

F00405

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey .. Side Scan Sonar ..
Field No. HE-10-8-94 ..
Registry No. F00405 ..

LOCALITY

State Texas ..
General Locality .. Gulf of Mexico ..
Sublocality 23.2 Miles ENE of ..
..... Aransas Pass ..
.....
..... 19 94 ..
.....
CHIEF OF PARTY
LCDR G.E. White ..

LIBRARY & ARCHIVES

DATE March 29, 1996 ..

DIAGRAM 1285-2

Ref BP157698

Charts

CP5

JR 11313 TN

MS 11300 CS

EM 411 DR

HYDROGRAPHIC TITLE SHEET

FE-405SS

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.
HE-10-8-94

State TEXAS

General locality GULF OF MEXICO

Locality 23.2nm ENE OF ARANSAS PASS

Scale 1:10,000 Date of survey 25 August-20 September 1994

Instructions dated 17 September 1992 Project No. OPR-K320-HE

Vessel NOAA Ship HECK (EDP 9140)

Chief of party George E. White, LCDR, NOAA

Surveyed by LCDR George E. White, LT Gerd Glang, LTJG Michael Williamson, ENS Larry Krepp
ENS James Crocker, ST Kevin Shaver

Soundings taken by echo sounder, ~~XXX LEAD XXX~~

Graphic record scaled by LTJG Michael Williamson, ENS Larry Krepp, ENS James Crocker
ST Kevin Shaver

Graphic record checked by ENS James Crocker

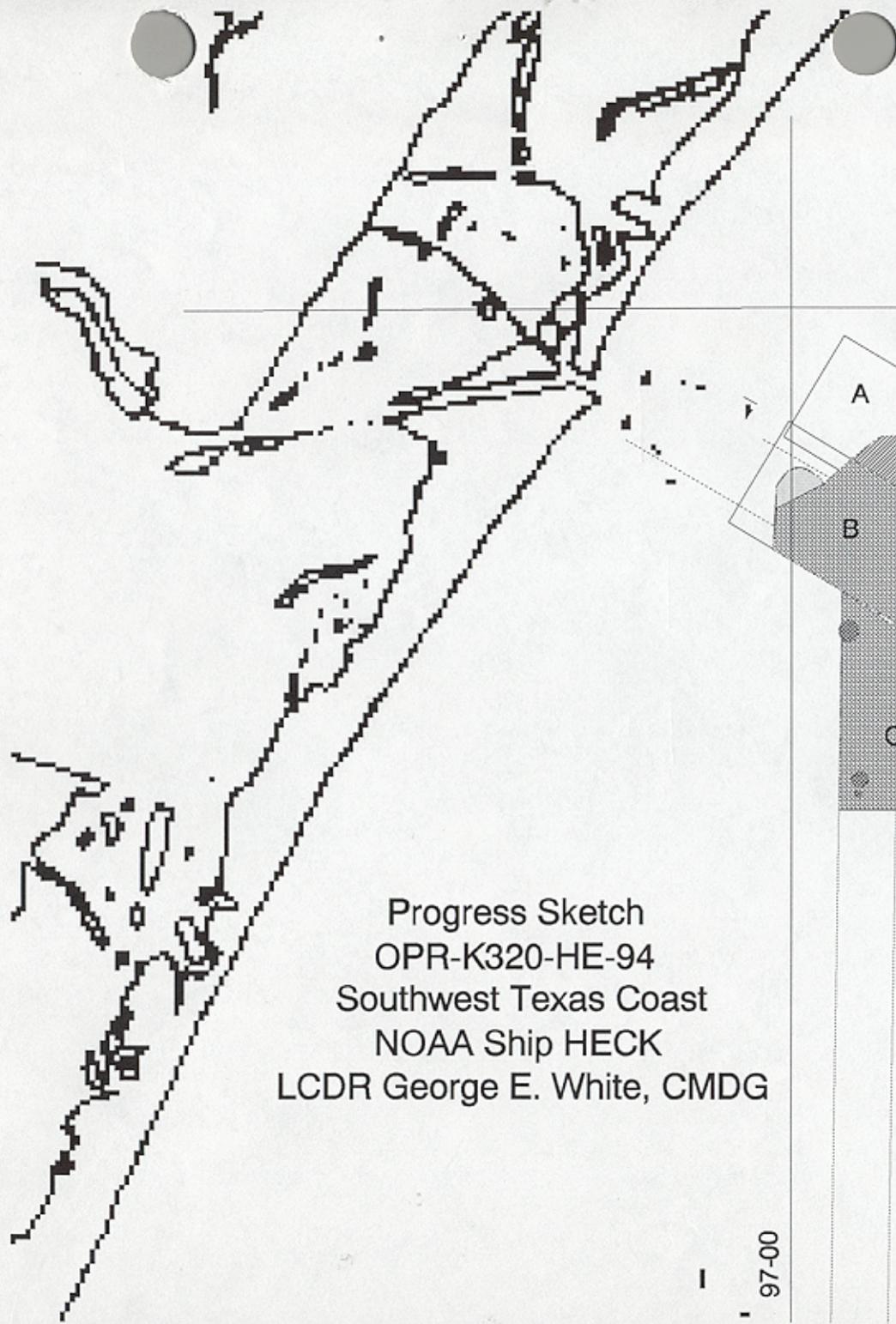
Protracted by N/A Automated plot by HDAPS (FIELD) *ENCAD NOVAJET III Plotter (AHS)*

