5705

5705

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~ Hydrographic } Sheet No. 5

State FLORIDA

LOCALITY

Santa Rosa Sound

Lower Pritchard Long Point & Vicinity

1935

CHIEF OF PARTY

I. E. Rittenburg

U. S. GOVERNMENT PRINTING OFFICE: 1934

5705

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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REG. NO.

HYDROGRAPHIC TITLE SHEET

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. 5

REGISTER NO. 5705

State Florida

General locality Santa Rosa Sound

Locality Lower Pritchard Long Point & Vicinity ~~Portion of Santa Rosa Sound~~

Scale 1:10,000 Date of survey Jan. - Feb., 1935

Vessel Shore Party 15

Chief of Party I. E. Rittenburg

Surveyed by A. O. Dority

Protracted by J. R. Walsh

Soundings penciled by J. R. Walsh

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by

Inked by G.H. Everett

Verified by G.H. Everett & F. Knap

Instructions dated Nov. 30, 1934, 19

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1931

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET FIELD NUMBER 5, PROJECT H. & T. # 196; SANTA ROSA SOUND, FLORIDA, (SECTION OF)

1. AUTHORITY

This survey was made in accordanceswith instructions from the Director dated Nov. 30, 1934. Field work was executed during the months of Jan. and Feb. 1935.

2 AREA COVERED AND JUNCTIONS.

The area covered by this survey is that portion of Santa Rosa Sound, Florida between longitudes 86-57.4 W and 86-49.7 W. This sheet joins hydrographic sheet field number 4 on the west and sheet number 6 on the east. A suitable junction was made except at the southwest edge of the sheet North of signal Wan, where sheet 4 shows several deeper soundings inshore from shoaler soundings on this sheet. For this whole area on the south shore the shoals making out from the high water line break sharply into deep water. All of Y day was spent disproving these deeper soundings on Sheet 4. Unfortuneatly sheet 4 had been already forwarded to the office when this discrepancy was noted. It is possible that the fixes on sheet 4 were a little weak or that the soundings were taken from the side of the launch that was nearer the deep water while on sheet 5 the soundings were taken on the side of the launch nearer the shoal water. It is recommended that the soundings on sheet 5 in this area be given preference over the soundings on sheet 4 since an opportunity was available to either prove or disprove the soundings.

These soundings not plotted as recommended.

Line 90 to 91, N (green) rejected by the Chief of Party - I.E. Rittenburg. See note on page 4, Vol. 5 of H-5667 by I.E.R.

Soundings have not been inked on Smooth Sheet H-5667 (1934-35)

3 CONTROL

The basic control for this sheet was the triangulation of Lieut. Commdr Fred. L. Peacock, 1930. A first order connection to this scheme was made by Lieut. G. L. Anderson in 1934 at Station Cove 3. This connection furnished the correction factor to be applied to the 1930 triangulation in this area to place the geographic positions furnished on the final adjusted North American Datum, 1927. This sheet is therefore on the final adjusted North American 1927 Datum. Graphical control on aluminum mounted topographic sheets supplemented this triangulation as necessary to furnish sufficient control for the hydrography. The stations located by topographic methods were transferred from Graphical Control Sheets "F" back, "G" front and back. Shoreline was obtained from the air photo reduction party of Lieut. j.g. M.H. Reese and placed on the final adjusted N.A. 1927 Datum by means of the correction factor mentioned above.

4 METHODS

Standard hydrographic methods were employed throughout this survey. Three point sextant fixes were employed to control all sounding lines All soundings were taken with a 10 # hand lead or a sounding pole, both graduated into fathoms and feet. Soundings were taken as close to both shorelines as possible with a skiff and outboard motor.

