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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE

## Data Acquisition & Processing Report

*Type of Survey* ..... Hydrographic

*Project No.* ..... OPR-O325-RA-06

*Time frame* ..... May 2006

### LOCALITY

*State* ..... Alaska

*General Locality* ..... Wrangell Narrows

.....  
**2006**

### CHIEF OF PARTY

..... Commander Guy T. Noll, NOAA

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# Data Acquisition and Processing Report

## NOAA Ship RAINIER (s221)

OPR-O325-RA-06

Wrangell Narrows, Alaska

Hydrographic Letter Instructions dated April 1, 2006

Chief of Party: Commander Guy T. Noll, NOAA

### A. EQUIPMENT

This Data Acquisition and Processing Report describes both the survey equipment used and the standard methods for acquisition applied to the equipment used. Not necessarily all equipment described within this report was used during data acquisition for all sheets of this project. Data were acquired by the following RAINIER survey launches:

<u>Hull Number</u>	<u>Vessel type</u>
1101	29 foot Jensen jet drive survey launch
1103	28 foot Munson jet drive work boat
1021	29 foot Jensen survey launch
1016	29 foot Jensen survey launch
1006	29 foot Jensen survey launch
1015	29 foot Jensen survey launch
1905	19 foot American Eagle SAFE boat

Vessels 1021, 1016, 1006 and 1015 are used to acquire shallow-water multi-beam (SWMB) data and sound velocity profiles. Vessel 1006 also collected detached positions. Vessels 1101, 1103 and 1905 are used to collect vertical-beam echosounder (VBES) data. Vessel 1015 is also used to collect side-scan-sonar (SSS) data. Any vessel may be utilized for collecting bottom samples. No unusual vessel configurations or problems were encountered on this project. Vessel descriptions and offset measurements are included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

Six different categories of echosounder systems were utilized for project OPR-O325-RA-06. The individual system(s) chosen for use in a given area were decided at the discretion of the Hydrographer using the guidance stated in the Standing Project Instructions, the Hydrographic Letter Instructions, and the Field Procedures Manual, and depended upon the limitations of each system, the bottom topography, the water depth, and the ability of the platform vessel to safely navigate the area. These systems are described in the following section.

A complete description of all echosounder systems, positioning, and attitude sensors in addition to a complete inventory and list of serial numbers is located in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

#### **Sounding Equipment:**

##### 1. RESON 8101 Launch Shallow Water Multi-Beam (SWMB)

Vessels 1021 and 1006 are equipped with Reson SeaBat 8101 multibeam echosounders. The SeaBat 8101 is a 240 kHz multi-beam system that measures relative water depths across a 150° swath, consisting of 101 individual 1.5° x 1.5° beams. This system was used to obtain full-bottom coverage in depths generally from 4 meters to 150 meters, with varying range scale values dependent upon the depth of water and across-track

slope. Both echosounders have Option 033, Angle-Independent Imagery, and Option 040, Extended Range Projector.

Vessel 1021 is configured with the Reson 8101 mounted on a swing-arm which deploys the transducer from an “in transit” position recessed within the hull to a “survey” position extending beneath the hull before data acquisition commences. Vessel 1006 is configured with the 8101 transducer mounted permanently in a cut-out section of the vessel’s keel.

## 2. RESON 8125 Launch Shallow Water Multi-Beam (SWMB)

Vessel 1016 is equipped with a hull-mounted Reson SeaBat 8125, with Option 033, Angle-Independent Imagery. The SeaBat 8125 is a 455 kHz multi-beam system that uses high frequency focused near-field beam forming to measure relative water depths across a 120° swath, consisting of 240 individual 0.5° x 1.0° beams. This system was used to obtain full-bottom coverage in depths generally from 4 meters to 60 meters, with varying range scale values dependent upon the depth of water and across-track slope. Surface sound velocity was measured using an Odom Digibar Pro, model db1200, velocimeter and digitally input into the Seabat 8125 during acquisition.

## 3. ELAC 1180 Launch Shallow and Intermediate-Depth Multi-beam

Vessel 1015 is equipped with a hull-mounted Elac 1180, which is a single frequency (180 kHz), multi-beam echosounder system for shallow and intermediate water depths. The transducer assembly consists of two flat-faced transducers, one starboard and one port, each mounted at a 38° angle from horizontal. Echosounding is achieved using a Rotating Directional Transmission (RDT) method where sound is directed utilizing the directional gain of the complete transducer array. Sonar transmission occurs across adjacent sectors in a 3-step “subfan” process. Out of each of the 3 subfans within a sector, the receiving beamformer calculates 3 slightly overlapping beams each 1.5° wide with a spacing of 1.25°, for a total of 9 beams per sector. There are 7 fanwidth settings possible, the maximum of which (153.5°) utilizes 7 sectors, for a maximum total of 126 beams within a “virtual swath”. RAINIER personnel typically operate the Elac 1180 on a swath width of 131° (116 beams) or 108° (90 beams), depending on water depth, sea state, data quality, and coverage requirements. When operated concurrently with the Klein 5500 side scan sonar, the system is operated in 86° (72 beams) mode to avoid acoustic interference. Surface sound velocity was measured using an Odom Digibar Pro model db1200 velocimeter, directly interfaced with the Elac data acquisition workstation.

Because the RDT beam forming method described above requires three ping cycles to fully ensonify the coverage swath, the Elac 1180 cannot meet the coverage and object detection requirements specified in the NOS Hydrographic Surveys Specifications and Deliverables currently in effect while maintaining a reasonable survey speed. Hydrographic Surveys Division has been informed of this deficiency, and RAINIER will continue to operate this legacy system until funds are available for its replacement. In the interim, the Elac 1180 is not utilized as the sole means of bottom coverage in water depths less than 100 m. The Elac 1180 is occasionally used in shallow waters where few features are expected to provide bathymetry to accompany 200% side scan sonar coverage, or main scheme bathymetric coverage in depths between 40 and 100m. When utilized in this depth regime, all significant features indicated by the Elac are fully developed with a high resolution multi-beam sonar such as the Reson 8101 or 8125.

## 4. Launch Vertical Beam Echosounder (VBES)

Vessels 1101 and 1103 are equipped with a Knudsen Engineering Limited 320M, which is a dual frequency (100 kHz, 24 kHz) digital recording vertical-beam echo sounder with an analog paper record. The beam widths for the high and low frequency are 7° (conical) and 25° by 40° (rectangular) respectively. Soundings were acquired in meters for both frequencies, with the high frequency sounding recorded as the primary

frequency in the acquisition software (Hypack). The low frequency was often disabled in shallow water because it distorted the echosounder trace.

#### 5. CEEDUCER Pro™ Vertical Beam Echosounder (VBES)

Skiff 1905 was equipped with a CEEDUCER Pro™, a portable self-contained hydrographic survey system. This system consists of an integrated DGPS positioning receiver and a dual frequency echosounder (200/30KHz) enclosed in a durable and splash proof case. Although the CEEDUCER system is capable of dual frequency, only a standard 200 kHz transducer was installed and used. This 200 kHz transducer is enclosed in a bronze housing with a urethane acoustic window and transmits a 8° wide beam at 3dB. Both the GPS antenna and the VBES transducer are mounted on the same pole to both ease installation and minimize vessel offsets. A laptop computer running the acquisition software (Hypack) was used both to navigate and log sounding and position data via a NMEA string from the CEEDUCER system.

VBES data were acquired in near shore areas to define the Navigational Area Limit Line (NALL) and determine the inshore limit of hydrography. VBES was also used to define the zero-meter curve in areas identified in the OPR-O325-RA-06 project instructions. VBES data were also acquired over some offshore reefs and shoals which were inaccessible to MBES-equipped boats, in depths generally ranging from 0 to 20 meters. VBES sounding lines were run perpendicular to depth contours at a line spacing sufficient to determine general near shore contours, with “splits” run at a reduced line spacing to develop shoal areas that were deemed too shallow for the safe or effective use of a vessel equipped with SWMB. In addition, in some cases VBES data were acquired as cross lines for comparison to main scheme multi-beam echosoundings.

#### 6. Diver Least-Depth Gauge

A diver least-depth gauge (DLDG) was utilized to obtain least depths over selected rocks and features. The DLDG utilized by RAINIER is a In-Situ miniTROLL “Advanced”. This system has been approved for experimental use by the Hydrographic Systems and Technology Programs office. The miniTROLL features an internal data logger with a pressure/level sensor and is completely self-contained in a 316-Stainless Steel body. The integrated silicon strain-gauge pressure sensor claims an accuracy of  $\pm 0.1\%$  over full pressure and temperature range, or  $0.05\%$  @  $15^{\circ}\text{C}$ . Data is recorded at a minimum sampling rate of 0.5 seconds and saved in internal memory capable of storing 80,000 data points. This data is then downloaded with a PC using the included Win-Situ software.

#### 7. Lead Line

During shoreline verification, lead lines were used to acquire depths over rocks and other features too shallow to acquire soundings using echo sounders. RAINIER personnel calibrated lead lines in March 2006. Calibration reports are included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

### **Side Scan Sonar:**

#### 1. Klein 5500

The Klein 5500 sonar system consists of a towfish, a transceiver/processor unit, and a PC for system control, data logging, and data viewing. The Klein 5500 simultaneously forms multiple dynamically focused beams per side for every ping. This beam-forming method overcomes the along track resolution and towing speed limitations of traditional side scan sonar systems.

Vessel 1015 is equipped with a hull-mounted sled to which the SSS towfish is attached. The Klein 5500 sonar system tow fish operates at a frequency of 455 kHz with two transducer arrays (port & starboard). Each

Klein 5500 transducer simultaneously forms five dynamically focused beams per side, allowing increased resolution along track (20–36 cm) and across track (7.5-30cm) dependant upon range scale.