Verification by Atlantic Hydrographic ^{Branch} Section, N/CG244 CS331

Soundings in ~~XXXXXX~~ ~~XXX~~ ^{METERS} at ~~MLW~~ MLLW FEET

REMARKS: NOTES IN The original Descriptive Report were made in
red During OFFICE Processing.

50 MAR 29 1996



Progress Sketch
OPR-K320-HE-94
Southwest Texas Coast
NOAA Ship HECK
LCDR George E. White, CMDG

97-00

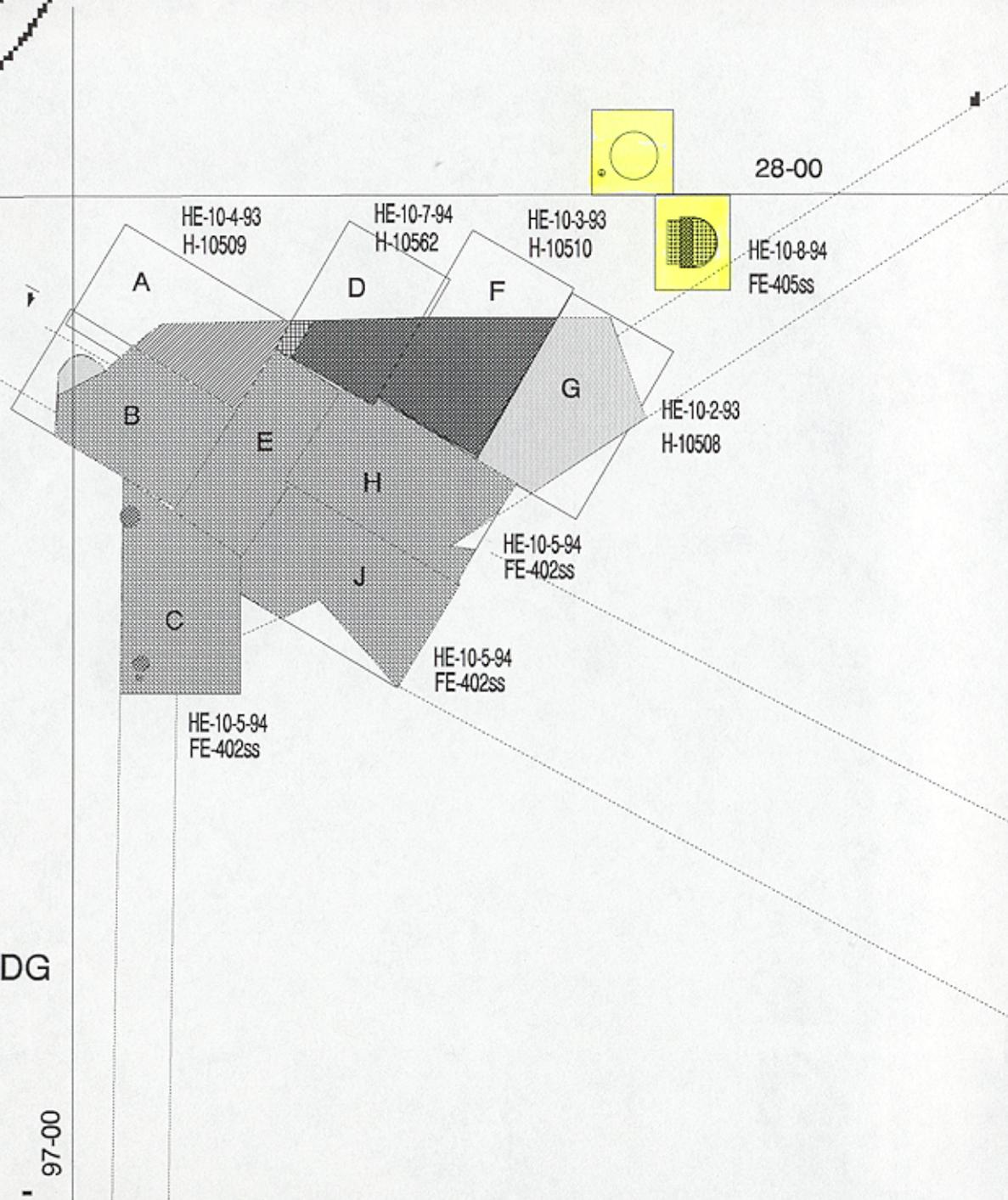


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DESCRIPTIVE REPORT TO ACCOMPANY
SURVEY FE-405ss
FIELD NUMBER HE-10-8-94
TEXAS
GULF OF MEXICO
23.2nm ENE OF ARANSAS PASS, TEXAS
Scale 1:10,000
NOAA SHIP HECK S-591
LCDR George E. White, NOAA, CMDG.

