

7723

Diag. Cht. Nos 1114 and 1115-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. HY-10148, 4148, 4248, & 4348. Office No. H-7723

LOCALITY

State Florida

General locality Gulf of Mexico

Locality Offshore From Capes San Blas and St. George

1948-50

CHIEF OF PARTY

George L. Anderson & Fred L. Peacock

LIBRARY & ARCHIVES

DATE December 10, 1954

7723

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.

REGISTER No. H-7723

Field No. Hy-10148, 4148, 4248 & 4348

State FLORIDA ✓

General locality GULF OF MEXICO ✓

Locality OFFSHORE FROM CAPES SAN BLAS AND ST. GEORGE
~~WEST OF CAPE SAN BLAS TO SOUTH OF CAPE ST. GEORGE~~ ✓

Scale 1:100,000 ✓ Date of survey 13 May 1948 to 9 Dec. 1950 ✓

Instructions dated 26 Sept. 1946; 9 July 1947; 6 Oct. 1948; 15 Mar. 1949

Vessel HYDROGRAPHER

Chief of party FRED L. PEACOCK & GEORGE L. ANDERSON ✓

Surveyed by SHIP'S OFFICERS ✓

Soundings taken by fathometer, graphic recorder, ~~and lead line~~

Fathograms scaled by SHIP'S PERSONNEL

Fathograms checked by SHIP'S PERSONNEL & NORFOLK PROCESSING OFFICE

Protracted by W.W. FEAZEL & W.L. JONNS

Soundings penciled by W.L. JONNS

Soundings in ~~MLW~~ feet at MLW ~~MLW~~ ✓

REMARKS: A separate report covers the work done on boat sheets Hy-4148,

Hy-4248 & Hy-4348

76

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.

REGISTER No. H-7723

Field No. HY-4148, HY-4248, HY-4348

State Florida

General locality Gulf of Mexico

Locality Offshore, S and SW of Cape St. George, Florida

Scale 1:40,000 Date of survey 13 May to 17 September 1948

Instructions dated 26 September 1946 and 9 July 1947

Vessel Ship HYDROGRAPHER

Chief of party Fred. L. Peacock and George L. Anderson

Surveyed by Fred. L. Peacock, G.L. Anderson, C.I. Aslakson, F.G. Johnson,

R.C. Rowse, J.D. Thurmond, W.N. Martin, F.J. Bryant, L.S. Baker, H.F. Dunbrook
Soundings taken by fathometer, graphic recorder, ~~hand lead, wire~~

Fathograms scaled by Various and many personnel under officer supervision.

Fathograms checked by Various and many personnel under officer supervision.

Protracted by _____

Soundings penciled by _____

Soundings in ~~fathoms and~~ feet at MLW ~~XXXXXX~~

REMARKS: Positioning entirely by E.P.I. system.

Sheet HY-4148 was completed except for small area in southeast section.

On sheets HY-4248 and HY-4348 only small amount of sounding accomplished which was done en route to and from test stations.

206

DESCRIPTIVE REPORT TO ACCOMPANY

(H-7723)

OFFSHORE HYDROGRAPHIC SURVEYS FIELD NOS. HY-4148, HY-4248 AND HY-4348

SCALE 1:40,000

(Smooth-plotted at 1:100,000)

Ship HYDROGRAPHER

Fred. L. Peacock, Chief of Party

G. L. Anderson, Chief of Party

PROJECT

These surveys are part of project No. CS-328. The original project instructions are dated 26 September 1946. Supplemental instructions for E.P.I. controlled offshore surveys are dated 9 July 1947. Further information is contained in letter 22-sro, dated 8 April 1948 to Commanding Officer.

SURVEY LIMITS AND DATES

The general locality of the surveys is offshore from Cape St. George and Cape San Blas, Florida.

Survey HY-4148 extends approximately to latitude $29^{\circ} 42'$ on the north, to longitude $85^{\circ} 58'$ on the west and latitude $29^{\circ} 22'$ on the south. The east and northeast limit of this survey is approximately 25 miles from shore where it is expected that Shoran controlled hydrography will be executed at a later date. There is a small area at the southeast corner of the sheet that has not been completed.

Inserts a, b, and c of HY-4148, on a scale of 1:20,000, were used to search for reported wreck No. 624 in latitude $29^{\circ} 38'$, longitude $85^{\circ} 49'$, and cover an area approximately two miles east and west, and four miles north and south. *Visual fixes on buoys* *See Pro. Off Addendum*

Survey HY-4248 contains just three sounding lines that were run east and west, in latitude $29^{\circ} 23'$, from longitude $85^{\circ} 14'$ to longitude $85^{\circ} 34'$.

Survey HY-4348 contains a few north-south sounding lines between longitude $85^{\circ} 06'$, and $85^{\circ} 10'$, from latitude $28^{\circ} 57'$ to latitude $29^{\circ} 26'$.

The work on these survey sheets was done in the period between 13 May 1948 to 17 September 1948.

Survey HY-4148 makes a junction with HY-4147 on the north, H-6691 (Scale 1:80,000, year 1941) on the west, and H-7603 (Scale 1:200,000, year 1947) on the south. The lines on HY-4248 join HY-4148 on the west and HY-4348 on the east.

The lines on HY-4348 join H-67⁸⁴ (Scale 1:40,000 year 1942 and 1943) in the north and H-7603 (Scale 1:200,000, year 1947) in the south.

VESSEL AND EQUIPMENT

The hydrography on these surveys was accomplished from the Ship HYDROGRAPHER with the exception of the two days work searching for wreck No. 624 in latitude $29^{\circ} 38'$, longitude $85^{\circ} 49'$ on inserts a, b, and c of HY-4148. This hydrography was done from launches CS-115 and CS-117. The launches operated from the Ship HYDROGRAPHER.

The normal turning radius of the Ship HYDROGRAPHER is between 80 and 120 meters, depending on the velocity and direction of the wind.

All soundings were obtained with 808-J type fathometer recorder or by tuning fork controlled NMC-1, No. 206, fathometer. The latter was used only occasionally, for comparisons and when changing the fathogram rolls on the 808-J fathometer. Fathometer 131 SG, 808-J, was used for all the ship soundings except for one day, 1 September 1948, when 132 SG, 808-J, was used because of trouble in the operation of 131 SG.

The soundings from launch CS-115 were obtained using fathometer 132 SG, 808-J, and from launch CS-117 using 105-S, 808-J.

The ship sounding machine using sheave number 403 was used for vertical casts.

Bar checks were made from the launches.

TIDE AND CURRENT STATIONS

The Pensacola Primary Tide Station located at Pensacola, Florida was used for the reduction of all soundings. A time correction of minus 2 hours and a range factor of 0.0 was used, in accordance with office letter dated 24 December 1947.

No current Stations were observed.

SMOOTH SHEET

The smooth sheet will be plotted at the Norfolk Processing Office.

CONTROL STATIONS

The hydrography on this survey was controlled by two E.P.I. shore stations. The western station was at the Department of Interior Wildlife Reservation on Santa Rosa Island near Pensacola, Florida; Latitude $30^{\circ} 20' 17'' 55$, Longitude $87^{\circ} 09' 23'' 31$. The eastern station was at Carrabelle Beach, Florida; Latitude $29^{\circ} 49' 54'' 59$, Longitude $84^{\circ} 40' 53'' 71$.

The effective center of each station was located by triangulation methods from nearby stations of the coastal triangulation. The eastern station was located by C.A. Burmister. The western station was located by a party from the Ship HYDROGRAPHER in charge of J.D. Thurmond.

The length of baseline is approximately 152 statute miles.

Three buoys Alp, Bon and Cur were established to search for wreck No. 624 on inserts a, b, and c, Survey HY-4148. Sextant angles on these buoys from the launches were used for position locations. Station Alp was located by E.P.I. control. A taut wire and sun azimuth traverse from Buoy Alp was used to locate the positions of buoys Bon and Cur.

For control used for locations of E.P.I. test stations off Cape St. George and off signal "Rook" and buoys Alp, Bon and Cur, see cahier "E.P.I. CORRECTIONS & COMPUTATIONS, LOCATION OF ALP, BON & CUR, FIELD WORK 13 MAY - 15 SEPTEMBER 1948."

SOUNDINGS

Soundings were taken in feet with the 808-J depth recorders to the limit of the foot scales and then fathoms were used. In plotting the soundings on the boat sheets the depths in fathoms were converted to feet.

Sounding corrections for velocity of sound and instrumental errors were controlled by adequate salinity and temperature serials and by frequent vertical cast comparisons using sounding machine No. H-141 with stranded wire over calibrated registering sheave No. 403.

The effective length of the stylus arm and stylus speed for 808-J recorders were checked during each trip and found to be within the required limits.

For velocity corrections and bar checks see cahier of "Velocity Corrections, Field Season 1948", to be submitted.

For instrumental corrections see cahier "Instrumental Corrections and Settlement and Squat", for period 13 May thru 19 September 1948, to be submitted.

CONTROL OF HYDROGRAPHY

All hydrography on these surveys from Ship HYDROGRAPHER is controlled by the "Electronic Position Indicator System" using EPI station A and B.

The launch hydrography on inserts a, b, and c of HY-4148 is controlled by sextant angles to buoys Alp, Bon and Cur.

ADEQUACY OF SURVEY

Survey HY-4148 is complete except for a ~~small~~^{small} area at the southeast corner.

Only a small amount of hydrography was accomplished on surveys HY-4248 and HY-4348 and this was executed while running to and from test stations.

These surveys were not completed because of the poor quality of control obtained from EPI stations A and B which was probably due to poor condition of shore station equipment at this time. The Commanding Officer decided that position determination using Stations A and B was not of sufficient accuracy to continue these surveys. The EPI stations at C and D were nearing completion at this time and it was felt that it would be expedient to take up the surveys in the areas controlled by these stations.

It is recommended that the work remaining to be done to complete the survey covered by these three sheets be executed on one sheet scale 1:100,000 using stations EPI C and D. While picking up buoys on sheet HY-4148 in December a sounding line was run thru this area, using stations C and D for control, with satisfactory results. The present limits of accuracy of the EPI system of control makes it unsatisfactory to run sounding lines on a scale of 1:40,000. The discrepancies of positions produce very crooked sounding lines and large irregularities of time interval which are not in agreement with the courses and time actually used.

CROSSLINES

The percentage of crosslines run on survey HY-4148 is 5.5 percent. More crosslines were planned but work on the sheet was discontinued before they could be run. The crossings are in fair agreement and will probably show closer agreement when the smooth sheet is plotted.

