

# 8632

Diag. Cht. No. 1255-2.

<p>Form 504 U. S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY</p> <h2 style="text-align: center;">DESCRIPTIVE REPORT</h2>	
Type of Survey	Hydrographic
Field No.	S0-10-1-61
Office No.	H-8632
<b>LOCALITY</b>	
State	Florida
General locality	West Coast
Locality	North of Sanibel Island
<u>19 61</u>	
<b>CHIEF OF PARTY</b>	
F. J. Tucker, Jr.	
<b>LIBRARY &amp; ARCHIVES</b>	
DATE	March 27, 1962

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-8632

Field No. SO-10-1-61

State FLORIDA

General locality WEST COAST ~~OF FLORIDA~~

Locality NORTH OF  
SANIBEL ISLAND NORTH

Scale 1:10,000 Date of survey MARCH - SEPTEMBER  
1961

Instructions dated 8 September 1958, Amended 23 February 1961

Vessel Ship SOSBEE

Chief of party Floyd J. Tucker, Jr.

Surveyed by F. J. Tucker, D. F. Galloway, E. D. Schwantes, F. D. Moran

Soundings taken by fathometer, ~~graphic recorder~~, hand lead, ~~wire~~ & sounding pole

Fathograms scaled by Personnel Ship SOSBEE

Fathograms checked by Personnel Ship SOSBEE

Protracted by Dorothy C. Calland (Norfolk Processing Office)

Soundings penciled by Dorothy C. Calland

Soundings in ~~FATHOMS~~ feet at MLW ~~MEAN~~ and are true depths

REMARKS All corrections have been entered and checked. Soundings have been reduced thru "k", plus "pa" and "qa" days. Hydrography was squared off without any holidays and with all splits run and ~~water~~ shoals developed.

SUPPLEMENTAL INSTRUCTIONS — OPR # 353, CHARLOTTE HARBOR AND VICINITY, FLORIDA, dated 1 September 1961.

*Handwritten initials/signature*

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY

( Field Number SO-10-1-61 )

West Coast of Florida	Sanibel Island North
Scale 1:10,000	USC&GS Ship SOSBEE
Chief of Party:	Floyd J. Tucker, Jr.

A. PROJECT

Project OPR-353, Charlotte Harbor and vicinity, Florida. Revised Instructions dated 8 September 1958, Amended Instructions dated 23 February 1961, and Supplemental Instructions dated 1 September 1961.

B. AREA SURVEYED

This is a survey of Pine Island Sound south from the north end of Sanibel Island to St. James City and Tarpon Bay.

The limits are as follows:

North	Latitude 26° 29.7' N
East	Longitude 82° 04.5' W
South	Sanibel Island
West	Sanibel Island

Hydrography was run between 20 March 1961 and 14 September 1961.

Junction was made ~~with prior survey H-917, 1866-67, 1:20,000; on the east, and~~ with contemporary survey H-8598 on the north. (1960-61)

C. SOUNDING VESSEL

Skiff 735 performed all the hydrography. Skiff 735 is a 25-foot, wooden-hull, flat-bottom skiff powered by two ten-horsepower outboard motors with a maximum speed of about 6 knots and a turning radius of 25 meters. The skiff used blue to identify its work.

D. SOUNDING EQUIPMENT

All soundings were obtained with an 808 fathometer, hand lead, or sounding pole. Four 808 fathometers were used: numbers 150,

57-35, 57-36, and 57-37. All 808's were calibrated for 820 fm/sec. ✓

Pole soundings were generally obtained in depths less than three feet. ✓

All velocity corrections were determined from bar checks. ✓

#### E. SMOOTH SHEET

Norfolk Processing Office. ✓

#### F. CONTROL

All hydrography was controlled by visual sextant fixes except in sloughs through mangroves and minor tributaries, where the position of the skiff was determined on the boat sheet from the shoreline. ✓

Signal locations were obtained from Advance Manuscripts T-11413 and T-11414, with the exceptions as shown on attached list of stations. ✓

#### G. SHORELINE

All shoreline and topographic details were transferred to the boat sheet from photogrammetric compilations listed in F. All shoreline and topographic details were found to be correct except for a small point in Tarpon Bay, at the mouth of Blind Pass, and in the channels west of St. James City. These two changes are shown in red on the boat sheet. ✓

