

FE286

WIRE DRAG

Diagram No. 1249

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey . . . Wire Drag
Field No. R/H-20-1-75
Registry No. . . . FE-286WD

LOCALITY

State Florida
General Locality . Atlantic Ocean
Sublocality . . . Turtle Reef

19 75

CHIEF OF PARTY
CDR R.A. Ganse

LIBRARY & ARCHIVES

DATE March 28, 1991

FE286
WIRE DRAG

CHTS

11451 'A'
11462 'C'
11450 app'd 7/22 GRC
11460 Exam-n/c 7-31-91 KRF
11013 Exam, N/C 6-15-93 JRT
411 Exam-n/c 4-2-92 KRF

HYDROGRAPHIC TITLE SHEET

FE-286 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.

R/H 20-1-75

State Florida

General locality ~~South East Atlantic Coast~~ ^{Ocean}

Locality ~~Key Largo~~ ^{Turtle Reef}

Scale 1:20,000 ✓ Date of survey 15-17 April 1975 ✓

Instructions dated December 24, 1974, Supplement Project No. OPR 515 ✓
Dated April 4, 1975 ✓

Vessel Rude (ASV 90) and Heck (ASV 91)

Chief of party CDR. R.A. Ganse

Surveyed by CDR. Ganse, LCDR. Bush, Ens. Albertson, Ens. Losleben, Ens. Renninger.

Soundings taken by echo sounder, hand lead, pole N/A

Graphic record scaled by N/A

Graphic record checked by N/A

Protracted by R.D.S. Automated plot by N/A

Soundings penciled by N/A

Soundings in ~~XXXXX~~ feet at MLW ~~MLW~~ Based on ^{Smooth} ~~Predicted~~ Tides

REMARKS:

AWOIS & SURF check 4/25/91 mcr

R.W.W. 4/29/91

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20-1-75

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80110
2520

ITEM * 22



PROGRESS SKETCH

Wire Drag
Opr 515 (Boatsheet 20-1-75)
Key Largo, Florida
NOAA Ships Rude & Heck
CDR. R.A. Ganse, Chief of Party
April 1975
C & GS Chart 1249
Scale 1:80,000
Item Completed

25110

FE-286 WD

20 1 8 7 5

OPR 515

RUDEHECK

INCREASE 8'

081

180

170

160

150

140

130

120

110

100

90

80

70

60

50

40

30

20

10

0

10

20

30

40

50

60

70

80

90

100

110

120

BISCAYNE

Soldier Key
Gp Fl (2) 20sec 110ft 15M

POWY ROCKS

Sandy Key

Triumph Reef

Ajax Reef

Pacific Reef

Whistle

Carroll Reef

The Elbow

French Reef

Molasses Reef

Conch Reef

Little Conch Reef

Cracker Reef

Aligator Reef

Plantation Key

Islamorada

Windward Key

Rock Harbor

Charles

Redington Key

Downer Key

Plantation Key

Conch Reef

Little Conch Reef

Cracker Reef

Aligator Reef

Plantation Key

Islamorada

Windward Key

Rock Harbor

Charles

Redington Key

Downer Key

Plantation Key

Conch Reef

Little Conch Reef

Cracker Reef

Aligator Reef

Plantation Key

Islamorada

Windward Key

Rock Harbor

Charles

Redington Key

Downer Key

Plantation Key

TWO STACKS

Card Sound

Barnes Sound

Rock Harbor

Charles

Redington Key

Downer Key

Plantation Key

Conch Reef

Little Conch Reef

Cracker Reef

Aligator Reef

Plantation Key

Islamorada

Windward Key

Rock Harbor

Charles

Redington Key

Downer Key

Plantation Key

Conch Reef

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Cracker Reef

Aligator Reef

Descriptive Report
To Accompany FE-286WD
Wire Drag Field NO. RH 20-1-75
Project OPR 515 RU/HE 75
Key Largo, Florida
1975
CDR. R.A. Ganse

A. Authority

This project was authorized under project instructions OPR 515 RU/HE 75, East and Gulf Coast investigations, dated December 24, 1974.