COMPARISON WITH PRIOR SURVEYS

The soundings on the boat sheet indicates a good agreement with prior surveys but a more adequate appraisal will be made upon completion of the smooth sheet at Norfolk Processing Office.

COMPARISON WITH CHART

No soundings are shown on the large scale chart in this area.

DANGERS AND SHOALS

Reported wreck No. 624 in latitude 29° 28', longitude 85° 49' was searched for but no indications of this wreck was found. It is planned to make a further investigation at a later date. (See letter of 9-1-50)
copy attached

TABULATION OF APPLICABLE DATA

To be submitted about the time this report is submitted to Norfolk Processing Office:

1 Cahier - Instrumental Corrections and Settlement and Squat, For Period 13 May - 19 September 1948, 808J No. 131SG, Fathoms and Feet, NMC-1, No. 206, Fathoms, For Surveys H-7604, H-7603 (Additional Work), HY-4148, HY-4248, and HY-4348.

1 Cahier - EPI Corrections and Computations, Location of Alp, Bon and Cur, Field Work, 13 May - 15 September 1948; Stations EPI A and EPI B, For Surveys H-7603 (Additional Work), H-7604, HY-4148, HY-4248 and HY-4348.

For Calibration Tests of registering sheave, settlement and squat etc., see cahier No. 3 forwarded 8 April 1948. For additional calibrations see report at end of 1948 season.

Applicable data to be submitted later:

Seasons report, 1948
Fathometer Velocity Corrections, Bar Checks, 1948.
Records of Temperature and Salinities, 1948
Tidal Data, 1948
Calibration of Registering Sheaves, 1948.

31 January 1949

Respectfully Submitted:

Frank G. Johnson

Frank G. Johnson, Commander, C&GS

Respectfully forwarded:

George L. Anderson

George L. Anderson, Commander, C&GS
Chief of Party

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SURVEY H-7723 (HY-10148)

13 May 1948 - 9 December 1950 Scale 1:100,000

Ship HYDROGRAPHER

George L. Anderson
Chief of Party

Copy ✓ with

A. PROJECT

This survey was made under Instructions from the Director to the Commanding Officer, Ship HYDROGRAPHER, for project CS-328 and are dated 26 September 1946; amended by Supplemental Instructions dated 9 July 1947, 6 October 1948 and 15 March 1949.

Part of the work on this survey was accomplished on Sheets Hy-4148; Hy-4248; Hy-4348. It was smooth plotted on H-7723 (HY-10148). (Refer to the Director's letter dated 6 May 1949; 22-sre, D-1-SE). The limits of this original work was transferred to boat sheet H-7723 (Hy-10148) and all work was completed on this 1:100,000 scale.

B. SURVEY LIMITS AND DATES

This survey is off shore from and west and south of Cape San Blas and south of Cape St. George, Florida. An index of adjacent hydrographic sheets is attached.

Starting on the northwest and proceeding thru the east, south and west to the point beginning this survey joins:

1. Survey H-7631, Scale 1:40,000, surveyed during 1947.
- ~~2. Survey H-7633, Scale 1:40,000, surveyed during 1947.~~
3. Survey H-1511b, Scale 1:40,000, surveyed during 1881-1882.
4. Survey H-6785, Scale 1:40,000, surveyed during 1942-1943.
5. Survey H-6784, Scale 1:40,000, surveyed during 1942-1943.
6. Survey H-1184, Scale 1:40,000, surveyed during 1873.
7. Survey ^(H-7818) Hy-10248, Scale 1:100,000, surveyed during 1950.
" H-7749 " 1:100,000 " " 1948-50
8. Survey H-7679, Scale 1:100,000, surveyed during 1948-1949.
9. Survey H-7603, Scale 1:200,000, surveyed during 1947-48
10. Survey H-6691, Scale 1:80,000, surveyed during 1941.

*Review,
par. 4.*

In the extreme northeast corner of this sheet the survey does not effect a junction with Survey H-1156, scale 1:20,000, surveyed in 1872. The EPI work in areas, of which this is one, where the Project limits are on the beach was carried approximately to the 10 fathom curve. Survey H-1156 falls within the limits of Project CS-328 and will be resurveyed at a later date at which time satisfactory junctions will be made with Surveys H-7723 and H-7818 (HY-10248) in this area.

The work on this survey was started on 13 May 1948, continued during the 1949 season and was completed on 9 December 1950.

This report covers only that part of the work done after the three 1:40,000 surveys were combined. 6 December 1948 was the first day that work was accomplished on the 1:100,000 scale. Part of the days work was done on the boat sheet and part on a copy of chart 1115. For additional information please refer to the report for the 1:40,000 scale surveys.

C. VESSELS AND EQUIPMENT

The Ship HYDROGRAPHER was used on this work. All subparties operating from the ship during this survey. A small wire drag survey was made over Wreck No. 481, Latitude 29° 18' 75", Longitude 85° 21' 20" using Launches 115 and 117. Launch 115 was used to develop the area near the 29 foot sounding in Latitude 29° 26' 4", Longitude 85° 00' 2" and Wreck No. 625 in Latitude 29° 19', Longitude 84° 55'. } Insert enclosed
of wire-drag
investigation

The Ship HYDROGRAPHER has a turning radius of 80 to 120 meters depending on the wind and/or current.

Before the 1949 season the NMC-1 was used as a standby fathometer. In 1949 an additional 808J type depth recorder was installed and was used as a standby so that no time was lost when it was necessary to change paper or make repairs to the regular fathometer. In 1950 the installation of both units were improved until either unit could be used at will and neither was considered a regular and/or standby.

All soundings (except for a few positions) were taken with 808J type Depth Recorders Nos. 131 SG and 132 SG. On a few occasions for short periods when the 808J type recorders were inoperative a NMC-1 type (No. 206) depth recorder was used. The soundings were taken in feet to the limit of the 808J machines, then in fathoms and tenths. (Read to the nearest 0.2 fathom).

Frequent simultaneous comparisons with wire soundings were made to obtain corrections and assure the correct operation of the depth recorders.

The gyroscope compass was used at all times while this survey was in progress. Bearings were taken when proceeding in and out of port and sun azimuths on the working grounds to check on the operation of the compass. The error was found to be negligible.

Copy ✓

D. TIDE AND CURRENT STATIONS

The observed tides at the Tampa Bay, Florida, Primary Tide station located at St. Petersburg was used for the reduction of soundings. No time or height correction was applied. (See tidal note). No tide stations were occupied within the limits of this survey. Hourly current observations were made at two (2) stations within the limits of this sheet.

	Period	Date (1950)	Latitude	Longitude
1.	13 hours	11-12 June	29° - 18'.6	85° - 21'.2
2.	16 hours	7-8 December	29° - 36'.2	84° - 49'.8

E. The smooth sheet is being processed by the Norfolk Processing Office.

F. CONTROL STATIONS

The hydrography on this survey was controlled by two EPI shore stations. Station EPICC was located at Cedar Keys, Florida in Latitude 29° 07' 48".0, Longitude 83° 03' 07".7. Station EPID was located at Venice, Florida in Latitude 27° 04' 53".4, Longitude 82° 26' 47".7. The stations were located by inspection of and short traverse on planimetric maps of the areas. The location of both stations was determined by subparties from the Ship HYDROGRAPHER. Station EPICC was located by Lt. Comdr. F. J. Bryant and Station EPID by Ensign H. F. Dunbrook.

The length of base line between EPICC and EPID is approximately 14.4 statute miles. The least angle of intersection for the 1949 and the 1950 work is approximately 28 degrees.

For the control used in the location of fixed buoys of Tampa Bay Entrance and Cape St. George, see cahier Geodetic Computations for fixed EPI positions. (EPI Corrections)

G. SHORELINE TOPOGRAPHY

This is an off shore survey and no shore line or topography is shown on this sheet. *Review, TP1*

H. SOUNDINGS

Sounding corrections for velocity of sound and instrumental errors were controlled by adequate serial temperatures and salinities and by frequent simultaneous comparisons using sounding machine No. H-141 with stranded wire over calibrated sheaves.

Fath. Report w/ H-7871

The effective length of the stylus arm for the 808J type machines was determined and checked and the speed of the machine was checked against the fathogram as described in paragraph 5554 of the Hydrographic Manual.

WPK

H. (Cont.)

Frequent checks were made during the season. The speed of the machine, using the middle reed and counting the number of turns of the stylus arm, was checked frequently.

Summaries of all applicable reducers are attached to this report.

I. CONTROL OF HYDROGRAPHY

All ship hydrography on this survey is controlled by the EPI system using stations EPICC and EPID. Special test buoys were planted near shore and on the working grounds to obtain corrections to the EPI distances received during hydrography. For the explanation of the use of these buoys and the correctors derived see the applicable reports.

Additional development was accomplished in the vicinity of the wrecks by planting a marker buoy near the reported position of the wreck and using a clover leaf figure made by running by the buoy on a constant bearing and out from it for approximately $1\frac{1}{2}$ miles. No shoal soundings were found and the soundings were not plotted on the boat sheet. The ship was used to sound over Wrecks No. 481 and No. 624. The launch was used over the reported position for Wreck No. 625 and later the ship ran closely spaced sounding lines, splitting the regular lines in the area. When the ship was used regular EPI fixes were observed in addition to the other method of obtaining the positions of the ship. The marker buoys were located by a series of EPI observations and the mean position recorded.

The wire drag was controlled by placing marker buoys on opposite sides of the wreck and pulling a drag between them. For a detailed description of the methods see page 4, volume 31, this survey.

J. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede prior surveys for charting. All junctions with contemporary adjoining surveys are satisfactory, no holidays or excessive differences exist, and all depth curves can be drawn at the junctions.

K. CROSSLINES

Approximately 10% of the hydrography is crosslines. No excessive discrepancies appear on the boat sheet.

