FE274
WIRE DRAG

Diagram No. 1267-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ..... Wire Drag & Reconnaissance Hydrographic

Field No. R/H-20-3-74

Office No. FE-274WD

LOCALITY

State ..... Mississippi

General Locality ..... Gulf of Mexico

Locality ..... Horn Island Pass

1974

CHIEF OF PARTY
CDR L.E. Pickens

LIBRARY & ARCHIVES

DATE ..... May 22, 1986

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

FE274
WIRE DRAG

NOAA FORM 77-28 (11-72)

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

HYDROGRAPHIC TITLE SHEET

REGISTER NO.

~~H-9446WD~~
FE-274WD

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-20-3-74

State MISSISSIPPI

General locality ~~PASCAGOULA~~ Gulf of Mexico

Locality HORN ISLAND ~~ENTRANCE CHANNEL~~ Pass

Scale 1:20,000 Date of survey 13 June 1974 - ~~19 June 1974~~

Instructions dated 12 NOVEMBER 1973 Project No. OPR-479

Vessel NOAA SHIPS RUDE & HECK

Chief of party CDR. L.E. PICKENS

Surveyed by CDR. L.E. PICKENS & see also section L. of this report.

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

Graphic record scaled by

Graphic record checked by

Protracted by Automated plot by Rough strips only by Calcomp 618 Plotter (AMC)

Verification by Hydrographic Surveys Branch, Evaluation and Analysis Group (AMC)

Soundings in fathoms feet at MLW ~~MLLW~~ ~~BASED ON PREDICTED TIDES~~ Smooth Tides

REMARKS: Processing has been modified and limited - See the Modified Evaluation Report.

Note: The Reconnaissance Hydrographic Report section of this survey follows this Wire Drag section.

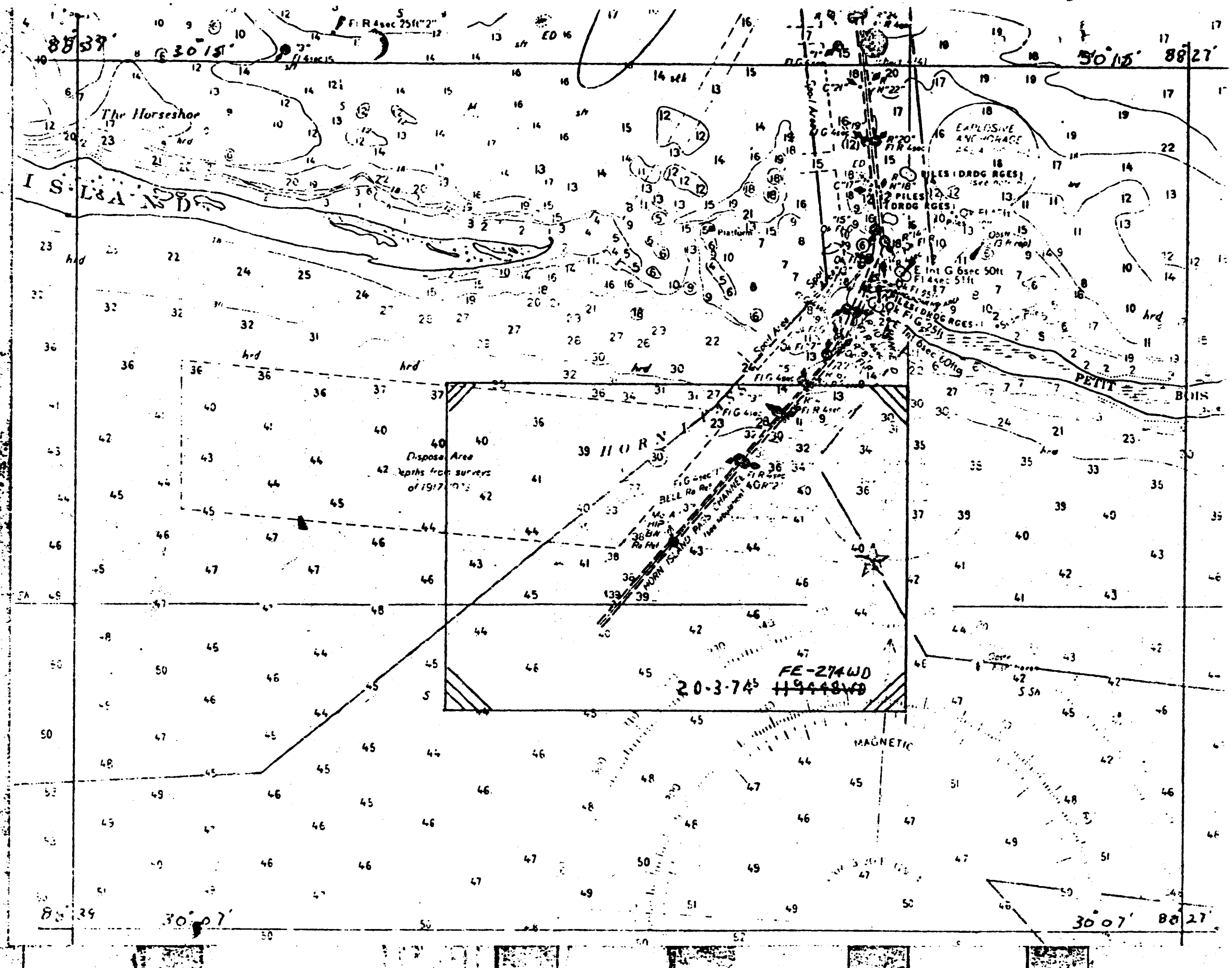
STANDARDS CK'D 5-23-86
C. Lay

AWOIS/SURF ✓ 12/1/88 SJ

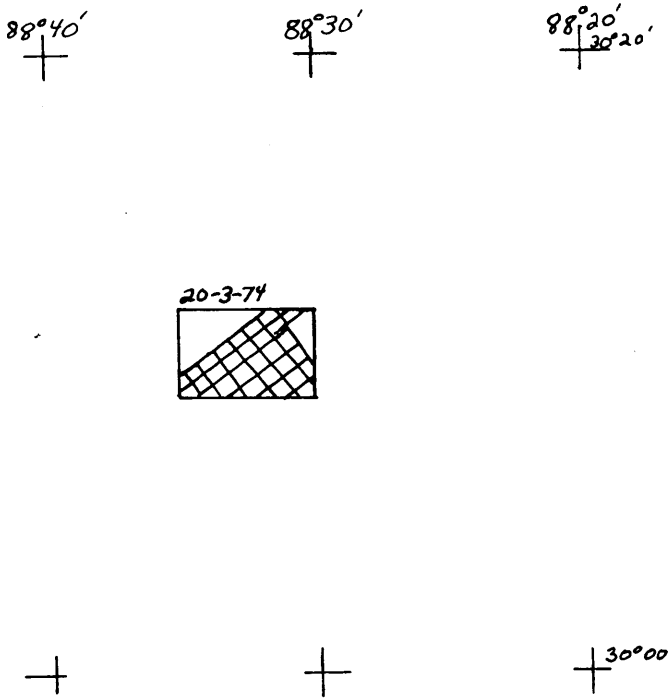
RWW 10/23/92

NOAA FORM 77-28 SUPERSEDES FORM C&GS-837.

