FE273
WIRE DRAG

Diagram No. 1257-2

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-20-1-82
R/H-40-1&2-82

Office No. ..... FE-273WD .....

LOCALITY

State ..... Florida .....

General Locality ..... Gulf of Mexico .....

Locality ..... Approach to Tampa Bay .....

.....

19 82

CHIEF OF PARTY
LCDR R.C.Arnold

.....

LIBRARY & ARCHIVES

DATE ..... February 12, 1986 .....

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

ACPC + Area 3
CHTS
A-11412
11420
11400
} to sign off see Record of Application

CONTENTS

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

A. AUTHORITY

This project was authorized under Hydrographic Project Instructions, OPR-J657-RU/HE-82, Wire Drag, Tampa Bay Approaches, Florida.

B. CHARACTER AND LIMITS OF WORK

The purpose of this project was to wire drag the Tampa Bay Safety Fairway from the 120-foot depth curve to an Eastern limit of 82°58'30"W, to an effective depth of 55 feet. In addition, two dangerous wrecks were to be investigated to determine if they still existed.

The assigned scale was 1:20000 for the area from 10 fathom curve to the Eastern limit of the survey and 1:40000 for the area bounded by the 20 and 10 fathom curves. Survey data will affect the following NOS charts: 411, 10013, 11400, 11412, 11414, 11420 and 11424.

C. CONTROL - *See also section 2. of the Modified Evaluation Report.*

All assigned wire drag and side scan work was electronically controlled using ARGO DM-54 electronic positioning equipment, operating on a frequency of 1640.3 KHz.

The control stations used were:

R_1 - Tampa Pilots, *1981 (field position)*
Lat: 27°35'05.084"N
Long: 82°45'41.154"W

R_2 - LORAN, *1954*
Lat: 27°04'37.710"N
Long: 82°27'02.272"W

Daily calibrations were performed by:

1. Running down Egmont Channel Range and observing a right angle to Tampa Pilots Lookout Tower and a check fix to Egmont Key Lighthouse. (See Appendix C and D).

2. When anchored offshore a buoy was set by the ships in the work area to check the whole lane count at the beginning and end of the work day.

E. DATES OF SURVEY

Work on this project began on May 11, 1982 and was completed on June 14, 1982.

F. TIDE REDUCERS – Smooth tides have been applied to the verified data.

Field reductions of each day's work were accomplished using predicted tides for the reference station at St. Mark's River entrance.

G. JUNCTIONS AND SPLITS

There were no junctions or splits during this survey.

H. INCOMPLETE ITEMS – See section 4. of the Modified Evaluation Report.

All assigned items were completed.

I. CURRENTS AND WINDS

The effect of currents on drag operations was negligible. Winds prevailed out of the southeast at 10-15 knots. Drags were set up to run with the wind when possible.

J. EQUIPMENT AND TECHNIQUE

1. Survey Operations

Survey operations consisted of standard ship wire drag and testing.

Side scan operations on Items 1 & 2 were conducted using the NOAA Ship HECK. 180 meter (2 ARGO lanes) line spacing was accomplished by running ARGO arcs. The 150-meter range scale was used on the side scan recorder.

2. Diving Operations

Diving operations were used to investigate hangs. Divers obtained least depths using the pneumatic fathometer. (See Appendix A for calibrations). No statements in the survey data or in the daily journals pertaining to the use of a pneumatic depth gage. No pneumatic depth gage readings were recorded on any of the hangs investigated.

K. DISCREPANCIES AND COMPARISONS WITH RECENT CHARTS

The ships found prior survey H-9338 to be useful in helping to determine appropriate depth settings for each drag.

Two discrepancies were found on chart 11412, 26th Ed. A hang was encountered at Lat: 27°36'36.0"N, Long: 83°00'28.0"W on JD160. Divers obtained a least depth of 43 feet. This compares to 48 feet, which is charted. – See section 6. a. 3) of the Modified Evaluation Report.

On setting out another drag on this same day, a fathometer least depth of 32 feet was found at Lat: 27°37'18.0"N, Long: 82°59'27.0"W. This compares to 47 feet shown on the chart. – See section 6. b. 3) of the Modified Evaluation Report.

