

5834
5834

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. 15 & 13A

State Florida

LOCALITY

Gulf Coast

(a) East and Blackwater Bays

(b) Blackwater River

1935

CHIEF OF PARTY

I. E. Bittenburg

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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JUL 11 1935
REG. NO.
Acc. 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. 13 ✓ **5834 a**
13A ✓ **5834 b**
REGISTER NO.

State Florida

General locality Gulf Coast of
a. Blackwater Bays ; b. Blackwater River

Locality East Bay & River; Blackwater Bay & River

Scale a. 1:20,000
b. 1:10,000 Date of survey April - June, 19 35

Vessel Shore Party 15

Chief of Party I. E. Rittenburg

Surveyed by J. A. Kinghorn

Protracted by J. R. Walsh & J. A. Kinghorn

Soundings penciled by J. R. Walsh

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by _____

Inked by 5834b J. A. Mc Cormick
5834a J. A. Mc Cormick

Verified by 5834b J. A. Mc Cormick
5834a J. A. Mc Cormick

Instructions dated Novembr 30, 1934, 19

Remarks: _____

DESCRIPTIVE REPORT TO ACCOMPENY HYDROGRAPHIC SHEETS NUMBERS 13 & 13a PROJECT H & T # 196. EAST BAY & RIVER; BLACKWATER BAY & RIVER, FLA.. APRIL TO JUNE 1935.

1 Authority

This survey was made in accordance with instructions from the Director dated Nov. 30, 1935. Field work was done from April to June 1935.

2 Area Covered & Junctions.

The area covered by this survey extends eastward from the junction with hydro sheet field # 12 at Long, 87-04 to include East Bay and East Bay River to Long. 86-52, Blackwater Bay and Blackwater River to Lat. 30-39 and the Yellow River delta. Marquis Basin and Wright Basin are also included in this survey. Boat and smooth sheet # 13 shows East Bay & River, Blackwater Bay and the southern portion of Blackwater River south of Lat 30-36. Boat & smooth sheets 13a covers the northern portion of Blackwater River, Marquis and Wright Basins. In order to show the development this sheet, 13a, is on a scale of 1:10,000. This sheet, 13, joins with hydrographic sheet Field # 12 on the west end. The northern limit of this survey is the northern limit of the photographs also. The junctions with the the various sheets appears to be adequate and satisfactory.

3 Control & Shoreline.

H-5834
The basic triangulation control for these sheets was the triangulation established by the party of Lieut. J.G. M.H. Reese, 1934. Shoreline was also obtained from the party of Lieut. J.G. M.H. Reese. This shoreline was transferred from the air photo compilations to these sheets by means of the shoreline projector. Additional control as needed to furnish sufficient control for the hydrographer was established by means of the alidade and plane table using aluminum mounted topographic sheets. These locations of signals will be found on Graphical Control Sheet "L" both front and back. These locations were obtained by standard topographic methods. In Wright and Marquis Basins additional control was needed which was established by cutting in these additional signals with sextant cuts. These are shown on the smooth sheet in blue. In the Yellow River Delta and at the northern end of sheet 13a it was considered unecomomical to establish control ~~and~~ as these streams were very narrow and relatively unimportant. Fixes in these areas were obtained by spotting the location of the launch with reference to points on or near these streams.

4 Methods, Scales and Datum.

Standard hydrographic methods were used throughout these sheets. Practically all fixes were obtained by three point sextant fixes. The exceptions are noted in the preceeding paragraph. All soundings were obtained by means of a 10# hand lead or sounding pole. Both were graduated in Fathoms and Feet. Sounding lines were run as close to all shores as was safe. The areas surveyed on sheet 13 were done on a scale of 1:20,000. Those areas surveyed on sheet 13a were done a scale of 1:10,000. The datum for both sheets was the final adjusted N. A. 1927 Datum.

