.

+0.6 CORR

+0.8' CORR.

+1.0' CORR.

+1.2' CORR.

+1.0' CORR

0 5 10 15 20 25 30 35 40

VELOCITY CORRECTIONS

U.S. Coast and Geodetic Survey

Ship LAUNCH CS-183 E.C.F.P.

LT. COR. ROBERT C. DARLING Comdg.

These corrections are to be used between 5-27 1958 and 7-16 1958

in the locality OFF TAMPA BAY

for hydrographic surveys Nos. H 8424

E.C.F.P. 2158

EDO FATHOMETER # 202 61.0 CYCLES

GROUP 4

DAYS ea, fa, ga, ha, ja & ka

DEPTH		CORR.
0.0' To 6.0'	=	0.0'
6.0' To 11.0'	=	+0.2'
11.0' To 13.0'	=	+0.4'
13.0' To 20.0'	=	+0.6'
20.0' To 21.5'	=	+0.8'
21.5' To 23.0'	=	+1.0'
23.0' To 27.0	=	+1.2'
27.0' To 40.0	=	+1.0'

PLTD & TAB. J.J.M.

✓ HFT

COPY — DWG

NOTE - THE VELOCITY CURVE & CORR. ABOVE IS A COPY FROM SHEET H 1158, LAUNCH 183 WHICH RUN HYDROGRAPHY ON BOTH SHEETS (2158 & 1158) ON THE SAME DAYS.

Form No J-100-5 -1.0 0 +1.0 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET. FATHOMS.

(For deep water add a 0 ose figures)

DEPTHS IN ~~FATHOMS~~ Feet

1ϕ
2ϕ
3ϕ
4ϕ
5ϕ
6ϕ
7ϕ
8ϕ
9ϕ
10ϕ
11ϕ
12ϕ
13ϕ
14ϕ
15ϕ
16ϕ
17ϕ
18ϕ
19ϕ

0.0 Corr

-0.2 Corr

-0.4 Corr

-0.2 Corr

0.0

+0.2 Corr

VELOCITY CORRECTIONS

LAUNCH U.S. Coast and Geodetic Survey

~~Ship~~ CS-183, ECFD

Robert C. Darling Comdg.

These corrections are to be used

between 2-6 1958 and 3-7 1958

in the locality Tampa Bay

for hydrographic surveys Nos. H-8424 (2158)

BLUDWORTH FATHOMETER

ES-130

GROUP No. 1

f, K, S, t day

Depth	Correction
0'-2.0	0.0
2.1-4'	-0.2
4.1-7.0'	-0.4
7.1-10.0'	-0.2
10.1-15.0	0.0
15.1- DEEPER	+0.2

Tab: DWG

V AMC

NOTE: 2/5

e day - Velocity

Correction 0.0 all depths

AMC

Form No J-100-5 -1.0 0 +1.0 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, FATHOMS

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey
LAUNCH ~~Ship~~ CS-183 East Coast Field Party
Comdg.
These corrections are to be used
between 2-7 1958 and 2-19 1958
in the locality Tampa, Florida
for hydrographic surveys Nos. H-8424
(2158)

BLUDWORTH FATHOMETER
ES-130
Group No. 2
g, h, j, l, m days

depth	Correction
0'-13.0'	0.0
13.1'-~~16.0~~ 16.5	+0.2
16.6-19.5	+0.4 ✓✓
19.6-22.5	+0.6 ✓✓
22.6-Deeper	+0.8 ✓✓

TAB: DWG
✓ BMC
✓✓ BCA

1ϕ
2ϕ
3ϕ
4ϕ
5ϕ
6ϕ
7ϕ 0.0 Corr.
8ϕ
9ϕ
10ϕ
11ϕ
12ϕ
13ϕ
14ϕ
15ϕ +0.2 Corr.
16ϕ
17ϕ +0.4 Corr.
18ϕ
19ϕ

DEPTHS IN FATHOMS

(For deep water add a 0 ese figures)

0 ✓✓ +1.0 +2.0
18
19
20
21
22
23
24

Form No J-100-5 -1.0

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

-1.0

CORRECTIONS IN FEET. ~~FATHOMS~~

VELOCITY CORRECTIONS

U.S. Coast and Geodetic Survey

LAUNCH

~~Ship~~ C.S. 183 ECFP

ROBERT C. DARLING Comdg.