Other than these discrepancies, charts 11400, 21st Ed. and 11412, 26th Ed., proved to be accurate. – See sections 6. & 7. of the Modified Evaluation Report.

L. PERSONNEL

The officers participating in this survey were LCDR Russell C. Arnold, LCDR Donald D. Winter, CAPT Charles Nixon, LT Peter Thomas, Royal Navy, Lt(jg) John Zabitchuck, and ENS Steven R. Barnum.

M. GENERAL NOTES

1. The side scan data collected,along with the associated fathogram records, was reviewed by ships' personnel. This data was collected as an aid in searching for Items 1 and 2. While all fathograms, sonargrams and sounding volumes are forwarded, it is the opinion of this Command that no further verification of these records is required.

2. Daily journals can be found in drag volumes 1H-4H. These should prove helpful to the verifier.

3. Drag operations were suspended at the eastern end of the fairway when effective depths of less than 43 feet were obtained. It was the opinion of this Command that, as the U.S. Corps of Engineers was in the process of dredging the main channel to 43 feet, there was little point in the RUDE and HECK continuing to obtain lesser effective depths. – Do not concur. The command apparently failed to establish contact with the U.S. Army Corps of Engineers to ascertain the necessary information to determine the limits of the spoil areas and the amount of material dumped, the extent of future planned dumping, and when the project is expected to be complete.

N. MISCELLANEOUS

The positions of all floating aids were checked by using ARGO. See Sounding Volume 1 and Appendix B.

The Coast Pilot was reviewed and is accurate except for discussion of the marked channel which is presently being dredged by the Corps of Engineers. The current tables also were found to contain accurate information.

O. APPROVAL

All records of this survey are hereby approved. The field work was personally supervised by the undersigned. The field sheets and records were inspected often. This survey is considered complete and adequate for charting.

Russell C. Arnold

Russell C. Arnold, LCDR, NOAA
Commanding Officer
NOAA Ships RUDE & HECK

APPENDIX A

Pneumofathometer Calibration, April 24, 1982

ALL READINGS IN FEET

LEADLINE	PNEUMOFATHOMETER	LEAD-FATHO DIFFERENCE
2	2.6	-0.6
4	4.9	-0.9
6	6.7	-0.7
8	8.8	-0.8
10	10.7	-0.7
12	12.6	-0.6
14	14.5	-0.5
16	16.5	-0.5
18	18.6	-0.6
20	20.5	-0.5
22	22.4	-0.4
24	24.4	-0.4
26	26.5	-0.5
28	28.3	-0.3
30	30.5	-0.5
32	32.3	-0.3
34	34.4	-0.4
36	36.4	-0.4

APPENDIX B

OPR-J657 Tampa Approaches

BUOY #	LNM 13-82 CGD 7th	R/H ARGO POSITION
8	Not Listed	27°36'39.4"N 82°46'57.4"W
5	Not Listed	27°36'31.6"N 82°49'05.4"W
6	Not Listed	27°36'24.9"N 82°49'05.4"W
3	27°36'22"N 82°50'51"W	27°36'20.7"N 82°50'54.3"W
4	27°36'15"N 82°50'48"W	27°36'15.1"N 82°50'44.4"W
1	27°36'14.0"N 82°52'14"W	27°36'13.2"N 82°52'13.8"W
2	27°36'07"N 82°52'14"W	27°36'06.0"N 82°52'12.9"W
1A	27°36'02"N 82°54'13"W	27°36'02.5"N 82°54'13.0"W
2A	27°35'53"N 82°54'12"W	27°35'51.8"N 82°54'08.5"W
1AA	27°35'44"N 82°57'18"W	27°35'43.9"N 82°57'16.5"W
2AA	27°35'28"N 82°57'14"W	27°35'33.2"N 82°57'15.7"W
T	No Listed	27°35'20.8"N 83°00'09.9"W

Data not verified.