H-58346(1935) . H-58342(1935)

5 Channels.

Seven feet can be carried easily and safely from the junction with sheet 12 on the west through East Bay, Blackwater Bay and River. This is shoaler than the depths charted. In East bay the channel is marked by buoy C3, White Pt. Bn., Middle Beacon and the East Bay Range Light. Chart 1265 shows the range falling to the eastward of Middle Beacon. This survey shows the range falling to westward of the Middle Beacon. The same depth of water is found on either side of this middle beacon. Three small shoals exist between White Point Beacon and the Middle Beacon in East Bay. These small shoals can easily be avoided by following the channel line. The channel in Blackwater Bay is very narrow and vessels drawing close to the maximum depth must keep on the ranges. A sounding line, 12-30 MM day was run on this range line and a channel of over 8 ft. was found. On position 133DD day a sounding of 6 ft. was obtained which falls very close to the channel. On this particular sdg. line, 132-134 DD day there is no indication of the channel as soundings were dropped on either side of the narrow dredged channel. Bay Pt. Beacon should be given a clearance of approx. 100 m. as shoal water exists close to the beacon. Seven feet can be carried across East Bay to East Bay River but care must be taken to avoid the existing 5 & 6 ft. shoals. East Bay River shoals up rapidly from the mouth, and only launches of small draft can be carried up this river.

Dangers

6 A small shoal with 6 ft. of water over it caused by the formation of an oyster bed lies in Lat 30-25-1433 meters Long. 87-01-1058 meters. This shoal is developed by a series of cross lines spaced closed together. Pos. 16V to 33 V and 106 U to 116 U.

Another small shoal of oyster formation with a least depth of 6 ft. lies in Lat 30-26 Long. 86-58-1543 mteres. This was developed by closely spaced cross lines, positions 59-68 U and 34-51V. Another oyster bed with 7 ft. over it lies in Lat 30-28-255 m. Long. 86-59-1450 m.

A small oyster bed with 6 ft. of water over it lies in Lat 30-28-895 m Long 86-59-1218 m

A large shoal area with a minimum depth of 5 ft. lies in the east side of the channel north of White Point Bn. in Lat 30-26- Long. 87-02. On the west side of the channel another large shoal area with a least depth of 5 ft. is found in Lat. 30-26 Long 87 -03.

On the west side of the channel SW of East Bay Middle Beacon in Lat 30-27 1385 m Long 87-02-1330 m there is a small but dangerous shoal. This area is developed by lines 96 - 107 V (6 ft)

A small wreck pos. 3 VV day just awash a low water is found in Lat 30-33-996 m. Long. 87-00-675m.

Another small wreck is found in Lat 30-36-327m Long 87-01-374m positions 1 & 2 VV day.

A very dangerous piling is awash at LW in the middle of Blackwater River in Lat30-37-74m Long 87-01-1463 m position 62 TT day.

Marquis Basin is full of piling both awash and submerged and only those with local knowledge should attempt to traverse this basin. This is also true in Wright Basin. Evidently these two basins were formerly used as log storage basins for the lumber mill around. There are many of these wrecks, piles and other obstructions close inshore in Blackwater River.

7 Comparison with Chart 1265.

This survey was compared with those shown on Chart 1265 and in general they agree very well except for the notation on Chart 1265 to the effect that 8½ ft. can be carried to Milton. This survey shows that this channel has shoaled up slightly. *Consult latest Eng. reports, Jan. 21, 1936 gives 8 feet controlling depth.* All the shoal spots in East Bay with one exception were found although slight differences in position and depth was found. The chart shows a five ft. spot and a wreck in Lat. 30-25 Long 87-01 while this survey shows a 6 ft. spot with no wreck.

The chart shows a 4 ft. spot in Lat. 30-26 Long 87-00 this survey shows 6 ft. Chart shows 5 ft. in Lat 30-26 Long 86-59 this survey shows 6 ft. The position of this shoal is slightly different on this survey from that charted. The 5 ft. charted in Lat 30-27 Long 86-59 was not found in this survey. The 2 shoals in Lat 30-28 Long 86-59 were found but slightly changed both in depth and position.

The 2 shoals charted on the east and west side of the channel North of White Pt. bn were found apparently unchanged.

In Lat. 30-27 Long 87-02 chart shows a 5 ft. shoal. This survey shows 6 ft.

A gradual shoaling is noted around East Bay Front Range Beacon.

A gradual deepening has occurred eastward of Escribano Pt. Beacon.

8 Landmarks for Charts and Coast Pilot Notes.

The landmarks for Charts for this area and Pensacola Bay, Escambia Bay, and Perdido Bay is attached hereto. The Coast Pilot Notes for this area have been already forwarded to the office.