These corrections are to be used

~~between~~ 2-21 1958 and ~~19~~

in the locality TAMPA BAY, FLA.

for hydrographic surveys Nos. H-8424

ECFP 2158 (2158)

BUDWORTH FATHOMETER

ES-130

GROUP #3

P day only

DEPTH	CORRECTION
0 - 6.0'	0.0
6.1' - 12.0'	+0.2
12.1' - 16.0'	+0.4
16.1 - 20.0	+0.6 //
20.1 - DEEPER	+0.8 //

TAB: DWG

V

// 10X

0.0 CORR.

+0.2 CORR.

+0.4 CORR.

+0.6 CORR.

0 +1.0 +2.0

18 // 19 20 // 21 22 23 24

1ϕ 2ϕ 3ϕ 4ϕ 5ϕ 6ϕ 7ϕ 8ϕ 9ϕ 10ϕ 11ϕ 12ϕ 13ϕ 14ϕ 15ϕ 16ϕ 17ϕ 18ϕ 19ϕ

DEPTHS IN ~~FATHOMS~~ FEET

(For deep water add a 0 ese figures)

Form No J-100-5 -1.0 0 +1.0 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET. ~~FATHOMS~~

1ϕ

0.0 CORR.

2ϕ

3ϕ

4ϕ

+0.2 CORR.

5ϕ

6ϕ

7ϕ

8ϕ

+0.4 CORR.

9ϕ

10ϕ

11ϕ

+0.6 CORR.

12ϕ

13ϕ

14ϕ

+0.8 CORR.

15ϕ

16ϕ

17ϕ

+1.0 CORR

18ϕ

19ϕ

(For deep water add a 0 ...se figures)

DEPTHS IN ~~FATHOMS~~ FEET

18 19 20 21 22 23 24

+10 +20 +30

VELOCITY CORRECTIONS

LAUNCH U.S. Coast and Geodetic Survey

~~Ship~~ C&S 183 ECFP

ROBERT C. DARLING Comdg.

These corrections are to be used between 2-20 1958 and 2-28 1958 in the locality TAMPA BAY, FLA

for hydrographic surveys Nos. H-8424 (ECFR 2158)

BUDWORTH FATHOMETER FS-130

GROUP # 4

8, 12, 16 days

DEPTH	CORRECTION	
0 - 2'	0.0	
2.1' - 6.0'	+0.2	
6.1 - 10.0'	+0.4	
10.1 - 13.0'	+0.6	
13.1 - 16.0'	+0.8	
16.1 - 18.0	+1.0	//
18.1 - 20.5	+1.2	//
20.6 - 23.0	+1.4	//
23.1 - DEEPER	+1.6	//

TAD DWG

✓ CLS

// 1964

Form No J-100-5 +1.0 0.0 -1.0 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, FATHOMS

1.0
2.0
3.0
4.0
5.0
6.0
7.0
8.0
9.0
10.0
11.0
12.0
13.0
14.0
15.0
16.0
17.0
18.0
19.0

DEPTHS IN FATHOMS

(For deep water add a 0 ese figures)

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey
Ship ECFP SKIFF #1
LCDR Robert C. DARLING Comdg.
These corrections are to be used
between 4/8 5/12 1958 and 4/14 5/16 1958
in the locality OFF TAMPA BAY, FLORIDA
for hydrographic surveys Nos. H-8424
(ECFP-2158)

FATHOMETER 808-J (#77)

DATES: 4/8-4/14, 5/8, 5/12-5/16-6-12

DAYS: e-g, n-c

DEPTH	CORR
0.0 - 6.0	= -0.4
6.1 - 10.0	= -0.2
10.1 - 12.0	= 0.0
12.1 - DEEPER	= +0.2

TAB: AMC
V RCD

Form No J-100-5 +1.0 0.0 -1.0 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, FATHOMS

1.0
2.0
3.0
4.0
5.0
6.0
7.0
8.0
9.0
10.0
11.0
12.0
13.0
14.0
15.0
16.0
17.0
18.0
19.0

(For deep water add a 0 ese figures)

DEPTHS IN FATHOMS

VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey

Ship ECFD SKIFF #1
LCDR Robert C. Darling Comdg.

