

7934

1256, & 1257-2  
Diag. Cht. Nos. 1002, 1007-2, 1111, 1255-2.

Form 504

U. S. COAST AND GEODETIC SURVEY  
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Hydrographic  
Field No. Hy-3251 Office No. H-7934

LOCALITY

State Florida  
General locality Gulf of Mexico  
Locality Anna Maria Key to Port Boca Grande

194 51

CHIEF OF PARTY

Jack C. Sammons

LIBRARY & ARCHIVES

DATE October 19, 1954

7934

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-7934

Field No. HY-8251

State FLORIDA  
General locality West Coast of Florida  
Locality Anna Maria Key to Port Boca Grande  
Scale 1:80,000 Date of survey 25 July thru 24 Oct. 1951  
Instructions dated 26 September 1946; amended 21 March 1951  
Vessel HYDROGRAPHER  
Chief of party Jack C. Sammons  
Surveyed by Ship's Officers  
Soundings taken by ~~XXXXXXXX~~, graphic recorder, ~~XXXXXXXX~~  
Fathograms scaled by Personnel aboard Ship HYDROGRAPHER  
Fathograms checked by Alpha G. Atwill  
Protracted by W.L. JONNS & ALPHA G. ATWILL  
Soundings penciled by ALPHA G. ATWILL  
Soundings in ~~XXXXXX~~ feet at MLW ~~XXXXXX~~ and are true depths.  
REMARKS: Offshore survey

*Handwritten mark*

DESCRIPTIVE REPORT

To Accompany

HYDROGRAPHIC SURVEY H-7934 (HY-8251)

25 July - 24 October 1951

Ship HYDROGRAPHER      Scale 1:80,000

Jack C. Sammons  
Chief of Party

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 21 March 1951.

B. SURVEY LIMITS AND DATES

This survey is offshore from the West Coast of Florida between Anna Maria Key and Port Boca Grande. An index of adjacent hydrographic sheets is attached.

Starting on the northeast corner and proceeding thru the east, south, west and north to the point of beginning this survey joins:

1. Survey H-1486b, surveyed during 1881, scale 1:40,000
2. Survey H-1314a, surveyed during 1876, scale 1:40,000
3. Survey H-1557b, surveyed during 1883, scale 1:40,000
4. Survey H-1477a, surveyed during 1879-80, scale 1:40,00
- ✓ 5. Survey H-7935, surveyed during 1951, scale 1:80,000
6. Survey H-1138, surveyed during 1872, scale 1:600,000
- ✓ 7. Survey H-7793, surveyed during 1948-50, scale 1:100,000
8. Survey H-4379, surveyed during 1924, scale 1:40,000

B. (Cont.)

The northern limits of this survey is the project limits. This survey effects a satisfactory junction with contemporary surveys on the north, south and extreme northwest limits. Modern surveys will be made to the west of this survey, probably on these same instructions and a satisfactory junction with this survey will be made at that time. Modern inshore surveys will undoubtedly be made along the eastern limit of this survey at some future date.

The field work on this survey was started on 25 July and was completed on 24 October 1951. The survey was made when the ship was based out of St. Petersburg. Normal operation called for 16 hours of sounding each day with the ship anchoring at night on line. This helped in the orderly and economical development of this survey as it eliminated a concentration of lines running to and from anchorage.

C. VESSEL AND EQUIPMENT

All hydrographic work on this survey was accomplished by the Ship HYDROGRAPHER. One day of wire drag investigation was accomplished by the ship's launches with the Ship HYDROGRAPHER anchored close to the obstruction being investigated. The drag was set from and taken aboard the HYDROGRAPHER, the launches acting as towing vessels only. The only other subparties that were operated by this party was the manning of the Shore Stations to furnish control for the survey.

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

Two 808J type depth recorders were used as sounding units on this survey. These 808J type units were installed in such a manner that either could be used at will and both are considered regular units and neither a standby. The fathograms are the permanent records and in plotting the smooth sheet should be used. (See paragraph H).

Frequent simultaneous comparisons were made during the working season with the wire soundings to obtain corrections and to assure the correct operation of the fathometers at all times. Please refer to the report on Velocity Corrections and Initial and Instrumental Corrections for additional details. *Report in Library*

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



C. (Cont.)

the operation of the compass. The error was found to be negligible.

D. TIDE AND CURRENT STATIONS

No tide or current stations were occupied within the limits of hydrography on this survey.

The observed tides at Egmont Key and Port Boca Grande were used for the reduction of soundings. (See Tidal Note for additional information).

F. CONTROL STATIONS

The hydrography on this survey was controlled entirely by distance arcs from three shoran stations. One station was located atop of a tower on the north end of Egmont Key, one atop the Orange Blossom Hotel, Sarasota, Florida and one on the Rear Range Light, Port Boca Grande, Florida. The antenna at the Tower was located from adjacent triangulation at the time the shoran station was established. The antennas at the Rear Range Light and at Sarasota were located eccentrically from adjacent triangulation at the time the shoran equipment was installed. The position of the antenna at TOW is given below. The positions of the antennas at the other two stations (SOT & RAN) are less than 2 meters from the triangulation station used as a reference. These reference positions can be used as the location of the antennas. The differences are not large enough to affect the plotted positions of the hydrographic lines.

Station			
TOW	Latitude	27° 36' 05".730	(176.4 m)
	Longitude	82 45.39.857	(1093.0 m)
SOT			
(Sarasota, American National Bank Building, tank on top - 1934)	Latitude	27° 20' 05".11	(157 m)
	Longitude	82° 32' 37".91	(1042 m)
RAN			
(Boca Grande Light-house, - 1934)	Latitude	26° 44' 29".982	(922.7 m)
	Longitude	82° 15' 49".079	(1356.2 m)

The base line between TOW and SOT is approximately 22.70 statute

F. (Cont.)

miles, between SOT and RAN is approximately 44.35 miles.

G. SHORELINE AND TOPOGRAPHY

This is an offshore survey and no shore line or topography is shown on this sheet.

H. SOUNDINGS

The computation of sounding corrections for velocity of sound and instrumental errors are discussed under the applicable reports. (See paragraph Z for dates forwarded).

All soundings shown on the boat sheet were taken with 808J type depth recorders. The foot scales were used at all times.

The effective length of the stylus arm for the 808J type machines was determined and checked and the speed of the machines was checked against the fathogram as described in paragraph 5554 of the Hydrographic Manual. Frequent additional checks were made during the season to assure the continued correct operation of the instruments. The speed of the machines was also checked frequently on the fathom scale by counting the number of turns of the stylus arm with the middle reed vibrating at its maximum amplitude.

There were times when the governor on the 808J type machines failed to function properly. This accounts for a large displacement of the true soundings on numerous occasions. Notes have been made on the fathogram when this happened. These soundings should not be used unless proper correctors are applied.