9 Tide.

See attached tidal data sheet.

10 Statistics.

Statute Mile of sounding lines run	856.5
Number of soundings taken	23,703
Number of Positions taken	4,577

This will certify that the sheets and records have been examined and approved.

J. R. Walsh, Observer

I. E. Riptenburg, Lieut.,
Coast & Geodetic Survey,
Chief of Party

Geographic Names.

On sheet 13 the geographic names were inked prior to receipt of Field Memo. 4. On sheet 13 a the geographic names are shown in pencil. This subject has been fully covered by the party of Lieut. J.G. M.H. Reese in the reports accompanying the air photo compilations of this area.

HYDROGRAPHIC SURVEY NO. H5834a

Smooth Sheet 1

Boat Sheet 1

Sounding Records 16 Vols. _____

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes in Vol. 1

Landmarks for Charts (Form 567) Yes

Statistics Yes

Approved by Chief of Party I. E. Rittenburg

Recoverable Station Cards (Form 524) Yes

Special Chart for Lighthouse Service Yes
(Circular Nov. 30, 1933)

Remarks _____

TIDE NOTE FOR HYDROGRAPHIC SHEET

July 30, 1935.

Division of Hydrography and Topography:

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

Tide Reducers are approved in
16 volumes of sounding records for

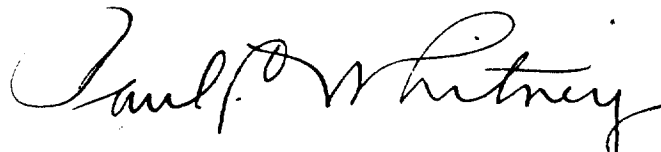
HYDROGRAPHIC SHEET 5834a - 5834b

Locality East and Blackwater Bays and Blackwater River, Florida.

Chief of Party: I. E. Rittenberg in 1935.
Plane of reference is mean low water reading
1.0 ft. on tide staff at East Bay River
11.9 ft. below B.M. 1
0.7 ft. on tide staff at Wells Dock (Bay Point)
7.4 ft. below B.M. 1
1.1 ft. on tide staff at Milton (Wells Dock)
10.9 ft. below B.M. 1

Height of mean high water above plane of reference is 1.4 feet at East Bay River; 1.4 feet at Wells Dock (Bay Point); 1.4 feet at Milton (Wells Dock).

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO.

13

134

5834 b

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

Number of positions on sheet	..457
Number of positions checked5
Number of positions revised0
Number of soundings recorded	..1945
Number of soundings revised0
Number of signals erroneously plotted or transferred0

Date: *January 31, 1936.*

Verification by *J. A. Mc Cormick*

Time: *13 hr.*

Review by

R. J. Christman

Time:

9 1/2 hrs

Verifier's Report on H-5834b

Records: Records were incorporated with those of 5834a. There is nothing in the records to indicate where 5834a ends and where 5834b begins. Fortunately the field party did not alternate days in sounding on the two sheets. The work on 5834b begins at Position 1QQ, page 50, volume 14. Volumes 15 and 16 are devoted exclusively to 5834b. Lt. C.K.Green, Chief of Section of Field Records, has requested that mention of this mix-up in records be made in the review. *Pro. 3 vv in volume 16 falls on H-5834a. except*

Drafting: Drafting is excellent.

Junctions: E-5834a adjoins this sheet on the south. It has not been verified at date of this report.

Control: Shoreline is from T-5482 and T-5483. Signals are from T-6320.

January 31, 1936.

Submitted,

J. A. McCormick

J.A. McCormick.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5834 A

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

Number of positions on sheet	.4120.
Number of positions checked	...44.
Number of positions revised0.
Number of soundings recorded	.21,758
Number of soundings revised35 (exclusive of $\frac{1}{2}$'s)
Number of signals erroneously plotted or transferred0

Date:

Verification by J.A. McCormick

Time: 61 hrs.

Review by R.J. Christman

Time: 22½ hrs.

Verifier's Report on H-5834a.

