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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

Data Acquisition & Processing Report

Type of Survey Multibeam and Sidescan Sonar

Project No. OPR-D302-KR-11

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2011

CHIEF OF PARTY

Gary R. Davis
Science Applications International Corporation

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Data Acquisition & Processing Report

OPR-D302-KR-11

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Revisions				
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0	16 Dec 2011	All	G. R. Davis	Initial Document
1	30 May 2012	All	G. R. Davis	Updated sections dealing with BAGs. Updated header and footer on all pages. Updated post survey calibration information for sound speed sensors.

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ACRONYMS

<u>Acronym</u>	<u>Definition</u>
AHB	Atlantic H ydrographic B ranch
ASCII	American Standard Code for I nformation I nterchange
BAG	B athymetric A ttributed G rid
CI	C onfidence I nterval
CMG	C ourse M ade G ood
CTD	C onductivity, T emperature, D epth profiler
CUBE	C ombined U ncertainty and B athymetric E stimator
DAPR	D ata A cquisition and P rocessing R eport
DGPS	D ifferential G lobal P ositioning S ystem
DPC	D ata P rocessing C enter
DR	D escriptive R eport
ECDIS	E lectronic C hart D isplay and I nformation S ystem
EPF	E rror P arameters F ile
GPS	G lobal P ositioning S ystem
GSF	G eneric S ensor F ormat
HDCS	H ydrographic D ata C leaning S ystem
HSSD	N OS H ydrographic S urveys S pecifications and D eliverables
Hz	H ertz
IHO	I nternational H ydrographic O rganization
IMU	I nertial M easurement U nit
ISO	I nternational O rganization for S tandardization
ISS-2000	I ntegrated S urvey S ystem 2000
ISSC	I ntegrated S urvey S ystem C omputer
JD	J ulian D ay
kHz	k ilo H ertz
kW	k ilo W att
MVE	M ulti- V iew E ditor
MVP	M oving V essel P rofiler
NAVOCEANO	NA Val O CEANographic O ffice
NAS	N etwork A ttached S torage
NMEA	N ational M arine E lectronics A ssociation
NOAA	N ational O ceanic and A tmospheric A dministration
NOS	N ational O cean S ervice
ONSWG	O pen N avigation S urface W orking G roup
PFM	P ure F ile M agic
POS/MV	P osition O rientation S ystem/ M arine V essels
QA	Q uality A ssurance
QC	Q uality C ontrol
RI	R hode I sland
RPM	R evolutions P er M inute
SABER	S urvey A nalysis and area B ased E dito R
SAIC	S cience A pplications I nternational C orporation
SAT	S ea A cceptance T ests or S wath A lignment T ool

SSP	S ound S peed P rofile
SV&P	S ound V elocity and P ressure Sensor
TPE	T otal P ropagated E rror
TPU	T otal P ropagated U ncertainty
TTL	T ransistor- T ransistor L ogic
UPS	U ninterruptible P ower S upply
UTC	C oordinated U niversal T ime
XML	e Xtensible M arkup L anguage
XTF	e Xtended T riton F ormat

PREFACE

This Data Acquisition and Processing Report (DAPR) applies to hydrographic sheets H12336, H12337, H12338, and H12339. Survey data were collected on H12336 from June through August 2011. Survey data were collected on H12337 from July through September 2011. Survey data were collected on H12338 from July through October 2011. Survey data were collected on H12339 from August through September 2011.

For these surveys no vertical or horizontal control points were established, recovered, or occupied. Therefore, a Horizontal and Vertical Control Report is not required for these sheets, and will not be submitted with the final delivery of this project.

Data collection was performed according to the April 2011 version of the “*NOS Hydrographic Surveys Specifications and Deliverables*” (HSSD) as specified in the Hydrographic Survey Project Instructions dated 07 February 2011. On 05 October 2011, NOS released a revised “*Hydrographic Surveys Specifications and Deliverables (2011 Edition)*”. Data processing was performed according to the revised HSSD. Additional project specific clarifications and guidance are referenced in the supplemental correspondence emails dated 13 April 2011, 20 April 2011, 19 July 2011, 04 August 2011, and 11 October 2011, located in Appendix V of the Descriptive Report (DR) for each sheet.

On 16 April 2012, the Open Navigation Surface Working Group (ONSWG) released the new version 1.5.0 BAG format. SAIC implemented the 1.5.0 BAG format and released a new version of **SABER** in May 2012. SAIC has regenerated and delivered version 1.5.0 BAG files for hydrographic sheets H12336, H12337, H12338, and H12339. This revised DAPR describes the BAG 1.5.0 format and processing to produce the 1.5.0 BAG format files delivered for each survey.

Also included in this revised DAPR are the post survey calibration reports for the MVP30 SV&P sensors and the RESON 7125 SV70 SSV sensor.

A. EQUIPMENT

A.1 DATA ACQUISITION

Central to Science Applications International Corporation's (SAIC) survey system was the Integrated Survey System Computer (ISSC). The ISSC consisted of a dual processor computer with the Windows XP (Service Pack 2) operating system, which ran SAIC's Integrated Survey System 2000 (**ISS-2000**) software. This software provided survey planning and real-time survey control in addition to data acquisition and logging for multibeam and navigation data. An Applanix Position Orientation System/Marine Vessels (POS/MV) Inertial Measurement Unit (IMU) with Version 4 firmware was used to provide positioning, heave, and vessel motion data during these surveys. Klein 3000 sidescan sonar data were acquired using Klein's **SonarPro** software running on a computer with the Windows XP (Service Pack 2) operating system.

A.2 DATA PROCESSING

Data were stored on a Network Attached Storage (NAS) system that all computers were able to access. Post-acquisition multibeam and sidescan data processing was performed both on-board the survey vessel and in the Newport, RI, Data Processing Center (DPC). Multibeam data were processed on computers with the Linux operating system, which ran SAIC's **SABER** (Survey Analysis and Area Based Editor) software. Sidescan sonar data were reviewed for bottom tracking, data quality, and contact generation utilizing Triton's **Isis** software on computers with the Windows XP (Service Pack 2) operating system. Subsequently, within **SABER**, sidescan mosaics were created and sidescan contacts were correlated with multibeam data.

A.3 THE SURVEY VESSEL

The platform used for all data collection was the *M/V Atlantic Surveyor* (Figure A-1). The vessel was equipped with an autopilot, echo sounder, Differential Global Positioning System (DGPS), radars, and two 40 kilowatt (kW) diesel generators. Accommodations for up to twelve surveyors were available within three cabins. Table A-1 presents the vessel characteristics for the *M/V Atlantic Surveyor*.



Figure A-1. The *M/V Atlantic Surveyor*

Table A-1. Survey Vessel Characteristics, *M/V Atlantic Surveyor*

Vessel Name	LOA (Ft)	Beam (Ft)	Draft (Ft)	Max Speed	Gross Tonnage	Power (Hp)	Registration Number
<i>M/V Atlantic Surveyor</i>	110'	26'	9.0'	14 knots	Displacement 68.0 Net Tons Deck Load 65.0 Long Tons	900	D582365

The sidescan winch and three 20-foot International Organization for Standardization (ISO) containers were secured on the aft deck. The first container was used as the real-time survey data collection office, the second container was used for the data processing office, and the third container was used for spares storage, maintenance, and repairs. A fourth 10-foot ISO container was also mounted on the aft deck which housed an 80 kW generator that provided dedicated power to the sidescan winch, ISO containers, and all survey equipment.

The POS/MV IMU was mounted approximately amidships, below the main deck, port of the keel. A RESON 7125 SV transducer along with a RESON SVP 70 surface sound velocity sensor was hull-mounted approximately amidships, port of the vessel's keel. A Brooke Ocean Technology Moving Vessel Profiler 30 (MVP-30) was mounted to the starboard stern quarter. Configuration parameters, offsets, and installation diagrams for all equipment are included in Section C of this report.

A.4 SINGLEBEAM SYSTEMS AND OPERATIONS

SAIC did not use a singlebeam sonar on this survey.

A.5 LIDAR SYSTEMS AND OPERATIONS

SAIC did not use a lidar system on this survey.

A.6 MULTIBEAM SYSTEMS AND OPERATIONS

The real-time multibeam acquisition system used for these surveys included each of the following unless otherwise specified:

- Windows XP workstation (ISSC) for data acquisition, system control, survey planning, survey operations, and real-time Quality Control (QC).
- RESON SeaBat 7125 SV multibeam system. This was a new system purchased in 2011. The fit for service report that accompanied the system can be found in Appendix II. The calibration report for the SVP 70 sound speed sensor can be found in Appendix IV. A post survey calibration of the sound speed sensor is scheduled for January 2012 and is not available for inclusion in this report.

RESON SeaBat 7125 SV	
Firmware	Version/SN
7-P Sonar Processor	1812005
400 KHz Projector	4709011
EM7216 Receive Array	22010031
7k Upload Interface	3.12.5.8
7k Center	3.7.7.9
7k I/O	3.4.1.11
RESON SVP 70 SSV sensor	1908145

- POS/MV 320 Position and Orientation System Version 4 with a Trimble ProBeacon Differential Receiver (Serial Number 2201896953)

POS/MV 320	
System	Version/Model/SN
MV-320	Ver4
SERIAL NUMBER	S/N 2575
HARDWARE	HW 2.9-7
FIRMWARE	SW 3.42 (May28/07)
ICD	ICD 3.25
OPERATING SYSTEM	OS425B14
IMU TYPE	IMU2
PRIMARY GPS TYPE	PGPS13
SECONDARY GPS TYPE	SGPS13
DMI TYPE	DMI0
GIMBAL TYPE	GIM0
OPTION 1	THV-0

- Trimble 7400 RSi GPS Receiver (Serial Number 3815A22469) with a Trimble ProBeacon Differential Receiver (Serial Number 220159406) (secondary positioning sensor)
- MVP 30 Moving Vessel Profiler with interchangeable Applied Microsystems Sound Velocity and Pressure (SV&P) Smart Sensors and a Notebook computer to interface with the ISSC and the deck control unit (See Section A.8 for additional details concerning sound velocity and Appendix IV for the SV & P Sensor calibrations)

MVP 30	
System	Version/Model/SN
MVP	30
Software	2.21
SV&P Sensors	4523
	4880
	5332
	5454
	5455

- Monarch shaft RPM sensors
- Notebook computer for maintaining daily navigation and operation logs
- Uninterrupted power supplies (UPS) for protection of the entire system

A RESON 7125 SV was used in for all sheets in OPR-D302-KR-11. The RESON 7125 SV is a single frequency system at 400 kHz. The RESON 7125 is capable of three beam configurations: 256 Equi-Angular, 512 Equi-Angular, or 512 Equi-Distant beams. In all configurations the beams are dynamically focused resulting in a 0.5 degree across-track receive beam width and a 1.0 degree along-track transmit beam width with a 130 degree swath (65 degrees per side). The RESON 7125 was set to the 512 beams Equi-Distant mode during all survey operations. The maximum ping rate was manually set to 15 hertz. By manually setting the ping rate, the size of the GSF files remained manageable while still ensuring adequate bottom coverage.

Item investigation data using the RESON 7125 SV were collected at slower speeds, generally four to six knots and utilized the 512 beams Equi-Distant mode at the maximum achievable ping rate for the range selected. As a result, all significant features met the object detection requirements as defined in Section 5.2.2.1 of the HSSD, unless otherwise specified in a sheet's Descriptive Report (DR).

SAIC maintains the ability to decrease the usable multibeam swath width for the RESON system if necessary, however, if this ability was exercised, the usable multibeam swath width was always maintained above 90 degrees (45 degrees per side). During data collection, swath data were flagged as either class one to 10 degrees (5 degrees per side) or class two from 10 to 120 degrees (5 to 60 degrees per side). Swath data flagged as class one or class two was used for grid generation while data outside of class two was flagged as ignore but were retained for potential future use.

The resultant achievable multibeam bottom coverage was controlled by the set survey line spacing. The line spacing was determined based on the sidescan range scales used for various water depths within the survey areas. On H12336 and H12338, the survey line spacing was 40 meters using a sidescan range setting of 50 meters. On H12337 and H12339, the survey line spacing was 65 meters using a sidescan range setting of 75 meters.

All multibeam data and associated metadata were collected and stored on the real-time survey computer (ISSC) using a dual logging architecture. This method ensured a copy of all real-time data files were logged to separate hard drives during the survey operations. File names were changed at the end of each line and an archiving routine was run to copy all files to an on-board NAS for processing. This protocol provided the ability to easily associate each consecutive multibeam GSF file number ".dXX" with a specific survey line. However, due to software restrictions within **ISS-2000** and **SABER**, there is a limitation of 99 consecutive ".dXX" files per JD. Therefore, when survey operations would potentially result in more than 99 survey lines per day, such as holiday fills and/or item investigations, groups of multiple survey lines of the same type were collected to the same multibeam GSF file. In all cases, main scheme and crossline data were collected in separate multibeam GSF files.

If a file was not manually changed between survey lines, the multibeam GSF file was typically split later during post processing. This procedure utilized the **SABER**

command line program **gsfsplit**. This program provided the ability to split multibeam files so that each survey line was unique to a single multibeam GSF file or set of files.

When a multibeam file needed to be split, a copy of the original multibeam file was made and the **gsfsplit** program was then run on the copied file. Using the ping flags stored in the GSF file, **gsfsplit** splits the multibeam file midway through the offline pings between survey lines. Each newly created file resulting from the splitting process was given a new “.dXX” sequential file number extension. When assigning new “.dXX” extensions to the newly created files, the program starts with “.d99”. The sequential file number extension is then consecutively incremented backwards for each new file created (i.e. “.d99”, “.d98”, “.d97”, etc). These high file number extensions were chosen to ensure that there would never be an occurrence of multiple multibeam files containing the same name. Once the file split process was complete, the newly created files were manually renamed in the following manner: the first survey line was given the extension from the original split file and each subsequent survey line was assigned the highest available “.dXX” file number extension (i.e. original file.d01 would result in file.d01 and file.d99 after being split).

Multibeam file lists were updated to include the split files which were placed in chronological order (not numerical order). All file splits were documented in the Multibeam Processing Log provided in Separates I of each sheet’s Descriptive Report.

At the start of each JD, all raw real-time data files from the previous JD were backed-up to digital magnetic tape from the hard drives of the ISSC machine. All processed data on the NAS were backed-up to an external hard drive and digital magnetic tape approximately every one to two days. The external hard drive and the digital magnetic tape back-ups were shipped to SAIC’s Data Processing Center in Newport, RI for final processing and archiving during port calls (approximately every 10 to 12 days).

SAIC continuously logged multibeam data throughout survey operations collecting all data acquired during turns and transits between survey lines. SAIC utilized ping flags within the multibeam GSF files to represent online/offline data. Online multibeam data refers to the bathymetry data within a multibeam GSF file which were used for generating the Combined Uncertainty and Bathymetric Estimator (CUBE) depth surface. See Section B.2.7 for a detailed description of multibeam ping and beam flags. Information regarding the start and end of online data for each survey line is found in the “Watchstander_Logs” and “Sidescan_Review_Log” that are delivered in Separates I of each sheet’s Descriptive Report.

Lead line comparisons were conducted to provide Quality Assurance (QA) for the RESON 7125 SV multibeam system. These confidence checks were conducted in accordance with Section 5.2.3.1 of the HSSD and were made during port calls (approximately every 10 - 12 survey days).

Lead line comparison confidence checks were performed as outlined in the following steps:

- The static draft of the survey vessel is measured immediately prior to the beginning of the comparison. The value is entered into the **ISS-2000** real-time parameters for the multibeam (see Section C.1.1 of this report for a detailed description of how static draft is measured).
- Correctors to the multibeam data, such as real-time tides and dynamic draft, are disabled in the **ISS-2000** system.
- A new sound speed profile is taken and applied to the multibeam data.
- A digital watch is synchronized to the time of the **ISS-2000** data acquisition system in order to accurately record the time for each lead line depth observation.
- Ten depth measurements are acquired on each side of the vessel at the location of the multibeam transducer using a weighted tape measure.
- The current Julian Day, date, vessel draft value, the multibeam data file(s), and the sound speed profile file are recorded into the “Lead_Line_Comparison_Log” (Figure A-2) (Separates I).
- The observed time and depth of each lead line measurement is entered into the spreadsheet.
- The concurrent multibeam depth measurements recorded in the GSF file are then entered into the spreadsheet.

Lead line depth measurements are made using a mushroom anchor affixed to a line and a tape measure (centimeter resolution). The measurements taken provide the distance from the seafloor to the top of a 0.02 meter square metal bar protruding from the deck. This metal bar is placed on the main deck approximately even with the multibeam transducer, in such a manner so that it extends out far enough to allow a direct measurement to the seafloor. At least ten separate depth measurements and corresponding times are recorded for both the port and starboard sides of the survey vessel. The measurements are recorded into the spreadsheet which uses the draft measurement to calculate the water depth.

Once all lead line measurements and times have been recorded in the lead line spreadsheet, SAIC’s **ExamGSF** program is used to view the data within the multibeam GSF file which was logged concurrently. The depth value recorded in the multibeam file at the time of each lead line measurement and at the appropriate across track distance from nadir was entered into the appropriate column and row of the lead line spreadsheet. The lead line spreadsheet calculated the difference and standard deviation between the observed lead line measurements and the acoustic measurements from the multibeam system. Results of the lead line comparison were reviewed and if any differences or discrepancies were found, further investigation was conducted. Lead line results are included with the survey data in Section I of the Separates of each sheet’s Descriptive Report.

LEADLINE COMPARISON		DRAFT ENTERED IN COMPUTER = 2.51		files									
DAY	187	DRAFT ON HULL = 2.51		port	asmba11187.d02								
DATE	07/06/11	SQUAT DEPTH CORRECTOR LEFT IN = 0.00		stbd	asmba11187.d02								
		DRAFT CORRECTOR = 0.00		SVP	assvt11187_d01.svp								
		PORT DECK TO WATER SURFACE = 1.01											
		STBD DECK TO WATER SURFACE = 1.02		0.00 <= TIDE CORRECTOR LEFT IN									
cast #	time taken port UTC	port deck to bottom meters	port cast depth meters	multibeam depth port (3.3m)	corrected multibeam depth port	time taken starboard UTC	stbd deck to bottom meters	stbd cast depth meters	multibeam depth starboard (4.2m)	corrected multibeam depth stbd	port difference meters	starboard difference meters	
1	14:41:50	6.44	5.43	5.44	5.44	14:37:50	6.3	5.28	5.33	5.33	-0.010	-0.050	
2	14:42:00	6.45	5.44	5.46	5.46	14:38:00	6.3	5.28	5.34	5.34	-0.020	-0.060	
3	14:42:10	6.45	5.44	5.44	5.44	14:38:10	6.31	5.29	5.33	5.33	0.000	-0.040	
4	14:42:20	6.43	5.42	5.45	5.45	14:38:20	6.3	5.28	5.34	5.34	-0.030	-0.060	
5	14:42:30	6.45	5.44	5.45	5.45	14:38:30	6.29	5.27	5.34	5.34	-0.010	-0.070	
6	14:42:40	6.45	5.44	5.45	5.45	14:38:40	6.3	5.28	5.34	5.34	-0.010	-0.060	
7	14:42:50	6.46	5.45	5.47	5.47	14:38:50	6.31	5.29	5.33	5.33	-0.020	-0.040	
8	14:43:00	6.47	5.46	5.47	5.47	14:39:00	6.29	5.27	5.33	5.33	-0.010	-0.060	
9	14:43:10	6.46	5.45	5.47	5.47	14:39:10	6.3	5.28	5.33	5.33	-0.020	-0.050	
10	14:43:20	6.45	5.44	5.47	5.47	14:39:20	6.3	5.28	5.33	5.33	-0.030	-0.050	
											Mean	-0.016	-0.054
											StdDev	0.010	0.010

Figure A-2. M/V Atlantic Surveyor Example Lead Line Spreadsheet

A.7 SIDESCAN SONAR SYSTEMS AND OPERATIONS

These survey operations were conducted at set line spacing optimized to achieve 200% sidescan sonar coverage.

The sidescan system used for these surveys included each of the following unless otherwise specified in the DR for each sheet:

- Klein 3000 digital sidescan sonar towfish with a Klein K1 K-wing depressor
- Klein 3000 Windows XP (Service Pack 2) computer for data collection and logging of sidescan sonar data with Klein **SonarPro** software
- Klein 3000 Transceiver Processing Unit
- McArtney sheave with cable payout indicator
- Sea Mac winch with remote controller
- Uninterrupted power supplies (UPS) for protection of the entire system

The Klein 3000 is a conventional dual frequency sidescan sonar system. 16-Bit digital sidescan sonar data were collected at 100 kHz and 500 kHz concurrently. All sidescan data delivered are 16-Bit digital data.

The sidescan sonar ping rate is automatically set by the transceiver based on the range scale setting selected by the user. At a range scale of 50 meters, the ping rate is 15 hertz (Hz) and at a range scale of 75 meters, the ping rate is 10 Hz. Based on these ping rates, maximum survey speeds were established for each range scale setting to ensure that there were a minimum of three pings per meter in the along-track direction, in accordance with Section 6.2.2 of the HSSD. The maximum allowable survey speeds were 9.7 knots at the 50-meter range and 6.4 knots at the 75-meter range, therefore the survey speeds were typically less than 8.5 knots and 6 knots, respectively.

During survey operations, 16-Bit digital data from the Klein 3000 processor were acquired, displayed, and logged by the Klein 3000 Windows XP computer through the use of Klein's **SonarPro** software. Raw digital sidescan data from the Klein 3000 were collected in eXtended Triton Format (XTF) and maintained at full resolution, with no conversion or down sampling techniques applied. Sidescan data file names were changed automatically after 80 minutes and manually at the completion of a survey line. These files were archived to the on-board NAS for initial processing and quality control review at the completion of each survey line. At the beginning of each survey day the raw XTF sidescan data files from the previous day were backed up on digital magnetic tapes and an external hard drive. All processed sidescan data on the NAS were backed up to an external hard drive and magnetic tape approximately every one to two days. The external hard drive and the digital magnetic tape back-ups were shipped to the DPC in Newport, RI, during port calls.

SAIC's naming convention of sidescan XTF data files has been established through the structure of Klein's **SonarPro** software to provide specific identification of the survey vessel, Julian Day that the data file was collected, calendar date, and time that the file was created. For example in sidescan file "as320_111116162600.xtf":

- "as" refers to survey vessel *M/V Atlantic Surveyor*
- 320 refers to Julian Day 320
- 111116 refers to the year, month and day (YYMMDD), 16 November 2011
- 1626 refers to the time (HHMM) the file was created
- 00 refers to a sequential number for files created within the same minute.

As done with multibeam bathymetry data, SAIC continuously logged sidescan data throughout survey operations and did not stop and re-start logging at the completion and/or beginning of survey lines. Therefore data were typically collected and logged during all turns and transits between survey lines.

SAIC utilized a time window file to distinguish between times of online and offline sidescan data. Online sidescan data refers to the data logged within a sidescan XTF file that were used in the generation of the 1_100% or 2_100% coverage mosaics. Offline sidescan data refers to the data logged within a sidescan XTF file which were not used for generating either coverage mosaic.

The structure of the time window file was such that each row within the file contained a start and end time for online data. Therefore, offline times of sidescan data were excluded from the time window file. The times were represented in each row using date and time stamps for the online times. Also at the end of row the associated survey line transect name was appended to help with processing procedures.

In order to correlate individual sidescan files to their associated survey lines, SAIC manually changed sidescan file names after the completion of each survey line. Information regarding each survey transect name, sidescan file used and the start and end times of online data for each survey line were logged and contained in the

“Watchstander_Logs” and “Sidescan_Review_Log”. These logs are delivered in Separates I of each sheet’s Descriptive Report.

Sidescan towfish positioning was provided by **ISS-2000** through a Catenary program that used cable payout and towfish depths to compute towfish positions. The position of the tow point (or block) was continually computed based on the vessel heading, and the known offsets from the acoustic center of the multibeam system to the tow point. The towfish position was then calculated from the tow point position using the measured cable out (received by **ISS-2000** from the cable payout meter), the towfish pressure depth (sent via a serial interface from the Klein 3000 computer to **ISS-2000**), and the Course Made Good (CMG) of the vessel. The calculated towfish position was sent to the Klein 3000 data collection computer via the TowfishNav program module of **ISS-2000**, at least once per second in the form of a GGA (NMEA-183, National Marine Electronics Association, Global Positioning System Fix Data String) message where it was merged with the sonar data file. Cable adjustments were made using a remote winch controller inside the real-time survey acquisition ISO container in order to maintain acceptable towfish altitudes and sonar record quality. Changes to the amount of cable out were automatically saved to the **ISS-2000** message and payout files (See Appendix I).

Towfish altitude was maintained between 8% and 20% of the range scale (4-10 meters at 50-meter range; 6-15 meters at 75-meter range), in accordance with Section 6.2.3 of the HSSD, when conditions permitted. For personnel, vessel, and equipment safety, data were occasionally collected at towfish altitudes outside the 8% to 20% of the range over shoal areas and in the vicinity of charted obstructions or wrecks. In some regions of the survey area, the presence of a significant density layer also required that the altitude of the towfish be maintained outside the 8% to 20% of the range to reduce the effect of refraction that could mask small targets in the outer sonar swath range. Periodic confidence checks on linear features (e.g. trawl scars) or geological features (e.g. sand waves or sediment boundaries) were made during data collection to verify the quality of the sonar data across the full sonar record. These periodic confidence checks were made at least once per survey line when possible to do so; however they were always made at least once each survey day in accordance with Section 6.3.1 of the HSSD. When the towfish altitude was outside 8% to 20% of the range, the frequency of confidence checks was increased in order to ensure the quality of the sonar data across the full sonar range.

For these surveys, a K-wing depressor was attached directly to the towfish and served to keep it below the vessel wake, even in shallow, near shore waters at slower survey speeds. The use of the K-wing reduced the amount of cable out, which in turn reduced the positioning error of the towfish and allowed for less inhibited vessel maneuverability in shallow water.

A.8 SOUND SPEED PROFILES

A Brooke Ocean Technology Moving Vessel Profiler (MVP) with an Applied Microsystems SV&P Smart Sensor was used to collect sound speed profile (SSP) data. SSP data were obtained at intervals frequent enough to minimize sound speed errors in the multibeam data. The frequency of SSP casts was based on either the difference

between the observed surface sound speed measured by a towed SV&P sensor or a sound speed sensor located at the transducer head and the observed sound speed changes from previously collected profiles, or the time elapsed since the last applied SSP cast. Periodically during a survey day, multiple casts were taken along a survey line to identify the rate and location of sound speed changes. Based on the observed trend of sound speed changes along the line where this was done, the SSP cast frequency and locations were modified accordingly for subsequent lines.

In accordance with Section 5.2.3.3 of the HSSD, confidence checks of the SSP data were periodically conducted, approximately once per week, by comparing two consecutive casts taken with different SV&P sensors. Often throughout the duration of the survey, SSP comparison confidence checks and multibeam lead line confidence checks were performed outside the boundaries of the survey area. This was typically done to utilize areas of greater depth for SSP comparison confidence checks and areas which provided both a flat bottom and sheltered sea state for multibeam lead line confidence checks. The SSP casts taken during confidence checks were applied to the multibeam file being collected in **ISS-2000** at that time. The application of the profiles allowed **ISS-2000** to maintain a record of each cast. Unless collected within the immediate vicinity of the survey sheet, comparison cast profiles were only applied to offline data. In these cases, SAIC made sure to have a profile that was collected in the immediate area of the survey sheet applied prior to the start of line. When conducting the SSP comparison casts within the surrounding areas of the survey sheet, one of the comparison cast profiles was commonly applied to the start of the survey line.

Serial numbers and calibration dates are listed below for the Applied Microsystems SV&P Smart Sensors used on this survey. Copies of the calibration records are in Appendix IV. Sound speed data are included with the survey data delivered for each sheet. An SSP application log, confidence check SSP comparison cast log, and sensor calibration records are included with the survey data in Separates Section II of the DR for each sheet.

- Applied Microsystems Ltd., SV&P Smart Sensor, Serial Number 4523, calibration dates: 21 March 2011 and 24 February 2012.
- Applied Microsystems Ltd., SV&P Smart Sensor, Serial Number 4880, calibration dates: 16 February 2011 and 24 February 2012.
- Applied Microsystems Ltd., SV&P Smart Sensor, Serial Number 5332, calibration dates: 16 February 2011 and 23 February 2012.
- Applied Microsystems Ltd., SV&P Smart Sensor, Serial Number 5454, calibration dates: 14 February 2011 and 22 February 2012.
- Applied Microsystems Ltd., SV&P Smart Sensor, Serial Number 5455, Calibration Dates: 16 February 2011 and 23 February 2012.

The RESON 7125 system included an SVP 70 surface sound velocity sensor. The calibration report for this sensor is included in Appendix IV and with the survey data in Separates Section II of the DR for each sheet.

- RESON SVP70, Serial Number 1908145; Calibration Date: 18 May 2011 and 05 March 2011.

A.9 BOTTOM CHARACTERISTICS

Bottom characteristics were obtained using a WILDSCO Petite Ponar Grab (model number 7128-G40) bottom sampler. The locations for acquiring bottom characteristics were evenly distributed throughout the survey area, at a distance of approximately 2000 meters. At each location a seabed sample was obtained, characterized, and photographed. All photographs were taken with a label showing the survey registration number and sample identification number, as well as a ruler to quantify sample size within the photograph.

Samples were obtained by manually lowering the bottom sampler, with block and line on a J-Frame located amidships on the starboard side of the survey vessel. Each seabed sample was classified using characteristics to quantify texture and particle size. The nature of the seabed may be characterized as “Unknown” if a bottom sample was not obtained after several attempts.

The position of each seabed sample was marked in SAIC’s **ISS-2000** software and logged as an event in the message file. As the event was logged, it was tagged as a bottom sample event with the unique identification number of the sample obtained. These event records in the message file included position, JD, time, and user inputs for depth, the general nature of the type of seabed sample obtained, and any qualifying characteristics to quantify texture and grain size.

The bottom sample event records saved in the message files from **ISS-2000** were used to populate Bottom Sample and Watchstander Logs. The Bottom Sample Logs provided all the inputs listed above. The Real-time Watchstander Logs provided a record of the time, sample number, sample depth and sample descriptors for each individual sample obtained.

Bottom characteristics were included within the S-57 Feature File for each sheet, categorized as Seabed Areas (SBDARE) and attributed based on the requirements of the International Hydrographic Organization (IHO) Special Publication No. 57, “*IHO Transfer Standard for Digital Hydrographic Data*”, Edition 3.1, (see Section B.2.6 for details of the S-57 feature file). In addition to being maintained within the feature file for each sheet, a table summarizing the bottom characteristics was presented in Appendix V of each sheet’s Descriptive Report. Digital photographic images of each bottom sample were also included in Appendix V of the DR for each sheet.

A.10 DATA ACQUISITION AND PROCESSING SOFTWARE

Data acquisition was carried out using SAIC’s **ISS-2000** Version 4.3.0.4.3 software for Windows XP operating systems to control acquisition navigation, data time tagging, and data logging.

Survey planning, data processing and analysis were carried out using SAIC's **Survey Planning** and **SABER** Version 4.3.0.16.6 software for LINUX operating systems. **SABER** Version 5.0.0.35.0 was used to generate the final BAG with depths reported to millimeter precision as requested by the Atlantic Hydrographic Branch and to create an S-57 Feature File with NOAA Extended Attributes (see Section B.2.6). **SABER** Version 5.1.0.6.4 was used to generate the final version 1.5.0 BAG files (see Section B.2.5).

Periodic upgrades to this software were installed both in the Newport, RI Data Processing Center and on the survey vessel. The version and installation dates of **Survey Planning** and **SABER** used during the processing and analysis of these data in SAIC's Newport DPC and on-board the survey vessel are listed in Table A-2.

Table A-2. SABER Versions and Installations Dates

Newport DPC SABER and Survey Planning Version	Date Version Installed In Newport, RI	Date Version Installed On Vessel
4.3.0.16.6	25 March 2011	08 April 2011
4.4.0.13.15	10 January 2011	N/A
5.0.0.35.0	01 December 2011	N/A
5.1.0.6.4	18 May 2012	N/A

SonarPro Version 11.3, running on a Windows XP platform was used for sidescan data acquisition.

Isis Version 6.06, running on a Windows XP platform was used for sidescan data quality review, contact identification, and contact file generation.

A.11 SHORELINE VERIFICATION

Shoreline verification was not required for this survey.

B. QUALITY CONTROL

A systematic approach to tracking data has been developed to maintain data quality and integrity. Several logs and checklists have been developed to track the flow of data from acquisition through final processing. These forms are presented in the Separates section included with the data for each survey.

During data collection, survey watchstanders continuously monitored the systems, checking for errors and alarms. Thresholds set in the **ISS-2000** system parameters alerted the watchstander by displaying alarm messages when error thresholds or tolerances were exceeded. Alarm conditions that may have compromised survey data quality were corrected and noted in both the navigation log and the message files. Warning messages such as the temporary loss of differential GPS, excessive cross track error, or vessel speed approaching the maximum allowable survey speed were addressed by the

watchstander and automatically recorded into a message file. Approximately every 2-3 hours the acquisition watchstanders completed checklists to verify critical system settings and ensure valid data collection.

Following data collection, initial data processing began on-board the survey vessel. This included the first level of quality assurance:

- Initial swath editing of multibeam data flagging invalid pings and beams
- Application of delayed heave
- Calculation of Total Vertical Uncertainty
- Generation of a preliminary Pure File Magic (PFM) CUBE surface
- Second review and editing of multibeam data PFM CUBE surface
- Open beam angles where appropriate to identify significant features outside the cut-off angle
- Identify significant features for investigation with additional multibeam coverage
- Turning unacceptable data offline
- Turning additional data online
- Identification and flagging of significant features
- Track plots
- Preliminary minimum sounding grids
- Crossline checks
- First review of sidescan data
- Generation of sidescan contact files
- Generation of preliminary sidescan coverage mosaics
- Identification of holidays in the sidescan coverage
- Second review of sidescan data when practical

On a daily basis, the multibeam data were binned to minimum depth layers, populating each bin with the shoalest sounding in that bin while maintaining its true position and depth. The following binned grids were created and used for initial crossline analysis, tide zone boundary comparisons, and day-to-day data comparisons:

- Main scheme, item, and holiday fill survey lines
- Crosslines using only near-nadir data ($\pm 5^\circ$ from nadir)

These daily comparisons were used to monitor adequacy and completeness of data and sounding correctors.

During port calls a complete backup of all raw and processed multibeam data and sidescan data was sent to SAIC's DPC in Newport, RI. Analysis of the data at the Newport facility included the following steps:

- Generation of multibeam and sidescan track line plots
- Second review of sidescan data
- Verification of sidescan contact files

- Application of prorated draft to multibeam data
- Application of verified water level correctors to multibeam data
- Computation of Total Propagated Uncertainty (TPU) for each depth value in the multibeam data
- Generation of a one-meter CUBE PFM surface for analysis of coverage, areas with high TPU, and features
- Crossline analysis of multibeam data
- Comparison with prior surveys
- Generation of final CUBE PFM surface(s)
- Generation of S-57 feature file
- Comparison with existing charts
- Quality control reviews of sidescan data and contacts
- Final coverage mosaics of sidescan sonar data
- Correlation of sidescan contacts with multibeam features
- Generation of final Bathymetric Attributed Grid(s) (BAG) and metadata products
- Final quality control of all delivered data products

A flow diagram of SAIC's data processing routines from the acquisition of raw soundings to the final grids and deliverable data can be found in Appendix II.

B.1 SURVEY SYSTEM UNCERTAINTY MODEL

The TPU model that SAIC has adopted has its genesis at the Naval Oceanographic Office (NAVOCEANO), and is based on work by Rob Hare and others ("Error Budget Analysis for NAVOCEANO Hydrographic Survey Systems, Task 2 FY 01", 2001, *HSRC FY01 Task 2 Final Report*). The terminology Total Propagated Error (TPE) has been replaced by Total Propagated Uncertainty (TPU). This was adopted by the International Hydrographic Organization in Special Publication No. 44, "*IHO Standards for Hydrographic Surveys, 5th Edition, February 2008*". The fidelity of any uncertainty model is coupled to the applicability of the equations that are used to estimate each of the components that contribute to the overall uncertainty that is inherent in each sounding. SAIC's approach to quantifying the TPU is to decompose the cumulative uncertainty for each sounding into its individual components and then further decompose those into the horizontal and vertical components. The model then combines the horizontal and vertical uncertainty components to yield an estimate of the system uncertainty as a whole. This cumulative system uncertainty is the Total Propagated Uncertainty. By using this approach, SAIC can more easily incorporate future uncertainty information provided by sensor manufacturers into the model. This also allows SAIC to continuously improve the fidelity of the model as our understanding of the sensors increases or as more sophisticated sensors are added to a system.

The data needed to drive the error model were captured as parameters taken from the **SABER** Error Parameter File (EPF), which is an ASCII text file typically created during survey system installation and integration. The parameters were also obtained from values recorded in the multibeam GSF file(s) during data collection and processing. While the input units vary, all uncertainty values that contributed to the cumulative TPU

estimate were eventually converted to meters by the **SABER** Calculate Errors in GSF program. The cumulative TPU estimates were recorded as the Horizontal Uncertainty and Vertical Uncertainty at the 95% confidence level in the GSF file. Individual soundings that had vertical and horizontal uncertainty values above IHO Order 1a were flagged as invalid during uncertainty attribution of the GSF files.

Table B-1 and Table B-2 show the values entered in the **SABER** EPF used with the RESON 7125 SV. All parameter uncertainties in this file were entered at the one sigma level of confidence, but the outputs from **SABER's** Calculate Errors in GSF program are at the two sigma or 95% confidence level. Sign conventions are: X = positive forward, Y = positive starboard, Z = positive down.

Table B-1. M/V Atlantic Surveyor Error Parameter File (EPF) for the RESON 7125

Parameter	Value	Units
VRU Offset – X	0.347	Meters
VRU Offset – Y	0.291	Meters
VRU Offset – Z	-1.787	Meters
VRU Offset Error – X (uncertainty)	0.015	Meters
VRU Offset Error – Y (uncertainty)	0.011	Meters
VRU Offset Error – Z (uncertainty)	0.013	Meters
VRU Latency	0.00	Millisecond
VRU Latency Error (uncertainty)	1.00	Milliseconds
Heading Measurement Error (uncertainty)	0.02	Degrees
Roll Measurement Error (uncertainty)	0.02	Degrees
Pitch Measurement Error (uncertainty)	0.02	Degrees
Heave Fixed Error (uncertainty)	0.05	Meters
Heave Error (% error of height) (uncertainty)	5.00	Percent
Antenna Offset – X	4.609	Meters
Antenna Offset – Y	-0.374	Meters
Antenna Offset – Z	-8.168	Meters
Antenna Offset Error – X (uncertainty)	0.015	Meters
Antenna Offset Error – Y (uncertainty)	0.014	Meters
Antenna Offset Error – Z (uncertainty)	0.011	Meters
Estimated Error in Vessel Speed (uncertainty)	0.0299	Knots
GPS Latency	0.00	Milliseconds
GPS Latency Error (uncertainty)	1.00	Milliseconds
Horizontal Navigation Error (uncertainty)	0.75*	Meters
Vertical Navigation Error (uncertainty)	0.20*	Meters
Static Draft Error (uncertainty)	0.01	Meters
Loading Draft Error (uncertainty)	0.02	Meters
Settlement & Squat Error (uncertainty)	0.039	Meters
Predicted Tide Measurement Error (uncertainty)	0.17	Meters
Observed Tide Measurement Error (uncertainty)	0.07	Meters
Unknown Tide Measurement Error (uncertainty)	0.50	Meters
Tidal Zone Error (uncertainty)	0.10	Meters
Surface Sound Speed Error (uncertainty)	1.00	Meters/second
SEP Uncertainty	0.15	Meters
SVP Measurement Error (uncertainty)	1.00	Meters/second
Depth Sensor Bias	0.00	Meters

Parameter	Value	Units
Depth Measurement Error (% error of depth) (uncertainty)	0.00	Percent
Wave Height Removal Error (uncertainty)	0.05	Meters

*NOTE: These values would only be used if not included in the GSF file

Table B-2. RESON 7125 SV Sonar Parameters

Parameter	Value	Units
Transducer Offset – X	0.00*	Meters
Transducer Offset – Y	0.00*	Meters
Transducer Offset – Z	0.00*	Meters
Transducer Offset Error – X (uncertainty)	0.015	Meters
Transducer Offset Error – Y (uncertainty)	0.011	Meters
Transducer Offset Error – Z (uncertainty)	0.013	Meters
Roll Offset Error (uncertainty)	0.005	Degrees
Pitch Offset Error (uncertainty)	0.05	Degrees
Heading Offset Error (uncertainty)	0.05	Degrees
Model Tuning Factor	6.00	N/A
Amplitude Phase Transition	1	Samples
Latency	0.00	Milliseconds
Latency Error (uncertainty)	1.00	Milliseconds
Installation Angle	0.0	Degrees

*NOTE: These values would only be used if not included in the GSF file

B.2 MULTIBEAM DATA PROCESSING

At the end of each survey line file names were changed in **ISS-2000**, which automatically closed all data files and opened new files for data logging. The closed files were then archived to the on-board NAS and data processing commenced with the review of multibeam data files to flag erroneous data such as noise, flyers or fish, and to designate features. The multibeam data were reviewed and edited on-board the vessel using SAIC's **Multi-View Editor (MVE)** program. This tool is a geo-referenced editor, which can project each beam in its true geographic position and depth in both plan and profile views. Positions and depths of features were determined directly from the multibeam data in SAIC's **MVE** swath editor by flagging the least depth on the object. A multibeam feature file (CNT) was created using the **SABER** Feature/Designated File from GSF routine. The CNT file contains the position, depth, type of feature, and attributes extracted from the flagged features in the GSF multibeam data.

