

FE 276

WIRE DRAG

Diagram No. 1115-3

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-40-2-74

Office No. FE-276WD

LOCALITY

State ... Alabama

General Locality ... Gulf Of Mexico

Locality ... Approaches to Mobile Bay

1974

CHIEF OF PARTY
CDR L.E. Pickens

LIBRARY & ARCHIVES

DATE ... June 25, 1986

☆U.S. GOV. PRINTING OFFICE: 1980-768-230

FE 276
WIRE DRAG

Area 3
CHT
11376
11378B
11360
11006
411

} see Record of Application
for sign off

HYDROGRAPHIC TITLE SHEET

⁵²
~~H-9420 WD~~
FE-276 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 40-2-74 ✓

State ALABAMA ✓

General locality ~~MOBILE BAY~~ Gulf of Mexico ✓

Locality ~~MOBILE BAY ENTRANCE~~ Approaches to Mobile Bay ✓

Scale 1:40,000 ✓

✓ Date of survey July, 8, 1974 - July 18, 1974 ✓

Instructions dated Nov. 12. 1973 ✓

✓ Project No. OPR-479 - RU/HE-74 ✓

Vessel NOAA Ships RUDE & HECK ✓

Chief of party CDR L.E. PICKENS ✓

Surveyed by CDR L.E. PICKENS ^{section of this report,} See L. Personnel & Equipment. ✓

Soundings taken by echo sounder, hand lead, ~~XXX~~ Wire Drag ^{See section I. of this report.} ✓

Graphic record scaled by _____

Graphic record checked by _____

Protracted by _____

Soundings penciled by _____

Soundings in ~~XXXXXX~~ feet at ~~MLW~~ ~~XXXX~~ Gulf Coast Low Water Datum

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

STANDARDS CK'D 7-1-86

ALWAYS SURF Checked 8/19/86 SSJ

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FE-276 WD

TEXT

R/H-40-2-74

A. AUTHORITY

This project was authorized under Project Instructions OPR-479-RU/HE-74, Wire Drag, Investigations for the Safety Fairways, Gulf of Mexico dated 12 November 1973. Also applicable were subsequent Change #1 dated 11 December 1973, Change #2 dated 11 December 1973, Change #3 dated 21 January 1974, and a memo from C3x4 dated 22 April 1974. In addition, Change No. 1 for project OPR-479-RU/HE-73, dated 16 April 1973 pertained. (See Attachment VII).

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this project was to clear the anchorage area off the entrance to Mobile Bay and to investigate several items in the area. These items included ITEM 11B (in two parts), ITEM 8B and ITEM 10B, all of which are listed in Change #1 of OPR-479-RU/HE-73. (See Attachment VIII). Also investigated were the F/V GRACIE L which was located in last years work and ITEM 59 and 60 as labled on the boatsheet. *Item 8B was not investigated on this survey.*

This project covered areas charted on the following charts:
C&GS 1115, C&GS 1266, and C&GS 872-SC.

C. CONTROL AND SHORELINE - *See also the Modified Evaluation Report.*
Raydist DR-S Range-Range control was used. The Raydist was operating on a frequency of 3300.4KHz, 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, 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 shore line on the sheet. Note should be made that the reference arcs are inked in the wrong color on the sheet. That is to say, the red inked arcs represent the green arcs and visa versa. Upon completion of the survey, both stations were dismantled. WIMPY 2 is recoverable but MOB, having been cut in by ships personnel, is not. Further station information may be found in Attachment I. A listing of all signals used is in Attachment I. *Note: The boatsheet could not be located.*

D. DATE OF SURVEY

Operations for OPR-479-RU/HE-74, Sheet 40-2-74 commenced on July 8, 1974 and were completed on July 18, 1974.

E. TIDAL REDUCERS

Preliminary reduction of each days work was done using predicted tides. Actual tide data has been supplied by the Rockville Office. *Smooth tides have been applied to the verified data.*

F. JUNCTIONS

The only junctions occurred between the anchorage area and the Safety Fairways area covered last year on RH-40-1-73. No less than 600 ft. overlap exists with this prior survey, based on A&D Sheet 40-1-73. *H-9374 WD (1973) See sections 5. & 6. of the Modified Evaluation Report.*

G. SPLITS - *Not determined during Modified and Limited Processing.*
N.A.

H. GROUNDINGS AND HANGS

The hangs encountered were as follows: *See section 6. of the Modified Evaluation Report.*

- 1.) B DAY: A double hang. One hang proved to be the remains of a wooden vessel, while the other was a pile of assorted junk. Neither is considered a hazard to navigation.
- 2.) C DAY: The remains of the F/V GRACIE L, sitting approximately 10 ft. off the bottom. This was cleared to a depth of 52.5 ft. in 62 ft. of water. Considered a hazard. See Attachment IV.

I. GENERAL NOTES

All calibrations were made by circle calibration at Sand Island Light. The range used in last years work was found to be moved. Lane counts were made on several buoys at frequent intervals. The distance from the Raydist antenna to the end buoy varied as follows: for an 800 foot towline, 265 meters; for a 1000 foot towline, 326 meters.

The following should be noted when verifying this survey: *See section 6. of the Modified Evaluation Report.*

B DAY - July 9, 1974 - Strip 1

This strip was used only for hang information and consequently was not developed. It located ~~the~~ two obstructions, ~~of ITEM 11B.~~

B DAY - Strip 3 and D DAY Strip 1

Both these drags became unmanageable soon after set out and were subsequently picked up and re-set.

H DAY - July 18, 1974 - Strip 3

This was an attempt to clear ITEM 13B located in Mobile Bay. Visual control was used. The current from the nearby channel created unique and uncontrollable lift problems. Subsequently the strip has been "thrown out", though included in the records.

H DAY - A visual fix was taken to position the charted mast (ITEM 60) protruding out of the water in the entrance channel to Mobile Bay. The mast plotted on its reported position.

It should also be noted that the overwhelming majority of tests were TOB and most drags exhibited a great deal of lift. The effort in testing was directed toward obtaining the maximum number

of tests for a maximum number of sections. Consequently, rather than retesting when a TOB was encountered, the testers were directed to the next section. Considering the nature of the tester, a TOB test is a good indication that the wire is close to the bottom. In the work herein submitted, lift was calculated using TOB tests as well as normal tests. The normal tests were consistent and the highest test in the section is what was applied to the drag when it was processed. In the case of a section which failed to have a "clean" test, i.e. all tests were TOB, the highest lift recorded with the TOB was used. For example, if there were 3 tests in a section with the worst lift situation being 2.3' LIFT-TOB, then 2.5' of lift was used in the processing of this drag. This testing procedure was adopted at the discretion of the Commanding Officer. If any doubt existed as to whether or not the area of any drag had been cleared, then another drag was set out to cover the area in question. ✓

The lift problem was related to the peculiar current situation in this area. As is more elaborately described in the following section, currents were changeable and somewhat unpredictable. This resulted in some very unusual dragging conditions, and excessive lift problems. ✓

As a final note, the available hydro proved to be extremely inadequate for wire drag and contradicted the ship's hydro which was conducted. This hydro wasn't recorded in sounding volumes nor did we keep the fathometer records. We applied a 9.0 initial to the hydro for a corrector. This took into account squat and settlement and velocity. These sounding lines will verify our setting of the uprights. *Two small plots of soundings are included in the field records. No verification nor comparisons were accomplished on these plots.* ✓

J. CURRENTS

As has been mentioned previously in this report, the currents in this area can be described, at best, as being peculiar. This seems to be directly related to the water movements in and out of Mobile Bay. Other factors may also be present. Not only was the direction of the prevailing current constantly changing and unpredictable, but there seemed to be several different currents at several different depths. As a result, multiple current tests were required, checking direction and velocity at varying depths. In spite of these efforts, a variety of lift and sag problems presented themselves. The ships proved difficult to maneuver, and usual balancing techniques had no effect on the lift situation. As has been recommended in prior surveys of this area, extensive current surveys should be conducted in this area before further wire drag surveys are scheduled. - Concur ✓

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS
As has been mentioned the available hydro and current data per-
taining to this area was scanty and practically of no use in con-
ducting the survey. The heavy currents and changing bottom proved
to be the major difficulties encountered during the project.

See section 6. of the Modified Evaluation Report,

The following summarizes the obstructions encountered: *See section 6. of the
Modified Evaluation Report.*

1.) F/V GRACIE L, Lat. $30^{\circ}07'23''$ ^{10.8"}, Long. $88^{\circ}01'05''$ ^{02.9"} - this was lo-
cated during last season's work (see ^{4-9374 WD (1973)} RH-40-1-73) and at the
time was found to have a mast extending to within 24 feet of
the surface. Upon investigation this year, it was found
that the mast had been broken off, and the vessel now has
52.5^{Smooth} feet of water above her, based on ~~predicted~~ tides. The
vessel is somewhat broken up, but does present a hazard both
to shipping interests and to shrimp fishermen, as evidenced
by the large number of nets found strewn about the wreck.

