

FE 271
W DRAG

710 =
3000

Diagram No. 1266-2

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

Type of Survey ... Wire Drag
Field No. R/H-40-3-74
Office No..... FE-271WD

LOCALITY

State Alabama
General Locality .. Gulf of Mexico
Locality Southwest of Perdido Pass

19 74

CHIEF OF PARTY
CDR L.E. Pickens

LIBRARY & ARCHIVES

DATE April 10, 1986

☆U.S. GOV. PRINTING OFFICE: 1980-766-230

WIRE DRAG

Area 3
CHTS

11376 } to sign off see
11360 } Record of Application

HYDROGRAPHIC TITLE SHEET

FE-274¹WD ✓

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

FIELD NO.

RH-40-3-74 ✓

State ALABAMA ✓

General locality MOBILE BAY GULF OF MEXICO ✓

Locality ALAPAMA POINT SW OF PERDIDO PASS ✓

Scale 1:40,000 ✓

Date of survey 24 JULY 74 - 25 JULY 74 ✓

~~12 NOV. 73: 11 DEC. 73~~

Instructions dated 21 JAN. 74: 22 APR. 74 ✓

Project No. OPR-479 ✓

Vessel NOAA SHIPS RUDE & MECK ✓

Chief of party CDR L.E. PICKENS ✓

Surveyed by CDR L.E. PICKENS (see section 4. of this report) ✓

Soundings taken by ~~echo sounder, hand lead, pole~~ wire drag ✓

Graphic record scaled by _____ ✓

Graphic record checked by _____ ✓

Protracted by _____ ✓

Automated plot by (Rough strip plot only by Synetics R201 plotter, AMC) ✓

Soundings penciled by _____ ✓

Soundings in ~~XXXXXX~~ feet at Gulf Coast Low Water Datum ~~MLW~~ ~~MSLW~~ BASED ON PREDICTED TIDES Smooth Tides Applied ✓

REMARKS: Limited processing by: Hydrographic Surveys Branch, Evaluation and Analysis Group, AMC.

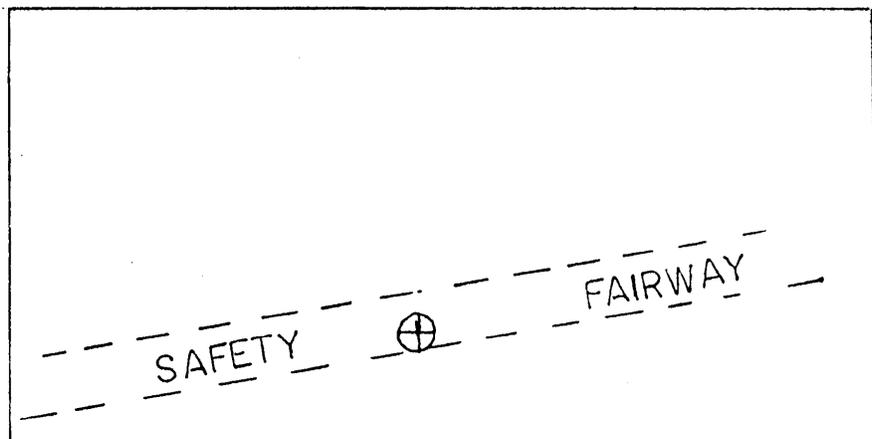
AWOIS and SURF ✓ 1/89503

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88°00'

87°30'
30'25"



30'00"



PROGRESS SKETCH

40-3-74

WIRE DRAG: SAFETY FAIRWAYS

GULF OF MEXICO

NOAA SHIPS: RUDE AND HECK

L.E. PICKENS, CHIEF OF PARTY

24 JULY 74

SCALE 1:456,394; C&GS CHART 1115

⊕ - AREA COMPLETED 24 JULY 74

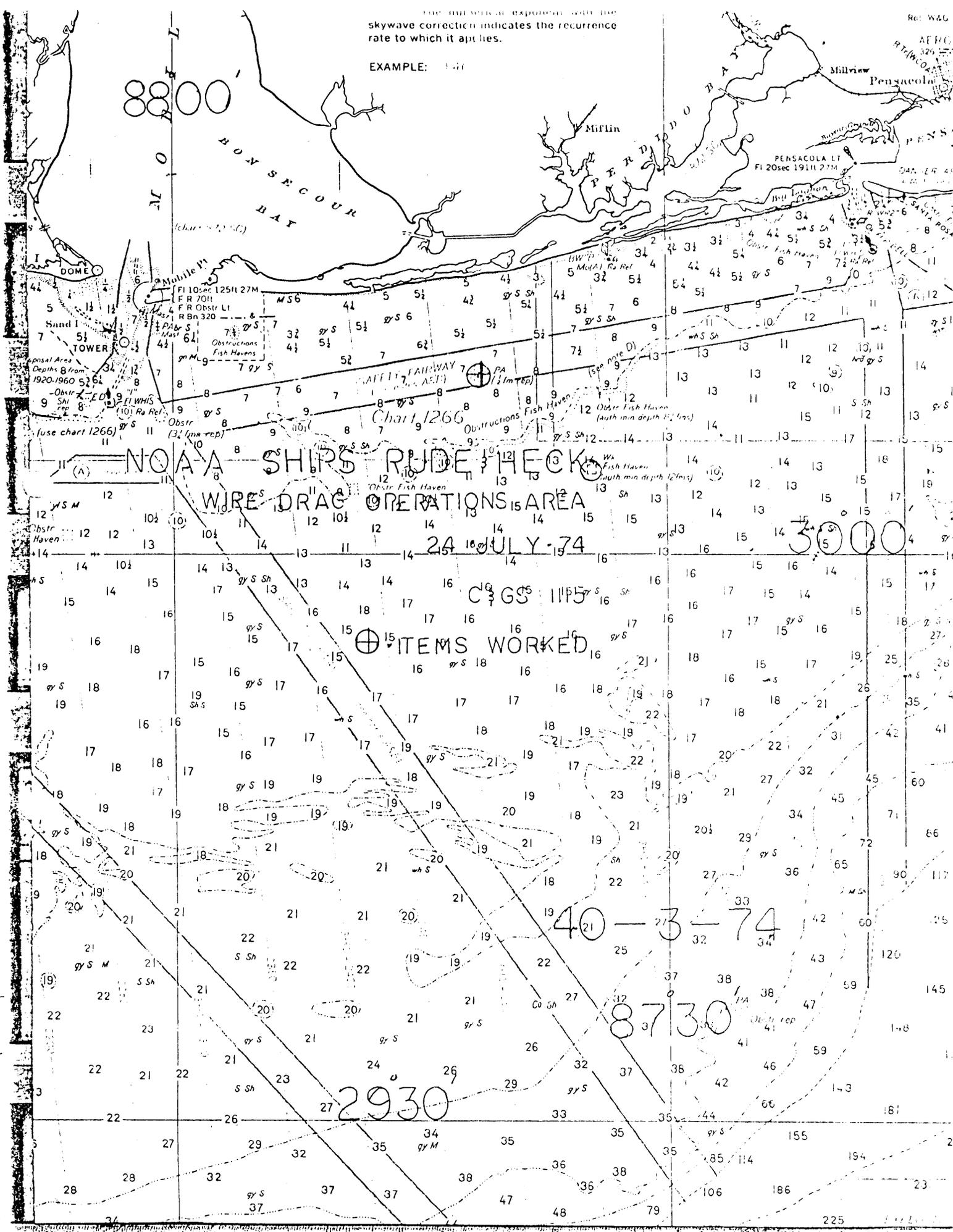
The numerical expansion with the skywave correction indicates the recurrence rate to which it applies.