Once the multibeam data were reviewed and edited, delayed heave was applied to the GSF files. SAIC refers to true heave as delayed heave. The process to apply delayed heave uses the Applanix *TrueHeave*TM (.thv) files (for further detail refer to Section C.3). Next, preliminary TPU values were computed for each beam in the GSF files before they were loaded into a one-meter PFM CUBE surface. Further review and edits to the data were performed from the CUBE PFM grid. Periodically both the raw and processed data were backed up onto digital tapes and external hard drives. These tapes and hard drives were shipped to the DPC in Newport, RI at each port call.

Once the data were in Newport and extracted to the NAS unit for the DPC, verified water levels and prorated static draft were applied to the data. The final TPU for each beam was then calculated and applied to the multibeam data.

For each survey sheet, all multibeam data were processed into a one-meter node PFM CUBE surface for analysis using **SABER** and **MVE**. The one-meter node PFM CUBE surface was generated to demonstrate coverage for the entire sheet. All individual soundings used in development of the final CUBE depth surface had modeled vertical and horizontal uncertainty values at or below the allowable maximum allowable uncertainty as specified in Section 5.1.3 of the HSSD.

Two separate uncertainty surfaces are calculated by the **SABER** software, CUBE Standard Deviation and Average Total Propagated Uncertainty (Average TPU). The CUBE Standard Deviation is a measure of the general agreement between all of the soundings that contributed to the best hypothesis for each node. The Average TPU is the average of the vertical uncertainty component for each sounding that contributed to the best hypothesis for the node. A third uncertainty surface is generated from the larger of these two uncertainties at each node and is referred to as the Final Uncertainty.

After creation of the initial one-meter PFM CUBE surfaces, the **SABER** Check PFM Uncertainty function was used to highlight all of the cases where computed final node uncertainties exceeded IHO Order 1a. These nodes were investigated individually and typically highlighted areas where additional cleaning was necessary. Nodes found in the final grid that still exceed uncertainty were addressed in the Descriptive Reports for each sheet. When all multibeam files and the PFM CUBE surface were determined to be satisfactory, the CUBE Depth surface and the Final Uncertainty surface from the PFM CUBE grid were converted to BAG files for final delivery.

B.2.1 Multibeam Coverage Analysis

Multibeam coverage analysis was conducted during data processing and on the final CUBE surface to identify areas where multibeam holidays exceeded the allowable three contiguous nodes in accordance with Section 5.2.2.3 of the HSSD. As previously stated in Section A.6, these survey operations were conducted at set line spacing optimized to achieve 200% sidescan sonar coverage; 100% multibeam coverage was not required.

The **SABER** Gapchecker utility was run on the CUBE surface to identify multibeam data holidays exceeding the allowable three contiguous nodes. In addition, the entire surface was visually scanned for holidays. Before closing out field operations, additional survey lines were run to fill any holidays that were detected. Results of the multibeam coverage analysis are presented in Section B.2.2 of each sheet's Descriptive Report.

All grids for each survey were also examined for the number of soundings contributing to the chosen CUBE hypotheses for each node. This was done by running **SABER's** Frequency Distribution tool on the CUBE number of soundings layer. The CUBE number of soundings layer reports the number of soundings that were used to compute the best hypothesis. This analysis was done to ensure that at least 95% of all nodes

contained five or more soundings, ensuring the requirements for set line spacing coverage as specified in Section 5.2.2.3 of the HSSD were met. A complete analysis of the results of the Frequency Distribution tool is provided in Section B.2.2 of the DR for each sheet.

B.2.2 Junction Analysis

During data acquisition, comparisons of main scheme to crossline near nadir (± 5 degrees) data were conducted daily to ensure that no systematic errors were introduced and to identify potential problems with the survey system. Final junction analysis was again conducted after the application of all correctors and completion of final processing to assess the agreement between the main scheme and crossline data that were acquired during the survey. Additionally junction analysis was conducted between survey sheets which share a common boundary, and where the data have been fully processed. Because the crosslines were acquired at varying time periods throughout the survey period, the crossline analyses provided an indication of potential temporal issues (e.g., tides, speed of sound, draft) that may affect the data. For junction analysis, the data were binned at a one-meter grid resolution using the CUBE algorithm. The following binned grids were created and used for junction analysis:

- Main scheme, item, and holiday fill survey lines (full valid swath, $\pm 60^\circ$ cutoff)
- Crosslines (Class 1 data only, $\pm 5^\circ$ cutoff)
- All online data collected during survey (full valid swath, $\pm 60^\circ$ cutoff)

The junction analysis was performed by subtracting a grid from a separate reference grid to create a depth difference grid. For instance, if the crossline grid was subtracted from the main scheme grid (reference layer) then a positive depth difference would indicate that the main scheme data are deeper than the crossline data, and a negative depth difference would indicate that the main scheme data are shoaler than the crossline data. The **SABER** Frequency Distribution tool was used on the resulting depth difference grid for the junction analysis and statistics. The number count and percentage of depth difference values resulting from the frequency distribution tool were calculated and reported four ways; as a total of all difference values populating the cells of the difference grid, as the amount of positive difference values populating the cells of the difference grid, as the amount of negative difference values populating the cells of the difference grid, and as the amount of values populating the cells of the difference grid which resulted in a zero difference. This was used to provide an analysis of the accuracy of the multibeam data. A frequency distribution could not only be run on the overall resulting difference grid but could be run on any subarea of the difference grid. This was done to isolate areas, such as along tide zone boundaries and areas of high depth difference, to better evaluate and investigate potential accuracy problems.

Results of the junction analyses are presented in Section B.2.5 of the DR for each survey.

B.2.3 Crossing Analysis

In addition to the junction analysis, a beam-by-beam comparison of crossline data to main scheme data was performed for each survey area. This two-step process began by

finding all crossings that occur between the main scheme lines and crosslines within the survey area. This was accomplished by running **SABER's** Find Crossings utility on two file lists, one containing main scheme multibeam files and one containing crossline multibeam files. The resulting file contains positional data for all crossings between the data of the two file lists and can be displayed in **SABER**. A subset of 25 crossings for each survey was then selected from the Find Crossings results by selecting crossings that were separated both temporally and spatially, and located in relatively flat areas within each survey area. See Section A.6 for details of main scheme and crossline operations for each survey area.

SABER's Analyze Crossings utility was then used to calculate the various beam statistics and generate reports that comprise the complete crossing analysis. The output from **SABER's** Analyze Crossings utility contains the number of comparisons, number and percentage of comparisons that meet an operator specified criteria for acceptable depth difference, maximum difference, minimum difference, and statistics which include mean, standard deviation, and R95, for each beam-to-beam comparison. Each crossing generates two analysis reports. One report shows all beams across the full swath of one ping on the main scheme line compared to the near-nadir beams of the crossline, and the second shows all beams across the full swath of one ping on the crossline compared to the near-nadir beams of the main scheme line. Results are presented in Separates IV of each survey's Descriptive Report.

B.2.4 The CUBE Surface

Combined Uncertainty and Bathymetry Estimator (CUBE) is an internationally recognized model that provides the ability to convert bathymetry data and their associated uncertainty estimates into a gridded model. CUBE was developed by Brian Calder and others at the Center for Coastal Ocean Mapping Joint Hydrographic Center (CCOM-JHC). SAIC is a member of the CCOM Consortium and the CUBE algorithm has been licensed to SAIC for use in **SABER**.

The CUBE algorithm uses the full volume of the collected data and the propagated uncertainty values associated with each sounding to perform a statistical analysis and calculate an estimated "true depth" at a series of nodes. The depth estimates and the associated uncertainty values at each node are grouped into a series of hypotheses or alternate depth estimates. Each node can have several hypotheses, of which the CUBE algorithm determines the hypothesis that best represents the "true depth" at each node using one of several user-selectable disambiguation methods. For all data processing the "Prior" disambiguation method was used in **SABER's** implementation of CUBE. Once the "best" hypothesis had been selected for each node, the hypotheses were used to populate a bathymetric surface.

To create the bathymetric CUBE Depth surface, there are four processing stages within the CUBE algorithm method; the Scatter Stage, the Gather Stage, the Insertion Stage, and the Extraction Stage.

The Scatter Stage determines which nodes might accept a sounding based on spatial criteria and that sounding's TPU values. This is done by calculating a radius of influence for each sounding, which will always be greater than or equal to the node spacing and less than or equal to the maximum radius. The maximum radius is equal to the 99% confidence limit of the horizontal uncertainty of the sounding. This radius of influence thereby determines the subset of nodes that can be affected by a sounding, by checking the distance of the sounding-to-node-position against the radius. If the distance from the sounding to the node is greater than the radius of influence, the processing of that sounding in the current node will end before the next stage of CUBE begins.

Once the CUBE algorithm defines the nodes that may be affected by a sounding, the Gather Stage then determines which soundings are actually inserted into the node. This is done through the use of a calculated node-to-sounding capture distance for each node in the subset of a sounding. The capture distance is equal to the greater of; 5% of the depth of the current sounding, the node spacing, or 0.50 meters.

For each of the nodes in the subset of a sounding, the sounding is only propagated to a node that falls within both the Scatter Stage radius and the Gather Stage capture distance. Also, the sounding to node propagation distance is additionally limited to a distance less than or equal to the grid resolution divided by the square root of two. This additional propagation distance limitation was included in **SABER's** implementation of CUBE in order to meet the requirements of Section 5.2.2.1 of the HSSD. These distance limitations prevent soundings from being propagated far away from their collection points, as well as limiting how far away "bad" (high TPU) data are propagated.

Next, in the Insertion Stage, the soundings are actually added to nodes. **SABER** uses CUBE's "order 0" propagation approach. That is, when a sounding is propagated from its observed location to the node, the sounding depth will remain constant. However, the vertical uncertainty will change. The sounding's vertical uncertainty is increased by a dilution factor calculated from the distance of the sounding to the node and the sounding's horizontal uncertainty. This increase in the sounding's vertical uncertainty is affected by the user-defined distance exponent.

Addition of a sounding to a node starts by insertion of the sounding's depth, vertical uncertainty, and propagated variance into a node-based queue structure. Each node has a queue where soundings are written prior to calculation of a hypothesis. The queue is used to delay the impact of outliers on the hypothesis. Currently, the queue limit within **SABER** is 11 soundings. CUBE will not calculate a depth hypothesis for a node until all available soundings have entered the queue or there are at least 11 soundings and their associated propagated variance values in that node's queue.

As each sounding enters the queue, the queue is sorted by depth. Once 11 or all available soundings are in the queue, CUBE finds the median sounding for that group of soundings and inserts the sounding and its propagated variance into the node. Once the median sounding has been written to the node, another sounding is inserted into the queue and all soundings are resorted by depth. CUBE continues this process using batches of 11

soundings until there are no more soundings to insert into the node's queue. At this point, the algorithm will continue sorting the queue by depth using any soundings that remain, finding the median of the last ten soundings in the queue, then the last nine soundings, etc., until every sounding has been incorporated into a hypothesis. This process keeps possible fliers at the high and low ends of the queue until all other soundings have been processed, which has the net effect of creating a stronger hypothesis earlier in the process.

For each sounding to be inserted into a node, CUBE will determine if the sounding qualifies to be included in an existing hypothesis. If it qualifies for more than one hypothesis, CUBE will choose the hypothesis that will have the smallest change in variance when updated with the new sounding. If the statistical analysis within CUBE determines that the sounding does not fall into an existing hypothesis, then it will create a new hypothesis. Each sounding propagated to a certain node will influence one and only one hypothesis for that node. However, each sounding may affect multiple nodes.

Once all of the soundings have been propagated to nodes and inserted into depth hypotheses, CUBE will populate a bathymetric surface with the "best" hypothesis from each node in the Extraction Stage. If each node has only one depth hypothesis, then that hypothesis will be used for the surface. If there are multiple hypotheses for a node, **SABER's** CUBE implementation extracts the "best" hypothesis from the nodes using one of three user-selected disambiguation methods to determine the best estimate of the true depth.

As previously mentioned, of the three available user-selectable disambiguation methods included in **SABER's** implementation of CUBE, the "Prior" disambiguation method was used for all data processing of this project's surveys. This method, which is the simplest of the three methods, looks for the hypothesis with the greatest number of soundings and selects it as the "best" depth estimate. This method does not take the cumulative uncertainty of each hypothesis into consideration; it is strictly a count of the soundings in each hypothesis. If two hypotheses have the same number of soundings the program will choose the last hypothesis.

The Prior disambiguation method calculates the hypothesis strength based on a ratio of the number of samples in the "best" hypothesis and the samples in the next "best" hypothesis. This value is interpreted as the closer to zero, the more certainty of this hypothesis representing the true bottom. As the ratio values approach 5.0, that certainty diminishes rapidly. Any values less than zero are set to zero.

During the Extraction Stage, CUBE will also convert the running estimate of variance values that it has been calculating into a standard deviation and then into the Confidence Interval (CI) specified. The 95% CI was used for this project's surveys.

The Hypothesis Strength in conjunction with the number of hypotheses, the uncertainty of each hypothesis, and the number of soundings in each hypothesis are all helpful in determining the confidence in the final depth estimate for each node.

SABER has incorporated CUBE processing into the PFM layer structure. As an option when building a PFM layer, the user can choose to run the CUBE process on all those data contributing to the build of the PFM layer. The CUBE algorithm adds a series of surfaces to the PFM layer, each containing a different CUBE data type, in addition to the standard non-CUBE PFM surfaces. These are:

- *CUBE Depth*, which contains the depth value from the node's best hypothesis (unless there is an over-ride).
- *CUBE Number of Hypotheses*, which shows the number of hypotheses that were generated for each node.
- *CUBE Standard Deviation*, which shows the CUBE algorithm's calculated depth uncertainty for the best hypothesis of a node. This is reported at the CI selected by the user during the PFM build process (95% CI for all surveys). This is simply a measure of how well the soundings that made up a hypothesis compare to each other. It is not a measure of how good the soundings are.
- *CUBE Hypothesis Strength*, which shows a node-by-node estimate for how strongly supported a hypothesis depth estimate is. This value is calculated as follows: a ratio of the number of samples in the "best" hypothesis and the samples in the next "best" hypothesis is generated. The ratio is subtracted from an arbitrary limit of 5. The hypothesis strength is interpreted as the closer this value is to zero, the stronger the hypothesis. If the resulting product is less than zero, it will be reported as a zero.
- *CUBE Number of Soundings*, which reports the number of soundings that were used to calculate the best hypothesis.
- *Average TPU*, is a second uncertainty value calculated by **SABER**, not the CUBE algorithm. This value is computed by taking the average of the vertical component of the TPU for each sounding that contributed to the best hypothesis for the node. It provides an alternative method for describing the likely depth uncertainty for nodes. The average TPU value does provide a measure of how good the soundings are that made up the hypothesis.
- *Final Uncertainty*, this surface is populated with the greater value of the CUBE Standard Deviation and the Average TPU surfaces.

Once built, the different PFM surfaces were displayed, analyzed, and edited using **SABER**. All PFM surfaces were used throughout SAIC's data processing stages to aid in analysis, interpretation, and editing of the survey data, as well as for QA/QC tools to ensure specifications of the HSSD were met. When all survey data were finalized, SAIC built a final PFM using the CUBE option. This final PFM, and all associated surfaces, were run through a final QC procedure, and it was then used in SAIC's combined CUBE/BAG approach implemented within **SABER**. Here **SABER** provided the ability to directly export the CUBE Depth surface and associated Final Uncertainty surface from the PFM to a BAG layer. This process was done through the use of the Convert PFM to BAG utility in **SABER**. This same process was also used to produce the additional non-standard BAG files requested by NOAA's Atlantic Hydrographic Branch (AHB). The

BAG layer and the additional non-standard BAG files are described in the next section (Section B.2.5).

B.2.5 Bathymetric Attributed Grids

A Bathymetric Attributed Grid (BAG) is a bathymetry data file format developed by the Open Navigation Surface Working Group (ONSWG). This group developed the BAG file format in response to the growing need within the hydrographic community for a nonproprietary data exchange format for bathymetric grids and associated uncertainty data.

One of the key requirements for Navigation Surfaces, and hence for BAG layers, is that all depth values have an associated uncertainty estimate and that these values must be co-located in a gridded model, which provides the best estimate of the bottom. To meet this requirement SAIC has implemented a combined CUBE/BAG approach in **SABER** (see Section B.2.4 for a detailed description about the CUBE Surface). In this approach, **SABER** creates BAG layers by converting the CUBE Depth surface and associated Final Uncertainty surface of a PFM grid to a BAG.

This process was done through the use of the Convert PFM to BAG utility in **SABER**. This utility allowed two user-selected surfaces of a PFM (one PFM depth surface and one PFM uncertainty surface) to be converted into one or more BAG layers. The PFM depth surface was converted to the BAG file's depth surface, and the PFM uncertainty surface was converted to the BAG file's uncertainty surface. All standard deliverable BAG files for this project were exported from the CUBE Depth surface and the Final Uncertainty surface within the CUBE PFM grid and maintain the PFM grid resolution (either one-meter or half-meter resolution).

The Convert PFM to BAG utility is able to subdivide the PFM file during the conversion to BAG, in order to generate multiple smaller BAG files. Based on a request by AHB, SAIC limits the resulting BAG file sizes to approximately 300 megabytes (MB) in size. Therefore, multiple BAGs were typically produced from a single CUBE PFM grid. To generate multiple BAGs from a single PFM, **SABER** first divides the PFM into an equal number of rows based on the user defined maximum allowed BAG file size. **SABER** then exports each group of rows to the number of BAG files necessary.

Each generated BAG file also has a separate eXtensible Markup Language (XML) metadata file which **SABER** creates as the BAG is generated. **SABER** automatically populates each generated metadata file with data specific to the BAG such as the UTM projection, bounding coordinates, horizontal datum, and node spacing. The generated XML metadata files were edited to include additional information such as the responsible party, name of the dataset, person responsible for input data, and other information specific to the project and survey sheet which was not automatically populated by **SABER**.

The edits made to each metadata file were then written back to each corresponding BAG file using the Update BAG Metadata XML utility in **SABER**. Although any or all of the

fields within the generated metadata files can be edited within a text editor program, **SABER** does not allow the BAG files to be updated with any metadata XML file where the values in the automatically populated fields have been changed from the values stored in the BAG files. To ensure all metadata information were correctly edited, updated, written back to the BAG files, and stored within the BAG files each BAG metadata XML file was re-exported for QC purposes.

The Compare BAG to PFM utility in **SABER** was used for QC of data within each generated BAG layer. This tool provided the ability to compare the depth and uncertainty values of each node within the BAG files to the depth and uncertainty values of the same node within the PFM. This was done to ensure that all values are exported and generated correctly in the BAG files, and that no values were dropped during the generation of the BAG files.

Along with the standard deliverable BAG files for this project, separate BAG files were generated for areas throughout the survey with significant features, as required by the HSSD. These feature area BAG files were generated from the CUBE Depth surface and the Final Uncertainty surface of the associated feature area CUBE PFM grids. Half-meter grid resolution was used for feature BAG files to comply with the coverage and resolution requirements of the Object Detection Coverage, Section 5.2.2.1, of the HSSD.

As requested by NOAA's AHB, six additional non-standard BAG files, corresponding to each of the standard BAG files, were generated for the original delivery. These non-standard BAG files were created with the CUBE Depth layer, populating the Depth layer of the BAG, and each of the following Child layers populating the Uncertainty layer of the BAG:

- CUBE Number of Hypotheses
- CUBE Hypothesis Strength
- CUBE Number of Soundings
- CUBE Standard Deviation
- Standard Deviation
- Average TPU

A detailed description of these layers can be found in Section B.2.4 above, with the exception of the Standard Deviation layer. The Standard Deviation surface contains the standard deviation of the valid soundings within each bin.

Please note that when reviewing these additional, non-standard BAGs that the filename designates the layer which populates the Uncertainty layer of the BAG. Please also note that when displayed the two layers of the BAG remain named Depth and Uncertainty. These non-standard BAGs are provided for review purposes only and are not intended to be used as archival products.

On 16 April 2012, ONSWG released the new version 1.5.0 BAG format. SAIC implemented the 1.5.0 BAG format and released a new version of **SABER** in May 2012.

SAIC has regenerated and delivered version 1.5.0 BAG files for hydrographic sheets H12336, H12337, H12338, and H12339. This new version of BAG now supports several optional surfaces which are grouped together into two options:

1. Elevation Solution Group
2. Node Group

Note that by definition, BAG files contain elevations not depths however; many software packages display a BAG elevation surface as a depth (positive values indicating water depth).

The Elevation Solution Group is made up of the following three surfaces:

- *shoal elevation* - the elevation value of the least-depth measurement selected from the sub-set of measurements that contributed to the elevation solution.
- *number of soundings* - the number of elevation measurements selected from the sub-set of measurements that contributed to the elevation solution.
- *stddev* - the standard deviation computed from all elevation values which contributed to the node. Note that the *stddev* value is computed from all measurements contributing to the node, whereas *shoal elevation* and *number of soundings* relate to the chosen elevation solution.

The node group is made up of the following two surfaces:

- *hypothesis strength* - the CUBE computed strength of the chosen hypothesis
- *number of hypotheses* - the CUBE computed number of hypotheses

The **SABER** Convert PFM to BAG utility was modified to allow the addition of the new optional surfaces in the output BAG files. The data used to attribute each layer of the BAG are derived from the corresponding layer of the CUBE PFM and maintain the PFM grid resolution (either one-meter or half-meter resolution). The supplemental delivery of version 1.5.0 BAG files include both the Elevation (Depth) Solution Group surfaces and the Node Group surfaces. The list of all surfaces contained within each delivered version 1.5.0 BAG file is below:

- *depth* - the CUBE computed depth solution
- *uncertainty* - the greater value of the CUBE Standard deviation or the Average TPU surfaces in the PFM
- *shoal depth* - the depth value of the least-depth measurement selected from the sub-set of measurements that contributed to the depth solution
- *number of soundings* - the number of depth measurements selected from the sub-set of measurements that contributed to the depth solution
- *stddev* - the standard deviation computed from all depth values which contributed to the node
- *hypothesis strength* - the CUBE computed strength of the chosen hypothesis
- *number of hypotheses* - the CUBE computed number of hypotheses

The supplemental delivery of version 1.5.0 BAG files may be used in lieu of the originally delivered standard and non-standard BAGs for each sheet, which had been originally delivered in BAG version 1.1.0. With the addition of the optional surfaces in the 1.5.0 BAG format, the non-standard BAGs are no longer required. Also, there are fewer total files to review if using the 1.5.0 version BAGs compared to the combined version 1.1.0 standard and non-standard BAGs provided in the original delivery.

In order to display the version 1.5.0 BAG files in CARIS products, the software will require a hotfix. Should the CARIS hotfix (or an updated version), which supports BAG version 1.5.0 files, not be available at the time each survey sheet is to be reviewed by AHB, the originally delivered standard and non-standard BAGs can certainly be used for review. SAIC has inquired with CARIS on the timeframe for support of version 1.5.0 BAGs and as of the date of delivery of this report we have only heard back that it will likely be summer of 2012. SAIC will notify AHB once a release date is announced.

The delivered version 1.5.0 BAG files are not compressed.

Please note however, when the BAG 1.5.0 support was added to **SABER**, the PFM library was also upgraded. The precision of the positions of the min/max X/Y values in the PFM header and the precision of the offsets saved in the PFM depth records were increased in this version of PFM and thus the positions of depth records (soundings) read from the PFM may be slightly different from previous versions of the PFM library. Some depth records that were very close to the extreme of the CUBE capture radius may or may not be included in a CUBE node when compared to the same PFM created with the previous PFM library. This resulted in slightly different CUBE depth and uncertainty values in a small number of nodes evenly distributed throughout the BAG, when comparing the original delivered version 1.1.0 BAGs. When differences were observed, they were generally on the scale of one centimeter or smaller.

B.2.6 S-57 Feature File

Included with each sheet's delivery is an S-57 feature file made in accordance with the IHO Special Publication No. 57, "*IHO Transfer Standard for Digital Hydrographic Data*", Edition 3.1, (IHO S-57) and Section 8.2 of the HSSD.

The S-57 feature file was generated through **SABER** using the SevenCs ECDIS (Electronic Chart Display and Information System) Kernel. The ECDIS Kernel is based on the IHO S-57 as well as the IHO Special Publication S-52 "*Specifications for Chart Content and Display Aspects of ECDIS*" (S-52); which details the display and content of digital charts as well as establishing presentation libraries. SAIC implements the SevenCs ECDIS Kernel as a building block, the Kernel maintains the presentation libraries used to create the S-57 (.000) feature files and retains the IHO requirements, while SAIC maintains the source code which drives the use of the SevenCs ECDIS Kernel so that S-57 feature files can be created through **SABER**.

SAIC modified the **SABER** S-57 libraries to allow for the addition of the NOAA Extended Attributes, as specified in Appendix 8 of the HSSD. Each feature within the S-57 Feature File has the availability to populate any of the Extended Attributes documented within the HSSD. When appropriate the NOAA Extended Attributes have been classified for each feature within the S-57 Feature File.

As stated in the Section 8.2 of the HSSD, navigational aids that are maintained by the U.S. Coast Guard are not included with the final S-57 feature file. When aids to navigation are privately maintained the resulting feature was included in the respective sheet's final S-57 feature file. All aids to navigation that fell within the bounds of Project OPR-D302-KR-11 are discussed within the DR for each sheet.

Feature depths were attributed within the S-57 feature file (.000) as value of sounding (VALSOU), and were maintained to at least centimeter precision, and when possible based on sonar resolution, millimeter precision. All features addressed within each sheet were retained within that sheet's respective S-57 feature file. For all features, the requirements from the IHO S-57 standard were followed, unless otherwise specified in Section 8.2 of the HSSD. Also, following the IHO S-57 standard and Section 8.2 of the HSSD, each sheet's S-57 feature file is delivered in the WGS84 datum and is unprojected with all units in meters.

In addition to the Feature Correlator Sheets delivered in Appendix II of the DR for each sheet, the Feature Correlator sheet is exported as a JPEG file and included under the NOAA Extended Attribute "images".

The feature file was subjected to ENC validation checks using Jeppesen's **dKart Inspector** and QC'd with **dKart Inspector**, **CARIS Easy View**, and **SevenCs SeeMyDENC**.

B.2.7 Multibeam Ping and Beam Flags

Flags in **SABER** come in four varieties: Ping flags, Beam flags, PFM depth record flags, and PFM bin flags. Ping and beam flags are specific to the GSF files, where they are used to attribute ping records and the individual beams of each ping record. Beam flags are used to describe why soundings are invalid and rejected, how they were edited, if they meet various cutoff criteria, etc. These same flags also contain descriptors used to indicate that a sounding is a selected sounding and why it is a selected sounding (feature, designated sounding, least depth, etc.).

There are sixteen bits available in GSF for ping flags so the flags are written to the files using 16-bit binary numbers. The ping flag bits are separated into two groups: Ignore bits and Informational bits. Bits zero through eleven are the Ignore bits. If bit zero is set, the ping is flagged as invalid. Bits 1 through 11 specify the reason(s) why the ping was flagged invalid. If only bit zero is set, the ping is flagged due to no bottom detection. However, if any of the bits 1 through 11 are set, bit zero will also be set. Bits 12 through 15 are Informational flags, and they describe actions that have been performed on a ping, such as applying delayed heave or a tide corrector. Bits 12 through 15 can be set

regardless of whether or not any of bits zero through 11 are set. Bit 13 defines whether or not the GPS-based vertical control was applied. Bits 14 and 15 are used in conjunction with each other to describe the source of the tide corrector applied to a ping.

Eight bits are available in the GSF file for beam flags. The eight bit beam flag value stored in GSF files is divided into two four-bit fields. The lower-order four bits are used to specify that a beam is to be ignored, where the value specifies the reason the beam is to be ignored. The higher-order four bits are used to specify that a beam is selected, where the value specifies the reason why the beam is selected.

SAIC and CARIS have collaborated to provide the ability to import multibeam GSF files into CARIS. Table B-3 represents commonly used definitions for these GSF beam flags, as well as their mapping to CARIS flag codes. Table B-4 represents commonly used definitions for these GSF ping flags, as well as their mapping to CARIS flag codes.

Note that there is not a one-for-one match between CARIS Profile and Depth flags and GSF Ping and Beam flags. Therefore, upon the import of multibeam GSF files into CARIS, GSF defined flags such as: delayed heave applied, GPSZ applied, the applied tide type in use, and Class1 not being met are not available in CARIS. As detailed in Table B-3 and Table B-4, no flag is applied in CARIS to the HDCS files, upon import from GSF, for these GSF ping and beam flags.

Table B-3. Mapped GSF Beam Flags and CARIS Flag Codes

GSF Beam Flags		CARIS HIPS Flag	
Bitmask	Comments	Name	Comments
0000 0010	Selected sounding, no reason specified.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0000 0110	Selected sounding, it is a least depth.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0000 1010	Selected sounding, it is a maximum depth.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0001 0000	Does NOT meet Class1 (informational flag).	No flag to be applied to HDCS files upon import from GSF.	
0001 0010	Selected sounding, average depth.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0010 0010	Selected sounding, it has been identified as a feature.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0100 0010	Spare bit Field.	N/A	
1000 0010	Selected sounding, it has been identified as a designated sounding.	PD_DEPTH_DESIGNATED_MASK	Indicates that the user has explicitly selected this sounding as a designated sounding.
0000 0001	Null Invalidated – No detection was made by the sonar.	PD_DEPTH_REJECTED_MASK	Indicates that this sounding has been rejected. The reason may or may not be indicated by the other bits. This bit is inherited from the Observed Depths file but can be changed by HDCS.

GSF Beam Flags		CARIS HIPS Flag	
Bitmask	Comments	Name	Comments
0000 0101	Manually edited (i.e., MVE).	PD_DEPTH_REJECTED_BY_SWAT HED_MASK	Indicates that the sounding has been rejected in the swath editor. Soundings which are rejected in this manner are not visible in older versions of HDCS, but are visible in the newer PC based software.
0000 1001	Filter edited.	PD_DEPTH_REJECTED_MASK	Indicates that this sounding has been rejected. The reason may or may not be indicated by the other bits. This bit is inherited from the Observed Depths file but can be changed by HDCS.
0010 0001	Does NOT meet Class2.	PD_DEPTH_REJECTED_MASK	Indicates that this sounding has been rejected. The reason may or may not be indicated by the other bits. This bit is inherited from the Observed Depths file but can be changed by HDCS.
0100 0001	Resolution Invalidated – Exceeds maximum footprint.	PD_DEPTH_REJECTED_MASK	Indicates that this sounding has been rejected. The reason may or may not be indicated by the other bits. This bit is inherited from the Observed Depths file but can be changed by HDCS.
1000 0001	This beam is to be ignored, it exceeds the IHO standards for Horizontal OR Vertical error.	PD_DEPTH_REJECTED_BY_TOT L_PROPAGATION_ERROR (TPE)	Indicates that the reason for rejection was because the beam failed Total Propagation Error (TPE).

Table B-4. Mapped GSF Ping Flags and CARIS Flag Codes

GSF Ping Flags		CARIS HIPS Flag	
Bitmask	Comments	Name	Comments
0000 0000 0000 0001	IGNORE PING	PD_PROFILE_REJECTED_MASK	Indicated that the profile has been rejected. It implies that all soundings within the profile are also rejected.
0000 0000 0000 0011	OFF LINE PING	PD_PROFILE_REJECTED_MASK	Indicated that the profile has been rejected. It implies that all soundings within the profile are also rejected.
0000 0000 0000 0101	BAD TIME	PD_PROFILE_REJECTED_MASK	Indicated that the profile has been rejected. It implies that all soundings within the profile are also rejected.
0000 0000 0000 1001	BAD POSITION	PD_PROFILE_BAD_NAVIGATION_MASK	Indicates that the profile is rejected because of bad navigation reading. This flag is not currently being used.
0000 0000 0001 0001	BAD HEADING	PD_PROFILE_BAD_GYRO_MASK	Indicates that the profile is rejected because of bad gyro reading. This flag is not currently being used.
0000 0000 0010 0001	BAD ROLL	PD_PROFILE_BAD_ROLL_MASK	Indicates that the profile is rejected because of bad roll reading. This flag is not currently being used.
0000 0000 0100 0001	BAD PITCH	PD_PROFILE_BAD_PITCH_MASK	Indicates that the profile is rejected because of bad pitch reading. This flag is not currently being used.

GSF Ping Flags		CARIS HIPS Flag	
Bitmask	Comments	Name	Comments
0000 0000 1000 0001	BAD HEAVE	PD_PROFILE_BAD_HEAVE_MASK	Indicates that the profile is rejected because of bad heave reading. This flag is not currently being used.
0000 0001 0000 0001	BAD DEPTH CORRECTOR	PD_PROFILE_BAD_DRAFT_MASK	This is set by the merge function, and indicates that the profile is rejected because vessel draft cannot be interpolated.
0000 0010 0000 0001	BAD TIDE CORRECTOR	PD_PROFILE_BAD_TIDE_MASK	Indicates that the profile is rejected because of bad tide reading. This flag is not currently being used.
0000 0100 0000 0001	BAD SVP	PD_PROFILE_BAD_SVP_MASK	This is a mirror of the bit in the observed depths file, where the SV correction functions are implemented. It indicates that the profile is rejected because of interpolation errors during the SV correction procedure.
0000 1000 0000 0001	NO POSITION	PD_PROFILE_REJECTED_MASK	Indicates that the profile has been rejected. It implies that all soundings within the profile are also rejected.
0001 0000 0000 0000	DELAYED HEAVE APPLIED	No flag to be applied to HDCS files upon import from GSF.	
0010 0000 0000 0000	GPSZ APPLIED	No flag to be applied to HDCS files upon import from GSF.	
0100 0000 0000 0000	Combine with bit 15 represents applied tide type.	No flag to be applied to HDCS files upon import from GSF.	
1000 0000 0000 0000	Combine with bit 14 represents applied tide type.	No flag to be applied to HDCS files upon import from GSF.	

B.3 SIDESCAN SONAR DATA PROCESSING

During data acquisition, the Klein 3000 digital sidescan data were recorded in 16-bit XTF format (preserved at full resolution) on the hard disk of the sidescan acquisition computer. After the filename change at the end of each line, the sidescan data files were archived to the on-board NAS. On-board sidescan data processing included, at a minimum, generating towfish track plots and initial imagery mosaics for coverage verification and QC. Initial data review and contact generation was also performed on-board the vessel. All original and processed sidescan data files were backed up on digital tapes and external hard drives for transfer to the DPC.

Either on-board the vessel or at the DPC, initial processing also included re-navigating the towfish to apply more accurate towfish positions using the **SABER** Navup routine. This routine was run on all delivered sidescan data, therefore all sidescan data are delivered with completely corrected sidescan sonar positions. This routine replaced the towfish positions (sensor X and sensor Y fields) recorded in the original sidescan XTF file with the final towfish positions derived from the catenary data files recorded during acquisition by **ISS-2000**. The Navup routine also computed and applied a unique position and heading for each ping record (as opposed to the 1 Hz position data recorded during data acquisition). Each record in the catenary file included:

- Time
- Layback
- Towfish depth

- Towfish position
- Towfish velocity
- Tow angle
- Cable out
- Towfish heading

During examination of sidescan sonar data, a sidescan review log was generated for each sheet and maintained throughout final data processing. This review log incorporated all of the relevant information about each sidescan data file, including the line begin and line end times, survey line name, corresponding multibeam file name(s), line azimuth, and any operator notes made during data acquisition. System-status annotations were recorded in the logs at the beginning of survey operations in each area, upon returning to the survey area, and at the JD rollover of each continuous survey day. These system-status annotations included; the mode of tuning (auto tuning was used throughout all survey operations), the sidescan range-scale setting, the watchstanders initials, the sidescan model in use and whether or not a depressor was in use on the sidescan, and the weather conditions and sea state. These and any other necessary annotations were continuously updated throughout survey operations as needed in accordance with Section 8.3.3 of HSSD.

During the subsequent sidescan data review stages, the review logs were updated to reflect data quality concerns, highlight data gaps (due to refraction, fish, etc.), identify significant sidescan contacts, and address any other pertinent issues regarding interpretation of the sidescan data. Each sheet's Sidescan Review Log is included in Separates I of the sheet's Descriptive Report.

B.3.1 Sidescan Quality Review

During the sidescan data review, a hydrographer conducted a quality review of each sidescan file using Triton **Isis** to review the data. During this review, the hydrographer assessed the overall quality of the data and defined any holidays in the data where the quality was insufficient to clearly detect seafloor contacts across the full range scale. The times and descriptions for any defined data holidays were entered into the sidescan review log. The times of all noted sidescan data gaps were also incorporated into the sidescan data time window files that were then used to depict the data gap within the applicable sidescan coverage mosaic as discussed in Section A.7. Data holidays were generally characterized by:

- Surface noise (vessel wakes, sea clutter, and/or waves)
- Towfish motion (yaw and heave)
- Electrical noise
- Acoustic noise
- Density layers (refraction)

B.3.2 Sidescan Coverage Analysis

The Project Instructions required 200% sidescan coverage for all depths. The 200% sidescan coverage was verified by generating two separate 100% coverage mosaics. To do this, a time window file listing the times of all valid online sidescan data was created, along with separate sidescan file lists for the first and second 100% coverage mosaics.

Using **SABER**, the time window file and the sidescan file lists were then used to create one-meter cell size mosaics in accordance with Section 8.3.1 of the HSSD. The first and second 100% coverage mosaics were reviewed using tools in **SABER** to verify data quality and swath coverage. Preliminary first and second 100% coverage mosaics were also used to plan additional survey lines to fill in any data gaps. All final delivered first and second 100% coverage mosaics are determined to be complete and sufficient to meet the Project Instructions for 200% sidescan sonar coverage, unless otherwise noted in a sheet's Descriptive Report.

Each 100% coverage mosaic is delivered as a geo-referenced image (an image file [.tif] and a corresponding world file [.tfw]).

B.3.3 Sidescan Contact Analysis

During sidescan data review, sonar contacts were selected and measured using the **Isis Target** utility. Selected contacts and pertinent information for each contact was documented in the Sidescan Review Log. Significant sidescan contacts were chosen based on size and height, or a unique sonar signature. In general, contacts with a computed height greater than 50 centimeters were selected. Within chartered fish havens, contacts were made on objects with a least depth less than the authorized minimum depth, all wrecks, unusually large objects, and on a single object used to represent general distribution of contacts within the fish haven or to represent a large debris field. Contacts with a unique sonar signature (e.g. size, shape, and reflectivity) were typically selected regardless of height. Contacts made within **Isis** were saved as ".CON" files, which include a snapshot of the image and the following contact information:

- Year and JD
- Time
- Position
- Fish altitude
- Slant range to contact (port = negative, starboard = positive)
- Contact length, width, and height (based on shadow length, fish altitude, and slant range)

During sidescan data review in **Isis**, the Average Display Down Sample Method was used because it provided the best general-purpose review setting. This setting specifies how the data will be sampled for display in the waterfall display. Down sampling is necessary because the number of pixels displayed is constrained by the width of the display window and the screen resolution. The Triton **Isis Target** utility does not down sample the sidescan data to display the sonar image. If the number of samples contained in the sidescan data record exceeds the number of pixels available on the screen, the software will only show a portion of the record at a single time and provides a scroll bar which can be used to view the remaining part of the record. When measuring contacts within Triton **Isis Target**, the length is always the along track dimension and the width is always the across track dimension. Therefore it is possible to have a width measurement that is longer than the length measurement.