2.) The charted mast standing out of the water, ITEM 60, Lat.
 $30^{\circ}12'46''$ ^{10.8"}, Long. $88^{\circ}01'02''$ ^{02'09.1"} is charted correctly and does pre-
sent a hazard.

3.) ITEM 11B

a) Wooden wreck associated Lat. $30^{\circ}01'36''$ ^{16.5"}, Long. $88^{\circ}07'18''$ ^{10.6"}.
This may indeed be the freighter TULSA, but it is im-
possible to tell, as all that remains is some wooden
framework. This does present a hazard to fishing inter-
ests. It was cleared to a depth of ~~67.5~~⁶⁶ feet based on
~~predicted~~^{Smooth} tides.

b) Fish Haven, Lat. $30^{\circ}01'11''$ ^{03.7"} N, Long. $88^{\circ}06'51''$ ^{27.3"} W. This was
found to be a pile of junk on the bottom. This again
presents a hazard to bottom trawl fishermen. It was
cleared to a depth of 67.5 feet based on ~~predicted~~^{Smooth} tides.

L. PERSONNEL AND EQUIPMENT

The ship RUDE served as the guide vessel throughout the survey.
Each ship used a Raytheon DE-723 fathometer for soundings. Tests
were conducted by the HECK's launch and both skiffs. Normal wire
drag hardware was used with no significant problems.

Officers participating in this survey were CDR L.E. Pickens, LCDR
W.M. Noble, LTJG K.F. VanTrain, ENS G.M. Albertson, and ENS C.E.
Mericas.

M. MISCELLANEOUS

Pleasant weather was enjoyed throughout the project. The outstand-
ing difficulty was encountered with the currents and subsequent
lift problems. It was usually a matter of outguessing the currents.

N. SUMMARY *Three wrecks and*

The project encompassed 8 days of work that data was taken and accepted. ~~Four~~^{one} obstructions were located, that is the F/V GRACIE L, the charted mast ITEM 60, and the ~~two~~^{one wreck and one (debris)} obstructions of ITEM 11B, the wooden wreck and the fish haven. All three present a danger to ship trawlers, but only the GRACIE L and the mast can be considered a hazard to navigation, the GRACIE L rising to within 52.5^{surface} feet of the surface, based on ~~predicted~~^{smooth} tides. Once again, current and hydro data provided were inadequate. Tide predictions didn't seem to correspond with actual events. ✓

O. RECOMMENDATIONS

It is recommended that the GRACIE L be recharted at the new cleared depth. All other obstructions are adequately represented on current charts.

ITEM 10B was not found, and the area was adequately cleared. Consequently, it is recommended that this be removed from the charts as a hazard. ITEM 59 was also not found, and similar action would be indicated.

See section 6. of the Modified Evaluation Report.

It is also recommended the current investigations be conducted in this area, in as much as present data is not truly representative of actual events. - Concur ✓

LIST OF ATTACHMENTS

- I. A. SHORE STATION POSITIONS
B. VISUAL CONTROLS
- *II. PROGRESS SKETCH
- III. FLOATING AIDS TO NAVIGATION
- IV. GROUNDINGS AND HANGS
- V. *(RAYDIST CORRECTORS) ~~AND~~ STATISTICS
- *VI. CALIBRATION VALUES
- *VII. PROJECT INSTRUCTIONS
- VIII. OTHER PERTINENT INSTRUCTIONS - *Change No. 1 to DPR-479-RU/HE-93*
- IX. CHART CORRECTIONS
- X. BOATSHEET ~~AND ELECTRONIC CONTROL PARAMETER SHEETS~~
Signal List

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

ATTACHMENT I

A. SHORE STATION RAYDIST POSITIONS

<u>STATION NAME</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>REMARKS</u>
WIMPY 2, 1949 RMI	30°16'25.907"✓	87°33'50.265"✓	RED STATION
MOB	30°13'21.422"✓	88°01'39.134"✓	GREEN STATION

field position, no records available, cannot be verified.

B. VISUAL CONTROL STATIONS

<u>STATION NAME</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>NO. ON SHEET</u>
DAUPHIN ISLAND WATER TANK, 1956	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.G. RADIO TOWER, 1958	30°13'37.658"✓	88°01'24.859"✓	5
DAUPHIN ISLAND BRIDGE NORTH AERO OBSTR. LT.	30°17'21.201"	88°07'43.458"	
MOBILE PT. RANGE REAR LT., 1958	30°13'39.375"	88°01'27.147"	

ATTACHMENT III

FLOATING AIDS TO NAVIGATION

<u>AID</u>	<u>RED</u>	<u>GREEN</u>	<u>DATE</u>
MOBILE BAY ENTRANCE BUOY "1"	1119.5	232.0	8 JULY 1974
BW OBSTRUCTION BUOY OFF PERDIDO PASS	315.6	991.3	12 JULY 1974
PENSACOLA ENTRANCE BUOY "3"	560.87	1550.4	12 JULY 1974

*Not verified - See section 7.b. of
the Modified Evaluation Report.*

ATTACHMENT IV

GROUNDINGS AND HANGS

POS. NO. & DAY	BUOY NO.	approximate		Hang GROUNDING EFF. DEPTH	CLEARED BY STRIP	CLEARED EFF. DEPTH	SOUNDING	CHARTED DEPTH
		LATITUDE	LONGITUDE					
A-1	8-9	30-04.01	88-05.01	69 [✓]	F-1 [✓] by 6 ⁷	MUD HANG [✓]		
Some as →	B-1	6	30-01.1	69' by B-2 73 ² - estimated	E-1 [✓]	67 ⁶ .5	79.8 - undetermined method, undocumented, & unverified	
	B-1	1	30-01.36	69' by D-2 73 [✓] - estimated	E-1 [✓]	67.5		
	B-2	2-3	30-05.05	88-06.45	69.5 [✓]	E-1 [✓]		67 ⁶ .5
C-3	1-2	30-07.33	88-01.05	62.5 [✓]	C-4 [✓]	52.5 [✓]		
D-2	2-3	30-01.38	88-07.16	67 ⁹ .5	E-1 [✓]	66		
G-1	8-9	30-04.01	88-02.47	68.5 [✓]	H-1 [✓] by 66 ^{1/2}	MUD HANG [✓]		
G-2	7-8	30-05.20	88-03.12	67 ⁸ .5	Not cleared	MUD HANG [✓]		
G-3	7-8	30-04.59	88-02.62	65 ⁶ .5	Not cleared H-1	MUD HANG [✓]		

See section 6. of the Modified Evaluation Report.

ATTACHMENT V

STATISTICS

DATE	DAY LETTER	STRIP	VOL.	POSITIONS	L.N.M.	S.N.M.	DRAG LENGTH	REMARKS
08 JULY	A	1	I	8	1.1	1.65	12000	MUD HANG
09 JULY	B	1	I	1-6	0.7	1.27	9600	ITEM 11B POSITION
09 JULY	B	2	I	7-11	0.7	0.42	4800	HUNG FISH HAVEN
09 JULY	B	3	I	12-22	3.0	3.16	9600	CLEARED 11B WRECK
10 JULY	C	1	I	1-6	0.8	0.56	4800	EXCESSIVE LIFT
10 JULY	C	2	I	7-11	1.0	0.5	3600	FAILED TO HANG GRACIE L
10 JULY	C	3	I	12-15	0.8	0.4	3600	HUNG GRACIE L
10 JULY	C	4	I	16-20	0.9	0.54	3600	CLEARED GRACIE L
10 JULY	C	5	I	21-28	1.95	2.34	9600	ITEM 10B
11 JULY	D	1	I	1-7	1.2	1.0	6400	ANCHORAGE AREA
11 JULY	D	2	I	8-11	0.7	0.4	4800	CLEARING ATTEMPT 11B
12 JULY	E	1	I	1-9	1.8	0.64	4800	CLEARED 11B
16 JULY	F	1	II	1-23	3.9	5.85	12000	ANCHORAGE AREA
17 JULY	G	1	II	1-20	2.4	3.6	12000	MUD HANG
17 JULY	G	2	II	21-25	0.5	0.5	8000	MUD HANG
17 JULY	G	3	II	26-33	0.7	0.7	8000	MUD HANG
18 JULY	H	1	II	1-10	1.7	1.7	8000	CLEARED ANCHORAGE
18 JULY	H	2	II	11-15	0.5	0.2	2400	ITEM 59
18 JULY	H	3	II	16-21	1.3	1.3	8000	ITEM 13B

*See section 6. of the Modified
Evaluation Report for hangs, groundings,
and clearances.*



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

APR 10 1973

Attachment VIII

Commanding Officer
NOAA Ships RUDE and HECK

PROJECT INSTRUCTIONS: OPR-479-RU/HE-73, Safety Fairways,
Gulf of Mexico, dated January 26, 1973

Change No. 1: Supplement to Instructions

1. Charts covering the area of the planned 1973 field operations in the vicinity of the approaches to Mobile Bay Channel, Ship Island Pass, Southwest Pass, Calcasieu Pass, and Aransas Pass have been examined to update the Pre-Survey Review.