The method of recording mentioned in paragraph 20 of the Supplemental Instructions was followed. The soundings on this survey were recorded as described in paragraph 817 of the Hydrographic Manual using every other column - the intermediate columns being used to record the extra soundings as needed.

The fathograms have the following notation made on them:

- (A) Fix marks, fix number, correct time on at least every sixth position mark, mark for each second and fourth minute between positions and the phase settings.

H. (Cont.)

- (B) The velocity template to be used is noted at the beginning of each fathogram and at each change of velocity.
- (C) Whenever a change occurs in the algebraic sum of all correctors (except velocity) the new corrector is entered at the bottom of the fathogram on the proper time ordinate if practicable. Otherwise the corrector is entered in a clear area on the fathogram paying due attention to the proper time ordinate.

In computing the correctors for use with the templates on the 808 graphs a mean setting of 12 feet was used. The corrector as shown on the bottom of the 808 fathograms should be set off from ~~this value.~~ *the zero of fathogram.*

I. CONTROL OF HYDROGRAPHY *NOTE: Location of Shoran Stations (Computations) and Correctors for Soundings filed with fathograms A day (7-25-51)*

The intersections of the shoran arcs on this survey were never less than approximately  $30^{\circ}$ . The three stations furnished adequate control out to the limits of the survey.

At the extreme southwest limits trouble was experienced in receiving two stations as this is beyond the limits of good reception. Here and in a few other places when one or the other of the stations were off the air the hydrographic lines are plotted using one arc and dead reckoning methods. It is thought that the accuracy of the final results are satisfactory. Careful study of the boat sheet should be made when plotting any of these lines.

For the calibration of the shoran please refer to the applicable report. The values of zero set were determined to be:

Station	Set 2	Set 3
RAN	99.790	99.790
SOT	99.790	99.790
TOW	99.790	99.790

The values of zero check have been summed and meaned for each day's work. The value of zero set has been applied to these

I. (Cont.)

mean values. The resulting correctors have been applied to each shoran reading. The observed shoran readings are recorded in the top half of each position block, with the corrected value entered below it.

J. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede prior surveys for charting except as noted in this paragraph and under paragraph L & M below. All junctions with contemporary adjoining surveys are satisfactory, no holidays or excessive differences exist although minor adjustments will be necessary along the eastern and southern edges of this survey to bring it into exact agreement with the adjoining surveys. All depth curves can be drawn at the junctions with the other surveys except as noted in paragraph L & M below. The differences on the boat sheet between the soundings taken with the two instruments are due largely to errors phase jumps which have been eliminated thru the application of instrumental corrections. Any discrepancies in conjunction with H-7935 are probably due to the heretofore mentioned phase jumps which should adjust when the instrumental corrections are applied. (also see pg 6 addenda)

See P 4  
of Review.

See P 7  
of Review

Depth curves have been left in pencil on the boat sheet. ✓

K. CROSSLINES

Approximately 5.4% of the hydrography is crosslines. It appears from checking against the reduced soundings that a large number of apparent discrepancies will be automatically taken care of on the smooth sheet either by shifts in the sounding lines, by the application of rather large phase correctors, or by a combination of the two.

See P 7  
of Review

L. COMPARISON WITH PRIOR SURVEYS

M. COMPARISON WITH EXISTING CHARTS

Satisfactory junctions were obtained with the surveys listed in paragraph B above, except as noted in paragraph J above and this paragraph below. This survey supersedes in part the following surveys:

See P 4  
of Review.

1. Survey H-4379, scale 1:40,000, surveyed during 1924

J. ADEQUACY OF SURVEY (Cont.)

Your attention is invited to the several places on the survey where questionable soundings (strays) were noted on the fathograms. When this occurred the vessel made a run over the same line and in addition two splits were run, one on each side of the regular spaced lines. Adequate notes have been made on the fathograms or in the sounding volumes and/or on the plotting abstracts. The following are examples of this development:

Latitude	27° 26.0'	Positions 13-25 EB ✓
Longitude	82° 48.0'	
Latitude	27° 26.8'	Positions 41-46 EB ✓
Longitude	82° 49.4'	
Latitude	27° 24.9'	Positions 17-21 XA ✓
Longitude	82° 54.9'	
Latitude	27° 25.0'	Positions 49-54 XA ✓
Longitude	82° 50.2'	
Latitude	27° 06.8'	Positions 21-26 YA ✓
Longitude	82° 43.1'	
Latitude	26° 59.2'	Positions 72-79 YA ✓
Longitude	82° 56.1'	
Latitude	27° 03.0'	Positions 142-149 CB ✓
Longitude	82° 42.0'	

L & M (Cont.)

2. Survey H-1314a, scale 1:40,000, surveyed during 1876
3. Survey H-1557b, scale 1:40,000, surveyed during 1883
4. Survey H-1477 a&b, scale 1:40,000, surveyed during 1879-80
5. Survey H-1138, scale 1:600,000, surveyed during 1872
6. Survey H-1486b, scale 1:40,000, surveyed during 1881

These surveys are the source of the hydrography shown in the area covered by this survey on the following charts:

1. Chart 1002, print date 7/17/50
2. Chart 1007, print date 9/18/50
3. Chart 1113, print date 1/29/51
4. Chart 1114, print date 9/18/50
5. Chart 1255, print date 3/29/48
6. Chart 1256, print date 7/17/50
7. Chart 1257, print date 1/8/51

See P 6 of  
Review

In compliance with paragraph 11 of the original instructions and paragraph 23 of the supplemental instructions the several depths and dangers (wrecks) listed in this area have been transferred to the boat sheet.

Preliminary review dated 26 August 1946.

1. Item 3 - 36 foot depth - This sounding was not verified in the charted position by a system of closely spaced sounding lines. Soundings of 36 feet were obtained approximately 0.7 mile to the west (positions 4 & 5 GA), approximately 0.8 mile to the north northeast (positions 2 & 3 GA) and approximately 0.75 mile east northeast (positions 89-90 EB). Any one of these soundings might be the one charted, the shift being due to the difference in control.

*Lat. 27°33.14' Long. 82°54.76' (H-4379, 1924)*

See P 5  
of Review.  
Disregard  
36 ft. sq.

L & M (Cont.)

*Lat. 27° 32.24', Long. 82° 56.10' (H. 4379, 1924)*

2. The sounding of 38 feet, one of many mentioned and shown on the chart with a small red circle, was transferred to the boat sheet. Closely spaced sounding lines failed to verify this sounding in its charted position.

*Disregard -  
38ft. Sdg. -  
Comparable  
pres. depths  
nearby.*

*Lat. 27° 01' x 82° 49'*  
Preliminary review dated 9 March 1951.

