NOTE H
CLEARWATER PASS
The controlling depth was 8 ½ feet for a width of 150 feet from the Quill to the head fishing bridge, thence 3 feet in a width of 100 feet to a junction with the Intracoastal Waterway.
Jul 2016

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Plane Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:
The tied three digits are omitted.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables are shown thus:
Pipeline Area — Cable Area —
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all authorized pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or fishing.
Covered wells may be marked by lighted or unlighted buoys.

INTRACOASTAL WATERWAY
Project Depth
In Ivan Caloosahatchee River, FL to Anclote River, FL
Refer to the U.S. Army Corps of Engineers for controlling depths and to U.S. Coast Guard Local Notice to Mariners for other navigation hazards or restrictions.
Mariners should report any shoal or areas which have not been recently surveyed. Please report shoals and obstructions at:
http://navcen.uscg.gov/pdf/lnms/lnmshoal.htm
Dolphins
The general location of the Waterway is indicated by Dolphin Daymarkers and Dolphin Lights to assist the safe navigation and avoid charted shoals and obstructions.
Wiggle distances shown along the Waterway are in Statute Miles based on zero northward from the Mississippi River. The Intracoastal Waterway, and are indicated thus: ——•——
One Statute Mile equals 5,27 Nautical Miles.
Refer to charted regulation section numbers.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

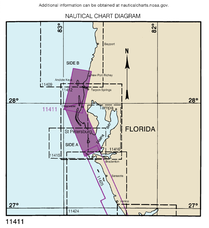
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/mcd/contact.htm.

TIDAL INFORMATION

PLACE	LAT/LONG	Height referred to datum of soundings (MLLW)		
NAME		Mean higher high water	Mean high water	Mean lower low water
Walsh Key Channel	27°57'16"N/82°48'16"W	2.2	1.9	0.2
Anna Maria Key	27°32'14"N/82°44'16"W	2.2	1.9	0.2
Venice Inlet, South Channel	27°05'48"N/82°27'00"W	2.0	1.5	0.3
Johns Pass, Boca Ciega Bay	27°47'16"N/82°46'16"W	1.9	1.6	0.4
Tampa Bay	27°36'16"N/82°45'16"W	2.1	1.8	0.3
Dunedin, St. Joseph Sound	28°01'16"N/82°46'16"W	2.6	2.4	0.5
Clearwater Passage, Hurricane Pass	27°58'16"N/82°49'16"W	2.3	2.0	0.3
Venice Pier	27°05'48"N/82°27'00"W	2.0	1.5	0.4
Clearwater Beach	27°57'76"N/82°50'16"W	2.7	2.4	0.5
Port Tampa, Hooker Point Key	27°51'16"N/82°33'16"W	1.9	1.7	0.4
Anclote, Anclote River	28°10'16"N/82°47'16"W	3.5	3.2	0.8

Diamond (◇) located at datum (source) includes all subordinate datum values for a tidal station. Real-time water level, tide predictions, and tide current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
Additional information can be obtained at nauticalcharts.noaa.gov.

NAUTICAL CHART DIAGRAM



SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Pilot and Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are not shown on all mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ——•——

NOTE B
COLREGS demarcation lines follow the general trend at the seaward high-water shoreline except where charted.

NOTE C
CAUTION - WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage or safe navigation of vessels within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually require considerable room in which to maneuver and a distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and motorboats may unexpectedly find themselves unable to maneuver. Slow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

NOTE D
CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
Fishing is prohibited in areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

NOTE E
RADAR REFLECTORS
Radar reflectors are installed on many floating aids to navigation. Individual radar-reflector identification on these aids has been omitted from this chart.

Pumpout facilities

NOTE F
ADS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE G
RULES OF THE ROAD
HARBORS
Moorings
Moorless craft have the right-of-way over craft using moorings.
Moored vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat having overtaken has the right-of-way.
When motorboats are crossing head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats operating in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules"

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio-direction-finder bearings to commercial broadcasting stations are subject to error and should not be relied upon.
Station positions are shown thus:
○Accurate location ○Approximate location

LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example, with 4.6 nautical miles run in 13 minutes, the speed is 16.9 knots.

CLEARWATER BEACH
The controlling depth was 9 ½ feet for a width of 150 feet from the Quill to the head fishing bridge, thence 3 feet for a width of 100 feet to a junction with the Intracoastal Waterway.
Jul 2016

NOTE H
CLEARWATER PASS
The controlling depth was 9 ½ feet for a width of 150 feet from the Quill to the head fishing bridge, thence 3 feet for a width of 100 feet to a junction with the Intracoastal Waterway.
Jul 2016

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other severe storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris and wreckage.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may be damaged, destroyed or shifted, or may have been moved from their charted positions or become extinguished or otherwise made inoperative. Mariners should exercise caution when navigating in the vicinity of these storms and subsequent obstructions may have to be determined from charted locations. Pipelines may have become uncovered or damaged.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

This is the Last Edition of this chart. It will be canceled on May 1, 2024
24th Ed., Jul. 2020. Last Correction: 3272/20A. Cleared through:
LNM: 1624 (4/19/2022); NM: 1724 (4/27/2021).
If the first digit of the measure is zero (0), dimensions are shown in meters (and decimal measure) as inches (.02 millimeters).
If the first digit of the measure is minus (-1), dimensions in this area is not certified safe for navigation.

(POD) providers fulfill a vessel's requirement to carry a navigational chart "published by the National Ocean Service" in accordance with federal regulations, including but not limited to 33 C.F.R. 164.33(a), 33 C.F.R. 164.72(b), and 46 C.F.R. 28.225(a). POD charts meet stringent print standards and can be recognized by an official certification of authenticity printed on the chart. A list of POD providers can be found at: nauticalcharts.noaa.gov/pod