5822

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } Sheet No. 12

State FLORIDA

LOCALITY

Pensacola Bay

Escambia Bay

1935

CHIEF OF PARTY

I. E. Rittenburg

U.S. GOVERNMENT PRINTING OFFICE: 1934

5822

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 12

REGISTER NO. 5822

State FLORIDA

General locality ~~GULF COAST OF FLORIDA~~ Pensacola Bay

Locality ESCAMBIA BAY

Scale 1:20 000 Date of survey Feb., March, April, 19
May----------1935

Vessel Shore Party #15

Chief of Party I. E. Rittenburg

Surveyed by A. O. Dority

Protracted by W. N. Martin and C. P. Jackson

Soundings penciled by A. O. Dority

Soundings in ~~fathoms~~ feet

Plane of reference MLW

Subdivision of wire dragged areas by

Inked by Miss H.V. Bennett

Verified by R.W. Cochran A.H. Yeomans

Instructions dated November 30th 1934, 19

Remarks:

U. S. GOVERNMENT PRINTING OFFICE: 1931

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC FIELD SHEET No. 12
FEBRUARY, MARCH, APRIL AND MAY, 1935. PENSACOLA BAY, EASTWARD OF PENSACOLA BAY BRIDGE TO JUNCTION WITH EAST BAY AND ESCAMBIA BAY; ESCAMBIA BAY AND ESCAMBIA RIVER DELTA. H.& T. PROJECT #196.

1. AUTHORITY:

This survey was in accordance with orders and instructions received and dated November 30th, 1934, Covering H. & T. Project #196. Field work was accomplished during February, March, April and May, 1935. a.y.

2. AREA COVERED AND JUNCTIONS:

The area covered by this survey extends Eastward from Pensacola Bay bridge, lying in Long. 87-11, to a junction with Hydro. Field Sheet #13 H-5834a in Long. 87-04. Also Northward through Escambia Bay to highway bridge (U. S. 90) lying in Lat. 30-34.5--Long. 87-11, crossing the mouths of White and Simpson Rivers. Also inclusive in this survey are all Bayous and tributaries of any importance or that can be entered, within the above described area.

Boat sheet #12-a covers Escambia River Delta and extremely shoal and dangerous portion of upper Escambia Bay, above L&N RR bridge.

Boat sheet #12-b covers entrance to and all of Bayou Texar from Lat. 30-25.2--Long. 87-10.5 to Lat. 30-27.5--Long. 87-12.5.

The entire survey, including sub. boat sheets #12-a and #12b, is plotted on Field Sheet #12, the survey of Bayou Texar appearing as insert on 1 : 10 000 scale.

The overlap junction with Hydro. Field Sheet #13 appears adequate. A few soundings, closely adjacent as plotted, are in disagreement to two and three feet, however in view of the bottom charachteristiws and the small scale (1:20 000) there appears no discrepancy.

The junction with Hydro. Field Sheet #15 at Pensacola Bay bridge does not overlap. Soundings adjacent to this junction appear adequate and satisfactory.

3. CONTROL AND SHORELINE:

The basic triangulation control for this survey was established and furnished by the party of Lieut., J.G., M.H.Reese, 1934. Aerial photo compiled shoreline was also furnished by the party of Lieut. Reese. Additional control was established by this party and located by topographic methods on aluminum mounted sheets using plane table and alidade. The standard proceedure was followed in observing and graphically plotting three or more clearly intersecting cuts to each station located, from the occupancy of triangulation stations forming, the above described, basic control. Further supplemental control stations were located by hydrographic sextant fixes with adequate check angles and oriented cuts. Supplemental stations in area of Escambia River Delta were located by inspection of topographic features and spotted on aerial photos from which celluloid tracing was made, signals were then transfered to scale on hydrographic sheets by means of field shoreline projector, belonging to the party of Lieut. Reese.

4. METHODS, SCALE AND DATUM:

This survey was made and plotted on the final adjusted N.A. 1927 datum and is of 1:20 000 scale with 1:10 000 scale insert of Bayou Texar.

All positions were obtained by three point sextant fixes. Soundings were taken with ten pound hand lead and line. In depths under three feet a calibrated cane pole was used from skiff propelled by outboard motor.

5. CHANNELS:

Three fathoms can safely be carried from the draw in the Pensacola Bay bridge in a North-Easterly direction (70-00, true) to the junction with Hydro. Field Sheet #13, East Bay. Buoys C-1 and N-2 mark the channel width between Garcon and Red Fish Points.

