

FE281

WIRE DRAG

Diagram No. 1250

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-20-5-75
Office No. FE-281WD

LOCALITY

State Florida
General Locality Straits of Florida
Locality East of Coffins Patch

1975

CHIEF OF PARTY
CDR R.A. Ganse

LIBRARY & ARCHIVES

DATE August 4, 1986

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

ACPG + Area 3

CHFS:

11449 A

11452

11451 G

m 11460

m 11420

} to sign off see
Records of Application

FE281
WIRE DRAG

HYDROGRAPHIC TITLE SHEET

FE-281WD

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.

RU7HE 20-2-75 ✓

State Florida ✓

General locality ^{Straits of Florida} South East Atlantic Coast Investigation ✓

Locality ~~Duck Key~~ East of Coffins Patch ✓

Scale 1:20,000 ✓ Date of survey Apr. 22-May 14, 1975 ✓

Instructions dated December 24, 1975⁴ ✓ Project No. OPR 515 ✓

Vessel Rude(ASV 90) & Heck(ASV 91) ✓

Chief of party CDR. R.A. Ganse ✓

Surveyed by CDR. ^{R.A.}Ganse, LCDR. ^{Y.A.}Bush, ENS. ^{G.M.}Albertson, ENS. ^{M.V.}Losleben, ENS. ^{T.L.}Renninger ✓

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

Graphic record scaled by Not Applicable ✓

Graphic record checked by Not Applicable ✓

Protracted by M.B. Hickson ✓ Automated plot by Not Applicable ✓

Soundings penciled by Not Applicable ✓

Soundings in XXXXX feet at ^{GCLWD} MLW ~~XXXXX~~ Using Predicted Tides Smooth Tides ✓

REMARKS:

AWD/SURF MSM 10/6/86

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20-2-75

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FE-281WD
DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG FIELD NO. RH-20-2-75 ✓
PROJECT OPR RU/HE-75 ✓

A. AUTHORITY

This project was authorized under project instructions OPR-515-RU/HE-75, East and Gulf Coast Investigations, dated 24 December 1974. *Supplemented by Change 1, dated January 14, 1975.* ✓

B. CHARACTER AND LIMITS OF THE WORK - *See section 1.a. of the Modified Evaluation Report.*
The purpose of this project was to investigate two items off Duck Key, Florida. The area is covered by C&GS Charts 1250 and 851. The boatsheet layout is from latitude 24° 40' to 24° 49' and longitude 80° 44' to 80° 59'. A 1:20,000 scale was used for this survey. ✓

C. CONTROL

Raydist DR-S Range-Range control was used, operating on a frequency of 3300.4 KHZ, giving a lane width of 45.39904 meters. Two raydist shore stations, Big Pine ^{Raydist, 1975} and Jaw ^{Raydist, 1975} were utilized for control. Big Pine ^{Raydist, 1975} located at latitude 24° 41' 27.116N and longitude 81° 22' 57.967W served as the red station (south station). Jaw ^{Raydist, 1975} located at latitude 24° 49' 16.077N and longitude 80° 49' 18.146W served as the green station (north station). Both stations are recoverable. Midway through this project we encountered bad weather which caused a temporary delay on this project. During this time we dismantled the Jaw station and moved it south and used it on boatsheet 10-1-75. Big Pine was left standing and used as the north station. We completed the project on boatsheet 10-1-75 and reestablished the Jaw station and completed the project on boatsheet 20-2-75. ✓

See attachment 1A on shore stations. See attachment 1B on circle calibration.

D. DATE OF SURVEY

Work on boatsheet 20-2-75 commenced on 22 April, was temporarily ended on 22 April and continued on 13 May. The work terminated on 14 May 1975; this completed work on items 21A and 21A^B. ✓

E. TIDE REDUCERS

Preliminary reduction of each days data was done using predicted tides. The smooth tides have been requested from Rockville for AMC. See Attachment on tides. ✓

F. JUNCTIONS

There were no junctions with this boatsheet. ✓

G. SPLITS

There were no splits on this boatsheet. ✓

H. GROUNDINGS AND HANGS

1. Coral: A drag was run on "A" day strip 2 in a southwest direction with the purpose of overlapping strip 1 plus sweeping area southeast of item 21. A hang occurred at position #39 and a visual investigation was conducted by personnel in the launch. It was verified ✓

that the ground wire was hung on a coral head and a lead line in the area showed 23 feet. The hang was located at latitude ~~24-42.55N~~ and longitude ~~80-52.22W~~. Hang was cleared by "C" day strip I giving a depth of ~~14.0~~ 12 feet using predicted tides.