5 DANGERS

The principal dangers on this sheet are the shoals along the edges of the channel. Parts of this channel are dredged cuts and these remaining shoals are the spoil banks of the dredgeing operations. S.W. of lighted Beacon 2 there is a shoal or spoil bank with a least depth of 2 ft., Pos 16 T day, very close to the edge of the channel. As the chanel is very narrow for the greater part of this survey vessels drawing close to the maximum depth must navigate with extreme care or run the risk of grounding. As is characteristic of all of Santa Rosa Sound the Aids to Navigation are few and far between. The color of the water is the only guide here.

6 CHANNELS

The project depth of 9 ft. can be carried for the full length of this sheet but the utmost care must be excercised as the channels are narrow and flanked by shoals. A maximum depth of 7 to 8 ft. is all that should be carried through this area without more aids to navigation

7 DISCREPANCIES AND GENERAL

The shoals outlined on the boat sheet in heavy black broken lines were taken from the air photos and were then located and investigated by the hydrographic party using hydrographic methods.
two very short split lines should have been run on this sheet. On the boat sheet these two lines appaared to be unnecessary but when the smooth sheet was plotted it was seen that these two lines should have been run to make a finished survey. These two places are south of the line between Day Bn. 2 and lighted Bn. 2 and north of the line between Bns. 3 & 4. When this ommission was noticed no launch was working in this vicinity and it would have meant a whole day spent in order to run these 2 short lines including the run back and forth. This was considered uneconomical by the Chief of Party. However it is believed that the best water is shown on this sheet even though these lines should have been run. The area at the southwest corner of the sheet has been already mentioned under paragraph 2.
Pos. 1 P and 148 N locate temporary range poles probably used by the U. S. Engineers. while dredging.
Position 145 L shows a 9 ft. sdg. near a 4 ft. sdg. on pos. 45½ P; pos 44 P shows a 3 ft. sdg. near a 0 sdg. sdgs between 99 to 100 V and 168 to 169 P do not agree very wellwith adjacent sdgs. It is believed that all these are due to the fact the the edge of the shoal making out from shore is very marked and steep to.
Cross Lines 141 - 145 S and 146 - 152 S show depths 2 ft. deeper than corresponding depths on lines run parrallel to the channel. On the day that the cross lines were run it was necessary to use the gage at Ft. Walton for the tide reducers while reducers were taken from the gage at Hyers Landing for the soundings on line parrallel to the channel. The gage at Hyers Landing was not running this day. This may explain the discrepancy. Positions 88 - 93 T show the locations of sand pinnacles and the spoil banks from the dredging operations.

8 LANDMARKS FOR CHARTS

With the exception of signal Gab there are no landmarks of sufficient prominence for charting. In any other area this object would not be recommended for charting but as it is the only readily distinguishable object on this sheet it is reccommended for charting. The position of this object together with a list of the aids to navigation are submitted on a separate form and attached to this report. Chart 1265 shows no landmarks in this area. → Filed in Cartographic Section

9 COAST PILOT NOTES

The original notes from the western end of the sheet to Bn. 3 have been given to Lieut. Commdr. H. A. Cotton in accordance with instructions received. The Coast Pilot notes of this sheet from Bn. 3 eastward to the limits of the sheet are attached hereto as a separate report.

10 TIDES

From Jan. 14-18 inclusive (A day to E day) tide reducers were obtained from the gage 10 miles NE of bridge across Santa Rosa Sound. From Jan. 21 - 31 inc. reducers were obtained from the gage at Hyers Landing. From Feb. 1 to the time the sheet was finished the reducers were obtained either from the gage at Hyers landing or the gage at Ft. Walton as shown on the attached sheet of tide reducers. This was due to the fact that the gage at Hyers Landing was not operating properly
The following datum planes were furnished by your office.

10 Miles NE of bridge	MLW	on	staff	equals	2.4	ft.
Hyers Landing	"	"	"	"	2.8	"
Ft. Walton	"	"	"	"	3.4	"

11 STATISTICS

Statute miles of sounding lines	316.1
Number of soundings taken	9600
Number of positions taken	2513

A. O. Dority, Surveyor

I. E. Rittenburg, Lieut., C&GS
Chief of Party.

This is to certify that the records and sheets have been inspected and approved.