This hull-mounted configuration eliminates offset, layback, and heading errors associated with a towed system, thereby increasing the positioning accuracy of the processed imagery. An added benefit of this configuration is its ability to avoid entanglement with crab trap floats and operate in and around tight quarters (ex: piers and/or piles) as compared to the towed configuration. The Elac 1180 MBES installed on Vessel 1015 is typically operated in 86° mode while operating the Klein SSS to provide a “skunk stripe” of bathymetry in the center of the SSS swath.

## 2. Multibeam Echosounder Backscatter

The Option 033 of the Reson SWMB systems used aboard 1006, 1016, and 1021 provide angle-independent imagery similar to fixed-mount side scan sonar (SSS). The ELAC SWMB systems used aboard 1015 also provides a very low-resolution digital SSS record of the multi-beam swath. This SSS imagery is primarily used during processing of the multibeam sounding data to aid in determining whether anomalous soundings are true features or noise. It generally does not have sufficient resolution for small object detection, but the shape of objects and their strength of return can greatly increase the confidence in processing results. Reson “snippets” imagery was also recorded at acquisition and is present in the raw data, but is not processed or analyzed. Snippet data contains the amplitude data of each individual sonar beam in a swath, but there are problems, well-documented in the hydrographic literature, that reduce the efficacy of processing these data.

### **Positioning Equipment:**

#### 1. Trimble DSM-212L

Vessels 1101 and 1103 are equipped with Trimble DSM212L GPS receivers. The DSM212L is an integrated 12-channel GPS receiver and dual-channel DGPS beacon receiver. The beacon receiver can simultaneously monitor two independent U.S. Coast Guard (USCG) DGPS beacons. There are three modes: Auto-Range, which locks onto the beacon nearest the vessel; Auto-Power, which locks onto the beacon with the greatest signal strength; and Manual, which allows the user to select the desired beacon. Additionally, the DSM212L can accept differential correctors (RTCM messages) from an external source such as a user-established DGPS reference station. The DSM212L was configured in the manual mode to use only correctors from the nearest USCG beacon, to go off-line if the age of DGPS correctors exceeded 20 seconds, and to exclude satellites with an altitude below 8 degrees.

The following parameters were monitored in real-time through Trimble’s TSIPTalker software to ensure position data quality:

- number of satellites used in the solution
- horizontal dilution of precision (HDOP)
- latency of correctors
- beacon signal strength

#### 2. Ashtech A12

The CEEDUCER system used aboard skiff 1905 is equipped with an Ashtech A12 GPS receiver. The Ashtech A12 GPS board is an integrated 10-channel GPS receiver and dual-channel DGPS beacon receiver. A combined GPS & Marine beacon antenna provides input. During the survey, it was discovered that the integrated differential beacon receive was not functioning. No spares were available, and there was no

evidence of horizontal positioning error. No other means of obtaining bathymetric coverage in extremely shoal water was available, so the survey was continued.

### 3. Applanix POS MV 320

Vessels 1021 and 1015 are equipped with TSS POS/MV 320 (version 3) while vessels 1016 and 1006 are equipped with TSS POS/MV 320 (version 4) Position and Orientation Sensors to measure and calculate position. The POS/MV is a GPS-aided inertial navigation system, which provides a blended position solution derived from both an Inertial Motion Unit (IMU) and an integrated GPS receiver. The IMU and GPS receiver are complementary sensors, and data from one are used to filter and constrain errors from the other. This inter-dependence results in higher position accuracy and fewer errors than either system could produce by itself. Position accuracy is displayed in real time by the POS/MV software and was monitored to ensure that positioning accuracy requirements as outlined in the NOS Hydrographic Surveys Specifications and Deliverables were not exceeded. In addition, the POS/MV software displays HDOP and number of satellites used in position computation. Data acquisition was generally halted when an HDOP of 2.5 was exceeded or the number of satellites available dropped below four. However, because positional accuracy can be maintained by the POS/MV through short GPS outages with the help of the IMU, data acquisition was not halted during short periods of time when the HDOP and number of satellites used exceeded stated parameters.

#### **Attitude Measurement Equipment:**

##### 1. TSS Meridian Surveyor / DMS-05

Vessel 1101 is equipped with a TSS Meridian Surveyor gyrocompass and TSS DMS-05 attitude sensor. These sensors were interfaced together and with GPS to aid the heading and attitude solutions. The Meridian Surveyor is capable of measuring heading to an RMS accuracy of  $\pm 0.2^\circ \times \sec$  of latitude. The DMS-05 measures attitude to an RMS accuracy of  $0.04^\circ$ , and heave to the greater of  $\pm 5\text{cm}$  or 5% of the heave amplitude. The heave bandwidth filter on the DMS-05 was set to "short", which corresponds to an 8 second period.

##### 2. TSS MAHRS

Vessel 1103 was equipped with a TSS MAHRS Surface Product (**M**eridian **A**ttitude and **H**eading **R**eference **S**ystem). Using an orthogonal array of three linear accelerometers and three angular rate systems, the MAHRS computes heave, pitch and roll values. The MAHRS has an internal gyroscope which applies dynamic tuning and the effects of gravity and earth rotation to provide a true north reference. Due to the physical properties of a north-seeking gyrocompass, accuracy is dependant upon the operation latitude and the vessel dynamics. To optimize performance, the MAHRS uses information input from the launches' Trimble GPS to apply both latitude and vessel speed correctors. The MAHRS has a dynamic heading accuracy less than  $\pm 0.1^\circ$  and a static error less than  $\pm 0.5^\circ$ . The roll and pitch resolution is  $0.1^\circ$  with an accuracy of  $0.03^\circ$  at less than  $5^\circ$  of roll and  $0.5^\circ$  for greater than  $5^\circ$  of roll. The heave resolution is one centimeter, with an accuracy of 5 centimeters or 5% of the range, whichever is the greater.

##### 3. Applanix POS MV

RAINIER's SWMB launches (Vessels 1021, 1016, 1006 and 1015) are equipped with TSS POS/MV Model 320 version 3 Position and Orientation System – Marine Vessel (POS/MV) sensors, which provide accurate navigation and attitude data to correct for the effects of heave, pitch, roll and heading. The POS generates attitude data in three axes (roll, pitch and heading) to an accuracy of  $0.05^\circ$  or better. Heave measurements supplied by the POS/MV maintain an accuracy of 5% of the measured vertical displacement for movements

that have a period of up to 20 seconds. The Heave Bandwidth filter was configured with a damping coefficient of 0.707. The cutoff period of the high pass filter was determined by estimating the swell period encountered on the survey grounds. These values ranged from 8 s (flat water) to 20 s (long period ocean swell), with values of 8 or 12 s typical.

Applanix “TrueHeave” values were also recorded. The TrueHeave algorithm uses a delayed filtering technique to eliminate many of the artifacts present in real time heave data. The TrueHeave data were applied to Reson bathymetry in CARIS HIPS post processing. At this time, TrueHeave cannot be applied to Elac bathymetry because the Elac systems cannot be accurately time synchronized to the POS MV. See Section C. below for additional information.

### **Software:**

Launches 1021, 1016, and 1006 recorded Reson 8101 and 8125 Shallow-water multi-beam (SWMB) echosounder data, along with position and attitude data from the POS/MV using Triton-Elics’ ISIS software and logged in the Extended Triton Format (XTF). Reson bathymetry was logged in the XTF file in “0x18 RI\_Theta” format.

Launch 1015 recorded Elac multi-beam echosounder data, along with position and attitude data, using Elac’s Hydrostar Online software. Data were logged in the Hydrostar exchange format (XSE) produced by version 3.4.0.1 of the Hydrostar software.

All SWMB data were processed using the CARIS Hydrographic Information Processing System (HIPS) and Hydrographic Data Cleaning System (HDCS) software version 6.0 for the Microsoft Windows environment.

Launch 1015 recorded Klein side-scan-sonar data, along with position, heading, and layback, using Klein’s SonarPro software. Data were logged in the Sonar Data Format (SDF), the native format of the SonarPro software. The SDF file format was chosen over that of the XTF format due to its ability to log true heading instead of just “course made good” values.

All SSS data were converted from raw form to HDCS format using the CARIS Sonar Image Processing System (SIPS) and the Side Scan Editor software version 6.0 for the Microsoft Windows environment.

All VBES data were acquired using Coastal Oceanographic’s HYPACK MAX version 02.12a, in the “RAW” format. VBES data were processed using CARIS HIPS for the Microsoft Windows environment.

Coastal Oceanographic’s HYPACK MAX was used for vessel navigation and line tracking during acquisition of SWMB data. HYPACK MAX was also used to quick mark targets that were processed as detached positions using Pydro supplied by the NOS Hydrographic Systems and Technology Programs N/CS11 (HSTP).

Sound velocity profiles were computed from raw pressure, temperature, and conductivity measurements using the program VelociWin, supplied by the NOS Hydrographic Systems and Technology Programs N/CS11 (HSTP).

A complete list of software and versions is included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*. Software updates were applied throughout the project to improve productivity and data quality. As software patches became available, they were tested by the Field Operations Officer, Chief Survey Technician, or other designated crew member. If tests resulted in satisfactory performance, the updates were installed on all affected workstations and tracked in a version control spreadsheet.

## B. DATA PROCESSING AND QUALITY CONTROL

### Project Management Overview

RAINIER's data processing and quality control procedures are described in detail in the flow diagrams included in Appendix I. Roles, responsibilities, and the generalized project accomplishment procedure are summarized in this section.

#### Project Planning

Project Instructions received from Hydrographic Surveys Division (HSD) are reviewed by the Chief of Party (Commanding Officer), Field Operations Officer (FOO), and Chief Survey Technician (CST). Preliminary questions are addressed to HSD for clarification. The FOO then develops survey limits for each assigned sheet, and in consultation with the CO and CST, assigns each survey to a sheet team.