EXAMPLE: 1.11

Ref: W&G

AFHC 329

RTMCOA



NOAA SHIPS RUDE HECK

WIRE DRAG OPERATIONS AREA

24 JULY 74

C/GS 1115

ITEMS WORKED

40-3-74

8730

2930

3000

DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG FIELD NO. RH-40-3-74 (FE-271 WD)
PROJECT OPR-479-RU/HE-74 ✓
MOBILE, ALABAMA ✓
1974 ✓
CDR L.E. PICKENS ✓
NOAA SHIPS RUDE & HECK ✓

A.) AUTHORITY

This project was authorized under Project Instructions OPP-479-RU/HE-74, Safety Fairways, Gulf of Mexico, dated 12 November 1973 and changes #1, and #2 dated 11 December 1973, change #3^{OK} dated 21 January 1974 and Memo: C3X4 dated 22 April 1974. ✓

B.) CHARACTER AND LIMITS OF THE WORK - *See section 1. of the Modified Evaluation Report.*
The purpose of the project was to clear a "PA" reported in Safety Fairway with a reported depth of 3 feet and also to clear item marked as "PA" south of Alabama Point. ^{Item 16A} This report covers all work completed on these two items. ^{Item 2} The locality covered by C&GS Charts 1266, 1115, and 872SC is as follows: sheet layout is from Latitude 30°00'N to 30°16'N and Longitude 87°24'W to 87°56'W. The survey was conducted on a scale of 1:40,000 using Raydist DR-S Range-Range control. ✓

C.) CONTROL AND SHORELINE

Raydist DR-S Range-Range control was used, operating on a frequency of 3300.400 KHz, giving a lane width of 45.39904 meters. Two Raydist shore stations, WIMPY 2 and MOB were utilized for control. MOB, located on Mobile Point served as the Green Station. WIMPY 2, ^{449 RM} located on the #1 reference disc for station WIMPY, approximately 1.7 miles west of Alabama Point, Alabama served as the Red Station. There was no shoreline on the sheet. Upon completion of the survey the stations were dismantled. For further information on the stations see Attachment VI. A listing of all signals used is given in Attachment IX & Attachment VI. ✓

D.) DATE OF SURVEY

Operations for OPR-479 Sheet RU/HE-40-3-74 commenced on 24 July 1974 and terminated on 25 July 1974. ✓

E.) TIDAL REDUCERS - *Smooth Tides have been applied to the verified data.*
Preliminary reduction of each days data was done using predicted tides. Smooth tides were requested from Pockville for AMC. See Attachment IX for predicted tide correctors. ✓

F.) JUNCTIONS

This boatsheet 40-3-74, junctioned with no other boatsheet. ✓

G.) SPLITS

No splits existed on boatsheet 40-3-74.

H.) GROUNDINGS AND HANGS

Item #16A investigation
1. Mud Hangs: While clearing item, (Lat. 30°09.5'N, Long. 87°41.5'W) in Safety Fairway two mud hangs occurred. The drags that pertain to these are: A Dav. Strip #2 and A Dav. Strip #3. Both times the wire came off the obstruction before investigation was possible. There were several TOE's with both of these drags showing that the wire was close to the bottom. The depths in ~~this~~ ^{the covered} area were from 36-48 feet. With the wire this close to the bottom anything causing a temporary hang would have to be either a small piece of junk or mud. No further investigation was necessary. This was not considered a hazard to navigation. - Do not concur - See sections 6. & 7. of the Modified Evaluation Report.

Item #2 investigation
2. Item (Liberty Ship) South of Alabama Point, Latitude 30°04.5'N, Longitude 87°34.8'W was investigated by divers only and no drag was put in to clear it. The item has two buoys marking it's location. The least depth recorded by divers eage and also with ships fathometer recorder was 70 feet. 65 feet was reported by divers on two ROD irons that were sticking above the bulk of the hull. No further investigation was done. This is not considered a hazard to navigation. - Do not concur - see section 7. of the Modified Evaluation Report.

I.) GENERAL NOTES

While working this area off Alabama Point, morning calibration was done on Range #1 leaving Pensacola Bay. Due to the distance from calibration at Pensacola Bay to the drag site another calibration was done by circling Sand Island Light at the Mobile Bay Entrance. Refer to Attachment I regarding calibration stations.

The following occurrence should be noted:

A Dav, Strip I (24 July 74): While dragging for an item in the Safety Fairway the wire broke on the BECK's side of the drag (north side). The wire was reported hung on some object which plotted North-Northeast of plotted item by one mile. No investigation was done. Drag was claimed to position #9 before wire broke. A Dav, Strip 3 cleared this area to a depth of 37.0 feet. No further investigation was done.

Hang on same obstr as strip #2

Did not clear - hang occurred prior to clearing.

J.) CURRENTS

We found the current for that one day stayed much the same for all three drags. A "current survey" prior to planning our first drag was done. This was done by setting a current tester (float with predetermined wire depth with vanes on the end). By plotting it's position as it entered the water and again as it was retrieved and noting the time we determined the velocity of the current.

direction

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS
In general, charted depths from recent charts were found to be reliable. *See sections 6 & 7 of the Modified Evaluation Report.*

L. PERSONNEL AND EQUIPMENT

During this survey the RUDE acted as the guide vessel and the HECK was the end vessel. Both vessels were equipped with Raytheon DE-723 Fathometers. One launch and one skiff was used as drag tenders. Bearings to end buoys and to opposite vessels were made on the Sperry Gyro Repeaters. Standard wire drag equipment was used.

Officers aboard during work on this survey included: CDR L.E. Pickens, LCDR W.M. Noble, ENS G.M. Albertson, and ENS C.E. Mericas.

M. MISCELLANEOUS

A change in testing procedure was adopted. The launch personnel doing the test would always read the tester rod using a fixed zero point. If the rod had to be raised or lowered during the ~~course~~ ^{course} of the drag the personnel on the RUDE would apply the correction and record it on their tester sheet. At the end of the day the launch tester sheets were all checked and changed to correspond with the RUDE's smooth tester sheet.

N. SUMMARY

The following items were investigated while working on this project and our results are as follows:

ITEM "PA" Obstruction: *Item #16A - from Change No. 1, OPR-479-RU/HE-73 dated April 16 09.5*

This was an obstruction charted in Latitude $30^{\circ}10'N$ and Longitude $87^{\circ}41.5'W$. Information on this item can be found in Local Notice To Mariners #15 of 3 February 1965, 8th Coast Guard District, New Orleans. The obstruction is charted in the Safety Fairways (Chart 1115) with a depth of 3 feet. The item was investigated to a 1 N.M. diameter with no obstruction being located. The area was cleared to a minimum effective depth of $32\frac{1}{2}$ feet and a maximum effective depth of $42\frac{1}{2}$ feet, (~~predicted~~ ^{smooth} tides). - *See section 7 of the Modified Evaluation Report.*

ITEM Liberty Ship: *Item #2*

This was a sunken Liberty Ship charted in Latitude $30^{\circ}04.5'$ and Longitude $87^{\circ}34.5'$. The item was buoied with a buoy at the bow and stern. The investigation consisted of divers going down on the wreck and confirming that it was said Liberty Ship. Least depth reported by divers gage and also confirmed by ships fathometer was 70 feet. 65 feet was also reported on two rods sticking up above the hull. The surrounding depths were 90 feet. Investigation was done on 25 July 1974 (206).

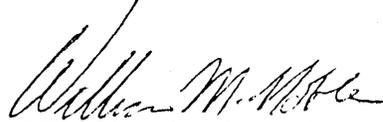
O. RECOMMENDATIONS

~~Item #1~~ ~~Recommend that Item "PA" in Safety Fairway on Chart 1115 at Latitude 30°10' and Longitude 87°41.5' be removed from the chart. This item is considered complete. Do not concur - See section 7. of the Modified Evaluation Report.~~ ✓

Item #2 Recommend that Item "Liberty Ship", Latitude 30°04.5' and Longitude 87°34.X' which is buoied, remain on chart. This item is considered complete. - Do not concur - See section 7. of the Modified Evaluation Report. ✓

APPROVAL SHEET

All records of this survey prior to smooth plotting are hereby approved. The fieldwork was personally supervised by the undersigned and the boat sheet and records were inspected daily. The survey is considered complete and adequate for charting. ✓