A. PROJECT

1. This survey was conducted in accordance with Hydrographic Project Instructions OPR-K320-HE, Approaches to Aransas Pass, Texas. Data was collected during the 1994 field season. The project was originally assigned to the WHITING in 1991 and continued by the HECK in 1992. Items in this survey were added to the project in 1994.
2. Original project Instructions are dated September 17, 1992.
3. Change One to the Project Instructions is dated September 14, 1993. The project number has been changed from OPR-K220 to OPR-K320 according to the updated instructions. Change Two to the Project Instructions is dated March 22, 1994.
4. These sheets have been designated as Sheet "K" and Sheet "L".
5. The purpose of this project is to accomplish complete side scan sonar coverage (200%, <20 meters of water and 100%, >20 meters of water) of the safety fairway and the fairway anchorages at the approaches to Aransas Pass, Texas. The project area is traversed by vessels accessing the port of Corpus Christi. Tankers and cargo vessels are frequently anchored in the anchorage area to the north of the safety fairway. Aransas Pass also has a large shrimp boat fleet. Port Ingleside on the north side of Corpus Christi bay may serve as a home port to the U.S. Naval Mine-Sweeping Fleet.

B. AREA SURVEYED

1. The survey area, designated Sheet "K" and Sheet "L" in the Project Instructions, lies in the Gulf of Mexico, 23.2 nm east northeast of the entrance to Aransas Pass, Texas.

2. The approximate survey areas are two 3000 m radius AWOIS circles centered at the following positions:

Sheet "K"	AWOIS 8357	LAT 27°57'26"	LON 096°37'24"
Sheet "L"	AWOIS 8876	LAT 28°03'18"	LON 096°41'30"

3. Survey operations for Sheet "K" began on 19 September, 1994 (DOY-262) and were completed on the same day. Survey operations for Sheet "L" began on 25 August, 1994 (DOY-237) and were completed on 20 September, 1994 (DOY-263).

C. SURVEY VESSELS

1. All hydrographic and side scan data were collected by NOAA Ship HECK (EDP 9140). All offset and layback information is contained in the offset table located in section IV of the separates.*

2. No unusual vessel configurations were used.

D. AUTOMATED DATA ACQUISITION AND PROCESSING *See also Evaluation Report*

1. Survey data acquisition and processing were accomplished utilizing HDAPS hardware and the latest version of the NAVITRONIC NAVISOFT 300 software provided to the ship by N/CG24. A listing of actual programs and versions is appended in Appendix VI.*

2. Program Velocity (version 2.10) was used to determine velocity corrections.

3. No nonstandard automated acquisition or processing methods were used.

E. SONAR EQUIPMENT

1. HECK is equipped with an EG&G model 260 slant range corrected Side Scan Sonar (SSS) recorder and model 272 single frequency towfish. Serial numbers and dates of usage are as follows:

Towfish	S/N 016989	DOY 237-251 (1994)
Towfish	S/N 10823	DOY 252-263 (1994)
Recorder	S/N 0012105	DOY 237-263 (1994)

2. The beam width and down angle are not adjustable on this unit. The grazing angle dip switches are normally set to 01, unless otherwise noted on the sonargram.

3. All SSS data was collected using 100 Khz frequency.

4.
 - a. Line spacing of 260 meters on the 150 meter scale, 160 meters on the 100 meter scale, 110 meters on the 75 meter scale, and 80 meters on the 50 meter scale were used to maintain the required line overlap as determined by the equation in FPM 7.3.2.2.
 - b. Confidence checks were obtained, and annotated on the sonargrams, by towing the side scan unit either past known items or linear bottom features. A minimum of two confidence checks were obtained on a daily basis as required.
 - c. Required proof of sonar coverage is demonstrated through sonar coverage plots produced as HDAPS plots. Quality of bottom coverage to the outer edges of the sonargrams was assured during check scanning to the best of the hydrographers ability.
 - d. No anomalies were observed.
 - e. The towfish was deployed from the stern. All offset and layback information is provided in the offset table located in section IV of the separates.*

5. Contacts were investigated using side scan sonar developments and a two or three pass "wagon wheel" pattern over the target. Diver investigations are normally conducted on items that are determined to be significant as a result of the side scan sonar developments. Echosounder developments using reduced line spacing or multiple passes drifting over the target are normally used for targets if diving operations are considered dangerous. No dives or echosounder developments were necessary during this survey.

6. The sonar contact list (Side Scan Sonar Manual 3.1.1.1.) is provided through the HECK's side scan survey contact abstract table and the automated HDAPS contact printout that is produced during the computation and logging of contacts. Depths on HDAPS contact printout are raw, however, depths on the side scan survey contact list are manually corrected for draft (+2.1 meters). Both are located in the separates.