L. COMPARISON WITH PRIOR SURVEYS

Satisfactory junctions were obtained with the modern surveys listed in paragraph B above. This survey supersedes in part the following surveys:

L. (Cont.)

- Survey H-599 1:1,200,000 (1857-58) ✓
~~1. Survey H-1184, scale 1:40,000, surveyed in 1873~~
~~2. Survey H-1265b, scale 1:40,000, surveyed in 1874-1875~~
~~3. Survey H-1332, scale 1:40,000 surveyed in 1876~~
4. Survey H-1354, scale 1:600,000, surveyed in 1881-1882 ✓
5. Survey H-1511a, scale 1:40,000, surveyed in 1882 ✓
6. Survey H-1511b, scale 1:40,000, surveyed in 1881-1882 ✓
~~7. Survey H-1929, scale 1:80,000, surveyed in 1889~~
8. Survey 2920c, ^{1:1,200,000 (1882-84)} ~~unknown as no copy is aboard~~ ✓

The soundings shown on the above surveys are in fair agreement with those on the new survey. A detail analysis of the comparison between the surveys will be made after the smooth sheet is plotted. There are indications that the discrepancies are due to poor control on the old surveys and/or small errors in the EPI distances. It is recommended that the new survey be used.

Review,
par. 5a.

The sounding lines run across surveys H-6784 and H-6785⁽¹⁹⁴²⁻⁴³⁾ were accomplished while enroute to and from EPI test buoys. No attempt was made to develop shoals in those areas where modern surveys are available and fall outside the project limits.

Investigation was made of the questionable soundings and wrecks as listed in paragraphs 10 and 11 of the Instructions dated 26 September 1946.

1. 40 feet. The sounding lines are closely spaced in this area. No indication of this sounding was found. It is recommended that the sounding be removed from the charts. ✓

2. 32 feet. Extensive development was accomplished in this area on PA day. No indication of this sounding was found. It is recommended that this sounding be removed from the charts. ✓

3. 29 feet. The area in the vicinity of this sounding was developed by the use of a launch. (see special report attached). It is recommended that this sounding be removed from the charts. ✓

4. Wrecks No. 481, 624, 625 fall within the limits of this survey. A special report (copy attached) was made to the Director on 1 September 1950. ✓

also see Review, par. 6 A.

Review,
par. 5b.

M. COMPARISON WITH EXISTING CHARTS *See Review, par. 6.*

This survey has been compared with Chart 1007, print date 3 March 1950; Chart 1114, print date 15 August 1949; Chart 1115, print date 29 August 1949; Chart 1261, print date 28 March 1949, Chart 1262, print date 2 January 1950; and Chart 1263, print date 17 October 1949. Since the surveys discussed above are source of the hydrography shown on these charts very little additional discussion is necessary. The line of soundings shown in approximate Latitude $29^{\circ} 16'$ was transferred to the boat sheet. There are five and six fathom differences between the new hydrography and the old soundings. The soundings (old) are from Survey H-1354, scale 1:600,000, surveyed in 1881-1882. The control on this old survey is poor, being mostly dead reckoning, and the nature of the survey was reconnaissance. It is recommended that the new survey be used.

N. DANGERS AND SHOALS

See item no. 4, paragraph L for the only dangers to navigation on this sheet. The three shoal soundings shown on the preliminary review are discussed in items 1, 2, 3, of paragraph L.

All charted dangers and shoals were found as charted or shoaler depths were found except for those listed in paragraphs L, M, or N above.

P. FLOATING AIDS TO NAVIGATION

1. EPI test buoy 22 corresponds to Cape San Blas Outer Shoals Lighted Bell Buoy 30.

2. EPI test buoy 23 corresponds to Cape St. George Outer Shoal Whistle Buoy 28.

These are the only two floating aids to navigation in this area.

No fixed aids to navigation are located in this area.

U. MISCELLANEOUS

This survey is one of many being made from the ship based at St. Petersburg, Florida. Due to the necessity for EPI tests at frequent intervals at known points, because of the weather, attempts to reduce the runs to and from port to a minimum, and related factors the planning of the work to be accomplished necessarily took in the entire project instead of concentrating on any one sheet. The concentration of lines around the test buoys resulted from the frequent EPI tests.

U. (Cont.)

All of the hydrography on Survey H-7792 and much of that on Survey H-7793 to date has been accomplished on the runs to and from the outer limits of the project.

Z. TABULATION OF APPLICABLE DATA

The data listed below was forwarded to the Officer in Charge, Norfolk Processing Office as indicated:

Pkg. No.	Date	Data
31	2/3/49	9 Sounding Volumes, 4 EPI readers note books
32	2/3/49	6 Boat Sheets
33	2/3/49	31 Fathograms, EPI abstracts, EPI corrections and computations.
34	2/3/49	1 cahier - Instrument Corrects, etc. for 131 SG & 206 1 cahier - Tidal Data
35	2/3/49	1 copy - Descriptive Report
	2/17/49	1 copy - Seasons Report for 1948
39	3/25/49	3 Sounding Volumes
40	3/28/49	2 Sounding Volumes (part of 40)
41	3/28/49	3 Fathograms (part of 41) 1 Vol. EPI note book
42	3/28/49	6 Sheets EPI Plotting Abstract
43	4/8/49	1 cahier - Tidal Data 1 cahier - EPI correction data
44	5/27/49	1 cahier - Temperature & Salinity Records - 1948
45	5/6/49	1 cahier - Computations for EPI fixed positions 7 Vol. - EPI text books (part of 45)
46	5/27/49	1 cahier - Fathometer Corrections - 1948
47	8/11/49	1 Sounding Volume 1 Fathogram
	10/26/49	1 cahier - Special Report on EPI corrections
	10/26/49	1 cahier - Fixed Buoy Computations 1 copy - Seasons Report for 1949
18	2/8/50	1 cahier - Velocity corrections 1 cahier - Instrument Corrections
24	5/16/50	10 Sounding Volumes
25	5/16/50	EPI plotting sheets
26	5/16/50	Sketch Book with EPI distances
27	5/16/50	13 Envelopes of Fathograms


Z. (Cont.)

In addition the copies of the reports on the various phases of the work accomplished in 1950 together with the sounding volumes, fathograms, boat sheet and related material will be forwarded as they are processed.

The data listed below was forwarded direct to the Washington Office as indicated.

Date	Data
3/18/49	Location Data Station EPICC
5/5/49	Report on Calibration of Registering Sheaves
5/17/49	Report on Calibration of Registering Sheaves
5/26/49	Report on Calibration of Registering Sheaves
8/17/49	Report on Settlement and Squat Tests
9/19/49	Report on Calibration of Registering Sheaves
5/18/50	Report on Calibration of Registering Sheaves

Library ✓


J. E. Waugh
Lt. Comdr., USC&GS

APPROVAL SHEET

Hydrographic Survey Sheets HY-4148, HY-4248 and HY-4348
Red *green* *purple*

The majority of the field work on these sheets was done under Captain Fred. L. Peacock, Chief of Party and daily inspections of the records and sheets were made by him. The undersigned was Chief of Party and made daily inspections of the records beginning 8 September.

The poor condition of the EPI equipment at the shore stations and the lack of information relating to changes in EPI corrections makes the control for soundings on these sheets of doubtful value.

It is recommended that the work on these sheets be smooth plotted, using dead reckoning for checking position and eliminating erratic EPI returns. Sounding lines having inadequate or doubtful control should be rejected. *Review, par. 7c.*

It is further recommended that a field sheet of this area be prepared on a scale of 1:100,000 with arcs drawn from stations EPIC and EPID for completion of the area covered by these sheets. The work remaining to be done should be determined after the smooth plotting of the 1948 work is completed.

George L. Anderson

George L. Anderson
Chief of Party, C&GS

APPROVAL SHEET

Please refer to the Descriptive Report for Surveys HY-4148; HY-4248; HY-4348 for the work accomplished during the early part of the 1948 field season.

The field work accomplished on this survey after November 1948 and during the 1949 and 1950 field seasons was under my immediate supervision. Daily inspections of the field records were made.

The records, reports, and boat sheet as submitted to the Norfolk Processing Office have been reviewed by me and are approved.

George L. Anderson

George L. Anderson
Commander, USC&GS
Commanding Ship HYDROGRAPHER

COPY

1 September 1950

To: The Director
U. S. Coast & Geodetic Survey
Washington, D. C.

Subject: Investigation of Wrecks. Project CS-328

Reference: Chart No. 1007-A

1. Wreck No. 481 was found using Sonar and wire dragged by using the HYDROGRAPHER'S launches. It was cleared to a depth of 50 feet at MLW and it's position is: EPICC 1499.4 Ms - EPID 2519.6 Ms. The values scaled from the boat sheet are Lat. 29°18'7", Long. 85°21'2"

2. Wrecks No. 624, 625 and 626 were searched for and not found. The area within $\frac{1}{2}$ miles radius from each wreck was covered with closely spaced sounding lines and Sonar search made at the same time. In addition to splitting the regular system of sounding lines, a marker buoy was planted and radial lines run out to at least $\frac{1}{2}$ miles. The ship spent 3 to 4 hours searching for each wreck. In addition, one launch ran sounding lines for several hours searching for Wreck No. 625.

3. It is recommended that the symbol at Wrecks No. 624, 625 and 626 be removed from the charts.
Not on H-7723

4. The reported $6\frac{1}{2}$ fathom sounding in Lat. 27°39', Long. 83°12' has been searched for several hours by sounding lines and Sonar covering an area of at least $\frac{1}{2}$ miles radius. No indication of a shoal or obstruction was found. It is recommended that this sounding be removed from the chart. *Not on H-7723*

5. The extensive shoal area between Tampa Bay and Cape San Blas was surveyed on Sheet No. HY-10548. *H-7723* A large amount of additional sounding lines were run at the time to develop the shoal area.

6. The EPI station at Cedar Keys is expected to be dismantled in October. If additional investigation is considered necessary in the above areas by your office or by the Norfolk Processing Office, please advise in order that it can be done prior to moving the Cedar Keys Station.

/s/

George L. Anderson
Commander, USC&GS
Commanding Ship HYDROGRAPHER

C O P Y

13 September 1950

To: The Commanding Officer
USC&GS Ship HYDROGRAPHER
Post Office Box 1259
St. Petersburg, Florida

Subject: Investigation of Wrecks and Shoals - Project CS-328

Reference: Your letter dated 1 September 1950

No additional investigation of Wrecks Nos. 624, 625 and 626 is required during the present field season. In view of the elapsed time since these wrecks were reported, it appears reasonable to assume that considerable dispersion of masts and superstructure has taken place. Because of the depths in which the wrecks occurred, the charted symbols will be changed to those of sunken wrecks not dangerous to surface navigation and the notation "P.D." will be appended. The later symbols will be removed from the charts only after wire-drag investigations have been made covering more extensive areas than it is practicable to make using the HYDROGRAPHER'S launches.