A minimum depth of eight feet may be carried safely through the upper portion of Escambia Bay To draw span in L&N RR bridge. Lighted beacon marks Devils Point shoal. This beacon should be passed to Eastward within one half mile to avoid oyster banks making out along East shore of Bay. Thence from draw span in L&N RR bridge North-Westerly (324-00, true) a depth of seven feet may be carried safely through unmarked channel to the bar at mouth or main channel into Escambia River. This entrance channel accross the bar is very narrow with a controlling depth of six feet. It is marked to Northward by large oil drum buoy and to Southward by tall ~~six~~ four by six inch timber. It is believed that markings were placed by logging company. 5½ ft in 24 EE

A maximum depth of four feet may be carried with caution through a narrow, winding and unmarked channel to the mouth of Simpson River. Three feet may be carried with caution in unmarked channel to the mouth of White River.

At present one foot may be carried with caution through a very narrow, crooked and unmarked channel into Bayou Texar. The use of this channel is advised only for those having a good knowledge of its situation. Above Bay View Park a maximum depth of seven feet may be carried for about one and one half miles. This survey reveals a minimum depth of one foot in Bayou Texar channel, however since this survey was completed a very small hydrau-lic dredge has almost completed a project of deepening this channel to three feet (MLW) and it is understood from the City Engineer Dept. of the City of Pensacola, Fla., authority for improvement, that this work will be completed within a few days (July 3rd, 1935). The City Engineer Dept. are unable to furnish any plans covering this improvement. In making this survey, however, their channel improvement stakes were followed and spoil areas sketched and located as shown on Hydro. Field Sheet #12. The dredge was encountered by hydrographic party at Pos. 51-vv plus four soundings. The center line of channel was run as defined by improvement stakes. It is therefore recoomended that a depth of three feet be charted along the line Pos's. 47-vv to 52-vv and within the channel limits as shown on Hydro. Field Sheet #12.

Not reccomended to L.H.S. Unless very important, such request should come from local interests CKG

6. DANGERS:

A large shoal area having a minimum depth of three feet and dropping in approx. twenty meters to a depth of twenty feet, whose point extends North-West from shore six tenths of a mile and lies in Lat. 30-23.1--Long. 87-08.6 is dangerous when approaching the South shore. It is reccomended that this shoal be buoyed.

From the East shore of Escambia Bay and Between Latitudes 30-28 and 30-32 oyster beds make out for a distance of one and one quarter miles. The bottom in this vicinity is very lumpy and numerious humps occur having a minimum depth of four and onehalf feet.

A submerged timber in nine feet of water, located and lying in Lat.30-29, 1690 M. --Long. 87-08, 1052 M., is unmarked and very dangerous. Awash only at low stages of tide. awash MLW

A small five foot shoal lying in Lat. 30-31, 1300 M. --Long. 87-09, 416 M. and close Eastward of course to mouth of Escambia River. It is reccomended that this shoal be buoyed for the protection of logging traffic.

A length of steel RR rail in six feet of water, extending above the surface two and one half feet at MHW, located and lying in Lat.30-31.2--Long.87-09.5, is unmarked and very dangerous. awash at MLW

A group of submerged timbers, located and lying two hundred meters West of draw in L&N RR bridge, awash only at very low stages of tide, is unmarked and very dangerous. awash MLW

Extreme caution is advised against debris, snags, drift etc contributed by the Escambia River, in the entire upper portion of Bay above L&N RR bridge.

7. COMPARISON WITH OLD SURVEY:

Charts 1265 and 490 were compared with this survey and in general the soundings appear to agree closely with those charted. The three fathom curve has receeded slightly Northward and East toward Garcon Point. Devils Point shoal appears to have flattened slightly. These slight changes are due to the normal erosive action of tidal currents.

The shoal area along the East shore of Escambia Bay between Latitudes 30-28 and 30-32 has been broken considerably, partially due to erosive action of tidal currents together with extensive seasonal working of oyster beds in this area.