B. Character and Limits of the work

The purpose of this project was to investigate an item off Key Largo, Florida. The area is covered by C & GS charts 1112 and 1249. The boatsheet layout is from Latitude 25° 09' to 25° 22'N and Longitude 80° 08' to 80° 18'W. The scale used on this survey was 1:20,000.

C. Control and Shoreline

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, WORLDS and JAW were utilized for control. WORLDS, located at Latitude 25° 15' 12."467N and Longitude 80° 18' 43."725W served as the GREEN station(North Station). JAW, located at Latitude 24° 49' 16."077N and Longitude 80° 49' 18."146W served as the RED station(South Station). There was no shoreline on this boatsheet. Both stations are recoverable and with the completion of this boatsheet the Northern station (WORLDS) was dismantled and moved south to be utilized on boatsheet^{RH} 20-2-75^{FE-286WD}. JAW was left and used as the North station for the same boatsheet. See attachment #1 on shore stations. See attachment #1B on Visual Control signals.

D. Date of Survey ^{RH}

Work on boatsheet 20-1-75 commenced on April 15, 1975 and ended on April 17, 1975. This completed work on item #22.

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 VI on tides~~, "TIDE NOTE FOR HYDROGRAPHIC SHEET", smooth tides applied at AMC.

F. Junctions

There were no junctions with this boatsheet.

G. Splits

There were no splits on this boatsheet. A small split occurred in the vicinity of Lat. 25° 17' 22" N, Long. 80° 10.37' W, because of rejections of data after position 12 on A-day, strip #1. This split is not considered to have degraded the overall survey results.

H. Groundings and Hangs See also the Modified Evaluation Report.

1. CORAL HEAD: A drag was ran on "A" day strip I toward the Northeast, current was of no factor. Purpose was to sweep area over item #22. A hang* occurred at position #19, at this point the drag was terminated. A surface investigation was conducted by snorkelers and reported wire was hung on a CORAL HEAD. Charted depths of the area show a 20 foot shoal where the hang occurred. No further investigation was done. Another drag was ran to clear the coral head. A detached position was not subsequently obtained on the coral head. The coral head was subsequently cleared by 13 feet.

* A grounding also occurred at 15 feet at position #12. Positions 13 through 19 were rejected due to N-buoy upright breaking loose.

2. CORAL HEAD: A drag was ran on "A" day strip II with the purpose of sweeping item 22 and also clearing hang left by "A" day strip I. A double hang occurred before we were able to clear strip I's hang. Snorkelers investigated and reported wire was hung on a coral head. No further investigation was done. Another drag was ran to clear this area.

Hang at 35 feet on Co Hd in Lat. 25° 17.19' N, Long. 80° 10.22' W. Subsequently cleared by 12 feet.

3. R"2" Buoy: A drag was ran from East to West with the purpose of clearing a "Holiday" left by "A" day strip II and ending with hanging the R"2" Buoy. At position #14 the end vessel(North) reduced speed so as to let the Guide vessel(South) cover more of the "Holiday" before the End vessel GROUNDED the drag. Drag ended with hanging the R"2" Buoy and snorkelers investigating the area around the buoy for any possibility of a wreck. No further investigation was done.

Hang at 32 feet. No detached position on buoy. Buoy R"2" anchor was hung and visually verified by hydrographer.

I. General Notes

1. There were numerous false starts, ie, 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 after which the drag was rejected.

2.. Deviation from standard bottom clearances

Depths in over half the project area are such that a cabin cruiser could not possibly present any menace to surface navigation. The rise to shoaler water is very abrupt. The area of interest lies within the JOHN PENNEKAMP CORAL REEF STATE PARK protected area, an area set aside for the sole purpose of preserving the natural coral formations. Our bottom wire has the potential for doing systematic damage to these formations that would take years to regenerate. For this reason doing any more than we did was judged to be imprudent, and a misordering of priorities. In my opinion due to the nature of the bottom, (numerous uncharted coral heads) the master of any vessel, whose draft is of the order of the effective depth cleared and who is in water sufficiently shoal that a cabin cruiser would make the difference, has a hell of a lot more to worry about than striking the remains of said cruiser. See also Modified Evaluation Report.