LCDR William M. Noble
Executive Officer
NOAA Ships RUDE & HECK

LIST OF ATTACHMENTS

- I. A) RAYDIST CONTROL STATIONS
B) VISUAL CONTROL SIGNALS
- *II. A) DAILY RAYDIST CORRECTORS
B) ELECTRONIC CALIBRATION INFORMATION
 - 1) CIRCLE CALIBRATION
 - 2) RANGE-RANGE CALIBRATION
- *III. STATISTICS
- IV. AIDS TO NAVIGATION
- *V. PROJECT INSTRUCTIONS
 - A) CHANGE #1
 - B) CHANGE #2
 - C) CHANGE #3
 - D) MEMO: C3X4
- *VI. RAYDIST STATION DESCRIPTIONS *← Except the first page of this attachment which is retained in this report.*
- *VII. REPORT ON TIDE STATION
- *VIII. PARAMETERS
 - A) BOATSHEET, REQUEST FOR
 - B) ELECTRONIC CONTROL PARAMETERS

Local Notice to Mariners pertaining to Presurvey Review Item 16A

** = Data removed from the Descriptive Report and filed with the survey records.*

✓

ATTACHMENT I

A. SHORE STATION RAYDIST POSITIONS

STATION NAME	LATITUDE	LONGITUDE	REMARKS
WIMPY 2, 1949 RMI	30° 16' 25.907" ✓	87° 33' 50.265" ✓	PED STATION
MOB	30° 13' 21.422"	88° 01' 39.134"	GREEN STATION <i>field position, no records available, not verifiable</i>

B. VISUAL CONTROL STATIONS

STATION NAME	LATITUDE	LONGITUDE	NO. ON SHEET
DAUPHIN ISLAND WATER TANK, 1954	30° 15' 11.959" ✓	88° 06' 44.901" ✓	1
SAND ISLAND LIGHTHOUSE, 1930	30° 11' 14.8260" ✓	88° 03' 02.2355" ✓	2
DAUPHIN ISLAND, USAF E. RADAR DOME, 1960	30° 14' 59.635" ✓	88° 04' 42.266" ✓	3
MOBILE POINT C.C. RADIO TOWER, 1958	30° 13' 37.658" ✓	88° 01' 24.859" ✓	5

ATTACHMENT IV

AIDS TO NAVIGATION

CAUCUS CHANNEL

BUOY	LATITUDE	LONGITUDE	RED	GREEN
#1	30°16.2'	87°17.6'	574.75	1562.95
#3	30°17.4'	87°18.0'	561.89	1552.01
BW FISH	30°08.7'	87°34.2'	315.64	993.08
HAVEN BUOY				
RADCLIFF BUOY	30°04.8'	87°49.46'	727.11	544.45

*Data not in any of the survey's records.
None of this data has been verified.*

ATTACHMENT VI

RAYDIST STATION DESCRIPTIONS

(1) WIMPY and MOB are the two stations. There are attachments giving descriptions of WIMPY, to WIMPY 2 to WIMPY 2 R.M.1. Reason for changing was station was moved. MOB station was a third order triangulation station cut in by ship personnel. This information was then called into AMC, Norfolk, Va. where they worked it up for us and sent us the Latitude and Longitude for station MOB, 1974. This was Latitude 30°13'21.4" and Longitude 88°1'39.1" *None of this data could be found, therefore MOB cannot be verified.*

(B) 2 RANGE-RANGE CALIBRATION

OBJECT	LATITUDE	LONGITUDE
Left Object CULLUM, 1942	30°19' ^{36.355"} 36.3"	87°17' ^{38.373"} 38.3"
Center Object PENSACOLA LIGHTHOUSE CENTER, 1867	30°20' ^{45.346"} 45.3"	87°18' ^{29.205"} 29.2"
Right Object USN POWER PLANT STACK PENSACOLA USN AIR STA PWR STK, 1934	30°20' ^{47.316"} 47.3"	87°16' ^{6.799"} 6.7"

DMA

09/15/82

NON-SUBMARINE CONTACTS

WRECK NUMBER	NAME OF WRECK	FLAG OF WRECK	TYPE OF WRECK	SUNK BY FLAG	TYPE OF AGENT	POSITION EVAL	TYPE OF POSITION	QUAD	LATITUDE	LONGITUDE	DEPTH FEET	DATE SUNK	DATE OF INFO	SOURCE OF INFO	GROSS TONS	DATUM	OCEAN AREA
496	36281 TULSA	US	CGO	US	MC	G	UA	2	300000	0880500		031143	031143	25	06607		
497	34001 UNKNOWN					G	CG	2	300000	0870843	2089		080975	16			
498	32441 FISH HAVEN		FRE			E	NM	2	300007	0840904			072366	16			
499	37442 UNKNOWN					U	CS	2	300300	0870800			112572	16			
500	36152 F. F. SIMPSON	US	TUG	US	MC	F	US	2	300312	0853716			031045	22			
501	34997 UNKNOWN					G	NM	2	300400	0854700			112877	16			
	34758 UNKNOWN					F	NM	2	300400	0854700			110478	16			
502	44693 UNKNOWN					F	YY	2	300530	0885700				15			
503	34219 UNKNOWN					F	NM	2	300536	0883214			032776	16			
504	36158 UNKNOWN					F	SR	2	300545	0865630	1027		071643	12			
505	35370 FOUR ACES	AM				U	NM	2	300618	0855224			030580	16			
506	34018 OPS					G	ZZ	2	300736	0880407	1050		080275	16			
507	32020 OBSTRUCTION					E	NM	2	300754	0854812			103064	16			
508	34343 UNKNOWN					E	NM	2	300800	0874600			042977	16			
509	34017 OBS					G	ZZ	2	300818	0880507	1041		080275	16			
510	44692 UNKNOWN					E	YY	2	300900	0884730				15			
511	32117 UNKNOWN	US	BGE		MC	G	NM	2	300930	0874130	1042		030665	16			
512	36151 LEWIS BROTHER	PA	SCH	PR	MC	F	SP	2	300930	0882915		091925	031045	22			
513	44692 UNKNOWN					F	YY	2	301015	0885400				15			
514	37007 UNKNOWN					E	CS	2	301115	0890600				15			
515	33726 UNKNOWN					G	CG	2	301130	0883048			092174	16			
516	36150 UNKNOWN	US	BGE			E	SP	2	301148	0875630			071643	12			
517	36149 MANHORTON	RR	CGO			F	US	2	301226	0882004			031045	22			
	36597 MACNELIA CR	US	GUN			E	UA	2	301248	0880210		08 45	112150	39			
518	34969 LITTLE DAVID					F	NM	2	301500	0855900	0040		092177	22			NOT TO BE USED FOR NAVIGATION
519	36148 MASSACHUSETTS	US	CGO			E	US	2	301748	0871242			21 031045	22			
520	33083 UNKNOWN					E	CS	2	301842	0890304	1015		080269	16			
521	37006 UNKNOWN		BGE			E	NM	2	301853	0890105		052355	062055	16			
522	33162 UNKNOWN		BGE			E	CS	2	301917	0871800			082270	16			
523	44699 UNKNOWN					F	YY	2	301930	0890630				15			
524	44691 UNKNOWN					E	YY	2	302000	0883800				15			
525	33163 UNKNOWN		RGE			G	CS	2	302008	0880600			082270	16			
526	32592 MARY ROSE		TUG			G	NM	2	302100	0885000	1008		042967	16			
527	32370 EXPLOS					E	NM	2	302240	0864000			012266	16			

UNCLASSIFIED
RECORD COUNT
000000629

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UNCLASSIFIED

NON SUBMARINE CONTACT EXTRACT RUN

DATE 091482

PAGE 20

TEXAS--Galveston Bay--Houston Ship Channel--Wreck.

Tug "BETTY T" was reported sunk in vicinity of Houston Ship Channel Light 44. Pilighthouse reported showing above water. Mariners should exercise caution in this area.

(BROADCAST 173-65) - USC&GS Chart 1282

TEXAS--Sabine-Neches Waterway--Sabine River--Changes in aids.

1. SABINE RIVER ANCHOR PILE LIGHTS have been discontinued. Position: Lat. 30-05.1N., Long. 93-43.4W.

2. SABINE RIVER OBSTRUCTION LIGHTED BUOY 53 and SABINE RIVER OBSTRUCTION LIGHTS are now maintained by The American Bridge Division, U. S. Steel Corporation, Orange, Texas.

USC&GS Chart 533 - LL 7408, 7409, 7410

FLORIDA AND ALABAMA--Gulf of Mexico--Obstruction.