The sheet team is composed of as many as three people: The **Survey Manager** has responsibility for completion of the survey, including planning, data acquisition and processing, quality control, and creation of deliverables. Depending on the complexity of the survey, the Survey Manager is typically a commissioned officer, survey technician, or physical scientist with 6 months to 2 years experience. **Survey Assistants** and/or **Survey Mentors** may also be assigned if required. **Survey Mentors** are assigned to particularly difficult survey areas or in the case of a less experienced Survey Manager. Mentors serve as intermediaries between the survey manager and the FOO, advising the Manager on survey planning and reviewing data and deliverables. Mentors generally have at least a year and a half of experience, and have demonstrated proficiency as Survey Managers themselves. **Survey Assistants** are junior commissioned or civilian personnel with less than one year's experience. They assist the Survey Manager with planning and data processing, and receive training from the Manager and Mentor. Notwithstanding the delegation of this authority to junior personnel, the FOO remains responsible to the Chief of Party for efficient, accurate, and thorough completion of all projects assigned to RAINIER.

The Sheet Team reviews the Project Instructions, all other relevant guidance<sup>1</sup>, and all available prior survey and source data. Prior survey bathymetry, if available, is used as a guide for planning survey lines to achieve the coverage required by the letter instructions. If shoreline verification is required for the survey, prior source data (Remote Sensing Division source, prior hydrographic survey data, LIDAR if available, and charted items) are compiled and deconflicted. The resulting survey data acquisition plan is reviewed by the FOO prior to implementation.

#### Data Acquisition

Field operations are planned by the FOO to utilize the appropriate platforms and sensors to meet the requirements of the survey team's acquisition plan. In the case of launch-based hydrography, actual data acquisition and field quality control is accomplished by a qualified **Launch Team**. At a minimum, this team will include a **Coxswain** (Person-In-Charge) and **Hydrographer-In-Charge** (HIC). The Coxswain is a member of the ship's crew who has met all requirements of coxswain certification for the vessel in use, and has been qualified by the Commanding Officer (CO) in consultation with the Chief Boatswain. The coxswain is responsible for the safe operation of the launch and the safety of the embarked personnel and equipment. The Hydrographer-In-Charge is a member of the ship's crew who has met the requirements for HIC qualification for the surveying techniques to be employed, and has been so qualified by the FOO in consultation with the CST and Chief of Party. The HIC is responsible for directing survey operations and operating survey equipment to efficiently complete the vessel's

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<sup>1</sup> "NOS Hydrographic Surveys Specifications and Deliverables", "OCS Field Procedures Manual", "Standing Project Instructions", and Hydrographic Surveys Technical Directives.



assigned mission and ensure data quality. Both Coxswains and HICs will generally have at least one year's experience prior to qualification for these positions. Additional qualified **Launch Crewmembers** may be assigned to a vessel as required for training purposes and/or to assist the HIC and Coxswain with survey operations.<sup>2</sup>

Each survey day begins and ends with a short meeting of personnel involved in that day's operations. Prior to deploying launches, the Commanding Officer and FOO brief the launch crews to ensure that they are aware of all safety issues, operational considerations, and mission for the day. The launch HICs are debriefed by the FOO in the evening to provide a first hand account of the days activities, any unusual features discovered, and any problems with data acquisition or launch systems.

#### Data Processing

Initial data processing at the end of each survey day is the responsibility of the **Night Processing Team**, or launch crew if no night processing team is assigned. The Night Processing Team is typically composed of two crewmembers, one with at least a year's experience, and one junior member in training. Daily processing produces a preliminary product in which all gross data problems have been identified and/or removed, and thus can be used by the Survey Team to plan the next day's operations. The Night Processors complete a data pass down log to inform the survey manager and FOO of any notable features or systematic problems in the day's data.

Final data processing and analysis is the responsibility of the Survey Team. While "ping-by-ping" data editing is not required, the Team will review the survey in its entirety to ensure that the final products reflect observed conditions to the standards set by the relevant OCS guidance. Bathymetric surfaces are reviewed with the best available correctors applied to ensure that all data quality problems are identified and resolved if possible, and all submerged features are accurately represented. Shoreline verification (if applicable) and feature data are reviewed in the context of this bathymetry. Survey documentation (including the Descriptive Report) are generated in conjunction with this review process.

#### Review and Quality Control

While quality control reviews are present throughout survey planning, data acquisition, and data processing, the final, complete review is accomplished once acquisition is complete and preliminary deliverables have been produced. Draft survey products are first reviewed by the Survey Mentor (if assigned) to check that RAINIER standard practice has been followed, all applicable guidance has been observed, and all products meet specifications. Draft surveys are then forwarded to the CST and FOO for data review. The CST's review focuses on features and shoreline verification (if applicable), while the FOO's review focuses on bathymetric products. Feedback is passed back to the Manager, who makes the required changes. This process is repeated until the FOO is satisfied that all products are ready for review by the Chief of Party (CO). The CO reviews all products for consistency with ship and Coast Survey policy, and may also review constituent data to ensure data quality. The CO's comments are passed back through the FOO to the Survey Manager as necessary to address any issues encountered. Finally, once the survey is finalized, the data products are packaged by the CST for submittal to OCS.

### **Multi-beam Echosounder Data**

Shallow-water multi-beam data were monitored in real-time using the 2-D and 3-D data display windows in Isis and the on-screen display for the Reson SeaBat 8101 and 8125 sonar systems. The Elac HydroStar online bathymetry data display was monitored in real-time for the Elac 1180. Adjustable user parameters

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<sup>2</sup> For more information on personnel qualification standards, see NOAA Administrative Order 217-103, NMAO Small Boat Policy, and RAINIER Standing Orders.

common for all sonars are range scale, power, gain, and pulse width. Swath width and bottom slope type are additional user parameters used during acquisition for the Elac sonar systems. These parameters were adjusted as necessary to ensure the best bathymetric data quality. Additionally, vessel speed was adjusted as necessary, and in accordance with the NOS Specifications and Deliverables and Draft Standing Project Instructions, to ensure the required along-track coverage for object detection.

RAINIER’s primary bathymetric data review and quality control tool is the CARIS CUBE (Combined Uncertainty and Bathymetry Estimator) surface as implemented in HIPS version 6.0. The CUBE algorithm generates a surface consisting of multiple hypotheses that represent the possible depths at any given position. The CUBE surface is a grid of estimation nodes where soundings values are computed based on the horizontal and vertical uncertainty of each contributing sounding as follows:

- Soundings with a low vertical uncertainty are given more influence than soundings with high vertical uncertainty
- Soundings with a low horizontal uncertainty are given more influence than soundings with a high horizontal uncertainty.
- Soundings close to the node are given a greater weight than soundings further away from the node.

As soundings are propagated to a node, a hypothesis (possible depth value) is developed for the node. If a sounding's value is not significantly different from the previous sounding then the same or modified hypothesis is used. If the value does change significantly, a new hypothesis is created. A node can contain more than one hypothesis.

Any individual soundings uncertainty, or Total Propagated Error (TPE) is derived from the assumed uncertainty in the echosounder measurement itself, as well as the contributing correctors from sound speed, water levels, position, and attitude. TPE values for tide and sound velocity must be entered for each vessel during TPE computation (see table #1). Tide values measured uncertainty value is the RSS of the error estimates associated with each six minute tidal value. The tidal value zoning is given in the Letter Instructions for each project at the 95% confidence level, and includes the estimated gauge measurement error, tidal datum computation error, and tidal zoning error. Since this tidal error value is given for 2 sigma, the value must be divided by two before it can be entered into CARIS (which expects a 1 sigma value).

Sound speed value measured is always 0.5 m/s, the error for the SeaBird 19plus. Sound speed value surface for flat face transducers like the Reson 8125 and the Elac 1180 on 1016 and 1015 is 0.3 m/s, the error of the Digibar Pro. All other launches that have no sound speed correctors ant the transducer face use a value of 0.0 m/s. All other error estimates are read from the Hydrographic Vessel File (HVF) and Device Model file.

The exact behavior of CUBE is determined by the values set in the CUBE Parameters File (CUBEParams.xml). RAINIER uses parameters which have been tuned by Hydrographic Systems and Technology Programs (HSTP) personnel to optimize performance of the CUBE algorithm in typical Alaskan bathymetry. This modified file is stored in the central CARIS VesselConfig directory, and is submitted with each survey.

Vessel	Tide values measured	Tide values zoning	Sound speed values measured	Sound speed values surface
1006_Reson8101_HVF	0.01	0.22	0.50	0.00
1015_Elac1180_HVF	0.01	0.22	0.50	0.30
1016_Reson8125_hvf	0.01	0.22	0.50	0.30
1021_reson8101_HVF	0.01	0.22	0.50	0.00
1101_Singlebeam_HVF	0.01	0.22	0.50	0.00

1103_Singlebeam_HVF	0.01	0.22	0.50	0.00
Ceeducer_HVF	0.01	0.22	0.50	0.00

**Table #1 (TPE Values for Tide and Sound Velocity)**

The HVF contains all offsets and system biases for the survey vessel and its systems, as well as error estimates for latency, sensor offset measurements, attitude and navigation measurements, and draft measurements. In addition, the HVF specifies which type of sonar system the vessel is using, referencing the appropriate entry from the Device Model file. The default CARIS DeviceModels.xml has been extended by Coast Survey personnel to include error estimates for the Elac 1180 and 1050D multi-beam and Knudsen 320m and Ross 950 vertical beam echosounders.<sup>3</sup> This modified DeviceModels.xml file is include with the digital data submission.