One contact table (number 12) was used during this survey. In order to prevent confusion all items were identified using their position number. Some contacts have more than one target number from successive hits during 200% coverage, developments, and detached positions. In this case the targets plotted on top of each other, however, the recommended charting positions were derived from their DP's.

Targets to develop were chosen based on contact height, strength of return, and shape. All contacts with heights

- b. There are no variations in the instrument initial on the DSF-6000N.
 - c. There are no instrument correctors on the DSF-6000N.
 - d. On DOY 154 (1994) a dual leadline comparison was conducted. A mean difference of 0.04 meter was obtained resulting in a corrector of 0.0 meter.
 - e. The computed velocity correctors were applied on line to echosounder depths (both high and low frequency) by entering the correction data into the HDAPS sound velocity table.
 - f. The static draft of 2.10 meters was applied on line to all echosoundings via the HDAPS offset table.
 - g. Settlement and squat values for HECK were determined on March 03, 1993 in the vicinity of Craney Island fuel pier in Norfolk, Virginia using the level rod method. These correctors are on file at N/CG244 and are included in separates section IV. *
- Settlement and squat values were applied on line to hydrographic soundings via the HDAPS offset table located in section IV of the separates. *
- h. Heave is measured by a Datawell B.V. (S/N 19110-C) heave, roll, and pitch sensor (HIPPY) located midships near the transducer. The sensor gathers on line data which is applied to the soundings in near real time. All data have been corrected by applying HIPPY correctors.

- 2. No unusual methods or instruments for determination of correction to soundings were used.
- 3. No zoning or special correctors were used.
- 4. Pneumogauge calibrations are provided in separates section IV.*No correctors are required for the pneumogauge readings.
- 5. There were no unusual factors affecting DSF records.
- 6. a. The tidal datum for this survey was mean lower low water (MLLW). The tide station at Bob Hall Pier, Corpus Christi, Texas (877-8570) was the reference station. The station was inspected and bracketing levels were run by HECK's crew. No tide stations were

established by HECK in support of this survey.

b. All hydrographic depths have been corrected for predicted tides. Zone correctors were specified in the project instructions. Tidal correctors were applied on line via the HDAPS predicted tide table.

c. Zoning was in accordance with project instructions. No zoning was used. Approved tides and zoning were applied during office processing.

H. CONTROL STATIONS *See also Evaluation Report.*

1. The horizontal datum for this project is the North American Datum of 1983 (NAD 83).
2. Horizontal control was accomplished using GPS in conjunction with the DGPS beacons at Port Aransas, TX and Galveston, TX.
3. Coast Guard DGPS beacons were positioned by N/CG241. All control stations were positioned to Third order, Class 1 standards.
4. No horizontal control stations were installed or maintained by HECK.
5. No horizontal control report has been submitted to NOAA Atlantic Hydrographic Section, N/CG244.
6. No known anomalies or unconventional methods of horizontal control were used.

I. HYDROGRAPHIC POSITION CONTROL

1. Position control was by Differential Global Positioning System (DGPS). Control station positions were entered into the HDAPS control station Table. The first, and most commonly used, was the Port Aransas beacon. The Galveston beacon was also used for performance checks and occasionally for primary positioning. The list of the DGPS beacons and their positions appear in Appendix III, LIST OF HORIZONTAL CONTROL STATIONS submitted with this survey. *Data appended to this Report*
2. Accuracy requirements were met as specified by the Hydrographic Manual and Field Procedures Manual.
3. Equipment serial numbers appear as part of the header information on each day's data print out. The two GPS receivers on board are Ashtech OEM sensors (s/n 700417B1012 and 7004178B1195, both with version 1E11 D-P EPROMs). The differential receivers are Magnavox MX50R receivers. The

serial number for DGPS receiver 1 is 079. The serial number for DGPS receiver 2 is 077.

4. The DGPS beacons used for this survey were the USCG beacons located at Port Aransas, TX (304 kHz) and Galveston, TX (296 kHz).

5. Performance checks using both DGPS positions (Port Aransas and Galveston) were conducted using the SHIPDIM program. These checks compare positions computed by both DGPS beacons and compare their subsequent position differences. The performance checks were sent to Atlantic Hydrographic Section N/CG244 as part of the data.* Data Filed with Field records

6. When Differential GPS was used, the maximum allowable HDOP was set at 3.7 for the Port Aransas beacon and 3.0 for the Galveston beacon to avoid EPE's in excess of the allowable 15 meters for this scale survey. Data not meeting these requirements were examined and either accepted, smoothed or rejected.

7. a. No unusual methods of operating or calibrating electronic equipment were used.
- b. There were no problems receiving DGPS correctors from either the Port Aransas or Galveston stations during this project.
- c. No unusual atmospheric conditions were noted and did not effect our reception of the DGPS signals.
- d. The positioning accuracy using the DGPS beacons was not compromised at all during the survey.
- e. No systematic errors were discovered.
- f. and g. All survey offsets were applied on-line using the HDAPS Offset Table 1.