The 240-foot barge previously reported partially sunk in the Gulf of Mexico in Lat. 30-09.5N., Long. 87-34W., has now been reported to be in Lat. 30-09.5N., Long. 87-41.5W., in 42 feet of water, with approximately 3 feet of water over the bow and 10 feet over the stern. Wreck was reported marked with a lighted buoy showing a flashing red light. Mariners should exercise caution in this area.

(LNM 9-1/20/65) - USC&GS Charts 1265, 1266, 1115

LOUISIANA--Gulf of Mexico--Lighted mooring buoys established.

A lighted mooring buoy, painted white, showing flashing white every 4 seconds, flash 0.4 second, of 250 candlepower, has been established in each of the following positions, in 100 feet of water:

- a. Lat. 28-34-47N., Long. 91-15-45W.
- b. Lat. 28-38-52N., Long. 91-30-28W.

Note: Above buoys maintained by Tenneco Oil Company, Lafayette, La.

USC&GS Chart 1116

J. D. CRAIK
Rear Admiral, U. S. Coast Guard
Commander, Eighth Coast Guard District

UNITED STATES COAST GUARD
LOCAL NOTICE TO MARINERS

ISSUED BY: COMMANDER, EIGHTH COAST GUARD DISTRICT
CUSTOMHOUSE BLDG., NEW ORLEANS 16, LOUISIANA
Telephone 527-6234. Nights, Saturdays, Sundays
and Holidays, Telephone 527-6225

FLORIDA AND ALABAMA--Gulf of Mexico--Obstruction.

The 240-foot barge previously reported partially sunk in the Gulf of Mexico in position Lat. 30-09.5N., Long. 87-34W. was reported marked with a lighted buoy, painted gray, showing a flashing red light, located 100 yards north of the wreck. Mariners should exercise caution in this area.

(BROADCAST 98-65) (LNM 7-1/15/65) - USC&GS Charts 1265, 1115, 1003, 1007

FLORIDA AND ALABAMA--Intracoastal Waterway--Pensacola Bay to Mobile Bay--Lights destroyed--Lighted buoys temporarily established.

1. PENSACOLA-MOBILE LIGHTED BUOY 37, painted black with yellow top, showing a flashing white light every 4 seconds, flash 0.4 second, of 90 candlepower, 6 feet above water, was temporarily established 19 Jan 1965 at the site of destroyed PENSACOLA-MOBILE LIGHT 37, pending rebuilding.

2. PENSACOLA-MOBILE LIGHT 73 was reported destroyed 19 Jan 1965. Pensacola-Mobile Lighted Buoy 73, painted black with yellow top, showing a flashing white light every 4 seconds, flash 0.4 second, of 90 candlepower, 6 feet above water, was temporarily established at the site pending rebuilding.

(BROADCAST 101-65) (LNM 8-1/18/65) - USC&GS Chart 872 - LL 8041, 8046

ALABAMA--Mobile Bay--Mobile Channel--Light destroyed.

MOBILE CHANNEL LIGHT 4 was reported destroyed 18 Jan 1965. Mobile Channel Lighted Buoy 4, painted red, showing an equal interval white light every 3 seconds, of 90 candlepower, 6 feet above water, was temporarily established in 20 feet of water, 35 yards 007° from charted position of Light 4 pending rebuilding.

(BROADCAST 95-65) - USC&GS Charts 873, 1266 - LL 6626/8069

LOUISIANA--Intracoastal Waterway--Rigolets to New Orleans Cut--Restricted area--National Aeronautics and Space Administration advised 19 Jan 1965 as follows:

"Port Michoud, located east of New Orleans, Louisiana, is a part of the NASA Michoud operations, a United States Government security installation. Heretofore, barges and tows have been permitted to moor at this facility on a limited basis. However, use of the port, which is a restricted area as defined by the National Space Act, henceforth must be with the expressed prior permission of the NASA."

(BROADCAST 97-65) - USC&GS Charts 878, 1269

LOUISIANA--Lake Salvador--BAYOU VILLARS LIGHT, reported extinguished, was relighted 18 Jan 1965.

(BROADCAST 88-65) - USC&GS Charts 879 - LL 7138

REPORT DEFECTS IN AIDS TO NAVIGATION TO NEAREST COAST GUARD UNIT

DATE 20 January 1965

(Continued on page 2)

NOTICE NO. 9

LOCAL NOTICE TO MARINERS

ISSUED BY: COMMANDER, EIGHTH COAST GUARD DISTRICT
CUSTOMHOUSE BLDG., NEW ORLEANS 16, LOUISIANA

Telephone 527-6234. Nights, Saturdays, Sundays
and Holidays, Telephone 527-6225

FLORIDA AND ALABAMA--Gulf of Mexico--Obstruction.

The 240-foot barge previously reported partially sunk in the Gulf of Mexico in position Lat. 30-07N., Long. 87-44W. has now been reported to be in Lat. 30-09.5N., Long. 87-34W. The barge was reported laying in a north-south heading, with six feet of barge showing above water. There presently is no buoy marking the wreck. Mariners should exercise caution when in this area.

(BROADCAST 1472-64, 69-65) (LNM 142-12/21/64) - USC&GS Charts 1265, 1266, 1115, 1003, 1007

MISSISSIPPI--Ship Island Pass--Buoy relocated.

SHIP ISLAND PASS LIGHTED BUOY 29 was moved and reestablished 8 Jan 1965 in 33 feet of water, in Lat. 30-11-58N., Long. 88-59-18W.

(LNM 136-12/4/64 - USC&GS Charts 876, 1267 - LL 6767

LOUISIANA--Pearl River--Position of daybeacon amended.

PEARL RIVER DAYBEACON 50 has been determined to be in Lat. 30-19-30.4, Long. 89-37-50.9W.

(LNM 128-11/10/64) - USC&GS Chart 1268 - LL page 838

LOUISIANA--Mississippi River--Head of Passes to New Orleans --Wreck removed.

The barge previously reported sunk in the Mississippi River on right descending bank near Boothville, Louisiana, was reported raised and removed from the waterway.

(LNM 3-1/6/65) - USC&GS Chart 1272

TEXAS--Gulf of Mexico--Sabine Pass--Radiobeacon--Off-air time.

SABINE PASS RADIOBEACON will be off the air from 1400Z to 2400Z on 28 Jan 1965 for maintenance.

USC&GS Charts 517, 1279, 1116, 1007 - LL 6460

TEXAS--Galveston Bay--Houston Ship Channel--Lights rebuilt--Light destroyed.

1. HOUSTON SHIP CHANNEL LIGHTS 39, 49, 63 and 71, previously reported destroyed, were rebuilt and relighted 13-14 January 1965. Each light is now exhibited 30 feet above water from a black square daymark with green reflective border on a pile structure. Houston Ship Channel Lighted Buoys 39, 49, 63 and 71 (temporary) were discontinued.

(Continued on page 2)

REPORT DEFECTS IN AIDS TO NAVIGATION TO NEAREST COAST GUARD UNIT

DATE 15 January 1965

NOTICE NO. 7

It has been erected in the tower and cleared of all obstructions.
a. Lat. 29-14-45N., Long. 94-07-15W (Shell Oil Co.)
b. Lat. 29-40-44N., Long. 93-37-22W (Shell Oil Co.)

J. D. CRAIK

21 December 1964
No. 142

LOCAL NOTICE TO MARINERS

ISSUED BY: COMMANDER, EIGHTH COAST GUARD DISTRICT
CUSTOMHOUSE BLDG., NEW ORLEANS 16, LOUISIANA
Telephone 527-6234. Nights, Saturdays, Sundays
and Holidays, Telephone 527-6225

FLORIDA—Gulf of Mexico—St. Andrew Bay Entrance—Testing of navigational lights.

The U. S. Navy Mine Defense Laboratory, Panama City, has advised that a series of tests of navigational lights is being conducted using the U. S. Navy Research Platform I as a base of operations. This platform is located approximately 10.6 miles southwest of St. Andrew Bay Channel entrance, in Lat. 30-00-34N., Long. 85-54-12W.

The light array will simulate the masthead, range and side lights of various classes of Navy Ships, and will also include a searchlight aimed in the direction of Research Platform II as a "control" measuring device. The lights will be displayed from the west corner of the platform commencing approximately one hour after sunset for a period of about six hours. The tests will be conducted on an average of once a week for an expected three year period.