The sunken rock charted in upper Escambia Bay, Lat.30-32.4--Long. 87-08.3, was thoroughly searched for and was not found. A very closely spaced system of lines with soundings spaced approx. eight to ten meters was run over a large area in this vicinity, revealing an average depth of six feet and a very soft muddy bottom. It is believed that this rock has sunk well beyond the surface of the bottom or has been removed. — snag on H-2013(1891)

A sunken rock charted near the West shore of Escambia Bay near Rock Point Lat. 30-30.3--Long.87-09.5, was searched for but no rock was found in this position. A rock ledge was discovered in this vicinity, drifting from beneath the bluff and extending, in three feet of water, about one hundred meters from HWL. This ledge was located and thoroughly defined. Due to extreme shoal water for a large area in this vicinity the entire field party went overboard and thoroughly searched for any sunken rocks outside the limits of this ledge. None were found. The bottom is sand and very compact and hard, gradually tailing into soft mud to Eastward.

7. COMPARISON WITH OLD SURVEY: (Continued) rejected

Shoal sounding of five feet, recorded position 31-R March 21st, 1935, in the vicinity of Emanuel Point was thoroughly searched for and found not to exist. It is recoomended that this sounding be rejected. The sounding occured on a position therefore, unfortunately, it was unchecked. The sounding preceeding is three fathoms one foot and immediately after one fathom four and one half feet it is believed that the leadsman hurriedly taking in line to an eight and one half foot change in depth missed the one fathom marker in reading the line. In searching for this sounding the boat was anchored up current from this point and swung in arcs of gradually increasing radii while two leadlines were being constantly dropped. Also an improvised drag was rigged utilizing two leadlines with ten pound leads and baffle to maintain spread of bottom sweep. This drag having an eight foot spread and ten foot rise, was launched over the stern of the sounding boat and repeatedly taken, at very low speed, over a large area at this point, revealing only a uniform depth.

8. GENERAL:

In general this survey appears sufficient and adequate. Crossings and check lines agree within a reasonable difference. In a few cases crossings do not appear to agree within three and four feet. On closer investigation it was found that considering the one half foot allowance for sounding reducers, the bottom charachteristics and the scale, they ae in very close agreement.

The spacing dividers used for smooth plotting soundings were not in very good condition but were used with caution and extreme care.

There appears in the record of this survey more rejections than seems reasonably nescessary. This is partially due to an attempt at surveying after control signals had been subjected to severe wind storms and were in very bad need of repair. It was eventually nescessary after each blow to renew the cloth covering or slats on all signals, which were nescessarialy large and offered considerable surface for weathering.

Bayou Mulatto was not surveyed. It cannot be entered because of L&N RR trestle which completely blocks the channel. No head room or side clearance.

All clearances of fixed bridges in this area have been furnished the office by the photo compilation party of Lieut. Reese.

9. LAND MARKS FOR CHARTS AND COAST PILOT NOTES:

All land marks for charts and coast pilot notes for this project will be furnished the office in a seperate report.

10. TIDES:

Tide reducers were obtained from the standard automatic gage operated at pensacola, Fla. Also from portable automatic gage operated near Lora Point in upper Escambia Bay.

11. STATISTICS:

The sheets and records were examined and approved;

Statute miles of sounding lines----- 1,030.0
Number of soundings---------- 20,426
Number of positions---------- 4,230

A. O. Dority
Surveyor,
U.S.C.& G.S.

I. E. Rittenburg, Lieut
Chief-of-party,
U.S.C.& G.S.

Survey No. H5822

GEOGRAPHIC NAMES

Date. 9 July, 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
	----------	Escambia River ✓			
	----------	East River ✓			
	----------	Liveoak Point ✓			
	----------	Lora Point ✓			
	----------	Rock Point			
	----------	Escambia Bay ✓			
	----------	Devil Point			
	----------	Hernandez Point			
	----------	Garcon Point			
	----------	White Point ✓			
	----------	Red Fish Point			
	----------	Pensacola Bay ✓			
	----------	Emanuel Point ✓			
	----------	Bayou Texar ✓			

APPROVED NAMES UNDERLINED IN RED
H.L. Flemer

(M-136)

HYDROGRAPHIC SURVEY NO. 5822

Smooth Sheet 1

Boat Sheet 3

Sounding Records 14 Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes in Vol. 1

Landmarks for Charts (Form 567) ~~No~~ Yes

Statistics Yes

Approved by Chief of Party I. E. Rittenburg

Recoverable Station Cards (Form 524) No

Special Chart for Lighthouse Service (Circular Nov. 30,1933) ~~No~~ Yes

Remarks

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5822

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

Number of positions on sheet	4230
Number of positions checked	211
Number of positions revised	3
Number of soundings recorded	20,426
Number of soundings revised	228
Number of soundings added	13
Number of signals erroneously plotted or transferred	0

Date: AUG. 21, 1935

Verification by A. H. YEOMANS
R. W. Cochran
Inked by Miss Bennett

Time: 17 hrs
106½ hrs
27½ hrs

Review by R. J. Christman

Time: 53 hrs

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

July 12, 1935.