☆ U.S. G.P.O. 1972-769-565/519 REG. #6



88°39'
30°15'
88°27'
30°07'
The Horseshoe
ISLAND
HORN ISLAND
PETIT BOIS
EXPLOSIVE ANCHORAGE
PILES (DRDG RGES)
Platform
Disposal Area
Depths from surveys of 1917
HORN ISLAND PASS CHANNEL
MAGNETIC
FE-274WD
20-3-74



OPR-479-RU/HE-74
WIRE DRAG: SAFETY FAIRWAYS
GULF OF MEXICO
NOAA SHIPS: RUDE & HECK
L.E. PICKENS, CHIEF OF PARTY
JUNE 1974
SCALE: 1:456,394; C&GS CHART 1115

— REPRESENTS AREA COMPLETED

TABLE OF CONTENTS

DESCRIPTIVE REPORT

TO ACCOMPANY

WIRE DRAG FIELD NUMBER RH-20-3-74, ~~H-9448WD~~ FE-274-WD

PROJECT OPR-479-RU/HE-74

Horn Island Pass
~~PASCAGOULA~~, MISSISSIPPI

1974

CDR. L.E. PICKENS

NOAA SHIPS RUDE & HECK

A. AUTHORITY

This project was authorized under Project Instructions OPR-479-RU/HE-74, Safety Fairways, Gulf of Mexico, dated November 12, 1973 and Changes #1 & #2 dated December 11, 1973, Change #3 dated January 21, 1974 and Memo: C3x4 dated April 22, 1974.

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this survey was to clear the Safety Fairway starting from the Pascagoula Sea Buoy "HIP" and moving north to Pascagoula Channel Buoy "1" & "2". Since this area is more critical to the shipping industry than the off shore Safety Fairway we completed this survey on a 1:20,000 scale. The boatsheet limits were from 30°07'N to 30°16'N and from 88°24'W to 88°42'W. C&GS charts #1267 and #1115 cover the project limits of the area surveyed.

C. CONTROL AND SHORELINE

Raydist DR-S Range-Range control was used, operating on a frequency of 3300.4000 KHz, giving a lane width of 45.39904 meters. Two Raydist shore stations, PASS, 1974 and CITY, 1974 were utilized for control. PASS, 1974 located in Pascagoula, Mississippi served as the Red Station. CITY, 1974 located near the City Pier in Gulfport, Mississippi served as the Green Station. There was no shoreline on the sheet. Upon completion of the survey the stations were dismantled; both stations are recoverable. For further information on the stations see Attachment VII. A listing of all signals used is given in Attachment I.

D. DATE OF SURVEY

Operations for OPR-479 Sheet RU/HE-20-3-74 commenced of June 13, 1974 and terminated on June 19, 1974.

E. TIDAL REDUCERS — Smooth Tides have been applied to the verified data.

Preliminary reduction of each days data was done using predicted tides. Actual tidal data will be furnished by the Rockville Office for the standard gauge at Dauphine Island, Alabama with correctors for Horn Island Pass. Servicing and levels to this gauge were not required.

F. JUNCTIONS — See section 5. of the Modified Evaluation Report.
This boatsheet, RU/HE-20-3-74, junctioned with sheet RU/HE-40-1-74.

G. SPLITS — Not determined during modified and limited processing.
No splits existed on this survey.

H. GROUNDINGS AND HANGS — See section 6. of the Modified Evaluation Report.
No signigicant groundings or hangs were located. The following occurances should be noted when verifying this survey:

A DAY STRIP 1 (June 13, 1974)
Right after the wire was set out on an attempted drag a hang was encountered. An investigation of the item was intended but fefore the divers could get in the water the wire slipped off the hang. This obstruction was located 1500' outside the Safety Fairway. On B Day Strip 2 a drag was set out with the wire 3 feet lower than the strip run on A Day in an attempt to hang this item. No obstruction was found in this area.

C DAY STRIP 1 (June 17, 1974)
During this drag we appeared to have a hang at intermediate buoy #8. The drag did not stop however but continued along its plotted course. We were dragging the obstruction along with us. Tests around these sections did not indicate an out of the ordinary situation so we continued with the drag. We attempted to locate this item again on E Day Strip 2 but failed to find it.

I. GENERAL NOTES
Morning and evening calibrations were generally made by running Horn Island Pass Entrance Range (Quad. 300883, Station 1143-44) and turning a left angle to signal "Platform" (Photo Party 61, June 6, 1970; SEE ATTACHMENT I C).
We checked the effect of the signals passing over land by circling the Horn Island Rear Range marker (Quad. 300883, Station 1144), SEE ATTACHMENT I.
No measurable difference was found between the signals that passed over land and the signals that passed over the water.
In addition to morning and evening calibrations, lane counts were taken during inclement weather on navigation buoys. SEE ATTACHMENT IV.

J. CURRENTS
In gereral we found that the currents were rotary. In the morning there was a South West current and toward the end of the day we noticed a current toward the North East. It was found to be advantageous to conduct our own "current survey" prior to planning a strip. This was accomplished by setting a tester to the approximate depth of the drag, plotting its position as it entered and again as it was retrieved from the water and noting the length of time envolved. In this manner both velocity and direction were determined.

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS See sections 6. & 7. of the Modified Evaluation Report.
Along with the wire drag survey of this area we also completed a Reconnaissance Hydrographic Survey, SEE DISCRIPTIVE LETTER For RECONN HYDROGRAPHY following this report. ~~RU-20-3-74, H-9448 WD~~. All our wire drag work was planned according to this hydrography. We compared our hydro with C&GS Chart 1267. The contour lines and shoal areas marked on Chart 1267 still exist and no apparent shift of their positions have occurred. In most cases, our reconn hydro showed the area surveyed as being 1' deeper than is indicated on Chart 1267.