I. E. Rittenburg, Lieut., C&GS
Chief of Party.

Sheet 5 - Sea gage on sheet 4 till after Jan. 18 Dan Sayo at Key West, Fla. 2.8 ft = MLW

A-day Jan. 14	B day Jan. 15	C day Jan. 16	D day Jan. 17	E day Jan. 18	F day Jan. 21	G day Jan. 24	H day Jan. 25	J day Jan. 26	K day Jan. 28	L day Jan. 29
10:30 - 3:30	10:00 - 4:	9:40 - 3.40	10 - 3.40	11:30 - 3:30	10:20 - 3:15	1:00 - 2:30	10:30 - 3:00	10:30 - 3:00	10:00 - 3:10	9:50 - 3:30
+½ - 10.27	+½ - 11.45	0 - 2.00	0 - 12.20	0 all day		Same as	Dan's	rule	—	
0 - 1.04	0 - 1.45	-½ - 4.20	-½ - End							
-½ - 3.42	-½ - End									

Hyer's gage properly. Landing gage not reading engage at Ft. Walton beginning need. 3.4 = M.L.W.

M day Jan. 30	N day Jan. 31	P day Feb. 3	Q day Feb. 4	R day Feb. 5	S day Feb. 6	T day Feb. 7	U - day Feb. 8	V - day Feb. 9	W - day Feb. 12	X day Feb. 18
10-20 - 2:40	9:50 - 3:30	10:15 - 4:00	9:45 - 3:30	10:15 - 3:15	10:30 - 3:30	10:20 - 4:30	9 - 3.1	~~Sheet 7~~	Sheet 7	Sheet 7.
See back side		+½ all day	+½ all day	+½ all day	+½ all day	~~Sheet 7~~ 0 - 12.00 -½ end	10 - 3.1 11 - 3.3 all day 12 - 3.1 1 - 3.25 2 - 3.3 3 - 3.3 4 - 3.4 0 all day	-½ - 11:25 -1 - end		+½ all day

Y - day Feb. 14 Sheet 7.

~~+½ 2.00 0 - end~~

0 - all day

(over)

Sheet 6 - Gage at Myers Landing, Harris Fla. M.W. = 28 ft.

A-day Jan. 21	B day Jan. 24	C day Jan. 25	D day Jan. 26	E day Jan. 28	F day Jan. 29	G day Jan 30	H day Jan. 31	J-day Feb. 1 Ft. Walton gage	K-day Feb. 12 Ft. Walton gage	L-day Feb. 15
10:00 - 3:45	1:50 - 3:50	9:50 - 3:30	9:50 - 3:30	9:40 - 3:15	9:25 3:30	9:50 - 3:30	9:30 - 3:45			
10 - 3.3	2 - 2.0	10 - 2.3	10 - 2.7	10 - 2.2	9 - 2.3	8 - 1.95	9 - 1.9			0 - 1.36
3:23 - 3.8	3 - 2.1	11 - 2.3	11 2.8	11 - 2.6	10 - 2.5	9 - 1.9	10 - 1.9			-1/2 = 4:00
4:0 - 3.9	4 - 2.2	12 - 2.5	12 2.9	12 - 2.75	11 - 2.7	10 - 1.9	11 - 2.0			
		1 - 2.7	1 3.0	1 - 2.8	12 - 2.85	11 - 2.1	12 - 2.2			
		2 - 2.8	2 3.05	2 - 3.0	1 - 3.0	12 - 2.35	1 - 2.4			
-1/2 - 12:00 next day -1 all day	+1 - 3:00 +1/2 end	3 - 2.9	3 3.20	3 - 3.15	2 - 3.15	1 - 2.6	2 - 2.65			
		4 - 3.0	4 3.3	4 - 3.3	3 - 3.8	2 - 2.85	3 - 2.9			
					4 - 3.6	3 - 3.0	4 - 3.1			
		+1/2 - 12:00	0 - 2:20	+1/2 - 10:40		4 - 3.1				
		0 - end	-1/2 end	0 - 3:00	+1/2 - 10:00					
				-1/2 - end	0 - 2:00	+1 - 11:00	+1 - 11:30			
					-1/2 end	+1/2 - 12:45	+1/2 - 1:25			
						0 - end	0 - end			