Following acquisition, multi-beam sonar data were processed using the CARIS HIPS and SIPS Batch Processor. The batch processor runs a user defined script which accomplishes the following standard tasks without user intervention:

1. Convert the “raw” Reson XTF or Elac XSE data to the HDCS data format.
2. Load predicted tides.
3. Load and apply sound velocity files.
4. “Merge” data to apply position, attitude, vessel offsets, and dynamic draft correctors to bathymetry and compute the corrected depth and position of each sounding.
5. Compute TPE.
6. Filter data according to the following criteria:
  - a. Reject soundings with poor quality flags, (0 for Reson and 3 for Elac).
  - b. Reject soundings with TPE greater than the horizontal and vertical error limits specified in the NOS Hydrographic Surveys Specifications and Deliverables:

$$\text{Horizontal Error} > \pm(5\text{m} + 5\% \text{ of depth})$$

$$\text{Vertical Error} > \pm\sqrt{a^2 + (b * d)^2}, \text{ where “a” and “b” are defined as}$$

Depth range	Depth a	Depth b
0-100m	0.500	0.013
Greater that 100m	1.000	0.023

7. Create a temporary Boat-Day CUBE surface in the “Hxxxxx\_Processing” field sheet.

The naming convention for these “temporary” CUBE surfaces is “Launch Number\_DnXXX” (Example: “1006\_Dn095”). Typically these daily CUBE surfaces are created with resolutions between 2 and 10 meters. When selecting the boat-day CUBE surface resolution, the hydrographer attempts to match the final resolution called for the by the Field Procedures Manual (see Table 1, below) as closely as possible for the depth range encountered that day.

The following options were selected when CUBE surfaces were created:

- **Surface Type – CUBE**

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<sup>3</sup> Although the error estimates for NOAA-specific equipment were derived from manufacturer data and empirical experience, CARIS HIPS currently uses a set of generic, conservative uncertainty estimates when computing TPE for non-standard echosounders, regardless of the contents of the DeviceModels.xml file. CARIS has indicated that they intend to extend the set of standard echosounders to include those used by NOAA and other surveyors in the near future, so the RAINIER-specific error model has been retained for potential recomputation of TPE at that time.

- **IHO S-44 Order** – Order 1
- **Include status** – check Accepted, Examined and Outstanding
- **Disambiguation method** - Density & Locale (this method selects the hypothesis that contains greatest number of soundings and is also consistent with neighboring nodes).

Preliminary, daily data cleaning is performed using the Boat-Day CUBE surface as a guide for "directed editing". Depth and Standard Deviation models derived from the boat-day surface are viewed with appropriate vertical exaggeration and a variety of sun illumination angles to highlight potential problem areas. Based on this analysis the most appropriate cleaning method is selected as follows:

- Subset Mode is the default tool selected due to its ability to quickly compare large numbers of soundings with adjacent or overlapping data for confirmation or rejection. Subset mode also excels with the assessment of possible features, disagreement between overlapping lines, and crossline comparison. The image designer can be used to visually enhance patterns and anomalies in CUBE surfaces, especially the standard deviation CUBE surface.
- Swath Editor is useful for burst noise, multipath, and other "gross fliers" which are specific to a particular line or lines, and most easily removed in this mode. Additionally, when it was felt that the quality of the data was reduced due to environmental conditions such as rough seas or extreme variance in sound velocity, data were filtered on a line by line basis to a lesser swath width to ensure data quality.
- Both modes (but particularly Swath Editor) are used as a training aid to help novices learn how the various sonars operate, and provide feedback to the acquisition process.

With the advent of CUBE, it has become possible to adjust the CUBE surface directly by selecting the correct hypothesis to use. Although this method is available, it is standard practice on RAINIER to clean soundings in the traditional method until the CUBE algorithm selects the correct hypothesis.

After initial cleaning is complete, the Boat-Day CUBE Surface is reviewed by the Survey manager and Mentor. At no point does the launch crew re-compute the Boat-Day CUBE surface which could result in obscuring rejected soundings behind a now "smooth" CUBE surface. Final review is left to the Mentor who inspects areas with questionable shaded depth models and/or high standard deviation to ensure that no actual features were cleaned out. The use of large tiles is encouraged to track coverage of problems areas without the need to re-compute the CUBE Surface. The Manager is responsible for accepting the data and adding it to the appropriate production CUBE surface in the "HXXXXX" Field Sheet. Specific data quality factors are discussed in the Descriptive Report for each survey.

The production CUBE surface is used to ensure bottom coverage and plan additional lines. In addition the production CUBE surface is used to compare adjacent lines and crosslines, for systematic errors such as tide or sound velocity errors, sensor error, sonar errors (consistent bad beams), vessel configuration problems, and noise. Any irregular patterns or problems are reported immediately to the FOO and the Survey manager so that remedies can be found and applied before more data are acquired.

As the last step to finalize survey data, multiple CUBE surfaces are gridded using different resolutions for different depth ranges in accordance with the Field Procedures Manual. Under ideal circumstances, gridding should be done at the finest resolution that the data density will support. This theoretical maximum resolution is often defined as three times the beam footprint size for a particular echosounder and depth combination. In practice, RAINIER adheres to the guidance of the Field Procedures Manual (see Table 2, below), which includes suggested resolutions as a function of depth. These suggested resolutions are based on assumed sonar system selections for each depth regime and practical data processing limitations. Typically, deeper areas are gridded at a coarser resolution than shoaler areas where the data density is greater.

On occasion, the resolution of the CUBE surface may not be sufficient to capture the high point of a bathy feature. In less than 20m of water, any feature where the most probable accurate sounding was shoaler than the CUBE surface by greater than one half the allowable error under IHO S-44 Order 1 was considered inadequately captured by the CUBE surface. In greater than 20m of water, this allowable error was expanded to the full Order 1 error allowance at that depth. Although this may occur on irregular shoals or rock pinnacles, man-made features such as piles and wrecks are of particular concern. These features have very slender high points that extend far above the surrounding seafloor as well as the CUBE surface. To ensure that these features are properly represented, the shoalest point is flagged “designated” in CARIS. During the “finalization” process, the CUBE surface is forced to honor all soundings which have been flagged “designated”. In the case of a survey where the high points of many features are not being captured by the CUBE surface, (i.e. a boulder field), the hydrographer may decide to produce higher resolution CUBE surfaces to ensure that these features are being honored. Any such deviations from the Field Procedures Manual will be noted in that survey’s Descriptive Report.

Unfortunately, at the time this document was generated, the multiple resolution option for creating a CUBE surface was not properly working. To circumvent this problem, single resolution CUBE surfaces were generated to be “cookie cut” and then reassembled to create the final CUBE surface from which depths are derived. This step can occur only after navigationally significant cultural features such as piles and wrecks have been flagged as “designated” so that the CUBE surface will honor that sounding when the surface is finalized. If final approved water levels have not been received and applied to the data prior to submission, it is necessary for the field unit to submit both a finalized and un-finalized copy of each CUBE surface. This dual submission is required since CARIS does not allow tides to be applied to CUBE surfaces that have already been finalized and thus PHB would not be able to apply final approved water levels.

Another shortcoming exists in CARIS that limits CUBE surfaces to a maximum of approximately 25 million nodes. This upper bound is imposed to keep CUBE surface processing within the 2 GB of physical memory installed on most RAINIER workstations. Exceeding this limit has been shown to dramatically increase processing time and software crashes as the system swaps data to and from virtual memory. This node limit is generally not a problem at the coarser resolutions, but surveys requiring 1m & ½ m resolution surfaces often must be subdivided into several field sheets to keep the respective CUBE surfaces under this limit. The field sheet layout and CUBE surface resolutions are described for each survey in the Descriptive Report.

Each resolution-specific field sheet and its CUBE surface share a unique name, according to the following convention:

**H<registry #>\_<resolution in meters>M\_<letter designation, if necessary>**

(EX: “H12345\_2M” refers to the two-meter resolution surface of survey H12345 and “H54321\_1M\_C” would be the third field sheet necessary to cover the area of H54321 at one-meter resolution.)

Once the collection of field sheets accurately represent the surveyed bottom and it is certain that no further edits will be made, each CUBE surface is finalized using the resolution and depth ranges specified in the Field Procedures Manual Version 2.1 (see table 1). All CUBE surfaces are then combined at the coarsest resolution used to create the final combined CUBE surface. The final, combined CUBE surface should be named Hxxxxx\_Final\_Combined\_Xm and be created in the survey wide field sheet Hxxxxx.

Depth Range Filtering	Final CUBE Surface Resolution
0 - 15 m	0.5 m
14 – 30 m	1 m
29 – 60 m	2 m
59 – 150 m	5 m
149 m +	10 m

### ***Table 2 Depth range vs. CUBE surface resolution***

These final CUBE surfaces are sun-illuminated from different angles and examined for coverage and as a final check for systematic errors such as tide, sound velocity, or attitude and/or timing errors. The final CUBE surface submitted in the fieldsheet serves to demonstrate that both SWMB coverage requirements are met and that systematic errors have been examined for quality-assurance purposes.

As a quality control (QC) measure, a number of cross-lines greater than 5% of mainscheme lines were run on each survey and manually compared to the mainscheme lines in CARIS subset mode. This qualitative QC comparison is discussed in the descriptive report for each survey.

### **Vertical Beam Echosounder Data**

Vertical Beam Echosounder data were converted to HDCS format by the same Batch Process procedure as multi-beam data. Sound speed and water level correctors were applied, and TPE calculated, and the data were filtered by the same uncertainty criteria as MBES data. However, due to the inherently sparse nature of VBES data, initial data cleaning is accomplished line by line in HIPS Single Beam Editor rather than by CUBE Surface directed editing. VBES soundings were examined using the paper fathogram as a guide to identify and correct noise and missed depth digitizations. High frequency soundings were preferentially accepted over low frequency, except in cases where the fathogram or digitized depths suggested that the low frequency was more accurate. After this initial cleaning was complete, the data were incorporated into the final CUBE Surfaces for comparison to MBES soundings and contribution to the final sounding set.

### **Feature Data**

Prior to shoreline verification operations, a composite shoreline reference document is prepared by the Survey Manager in the CARIS Notebook environment. This reference document contains the source shoreline provided with the project instructions. In addition to this source material, charted and/or non-source features that are not covered by source shoreline are color coded and added to the shoreline reference document for field verification. The composite shoreline reference document features are converted to Hypack-compatible formats (typically, 000 formatted S-57 file) for display on the survey vessel, and printed for reference and note-taking.