Wrecks and large objects were positioned at their highest point based on the observed acoustic shadow. Similarly, contacts for debris fields were positioned at the highest object in the debris field. Additional contacts were made on other man-made objects such as exposed cables, pipelines, and sewer outfalls, if present. In addition to contacts, the sidescan review log also includes entries for many non-significant seafloor objects (e.g., fishing gear, small objects, etc.) that were identified during the sidescan data review. The sidescan review log is included in Separates I of the DR for each sheet.

After a second independent QC review of the sidescan data was complete, all of the sidescan contact files were converted into a single sidescan contact (CTV) file and separate tiff images of each contact were generated. This was done using the **isis2ctv** program in **SABER**. The CTV file lists all of the contact attributes contained in each of the individual contact files. In **SABER**, the CTV file was viewed as a separate data layer along with a gridded depth layer and multibeam feature file (CNT). By comparing the multibeam bathymetry with the sidescan contact data, both datasets could be evaluated to determine the significance of a contact and the need to create additional sidescan contacts or multibeam features. The final correlation of the sidescan contacts and multibeam features was done in **SABER** which updated the CNT file with the type of feature (obstruction, wreck, etc.) and the CTV file with the feature number and depth in the related contacts information field.

SAIC exports sidescan contact images, and they are delivered in three different ways. The first is through the Sidescan Sonar Contacts S-57 file utilizing the NOAA Extended Attribute “images” field. The second involves only sidescan contacts that have been correlated to a feature; in this case, the images are visible in the Feature Correlator sheets found in Appendix II of the DR for each sheet. Finally, all sidescan contact images (.tif) and **Isis** contact files (_n.CON files) are delivered in Separates V of the DR for each sheet. The **Isis** contact files (_n.CON) can be viewed with **Isis Target**. The contact positions stored in these files are the last click positions as chosen by the hydrographer to represent the position with the least depth, not the position that is calculated by **Isis**. SAIC’s **isis2ctv** program, uses the last click position chosen by the hydrographer as the stored position for the contact. When the **isis2ctv** program is run it overwrites the **Isis** calculated position field in the *_n_.CON file with the last click position.

B.3.4 Sidescan Sonar Contact S-57 File

As requested from NOAA AHB, in addition to the required Sidescan Contact List delivered in Appendix II of the DR for each sheet, SAIC also generated supplemental S-57 files to display the sidescan sonar contacts for each sheet. The supplemental Sidescan Sonar Contacts S-57 files (.000) were generated through the same process used to build each sheet’s final S-57 feature file, described in Section B.2.6, except with sidescan contact information incorporated in the feature file in place of multibeam features.

Please note that for each sheet, the delivered final S-57 feature file (.000) and the delivered Sidescan Sonar Contacts S-57 (.000) file share the same filename. Therefore with each sheet’s final delivery, the two files are located under different directories.

Within the Sidescan Sonar Contacts S-57 file, sidescan contacts were represented using an object from the Cartographic Object Classes: Cartographic Symbol (\$CSYMB). All sidescan contacts for each sheet were delivered in the respective Sidescan Sonar Contacts S-57 file, regardless of the contact's significance. The information field (INFORM) of each cartographic symbol provides specifics regarding the contact it represents, including the contact name, sequential I.D., length, width, height, shadow length, range scale, slant range, altitude, and whether or not the contact was correlated to a multibeam feature. Contacts that were correlated to a multibeam feature also include the corresponding multibeam feature number and the least depth of the feature. Also, when a contact was correlated to a multibeam feature, the charting recommendations for the feature are listed under the NOAA Extended attribute, recommendations (recomd) field, as it appears in the sheet's final S-57 Feature File. The NOAA Extended Attribute "images" field of each cartographic symbol details an associated JPEG image for the sidescan contact it represents. All sidescan contacts within each sheet's Sidescan Sonar Contacts S-57 file have an associated JPEG image file which is delivered with the Sidescan Sonar Contacts S-57 file.

For spatial reference, the meta-objects provided in the final S-57 feature file are also in the Sidescan Sonar Contacts S-57 file.

C. CORRECTIONS TO ECHO SOUNDINGS

The data submitted are fully corrected with uncertainties associated with each sounding. Therefore, the CARIS vessel file will be all zeros.

Figure C-1 shows the 2011 *M/V Atlantic Surveyor* sensor configuration and the vessel offsets for the RESON 7125 SV. The 2011 vessel offsets are tabulated in Table C-1. All measurements are in meters. The RESON 7125 SV transducer was hull-mounted approximately amidships, just port of the keel. Offset measurements were made from the POS/MV IMU to the acoustic center of the RESON 7125 SV transducer. See Appendix 1 for details on the vessel offsets survey.

The SAIC **ISS-2000** and the POS/MV software utilize a coordinate system where "Z" is considered to be positive down, "X" is considered to be positive forward, and "Y" is considered to be positive to starboard. Table C-1 documents which sensor offsets were entered into the POS/MV (offsets referenced to the IMU) or **ISS-2000** (offsets referenced to the sonar acoustic center) software. All final data products from any given sensor utilize this same coordinate system.

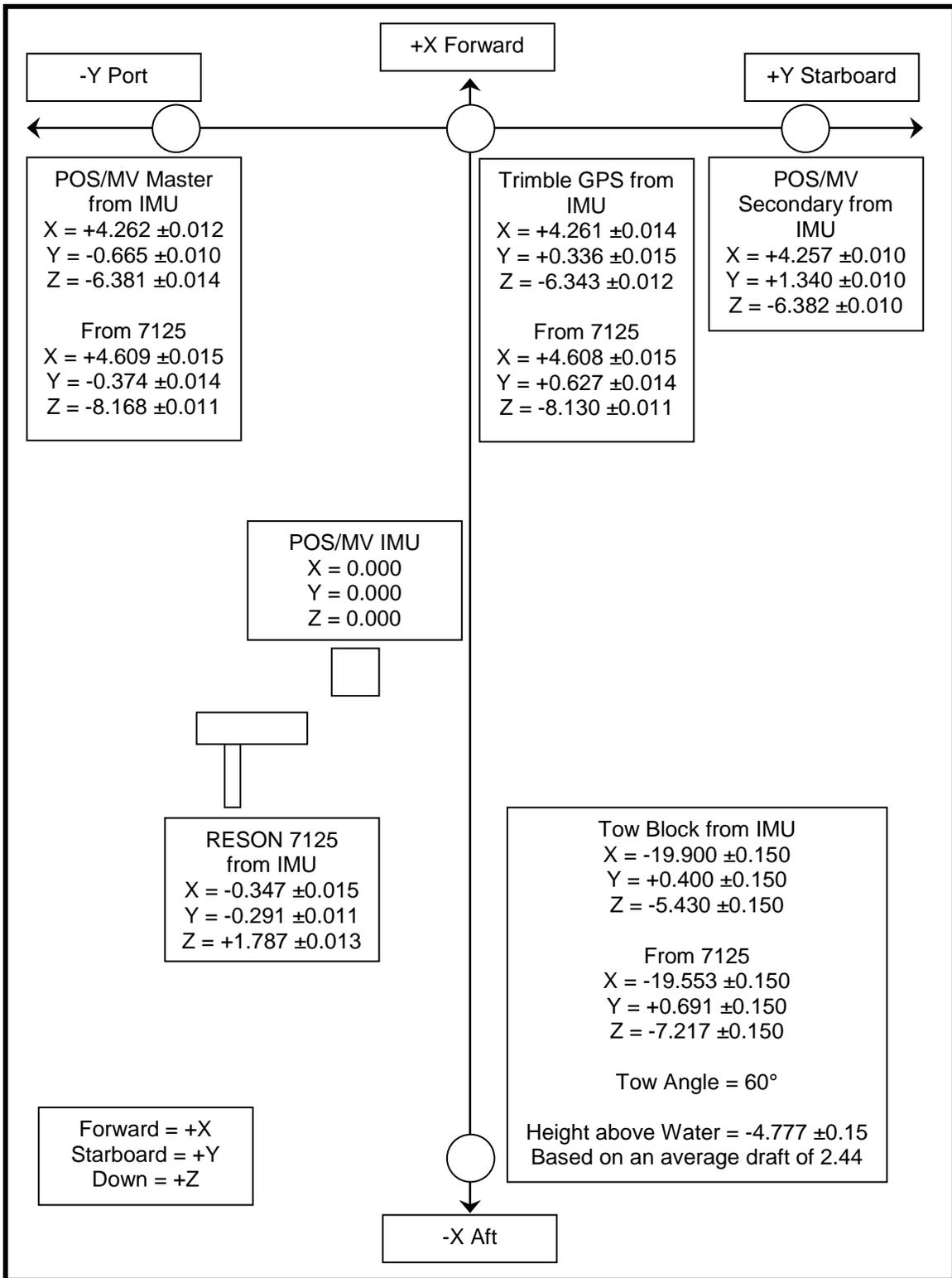


Figure C-1. 2011 Configuration and Offsets of M/V Atlantic Surveyor Sensors for the RESON 7125 SV (measurements in meters with 68% CI measurement errors)

Table C-1. 2011 M/V Atlantic Surveyor Antenna and 7125 SV Transducer Offsets Relative to the POS/MV IMU Vessel Reference Point, measurements in meters

Sensor	Offset in ISS-2000		Offset in POS/MV	
	X	Y	X	Y
Multibeam Reson 7125 Transducer Hull Mount			X	-0.347 ±0.015
			Y	-0.291 ±0.011
			Z	+1.787 ±0.013
Reference to Heave			X	0.00
			Y	0.00
			Z	0.00
Reference to Vessel			X	-0.347 ±0.015
			Y	-0.291 ±0.011
			Z	+1.787 ±0.013
POS/MV GPS Master Antenna			X	+4.262 ±0.012
			Y	-0.665 ±0.010
			Z	-6.381 ±0.014
Trimble GPS Antenna From Transducer	X	+4.608 ±0.015		
	Y	+0.627±0.014		
	Z	-8.130 ±0.011		
A-Frame Tow Block (X and Y from Reson 7125 Transducer. Z is height above water.)	X	-19.553 ±0.150		
	Y	+0.691 ±0.150		
	Z	-4.777 ±0.150		

C.1 STATIC AND DYNAMIC DRAFT MEASUREMENTS

C.1.1 Static Draft

Figure C-2 shows the 2011 draft determination for the *M/V Atlantic Surveyor*. The RESON 7125 SV transducer was hull-mounted approximately 3.50 meters below the vessel's main deck. To determine the draft, a 0.02 meter square metal bar was placed on the deck so that it extended out far enough to allow a direct measurement to the water line. The distance from the top of the metal bar to the water surface was measured and subtracted from the transducer hull depth to determine the draft of the transducer's acoustic center.

Static draft measurements were taken on each side of the vessel at each port call; both before departure and after arrival, in order to prorate the daily draft accounting for fuel and water consumption (see Section C.1.1.1). The two draft measurements (port and starboard) and the resulting draft value were recorded in the acquisition Navigation Log as well as in a separate vessel Draft Log. If the static draft value changed from the previously noted value, the new value was entered into the **ISS-2000** system. The observed and prorated static draft for each survey is included with the survey data in Section I of the Separates of the DR for each sheet.

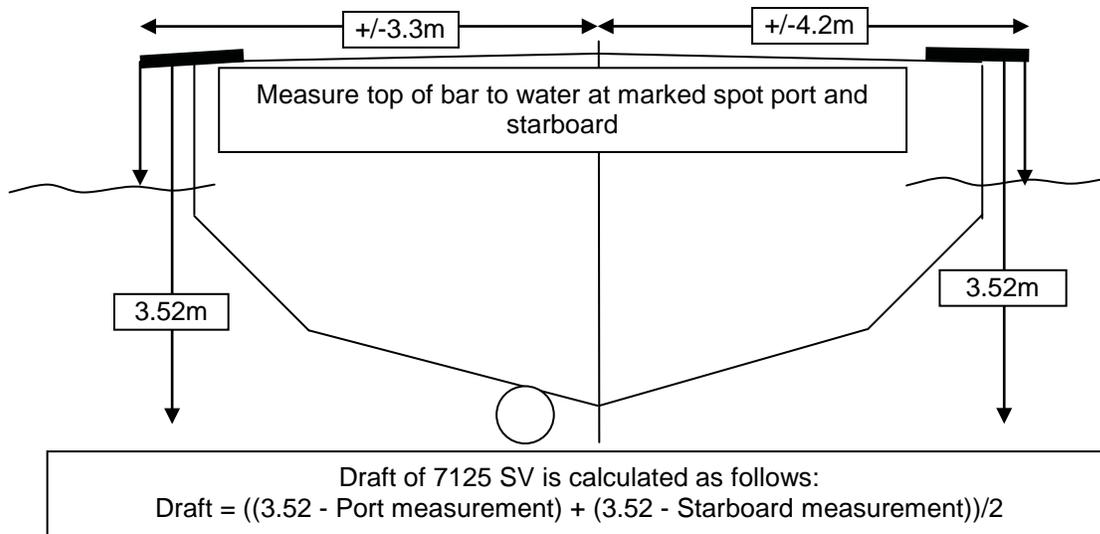


Figure C-2. 2011 M/V Atlantic Surveyor 7125 SV Draft Determination

C.1.1.1 Prorated Static Draft

An initial processing step of SAIC's data processing pipeline is to apply, if necessary, prorated static draft values to all multibeam data. This is done to account for the change in the survey vessel draft during consecutive survey days, primarily due to fuel and water consumption.

As mentioned in Section C.1.1, the static draft was measured and recorded both prior to departure for the survey site, and immediately upon arrival to port after each survey leg. These two observed static draft measurements for each survey leg were then used to calculate the amount of change in the vessel static draft (in meters) observed over that survey leg. For a given period of survey, the change in vessel static draft divided by the number of consecutive days of survey resulted in the amount of change in vessel static draft per day. This daily change in the static draft was then subtracted from the observed static draft value at the beginning of that specific period of survey. This resulted in a unique prorated static draft value for each consecutive survey day that was then applied to the data for that day. When the JD rollover occurs in the middle of a survey line, the first file of the new day will be given the same prorated draft as the previous day. This procedure ensures that the static draft for every survey line is constant and does not cause a vertical jump in the survey depths.

This method was only used when continuous survey operations were conducted between the static draft measurements observed immediately prior to departure and immediately upon arrival to port. It assumed a constant amount of fuel and onboard water was consumed per day of continuous survey operations, thereby providing the ability to calculate a constant rate of change in the survey vessel draft per day.

The Apply Correctors Offsets tool within **SABER** was then used to apply the calculated prorated draft value for a given JD to all data within the multibeam GSF files of that specific JD. This process of applying a new prorated draft offset to the multibeam data was captured within the history record of each multibeam GSF file.

Once prorated static draft had been applied to the multibeam data for a JD, the Apply Correctors Offsets tool within **SABER** was then used to report all the current offsets applied to the data within the multibeam GSF files of that JD. This was done to ensure the expected prorated static draft value was correctly applied to all multibeam data for that day. In addition, the history record of the multibeam GSF files was reviewed to ensure the process of applying prorated draft was captured and done correctly.

The observed and prorated static draft for each survey is included with the survey data in Section I of the Separates of each sheet's Descriptive Report. The static draft applied to each individual GSF file is reported in the Multibeam Processing Log for each sheet.

C.1.2 Dynamic Draft

Dynamic draft values were confirmed during the sea acceptance tests (SAT) (see Appendix I for details). Table C-2 summarizes the shaft RPM, depth corrector, approximate speed, and 2011 SAT multibeam files used to determine dynamic draft values (JD 097) and to confirm the dynamic draft values (JD 098). The values determined from the analysis were entered into a look up table within the **ISS-2000** system. A shaft RPM counter provided automatic input to the **ISS-2000** system, which in conjunction with the look up table, applied a continuously updated dynamic settlement and squat value as data were collected.

Table C-2. 2011 M/V Atlantic Surveyor Settlement and Squat Determination

Shaft RPM	Depth Corrector	Approximate Speed (Kts)	1-Sigma	Files	
				JD 097	JD 098
0	0.00	0	0.00000	asmba11097.d02	asmba11098.d22
140	-0.01	4	0.011698	asmba11097.d04 asmba11097.d05	asmba11098.d24 asmba11098.d25
180	+0.02	5	0.017297	asmba11097.d06 asmba11097.d07	asmba11098.d26 asmba11098.d27
250	0.05	6	0.020082	asmba11097.d08 asmba11097.d09	asmba11098.d28 asmba11098.d29
300	0.07	8	0.014522	asmba11097.d10 asmba11097.d11	asmba11098.d30 asmba11098.d31
340	0.09	9	0.014147	asmba11097.d12 asmba11097.d13	asmba11098.d32 asmba11098.d33
380	0.12	10	0.017456	asmba11097.d14 asmba11097.d15	asmba10097.d34 asmba10097.d35

C.1.3 Speed of Sound

A Moving Vessel Profiler (MVP), manufactured by Brooke Ocean Technology Ltd., with an Applied Microsystems Ltd. SV&P Smart Sensor was used to determine sound speed profiles for corrections to multibeam sonar soundings.

Confidence checks were obtained periodically (every 6-13 days) using consecutive casts with two or more different SV&P sensors. After downloading the sound speed profile (SSP) comparison casts, graphs and tabulated lists were used to compare the two casts.

During multibeam acquisition, SSP casts were uploaded to **ISS-2000** immediately after they were taken. In **ISS-2000**, the profiles were reviewed for quality, edited as necessary, compared to the preceding casts, and then applied (loaded into the multibeam system for use). Once applied, the multibeam system used the profile data for depth calculation and ray tracing corrections to the multibeam data. If sounding depths exceeded the cast depth, the **ISS-2000** used the deepest sound speed value of the profile to extend the profile to the maximum depth.

Factors considered in determining how often a SSP cast was needed included shape and proximity of the coastline, sources and proximity of freshwater, seasonal changes, wind, sea state, water depth, observed changes from the previous profiles, and differences in the surface sound speed of the current profile compared to a separate surface sound velocimeter collocated with the multibeam sonar. At a minimum, casts were taken at the beginning of each survey leg, at approximately two-hour intervals, and at the end of each survey leg.

Quality control tools in **ISS-2000**, including real-time displays of color-coded coverage and a multibeam swath waterfall display, were used to monitor how the sound speed affected the multibeam data. By using these techniques any severe effects due to sound speed profiling could be seen when viewing multibeam data in an along-track direction. Proper sound speed application and effects were also analyzed throughout the survey during post processing using SAIC's Analyze Crossings software and by PFM review of final uncertainties.

A Sound Speed Profile Log including details of all SSP casts (such as date, location, application times, and maximum depth) is located in Separates II of the DR for each sheet. These Logs are separated by the purpose of the applied cast, categorizing each SSP file as "Used_for_MB" (applied to online bathymetry data), "Used_for_Closing" (a separate cast applied at the end of a survey leg immediately after online data collection needed for TPU calculations), "Used_for_Comparison", and "Used_for_Lead_Line".

Additionally, in a separate folder on the delivery drive, in the "HXXXXX/Data/Processed/SVP/CARIS_SSP" folder, there are four sound speed profile files (.svp). These four files contain concatenated SSP data that has been formatted for use in CARIS. The CARIS SSP files are designated based on the purpose of the cast and their filenames match the tabs within the sound speed profile log.

C.2 MULTIBEAM CALIBRATIONS

Prior to the start of data acquisition for the 2011 survey season, a SAT was conducted from 02 to 08 April 2011 with a Reson 7125 SV multibeam system.

Navigation positioning, heading, heave, roll, and pitch were provided by the Applanix POS/MV 320 Inertial Navigation System. Resolution and accuracy of this system are:

- Heave Resolution 1 cm, Accuracy greater of 5 cm or 5% of heave amplitude
- Roll Resolution 0.01°, Accuracy 0.02°
- Pitch Resolution 0.01°, Accuracy 0.02°

The Applanix TrueHeave™ option was used to record delayed heave for application in post processing (see Section C.3 for details of delayed heave and the application process).

C.2.1 Timing Test

A ping timing test for the RESON 7125 SV was completed on 02 April 2011 to verify that no timing errors existed within the survey system (see Appendix II). The fundamental tool was the event marking capability of the Symmetricom BC635PCI IRIG-B card. Again, an event is characterized by a positive-going transistor-transistor logic (TTL) pulse occurring on the event line of the IRIG-B connector on the back of the ISSC. The pulses of interest are the transmit trigger of the RESON 7-P and the 1PPS timing pulses from the POS/MV. These tests demonstrated that all GSF ping times matched the corresponding IRIG-B event times to within 1.5 milliseconds (Figure C-3).

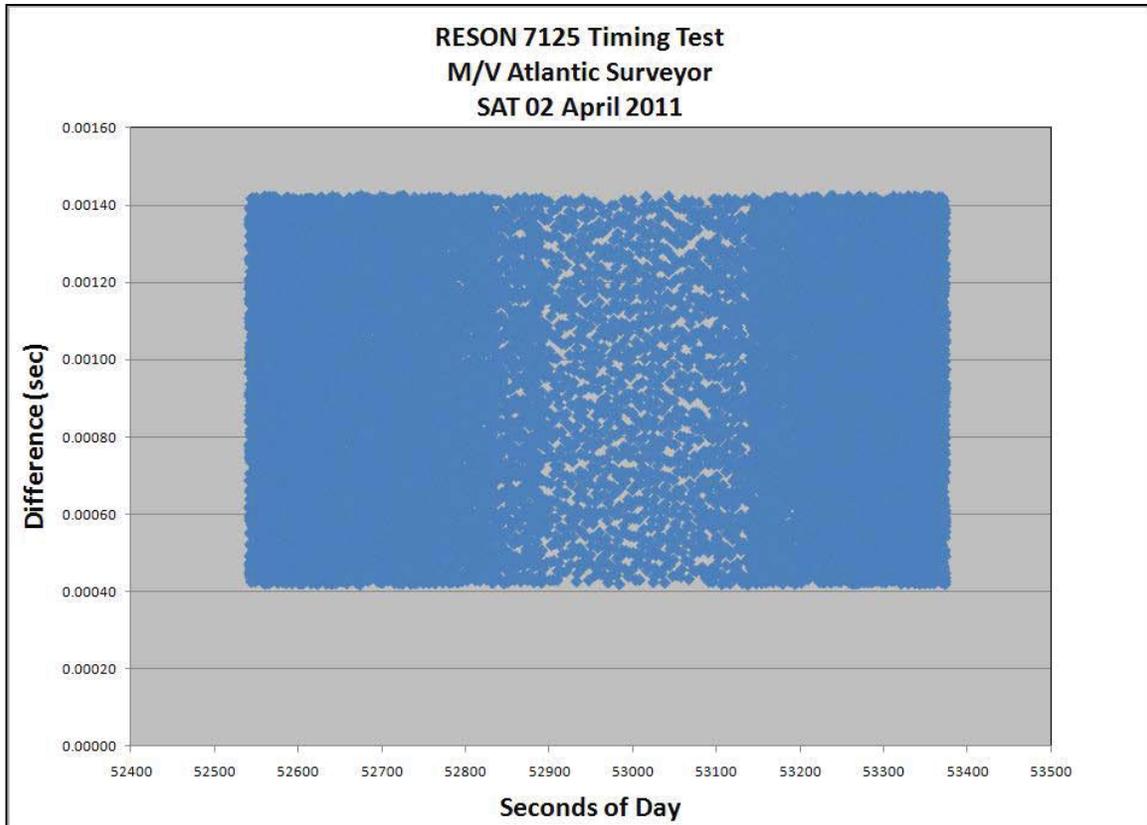


Figure C-3. 02 April 2011 RESON 7125 SV Timing Test Results (time differences of ping trigger event vs. ping time tag from GSF)

C.2.2 Multibeam Bias Calibration (Alignment)

Roll, pitch, and heading biases were determined on 07 April 2011 for the RESON 7125 SV (see Appendix II for details). The results are presented in Table C-3.

Table C-3. Multibeam Files Verifying Alignment Bias Calculated using the Swath Alignment Tool (SAT) – 07 April 2011 RESON 7125 SV

Component	Multibeam Files		Result
Pitch	asmba11097.d28	asmba11097.d29	+1.59°
Roll	asmba11097.d28	asmba11097.d29	+0.343°
Heading	asmba11097.d36	asmba11097.d37	+1.0°

C.2.3 Multibeam Accuracy

During the April 2011 SAT, a survey was run to analyze multibeam accuracies in the vicinity of a wreck with the RESON 7125 SV (see Appendix II for details). All depths were corrected for observed tides and zoning using the Atlantic City tide gage, 8534720. The class 1 cutoff angle was set to 5° and the class 2 cutoff angle was set to 60°. The multibeam was configured for 512 equi-distant beams. Standard multibeam data

processing procedures were followed to clean the data, apply delayed heave, and calculate errors. One-meter minimum grids of main scheme lines, class 1 crosslines, and all lines were created and analyzed

A one-meter PFM of all the data was also generated and the Gap Checker and Check Uncertainty routines were run on the PFM CUBE depth layer. Multibeam features, sidescan contacts, and selected soundings in feet were generated.

The results showed that the system met the uncertainty standards stated in Section 5.1.3 of the HSSD.

C.3 DELAYED HEAVE

As discussed in Section B.2, SAIC and **SABER** use the terminology delayed heave to describe Applanix *TrueHeave*TM data collected from the Applanix POS/MV.

At the start of all survey operations, the Applanix POS/MV was configured to log *TrueHeave*TM data. The delayed heave files (.thv) were recorded using **ISS-2000** and archived to the NAS in the same manner as multibeam GSF files. The delayed heave data were calculated by the Applanix POS/MV based on an algorithm which used a range of temporally bounding Applanix POS/MV real-time heave data to produce a more accurate value of heave. When the resulting delayed heave values were applied to the multibeam data they reduced heave artifacts present from variables such as sea state and survey vessel maneuvering, which are commonly observed in multibeam data with only real-time heave applied.

When delayed heave corrections were applied to the multibeam data, each depth value was fully recalculated in **SABER**. This was possible because the raw beam angle and travel time values were recorded in the multibeam GSF file. The raw beam angle and travel time values were used along with the vessel attitude (including heave) and re-ray traced. As delayed heave was applied, a history record was written to each GSF file, and the ping flag of each modified ping was updated.

After the application of delayed heave was complete, all multibeam data were reviewed to verify that the delayed heave values were applied using the **SABER** command line program **check_heave**. This program read through the ping flags of each GSF record to check the application of delayed heave. When the **check_heave** program found instances where delayed heave was not applied, it output report files which included the multibeam GSF filename, as well as the time range for the gap in delayed heave application. The data from the **check_heave** reports was then used to further investigate all instances of gaps in delayed heave application.

SAIC strived to have delayed heave applied to all soundings of multibeam data, however there were times when this was not possible. For example, delayed heave is not applied if data logging is stopped without allowing at least three minutes of continuous data logging after the end of a survey line, due to a three minute delay of logging *TrueHeave*TM data from real-time heave data out of the POS/MV.

Real-time heave was used in place of delayed heave in all instances where there were gaps in the application of delayed heave. All gaps in delayed heave application were fully investigated and the data reviewed to verify that the real-time heave values were appropriate to the surrounding available delayed heave values.

C.4 TIDES AND WATER LEVELS

NOAA tide station 8631044 Wachapreague, VA was specified as the source for water level correctors for these surveys. All tide data for the project were downloaded from the [NOAA Center for Operational Oceanographic Products and Services Tides & Currents](#) web site. Predicted tide levels were used for real-time data acquisition and verified tides were later downloaded for the computation of the final water level correctors. All water level data were in meters and annotated with Coordinated Universal Time (UTC).

Final water level files for each tide zone were created from the verified tide data and tide zone parameters (time offset and range ratio) using the **SABER** Create Water Level Files tool. These water level files were applied to the multibeam data using the **SABER** Apply Offsets Tides program. This program took the water level heights contained within the water level files and algebraically subtracted them from surveyed depths to correct each sounding for tides and water levels.

When updated water level correctors (such as verified tides) were applied to the GSF files, the program removed the previous water level corrector and applied the new corrector. Each time the program was run on the GSF multibeam data file, a history record was appended to the end of the GSF file documenting the date and water level files applied. For quality assurance, the **SABER** Check Tide Corrections in GSF program was run on all GSF files to confirm that the appropriate water level corrector had been applied to the final GSF files. The primary means for analyzing the adequacy of the correctors was observing zone boundary crossings in SAIC's **Multi View Editor**.

After confirmation that verified water levels were applied to all multibeam data, grids were created and analyzed using various color change intervals and shaded relief. The color intervals and shaded relief provided a means to check for significant, unnatural changes in depth across zone boundaries due to water level correction errors, unusual currents, storm surges, etc.

In addition, crossline analysis using the **SABER** Analyze Crossings software was used to identify possible depth discrepancies resulting from the applied water level correctors. Discrepancies were further analyzed to determine if they were the result of incorrect zoning parameters or weather (wind) conditions between the tide station and the survey area.

No final tide note was provided by the NOAA Center for Operational Oceanographic Products and Services (CO-OPS). SAIC is not required to have a final tide note from CO-OPS for OPR-D302-KR-11.

C.4.1.1 Final Tide Note

All surveys were contained within preliminary water level zones SA46, SA46A, SA53, SA54, SA55, and SA55A (Figure C-4) which are referenced to NOAA tide station 8631044 Wachapreague, VA. The NOAA provided zoning parameters are presented in Table C-4 for tide station 8631044 Wachapreague, VA.

Table C-4. Preliminary Tide Zone Parameters for 8631044 Wachapreague, VA

Zone	Time Corrector (minutes)	Range Ratio	Reference Station
SA46	-66	0.87	8631044
SA46A	-72	0.87	8631044
SA53	-54	0.95	8631044
SA54	-60	0.90	8631044
SA55	-66	0.90	8631044
SA55A	-72	0.90	8631044

The verified water level correctors were computed at six minute intervals for each zone and referenced to the Mean Lower-Low Water (MLLW) vertical datum. Analysis of the multibeam data in **MVE** and in depth grids revealed minimal depth jumps across the junction of the zones. A spreadsheet analysis of the water level correctors for each zone and the differences observed at the boundaries of adjacent zones also confirmed the adequacy of zoning correctors based on 8631044 Wachapreague.

For the zone junction analysis, observed verified water levels from 24 June through 04 October 2011 were entered into the spreadsheet for reference, excluding the period from 20:42:00 on 27 August to 02:00:00 on 28 August because of the passing of hurricane Irene through the survey area. Differences were computed zone-to-zone and are summarized in Table C-5.

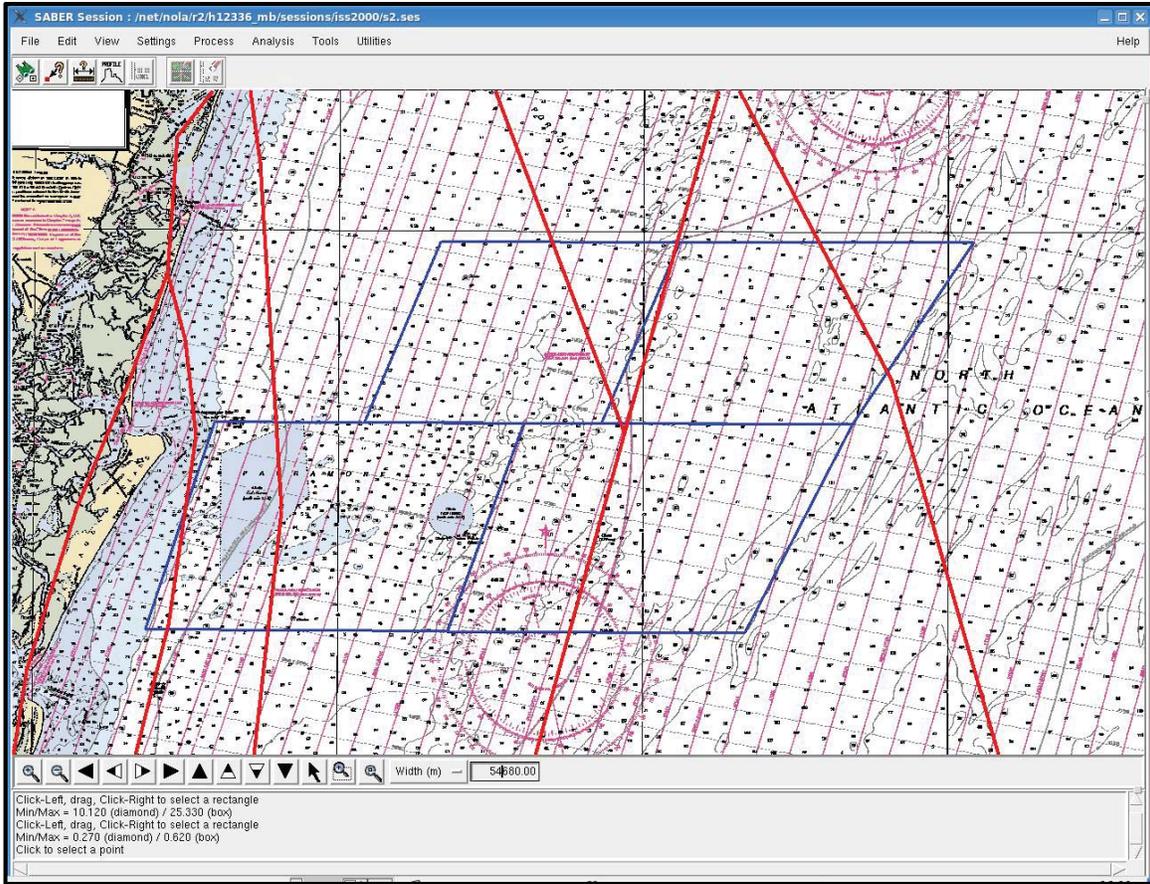


Figure C-4. Tide Zones for Station 8631044 Covering Survey Areas H12336, H12337, H12338, and H12339

Table C-5. 2011 Differences in Water Level Correctors between Adjacent Zones Using Zoning Parameters for Station 8631044

Zone Boundary	SA46	SA46	SA46	SA46A	SA53	SA54	SA55
	- SA46A	- SA55	- SA55A	- SA55A	- SA54	- SA55	- SA55A
Minimum Difference	-0.100	-0.061	-0.112	-0.062	-0.087	-0.102	-0.102
Maximum Difference	0.044	0.007	0.032	0.007	0.128	0.45	0.045
Average Difference	0.000	-0.026	-0.026	-0.026	-0.044	0.000	0.000
Standard Deviation	0.0184	0.0127	0.0227	0.01273	0.0289	0.0191	0.0191

As a result, the NOAA preliminary zone boundaries and zoning parameters for 88631044 Wachapreague, VA, were accepted as final and applied to all multibeam data.

D. APPROVAL SHEET

30 May 2012

LETTER OF APPROVAL

REGISTRY NUMBER: H12336, H12337, H12338, and H12339

This Data Acquisition and Processing Report for project OPR-D302-KR-11, Mid-Atlantic Corridor, Coast of Virginia Project is respectfully submitted.

Field operations and data processing contributing to the accomplishment of these surveys, H12336, H12337, H12338, and H12339 were conducted under supervision of myself and lead hydrographers Paul Donaldson, Jason Infantino, Deborah Smith, Chuck Holloway, and Evan Robertson with frequent personal checks of progress and adequacy. This report has been closely reviewed and is considered complete and adequate as per the Statement of Work.

Reports concurrently submitted to NOAA for this project include:

<u>Report</u>	<u>Submission Date</u>
H12336 Descriptive Report, REV 1	30 May 2012
H12337 Descriptive Report, REV 1	30 May 2012
H12338 Descriptive Report, REV 1	30 May 2012
H12339 Descriptive Report, REV 1	30 May 2012

SCIENCE APPLICATIONS INTERNATIONAL CORPORATION

**Gary R.
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Chief Hydrographer
Science Applications International Corporation
30 May 2012

APPENDIX I. VESSEL REPORTS

SECTION I. VESSEL OFFSETS

All measurements were in meters using the IMU reference as the starting point. Measurements to the Reson Transducer and antennas were made from 07 to 09 March 2011, while the vessel was in dry dock and marks placed so that the transducer offsets to the IMU could be completed after all systems were installed. A Nikon DM502 Total Station and a steel tape were used to survey the X, Y, and Z offsets of the antennas and transducer relative to the POS/MV IMU.

The height of the main deck from the Reson 7125 acoustic center was measured in 2009, and confirmed with measurements taken in 2011. This distance was used in computing draft measurements, Figure 1. Level rods were held on the port and starboard sides of the vessel and readings were made from the lower port corner of the transducer shield and the main deck with a laser level.

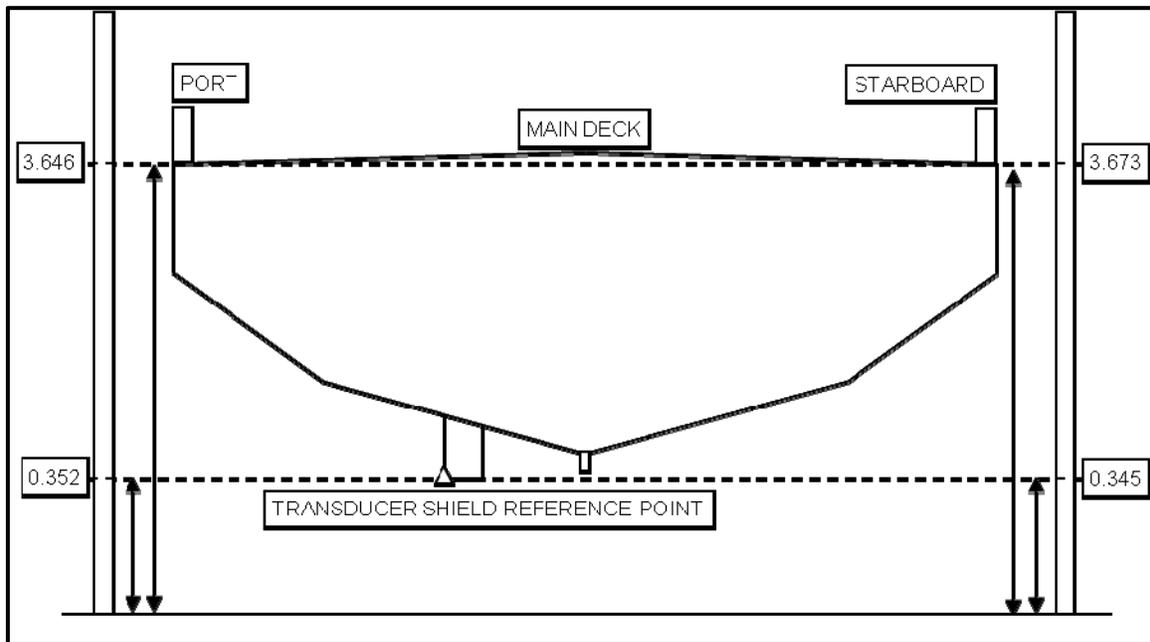


Figure 1. 2011 *M/V Atlantic Surveyor 7125 SV* Draft Determination

These measurements were used to calculate the height of the steel bar used for draft measurements above RESON 7125 acoustic center (3.520 meters), Table 1.