2. The following items should be added for investigation during the course of the project:

MOBILE BAY CHANNEL APPROACHES -- CHART 1115

Primary Item #16A.

The sunken wreck PA charted in lat. 30°09.5', long. 87°41.5' was reported to lie in 42 feet of water with about 3 feet of water covering its bow and 10 feet of water over its stern. It was reported to be marked with a red-lighted buoy. Source is N. to M. 10 of 1965.

Primary Item #17A.

A possible obstruction has been reported in approximate lat. 30°08', long. 88°05.4'. A sharp rise in the bottom from charted depths of 50 feet to a depth of 28 feet was reported at the above position according to L.N. to M. 10 of 1973.

Secondary Item #8B.

The sunken wreck charted in lat. 30°12', long. 88°01' was reported to be the F/V PEGGY G. The first report, L.N. to M. 33 of 1969, indicated 12 feet of the mast to be exposed above water. A later report, L.N. to M. 40 of 1969, indicated that the mast had broken off and no part of the wreck was exposed above water.

Secondary Item #9B.

The obstruction fish haven charted between lat. 30°05.5', long. 87°45.0' and lat. 30°10.6', long. 87°31.7' is reported by Chart Letter 921 of 1959 to consist of groups of 50 to 100 car bodies placed at half-mile intervals along and just outside the 10-fathom curve. The northeastern portion of this fish haven, which falls within and adjacent to the Safety Fairway, should be investigated.

Secondary Item #10B.

The submerged wreck charted in lat. 30°11.79', long. 87°56.45' was reported to be the wreck of a barge, used for docking sea-planes, which capsized and sank. The position is approximate. The source is N. to M. 3 of 1920. WL #684⁽²⁴⁾ #614⁽²⁷⁾

Secondary Item #11B.

The sunken wreck charted in lat. 30°00.0', long. 88°05.0' is the cargo ship TULSA, No. 821, U.S. Navy Wreck List, 605 tons, sunk in 1943. The position is approximate. While investigating this wreck, it would be desirable to include the obstruction fish haven charted in lat. 30°01.0', long. 88°06.5' which is reported to be a sunken drydock. Source is Chart Letter 338 of 1960.

Secondary Item #12B.

The obstruction on Chart 1266 in lat. 30°16.0', long. 88°02.1' was reported by N. to M. 47 of 1961 to be an unidentified object lying in depths of 13 feet and covered by 11 feet of water. The position is approximate.

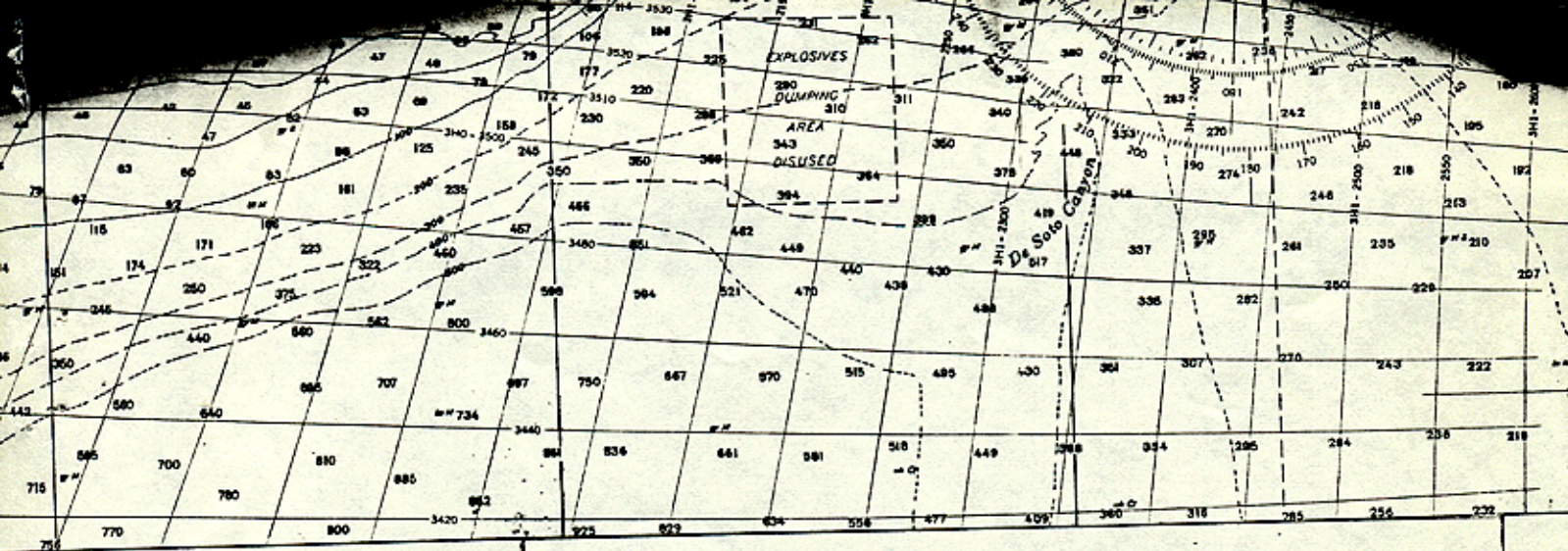
Secondary Item #13B.

The sunken wreck PA on Chart 1266 in lat. 30°16.8', long. 88°03.6' was reported to exist by N. to M. 55 of 1972. The position is approximate.

SHIP ISLAND PASS APPROACHES -- CHART 1115

Secondary Item #14B.

The submerged wreck charted in lat. 29°45.0', long. 88°36.5' was reported to be the 53-foot F/V MARION D which sank in



URVEY REVIEW
 PR-479
 GULF OF MEXICO
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 et 3 of 4)

is pre-survey review see Chart 1117

in latitude 29°19', longitude 88°50'
 ist, and is the passenger-cargo ship
 ine in 1942. The position given is

in latitude 29°29'.5, longitude
 M. No. 3 of 1966 and is the 50-ft.
 PHIL ALICE reported sunk in 40-ft.
 orted to be stationary with the stern
 ft. of the bow visible above water.

ould be determined and its present

2-fm (resp.) charted in latitude
 igin with N. to M. No. 41 of 1966
 LYN reported to have 6-1/2-fms. of
 given is approximate.

fm. Rep. 1959) charted in latitude
 originates with N. to M. No. 13 of 1959
 -ft. of water reported over it, re-
 306°30' from Chandeleur Light.

ted in latitude 30°10', longitude
 M. No. 4 of 1962 and is the 55-ft.
 out 25-ft. of water. The position

arted in latitude 30°10'.5, longitude
 o M. No. 46 of 1959 and consists of a
 to tires wired to the frame. The

56. The sunken wreck PA charted in latitude 30°09'.25, longitude 88°47'.5 originates with N. to M. No. 32 of 1960, and is the F/V EVA LOUISE reported sunk with mast visible above the water. The position given is approximate.

Notice to Mariners No. 12 of 1962 stated that the mast was no longer visible.

57. The sunken wreck charted in latitude 30°09'.7, longitude 88°29'.3 is No. 685, U. S. Navy Wreck List, and is the schooner LEWIS BROTHER sunk in 1925. It was reported to be in latitude 30°09'30", longitude 88°29'15".

58. The Obstrs Fish haven charted in the vicinity of latitude 30°07'.5, longitude 88°07'.5 originates with N. to M. No. 46 of 1959 and consists of 50-100 car bodies placed at 0.5 mile intervals along the deeper side of the 60-ft. depth curve beginning at latitude 30°07'24", longitude 88°04'30" and extending to latitude 30°08'19", longitude 88°11'18".

59. The sunken wreck charted in latitude 30°10'.8, longitude 88°03'.6 originates with N. to M. No. 40 of 1957 and is the craft TERRY LEE reported sunk with 12-ft. of water over it in latitude 30°10'54", longitude 88°03'26". The position given is approximate.