1. Items 4 & 5 of this review were transferred to the boat sheet. Please refer to the attached copies of special reports for results of these investigations. The additional work referred to was plotted on several overlays attached to the boat sheet.

*Wrecks  
Searched  
for, but not  
found.*

*4-9-51 and 11-29-51*

2. Paragraph two under J of the Descriptive Report for Survey H-7793 lists a sounding in Latitude 27° 14.7; Longitude 83° 03.2 to be investigated upon recommendation of Commander Anderson. No indication of this sounding was found this year on a regular spaced system of sounding lines over the area.

*Stray -  
not plotted  
on H-7793*

An obstruction was found in approximate Latitude 26° 45.82; Longitude 82° 50.78. Please refer to copies of the special reports and correspondence attached for additional details. Most of the additional development was plotted on several overlays attached to the boat sheet. A sketch showing the wire drag accomplished is attached and becomes a part of this report.

*See attached  
letter from  
HYDROGRAPHER  
16 Oct. 1951.  
Also see Re-  
view TP 6*

N. DANGERS AND SHOALS

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

O. COAST PILOT INFORMATION

The coast pilot information for this area was the subject of a separate report forwarded on 12 December 1951.

P. AIDS TO NAVIGATION

There are no aids to navigation located within the limits of this survey.

Q. LANDMARKS FOR CHARTS

A copy of form 567 submitted for this area is attached.

Z. TABULATION OF APPLICABLE DATA

The data listed below were forwarded to the Washington Office as indicated:

DATE	DATA
11/1/50	Report on Settlement and Squat Tests <i>Not in Library Not in Vessels Equip</i>
1/6/51	Method of Recording Hydrographic Data
1/21/52	Season's Report for 1951
1/29/52	Shoran Report
1/23/52	Report on Calibration of Registering Sheaves
1/9/52	Report on Triangulation
12/12/51	Coast Pilot Report
1/23/52	Report on Velocity Corrections for 1951 <i>In Library</i>
1/23/52	Report on Initial and Instrumental Corrections for 1951 ✓

The sounding volumes, fathograms, shoran plotting abstracts, boat sheet and related material are being forwarded to the Officer in Charge, Norfolk Processing Office.


*J. E. Waugh*  
J. E. Waugh  
LCdr, USC&GS



APPROVAL SHEET

The field work accomplished on this survey was under my immediate supervision. Daily inspections of the records, fathograms and boat sheet were made as the survey progressed.

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

  
Jack C. Sammons  
Captain, USC&GS  
Commanding Officer  
Ship HYDROGRAPHER

## TIDE NOTE

This area was subdivided into two parts as indicated in the Director's letter of 22 August 1951, reference 36-rcb.

### North of Latitude $27^{\circ}$

Tide Station: Egmont Key - Tampa Bay, Florida  
Latitude:  $27^{\circ} 36' 07''.5$   
Longitude:  $82^{\circ} 45' 37''.5$   
Plane of reference: Mean Low Water (2.7 feet on tide staff)  
Time Correction: None  
Height:  $\text{JJ}$  None

It was necessary to use the values of the hourly heights as observed at the primary station at St. Petersburg, Florida on several occasions when the gage at Egmont Key was not working. The observed hourly heights and the highs and lows were furnished this party by the Washington Office.

Tide Station: St. Petersburg - Tampa Bay, Florida  
Latitude:  $27^{\circ} 46'.4$   
Longitude:  $82^{\circ} 37'.7$   
Plane of reference: Mean Low Water (3.3 feet on tide staff)  
Time Correction:  $- 2\frac{1}{2}$  hours  
Height Correction: 0.9 range factor

TIDE NOTE (Cont.)

South of Latitude  $27^{\circ}$

Tide Station: Port Boca Grande, Charlotte Harbor, Florida  
Latitude:  $26^{\circ} 43' 12''$   
Longitude:  $82^{\circ} 15' 23''$   
Plane of reference: Mean Low Water (2.3 feet on the tide staff)  
Time Correction: None  
Height Correction: None

It was necessary to use the values of the hourly heights as observed at the primary station at St. Petersburg, Florida on several occasions when the gage at Port Boca Grande was not working. The observed hourly heights and the highs and lows were furnished this party by the Washington Office.

Tide Station: St. Petersburg - Tampa Bay, Florida  
Plane of reference: Mean Low Water (3.3 feet on the tide staff)  
Time Correction:  $- 1\frac{1}{2}$  hours  
Height Correction: 0.7 range factor

STATISTICS FOR HYDROGRAPHIC SURVEY H-7934 (1951)

Volume Number	Day Letter	Date 1951	Number of Positions	Statute Miles of Soundings
1	A	25 July	36	31.7
1	B	27 July	171	150.9
1	C	28 July	199	173.1
1	D	29 July	211	178.4
1	E	30 July	158	141.5
1	F	31 July	137	123.1
1	G	6 Aug.	84	76.0
1	H	7 Aug.	191	168.4
2	J	8 Aug.	199	179.9
2	K	9 Aug.	192	165.6
2	L	10 Aug.	127	113.8
2	M	11 Aug.	201	181.1
2	N	12 Aug.	200	183.2
2	P	13 Aug.	204	181.4
2 & 3	Q	14 Aug.	202	183.7
3	R	15 Aug.	118	103.5
3	S	21 Aug.	115	97.9
3	T	22 Aug.	202	181.1
3	U	23 Aug.	204	179.7
3	V	24 Aug.	204	182.9
3	W	25 Aug.	130	113.1
3 & 4	X	26 Aug.	203	180.9
4	Y	27 Aug.	197	182.4
4	Z	28 Aug.	204	180.9
4	AA	29 Aug.	207	183.2
4	BA	30 Aug.	99	88.1
4	CA	11 Sept.	104	89.9
4	DA	12 Sept.	189	166.5
5	EA	13 Sept.	205	171.9
5	FA	14 Sept.	206	185.5
5	GA	19 Sept.	176	154.1
5	HA	20 Sept.	200	178.5
5	JA	21 Sept.	199	174.4
5	KA	22 Sept.	201	180.2
5 & 6	LA	23 Sept.	217	162.8
6	MA	24 Sept.	215	175.1
6	NA	25 Sept.	195	139.5
6	PA	26 Sept.	203	172.5
6	QA	27 Sept.	118	100.0
6	RA	3 Oct.	101	82.8
6	SA	4 Oct.	205	181.0
6 & 7	TA	5 Oct.	152	129.4
7	UA	7 Oct.	213	176.8

STATISTICS FOR HYDROGRAPHIC SURVEY H-7934 (1951) (Cont.)