Concur

Concur

The following occurrence should be noted when verifying this survey:

"B" day strip II: This drag was ran from East to West. From the charts we could tell that the END vessel would ground out the drag before we could clear a "Holiday" left by "A" day strip II. With this in mind we set the drag so as to have the END vessel reduce speed (Position #14) and let the GUIDE vessel continue on at the normal speed until the "Holiday" was cleared.

J. Currents

Due to the locality of this item and the shoal areas on the charts our drags were limited as to their direction. With this in mind a current survey was conducted prior to strip I "A" day to give us some indication what the current was going to be. With the current being of no great factor the rest of the drags were ran govern by where the shoals were located.

K. Discrepancies and comparisons with recent charts.

In general the charts gave a good indication of the general depths, however, they do not depict all of the numerous coral heads.

L. Personnel and equipment

During this survey the Rude and Heck acted as GUIDE and END vessel respectively. Both vessels were equipped with Raytheon DE 723 Fathometers. Both launches were utilized as drag tenders. Bearings to end buoys and opposite vessels were made on the Sperry gyro repeaters. Visual calibration was done using the Sextant. Standard wire drag equipment was used. The officers aboard included: CDR. Ganse, Ens. Albertson, Ens. Losleben, Ens. Renninger.

M. Miscellaneous

1. 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 and Heck positions with the observed bearing.

2. 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.

N. Summary

The following item was investigated on this boatsheet and our results are as follows.

A submerged dangerous wreck on chart 1249 was reported at Latitude $25^{\circ}17'N$ and Longitude $80^{\circ}10'W$. The drags pertaining to this item were "A" day strips I & II, "B" day strips I & II. The plotted position of the wreck was cleared to 34.0 feet with surrounding least depth cleared to 13.0 feet and maximum depth cleared being 34.0 feet, all with predicted smooth tides. No wreck was located. This item is considered complete.

O. Recommendation

Dangerous wreck, reported at $25^{\circ}17'N$ and $80^{\circ}10'W$ on C & GS chart 1249, have the wreck symbol removed from the chart.
See Modified Evaluation Report.

Approval Sheet

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

Submitted by:

G.M. Albertson
G.M. Albertson
Operations Officer
NOAA Ships Rude & Heck

Approved by:

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

LIST OF ATTACHMENTS

- I. A. Raydist Control Stations
B. Visual Control Calibration
- II. List of Groundings and Hangs
- III. Daily Raydist Correctors
- IV. Statistics
- V.* Parameters
 - A. Boatsheet request
 - B. Electronic control sheet
- VI.* Tides
 - A. Predicted tides

* Filled with field records.

Attachment I

A. Raydist Control Stations

WORLD: Lat. $25^{\circ}15'12''.467$
Long. $80^{\circ}18'43''.725$

JAW:: Lat. $24^{\circ}49'16''.077$
Long. $80^{\circ}49'18''.146$

B. Visual Control Calibration

<u>OBJECT</u>	<u>REMARKS</u>
Garysfort Reef Lighthouse Lat. $25^{\circ}13'17''.305$ Long. $80^{\circ}12'41''.927$	Left Object
Radar Dome Lat. $25^{\circ}16'34''.169$ Long. $80^{\circ}18'13''.799$	Center Object
Pacific Reef Lighthouse Lat. $25^{\circ}22'16''.209$ Long. $80^{\circ}08'30''.470$	Right Object
*Micro Wave Tower Lat. $25^{\circ}18'40''.800$ Long. $80^{\circ}16'41''.100$	Check Object

* This object was not utilized as a check because the position given was of some doubt.