See  
Part 2  
Review

The low-water line is not <sup>COMPLETELY</sup> defined because of the tide range and overhanging mangroves. ✓

#### H. CROSSLINES

28.5 nautical miles, or 8.4% of the hydrography, are crosslines. There are no notable discrepancies at the crossings. ✓

#### I. JUNCTIONS

Junctions with adjoining surveys are satisfactory, with no holidays, and the depth curves can be adequately drawn. ✓

#### J. COMPARISON WITH PRIOR SURVEYS

Preliminary Review Item No. 22, a wreck and submerged piles, is within the limits of this survey. The wreck was located; it bares 0.6 feet above MLW. The submerged piles were found to be above water and in fair condition; they are used as aids for the entrance to Blind Pass, but should be charted as unofficial and not maintained. ✓

See  
Review  
of  
H-8598  
Par. 7

PRIVATELY

Shown on page  
→

A comparison with H-917, 1866-67, 1:20,000, and H-1480a, 1879-80, 1:20,000, was made. The agreement was generally good.

✓ See  
Part 6  
Review

#### K. COMPARISON WITH THE CHART

##### Tabulation of Comparison with Chart 1255, 7th ed., 14 August 1961

<u>Charted Depth</u> <u>feet</u>	<u>New Depth</u> <u>feet</u>	<u>Latitude</u> <u>North</u>	<u>Longitude</u> <u>West</u>
4	2	29.20'	07.88'
13	8 <sup>10</sup>	26° 29.39'	82° 05.21'
5	3	26° 29.48'	82° 06.93'
13	8 <sup>10</sup>	26° 29.47'	82° 07.94'
6	4	26° 29.21'	82° 08.93'
13	11	26° 28.66'	82° 05.16'
21	19	26° 28.37'	82° 06.11'
2	5	26° 27.43'	82° 05.41'
1	4	29.20	08.98'

##### Tabulation of Comparison with Chart C&GS 473, 5th ed., rev. 12/28/59

<u>Charted Depth</u> <u>feet</u>	<u>New Depth</u> <u>feet</u>	<u>Latitude</u> <u>North</u>	<u>Longitude</u> <u>West</u>
15	11	26° 04.53'	82° 29.19'
15	11	26° 04.65'	82° 28.94'
9	7	26° 04.77'	82° 28.39'

Not on hand  
at NPO

All other soundings agree within two feet. Two submerged concrete piles, two feet in diameter, the ruins of an old pier extending offshore from St. James City, were found, which bare ~~6.8 feet~~ 1 foot at MLW.

#### L. ADEQUACY OF SURVEY

This survey is complete, and adequate to supersede prior surveys for charting.

#### M. AIDS TO NAVIGATION

Refer to Form 576, Nonfloating Aids for Charts, dated 16 October 1961, from Tampa District Officer, for intracoastal waterway aids.

A comparison was made with the latest light list and with Chart 1255. The aids adequately serve the area.

The following are unofficial aids for small-boat channel to Captiva Island. These aids are maintained by Ladd's Mail Boat, Fort Myers, Florida, but are not numbered.

*All positions are approximate*

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
	<u>North</u>	<u>West</u>
Stake	26° 29.04'✓	82° 06.33'✓
Stake with wooden target	26° 29.10'✓	82° 06.71'✓
Stake with wooden target	26° 29.11'✓	82° 06.73'✓
2" x 6" plank	26° 29.11'✓	82° 06.74'✓
Stake with white target	26° 29.15'✓	82° 06.83'✓
Bush stake	26° 29.20'✓	82° 06.94'✓
Stake with double target	26° 29.26'✓	82° 07.02'✓

The following are unofficial aids for the entrance to Blind Pass, neither maintained nor numbered.

*All positions are approx.*

<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
	<u>North</u>	<u>West</u>
Creosoted piling, with slight traces of red paint	26° 29.60'✓	82° 10.55'✓
Creosoted piling, 12" diameter	26° 29.69'✓	82° 10.08'✓
Creosoted piling, 12" diameter	26° 29.69'✓	82° 09.98'✓
Creosoted piling, 12" diameter	26° 29.70'✓	82° 09.93'✓
Creosoted piling, 12" diameter, rear-range marker	26° 29.64'✓	82° 09.82'✓
Creosoted piling, 12" diameter, front-range marker (red, leaning to the north at a 45° angle)	26° 29.67'✓	82° 09.84'✓

Sanibel Island—Captiva Island fixed bridge clearance is 9.4 feet at MLW. Charted as 8 ft. above MHW.