M-day Feb 19	N. day Feb 20	P day Feb. 21
0 - all day	+1/2 all day	+1 all day

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5705

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	2513
Number of positions checked	255
Number of positions revised	4
Number of soundings recorded	9600
Number of soundings revised	25
Number of signals erroneously plotted or transferred	—

Date:

Verification by G.H. Everett, F. Knapp. Time: 40½ hrs.

Inked by - - -

REPORT ON H-5705

General Instructions.

~~Position color on B.S. does not correspond to color in Records.~~ –
Lower case letters used on B.S. Capital letters used in Records O.K. and on smooth sheet.
Beginning and Ending of lines omitted. ✓ occasional
Color of day-letter not used on title page. Corrected.

Field Drafting.

Very good. Usual curves delineated by Field draftsman ✓ are satisfactory.

Curves.

The usual depth curves may be completed by drawn.

Junctions.

Junction with H-5667 (1934-35) ~~(1935)~~ is satisfactory except in Lat. 30°-22.1 on 63 to 64 W. Here 13 ft. soundings plot inside of 3 ft. and 4 ft. soundings. See D.R. 13 ft sdgs on 90 to 91 N-H5667 were rejected by I.E. Kittenburg-Chief of Party. See page 64-Vol 5. of H-5667. Soundings not plotted on H5667.

Junction with H-5729(1935) is satisfactory.

Notes

Vol. I, Pg. 55, Pos. 65C-76C. Location of small sand island. This is not shown on Air-Photo Compilation Sh. # 5478 ✓ Not plotted for same reason as 90 to 91 N sdgs. see Lat. 30°-23.6, Long. 86°-50.1.

Vol. II pg. 59 Pos 1-32G. Location of shoal caused from dredging see Lat. 32°-23.7', Long. 86°-53.1 to 86°-53.9'. This has been labeled spoil bank.

Vol. III. Pg. 59. Pos 101K. Position appears to be questionable. Time and sounding does not check. However as this is a shoal sdg. ✓ it has been plotted as recorded. Plotted with sum & ~~y~~ time. (center object close)

Submitted July 8, 1935

G H Everett.

Survey No. H5705

GEOGRAPHIC NAMES

Date. April 3, 1935 FLORIDA

Chart No. 1265

Diagram No. 1265

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Santa Rosa Sound	Same			
	Lower Pritchard	"			
	Long Point				

Lae

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

May 13, 1935

Division of Hydrography and Topography:

✓ Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET 5705

Locality Lower Prichard Long Point and Vicinity Santa Rosa Sound, Fla.

Chief of Party: I. E. Rittenburg in 1935
Plane of reference is mean low water reading
2.4 ft. on tide staff at 10 mi. N.E. of Bridge at Pensacola, Santa Rosa Sound
6.6 ft. below B.M. 1
2.8 ft. on tide staff at Hyers Landing
11.7 ft. below B.M. 1
3.4 ft. on tide staff at Fort Walton
2.4 ft. below B. M. 1

Height of mean high water above plane of reference is 1.4 ft. 10 mi. N. E. of Bridge at Pensacola and at Hyers Landing; 0.7 ft. at Fort Walton.