80°52'12.0"W smooth

2. Coral: A drag was run on "B" day strip 2 with the purpose of sweeping item 21 and clearing a charted 18 foot shoal. At position #27 near buoy #6 a hang occurred. The hang was investigated by surface snorkelers and reported that the ground wire was hung on a piece of coral. The hang was located at latitude ~~24-42.5N~~ and longitude ~~80-52.6W~~. The hang was cleared by "C" day strip 2 to a depth of 15.5 feet using predicted smooth tides.

24°42'27.5"N

14

80°52'36.3"W

3. Coral: A drag was run on "B" day strip 3 with the purpose of sweeping the area southeast of item 21. A hang occurred and was determined by surface investigation that the ground wire was hung on a coral head. The location of this hang was latitude ~~24-42.31N~~ and longitude ~~80-52.45W~~. The hang was cleared on "B" day strip 2 giving a depth of 18.0 feet using predicted tides.

80°52'36.3"W

24°42'27.5"N

14

I. GENERAL NOTES

1. A three (3) lane jump was noted in the red arc reading when the HECK evening calibration was made on "A" day. Because of breaks in the continuity of the sawtooth recorder it is not possible to say when the loss occurred. From a review of the sawtooth record it appears likely that the jump occurred before the start of the first drag. A comparison of the HECK's observed bearing to the RUDE (HECK's gyro considered accurate) with the plotted positions of the two vessels support this hypothesis. However, the HECK's position must be considered subject to a certain ambiguity in the red range for all of "A" day. Even so the two drags of "A" day contain useful information and should be retained. It is suggested that they be plotted with and without the three lane correction and that information which is independent of the ambiguity be utilized. See section 4. a. of the Modified Evaluation Report.

2. There were some false starts, i.e., drags that hung on coral before the drag got started or before getting into the project area. In each of these cases it was possible to ascertain the nature of the hang by visual inspection (snorkelers) after which the drag was rejected. See section 4. c. of the Modified Evaluation Report.

3. Throughout this survey the RUDE's gyro was subject to variable error (2 degrees high to 7 degrees low). Bearings are recorded as observed. To determine this error it is recommended that RUDE bearing be corrected by comparing the computed bearing between the RUDE & HECK positions with the observed bearing except on "A" day for which it is recommended that the RUDE's bearings be corrected by making the RUDE's bearing to the HECK compatible with the reciprocal of the HECK's bearing to the RUDE.

The following occurrence should be noted when verifying this survey.

"B" day strip 2: The end vessels course was very erratic, effective depths are considered valid because of the heavy testing done throughout the drag. This is a possible explanation for buoy "7" being towed under and being recorded as aground. See section 4. b. of the Modified Evaluation Report.

J. CURRENTS

We found that the currents varied considerably, i.e., we conducted a current test prior to each drag. On "B" day we were experiencing a very strong current (1-1.5 knots) which tended to hamper the direction of the drag.

K. DISCREPANCIES AND COMPARISONS WITH RECENT CHARTS - *See sections 4, 6, & 7 of the Modified Evaluation Report.*
In general the charts gave a good indication of the depths, however, they do not depict all of the coral heads that were encountered.

L. PERSONNEL AND EQUIPMENT

During this survey the RUDE & HECK acted as guide and end vessel respectively. Both vessels were equipped with Raytheon DE723 fathometers. Both launches were utilized as drag tenders. Bearing to end buoys and opposite vessels were made on the Sperry gyro repeaters. Standard wire drag equipment was used. The officers aboard included: CDR Ganse, LCDR Bush, ENS Albertson, ENS Losleben, and ENS Renninger.

M. MISCELLANEOUS

1. Testing procedures were conducted as have been in the past. This, basically, was having the testers in the launch read the tester rod as if the ground wire was always set the same as the tester rod. All corrections were done by personnel on the guide vessel and recorded in the smooth tester volume.

2. On the 7th of May an aerial investigation was conducted in the survey area. A copy of the observers report is included with this report.