These corrections are to be used
between 4/29 1958 and 4/30 1958
in the locality OLD TAMPA BAY, FLORIDA

for hydrographic surveys Nos. H-8424 (2158)

FATHOMETER 808 (#150)
DAYS: 4/29, 4/30
DATES: l, m

DEPTH	CORR
0.0 - 9.0 '	= -0.2 '
9.0 - DEEPER	= 0.0 '

TAB: AMC
✓ RCD

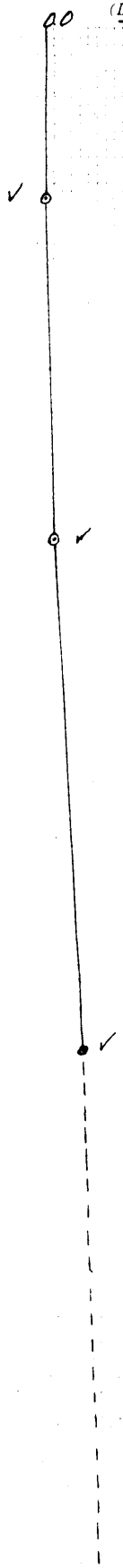
Form No J-100-5 +1.0 0.0 −1.6 (Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, FATHOMS

1.0
2.0
3.0
4.0
5.0
6.0
7.0
8.0
9.0
10.0
11.0
12.0
13.0
14.0
15.0
16.0
17.0
18.0
19.0

DEPTHS IN FATHOMS

(For deep water add a 0 ...se figures)



VELOCITY CORRECTIONS
U.S. Coast and Geodetic Survey

Ship ECFP SKIFF #1
LCDR Robert C Darling Comdg.

These corrections are to be used
between 3/17, 19, 22 1958 and 4/4 5/5 5/6 1958
in the locality OLD TAMPA BAY, FLORIDA
for hydrographic surveys Nos. H-8424
(ECFP-2158)

FATHOMETER 808-J (#1015)
DATES: 3/17 - 4/4
5/2 - ~~5/6~~
3-19, 3-20 & 5-5
DAYS: a-d, m-~~*~~p
B C

DEPTH	CORR.
0.0 - 8.0	= 0.0
8.1 - 12.0	= -0.2
12.1 - Deeper	= -0.4

TAB: AMC
✓ RCD

9 day 5-6-58 - FATH NOT used.
(SOUNDING Pole & Lead LINE ONLY)

APPENDIX C
STATISTICS
LAUNCH CS-183

DATE 1958	VOL. No.	DAY LTR.	D.P. No.	POSITIONS FATH & POLE	NAUT. MI. SDG LINES
Jan. 10	1	a	0	18	3.3
Jan. 14	1	b	0	150	28.7
Jan. 15	2	c	1	150	28.3
Jan. 20	3	d	0	146	32.6
Feb. 5	4	e	0	37	6.3
Feb. 6	4	f	0	72	12.5
Feb. 7	4 & 5	g	0	83	14.3
Feb. 10	5	h	0	85	13.6
Feb. 12	5	j	0	48	8.5
Feb. 17	6	k	0	121	20.9
Feb. 18	6 &7	l	0	109	20.6
Feb. 19	7	m	0	80	12.4
Feb. 20	7	n	0	67	10.9
Feb. 21	8	p	0	70	10.7
Feb. 25	8	q	1	51	8.4
Feb. 28	8 & 9	r	0	112	17.4
Mar. 6	9	s	1	105	21.8
Mar. 7	9	t	0	14	2.5
Mar. 10	10	u	0	82	20.1
Mar. 11	10	v	1	131	31.2
Mar. 12	10 & 11	w	0	76	14.4
Mar. 13	11	x	0	20	4.0
Mar. 17	11	y	1	29	5.8
Mar. 18	11	z	0	31	6.6
Mar. 25	12	aa	0	36	7.5
Mar. 26	12	ba	1	64	12.3
Mar. 27	12	ca	1	115	23.6
Mar. 28	12 & 13	da	7	97	20.0
May 27	13	ea	6	122	31.8
May 28	13	fa	5	76	16.8
May 29	14	ga	0	96	13.8
July 10	14	ha	0	16	1.7
July 14	15	ja	1	22	3.3
July 16	15	ka	1	14	,1.0

LAUNCH CS - 183 TOTAL POSITIONS 2562

(CONTINUED To SKIFF STATISTICS)