Volume Number	Day Letter	Date 1951	Number of Positions	Statute Miles of Soundings
7	VA	8 Oct.	207	171.6
7	WA	9 Oct.	171	150.1
7	XA	17 Oct.	101	65.9
7	YA	18 Oct.	248	163.3
7 & 8	ZA	19 Oct.	221	175.9
8	AB	20 Oct.	177	127.9
8	BB	21 Oct.	246	176.1
8	CB	22 Oct.	216	94.1
8	DB	23 Oct.	180	105.1
8	EB	24 Oct.	107	67.9
TOTALS --			9,368	7,824.3

NUMBER OF SIMULTANEOUS COMPARISONS 10

NUMBER OF TEMPERATURE AND SALINITY OBSERVATIONS 9

TOTAL AREA SURVEYED 1910 Square Statute Miles

NUMBER OF STATUTE MILES OF WIRE DRAG 1.8

COPY

222/MEK  
S-1-HY

16 October 1951

To: Commanding Officer  
USC&GS Ship HYDROGRAPHER  
P. O. Box 1259  
St. Petersburg 1, Florida

Subject: Sunken Ship or Obstruction -- Project CS-328

Your letter of 27 September 1951 reporting a sunken ship or obstruction 32 miles west of Boca Grande Rear Range Lighthouse has been read with a great deal of interest.

After you have completed the investigation of this obstruction, you will please submit your findings immediately to this office in accordance with reference 8522 of the Hydrographic Manual.

/s/ Robert W. Knox

Acting Director

cc. Supervisor, Southern District

COPY

22/MEK  
S-1-HY

29 November 1951

*See letter dated  
11-13-51.*

To: Commanding Officer  
USC&GS Ship HYDROGRAPHER  
Box 1259  
St. Petersburg, 1, Florida

Subject: Investigation of wrecks - Project CS-328

Reference: (a) Preliminary Review dated 7 March 1951  
(b) Your letter dated 13 November 1951 -- 9251.7 L&W/s

Your letter dated 13 November 1951 describes the extent and thoroughness of your search for the wreck of a sailing vessel in latitude  $27^{\circ} 01'$ , longitude  $82^{\circ} 49'$  (H. O. Notice No. 40-1943) and for a wreck charted in latitude  $27^{\circ} 05.2'$ , longitude  $82^{\circ} 41'$  (H. O. Notice No. 45-1943), the latter one of which was reported to have been towed subsequently to a clearance depth of 35 feet.

In view of the time elapsed since these wrecks were first reported, it seems reasonable to assume that some degree of dispersion of the masts and superstructures has taken place because of the depths in which the wrecks occurred. The chart symbol in both cases will be changed to that for a sunken wreck not dangerous to navigation and will carry the notation PD. In both cases the sunken wreck symbol will be removed from the charts only after wire-drag investigations have been made covering more extensive areas than are practicable to make using the launches of the HYDROGRAPHER.

No further search for these two wrecks, with the equipment now available to you, will be required.

/s/ Robert W. Knox

Acting Director

cc. Supervisor, Southeastern District  
Supervisor, Southern District  
Division of Charts (80) (83)  
Chief, Hydrography Section

ADDENDUM  
To Accompany

HYDROGRAPHIC SURVEY H-7934 (Field No. Hy-8251)

GENERAL

All soundings were scanned by the smooth plotted on the same interval used by the field party. The smooth readings are recorded in the record book, in red pencil directly under the field readings. The "in between" soundings are shown in the conventional manner.

The agreement of soundings at crossings is generally very good, however, parts of AA, ZA and WA days appear to average from 1 to 2 feet shoaler than surrounding hydrography. The bottom in the entire area of this survey is so irregular that even minor displacement of positioning could cause apparent crossing discrepancies.

WIRE DRAG

The wire drag work done on the obstruction at Lat. 26-45.82 and Long. 82-50.78, was not smooth plotted as the results are clearly shown on the field sketch included in this report. Suitable explanations of the dragging procedures are included in the wire drag record book.

OVERLAYS

In order to avoid undue congestion on the smooth sheet, the following positions are being submitted on overlays:

Overlay # 1	Positions 1 thru 83DB
" # 2	Positions 68 thru 180CB
" # 3	" 181 thru 216CB
" # 4	" 86 thru 115NA
" # 5	" 125 thru 134LA
" # 6	" 210 thru 217LA
" # 7	" 193 thru 203PA & 1 thru 11QA
" # 8	" 202 thru 205SA, 1 thru 3TA, 146 thru 152 TA & 1 thru 3VA
" # 9	" 1 thru 15VA

Respectfully submitted,

*Hugh L. Proffitt*  
Hugh L. Proffitt  
Cartographer

Norfolk, Va.  
16 Sept. 1954





27 September 1951

*See letter 16 Oct. 1951*AIR MAIL

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Sunken ship or obstruction - Project GS-328

An obstruction believed to be a sunken ship was found approximately 32 miles west of Boca Grande Rear Range Lighthouse. The position scaled from the boat sheet is Latitude  $26^{\circ} 45' .82$ , Longitude  $82^{\circ} 50' .78$ . The depth of water in this vicinity is from 95 to 105 feet. The fathograms show a pinnacle like obstruction with depth of as little as 79 feet. This obstruction was verified by sonar and hand lead soundings. The ship was anchored in the immediate vicinity and numerous hand lead soundings obtained. One hand lead sounding of approximately 75 feet was obtained and the lead slid down an object to a depth of 100 feet and the object could be felt all the way from 75 to 100 feet.

*Smooth  
Plotted  
79 Wk. -  
cleared by  
66 ft. effective  
five depths.  
See Desc.  
Rpt. for  
wire drag.*

The bottom around the obstruction is rock and very uneven. The hand lead can be felt to slide from 5 to 10 feet in many places. Samples brought up are marl, or a soft porous conglomerate of shell and marine life. This is very unusual as all other bottom samples on this sheet have been sand and broken shell. When the hand lead sounding of 75 feet was obtained and the lead was hauled aboard it was found to have numerous bright scratches which might be caused by metal but would not likely be caused by rock. There were also some black smudges on the lead that looked like heavy oil.

I do not believe this obstruction is dangerous for surface navigation but it could be dangerous for a submarine. On our next trip our we will make a wire drag investigation to determine the least depth.

Signed: Jack C. Sammons

Jack C. Sammons  
Commander, USC&GS  
Commanding, Ship HYDROGRAPHER

JCS/s

AIR MAIL

16 October 1951

*See letter 27 Sept. 1951*

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D. C.

Subject: Investigation of Obstruction - Project CS-328

Reference: My letter dated 27 September 1951

An obstruction was found on 22 September 1951 with the fathometer while running regular spaced lines. The object was later verified with the Sonar. The obstruction was hung and cleared with wire drag on 6 October.