Attachment III

Daily Raydist Correctors

<u>Day</u>	<u>RUDE</u>	<u>HECK</u>
A	Red: +.05 ✓ Green: -.20	Red: +.10 ✓ Green: -.378
B	Red: -.276 Green: -.17 ✓	Red: -.59 ✓ Green: -.45 ✓

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): 872-3170 Miami Beach, FL

Period: April 15-17, 1975

HYDROGRAPHIC SHEET: R/H-20-1-75 FE-286WD

OPR: 515

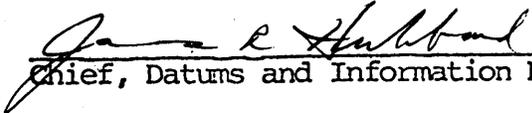
Locality: Offshore, east of Key Largo, Florida

Plane of reference (mean ~~lower~~ low water): 2.35 ft.

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

REMARKS: Recommended zoning:

ITEM 22. Apply + 25 minute time correction.


Chief, Datums and Information Branch

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: FE-286WD

Number of positions	<u>82</u>
Number of soundings	<u>0</u>
Number of control stations	<u>2</u>

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination	<u>0</u>	<u>N/A</u>
Verification of Field Data	<u>22</u>	<u>AUG. 7, 1986</u>
Quality Control Checks	<u>0</u>	
Evaluation and Analysis	<u>12</u>	<u>AUG. 11, 1986</u>
Final Inspection	<u>1</u>	<u>AUG. 12, 1986</u>
TOTAL TIME	<u>35</u>	
Marine Center Approval		<u>AUG. 12, 1986</u>

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

N/CG244-15-91

LETTER TRANSMITTING DATA

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

- ORDINARY MAIL
- AIR MAIL
- REGISTERED MAIL
- EXPRESS
- GBL (Give number) _____

TO:

[
 Mr. George H. Mastrogianis
 NOAA/National Ocean Service
 DATA CONTROL SECTION-N/CG243 WSC Bldg 2
 Rockville MD 20852
]

DATE FORWARDED

3-22-91

NUMBER OF PACKAGES

Two: One envelope & one box

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

Survey FE-286 WD
 Field No.: RH-20-1-75
 OPR - 515

PACKAGE 1

- ✓ ENVELOPE containing original Descriptive Report including Evaluation Report and smooth plot.

PACKAGE 2

- ✓ 1 - Smooth tester record book
- ✓ 2 - Wire Drag volumes
- ✓ 1 - Rough tester record
- ✓ 2 - Raydist strip charts
- ✓ 1 - Envelope containing:
 - Boatsheet overlays, field A&D sheet, Verification o/l's, printouts

FROM: (Signature)


 R. D. Sanocki, N/CG2442

RECEIVED THE ABOVE
(Name, Division, Date)


 3/28/91

Return receipted copy to:

[
 R. D. Sanocki
 Atlantic Hydrographic Section NOAA/NOS
 N/CG2441
 439 West York Street
 Norfolk VA 23510-1114
]

ATLANTIC MARINE CENTER
MODIFIED EVALUATION REPORT

SURVEY NO.: FE-286WD

FIELD NO.: R/H-20-1-75

Florida, Atlantic Ocean, Turtle Reef

SURVEYED: April 15 through April 17, 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 was marginally described in the Descriptive Report. The purpose was to verify or disprove item number 22 described in the Project Instructions as: "A submerged dangerous wreck (PA) (5 foot reported) on Chart 11462 (C&GS 1249) was reported at lat. 25°17'N, long. 80°10'W."

b. Processing of this survey has been modified and limited although all strips were verified because hangs obtained on coral in the area were obtained at depths substantially shoaler than charted depths. A smooth A & D was plotted; however, a smooth position plot was not compiled. This modified and limited processing is considered complete with regard to nautical charting requirements. The A & D sheet plotted is attached to this report.

c. Corrections and notes made during verification and evaluation are denoted in red ink in the Descriptive Report.

2. CONTROL AND SHORELINE

a. The control used is considered adequately described in the Descriptive Report.