J. SHORELINE

Not applicable as per project instructions.

K. CROSSLINES

1. Crosslines were not run on either of the item investigations on this field exam. Both AWOIS investigations using side scan sonar required 200% coverage for disproval. The first and second 100% coverage were run perpendicular to each other.

2. Comparison between 1st and 2nd 100% coverage soundings good agreement with random differences of ± 0.3 meters. A maximum difference of 0.5 meters was observed.

3. No significant discrepancies were noted.

4. No sounding equipment changes were made between the running of mainscheme and crossline.

L. JUNCTIONS

This survey does not junction with any other surveys.

M. COMPARISON WITH PRIOR SURVEYS *See the Evaluation Report*

The Atlantic Hydrographic Section HECK processing team is completing survey comparisons as agreed upon at the start of the 1994 field season.

N. ITEM INVESTIGATION REPORTS

N1. SUMMARY OF ITEMS INVESTIGATED

AWOIS NO. TGT #	SECTION	STATUS	RECOMMENDATION
8876	N2	Found	Relocate Dangerous Wreck
8357	N3	Disproved	Delete Obstruction

N2 AWOIS ITEM #8876

1. Area of Investigation

Reported Position:
Latitude: 28°03'18" N
Longitude: 096°41'30" W
Datum: NAD 83
Depth: Unknown
Feature: Dangerous Wreck (PD)

2. Description of Item

This item is reported as the M/V Shoreline Tenn, a jack-up drilling vessel, which capsized and sank on 11/30/92 at the position reported above. The owner could not locate the vessel on 12/02/92 and subsequent searches were negative. The owner of the vessel is Shoreline Lifeboats Inc., 815 Lakeside Drive, Channel View, TX 77530, Tel. 713-452-7910.

3. Survey Requirements

Survey requirements specify determining the existence of

this item by 200% side scan coverage over a 3000 meter radius, diver investigation, or salvage documentation.

4. Method of Investigation

NOAA Ship HECK contacted Shoreline Lifeboats Inc. on 19 September 94 (DOY 262) to gain further information on the sunken vessel. A conversation with Shannon Moran of Shoreline Lifeboats Inc. confirmed the vessel has been located at LORAN position 7980-W-11065.0, 7980-X-24237.6, 7980-Y-46797.4. In the conversation it was reported that all three jack-up legs have been located. The first was located on the beach, the second leg is located under the wreck, and the third leg was reported still attached to the wreck and standing 50-60' above the water surface. The wheelhouse of the vessel was reported removed and relocated to the side of the vessel.

On 19 September 94 (DOY 262) a visual search of the area was conducted and the standing jack-up leg was located. Side Scan Sonar was used to identify the underwater wreckage of the vessel.

5. Results of Investigation

The third jack-up leg of the M/V Shoreline Tenn was located standing approximately 60' above the water surface. Side Scan Sonar images of the wreck revealed the hull of the vessel and the wheelhouse located next to the hull as described by Mr. Moran. The hydrographer believes this wreck to be the same as AWOIS 8876

The detached position of the jack-up leg located the wreck at Latitude 28°04'53.19"N, Longitude 96°42'51.11"W (fix number 784, DOY 262), 2.1nm northwest of the original charted position. The present charted depths in this area are approximately 53 feet.

Recommendation: Delete dangerous wreck (PD) from the chart at latitude 28°03'18" N, longitude 096°41'30" W and reposition as a visible wreck showing mast above chart datum at latitude 28°04'53.19" N, longitude 096°42'51.11" W. CONCUR

N3. AWOIS ITEM #8357

1. Area of Investigation

Reported Position:
Latitude: 27°57'26" N
Longitude: 096°37'24" W
Datum: NAD 83
Depth: 14 feet

Feature: Submerged Obstruction (PA)

2. Description of Item

This item is listed as a submerged obstruction with a covered depth of 14 feet. A buoy was established 150 yds southeast of the obstruction in April 1989. The obstruction was unable to be located by USCG buoy tender and a contracted survey conducted by Russel-Veteto Engineering Inc, utilizing magnetometer, side scan sonar, and diver searches.

3. Survey Requirements

Survey requirements specify determining the existence of this item through 200% side scan coverage over a 3000 meter radius, diver investigation, or salvage documentation.

4. Method of Investigation

NOAA Ship HECK completed 200% side scan coverage on this AWOIS item.

5. Results of Investigation

Two contacts 1129.05, and 721.19 were found within the area investigated. The contacts were further developed using the side scan sonar on the 75 meter range scale and proved insignificant. No contacts fitting the description of AWOIS 8357 were found within the limits of the search radius.