60. The sunken wreck Mast charted in latitude 30°12'.7, longitude 88°01'.8 originates with N. to M. No. 37 of 1945 and is the wreck of the U. S. Coast Guard Cutter MAGNOLIA reported in latitude 30°12'39", longitude 88°02'10".

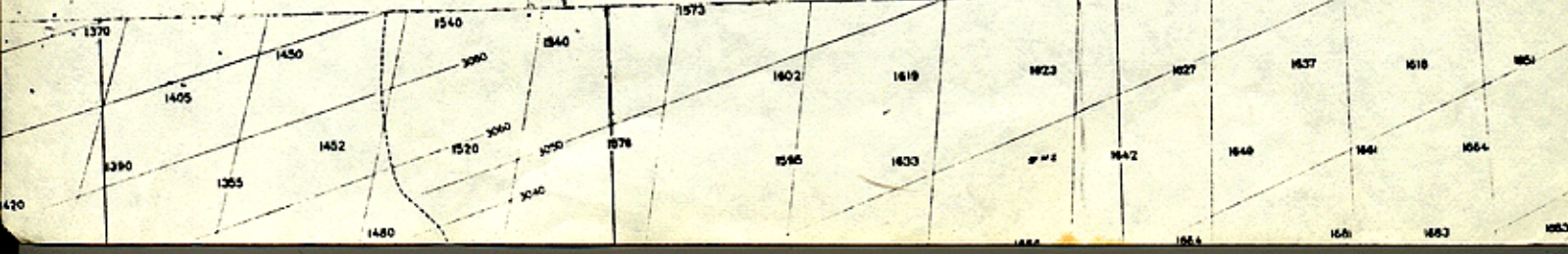
C.S. 353 (T-5536) of 1947, a C&GS revision survey, shows the wreck (Mast) in latitude 30°12'48", longitude 88°02'09".

Chart Letter No. 1002 of 1965, a Coast Pilot report, stated that the mast was still visible.

The position of this wreck should be determined and its present condition ascertained.

#60
 identified on H0:00 (1970) as lat 30 12 48' 2"
 long 88 02 09' 15" position 553 sextant fix
 and T 10773 OK location. DEIT
 Also found in 4-9-52 W.D. (1974)
 L FE 276 W

9 ← AM (charts plot & NA)
 Not vert
 or disprop
 by FE 276 W



64 feet of water. The position is approximate. The source is N. to M. 28 of 1967.

Secondary Item #15B.

The proposed fish haven (uncharted) in lat. $30^{\circ}04.9'$, long. $88^{\circ}36.9'$ is reported to be one of four sunken wreck sites at which a permit has been issued to construct artificial fish havens. Each fish haven is to consist of about an acre of auto bodies, appliances, culvert pipe, oil pipeline, riprap, concrete rubble, etc., and is to be marked by a buoy. No wreck is charted at the above position. However, wrecks are presently charted at the remaining three sites and are discussed in Pre-Survey Review items numbers 54, 56, and 57. No progress report has been received. Source is Chart Letter 1453 of 1969.

SOUTHWEST PASS APPROACHES -- CHART 1116

Primary Item #18A.

An obstruction in lat. $28^{\circ}36'$, long. $89^{\circ}38'$ (approximate position) was reported struck by the M/V LIANDOS. This position plots near the center of the Safety Fairway approaching the Mississippi River Entrance. Source is L.N. to M. 43 of 1972.

Primary Item #19A.

A submerged obstruction in lat. $28^{\circ}49'$, long. $89^{\circ}25'$ has been reported to be the underwater remains of an oil drilling rig J. STORM II which burned. Nothing remains above the water surface. The position is approximate. Source is L.N. to M. 99 of 1972.

CALCASIEU PASS APPROACH -- CHART 1116

Secondary Item #16B.

A sunken wreck was reported to exist in approximate lat. $29^{\circ}26'49''$, long. $93^{\circ}04'49''$ covered by 40 feet of water. This wreck is unidentified. Source is L.N. to M. 63 of 1972.

Secondary Item #17B.

Three shoals were reported by Chart Letter 1764 of 1972 to exist in the following positions determined by LORAN:

<u>Lat.</u>	<u>Long.</u>	<u>Depth</u>
28°21.2'	92°27.6'	80 ft.
28°20.8'	92°27.5'	70 ft.
28°21.6'	92°27.1'	105 ft.

These shoal spots are reported by a diver to be 400 to 600 yards in diameter.

Secondary Item #18B.

The submerged wreck in lat. 28°32', long. 93°12' is the F/V WAHOO reported burned and sunk in 22 fathoms of water. The position is approximate. The source is L. N. to M. 19 of 1973.

ARANSAS PASS APPROACHES -- CHART 1117

Primary Item #20A.

The sunken wreck PD in approximate lat. 27°46.6', long. 97°03.1' has been reported to be a 40-foot boat sunk in 44 feet of water. Attempts to locate the wreck were unsuccessful. Source is L.N. to M. 10 of 1973.

Secondary Item #19B.

The sunken wreck PA in lat. 28°09', long. 96°27' has been reported to be the 72-foot vessel LYCO I which burned and sank. Source is L.N. to M. 9 of 1973.

3. With the addition of the above items, the Pre-Survey Review dated January 31, 1968, updated to May 17, 1971, of Charts 1115 and 1117 can be considered updated to April 10, 1973.

4. The Pre-Survey Review (of Chart 1116) dated January 31, 1968, and updated to November 28, 1969, June 23, 1971, and April 19, 1972, can now be considered updated to April 10, 1973.

5. Investigations to resolve pre-survey review items can be made in conjunction with routine area dragging with supplemental drag strips used as required to prove or disprove the existence of each item and to obtain final cleared depths over obstructions.

6. Any supplemental drag strips used to investigate pre-survey review items shall extend over the area within a radius of 1/2 mile from the charted positions. In the case of doubtful positions, PD or PA, investigations shall cover the area within one mile from reported positions except that investigations shall not exceed the limits of safe navigation for the RUDE/HECK and need not be extended extensively outside of the project limits.

7. All pre-survey review items shall be identified by divers, if possible, and cleared from two directions if not hung to eliminate the possibility of the ground wire passing over a slanting object. All hangs on obstructions shall be cleared as specified in Section 3-20, Wire Drag Manual. Obtain least depths by diver's hand lead or Bryson Gage to determine clearance drag depth.

8. Liaison shall be maintained with local fishermen and military authorities for the purpose of coordinating activities and determining additional reported obstructions to navigation. Any such additional items shall be made a part of these instructions. No work shall be done in restricted areas against the advice of military officials.

9. Results of the investigation for each item shall be reported to C32, through AMC, along with specific charting recommendations as soon as practicable after investigation is completed.

10. Receipt of this change shall be acknowledged.

Robert C. Munson
Robert C. Munson
Associate Director
Office of Marine Surveys
and Maps

ATTACHMENT IX
CHART CORRECTIONS

It is suggested that the following action be taken:

1. ITEM 59 - LAT. 30°10.80'N, LONG. 88°03.59'W - a charted wreck, should be removed from charts. - *Do not concur.*
2. ITEM 10B - a charted wreck at LAT. 30°11.79', LONG. 87°56.45' should be removed from the charts. - *Do not concur.*
3. F/V GRACIE L, a charted ^{wreck located in} ~~obstruction~~ at LAT. 30°07'^{18.8"}~~25'~~
LONG. 88°01'^{02.9"}~~05'~~ be recharted for a cleared depth of 52.5 feet
^{smooth} based on ~~predicted~~ tides. - *Concur*

See section 6. of the Modified Evaluation Report for charting recommendations.

ATTACHMENT X

GP'S TO BE PRINTED ON BOATSHEET

1.	DAUPHIN ISLAND WATER TANK, 1956	30°-15'-11.959" 88°-06'-44.901"
2.	SAND ISLAND LIGHTHOUSE, 1930	30°-11'-14.8260" 88°-03'-02.2355"
3.	DAUPHIN ISLAND ^{USAF} E. RADAR DOME, 1960	30°-14'-59.635" 88°-04'-42.266"
4.	DAUPHIN ISLAND ^{USAF} W. RADAR DOME, 1960	30°-14'-59.618" 88°-04'-43.026"
5.	MOBILE POINT C.G. RADIO TOWER, 1958	30°-13'-37.658" 88°-01'-24.859"
6.	PASS AUX _x HERONS RANGE ^C REAR LT.	30°-15'-27.780" 88°-12'-47.055"
7.	PASS AUX _x HERONS RANGE ^D REAR LT.	30°-16'-14.898" 88°-08'-59.653"
8.	DAUPHIN ISLAND BR. N. AERO OBST. LT.	30°-17'-21.201" 88°-07'-43.458"
9.	DAUPHIN ISLAND BRIDGE SOUTH AERO OBST. LIGHT	30°-17'-19.133" 88°-07'-42.450"
10.	WEEKS, 1935	30°-21'-41.859" 87°-50'-04.256"
11.	EDITH, 1935	30°-14'-19.726" 87°-53'-16.897"
12.	COLLINS, 1935	30°-14'-31.599" 87°-51'-16.497"

MAY 2 REC'D



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF CHARTING AND GEODETIC SERVICES
ROCKVILLE, MARYLAND 20852

April 29, 1986

N/CG243:GHM

TO: N/MOA232 - Rudolph D. Sanocki
FROM: N/CG243 - George H. Mastrogianis
SUBJECT: Rescission of Hydrographic Registry Number and REISSUE

The following hydrographic registry number, H-9452 WD, is rescinded this date by direction (N/MOA232 - R. Sanocki), and reissued as FE-276 WD.

RESCISSION

Registry No.

H-9452 WD

REISSUE

<u>Registry No.</u>	<u>Field No.</u>	<u>Area</u>	<u>Project No.</u>
FE-276 WD	RH-40-2-74	ALABAMA GULF OF MEXICO APPROACHES TO MOBILE BAY	OPR-479

cc:
N/MOA2x1 - Bouchard
N/MOA23 - MacFarland
N/MOP21 - Richards
N/CG24x2 - Wellman



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 8-18, 1974

HYDROGRAPHIC SHEET: R/H 40-2-74 ^{FE-276 WD} ~~H-9452~~

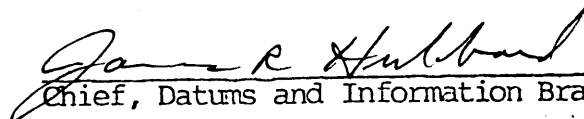
OPR: 479

Locality: Outside Mobile Bay Entrance, Alabama

Plane of reference (Gulf coast low water datum): 2.60
~~(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-276 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

ALABAMA (title)												1
GULF OF MEXICO (title)												2
MOBILE BAY (title)												3
												4
												5
												6
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												25

Approved:

Charles B. Hollister
 Chief Geographer - N/C42.5

MAY 8 1986

HYDROGRAPHIC SURVEY STATISTICS
 REGISTRY NO.: FE-276WD

Number of positions	310
Number of soundings	N/A
Number of control stations	8

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination	0	
Verification of Field Data	99	03 MAY 1986
Quality Control Checks	4	
Evaluation and Analysis	58	22 MAY 1986
Final Inspection	22	16 MAY 1986
TOTAL TIME	183	
Marine Center Approval		22 MAY 1986

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

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. ✓

(for) Allen M. Noble
CDR. L.E. Pickens
Commanding Officer
NOAA Ships RUDE & HECK

ATLANTIC MARINE CENTER
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-276WD

FIELD NO.: R/H-40-2-74

Alabama, Gulf of Mexico, Approaches to Mobile Bay

SURVEYED: July 8 through July 18, 1974

SCALE: 1:40,000

PROJECT NO.: OPR-479-RU/HE-74
& Change #1 to
OPR-479-RU/HE-73

SOUNDINGS: Wire Drag

CONTROL: Raydist DR-S
(Range-Range)
Visual
(Sextant Cuts)

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

Surveyed by.....W. M. Noble
.....K. F. VanTrain
.....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 hangs, groundings, a detached position and clearance depths over the hangs, groundings, and the assigned charted features were verified and are addressed in this report. Only the verified hangs, one detached position, and accompanying notes have been smooth plotted. Data not pertaining to the hangs, groundings, and the assigned charted features (Presurvey Review Items) has not been processed. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. Four plots of five verified hangs, one detached position, and accompanying notes were generated and are attached to this report. Other verified hangs, groundings, and clearance depths not smooth plotted are addressed in section 6. of this report. These plots are considered the final plots or smooth sheets for this survey.

c. This survey was originally registered as survey H-9452WD for which the registry number has subsequently been rescinded.

d. 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, 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 and calibration methods are adequately discussed in the Descriptive Report.

b. No shoreline was plotted on the smooth plots due to modified and limited processing. Shoreline, in the context of this survey, is not considered necessary in regard to nautical charting requirements.

3. HYDROGRAPHY

The only soundings taken on this survey are of reconnaissance value only and not suitable for charting except as "reported" soundings. See section I. of the Descriptive 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 deficiencies of this survey to adequately investigate and resolve some of the assigned items are noted since they impact charting recommendations made in section 6. of this report.

5. JUNCTIONS

This survey junctions with survey H-9374WD (1973), R/H-40-1-73. Since only modified and limited processing was accomplished on this survey, no junction was effected. Survey H-9374WD (1973) is considered a prior survey and is addressed in section 6. of this report.

6. COMPARISON WITH SURVEYS

a. PRIOR SURVEYS

H-8526 (1960) 1:10,000
H-8524 (1960) 1:10,000
H-6688 (1941) 1:40,000
H-4171 (1920) 1:80,000
H-4023a (1917-18) 1:40,000

These listed prior hydrographic surveys are common to all of the assigned Presurvey Review Items investigated

by the present survey. Assigned Presurvey Review Items #8B (AWOIS #2659), #10B (AWOIS #0445), #13B, #59 (AWOIS #3637), #60 (AWOIS #0449), and one grounding on the present survey are addressed as follows:

Assigned Presurvey Review Item #8B, presently AWOIS #2659 (the dangerous sunken wreck, PA of the F/V PEGGY G first reported by LNM No. 33 of 1969 and later by LNM No. 40 of 1969, charted in Latitude 30°12'N, Longitude 88°01'W) was not investigated by the present survey. It is recommended that this wreck be retained as presently charted.

Assigned Presurvey Review Item #10B (presently AWOIS #0445), the dangerous sunken wreck of a barge originating with NM No. 3 of 1920, position approximate, charted in Latitude 30°11.79'N, Longitude 87°56.45'W. The charted position was cleared by 38 feet in one direction only. Since the one nautical mile radius circle of search was not completed, this wreck is not disproved, however sufficient data was gained to change the charted notation from position approximate to position doubtful. It is recommended that this dangerous sunken wreck be retained as charted but with the "PD" notation. There is no conflict between present effective depths and prior hydrography within the common area.

3532
3/5/89
5/89
Assigned Presurvey Review Item #13B (presently no AWOIS number assigned) is the dangerous sunken wreck, position approximate, charted in Latitude 30°16.8'N, Longitude 88°03.6'W reported by NM No. 55 of 1972. Only one strip (H-Day, Strip #3) was run on this item and this strip was not useable due to uncontrollable lift as noted in section I. of the Descriptive Report. It is recommended that this dangerous sunken wreck, PA, remain as presently charted.

One small strip on the present survey partially covers assigned Presurvey Review Item #59 presently AWOIS #3637 (the dangerous sunken wreck (12 ft rep) of the TERRY LEE, position approximate, originating with NM No. 40 of 1957, charted in Latitude 30°10'54"N, Longitude 88°03'26"W) by an effective depth of 11 feet. This wreck was not found and no indications of a hang were noted. It is recommended that this dangerous sunken wreck (12 ft rep) remain as presently charted.

A detached position was taken by the present survey on the visible mast of assigned Presurvey Review Item #60 presently AWOIS #0449 (the dangerous sunken wreck of the U. S. Coast Guard Cutter MAGNOLIA, originating with NM No. 37 of 1945). The present survey located this visible mast in Latitude 30°12'46.8"N, Longitude 88°02'09.1"W which is approximately 70 meters south of the prior survey's position. This minor difference in present and prior

positions possibly could be due to the different methods of positioning or even some movement of the wreck as the area where this wreck lies is reported to have strong and swift currents. It is recommended that this wreck be charted as a dangerous sunken wreck in accordance with present survey but without the "mast" notation. A National Ocean Service hydrographic field party presently in the area reports the mast is no longer visible.

A grounding at 62 feet in Latitude 30°07'55"N, Longitude 88°01'10"W and cleared by 58 feet on H-9374WD (1973) is in prior depths of 63-64 feet. It is recommended that this grounding not be charted.

Assigned Presurvey Review Item #11B (two parts, presently AWOIS #0436 and #3603), the present survey hang on a sunken wooden vessel (presently AWOIS #3604), the four mud hangs and five groundings which are common to subsequent hydrographic survey H-10206 (1985) are deferred to the comparison with H-10206 (1985) in section 6.b. of this report. They are listed as follows:

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
AWOIS #0436	30°00'N	88°05'W
AWOIS # 3603 st	30°01'03.7"N	88°06'27.3"W
AWOIS #3604	30°01'16.5"N	88°07'10.6"W
Mud Hang	30°05'10"N	88°03'06"W
Mud Hang	30°04'47"N	88°02'38"W
Mud Hang	30°04'01"N	88°02'21"W
Mud Hang	30°04'00"N	88°04'55"W
Grounding	30°04'20"N	87°59'30"W
Grounding	30°03'42"N	88°05'26"W
Grounding	30°00'26"N	88°05'44"W
Grounding	29°59'46"N	88°03'53"W
Grounding	29°59'20"N	88°04'58"W

The sunken wreck of the F/V GRACIE L (presently AWOIS #3646) in Latitude 30°07'18.8"N, Longitude 88°01'02.9"W is addressed and charting recommendations made in the comparison with survey H-9374WD (1973) in section 6.c. of this report.

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

b. SUBSEQUENT SURVEY

H-10206 (1985) 1:40,000

Subsequent survey H-10206 (1985) is presently an unverified survey and comparisons were made with the final field sheet and Descriptive Report. This survey is common to both portions of Item #11B, the hang on a sunken wooden vessel, four mud hangs, and five groundings. The assigned item, hangs, and groundings are addressed as follows:

Presurvey Review Item #11B (AWOIS #0436), the nondangerous sunken wreck of the cargo ship TULSA, position approximate, in Latitude 30°00'N, Longitude 88°05'W, originating with the U. S. Navy 1957 Wreck List as item 821 was not located but the charted position was cleared by an effective depth of 78 feet in one direction. Subsequent depths at the charted position are 77 feet. Insufficient work was accomplished (the one nautical mile radius circle of search was not completed) to disprove this wreck, however sufficient work was accomplished to change the charting status of this wreck. It is recommended that this nondangerous sunken wreck be retained as charted but with the "PD" notation.

Presurvey Review Item #11B (AWOIS #~~3603~~ ⁵⁷⁶), an obstruction fish haven charted in Latitude 30°01.0'N, Longitude 88°06.5'W, believed found by the present survey is a hang on debris (chain, anchor, a cylindrical object, and railroad rails) which covers an area approximately 100 feet in diameter in Latitude 30°01'03.7"N, Longitude 88°06'27.3"W. This present survey hang on debris cannot be assured to be the described fish haven which was reported to be a sunken drydock. A side scan sonar investigation by survey H-10206 (1985) supports the findings of debris by the present survey. There were no apparent conflicts with present survey cleared depths and the findings of survey H-10206 (1985). This debris was hung at 69 feet, cleared by 67 feet, and is in subsequent depths of 79 feet. This fish haven is presently charted (1985) with a cleared by 11-fathom depth. It is recommended that this hang on debris (obstruction fish haven) be charted in accordance with the results of the present survey.

A sunken wreck (presently AWOIS #3604) of a wooden vessel was hung at 69 feet in Latitude 30°01'16.5"N, Longitude 88°07'10.6"W, cleared by 66 feet, and is in subsequent depths of 79 feet. The possibility exists that this wreck may be either the wreck of the cargo ship TULSA or the sunken drydock (Item #11B, AWOIS #0436 and #3603) but due to the diver's description and the extreme degree of deterioration it was not possible to make a determination and is considered doubtful that this wreck is either the TULSA or the sunken drydock. This wreck is presently charted (1985) as an 11₄-fathom cleared depth with a "Wk" notation. It is recommended that this sunken wreck be charted as a wreck with a cleared by wire drag depth of 11 fathoms.

A mud hang (not diver verified) at 68 feet in Latitude 30°05'10"N, Longitude 88°03'06"W and cleared by 67 feet on H-9374WD (1973) is in subsequent depths of 69 feet. It is recommended that this mud hang not be charted as no conflict exists.

A mud hang (not diver verified) at 66 feet in Latitude 30°04'47"N, Longitude 88°02'38"W and not cleared is in subsequent depths of 70 feet. It is recommended that this mud hang be charted as a 66-foot sounding in accordance with the results of the present survey.

A mud hang (diver verified) at 68 feet in Latitude 30°04'01"N, Longitude 88°02'21"W and cleared by 67 feet is in subsequent depths of 71 feet. It is recommended that this mud hang not be charted as insufficient conflict exists.

A mud hang (diver verified) at 69 feet in Latitude 30°04'00"N, Longitude 88°04'55"W and cleared by 67 feet is in subsequent depths of 74 feet. A 70-foot shoal exists on this subsequent survey approximately 500 meters northeast of this hang and the possibility exists that this shoal may have migrated due to the currents in the area during the 11 years between the present and subsequent surveys. It is recommended that this mud hang be charted as a 69-foot sounding in accordance with the results of the present survey.

A grounding at 62-64 feet in Latitude 30°04'20"N, Longitude 87°59'30"W and partially cleared by 49 feet, 56 feet, 60 feet, and 61 feet on H-9374WD (1973) is in subsequent depths of 57-62 feet. It is recommended that this grounding not be charted.

A grounding at 69 feet in Latitude 30°03'42"N, Longitude 88°05'26"W and not cleared is in subsequent depths of 69 feet. It is recommended that this grounding not be charted.

A grounding at 79 feet in Latitude 30°00'26"N, Longitude 88°05'44"W and not cleared is in subsequent depths of 77 feet. It is recommended that this grounding not be charted.

A grounding at 79 feet in Latitude 29°59'46"N, Longitude 88°03'53"W and not cleared is in subsequent depths of 72 feet. The upright was set too deep and shoaling has occurred over the years in this area. It is recommended that this grounding not be charted.

A grounding at 84 feet in Latitude 29°59'20"N, Longitude 88°04'58"W and not cleared is in subsequent depths of 83 feet. It is recommended that this grounding not be charted.

It is the intent of the present survey only to supplement subsequent hydrography of survey H-10206 (1985).

c. WIRE DRAG SURVEY

H-9374WD (1973) 1:40,000

Prior wire drag survey H-9374WD (1973) is not common to any of the assigned items but is common to the clearance work accomplished on the present survey in the fairway anchorage area and the sunken wreck of the F/V GRACIE L (presently AWOIS #3646). This wreck, two groundings, and a mud hang are common to this prior survey. The two groundings and the mud hang are adequately addressed in sections 6.a. and 6.b. of this report.

The sunken wreck of the F/V GRACIE L (AWOIS #3646) was originally located on this prior survey with a hang depth of 54 feet and a clearance depth of 24 feet. The present survey re-hung this wreck in Latitude 30°07'18.8"N, Longitude 88°01'02.9"W at a hang depth of 62 feet and obtained a clearance depth of 52½ feet. The greater clearance depth obtained by the present survey is due to the mast of the wreck being broken off (verified by divers). The current (1985) chart has a 52½-foot cleared depth with a "Wk" notation charted for this wreck. It is recommended that this sunken wreck be retained as charted in the present survey position.

7. COMPARISON WITH CHARTS 1115 (17th Ed., July 7, 1973)
1266 (27th Ed., Nov. 17, 1973)
11360 (29th Ed., June 15, 1985)
11376 (38th Ed., Oct. 26, 1985)
11378 (21st Ed., Mar. 22, 1986)

a. HYDROGRAPHY

The charted hydrography originates with the previously discussed prior surveys and miscellaneous sources not readily available. The previously discussed prior surveys require no further consideration. The sources of all assigned items are adequately described in Change No. 1 (dated April 16, 1973) to the Project Instructions OPR-479-RU/HE-73 (dated January 26, 1973). This change is contained in the Descriptive Report for reference. All necessary comparisons with charted features and hydrography are adequately addressed in section 6. of this report. As only modified and limited processing was accomplished on this survey, only the verified data relevant to dangers found and charted dangers were used in these comparisons.

b. Aids To Navigation

One fixed aid to navigation was used as a visual control station and was listed in Attachment I of the Descriptive Report during verification. One fixed aid to navigation was used for Raydist calibrations. Two other

fixed aids to navigation are listed in Attachment X. of the Descriptive Report. All four fixed aids to navigation were verified during modified processing. Three floating aids to navigation were located by this survey as noted in Attachment III. 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.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing except as noted in section 6. of this report in regard to criteria for disapproval of assigned items.

9. ADDITIONAL FIELD WORK

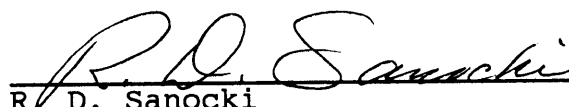
In general, the adequacy of this survey was not considered during modified processing except as it serves charting needs. Additional field work is recommended on Presurvey Review Items #8B (AWOIS #2659), #10B (AWOIS #0445), #11B (AWOIS #0436), #13B, and #59 (AWOIS #3637) as insufficient work was accomplished for resolution of these items. Also additional field work is recommended on the mud hang at 66 feet in Latitude 30°04'47"N, Longitude 88°02'38"W and the mud hang at 69 feet in Latitude 30°04'00"N, Longitude 88°04'55"W as these mud hangs are in conflict with both prior and subsequent hydrography.

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

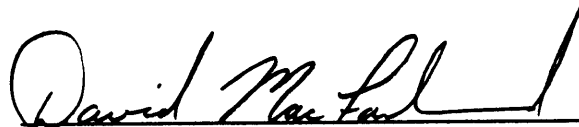
INSPECTION REPORT
FE-276WD

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 22, 1986



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

88° 04'

88° 02'

88° 00'

87° 58'

30° 14'

30° 14'

mast



← Detached position

Visible mast - Wreck of USCG Cutter "MAGNOLIA"

30° 12'

30° 12'

FE-276 WD
ALABAMA
GULF OF MEXICO
APPROACHES TO MOBILE BAY
JULY 8-18, 1974
SCALE = 1:40,000
SHEET 1 OF 4
INVESTIGATION OF ITEM 60

30° 10'

30° 10'

88° 04'

88° 02'

88° 00'

87° 58'

88°04'

88°02'

88°00'

87°58'

30°08'

30°08'

62

← Hang at 62 ft
Cleared by 52 1/2 ft
Wreck - F/V "GRACIE L"

30°06'

30°06'

FE-276WD

ALABAMA

GULF OF MEXICO

APPROACHES TO MOBILE BAY

JULY 8-18, 1974

SCALE = 1:40,000

EFFECTIVE DEPTHS IN FEET AT

GULF COAST LOW WATER DATUM

SHEET 2 OF 4

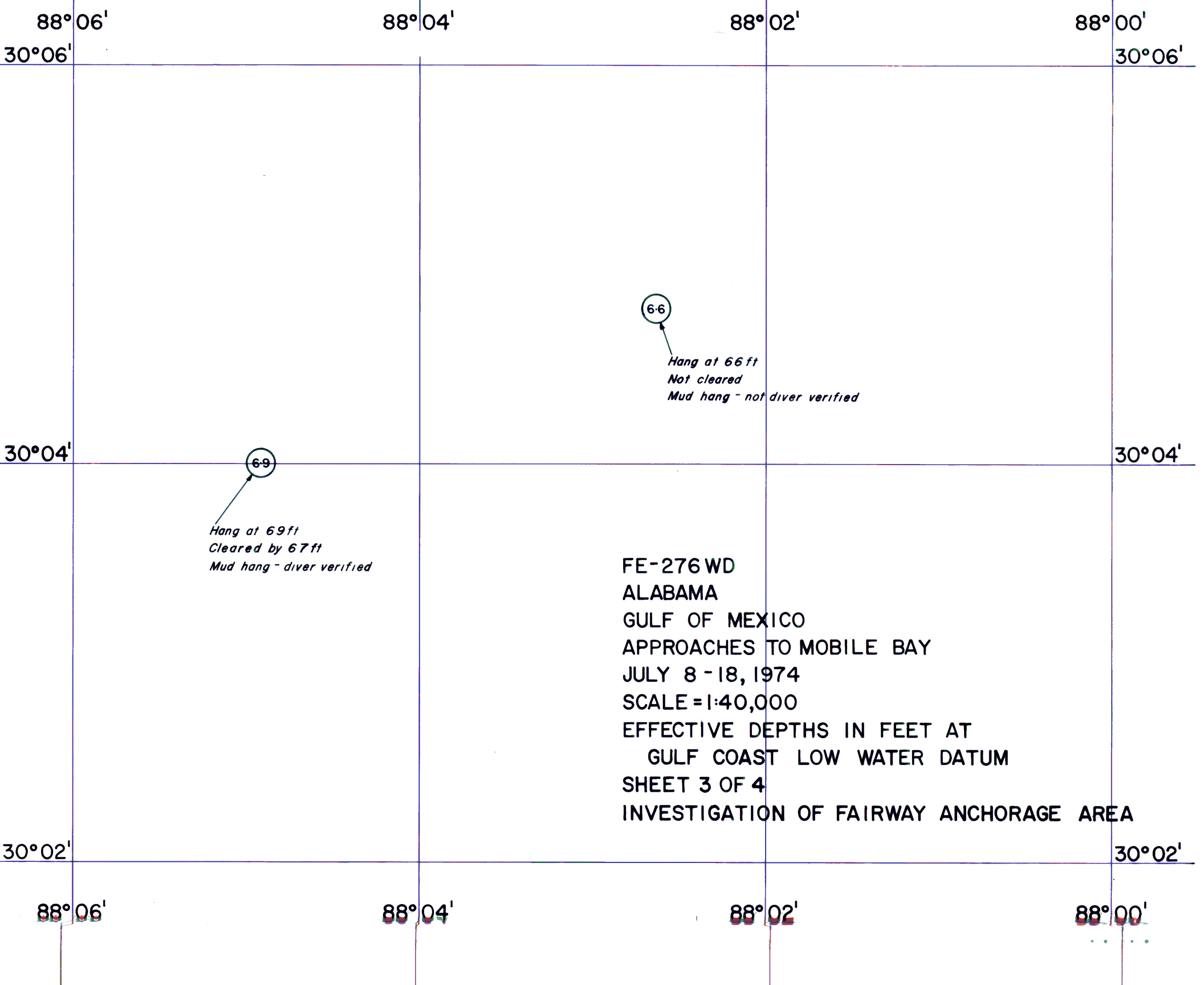
INVESTIGATION OF THE WRECK F/V "GRACIE L"

88°04'

88°02'

88°00'

87°58'



69

*Hang at 69 ft
Cleared by 67 ft
Mud hang - diver verified*

66

*Hang at 66 ft
Not cleared
Mud hang - not diver verified*

FE-276WD
ALABAMA
GULF OF MEXICO
APPROACHES TO MOBILE BAY
JULY 8-18, 1974
SCALE=1:40,000
EFFECTIVE DEPTHS IN FEET AT
GULF COAST LOW WATER DATUM
SHEET 3 OF 4
INVESTIGATION OF FAIRWAY ANCHORAGE AREA

88°08'

88°06'

88°04'

88°02'

30°02'

30°02'

6-9

Hang at 69 ft
Cleared by 66 ft
Wreck - wooden vessel

6-9

Hang at 69 ft
Cleared by 67 ft
Debris (chain, anchor, a cylindrical object, and railroad rails) - approximately
100 ft in diameter - assumed to be a fish haven

30°00'

30°00'

FE-276WD
ALABAMA
GULF OF MEXICO
APPROACHES TO MOBILE BAY
JULY 8-18, 1974
SCALE = 1:40,000
EFFECTIVE DEPTHS IN FEET AT
GULF COAST LOW WATER DATUM
SHEET 4 OF 4
INVESTIGATION OF ITEM IIB

88°08'

88°06'

88°04'

88°02'

Published from
Department of
S.C. 403 and
is subject to
the views of
termination.
ese fairways.