L. PERSONNEL AND EQUIPTMENT
During this survey the Rude & Heck acted as Guide Vessel and End Vessel respectively. Both vessels were equipped with Raytheon DE-723 Fathometers. Normally the launches alternated as drag tenders except on calm days when skiffs were utilized. Bearings to end buoys and to opposite vessels were made on the Sperry Gyro Repeaters. Standard wire drag equiptment was used throughout the survey.
Officers aboard during work on this survey included: CDR. L.E. PICKENS, LCDR. W.M. NOBLE, ENS. K.F. VAN TRAIN, ENS. G.M. ALBERTSON and ENS. C.E. MERICAS.

M. MISCELLANEOUS — *Lift testing was generally inadequate throughout this survey.*
During the inport period at AMC last year a number of new personnel came aboard. We found that because of the inexperience of our testers in the launch a new testing procedure had to be adopted. Occasionally we had to request the launch personnel to raise or lower the tester to a depth different from that of the ground wire. When this occured we had the testers read the testing pole as if it were always set at the ground wires depth. They did not apply any correction to their test. When the launch transmitted the test result to the recorder on the Rude he applied the necessary correction and recorded it on his tester sheet. At the end of the day the launch tester sheets were all checked and changed to correspond with the Rude's tester sheets.
There were a number of shoals in this area, (See RECONN HYDROGRAPHY, RH 20-3-74). Because of this, occasionally we had to crank our intermediate buoys up in order to allow the ground wire to clear these shoal areas. Any holidays or splits that were created as a result of this cranking were covered in additional drags.

N. SUMMARY
While working in this area an attempt was made to keep the ground wire no more than 2 feet off the bottom at all times. The test results taken during this survey were mostly Tester on Bottom (TOB) tests. Even though these tests are not valid they do tell you that the ground wire is no more than 2 feet off the bottom.

O. RECOMMENDATIONS — *See sections 6. & 7. of the Modified Evaluation Report*
During this survey there were no new obstructions or shoal areas located.

APPROVAL SHEET

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

L E Pickens

CDR. L.E. Pickens
Commanding Officer
NOAA Ships RUDE & HECK

LIST OF ATTACHMENTS

I. A) RAYDIST CONTROL STATIONS
B) VISUAL CONTROL SIGNALS
C) VISUAL CONTROL SIGNALS SOURSE

II. LIST OF GROUNDINGS & HANGS

*III. A) DAILY RAYDIST CORRECTORS
B) ELECTRONIC CALIBRATION INFORMATION

*IV. STATISTICS

V. AIDS TO NAVIGATION

*VI. PROJECT INSTRUCTIONS
A) CHANGE # 1
B) CHANGE # 2
C) CHANGE # 3
D) MEMO: C3x4

*VII. RAYDIST STATION DESCRIPTIONS

Smooth Tide Note
VIII. A) TIDES, SMOOTH
*B) REPORT ON TIDE STATION

*IX. PARAMETERS
A) BOAT SHEET, REQUEST FOR
B) ELECTRONIC CONTROL PARAMETERS

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

ATTACHMENT I

A. RAYDIST CONTROL STATIONS

STATION	LATITUDE	LONGITUDE	REMARKS
PASS, 1974	30°20'39.844"✓	88°33'38.961"✓	RED STATION Field Position
CITY, 1974	30°21'51.529"✓	89°05'25.906"✓	GREEN STATION Field Position

B. VISUAL CONTROL SIGNALS

SIGNAL	LATITUDE	LONGITUDE	REMARKS
HORN ISLAND PASS ENTRANCE RANGE, REAR LIGHT (Quad. 300883 Station 1144), 1962	30°13'04.545"✓	88°30'03.547"✓	CIRCLE CALIBRATION
HORN ISLAND PASS ENTRANCE RANGE, REAR LIGHT (Quad. 300883 Station 1144), 1962	30°13'04.545"✓	88°30'03.547"✓	REAR RANGE
HORN ISLAND PASS ENTRANCE RANGE, FRONT LIGHT (Quad. 300883 Station 1143), 1962	30°12'49.042"✓	88°30'19.132"✓	FRONT RANGE
PLATFORM (Photo Party 61, June 6, 1970)*	30°13'29.980"	88°32'06.660"	LEFT ANGLE

Data not readily available – not verified. The only data available is the attached Form 76-40.

* For more information on this signal (PLATFORM) turn to next page.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS — COAST AND GEODETIC SURVEY

Photo Party 61, Ocean Springs, Ms. 6 June 1970

TO BE CHARTED
TO BE REVISED
TO BE DELETED
} STRIKE OUT

been inspected from seaward to determine their value as landmarks be

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on *(deleted from)* the charts indicated.

The positions given have been checked after listing by

William F. Kottern — John C. Veselenak — Chief of Party

Veselenak — ON ORIGINAL DOCUMENT

MISSISSIPPI — ON ORIGINAL DOCUMENT

MISSISSIPPI SOUND

HORN ISLAND PASS

STATE	MISSISSIPPI													
CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE N (S) METERS	POSITION LONGITUDE ° ′	LONGITUDE N (S) METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	BASIC CHART	WORKING CHART	OFFICE CHART	CHARTS AFFECTED
	MISSISSIPPI SOUND												
	NORTH ISLAND PASS												
	12'x12' wooden platform supported at corners by wooden piling. Position given for SE corner.		30 13	29.83 920	88 32	06.66 178	N.A. 1927	Theod. Cuts	07/01/70	x	x		

12 x 12 wooden platform supported at corners by wooden piling. Position given for SE corner.

80 32

07/04/70

ON ORIGINAL DOCUMENT

ON ORIGINAL DOCUMENT

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

A TABULATE SECONDS AND METERS

USCOMM-DC 15284-P61

ATTACHMENT II

LIST OF GROUNDINGS AND HANGS

POSITION No. & DAY LETTER	Buoy No.	Latitude	Longitude	Grounded Effective Depth	Cleared by Day & Strip No.	Cleared Effective Depth	Charted Depth	Remarks
A-1	5-6	30°10~~.00"~~ 00.8"	88°35~~.20"~~ 16.1"	---	B-2 & B-1	~~42~~ 40	46 ✓	Hung on item but wire slipped off before investigation. ✓
A-2	4-5	30°10.60"	88°32.60"	---	---	---	41	Hung Pascagoula Channel Buoy "HIP" from a NE direction.
C-1	3-4	30°10.60"	88°32.60"	---	---	---	43	Hung Pascagoula Channel Buoy "HIP" from an East direction.
D-1	4-5	30°11.35"	88°31.85"	---	---	---	28	Hung Pascagoula Channel Buoy "1" from a NW direction.
D-1	4-5	30°11.32"	88°31.75"	---	---	---	28	Hung Pascagoula Channel Buoy "2" from a NW direction.
C-1								Hang & dragging an object
E-1								Hang & dragging an object
E-2								Grounding

See section 6. of the Modified Evaluation Report.