The 6-1/2 fathom sounding in latitude 27° - 39', longitude 83° - 12' will be removed from the charts. This is in accord with the recommendation in paragraph 4 of your letter.

Before the E.P.I. station at Cedar Keys is dismantled, additional split lines in the vicinity of latitude 28° - 45', longitude 87° - 35' are required (Survey No. H-6548). A boat sheet for the area of the splits and additional information concerning the splits will be for-warded as soon as E.P.I. arcs have been constructed on the sheet.

/s/ K. T. Adams

Acting Director

STATISTICS FOR HYDROGRAPHIC SURVEY HY-4148

Volume	Letter	Day	Date	Number of Positions	Statute miles of sounding line
1	A		13 May	57	52.6
1	B		20 May	41	25.8
1	C		7 June	37	47.4
2	C		7 June	60	78.3
2	D		8 June	3	3.0
2	E		1 Aug.	16	28.2
3	E		1 Aug.	7	11.0
3	F		13 Aug.	7	5.7
3	G		14 Aug.	18	27.0
3	H		15 Aug.	16	21.2
3	J		16 Aug.	27	55.2
3	K		17 Aug.	18	22.7
4	K		17 Aug.	41	66.4
4	L		18 Aug.	71	113.3
5	L		18 Aug.	61	102.0
5	M		19 Aug.	60	103.1
6	M		19 Aug.	14	26.6
6	N		31 Aug.	84	119.2
7	N		31 Aug.	13	17.2
7	P		1 Sept.	9	15.0
7	Q		15 Sept.	10	16.4
7	R		16 Sept.	12	14.6
7	S		17 Sept.	22	33.7
TOTALS				704	1,005.6

Number of Vertical Cast Comparisons 14

Number of Temperature and Salinity Observations 4

HY-4148 a (insert)

1	a		19 Aug.	43	18.4
1	b		20 Aug.	88	29.2
TOTALS				131	47.6

Number of Bar Checks - - 5

HY-4148 b and c (insert)

1	a		19 Aug.	48	14.1
1	b		20 Aug.	95	24.2
TOTALS				143	38.3

Number of Bar Checks - - 6

STATISTICS FOR HYDROGRAPHIC SURVEY HY-4248

Volume	Letter	Day	Date	Number of Positions	Statute miles of sounding line
1	A		7 June	17	20.2
1	B		14 Aug.	12	20.4
1	C		1 Sept.	12	20.6
1	D		15 Sept.	13	21.6
TOTALS				54	82.8

Number of Vertical Cast Comparisons

2

STATISTICS FOR HYDROGRAPHIC SURVEY HY-4348

Volume	Letter	Day	Date	Number of Positions	Statute miles of sounding line
1	A		6 June	54	32.8
1	B		7 June	7	7.9
1	C		26 July	24	32.2
1	D		14 Aug.	22	33.1
2	D		14 Aug.	2	4.0
2	E		1 Sept.	28	47.3
2	F		14 Sept.	56	90.3
2	G		15 Sept.	5	6.8
TOTALS				198	254.4

Number of Vertical Cast Comparisons 6

Number of Temperature and Salinity Observations 2

STATISTICS FOR HYDROGRAPHIC SURVEY H-7723 (1948-49-50)

Ship HYDROGRAPHER

Project CS-328

Volume Number	Day Letter	Date 1948	No. of Positions	Statute Miles of Sounding
1	A	6 Dec.	27	45.7
1	A	6 Dec.	59	83.7
1	B	7 Dec.	16	27.4
1&2	C	20 Dec.	51	82.7
<u>1949</u>				
3	D	25 June	50	75.5
3	E	24 July	27	38.9
3	F	25 July	25	38.6
3&4	G	10 Aug.	75	99.4
4	H	11 Aug.	29	44.2
4	J	6 Sept.	95	142.6
5&6	K	7 Sept.	138	209.2
6&7	L	8 Sept.	141	212.0
7&8	M	9 Sept.	124	188.4
8&9	N	10 Sept.	99	138.9
9&10	P	21 Sept.	74	111.3
10&11	Q	22 Sept.	133	194.7
11&12	R	23 Sept.	126	187.9
12	S	24 Sept.	85	87.4
<u>1950</u>				
13	T	6 May	108	212.5
13&14	U	7 May	154	239.1
14&15	V	8 May	116	230.2
15&16	W	9 May	129	247.8
16&17	X	10 May	130	233.4
17&18	Y	11 May	63	127.7
18	Z	19 May	27	52.4
18&19	AA	20 May	148	247.5
19&20	BA	21 May	139	273.2
20&21	CA	22 May	135	249.8
21&22	DA	23 May	136	268.7
22&23	EA	24 May	140	261.8
23&24	FA	25 May	144	245.0
24&25	GA	26 May	121	238.8
25&26	HA	6 June	48	89.1
26&27	JA	7 June	138	254.5
27&28	KA	8 June	128	246.2
28	LA	9 June	79	74.5
28&29	MA	10 June	231	264.6
29&30	NA	11 June	116	135.9
30	PA	12 June	64	81.1
30&31	QA	8 Dec.	93	167.8
31	RA	9 Dec.	24	46.0

TOTALS 3985

6496.1

WKK
cm

STATISTICS FOR HYDROGRAPHIC SURVEY H-7723 (Continued)

WIRE DRAG

Launches 115 & 117

Volume Number	Day Letter	Date 1950	No. of Positions	Length of Strips
32	a	11 June	11	0.5
32	b	12 June	11	1.0
TOTAL			22	1.5

TOTAL NUMBER OF SIMULTANEOUS COMPARISONS 29

TOTAL NUMBER OF TEMPERATURE AND SALINITY OBSERVATIONS 10

	No. of Positions	Statute Miles of Soundings
TOTAL FOR 1948 (Includes HY-4148, HY-4248, HY-4348)	1109	1582.3
TOTAL FOR 1949	1221	1769.0
TOTAL FOR 1950	2611	4487.6
TOTAL SHIP HYDROGRAPHY	4941	7838.9
TOTAL LAUNCH HYDROGRAPHY	274	85.9
TOTAL AREA SURVEYED: 2,913 Square Statute Miles		

5215

copy work

TIDE NOTE

SURVEYS HY-4148, HY-4248 AND HY-4348

Reference Station:	Pensacola Primary Tide Station
Position:	Lat: 30° 24' 12" Long: 87° 12' 45"
Plane of Reference:	MLW
Height of Staff at reference Plane:	8.0 ft.
Time of Tide:	2 Hours earlier
Authority:	Office letter dated 24 Dec. 1947

Hourly heights were furnished from the Washington Office.

TIDE NOTE

Tide Station: Tampa Bay Florida Primary (St. Petersburg, Florida)

Latitude: 27° 46'

Longitude: 82° 38'

Plane of reference: MLW

Time correction: None

Height correction: None

Hourly heights furnished by the Washington Office. Time and height corrections applied in the field as indicated in the Director's Letters of 13 January 1949, reference 36-tmo and one dated 4 October 1949.

This note is for the work accomplished after November 1948 and throughout the 1949 and 1950 field seasons. See tide note attached to Descriptive Report for Surveys HY-4148, HY-4248, HY-4348 for the work accomplished prior to November 1948. ^{1:40,000}

CONTROL STATIONS LOCATIONS

E.P.I. Control Stations

Name	Latitude	Longitude
EPI A	30° 20' 17"55	87° 09' 23"31
EPI B	29° 49' 54"59	84° 40' 53"71

Buoy Control Stations

Name	Latitude	Longitude
Alp	29° 39' 42'	85° 50' 59"
Bon	29° 37' 30"	85° 50' 54"
Cur	29° 35' 27"	85° 50' 48"

FATHOMETER CORRECTIONS

Survey No. HY-4148 808-J
 For Period 13 May to 20 May 1948

Corrections	To Depth				
Feet	Feet				
0.0	18.5				
0.2	27.5				
0.4	36				
0.6	45				
0.8	53.5				
1.0	62.5				
1.2	71				
1.4	80				
1.6	88.5				
1.8	97.5				
2.0	106.5				
2.2	115				
2.4	124.5				
2.6	134				
2.8	143				
3.0	152.5				
3.2	162				
3.4	171.5				
3.6	182.5				
3.8	192.5				
4.0	203.5				

808-J

SERIAL NO. I
808 FATHOMETER CORRECTIONS - 820 FMS/SEC.
To be used between 13 May and 20 May for 0-30 fms 4148 1948
Survey Nos. H-7604 and HY-4148

Corrn.	To Depth							
Fms	Fms							
0.0	4							
0.1	8.5							
0.2	13							
0.3	16.5							
0.4	22.5							
0.5	26							
0.6	31.5							
0.7	36.5							
0.8	40							

Copy 1/11/48

SERIAL NO. I
NMC-1 FATHOMETER CORRECTIONS - 80⁸ FMS/SEC.
To be used between 13 May and 20 May 0-40 Fms
Survey Nos. H-7604 and HY-4148

1948

Corrn Fms	To Depth Fms							
0.2	7							
0.3	9.5							
0.4	11.5							
0.5	13.5							
0.6	15.5							
0.7	17.5							
0.8	20.0							
0.9	22							
1.0	23.5							
1.1	25.5							
1.2	28							
1.3	30.5							
1.4	32.5							
1.5	35							
1.6	37.5							
1.7	40							

SERIAL NO. 4

808 FATHOMETER CORRECTIONS - 820 FMS/SEC

To be used between 1 June and 9 June from 0 30 fms

Survey Nos. H-7604, HY-4148, HY-4248, and HY-4348

1948

	Corrn. Fms	To Depth Fms							
	0.1	8							
	0.2	12.5							
	0.3	16.5							
	0.4	21.5							
	0.5	26							
	0.6	31							
	0.7	32.5							
	0.8	37							

SERIAL NO. 4

NMC-1 FATHOMETER CORRECTIONS - 800 FMS/SEC
To be used between 1 June and 9 June from 0-30 fms
Survey Nos. H-7604, HY-4148, HY-4248, and HY-4348

1948

	Corrn. Fms	To Depth Fms						
	0.5	12						
	0.6	15						
	0.7	17.5						
	0.8	19.5						
	0.9	21.5						
	1.0	23.5						
	1.1	26						
	1.2	28.5						
	1.3	30.5						

808 FATHOMETER CORRECTIONS - 820 FMS/SEC
CORRECTIONS IN FEET
To be used between 26 July and 17 Sept. 1948
Survey Nos. HY-4148, HY-4248, HY-4348