Position: Lat.  $26^{\circ} 45'$  1601 meters  
Long.  $82^{\circ} 50'$  1313 meters

Minimum hang: 74 feet  
Maximum clear: 66 feet  
Minimum depth with LL: 74 feet

Incident weather prevented splitting the maximum clear - minimum hang range.

This area was thoroughly covered with closely spaced sounding lines while conducting a Sonar search. The area was also searched with the Sonar while at anchor near the obstruction. Estimated range of the Sonar at the time was 1000 yards. No indication of any other obstruction was found in this area. It is recommended that no additional dragging be done at this time.

Signed: Jack C. Sammons

Jack C. Sammons  
Commander, USCGS  
Commanding, Ship HYDROGRAPHER

25 October 1951

To: The Director  
U. S. Coast & Geodetic Survey  
Dept. of Commerce Bldg.  
Washington 25, D. C.

Subject: Obstruction - Project OS-328

Reference: (a) My letter dated 16 October 1951  
(b) Your letter dated 16 October 1951; 222/HRK,  
S-1-Hy

Reference (a), a copy is enclosed, was forwarded to you on 16 October 1951.

A tracing of the immediate area made from the boat sheet for Survey HY 8251 is enclosed.

Signed: Jack C. Sammons

Jack C. Sammons  
Commander, USCGCS  
Commanding, Ship HYDROGRAPHER

Enclosures  
cc Supervisor, Southern District

13 November 1951

*See Hydrog. letter  
dated 10-29-51*

To: The Director  
U. S. Coast & Geodetic Survey  
Washington 25, D.C.

Subject: Investigation of Wrecks - Supplemental Instructions,  
Project CS-328

Reference: (a) Preliminary Review - dated 7 March 1951  
(b) Your letter dated 13 September 1950; 22-JR

1. Items No. 4 & 5 of the preliminary review, reference (a), have been searched for and no evidence found that these wrecks are in or near the charted positions.
2. A system of closely spaced sounding lines was run by the Ship HYDROGRAPHER in the vicinity of the charted position of each of the wrecks. There are light traces on the fathograms in several instances and at first they were thought to be indications of shoaling. Several reruns were made through the same areas and over the positions where these light traces were originally obtained. The traces failed to reappear thus indicating probable strays or schools of fish. One of these "strays" is discussed in paragraph four of this report.
3. Another system of lines was laid at an angle to the original system and the areas were developed at a reduced speed of five knots, using both the depth recorder and the sonar. The boundaries of the areas developed are the sides of a square centered on and extending  $1\frac{1}{2}$  miles from the charted position of the wrecks. The sonar was figured to have an effective range of 500 yards and the lines were spaced 800 meters apart. This is thought to be sufficient overlap to adequately cover the area searched. Neither wreck was found.
4. While "pinging" along the southern limit of the area centered on Item No. 5 several weak returns were received on the sonar. A thorough investigation was made in each case even though these echoes were outside the  $1\frac{1}{2}$  mile square. A marker buoy was planted near the strongest return. One of the strays referred to in paragraph two was obtained

*Lat. 27° 05.2', Long. 82° 41'*

Subject: Investigation of Wrecks - Supplemental Instructions,  
Project CS-328

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very near the position of this buoy. Extensive development with the sonar and depth recorders was made. A clover leaf pattern was run from the buoy using 30° limbs. The direction of the echoes obtained with the sonar was found to drift away from the original position. No indication of any shoal or additional strays was found in the immediate area. The Ship HYDROGRAPHER was anchored on this spot overnight. The bottom was uneven and hard. This type of bottom is understood to be good for fishing. There were numerous schools of fish sighted in the area while this work was in progress. The "false" returns were probably received from this source as no indication of any shoal soundings was found.

5. No further field work will be done in these areas by this party as it is impracticable to make a wire-drag investigation covering an extensive area with the launches now carried aboard the HYDROGRAPHER. It is recommended that similar treatment be given these wrecks as that outlined in paragraph 1 of reference (b).

Jack C. Simmons  
Commander, USCGC  
Commanding, Ship HYDROGRAPHER

VELOCITY CORRECTION

TEMPLATES

SURVEYS: H-7932 (HY-2151); H-7933 (HY-8151); H-7934 (HY-8251);  
H-7935 (HY-8351).

AREA A

PERIOD: 21 April through 8 July 1951

DEPTH FATHOMS		TEMPLATE
From	To	Meters per second
00.0	50.5	1530
50.6	205	1515
206	and deeper	1500

AREA B

PERIOD: 25 July through 9 October 1951

DEPTH FEET	TEMPLATE
	Meters per second
All depths	1545

PERIOD: 17 October through 9 December 1951

DEPTH FEET	TEMPLATE
	Meters per second
All depths	1530

FATHOM SCALES

Depth Rec.	Date	Scales	A	B	C	D
132 SG	21 April - 8 July		CORRECTORS TO 0.2 FATHOM			
		Speed:	All speeds			
		Corrn:	0.0	0.0	+ 0.6	+ 0.4
			CORRECTORS TO 0.5			
		Speed:	All speeds			
		Corrn:	0.0	0.0	+ 0.5	+ 0.5

FOOT SCALES

132 SG	21 April - 8 July	Speed:	120 RPM and over			
		Corrn:	0.0	0.0	+ 0.5	+ 0.5
		Speed:	106 RPM to 119 RPM incl.			
		Corrn:	- 0.5	- 0.5	0.0	0.0
		Speed:	105 RPM and under			
		Corrn:	- 1.0	- 1.0	- 0.5	- 0.5

	25 July - 27 September	Speed:	120 RPM and over			
		Corrn:	+ 1.5	0.0	- 1.5	- 2.0
		Speed:	106 RPM to 119 RPM incl.			
		Corrn:	+ 1.0	- 0.5	- 2.0	- 2.5
		Speed:	105 RPM and under			
		Corrn:	+ 0.5	- 1.0	- 2.5	- 3.0

	3 October 10 December	Speed:	120 RPM and over			
		Corrn:	0.0	- 2.0	- 3.0	- 1.0
		Speed:	106 RPM to 119 RPM incl.			
		Corrn:	- 0.5	- 2.5	- 3.5	- 1.5
		Speed:	105 RPM and under			
		Corrn:	- 1.0	- 3.0	- 4.0	- 2.0

Comp: JEW  
- AJR



# INSTRUMENTAL CORRECTIONS

1951

Abstract of Instrumental Corrections including the correction for  
Settlement and Squat (Ship installation)

Surveys: H-7932 (HY-2151); H-7933 (HY-8151); H-7934 (HY-8251);  
H-7935 (HY-8351)