3. On 14 May the RUDE spent about an hour searching the area centered at $24^{\circ}42.39'N$ and $80^{\circ}52.40'W$ by visually looking over the side and running the fathometer. *No fathograms were included in the survey records.* Several uncharted coral heads were detected, one at $24^{\circ}42.55'N$ and $80^{\circ}52.22'W$ has a least depth of 19.0 feet (corrected by *no time of acquisition given - cannot be corrected.*) predicted tides) by lead line. No wreckage was located. The HECK made a similar search in the same area. *coral head hung on strip A-2.*

In verifying the suitability of this investigation the following two facts concerning the origin of items 21A and 21A^B should be kept in mind. Item 21A was originally reported as having a two foot least depth. Item 21A^B apparently originated from item 740 on the Navy wreck list and was listed giving a submerged wreckage located in 16 fathoms.

N. SUMMARY

The following items were investigated on this boatsheet and the results are as follows.

1. Dangerous wrecks were reported in latitude $24^{\circ}42'30''N$, and longitude $80^{\circ}52'42''W$ and latitude $24^{\circ}42'03''N$ and longitude $80^{\circ}52'00''W$ on charts 11452 (C&GS 1250) and 11449 (C&GS 851). The wreck at $24^{\circ}42'30''N$ and $80^{\circ}52'42''W$ was labeled item 21A and the wreck located at latitude $24^{\circ}42'03''N$ and longitude $80^{\circ}52'00''W$ was labeled item 21A^B. The plotted position of item 21A was cleared to 15.5 feet on "C" day strip 2 and the plotted position of item 21A^B was cleared to 65.0 feet on "A" day strip 1, with predicted tides. *smooth*

O. RECOMMENDATIONS *Do not concur.*

Dangerous wreck reported in latitude $24^{\circ} 42' 30''$ N and longitude $80^{\circ} 52' 42''$ W on Charts 11452 and 11449, have the dangerous wreck symbol removed from the charts. Dangerous wreck at latitude $24^{\circ} 42' 03''$ N and longitude $80^{\circ} 52' 00''$ W on Charts 11452 and 11449 have the dangerous wreck symbol removed from the charts or have the non dangerous wreck symbol put on the charts. *Do not concur.*

See section 7. of the Modified Evaluation Report.

Approval Sheet

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

Submitted by:

G. Michael Albertson
G. Michael Albertson
Operations Officer
NOAA ships Rude & Heck

Approved by:

R.A. Ganse
Commanding Officer
NOAA ships Rude & Heck

List of Attachments

- I. A. Raydist Control Stations
B. Circle Calibration Data
- II. List of Groundings and Hangs
- III.* Daily Raydist Correctors
- VI.* Statistics
- V.* Parameters
 - A. Boatsheet Request
 - B. Electronic Control sheet
- VI.* Tides
 - A. Predicted tides
- VII. Letter - "Aerial Search of Items in Key West Area."

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

Attachment 1

A. Raydist Control Stations

Big Pine: ^{Raydist} 24° 41' 27.116" field position - unverified - no records could be found.
81° 22' 57.967"
Jaw: ^{Raydist, 1975} 24° 49' 16.077" field position
80° 49' 18.146"

B. Circle Calibration Data

Tennessee Reef Light: ¹⁹³⁴ 24° 44' 44.295"
80° 46' 57.255"
227" ←

Jaw: 203.78 (Green Arc)
Big Pine: 1344.32 (Red Arc)

AZ to Jaw: 334 41 (64 and 2/3 degrees)
154 41 (244 and 2/3 ")

Az to Big Pine: 264 25 (354 and 1/2 degrees)
084 25 (174 and 1/2 ")

The difference between the listed position and the corrected position is only 2.6 meters or 8.5 feet. This minor difference would not adversely affect calibrations since the difference is insignificant.



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY

Attachment VII

Date : 9 May 1975

Reply to Attn. of:

To : Commanding Officer
NOAA Ships RUDE & HECK

From : LCDR Yeager A. Bush
Executive Officer
NOAA Ships RUDE & HECK

Subject: Aerial Search of Items in Key West area.

A visual search for items number 16, 17, 18, 19, 20, 21, and 21A were made by plane on 7 May 1975 between 1400 and 1640. LCDR Bush and ENS Renninger were the two officers to make this search. A Cessna 172 fixed wing aircraft was used. Wind conditions were 5-10 knots from the S.E. Sea conditions were 2 to 3 feet seas with no swell. Searches of the area were made from 200-500 ft. and at an average speed of 85 MPH. Photographs were taken to document the conditions of the water and visibility. - *No photographs were included in the survey records.*

ITEM 16

A buoy was planted on the charted position of item 16 by the RUDE before the flight. The aircraft circled the area (a 1/2 mile radius around the buoy) 10 minutes at 80 MPH. In any depth up to 15 ft. visibility was excellent. There was no wreckage spotted in these areas. In depths greater than 15 ft. visibility was fair and no wreckage was spotted, but we were less certain of the accuracy of the check. We were certain there was no wreckage protruding above the 15 ft. depth and inside the 1/2 mile radius circle.