III - Summary of Results of Items 1 & 2, OPR-J657-RU/HE-82

Operations on OPR-J657-RU/HE-82 were completed on 21 June 1982. The following is a summary of the results of the investigations of Items 1 & 2:

Item 1 - Strict compliance with the project instructions was not possible on this item. During normal wire drag operations across the Safety Fairway, several hangs/groundings occured within or near the 1-mile radius circle around the approximate position of the wreck. Divers investigated one such hang on JD 160 and discovered a pile of spoil-type material that had been dumped in the Fairway. In fact, the ships witnessed the dumping of several bargeloads of spoils along the northern edge of the Fairway near the position of the wreck. The hang that the divers investigated revealed that the pile of spoil material projected 8 feet off the bottom, with a least depth of 43 feet in an area with a general bottom depth of 51 feet. The 1-mile radius circle around the wreck was side scanned and no contacts were obtained. In fact, the piles of spoils did not show up on the sonargram either, probably due to the fact that they were fairly soft and non-reflective.

It is the opinion of this command that, although existence of this wreck was not conclusively disproved, it constitutes no hazard to navigation. — *Do not concur — see sections 7. & 9. of the Modified Evaluation Report.*

Charting Recommendation: The entire 1-mile radius circle around the wreck, with the exception of a small wedge in the NE quadrant (where the spoils were hung), was cleared to an effective depth of 43 feet. The U.S. Corps of Engineers is presently dredging Egmont Channel to an effective depth of 43 feet, so it is not likely that vessels drawing more than 43 feet will be traversing the area around the wreck. This command recommends that the results of the wire drag be applied to the chart, which should in turn downgrade the wreck from dangerous to non-dangerous for any vessel drawing 43 feet or less. — *Do not concur — See sections 7. & 9. of the Modified Evaluation Report.*

Item 2 - This wreck was investigated by side scan sonar after the ships had contacted the Florida Marine Patrol and determined that the wreck had not been salvaged. The primary reason for investigating this wreck was to verify that the side scan sonar was operating properly before attempting to locate Item 1, which we knew would be difficult to find. The wreck was easily identified on the sonargram.

Charting Recommendation: Retain this wreck on the chart. The ships obtained what we believe is a more accurate position of Lat: 27°33'31.51"N, Long: 83°05'05.49"W, for the wreck. — *See section 7. a. 2) of the Modified Evaluation Report.*

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
NOAA SHIPS RUDE & HECK
439 West York St.
Norfolk, VA 23510

August 5, 1982

To: Commandant, 7th Coast Guard District
51 S. W. First Ave.
Miami, FL 33130

From: LCDR Russell C. Arnold
Commanding Officer

Subj: Notice to Mariners

The NOAA Ships RUDE & HECK have recently completed survey operations between the 8 fathom curve and the 20 fathom curve in the Safety Fairway leading to Tampa Bay. Please include the following information in your next Notice to Mariners:

1. A 43-foot shoal was located at Latitude 27°36'36"N, Longitude 83°00'28"W. Mariners should note that this shoal is within Safety Fairway boundaries, approximately 0.3 nautical mile southwest of the spoil area as depicted on NOS Chart 11412.

2. A 32-foot shoal was located at Latitude 27°37'18"N, Longitude 82°59'27"W. This shoal is located within the designated spoil area at the southwest corner of the northern Fairway Anchorage. Mariners should be aware that this is an active spoil dumping area.

cc: OA/C35
CAM 1

DATE: June 3, 1983

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-6724 Clearwater Beach, FL

Period: May 5-June 19, 1982

HYDROGRAPHIC SHEET: ~~H-10054 WD~~ FE-273 WD

OPR: J657

Locality: Offshore Tampa Bay Entrance, FL

Plane of reference (mean lower low water): 1.50 ft.

Height of Mean High Water above Plane of Reference is 2.4 ft.

REMARKS: Recommended Zoning:

1. East of 83°10.0' apply -15 minute time correction and x0.64 range ratio.
2. West of 83°10.0' apply -30 minute time correction and x0.64 range ratio.