Records: See report on H*5834b concerning mixing of records for the two sheets. ✓

Drafting: Drafting is excellent. ✓

Control: Topographic signals are from T-6319 and T-6320. Shoreline is from T-5476, 5480, 5481, 5482, 5483, and 5484. Verifier has not compared the sheet with the air photo compilation. ✓

Remarks: All soundings have been verified. During the process of verification it was noted that the soundings of E.R. Root, leadsmen, averaged 2 feet shoaler than those of the other leadsmen. A few comparisons showed that those of F.J. Murphy were inclined to be shoal. Soundings obtained by Pritchard, Lavery and Eickleburger were deep. The same condition was noted on other sheets executed by this party. Root's soundings were invariably shoal. ✓

Such flat bottom prevails on this sheet that the discrepancy of 2 feet is extremely noticeable. In attempting to make a junction with H-5822 the same difficulty was encountered. It was decided to write the field party for an opinion. Pending the receipt of information from the field party further verification and inking on this sheet have been suspended.

Junction was made on the north with H-5834b. Junction was satisfactory but it also is subject to the same differences due to leadsmen. ✓

Submitted, February 6, 1936.

J.A. McCormick
J.A. McCormick.

March 4, 1936.

* Soundings have been inked and sheet compared with air photo and topographic sheets. Several omissions were noted on T-5480 and T-5481, as compared with the control sheets. These were called to the attention of the air photo section and will be taken care of. Junction with H-5822 is submitted on tracing paper for inspection before it is applied. It is suggested that the overlap be shown on H-5822 instead of H-5834A. Also that soundings be removed from that sheet in order to prevent showing small detached curves. ✓

Only a few obviously deep soundings have been omitted from the overlap.

J.A. McCormick
J.A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5834a (1935) FIELD NO. 13

East and Blackwater Bays, Gulf Coast, Florida
Surveyed in April - June 1935
Instructions dated Nov. 30, 1934 (C. A. EGNER)

Hand Lead and Pole Soundings.

3 Point fixes on shore signals,
and positions plotted on boat
sheet relative to shoreline.

Chief of Party - I. E. Rittenberg.
Surveyed by - J. A. Kinghorn.
Protracted by - J. R. Walsh and J. A. Kinghorn.
Soundings penciled by - J. R. Walsh.
Verified and inked by - J. A. McCormick.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as noted in the review of H-5834b (1935).

In making local developments, the sounding records do not give the geographic positions of the areas which were being examined.

The Descriptive Report satisfactorily covers all the items of importance.

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-5476, T-5480, T-5481, T-5482, T-5483, and T-5484, all of 1934.

Signals come from graphic control sheets T-6320 (1935) and T-6319 (1935).

4. Sounding Line Crossings.

The sounding line crossings show many differences in depths of 1 to 2 feet. The verifier noted that where the larger differences occur the soundings were taken by different leadsmen, and especially noticed that the soundings of one leadsmen (E. R. Root) averaged 2 feet shoaler than those of other leadsmen (see Verifier's Report under "Remarks"). The differences, however, do not follow a uniform system and the chief of party, when consulted, could not account for the discrepancy. In general the shoaler soundings are inked on the sheet.

5. Depth Curves.

Within the area covered the usual depth curves can be satisfactorily drawn.

6. Junction with Contemporary Surveys.

The survey joins H-5834b (1935) to the north. The area is adequately covered. Differences of 2 to 2-1/2 feet in depths may be due to soundings being taken by different leadsmen and because lines were run with the current on one sheet and against the current on the other.

At the junction with H-5822 (1935) to the southwest, 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-731 (1860).

This survey, on a scale of 1:20,000, is in good agreement with the present survey except where affected by subsequent dredging, and slight differences in the location and the depth of water over oyster shoals. The 5 foot shoal charted in latitude 30°27.4', longitude 86°59.1', is shown as a 6 foot oyster shoal on the 1860 survey, but the present survey shows uniform depths of 9 to 10 feet in this vicinity. The surveys of 1892 to 1895 cover the entire area of the above survey and the only part of the 1860 survey in use on the present charts is the 4 foot spot noted under par. 7b(6). The above survey should not be used in future charting.

b. H-2117 (1892), H-2182 (1894), H-2217 (1895), H-2218 (1895)
H-2219 (1895).