Recommendation: Delete Submerged Obstruction (PA) (covered 14 feet reported) from the chart at latitude 27°57'26" N, longitude 096°37'24" W. Delete Wreck Buoy (PA) charted at latitude 27°57'23"N, longitude 096°37'20"W from the chart. *CONCUR*

0. COMPARISON WITH THE CHART *See also Evaluation Report.*

1. The Atlantic Hydrographic Section HECK processing team is completing comparisons with current editions of the following NOS charts as agreed upon at the start of this project:

<u>CHART</u>	<u>EDITION</u>	<u>DATE</u>	<u>SCALE</u>
11300	32nd	APR 94	1:460 732
11313	20th	JUL 92	1:80,000

NOT DONE

2. a. One Danger to Navigation report was submitted on September 29, 1994 in accordance with H.S.G. No. 34.
- b. The danger to navigation reported refers to AWOIS

Item #8876, a jack-up leg from the sunken jackup drilling vessel described above in section N2. A copy of the danger to navigation report can be found in Appendix I. * *Data appended to this report*

3. a. The charted soundings are consistent with the survey depths.
- b. No shoaling or deepening has been observed. The depths from this survey should replace all prior depths in the area.
- c. No extraordinary hydrographic features were noted.
- d and e. There are no channels within the survey area.
4. There are no non-sounding features other than those mentioned in Section N in this survey.
5. No changes are recommended to scale coverage or format of published charts within the survey area.

P. ADEQUACY OF SURVEY *See the Evaluation Report*

1. This survey meets or exceeds 1:10,000 specifications, and is adequate to supersede all prior surveys for the purposes of charting the depths and hazards to navigation within the survey area.
2. No portion of this survey has been identified as substandard or incomplete.

Q. AIDS TO NAVIGATION

1. No correspondence was initiated with the Coast Guard regarding floating aids to navigation.
2. There is one floating aid to navigation charted close to the survey area. A visual search disproved the existence of this buoy at the charted location.

Wreck Buoy (PA)
LAT: 27°57'23"N LON: 096°37'20"W
Bearing: Distance:
DATUM: 1983

Recommendation: Delete Wreck Buoy (PA) charted at latitude 27°57'23"N, longitude 096°37'20"W from the chart. *concur* ✓

3. There are no aids to navigation not shown in the Light List noted in this survey area.

4. There are no bridges or tunnels within the survey area.
5. No submarine cables, submarine pipelines, or ferry routes were noted within the survey area.
6. There are no uncharted ferry terminals within this survey area.

R. STATISTICS

<u>ITEM</u>	AMOUNT
a. Square NM Hydrography	8.24 NMi ²
b. Days of Production	5 Days
c. Detached Positions	1
d. Bottom Samples	None
e. Tide Stations Established	None
f. Current Stations Established	None
g. Velocity Casts Performed	3 Casts
h. Magnetic Stations Established	None
i. XBT Drops	None

S. MISCELLANEOUS *See the Evaluation Report,*

1.
 - a. The water in this area of the Gulf of Mexico is silty which results in a muddy bottom type.
 - b. No unusual submarine features were noted.
 - c. No unusual tide conditions were observed.
 - d. No unusual current conditions were observed.
 - e. No magnetic anomalies were noted.
2. No bottom samples were collected for these surveys.

T. RECOMMENDATIONS

1. No additional field work is recommended.
2. No salvage or dredging operations should affect this survey.
3. No further investigation of unusual features or sea conditions is recommended.

U. REFERRAL TO REPORTS

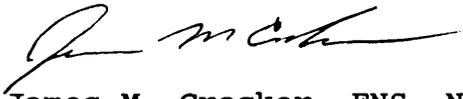
1. User Evaluation Reports were submitted to N/CG241 and N/CG244 on September 24, 1993.

2. A Coast Pilot Report was submitted to N/CG244 and N/CG222 on October 27, 1994.

3. No LORAN-C chart verification will be submitted with this survey.

SUBMISSION

Respectfully Submitted,



James M. Crocker, ENS, NOAA
Navigation Officer
NOAA Ship HECK

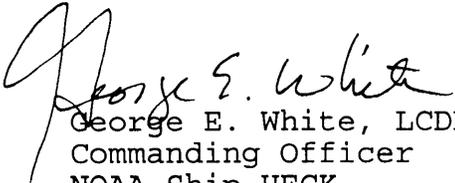
Checked By:



Larry Krepp, ENS NOAA
Operations Officer
NOAA Ship HECK

LETTER OF APPROVAL

Field operations contributing to the accomplishment of this survey were conducted under my direct supervision with daily personal checks of progress and data quality. This report, field sheets, and data records have been closely reviewed and are complete and adequate for charting.

A handwritten signature in cursive script that reads "George E. White". The signature is written in dark ink and is positioned above the typed name and title.

George E. White, LCDR, NOAA
Commanding Officer
NOAA Ship HECK



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Ocean and Earth Sciences
Silver Spring, Maryland 20910

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: March 17, 1995

HYDROGRAPHIC SECTION: Atlantic

HYDROGRAPHIC PROJECT: OPR-K320

HYDROGRAPHIC SHEET: FE-405SS

LOCALITY: Gulf of Mexico, 23.2 Nautical Miles E.N.E. of Port
Aransas Pass, Tx.