Table 1. Measurements Taken for Determination of Draft Calculations

SHIELD REFERENCE		MAIN DECK		
	PORT	STBD	PORT	STBD
	0.350	0.345	3.646	3.676
	0.351	0.346	3.648	3.673
	0.352	0.347	3.645	3.675
	0.352	0.347	3.646	3.672
	0.354	0.344	3.647	3.673
	0.352	0.344	3.646	3.672
	0.353	0.343	3.645	3.675
	0.352	0.342	3.644	3.672
	0.352	0.345	3.647	3.673
	0.353	0.344	3.646	3.672
AVERAGE	0.3521	0.3447	3.646	3.6733
ONE SIGMA	0.0011	0.0016	0.0011	0.0015

	PORT		STBD	
HEIGHT OF SHIELD REFERENCE	0.352		0.345	
HEIGHT OF THE DECK	3.646		3.673	
DECK ABOVE SHIELD REFERENCE		3.294		3.328
SHIELD REFERENCE TO 7125 ACOUSTIC CENTER	0.190		0.190	
DECK ABOVE 7125 ACOUSTIC CENTER		3.484		3.518
AVERAGE PORT AND STARBOARD DECK HEIGHTS ABOVE 7125 ACOUSTIC CENTER	3.500			
WIDTH OF STEEL BAR FOR DRAFT MEASUREMENT	0.020			
HEIGHT OF STEEL BAR ABOVE THE 7125 ACOUSTIC CENTER	3.520			

SECTION II. TAPED MEASUREMENTS

In order to have clear visibility of the port side of the vessel a new IMU Baseline extension point (IMU B/L 2) was established on the main deck along the IMU X-axis, 0.495 meters aft of the existing IMU B/L point (Figure 2). The following distances were measured with the Leica Disto Laser distance meter:

1. Bulkhead to IMU DECK = 0.275 meters
2. Bulkhead to IMU B/L = 1.209 meters
3. Bulkhead to IMU B/L 2 = 1.701 meters
4. IMU DECK to IMU B/L = 0.933 meters
5. IMU DECK to IMU B/L 2 = 1.426 meters
6. IMU B/L to IMU B/L 2 = 0.495 meters

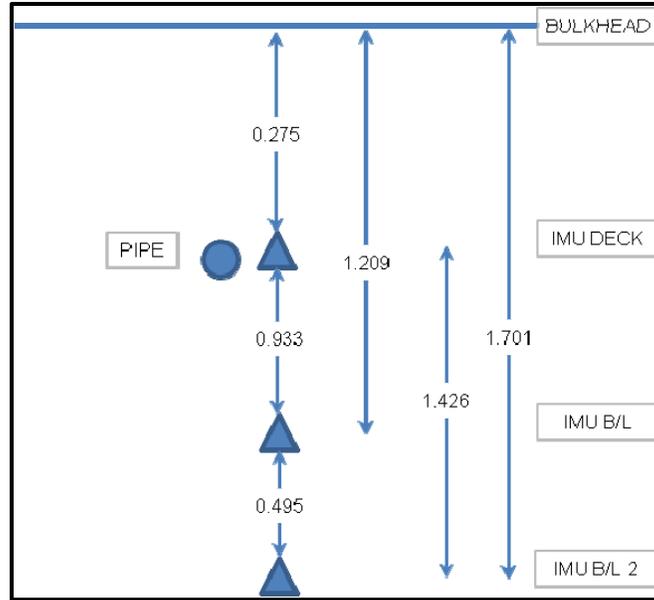


Figure 2. Layout of Survey Marks on Main Deck with Taped Distances

Distance measurements were also made of the transducer hull mount, pipe, shield, and keel, Figure 3, Figure 4, and Figure 5.

The following distances were measured by tape (Figure 3):

1. Center Line of pipe to HM1 = 0.040 meters
2. Center Line of pipe to HM2 = 0.179 meters
3. Center Line of pipe to HM3 = 0.319
4. HM1 to HM2 = 0.140 meters
5. HM1 to HM2 3 = 0.280 meters
6. HM2 to HM3 = 0.140 meters
7. Pipe Diameter = 0.079 meters
8. HM!, HM2, and HM3 to Bottom of Hull Mount = 0.010 meters

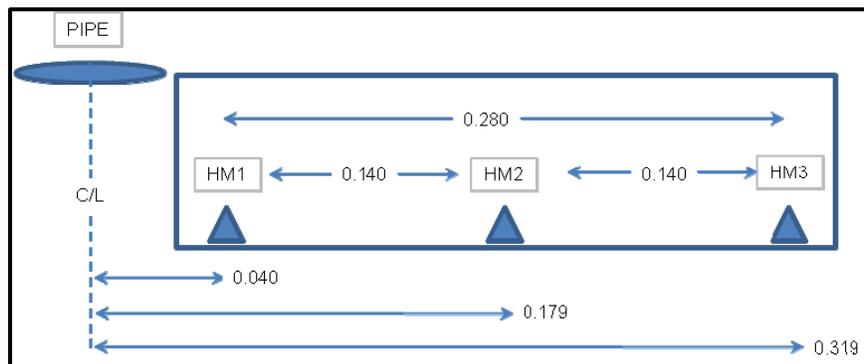


Figure 3. Layout of Transducer Hull Mount and Pipe (Port View) with Taped Distances

The following distances were measured by tape (Figure 4):

1. Bottom starboard corner of shield to hull = 0.272 meters
2. Bottom port corner of shield to hull = 0.363 meters
3. Inside (starboard) edge of pipe to shield = 0.299
4. Inside (starboard) edge of pipe to bottom of hull mount = 0.052 meters
5. Outside (port) edge of pipe to shield = 0.315 meters
6. Outside (port) edge of pipe to bottom of hull mount = 0.066 meters

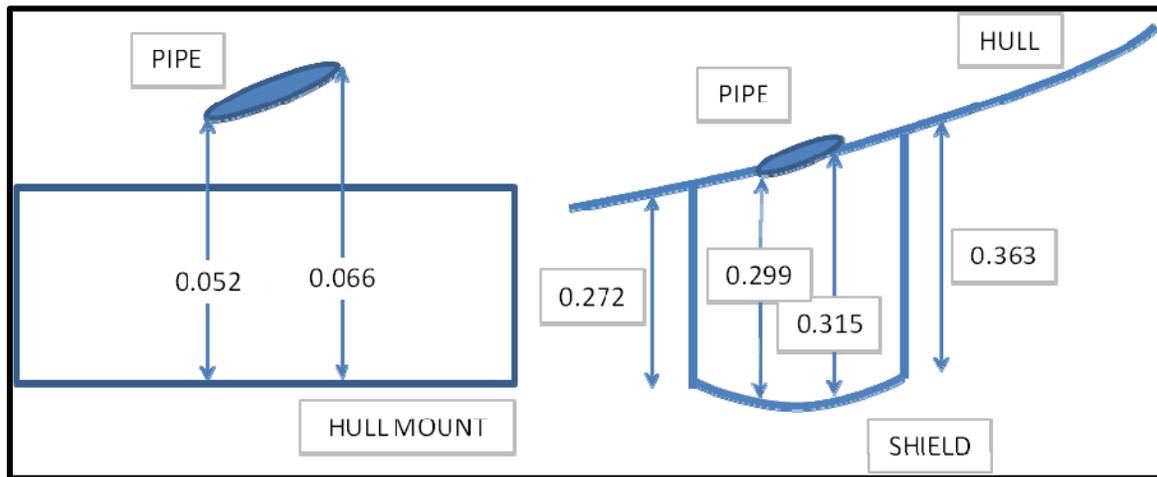


Figure 4. Layout of Pipe, Transducer Hull Mount, and Shield (Looking Aft) with Taped Distances

The following distances were measured by tape (Figure 5):

1. Top of pipe to deck = 0.108 meters
2. Top of pipe to bottom along starboard edge = 3.196 meters
3. Top of pipe to bottom along port edge = 3.169
4. Keel to center line of pipe = 0.512 meters
5. Keel to port side of transducer hull mount = 0.665 meters
6. IMU Reference to pipe = 0.107 meters
7. Diameter of pipe = 0.080 meters

From these measurements, the distance of the IMU Reference from the keel is 0.365 meters (0.512-0.107-0.040)

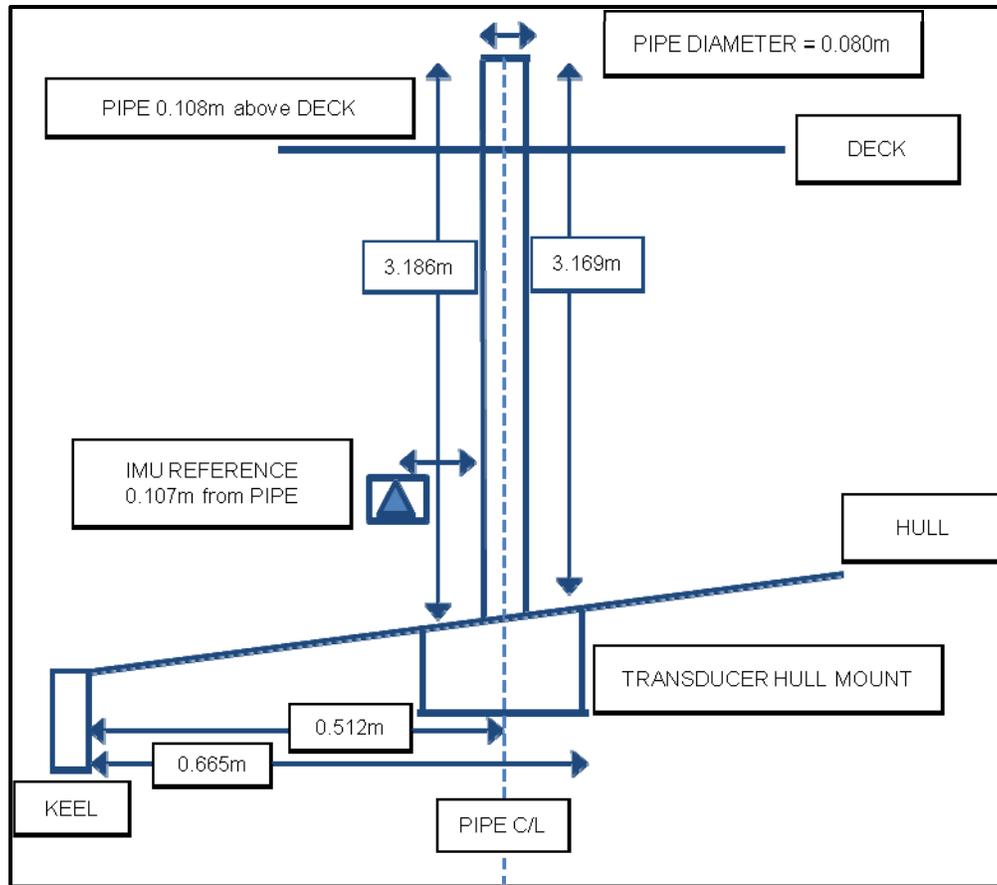


Figure 5. Layout of Pipe, Keel, and Transducer Hull Mount (Looking Aft) with Taped Distances.

Three additional points were established on the antenna bar, as depicted in Figure 6. AB1 is between the POS/MV port antenna and the IMU C/L mark. AB2 and AB3 are between the Trimble and POS/MV starboard antennas. They were added in an attempt to see if the list of the boat could be determined during the survey. Determination of the amount of list in dry dock was unsuccessful. Taped measurements (meters) between all the marks and antennas were made:

1. Top of antenna bar to top of POS/MV PORT antenna = 0.093 meters
2. Top of antenna bar to top of TRIMBLE antenna = 0.075 meters
3. Top of antenna bar to top of POS/MV STBD antenna = 0.095
4. POS/MV PORT to AB1 = 0.223 meters
5. POS/MV PORT to IMU C/L = 0.660 meters
6. POS/MV PORT to TRIMBLE = 1.002 meters
7. POS/MV PORT to POS M/V STBD = 2.000
8. TRIMBLE to IMU C/L = 0.342 meters
9. TRIMBLE to AB2 = 0.249 meters
10. TRIMBLE to POS/MV STBD = 0.998 meters
11. POS/MV STBD to AB3 = 0.282 meters
12. POS/MV STBD to IMU C/L = 1.341
13. Top of each antenna to the phase center = 0.020 meters

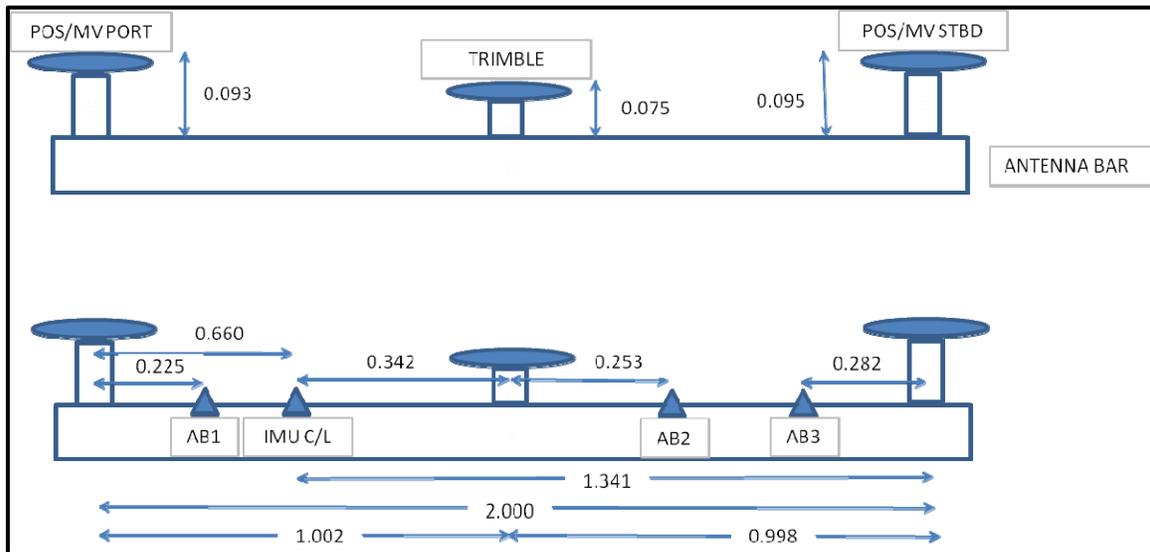


Figure 6. Layout of Antenna Bar with Taped Distances

SECTION III. TOTAL STATION MEASUREMENTS

The following describes each of the set ups and measurements made with the Nikon DM502 Total Station.

SET UP 1

The total station (Height of Instrument = 1.427) was set up on IMU B/L 2, sighted on IMU DECK, and the horizontal angle set to $000^{\circ} 00' 00''$, Figure 7 and Table 2. Shots were taken to:

- IMU DECK – Prism height = 0.00. This point was previously established on the main deck directly above the IMU. Offsets of this point from the IMU are $X = 0.00$, $Y = 0.00$, and $Z = 1.735$.
- PR FWD – Prism height = 0.10. This point was established on the top of the port rail. The total station was rotated to a horizontal angle of $270^{\circ} 00' 00''$ and the point was set on the top of the rail with a punch mark.
- SR FWD – Prism height = 0.00. This point was established on the top of the starboard rail. The total station was rotated to a horizontal angle of $090^{\circ} 00' 00''$ and the point was set on the top of the rail with a punch mark.
- IMU B/L AFT – Prism height = 0.00. This point was established on the aft deck. The total station was rotated to a horizontal angle of $180^{\circ} 00' 00''$ and the point was set on the deck with a punch mark.
- TBM1 – Prism height = 0.10. This point was established on the ground (port side). The total station was rotated to a horizontal angle of $270^{\circ} 00' 00''$ and the point was set in the ground with an 8-inch nail.

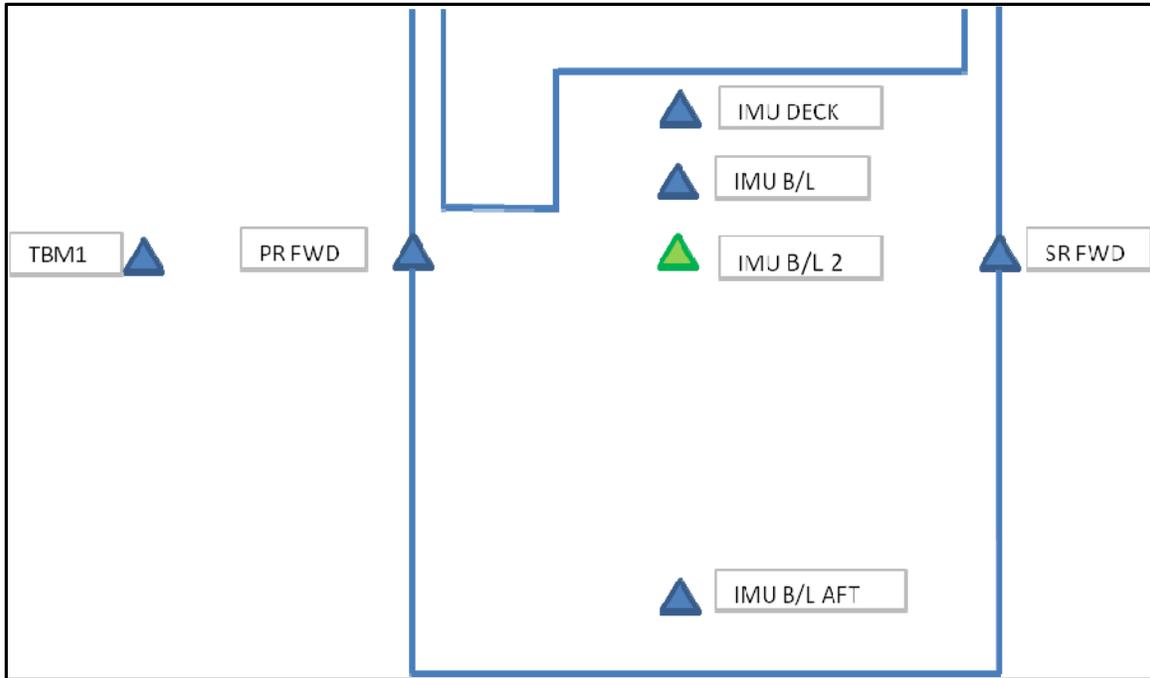


Figure 7. Set Up 1 Sketch (Looking Down)

Table 2. Measured Values from IMU B/L 2

MEAS.	IMU DECK	PR FWD	SR FWD	IMU B/L AFT	TBM1
HA	359° 59' 58"	269° 59' 58"	090° 00' 02"	179° 59' 57"	270° 00' 02"
VA	134° 11' 24"	098° 22' 09"	095° 06' 29"	095° 39' 28"	113° 46' 35"
SD	1.990	3.371	3.972	15.899	11.709
HD	1.427	3.335	3.956	15.822	11.715
VD	-1.387	-0.491	-0.354	-1.568	4.721
X	1.427	0.000	-0.001	-15.822	0.000
Y	0.000	-3.335	3.956	0.000	-10.715
Z	0.040	0.836	0.973	-0.240	-3.394

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the IMU DECK offsets of X = 0.000, Y = 0.000 and Z = -1.735 (from 2010 survey); the following offsets for IMU B/L2 relative to the IMU are computed, Table 3.

Table 3. Computed IMU B/L2 Offsets Relative to the IMU

MEAS.	IMU Deck(2010) – IMU B/L2	IMU B/L2 to IMU
X	0.000 - 1.427	-1.427
Y	0.000 + 0.000	0.000
Z	-1.735 + 0.040	-1.695

Holding these offsets for IMU B/L 2, the offsets relative to the IMU are computed for the remaining points, Table 4.

Table 4. Computed Offsets Relative to the IMU

MEAS.	PR FWD	SR FWD	IMU B/L AFT	TBM1
X	-1.427	-1.428	-17.249	-1.427
Y	-3.335	3.956	0.000	-10.715
Z	-2.531	-2.668	-1.455	1.699

SET UP 2

The total station (Height of Instrument = 1.477) was set up on IMU B/L AFT, sighted on IMU DECK, and the horizontal angle set to 000° 00' 00", Figure 8 and Table 5. Shots were taken to:

- IMU DECK – Prism height = 0.10. This point was previously established on the main deck directly above the IMU. Offsets of this point from the IMU are X = 0.000, Y = 0.000, and Z = 1.735.
- IMU B/L – Prism height = 0.10. This point was previously established on the main deck 0.933 meters aft of the IMU. Offsets of this point from the IMU are X = -0.933, Y = 0.000, and Z = 1.735.
- PR AFT – Prism height = 0.10. This point was established on the top of the port rail. The total station was rotated to a horizontal angle of 270° 00' 00" and the point was set on the top of the rail with a punch mark.
- TBM2 – Prism height = 0.10. This point was established on the ground (port side). The total station was rotated to a horizontal angle of 270° 00' 00" and the point was set in the ground with an 8-inch nail.

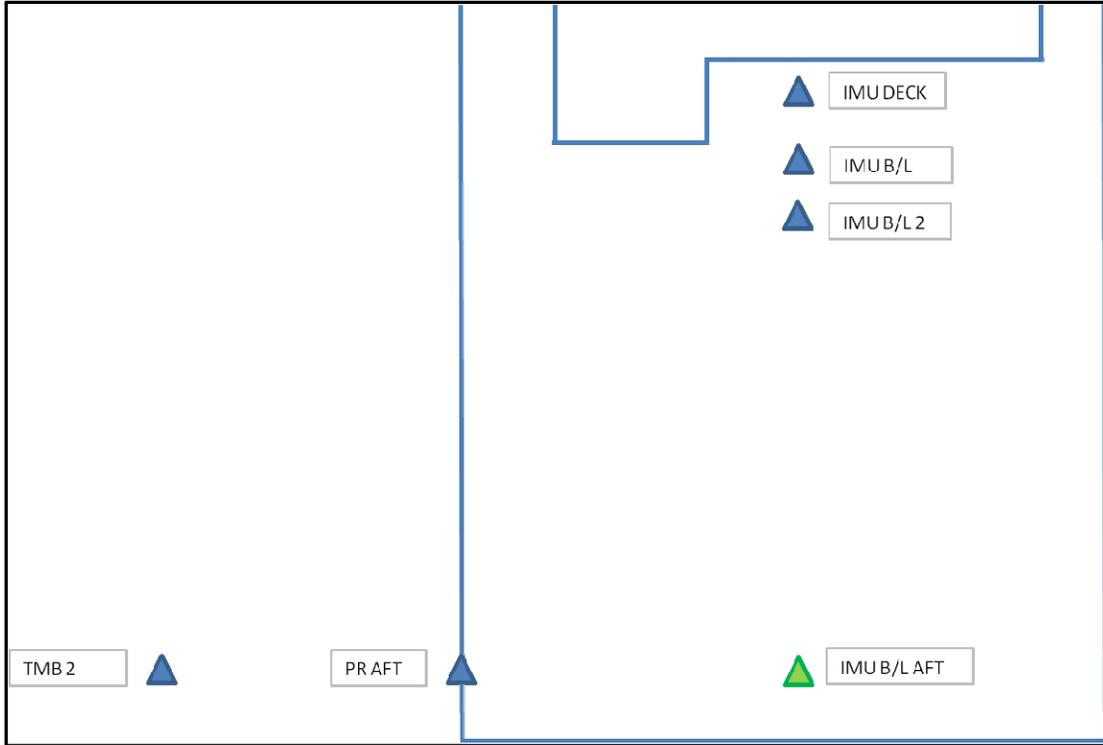


Figure 8. Set Up 2 Sketch (Looking Down)

Table 5. Measured Values from IMU B/L AFT

MEAS.	IMU D	IMU B/L	IMU B/L 2	PR AFT	TBM2
HA	000° 00' 00"	359° 59' 59"	000° 00' 00"	270° 00' 02"	269° 59' 55"
VA	093° 38' 00"	093° 55' 33"	094° 06' 13"	099° 39' 13"	115° 39' 14"
SD	17.281	16.354	15.894	3.104	11.425
HD	17.246	16.316	15.818	3.060	10.299
VD	-1.095	-1.120	-1.135	-0.521	-4.946
X	17.246	16.316	15.818	0.000	0.000
Y	0.000	0.257	0.242	-3.068	-10.299
Z	0.282	0.257	0.242	0.857	-3.569

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the IMU DECK offsets of X = 0.000, Y = 0.000 and Z = -1.735 (from 2010 survey) the following offsets for IMU B/L AFT relative to the IMU are computed (Table 6).

Table 6. Computed IMU B/L AFT Offsets Relative to the IMU

MEAS.	IMU Deck(2010) – IMU D	IMU B/L AFT to IMU
X	0.000 – 17.246	-17.246
Y	0.000 + 0.000	0.000
Z	-1.735 + 0.282	-1.453

Table 8. Measured Values from TBM2

MEAS.	PR AFT	PR FWD	TBM1
HA	090° 00' 01"	023° 42' 55"	358° 26' 30"
VA	067° 07' 00"	079° 14' 54"	088° 42' 33"
SD	7.857	17.594	15.829
HD	7.239	17.285	15.825
VD	3.055	3.282	0.357
X	0.000	15.825	15.819
Y	7.239	6.952	-0.430
Z	4.432	4.659	0.408

HA = HORIZONTAL ANGLE
VA = VERTICAL ANGLE
SD = STRAIGHT LINE DISTANCE
HD = HORIZONTAL DISTANCE
VD = VERTICAL DISTANCE

Holding the TBM2 offsets of X = -17.246, Y = -10.299 and Z = 2.116 (Set Up 2); the following offsets relative to the IMU are computed (Table 9).

Table 9. Computed Offsets Relative to the IMU

MEAS.	PR AFT	PR FWD	TBM1
X	-17.246	-1.421	-1.427
Y	-3.060	-3.347	-10.719
Z	-2.316	-2.543	1.708

SET UP 4

The total station (Height of Instrument = 1.500) was set up on TBM1, sighted on PR FWD, and the horizontal angle set to 090° 00' 00", Figure 10 and Table 10. Shots were taken to:

- PR FWD – Prism height = 0.10.
- PR AFT - Prism height = 0.10.
- TBM2 – Prism height = 1.44.

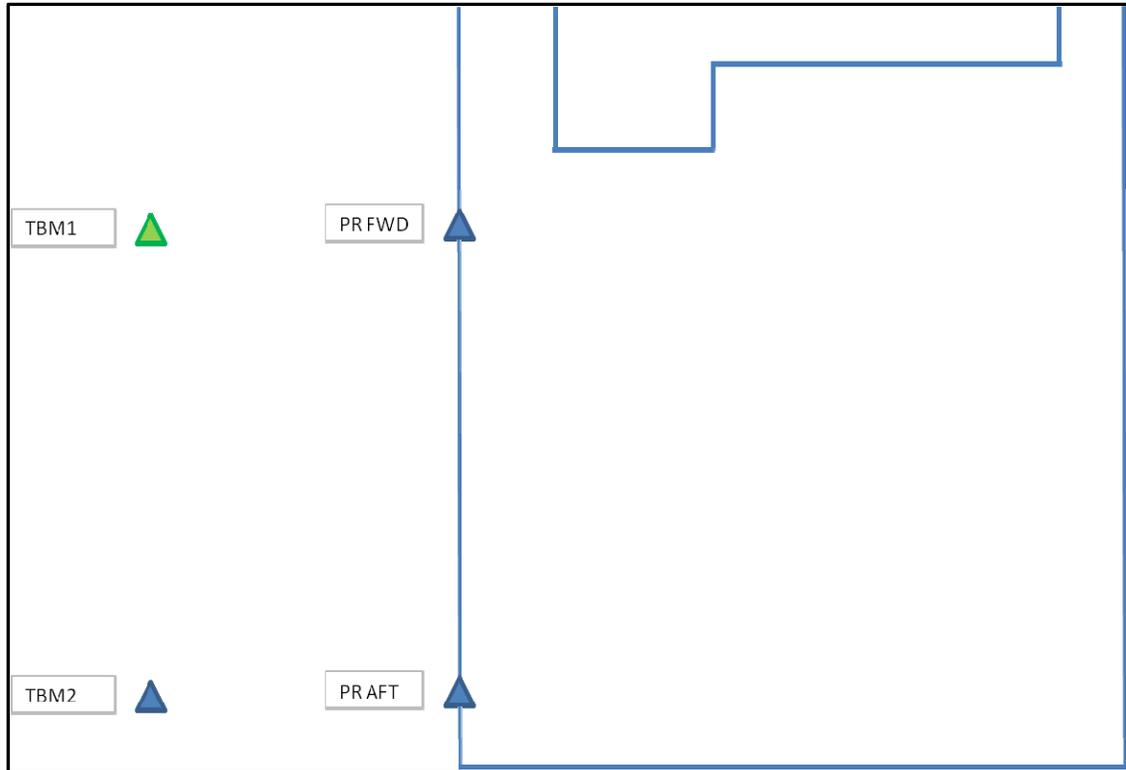


Figure 10. Set Up 4 Sketch (Looking Down)

Table 10. Measured Values from TBM1

MEAS.	PR FWD	PR AFT	TBM2
HA	089° 59' 58"	154° 10' 11"	178° 26' 58"
VA	067° 58' 03"	081° 33' 27"	091° 43' 15"
SD	7.907	17.770	15.836
HD	7.380	17.577	15.829
VD	2.838	2.609	-0.476
X	0.000	-15.821	-15.823
Y	7.380	7.659	-0.428
Z	4.238	4.009	-0.416

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the TBM1 offsets of X = -1.427, Y = -10.715 and Z = 1.699 (Set Up 1); the following offsets relative to the IMU are computed (Table 11).

Table 11. Computed Offsets Relative to the IMU

MEAS.	PR FWD	PR AFT	TBM2
X	-1.427	-17.248	-17.250
Y	-3.335	-3.056	-10.287
Z	-2.539	-2.310	2.115

SET UP 5

The total station (Height of Instrument = 1.473) was set up on TBM1, sighted on PR FWD, and the horizontal angle set to 090° 00' 00", Figure 11 and Table 12. Shots were taken to:

- TBM2 – Prism height = 1.39.
- PR FWD – Prism height = 0.10.
- HM3 – Prism height = 0.00. This point was previously established along the port side of the steel transducer mount 0.01 meters above the bottom and 0.01 meters forward of the aft end.

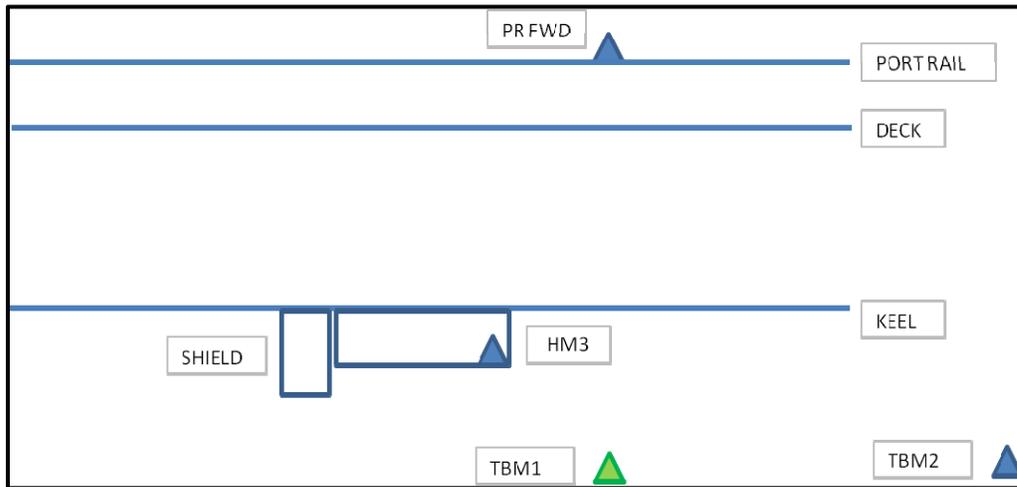


Figure 11. Set Up 5 Sketch (Looking Athwart Ship from Port Side)

Table 12. Measured Values from TBM1

MEAS.	TBM2	PR FWD	HM3
HA	178° 26' 58"	090° 00' 01"	083° 42' 30"
VA	091° 43' 15"	067° 58' 19"	095° 34' 09"
SD	15.836	7.960	10.540
HD	15.829	7.379	10.490
VD	-0.476	2.985	-1.023
X	-15.823	0.000	1.105
Y	-0.428	7.379	10.427
Z	-0.413	4.238	0.214

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the TBM1 offsets of $X = -1.427$, $Y = -10.715$ and $Z = 1.699$ (Set Up 1); the following offsets relative to the IMU are computed (Table 13).

Table 13. Computed Offsets Relative to the IMU

MEAS.	TBM2	PR FWD	HM3
X	-17.250	-1.427	-0.322
Y	-10.287	-3.336	-0.288
Z	2.112	-2.539	1.385

SET UP 7

The total station (Height of Instrument = 0.700) was set up on IMU C/L on the top of the antenna bar, sighted on IMU FLANGE, and the horizontal angle set to $000^{\circ} 00' 00''$, Figure 12 and Table 14. Offsets of the IMU C/L point from the IMU are $X = 04.220$, $Y = 0.00$ and $Z = -6.310$ (measured in 2010). Shots were taken to:

- IMU FLANGE – Prism height = 0.10. This point was previously established on the top center of the flange at the aft end of bridge roof on the IMU A-axis directly above the IMU B/L point on the main deck.
- IMU B/L BA – Prism height = 0.10. This point was established on the bridge roof aft of the antenna bar by sighting on the IMU FLANGE point, setting the horizontal angle to $000^{\circ} 00' 00''$, then sighting down onto the bridge roof and marking the point with a punch mark.
- IMU B/L BF – Prism height = 0.10. This point was established on the bridge roof forward of the antenna bar by sighting on the IMU FLANGE point, setting the horizontal angle to $000^{\circ} 00' 00''$, then rotating the instrument to $080^{\circ} 00' 00''$ and sighting down onto the bridge roof and marking the point with a punch mark.
- IMU B/L AFT – Prism height = 1.45.

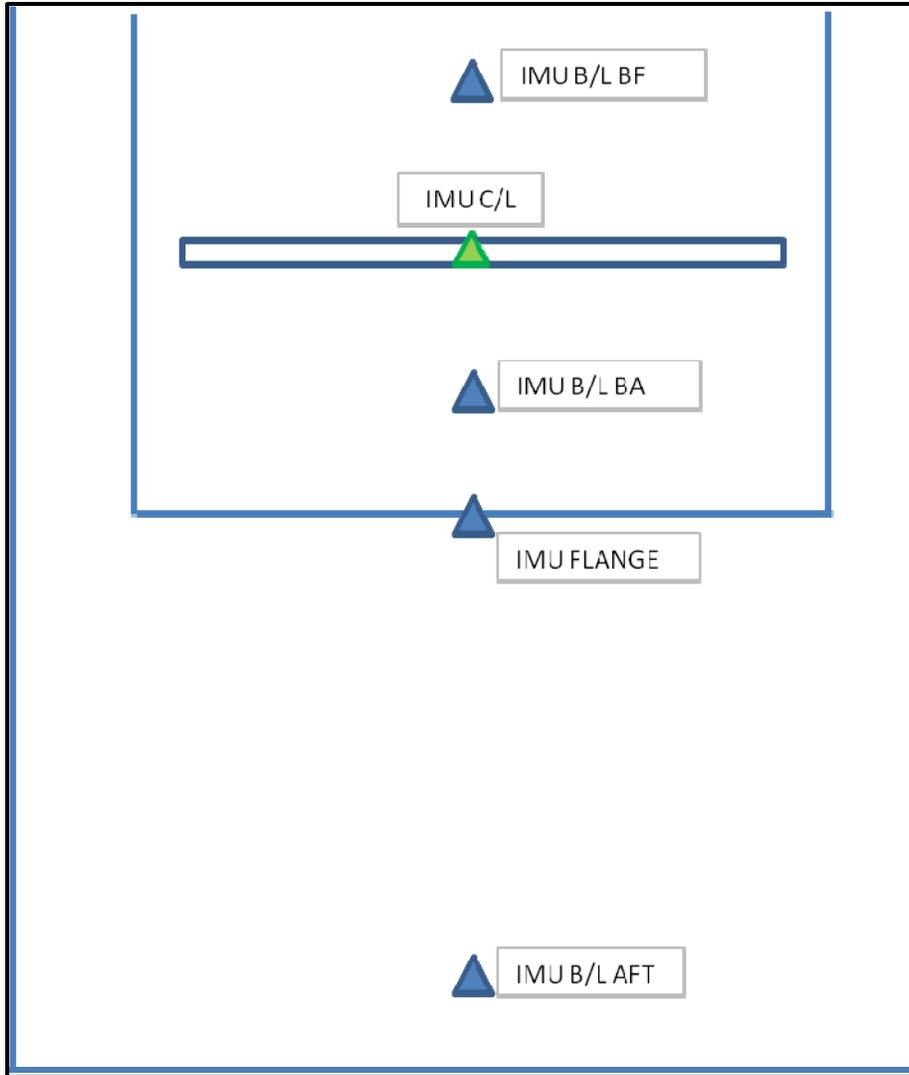


Figure 12. Set Up 7 Sketch (Looking Down)

Table 14. Measured Values from IMU C/L

MEAS.	IMU FLANGE	IMU B/L BA	IMU B/L BF	IMU B/L AFT
HA	000° 00' 01"	359° 59' 59"	180° 00' 01"	359° 59' 55"
VA	109° 15' 16"	121° 15' 50"	108° 03' 45"	100° 52' 09"
SD	5.455	3.361	4.568	21.813
HD	5.150	2.873	4.343	21.422
VD	-1.799	-1.744	-1.416	-4.113
X	5.150	2.873	-4.343	21.471
Y	0.000	0.000	0.000	0.004
Z	-1.199	-1.144	-0.816	-4.868

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the IMU C/L offsets (2010) of $X = 4.22$, $Y = 0.00$ and $Z = -6.31$; the following offsets relative to the IMU are computed (Table 15).

Table 15. Computed Offsets Relative to the IMU

MEAS.	IMU FLANGE	IMU B/L BA	IMU BL/BF	IMU B/L AFT
X	-0.930	1.347	8.563	-17.251
Y	0.000	0.000	0.000	-0.004
Z	-5.111	-5.166	-5.494	-1.442

SET UP 8

The total station (Height of Instrument = 0.866) was set up on IMU B/L BA, sighted on IMU C/L, and the horizontal angle set to $000^{\circ} 00' 00''$, Figure 13 and Table 16. Shots were taken to:

- AB1 – Prism height = 0.10. This point was established on the top center of the antenna bar 0.225 meters starboard of the center of the POS/MV port antenna.
- IMU C/L – Prism height = 0.10.
- AB2 – Prism height = 0.10. This point was established on the top center of the antenna bar 0.253 meters starboard of the center of the TRIMBLE antenna.
- AB3 – Prism height = 0.10. This point was established on the top center of the antenna bar 0.282 meters port of the center of the POS/MV starboard antenna.
- POS/MV PORT antenna – Prism height = 0.10 from top of antenna (0.02 meters above the phase center).
- TRIMBLE antenna – Prism height = 0.10 from top of antenna (0.02 meters above the phase center).
- POS/MV STBD antenna – Prism height = 0.10 from top of antenna (0.02 meters above the phase center).
- IMU B/L BF – Prism height = 0.10.
- IMU FLANGE – Prism height = 0.10.
- IMU B/L AFT – Prism height = 1.45.