APPENDIX C (CONTINUED)
STATISTICS
SKIFF #1

DATE 1958	VOL. No.	DAY LTR.	D.P. No.	POSITIONS FATH & POLE	NAUT. MI. SDG. LINES
Mar. 17	16	a	1	76	14.0
Mar. 19	16	b	2	31	4.8
Mar. 20	16	c	6	3	0.5
Apr. 4	16	d	0	85	14.5
Apr. 8	17	e	0	83	14.0
Apr. 9	17	f	0	21	4.5
Apr. 10	17	g	0	79	19.9
Apr. 11	18	h	0	102	20.5
Apr. 14	18	j	3	64	9.3
Apr. 18	18	k	1	44	7.3
Apr. 29	19	l	0	24	3.4
Apr. 30	19	m	5	32	4.5
May 2	19	n	2	29	4.7
May 5	19	p	10	39	6.5
May 6	19	q	12	0	0.0
May 8	19 & 20	r	7	99	16.0
May 9	20	s	19	75	11.5
May 12	20	t	4	39	7.4
May 13	20 & 21	u	2	85	14.5
May 15	21	v	0	48	6.3
May 16	21	w	8	65	9.8
May 19	21	x	15	55	9.5
May 21	22	y	0	65	15.0
May 22	22	z	0	23	4.5
June 4	22	aa	3	83	11.7
June 5	22	ba	14	0	0.0
June 12	22	ca	0	18	1.9
			114	1367	236.5

SKIFF # 1, TOTAL POSITIONS 1481

LAUNCH CS 183 & SKIFF # 1, TOTAL POSITIONS - 4043

LAUNCH CS 183 & SKIFF # 1 - TOTAL NAUTICAL MILES SDG. LINES - 724.1

SQUARE MILES OF SOUNDING LINES - 47.

APPENDIX D
TIDAL NOTE
TO ACCOMPANY HYDROGRAPHIC SURVEY H-8424

Tidal data for reducing soundings were obtained from portable tide gages at Dawson's fishing camp, Rattlesnake, Fla.,and Bayview, Fla.

DAWSON'S FISHING CAMP

Gage Location:	LATITUDE	27° 53.61'
	LONGITUDE	82° 32.11'

Staff: Mean Low Water corresponds to 2.7 ft. on the staff.

BAYVIEW, FLA.

Gage Location:	LATITUDE	27° 57.38'
	LONGITUDE	82° 42.65'

STAFF: Mean Low Water corresponds to 3.6 ft. on the staff.

The tide gage at Dawson's Fishing Camp (without time or height corrections) controlled hydrography south of the Courtney Campbell Causeway. The Bayview gage (without time or height corrections) controlled hydrography north of the Courtney Campbell Causeway.. On four days when the Dawson's gage was inoperative the tides were referred to the temporary gage at the bridge on the Courtney Campbell Causeway, or at other times were requested from the Washington Office for the Dawson's gage. See letter 36-141-15e dated 23 April 1958 from Tides and Current Division to the ECFP.

APPENDIX E
COAST PILOT REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-8424

The following changes are reported for the Coast Pilot 5, Gulf Coast, Fourth (1958) Edition.

Page 85- Line 18/R; read: Unmarked channels lead to the basins.

Page 85- Line 41/R; insert after: There is a yacht basin, "Tampa Bay Marina", north of Culbreath Bayou. Two channels lead to the basin, both channels are marked by private aids. The controlling depths in July 1958 was 5 feet and 4 feet in the north and south channels respectively. The basin can accommodate boats up to about 6 feet in draft and has covered storage facilities for boats up to 50 feet in length. A vertical hoist can lift boats up to 13 tons in weight and 42 feet in length. Complete, hull and gasoline engine repairs can be made. Gasoline, marine hardware, fresh water, telephone and taxi services are available. There is a restaurant located at the basin and provisions are obtainable in the vicinity.

APPENDIX F
FATHOMETER REPORT TO
ACCOMPANY HYDROGRAPHIC SURVEY H-8424

A. PROJECT:

Work on project 14020 (SHEET H-8424) was executed in accordance with instructions 22/MEK, S-2-SO, dated 12 Feb. 1957.

B. DATES:

Field work on this sheet was executed over the period 10 January to 16 July 1958.

C. VESSELS AND EQUIPMENT:

Launch CS-183 and Skiff #1 were used during the entire sheet.
Launch CS-183 is equiped with 2 transducers hull fittings, one on each side of the keel for the Edo Model 255 fathometer. A fish was mounted on the starboard side slightly aft of amidships for the Bludworth ES-130 fathometer.

SKILL # 1. 808J typer fathometers were used on the skiff. The tranducers were set on the bottom under the floor plates about mid-ships.

The following fathometers were used:

Launch CS-183.
(Type - EDO, BLUDWORTH ES-130
SERIAL NO.- 202 27-203

Skiff #1.
Type- 808J
SERIAL NO. 77 101S 150

D. DIFFICULTIES ENCOUNTERED:

EDO MODEL 255B:

During the entire survey of H-8424 the mechanical and electrical operation of this fathometer was satisfactory. The difficulties experienced, although minor, was the numerous rpplacement and breakage of the needle and binding of the fath ogram.