Division of Hydrography and Topography:

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

Tide Reducers are approved in
14 volumes of sounding records for

HYDROGRAPHIC SHEET 5822

Locality Escambia Bay, Pensacola Bay, Florida.

Chief of Party: I. E. Rittenburg in 1935.
Plane of reference is mean low water reading.
7.9 ft. on tide staff at Pensacola.
9.1 ft. below B.M. 7
2.7 ft. on tide staff at L & N R R Bridge, Escambia Bay.
5.7 ft. below B.M. 1.

Height of mean high water above plane of reference is 1.2 feet at Pensacola; 1.4 feet at L & N R R Bridge, Escambia Bay.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Report on
H-5822

1. The records conform to the requirements of the General Instructions.
2. The usual depth curves were completely drawn.
3. The field plotting was completed to the extent prescribed in the ✓ Hydrographic Manual
4. The office draftsman did no drafting over that had been ✓ done by the field party.
5. The adjoining sheets H5835(1935) and H5834a(1935) have not been ✓ completed.
6. No topography could be checked on this sheet as no recent surveys have been completed except south of lat 30°-26' where air photo compilation T-5474-(1935)(celluloid) covers. This area was compared * by eye as the celluloid is of a different scale than the smooth sheet.

The descriptive report is not signed by the chief of party and ✓ the statistics are only in total form.

The soundings, bottom characteristics, and curves were verified by R.W. Cochran. The remarks in the sounding records, the notes in the Descriptive Report were verified by A.H. Yeomans. ✓

Submitted by,
A.H. Yeomans

* The shoreline was compared with the air-photo compilations (advance sheets) by the reviewer.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5822 (1935) FIELD NO. 12

Escambia Bay, Pensacola Bay, Florida
Surveyed in Feb. - May 1935.
Instructions dated Nov. 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 - W. N. Martin, C. P. Jackson
Soundings penciled by - A. O. Dority
Verified and inked by - Miss Bennett, R. W. Cochran, A. H. Yeomans

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual.

The Descriptive Report satisfactorily covers the items of importance except that it makes no recommendation relative to the charted shoal area in the immediate vicinity of the lighted beacon off Devil Point (see par. 7e (3) of this review).

2. Compliance with Instructions for the Project.

The plan and character of development are in accordance with the instructions for the project.

3. Shoreline and Signals.

Shoreline originates with air photo compilations T-5473, T-5474, T-5475, T-5484, T-5485, T-5486, T-5488 all of 1934. Topographic signals are from graphic control sheets T-6319a and T-6319b of 1935; hydrographic signals were located by sextant angles recorded in vol. 7 and vol. 10 of the sounding records; supplemental signals were spotted on air photos, traced, and transferred to hydrographic sheet with field shoreline projector (Desc. Rep. page 1), both the hydrographic and the supplemental signals are shown on the graphic control sheets in blue.

4. Sounding Line Crossings.

The sounding line crossings in general are satisfactory although there are a few differences in depths of 2 feet (10 per cent of the depth). These larger differences are probably due to reading the leadline to the whole foot and also partly to the application of tide reducers in stages of 1/2 foot. The greatest differences (2 to 3 feet) are found in depths of 15 to 20 feet on RR and SS days along the parallels of 30-26 and 30-27 respectively.

5. Depth Curves.

Within the limits of the survey the usual depth curves may be satisfactorily drawn including portions of the low water line.

6. Junction with Contemporary Surveys.

The junction with H-5835 (1935) to the southwest is satisfactory.

At the junction with H-5834a (1935) to the southeast, a number of differences of 2 feet occur in depths of 10 to 20 feet, otherwise the junction is satisfactory. These differences are probably due to the soundings being taken by different leadsmen.

7. Comparison with Prior Surveys.

a. H-585 (1856), H-731 (1860), H-732 (1860)

These surveys on scale 1-20,000 cover the area of the present survey south of the railway bridge. A general comparison with the present survey shows that many changes have taken place since the surveys were made. The surveys discussed in par. 7e of this review cover the same area and practically none of the information on the above sheets has been retained on the present charts. It would, therefore, serve no useful cartographic purpose to list the changes in detail. The above surveys need not be considered in future charting.

b. H-1932 (1889).