Shoreline verification occurs during daylight periods near MLLW. A line is run along the shore approximating the position of the Navigational Area Limit Line (NALL). In the absence of direction to the contrary, the NALL shall be the furthest offshore of the following:

- The 4m depth contour at MLLW.
- A line seaward of the MHW line by the ground distance equivalent to 0.8mm at the scale of the largest scale raster chart of the area.

This definition of the NALL is subject to modification by the Letter Instructions, Chief of Party (Commanding Officer), or (in rare instances) Hydrographer-In-Charge of the survey launch. Some possible reasons for modifying this direction include:

- Sea conditions in which it is unsafe to approach shore to the specified distance or depth.
- Regular use of waters inshore of this limit by vessels navigating with NOAA nautical chart products. (*This does **not** include skiffs or other very small craft navigating with local knowledge.*)

As the approximate NALL line is run along the shore, the hydrographer both annotates the shoreline reference document and scans the area for features which must be addressed. Feature types to be addressed are as follows:

- Seaward of the NALL:
  - New features not in the Composite Source file.
  - Features from NGS Source (DCFF, LIDAR).
  - AWOIS items and other features specifically identified for investigation.
- Inshore of the NALL:
  - Navigationally significant features only, as defined below.

Navigationally Significant” features are defined as the following:

- All features within the limits of safe navigation (i.e., offshore of the NALL).
- Features inshore of the NALL which:
  - are sufficiently prominent to provide a visual aid to navigation (landmarks). Note that rocks awash are almost never landmarks, but distinctive islets or other features visible at MHW can be useful for visual navigation.
  - significantly (a ground unit distance equivalent to 0.8mm at the scale of the largest scale chart of the area) deflect this limit. In Alaska, common examples of these features include foul areas and large reef/ledge structures.
  - are man-made permanent features connected to the natural shoreline (such piers and other mooring facilities) larger than the resolution specified for the survey. Seasonal features will be evaluated by the Command.
  - are man-made permanent features disconnected from the shoreline, such as stakes, pilings, and platforms, regardless of size.

Small, private mooring facilities (piers and buoys) suitable for pleasure craft will not generally be considered navigationally significant. Areas with a high density of mooring buoys for these vessels should be delineated, but the features themselves not individually positioned.

Terminology used for field annotation of the shoreline reference document during shoreline verification is as follows:

**“Noted”**

- The existence of a feature and its characteristics are confirmed from a distance, and its position appears to be correct within the scale of the chart or source.
- Appropriate for features inshore of the limit of hydrography and not navigationally significant, significant features that require no further investigation, or features unsafe to approach to verify position within survey scale.

**“Verified ”**

- The feature’s position and characteristics have been acquired and recorded either by directly occupying the site, or by applying a range and bearing offset to a known position. Positioning will generally be by DGPS methods.
- Appropriate for new items within the limits of hydrography, or navigationally significant features inshore of this limit. Also appropriate for existing features with a source position not accurate at survey scale.

**“DP for Height”**

- The feature’s source position is correct, but height (VALSOU or HEIGHT attribute) is either unknown or incorrect. **This position will not supersede that of the source data, so it is necessary only to approach the feature as closely as required to accurately estimate height. However, it is critical that these positions be correctly linked to the features they modify to avoid confusion during processing.**

- Appropriate for source features found within 20m of their source positions, but with incorrect or missing height or depth data.

**“New”**

- The feature’s position and attributes (including height) have been acquired and recorded either by directly occupying the site, or by applying a range and bearing offset to a known position. Positioning will generally be by DGPS methods.
- Appropriate for items seaward of the NALL that are not present in the Composite Source.
- Items inshore of the NALL which are navigationally significant and are not present in source data.

**“Not Seen”**

- The feature is present in source data (chart, DCFE, etc.) but was not visually observed in the field. Full disproval search (see below) was **not** conducted.
- Appropriate for:
  - Features above MHW, the absence of which can be proven visually from a distance.
  - Source features inshore of the limit of hydrography which are not observed, but whose presence on or absence from the survey will not affect safe navigation.
  - Any feature from source which was not seen, but for which full disproval search (see below) is impractical or unsafe.

**“Disproved”**

- The feature is present in source data, but was not located after a full search. “Full Search” means SWMB, VBES, SSS, and/or Detached Position coverage of the area which conclusively shows that the item is not located at the position given to the accuracy and scale of the source document.

The primary purpose of detached positions (DPs) is to verify and define shoreline features (ex: rocks, reefs ledges, piles), disprove charted features, position navigational aids and landmarks (ex: buoys, beacons, lights), and mark positions of bottom samples. DPs were captured in the field as quick mark targets in HYPACK, with additional edits to the targets (range, bearing, depth and notes) added. Concurrent with the acquisition of these DP’s, digital photographs were taken of most features which were exposed above the waterline.

The survey vessel’s track may also be used to delineate area features, such as reefs, ledges, or foul areas. Where it is safe to approach these features to within the specified horizontal accuracy requirement, this method can produce a more accurate and efficient representation of large features than would be provided by multiple DPs on the extents.

Following acquisition, target files (TGT) were edited when applicable to correct magnetic bearings for local variance so that all bearing were relative to true north. Additionally, DP names were changed to the format *vvvv\_ddd\_nnn* where *vvvv* is the vessel’s hull number, *ddd* is the day of year and *nnn* is the position number (Ex: DP **1101\_099\_118** is the 118<sup>th</sup> position taken by vessel 1101 on day number 099). Finally the TGT files were saved with naming convention *DP\_vvvv\_ddd.tgt* for DPs and *BS\_vvvv\_ddd.tgt* for bottom samples.

A vessel configuration representing the majority of the targets was selected and TGT files were converted to HDCS format data using Pydro. Digital photos were renamed to match their respective DP’s fix number and moved into a single folder. Final DP attribution, correction of vessel configurations, and linkage to digital photos were the preformed using Pydro. Any required application of tide and SV corrections were performed in CARIS HIPS.

**S-57 Attribution**



Hydrographic data become Pydro features in one of four methods:

- DPs which need to retain depth information, such as rocks and reefs, are converted to HDCS format data using Pydro. At this point both tides and sound velocity may be applied in CARIS to produce corrected depths.
- DPs which require no depth information, such as bottom samples, are converted directly into the Pydro Preliminary Smooth Sheet (PSS) as GPs and retain only their position and attribution.
- Soundings which have been flagged as “designated” on cultural features such as wrecks or piles.
- SSS contacts that have been selected in CARIS and imported into Pydro for correlation and further evaluation.

S-57 attribution is not required for those features flagged as "secondary". All Pydro XML features marked as “primary” were edited to have their object/attribute instances describe each feature as completely as possible. In some cases this required that multiple object classes be assigned to a single feature. Object attributes assigned to each feature conform to direction located within both the draft “S57 PYDRO guide” and the CARIS “IHO S-57/ENC Object and Attribute Catalogue”.

The Pydro S-57 editor also has carto action flags which are edited to reflect the hydrographer recommendations as follows:

- **ADD** -- A new feature was identified during survey operations. The hydrographer recommends adding the feature to the chart.
- **MODIFY** -- The feature was found to be positioned or portrayed incorrectly on the chart. Modify is also used in the case where the feature was found to be attributed incorrectly or insufficiently and is modified to reflect the additional or corrected attribution.
- **DELETE** -- The feature was disproved using approved search methods and guidelines. The hydrographer recommends removing it from the chart.
- **NONE** -- (aka Retain) The feature was found during survey operations to be positioned correctly or was not investigated. The hydrographer recommends retaining the feature as charted.

Features selected for transfer to Notebook were flagged “Chart” in Pydro.

### **Pydro Depth and Feature Extraction**

The final, combined CUBE surface is inserted into Pydro by selecting **Data > Insert > HIPS BASE/Weighted grids**. The PSS parameters **Localized Bathy-Grid Least Depth Size, Localized Bathy-Grid Surrounding Depth Size, and Localized Bathy-Grid Resolution** were left on their default values (15, 35, and 5 respectively). The resultant data is then excessed in Pydro using a 3-millimeter character size, ensuring that the largest spacing between selected soundings would not exceed 5 millimeters at survey scale. Data processing flow diagrams are included in Appendix I of this report.

Pydro features are exported as Extensible Markup Language (XML) files for use in CARIS Notebook by selecting **Data → Export → XML Feature Data**. Pydro feature data is sorted by using export filters in pre-configured filter templates created by Rainier personnel. By using both Pydro Keywords and CartoAction flags, features are sorted into XML files for later import as CARIS Notebook HOB files. The naming of the XML export files coincides with the Notebook HOB files that will be created.

### **Pydro Processing & Reports**

Pydro was used to manage, attribute, and report features as described in Section 4.4 of the OCS Field Procedures Manual. All features were categorized, correlated, investigated as necessary, and resolved.

Pydro was used to generate the Feature Report, Danger to Navigation Reports, and Requests for Approved Water Levels included with each survey.

**CARIS Notebook**

Source shoreline files, most often Cartographic Feature Files (CFF), were received from the Remote Sensing Division (RSD) and converted to project wide HOB files by either the FOO or CST. Prior to sending the files to the field, RSD passed the CFF data through an S57 converter that separated it into S57 Object Class files based on the notes entered in the Attribute Field (e.g. “Natural.Mean High Water” becomes COALNE). These S57 classified CFF files were then provided to RAINIER as both MapInfo table files (.TAB) and as ESRI shape files (.SHP). The Object Import Utility embedded in Notebook then utilized series of OIU conversion scripts to import ESRI shape file features into Notebook as an attributed HOB file.