Corrn. Feet	To Depth Feet							
0.2	23							
0.4	30							
0.6	38							
0.8	46							
1.0	53							
1.2	61.5							
1.4	69							
1.6	77.5							
1.8	85.5							
2.0	94							
2.2	103							
2.4	112.5							
2.6	123							
2.8	133							
3.0	144							
3.2	155							
3.4	160							

1248

808 FATHOMETER CORRECTIONS - 820 FMS/SEC

CORRECTIONS IN FMS

To be used between 26 July and 17 Sept. 1948

Survey Nos. HY-4148, HY-4248, HY-4348

Corrn. fms	To Depth fms								
0.1	7.5								
0.2	12								
0.3	16								
0.4	21								
0.5	26								
0.6	32								
0.7	38.5								

copy 200

NMC-1 FATHOMETER CORRECTIONS - 800 FMS/SEC
CORRECTIONS IN FMS

To be used between 26 July and 17 Sept. 1948
Survey Nos. HY-4148, HY-4248, HY-4348

Corrn. fms	To Depth fms							
0.3	8.5							
0.4	10.5							
0.5	12.5							
0.6	14.5							
0.7	16.5							
0.8	19							
0.9	21							
1.0	23.5							
1.1	25.5							
1.2	28							
1.3	30							
1.4	32.5							
1.5	35.0							

Handwritten mark

H-7604
 HY4148, HY4248, HY4348
 13 May - 19 Sept., 1948

Instrumental Corrections

Correction to Depth		NMC - I							
fms	fms								
-0.5	14								
-0.4	18								
-0.3	22								
-0.2	27								
-0.1	33								
0.0	41								
+0.1	50								
+0.2	62								
+0.3	78								
+0.4	183								
+0.2	200								
0.0	over 200								
808 J, No. 131 SG - Fathoms									
A - Scale		B - Scale		C - Scale		D - Scale			
Corr.	To Depth	Corr.	To Depth	Corr.	To Depth	Corr.	To Depth		
fms	fms	fms	fms	fms	fms	fms	fms		
0	11	+1.3	37	+2.4	73	+2.4	118		
+0.1	20	+1.4	46	+2.5	82	+2.6	141		
+0.2	27	+1.5	54	+2.6	90	+2.8	158		
+0.3	37	+1.6	62	+2.7	98	+3.0	160		
+0.4	46	+1.7	71	+2.8	115				
+0.5	55	+1.8	79	+3.0	120				
		+1.9	88						
		+2.0	90						
Compiled by W.N.M. Checked by L.S.B. Copy Checked by W.N.M.									

INSTRUMENTAL CORRECTIONS & SETTLEMENT AND SQUAT.

808-J NO. 131-SG - FEET

13 May - 19 Sept., 1948

A - Scale Corr. Ft.	Scale To Depth Ft.	B - Scale Corr. Ft.	Scale To Depth Ft.	C - Scale Corr. Ft.	Scale To Depth Ft.	D - Scale Corr. Ft.	Scale To Depth Ft.
--	--	+0.8	52	+2.4	80	+1.8	122
		+1.0	70	+2.6	97	+2.0	139
		+1.2	87	+2.8	115	+2.2	157
		+1.4	90	+3.0	120	+2.4	160

copy ✓ c.s.a.

E.P.I. Corrections for
 HY-4148, HY-4248, & HY-4348

1948

Date 1948	Calibra. Pt.	Corr. A	Corr. B	Use	Between	Remarks
12-13 May	Rook	-12.3	- 9.8			Tube 11
14 "	St. Geo.	-10.9	-12.2			
20 "	Rook	-11.5	-11.4			
6 June	St. Geo	-11.5	-11.2			
9 "	Rook	-12.2	-14.6			
25 July	Rook	- 9.0	-12.3			
26 "	St. Geo.	- 8.7	-11.5			
1 Aug.	Rook	-11.4	-12.7			
		8)875	8)957			
		Mn -10.9	-12.0	12 May	1 Aug.	
13 Aug.	Rook	- 6.5	- 9.1			Tube 15
14 "	St. Geo.	- 7.4	- 8.4			
17 "	Rook	- 6.3	- 9.7			
1 Sep.	St. Geo.	- 6.1	- 8.6			
			4)35.8			
			9.0	13 Aug	1 Sep	
15 Sep.	St. Geo.	- 8.8	-23.9			
" "	" "	- 6.8	-22.9			
			2)46.8			
			23.4	14 Sep	0230 16 Sep.	(Check jump to) (-10.0)
16 Sep.	Rook	- 6.1	-10.0			
20 Sep.	"	-4.3	- 9.4			
			09.7	17 Sep.	17 Sep.	
		- 6.5		13 Aug.	17 Sep.	

Compiled: W.N.M.
 C.I.A.

W.N.M.

INVESTIGATION OF SOUNDING

LAT. 29° - 26.4 N. LONG. 85° - 00.2 W

Survey H-7723

12 June 1950

Ship HYDROGRAPHER G.L. Anderson, Comdg.

The HYDROGRAPHER planted a marker buoy by E.P.I. control on the position of the sounding in question, the position being 1285.6 microseconds from station "CC" and 2417.3 microseconds from "D". (See position 15, PA Day). A launch was lowered which ran a radial pattern of lines across the marked position. Lines were started about 200 meters from the buoy and run on the buoy bearing at constant speed, the fathogram being marked and time noted at the beginning of the line, at the buoy, and at the end of the line.

In plotting the soundings, times on the fathogram were converted to distances for the launch speed of 7 knots, and adjusted for one knot of current flowing West. All bearings are based on the magnetic boat compass, deviation not being applied.

Upon completion of the radial lines, a spiral of about six revolutions was run around the marker buoy to a distance about 100 meters out without finding any additional information.

An area over 400 meters in diameter was covered, as indicated on the sketch attached.

*Not smooth plotted -
See diagram next page -
H.L.P.*

E.E. Jones
E.E. Jones
Lieut., USC&GS

Investigation of Sounding

Lat. 29°-26.4'N. Long 85°-00:2'W.

Sht. HY-10148 12 June 1950

Ship HYDROGRAPHER - Launch 115

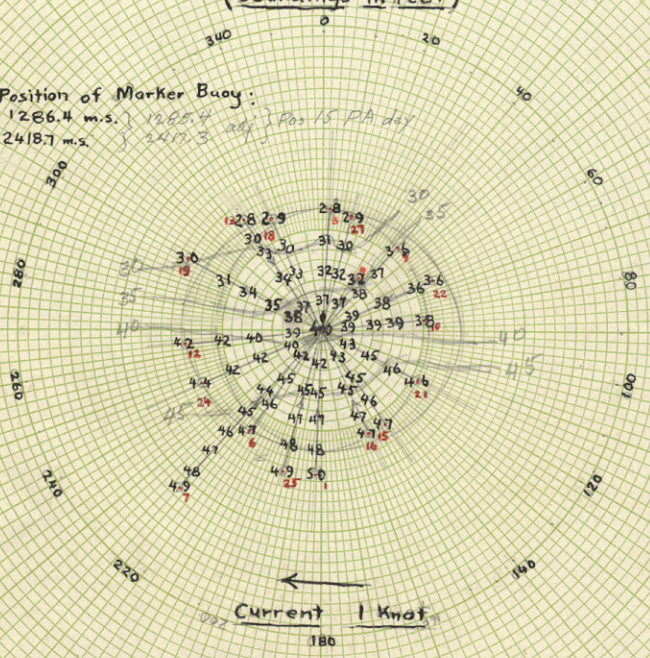
G. L. Anderson, Commanding

(Soundings in Feet)

E.P.I. Position of Marker Buoy:

"C" = 1286.4 m.s. } 1286.4 } Pos 15 PA day

"D" = 2418.7 m.s. } 2417.3 } "



Scale = 1:10,000

Launch Speeds:

1 Min. @ 6 knots = 185 Meters

1 Min. @ 7 knots = 215 M.

1 Min. @ 8 knots = 245 M.



(● Area on scale 1:100,000)

EPI FINAL CORRECTIONS

(Sheet No. 1)

SEASON 1950

SHIP HYDROGRAPHER

G.L. ANDERSON, COMMANDING

From	To	Corr. CC	Remarks	From	To	Corr. D	Remarks
<u>1950</u>	<u>1950</u>			<u>1950</u>	<u>1950</u>		
May 2 2100	May 3 1300	-3.0		May 2 2100	May 3 1300	-3.0	
May 3 1301	May 3 1600	-1.8	Eqpt. Adjust.	May 3 1301	May 3 1430	-0.8	Eqpt. Adjust.
May 3 1601	May 3 2300	-2.0		May 3 1431	May 3 2000	-1.0	
May 3 2301	May 4 0600	-2.2		May 3 2001	May 4 0100	-1.2	
May 4 0601	May 4 1200	-2.4		May 4 0101	May 4 0700	-1.4	
May 4 1201	May 4 1900	-2.6		May 4 0701	May 4 1200	-1.6	
May 4 1901	May 5 0100	-2.8		May 4 1201	May 4 2000	-1.8	
May 5 0101	May 5 0800	-3.0		May 4 2001	May 5 1500	-2.0	
May 5 0801	May 5 1400	-3.2		May 5 1501	May 8 0300	-2.2	
May 5 1401	May 5 2100	-3.4		May 8 0301	May 11 1800	-2.4	
May 5 2101	May 6 0300	-3.6		May 11 1801	May 12 1200	-2.2	
May 6 0301	May 6 1000	-3.8					
May 6 1001	May 6 2000	-4.0					
May 6 2001	May 7 1600	-3.8					
May 7 1601	May 8 0900	-3.6					
May 8 0901	May 9 0400	-3.4					
May 9 0401	May 10 0400	-3.2					
May 10 0401	May 11 2300	-3.0					
May 11 2301	May 12 1200	-2.8					

ICE TINAL OPERATIONS

(Sheet No. 2)