Not considered relative to this survey (FE-29WD)

ITEMS 17, 18, and 19

Items 17, 18, and 19 were reported in about 30 ft. of water. The visibility was too poor in this area to make a search.

ITEM 20

The water around item 20 was not clear enough to reach a conclusion about the search: The item was charted in about 25 ft. of water.

ITEM 21A

The search area was located by D.R. positioning from East ^{up} Turtle Shoal Light, 3 miles from the charted position of item 21A. The edge of the reef line was an aid for north-south positioning. Water depth varied between 20-40 ft. and water visibility was good. The search area covered 1 to 1.5 miles radius circle from the charted position. The area was

searched for 30 minutes at 500 ft. altitude. No wreckage was spotted. We are certain that no major wreckage is in the area. Debris smaller than ^A5' x 5' area would be undetected by the aerial search.

Large fish closer to the surface were easy to spot. It is our conclusion that item 21A has either broken up or is not in the reported area. *See section 7. a. 1) of the Modified Evaluation Report.*

ITEM 21A^B

Item 21A^B was reported in 100 ft. of water, too deep to make a visual search. *See section 7. a. 2) of the Modified Evaluation Report.*

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

November 15, 1979

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-3971 Boot Key Harbor, FL

Period: April 22 - May 14, 1975

HYDROGRAPHIC SHEET: R/H-20-2-75 (FE-281WD)

OPR: 515

Locality: Offshore, east of Vaca Key, Florida

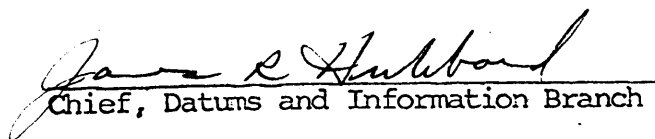
(Gulf coast low water datum): 1.42 ft.

Plane of reference ~~(near lower low water)~~

Height of Mean High Water above Plane of Reference is

1.7 ft.

REMARKS: ITEMS 21 and 21A. Zone direct.


Chief, Datums and Information Branch

GEOGRAPHIC NAMES

FE-281 WD

Name on Survey	A ON CHART NO. 11449 & 11452 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										
	A	B	C	D	E	F	G	H	K		
COFFINS PATCH (title) ✓										1	
FLORIDA (title) ✓										2	
STRAITS OF FLORIDA (title) ✓										3	
										4	
										5	
										6	
										7	
										8	
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										24	
										25	

Approved:

Charles E. Harrington
Chief Geographer - N/Cg2x5

JUL 7 1986

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-281WD

Number of positions	248
Number of soundings	N/A
Number of control stations	3

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination	0	
Verification of Field Data	118	20 JUN 1986
Quality Control Checks	0	
Evaluation and Analysis	58	22 JUL 1986
Final Inspection	4	18 JUL 1986
TOTAL TIME	180	
Marine Center Approval		22 JUL 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-281WD

FIELD NO.: R/H-20-2-75

Florida, Straits of Florida, East of Coffins Patch

SURVEYED: April 22 through May 14, 1975

SCALE: 1:20,000

PROJECT NO.: OPR-515

SOUNDINGS: Wire Drag

CONTROL: Raydist
(Range-Range)

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

Surveyed by.....Y. A. Bush
.....G. M. Albertson
.....M. V. Losleben
.....T. L. Renninger

1. INTRODUCTION

a. The purpose of this survey is not adequately defined in the Descriptive Report. The purpose of this survey is to investigate (prove or disprove) assigned Item #21. Item #21 is listed in the Project Instructions as two reported dangerous sunken wrecks. The first wreck in Latitude 24°42'30"N, Longitude 80°52'42"W, PA, originated with Notice to Mariners #20 of 1958 and is identified as an 80-foot boat reported covered by 2 feet. This first wreck is hereafter referred to as Item #21A. The second wreck in Latitude 24°42'03"N, Longitude 80°52'00"W originated with a U.S. Navy Supplemental Wreck List, reported May 1, 1943, identity unknown. This second wreck is hereafter referred to as Item #21B. Neither of these two dangerous sunken wrecks have been assigned AWOIS numbers.