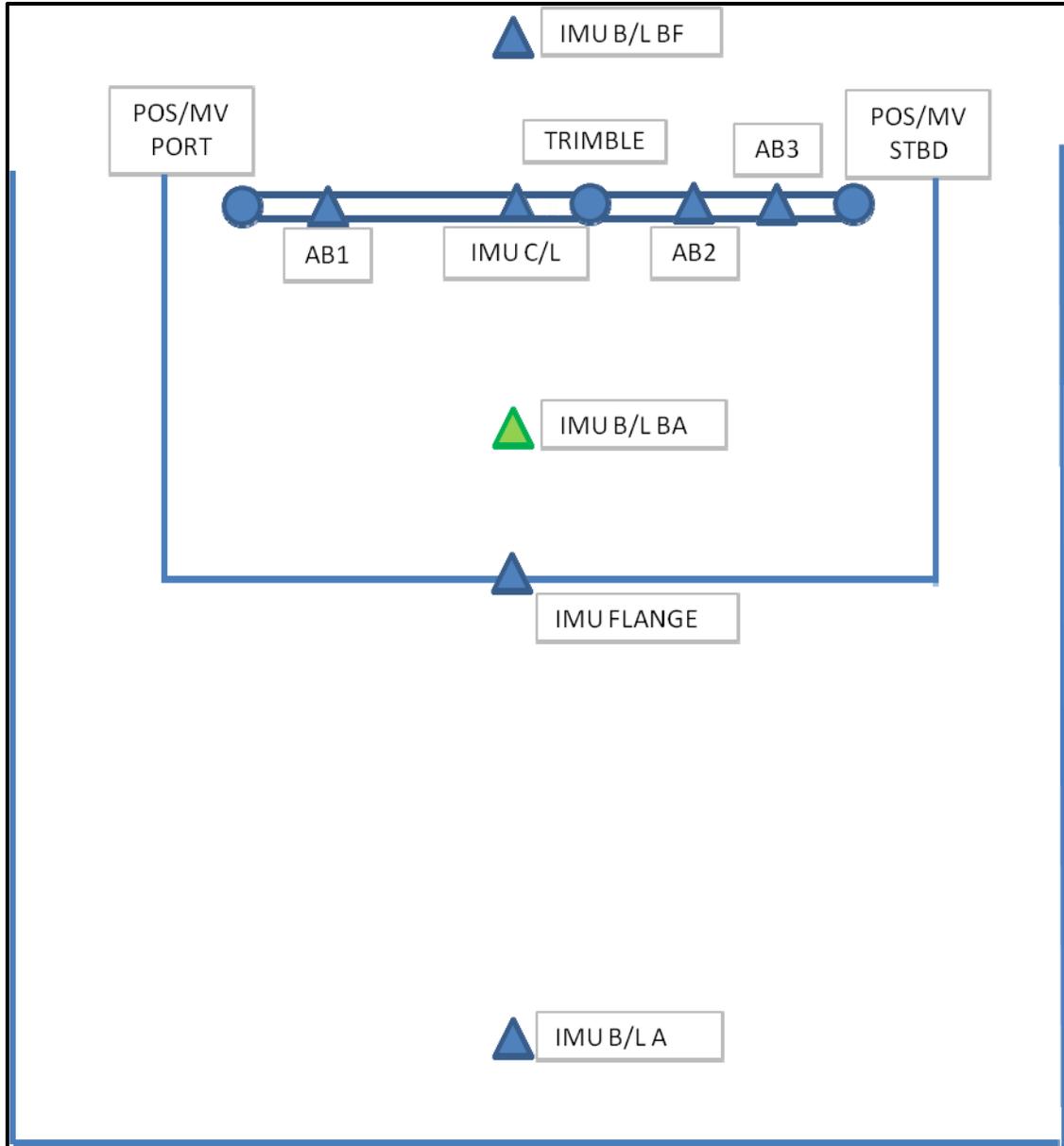


Figure 13. Set Up 8 Sketch (Looking Down)

Table 16. Measured Values from IMU B/L BA

MEAS.	AB1	IMU C/L	AB2	AB3	POS/MV PORT
HA	351° 24' 34"	000° 00' 00"	011° 39' 38"	024° 19' 25"	347° 02' 52"
VA	093° 41' 57"	093° 35' 52"	093° 21' 14"	093° 05' 51"	095° 15' 08"
SD	2.922	2.880	2.929	3.050	2.957
HD	2.916	2.874	2.924	3.046	2.944
VD	-0.189	-0.181	-0.171	-0.165	-0.271
X	2.912	2.914	2.914	2.916	2.914
Y	-0.436	0.000	0.591	1.058	-0.662
Z	-1.155	-1.147	-1.137	-1.131	-1.216
MEAS.	TRIMBLE	POS/MV STBD	IMU B/L BF	IMU FLANGE	IMU B/L AFT

HA	006° 44' 41"	025° 08' 36"	359° 59' 54"	180° 00' 02"	179° 59' 59"
VA	094° 36' 44"	094° 57' 00"	098° 39' 08"	105° 17' 21"	99° 30' 56"
SD	2.890	3.149	7.296	2.702	18.926
HD	2.881	3.137	7.213	2.606	18.666
VD	-0.232	-0.272	-1.098	-0.712	-3.129
X	2.916	2.916	7.213	-2.277	-18.599
Y	0.339	1.338	-0.002	-0.003	0.005
Z	-1.178	-1.219	-0.332	0.054	-3.708

HA = HORIZONTAL ANGLE
VA = VERTICAL ANGLE
SD = STRAIGHT LINE DISTANCE
HD = HORIZONTAL DISTANCE
VD = VERTICAL DISTANCE

Holding the IMU B/L BA offsets of X = 1.347, Y = 0.000 and Z = -5.166 (Set Up 7); the following offsets relative to the IMU are computed, Table 17.

Table 17. Computed Offsets Relative to the IMU

MEAS.	AB1	IMU C/L	AB2	AB3	POS/MV PORT
X	4.259	4.261	4.261	4.263	4.261
Y	-0.436	0.000	0.591	1.058	-0.662
Z	-6.321	-6.313	-6.303	-6.297	-6.382
MEAS.	TRIMBLE	POS/MV STBD	IMU B/L BF	IMU FLANGE	IMU B/L AFT
X	4.263	4.263	8.560	-0.930	-17.252
Y	0.339	1.338	-0.002	-0.003	-0.005
Z	-6.344	-6.385	-5.498	-5.112	-1.453

SET UP 9

The total station (Height of Instrument = 1.535) was set up on TBM1, sighted on PR FWD, and the horizontal angle set to 000° 00' 00", Figure 14 and Table 18. Shots were taken to:

- PR FWD – Prism height = 0.10.
- TBM3 – Prism height = 0.10. This point was established on the ground (port side) further away from the vessel to allow line of sight to the survey points on the bridge. The total station was rotated to a horizontal angle of 180° 00' 00" and the point was set in the ground with an 8-inch nail.

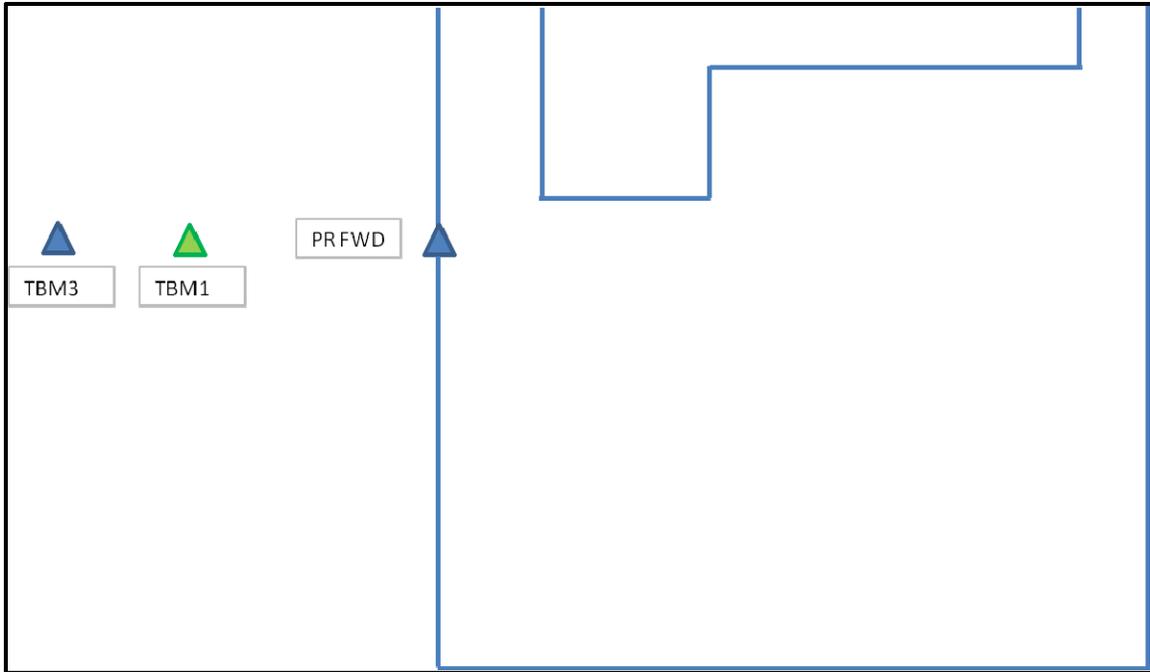


Figure 14. Set Up 9 Sketch (Looking Down)

Table 18. Measured Values from TBM1

MEAS.	PR FWD	TBM3
HA	359° 59' 59"	180° 00' 00"
VA	069° 10' 41"	263° 53' 20"
SD	7.895	13.036
HD	7.379	12.962
VD	2.806	-1.388
X	7.379	-12.962
Y	0.000	0.000
Z	2.706	-1.488

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the TBM1 offsets of X = 1.427, Y = 10.715 and Z = 1.699 (Set Up 1); the following offsets relative to the IMU are computed (Table 19).

Table 19. Computed Offsets Relative to the IMU

MEAS.	PR FWD	TBM3
X	-1.427	-1.427
Y	-3.336	-23.677
Z	-2.542	1.652

SET UP 10

The total station (Height of Instrument = 1.506) was set up on TBM3, sighted on TBM1, and the horizontal angle set to $090^{\circ} 00' 00''$, Figure 15 and Table 20. Shots were taken to:

- TBM1 – Prism height = 0.10.
- PR FWD – Prism height = 0.10.
- IMU B/L 2 – Prism height = 1.28.
- IMU FLANGE – Prism height = 1.28.
- IMU B/L BA – Prism height = 1.28.
- IMU B/L BF – Prism height = 1.28.
- IMU C/L – Prism height = 0.00.
- POS/MV PORT antenna – Prism height = 0.10 from top of antenna. 0.02 meters above the phase center.
- TRIMBLE antenna – Prism height = 0.10 from top of antenna. 0.02 meters above the phase center.
- POS/MV STBD antenna – Prism height = 0.10 from top of antenna. 0.02 meters above the phase center.
- PR AFT – Prism height = 0.10.

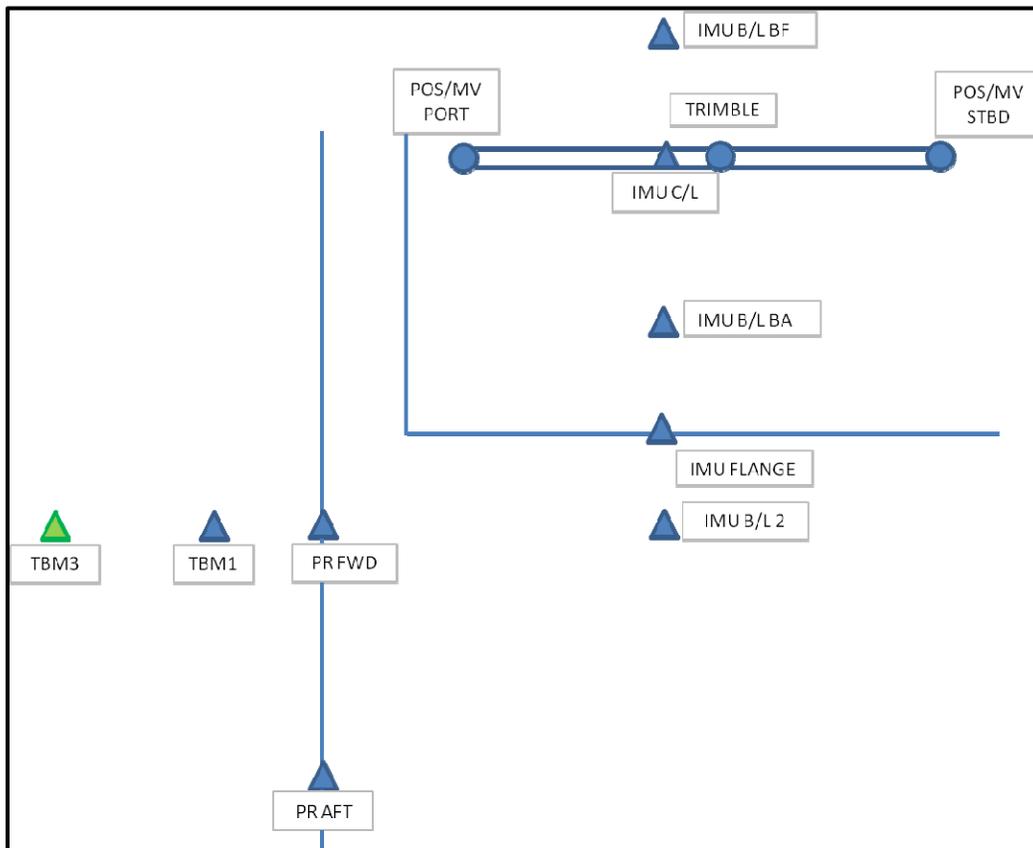


Figure 15. Set Up 10 Sketch (Looking Down)

Table 20. Measured Values from TBM3

MEAS.	TBM1	PR FWD	IMU B/L 2	IMU FLANGE	IMU B/L BA
HA	090° 00' 00"	089° 59' 55"	089° 59' 53"	088° 49' 47"	083° 19' 47"
VA	096° 25' 25"	082° 11' 45"	082° 28' 42"	074° 32' 17"	074° 29' 43"
SD	13.027	20.514	23.868	24.485	24.647
HD	12.945	20.324	23.660	23.599	23.750
VD	-1.457	2.786	3.124	6.528	6.589
X	0.000	0.002	0.004	0.494	2.769
Y	12.945	20.342	23.677	23.684	23.671
Z	-0.042	4.201	3.359	6.763	6.824
MEAS.	IMU B/L BF	IMU C/L	POS/MV PORT	TRIMBLE	PR AFT
HA	067° 03' 48"	076° 33' 10"	076° 10' 13"	076° 44' 08"	127° 26' 10"
VA	074° 52' 20"	074° 51' 52"	074° 51' 52"	074° 57' 55"	084° 23' 10"
SD	26.507	25.130	24.532	25.471	26.119
HD	25.588	24.258	23.615	24.599	25.994
VD	6.918	6.562	6.646	6.607	2.555
X	10.015	5.619	5.692	5.685	-15.821
Y	23.677	23.683	23.009	24.009	20.620
Z	7.153	7.977	8.041	8.002	3.970

HA = HORIZONTAL ANGLE
VA = VERTICAL ANGLE
SD = STRAIGHT LINE DISTANCE
HD = HORIZONTAL DISTANCE
VD = VERTICAL DISTANCE

Holding the TBM3 offsets of X = 1.427, Y = -23.677 and Z = 1.652 (Set Up 9); the following offsets relative to the IMU are computed (Table 21).

Table 21. Computed Offsets Relative to the IMU

MEAS.	TBM1	PR FWD	IMU B/L 2	IMU FLANGE	IMU B/L BA
X	-1.427	-1.429	-1.423	-0.933	1.342
Y	-10.732	-3.335	0.000	0.007	-0.006
Z	1.703	-2.540	-1.698	-5.102	-5.173
MEAS.	IMU B/L BF	IMU C/L	POS/MV PORT	TRIMBLE	PR AFT
X	8.588	4.192	4.265	4.258	-17.248
Y	0.000	0.006	-0.668	0.332	-3.057
Z	-5.492	-6.316	-6.380	-6.341	-2.309

SET UP 12

The total station (Height of Instrument = 1.355) was set up on TBM1, sighted on PR FWD, and the horizontal angle set to 090° 00' 00", Figure 16 and Table 23. Shots were taken to:

- PR FWD – Prism height = 0.10.
- TBM4 = Prism height = 0.10. This point was established on the ground (port side) further forward than TBM1 to allow line of sight to the points on the transducer hull mount. The total station was rotated to a horizontal angle of 000° 00' 00" and the point was set in the ground with an 8-inch nail.

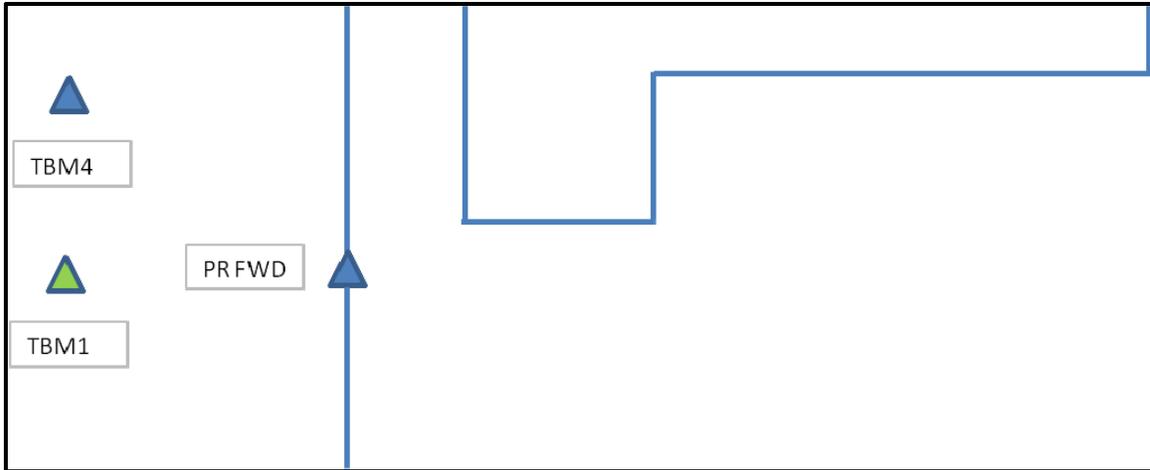


Figure 16. Set Up 12 Sketch (Looking Down)

Table 22. Measured Values from TBM1

MEAS.	PR FWD	TBM4
HA	090° 00' 00"	000° 00' 02"
VA	067° 55' 11"	069° 05' 10"
SD	7.949	3.164
HD	7.367	2.956
VD	2.988	-1.130
X	0.000	2.895
Y	7.395	0.000
Z	4.243	0.125

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the TBM1 offsets of X = 1.427, Y = -10.715 and Z = 1.699 (Set Up 1); the following offsets relative to the IMU are computed (Table 23).

Table 23. Computed Offsets Relative to the IMU

MEAS.	PR FWD	TBM4
X	-1.427	1.468
Y	-3.330	-10.715
Z	-2.544	1.574

SET UP 13

The total station (Height of Instrument = 1.185) was set up on TBM4, sighted on TBM1, and the horizontal angle set to 180° 00' 00", Figure 17, Figure 18, and Table 24. Shots were taken to:

- TBM1 – Prism height = 0.10.

- HM1 = Prism height = 0.00. This point was previously established along the port side of the steel transducer mount 0.01 meters above the bottom and 0.01 meters aft of the forward end.
- HM2 – Prism height = 0.00. This point was previously established along the port side of the steel transducer mount 0.01 meters above the bottom and halfway between the forward and aft ends.
- HM3 – Prism height = 0.00. This point was previously established along the port side of the steel transducer mount 0.01 meters above the bottom and 0.01 meters forward of the aft end.
- PR FWD – Prism height = 0.10.

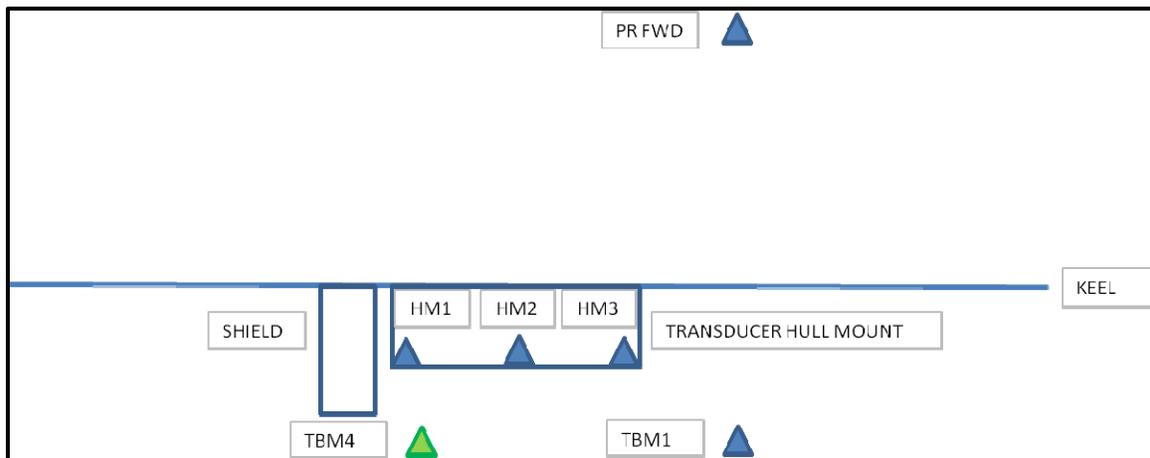


Figure 17. Set Up 13 Sketch (Port View)

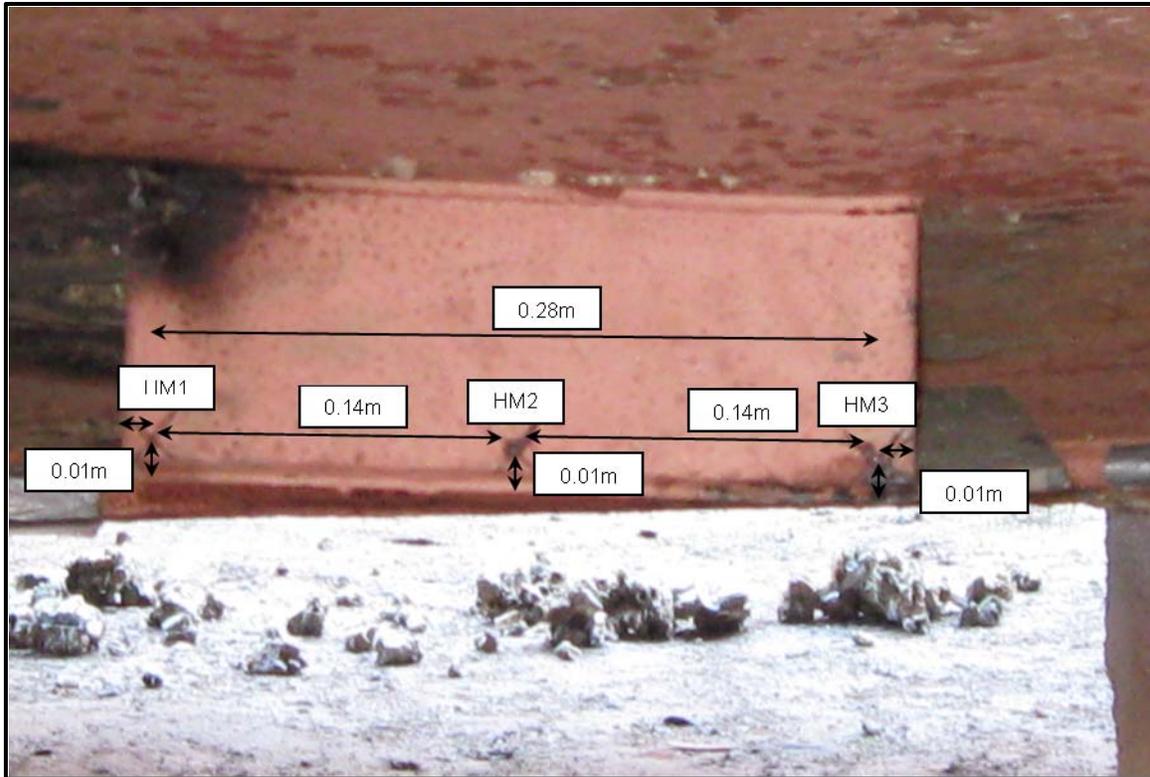


Figure 18. Location of HM1, HM2, and HM3

Table 24. Measured Values from TBM4

MEAS.	TBM1	HM1	HM2	HM3	PR FWD
HA	180° 00' 00"	097° 59' 00"	098° 44' 31"	099° 20' 30"	111° 39' 00"
VA	067° 54' 07"	095° 08' 38"	095° 14' 28"	095° 16' 05"	110° 55' 14"
SD	3.193	10.577	10.596	10.615	8.494
HD	2.958	10.534	10.552	10.570	7.934
VD	-1.201	-0.948	-0.968	-0.975	3.033
X	-2.898	-1.503	-1.644	-1.783	-2.894
Y	0.000	10.422	10.418	10.425	7.395
Z	-0.116	0.196	0.197	0.200	4.118

HA = HORIZONTAL ANGLE
 VA = VERTICAL ANGLE
 SD = STRAIGHT LINE DISTANCE
 HD = HORIZONTAL DISTANCE
 VD = VERTICAL DISTANCE

Holding the TBM4 offsets of X = 1.468, Y = -10.715 and Z = 1.580 (Set Up 12); the following offsets relative to the IMU are computed (Table 25).

Table 25. Computed Offsets Relative to the IMU

MEAS.	TBM1	HM1	HM2	HM3	PR FWD
X	-1.430	-0.035	-0.176	-0.315	-1.426
Y	-10.715	-0.293	-0.297	-0.290	-3.320
Z	1.696	1.384	1.383	1.380	-2.538

Offsets From The IMU

Using the results of the thirteen different set ups, an average offset for from the IMU for each of the measured points was computed along with previous values and differences represented in Table 26.

Table 26. Cumulative Computed Offsets Relative to the IMU

IMU B/L 2	1	1	2	10	AVE.	1-σ						
X	-1.427	-1.431	-1.428	-1.423	-1.427	0.003						
Y	0.000	0.000	0.000	0.000	0.000	0.000						
Z	-1.695	-1.698	-1.695	-1.698	-1.696	0.002						
PR FWD	1	1	3A	3AE	4A	5	9	10	12	13	AVE	1-σ
X	-1.427	-1.432	-1.421	-1.421	-1.427	-1.427	-1.427	-1.429	-1.427	-1.426	-1.426	0.003
Y	-3.335	-3.338	-3.347	-3.340	-3.335	-3.336	-3.336	-3.335	-3.330	-3.320	-3.335	0.007
Z	-2.531	-2.538	-2.543	-2.541	-2.539	-2.539	-2.542	-2.540	-2.544	-2.538	-2.540	0.004
SR FWD	1	1	AVE.	1-σ								
X	-1.428	-1.429	-1.429	0.001								
Y	3.956	3.958	3.957	0.001								
Z	-2.668	-2.673	-2.671	0.004								
IMU B/L AFT	1	1	2	7	8	AVE.	1-σ					
X	-17.249	-17.253	-17.246	-17.251	-17.252	-17.250	0.003					
Y	0.000	0.002	0.000	-0.004	-0.005	-0.001	0.003					
Z	-1.455	-1.459	-1.453	-1.442	-1.453	-1.452	0.006					
TBM1	1	3	3	10	13	AVE.	1-σ					
X	-1.427	-1.427	-1.429	-1.427	-1.430	-1.428	0.001					
Y	-10.715	-10.719	-10.719	-10.722	-10.715	-10.718	0.003					
Z	1.699	1.708	1.708	1.703	1.696	1.703	0.005					
IMU B/L	2	1-σ	PREV.	DELTA								
X	-0.930	0.010	-0.933	-0.003								
Y	0.000	0.010	0.000	0.000								
Z	-1.710	0.010	-1.735	-0.025								
PR AFT	2	3	3	4A	10	AVE.	1-σ					
X	-17.246	-17.246	-17.246	-17.248	-17.248	-17.247	0.001					
Y	-3.068	-3.060	-3.062	-3.056	-3.057	-3.061	0.005					
Z	-2.310	-2.316	-2.319	-2.310	-2.309	-2.313	0.004					
TBM2	2	4	5	AVE.	1-σ							
X	-17.246	-17.250	-17.250	-17.249	0.002							
Y	-10.299	-10.287	-10.287	-10.291	0.007							
Z	2.116	2.115	2.112	2.114	0.002							
HM1	13	1-σ										
X	-0.035	0.010										
Y	-0.293	0.010										

Z	1.384	0.010					
HM2	13	1- σ					
X	-0.176	0.010					
Y	-0.297	0.010					
Z	1.383	0.010					
HM3	5	13	AVE.	1- σ			
X	-0.322	-0.315	-0.318	0.005			
Y	-0.288	-0.290	-0.289	0.001			
Z	1.385	1.380	1.383	0.004			
POS/MV PORT	8	10	AVE.	1- σ			
X	4.261	4.2653	4.262	0.001			
Y	-0.662	-0.668	-0.665	0.004			
Z	-6.382	-6.380	-6.381	0.001			
AB1	8	1- σ					
X	4.259	0.010					
Y	-0.436	0.010					
Z	-6.321	0.010					
IMU C/L	8	10	AVE.	1- σ			
X	4.261	4.192	4.227	0.049			
Y	0.000	0.006	0.003	0.004			
Z	-6.313	-6.316	-6.315	0.002			
TRIMBLE	8	10	AVE.	1- σ			
X	4.263	4.258	4.261	0.004			
Y	0.339	0.332	0.336	0.005			
Z	-6.344	-6.341	-6.343	0.002			
AB2	8	1- σ					
X	4.261	0.010					
Y	0.591	0.010					
Z	-6.303	0.010					
AB3	8	1- σ					
X	4.263	0.010					
Y	1.058	0.010					
Z	-6.297	0.010					
POS/MV STBD	8	1- σ	PREV.	DELTA			
X	4.263	0.010	4.257	0.006			
Y	1.338	0.010	1.340	-0.002			
Z	-6.385	0.010	-6.382	-0.003			
IMU FLANGE	7	8	10	AVE.	1- σ	PREV.	DELTA
X	-0.930	-0.930	-0.933	-0.931	0.002	-0.933	0.002
Y	0.000	-0.003	0.007	0.001	0.005	0.000	0.001
Z	-5.111	-5.112	-5.102	-5.108	0.006	-5.107	-0.001

IMU B/L BA	7	10	AVE.	1- σ
X	1.347	1.342	1.345	0.004
Y	0.000	-0.006	-0.003	0.004
Z	-5.166	-5.163	-5.165	0.002

IMU B/L BF	7	8	10	AVE.	1- σ
X	8.563	8.560	8.588	8.570	0.015
Y	0.000	-0.002	0.000	-0.001	0.001
Z	-5.494	-5.498	-5.492	-5.495	0.003

TBM3	9	1- σ
X	-1.427	0.010
Y	-23.677	0.010
Z	1.652	0.010

TBM4	12	1- σ
X	1.468	0.010
Y	-10.715	0.010
Z	1.574	0.010

SECTION IV. RESON 7125 TRANSDUCER ACOUSTIC CENTER FROM IMU

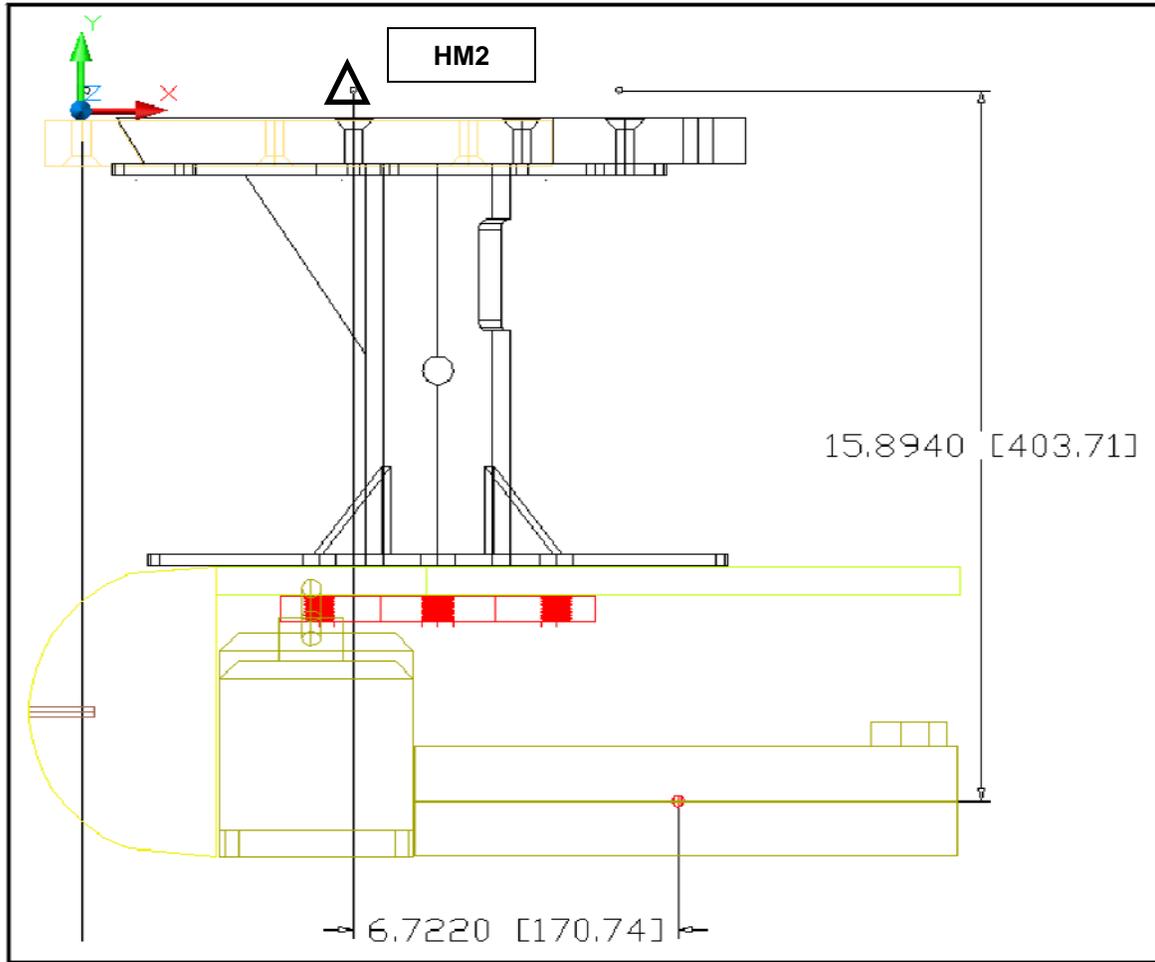


Figure 19. X and Z OFFSETS FROM HM2 TO RESON 7125 ACOUSTIC CENTER (PORT VIEW) UNITS ARE IN INCHES [MILLIMETERS]

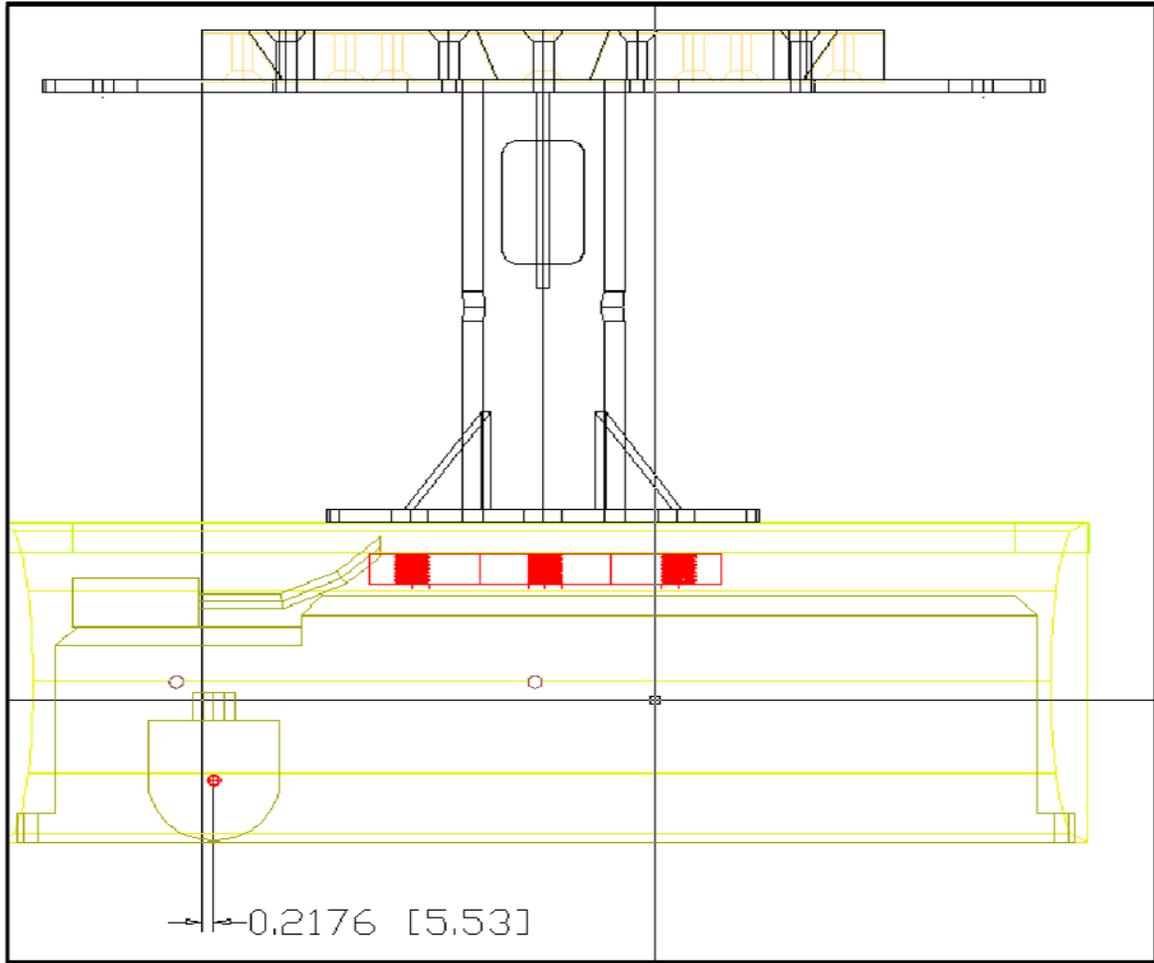


Figure 20. Y OFFSET FROM HM2 TO RESON 7125 ACOUSTIC CENTER (FORWARD VIEW) UNITS ARE IN INCHES [MILLIMETERS]

Holding the HM2 offsets of X = -0.176, Y = -0.297 and Z = 1.383 relative to the IMU; and the offsets in the above figures; the following offsets for the Reson 7125 relative to the IMU are computed (Table 27).

Table 27. Computed Offsets Relative to the IMU

MEAS.	7125 Acoustic Center from HM2 - HM2	Reson 7125 to IMU
X	-0.171 + -0.176	-0.347
Y	+0.006 + -0.297	-0.291
Z	+0.404 + 1.383	1.787

SECTION V. VESSEL LAYBACK

Sidescan towfish positioning was provided by **ISS-2000** through a Catenary program that used cable payout and towfish depth in meters to compute towfish positions. The position of the tow point (or block) was continually computed based on the vessel heading, and the known offsets from the acoustic center of the multibeam system to the tow point. The towfish position was then calculated from the tow point position using the

measured cable out (received by **ISS-2000** from the cable payout meter), the towfish pressure depth (sent via a serial interface from the Klein 3000 computer to **ISS-2000**), and the Course Made Good (CMG) of the vessel. The calculated towfish position was sent to the sidescan data collection computer via the TowfishNav program module of **ISS-2000**, at least once per second in the form of a GGA (NMEA-183, National Marine Electronics Association, Global Positioning System Fix Data String) message where it was merged with the sonar data file. Cable adjustments were made using a remote winch controller inside the real-time survey acquisition ISO container in order to maintain acceptable towfish altitudes and sonar record quality. Changes to the amount of cable out were automatically saved to the **ISS-2000** message and payout files.

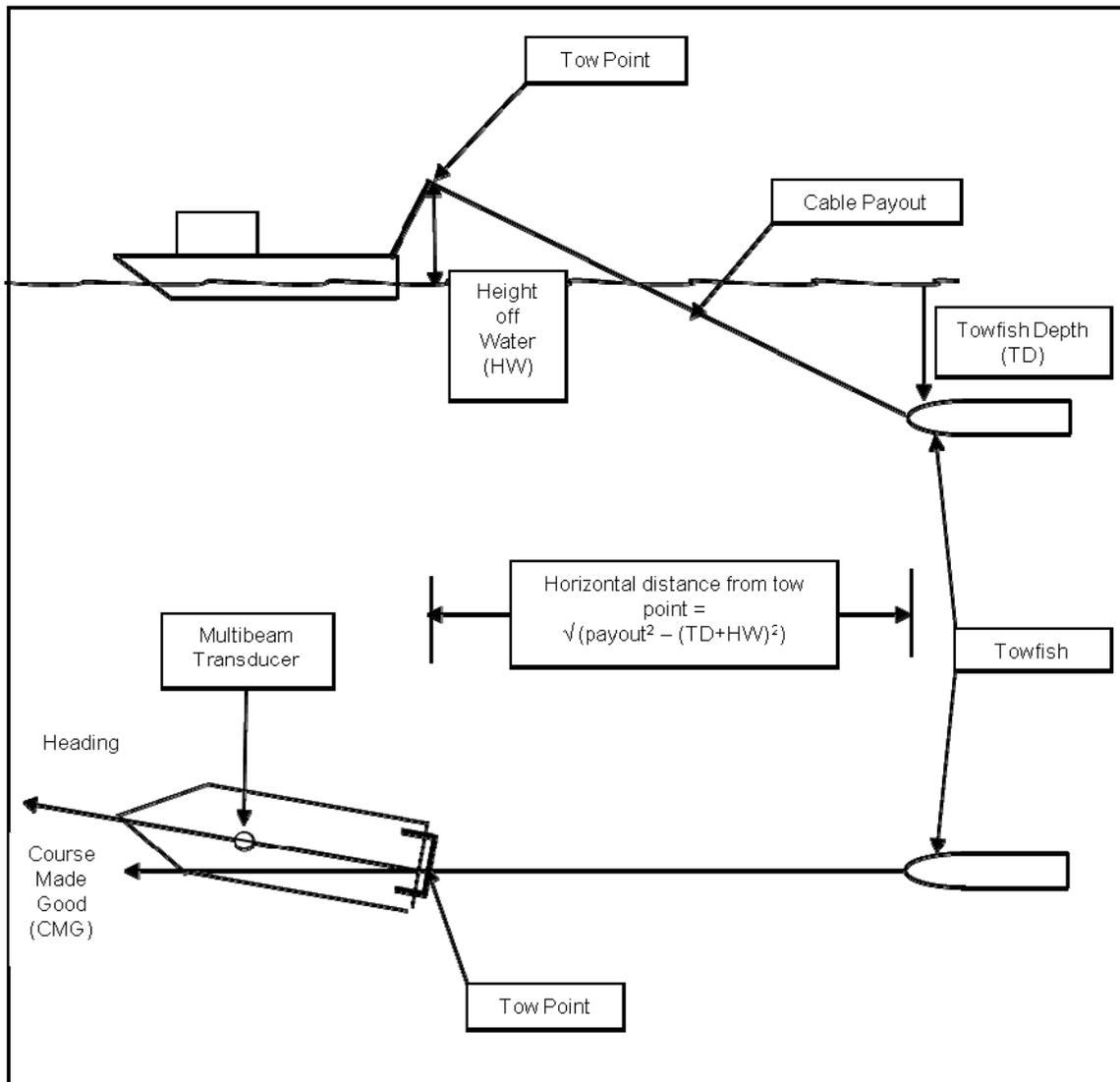


Figure 21. Geometry of Sidescan Towfish Position Calculations Using the Payout and Depth Method

During the April 2011 Sea Acceptance Test, the Klein 3000 sidescan with the K-wing was tested. With the side scan range set to 50-meters, multiple lines were run in opposite directions on either side of a wreck to verify sidescan towfish positioning using the Payout and Depth method. The side scan data were processed using normal processing procedures. The imagery was reviewed in **Isis** and contacts on the wreck were made from all files. The contacts were then processed to a sidescan contact file and viewed in **SABER** along with the results from the multibeam data (Figure 22). Using the Payout and Depth positioning technique, the all contacts were on the approximately 25 meter long wreck no more than 10 meters from the least depth position of the wreck in the multibeam data. This verified the sidescan positioning using the Payout and Depth method.