ATTACHMENT V

AIDS TO NAVIGATION

PASCAGOULA SHIP CHANNEL

BUOY	LATITUDE	LONGITUDE	RED	GREEN
"HIP"	30°10.60"	88°32.56"	411.23	1248.85
"1"	30°11.35	88°31.85"	384.11	1261.33
"2"	30°11.32"	88°31.75"	385.44	1264.76
"3"	30°11.76"	88°31.45"	370.00	1268.80
"4"	30°11.68"	88°31.36"	373.66	1272.48

Not verified – see section 7.b. of the Modified Evaluation Report.

NOTE: The latitude and longitude of all the objects we used to calibrate with can be found in ATTACHMENT IV.

12/5/74 Attachment VIII

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): Dauphin Island

Period: April 17 - June 30, 1974

HYDROGRAPHIC SHEET: H9420WD and ~~H9440~~ FE-274-WD

OPR: 479

Locality: Mississippi Sound

Plane of reference (mean ~~lower~~=low water): 2.6 ft.

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

Remarks: Recommended zoning.

Apply x1.42 range ratio to the Dauphin Island gage from Ship Island Pass to Horn Island Pass.

Note: The original Smooth (Approved) Tide Note is being retained with unprocessed survey H-9420 WD and will be included with that survey when processing is accomplished on that survey.

James R Hubbard
for Chief, Tides Branch

FORM C&GS-537
(5-66)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REGISTER NO.

~~H-9448WD~~ FE-274 WD

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-20-3-74 ✓

State MISSISSIPPI ✓

General locality ~~PASCAGOULA~~ Gulf of Mexico

Locality HORN ISLAND ~~ENTRANCE CHANNEL~~ Pass

Scale 1:20,000 ✓ Date of survey 5 JUNE 1974 & 10 JUNE 1974 ✓

Instructions dated 12 NOVEMBER, 1973 ✓ Project No. OPR-479 ✓

Vessel NOAA SHIPS RUDE & HECK ✓

Chief of party CDR. L.E. PICKENS ✓

Surveyed by CDR. L.E. PICKENS & also see section L. of the wire drag portion of the combined Descriptive Report. ✓

Soundings taken by echo sounder, hand lead, ~~XXXX~~ ✓

Graphic record scaled by

Graphic record checked by

Protracted by Automated plot by

Soundings penciled by

Soundings in ~~XXXXXX~~ feet at MLW ~~XXXX~~ BASED ON PREDICTED TIDES ✓

REMARKS: None of this hydrographic data has been verified.

USCOMM-DC 37009-P66

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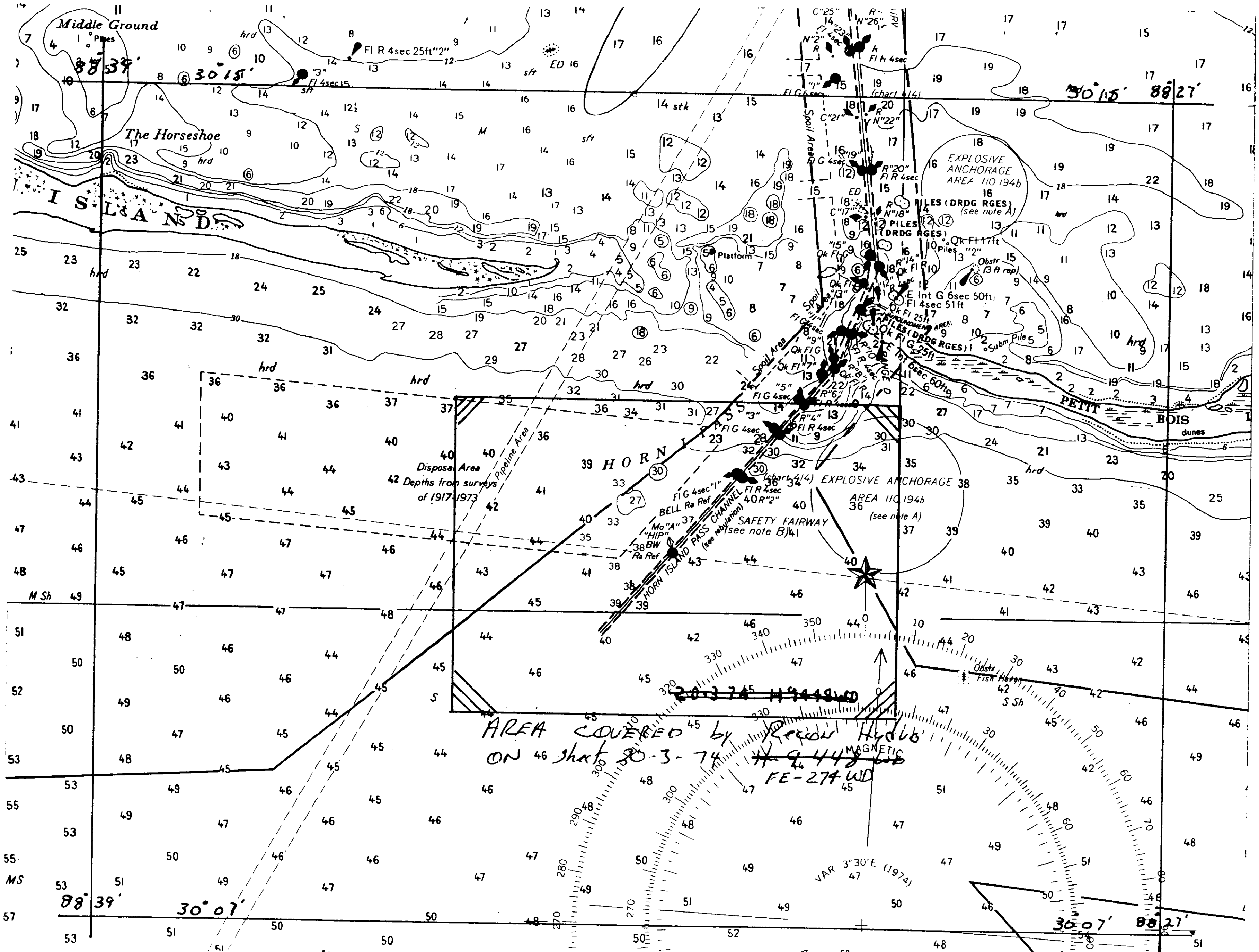
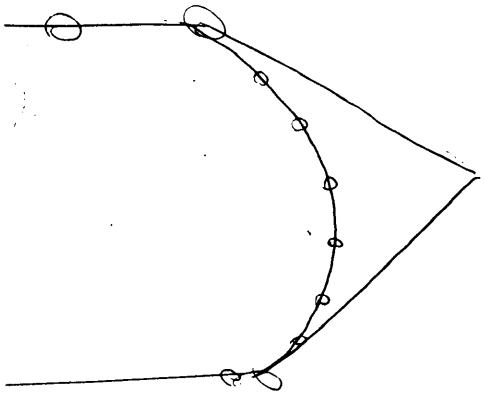