Processing of this survey has been modified and limited although all strips were verified and a smooth sheet (A&D) was generated. This modified and limited processing is considered complete in regard to nautical charting requirements.

b. A smooth sheet (A&D) with accompanying notes was generated and is attached to this report.

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 except station BIG PINE RAYDIST, 1975 which could not be verified as no records could be found. TENNESSEE REEF LIGHT, 1934 was listed in the Descriptive Report with a minor error in its geographic position. This minor error is not significant and does not affect the accuracy of the data (see Attachment 1.B. of the Descriptive Report for additional comments). Calibration methods are not discussed in the Descriptive Report but Attachment I.B. provides sufficient calibration method information. Calibrations were adequately documented in the survey records.

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

3. HYDROGRAPHY

Some leadline soundings (not least depths) are noted in the survey's volumes. These soundings are noted as being corrected for predicted tides and no times of acquisition were recorded. These soundings are of reconnaissance value only and not suitable for charting except as "reported" soundings. Refer to section 6. of this report for additional information.

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 which adversely affect the accuracy and validity of the survey data are noted. These deficiencies are:

a. "A" day (year day 112) data showed a lane loss of three lanes in one pattern of the end vessel. Examination of all pertaining survey data failed to indicate when these lane losses occurred. The Raydist strip chart records do not indicate any obvious lane jumps but these records are poor in quality and are poorly annotated. The hydrographer's recommendation (section I. of the Descriptive Report) to assume the three lane loss occurred prior to beginning survey operations was accepted. This unresolved positional error poses a possible error in area coverage and in the position of the coral head in Latitude $24^{\circ}42'31.8''N$, Longitude $80^{\circ}52'12.0''W$ hung at 20 feet (estimated) on "A" day, strip #2. This data should have been rejected by the field and the drag strips redone.

b. "B" day (year day 133), strip #2 recorded intermediate buoy #7 aground at the beginning of the drag (positions #18-21). The effective depth of this grounding is $16\frac{1}{2}$ feet [$19'$ (upright length) $-2'$ (tide) $-\frac{1}{2}'$ (lift) $=16\frac{1}{2}'$].

This grounding is in charted depths of approximately 100 feet and was cleared on "B" day, strip #1 by 81 feet and "B" day, strip #3 by 27 feet. The possibility of a large positional error was investigated during processing but no indication of positional error could be found in any of the survey's records. It is believed that the buoy was "towed under" rather than being aground. This portion of this strip (positions #18-21) was rejected during processing and not smooth plotted. The hydrographer neither investigated nor addressed this grounding.

c. Section I.2. of the Descriptive Report indicates several coral heads were found but the data was not recorded nor plotted. It is assumed that these are features which are not presently charted. Sections K. and M.3. of the Descriptive Report states that several coral heads were encountered which are not charted. Sufficient work should have been accomplished by the hydrographer to accurately position and clear or obtain a chartable least depth on these features.

5. JUNCTIONS

There are no junctions on this survey.

6. COMPARISON WITH PRIOR SURVEYS

H-8060 (1953) 1:80,000
H-5952 (1935) 1:20,000

Prior survey H-8060 (1953) is common to approximately the southeast two-thirds of the present survey. Effective depths within the common area range from 0 to 77 feet shoaler than prior hydrography. No hangs occurred within the common area. Two groundings occurred within the common area. One grounding is adequately discussed in section 4.b. of this report. The other grounding occurred in Latitude 24°42'29.5"N, Longitude 80°50'58.0"W at 81 feet in prior depths of approximately 80 feet. This grounding is not smooth plotted and is not recommended for charting as no conflict exists. There are no conflicts between present effective depths and prior hydrography within the common area.

Prior survey H-5952 (1935) is common to approximately the northwest two-thirds of the present survey. Effective depths within the common area range from 1 to 50 feet shoaler than prior hydrography. Two hangs occurred within the common area. One hang is a coral head in Latitude 24°42'27.5"N, Longitude 80°52'36.3"W at 17 feet and cleared by 14 feet in prior depths 25 feet. It is recommended that this hang be charted as a coral head with a wire drag clearance depth of 14 feet if space permits on the largest scale chart of the area. The other hang is a coral head in

Latitude 24°42'31.8"N, Longitude 80°52'12.0"W at 20 feet (estimated) and cleared by 12 feet in prior depths of 28 feet. Several leadline soundings (corrected for predicted tides only) were taken by the RUDE on this coral head with the shoalest being 19 feet. It is recommended that this hang be charted as a coral head with a wire drag clearance depth of 12 feet. No groundings occurred within the common area. There are no conflicts between present effective depths and prior hydrography within the common area other than the two hangs previously addressed.