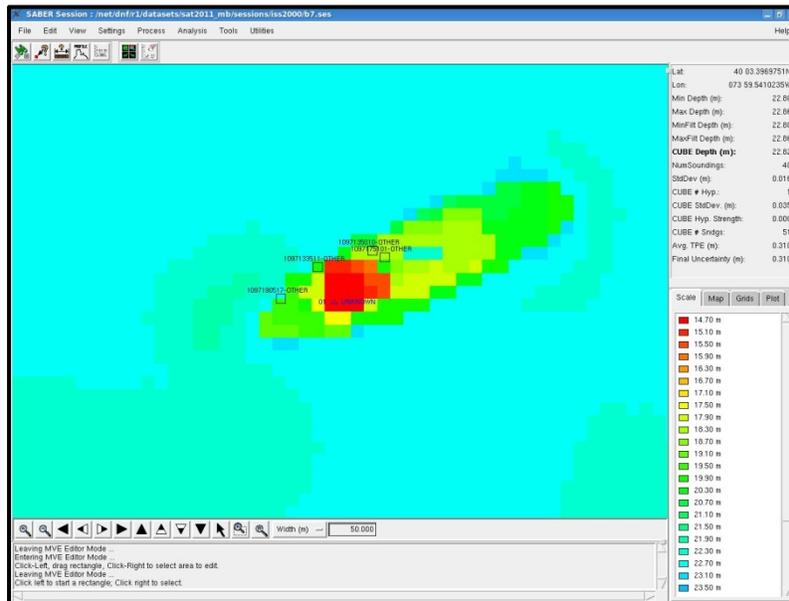


Figure 22. April 2011 PFM CUBE Depth Layer with 50-Meter Range Sidescan Contacts (Black Squares).

The sidescan was also tested at 25 and 100 meter range settings. For the 25-meter range, two parallel lines spaced at 20 meters and centered on the wreck were run twice in each direction.

Figure 23 shows the resulting sidescan contacts from the 25-meter range scale. For the 100-meter range, two parallel lines spaced at 80 meters and centered on the wreck were run twice in each direction. Figure 24 shows the resulting sidescan contacts from the 100 meter range scale.

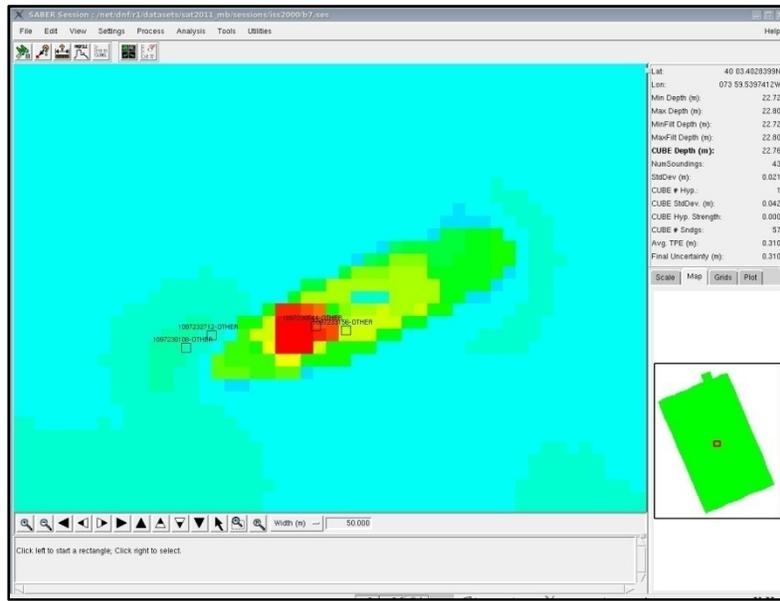


Figure 23. April 2011 PFM CUBE Depth Layer with 25-Meter Range Sidescan Contacts (Black Squares).

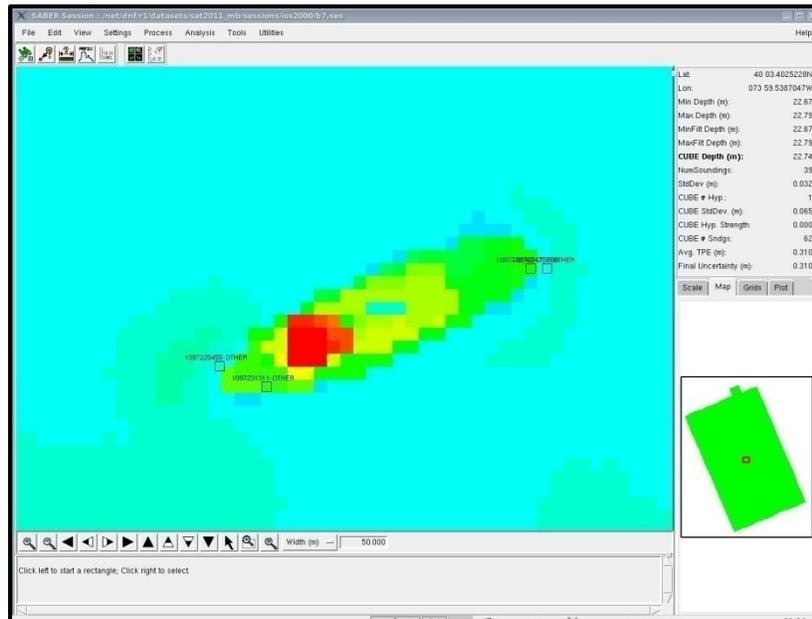


Figure 24. April 2011 PFM CUBE Depth Layer with 100-Meter Range Sidescan Contacts (Black Squares).

SECTION VI. DYNAMIC DRAFT

An RPM sensor provides the shaft RPM to **ISSC** which is logged and used as the input to the Settlement and Squat look-up table in the vessel configuration file. Settlement and Squat values to the nearest centimeter were determined during the 2011 SAT to satisfy the 0.05 meter precision requirements outlined in the October 2011 *NOS Hydrographic Surveys Specifications and Deliverables*. An initial depth reference surface was created by stopping the vessel and acquiring multibeam data as the vessel drifted with the prevailing winds and current. A survey transect was then established crossing the reference surface. This transect was run twice (once in each direction) at each of the six shaft rpm settings. This test was done on JD 097 to determine the settlement and squat correctors and repeated on JD 097 and JD098 to verify the settlement and squat correctors entered into the vessel configuration file. Separate 0.5-meter PFM and minimum grids were created using the near nadir (5 degree) beams for the drift reference line and each of the RPM pairs. Difference grids were then created between the CUBE depth in the PFM grid as well as from the minimum grids from the drift reference line and each of the RPM pairs. The resulting difference grids were then analyzed using **SABER's Frequency Distribution** tool. This tool allowed the Hydrographer to visually, and numerically view the distribution of depth differences between each RPM pair and the reference drift line. The settlement and squat values were computed by averaging the measured grid differences for each of the RPM settings. Table 28 summarizes the settlement and squat values determined on Julian Day 097. The values determined from the analysis were entered into a look up table within the **ISS-2000** system. A shaft RPM counter provides automatic input to the **ISS-2000** system which in conjunction with the look up table applies a dynamic settlement and squat value as data are collected

Table 28. Settlement and Squat Value Determination JD 097

RPM	DELTA FROM DIFFERENCE GRIDS	1-Sigma	USE FOR 2011
140	-0.022	0.030587	-0.01
180	0.016	0.035094	+0.02
250	0.050	0.036406	+0.05
300	0.065	0.038850	+0.07
340	0.090	0.046227	+0.09
380	0.121	0.052946	+0.12

Table 29 summarizes the verification of settlement and squat correctors done on Julian Day 098.

Table 29. Settlement and Squat Value Verification (JD 098)

RPM	SQUAT VALUE	DELTA FROM PFM DIFFERENCE GRIDS	1-Sigma
140	-0.01	0.000	0.011698
180	+0.02	-0.001	0.017207
250	+0.05	0.008	0.020082
300	+0.07	0.013	0.014522
340	+0.09	0.016	0.014147
380	+0.12	0.012	0.017456
1-Sigma			0.039395

Table 30 summarizes the shaft RPM, depth corrector, approximate speed, and 2011 SAT multibeam files used. The values determined from the analysis were entered into a look up table within the **ISS-2000** system. A shaft RPM counter provided automatic input to the **ISS-2000** system, which in conjunction with the look up table, applied a dynamic settlement and squat value as data were collected.

Table 30. 2011 M/V Atlantic Surveyor Settlement and Squat Determination

Shaft RPM	Depth Corrector	Approximate Speed (Kts)	1-Sigma	Files	
				JD 097	JD 098
0	0.00	0	0.00000	asmba11097.d02	asmba11098.d22
140	-0.01	4	0.011698	asmba11097.d04 asmba11097.d05	asmba11098.d24 asmba11098.d25
180	+0.02	5	0.017297	asmba11097.d06 asmba11097.d07	asmba11098.d26 asmba11098.d27
250	+0.05	6	0.020082	asmba11097.d08 asmba11097.d09	asmba11098.d28 asmba11098.d29
300	+0.07	8	0.014522	asmba11097.d10 asmba11097.d11	asmba11098.d30 asmba11098.d31
340	+0.09	9	0.014147	asmba11097.d12 asmba11097.d13	asmba11098.d32 asmba11098.d33
380	+0.12	10	0.017456	asmba11097.d14 asmba11097.d15	asmba10097.d34 asmba10097.d35

The dynamic draft corrections were entered into the **ISS-2000** system parameters to a precision of 0.01 meters below the allowable 0.05 meter precision as defined in Section 5.2.3.2 of the October 2011 *NOS Hydrographic Surveys Specifications and Deliverables*.

APPENDIX II. ECHOSOUNDER REPORT

SECTION I. RESON 7125SV EVALUATION AND COMPLIANCE TEST REPORT



The RESON Group

February 25, 2011

To: **Michael Cole**

Your RESON 7125SV System consisting of the following has passed our Testing, Burn-in and Source Level Measurements:

- 1) RESON 7125SV Processor; SN: 1812005.
- 2) RESON 7125 400 KHz Projector; SN: 4709011.
- 3) RESON 7125 EM7216 Array; SN: 22010031.

As a result of the Testing and Evaluation of your RESON 7125SV System, I deem your 7125SV fit for service for one year.

Sincerely,



Kelly Wright
Service Supervisor
RESON Inc.
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SECTION II. PATCH TEST

Pitch, roll, and heading biases were determined on JD 097 over a 47 foot wreck within a fish haven approximately 6 kilometers southeast of Manasquan Inlet. The wreck is charted in 40° 03.3925'N 073° 59.5541'W. The pitch, roll, and heading biases were determined and confirmed on JD 097. Final biases are presented in Table 31.

Table 31. Final Multibeam Files Verifying Alignment Bias Calculated Using the Swath Alignment Tool (7 April 2011)

Component	Multibeam files (pairs)		Result
Pitch	asmba11097.d28	asmba11097.d29	+1.59°
Roll	asmba11097.d28	asmba11097.d29	+0.343°
Heading	asmba11097.d36	asmba11097.d37	+1.0°

Two sets of lines were collected for pitch bias calculation. All lines were run along the same survey transect in order that separate comparisons could be made between lines run in opposite directions. Several samples were viewed for each set of comparison lines in order to determine an accurate measurement of the pitch bias. Figure 25 and Figure 26 are images of the SAT tool depicting data collected with the +1.59° pitch bias entered in the ISS-2000 system; therefore the indicated bias is zero.

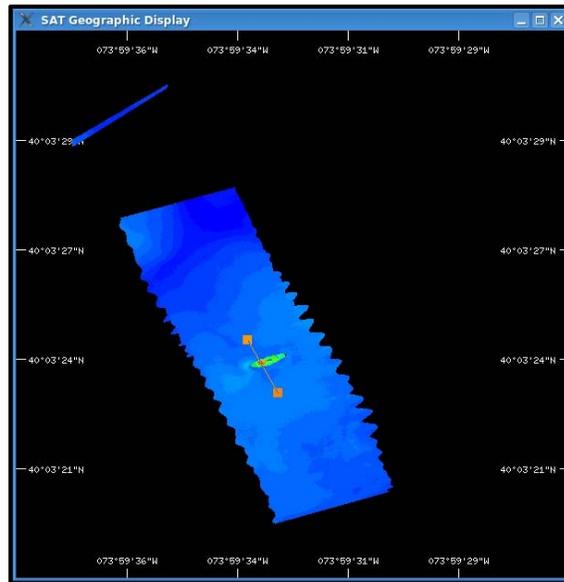


Figure 25. SAT Tool, Plan View Depicting +1.59° Pitch Bias

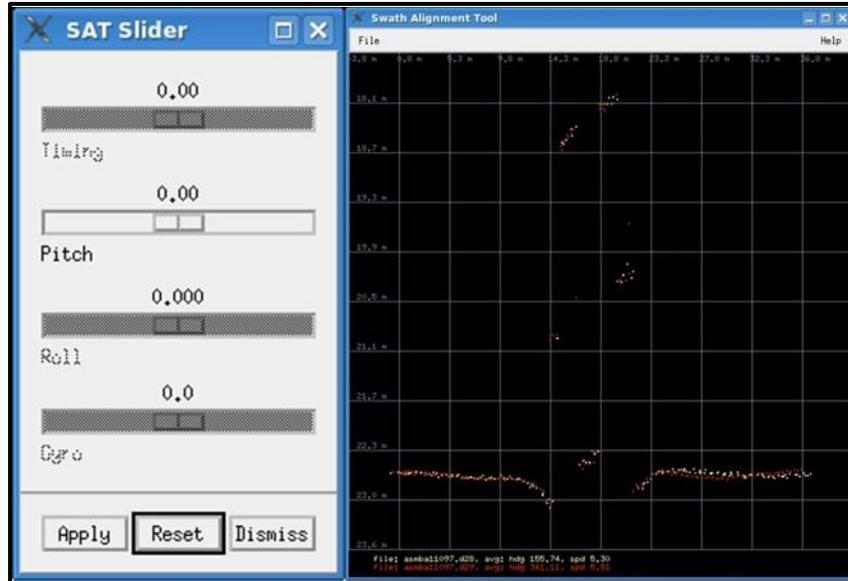


Figure 26. SAT Tool, Depth vs. Distance Plot Depicting +1.59° Pitch Bias

Two sets of lines were collected for roll bias calculation. All lines were run along the same survey transect in order that separate comparisons could be made between lines run in opposite directions. Several samples were viewed for each set of comparison lines in order to determine an accurate measurement of the roll bias. Figure 27 and Figure 28 are images of the SAT tool depicting data collected with the +0.343° roll bias entered in the ISS-2000 system; therefore the indicated bias is zero.

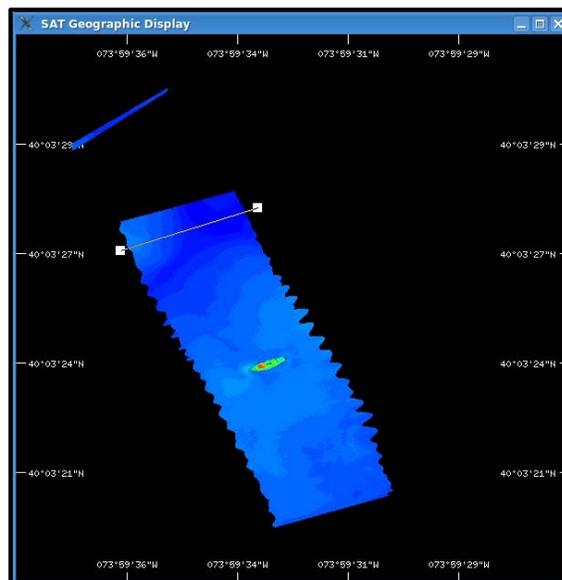


Figure 27. SAT Tool, Plan View Depicting +0.343° Roll Bias



Figure 28. SAT Tool, Depth vs. Distance Depicting +0.343° Roll Bias

Two sets of lines were collected for heading bias calculation. Lines were run on either side of the charted wreck in opposite directions in order that separate comparisons could be made. Several samples were viewed for each set of comparison lines in order to determine an accurate measurement of the heading bias. Figure 29 and Figure 30 are images of the SAT tool depicting data collected with the +1.0° heading bias entered in the ISS-2000 system; therefore the indicated bias is zero.

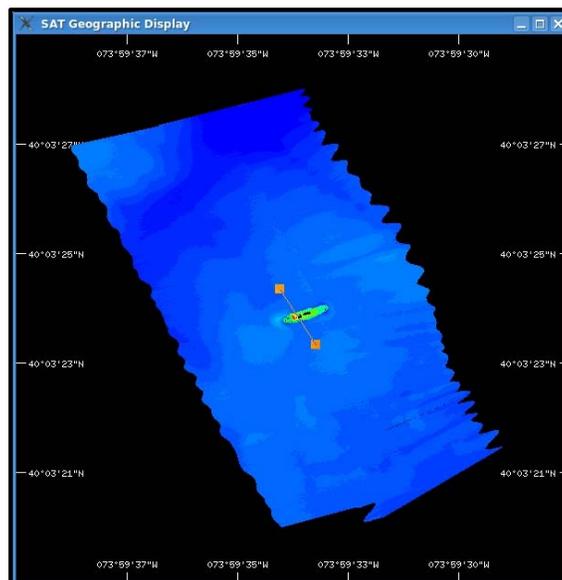


Figure 29. SAT Tool, Plan View Depicting +1.0° Heading Bias

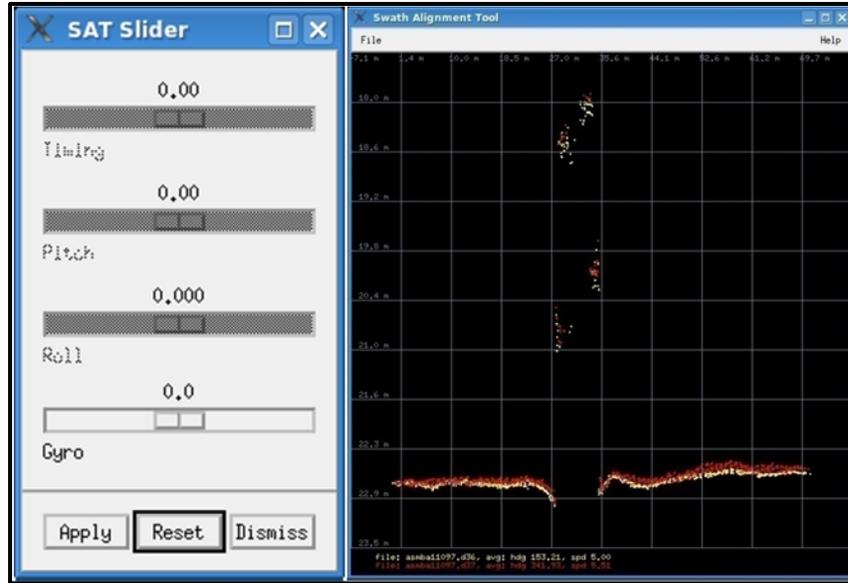


Figure 30. SAT Tool, Depth vs. Distance Depicting +1.0° Heading Bias

SAIC conducted a timing test for *M/V Atlantic Surveyor* Reson 7125 on 02 April 2011. The system overview is as follows:

- SAIC **ISSC** Acquisition computer with **ISS-2000** Version 4.3.0.4.1 installed and tested aboard the *M/V Atlantic Surveyor*. **ISSC** BC635PCI IRIG-B card is cabled to receive the TTL 1 PPS from the POS/MV PCS. **ISSC** com 2 is configured to receive serial TM1B time messages from the POS/MV Master GPS card via the com 3 port of the PCS. The time contained in the TM1B message specifies the absolute time of the 1 PPS event. This time is provided to the IRIG-B card to establish the major time, and the card uses the 1 PPS signal to maintain synchronization. The card synchronizes to the rising edge of the 1 PPS event. For GPS receivers whose 1 PPS is active on the falling edge, the BC635 “Propagation Delay” parameter is used to compensate for the width of the 1 PPS.
- Applanix Version V4 POS/MV system HW 2.9-7 and firmware SW 3.42 was used during the survey. **ISS-2000** receives position and attitude data from POS/MV via dedicated Ethernet. The dedicated Ethernet connection is established via VLAN #2 on the real-time switch. **ISS-2000** and PCS POS/MV Time Tag 1 are set to UTC.

	POS/MV Serial No.	Firmware	GPS	Propagation Delay
Atlantic Surveyor	2575	3.42	BD950	0 microseconds

The PROPAGATION DELAY variable is found in the boottime.cfg file.

- RESON 7P sonar processor is integrated with **ISS-2000** via an Ethernet connection and a L2 managed switch. The POS MV is sending a 1PPS pulse and a ZDA message for time synchronization to the 7P.

- Trimble 7400 GPS receiver is sending NMEA position and velocity to **ISS-2000** via serial port. Data are time tagged with time from **ISSC IRIG-B** card when the first character of each data message is received by **ISS-2000**. The **ISS-2000** SensorTimeLag parameter for this interface is configured with a value of 90 milliseconds for the 7400 receiver.

Timing Test Overview

Synchronization is measured using the event time service of the IRIG-B card. The BC635PCI IRIG-B card latches time on either the rising or falling edge of an input TTL level signal. Separate tests are conducted using the Trimble 7400 GPS receiver 1 PPS, Novatel POS/MV Master GPS receiver 1 PPS, and the RESON 7125 ping trigger signal. The GPS 1 PPS signals are known to be valid on the whole second rollover. The logged data file for the Trimble 7400 GPS includes both the position solution time established by the GPS receiver, and the time tag applied by the **ISS-2000**. These two times can be compared to assess **ISS-2000** synchronization and time tagging of serial data. The RESON 7125 ping trigger event signals are compared with the time tags contained in the GSF files written by **ISS-2000**. This comparison demonstrates the **ISS-2000** time synchronization with the RESON 7125.

Summary of Timing Test Results

The timing test for the *M/V Atlantic Surveyor* was completed with satisfactory results demonstrated.

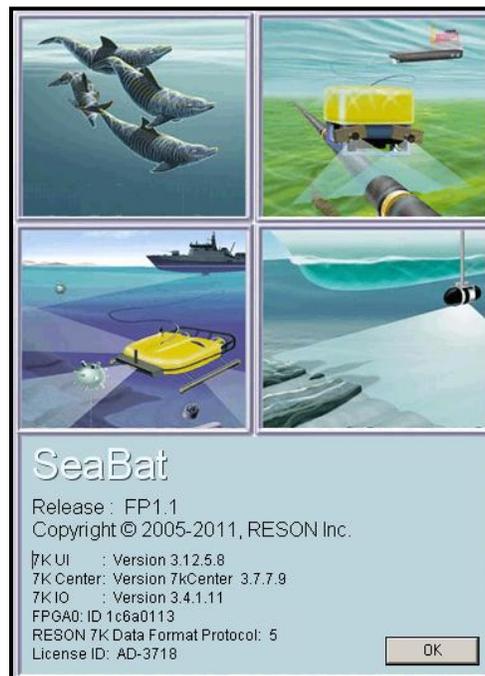


Figure 31. RESON 7125 Screen Capture of Firmware Versions

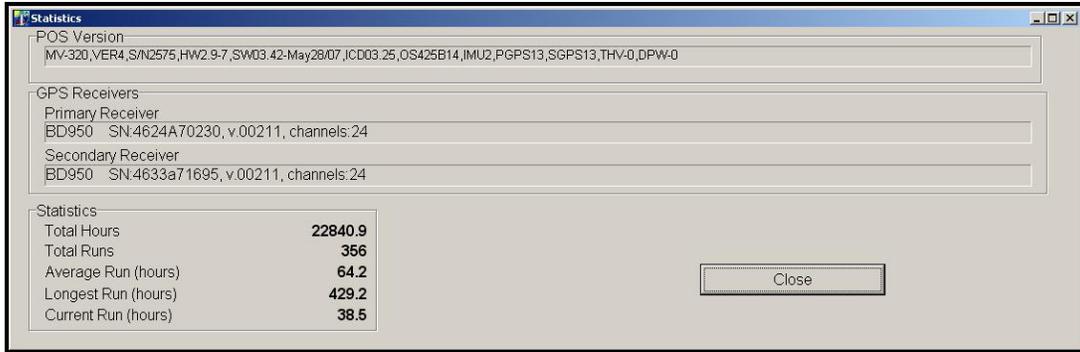


Figure 32. POS/MV Statistics Screen

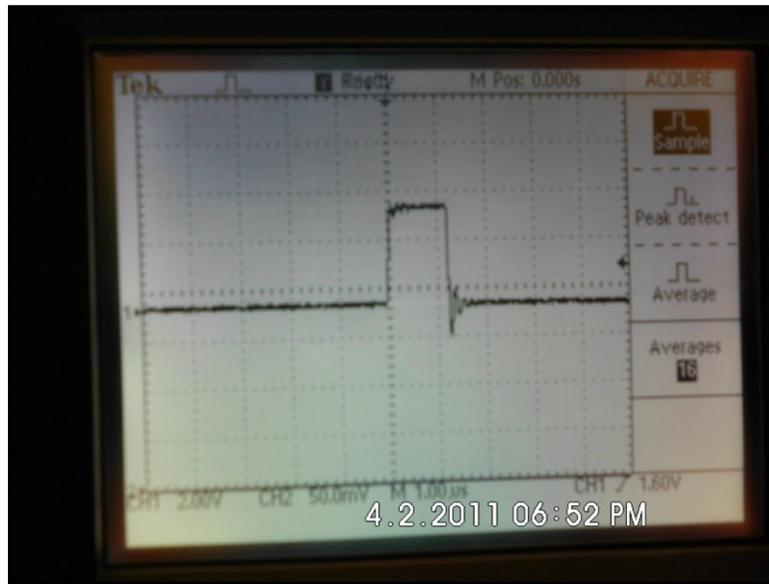


Figure 33. Trimble 7400 1 PPS from *M/V Atlantic Surveyor*

Table 32. Trimble 7400 1 PPS Event Times from M/V Atlantic Surveyor

event:	2011/092	19:30:11.776709	sync:	0	time:	1301772611	776709	ms:	79080738.156
event:	2011/092	19:45:09.307000	sync:	0	time:	1301773509	307000	ms:	79161561.601
event:	2011/092	19:45:38.219350	sync:	2	time:	1301773538	219350	ms:	79190471.501
event:	2011/092	20:17:21.026203	sync:	0	time:	1301775441	026203	ms:	81093237.198
event:	2011/092	20:17:21.999999	sync:	0	time:	1301775441	999999	ms:	81094211.797
event:	2011/092	20:17:22.999999	sync:	0	time:	1301775442	999999	ms:	81095211.791
event:	2011/092	20:17:23.999999	sync:	0	time:	1301775443	999999	ms:	81096211.774
event:	2011/092	20:17:24.999999	sync:	0	time:	1301775444	999999	ms:	81097211.766
event:	2011/092	20:17:25.999999	sync:	0	time:	1301775445	999999	ms:	81098211.756
event:	2011/092	20:17:26.999999	sync:	0	time:	1301775446	999999	ms:	81099211.748
event:	2011/092	20:17:27.999999	sync:	0	time:	1301775447	999999	ms:	81100211.734
event:	2011/092	20:17:28.999999	sync:	0	time:	1301775448	999999	ms:	81101211.730
event:	2011/092	20:17:29.999999	sync:	0	time:	1301775449	999999	ms:	81102211.717
event:	2011/092	20:17:30.999999	sync:	0	time:	1301775450	999999	ms:	81103211.706
event:	2011/092	20:17:31.999999	sync:	0	time:	1301775451	999999	ms:	81104211.694
event:	2011/092	20:17:32.999999	sync:	0	time:	1301775452	999999	ms:	81105211.685
event:	2011/092	20:17:33.999999	sync:	0	time:	1301775453	999999	ms:	81106211.676
event:	2011/092	20:17:34.999999	sync:	0	time:	1301775454	999999	ms:	81107211.664
event:	2011/092	20:17:35.999999	sync:	0	time:	1301775455	999999	ms:	81108211.657
event:	2011/092	20:17:36.999999	sync:	0	time:	1301775456	999999	ms:	81109211.647

Table 33. Trimble 7400 GPS File from M/V Atlantic Surveyor

2011/092	21:00:22.00	40	06.13390	N	074	02.52430	W	S:023	0.029	0.009	5.0	2	7.0	0197	0	1.2	0.0	0.0	NAD83	7	210022.0
2011/092	21:00:23.00	40	06.13391	N	074	02.52424	W	S:023	0.010	0.012	5.0	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210023.0
2011/092	21:00:23.99	40	06.13358	N	074	02.52412	W	S:023	-0.035	0.007	6.5	2	5.4	0197	0	1.4	0.0	0.0	NAD83	6	210024.0
2011/092	21:00:24.99	40	06.13359	N	074	02.52411	W	S:023	0.002	0.015	6.5	2	6.4	0197	0	1.4	0.0	0.0	NAD83	6	210025.0
2011/092	21:00:25.99	40	06.13359	N	074	02.52411	W	S:023	0.002	-0.005	6.5	2	7.4	0197	0	1.4	0.0	0.0	NAD83	6	210026.0
2011/092	21:00:26.99	40	06.13359	N	074	02.52411	W	S:023	-0.005	-0.001	6.5	2	8.4	0197	0	1.4	0.0	0.0	NAD83	6	210027.0
2011/092	21:00:28.00	40	06.13392	N	074	02.52420	W	S:023	-0.022	-0.022	4.9	2	9.4	0197	0	1.2	0.0	0.0	NAD83	7	210028.0
2011/092	21:00:29.00	40	06.13391	N	074	02.52426	W	S:023	-0.010	0.004	5.0	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210029.0
2011/092	21:00:30.00	40	06.13391	N	074	02.52426	W	S:023	0.005	0.009	5.0	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210030.0
2011/092	21:00:31.00	40	06.13391	N	074	02.52426	W	S:023	-0.010	0.004	5.0	2	6.4	0197	0	1.2	0.0	0.0	NAD83	7	210031.0
2011/092	21:00:32.00	40	06.13386	N	074	02.52421	W	S:023	0.005	-0.009	5.2	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210032.0
2011/092	21:00:33.00	40	06.13387	N	074	02.52420	W	S:023	0.015	0.003	5.2	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210033.0
2011/092	21:00:34.00	40	06.13387	N	074	02.52420	W	S:023	0.015	0.004	5.3	2	6.4	0197	0	1.2	0.0	0.0	NAD83	7	210034.0
2011/092	21:00:35.00	40	06.13395	N	074	02.52416	W	S:023	0.002	-0.005	4.9	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210035.0
2011/092	21:00:36.00	40	06.13396	N	074	02.52416	W	S:023	-0.008	-0.019	4.9	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210036.0
2011/092	21:00:37.00	40	06.13397	N	074	02.52416	W	S:023	0.016	-0.020	4.9	2	6.4	0197	0	1.2	0.0	0.0	NAD83	7	210037.0
2011/092	21:00:38.00	40	06.13393	N	074	02.52423	W	S:023	0.009	-0.013	4.9	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210038.0
2011/092	21:00:39.00	40	06.13393	N	074	02.52424	W	S:023	0.007	-0.008	4.9	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210039.0
2011/092	21:00:40.00	40	06.13394	N	074	02.52424	W	S:023	-0.020	-0.016	5.0	2	5.8	0197	0	1.2	0.0	0.0	NAD83	7	210040.0
2011/092	21:00:41.00	40	06.13395	N	074	02.52424	W	S:023	-0.005	0.001	5.0	2	6.8	0197	0	1.2	0.0	0.0	NAD83	7	210041.0
2011/092	21:00:42.00	40	06.13394	N	074	02.52417	W	S:023	0.001	-0.010	5.0	2	4.2	0197	0	1.2	0.0	0.0	NAD83	7	210042.0
2011/092	21:00:43.00	40	06.13394	N	074	02.52416	W	S:023	-0.002	-0.026	5.0	2	5.2	0197	0	1.2	0.0	0.0	NAD83	7	210043.0
2011/092	21:00:44.00	40	06.13394	N	074	02.52415	W	S:023	0.010	-0.002	5.0	2	6.2	0197	0	1.2	0.0	0.0	NAD83	7	210044.0
2011/092	21:00:45.00	40	06.13396	N	074	02.52415	W	S:023	0.009	-0.005	4.9	2	4.2	0197	0	1.2	0.0	0.0	NAD83	7	210045.0
2011/092	21:00:46.00	40	06.13397	N	074	02.52414	W	S:023	0.014	-0.015	4.9	2	5.2	0197	0	1.2	0.0	0.0	NAD83	7	210046.0
2011/092	21:00:47.00	40	06.13395	N	074	02.52420	W	S:023	0.007	-0.013	4.9	2	5.6	0197	0	1.2	0.0	0.0	NAD83	7	210047.0
2011/092	21:00:48.00	40	06.13396	N	074	02.52421	W	S:023	-0.002	-0.010	4.9	2	6.6	0197	0	1.2	0.0	0.0	NAD83	7	210048.0
2011/092	21:00:49.00	40	06.13395	N	074	02.52420	W	S:023	-0.007	0.008	5.1	2	4.0	0197	0	1.2	0.0	0.0	NAD83	7	210049.0
2011/092	21:00:50.00	40	06.13395	N	074	02.52420	W	S:023	-0.005	0.001	5.1	2	5.0	0197	0	1.2	0.0	0.0	NAD83	7	210050.0
2011/092	21:00:51.00	40	06.13397	N	074	02.52415	W	S:023	0.009	0.013	5.1	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210051.0
2011/092	21:00:52.00	40	06.13397	N	074	02.52414	W	S:023	0.015	0.005	5.1	2	6.4	0197	0	1.2	0.0	0.0	NAD83	7	210052.0
2011/092	21:00:53.00	40	06.13398	N	074	02.52413	W	S:023	-0.002	0.004	5.0	2	3.2	0197	0	1.2	0.0	0.0	NAD83	7	210053.0
2011/092	21:00:54.00	40	06.13399	N	074	02.52413	W	S:023	0.003	0.010	5.0	2	4.2	0197	0	1.2	0.0	0.0	NAD83	7	210054.0
2011/092	21:00:55.00	40	06.13399	N	074	02.52413	W	S:023	0.010	-0.003	5.0	2	5.2	0197	0	1.2	0.0	0.0	NAD83	7	210055.0
2011/092	21:00:56.00	40	06.13397	N	074	02.52421	W	S:023	0.003	0.004	5.0	2	3.8	0197	0	1.2	0.0	0.0	NAD83	7	210056.0
2011/092	21:00:57.00	40	06.13397	N	074	02.52422	W	S:023	-0.013	-0.009	5.0	2	4.8	0197	0	1.2	0.0	0.0	NAD83	7	210057.0
2011/092	21:00:58.00	40	06.13396	N	074	02.52424	W	S:023	-0.010	-0.003	5.0	2	5.8	0197	0	1.2	0.0	0.0	NAD83	7	210058.0
2011/092	21:00:59.00	40	06.13394	N	074	02.52422	W	S:023	-0.007	-0.008	5.1	2	3.8	0197	0	1.2	0.0	0.0	NAD83	7	210059.0
2011/092	21:01:00.00	40	06.13393	N	074	02.52424	W	S:023	-0.022	-0.013	5.1	2	4.8	0197	0	1.2	0.0	0.0	NAD83	7	210100.0
2011/092	21:01:01.00	40	06.13395	N	074	02.52416	W	S:023	-0.010	-0.012	5.0	2	3.4	0197	0	1.2	0.0	0.0	NAD83	7	210101.0
2011/092	21:01:02.00	40	06.13395	N	074	02.52416	W	S:023	-0.008	-0.013	5.0	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210102.0
2011/092	21:01:03.00	40	06.13394	N	074	02.52416	W	S:023	0.005	-0.002	5.0	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210103.0
2011/092	21:01:04.00	40	06.13390	N	074	02.52422	W	S:023	-0.010	0.003	5.0	2	3.4	0197	0	1.2	0.0	0.0	NAD83	7	210104.0
2011/092	21:01:05.00	40	06.13390	N	074	02.52422	W	S:023	-0.007	0.007	5.0	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210105.0
2011/092	21:01:06.00	40	06.13390	N	074	02.52423	W	S:023	0.002	0.005	4.9	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210106.0
2011/092	21:01:07.00	40	06.13392	N	074	02.52422	W	S:023	0.013	0.022	5.0	2	3.4	0197	0	1.2	0.0	0.0	NAD83	7	210107.0
2011/092	21:01:08.00	40	06.13393	N	074	02.52423	W	S:023	-0.003	0.020	4.9	2	4.4	0197	0	1.2	0.0	0.0	NAD83	7	210108.0
2011/092	21:01:09.00	40	06.13393	N	074	02.52423	W	S:023	-0.004	0.010	4.9	2	5.4	0197	0	1.2	0.0	0.0	NAD83	7	210109.0
2011/092	21:01:10.00	40	06.13392	N	074	02.52414	W	S:023	0.001	-0.005	5.0	2	3.4	0197							