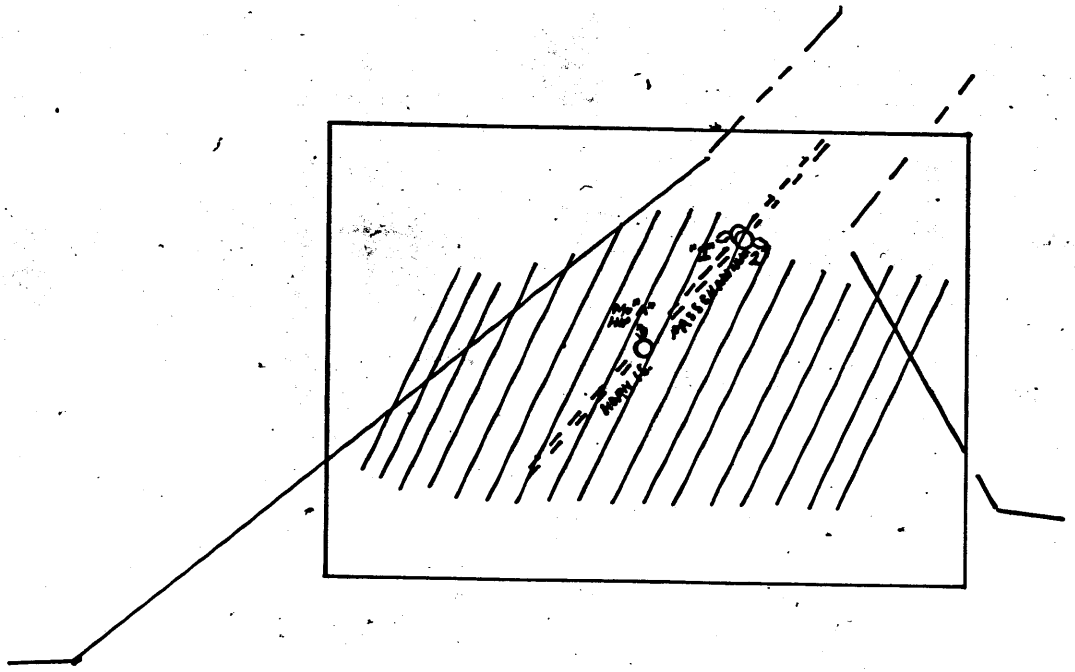
Middle Ground
The Horseshoe
ISLAND
HORN ISLAND PASS
PETIT BOIS
EXPLOSIVE ANCHORAGE AREA 110.194b (see note A)
SAFETY FAIRWAY (see note B)
HORN ISLAND PASS CHANNEL (see tabulation)
PILES (DRDG RGES)
Disposal Area
Depths from surveys of 1917-1973
Pipeline Area
Spoil Area
Platform
VAR 3°30'E (1974)
MAGNETIC
30°15'
88°27'
88°39'
30°07'
88°21'
AREA COVERED by Recon Hydro
ON sheet 20-3-74
FE-274 WD



88|39 30°15'

30°15' 88|27'

PROGRESS SKETCH
20-3-74
HYDROGRAPHY: SAFETY FAIRWAYS
GULF OF MEXICO
NOAA SHIPS: RUDE & HECK
L.E. PICKENS, CHIEF OF PARTY
JUNE 5 & JUNE 10, 1974
SCALE 1:80,000; C&GS CHART 1267



//// ——AREA COMPLETED

88|39' 30°07'

30°07' 88|27'

DISCRIPTIVE LETTER

TO ACCOMPANY

RECONN HYDRO - ~~PASCAGOULA~~ Horn Island Pass, MISSISSIPPI

FIELD NUMBER RH-20-3-74, ~~H-9448WD~~ FE-274 WD

PROJECT OPR-479-RU/HE-74

1974

CDR. L.E. PICKENS

NOAA SHIPS RUDE & HECK

A. AUTHORITY

This project was authorized under Project Instructions OPR-479-RU/HE-74 SAFETY FAIRWAYS, Gulf of Mexico, dated November 12, 1973 and Changes #1 & #2 dated December 11, 1973, Change #3 dated January 21, 1974 and Memo: C3x4 dated April 22, 1974.

B. AREA SURVEYED & CHARACTER

The area was surveyed at a scale of 1:20,000. The boat sheet limits were from 30°07'N to 30°16'N and from 88°24'W to 88°42'W. C&GS charts #1267 and #1115 cover the project limits of the area surveyed.

The purpose of this survey was to provide additional data for updating chart 414 and also help better plan wire drag operations.

C. SOUNDING EQUIPTMENT

The echo sounder used by Ship RUDE for this survey was Raytheon Fathometer, model DE723, serial number 1283. The HECK used the same type of fathometer, serial number 1588.

The corrections applied to the soundings taken from these fathometers were determined by bar checks & squat and settlement values.

D. DATE OF SURVEY (hydrographic)

Operations for OPR-479 Sheet RU/HE-20-3-74 commenced on 5 June 1974 and terminated on June 10, 1974.