It was noted that on several occassions during the survey of this sheet strays were recorded by this fathometer. In most cases further investigations were made at a later date in an attempt toward proving these soundings. Results were negative.

BLUDWORTH ES-130:

Evaluations reports on this fathometer were submitted March 4 and 31, 1958. As these reports are detailed it is considered unnecessary to discuss this fathometer in this report.

808J FATHOMETER:

Frequent trouble was experienced with this type fathometer. Numerous

breakdowns caused many lost man hours. Being replacemtn parts were limited, the parts to repair inoperative fathometers were often borrowed from another. During hydrography, one entire day was rejected when it was observed the fathometer soundings were erratic when compared with pole sounding depths.

E. METHODS:

EDO MODEL 255 AND BLUDWORTH ES-130:

The determination of all ordinary corrections were done by standard methods and will not be discussed in this report.

Two methods of investigating strays were used, and in one case both methods were used during the same investigation. The first method was to locate a buoy near the point where the original stray was found and run a system ofclosely spaced lines. The second method used was to circle the buoy increasing the distance as the launch progressed. In this method the time the launch circled was redorded.

808J FATHOMETERS:

In several instances the 808J fathometers gave erratic bar checks in depths less than 6 feet, and these bar checks were rejected and disregarded in applying velocity corrections to the soundings.

F. CONCLUSIONS:

EDO MODEL 255:

New changes incorperated in the EDO fathometer since the time of the survey on this sheet have eliminated the needle and the fathogram binding problem to a large extent.

808 J FATHOMETERS:

Since the completion of this survey the 808J fathometers have been returned to the Washington Office. The difficulties of breakdown can be eliminated when replacement parts are available.

Respectfully submitted,

Dave W. George

Dave W. George, USC&GS

APPENDIX G
APPROVAL SHEET
SHEET H-8425 (ECFB - 2158)

The volume corrections, Fathometer corrections, fathograms scanning and field work were under the general supervision of LCDR Robert C. Darling.

The fathograms were scanned prior to plotting soundings on the boat sheet and were spot checked when plotting shundings on the smooth sheet.

The smooth plotting and descriptive report were accomplished under the general supervision of the Officer in Charge.

The hydrographic survey of sheet H-8424 is apporved and is complete to the best of my knowledge.

Howard S. Cole

Howard S. Cole, CER, USC&GS
Officer in Charge
East Coast Field Party

LHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. Apr. 1950

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coast Surveys~~ 20 July 1960

Division of Charts: R. H. Carstens

Plane of reference approved in
22 volumes of sounding records for

HYDROGRAPHIC SHEET 8424

Locality Tampa Bay, Florida

Chief of Party: R. C. Darling in 1958
Plane of reference is mean low water, reading
2.7 ft. on tide staff at Gandy Bridge (Dawsons Fishing Camp)
5.3 ft. below B. M. 7 (1958)

3.6 ft. on tide staff at Bayview
6.4 ft. below B.M. 1 (1926)

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

Gandy Bridge	=	1.5 feet
Bayview	=	1.8 feet

Condition of records satisfactory except as noted below:

J. M. Symons
Acting Chief, Tides Branch
~~Chief, Division of Tides and Currents~~

U. S. GOVERNMENT PRINTING OFFICE 877933

FORM 197
(3-16-55)

GEOGRAPHIC NAMES

Survey No. H-8424

Name on Survey	On Chart No. 587 A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	BGN K	
Big Island	x									1
Big Island Gap	x									2
Courtney Campbell Parkway	x									3
Cross Bayou Canal	x									4
Culbreath Bayou	x								x	5
Fish Creek	x									6
Gandy Bridge	x									7
Grassy Creek	x									8
Grassy Point	x									9
Gun Branch	x									10
Interbay Peninsula	x								x	11
John Branch	x									12
Long Branch Creek	x									13
Old Tampa Bay	x									14
Rocky Point	x									15
South Gandy Channel	x									16
Sweetwater Creek	x									17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

George M. Beck
GEOGRAPHIC NAMES SECTION
10 JUNE 1960

Form 946

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8424

Records accompanying survey: Smooth sheets 1;

boat sheets 1; sounding vols. 22; wire drag vols. ;

Descriptive Reports 1; graphic recorder envelopes 29;

special reports, etc. 1 Roll - Shoreline manuscripts (Blueline)

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

Number of positions on sheet		4043
Number of positions checked		475
Number of positions revised		15 (6 of these are D.P.'s, accurately plotted, but not in agreement with T-sheets)
Number of soundings revised (refers to depth only)		240
Number of soundings erroneously spaced		18
Number of signals erroneously plotted or transferred		0
Topographic details	Time	60
Junctions	Time	16
Verification of soundings from graphic record	Time	65
Special adjustments	Time	0