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

7. COMPARISON WITH CHARTS 851/852 (6th Ed., Oct. 13, 1973)
1250 (10th Ed., Jan. 12, 1974)
11449 (11th Ed., Jan. 28, 1984)
11452 (15th Ed., June 1, 1985)

a. HYDROGRAPHY

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

1) Item #21A, the charted dangerous sunken wreck in Latitude 24°42'30"N, Longitude 80°52'42"W, PA, reported covered by 2 feet, in prior depths of 22 feet, was not located by the present survey. This item was cleared to a $\frac{1}{2}$ -mile radius circle of search by effective depths ranging from 12 to 27 feet. The charted position of this wreck was cleared by 14 feet. This item is a "PA" item and was supposed to have been covered by a 1-mile radius circle of search (section 2.4 of the Project Instructions). An aerial search was conducted for this wreck (Attachment VII. of the Descriptive Report) which provides significant evidence that the charted position of this wreck is doubtful. The current edition (1984) of chart 11449 shows this wreck as a wire drag clearance depth of 15 feet. It is recommended that this item be charted as a dangerous sunken wreck, PD with a label in parentheses: (cleared 14 feet), in its presently charted position.

2) Item #21B, the charted dangerous sunken wreck in Latitude 24°42'03"N, Longitude 80°52'00"W, in prior depths of 102 feet, was not located by the present survey. This item was cleared to a $\frac{1}{2}$ -mile radius circle of search by effective depths ranging from 12 to 81 feet. The charted position of this wreck was cleared by 62 feet. The current edition (1984) of chart 11449 shows this wreck as a wire drag clearance depth of 65 feet. It is recommended that this item be charted as a dangerous sunken wreck with a

label in parentheses: (cleared 62 feet), in its presently charted position.

b. Aids To Navigation

One fixed aid to navigation was used as a visual control (calibration) station and is listed in Attachment I.B. of the Descriptive Report.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with the Project Instructions [except as noted in section 7.a.1) and 9. of this report] was not considered during this modified processing.

9. ADDITIONAL FIELD WORK

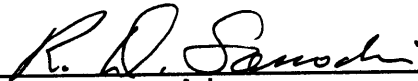
In general the adequacy of this survey was not considered during modified processing, except as it serves charting needs. The wrecks investigated were neither considered verified or disproved by this survey. Future work to assure verification or disapproval should be conducted at an opportune time using side scan sonar.

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-281WD

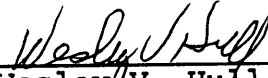
The completed survey has been inspected with regard to survey coverage, investigation of hangs and clearance depths, cartographic symbolization, and verification or disproval of charted data. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey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