This survey scale 1-5,000, was an investigation of the site of a proposed navy yard. It shows great detail but when compared with the present survey a general deepening of the area is indicated, the depths being from 1 1/2 to 3 feet greater. The shoal extending off Devil Point has about the same area within the 6 foot curve but the shoals and oyster beds to the southwest have changed greatly. In view of the general changes that have taken place and the lapse of time since the survey was made, it is not considered desirable to retain any of the information on the above survey for charting purposes.

c. H-2013 (1891)

This survey on a scale of 1-10,000 covers the head of Escambia Bay to just south of the railway bridge. The present survey shows a general deepening of 1 to 1½ feet in the deeper areas. Details of the shoal area

at the head of the bay have changed considerably. Several of the channels leading into the Escambia, White and Simpson Rivers have shoaled, others have deepened. The present survey does not carry the work westward of the highway bridge. On the east side of the bay Mulatto Bayou was not surveyed as entrance is blocked by the L. & N. Ry. trestle. Soundings in the areas not covered by the present survey should be charted from the above survey which is in fair agreement at the junction lines.

(1) The sunken rock symbol charted in lat. 30-32.4, long. 87-08.4 represents a snag on the above survey. The present survey failed to find any evidence of either rock or snag in this vicinity and it is assumed that the snag has disappeared. (Desc. Rep. page 3).

(2) An examination of the sounding records shows that the dashed parallel lines (charted) in lat. 30-33.2 long. 87-10.5 represent a row of piles, probably used to form a log boom as the sounding lines stop on either side of this feature. The present survey does not show the line of piles but shows the area to the westward studded with small bare spots or shoals and not navigable. It is assumed the piles have disintegrated and this feature should be expunged from the chart.

Because of the changes noted above, the lapse of time since the survey was made and the adequate development shown on the present survey, H-5822 (1935) should supersede the above survey for charting purposes.

d. H-2028 (1890)

This survey on scale 1-10,000 is a plan of Bayou Texar. Comparison with the present survey shows a general deepening of about 1 foot in the main portion of the bayou with a considerable change in detail at the entrance. (See Desc. Rep. page 2 relative to improvements in progress). Because of the general changes that have taken place and the closer development on the present survey, the plan, scale 1-10,000, on H-5822 (1935) should supersede the above survey for charting purposes.

e. H-2180 (1894), H-2217 (1895), H-2218 (1895).

These surveys on scale 1-10,000 cover the area of the present survey southward of the L. & N. Ry. bridge. In general the agreement with the present survey is good although there is evidence that a slight deepening (1 to 3 feet) has occurred. For charting purposes, the

soundings on H-2180 (1894) have been reduced in accordance with a table of corrections shown on that sheet to bring them into agreement with adjacent surveys. (See note on H-2180). The corrections as applied vary with the depth and so can not be considered as due to an error in the plane of reference for the 1894 survey. The adjusted soundings are shown on a tracing accompanying the sheet and comparison with the present survey was made on the basis of this tracing.

(1) The Descriptive Report (page 3) notes "The shoal area along the East shore of Escambia Bay between Latitudes 30-28 and 30-32 has been broken considerably, partially due to erosive action of tidal currents together with extensive seasonal working of oyster beds in this area." A close comparison shows only a slight change in the general depth of the area. The shoals themselves differ considerably, some deeper, others shoaler than on the present survey. In addition several new shoals appear to have formed to the westward of the ones shown on the older survey. The amount of change due to oyster dredging over a long period of years is so uncertain that it was not considered desirable to carry forward any of the soundings from H-2180 (1894) in this area and the present survey should be accepted for charting.

(2) In several places along the west shore of Escambia Bay somewhat similar conditions prevail but in these localities, the shoal soundings falling between the sounding lines on the present survey have been retained and are shown on H-5822 (1935) in color.

(3) The present survey did not develop the shoal on which the lighted beacon off Devil Point is located. The least depth on H-2180 (1894) is 3 1/4 foot close to the beacon. A sounding of 4 1/2 feet has been retained the north of the beacon to show the extent of the shoal area.

(4) The detached 6 foot spots (charted) in lat. 30-26.8, long. 87-06.8 come from H-2180 (1894). The present survey shows considerable change in this vicinity and the representation on H-5822 (1935) should be followed in future charting.