Chief, Tidal Datums Section, Tides & Water Levels Branch

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

FE-273 WD
~~H-10054 WD~~

Name on Survey	A ON CHART NO.	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
FLORIDA (title)										1
GULF OF MEXICO (title)										2
TAMPA BAY (title)										3
										4
										5
										6
										7
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										17
										18
					Approved:					19
										20
					Charles G. Harrington					21
					Chief Geographer - N/CG2x3					22
					JAN - 9 1986					23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-273WD

Number of positions	1417
Number of soundings	4
Number of control stations	9

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	25	Oct. 8, 1982
Verification of Field Data	87	Jan. 9, 1986
Quality Control Checks		
Evaluation and Analysis	35	Jan. 30, 1986
Final Inspection	8	Jan. 28, 1986
TOTAL TIME	155	
Marine Center Approval		Jan. 31, 1986

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-273WD

FIELD NO.: R/H-20-1-82, R/H-40-1-82, & R/H-40-2-82

Florida, Gulf of Mexico, Approach to Tampa Bay

SURVEYED: May 11 through June 14, 1982

SCALE: 1:20,000 & 1:40,000

PROJECT NO.: OPR-J657-RU/HE-82

SOUNDINGS: Wire Drag, Raytheon DE-719B Fathometer, and Klein Side-Scan Sonar

CONTROL: ARGO DM-54 (Range-Range)

Chief of Party.....R. C. Arnold

Surveyed by.....D. D. Winter
.....C. H. Nixon
.....P. Thomas (RN)
.....J. Zabitchuck
.....S. R. Barnum

1. INTRODUCTION

a. The purpose of this survey is adequately described in the Descriptive Report. Processing of this survey has been modified so that only hangs, selected soundings and features, conflicting groundings, and the clearance depths over the hangs and groundings were verified and are addressed in this report. Data not pertaining to these verified hangs, selected soundings, conflicting groundings, and clearance depths over these hangs and groundings have not been processed. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. A plot of the verified hangs and one conflicting grounding was generated and is attached to this report. This plot is considered the final plot or smooth sheet for this survey. The selected soundings, features, and one conflicting grounding are not plotted but are addressed in this report.

c. Corrections and notes made by the Evaluator to the Descriptive Report are denoted in red ink.

d. This survey was originally registered as survey H-10054WD which has subsequently been cancelled.

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. Positioning and calibration methods are adequately discussed in the Descriptive Report.

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

3. HYDROGRAPHY

Echo sounding hydrography and side-scan sonar data collected on this survey are of reconnaissance value only. Three selected soundings and the side-scan sonar contact of the wreck GUNSMOKE are discussed in sections 6. and 7. of this report.

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 deficiency of this survey to resolve the submerged dangerous wreck charted in approximate position Latitude 27°36'15"N, Longitude 83°01'15"W, and the failure to adequately investigate and define the uncharted spoil area found during this survey are noted since they impact charting recommendations made in sections 6. and 7. of this report. If clearance depths in the Tampa Bay Safety Fairway are still desired, additional processing of this survey will be required. Processing of such data was not the intent during modified processing.

5. JUNCTIONS

There are no junctions on this survey.

6. COMPARISON WITH PRIOR SURVEYS

H-7793 (1948-50) 1:100,000
H-9338 (1975) 1:20,000

Prior survey H-7793 (1948-50) is common to the entire present survey, however, the more recent prior survey H-9338 (1975) supersedes this prior survey within the area of the data processed on the present survey with the exception of the wreck GUNSMOKE sunk in 1977. Therefore, no comparisons were made between the present survey and this prior survey. The wreck, GUNSMOKE, is adequately addressed in section 7. of this report.

Prior survey H-9338 (1975) is common to all of the data processed on this survey with the exception of the wreck GUNSMOKE. The following present data was compared with this prior survey:

a. Data plotted on the smooth sheet:

1) A grounding at 43 feet in the vicinity of Latitude 27°37'30"N, Longitude 83°02'15"W, and not cleared is in prior depths of 51 feet. A 44-foot isolated shoal appears on the prior survey approximately 700 meters east southeast of this grounding. This prior

shoal was not cleared by any wire drag strips on the present survey. This shoal may have migrated to the west northwest or possibly have become more extensive. It is recommended that this 43-foot grounding be charted in accordance with the results of the present survey.