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

3. HYDROGRAPHY

No soundings were obtained by echo sounder or lead line during this survey. Depths shown on the smooth A & D sheet are based upon wire drag effective depths at times of hangs or groundings.

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

a. Detached positions were not obtained at hangs and groundings.

b. Least depths were not obtained on hangs and groundings.

c. One hang on "A" day strip #2 was not subsequently cleared to appropriate clearance depths. A coral head was hung at 35 feet and cleared only by 12 feet. Deeper depths than the cleared depth obtained in the area were apparent.

5. JUNCTIONS

There were no junctions on this survey.

6. COMPARISON WITH PRIOR SURVEYS

Not considered. A comparison was made with charted depths, see section 7.a. of this report.

7. COMPARISON WITH CHART 11462 (19th Ed., Oct. 20, 1984)

a. Hydrography

A comparison was made between the present survey results and the charted depths and depth curves on the above chart. There were no conflicts with wire drag effective depths and hangs except as follows:

1. A hang on a coral head was obtained at a 35-foot effective depth in Latitude 25°17.19'N, Longitude 80°10.22'W, which was subsequently cleared by 12 feet. This hang falls in charted depths of 38 feet. It is recommended that a cleared depth of 12 feet with the label "Co" be charted in the present survey position.

2. A grounding at 15 feet was obtained on coral in Latitude 25°17.33'N, Longitude 80°10.28'W (positional accuracy estimated to be ±200 ft) which was subsequently cleared by 13 feet. Charted depths are between 30 and 40 feet. It is recommended that a cleared depth of 13 feet with the label "Co" be charted in the present survey position.

3. Item 22, is described as a sunken dangerous wreck (PA) (5-foot reported) in Latitude 25°17'N, Longitude 80°10'W, from an undescribed source in Project Instruction OPR-515-RU/HE-75 dated December 24, 1974. This item is not presently charted having presumably been removed based on advance information from the present survey. The item was described as a "cabin cruiser" in section "I. General Notes" of the Descriptive Report. The source of said description was not noted. The depths in the area are 80 to 90 feet based upon the charted depth curves. It is most unlikely that a wreck in those depths would pose a danger to surface navigation. The position of the previously charted wreck (Latitude 25°17'N, Longitude 30°10'W) was cleared by the present survey to 34 feet. It is recommended that the present charting status remain unchanged regarding this wreck. See also sections I. 2. and N. of the hydrographer's report.

Except as noted above the present survey is considered adequate to supplement the presently charted information.

b. Aids to Navigation

One floating aid to navigation was hung at an effective depth of 32 feet on the buoy anchor in Latitude 25°17.67'N, Longitude 80°10'00"W (positional accuracy estimated ±200 ft). A detached position was not obtained by the hydrographer. This aid, Buoy R"2" is not presently charted. No change in charted status is required.

8. COMPLIANCE WITH INSTRUCTIONS

Compliance of this survey with Project Instructions was not considered except as noted in section 4. and 7. of this report.

9. ADDITIONAL FIELD WORK

In general, the adequacy of this survey was not

considered during modified processing, except as it serves charting needs. There are conflicts with charted depths as noted in section 7.a. of this report which should be considered in planning any future basic surveys of the area.



R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Verification and Evaluation

INSPECTION REPORT
FE-286WD

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 Modified Evaluation Report. The survey records comply with NOS requirements except where noted in the Modified Evaluation Report. The survey records comply with NOS requirements except where noted in the Modified Evaluation Report.