SEASON 1950

SHIP HYDROGRAPHER

G.L. ANDERSON, COMMANDING

From	To	Corr. CC	Remarks	From	To	Corr. D	Remarks
1950 May 18 1400	1950 May 27 1400	-1.2		1950 May 18 1400	1950 May 19 2200	-1.0	
				May 19 2201	May 27 1400	-1.2	
June 5 1000	June 14 1300	-1.0		June 5 1000	June 14 1300	-1.4	
June 20 1200	June 20 2400	-2.0		June 20 1200	June 24 1600	-1.2	
June 21 0001	June 24 2400	-1.8		June 24 1601	June 25 2400	-1.4	
June 25 0001	June 29 1300	-1.0	Eqpt. Changed	June 27 0001	June 29 0200	-1.6	
				June 29 0201	June 29 1300	-1.8	
July 6 2000	July 9 1300	-1.2	Ship Ret. to St.	July 6 2000	July 8 0500	-1.8	
July 10 1700	July 15 1300	-0.8	Petersburg during trip	July 8 0501	July 8 2400	-2.0	
				July 9 0001	July 9 1300	-2.2	Ship Returned to St. Peters- burg during tri
				July 10 1700	July 15 1300	-1.4	
July 20 1300	July 21 1400	-1.0		July 20 1300	July 20 1800	-2.0	
July 21 1401	July 23 2000	-1.2		July 20 1801	July 25 0000	-1.8	
July 23 2001	July 26 0600	-1.4		July 25 0001	July 26 0600	-2.0	

Comp: JPL
CHK: EAD

SEASON 1950

SHIP HYDROGRAPHER

G.L. ANDERSON, COMMANDING

From	To	Corr. CG	Remarks	From	To	Corr. D	Remarks
Nov. 24 1200	Nov. 25 1200	-1.4		Nov. 24 1200	Nov. 25 0600	-2.0	
Nov. 25 1201	Nov. 28 1200	-1.6		Nov. 25 0601	Nov. 27 0200	-1.8	
Nov. 28 1202	Nov. 29 0600	-1.4		Nov. 27 0201	Nov. 30 1300	-1.6	
Nov. 29 0601	Nov. 30 0000	-1.2					
Nov. 30 0001	Nov. 30 1300	-1.0					
Dec. 6 1200	Dec. 6 1600	-0.4		Dec. 6 1200	Dec. 6 2000	-2.2	
Dec. 6 1601	Dec. 6 2100	-0.6		Dec. 6 2001	Dec. 7 0800	-2.0	
Dec. 6 2101	Dec. 7 0300	-0.8		Dec. 7 0801	Dec. 7 1800	-1.8	
Dec. 7 0301	Dec. 7 0800	-1.0		Dec. 7 1801	Dec. 14 1800	-1.6	
Dec. 7 0801	Dec. 7 1400	-1.2					
Dec. 7 1401	Dec. 7 1900	-1.4					
Dec. 7 1901	Dec. 8 0100	-1.6					
Dec. 8 0101	Dec. 8 0600	-1.8					
Dec. 8 0601	Dec. 8 1400	-2.0					
Dec. 8 1401	Dec. 9 0500	-1.8					
Dec. 9 0501	Dec. 9 2100	-1.6					
Dec. 9 2101	Dec. 10 1100	-1.4					
Dec. 10 1101	Dec. 11 0300	-1.2					
Dec. 11 0301	Dec. 11 1800	-1.0					
Dec. 11 1801	Dec. 12 1000	-0.8					

Comp: JPL
Chks: GCM

FATHOMETER VELOCITY CORRECTIONS, 1948
SURVEYS HY-10148, HY-10648, HY-10948 FOOT SCALES

808-J CORRECTIONS

6 to 30 October		9 November to 22 December	
Corr.	To Depth	Corr.	To Depth
Ft.	Ft.	Ft.	Ft.
0.5	47	0.5	50
1.0	71	1.0	76
1.5	95	1.5	102
2.0	121	2.0	127
2.5	135	2.5	135

FATHOMETER VELOCITY CORRECTIONS, 1948

SURVEY NOS. HY-10148, HY-10448, HY-10548 FATHOM SCALES

808-J CORRECTIONS, 820 Fms. per Sec.

6 to 30 October		9 November to 22 December	
Corr.	To Depth	Corr.	To Depth
Fms.	Fms.	Fms.	Fms.
0.1	9.0	0.1	9.5
0.2	13.5	0.2	15.0
0.3	18.5	0.3	19.5
0.4	22.0	0.4	24.5
0.5	25.5	0.5	29.5
0.6	30.0	0.6	39.5
0.7	35.0	0.8	50.0
0.8	41.5	1.0	65.0
1.0	51.0		
1.2	61.5		
1.4	65.0		

NMC-1 CORRECTIONS, 800 Fms. per Sec.

6 to 30 October		9 November to 22 December	
Corr.	To Depth	Corr.	To Depth
FMS.	Fms.	Fms.	Fms.
0.2	7.5	0.3	10.0
0.3	9.5	0.4	12.0
0.4	11.5	0.5	14.0
0.5	14.0	0.6	16.0
0.6	16.0	0.7	19.0
0.7	18.0	0.8	21.0
0.8	20.5	0.9	23.0
0.9	22.0	1.0	25.0
1.0	23.5	1.1	27.5
1.1	25.5	1.2	29.5
1.2	27.5	1.3	31.0
1.3	29.5	1.4	36.0
1.4	32.5	1.6	40.5
1.6	37.0	1.8	45.0
1.8	41.0	2.0	49.5
2.0	45.5	2.2	54.5
2.2	49.5	2.4	59.5
2.4	54.0	2.6	65.0
2.6	58.5		
2.8	63.0		
3.0	65.0		

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FEET
To be used between 7 and 30 June 1949
For depths to 160 feet
SURVEY NOS. HY10148; HY10648; HY10948

Corrn Ft	To Depth Ft	Comp: FJB
0.0	21.5	Checked: FGJ
0.5	42.0	
1.0	65.0	
1.5	88.5	
2.0	111.5	
2.5	137.5	
3.0	160.0	

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FEET
To be used between 1 July and 11 Sept. 1949
For depths to 160 feet
SURVEY NOS. HY10148; HY10548; HY10648; HY10948

0.0	21.5	Comp: FJB
0.5	40.5	Checked: WRK
1.0	59.5	
1.5	79.5	
2.0	100.5	
2.5	122.5	
3.0	146.5	
3.5	160.0	

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FEET
To be used between 20 and 26 Sept. 1949
For depths to 160 feet
SURVEY NOS. HY10148; HY10548; HY10648; HY10948

0.0	21.5	Comp: FJB
0.5	40.5	Checked: WRK
1.0	59.0	
1.5	78.0	
2.0	97.5	
2.5	118.0	
3.0	139.0	
3.5	160.0	

ENC-1 FATHOMED VELOCITY CORRECTIONS
CORRECTIONS IN FATHOMS

To be used between 7 and 30 June 1949
For depths to 106 Fms

SURVEY NOS. HY10448; HY10548; HY10648; HY10948

Corrn Fms	To Depth Fms
0.2	7.0
0.3	9.0
0.4	11.0
0.5	13.0
0.6	15.5
0.7	17.5
0.8	20.0
0.9	22.0
1.0	24.0
1.1	26.5
1.2	29.0
1.3	31.0
1.4	36.5
1.6	41.5
1.8	47.0
2.0	52.0
2.2	57.5
2.4	63.0
2.6	68.5
2.8	74.5
3.0	80.5
3.2	86.5
3.4	92.5
3.6	98.5
3.8	101.0
3.5	102.5
4.0	110.0

Comp: FJB
Checked: WGT

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FATHOMS
To be used between 1 July and 11 Sept. 1949
For depths to 40 Fathoms
SURVEY NOS: HY10148; HY10448; HY10548

Corrn Fms	To Depth Fms	Comp:	FJB
0.1	7.5	Checked:	WRK
0.2	11.5		
0.3	15.5		
0.4	20.5		
0.5	25.5		
0.6	36.5		
0.8	40.0		

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FATHOMS
To be used between 20 and 26 Sept. 1949
For depths to 40 Fathoms
SURVEY NOS: HY10148; HY10548

0.1	7.5	Comp:	FJB
0.2	11.5	Checked:	WRK
0.3	15.5		
0.4	19.5		
0.5	23.5		
0.6	33.5		
0.8	40.0		

808 FATHOMETER VELOCITY CORRECTIONS
CORRECTIONS IN FATHOMS
To be used between 7 and 30 June 1949
For depths to 106 Fathoms
SURVEY NOS: HY10148; HY10448; HY10548

0.1	8.0	Comp:	FJB
0.2	13.0	Checked:	FGJ
0.3	17.5		
0.4	22.5		
0.5	28.5		
0.6	41.5		
0.8	60.0		
1.0	88.5		
1.2	101.0		
1.0	110.0		

VELOCITY CORRECTIONS

For Type 808 J Depth Recorder - Velocity of sound 820 fathoms per second

NOTE: All corrections additive unless otherwise indicated

SURVEYS: H-7723 (10148); H-7818 (10248); H-7792 (10648);
H-7820 (10848); H-7793 (10948).

PERIOD: 2 May through 13 May 1950.

FEET			FATHOMS		
From	Depth To	Corrn.	From	To	Corrn. (0.1)
00.0	25.0	0.0	00.0	4.6	0.0
25.1	54.5	0.5	04.7	10.6	0.1
54.6	88.5	1.0	10.7	20.8	0.2
88.6	196.0	1.5	20.9	33.3	0.3
196.1	200.0	2.0			

PERIOD: 18 May through 27 May 1950.

FEET			FATHOMS		
From	Depth To	Corrn.	From	To	Corrn. (0.1)
00.0	22.0	0.0	00.0	04.1	0.0
22.1	45.9	0.5	04.2	09.0	0.1
46.0	72.2	1.0	09.1	16.3	0.2
72.3	100.1	1.5	16.4	20.4	0.3
100.2	131.5	2.0	20.5	22.0	0.4

PERIOD: 5 June through 29 July 1950.

FEET			FATHOMS		
From	Depth To	Corrn.	From	To	Corrn. (0.1)
20.9	40.0	0.5	4.5	7.5	0.1
40.1	59.5	1.0	7.6	12.0	0.2
59.6	79.0	1.5	12.1	15.5	0.3
79.1	102.0	2.0	15.6	20.5	0.4
102.1	130.0	2.5	20.6	26.5	0.5
130.1	157.5	3.0	26.6	32.0	0.6
157.6	160.0	3.5	32.1	38.5	0.7
			38.6	45.5	0.8
			45.6	57.0	0.9
			57.1	67.0	1.0

VELOCITY CORRECTIONS

For Type 803 J Depth Recorder - Velocity of sound 820 fathoms per second

NOTE: ALL corrections additive unless otherwise indicated

SURVEYS: H-7723 (10148); H-7318 (10248); H-7792 (10648);
H-7820 (10848); H-7793 (10948); H-7821 (20149); Chart 1007.