A competent watch will be established on the platform during the tests for the purpose of restoring the obstruction lights to normal operation if the situation should so warrant.

USC&GS Charts 1263, 1115, 1003, 1007

ALABAMA—Gulf of Mexico—Obstruction.

The 240-foot barge previously reported partially sunk in the Gulf of Mexico in Lat. 30-08N., Long. 87-40W. has now been reported to be in position Lat. 30-07N., Long. 87-44W. The obstruction was reported unmarked and the tug CORINTHIA has departed the scene. The stern of the barge was reported resting on the bottom and the bow still afloat. Mariners should exercise caution in the area.

(BROADCAST 1439-64) (LNM 141-12/17/64) - USC&GS Charts 1265, 1003, 1007, 1115

ALABAMA—Mobile Bay—Mobile Channel—Lights destroyed.

1. MOBILE CHANNEL LIGHT 38 was reported destroyed 18 Dec 1964. Mobile Channel Lighted Buoy 38, painted red, showing a flashing white light every 2 seconds, flash 0.3 second, of 90 candlepower, 6 feet above water, was temporarily established in 17 feet of water in the charted position of Light 38, pending rebuilding.

2. MOBILE CHANNEL LIGHT 39A was reported destroyed 18 Dec 1964. Mobile Channel Lighted Buoy 39A, painted black, showing a flashing green light every 4 seconds, flash 0.4 second, of 18 candlepower, 6 feet above water, was temporarily established in 10 feet of water in the charted position of Light 39A, pending rebuilding. Wreckage of the structure was removed.

(BROADCASTS 1441-64, 1447-64) - USC&GS Chart 1266 - LL 6654, 6657

REPORT DEFECTS IN AIDS TO NAVIGATION TO NEAREST COAST GUARD UNIT

DATE 21 December 1964

(Continued on page 2)

NOTICE NO. 142

UNITED STATES COAST GUARD

LOCAL NOTICE TO MARINERS

ISSUED BY: COMMANDER, EIGHTH COAST GUARD DISTRICT
CUSTOMHOUSE BLDG., NEW ORLEANS 16, LOUISIANA
Telephone 527-6234. Nights, Saturdays, Sundays
and Holidays, Telephone 527-6225

GULF OF MEXICO--Florida and Alabama--Obstruction

The 240 foot barge, previously reported sunk in the Gulf of Mexico, in position Lat. 30-07N., Long. 87-32W., has been reported in position Lat. 30-08N., 87-40W. The starboard bow is projecting about 20 feet above the surface of the water, and the Tug Corinthia was reported standing by the barge.

(BROADCAST 1405-64) (LNM 140-12/14/64) - USC&GS Charts 1265, 1003, 1007, 1115

ALABAMA--Mobile Bay--Mobile Bar--Buoys rest on charted position.

MOBILE BAR LIGHTED BUOYS 7, 7A and 9, previously moved for dredging purposes, were reset on station 15 December 1964.

(BROADCAST 1355-64, 1431-64) (LNM 137-12/7/64) - USC&GS Charts 873, 1266 - LL 6612, 6613, 6615

LOUISIANA--Lake Pontchartrain--East End--Obstruction.

A cluster of pilings, reported to be about 90 feet by 20 feet long, have been reported adrift in Lake Pontchartrain in position Lat. 30-10.9N., Long. 89-45.8W. The cluster is reported marked with one red and one white light.

(BROADCAST 1429-64) - USC&GS Charts 878, 1269

INTRACOASTAL WATERWAY--INNER HARBOR NAVIGATION CANAL--Louisiana--Lock closure--Bridge closure--The U. S. Army Engineer District, New Orleans, advised 13 Nov 1964 (Navigation Bulletin No. 64-169), as follows:

"Inner Harbor Navigation Canal Lock at Mile 6.2 EHL on the Gulf Intracoastal Waterway will be closed to navigation from 6:00 a.m. on 10 January 1965 to 6:00 a.m. on 12 January 1965 for dewatering and inspection.

"Florida Avenue Bridge at Mile 7.3 EHL on the Gulf Intracoastal Waterway will be closed to navigation from 6:00 a.m. on 10 January 1965 to 6:00 p.m. on 11 January 1965 for repairs.

"Mariners should adjust their schedules accordingly."

(LNM 135-12/2/64) - USC&GS Charts 497, 878, 879, 1269, 1271, 1050

LOUISIANA--Mississippi River--Southwest Pass--Light extinguished.

SOUTHWEST PASS ENTRANCE LIGHT is extinguished and the radiobeacon is inoperative. A temporary light flashing white every 10 seconds (1.0s fl) of reduced candlepower is being exhibited pending repair of the light.

(BROADCAST 1433-64) - USC&GS 1272, 1115, 1116, 1003, 1007 - LL 6432/6882

REPORT DEFECTS IN AIDS TO NAVIGATION TO NEAREST COAST GUARD UNIT

DATE 17 December 1964

(Continued on page 2)

NOTICE NO. 141

LOCAL NOTICE TO MARINERS

ISSUED BY: COMMANDER, EIGHTH COAST GUARD DISTRICT
CUSTOMHOUSE BLDG., NEW ORLEANS 16, LOUISIANA

Telephone 527-6234. Nights, Saturdays, Sundays
and Holidays, Telephone 527-6225

APALACHICOLA BAY--Channel to Two Mile--Florida--Aids established.

The following aids were established 12 Dec 1964 to mark the recently-dredged channel to Two Mile, Florida. Each odd-numbered daybeacon is a black pointer on a pile, 10 feet high, equipped with green reflector. Each even-numbered daybeacon is a red pointer on a pile, 10 feet high, equipped with red reflector.

TWO MILE CHANNEL

--Light 1, showing flashing green every 4 seconds, flash 0.4 second, of 12 candlepower, in 7 feet of water, in Lat. 29-41-25N., Long. 85-00-39.5W. Light is exhibited 17 feet above water from a black square daymark with green reflective border on a dolphin.

- Daybeacon 2, in Lat. 29-41-41N., Long. 85-00-37W. in 6 feet of water.
- Daybeacon 3, in Lat. 29-41-56N., Long. 85-00-40W. in 6 feet of water.
- Daybeacon 4, in Lat. 29-42-11N., Long. 85-00-38W. in 7 feet of water.
- Daybeacon 5, in Lat. 29-42-27N., Long. 85-00-41W. in 6 feet of water.
- Daybeacon 7, in Lat. 29-42-42N., Long. 85-00-41W. in 9 feet of water.
- Daybeacon 8, in Lat. 29-42-42N., Long. 85-00-39W. in 9 feet of water.
- Daybeacon 9, in Lat. 29-42-44N., Long. 85-00-42.5W. in 11 feet of water.
- Daybeacon 10, in Lat. 29-42-44.5N., Long. 85-00-37W. in 8 feet of water.
- East End Daybeacon 12, in Lat. 29-42-45N., Long. 85-00-22.5W. in 11 feet of water.
- East End Daybeacon 14, in Lat. 29-42-45N., Long. 85-00-08W. in 2 feet of water.
- West End Daybeacon 11, in Lat. 29-42-43.5N., Long. 85-00-58W. in 7 feet of water.
- West End Daybeacon 13, in Lat. 29-42-43.5N., Long. 85-01-13.5W. in 2 feet of water.

Note: Above positions are approximate. Definite positions will be given later.

(LNM 132-11/20/64) - USC&GS Charts 866, 1262 - LL 6487.5 and page 789

GULF OF MEXICO--Florida and Alabama--Obstruction.

A 240-foot barge was reported partially sunk in the Gulf of Mexico in Lat. 30-07N., Long. 87-32W., in 85 feet of water. Stern was reported resting on bottom and bow still afloat. Tug "Corinthia" was reported at the site. Mariners should exercise caution in the area.