2) A hang at 44 feet on a coral boulder extending 4½ feet off the bottom in Latitude 27°36'56"N, Longitude 83°00'40"W, and not cleared is in prior depths of 51 feet. It is recommended that this be charted as a dangerous submerged rock in accordance with the results of the present survey.

3) A hang at 43 feet on a large pile of spoil material extending 8 feet off the bottom in Latitude 27°36'39"N, Longitude 83°00'27"W, and not cleared is in prior depths of 50 to 53 feet. A shoalest sounding of 41 feet (smooth tides applied) is claimed, but the method is undocumented, therefore, this sounding is considered reported. It is recommended that this hang be charted as a "41-foot sounding (reported depth)."

b. Data not plotted on the smooth sheet:

1) Wire drag strip 3 of 3 on year day 160 ended with the drag aground. The grounding was at an effective depth of 41 feet in prior depth of 47 to 52 feet. The survey records state that the drag grounded out at the end position and, therefore, it is assumed that the entire bight of the drag was aground. This grounding is within the limits of the safety fairway and south of the charted spoil areas. Only a very small portion of this grounding was cleared, but for practical and safety purposes this entire grounding is considered not cleared. The hang noted in paragraph a. 3) above and this grounding are sufficient to prove that the extent of the spoil areas as charted are inadequate. It is recommended that the charted spoil area limits be changed to a western boundary of Longitude 83°00'42"W, and a southern boundary of Latitude 27°36'30"N.

2) A shoal sounding by fathometer (draft and smooth tides applied, but not any velocity, instrument error, or settlement and squat corrections applied) of 36 feet in prior depths of 48 feet in Latitude 27°36'49"N, Longitude 83°00'06"W was noted in the survey's records. This sounding was not cleared by wire drag. It is recommended that this sounding be charted as a 36-foot reported depth.

3) A shoal sounding by fathometer (draft and smooth tides applied, but not any velocity, instrument error, or settlement and squat corrections applied) of 32 feet in prior depths of 47 feet in Latitude 27°37'21"N, Longitude 82°59'27"W was noted in the survey's records. This sounding was not cleared by wire drag. It is recommended that this sounding be charted as a 32-foot reported depth.

4) A shoal sounding by fathometer (draft and smooth tides applied, but not any velocity, instrument error or settlement and squat corrections applied) of 38 feet in prior depths of 42 feet in Latitude 27°34'23"N, Longitude 82°59'36"W was noted in the survey's records.

This sounding was not cleared by wire drag. It is recommended that this sounding be charted as a 38-foot reported depth.

Present survey data is not intended to supersede but only supplement prior hydrography.

7. COMPARISON WITH CHARTS 11400, (21st Edition, January 9, 1982)
11412, (26th Edition, July 4, 1981)

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) Assigned item 1. (AWOIS item 02671),a submerged dangerous wreck, charted in approximate position Latitude 27°36'15"N, Longitude 83°01'15"W, originating with Local Notice to Mariners 15 of 1978, was not found by the present survey. Insufficient work was accomplished for disproval. It is recommended that this charted submerged dangerous wreck be revised to Position Doubtful.

2) Assigned item 2. (AWOIS item 02670), a submerged dangerous wreck, charted in Latitude 27°33'29.4"N, Longitude 83°05'01.8"W, originating with Local Notice to Mariners 5 of 1977, was found by the present survey by side-scan sonar. This wreck was originally located and a least depth of 48 feet obtained during project SP-AMC-10-77 (CL 1839/78, BP-105922) and identified as the 70-foot, steel hulled, shrimp-trawler, GUNSMOKE. The present survey provides a more accurate position on this wreck in Latitude 27°33'31.94"N, Longitude 83°05'05.41"W. This revised position is insignificant at the charting scale, therefore, it is recommended that this wreck remain as presently charted. However, the AWOIS listing should be revised to reflect this new position.

b. Aids to Navigation

Three fixed aids to navigation were used as calibration stations and are listed in Appendix C. of the Descriptive Report. Appendix B. of the Descriptive Report lists 12 floating aids to navigation located by the present survey. Only the positions of the fixed aids of navigation were verified. Data pertaining to the floating aids to navigation has not been processed. It is recommended that all aids to navigation be charted in accordance with the most recent available information.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing.