PERIOD: 6 December through 15 December 1950

FEET			FATHOMS		
From	Depth To	Corrn.	From	To	Corrn. (0.1)
00.0	27.5	0.0	7.0	11.5	0.1
28.0	59.0	0.5	11.6	17.5	0.2
59.5	90.0	1.0	17.6	23.5	0.3
90.5	121.5	1.5	23.6	29.0	0.4
122.0	150.5	2.0	29.1	34.8	0.5
151.0	162.0	2.5	34.9	40.4	0.6
			40.5	46.2	0.7
			46.3	52.2	0.8
			52.3	59.0	0.9
			59.1	67.5	1.0
			67.6	77.0	1.1
			77.1	88.0	1.2
			88.1	131.5	1.3
			131.6	151.0	1.2
			151.1	160.0	1.1

FATHOMS			FATHOMS		
From	Depth To	Corrn. (0.2)	From	To	Corrn. (0.5)
0.0	11.5	0.0	0.0	25.0	0.0
11.6	23.5	0.2	25.1	54.0	0.5
23.6	34.8	0.4	54.1	160.0	1.0
34.9	46.2	0.6			
46.3	59.0	0.8			
59.1	77.0	1.0			
77.1	151.0	1.2			
151.1	160.0	1.0			

ADDENDUM
To Accompany

HYDROGRAPHIC SURVEY H-7723 (Field Nos. Hy-4148, 4248, 4348 & 10148)

GENERAL

The field work on this survey was plotted on several different boat sheets. In order to avoid duplication of day letters in the same color, the following colors were assigned according to boat sheets.

Hy-4148 (red)	Hy-4148A, Loh. 115 (red)
Hy-4248 (green)	
Hy-4348 (purple)	
Hy-10148 (blue)	

Inserts Hy-4148A, B & C (investigations of wreck 624) were plotted on large scale boat sheets by the field party. As no evidence of the wreck was found, only Hy-4148A was smooth plotted. Inserts Hy-4148 B & C/were not smooth plotted as the development lines were too close to show clearly on the scale of the smooth sheet. Additional development, done on wreck 624 during the 1950 field season, is being submitted on overlay no. 1 (positions 77 thru 119U, vol. 26). ** Overlays 1 & 2 filed with fgms. Areas adequately developed on smooth sheet*

Positions 60 thru 86A (blue) vol. 45, are being submitted on overlay no. 2. Extensions of the EPI curves were necessary to plot these positions.

Wire drag work on wreck 481 was not smooth plotted as the investigation is adequately covered in volume 44. *(See insert of wire-drag coverage enclosed smooth plot on tracing cloth)*

SOUNDINGS

The bottom in the area covered by this survey is made up almost entirely of sandwaves, some reaching a height of 25 feet. Considering the type of control used for surveying this extremely irregular bottom, the soundings at crossings check very well. The following discrepancies were noted.

Lat. 29-40.5' Long. 85-28.0' Soundings between positions 80 and 94T (blue) are generally five feet shoaler than those on W day (blue). *unimportant in depths of 60-70 ft.*

Soundings taken with the NMC-1 fathometer, in many instances, do not agree with surrounding hydrography. Occasionally, when the machine was used for very short periods of time, the fathograms were not forwarded by the field party.

(con't)

CONTROL

EPI corrections for both R and S days (blue) were applied on a mean of the corrections for 16-20 Sept. 1950, rather than a mean for the entire month as tabulated by the field party. This was necessary to bring the soundings on these days into agreement with surrounding hydrography. ✓

Respectfully submitted,

Hugh L. Proffitt

Hugh L. Proffitt
Cartographer.

Norfolk, Va.
24 November 1954

GEOGRAPHIC NAMES

Survey No. H-7723

Name on Survey	A	B	C	D	E	F	G	H	K	
	On Chart No.	On previous survey No.	On U. S. quadrangle Maps	From local information	On local Maps	P. O. Guide or Map	Rand McNally Atlas	U. S. Light List		
Florida									B64	1
Gulf of Mexico										2
Cape San Blas										3
Cape St. George										4
										5
			All names for title.							6
			Approved 12-9-54							7
			L. Heck							8
										9
										10
										11
										12
										13
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										15
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										17
										18
										19
										20
										21
										22
										23
										24
										25
										26
										27

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. H-7723..

Records accompanying survey:

Boat sheets .8...; sounding vols. 45...; wire drag vols.;
bomb vols.; graphic recorder rolls 49 envelopes

special reports, etc. 7-Sounding volumes (EPI tests), 1-Cahier, Tide computation & Corrections, 3-Cahiers, EPI Plotting Abstracts, 5-Cahiers, EPI Computations & Corrections, 8-EPI Recorders Note Books, 1-Smooth sheet, 1-Descriptive report (2-parts) 2-Overlay Tracings

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

Number of positions on sheet	.....	4941 3985	5215
Number of positions checked	.....	20	
Number of positions revised	.....	—
Number of soundings revised (refers to depth only)	.....	20	
Number of soundings erroneously spaced	.....	—
Number of signals erroneously plotted or transferred	.....	—
Topographic details	Time	2 hr	
Junctions	Time	80 hr	
Verification of soundings from graphic record	Time	20 hr	

Verification by *Roy E. Elkins* Total time *290* Date *9-19-56*
Estimated

Reviewed by *J. A. Dinsmore* Time *48* Date *14 Nov. 1956*

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7723

FIELD NOS. HY-10148,
HY-4148, HY-4248 and
HY-4348

Florida, Gulf of Mexico, Vicinity of Capes San Blas and
St. George

Project No. CS-328

Surveyed - May, 1948 - Dec., 1950

Scale 1:100,000

Soundings:

Control:

808 Fathometer
NMC-1 Fathometer

E.P.I.

Chief of Party - F. L. Peacock and G. L. Anderson
Surveyed by - Fred L. Peacock, G. L. Anderson, C. I. Aslakson,
F. G. Johnson, R. C. Rowse, J. D. Thurmond, W. N.
Martin, F. J. Bryant, L. S. Baker, H. F. Dunbrook,
J. E. Waugh, E. E. Jones and W. R. Kachel
Protracted by - W. W. Feazel and W. L. Jonns
Soundings plotted by - W. L. Jonns
Verified and inked by - R. E. Elkins
Reviewed by - T. A. Dinsmore 14 November 1956
Inspected by - R. H. Carstens

1. Shoreline and Control

This is an offshore survey. The shoreline outlined on the smooth sheet has been transferred from Chart 1262 in order to show the location of the present survey in relation to Capes San Blas and St. George.

The survey was controlled by Electronic Position Indicator stations established on the west coast of the Florida Peninsula. The control is described in the Descriptive Report.

2. Sounding Line Crossings

Considering the irregularities in the bottom, depths at crossings are in good agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves are adequately delineated.

Although generally undulating, the bottom is characterized

by sharp irregularities at all depth levels. The irregularities are in the form of sand ridges and troughs which differ from 1 to 25 ft. with the surrounding terrain. Depths on the evenly sloping bottom range from 40 to 200 ft.

4. Adjoining Surveys

Adequate junctions were effected with the following contemporary surveys:

H-7631 (1947) on the northwest	H-7749 (1948-50) on the extreme southeast
H-6785 (1942-43) on the north	H-7679 (1948-49) on the south
H-6784 (1942-43) on the north	H-7603 (1947-48) on the south-west
<u>H-7818 (1950) on the east</u>	<u>H-6691 (1941) on the west</u>

Project surveys on the north between long. $85^{\circ}26'$ and long. $85^{\circ}33'$, and long. $84^{\circ}30'$ to long. $84^{\circ}50'$, have not yet been received in this office. Charted depths in these localities are in harmony with depths at the limits of the present survey.

Because of conflicts between present depths and those on inshore surveys H-6784, H-6785 and H-7631, butt junctions were made. Although much of the present hydrography in the overlapping area is in good agreement with the adjacent large scale surveys, some of the present sounding lines are appreciably out of position. Adjustment of the E P I lines in the overlapping area was not considered warranted because of adequate development on the inshore surveys. Except for several spot developments, present hydrography in the overlapping area has been removed from the smooth sheet.

5. Comparison with Prior Surveys

a. H-599 (1857-58) 1:120,000	H-1511b (1881-82) 1:40,000
H-1354 (1881-82) 1:600,000	<u>H-2920c (1882-84) 1:1,200,000</u>
<u>H-1511a (1882) 1:40,000</u>	

Most of the area covered by the present survey was previously unsurveyed. These prior reconnaissance surveys, however, cover a portion of the present survey area. Soundings on these early surveys are from dead-reckoning lines. Differences with present depths range from 2 to 5 fms. in depths of 15 - 20 fms. and may be attributed to the irregularities in the bottom or to errors in position of the prior sounding lines. There are no shoal soundings involved. The present survey supersedes the prior surveys within the common area.

b. H-6784 (1942-43)

The localities of three questionable soundings charted from H-6784 were investigated by additional development on the

present survey. The following results were obtained:

<u>Latitude</u>	<u>Longitude</u>	<u>Charted Depth (ft.)</u>	<u>Present Survey Depth (ft.)</u>
29°30.1'	85°13.1'	40	56 - 60
29°28.3'	85°04.7'	32	50
29°26.4'	85°00.2'	29	50

The unsupported prior depths (charted) are considered to be erroneous (strays) and should be deleted from the charts.

6. Comparison with Chart 1114 (latest print date 4/16/56)
 Chart 1115 (" " " 8/20/56)
 Chart 1261 (" " " 12/19/55)
 Chart 1262 (" " " 9/10/56)
 Chart 1263 (" " " 7/9/56)

A. Hydrography

Charted hydrography originates principally with advance information of the present survey as furnished by copies of the boat sheets. The 10-fm. sounding charted in lat. 29°30.5', long. 84°39', on chart 1114 is erroneous. The least depth shown in the locality on the present survey is 69 ft. Except as noted above and in paragraph 5b, only differences of about 1-to 4 ft. are found between the charted and smooth-sheet depths.

Three sunken wrecks lying within the surveyed area were investigated on the present survey. Wreck No. 481 in lat. 29°18.74', long. 85°21.18', was located and cleared by wire drag to an effective depth of 50 ft. Wrecks Nos. 624 and 625 charted in lat. 29°38', long. 85°49', and lat. 29°19', long. 84°54.95', respectively, were searched for by closely spaced sounding lines and Sonar but were not found. Until wire-drag investigations can be made, wrecks 624 and 625 will be charted as sunken wrecks not dangerous to surface navigation with the notation "P.D." appended.