(BROADCAST 1405-64) - USC&GS Charts 1265, 1115, 1003, 1007

REPORT DEFECTS IN AIDS TO NAVIGATION TO NEAREST COAST GUARD UNIT

DATE 14 December 1964

(Continued on page 2)

NOTICE NO. 140

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

November 19, 1979

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 873-5180 Dauphin Island, AL

Period: July 24-25, 1974

HYDROGRAPHIC SHEET: R/H 40-3-74 FE-271WD

OPR: 479

Locality: Gulf of Mexico, off Alabama coast

(Gulf coast low water datum): 2.60
Plane of reference ~~(mean lower low water)~~

Height of Mean High Water above Plane of Reference is
1.2 ft.

REMARKS: Zone direct.


Chief, Datums and Information Branch

GEOGRAPHIC NAMES

FE-271 WD

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
	ON CHART NO.	ON PREVIOUS SURVEY NO.	CON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	RAND McNALLY ATLAS	U.S. LIGHT LIST				
ALABAMA (title)												1
GULF OF MEXICO (title)												2
PERDIDO PASS (title)												3
												4
												5
												6
												7
												8
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												24
												25

Approved:

Charles P. Harrington
Chief Geographer - N/C&GS

FEB 3 1986

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-271WD

Number of positions	49
Number of soundings	0
Number of control stations	9

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination	0	
Verification of Field Data	51	07 FEB 1986
Quality Control Checks	0	
Evaluation and Analysis	52	27 FEB 1986
Final Inspection	8	25 FEB 1986
TOTAL TIME	111	
Marine Center Approval		28 FEB 1985

Transmittal letter of survey and survey records will be included in the Descriptive Report to identify the records accompanying the survey.

ATLANTIC MARINE CENTER
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-271WD

FIELD NO.: R/H-40-3-74

Alabama, Gulf of Mexico, Southwest of Perdido Pass

SURVEYED: July 24 through July 25, 1974

SCALE: 1:40,000

PROJECT NO.: OPR-479

SOUNDINGS: Wire Drag

CONTROL: Raydist
(Range-Range)

Chief of Party.....L. E. Pickens

Surveyed by.....W. M. Noble
.....G. M. Albertson
.....C. E. Mericas

1. INTRODUCTION

a. It was not clear from the applicable Project Instructions that an investigation was required of item #2, a sunken "Liberty Ship" described in the Descriptive Report. Specific investigation requirements for item #2 could not be found. Presurvey Review item #16A, a dangerous sunken wreck, PA, (3 ft. rep.) (presently AWOIS item #3617) was an item to be investigated by OPR-479-RU/HE-73, Change #1 dated April 16, 1973. Item #16A investigation requirements were not superseded by OPR-479-RU/HE-74 dated November 12, 1973. Project Instructions OPR-479-RU/HE-74 superseded all previous Project Instructions except for the previous Project Instruction's Presurvey Review.

Processing of this survey has been modified so that only the verified hangs and accompanying notes have been smooth plotted. The three wire drag strips conducted were verified but not smooth plotted. The sunken Liberty Ship located is addressed in section 7. of this report, but not smooth plotted. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. A plot of the two verified hangs and accompanying notes was generated and is attached to this report. This plot is considered the final plot or smooth sheet for this survey. The wire drag clearances and the position of the sunken Liberty Ship are not smooth plotted but are addressed in this report.

c. Corrections and notes made by the evaluator to the Descriptive Report are denoted in red ink. No original Descriptive Report could be found. The final, smooth Descriptive Report is a copy.

2. CONTROL AND SHORELINE

a. Horizontal control stations used during this survey are of Third Order, Class I accuracy or better, and are established on the North American Datum of 1927 with the exception of Raydist control station MOB which cannot be verified as no records on this station are available. Positioning methods are adequately discussed in the Descriptive Report. Calibration methods are inadequately discussed in the Descriptive Report and the field calibrations can only be partially verified.

b. No shoreline exists within the limits of this survey.

3. HYDROGRAPHY

The only soundings taken on this survey are wrist diver depth gage readings and a fathometer depth (corrected only for draft) over the sunken Liberty Ship. These soundings are of reconnaissance value only and not suitable for charting except as "reported" soundings.

4. CONDITION OF SURVEY

The adequacy of the final field sheets, survey records, and reports, and conformity to the requirements of the HYDROGRAPHIC MANUAL and the WIRE DRAG MANUAL were not considered during the modified processing of this survey. Only the deficiencies of this survey to adequately investigate the assigned wreck "PA"(3 ft. rep.) Presurvey Review Item #16A, the two unresolved and uncleared hangs encountered during the investigation of this item, and the failure to obtain a chartable least depth and position of the least depth on the sunken Liberty Ship investigated. These deficiencies are noted since they impact charting recommendations made in section 7. of this report.

5. JUNCTIONS

There are no junctions on this survey.

6. COMPARISON WITH SURVEYS

a. PRIOR SURVEYS

H-4139 (1919-20) 1:80,000
H-4023a (1917-18) 1:40,000

Prior survey H-4139 (1919-20) is common to the entire present survey. No conflicts exist between prior hydrography and present clearance effective depths. The two hangs on the present survey are uninvestigated and uncleared hangs.

One hang in Latitude 30°10'08.1"N, Longitude 87°40'32.0"W was hung twice (strips A-1 and A-2) in the same direction. The least effective depth of this hang is 37 feet in prior depths of 42 feet. The other hang in Latitude 30°10'30.2"N, Longitude 87°41'05.6"W was hung only once (strip A-3). The least effective depth of this hang is 34 feet in prior depths of 41 feet.

Since these hangs are uninvestigated and uncleared, it is recommended that these hangs be charted as dangerous submerged obstructions in accordance with the present survey results.

Prior survey H-4023a (1917-18) is common only to a very small portion in the northeast corner of the present survey. No conflicts exist between prior hydrography and the present survey.

It is not the intent of the present survey to supersede but only to supplement prior hydrography.

b. SUBSEQUENT SURVEYS

H-10114 (1983-85) 1:20,000 (unverified)

H-10151 (1983-85) 1:20,000 (unverified)

Both surveys H-10114 and H-10151 are subsequent unverified surveys that cover the entire common area of the present survey. A few (16) soundings conflict with present survey effective depths by 1 to 3 feet, however these are not considered significant as the subsequent data is unverified, the difference in surveying methods, and the 10 years difference between the surveys. The echograms of survey H-10114 for a two nautical mile radius of the charted position of the sunken barge (Presurvey Review Item #16A - AWOIS Item #3617) were carefully examined for indications of the wreck. Some spikes rising up to approximately 12 feet off the bottom in general depths of 50 feet were found in Latitude 30°09'33.6"N, Longitude 87°39'21.6"W. There was no evidence of a bottom scouring usually associated with wrecks. The hydrographer described the spikes as fish after a limited echo sounder investigation. Survey H-10114 is considered inconclusive.

The present survey hang in Latitude 30°10'08.1"N, Longitude 87°40'32.0"W at an effective depth of 37 feet is in subsequent survey depths of 41-42 feet. The present survey hang in Latitude 30°10'30.2"N, Longitude 87°41'05.6"W

at an effective depth of 34 feet is in subsequent survey depths of 38 feet.

In comparing prior with subsequent hydrography a general shoaling trend is evident within the common area.

7. COMPARISON WITH CHARTS 11360 (17th Ed., July 7, 1973)
11376 (27th Ed., Nov. 17, 1973)

a. HYDROGRAPHY

The charted hydrography originates with the previously discussed prior surveys. The previously discussed prior surveys require no further consideration. Attention is directed to the following:

1) The charted sunken dangerous wreck "PA" (3 ft. rep.), charted in Latitude 30°09.5'N, Longitude 87°41.5'W was not found by the present survey. This wreck was originally identified as Presurvey Review Item #16A in the Project Instructions for OPR-479-RU/HE-73, Change No. 1 dated April 16, 1973. This wreck was first reported in the Eighth Coast Guard District Local Notice to Mariners No. 140 of 14 December 1964. Five successive Local Notice to Mariners were issued on this wreck with the last being the Eighth Coast Guard District Local Notice to Mariners No. 15 of 3 February 1965 (copies have been included in the Descriptive Report). This wreck is identified as a 240-foot barge. The required one (1) nautical mile radius circle of search around the charted position (required by paragraph 6. of Change #1 to Project Instructions OPR-479-RU/HE-73) was not completely cleared as a large area at the eastern and southern edge of the circle of search was not covered. Additionally, either of the uninvestigated and uncleared hangs could be this wreck. It is recommended that this wreck be charted as a dangerous sunken wreck with the "PD" notation in the latest reported position. Attention is directed to the latest editions (1985) of these charts on which a 32-foot (5½-fathom) wire drag clearance on this wreck, PA is presently charted. The presently charted data is not considered valid.