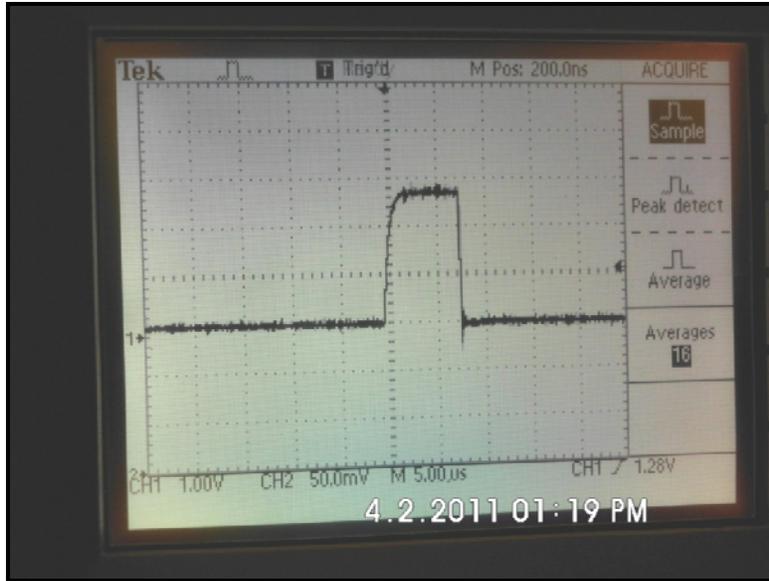


Figure 34. Trimble BD950 GPS (POS/MV Master) 1 PPS from *M/V Atlantic Surveyor*

Table 34. Trimble BD950 GPS (POS/MV Master) 1 PPS Event Times from *M/V Atlantic Surveyor*

event:	2011/092	13:41:31.000007	sync:	0	time:	1301751691	000007	ms:	57343813.107
event:	2011/092	13:41:32.000007	sync:	0	time:	1301751692	000007	ms:	57344732.993
event:	2011/092	13:41:33.000007	sync:	0	time:	1301751693	000007	ms:	57345732.988
event:	2011/092	13:41:34.000007	sync:	0	time:	1301751694	000007	ms:	57346732.976
event:	2011/092	13:41:35.000007	sync:	0	time:	1301751695	000007	ms:	57347732.969
event:	2011/092	13:41:36.000007	sync:	0	time:	1301751696	000007	ms:	57348732.962
event:	2011/092	13:41:37.000007	sync:	0	time:	1301751697	000007	ms:	57349732.956
event:	2011/092	13:41:38.000007	sync:	0	time:	1301751698	000007	ms:	57350732.948
event:	2011/092	13:41:39.000007	sync:	0	time:	1301751699	000007	ms:	57351732.937
event:	2011/092	13:41:40.000007	sync:	0	time:	1301751700	000007	ms:	57352732.946
event:	2011/092	13:41:41.000007	sync:	0	time:	1301751701	000007	ms:	57353732.928
event:	2011/092	13:41:42.000007	sync:	0	time:	1301751702	000007	ms:	57354732.916
event:	2011/092	13:41:43.000007	sync:	0	time:	1301751703	000007	ms:	57355732.919
event:	2011/092	13:41:44.000007	sync:	0	time:	1301751704	000007	ms:	57356732.897
event:	2011/092	13:41:45.000007	sync:	0	time:	1301751705	000007	ms:	57357732.889
event:	2011/092	13:41:46.000007	sync:	0	time:	1301751706	000007	ms:	57358732.881
event:	2011/092	13:41:47.000007	sync:	0	time:	1301751707	000007	ms:	57359732.873
event:	2011/092	13:41:48.000007	sync:	0	time:	1301751708	000007	ms:	57360732.865
event:	2011/092	13:41:49.000007	sync:	0	time:	1301751709	000007	ms:	57361732.858
event:	2011/092	13:41:50.000007	sync:	0	time:	1301751710	000007	ms:	57362732.851
event:	2011/092	13:41:51.000007	sync:	0	time:	1301751711	000007	ms:	57363732.842
event:	2011/092	13:41:52.000007	sync:	0	time:	1301751712	000007	ms:	57364732.834

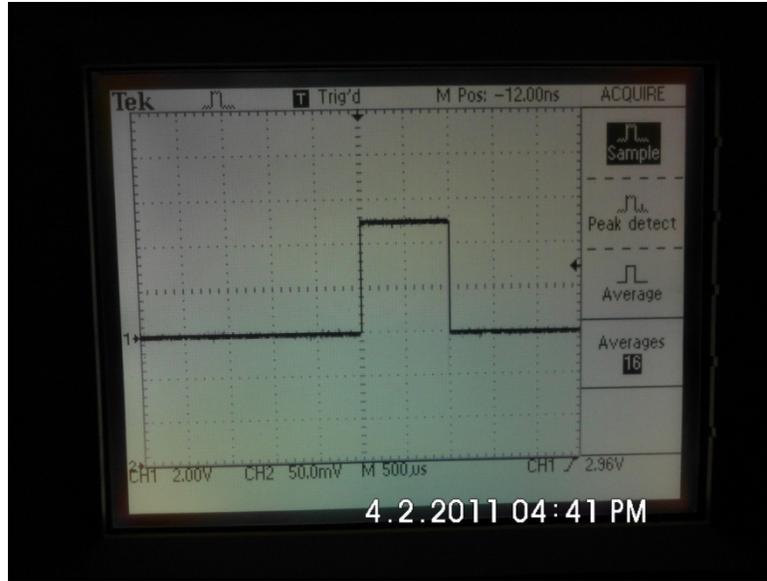


Figure 35. RESON 7125 Ping Trigger Signal from *M/V Atlantic Surveyor*

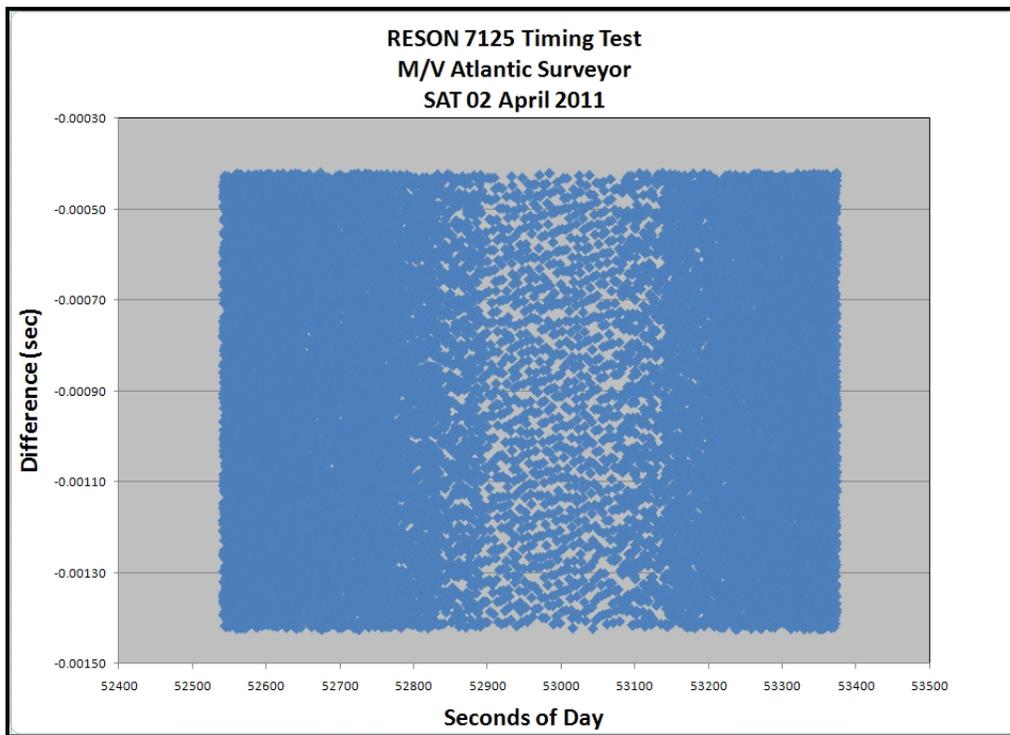


Figure 36. Graph of Time Differences (Ping Trigger Event vs. Ping Time Tag from GSF) from *M/V Atlantic Surveyor* – SAT April 2011

SECTION III. MULTIBEAM ACCURACY

On 07 April 2011 a survey was run with the Reson 7125 in the vicinity of the wreck alignment site consisting of 19 main scheme lines and three cross lines centered on the wreck. All depths were corrected for predicted tides and zoning using the Atlantic City tide gage, 8534720.

Class 1 cutoff angle was set to 5° and Class 2 cutoff set to 60°. The Reson 7125 was configured for 512 beams equi-distance. Standard multibeam data processing procedures were followed to clean the data, apply delayed heave, and calculate errors. Minimum 1-meter grids of main scheme lines, class one cross lines, and all lines were created. A 1-meter PFM of all the data was also generated and gap checker and check uncertainty run on the PFM. Multibeam features, side scan contacts, and selected soundings in feet were generated. The resulting PFM CUBE Depth layer with selected soundings is shown in Figure 37. The PFM Final Uncertainty layer is shown in Figure 38.

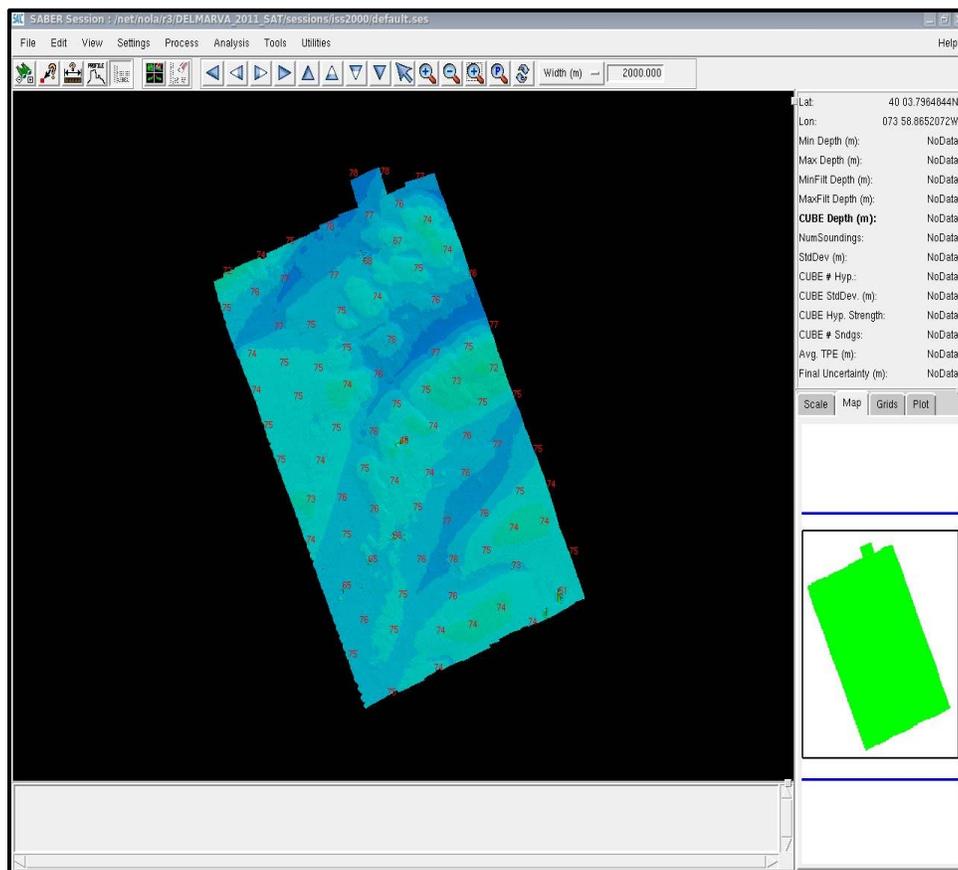


Figure 37. Reson 7125 (512 Beams Equi-Distance) PFM CUBE Depth Layer with Selected Soundings

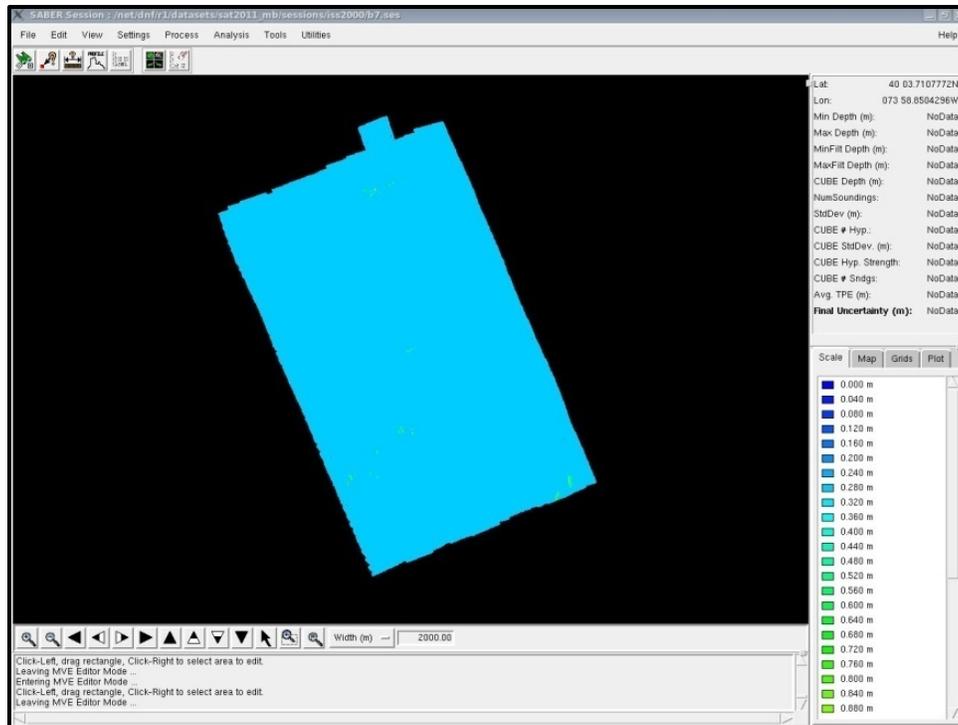


Figure 38. Reson 7125 (512 Beams Equi-Distance) PFM Final Uncertainty Layer

A junction analysis was done on the following gridded data from the April 2011 SAT survey data:

- 512 Beams equi-distance Class 1 (5° cutoff) crossline 1- meter minimum grid to Class 2 (60° cutoff) main scheme 1-meter minimum grid (Table 35).
- 256 Beams equi-angular Class 1 (5° cutoff) crossline 1- meter minimum grid to Class 2 (60° cutoff) main scheme 1-meter minimum grid (Table 36).
- CUBE layer from the 512 beam equidistance 1- meter PFM to the 256 beam equi-angular 1-meter PFM (Table 37).
- CUBE layer from the 512 beam equidistance 1- meter PFM to the April 2010 1 meter PFM (Table 38).

The junction analysis was done using the **Frequency Distribution** tool within **SABER**. The results from the first tug survey, 512 beams equi-distance, showed that, 98% of the soundings compared within 0.00 – 0.08 meters as shown in Table 35. The results from the third tug survey, 256 beams equi-distance, showed that, 98% of the soundings compared within 0.00 – 0.16 meters as shown in Table 36. The results from the difference between the first (512 beams equi-distance) and third tug survey, 256 beams equi-distance, showed that, 99% of the soundings compared within 0.00 – 0.02 meters as shown Table 37. The results from the difference between the first (512 beams equi-distance) and the 2010 tug survey showed that, 99% of the soundings compared within 0.00 – 0.20 meters as shown Table 38. The larger differences in all comparisons (Greater than 0.50 meters) were in the areas of wrecks and obstructions in the fish haven.

Table 35. April 2011 SAT - RESON 7125 SV (512 Beams, Equi-Distant) Frequency Distribution of Depth Differences between the Class 1 Crossline Minimum Grid and the Main Scheme Minimum Grid

Depth Difference (Meters)	Bins	Cumulative Percent	Positive Bins	Positive Cumulative Percent	Negative Bins	Negative Cumulative Percent	Zero Bins	Zero Cumulative Percent
0.00-0.01	2936	37.10	840	10.62	1094	13.83	1002	12.66
>0.01-0.02	1668	58.18	632	18.60	1036	26.92		
>0.02-0.03	1297	74.57	489	24.78	808	37.13		
>0.03-0.04	839	85.18	357	29.29	482	43.22		
>0.04-0.05	499	91.48	224	32.12	275	46.7		
>0.05-0.06	299	95.26	152	34.05	147	48.55		
>0.06-0.07	174	97.46	89	35.17	85	49.63		
>0.07-0.08	100	98.72	70	36.05	30	50.01		
>0.08-0.09	45	99.29	36	36.51	9	50.12		
>0.09-0.10	25	99.61	23	36.80	2	50.15		
>0.10-0.11	14	99.79	13	36.96	1	50.16		
>0.11-0.12	9	99.90	9	37.08	0	50.16		
>0.12-0.13	1	99.91	0	37.08	1	50.17		
>0.13-0.14	4	99.96	4	37.13	0	50.17		
>0.14-0.21	3	100.00	3	37.17	0	50.17		
Totals	7913	100.00%	2941	37.17%	3970	50.17%	1002	12.66%
Reference Grid: sat2011_tug_cross_lm_097_min_sat2011_tug_main_lm_097_min.dif								

Table 36. April 2011 SAT - RESON 7125 SV (256 Beams Equi-Angular) Frequency Distribution of Depth Differences between the Class 1 Crossline PFM CUBE Layer and the Main Scheme PFM CUBE Layer

Depth Difference (Meters)	Bins	Cumulative Percent	Positive Bins	Positive Cumulative Percent	Negative Bins	Negative Cumulative Percent	Zero Bins	Zero Cumulative Percent
0.00-0.01	57	0.71	42	0.53	3	0.04	12	0.15
>0.01-0.02	108	2.07	105	1.84	3	0.08		
>0.02-0.03	253	5.24	253	5.02	0	0.08		
>0.03-0.04	434	10.68	433	10.45	1	0.09		
>0.04-0.05	542	17.48	541	17.23	1	0.10		
>0.05-0.06	570	24.63	569	24.36	1	0.11		
>0.06-0.07	684	33.20	684	32.94	0	0.11		
>0.07-0.08	820	43.49	820	43.22	0	0.11		
>0.08-0.09	948	55.37	947	55.10	1	0.13		
>0.09-0.10	952	67.31	952	67.03	0	0.13		
>0.1-0.11	836	77.79	836	77.52	0	0.13		
>0.11-0.12	630	85.69	629	85.40	1	0.14		
>0.12-0.13	421	90.97	420	90.67	1	0.15		
>0.13-0.14	308	94.83	308	94.53	0	0.15		
>0.14-0.15	190	97.22	190	96.92	0	0.15		
>0.15-0.16	109	98.58	109	98.28	0	0.15		
>0.16-0.17	58	99.31	58	99.01	0	0.15		
>0.17-0.18	27	99.65	27	99.35	0	0.15		

Depth Difference (Meters)	Bins	Cumulative Percent	Positive Bins	Positive Cumulative Percent	Negative Bins	Negative Cumulative Percent	Zero Bins	Zero Cumulative Percent
>0.18-0.19	15	99.84	15	99.54	0	0.15		
>0.19-0.20	7	99.92	7	99.62	0	0.15		
>0.2-0.21	2	99.95	2	99.65	0	0.15		
>0.21-0.22	3	99.99	3	99.69	0	0.15		
>0.22-0.23	0	99.99	0	99.69	0	0.15		
>0.23-0.24	1	100.00	1	99.70	0	0.15		
Totals	7975	100.00%	7951	99.70%	12	0.15%	12	0.15%

Reference Grid: tug_survey_3_256beams_cross_main.dif

Table 37. April 2011 SAT - RESON 7125 SV Frequency Distribution of Depth Differences between the CUBE Layer from the 512 Beam Equi-Distant PFM to the CUBE Layer from the 256 Beam Equi-Angular PFM

Depth Difference (Meters)	Bins	Cumulative Percent	Positive Bins	Positive Cumulative Percent	Negative Bins	Negative Cumulative Percent	Zero Bins	Zero Cumulative Percent
0.00-0.01	512097	83.59	487378	79.55	8813	1.44	15906	2.60
>0.01-0.02	100121	99.93	100059	95.88	62	1.45		
>0.02-0.03	151	99.95	120	95.9	31	1.45		
>0.03-0.04	50	99.96	34	95.91	16	1.46		
>0.04-0.05	29	99.97	16	95.91	13	1.46		
>0.05-0.06	12	99.97	8	95.91	4	1.46		
>0.06-0.07	11	99.97	6	95.91	5	1.46		
>0.07-0.08	10	99.97	7	95.91	3	1.46		
>0.08-0.09	8	99.97	6	95.91	2	1.46		
>0.09-0.10	10	99.97	8	95.92	2	1.46		
>0.1-0.11	41	99.98	23	95.92	18	1.46		
>0.11-0.12	31	99.99	16	95.92	15	1.47		
>0.12-0.13	40	99.99	26	95.93	14	1.47		
>0.13-0.14	21	100.00	11	95.93	10	1.47		
>0.14-0.15	10	100.00	7	95.93	3	1.47		
>0.15-0.16	2	100.00	1	95.93	1	1.47		
>0.16-0.17	9	100.00	5	95.93	4	1.47		
>0.17-0.18	5	100.00	3	95.93	2	1.47		
>0.18-0.19	4	100.00	3	95.93	1	1.47		
Totals	612662	100.00%	587737	95.93	9019	1.47%	15906	2.60%

Reference Grid: sat2011_tug_mb_all_1m_09Apr2011_pfm_tug_survey_3_256beams_all_1m_pfm.dif

Table 38. April 2011 Reson 7125 Frequency Distribution of Depth Differences between the 2010 all PFM CUBE Layer and the 2010 all PFM CUBE Layer.

Depth Difference (Meters)	Bins	Cumulative Percent	Positive Bins	Positive Cumulative Percent	Negative Bins	Negative Cumulative Percent	Zero Bins	Zero Cumulative Percent
0-0.1	597140	97.19	319860	52.06	221931	36.12	55349	9.01
>0.1-0.2	16436	99.87	6125	53.06	10311	37.8		
>0.2-0.3	432	99.94	204	53.09	228	37.84		
>0.3-0.4	78	99.95	54	53.1	24	37.84		
>0.4-0.5	33	99.96	21	53.1	12	37.84		
>0.5-0.6	27	99.96	20	53.11	7	37.84		
>0.6-0.7	15	99.96	10	53.11	5	37.85		
>0.7-0.8	8	99.96	5	53.11	3	37.85		
>0.8-0.9	11	99.97	7	53.11	4	37.85		
>0.9-1	7	99.97	7	53.11	0	37.85		
>1.0-1.5	52	99.98	28	53.12	24	37.85		
>1.5-2.0	42	99.98	17	53.12	25	37.85		
>2.0-2.5	48	99.99	21	53.12	27	37.86		
>2.6-3.0	30	99.99	22	53.13	8	37.86		
>3.0-3.5	12	100	8	53.13	4	37.86		
>3.5-4.0	5	100	4	53.13	1	37.86		
>4.0-4.5	4	100	0	53.13	4	37.86		
>4.5-5.0	7	100	2	53.13	5	37.86		
>5.0-6.7	4	100	2	53.13	2	37.86		
Totals	614391	100	326417	53.13	232625	37.86	55349	9.01
Reference Grid: tug_survey_all_cube_1m_pfm_sat2011_tug_mb_all_1m_09Apr2011_pfm.dif								

A beam by beam comparison of cross line data to main scheme data was performed on 3 of the 57 crossings in the April 2011 7125 survey. This analysis performs the following beam to beam comparison at each crossing:

- The along track near nadir beams in the cross line data to the associated across track beams in the main scheme data
- The along track near nadir beams in the main scheme data to the associated across track beams in the cross line data

An ASCII text file of each comparison is generated tabulating the number of comparisons, percent of comparison meeting acceptable depth difference criteria, maximum and minimum depth differences, and statistics for each beam to beam comparison. Figure 39 through Figure 41 graphically show the analyze crossings results for three crossings from the April 2011 SAT (Reson 7125).

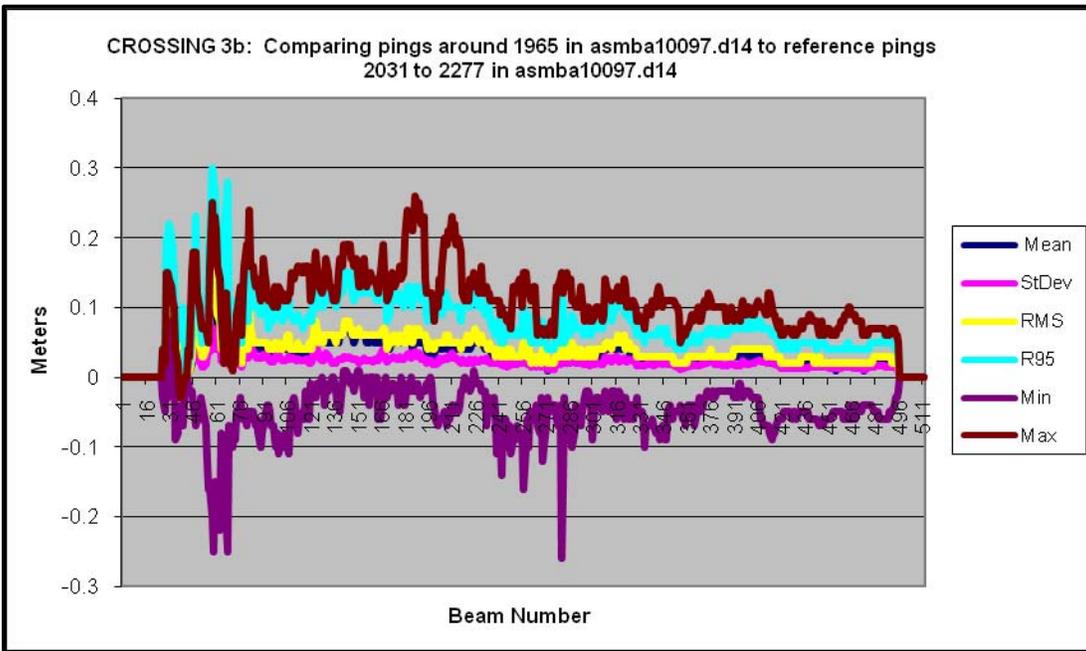
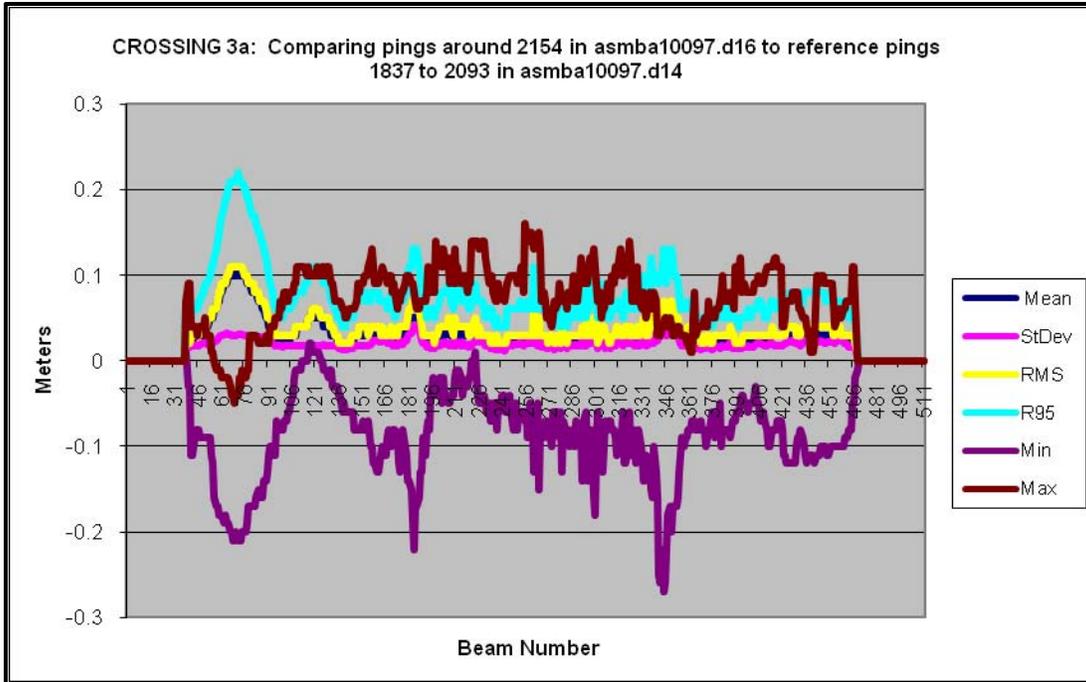


Figure 39. Graphs of Crossing #3 Junction Analysis Results Comparing Main Scheme Data to Cross Line Data (Reson 7125 April 2011)

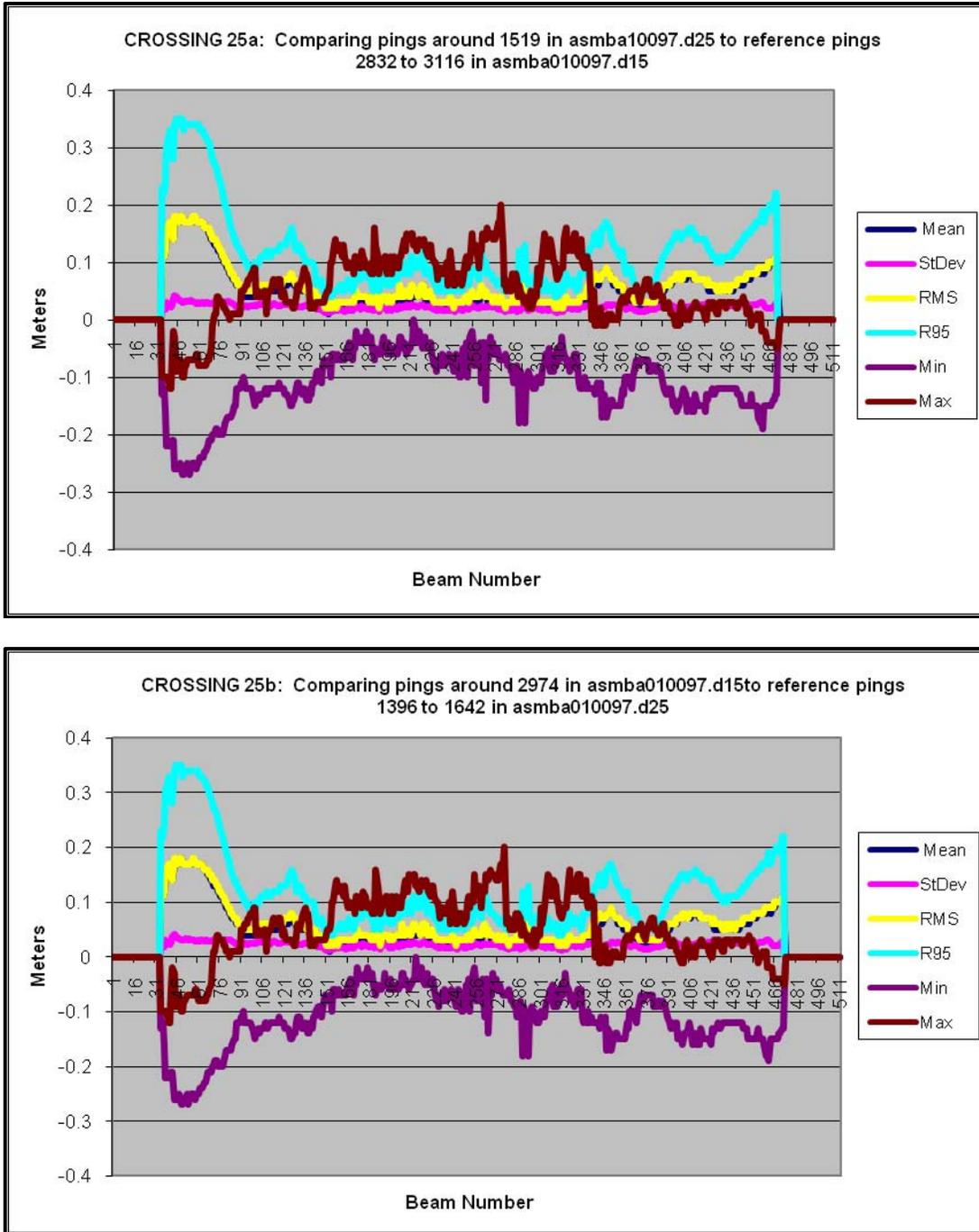


Figure 40. Graphs of Crossing #25 Junction Analysis Results Comparing Main Scheme Data to Cross Line Data (Reson 7125 April 2011)

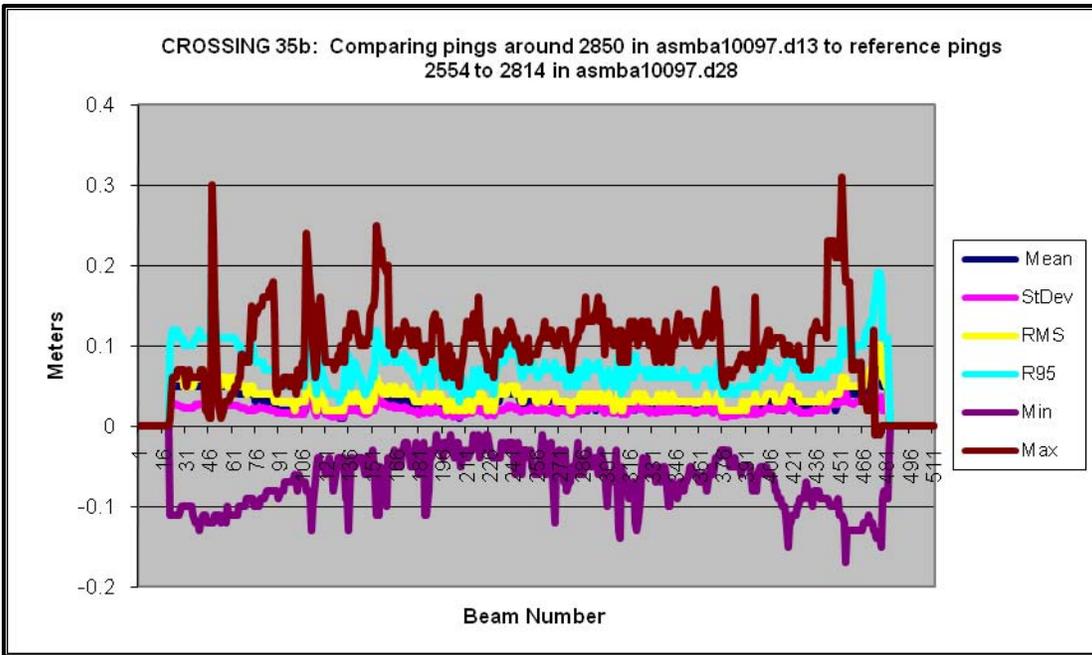
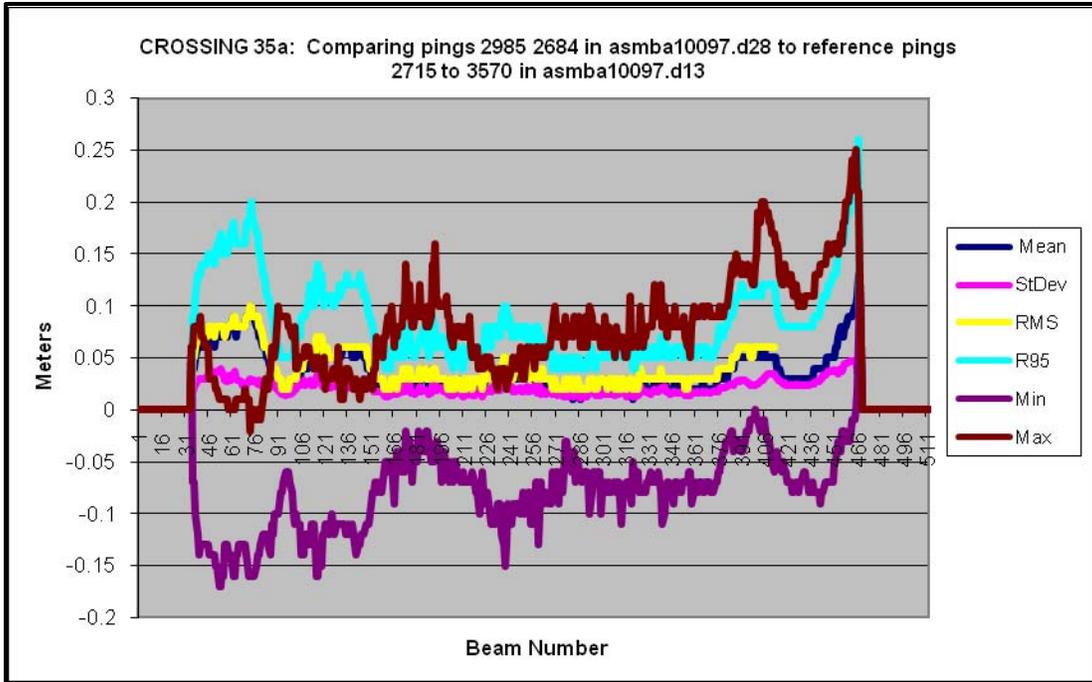


Figure 41. Graphs of Crossing #3 Junction Analysis Results Comparing Main Scheme Data to Cross Line Data (Reson 7125 April 2011)

A second beam by beam analysis of the 7125 multibeam data was performed in April 2011 with the **SABER** Accutest program. Two orthogonal survey lines were established and each line was run at the same speed three times in each direction. A minimum grid of the class 1 (5° of nadir) beams was generated. Every beam from nadir to 60 degrees on each side of the transducer was compared to the beams within 5 degrees of nadir. The results are presented in Figure 42 and text below.