E. TIDAL REDUCERS

Preliminary reduction of each days data was done using predicted tides. ~~Actual tidal data will be furnished by the Rockville Office for the standard gauge at Dauphine Island, Alabama with correctors for Ship Island Pass and Horn Island Pass.~~ Servicing and levels to this gauge were not required. Data not verified - Smooth tides have not been applied.

F. JUNCTIONS

This boatsheet, RU/HE-20-3-74, junctioned with sheet RU/HE-40-1-74.

G. CONTROL & SHORELINE

Raydist DR-S Range-Range control was used, operating on a frequency of 3300.4000 KHz, giving a lane width of 45.39904 meters. Two Raydist shore stations, PASS 1974 and CITY 1974 were utilized for control. PASS 1974, located in

Pascagoula, Miss. served as the Red Station (R1). CITY, 1977 located near the City Pier in Gulfport, Miss. served as the Green Station (R2). There was no shoreline on the sheet. Upon completion of the survey the stations were dismantled; both stations are recoverable. For further information on the stations see ATTACHMENT VIII. A listing of all signals used is given in ATTACHMENT V.

H. SMOOTH SHEET
The smooth sheet projection was made using the boat-smooth sheet method. The fix positions were plotted and rechecked at the end of each day's work.

I. CROSSLINES - HYDRO LINES
The hydrographic lines were run parallel to Raydist arcs originating from the station at CITY, 1977 (R2). A spacing of 180 meters between hydro lines was used. Two crosslines were run over the area.

J. COMPARISONS WITH C&GS CHARTED VALUES - *See also sections 6. & 7. of the Modified Evaluation Report.*
We compared our hydro with C&GS Chart 1267. The contour lines and shoal areas marked on Chart 1267 still exist and no apparent shift of their positions have occurred. In most cases, our reconn hydro showed the area surveyed as being 1', deeper than is indicated on Chart 1267.

K. ADEQUACY OF SURVEY
This survey is considered complete and adequate for reconnaissance hydrography.

M. RECOMMENDATIONS
This hydrography should be used in addition to wire drag data in order to arrive at a complete picture of the area surveyed.

APPROVAL SHEET

All records of this survey are hereby approved. The field work was personally supervised by the undersigned and the boat sheet and records were inspected daily.

Leodard E. Pickens
CDR NOAA
Commanding Officer
NOAA Ships RUDE & HECK

LIST OF ATTACHMENTS

I. A. RAYDIST CONTROL STATIONS
B. VISUAL CONTROL SIGNALS

*II. ABSTRACT OF CORRECTIONS TO ECHO SOUNDER
A. BAR CHECKS & LEAD LINE CHECKS
B. SQUAT & SETTLEMENT

*III. A. DAILY RAYDIST CORRECTORS
B. ELECTRONIC CALIBRATION INFORMATION

*IV. STATISTICS

V. AIDS TO NAVIGATION

*VI. PROJECT INSTRUCTIONS
A. CHANGE # 1
B. CHANGE # 2
C. CHANGE # 3
D. MEMO: C3x4

*VII. A. TIDES, PREDICTED
B. REPORT ON TIDE STATION

*VIII. RAYDIST STATION DESCRIPTIONS

*IX. PARAMETERS
A. BOAT SHEET, REQUEST FOR
B. ELECTRONIC CONTROL PARAMETERS

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

ATTACHMENT I

A. RAYDIST CONTROL STATIONS

STATION	LATITUDE	LONGITUDE	REMARKS
PASS, 1974	30°20'39.844" ✓	88°33'38.961" ✓	RED STATION Field Position
CITY, 1974	30°21'51.529" ✓	89°05'25.906" ✓	GREEN STATION Field Position

B. VISUAL CONTROL SIGNALS

SIGNAL	LATITUDE	LONGITUDE	REMARKS
HORN ISLAND PASS ENTRANCE RANGE, REAR LIGHT (Quad. 300883 Station 1144), 1962	30°13'04.545"	88°30'03.547"	CIRCLE CALIBRATION
HORN ISLAND PASS ENTRANCE RANGE, REAR LIGHT (Quad. 300883 Station 1144), 1962	30°13'04.545"	88°30'03.547"	REAR RANGE
HORN ISLAND PASS ENTRANCE RANGE, FRONT LIGHT (Quad. 300883 Station 1143), 1962	30°12'49.042"	88°30'19.132"	FRONT RANGE
PLATFORM (Photo Party 61, June 6, 1970)*	30°13'29.880"	88°32'06.660"	LEFT ANGLE

Data not readily available - not verified. The only data readily available is the attached Form 76-40.

* For more information on this signal (PLATFORM) turn to next page.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS — COAST AND GEODETIC SURVEY

Photo Party 61, Ocean Springs, Ms. 6 June 1970

TO BE CHARTED
TO BE REVISED
TO BE DELETED
} STRIKE OUT

been inspected from seaward to determine their value as landmarks be

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on *(deleted from)* the charts indicated.

The positions given have been checked after listing by

William F. Kottern — John C. Veselenak — Chief of Party

Veselenak — ON ORIGINAL DOCUMENT

MISSISSIPPI — ON ORIGINAL DOCUMENT

MISSISSIPPI SOUND

HORN ISLAND PASS

STATE	MISSISSIPPI													
CHARTING NAME	DESCRIPTION	SIGNAL NAME	POSITION LATITUDE ° ′	LATITUDE N (S) METERS	POSITION LONGITUDE ° ′	LONGITUDE N (S) METERS	DATUM	METHOD OF LOCATION AND SURVEY No.	DATE OF LOCATION	BASIC CHART	WORKING CHART	OFFICE CHART	CHARTS AFFECTED
	MISSISSIPPI SOUND												
	NORTH ISLAND PASS												
	12'x12' wooden platform supported at corners by wooden piling. Position given for SE corner.		30 13	29.83 920	88 32	06.66 178	N.A. 1927	Theod. Cuts	07/01/70	x	x		

12 x 12 wooden platform supported at corners by wooden piling. Position given for SE corner.

80 32

07/04/70

ON ORIGINAL DOCUMENT

ON ORIGINAL DOCUMENT

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-55, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

A TABULATE SECONDS AND METERS

USCOMM-DC 15284-P61

ATTACHMENT V

AIDS TO NAVIGATION

PASCAGOULA SHIP CHANNEL

BUOY	LATITUDE	LONGITUDE	RED	GREEN
"HIP"	30°10.60"	88°32.56"	411.23	1248.85
"1"	30°11.35	88°31.85"	384.11	1261.33
"2"	30°11.32"	88°31.75"	385.44	1264.76
"3"	30°11.76"	88°31.45"	370.00	1268.80
"4"	30°11.68"	88°31.36"	373.66	1272.48

Not verified — see section 7.b. of the Modified Evaluation Report.