These surveys, on a scale of 1:10,000, are the basis for the present charting of the area under consideration. In general the depths are in good agreement with the present survey. A slight deepening has occurred in Blackwater Bay in the area northwest of Escribano Point and the 6 foot curve has changed considerably, due probably to the influence of dredging in the channel. The actual differences in depths however, are less than the probable error of the leadsmen, (see par. 4 of this review). The small differences in depth and locations of shoals in East Bay are probably due to the taking of oysters from the shoals through a series of years. The following are particularly noted:

- (1) A 5-1/2 foot spot on H-2218 (1895) (charted as 5) in latitude 30°27.4', longitude 86°59.1', appears to have

entirely disappeared. Two systems of 50 meter lines at right angles imposed on the general system of sounding lines show regular bottom of 8 to 10 feet in this vicinity. In view of the intensity of this examination the 5 is considered disproved and should be discontinued on the chart.

- (2) The least water found on the 5-1/2 foot spot (charted 5) from H-2218 (1895) was 6 feet (latitude 30°26', longitude 86°59'). The 5 foot sounding should be replaced on the chart by the present 6 foot sounding.
- (3) The 5 charted in latitude 30°27.1', longitude 86°57.7' within the 6 foot curve comes from H-2118 (1895) where it is the northern of two detached shoals with depths of 5-1/2 and 5 feet. The present survey did not find the northern shoal, showing regular bottom with depths of 9 to 10 feet. A depth of 6 feet was found on the southern shoal. Because there was no special examination of this area the 5-1/2 on the northern shoal was carried forward.
- (4) The two detached shoals of 5-1/2 and 5-1/4 feet, shown on H-2218 (1895) at the entrance to East Bay River in latitude 30°27.5', longitude 86°57.1', now fall in similar depths within the 6 foot curve on the present survey.
- (5) A shoal of 5-1/2 feet on H-2118 (1895) with a 4-1/2 retained from H-731 (1860) is charted as 4 feet in latitude 30°26.0', longitude 87°00.7'. The present survey shows 6 feet on this shoal. Because of the lapse of time since the earlier surveys and the probable deepening due to removal of oysters from the shoals in these bays, the 4 should no longer be charted and the present survey should be accepted.
- (6) The 5-1/4 foot shoal (charted 5) from H-2218 (1895) in latitude 30°25.8', longitude 87°01.7' was developed on the present survey with a close system of cross lines. The resulting least depth was 6 feet, which should replace the 5 on the chart.
- (7) The present survey shows a depth of 6 feet on the 5-3/4 foot shoal spot (charted 5) from H-2219 (1895), in latitude 30°27.8', longitude 87°02.8'. The 5 should be discontinued on the chart on the present depths used for charting.
- (8) A number of oyster shoals having depths of 5 to 6 feet are shown on H-2219 (1895) in approximate latitude

30°29.2', longitude 87°01.0'. They are charted as a part of the 6 foot curve. The present survey shows several detached 6 foot spots in this vicinity. Because of the probable changes caused by the removal of oysters, the representation on H-5834a (1935) should be accepted for future charting.

- (9) A least depth of 7 feet was found on the 6 foot spot (charted) from H-2219 (1895) in latitude 30°28.1', longitude 86°59.9'.

A least depth of 6 feet was found on the 5-1/4 foot spot (charted 5) from H-2219 (1895) in latitude 30°28.5', longitude 86°59.8'. Both of them are oyster shoals and probably have changed. The representation on the present survey should be accepted for charting.

- (10) A detached 5 foot oyster shoal from H-2219 (1895) in latitude 30°28.1', longitude 86°58.6' (charted within the 6 foot curve) falls close to a 6 foot sounding, hard sand bottom, on the present survey. Since oyster shoals sometimes shift their position and change in depth, the present sounding (6 feet) should be used in charting this area.

Although the above surveys are on a larger scale and in general good agreement with the present survey, because of the changes on the various oyster shoals and the changes due to dredging in Blackwater Bay and River, they should be superseded by H-5834a (1935) in future charting.

c. See Addenda attached to this review.