## FATHOM SCALES

Depth Rec.	Date	Scales:	A	B	C	D	
131SG	21 April - 8 July	CORRECTORS TO	0.2 FATHOM				
		Speed:	All speeds				
	Corrn:	- 0.2	+ 0.2	+ 2.0	+ 3.2		
			CORRECTORS TO	0.5 FATHOM			
			Speed:	All speeds			
			Corrn:	0.0	0.0	+ 2.0	+ 3.0

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## FOOT SCALES

131 SG	21 April 8 July	Speed:	120 RPM and over				
		Corrn:	- 0.5	0.0	+ 2.0	+ 3.0	
				Speed:	106 RPM to 119 RPM incl.		
			Corrn:	- 1.0	- 0.5	+ 1.5	+ 2.5
			Speed:	105 RPM and under			
			Corrn:	- 1.5	- 1.0	+ 1.0	+ 2.0
			<hr/>				
	25 July 10 December		Speed:	120 RPM and over			
			Corrn:	- 0.5	0.0	+ 3.0	+ 4.5
		Speed:	106 RPM to 119 RPM incl.				
		Corrn:	- 1.0	- 0.5	+ 2.5	+ 4.0	
		Speed:	105 and under				
		Corrn:	- 1.5	- 1.0	+ 2.0	+ 3.5	

Comp: JEW  
✓ AJR

GEOGRAPHIC NAMES

Survey No. H-7934

Name on Survey	Source											
	A	B	C	D	E	F	G	H	K			
<u>Florida</u>			(for title)								864.	1
<u>Anna Maria Key</u>			( " " )								"	2
<u>Port Boca Grande</u>			( " " )									3
												4
												5
												6
												7
												8
												9
												10
<u>Edmont Key</u>			(location of tide station)									11
<u>St. Petersburg</u>			( " " )									12
												13
												14
												15
												16
												17
												18
												19
												20
												21
												22
												23
												24
												25
												26
												27

Names approved 10-19-54  
L. Heck

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 7934..

Records accompanying survey:

Boat sheets ..1...; sounding vols. ...8...; wire drag vols. ..1....;  
 bomb vols. ....; graphic recorder rolls 53 Env;  
 special reports, etc. 1. Smooth Sheet; 1. Descriptive Report; 1. Overlay Draw-  
 ings; 1. Cahier. Shore Plotting Abstracts; 1. Cahier. Tide Curves - 1 part for

Station Port Boca Grande & 1 part for Station Egmont Key;

The following statistics will be submitted with the cartog-  
 rapher's report on the sheet:

	WO	NPO
Number of positions on sheet	9368	9368
Number of positions checked	15	934
Number of positions revised	—	3
Number of soundings revised (refers to depth only)	*	0
Number of soundings erroneously spaced	—	4
Number of signals erroneously plotted or transferred	—	✓
Topographic details	Time	— ✓
Junctions	Time	30 ✓
Verification of soundings from graphic record	Time	20 30
<i>Prelim</i> Verification by <i>R.E. Elkins</i> <i>J.F. Gearhart</i> .....	70 hr 39 hr	7-25-55 8-17-55
<i>J. Chambers</i> .....	34 546	9-1-55 9-20-56
Reviewed by <i>J. Ziskind</i> .....	Time .80	Date 9-15-55
<i>Addendum by J.P. Weir</i>		2/20/63

\*. About one-third of the soundings in the northeast margin of this survey were revised.

RHC

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography, Bureau of Oceanography~~

26 October 1954

Division of Charts: R. H. Carstens

Plane of reference approved in  
9 volumes of ~~soundings records~~ wire drag and sounding records

HYDROGRAPHIC SHEET 7934

Locality West Coast of Florida

Chief of Party: J. C. Sammons in 1951  
Plane of reference is mean low water, reading  
3.3 ft. on tide staff at St. Petersburg  
5.5 ft. below B. M. 4 (1925)

NOTE: Tide reducers in Volume 9 were verified by using  
St. Petersburg observations with the following allowances:

<u>Time Difference</u>	<u>Ratio of Range</u>
-1½ Hours	0.7

Condition of records satisfactory except as noted below:

*E.C. McKay*  
Tides Branch

Chief, Division of Tides and Currents.

DIVISION OF CHARTS

REVIEW SECTION - NAUTICAL CHART BRANCH

REVIEW OF HYDROGRAPHIC SURVEY

REGISTRY NO. H-7934

FIELD NO. HY-8251

Florida, Gulf of Mexico, Anna Maria Key to Port Boca Grande

Project No. CS-328

Surveyed - July, October, 1951

Scale 1:80,000

Soundings:

Control:

808 Fathometer

Shoran

Chief of Party - J. C. Sammons

Surveyed by - J. P. Lushene, E. E. Jones, J. E. Waugh, I. R. Rubottom  
A. J. Ramey and R. T. Koopman

Protracted by - A. G. Atwill

Soundings plotted by - W. L. Jonns and A. G. Atwill

Preliminary Verification by - R. E. Elkins and J. E. Gearhart

Verified and inked by - *J.C. Chambers*

Reviewed by - I. M. Zeskind 9-26-55

Inspected by - R. H. Carstens

1. Shoreline and Control

No shoreline is shown on this offshore survey.

The source of the control is given in the Descriptive Report.

2. Sounding Line Crossings

Depths at crossings are in adequate agreement.

3. Depth Curves and Bottom Configuration

The usual depth curves were adequately delineated.

The survey covers a portion of the continental shelf in the Gulf of Mexico offshore between Anna Maria Key and Port Boca Grande. The bottom is generally undulating in depths greater than 60 ft. and slightly irregular in shoaler depths. Sand waves 3-6 ft. high are common throughout the area.

4. Junctions with Contemporary Surveys

An adequate junction was effected with H-8043 (1953-54) on the east. The junction with H-7935 (1951) on the south and H-7793 (1948-50) on the north are deferred pending the completion of the inking of survey H-7934. The adequacy of the junctions of these latter surveys will be discussed in an addendum to the present survey. Project surveys on the east and west have not as yet been received in the Washington Office.

5. Comparison with Prior Surveys

A. H-1138 (1872), 1:600,000	H-1486a (1886), 1:40,000
H-1314a (1876), 1:40,000	H-1557b (1883), 1:40,000
H-1354 (1875-76), 1:600,000	<u>H-4379 (1924), 1:40,000</u>
<u>H-1477a&amp;b (1879-80), 1:40,000</u>	

These prior surveys are of a reconnaissance nature, except H-4379 which adequately covers the area surveyed. The prior surveys cover the northern and eastern portions of the present survey. In general, differences of 2-5 ft. between the prior and present survey depths are noted. In several areas, however, differences in depths between the prior and present surveys as great as 12 ft. occur. These differences are attributed generally to inaccuracies in early sounding methods and to dead reckoning control.