9. ADDITIONAL FIELD WORK

In general, the overall adequacy of this survey was not considered during modified processing except as it serves charting needs. Presurvey Review Item 1., a submerged dangerous wreck in approximate position Latitude 27°36'15"N, Longitude 83°01'15"W was not adequately investigated and is recommended to be reinvestigated at an opportune time. The uncharted area of spoils found by this survey was not adequately defined and is recommended that a basic hydrographic survey be conducted in this area to define the extent and shoalest soundings of this uncharted spoil area.

10. MISCELLANEOUS

Survey FE-246 (1983) is a subsequent side-scan sonar survey that investigated AWOIS item 02671 which is the same submerged dangerous wreck as item 1. on the present survey. Survey FE-246 (1983) failed to adequately investigate this wreck and was recommended to be reinvestigated at an opportune time. AWOIS Item 00174 assigned for investigation on survey FE-246 (1983) but not assigned on the present survey was common to the present survey but was not considered during modified processing.

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

INSPECTION REPORT
FE-273WD

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 January 31, 1986

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

NOAA FORM 61-29 (12-71)

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

REFERENCE NO.
MOA 23-11-86

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY (Check):

☐ ORDINARY MAIL ☐ AIR MAIL
☒ REGISTERED MAIL ☐ EXPRESS
☐ GBL (Give number) _____

TO:

CHIEF, DATA CONTROL SECTION
HYDROGRAPHIC SURVEYS BRANCH, N/CG243
NATIONAL OCEAN SERVICE, NOAA
ROCKVILLE, MD 20852

DATE FORWARDED
6 FEB 86

NUMBER OF PACKAGES
(2) 1 TUBE 1 BOX

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

FE-273WD, OPR J657-RU/HE-82, GULF OF MEXICO

PKG #1 (TUBE)

1 DESCRIPTIVE REPORT
8 ROUGH FIELD SHEETS
39 SMOOTH FIELD SHEETS

PKG #2 (BOX).

1 ACCORDIAN FILE CONTAINING PRINTOUTS, SAWTOOTH STRIP CHARTS, FIELD SHEETS, & TESTER RECORDS FOR FOLLOWING JD 131, 137, 138, 139, 140, 144, 145, 147, 153, 154, 158, 159, 160, 161 HAS fathogram BUT NO FIELD SHEETS OR TESTER RECORDS
1 SLOT CONTAINING DEAD RECKONING ABSTRACTS
1 SLOT WITH SUPPLEMENTAL DATA
1 ENVELOPE CONTAINING SMOOTH TIDES, 1 TESTER RECORD BOOK
1 ENVELOPE CONTAINING SIDE SCAN SONARGRAMS
1 ENVELOPE CONTAINING DATA REMOVED FROM DESCRIPTIVE REPORT
8 WIRE DRAG VOLUMES, 1 SOUNDING VOLUMES

FROM: (Signature) Norma A Wike
for CDR, DAVID B. MACFARLAND, NOAA

RECEIVED THE ABOVE
(Name, Division, Date)
Dwayne L. Clark
February 12, 1985
N/CG243