8. Comparison with 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 except as follows:

- (1) The wreck symbol charted in latitude 30°25.9', longitude 87°01.6', was plotted as a hand correction on Chart 186 on March 12, 1898, and has been retained on all editions of Chart 1265. The present survey covered the area closely and did not find any evidence of this wreck. On account of the elapsed time it is assumed to have disappeared and the wreck symbol should no longer be charted.

b. Aids to Navigation.

The charted aids to navigation are in agreement with the positions located on the present survey except as follows:

- (1) Buoy C3 charted in latitude $30^{\circ}25.8'$, longitude $87^{\circ}03.4'$, was located by sextant fix about 600 meters W by S of the charted position. No serious menace to navigation is involved as the displacement is parallel to the course a vessel would take towards the lighted beacon to the eastward.
- (2) The positions of the front and rear range beacons of the Blackwater Bay channel as determined by triangulation are about 400 and 600 meters respectively north-eastward of their charted positions, latitude $30^{\circ}30'$ longitude $87^{\circ}02.2'$. Their value as aids is not impaired as the displacement is along the line of the channel range.
- (3) The position of the Escribano Point Bn. as determined by triangulation is about 250 meters north of the charted position (latitude $30^{\circ}31.1'$, longitude $87^{\circ}01.7'$) but correctly marks the entrance to the dredged portion of the Blackwater Bay channel.
- (4) The position of the Bay Point Bn. as determined by triangulation is about 280 meters southeast of its charted position (latitude $30^{\circ}34.2'$, longitude $86^{\circ}59.9'$) but adequately marks the feature intended.

The above beacons appear in their present charted positions on the first edition of Chart 1265 (April 1922).

c. Controlling Depths.

The charted controlling depth of 9 feet as of June 1935 through Blackwater Bay and River is from chart letter 630/13 of 1935. Later information, chart letter 136 of 1936, gives the controlling depth as 8 feet as of Jan. 21, 1936. The present soundings are not very consistent with this latter depth as a number of 7 foot soundings are shown northward of East Bay Middle Beacon. The Descriptive Report on page 2 states "Seven feet can be carried easily and safely from the junction with field sheet 12 (H-5822), on the west through East Bay, Blackwater Bay and River." As there is some question as to the accuracy of the present soundings by different leadsmen (see par. 4 of this review), and since the Engineer's Report is later information, soundings should be selected for charting to show an 8 foot channel through this area.

9. Field Plotting.

The field plotting was very satisfactory.

10. Doubtful Sounding.

The 6 foot sounding in latitude 30°34.06', longitude 86°59.93', falls in the channel between depths of 9, 10 and 11 feet. It is the first sounding obtained on a line (pos. 8 MM) and it appears probable that it is one fathom too shoal. As there was no good reason for rejecting it, the 6 foot sounding was retained although considered doubtful.

11. Additional Field Work Recommended.

This survey is complete and satisfactory except as regards differences in depths due to the reading of the leadline deep or shoal by different leadsmen. No additional work is considered necessary.

12. Superseding Old Surveys.

Within the area covered the present survey, with the indicated addition from prior survey, supersedes the following surveys for charting purposes:

H-731	(1860)	in part
H-2117	(1892)	" "
H-2182	(1894)	entirely
H-2217	(1895)	in part
H-2218	(1895)	entirely
H-2219	(1895)	in part
H-732	(1860)	" "

13. Reviewed by - R. J. Christman, April 16, 1936.

Inspected by - R. L. Johnston.

Examined and approved:

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

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

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

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

Addenda to Review of H-5834-a (1935)

Par. 7. Comparison with Prior Surveys.

c. H-732 (1860).

A few soundings from this 1:20,000 scale survey fall within the limits of the present survey in the vicinity of lat. $30^{\circ}26'$, long. $87^{\circ}04'$. These generally vary $1/4$ to 1 foot deeper than the depths on the present survey. The present survey should supersede this 1860 work in future charting.

Reviewed by Harold W. Murray, Dec. 21, 1936.

Inspected by - A. L. Shalowitz.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5834b (1935) FIELD NO. 13A

Blackwater River, Gulf Coast Florida

Surveyed in April - June 1935

Instructions dated Nov. 30, 1934 (I. E. Rittenberg)

Hand Lead and Pole Soundings.

3 Point fixes on shore signals,
and positions spotted on boat
sheet relative to shoreline.

Chief of Party - I. E. Rittenberg.