TIME PERIOD: August 25 - September 20, 1994

TIDE STATION USED: 877-5870 Bob Hall Pier, Tx.
Lat. $27^{\circ}34.8'N$ Lon. $97^{\circ}13.0'W$

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 20.58 ft.

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.6 ft.

REMARKS: RECOMMENDED ZONING

Times are direct, and apply a X1.07 range ratio to heights using
Bob Hall Pier, Tx. (877-5870).

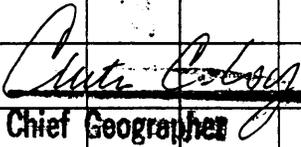
- Notes: 1. Times are tabulated in Greenwich Mean Time.
2. Data for Bob Hall Pier, Tx. (877-5870) was temporarily
stored in file #677-5870.

William M. Johnson
CHIEF, DATUMS SECTION



GEOGRAPHIC NAMES

Name on Survey	A 94 CHART NO. 11313, 11300 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		
ARANSAS PASS (title)	X		X							1	
MEXICO, GULF OF	X		X							2	
TEXAS (title)	X		X							3	
										4	
										5	
										6	
										7	
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Approved

 Chief Geographer

MAR 25 1996

03/27/96

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: FE-405

NUMBER OF CONTROL STATIONS	2
NUMBER OF POSITIONS	797
NUMBER OF SOUNDINGS	5490

	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	21	10/27/94
VERIFICATION OF FIELD DATA	24	01/22/96
QUALITY CONTROL CHECKS	0	
EVALUATION AND ANALYSIS	5	
FINAL INSPECTION	4	03/22/96
COMPILATION	22	03/26/96
TOTAL TIME	76	
ATLANTIC HYDROGRAPHIC BRANCH APPROVAL		03/25/96

:

**ATLANTIC HYDROGRAPHIC SECTION
EVALUATION REPORT FOR FE-405 (1994)**

This Evaluation Report has been written to supplement and/or clarify the original Descriptive Report. Sections in this report refer to the corresponding sections of the Descriptive Report.

D. AUTOMATED DATA ACQUISITION AND PROCESSING

The following software was used to process data at the Atlantic Hydrographic Branch:

AutoCAD, Release 12
Hydrographic Processing System
Microstation, version 5.0
NADCON, version 2.10

H. CONTROL STATIONS

Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1983 (NAD 83). Office processing of this survey is based on these values.

To place this survey on the NAD27 datum move the projection lines 1.064 seconds (32.741 meters or 3.27 mm at the scale of the survey) north in latitude, and 0.934 seconds (25.511 meters or 2.55 mm at the scale of the survey) west in longitude.

All geographic positions listed in this report are on NAD83 datum unless otherwise specified.

M. COMPARISON WITH PRIOR SURVEYS

A comparison with prior surveys was not performed. This is in accordance with section 4. of the memorandum titled "Changes to Hydrographic Survey Processing", dated May 24, 1995.

O. COMPARISON WITH CHART 11313 (20TH Ed., JUL 4, 1992)

Hydrography :

The charted hydrography originates with prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in sections N. and O. of the Descriptive Report.

The present survey is adequate to supersede the charted

hydrography within the common area.

Dangers To Navigation

One Danger to Navigation report was submitted to Commander (oan), Eighth Coast Guard District, New Orleans, Louisiana for inclusion in the Local Notice to Mariners, and to the Marine Chart Division, N/CS3x1, Silver Spring, Maryland. A copy of the report is appended to this report.

P. ADEQUACY OF SURVEY

This is an adequate item investigation/side scan sonar survey; no additional work is recommended.

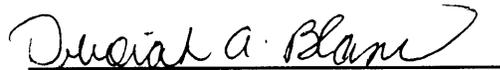
S. MISCELLANEOUS

Chart compilation using the present survey was done by Atlantic Hydrographic Branch personnel in Norfolk, Virginia. Compilation data will be forwarded to the Marine Chart Division, Silver Spring, Maryland.

HECK PROCESSING TEAM



Douglas V. Mason
Cartographic Technician



Deborah A. Bland
Cartographer



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Office of NOAA Corps Operations
NOAA Ship HECK S-591
439 W. York Street
Norfolk, VA 23510-1114

File

September 26, 1994

Commander, Eighth Coast Guard District
 Office of Aids to Navigation
 Hale Boggs Federal Building
 501 Magazine Street
 New Orleans, LA 70130-3396

Dear Sir,

The following dangerous wreck was located during hydrographic survey operations, and is considered a danger to navigation:

REPORT OF DANGER TO NAVIGATION

Hydrographic Survey Number	FE-405SS
State	Texas
General Locality	Gulf of Mexico
Locality	23.2 ENE OF Aransas Pass
Project Number	OPR-K320-HE-93
Surveyed By	NOAA Ship HECK

Object Discovered: Dangerous wreck with jack-up leg above the water surface

A dangerous wreck was originally reported in LNTM 48/92 and relocated in LNTM 50/92. While conducting survey operations in the area, the NOAA Ship HECK discovered the item 22.5nm northeast of Port Aransas, Texas (2.1nm northwest of the original charted position) The wreck is the remains of a jack-up drilling vessel with one jack-up leg rising 60 feet above the water surface. The preliminary position of this dangerous wreck is Latitude 28°51'53.19"N, Longitude 096°42'51.11"W (NAD83). The present charted depths in this area are approximately 53 feet.