NOTE: The Latitude and Longitude of all the objects we used to calibrate with can be found in ATTACHMENT IB.

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

FE-274 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 R.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
GULF OF MEXICO (title)										1
HORN ISLAND PASS (title)										2
MISSISSIPPI (title)										3
										4
										5
										6
										7
										8
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										25

Approved:

Charles E. Harrington

Chief Geographer - N/CG2x5

MAR 13 1986

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-274WD

Number of positions 616

Number of soundings- reconnaissance hydrography not verified

Number of control stations 6

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	0	
Verification of Field Data	74	01 MAR 1986
Quality Control Checks	0	
Evaluation and Analysis	67	12 MAY 1986
Final Inspection	3	09 MAY 1986
TOTAL TIME	144	
Marine Center Approval		12 MAY 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-274WD FIELD NO.: R/H-20-3-74

Mississippi, Gulf of Mexico, Horn Island Pass

SURVEYED: June 5 through June 19, 1974

SCALE: 1:20,000 PROJECT NO.: OPR-479

SOUNDINGS: Wire Drag and Raytheon DE-723 Fathometers CONTROL: Raydist (Range-Range)

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

Surveyed by.....W. M. Noble
.....K. F. Van Train
.....G. M. Albertson
.....C. E. Mericas

1. INTRODUCTION

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

b. A plot of one verified hang and the accompanying note was generated and is attached to this report. This plot is considered the final plot or smooth sheet for this survey. The other two hangs and the one grounding are addressed in section 6. of this report.

c. This survey was formerly registered as survey H-9448WD; the registry number of which has subsequently been rescinded.

d. Both original Descriptive Reports (Wire Drag and Reconnaissance Hydrography) for this survey have been combined and are under one cover.

e. Corrections and notes made by the evaluator to the Descriptive Report are denoted in red ink.

2. CONTROL AND SHORELINE

a. Horizontal control stations used during this survey are of Third Order, Class I accuracy or better (except possibly station PLATFORM, 1970 for which the only data readily available is the Form 76-40 included in the Descriptive Report), 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

A reconnaissance hydrographic survey was conducted in conjunction with this wire drag survey. These soundings are of reconnaissance value only and not suitable for charting except as "reported" soundings. None of this reconnaissance hydrography has been verified.

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. Two charted shoal features common to the present survey were not specifically investigated nor addressed in the Descriptive Report. These two charted shoals are addressed in section 7. of this report.

5. JUNCTIONS

This survey junctions to the south with field sheet R/H-40-1-74 (presently Registry No. H-9420WD). An actual junction was not effected during modified processing but the field A&D sheets were examined and the smooth plotted hang on the present survey was cleared in one direction only by a field effective depth of 42 feet on the junctional survey. No hangs or groundings are plotted on the junctional survey field sheet within the common area. The field sheets display adequate overlap between the two surveys.

6. COMPARISON WITH PRIOR SURVEYS

H-9118 (1970) 1:20,000
H-8646 (1961-62) 1:10,000
H-4171 (1920) 1:80,000

Prior survey H-9118 (1970) is common to a small area in the northern portion of the present survey. Prior survey H-8646 (1961-62) is common to approximately 25% of the present survey in the northern portion of the present survey. No present survey hangs or groundings are common to these prior surveys. In comparing the field A&D sheet with

these prior surveys, numerous conflicts (up to 8 feet) exist between field effective depths and prior hydrography. Present survey wire drag effective depths in general are not considered acceptable as lift testing throughout this survey was inadequate. The present reconnaissance hydrography generally agrees well with prior hydrography with the exception of the maintained channel and its adjacent areas.

Prior survey H-4171 (1920) is common to approximately 95% of the present survey. Present reconnaissance hydrography is shoaler throughout the common area by generally 1-3 feet but up to 12 feet. All three present survey hangs and the one grounding are common to this prior survey. In comparing the field A&D sheet with this prior survey, no conflicts exist between present field effective depths and the prior hydrography with the exception of the three hangs. These hangs are:

a. An uninvestigated hang in Latitude 30°10'00.8"N, Longitude 88°35'16.1"W at an estimated effective depth of 40 feet in prior depths of 46 feet was cleared in two directions by a least effective depth of 40 feet. Present reconnaissance hydrography is not common to this hang. It is recommended that this hang be charted as a submerged obstruction cleared by wire drag by 40 feet in accordance with the results of the present survey.

b. An uninvestigated hang beginning in approximately Latitude 30°10.3'N, Longitude 88°30.6'W and continuing to approximately Latitude 30°10.2'N, Longitude 88°32.5'W at an effective depth of 40 feet in prior depths of 42-46 feet and present reconnaissance depths 42-43 feet was cleared in one direction by a minimum effective depth of 40 feet. This hang is not considered significant as the object hung was not substantial enough to stop the drag or cause the ground wire to form a "V" configuration. This hang is considered a small piece of debris which poses no hazard to navigation and is not recommended to be charted.

c. An uninvestigated hang beginning in approximately Latitude 30°10.75'N, Longitude 88°30.4'W and continuing and ending in approximately Latitude 30°10.64'N, Longitude 88°31.83'W at an estimated effective depth of 39 feet in prior depths of 43 feet and present reconnaissance depths of 41 feet was not cleared by any valid clearance. This hang is not considered significant as the object hung was not substantial enough to stop the drag or cause the ground wire to form a "V" configuration. This hang is considered a small piece of debris which poses no hazard to navigation and is not recommended to be charted.

The grounding in Latitude 30°10.8'N, Longitude 88°30.9'W at an effective depth of 40 feet in prior depths of 40 feet and present reconnaissance depths of 39 feet confirms both

prior and reconnaissance hydrography within this area. This grounding was not cleared by any valid clearance. This grounding is not conflicting and is not recommended to be charted.