Condition of records satisfactory except as noted below:

Paul P. Whitney,
Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5705 (1935) FIELD NO. 5

Lower Pritchard Long Point and Vicinity, Santa Rosa Sound, Florida
Surveyed in 1935
Instructions dated November 30, 1934 (I. E. Rittenburg)

Hand Lead and Pole Soundings — 3 Point fixes on shore signals

Chief of Party - I. E. Rittenburg
Surveyed by- A. O. Dority
Protracted by - J. R. Walsh
Soundings penciled by - J. R. W.
Verified and inked by - G. H. Everett and F. Knapp

1. Condition of Records

The records are neat and legible and conform to the requirements of the Hydrographic Manual, except that signal "OLD" in latitude 30° 23.94', longitude 86° 52.92', which falls in depths of 1 to 5 feet, does not show any topographic feature. No information regarding its character could be found in the records, on the boat sheet or on the air photographs and it is assumed that the signal is of a temporary nature.

The descriptive report is clear and comprehensive and satisfactorily covers all matters of importance.

2. Compliance with Instructions for the Project

This survey complies with the instructions for the project.

3. Sounding Line Crossings

Depths on cross lines do not always closely check those on the main system of lines. The depths on a few of the cross lines vary from 1 to 2 feet deeper than those of the parallel lines.

4. Depth Curves

The usual depth curves may be satisfactorily drawn.

5. Junctions with Contemporary Surveys

The junctions with H 5729 (1935) on the east and H 5667 (1934-35) on the west are satisfactory.

6. Comparison with Prior Surveys
H-1108 (1871).
The depths shown on this survey are in fair general agreement with the present survey, except for the dredged channels. Minor changes in shore line are also noted. Because of the elapsed time between the two surveys, dredging operations subsequent to the old survey, together with the fact that there are no important shoals on the old survey not fully developed on the present survey, it is unnecessary to consider in detail the various changes noted.

7. Comparison with Chart No. 1265.

a. Hydrography.

Within the area covered, the chart is based on the survey discussed in paragraph 6 and contains no additional information that needs consideration in this review.

Blueprints Nos. 28292 (1934) and No. 28293 (1934) by the U. S. Army Engineers, although noted on the current standard have not been applied to the chart. The development on these blue prints is sparse, and they should not be used in charting.

b. Aids to Navigation.

The authority for the charted location of the aids to navigation is L. H. N. to M., 31-1933. The Lighted Beacons charted in latitude 30° 23.82', longitude 86° 49.9', (off Lower Pritchard Long Pt.), and latitude 30° 23.49', longitude 86° 54.69' (FR "4") are in substantially the same positions on the present survey. The Lighted Beacon FR "2" in latitude 30° 23.65', longitude 86° 53.31' is located 120 meters east of its charted position. Day Beacons Nos. "1", "2" and "3" between longitudes 86° 52.0' and 86° 55.1' along the channel are now located 260 meters west, 50 meters east and 150 meters east of the charted positions.

c. Controlling Depths.

A note on chart No. 1265 states that the controlling depth through Santa Rosa Sound to Choctawhatchee Bay was 7-1/2 feet June 1934, the authority for which is chart letter No. 475 (1934). This is superseded by chart letter 502 (1935) which gives the controlling depth at 7 feet as of April 1935, which is in agreement with the present survey. (See "Channels" Descriptive Report, page 2.)

8. Field Plotting.

The field protracting and plotting are satisfactory and conform to the requirements of the Hydrographic Manual.

9. Additional Field Work Recommended.

This survey is complete and no additional work is required.

10. Superseding Old Surveys.

Within the area covered the present survey supersedes the following survey for charting purposes: H-1108 (1871) in part.

11. Reviewed by - L. S. Straw, July 6, 1935.
R. J. Christman, July 29, 1935.

Inspected by - R. L. Johnston.

Examined and approved:

C. K. Green, C. K. Green
Chief, Section of Field Records.

L. O. Colbert
Chief, Division of Charts.

T. B. Borden
Chief, Section of Field Work.

G. Rude
Chief, Division of H. & T.

Applied to drawing of Chart 1265 - Oct. 14, 1935 - J.F.W.