The 36-ft. sounding charted in lat.  $27^{\circ}33.14'$ , long.  $82^{\circ}54.76'$ , on chart 1257, dated 4-11-55, from H-4379, falls in present depths of 40-47 ft. The 36-ft. sounding which was questioned in the sounding records of H-4379, is believed to be 6 ft. too shoal and should be disregarded. The present development is adequate for charting.

A number of bottom characteristics from the prior surveys have been carried forward to the present survey. With the addition of these bottom characteristics the present survey is adequate to supersede the prior surveys within the common area.

6. Comparison with ChartsA. Hydrography

Chart 586 (latest print date 11-15-54)  
Chart 1257 (latest print date 4-11-55)

The charted hydrography originates with prior survey H-4379 (1924) supplemented by one sounding from advance information (Bp. 48653) of the present survey. Only minor differences

of 1-2 ft. between the charted and present survey depths are noted.

The present survey is adequate to supersede the charted hydrography within the common area.

Chart 1113 (latest print date 9-26-55)  
Chart 1256 (latest print date 1-3-55)

The charted hydrography originates with the previously discussed prior surveys which need no further consideration and with advance information (Bp. 48653) of the present survey. Only minor differences of 2 ft. to 2 fms. between the charted and present survey depths are noted. Attention is directed to the following:

1. The wreck PD charted in lat.  $27^{\circ}01.0'$ , long.  $82^{\circ}49.0'$ , from H. O. N. to M, 40 (1943) was searched for and could not be found during the present survey. Depths of 82-85 ft. are found on the present survey at the afore-mentioned location. *charted as PD 100'*

2. The wreck PD (35 ft. Rep.) charted in lat.  $27^{\circ}05.0'$ , long.  $82^{\circ}40.0'$ , from H. O. N. to M, 45 (1943) was searched for and could not be found during the present survey. Depths of 72-73 ft. are found on the present survey at the afore-mentioned location. *This is in accord. See letter dated 29 Nov 51 in DR and 100' PD (1943)*

The above two wrecks should be retained on the charts as sunken wrecks PD in accordance with the letter of 29 November 1951 attached to the Descriptive Report.

The present survey is adequate to supersede the charted hydrography within the common area.

#### B. Aids to Navigation

There are no aids to navigation within the limits of the present survey, except for the Obstruction Buoy charted in lat.  $26^{\circ}46.0'$ , long.  $82^{\circ}51.0'$ . This buoy, which adequately marks the feature intended, is not located on the present survey.

#### 7. Condition of Survey

(a) This survey has been given only a preliminary verification. Supplementary statements concerning the condition of the survey may be made when the present survey has been completely verified.

(b) The sounding records and Descriptive Report are complete and comprehensive.

(c) The smooth plotting was accurately done.

(d) During the preliminary verification of the present survey differences in depths averaging 2 ft. were sometimes noted at crossings and at the junction of the present survey with H-8043 (1953-54). An inspection of the fathograms and the records of the present survey revealed that simultaneous wire comparisons on the A and B scales of fathometer No. 132 were at times erratic and did not provide a reliable correction. Depths by fathometer No. 132 were generally 2 ft. greater than those obtained by 808 Fathometer No. 131 which was also used on the survey and which was considered to be the more reliable. The conflicting soundings of 808 Fathometer No. 132 were adjusted 1-2 ft. as needed in the overlapping area with H-8043 and also along the entire northeast edge of H-7934 where future inshore surveys will junction. It was deemed inadvisable to devote the time necessary to correct the conflicting soundings in the offshore portion of the present survey because of the depth of water (50-125 ft.) and the irregularity of the bottom.

2518-H to be area for area of H-8152  
Corr. 9/50 made for area of H-8152

8. Compliance with Project Instructions

The survey adequately complies with the Project Instructions.

9. Additional Field Work Recommended

The survey is considered basic and no additional field work is recommended. The 2 wrecks referred to in paragraph 6A, 1 and 2, Charts 1113 and 1256, are not considered disproved by the present survey. Attention is, therefore, directed to the desirability of wire dragging the areas in the vicinities of the above-mentioned wrecks when adequate wire-drag equipment is available for ships working in the area (See Letter to C.O. Ship HYDROGRAPHER, dated 29 November, 1951, attached to the Descriptive Report.)

Examined and Approved:

*H. R. Edmonston*

H. R. Edmonston  
Chief, Nautical Chart Branch

*E. R. McCarthy*

E. R. McCarthy  
Chief, Division of Charts

*J. C. Bull*

J. C. Bull  
Chief, Hydrography Branch

*Earl O. Heaton*

Earl O. Heaton  
Chief, Division of Coastal Surveys



TO ACCOMPANY SURVEY HY-8251

M=Marker buoy (buoy removed prior to drag operations)

Position: SOT RAN

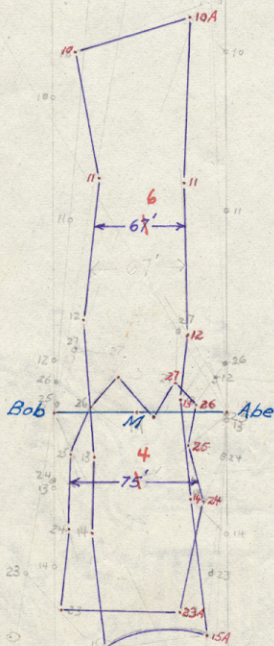
Lat. 26° 45' 16.08 meters

Long. 82° 50' 13.44 meters

Obstruction:

Lat. 26° 45' 16.01 meters

Long. 82° 50' 13.13 meters



Maximum clearance = 6 feet  
Minimum hang = 7 feet

Note:

- 1)-Due to scope of buoys; magnetic bearings; and other small errors, the total length between N-F is greater than the amount of drag put out. This sketch serves to illustrate the methods used.
- 2)-All buoys were removed upon completion of wire drag operations.

Note:  
Due to scope of buoys, magnetic bearings, and other small errors the total length between N-F is greater than the amount of drag put out. This sketch serves to illustrate the methods used.

See wire drag volume for description of operations  
Jew.

(R.T.K.)

## Addendum to Review

H-7934 (1951)

Verified and inked by - J. C. Chambers  
Review Addendum by - J. P. Weir 2/6/63  
Inspected by - I. M. Zeskind

The verification of this survey has been completed. Soundings and depth curves have been completely inked.

### Junctions with Contemporary Surveys

Adequate junctions were effected with H-8042(1953-55), H-8152 (1954-55), H-8153(1955) and H-8196(1956-59) on the east, with H-7935(1951) on the south, with H-8013(1952-54) on the west and with H-7793(1948-50) on the north, except for a small holiday between H-7793 and the present survey in the vicinity of lat.  $27^{\circ}30.5'$ , long.  $82^{\circ}51.5'$ . This completes all junctions with the present survey.