2) The sunken wreck of a Liberty Ship is noted in the Descriptive Report as being charted in Latitude 30° 04.5'N, Longitude 87°34.6'W. A Wreck, Fish Haven (auth. min. depth 12 fms) is charted at this position. The hydrographer located the sunken wreck of a Liberty Ship, buoyed at both ends, and investigated with divers reporting a least depth by diver's wrist gage of 65 feet (see section N. of the Descriptive Report). Additionally, a detached position was taken by the Ship HECK drifting across the wreck between the buoyed ends and recording the Raydist rates at the time the wreck appeared on the fathometer. The position computed by this detached position is Latitude

30°05'14.540"N, Longitude 87°34'35.810"W which is approximately 1,370 meters north of the charted Fish Haven. Since this wreck was buoyed on both the bow and stern, it probably is the intended Fish Haven. It is recommended that the chart compiler re-examine the authority for charting the Fish Havens in Latitude 30°04.5'N, Longitude 87°34.6'W and Latitude 30°05.2'N, Longitude 87°34.5'W relative to the findings of this survey. Attention is directed to the latest edition (1985) of chart 11360 on which the Fish Haven remains as charted and an Obstr, Fish Haven (11 fm rep), PA is charted near the position determined by the present survey.

b. Aids To Navigation

One fixed aid to navigation was used as a visual control station and is listed in Attachment I of the Descriptive Report. Four floating aids to navigation were located by this survey as noted in Attachment IV of the Descriptive Report. None of these floating aids are noted in any of the survey records. None of these floating aids to navigation were verified. It is recommended that these floating aids to navigation be charted in accordance with the most current available information.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing except as noted in section 1.a. of this report.

9. ADDITIONAL FIELD WORK

In general the adequacy of this survey was not considered during modified processing, except as it serves charting needs. Presurvey Review Item #16A (AWOIS Item #3617), sunken dangerous wreck"PA"(3 ft. rep.) in approximate position Latitude 30°09.5'N, Longitude 87°41.5'W was not adequately investigated and is recommended to be reinvestigated at an opportune time. A copy of the preliminary A&D sheet indicating wire drag coverage has been included in the Descriptive Report to facilitate planning for reinvestigation of this item. Since this item is a 240-foot barge, it would be an excellent candidate for a side-scan sonar investigation. Additionally the two uninvestigated and uncleared hangs located by this survey are recommended to be investigated at an opportune time to determine if they are obstructions that pose a hazard to navigation or insignificant debris or mud hangs which pose no hazard to navigation.

Maurice B. Hickson, III
Maurice B. Hickson, III
Cartographer
Modified and Limited Verification
of Field Data
Modified and Limited Evaluation and
Analysis

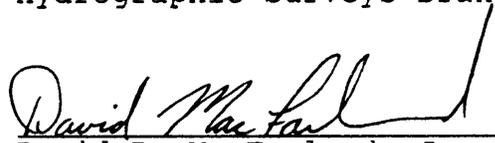
INSPECTION REPORT
FE-271WD

The completed survey has been inspected with regard to survey coverage, investigation of hangs and clearance depths, cartographic symbolization, and verification or disproval of charted data. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected



R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Hydrographic Surveys Branch



David B. MacFarland, Jr., CDR, NOAA
Chief, Hydrographic Surveys Branch

Approved February 28, 1986



Wesley V. Hull, RADM, NOAA
Director, Atlantic Marine Center

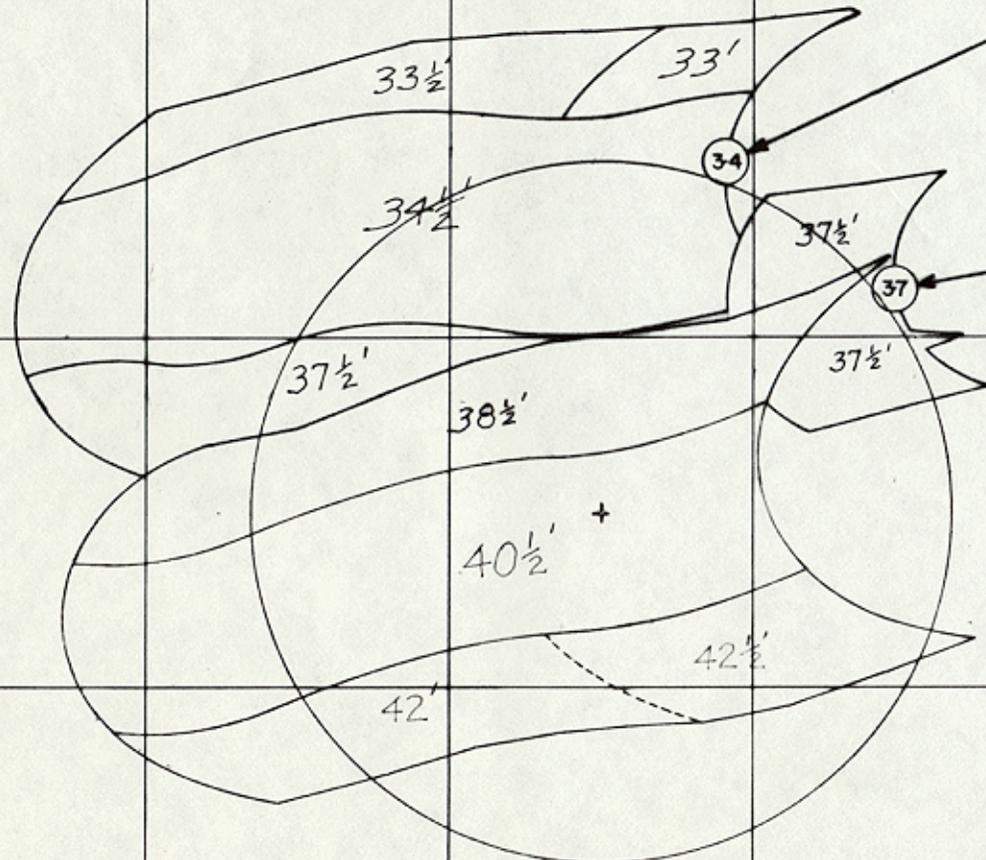
87° 44' 30°12' 87° 43' 87° 42' 87° 41' 87° 40' 87° 38' 30°12'

30°11' 30°11'

30°10' 30°10'

30°09' 30°09'

87° 44' 30°08' 87° 43' 87° 42' 87° 41' 87° 40' 87° 38' 30°08'



note - probably had about 2' seg
 ← H-10114
 ← H-4159
 Hang at 34 ft. (in 38' depths) (in 41' depths)
 Not Cleared
 Hang not investigated (Claimed a mud hang)

note - had 2' seg
 ← H-10114
 ← H-4159
 Hang at 37 ft. (in 41-42 ft. depths) (in 42' depths)
 Not Cleared
 Hang not investigated

FE-271WD
 Preliminary (Office verified) A&D sheet
 Scale = 1:40,000

1 N.M. radius circle of search for Item 16A

87° 44'

87° 42'

87° 40'

87° 38'

30°12'

FE-271WD

30°12'

ALABAMA
GULF OF MEXICO
SOUTHWEST OF PERDIDO PASS
JULY 24-25, 1974
SCALE = 1:40,000
HANG DEPTHS IN FEET AT GULF COAST
LOW WATER DATUM
SHEET 1 OF 1
INVESTIGATION OF ITEM 16A

*Hang at 34 ft
Not cleared
Hang not investigated*

34

30°10'

37

30°10'