If available, ENC source (.000) files were also converted to project wide HOB files. ENC objects were culled down, retaining only the features to be verified in the field. A RAINIER created complex filter was utilized to remove these unnecessary S57 objects from the ENC file

In preparation for shoreline verification, the Survey Manager copied all project wide HOB files and cropped them to include only items contained on their assigned sheet. If no ENC source data was available, the survey manager also compared the HOB files to the current raster chart in Notebook. Any charted features not found in the HOB files were digitized as a charted source HOB file. All unedited source data HOB files were then compiled into new edit layer named HXXXXXX\_Original\_Comp\_Source. Finally all these features from multiple shoreline feature sources were de-conflicted (see table#3) and saved in a HOB file named HXXXXXX\_Deconflicted\_Comp\_Source.

Hierarchy	MLLW (Tide Corrected)	Point Features & Line Features (Not Tide-Corrected)
1	Prior Survey	CFF
2	LIDAR	LIDAR
3	ENC	Prior Survey
4	CFF	ENC

*Table 3 Source data HOB file de-confliction hierarchy*

The Survey Manager next creates a composite shoreline reference document, the paper representation of the shoreline that will be used to write observations in the field. The de-conflicted source layers are color coded so that the individual layers can easily be distinguished and sent directly to the plotter from Notebook. Digital HOB files were exported in a 000 formatted S-57 file which can be directly opened in Hypack.

For surveys where limited shoreline verification was preformed, all field notes were placed in the remarks field of the applicable source HOB. Marker layers were created for notes not associated with S57 objects. DPs and/or Caris VBES/SWMB CUBE surfaces were used to help define kelp and foul areas. Line features in the applicable source HOB were modified and/or partially deleted. In the case of new line features, they were digitized in **HXXXXXX\_FieldVerified\_Source.HOB**. In all cases, be it lidar or CFF, when objects were added or modified the SORDAT and SORIND fields were updated. As a final step, filters were used in the Pydro to XML step before the Notebook import to create both **HXXXXXX\_Pydro\_Updates** and **HXXXXXX\_PYDRO\_Disprovals**. In the case of non-lidar surveyry the Notebook HOB files to be submitted as your survey’s shoreline deliverable are:

- **HXXXXXX\_Original\_Comp\_Source** – A compilation of all shoreline source files, unedited.

- **HXXXXX\_Deconflicted\_Comp\_Source** - A compilation of all shoreline source files after de-confliction where all unnecessary duplicate features have been removed.
- **HXXXXX\_FieldVerified\_Source** – Includes all new line features (kelp, foul limits, etc) and all features from the individual source layers (CFF\_Source, ENC\_Source, etc.) after verification, final edits, and attribution.
- **HXXXXX\_Pydro\_Updates** – All new or modified features from Pydro.
- **HXXXXX\_Disprovals** – Features disproved in Pydro, with either a DP or GP.

Prior to import into Notebook, detached positions (DPs), generic positions (GPs) and Lidar investigations were processed through TGT\_Editor.xls, and/or Pydro as described above. Features were prepared for Notebook by passing them through filters prior to the XML export. These features were then imported into the appropriate Notebook HOB file using the software's Pydro Data Import function.

The SORDAT and SORIND fields were filled in for any objects added to or modified in any HOB file. The VALSOU (also SORDAT and SORIND) attribute of all features DP'ed for height was entered using the Pydro height value corrected with for final tides.

Currently there is no method to synchronize edits made to features in Notebook to the same features in PYDRO, or vice-versa. This issue is exacerbated by the fact that re-export of an .XML from PYDRO and import into Notebook overwrites all features and attribution of the original file in Notebook (not just the updated features). This re-export step must be performed after application of final approved water levels. For this reason all edits to features must be made in PYDRO prior to the final import into Notebook.

## C. CORRECTIONS TO ECHO SOUNDINGS

### Sound Velocity

Sound velocity profiles were acquired with SeaBird Electronics SeaCat SBE19 and SBE 19Plus Conductivity, Temperature, and Depth (CTD) profilers (S/N 219, 281, 4039, 4114, 4343, and 4443). Raw conductivity, temperature, and pressure data were processed using the program VelocWin version 8.8 which generated sound velocity profiles for CARIS in the .SVP format. VelocWin was also used to generate sound velocity profiles for Elac acquisition in the .SVA format. Calibration reports and dates of the SeaCat profilers are included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

The speed of sound through the water was determined by a minimum of one cast for every four hours of SWMB acquisition in accordance with the Standing Project Instructions and the NOS Hydrographic Surveys Specifications and Deliverables Manual. Casts were conducted more frequently when changing survey areas, or when it was felt that conditions, such as a change in weather, tide, or current, would warrant additional sound velocity profiles. Additionally, drastic changes in the surface sound velocity indicative of the need for a new cast were determined by observation of the real-time display of the Odom Digibar Pro mounted on vessel 1016 and 1015.

The Reson 8125 SWMB system utilized on vessel 1016 requires a sound velocity probe to be interfaced with the sonar processor for use in projector steering computations. An Odom Digibar Pro, model db1200 velocimeter is utilized to feed a real time SV value is feed directly into the 8125 system.

The Elac 1180 SWMB system utilized on vessels 1016 and 1015 is a beam-steered flat-faced transducer system which produces the best results when SV correctors are applied to both the transducer-water interface and the water column itself. To correct SV at the face of the transducer, a real time SV value is feed directly into the HydroStar acquisition software from an Odom Digibar Pro, model db1200 velocimeter. To correct

beam-steering in the water column, the .SVA file produced by VelocWin is also input into the HydroStar acquisition software and is used until replaced with another .SVA file.

Occasionally circumstances would dictate taking an SV cast after the acquisition of SWMB data to which the cast was intended to be applied. In this event the cast was manually backdated so that it would be applied to the SWMB data correctly. Sound velocity profiles for CARIS were concatenated by vessel in order of ascending time/date and saved in the same directory as the individual SVP files for each vessel. A naming convention of Hxxxxx\_vvvv\_SVP.SVP was used where Hxxxxx is the sheet's registry number and vvvv is the vessel's hull number (Ex: **H11292\_1006\_SVP.SVP** is the concatenated SVP file for hull number 1006 for sheet H11292). This concatenated file was then applied to all HDCS data collected by that particular vessel with the option **Previous in time** selected under the **Profile Selection Method**.

### Vessel Offsets and Dynamic Draft Correctors

The table below shows when the vessel offsets and dynamic draft correctors used for this project were last determined. A full description of the methods and results employed for each vessel is included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

Vessel Hull Number	Date of Static Draft and Transducer Offset Measurements	Method of Settlement and Squat Measurement	Date of Settlement and Squat Measurement	Location of Settlement and Squat Measurement
1101	February 2005	Optical & Surface analysis	April 6, 2006	Lake Washington, WA
1103	February 2005	Optical & Surface analysis	March 14, 2006	Lake Washington, WA
1021	February 2005	Optical & Surface analysis	March 27, 2006	Lake Washington, WA
1016	February 2005	Optical & Surface analysis	March 14, 2006	Lake Washington, WA
1006	February 2005	Optical & Surface analysis	April 6, 2006	Lake Washington, WA
1015	February 2005	Optical Level	March 27, 2006	Lake Washington, WA
1905	May 2006	-not measured-	n/a	n/a

Full settlement and squat observations were not conducted for skiff hull 1905. A brief test of the vessel's dynamic draft characteristics was performed by acquiring data over the same line at several speeds. No vertical offset between the lines could be discerned. The hydrographer concluded that dynamic draft variations for hull 1905 were minimal due to the uniform and slow speed of the vessel.

Settlement and squat observations were conducted for all launches with the exception of 1015 using a surface analysis method. The procedure follows the one outlined in the FPM (1.4.2—Vessel Dynamic Offsets). In Lake Washington, an area of flat topography was selected in a protected area to minimize any heave or chop. Observations conducted in a lake also have the added benefit of negating any tidal influence. The same line run repeatedly was used to acquire the data. After the initial first line was run at idle, the speeds thereafter increased at 200-RPM increments. Finally settlement and squat speed curves were derived by querying three pre-selected target areas using CARIS and graphing the change of apparent depth at different speeds.

The optical level method was conducted for all launches. The procedure followed the one outlined in the FPM (1.4.2—Vessel Dynamic Offsets). One line drawn in Lake Washington was used to acquire the data. The vessel was run perpendicular to the pier since running parallel to the pier made reading the rod very difficult. Port and starboard values were averaged at rest and for each speed ran. The difference between the average at rest readings and the average of the port and starboard underway readings produced the values for the settlement and squat speed curves. The same RPM's were used for both the optical level and surface analysis methods.

Vessel offset measurements for the survey skiff 1905 were measured in May 2006 using a steel tape. The Ceeducer is portable system intended for use aboard vessels of opportunity. As such the GPS antenna and transducer pole were temporarily mounted to the transom of hull 1905 and measured just before survey operations began. After Ceeducer survey operations were complete, the GPS antenna and transducer pole were removed and placed in storage until needed again.

Vessel offset measurements for the survey launches were verified in 2006, however due to unclear documentation these values were not submitted with the 2006 Hydrographic Readiness Review Package. The 2005 offset values were considered adequate and were used during the 2006 field season. In 2005, vessel offsets and static draft were measured using both steel tapes and a LEICA laser distance meter. In most cases, measurement values obtained were within a few centimeters of historic values and these were retained. In the case of larger differences, the new values superseded the old.

Dynamic draft and vessel offsets corrector values are stored in the HIPS Vessel Files (HVF). Survey platforms with more than one acquisition method have a separate HVF associated with each individual acquisition system aboard. Each of these HVFs contain sensor offset and dynamic draft correctors that pertain to this single acquisition system. Sensor offset and dynamic draft correctors were applied to bathymetric data in CARIS during post-processing. Vessel offset diagrams and dynamic draft tables are included in included in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*. The HVFs themselves are submitted with the digital HDCS data.