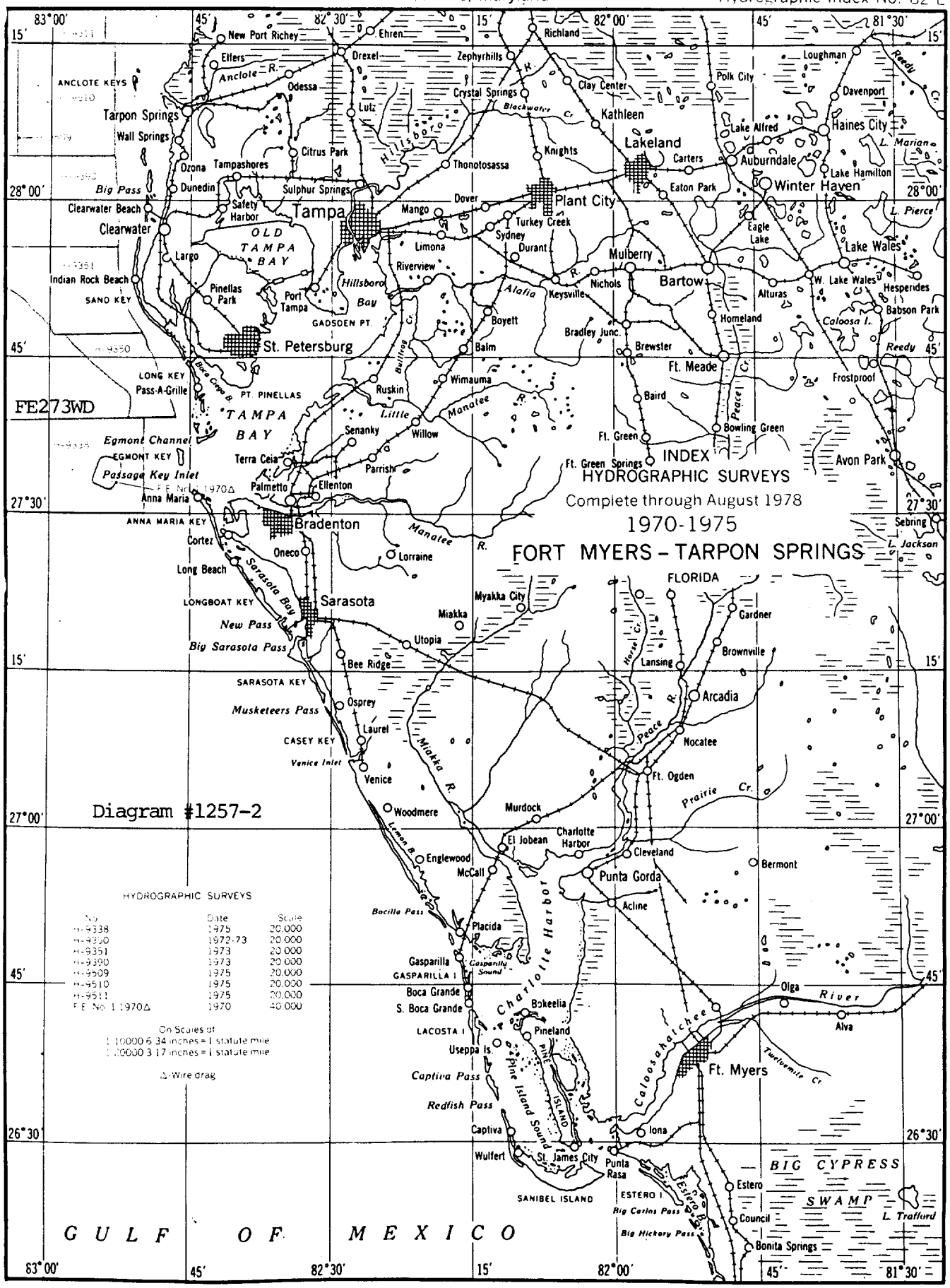
Return receipted copy to:

ATLANTIC MARINE CENTER
HYDROGRAPHIC SURVEYS BRANCH [N/MOA23]
439 W. YORK STREET
NORFOLK, VIRGINIA 23510

NOAA FORM 61-29 SUPERSEDES FORM C&GS 413 WHICH MAY BE USED. ☆U.S.GPO:1980-0-665-115/1005

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Maryland

Hydrographic Index No. 82 E



NOAA FORM 75-96
(10-83)

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

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-273WD

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
11412	8-7-86	Ken Rauscher	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 56
11420	10-26-87	Maria Herrick	[✓ Full] Part Before After Marine Center Approval Signed Via
			Drawing No. #30
11400	10-26-87	Maria Herrick	[✓ Full] Part Before After Marine Center Approval Signed Via
			Drawing No. 35
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
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			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED