

FE278

WIRE DRAG

Diagram No. 1001-3

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-20-4-74
Office No..... FE-278WD

LOCALITY

State Florida
General Locality .. Atlantic Ocean
Locality Offshore Crescent Beach

1974

CHIEF OF PARTY
CDR R.A. Ganse

LIBRARY & ARCHIVES

DATE August 26, 1986

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

ACPG + Area 3

CHTS:

- A11485A
- A11486
- M11480

} for Sign-off see "Record
of Application

FE278
WIRE DRAG

HYDROGRAPHIC TITLE SHEET

FE-278WD

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.

R/H 20-4-74 ✓

State FLORIDA ✓

General locality ~~ST. AUGUSTINE~~ *Atlantic Ocean* ✓

Locality ^{*Offshore*} ~~CRESENT BEACH~~ ✓

Scale 1:20,000 ✓

Date of survey OCT. 29 - 30, 1974 ✓

Instructions dated AUGUST 2, 1974 ✓

Project No. SP-AMC-6-RU/HE-74 ✓

Vessel NOAA SHIPS RUDE(ASV 90) AND HECK(ASV 91) ✓

Chief of party CDR. R.A. GANSE ✓

Surveyed by CDR. R.A. GANSE, LCDR. W.M. ^NNOBLE, LTJG VANTRAIN, ENS. ALBERTSON ✓

Soundings taken by ~~echo-sounder, hand lead, XXX~~ *wire drag* ✓

Graphic record scaled by N/A

Graphic record checked by N/A

Protracted by Evaluation and Analysis Group, AMC

^{*Effective Depths*} ~~Soundings~~ penciled by Evaluation and Analysis Group, AMC

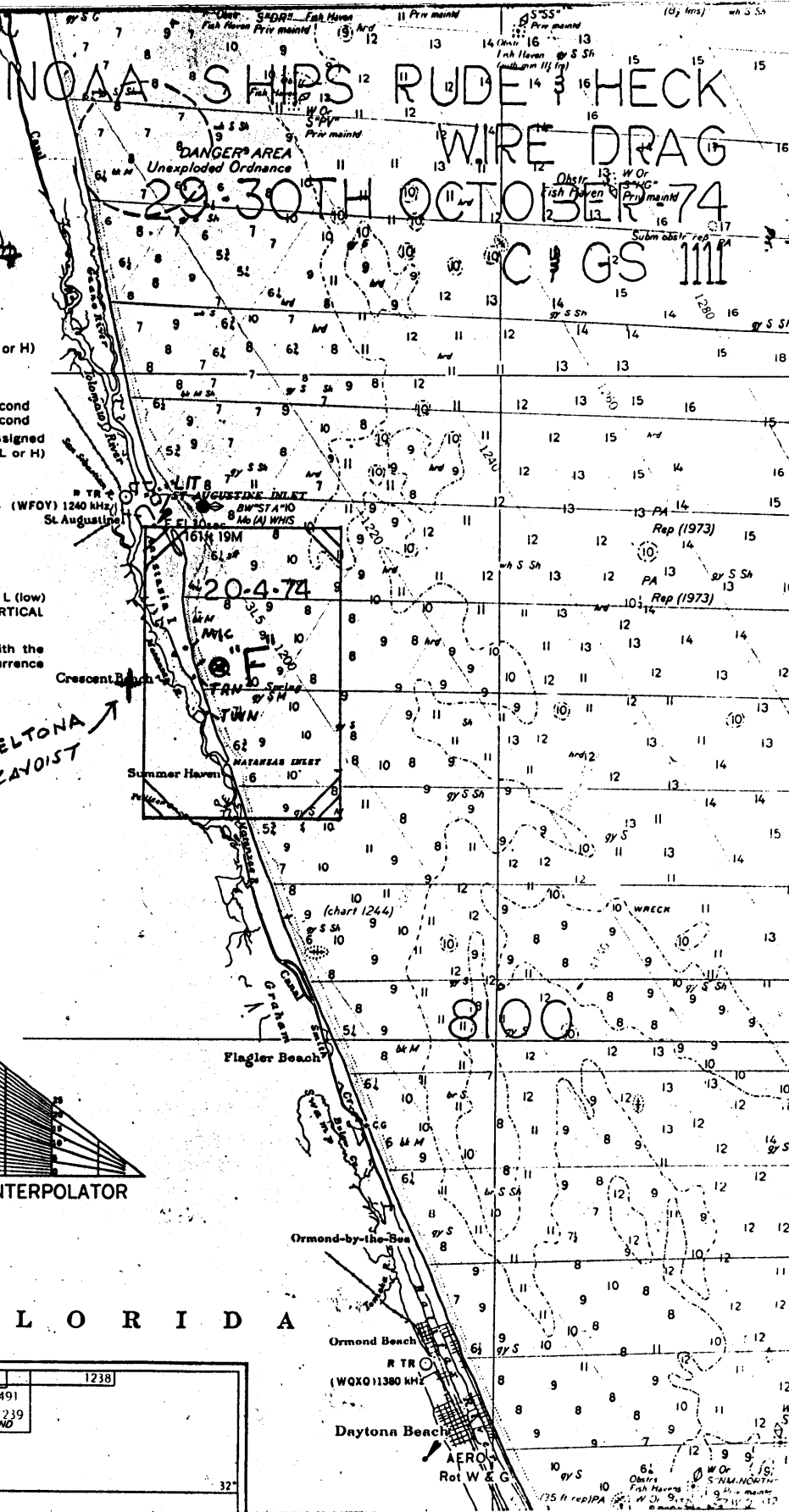
^{*Effective Depths*} Soundings in ~~XXXX~~ feet at MLW ~~XXXX~~ PREDICTED TIDES (smooth tides)

REMARKS:

UNO13/SURF GMSM 10/3/86

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"HORSE RAYDIT BEING USED BY LAUNCH"

LORAN
GENERAL EXPLANATION

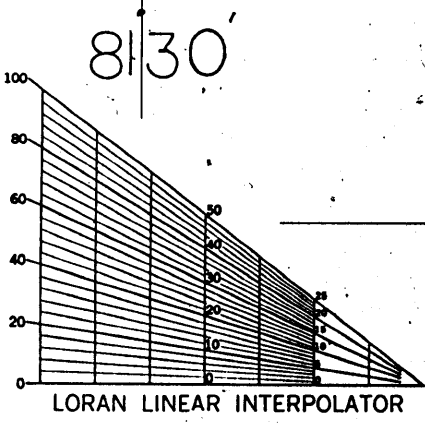
- FREQUENCY CHANNELS (preceding L or H)
3.....1900 kHz
- BASIC PULSE RECURRENCE RATES
L (low)...25 pulses per second
H (high)...33 1/3 pulses per second
- SPECIFIC RECURRENCE RATES assigned for station identification (following L or H)
5, 6, 7
- EXAMPLE: 3L5

RATES ON THIS CHART (WFOY) 1240 kHz (St. Augustine)
3L5 3H6 3L1

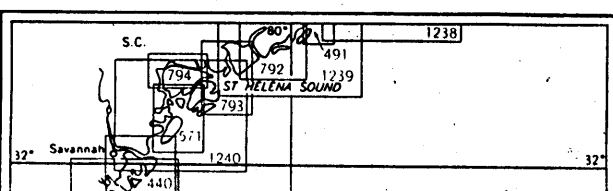
Skywave corrections for all L (low) recurrence rates are indicated by VERTICAL numerals.

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

EXAMPLE: -53H



F L O R I D A



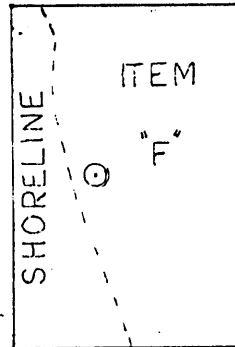
8100

20-4-74

NOAA SHIPS RUDE HECK WIRE DRAG
29 30TH OCTOBER 74
CUGS III

8130

3000'



+29°30'

8100'

PROGRESS SKETCH

⊙ ITEM WORKED

SP AMC 6 74; 20 4 74

WIRE DRAG: ITEM F

EAST COAST OF FLORIDA

NOAA SHIPS RUDE & HECK

R.A. GANSE, CHIEF OF PARTY

OCTOBER 1974

SCALE 1:449,659; C & GS CHART 1111

DESCRIPTIVE REPORT ✓
TO ACCOMPANY FE-278WD
WIRE DRAG FIELD NUMBER RH-20-4-74 ✓
PROJECT SP-AMC-6-74 RU/HE-74
Offshore Crescent Beach ST. AUGUSTINE, FLORIDA ✓
ITEM "F" ✓
CDR R.A. GANSE ✓

A. AUTHORITY

This project was authorized under Project Instructions SP-AMC-6-RU/HE-74, Wire Drag, Southeast Coast Investigations, dated 2 August 1974, and Change #1 dated 20 August 1974. ✓

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this project was to investigate Item "F" charted on C&GS Chart 1244, in latitude $29^{\circ}46.7'$, longitude $81^{\circ}14.05'$. This report covers all work completed on this item. The locality, covered by C&GS Charts 1244 and 1111 is as follows: sheet layout is from latitude $29^{\circ}40'N$ to $29^{\circ}53'N$, and longitude $81^{\circ}08'W$ to $81^{\circ}18'W$. The item was done on a scale of 1:20,000 using visual control. ✓

C. CONTROL AND SHORELINE

Visual control was used to investigate this item. The visual objects used for control were as follows: St. Augustine Lighthouse which was called "LIT"; the tank at Crescent Beach, which was called "TAN"; the southeast corner of Trade Winds Condominium, which was called "TWN"; and the banner on Mickler Hotel on Butler Beach, which was called "MIC". Shore line was transferred from the largest scale nautical chart. For further information on the objects used see Attachment I. - *For correct names of visual signals see Attachment I.* ✓

D. DATE OF SURVEY

Operations for SP-AMC-6-RU/HE-74, (Sheet RU/HE-20-4-74) commenced on 29 October 1974 and terminated on 30 October 1974. ✓

E. TIDAL REDUCERS - *Smooth tides have been applied to all verified data.* Field reduction of data was done using predicted tides. The tides are taken from Mayport, Florida (found in Tide Tables 1974, page 108), and are referenced to St. Augustine Inlet. Smooth tides will be requested by us, from the Rockville Office and will be sent to AMC. All changes to this boatsheet concerning smooth tides will be done at AMC. Attachment VA shows the predicted tides used for work on this item. ✓

F. JUNCTIONS FE-278WD

This boatsheet, (RU/HE-20-4-74) junctioned with no other sheet. ✓
Survey A

G. SPLITS

No splits occurred on this survey.

H. GROUNDINGS AND HANGS

1. A Day Strip I. The purpose of this drag was to clear the western half of the area. A hang occurred on an object by buoy #4. Divers investigated the hang and reported the wire was hung on a coral head which was lying in about 45 feet of water with a least depth of 40 feet (depth determined by use of wrist depth gage). The location was latitude $29^{\circ}46'58''$ and longitude $81^{\circ}14'21''$. The hang was cleared to a least depth, with predicted tides, of 37 38.5 feet on B Day Strip II. ~~This item is not considered a hazard to navigation and does not need to be charted.~~ - Do not concur. See section 6.6. of the Modified Evaluation Report.

2. B Day Strip I. The purpose of this drag was to clear an area north of the charted position for Item F, then hang from another direction the coral head found on A Day. The hang occurred in the same vicinity as the hang from A Day Strip I. The location of this hang was latitude $29^{\circ}46'33''$ and longitude $81^{\circ}14'25''$. Divers investigated this hang and reported another coral head lying in 47 feet of water with a least depth of 42 feet (depth determined by the use of a wrist depth gage). This obstruction was cleared by a drag ran on B Day Strip II to a least depth of 38.5 feet, using predicted tides. ~~This obstruction is not considered a hazard to navigation and does not need to be charted.~~ - Do not concur. See section 6.6. of the Modified Evaluation Report.

3. B Day Strip III. This hang was the same ~~obstruction~~ ^{coral head} which was encountered on B Day Strip I.

The following occurrences should be noted when verifying this survey:

A Day Strip I (29 October 74)

1. Between positions 5 and 7 the HECK (END VESSEL) had drifted to the west over a shoal area, causing its end buoy (FOXTROT) to go aground. The HECK changed course to correct the problem.

2. At the beginning of the drag, visual control signals were set up as follows: #1 (LIT) was the right object; #4 (TAN) was the center object; #5 (TWN) was the left object; #3 (MIC) was the check using #3 - #4 as the check angle. At fix #10 the HECK (END VESSEL) changed their check angle to #1 - #4 (LIT-TAN) and their right angle became #3 - #4 (MIC-TAN).

3. B Day Strip I and II

The same visual control signals were used at the start of these drags as previously stated on A Day Strip I. The HECK (END VESSEL), instead of using #1 - #4 (LIT-TAN) as their check angle, shot a bearing to #4 (TAN) as their check.

During office processing all three hangs plotted in almost exactly the same position. The very minor differences could not be cartographically shown at the scale of the survey much less the charting scale. The possibility does exist that more than one coral head exists but for practical and charting purposes only one feature is shown.

I. GENERAL NOTES

Prior to the drag the visual control stations were set up as follows; #1 St. Augustine Lighthouse (LIT) was the right object; #4 the tank at Crescent Beach (TAN) was the center object; #5 the southeast corner of the Tradewinds Condominium (TWN) was the left object. #3 the banner on Micklers Hotel on Butlers Beach (MIC) was the check object. Any change from this has been noted so by each drag. Further information on signals can be found in Attachment I.

J. CURRENTS

The results of current test are generally discussed in the journal section of the record volumes and are tabulated in Attachment III of this report. The limited data gathered during this investigation did not lead to any conclusion as to their nature. Prior to each drag a current test was conducted. By setting the tester to the approximate depth of the drag and noting the time it enters the water and the time it is retrieved, velocity of the current was determined.

K. DISCREPANCIES AND COMPARISONS WITH RECENT SURVEYS AND CHARTS

The hydrography for this area had been done prior to this survey by AHP-1257 (High Speed Launch) on 11 July 1974. Drag depths were determined by applying predicted tides to the hydro done by AHP-1257 (see Attachment V-B) for hydro done in this area.
See sections 6. and 7. of the Modified Evaluation Report.

L. PERSONNEL AND EQUIPMENT

During this survey the RUDE acted as GUIDE VESSEL and the HECK as END VESSEL. Both vessels were equipped with Raytheon DE-723 Fathometers. The launches acted as drag tenders. Bearings to end buoys and to opposite vessels were made on the Sperry Gyro Repeaters. The angles cut to visual control objects were done using a sextant. Standard wire drag equipment was used throughout the survey.

Officers aboard during work on this survey included: CDR R.A. Ganse, LCDR W.M. Noble, LTJG K.F. VanTrain, ENS G.M. Albertson, and ENS C.E. Mericas

M. MISCELLANEOUS

A new method for keeping the tender tester records was adopted. The launch continued to send in the data to the RUDE as if the tester was always set at zero. The RUDE corrected the difference, if any, and recorded it into a bound book labeled "Smooth Tender Tester Record". At the end of each day the launch tester sheets were checked with the smooth tester log.

N. SUMMARY

While working this area an attempt was made to keep the ground wire no more than two feet off the bottom. Most of the tests showed tester on bottom (TOB). Eventhough these tests are not valid they still show that the wire is close (within two feet) of the bottom.

Concur - See section 7. of the Modified Evaluation Report.

0. RECOMMENDATIONS

It is recommended that Item "F", a 28 foot depth on Chart 1244 in latitude $29^{\circ}46.70'$, longitude $81^{\circ}14.0'$, be removed from the chart. A one mile diameter ^{circle} was cleared around this item with a least depth of 37.6 feet and a maximum of 44.0 feet, with ~~pre-~~dicted tides. This item is considered complete. - Concur.

smooth

SUBMITTED,

Michael Albertson, ENS. NOAA

9. MICHAEL ALBERTSON, ENS. NOAA

LIST OF ATTACHMENTS

I

- A. VISUAL CONTROL SIGNALS
- B. VISUAL CONTROL SIGNALS SOURCE

II

LIST OF GROUNDINGS AND HANGS

III STATISTICS

* IV

PROJECT INSTRUCTIONS

- 1. PROJECT INSTRUCTIONS DATED AUGUST 2, 1974
- 2. CHANGE #1 DATED AUGUST 20, 1974

* V

- A. TIDES
- B. AHP 1257: PRESURVEY HYDROGRAPHY

* VI

- PARAMETERS
- 1. BOATSHEET REQUEST

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

ATTACHMENT

I

A. VISUAL CONTROL SIGNALS ✓

<u>STATION</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>	<u>REMARKS</u>
ST. AUGUSTINE LIGHTHOUSE (#1), 1882	29° 53' 06.715" ✓	81° 17' 19.449" ✓	"LIT"
MICKLER SIGNAL (#3), 1973	29° 47' 42.278" ✓	81° 15' 36.612" ✓ <i>field position</i>	"MIC"
CRESCENT BEACH TANK (#4), 1973	29° 46' 21.141" ✓	81° 15' 19.182" ✓ <i>field position</i>	"TAN"
SE CORNER TRADE WINDS CONDOMINIUM (#5), 1973	29° 44' 39.813" ✓	81° 14' 36.365" ✓ <i>field position</i>	"TWN"

MERCATOR COORDINATES TO GEOGRAPHIC POSITION

STATE NO./ZONE
1 / FLORIDA

STATION
NAME

X

Y

LATITUDE

LONGITUDE

~~418993.70 1977219.41 29° 46' 21.141" 81° 15' 19.182"~~

~~418993.70 1977219.41 29° 46' 21.141" 81° 15' 19.182"~~

~~418993.70 1977219.41 29° 46' 21.141" 81° 15' 19.182"~~

4 ^{TAN} CRESCENT BEACH TANK, 1973 CENTER OBJECT
418993.70 1977219.41 29° 46' 21.141" ✓ 81° 15' 19.182" ✓

~~418993.70 1977219.41 29° 46' 21.141" 81° 15' 19.182"~~

3 MICKLER SIGNAL, 1973 MIC LETTER
411476.12 1985418.61 29° 47' 42.278" ✓ 81° 15' 36.612" ✓

5 SE CORNE TRADEWINDS COND., 1973 TOWER LEFT OBJ
422745.60 1966975.92 29° 44' 39.813" ✓ 81° 14' 36.365" ✓

6 C/L ELEV. SUNDECK
424582.86 1961689.76 29 43 47.519 81 14 15.400

7 WHITE DOME 1600 SHAPED COTTAGE
429631.16 1947584.35 29 41 21.976 81 13 17.834

9 PLANKED ROOF HOUSE
429060.92 1949621.68 29 41 48.135 81 13 24.276

8 MAKIRELAND SIGN
432219.14 1939650.85 29 40 9.582 81 12 48.327

~~432219.14 1939650.85 29 40 9.582 81 12 48.327~~

~~440984.50 1916219.84 29 36 17.665 81 11 8.542~~

~~448116.71 1900166.64 29 33 39.024 81 10 0.965~~

~~449826.49 1893301.94 29 32 30.905 81 9 28.025~~

~~452668.92 1886192.55 29 31 26.597 81 8 55.751~~

~~444110.50 1906877.85 29 34 45.22 81 10 32.969~~

~~459070.05 1870212.51 29 28 42.427 81 7 42.862~~

~~471211.86 1953339.46 29 42 30.84 81 13 45.203~~

#1 = ST. AUGUSTINE L. HOUSE, 1882 29° 53' 06.715" ✓ LIT - RIGHT OBJ.
81° 17' 19.449" ✓

#2 NAVAL RESERVE 29° 53' 04.680" ✓

WATER TANK, 1933 81° 17' 14.520" ✓

FOUNDINGS AND HANGS

POSITION NO. DAY LETTER	BUOY NO.	LAT.	LONG.	GROUND EFF. DEPTH	CLEARED BY DAY STRIP NO.	CLEARED EFF. DEPTH	SOUNDING	CHARTED DEPTH	REMARKS
A	4	29° 46' ^{10.35"} 58	81° 14' ^{07.65"} 2		B-2	³⁷ 38.5			CORAL HANG, LEAST DEPTH BY DIVERS, 40 FEET
B	4-5	29° 46' ^{10.35"} 8	81° 14' ^{07.65"} 2		B-2	³⁷ 38.5			CORAL HANG, LEAST DEPTH 42 FEET.
B	1-2	29° 46' ^{10.35"} 58	81° 14' ^{07.65"} 2		B-2	³⁷ 38.5			SAME AS A DAY STRIP I

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Date: 06/20/86

Marine Center: Atlantic

OPR: SP-AMC-6-RU/HE-74

Hydrographic Sheet: R/H 20-04-75 (FE-278)

Locality: Off Crescent Beach, Florida East Coast

Time Period: October 29-30, 1974

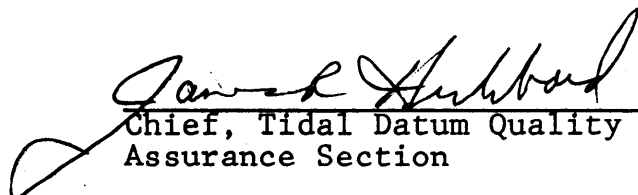
Tide Station Used: 872-0576 St. Augustine, FL

Plane of Reference (Mean Low Water): 1.53 ft.

Height of Mean High Water Above Plane of Reference: 4.5 ft.

Remarks: Recommended Zoning:

For item located at latitude 29°46.7'N, longitude 81°14.0'W,
zone direct.


Chief, Tidal Datum Quality
Assurance Section

GEOGRAPHIC NAMES

FE-278WD

Name on Survey	<div style="display: flex; justify-content: space-between;"> 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 </div>											
	ATLANTIC OCEAN (title)											
CRESCENT BEACH (title)												2
FLORIDA (title)												3
												4
												5
												6
												7
												8
												9
												10
												11
												12
												13
												14
												15
												16
												17
									Approved:			18
									<i>Charles E. Harrington</i>			19
									Chief Geographer - N/C92x5			20
									AUG 8 1986			21
												22
												23
												24
												25

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-278WD

Number of positions	102
Number of soundings	N/A
Number of control stations	4

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination		
Verification of Field Data	77	28 JUN 1986
Quality Control Checks		
Evaluation and Analysis	17	13 AUG 1986
Final Inspection	2	12 AUG 1986
TOTAL TIME	96	
Marine Center Approval		14 AUG 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. ✓

R.A. Ganse

CDR R.A. Ganse
Commanding Officer
NOAA Ships RUDE & HECK

ATLANTIC MARINE CENTER
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-278WD

FIELD NO.: R/H-20-4-74

Florida, Atlantic Ocean, Offshore Crescent Beach

SURVEYED: October 29 through 30, 1974

SCALE: 1:20,000

PROJECT NO.: SP-AMC-6-R/H-74

SOUNDINGS: Wire Drag

CONTROL: Visual
(Sextant Fixes on
Shore Signals)

Chief of Party.....R. A. Ganse

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 the verified hang and the accompanying note has been smooth plotted. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. A plot of the 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.

c. 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. Positioning methods are adequately discussed in the Descriptive Report.

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

3. HYDROGRAPHY

No sounding data was collected during this survey.

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.

5. JUNCTIONS

There are no junctions on this survey.

6. COMPARISON WITH SURVEYS

a. PRIOR SURVEYS

H-3964 (1917) 1:60,000
H-4294 (1923) 1:20,000
H-4299 (1923) 1:40,000 & 1:2,000
H-4435 (1924) 1:20,000

These prior surveys are common to the entire present survey and are the source of charted hydrography at the time of the present survey with the exception of the assigned item being sought by this survey. No comparisons were made with these prior surveys since contemporary survey H-9455 (1974) supersedes all of these prior surveys within the common area of the present survey.

b. CONTEMPORARY SURVEY H-9455 (1974) 1:40,000

Contemporary survey H-9455 (1974) is common to the entire present survey. Three hangs on the same feature and two groundings occurred on the present survey.

see
Telco
y/Red.
Sawicki,
AMC
8-26-86
C. Loy

~~80°14'~~ ^{81°14'} A coral head in Latitude, 29°46'40.35"N, Longitude 80°14'07.65"W was hung at 39 feet and subsequently cleared by 37 feet by the present survey. This feature was not found on contemporary survey H-9455 (1974). Contemporary depths in the area of this feature are 45 feet. It is recommended that this feature be charted as a coral head with a wire drag clearance of 37 feet.

A grounding in Latitude 29°47'02.7"N, Longitude 80°14'49.4"W (position approximate) at 37 feet and not cleared is in contemporary depths of 35-36 feet. As the position of this grounding is approximate and is in an inshore area where the bottom shoals rapidly, it is not considered in conflict with contemporary hydrography. It is recommended that this grounding not be charted.

A grounding in Latitude 29°46'19.9"N, Longitude 80°14'40.0"W at 37 feet and not cleared is in contemporary depths of 34 feet. This grounding (of "F" buoy) occurred during strip A-1 where difficulty in physically controlling

the drag was evident and lift testing of the drag in the area of the grounding was infrequent. For these reasons and the rapidly shoaling topography of the bottom in this area, this grounding is not considered in conflict with contemporary hydrography. It is recommended that this grounding not be charted.

Three conflicts exist between contemporary hydrography and present survey effective depths. Contemporary soundings of 34 and 36 feet are in an area cleared by an effective depth of 37 feet and a contemporary sounding of 37 feet is in an area cleared by an effective depth of 38 feet. All three of these conflicts occurred on strip A-1 on the end vessel side where difficulty in physically controlling the drag was evident and testing for lift was infrequent. These three conflicts are not considered significant and do not warrant further consideration.

Other than the previously discussed conflicts, groundings, and the hang of the coral head, no conflicts exist between contemporary hydrography and present effective depths within the common area. Present effective depths range from 1-12 feet shoaler than contemporary hydrography. Considering the topography of the bottom within the common area, clearance of the bottom is considered good.

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

7. COMPARISON WITH CHARTS 11485 (22nd Ed., Sept. 1, 1984)
11486 (11th Ed., Mar. 2, 1985)

a. HYDROGRAPHY

The charted hydrography within the common area originates with the previously discussed contemporary survey. The previously discussed contemporary survey requires no further consideration. The charts common to the present survey at the time of survey operations were not used in comparisons since contemporary survey H-9455 (1974) superseded all charted hydrography within the common area with the exception of the charted assigned item "f."

Attention is directed to the assigned item, a charted 28-foot depth in Latitude 29°46.70'N, Longitude 81°14.05'W originating with Notice to Mariners No. 33 of 1920 which states that it is a wreck which "had been removed to a depth of 28 feet". This item was assigned as item "f." in Project Instructions SP-AMC-6-RU/HE-74. The geographic position listed in the Project Instructions (Latitude 29°46.70'N, Longitude 80°14.0'W) differs slightly from the charted position. This item has been adequately disproved

by the present survey and is recommended to be removed from all affected charts.

b. Aids To Navigation

One fixed aid to navigation, St. Augustine Light (St. Augustine Lighthouse, 1882), was used as a visual control station and is listed in Attachment I of the Descriptive Report. No floating aids to navigation are common to the present survey.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions was not considered during this modified processing, except the stated criteria necessary for area coverage and item disapproval.

9. ADDITIONAL FIELD WORK

In general the adequacy of this survey was not considered during modified processing, except as it serves charting needs.

10. MISCELLANEOUS

No splits exist within the area covered by the present survey.

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

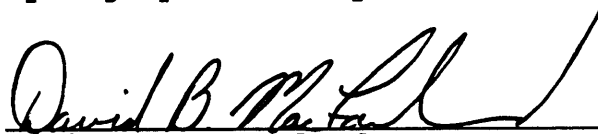
INSPECTION REPORT
FE-278WD

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

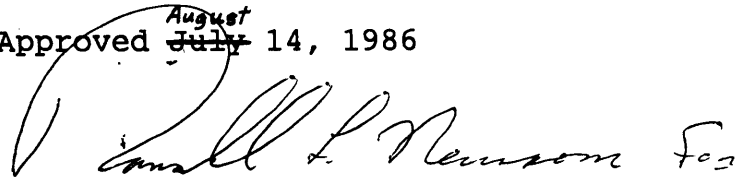


R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Hydrographic Surveys Branch



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

Approved ^{August} ~~July~~ 14, 1986



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

80° 15'
~~81°~~

80° 14'
~~81°~~
POLYMER by
Eugene Sanocki,
AMC
8-26-86
Caloy

80° 13'
~~81°~~

29° 47'

29° 47'

3-9

Hang at 39ft
Cleared by 37ft
Coral head

29° 46'

29° 46'

FE-278WD
FLORIDA
ATLANTIC OCEAN
OFFSHORE CRESCENT BEACH
OCT 29 - 30, 1974
SCALE = 1:20,000
EFFECTIVE DEPTHS IN FEET AT MEAN LOW WATER
SHEET 1 OF 1
INVESTIGATION AND CLEARANCE OF ITEM "F"

29° 45'

29° 45'

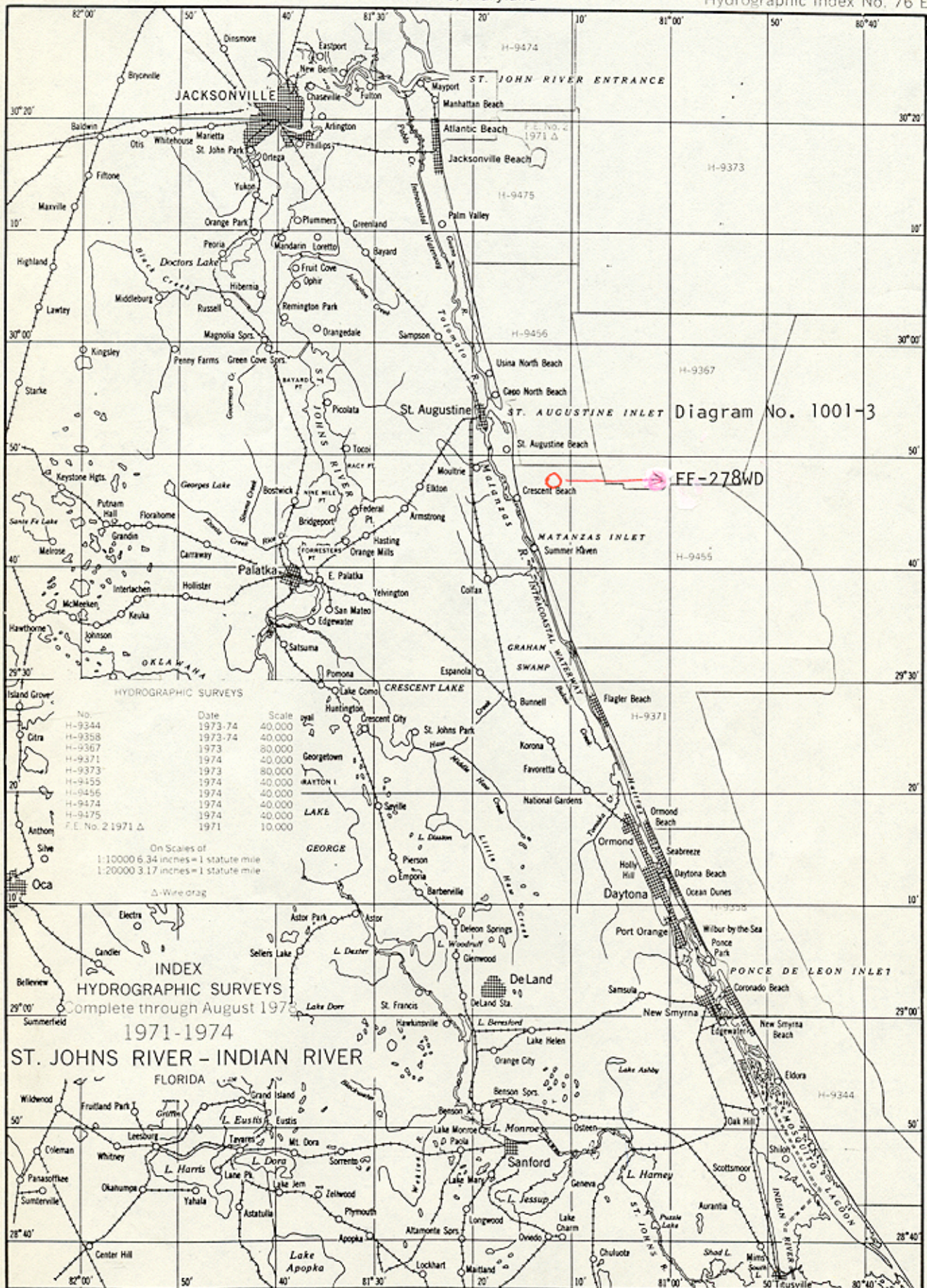
~~81°~~
80° 15'

~~81°~~
80° 14'

~~81°~~
80° 13'

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

Hydrographic Index No. 76 E



MARINE CHART BRANCH
RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-278WD

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
11485A	10-7-86	Steven P. LaBassiere	Full Part Before After Marine Center Approval Signed Via Drawing No. 24 <i>24</i> <i>Reviewed 11/2/86 TAA</i>
11486	10-7-86	Steven P. LaBassiere	Full Part Before After Marine Center Approval Signed Via Drawing No. 21 <i>21</i> <i>Reviewed 11/17/86 TAA</i>
11480	12-11-86	D. Wylie	Full Part Before After Marine Center Approval Signed Via Drawing No. <i>36</i>
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
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