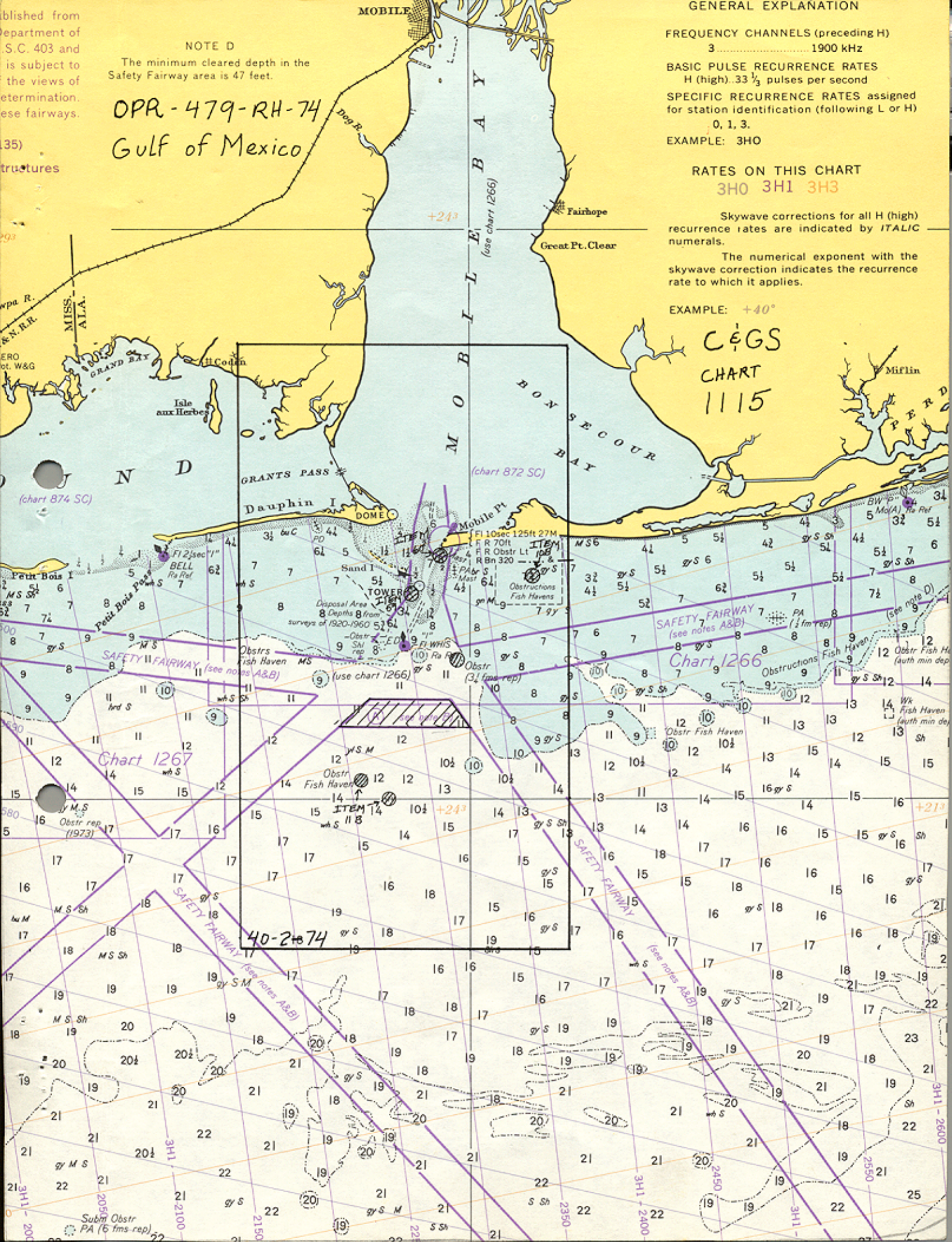
NOTE D
The minimum cleared depth in the
Safety Fairway area is 47 feet.

OPR-479-RH-74
Gulf of Mexico

GENERAL EXPLANATION
FREQUENCY CHANNELS (preceding H)
3 1900 kHz
BASIC PULSE RECURRENCE RATES
H (high). 33 1/3 pulses per second
SPECIFIC RECURRENCE RATES assigned
for station identification (following L or H)
0, 1, 3.
EXAMPLE: 3H0

RATES ON THIS CHART
3H0 3H1 3H3
Skywave corrections for all H (high)
recurrence rates are indicated by *ITALIC*
numerals.
The numerical exponent with the
skywave correction indicates the recurrence
rate to which it applies.
EXAMPLE: +40°

C&GS
CHART
1115



40-2 to 74

SAFETY FAIRWAY
(see notes A&B)
Chart 1266

Chart 1267

SAFETY FAIRWAY
(see notes A&B)

SAFETY FAIRWAY
(see notes A&B)

3H1 - 2600

3H1 - 2400

3H1 - 2100

2150

2150

2150

2150

2150

2150

2150

2150

2150

2150

2150

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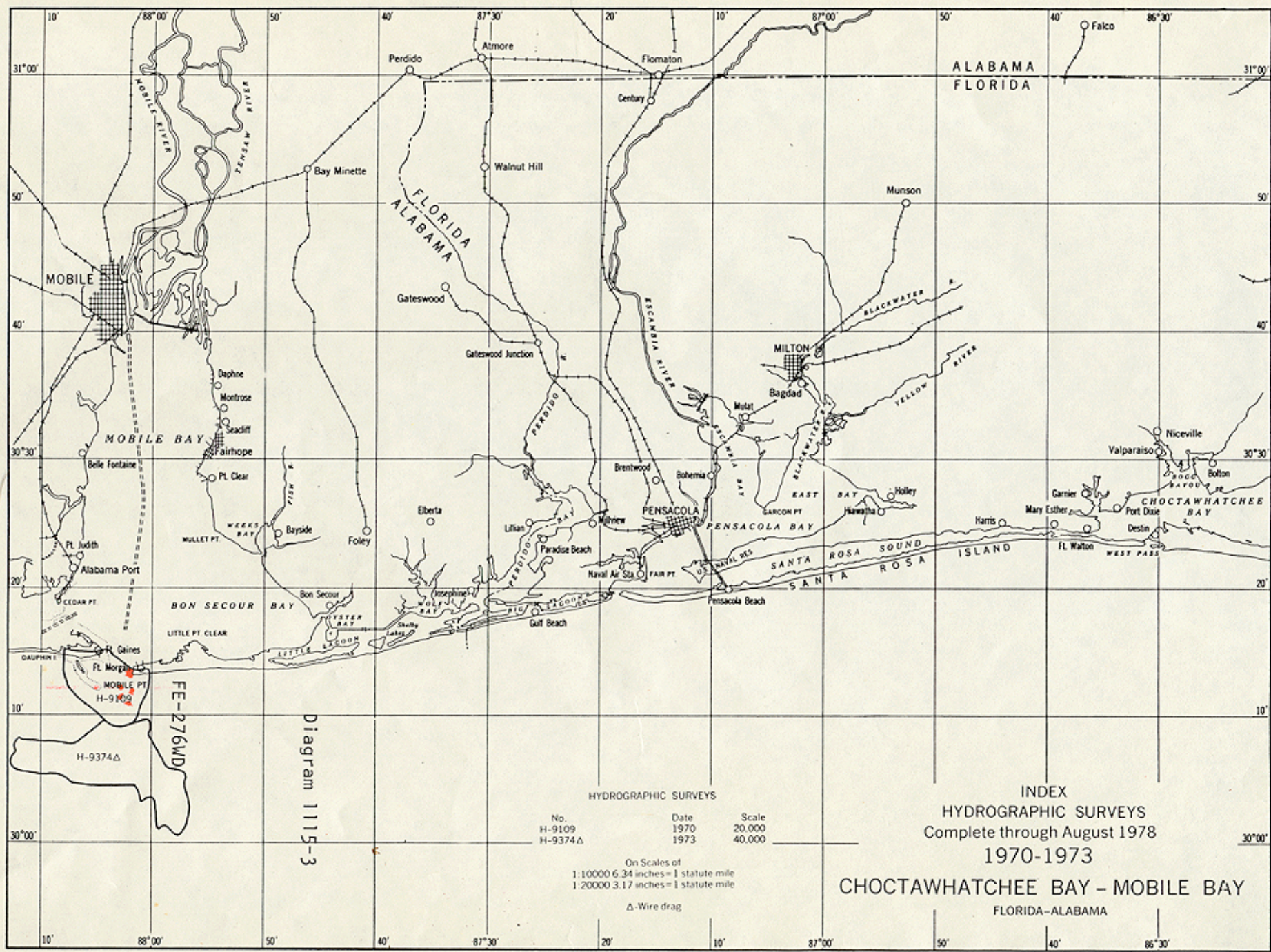


Diagram 1115-3

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

INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978
1970-1973

CHOCTAWHATCHEE BAY - MOBILE BAY
FLORIDA-ALABAMA

RECORD OF APPLICATION TO CHARTS
MARINE CHART BRANCH

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-276WD

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
411	10-14-86	D. Wylie	Signed Via
<p>Diagram No. 1115-3</p> <p>NOAA FORM 76-35A</p> <p>Full Part Before After Marine Center Approval</p> <p>U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SURVEY</p>			
11376	12-19-86	Pearce Hunt	Signed Via
<p>DESCRIPTIVE REPORT</p>			
11378	12-6-90	William Hunt	Signed Via
<p>Wire Drag</p> <p>Type of Survey</p>			
11360	5/4/93		Signed Via
<p>R/H-40-2-74</p> <p>Field No.</p> <p>FE-276WD No. 47</p> <p>Office No.</p>			
11006	5/5/93		Signed Via
<p>LOCALITY 38 EX, NC</p> <p>Alabama</p> <p>State</p> <p>Gulf of Mexico</p> <p>General Locality</p> <p>Approaches to Mobile Bay</p> <p>Locality</p>			
<p>1974</p> <p>Full Part Before After Marine Center Approval</p> <p>Signed Via</p> <p>CHIEF OF PARTY</p> <p>CDR L.E. Pickens</p>			
<p>LIBRARY & ARCHIVES</p> <p>Full Part Before After Marine Center Approval</p> <p>Signed Via</p> <p>June 25, 1986</p> <p>DATE</p> <p>Full Part Before After Marine Center Approval</p> <p>Signed Via</p>			

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

} see Record of Application
for sign off