Inspected

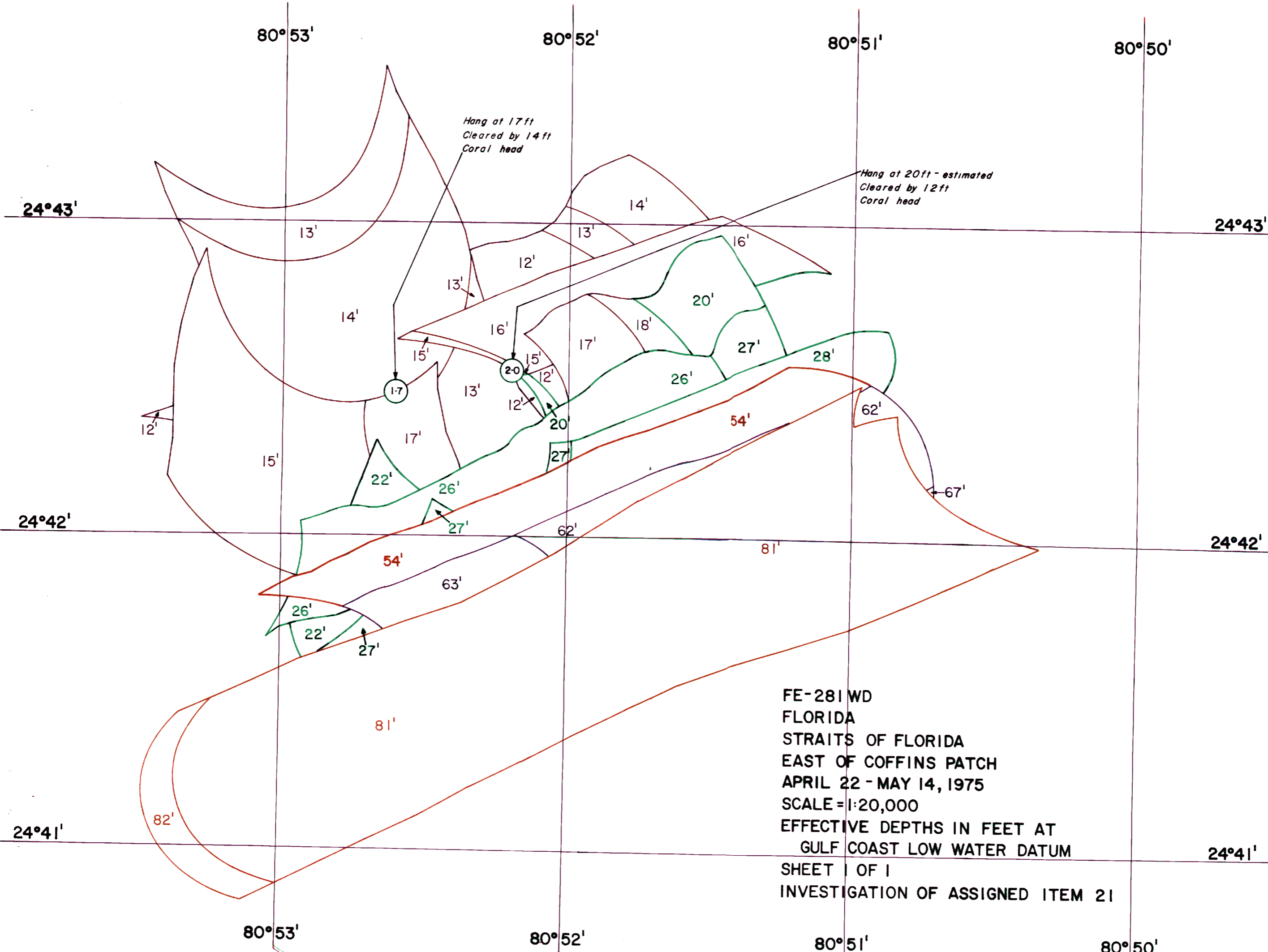


R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Hydrographic Surveys Branch

Approved July 22, 1986



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



80°53'

80°52'

80°51'

80°50'

24°43'

24°43'

24°42'

24°42'

24°41'

24°41'

80°53'

80°52'

80°51'

80°50'