Because of the general changes in depths that have taken place since the 1895 surveys, and because of the closer development on the present survey though plotted on a smaller scale, H-5822 (1935) should supersede the above survey for charting purposes.

8. Comparison with Chart 490 (New Print dated Nov. 26, 1935)
Chart 1265 (New Print dated Jan. 24, 1936)

a. Hydrography.

Within the area of the present survey the chart is based on surveys discussed in the foregoing paragraphs and contains no other information that needs consideration in this review. The Pensacola bridge was charted from data contained in chart letter 265 of 1931 and accompanying copy of Chart 490 (BP 23941). The dashed lines charted at the entrance to Bayou Texar are the limits of a borrow pit shown on BP 23939 (1931). They should not longer be charted.

b. Controlling depth.

The controlling depth in the cut across the bar at the entrance to the Escambia River is charted as "4½ feet 1934" from chart letter 475/15 of 1934. The present survey gives 5½ feet as the depth in this channel, which is in agreement with the depth reported in chart letter 630/13 of 1935.

c. Aids to Navigation.

The charted aids to navigation are in substantial agreement with the positions given by the survey except as follows:

(1) The East River beacon, lat. 30-33.35, long. 87-09.80, is charted about 500 meters north of the position (1934 triangulation) on H-5822 (1935). The beacon originally was a lighted beacon first shown on the 8th Edition (Mar. 1917) of Chart 186 (obsolete). The light was discontinued but the structure retained as a day beacon in Feb. 1927 (see L.H. N.M. of 1927). Due to the small scale of the chart the discrepancy in charting does not adversely affect navigation.

(2) The black can buoy No. 1 (located by sextant fix) off Garcon Point, lat. 30-25.35, long. 87-05.60 is charted about 180 meters NNE of the position given on the present survey. The authority for the position of the buoy on the chart was not determined but it appears in the same position on the 1908 edition of chart 490. The difference in location of the buoy does not constitute any menace to navigation.

(3) The white can mooring buoy, lat. 30-24.55, long. 87-09.48, was located by sextant fix on the present survey. It is charted about 500 meters N by E of the position given on the survey from bearings given in L.H.N.M. No. 43 of 1931. The buoy is maintained by the Naval Air Station at Pensacola.

9. Field Plotting.

The protracting of positions was well done. The penciling of soundings was only fair. Over 200 soundings (about 1% of the total number of soundings) were revised in position or value.

10. Note to Compiler.

a. Attention is directed to the difference in length of the dock (lat. 30-29.38, long. 87-09.14) as represented on H-5822 (1935) and air photo compilation T-5486 (1934). This difference is probably due to an extension of the dock since the photos were taken. The signal "Flag" was located by graphic control and notes in the sounding records confirm the representation on H-5822 (1935) which should be accepted for charting. See review of T-5486 (1934).

b. Attention is directed to the last paragraph on page 2 of the Descriptive Report relative to improvements at the entrance to Bayou Texar.

11. Additional Field Work Recommended.

The survey is complete and satisfactory and no further work is necessary.

12. Superseding Old Surveys.

Within the area covered the present survey with indicated additions supersedes the following surveys for charting purposes.

H-585 (1856) in part
H-731 (1860) " "
H-732 (1860) " "
H-1932 (1889) entirely
H-2013 (1891) in part except as noted in par. 7c.
H-2028 (1890) in part
H-2180 (1894) entirely
H-2217 (1895) in part
H-2218 (1895) " "

13. Reviewed by - R. J. Christman, July 28, 1936.

Inspected by - A. L. Shalowitz

Examined and approved:

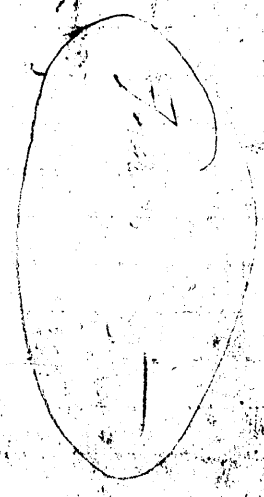
C. K. Green.
C.K. Green,
Chief, Section of Field Records.

L. O. Colbert.
Chief, Division of Charts.

Fred. L. Peacock
Chief, Section of Field Work.

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

applied to chart 1265 - Jan 1937 A.B.C.
applied to chart 871 M.M.R. ✓ with 6/26/47
applied to Gulf S.H.W. Chart #872 M.M.R. Dec 1947



top 5485
5466
5474
gc 6319b
6319a
6315
6321a+b