#### N. STATISTICS

	<u>Number of Positions</u>	<u>Nautical Miles</u>	<u>Square Nautical Miles</u>	<u>Bottom Samples</u>
TOTAL	2255	338.7	10.3	110

#### P. RECOMMENDATIONS

This survey is complete, and adequate to supersede prior surveys for charting.

#### Q. REFERENCES TO REPORTS

Nonfloating Aids for Charts, from Tampa District Officer, dated 16 October 1961.

  
Floyd J. Tucker, Jr.  
LT, C&GS

## TIDE NOTE

for

( SO-10-1-61 )

---

The portable tide gage at Punta Rasa<sup>S</sup>, Florida was used to control the survey. No corrections were applied to the observed tides. The gage was located at Latitude  $26^{\circ} 29.3'$  N., Longitude  $82^{\circ} 00.8'$  W. Mean low water on the staff was 2.1 feet.

The 75th time meridian was used for this station.

ABSTRACT OF BAR CH IS  
(SO-10-1-61)  
Skiff 735 Initial 0.0

Date	Day	1961	Letter	3	5	7	9	11	13	15	Vol.	Page	L.L.	Fath.	Corr.	Fath.	No.
3/20	a			+ 0.1				- 0.2			1	6	12.4	12.4	+0.0	57-35	
4/17	a			+ 0.2	+ 0.2	+ 0.2	+ 0.1	0.0			1	18	12.4	12.6	-0.2	-35	
4/18	c			+ 0.2	+ 0.2	+ 0.3	+ 0.3	- 0.2			1	21	11.8	11.6	-0.2	-35	
4/19	c			+ 0.2	+ 0.2	+ 0.3	+ 0.4	+ 0.4			1	25	12.6	12.8	+0.2	-35	
4/20	d			+ 0.0	+ 0.0	+ 0.4	+ 0.2	+ 0.2			1	38	12.4	12.4	0.0	150	
4/20	e			+ 0.1	+ 0.1	+ 0.0	+ 0.2	+ 0.0	0.0	0.0	2	53	10.6	10.4	+0.2	150	
4/24	e			+ 0.1	+ 0.1	+ 0.0	+ 0.2	+ 0.2			2	61	11.6	11.4	+0.2	150	
4/25	f			+ 0.0	+ 0.3	+ 0.4	+ 0.3	+ 0.3	+ 0.2	+ 0.2	2	4	13.8	13.4	+0.4	150	
4/25	f			+ 0.0	+ 0.3	+ 0.4	+ 0.3	+ 0.2	+ 0.2	+ 0.2	2	24	11.6	11.4	+0.2	150	
4/26	g			+ 0.1	+ 0.0	+ 0.0	+ 0.3	+ 0.2	+ 0.2	+ 0.2	2	25	17.4	17.4	0.0	150	
4/26	h			+ 0.2	+ 0.2	+ 0.2	+ 0.2	+ 0.2	+ 0.2	+ 0.2	2	37	10.8	11.0	-0.2	150	
4/27	j			+ 0.1	+ 0.2	+ 0.4	+ 0.4	+ 0.4	+ 0.5	+ 0.5	3	49	10.4	10.4	0.0	57-37	
4/27	j			+ 0.1	+ 0.3	+ 0.4	+ 0.6	+ 0.4	+ 0.5	+ 0.5	3	72	20.6	19.8	+0.8	-37	
5/3	k			+ 0.2	+ 0.3	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.6	3	3	13.0	12.4	+0.6	-37	