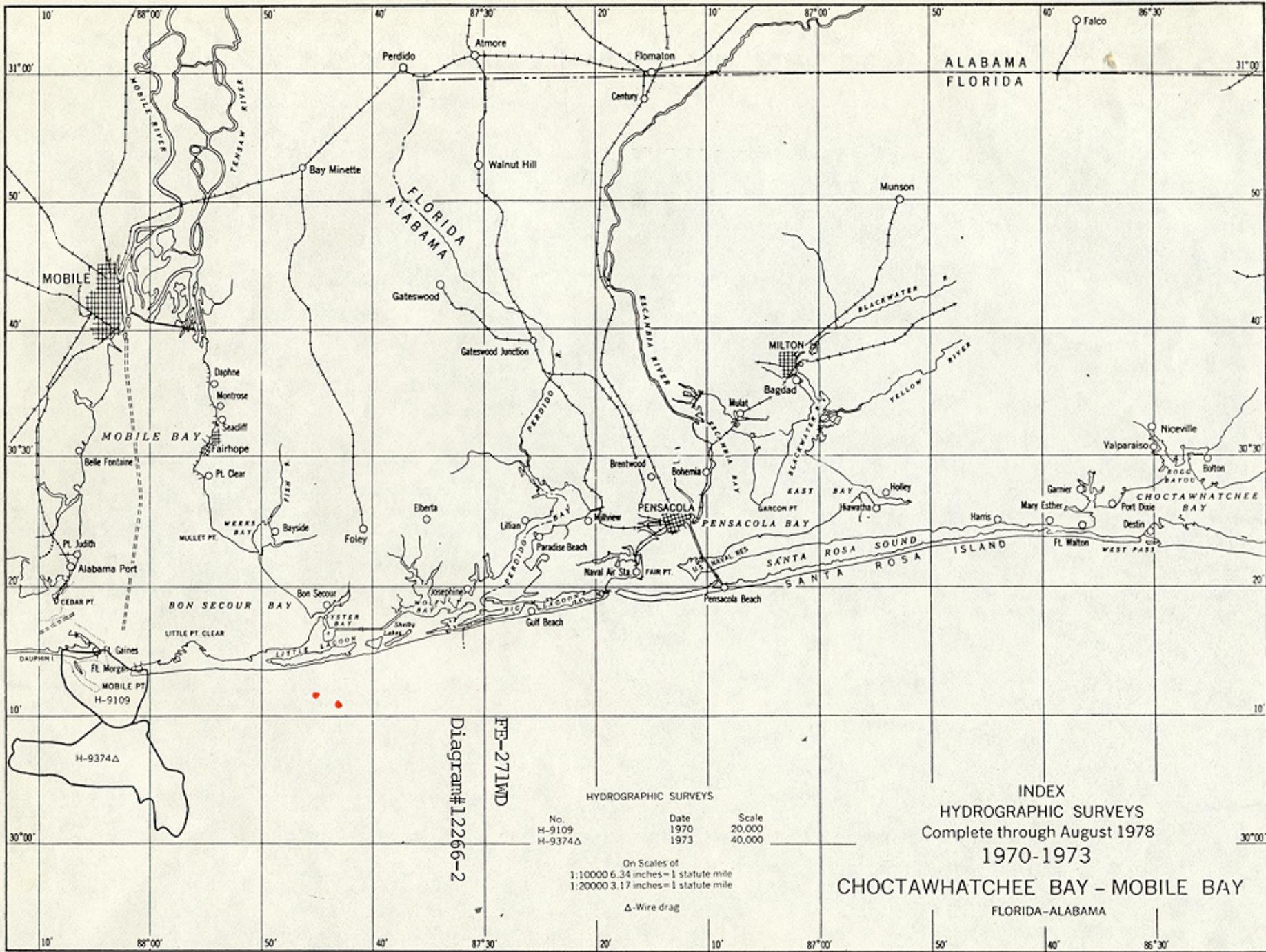
*Hang at 37 ft
Not cleared
Hang not investigated*

87° 44'

87° 42'

87° 40'

87° 38'



ALABAMA
 FLORIDA

FLORIDA
 ALABAMA

INDEX
 HYDROGRAPHIC SURVEYS
 Complete through August 1978
 1970-1973
CHOCTAWHATCHEE BAY - MOBILE BAY
 FLORIDA-ALABAMA

HYDROGRAPHIC SURVEYS

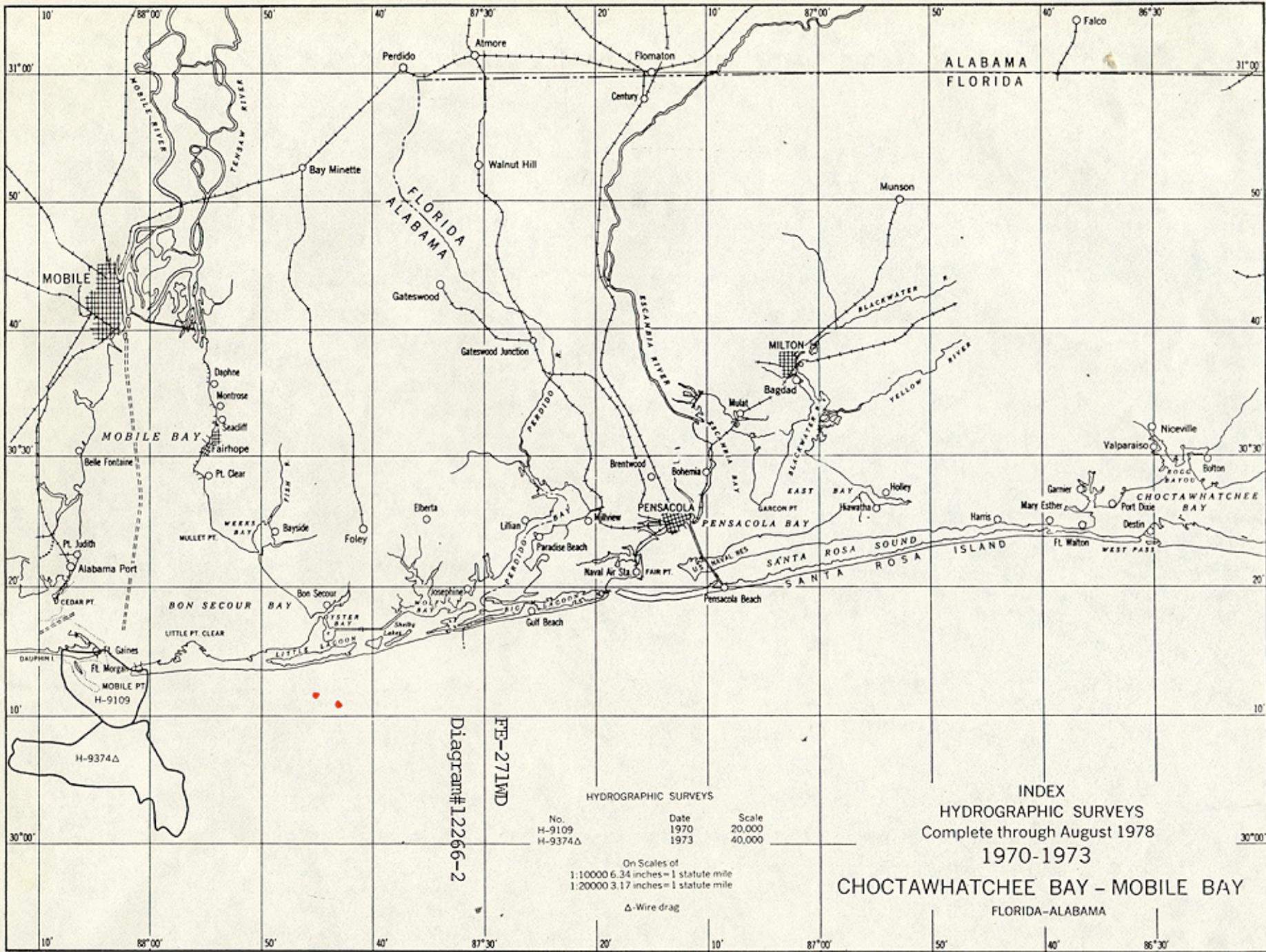
No.	Date	Scale
H-9109	1970	20,000
H-9374Δ	1973	40,000

On Scales of
 1:10000 6.34 inches = 1 statute mile
 1:20000 3.17 inches = 1 statute mile

Δ-Wire drag

FE-271WD
 Diagram#12266-2

H-9374Δ



Ad. Unit 9/18/87 AEI