Except as noted above, the present survey supersedes the charted information.

B. Aids to Navigation

Aids to navigation located on the present survey are in substantial agreement with the charted aids and adequately serve the purpose intended.

7. Condition of Survey

- a. The sounding records and Descriptive Report are complete and comprehensive.
- b. The smooth plotting was accurately done.
- c. This survey was verified largely on the basis of agreement with adjacent hydrography. Depth curves at 5-or 10-ft. intervals were lightly pencilled on the smooth sheet. If the bottom configuration appeared logical and if depths were similar on several adjacent lines, the soundings were considered as checking each other and were inked without reference to the sounding volumes or fathograms. The sounding volumes and fathograms were examined only in important shoal areas or where unnatural curve delineation appeared to indicate discrepancies. Several sounding lines in disagreement with adjacent lines were rejected in areas which were otherwise adequately developed.

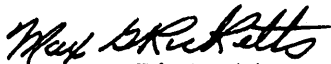
8. Compliance with Project Instructions


The survey adequately complies with the Project Instructions.

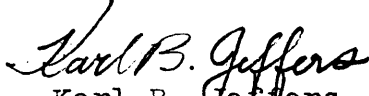
9. Additional Field Work

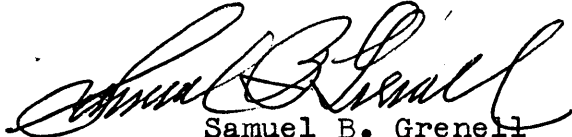
This is a basic survey and no additional hydrography is required. Wire-drag investigation at some future date would be desirable of wrecks Nos. 624 and 625 which are discussed in paragraph 6A.

Examined and Approved:


Max G. Ricketts
Chief, Nautical Chart Branch


Charles A. Schanck
Chief, Division of Charts


Karl B. Jeffers
Chief, Hydrography Branch


Samuel B. Grenell
Chief, Division of Coastal Surveys

~~839~~ RHO

TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

17 December 1954

Division of Charts: R. H. Carstens

Plane of reference approved in
52 volumes of sounding records for

HYDROGRAPHIC SHEET 7723

Locality Gulf of Mexico, Florida

Chief of Party: F. L. Peacock) 1948 - 1950
G. L. Anderson)
Plane of reference is mean low water, reading
3.3 ft. on tide staff at St. Petersburg
5.4 ft. below B. M. 4 (1925)
8.0 ft. on tide staff at Pensacola
9.0 ft. below B.M. 7 (1923)

Height of mean high water above plane of reference is;
St. Petersburg: 1.4 feet
Pensacola : 1.3 feet

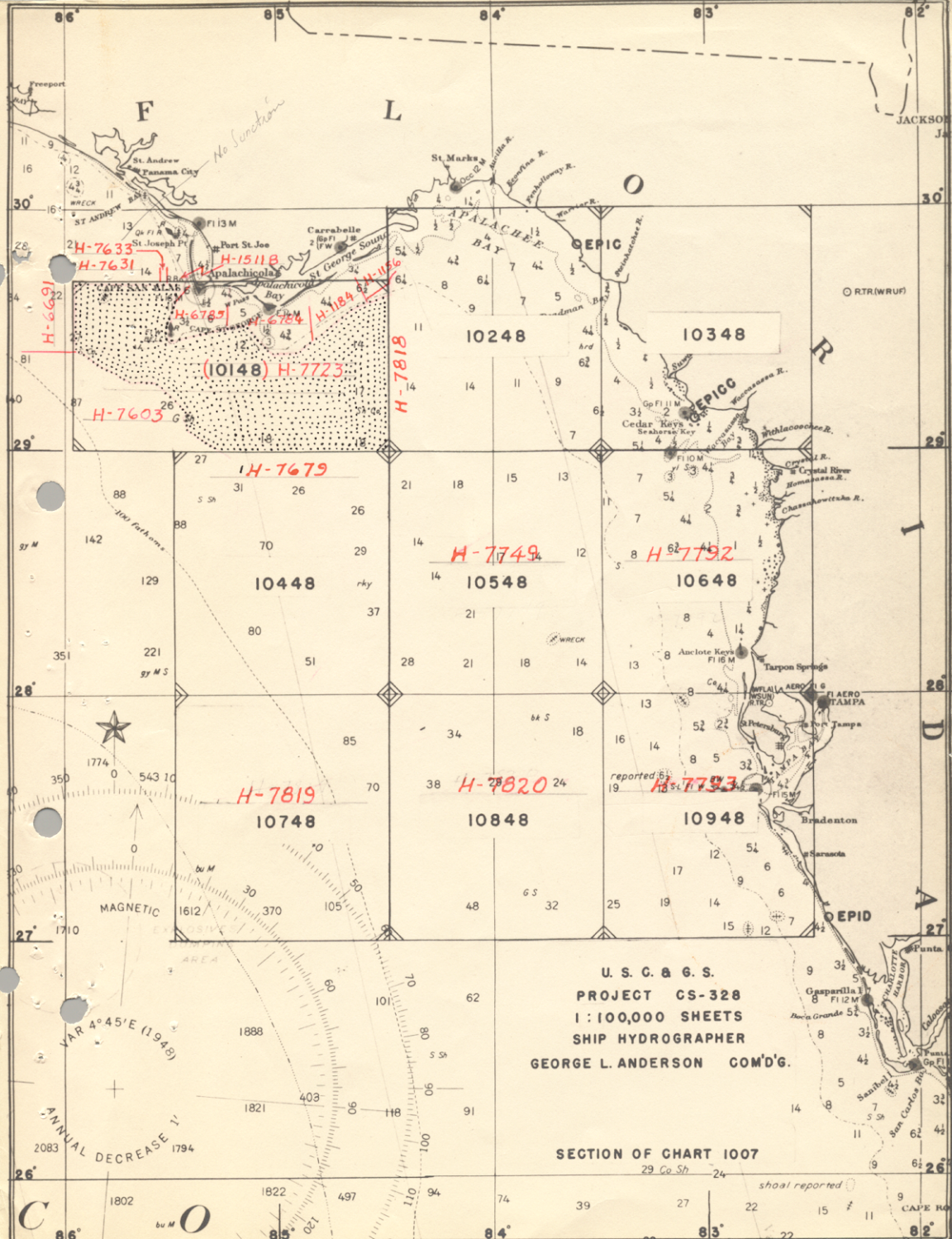
Condition of records satisfactory except as noted below:

NOTE:

Tide reducers in Volumes 1-12 inclusive were
verified by using Pensacola observations with a
time correction of -2 hrs.

E. C. McKay
Tides Branch

Chief, Division of Tides and Currents.



No Section

H-7633
H-7631
H-15118
H-6769
H-6784
H-184
H-116
H-7603
(10148) H-7723

H-7679

H-7749

H-7792

H-7819

H-7820

H-7793

U. S. C. & G. S.
PROJECT CS-328
1:100,000 SHEETS
SHIP HYDROGRAPHER
GEORGE L. ANDERSON COM'D'G.

SECTION OF CHART 1007

C

O

MAGNETIC
VAR 4°45'E (1948)
ANNUAL DECREASE 1"
2083
1794

shoal reported

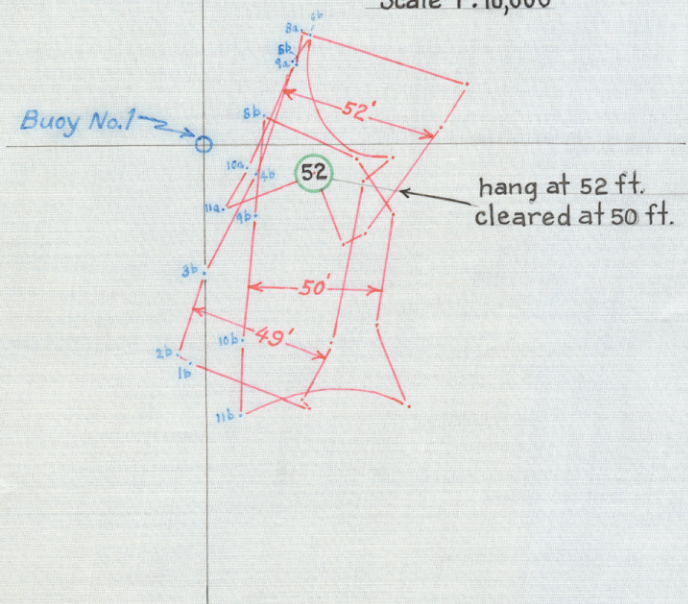
LOCATION of WRECK 481

Lat. 29° 18.75'

Long. 85° 21.20'

Epicc 1499.4 Ms - Epid 2519.6 Ms

Scale 1 : 10,000



NAUTICAL CHARTS BRANCH

SURVEY NO. H-7723

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
12-29-54	1263	<i>R. M. Ambrose</i>	Before After Verification and Review <i>Partially Applied</i>
3-24-55	1114	<i>J. H. Eaton</i>	Before After Verification and Review <i>Part. app'd.</i>
16 June 1955	1007	<i>H. MacEwen</i>	Before After Verification and Review <i>Partially appl'd</i>
1/31/56	1003	<i>S. G. McGinn</i>	Before After Verification and Review <i>Added 1 sounding.</i>
5/31/56	1262	<i>J. F. Walker</i>	Before After Verification and Review <i>Partially</i> <i>zmo</i> <i>added X³ sounding</i>
5-1-57	1262	<i>M. Rogers</i>	<i>Completely appl'd</i> Before After Verification and Review <i>zmo</i>
10-4-57	1115	<i>M. Rogers</i>	<i>Completely appl'd</i> Before After Verification and Review
1/8/58	1114	<i>S. G. McGinn</i>	Before After Verification and Review <i>Completely applied</i>
11/24/58	1003	<i>H. W. Burgoyne</i>	Before After Verification and Review <i>Completely applied</i>
1-19-59	1007	<i>R. K. de Lawder</i>	Before After Verification and Review. <i>App'd thru</i> <i>cht 1003</i>
6-5-59	1261	<i>M. Rogers</i>	<i>Completely applied after verification and</i> <i>review.</i> <i>-RKD</i>
Dec 59	1263	<i>Wichols</i>	" " " " "
8-12-68	865-SC	<i>R. J. Sunday</i>	<i>Fully app'd.</i>

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.