The following table lists each HIPS Vessel File used for this project:

HVF name	Survey Vessel & System Type
1006_nonechosounder_dp	Jensen hull 1006, detached positions not using echosounder
1006_Reson8101_HVF	Jensen hull 1106, SWMB using hull mounted Reson 8101
1015_Elac1180_HVF	Jensen hull 1015, SWMB using hull mounted Elac 1180
1015_K5K_100_HVF	Jensen hull 1015, 100% SSS using hull mounted Klein 5000
1015_K5K_200_HVF	Jensen hull 1015, 200% SSS using hull mounted Klein 5000
1016_Reson8125_hvf	Jensen hull 1016, SWMB using hull mounted Reson 8125
1021_reson8101_HVF	Jensen hull 1021, SWMB using swing-arm mounted Reson 8101
1101_Singlebeam_HVF	Jensen hull 1101, singlebeam using Knudsen 320M
1103_Singlebeam_HVF	Jensen hull 1103, singlebeam using Knudsen 320M
Ceeducer_HVF	SAFE boat 1905, singlebeam using Ceeducer echosounder
dive	Detached positions using dive investigations

### Heave, Pitch, Roll and Heading, Including Biases and Navigation Timing Errors

Attitude and Heave data were measured with the sensors described in Section A, and applied in post-processing during SVP Correct and Merge in CARIS HIPS.

RAINIER's SWMB equipped survey launches utilize a data time synchronization method known as "precise timing" as described in Section 3 of the OCS Field Procedures Manual. This synchronization significantly reduces latency magnitude and variability, producing data which is both horizontally and vertically more accurate.

RAINIER's SWMB equipped survey launches utilize a heave filter integration method known as "TrueHeave" as described in Section 3 of the OCS Field Procedures Manual. This dramatically reduces the

filter settling time as compared to the traditional heave filter, almost completely eliminating the need for steadying up on lines before logging can begin.

TrueHeave data was logged throughout the survey day, independent of line changes. Each vessel's TrueHeave files were saved in the "POS" folder of the CARIS preprocessed data drive (ex: H:\OPR-O112-RA-06\_Sitka\H11128\POS\1016\DN148 contains TrueHeave data collected by vessel 1016 on day number 148 for sheet H11128). After regular CARIS data conversion this TrueHeave file was separately loaded into HIPS, replacing the unfiltered heave values recorded in the raw XTF data.

An offset between the time stamps of TrueHeave data and the XSE data as converted in CARIS prevented TrueHeave from being applied to any Elac data. Even though this TrueHeave data could not be used it was retained in the hope that CARIS might one day solve this time stamp problem. At the time of this writing no such time stamp fix exists.

Timing and attitude biases were determined in accordance with Section 1 of the Field Procedures Manual, and are described in the *2006 NOAA Ship RAINIER Hydrographic Readiness Review Package*.

All vessel offsets, dynamic draft correctors, and system bias values are contained in CARIS HIPS Vessel Files (HVF's) and were created using the program Vessel Editor in CARIS. These offsets and biases are applied to the sounding data during processing in CARIS.

### **Water Level Correctors**

Soundings were reduced to Mean Lower-Low Water (MLLW) using final approved water levels from station Turn Point, AK (945-1434) using the tide file 9451434.tid. The final approved water level data from the tide stations were applied to the survey depths in CARIS using height ratio and time correctors from the CO-OPS provided zone definition file unique to each individual survey.

Refer to the Horizontal and Vertical Control Report for specific information on the tidal gauges used in during this project and individual Descriptive Reports for further information regarding water level correctors specific to each survey.

**D. APPROVAL**

As Chief of Party, I have ensured that standard field surveying and processing procedures were followed during this project. All operations were conducted in accordance with the Office of Coast Survey Field Procedures Manual (May 2006 edition), NOS Hydrographic Surveys Specifications and Deliverables (June 2006 edition), and all Hydrographic Technical Directives issued through November 2006. All departures from these standard practices are described in this Data Acquisition and Processing Report and / or the relevant Descriptive Reports.

I acknowledge that all of the information contained in this report is complete and accurate to the best of my knowledge.

Approved and Forwarded:

\_\_\_\_\_  
Guy T. Noll  
Commander, NOAA  
Commanding Officer

In addition, the following individual was also responsible for overseeing data acquisition and processing of this project:

Chief Survey Technician:

\_\_\_\_\_  
James B. Jacobson  
Chief Survey Technician, NOAA Ship RAINIER

Field Operations Officer:

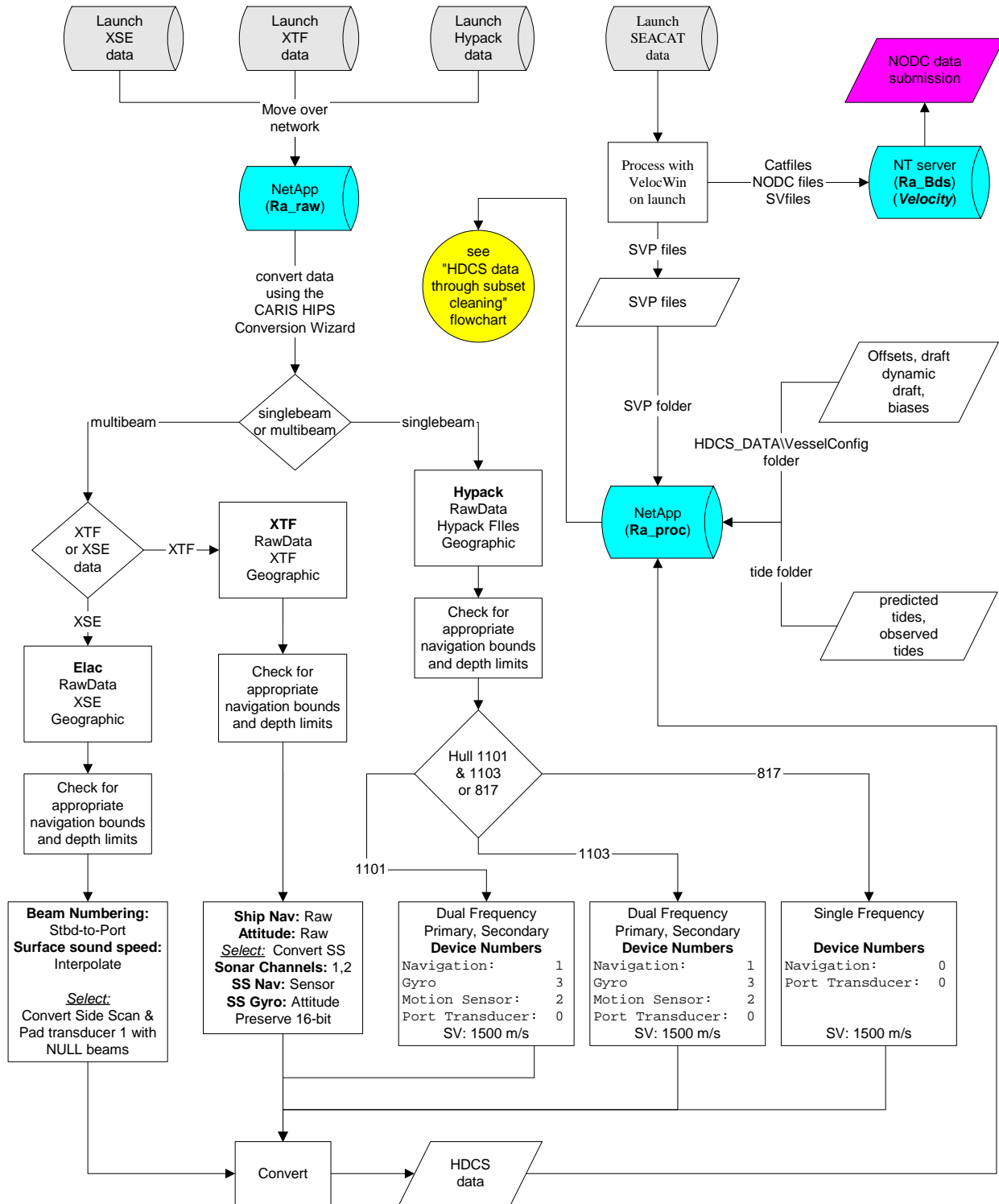
\_\_\_\_\_  
Benjamin K. Evans  
Lieutenant, NOAA