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

7. COMPARISON WITH CHARTS 1267 (19th Ed., Oct. 27, 1973)
11373 (29th Ed., Sept. 1, 1984)
414 (27th Ed., May 26, 1973)
11375 (23rd Ed., Jan. 19, 1985)

a. HYDROGRAPHY

The charted hydrography originates with the previously discussed prior surveys and from miscellaneous sources not readily available. The charted soundings from miscellaneous sources are in the areas adjacent to the maintained channel and in the area charted as a dump site. The previously discussed prior surveys require no further consideration. Attention is directed to the following:

1) The isolated 30-foot, rep.(1962) shoal charted in Latitude 30°11'22.5"N, Longitude 88°32'46.0"W originated with Notice to Mariners No. 45 of 1962 which describes this sounding as a "mud lump with a least depth of 30 feet at MLLW". Present survey reconnaissance hydrography did not find this feature and the present survey wire drag did not disprove this feature. This feature has never been assigned for investigation and is not listed in the NOS AWOIS Files. It is recommended that this isolated 30-foot, rep.(1962) shoal remain as presently charted.

2) The shoal in the vicinity of Latitude 30°11'N, Longitude 88°33'W with a shoalest charted sounding of 27 feet was confirmed by the present survey reconnaissance hydrography with a shoalest sounding of 28 feet. Present survey wire drag covered this shoal in one direction with a clearance effective depth of 33-34 feet. This wire drag clearance is not considered valid as lift tests are inadequate. It is recommended that this shoal remain as presently charted.

b. Aids To Navigation

Two fixed aids to navigation were used as visual control stations and are listed in Attachment I of the Descriptive Report. Five floating aids to navigation were located by this survey as noted in Attachment V of the Descriptive Report. 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.

c. Maintained Channels

Horn Island Pass Channel is a maintained channel common to the present survey. No conflict exists between the charted channel tabulation and the present survey effective depths and reconnaissance hydrography.

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 adequacy of this survey was not considered during modified processing, except as it serves charting needs. Additional field work is not recommended.

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-274WD

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.

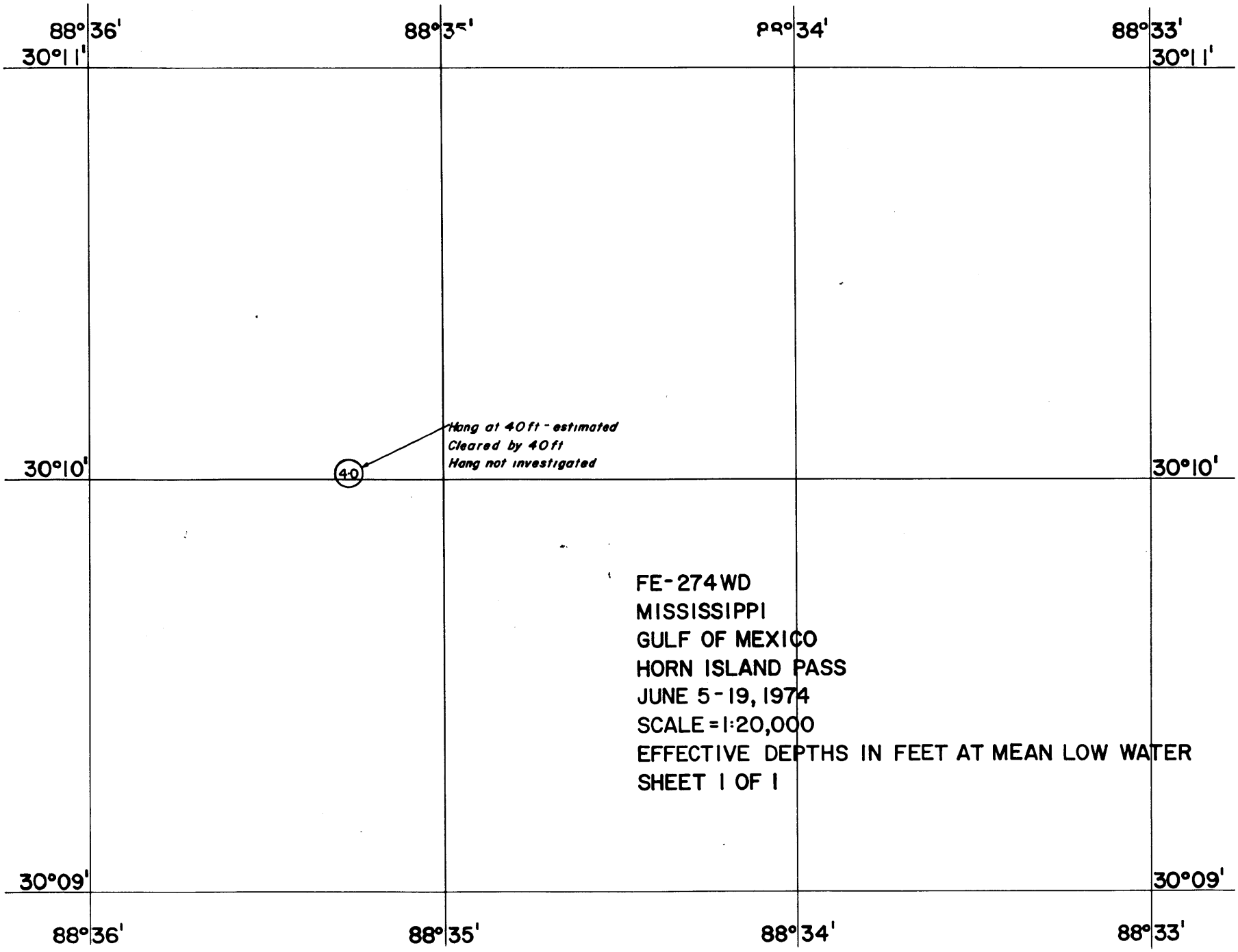
Inspected

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

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

Approved May 12, 1986

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


88°36'
88°35'
88°34'
88°33'
30°11'
30°10'
30°09'
Hang at 40ft - estimated
Cleared by 40ft
Hang not investigated
40
FE-274WD
MISSISSIPPI
GULF OF MEXICO
HORN ISLAND PASS
JUNE 5-19, 1974
SCALE = 1:20,000
EFFECTIVE DEPTHS IN FEET AT MEAN LOW WATER
SHEET 1 OF 1

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

Hydrographic Index No. 80 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-274WD

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.

EXAMINED FOR NM
GDBU
9-28-89 RE

CHART	DATE	CARTOGRAPHER	REMARKS
11375	8-6-86	Ken Rauscher	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 26
11373	8-6-86	Ken Rauscher	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 53
~~11374~~	~~8-6-86~~		Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No.
11360	10-7-86	D. Wyllie	Full ~~Part Before~~ After Marine Center Approval Signed Via reviewed Stone 10/10/86
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
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			Full Part Before After Marine Center Approval Signed Via
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			Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.