Verification by D.R. Johnson Total time 737 Date 11-1-63

Reviewed by E.E. Thomas Time 36 Date 3/19/64

US COMM C&GS DC

OFFICE OF HYDROGRAPHY AND OCEANOGRAPHY

MARINE CHART DIVISION

HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-8424 FIELD NO. ECFP-2158

Florida, Tampa Bay, Old Tampa Bay

SURVEYED: January through July 1958

SCALE: 1:20,000 PROJECT NO.: 14020

SOUNDINGS:
Depth Recorder--EDO,
Depth Recorder--Bludworth,
Depth Recorder--808, and
Sounding Pole

CONTROL: Sextant fixes on shore signals

Chief of Party	A. M. Cook
	R. C. Darling
Surveyed by	D. W. George
	J. S. Baker
	J. J. McCoy
	A. M. Cook
Protracted by	D. W. George
Soundings Plotted by	D. W. George
Verified and Inked by	G. Johnson
Reviewed by	E. Thomas
	Date: March 1964
Inspected by	R. H. Carstens

1. Description of the Area

This survey covers a portion of Old Tampa Bay northward from Port Tampa to the Courtney Campbell Parkway. Generally the foreshore area is largely mangrove with numerous oyster bars. Alterations to the shoreline have increased with the growth of the waterway-access type communities. The area is crossed by three automotive causeways, most of which are dirt-fill, with bridge spans over the natural deeper channels.

The general bottom configuration of the area surveyed is that of a shallow basin with depths gradually deepening into a natural deep which traverses the surveyed area. The depths in this deeper area range from 14 to 25 feet. The irregularities occurring in the vicinity of the Federal Channel Projects and the causeways were the results of dredging and spoil deposition.

2. Shoreline and Control

The shoreline originates with reviewed photogrammetric surveys T-10542, T-10543, T-10544, T-10548, T-10550, T-10551, T-10554, T-10555 of 1957 together with T-10545 and T-10549 of 1957-59.

Those surveys whose compilation dates extend to 1959 have revisions and changes made from photography dated August 1959. This information, although subsequent to the present survey, has been applied to the smooth sheet of the present survey.

Revisions to the shoreline by the hydrographer are shown in red.

The signals are adequately discussed in the Descriptive Report.

3. Hydrography

A. Depths at crossings are in good agreement.

B. The usual depth curves are adequately delineated. The low-water curve has been determined where practicable. The three-foot curve was added to accentuate the shoal features.

C. The development of the bottom configuration and investigation of least depths is generally adequate, except in some small community waterways. In these areas the maximum depths may not always have been obtained.

D. The pile, from T-10551, in lat. 27°53.25', long. 82°32.57' was not mentioned in the records of the present survey.

4. Conditions of the Survey

The records and reports are adequate and conform to the Hydrographic Manual, except that some detached positions were not shown on the boat sheet and the Descriptive Report comparison with the chart is excessively detailed.

The following deficiencies in smooth plotting were encountered:

3.

A. Approximately 120 intermediate shoaler depths were added to the smooth sheet from the depth recorder graphs during verification. This was necessary because of even interval scanning by field personnel.

B. Unnatural irregularities in bottom configuration were eliminated in random areas by the use of actual bar check values rather than the mean bar checks applied in the field.

5. Junctions

The junction with H-8425 on the south is adequate. The junction with H-7878 on the north (at Courtney Campbell Parkway) is considered adequate. However, off the main bridge a 1-2 ft. difference exists in depths of 12 feet and a 12-ft. dashed-curve was used to show the shoaler limits of the prior survey.

6. Comparison With Prior Surveys

A. H-478 (1855) 1:60,000
H-1273 (1875) 1:20,000

These surveys are prior to any alterations from dredging or spoiling created by construction of the highways and numerous alongshore residential and commercial projects.

The survey of 1875 (H-1273) is the principal coverage for comparison with the present survey in the inshore areas. A comparison reveals only minor differences of about 1 foot in depth, except for changes resulting from harbor improvements and alongshore construction projects.

B. H-4562 (1926) and Additional Work (1927), 1:20,000

This survey has widely spaced lines not extending over the inshore flats or adequately developing offshore shoals. Differences are minor except for man made changes.