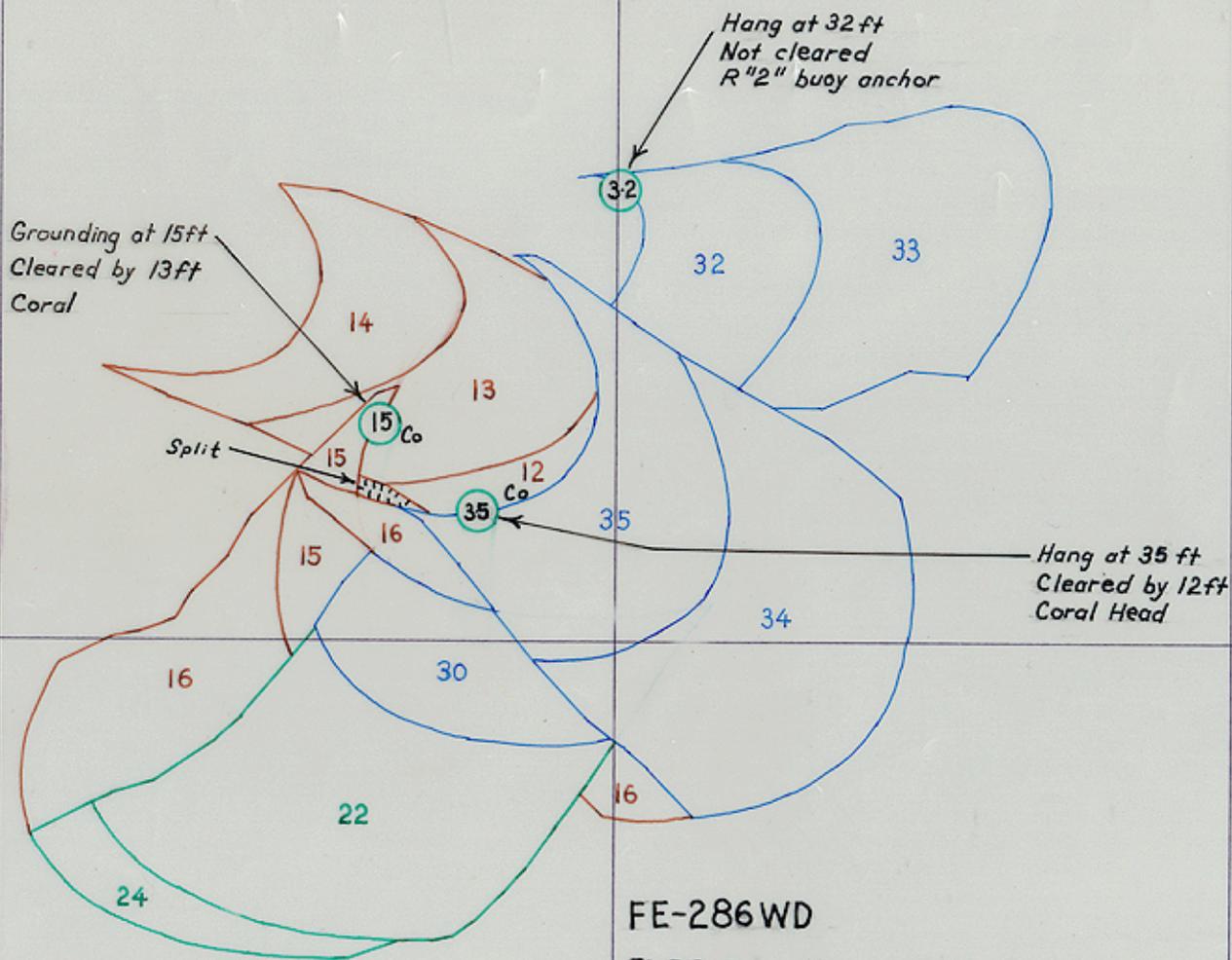
Inspected



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

Approved August 12, 1986


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



Grounding at 15ft
Cleared by 13ft
Coral

Hang at 32 ft
Not cleared
R 2" buoy anchor

Split

Hang at 35 ft
Cleared by 12ft
Coral Head

FE-286WD
 FLORIDA, ATLANTIC OCEAN
 TURTLE REEF
 APRIL 15-17, 1975
 SCALE = 1:20,000 NAD 1927
 EFFECTIVE DEPTHS IN FEET AT MLW
 INVESTIGATION ITEM 22

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

Hydrographic Index No. 79 F