5/3	k			+ 0.1	+ 0.3	+ 0.4	+ 0.5	+ 0.4	+ 0.5	+ 0.5	3	21	19.6	18.8	+0.8	-37	
5/4	l			+ 0.1	+ 0.2	+ 0.4	+ 0.6	+ 0.6	+ 0.6	+ 0.6	4	22	13.8	13.0	+0.8	-37	
5/8	l			+ 0.1	+ 0.2	+ 0.4	+ 0.6	+ 0.4	+ 0.5	+ 0.6	4	32	19.2	18.2	+1.0	-37	
5/9	m			+ 0.1	+ 0.2	+ 0.4	+ 0.6	+ 0.6	+ 0.7	+ 0.7	4	53	19.2	18.2	+1.0	-37	
5/10	n			+ 0.2	+ 0.2	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.7	4	70	22.2	22.0	+0.2	-37	
5/11	p			+ 0.3	+ 0.3	+ 0.4	+ 0.6	+ 0.6	+ 0.6	+ 0.7	4	18	9.0	9.0	+0.2	-37	
5/11	q			+ 0.0	+ 0.2	+ 0.4	+ 0.4	+ 0.6	+ 0.6	+ 0.6	4	36	10.4	10.0	+0.4	-37	
5/15	r			+ 0.2	+ 0.2	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.6	5	37	10.8	10.0	+0.8	-37	
5/15	r			+ 0.2	+ 0.3	+ 0.6	+ 0.6	+ 0.5	+ 0.6	+ 0.6	5	61	11.8	11.2	+0.6	-37	
5/15	s			+ 0.2	+ 0.1	+ 0.3	+ 0.5	+ 0.5	+ 0.6	+ 0.6	5	62	19.2	19.2	+0.8	-37	
5/16	s			+ 0.2	+ 0.1	+ 0.3	+ 0.6	+ 0.6	+ 0.8	+ 0.8	5	9	12.0	11.2	+0.8	-37	
5/17	t			+ 0.1	+ 0.3	+ 0.4	+ 0.4	+ 0.4	+ 0.5	+ 0.5	6	27	12.0	11.2	+0.8	-37	
5/17	t			+ 0.2	+ 0.1	+ 0.3	+ 0.4	+ 0.4	+ 0.5	+ 0.5	6	28	11.0	10.8	+0.2	-37	
5/18	u			+ 0.2	+ 0.1	+ 0.3	+ 0.4	+ 0.4	+ 0.5	+ 0.5	6	49	11.6	11.2	+0.4	-37	
5/18	u			+ 0.2	+ 0.1	+ 0.3	+ 0.4	+ 0.4	+ 0.5	+ 0.5	6	50	10.8	10.4	+0.4	-37	
5/22	v			+ 0.2	+ 0.2	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.6	6	67	11.0	10.4	+0.6	-37	
5/22	v			+ 0.2	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.6	+ 0.6	6	3	12.6	11.8	+0.8	-37	
5/24	w			+ 0.2	+ 0.4	+ 0.6	+ 0.6	+ 0.6	+ 0.6	+ 0.6	6	15	11.2	10.6	+0.6	-37	
5/29	w			+ 0.2	+ 0.4	+ 0.5	+ 0.6	+ 0.6	+ 0.8	+ 0.8	6	29	21.4	20.2	+1.2	-37	
5/30	x			+ 0.2	+ 0.2	+ 0.4	+ 0.6	+ 0.7	+ 0.8	+ 0.8	6	30	14.4	13.4	+1.0	-37	
5/30	y			+ 0.0	+ 0.2	+ 0.5	+ 0.5	+ 0.6	+ 0.6	+ 0.6	6	40	9.8	9.0	+0.8	-37	
5/30	z			+ 0.0	+ 0.2	+ 0.5	+ 0.5	+ 0.6	+ 0.6	+ 0.6	6	40	9.8	9.0	+0.8	-37	



ABSTRACT OF BAR CHECKS - Con't.

(SO-10-1-61)