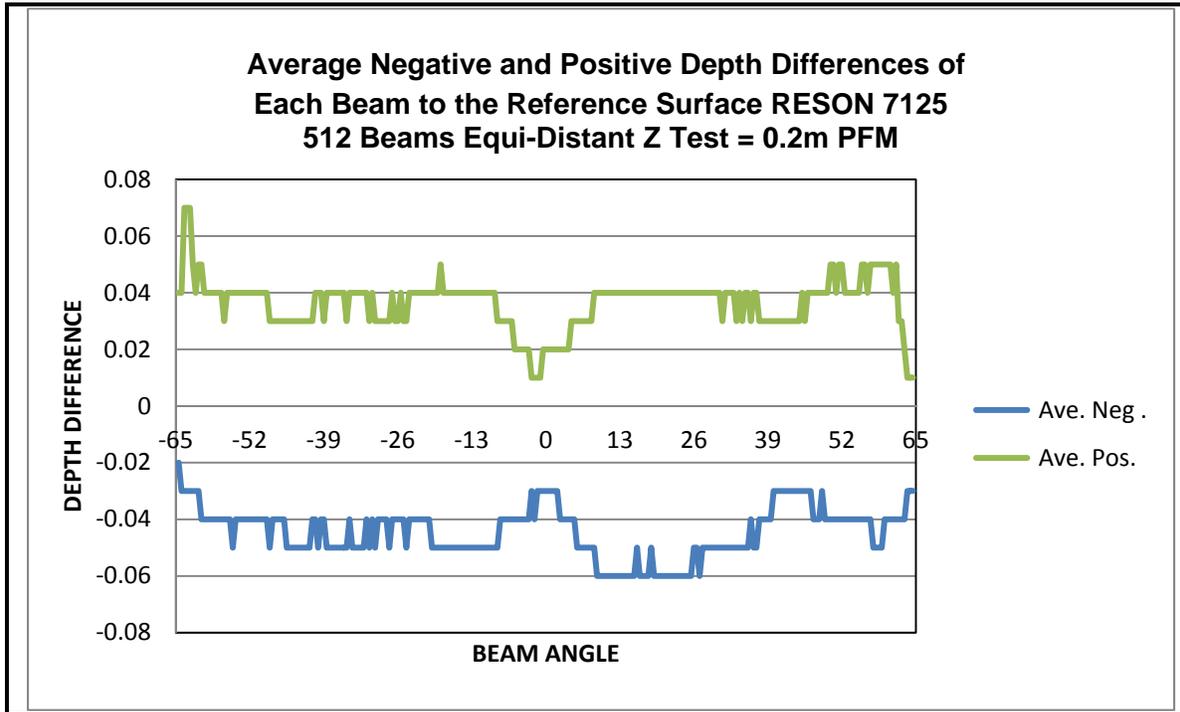


Figure 42. Accutest Plot of Average Absolute Depth Difference of Each Beam Angle (512 Beams Equi-Distant) from the Reference

Accutest Results RESON 7125 512 Beams Equi-Distant

First GSF = asmba11097.d56
 Last GSF = asmba11097.d68
 Statistics File = sat2011_mb_accutest.rpt
 Reference Layer = sat2011_mb_accutest.pfm
 Beam Angle Interval = 0.5deg Depth Tolerance = 0.20m Radius=2m

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
64.5	114	114	100	0.02	75	-0.03	39	0.01
64.0	774	774	100	0.02	466	-0.03	308	0.01
63.5	1111	1111	100	0.02	664	-0.03	447	0.01
63.0	1736	1736	100	0.03	987	-0.04	749	0.02
62.5	2735	2735	100	0.03	1327	-0.04	1408	0.03
62.0	3947	3947	100	0.04	1832	-0.04	2115	0.03
61.5	6182	6182	100	0.04	2546	-0.04	3636	0.05
61.0	9495	9495	100	0.04	3586	-0.04	5909	0.04

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
60.5	16131	16131	100	0.04	5663	-0.04	10468	0.05
60.0	22148	22148	100	0.04	7972	-0.04	14176	0.05
59.5	24867	24867	100	0.05	8320	-0.04	16547	0.05
59.0	29350	29350	100	0.05	9760	-0.05	19590	0.05
58.5	32150	32150	100	0.05	10553	-0.05	21597	0.05
58.0	33766	33766	100	0.05	11646	-0.05	22120	0.05
57.5	30282	30282	100	0.05	10850	-0.05	19432	0.05
57.0	33758	33758	100	0.04	12701	-0.04	21057	0.05
56.5	29038	29038	100	0.04	11085	-0.04	17953	0.04
56.0	30081	30081	100	0.04	11887	-0.04	18194	0.05
55.5	25476	25476	100	0.03	10082	-0.04	15394	0.05
55.0	29409	29409	100	0.03	11445	-0.04	17964	0.04
54.5	30565	30565	100	0.04	12271	-0.04	18294	0.04
54.0	25931	25931	100	0.03	10214	-0.04	15717	0.04
53.5	26069	26069	100	0.03	10260	-0.04	15809	0.04
53.0	26222	26222	100	0.03	10179	-0.04	16043	0.04
52.5	26360	26360	100	0.03	10102	-0.04	16258	0.04
52.0	26343	26343	100	0.04	9776	-0.04	16567	0.05
51.5	22664	22664	100	0.04	8050	-0.04	14614	0.05
51.0	21241	21241	100	0.03	7290	-0.04	13951	0.04
50.5	26512	26512	100	0.04	8747	-0.04	17765	0.05
50.0	22842	22842	100	0.04	7334	-0.04	15508	0.05
49.5	21469	21469	100	0.03	6736	-0.04	14733	0.04
49.0	23081	23081	100	0.04	6976	-0.04	16105	0.04
48.5	21665	21665	100	0.03	6695	-0.03	14970	0.04
48.0	23298	23298	100	0.04	6903	-0.04	16395	0.04
47.5	22213	22213	100	0.03	6931	-0.04	15282	0.04
47.0	24387	24387	100	0.04	7564	-0.04	16823	0.04
46.5	19444	19444	100	0.04	6309	-0.03	13135	0.04
46.0	19785	19785	100	0.03	6612	-0.03	13173	0.04
45.5	24499	24499	100	0.03	8285	-0.03	16214	0.03
45.0	27463	27463	100	0.03	9988	-0.03	17475	0.04
44.5	22013	22013	100	0.03	8285	-0.03	13728	0.03
44.0	22638	22638	100	0.03	8851	-0.03	13787	0.03
43.5	23511	23511	100	0.03	9536	-0.03	13975	0.03
43.0	24244	24244	100	0.03	10193	-0.03	14051	0.03
42.5	25155	25155	100	0.03	11087	-0.03	14068	0.03
42.0	25981	25981	100	0.03	11910	-0.03	14071	0.03
41.5	26914	26914	100	0.03	12652	-0.03	14262	0.03
41.0	27773	27773	100	0.03	13265	-0.03	14508	0.03
40.5	28852	28852	100	0.03	13926	-0.03	14926	0.03
40.0	23078	23078	100	0.02	11573	-0.03	11505	0.03
39.5	30501	30501	100	0.03	15028	-0.04	15473	0.03
39.0	23187	23187	100	0.03	11379	-0.04	11808	0.03
38.5	32745	32745	100	0.03	16753	-0.04	15992	0.03
38.0	33993	33993	100	0.03	17536	-0.04	16457	0.03
37.5	26016	26016	100	0.03	13578	-0.04	12438	0.03

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
37.0	27497	27497	100	0.04	14560	-0.05	12937	0.04
36.5	37553	37553	100	0.04	19725	-0.05	17828	0.04
36.0	28108	28108	100	0.03	14512	-0.04	13596	0.03
35.5	31446	31446	100	0.04	16971	-0.05	14475	0.04
35.0	42288	42288	100	0.04	22786	-0.05	19502	0.04
34.5	31415	31415	100	0.04	16539	-0.05	14876	0.03
34.0	37034	37034	100	0.04	20543	-0.05	16491	0.04
33.5	34127	34127	100	0.04	18248	-0.05	15879	0.03
33.0	41362	41362	100	0.04	22741	-0.05	18621	0.04
32.5	37370	37370	100	0.04	19557	-0.05	17813	0.04
32.0	46536	46536	100	0.04	25107	-0.05	21429	0.04
31.5	41256	41256	100	0.04	21282	-0.05	19974	0.04
31.0	52351	52351	100	0.05	27671	-0.05	24680	0.03
30.5	45470	45470	100	0.05	23456	-0.05	22014	0.04
30.0	58920	58920	100	0.05	30568	-0.05	28352	0.04
29.5	50220	50220	100	0.05	25858	-0.05	24362	0.04
29.0	38998	38998	100	0.05	19947	-0.05	19051	0.04
28.5	82141	82141	100	0.05	42258	-0.05	39883	0.04
28.0	43131	43131	100	0.05	22039	-0.05	21092	0.04
27.5	75865	75865	100	0.04	38402	-0.05	37463	0.04
27.0	62377	62377	100	0.05	32228	-0.06	30149	0.04
26.5	49124	49124	100	0.05	24922	-0.05	24202	0.04
26.0	86099	86100	100	0.04	43494	-0.05	42606	0.04
25.5	70629	70632	100	0.05	36729	-0.06	33903	0.04
25.0	55494	55494	100	0.04	28360	-0.06	27134	0.04
24.5	96678	96678	100	0.04	48637	-0.06	48041	0.04
24.0	79864	79865	100	0.05	41830	-0.06	38035	0.04
23.5	62207	62207	100	0.04	31933	-0.06	30274	0.04
23.0	63965	63965	100	0.04	32830	-0.06	31135	0.04
22.5	133595	133597	100	0.05	68452	-0.06	65145	0.04
22.0	69753	69754	100	0.04	35330	-0.06	34424	0.04
21.5	71609	71609	100	0.04	36488	-0.06	35121	0.04
21.0	73514	73514	100	0.05	37226	-0.06	36288	0.04
20.5	153050	153051	100	0.05	77973	-0.06	75078	0.04
20.0	79569	79569	100	0.05	40192	-0.06	39377	0.04
19.5	81679	81679	100	0.05	41334	-0.06	40345	0.04
19.0	83807	83807	100	0.05	42360	-0.06	41447	0.04
18.5	140254	140255	100	0.05	69154	-0.05	71101	0.04
18.0	124891	124891	100	0.05	64346	-0.06	60545	0.04
17.5	92919	92920	100	0.05	47561	-0.06	45359	0.04
17.0	95328	95328	100	0.05	48665	-0.06	46663	0.04
16.5	97649	97649	100	0.05	49196	-0.06	48453	0.04
16.0	160981	160982	100	0.05	78653	-0.05	82329	0.04
15.5	146437	146437	100	0.05	73917	-0.06	72520	0.04
15.0	107605	107605	100	0.05	53856	-0.06	53749	0.04
14.5	109986	109986	100	0.05	55113	-0.06	54873	0.04
14.0	112450	112450	100	0.05	55891	-0.06	56559	0.04

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
13.5	115026	115026	100	0.05	56557	-0.06	58469	0.04
13.0	117838	117842	100	0.05	58032	-0.06	59810	0.04
12.5	192748	192748	100	0.05	93954	-0.06	98794	0.04
12.0	179043	179043	100	0.05	86613	-0.06	92430	0.04
11.5	130340	130343	100	0.05	63108	-0.06	67235	0.04
11.0	134050	134050	100	0.05	64682	-0.06	69368	0.04
10.5	137840	137840	100	0.05	66396	-0.06	71444	0.04
10.0	141814	141821	100	0.05	68055	-0.06	73766	0.04
9.5	145856	145856	100	0.05	70066	-0.06	75790	0.04
9.0	150139	150151	99.99	0.05	72310	-0.06	77841	0.04
8.5	240848	240848	100	0.04	116991	-0.05	123857	0.04
8.0	234898	234903	100	0.04	112660	-0.05	122243	0.03
7.5	166738	166746	100	0.04	80923	-0.05	85823	0.03
7.0	170617	170621	100	0.04	82305	-0.05	88316	0.03
6.5	174515	174527	99.99	0.04	83968	-0.05	90559	0.03
6.0	178476	178479	100	0.04	86107	-0.05	92372	0.03
5.5	182235	182239	100	0.04	88365	-0.05	93874	0.03
5.0	185707	185710	100	0.04	90205	-0.04	95505	0.03
4.5	189102	189108	100	0.04	91794	-0.04	97314	0.03
4.0	192252	192252	100	0.04	93141	-0.04	99111	0.02
3.5	195155	195156	100	0.04	94563	-0.04	100593	0.02
3.0	296799	296801	100	0.03	146233	-0.04	150568	0.02
2.5	303338	303338	100	0.03	147383	-0.04	155955	0.02
2.0	204315	204315	100	0.03	101453	-0.03	102862	0.02
1.5	205385	205385	100	0.03	102369	-0.03	103016	0.02
1.0	206606	206607	100	0.03	102555	-0.03	104052	0.02
0.5	207301	207301	100	0.03	104244	-0.03	103057	0.02
0.0	207627	207627	100	0.03	104487	-0.03	103140	0.02
-0.5	207410	207412	100	0.03	104145	-0.03	103267	0.02
-1.0	207078	207081	100	0.03	104107	-0.03	102974	0.01
-1.5	206207	206214	100	0.03	102018	-0.03	104196	0.01
-2.0	204881	204887	100	0.03	101705	-0.04	103182	0.01
-2.5	299380	299384	100	0.03	145745	-0.03	153639	0.01
-3.0	304407	304420	100	0.03	149389	-0.04	155031	0.02
-3.5	196603	196603	100	0.03	96035	-0.04	100568	0.02
-4.0	193767	193769	100	0.03	94722	-0.04	99047	0.02
-4.5	190779	190779	100	0.03	93771	-0.04	97008	0.02
-5.0	187458	187461	100	0.04	92039	-0.04	95422	0.02
-5.5	184088	184093	100	0.04	90704	-0.04	93389	0.02
-6.0	180461	180467	100	0.04	88367	-0.04	92100	0.03
-6.5	176628	176629	100	0.04	86251	-0.04	90378	0.03
-7.0	172799	172805	100	0.04	84289	-0.04	88516	0.03
-7.5	168807	168821	99.99	0.04	82353	-0.04	86468	0.03
-8.0	239095	239097	100	0.04	114887	-0.04	124210	0.03
-8.5	243151	243187	99.99	0.04	120667	-0.05	122520	0.03
-9.0	152760	152762	100	0.04	74588	-0.05	78174	0.04
-9.5	148738	148742	100	0.04	72762	-0.05	75980	0.04

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
-10.0	144995	145000	100	0.04	71176	-0.05	73824	0.04
-10.5	141375	141388	99.99	0.05	68972	-0.05	72416	0.04
-11.0	137843	137848	100	0.05	67259	-0.05	70589	0.04
-11.5	134642	134648	100	0.05	65950	-0.05	68698	0.04
-12.0	190597	190599	100	0.04	91238	-0.05	99361	0.04
-12.5	196103	196104	100	0.05	97356	-0.05	98748	0.04
-13.0	123676	123684	99.99	0.05	60134	-0.05	63550	0.04
-13.5	121496	121499	100	0.05	58864	-0.05	62635	0.04
-14.0	119235	119248	99.99	0.05	57395	-0.05	61853	0.04
-14.5	117034	117036	100	0.05	56845	-0.05	60191	0.04
-15.0	114847	114847	100	0.05	55294	-0.05	59553	0.04
-15.5	164673	164673	100	0.04	76362	-0.05	88311	0.04
-16.0	167604	167606	100	0.05	80167	-0.05	87439	0.04
-16.5	106565	106570	100	0.05	50088	-0.05	56482	0.04
-17.0	104493	104493	100	0.05	49026	-0.05	55467	0.04
-17.5	102364	102364	100	0.05	47950	-0.05	54414	0.04
-18.0	146851	146855	100	0.04	66108	-0.05	80747	0.04
-18.5	146686	146686	100	0.05	68061	-0.05	78625	0.05
-19.0	93438	93438	100	0.04	42062	-0.05	51376	0.04
-19.5	91114	91114	100	0.04	41114	-0.05	50000	0.04
-20.0	88959	88959	100	0.04	40181	-0.05	48778	0.04
-20.5	171278	171280	100	0.04	76764	-0.04	94516	0.04
-21.0	82184	82184	100	0.04	37153	-0.04	45031	0.04
-21.5	79936	79941	99.99	0.04	35977	-0.04	43964	0.04
-22.0	77684	77687	100	0.04	35078	-0.04	42609	0.04
-22.5	148979	148991	99.99	0.04	67474	-0.04	81517	0.04
-23.0	71169	71170	100	0.04	32257	-0.04	38913	0.04
-23.5	68953	68953	100	0.04	31348	-0.04	37605	0.04
-24.0	99625	99625	100	0.04	43276	-0.04	56349	0.04
-24.5	94223	94224	100	0.04	45506	-0.05	48718	0.03
-25.0	60256	60257	100	0.04	27831	-0.04	32426	0.03
-25.5	86864	86864	100	0.03	38206	-0.04	48658	0.04
-26.0	82038	82041	100	0.04	40621	-0.04	41420	0.03
-26.5	52323	52323	100	0.04	24487	-0.04	27836	0.03
-27.0	74875	74875	100	0.03	32666	-0.04	42209	0.04
-27.5	70751	70751	100	0.04	35363	-0.05	35388	0.03
-28.0	44856	44856	100	0.04	21192	-0.04	23664	0.03
-28.5	84853	84854	100	0.04	39982	-0.04	44872	0.03
-29.0	40108	40108	100	0.04	19047	-0.04	21061	0.03
-29.5	56545	56545	100	0.04	24776	-0.04	31769	0.03
-30.0	55300	55300	100	0.04	28668	-0.05	26632	0.03
-30.5	50345	50345	100	0.04	22413	-0.04	27932	0.04
-31.0	50593	50593	100	0.04	26542	-0.05	24051	0.03
-31.5	45400	45400	100	0.04	20233	-0.04	25167	0.04
-32.0	47079	47079	100	0.04	24808	-0.05	22271	0.04
-32.5	41417	41417	100	0.04	18542	-0.05	22875	0.04
-33.0	44151	44151	100	0.04	23474	-0.05	20677	0.04

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
-33.5	38068	38068	100	0.04	17208	-0.05	20860	0.04
-34.0	41729	41729	100	0.04	22615	-0.05	19114	0.04
-34.5	35356	35356	100	0.04	16176	-0.04	19180	0.04
-35.0	48804	48804	100	0.04	24480	-0.05	24324	0.03
-35.5	38197	38197	100	0.04	20474	-0.05	17723	0.04
-36.0	31380	31380	100	0.04	14465	-0.05	16915	0.04
-36.5	44226	44226	100	0.05	22486	-0.05	21740	0.04
-37.0	35258	35258	100	0.04	19059	-0.05	16199	0.04
-37.5	28007	28007	100	0.04	13026	-0.05	14981	0.04
-38.0	40451	40451	100	0.04	20350	-0.05	20101	0.04
-38.5	39079	39079	100	0.04	19723	-0.05	19356	0.04
-39.0	32206	32206	100	0.04	17347	-0.04	14859	0.03
-39.5	37576	37576	100	0.04	19005	-0.04	18571	0.04
-40.0	23891	23891	100	0.04	11045	-0.05	12846	0.04
-40.5	36230	36230	100	0.04	18188	-0.04	18042	0.04
-41.0	35733	35733	100	0.04	17472	-0.04	18261	0.03
-41.5	35355	35355	100	0.04	16811	-0.05	18544	0.03
-42.0	35031	35031	100	0.04	16615	-0.05	18416	0.03
-42.5	34849	34849	100	0.04	16443	-0.05	18406	0.03
-43.0	34869	34869	100	0.04	16629	-0.05	18240	0.03
-43.5	34815	34815	100	0.04	16579	-0.05	18236	0.03
-44.0	34711	34711	100	0.04	16480	-0.05	18231	0.03
-44.5	34800	34800	100	0.04	16359	-0.05	18441	0.03
-45.0	38582	38582	100	0.04	17088	-0.05	21494	0.03
-45.5	47977	47977	100	0.04	23782	-0.05	24195	0.03
-46.0	34179	34179	100	0.04	16089	-0.04	18090	0.03
-46.5	33860	33860	100	0.04	15803	-0.04	18057	0.03
-47.0	37204	37204	100	0.04	16175	-0.04	21029	0.03
-47.5	45736	45736	100	0.04	22369	-0.04	23367	0.03
-48.0	36169	36169	100	0.04	15637	-0.04	20532	0.03
-48.5	44235	44235	100	0.04	21638	-0.05	22597	0.03
-49.0	35208	35208	100	0.04	15283	-0.04	19925	0.04
-49.5	42746	42746	100	0.04	21187	-0.04	21559	0.04
-50.0	34539	34539	100	0.04	15040	-0.04	19499	0.04
-50.5	45597	45597	100	0.04	21336	-0.04	24261	0.04
-51.0	41109	41109	100	0.04	19985	-0.04	21124	0.04
-51.5	33389	33389	100	0.04	14074	-0.04	19315	0.04
-52.0	44046	44048	100	0.04	19884	-0.04	24164	0.04
-52.5	43348	43349	100	0.04	19301	-0.04	24048	0.04
-53.0	42717	42726	99.98	0.04	18769	-0.04	23957	0.04
-53.5	41761	41777	99.96	0.04	18106	-0.04	23671	0.04
-54.0	40962	41001	99.9	0.04	17553	-0.04	23448	0.04
-54.5	44139	44200	99.86	0.04	17800	-0.04	26400	0.04
-55.0	49117	49190	99.85	0.04	21511	-0.05	27679	0.04
-55.5	39024	39076	99.87	0.04	16107	-0.04	22969	0.04
-56.0	42340	42380	99.91	0.04	16473	-0.04	25907	0.04
-56.5	48229	48275	99.9	0.04	20574	-0.04	27701	0.03

Beam Angle	Count < 20cm	Total Count	% < 20cm	Absolute Average	Negative Count	Negative Average	Positive Count	Positive Average
-57.0	51938	51968	99.94	0.04	21048	-0.04	30920	0.04
-57.5	42035	42067	99.92	0.04	16051	-0.04	26016	0.04
-58.0	49473	49521	99.9	0.04	19729	-0.04	29792	0.04
-58.5	47097	47134	99.92	0.04	18735	-0.04	28399	0.04
-59.0	43392	43429	99.91	0.04	17234	-0.04	26195	0.04
-59.5	37686	37741	99.85	0.03	14915	-0.04	22826	0.04
-60.0	32080	32162	99.75	0.04	12740	-0.04	19422	0.04
-60.5	29357	29430	99.75	0.04	12226	-0.04	17204	0.05
-61.0	20351	20434	99.59	0.04	8265	-0.03	12169	0.05
-61.5	17361	17445	99.52	0.04	7114	-0.03	10331	0.04
-62.0	11816	11878	99.48	0.04	4798	-0.03	7080	0.05
-62.5	7476	7547	99.06	0.05	2852	-0.03	4695	0.07
-63.0	4129	4193	98.47	0.06	1290	-0.03	2903	0.07
-63.5	2891	2938	98.4	0.05	948	-0.03	1990	0.07
-64.0	1712	1712	100	0.04	584	-0.03	1128	0.04
-64.5	197	197	100	0.04	48	-0.02	149	0.04
TOTAL	20589110	20590555		0.04	9868186	-0.04	10722369	0.04
PER CENT OF TOTAL			99.99		47.93		52.07	
STANDARD DEVIATION				0.009558		0.010085		0.0011965

SECTION IV. DATA PROCESSING FLOW DIAGRAM

Figure 43. SAIC Data Acquisition and Processing Flow Chart

APPENDIX III. POSITIONING AND ATTITUDE SYSTEM REPORTS

SECTION I. GAMS

The following values for the reference to center of rotation lever arm were added to the POS/MV installation parameters:

- Y value of +0.365 comes from the offsets survey and is the distance from the IMU to the keel (Figure 5)
- Z value of -0.78 is the distance from the IMU to the water line and is computed based on the surveyed distance of the IMU to the transducer (1.71 meters) minus the average draft of the transducer (2.49 meters)

During the at sea tests a GAMS calibration was conducted. Figure 44 shows screen grabs of the POS/MV installation lever arms and Figure 45 is a screen grab of the GAMS Calibration.

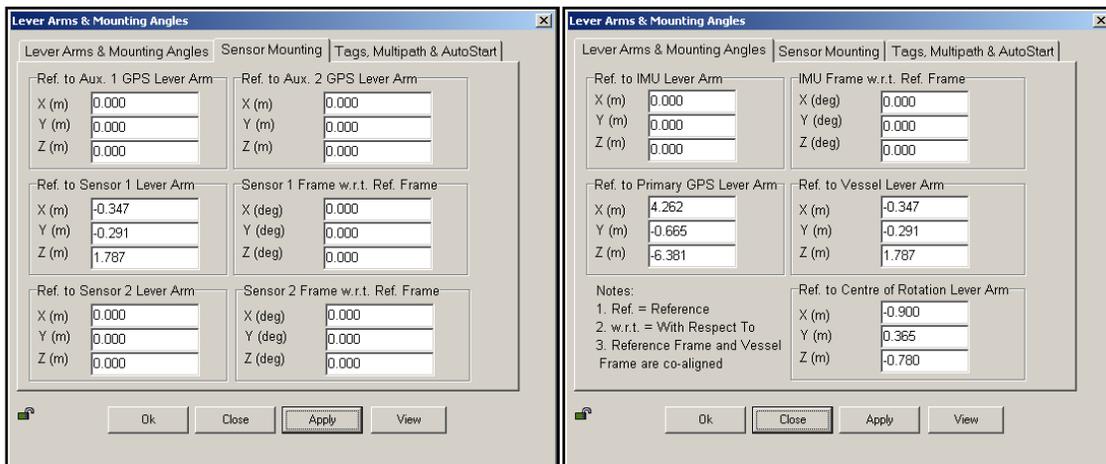


Figure 44. Screen Grabs of the POS/MV Installation Parameters

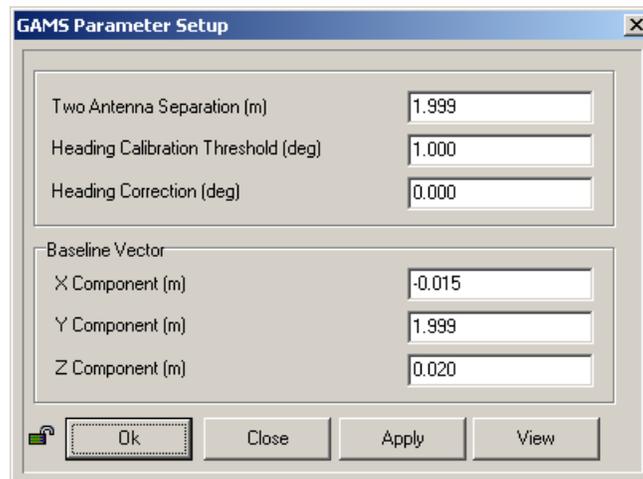


Figure 45. Screen Grab of GAMS Calibration

APPENDIX IV. SOUND SPEED SENSOR CALIBRATION REPORTS**Certificate of Calibration**

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004523 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0199
 Calibration ID: 004523 002616 200508 190311 005230
 Installed On: 004523 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: 1.525577E+3	Coefficient G: 0.000000E+0
Coefficient B: -1.064177E+2	Coefficient H: 0.000000E+0
Coefficient C: 8.033263E+0	Coefficient I: 0.000000E+0
Coefficient D: -6.450085E-1	Coefficient J: 0.000000E+0
Coefficient E: 0.000000E+0	Coefficient K: 0.000000E+0
Coefficient F: 0.000000E+0	Coefficient L: 0.000000E+0
	Coefficient M:

Calibration Date (dd/mm/yyyy): 21/3/2011

Certified By:

Robert Haydock
 President, AML Oceanographic

AML Oceanographic certifies that the asset described above has been calibrated or recalibrated with equipment referenced to traceable standards. Please note that Xchange™ sensor-heads may be installed on assets other than the one listed above; this calibration certificate will still be valid when used on other such assets. If this instrument or sensor has been recalibrated, please be sure to update your records. Please also ensure that you update the instrument's coefficient values in any post-processing software that you use, if necessary. Older generation instruments may require configuration files, which are available for download at our Customer Centre at www.AMLoceanographic.com/support

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004523 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .014
 Calibration ID: 004523 001760 OWG390 210311 170352
 Installed On: 004523 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: -2.453324E+2	Coefficient G: -2.042497E-7
Coefficient B: -6.533138E-2	Coefficient H: 2.808983E-9
Coefficient C: 4.917664E-3	Coefficient I: 5.161519E-10
Coefficient D: -6.121487E-5	Coefficient J: -3.789070E-11
Coefficient E: 8.931267E-3	Coefficient K: 2.433751E-12
Coefficient F: 4.998591E-6	Coefficient L: -4.654919E-14
	Coefficient M:

Calibration Date (dd/mm/yyyy): 21/3/2011

Certified By:

Robert Haydock
 President, AML Oceanographic

AML Oceanographic certifies that the asset described above has been calibrated or recalibrated with equipment referenced to traceable standards. Please note that Xchange™ sensor-heads may be installed on assets other than the one listed above; this calibration certificate will still be valid when used on other such assets. If this instrument or sensor has been recalibrated, please be sure to update your records. Please also ensure that you update the instrument's coefficient values in any post-processing software that you use, if necessary. Older generation instruments may require configuration files, which are available for download at our Customer Centre at www.AMLoceanographic.com/support

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004523
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0128
 Calibration ID: 004523 999999 0WG390 240212 121824
 Installed On:

Coefficient A: -2.453930E+2	Coefficient G: -2.042497E-7
Coefficient B: -6.533138E-2	Coefficient H: 2.808983E-9
Coefficient C: 4.917664E-3	Coefficient I: 5.444436E-10
Coefficient D: -6.121487E-5	Coefficient J: -3.789070E-11
Coefficient E: 8.928534E-3	Coefficient K: 2.433751E-12
Coefficient F: 4.998591E-6	Coefficient L: -4.654919E-14
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 24/2/2012

Certified By:

Robert Haydock

President, AML Oceanographic

AML Oceanographic certifies that the asset described above has been calibrated or recalibrated with equipment referenced to traceable standards. Please note that Xchange™ sensor-heads may be installed on assets other than the one listed above; this calibration certificate will still be valid when used on other such assets. If this instrument or sensor has been recalibrated, please be sure to update your records. Please also ensure that you update the instrument's coefficient values in any post-processing software that you use, if necessary. Older generation instruments may require configuration files, which are available for download at our Customer Centre at www.AMLoceanographic.com/support

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004523
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0184
 Calibration ID: 004523 999999 200508 220212 224044
 Installed On:

Coefficient A:	1.525931E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.066281E+2	Coefficient H:	0.000000E+0
Coefficient C:	8.079513E+0	Coefficient I:	0.000000E+0
Coefficient D:	-6.364943E-1	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	0.000000E+0

Calibration Date (dd/mm/yyyy): 22/2/2012

Certified By:

Robert Haydock

President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004880 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0228
 Calibration ID: 004880 021513 133240 160211 004418
 Installed On: 004880 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A:	1.533074E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.119408E+2	Coefficient H:	0.000000E+0
Coefficient C:	7.902208E+0	Coefficient I:	0.000000E+0
Coefficient D:	-3.085522E-1	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	

Calibration Date (dd/mm/yyyy): 16/2/2011
 Certified By:

Robert Haydock
 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004880 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0133
 Calibration ID: 004880 999999 OBD059 140211 175012
 Installed On: 004880 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A:	-4.004630E+2	Coefficient G:	-9.924951E-9
Coefficient B:	-7.282964E-2	Coefficient H:	-1.105840E-9
Coefficient C:	1.102850E-3	Coefficient I:	4.880824E-9
Coefficient D:	2.357481E-5	Coefficient J:	1.163912E-11
Coefficient E:	1.226707E-2	Coefficient K:	-8.033204E-13
Coefficient F:	1.955380E-6	Coefficient L:	1.217006E-14
		Coefficient M:	

Calibration Date (dd/mm/yyyy): 14/2/2011

Certified By:

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 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004880
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0168
 Calibration ID: 004880 999999 0BD059 240212 170458
 Installed On:

Coefficient A: -3.994575E+2	Coefficient G: -5.457355E-7
Coefficient B: -2.440482E-1	Coefficient H: 9.020544E-9
Coefficient C: 1.191668E-2	Coefficient I: 5.294070E-9
Coefficient D: -1.832072E-4	Coefficient J: -8.409794E-11
Coefficient E: 1.223525E-2	Coefficient K: 5.542655E-12
Coefficient F: 9.757254E-6	Coefficient L: -1.046367E-13
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 24/2/2012

Certified By:

Robert Haydock
 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 004880
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0291
 Calibration ID: 004880 999999 133240 220212 224044
 Installed On:

Coefficient A: 1.533423E+3	Coefficient G: 0.000000E+0
Coefficient B: -1.131188E+2	Coefficient H: 0.000000E+0
Coefficient C: 9.018137E+0	Coefficient I: 0.000000E+0
Coefficient D: -6.434289E-1	Coefficient J: 0.000000E+0
Coefficient E: 0.000000E+0	Coefficient K: 0.000000E+0
Coefficient F: 0.000000E+0	Coefficient L: 0.000000E+0
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 22/2/2012

Certified By:

A handwritten signature in black ink, appearing to read 'Robert Haydock', is centered on the page.

Robert Haydock

President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005332 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0184
 Calibration ID: 005332 014103 000522 160211 004418
 Installed On: 005332 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A:	1.524318E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.015027E+2	Coefficient H:	0.000000E+0
Coefficient C:	7.170129E+0	Coefficient I:	0.000000E+0
Coefficient D:	-5.055079E-1	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	

Calibration Date (dd/mm/yyyy): 16/2/2011
 Certified By:

Robert Haydock
 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005332 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0101
 Calibration ID: 005332 022302 0BD098 140211 174612
 Installed On: 005332 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: -3.728710E+2	Coefficient G: -1.985228E-7
Coefficient B: -1.483018E-1	Coefficient H: 2.840028E-9
Coefficient C: 3.038240E-3	Coefficient I: 4.125668E-9
Coefficient D: -2.306934E-5	Coefficient J: -2.401675E-11
Coefficient E: 1.133043E-2	Coefficient K: 2.136736E-12
Coefficient F: 5.470165E-6	Coefficient L: -4.725398E-14
	Coefficient M:

Calibration Date (dd/mm/yyyy): 14/2/2011

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
Asset Serial Number: 005332
Asset Product Type: Smart SV&P for Brooke MVP -
Calibration Type: Pressure
Calibration Range: 200 dBar
Calibration RMS Error: .0159
Calibration ID: 005332 999999 0BD098 230212 155652
Installed On:

Coefficient A: -3.740712E+2	Coefficient G: -3.411357E-7
Coefficient B: -2.975558E-1	Coefficient H: 3.382966E-9
Coefficient C: 7.776408E-3	Coefficient I: 3.515356E-9
Coefficient D: -6.751375E-5	Coefficient J: -9.008716E-11
Coefficient E: 1.138399E-2	Coefficient K: 3.321312E-12
Coefficient F: 1.152627E-5	Coefficient L: -4.362027E-14
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 23/2/2012

Certified By:

Robert Haydock
President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005332
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0174
 Calibration ID: 005332 999999 S00522 220212 224044
 Installed On:

Coefficient A: 1.524444E+3	Coefficient G: 0.000000E+0
Coefficient B: -1.020616E+2	Coefficient H: 0.000000E+0
Coefficient C: 7.752605E+0	Coefficient I: 0.000000E+0
Coefficient D: -7.323166E-1	Coefficient J: 0.000000E+0
Coefficient E: 0.000000E+0	Coefficient K: 0.000000E+0
Coefficient F: 0.000000E+0	Coefficient L: 0.000000E+0
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 22/2/2012
 Certified By:

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005454 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .022
 Calibration ID: 005454 131662 137924 140211 220350
 Installed On: 005454 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A:	1.533591E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.066134E+2	Coefficient H:	0.000000E+0
Coefficient C:	5.302815E+0	Coefficient I:	0.000000E+0
Coefficient D:	8.124114E-1	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	

Calibration Date (dd/mm/yyyy): 14/2/2011

Certified By:

Robert Haydock
 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005454 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .015
 Calibration ID: 005454 130323 0AX883 140211 175226
 Installed On: 005454 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: -4.258276E+2	Coefficient G: 4.078545E-7
Coefficient B: 6.519716E-2	Coefficient H: -6.827102E-9
Coefficient C: -8.547504E-3	Coefficient I: 1.686383E-9
Coefficient D: 1.611228E-4	Coefficient J: 1.127975E-10
Coefficient E: 1.305660E-2	Coefficient K: -5.383782E-12
Coefficient F: -5.541767E-6	Coefficient L: 7.105914E-14
	Coefficient M:

Calibration Date (dd/mm/yyyy): 14/2/2011

Certified By:

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 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
Asset Serial Number: 005454
Asset Product Type: Smart SV&P for Brooke MVP -
Calibration Type: Sound Velocity
Calibration Range: 1400 to 1550 m/s
Calibration RMS Error: .0238
Calibration ID: 005454 999999 137924 220212 224044
Installed On:

Coefficient A:	1.533909E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.073486E+2	Coefficient H:	0.000000E+0
Coefficient C:	6.753400E+0	Coefficient I:	0.000000E+0
Coefficient D:	-1.604575E-2	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	0.000000E+0

Calibration Date (dd/mm/yyyy): 22/2/2012

Certified By:

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President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
Asset Serial Number: 005454
Asset Product Type: Smart SV&P for Brooke MVP -
Calibration Type: Pressure
Calibration Range: 200 dBar
Calibration RMS Error: .0105
Calibration ID: 005454 999999 0AX883 240212 121242
Installed On:

Coefficient A:	-4.240759E+2	Coefficient G:	4.078545E-7
Coefficient B:	6.519716E-2	Coefficient H:	-6.827102E-9
Coefficient C:	-8.547504E-3	Coefficient I:	2.702873E-9
Coefficient D:	1.611228E-4	Coefficient J:	1.127975E-10
Coefficient E:	1.297179E-2	Coefficient K:	-5.383782E-12
Coefficient F:	-5.541767E-6	Coefficient L:	7.105914E-14
		Coefficient M:	0.000000E+0

Calibration Date (dd/mm/yyyy): 24/2/2012

Certified By:

A handwritten signature in black ink, appearing to read 'Robert Haydock', is written over a faint, illegible background.

Robert Haydock
President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005455 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Sound Velocity
 Calibration Range: 1400 to 1550 m/s
 Calibration RMS Error: .0227
 Calibration ID: 005455 131806 200507 160211 004418
 Installed On: 005455 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: 1.521388E+3	Coefficient G: 0.000000E+0
Coefficient B: -1.056991E+2	Coefficient H: 0.000000E+0
Coefficient C: 7.597422E+0	Coefficient I: 0.000000E+0
Coefficient D: -4.501138E-1	Coefficient J: 0.000000E+0
Coefficient E: 0.000000E+0	Coefficient K: 0.000000E+0
Coefficient F: 0.000000E+0	Coefficient L: 0.000000E+0
	Coefficient M:

Calibration Date (dd/mm/yyyy): 16/2/2011
 Certified By:

Robert Haydock
 President, AML Oceanographic

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005455 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Asset Product Type: Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0425
 Calibration ID: 005455 131869 0AX808 140211 173354
 Installed On: 005455 Smart SV&P for Brooke MVP - PDC-A0200-OEM-Brooke

Coefficient A: -3.560893E+2	Coefficient G: 1.138000E-6
Coefficient B: 7.641848E-2	Coefficient H: -3.055800E-8
Coefficient C: -2.197139E-2	Coefficient I: 2.305224E-9
Coefficient D: 6.132656E-4	Coefficient J: 1.241435E-10
Coefficient E: 1.085529E-2	Coefficient K: -1.421430E-11
Coefficient F: -6.439580E-6	Coefficient L: 3.582063E-13
	Coefficient M:

Calibration Date (dd/mm/yyyy): 14/2/2011
 Certified By:

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
 Asset Serial Number: 005455
 Asset Product Type: Smart SV&P for Brooke MVP -
 Calibration Type: Pressure
 Calibration Range: 200 dBar
 Calibration RMS Error: .0138
 Calibration ID: 005455 999999 OAX808 230212 155642
 Installed On:

Coefficient A: -3.528293E+2	Coefficient G: -3.383892E-7
Coefficient B: -2.569090E-1	Coefficient H: 3.359020E-9
Coefficient C: 7.513079E-3	Coefficient I: 4.020745E-9
Coefficient D: -6.184835E-5	Coefficient J: -6.796014E-11
Coefficient E: 1.071477E-2	Coefficient K: 3.344689E-12
Coefficient F: 9.805723E-6	Coefficient L: -4.480661E-14
	Coefficient M: 0.000000E+0

Calibration Date (dd/mm/yyyy): 23/2/2012

Certified By:

Robert Haydock
 President, AML Oceanographic

AML Oceanographic certifies that the asset described above has been calibrated or recalibrated with equipment referenced to traceable standards. Please note that Xchange™ sensor-heads may be installed on assets other than the one listed above; this calibration certificate will still be valid when used on other such assets. If this instrument or sensor has been recalibrated, please be sure to update your records. Please also ensure that you update the instrument's coefficient values in any post-processing software that you use, if necessary. Older generation instruments may require configuration files, which are available for download at our Customer Centre at www.AMLoceanographic.com/support

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Certificate of Calibration

Customer: Science Applications International Corporation (SAIC)
Asset Serial Number: 005455
Asset Product Type: Smart SV&P for Brooke MVP -
Calibration Type: Sound Velocity
Calibration Range: 1400 to 1550 m/s
Calibration RMS Error: .023
Calibration ID: 005455 999999 200507 220212 224044
Installed On:

Coefficient A:	1.521477E+3	Coefficient G:	0.000000E+0
Coefficient B:	-1.063368E+2	Coefficient H:	0.000000E+0
Coefficient C:	8.338994E+0	Coefficient I:	0.000000E+0
Coefficient D:	-8.173114E-1	Coefficient J:	0.000000E+0
Coefficient E:	0.000000E+0	Coefficient K:	0.000000E+0
Coefficient F:	0.000000E+0	Coefficient L:	0.000000E+0
		Coefficient M:	0.000000E+0

Calibration Date (dd/mm/yyyy): 22/2/2012

Certified By:

A handwritten signature in black ink, appearing to read 'Robert Haydock', is written over a light grey dotted background.

Robert Haydock
President, AML Oceanographic

AML Oceanographic certifies that the asset described above has been calibrated or recalibrated with equipment referenced to traceable standards. Please note that Xchange™ sensor-heads may be installed on assets other than the one listed above; this calibration certificate will still be valid when used on other such assets. If this instrument or sensor has been recalibrated, please be sure to update your records. Please also ensure that you update the instrument's coefficient values in any post-processing software that you use, if necessary. Older generation instruments may require configuration files, which are available for download at our Customer Centre at www.AMLoceanographic.com/support

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SVP Test and Calibration certificate

SVP Type :	SVP70
SVP Serial No.	1908145

Date of issue : 18-05-2011

Temperature Calibration :	Hart 1504 s/n A6B554 & Thermistor s/n 3014
Point 1:	4.6 °C
Point 2:	16.6 °C
Point 3:	25.5 °C
Pressure Calibration :	Custom Built Tank (TestUnit ASF150 Ser# 41-10-0007-R03)
Point 1:	0 Bar
Point 2:	299.6 Bar
Point 3:	600.7 Bar

RMS Speed of Sound Errors

Temperature Validation :	0.0020 m/s
Pressure Validation :	0.0933 m/s

Calibration & Final Function Test : Sign : Jens Petersen

QA Signature : Inits : _____



RESON A/S, Fabriksvangen 13, DK-3550 Slangerup
Fax: +45 4738 0066, Phone: +45 4738 0022



SVP Test and Calibration certificate

SVP Type :	SVP70
SVP Serial No.	1908145

Date of Issue : 05-03-2012

Temperature Calibration :	Hart 1504 s/n A6B554 & Thermistor s/n 3014
Point 1:	4.6 °C
Point 2:	16.5 °C
Point 3:	25.5 °C
Pressure Calibration :	Custom Built Tank (TestUnit ASF150 Ser# 41-10-0007-R03)
Point 1:	0 Bar
Point 2:	300.6 Bar
Point 3:	599.9 Bar

RMS Speed of Sound Errors

Temperature Validation :	0.0124 m/s
Pressure Validation :	0.1264 m/s

Calibration & Final Function Test : Sign : Jind Petersen

QA Signature : _____ Inits : _____



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