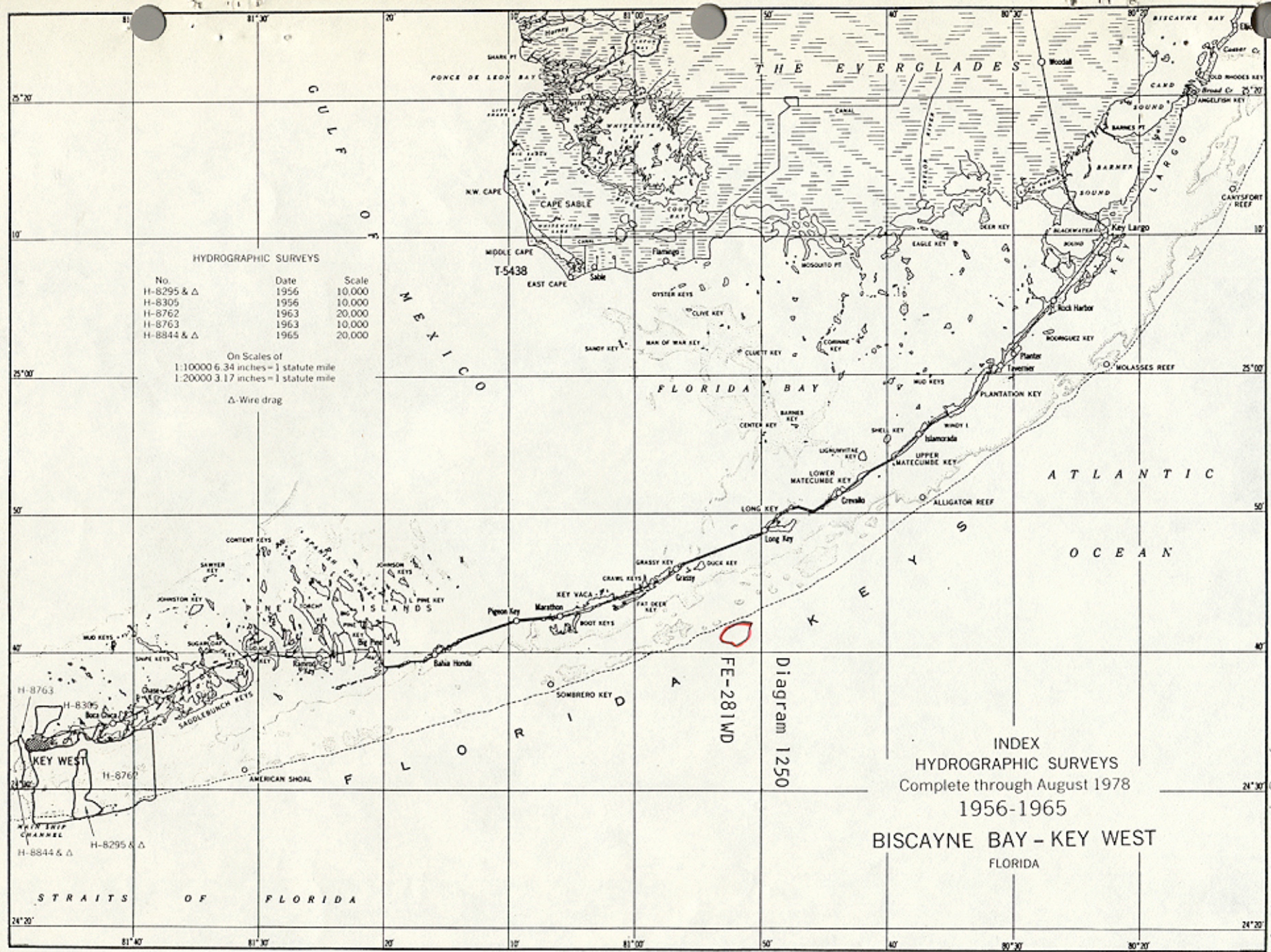
Hang at 17 ft
Cleared by 14 ft
Coral head

Hang at 20 ft - estimated
Cleared by 12 ft
Coral head

FE-281 WD
FLORIDA
STRAITS OF FLORIDA
EAST OF COFFINS PATCH
APRIL 22 - MAY 14, 1975
SCALE = 1:20,000
EFFECTIVE DEPTHS IN FEET AT
GULF COAST LOW WATER DATUM
SHEET 1 OF 1
INVESTIGATION OF ASSIGNED ITEM 21

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

Hydrographic Index No. 79 F



HYDROGRAPHIC SURVEYS

No.	Date	Scale
H-8295 & Δ	1956	10,000
H-8305	1956	10,000
H-8762	1963	20,000
H-8763	1963	10,000
H-8844 & Δ	1965	20,000

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
1956-1965
BISCAYNE BAY - KEY WEST
FLORIDA

FE-281WD
Diagram 1250

T-5438

H-8763

H-8305

H-8762

H-8295 & Δ

H-8844 & Δ

MARINE CHART BRANCH
RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. FE-281WD

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
<i>JCH</i> 11449 A	10-8-86	<i>Steven P. Labrosse</i>	Full Part Before After Marine Center Approval Signed Via Drawing No. 11
<i>JCH</i> 11452	10-8-86	<i>Steven P. Labrosse</i>	Full Part Before After Marine Center Approval Signed Via Drawing No. 33
<i>JCH</i> 11451 G	10-8-86	<i>Steven P. Labrosse</i>	Full Part Before After Marine Center Approval Signed Via Drawing No. 24
11460	10-24-86	<i>Pearce Hunt</i> <i>WH</i>	Full Part Before After Marine Center Approval Signed Via Drawing No. 45
11420	10-24-86	<i>Pearce Hunt</i> <i>WH</i>	Full Part Before After Marine Center Approval Signed Via Drawing No. 30
			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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app'd to Std 2-5-86 BH