## **APPENDIX I**

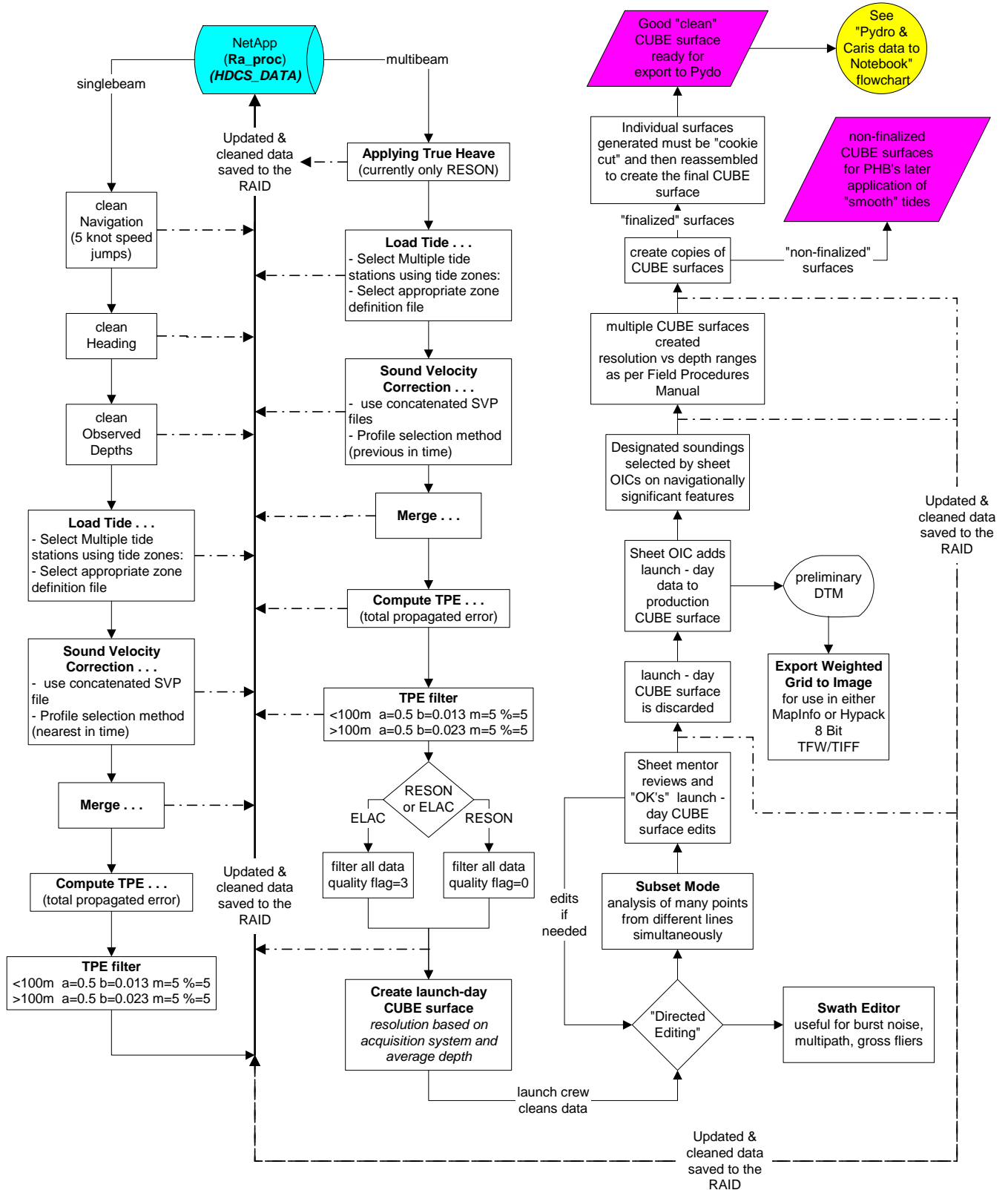
### **Data Processing Flow Diagrams**



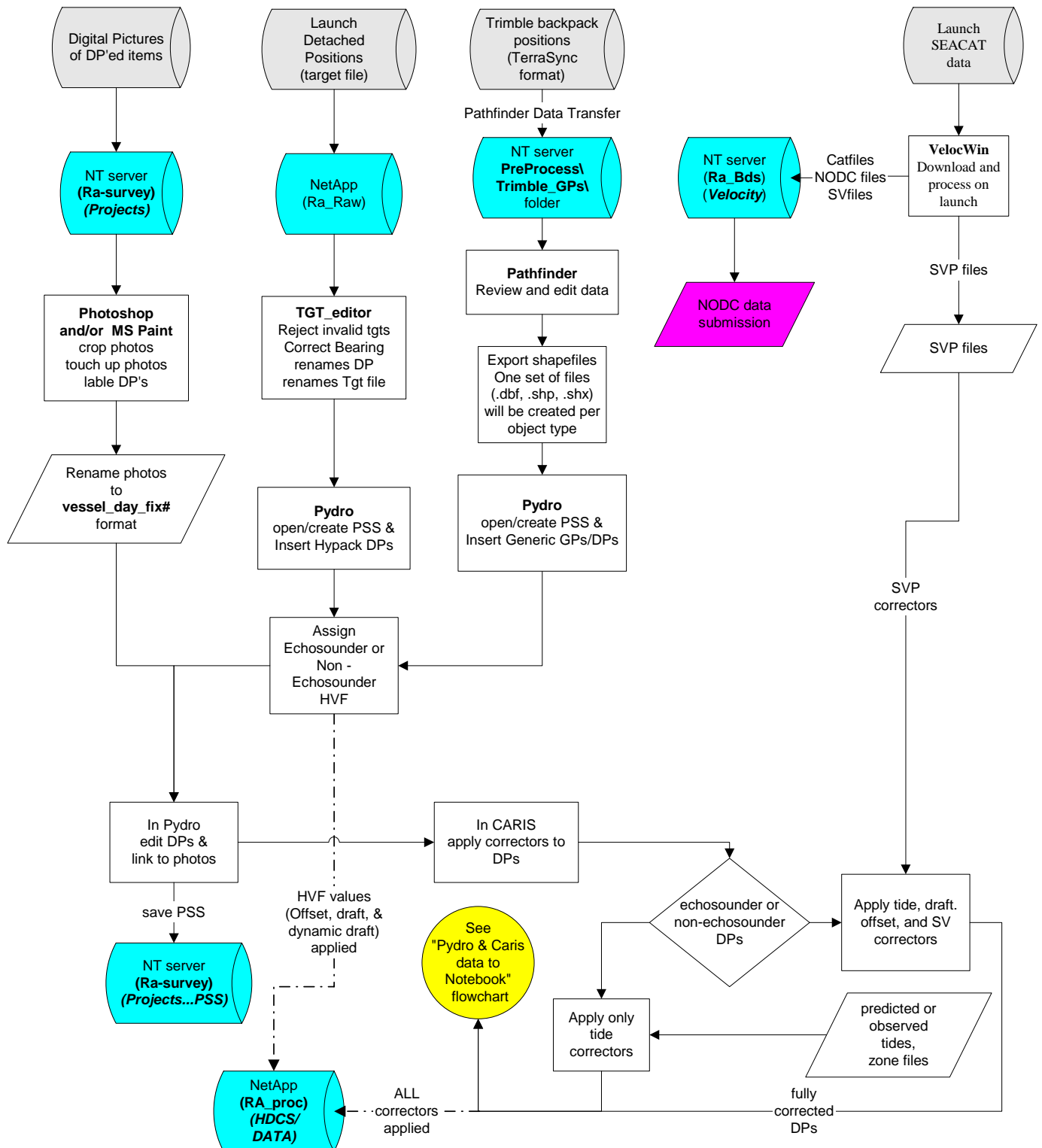
# Raw sounding data to HDCS



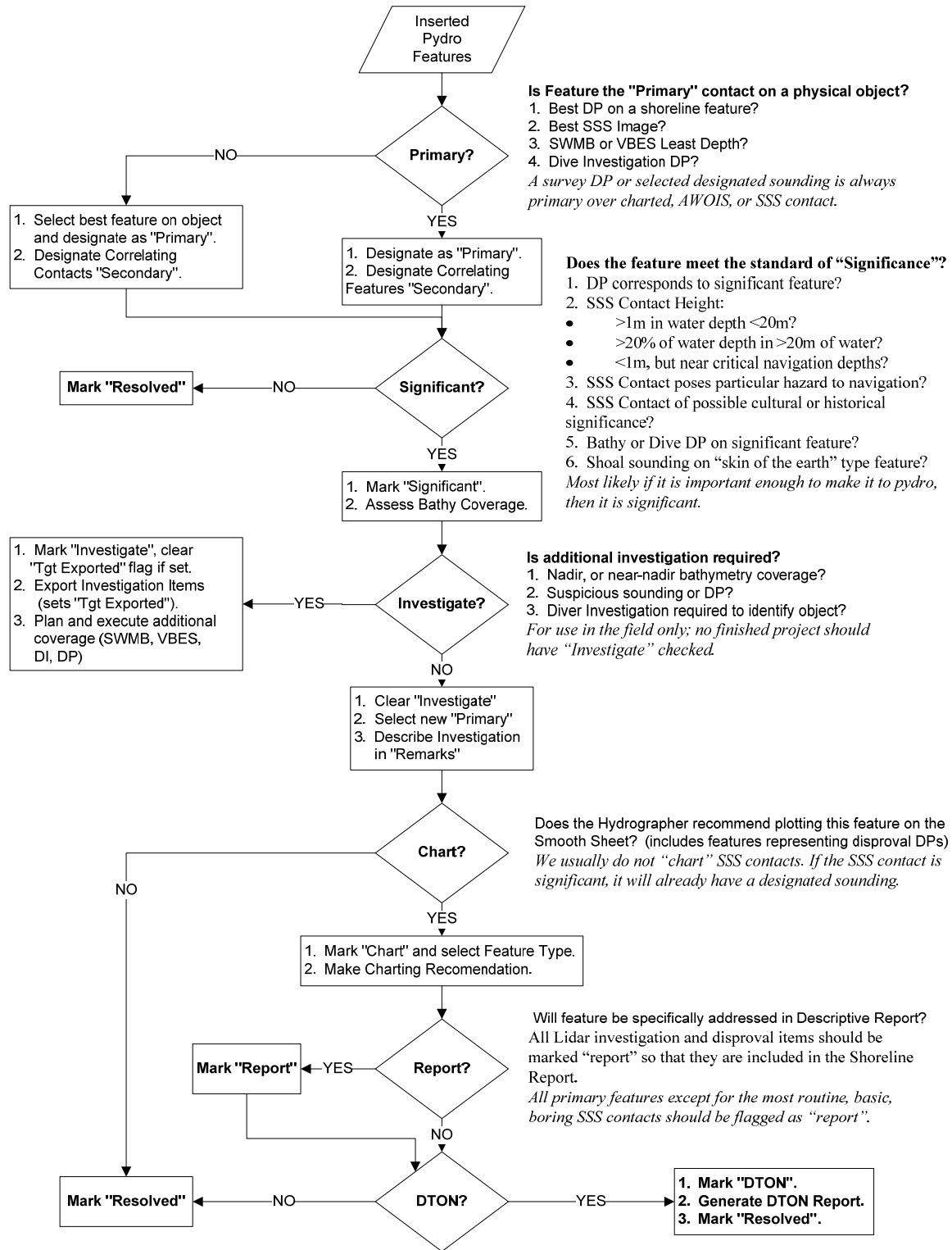
# HDCS data through subset cleaning



# Detached Position processing (Raw DP's to Pydro)



# Detached Position and Side Scan contact processing in Pydro



# Pydro & Caris data to Notebook