Comparison with Chart 1256 (print date 10/15/62)  
1257 (print date 1/28/63)  
1113 (print date 3/6/61)  
586 (print date 7/2/62)

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The charted hydrography which was charted subsequent to the verification and review of the present survey, is in agreement with the present survey, except as follows:

The 42-ft. sounding located in lat.  $27^{\circ}33.3'$  long.  $82^{\circ}53.43'$  on chart 586 from the present survey should be deleted from the chart and in its stead a 35-ft. sounding which originates with junctional survey H-7793(1948-50) should be charted. The 35-ft. sounding falls on a shoal where comparable depths are found on the present survey. The 42-ft. sounding has been deleted from the present survey for the sake of legibility because it falls on the slope of the shoal closeby the 35-ft. sounding.

### Condition of Survey

- (a) Completion of the verification reveals that the smooth plotting was well done.

(b) The Descriptive Report is complete and comprehensive.

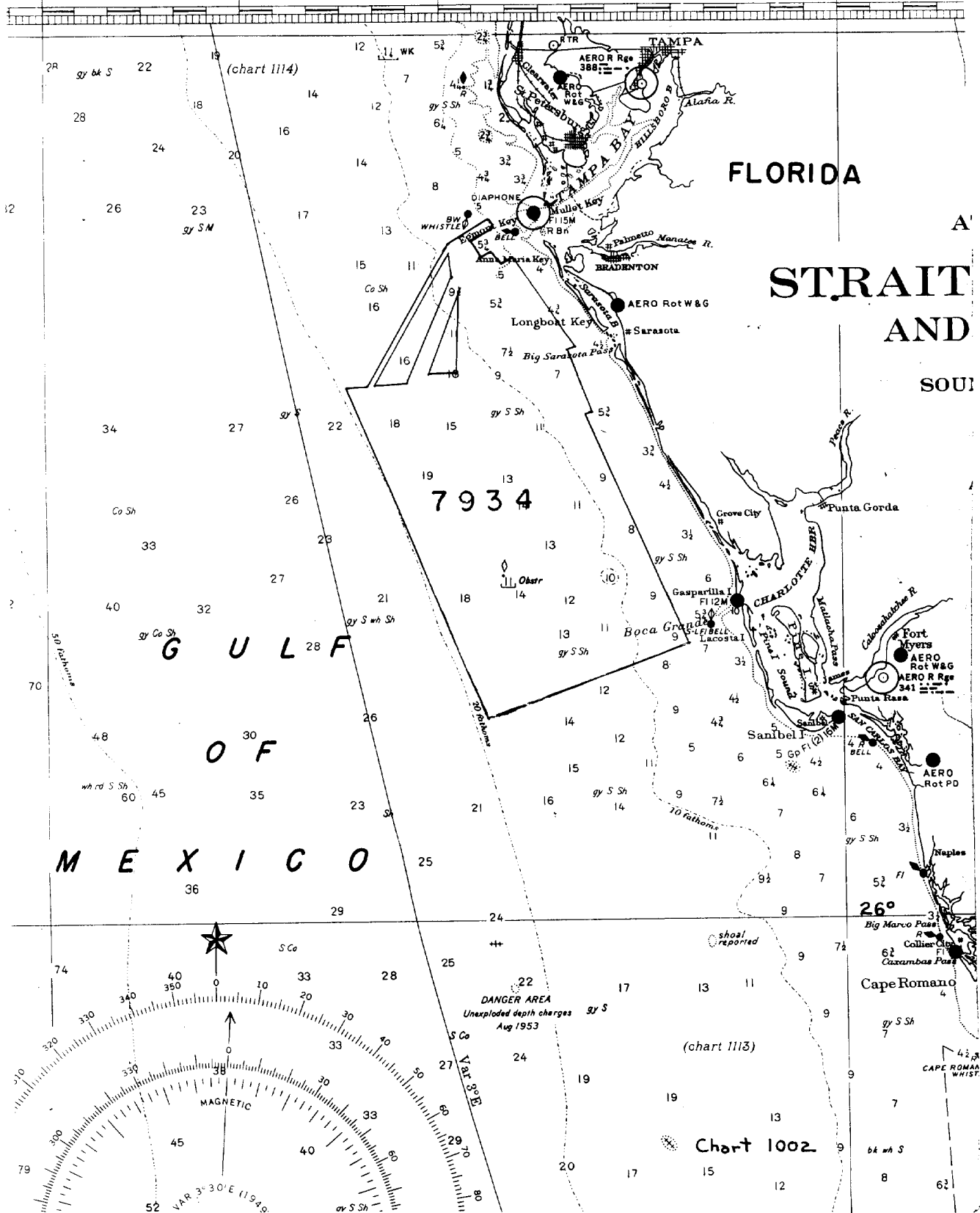
Approved:

Marvin T. Paulson  
Chief, Nautical Chart  
Division

84°

83°

82°



FLORIDA  
A  
STRAIT  
AND  
SOU

G U L F  
O F  
M E X I C O

DANGER AREA  
Unexploded depth charges  
Aug 1953

Chart 1002

26°

MAGNETIC  
VAR 3° 30' E (1948)

# NAUTICAL CHARTS BRANCH

SURVEY NO. H-7934

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
1/31/56	1003	J. Saw	<del>Before</del> After Verification and Review <i>Partially applied.</i>
25 Feb 60	586	Tuehols	<del>Before</del> After Verification and Review <i>Full</i> ✓
4 Mar 60	1256	Tuehols	<del>Before</del> After Verification and Review <i>Thru Dwg 23</i> <i>chart 586 - in part. J.R.K.D.</i>
10 Mar 60	1257	Tuehols	<del>Before</del> After Verification and Review <i>Thru</i> <i>586 + 1256 (in part) J.R.K.D.</i>
22 Mar 60	1113	"	<del>Before</del> After Verification and Review <i>Thru</i> ✓ <i>R.D.</i> <i>1256 + 1257 (in part)</i>
20 Feb 61	1255	"	<del>Before</del> After Verification and Review <i>Complete</i>
5-3-62	1007	G.R. Johnson	<del>Before</del> After Verification and Review <i>Part. Applied</i>
3-12-64	1003	H. Radden	<del>Before</del> After Verification and Review <i>App'd Thru 1113</i> <i>drawing #15</i>
4/27/66	1007	John P. Wain	<del>Before</del> After Verification and Review <i>Fully Applied</i>
8/2/67	586	Helmer	<del>Before</del> After Verification and Review <i>App'd s/ds &amp; corre.</i> <i>for neatline extension to 82°56'</i>
8-12-67	1002	D.J. Ramesburg	<i>Fully App'd; After V &amp; D thru ch. 1003</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.