Affected Nautical Charts:

CHART NUMBER	EDITION		HORIZ. DATUM	GEOGRAPHIC POSITION	
	NO.	DATE		LATITUDE	LONGITUDE
11300	32	Apr. 16, 1993	NAD83	28°04'53.19"N	96°42'51.11"W
11313	20	JUL. 4, 1992	NAD83	"	"

This is advance information subject to office review. Questions concerning this report should be directed to the Chief, Atlantic Hydrographic Section, at (804) 441-6746.

Sincerely,

George E. White
 Lieutenant Commander, NOAA
 Commanding Officer

Attachment:
 Chartlet of 11313

cc: N/CG244, N/CG241, N/CG221, DMAHTC





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Office of NOAA Corps Operations
NOAA Ship HECK 5-591
439 W. York Street
Norfolk, VA 23510-1114

September 29, 1994

Director
DMAHTC
Attn: MCNA
6500 Brooks Lane
Washington, DC 20315-0030

Dear Sir,

The letter dated September 26, 1994 pertaining to the location of a danger to navigation was found to have an error. This error was corrected and resubmitted to the Eight Coast Guard District. Enclosed is a copy of the correspondence. Please check your record to ensure the incorrect position was not used.

Sincerely,

A handwritten signature in cursive script that reads "George E. White".

George E. White
Lieutenant Commander, NOAA
Commanding Officer

Enclosure





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
Office of NOAA Corps Operations
NOAA Ship HECK 8-591
439 W. York Street
Norfolk, VA 23510-1114

September 29, 1994

Commander, Eighth Coast Guard District
 Office of Aids to Navigation
 Hale Boggs Federal Building
 501 Magazine Street
 New Orleans, LA 70130-3396

Dear Sir,

This is a correction to the letter dated September 26, 1994. The preliminary position of the dangerous wreck listed in the body of the letter was incorrect. This error is corrected below. Please check your record to ensure the incorrect position was not used.

REPORT OF DANGER TO NAVIGATION

Hydrographic Survey Number	FE-405SS
State	Texas
General Locality	Gulf of Mexico
Locality	23.2 ENE OF Aransas Pass
Project Number	OPR-K320-HE-93
Surveyed By	NOAA Ship HECK

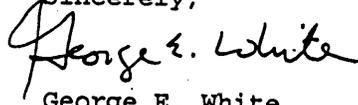
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Affected Nautical Charts:

CHART NUMBER	EDITION		HORIZ. DATUM	GEOGRAPHIC POSITION	
	NO.	DATE		LATITUDE	LONGITUDE
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Sincerely,

 George E. White
 Lieutenant Commander, NOAA
 Commanding Officer

Attachment:
 Chartlet of 11313

cc: N/CG244, N/CG241, N/CG221, DMAHTC



APPROVAL SHEET
FE-405

Initial Approvals:

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing. A final sounding printout of the survey has been made. The survey records and digital data comply with NOS requirements except where noted in the Evaluation Report.

Deborah A. Bland
Deborah A. Bland
Cartographer
Atlantic Hydrographic Branch

Date: 25 March 1996

I have reviewed the smooth sheet, accompanying data, and reports. This survey and accompanying digital data meet or exceed NOS requirements and standards for products in support of nautical charting except where noted in the Evaluation Report.

Nicholas E. Perugini
Nicholas E. Perugini,
Commander, NOAA
Chief, Atlantic Hydrographic Branch

Date: 25 March 1996

Final Approval:

Approved: Jack L. Wallace ACTG for Date: 3/29/96

Andrew A. Armstrong, III
Captain, NOAA
Chief, Hydrographic Surveys Division

Dangerous Wreck Reported
 Single jack-up leg 60ft above chart datum
 Lat: 28°04'53.19"N
 Lon: 096°42'51.11"W

LNTM 48/92 and LNTM 50/92
 PREVIOUS REPORTED POSITIONS



UNITED STATES - GULF COAST
 TEXAS

MATAGORDA LIGHT TO ARANSAS PASS

Mercator Projection
 Scale 1:80,000 at Lat. 28°06'
 North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

11313

LORAN-C OVERPRINTED
 PRELIMINARY INFORMATION
 NOT FOR NAVIGATIONAL USE

45'

40'