The bottom configuration in the offshore areas north of Gandy Bridge has not changed significantly since the prior surveys. The greater changes have occurred south of Gandy Bridge where both dredging and spoiling have occurred. The natural deeps have shoaled from 1-2 feet in depths greater than 18 feet. Random shoaling

has occurred in prior shoal areas, possibly due to spoiling, and 2-3 foot depths now exist on the present survey in prior depths of 4-6 feet.

The two rocks, carried forward in lat. 27°52.60', long. 82°35.0' from FE 2, 1948, on H-8425 (1958) occur in the junctional area and have also been shown on the smooth sheet of the present survey.

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

7. Comparison With Chart 587 (latest print date 9/63)

A. Hydrography

The charted hydrography originates principally with the prior surveys previously discussed, supplemented by information from the present survey through the boat sheet and the unverified smooth sheet.

1. Numerous charted shoreline changes, not shown on the smooth sheet, originate with revision from 1963 air photographs, and miscellaneous chart letters subsequent to the present survey.

2. The low water delineation charted in the vicinity of lat. 27°58.2', long. 82°34.2' was revised from 1957 air photography, supplemented by Bp-60739 (1957) and is not in harmony with depths of the present survey in the common area.

3. The wreck charted in lat. 27°58.85, long. 82° 37.2' originates with L701 (1961) and is subsequent to the present survey.

4. The wreck charted in lat. 27°55.81', long. 82° 33.92' originates with NM 7, 1962 and is subsequent to the present survey.

5. The obstruction charted in lat. 27°57.90', long. 82°34.5' from Bp-37485 (1943) together with the pier ruins on the south portion of Rocky Point and T-8381 (1943) were not investigated on the present survey. The features are neither verified nor disproved and have been carried forward.

6. The alterations to the shoreline and the borrow area charted in the vicinity of 27°55.5, long. 82°41.5 originate through CL-1143 of 1961 and are subsequent to the present survey.

7. The colored low-water area in lat. 27°53.3', long. 82°32.45' and the 10 ft. to the west fall in a present dredged area of about 25 ft.

Except as noted above, the present survey is adequate to supersede the charted hydrography in the common area.

B. Controlling Depth

1. The dredged channel charted in 27°55.5, long. 82°41.7 has a channel legend originating with CL-784 (1961) which is subsequent to the present survey.

2. The two dredged channels in the vicinity of 27°53.5', long. 82°32.2' have channel legends originating with CL-784 (1961) which is subsequent to the present survey.

3. The two privately maintained channels in the vicinity of 27°56.4', long. 82°32.3' have legends originating with CL-784/1961 subsequent to the present survey.

C. Aids to Navigation

1. The privately maintained markers for the channel in lat. 27°52', long. 82°32.5' are charted through NM 1, 1963.

Lt removed NM 8/65

2. The survey position of the fixed light, privately maintained, charted in lat. 27°56.2', long. 82°33.0' through Bp-57023 (L730-1958) falls about 120 meters south of its charted position.

3. The privately maintained aids charted in the vicinity of lat. 27°55', long. 82°35' are charted through NM 19, 1963 subsequent to the present survey.

The charted positions of aids to navigation adequately mark the features for which they were intended.

6.

8. Compliance With Instructions

The survey adequately complies with the project instructions.

9. Additional Field Work

The survey is an adequate basic survey and no additional field work is recommended.