Surveyed by - J. A. Kinghorn.

Protracted by - J. R. Walsh and J. A. Kinghorn.

Soundings penciled by - J. R. Walsh.

Verified and inked by - J. A. McCormick.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. The sounding records of H-5834a (1935), Field No. 13, and H-5834b (1935) Field No. 13A, were not kept separate as required by par. 57 of the Manual. Nor was any note made in the record where work was changed from one sheet to the other. (See Verifier's report).
- b. The Descriptive Report was not signed, though the names of the Hydrographer and the Chief of Party were typed.
- c. The "Approval of Records" was embodied in the Descriptive Report instead of being placed on a separate page as directed under par. 174.

The Descriptive Report covers the usual items adequately but does not state the method used in preparing the smooth sheet. (See par. 2 of this review).

2. Compliance with Instructions for the Project.

The plan and extent of development are in accordance with the instructions except that the scale of the Graphic Control Sheet should have been on a scale 1:10,000 instead of 1:20,000. (See last par. under Topography).

3. Shoreline and Signals.

The shoreline originates with air photo control T-5482 (1934) and T-5483 (1934) both on a scale 1:10,000.

The signals come from Graphic Control Sheet T-6320 (1935) on a scale 1:20,000, and from sextant cuts recorded in Vol. 15 and 16 of the sounding records.

4. Sounding Line Crossings.

Depths on the cross line in Wright Basin (71 UU to 73 UU) where Root was leadsmen, are 1 to 2 foot shoal. Depths on other cross lines on this sheet (where there was no change in leadsmen) are in satisfactory agreement. See Verifier's Report on H-5834a (1935) under "Remarks".

5. Depth Curves.

Within the area covered the usual depth curves can be satisfactorily drawn.

6. Junction with Contemporary Surveys.

The survey joins H-5834a (1935) on the south. The area is adequately covered. The differences in depths are due to different leadsmen (see par. 4 above) and because lines were run with the current on one sheet and against the current on the other.

7. Comparison with Prior Surveys.

H-2117 (1892), H-2135 (1893).

These surveys on a scale 1:10,000 are the authority for the present charting of the Blackwater River. A general comparison with the present survey shows many changes in details and that a slight shoaling of the channels has taken place. In several places the deeps in the bends of the river have shifted in relative location and the shoal areas extending off the points of the islands have become more extensive.

A detailed comparison would serve no useful cartographic purpose. Because of the many changes that have taken place and because of the lapse of time since the above surveys were made, H-5834b (1935) should supersede them for future charting purposes.

8. Comparison with Chart 1265 (New Print dated Dec. 6, 1935)

a. Hydrography.

Within the area of the present survey the chart is based on the surveys discussed in the foregoing paragraph and contains no other information that needs consideration in this review.

b. Controlling Depth.

The controlling depth of 9 feet given in the note on the chart is based on Chart letter 630/13 of 1935. This, however, has been superseded by Chart letter 136 of 1936, which

gives the controlling depth in the Blackwater River as 8 feet on January 21, 1936. The soundings at the southern edge of the sheet show depths of 7 to 8 feet, but there are indications that they are 1 to 2 feet too shoal, (see par. 6 of this review). In any case since the Engineers' Report is the later information, soundings should be selected for charting to show an 8 foot channel through this area.

c. Aids to Navigation.

There are no aids to navigation shown on the chart in this area.

9. Field Plotting.

The field plotting was excellent.

10. Additional Field Work Recommended.

This survey is satisfactory and no further work is required.

The discrepancies resulting from reading of the leadline deep or shoal by the various leadsmen does not impair the value of this survey for charting purposes.

The undeveloped stream entering the river at latitude $30^{\circ}36.2'$ longitude $87^{\circ}01.1'$, is of minor importance.

11. Superseding Old Surveys.

Within the area covered, the present survey supersedes the following surveys for charting purposes:

H-2117 (1892) in part
H-2135 (1893) entirely

12. Reviewed by - R. J. Christman, Feb. 14, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

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

L. O. Pollock
Chief, Division of Charts.

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

Applied to chart #90. Nov. 1936. H. J. Smith
Applied to chart 871 M.M.R. ✓ W.A.B. 6/27/47