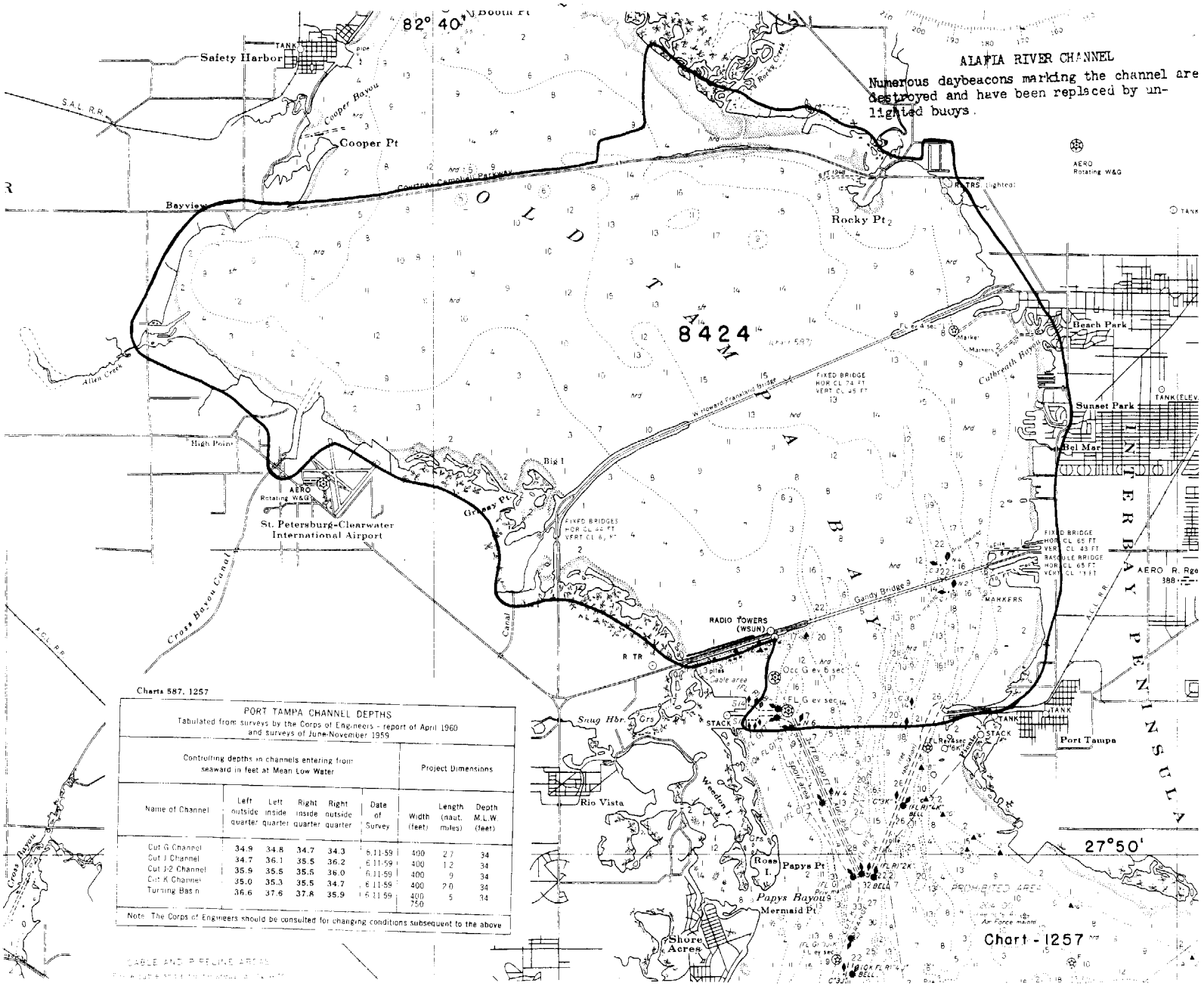
Examined and Approved:

Chief
Marine Chart Division

Associate Director
Office of Hydrography
and Oceanography

INFORMATION FOR PRE-SURVEY REVIEWS

All inshore development around the docking facilities, channels, and community waterways should be made at a scale of at least 1:10,000. Man-made changes predominate in this area and will largely control frequency of resurveys.



PORT TAMPA CHANNEL DEPTHS

Tabulated from surveys by the Corps of Engineers - report of April 1960 and surveys of June-November 1959

Name of Channel	Controlling depths in channels entering from seaward in feet at Mean Low Water: Left outside quarter	Left inside quarter	Right inside quarter	Right outside quarter	Date of Survey	Project Dimensions: Width (feet)	Length (naut. miles)	Depth M.L.W. (feet)
Cut G Channel	34.9	34.8	34.7	34.3	6.11.59	400	2.7	34
Cut J Channel	34.7	36.1	35.5	36.2	6.11.59	400	1.2	34
Cut J-2 Channel	35.9	35.5	35.5	36.0	6.11.59	400	.9	34
Cut K Channel	35.0	35.3	35.5	34.7	6.11.59	400	2.0	34
Turning Basin	36.6	37.6	37.8	35.9	6.11.59	400 750	.5	34

Note: The Corps of Engineers should be consulted for changing conditions subsequent to the above

NAUTICAL CHARTS BRANCH

SURVEY NO. H-8424

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
2 May 60	587	Nichols	Before ~~After~~ Verification and Review Critical only
6/6/60	1257	J.P. Walker	Before ~~After~~ Verification and Review Partially
6/1/63	587	John P. Weir	Before ~~After~~ Verification and Review Part. Applied
7-1-63	1257	John P. Weir	Before ~~After~~ Verification and Review Partially
5/1/64	587	John P. Weir	~~Before~~ After Verification and Review (before ←) Fully Applied
4/1/65	1257	John P. Weir	~~Before~~ After Verification and Review considered Fully Applied hydro deleted from chart 1257 in area of H-8424
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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