Skiff 735 Initial 0.0

Date	Day	3	5	7	9	11	13	15	Vol.	Page	L.L.	Fath.	Corr.	Fath.
1961	Letter												No.	
6/10	aa	+ 0.2	+ 0.3	+ 0.5	+ 0.6	+ 0.6	+ 0.8	+ 0.6	6	57	9.6	9.2	+0.4	57-37
6/12	ca	+ 0.2	+ 0.2	+ 0.2	+ 0.2	+ 0.4	+ 0.4		7	38	14.0	-	-	-37
6/28	ga	+ 0.5	+ 0.5	+ 0.6	+ 0.6	+ 0.6			8	41	13.0	12.0	+1.0	-37
7/6	la	+ 0.0	+ 0.2	+ 0.4	+ 0.4	+ 0.4			9	16	11.2	10.8	+0.4	150
	la	+ 0.2	+ 0.2	+ 0.4	+ 0.6	+ 0.6	+ 0.6			29	14.8	14.0	+0.8	150
8/11	na	+ 0.4	+ 0.5	+ 0.6	+ 0.7	+ 0.6	+ 0.8			47	12.2	12.6	+0.6	57-37
8/12	na	+ 0.3	+ 0.4	+ 0.5	+ 0.4	+ 0.6			10	48	11.4	10.8	+0.6	-36
8/13	pa	+ 0.4	+ 0.5	+ 0.6	+ 0.7	+ 0.8				4	9.4	8.6	+0.8	-36
	pa	+ 0.4	+ 0.6	+ 0.7	+ 0.8	+ 0.8				16	12.8	11.8	+1.0	-36
8/14	qa	+ 0.4	+ 0.4	+ 0.7	+ 0.8	+ 0.8	+ 1.0			20	14.0	12.8	+1.2	-36
	qa	+ 0.2	+ 0.5	+ 0.5	+ 0.7	+ 0.7				28	12.2	11.6	+0.6	-36

Total + 0.65 + 1.05 + 1.74 + 1.94 + 1.82 + 0.89 + 0.45

Mean + 0.141 + 0.239 + 0.395 + 0.441 + 0.455 + 0.593 + 0.500



Chief, Photogrammetry Division

October 24, 1961

Tampa District Office

Aids located by Ship SOSBEE and plotted on T-11410, T-11413 and T-11414  
PH-1146 - Florida

The sextant fixes for Intracoastal Waterway aids Pine Island Sound Light 11 through Pine Island Sound Daybeacon 40, taken by Ship SOSBEE personnel, were plotted on cronarflex prints of the manuscripts. For the most part the fixes and check angles were good. In ~~most~~<sup>half</sup> cases where a fix and check angle had small differences a mean of the two positions was used.

In plotting Light 26 two separate fixes were used, one having signal 1342 (LIZ on boat sheet) as the center. This signal would not hold. The photogrammetrist assigned for photo support was asked to investigate the identification. He stated that the signal built by the ship's personnel was about 13 meters northwest of the original point that was recovered. The signal was identified and located on the cronar as 1342A. This gave satisfactory results. The Commanding Officer, Ship SOSBEE has been furnished this new position for application to the boat sheet.

After plotting of all the aids the cronars were laid over the boat sheet for comparison. The Commanding Officer, Ship SOSBEE agreed with the positions as they appear on the cronars and agreed that they should be the final positions. The cronarflex prints are being submitted under separate cover. Forms 567 were submitted October 16, 1961.

(S) V. RALPH SOBIERALSKI

V. Ralph Sobieralski  
Tampa District Officer

RRW:o

cc: Norfolk District Office  
LT Floyd J. Tucker, Jr. ✓

The Director

October 16, 1961

Tampa District Office

Aids to Navigation, Pine Island Sound, Florida  
(New Intracoastal Waterway)

The ship SOSHER located aids from LIGHT 11 through DAYBEACON 40 by sextant fixes using photo-hydro stations for control.

This office obtained the fixes and replotted them on our shoreline survey manuscripts. Minor differences exist in the positions as plotted on the boat sheet and our manuscripts. These differences have been examined by the Commanding Officer, Ship SOSHER and he has requested that the positions shown on our manuscripts be considered as the final position. Forms 567 are enclosed.

V. Ralph Sobieralski  
Tampa District Officer

WAR/e  
Encl.

cc: Norfolk District Office

*note*

LIST OF STATIONS ON SO-10-1-61

Name used in Hydrographic Survey	Number	Origin of Station
ACE	1453	T-11414
ADD	13108	T-11413
AIM	14127	T-11414
ANY	14122	T-11414
APT		LUCK 1956 T-11414
ART	1445	T-11414
AXE	1323	T-11413
BAH	1439	T-11414
BAT	13109	T-11413
BIB	1457	T-11414
BLA	PINE ISLAND SOUND LIGHT "23"	<del>Vol. 1, Page 62 T-11413</del>
BOB	1330	T-11413
BON	1448	T-11414
BUM	1321	T-11413
BUS	1452	T-11414
BUT	1325	T-11413
CAM	1338	T-11413
CAT	1416	T-11414
CON	13110	T-11413
COO	1358	T-11413
COW	14132	T-11414
CUE	1458	T-11414
CUR	1356	T-11413
DAW	1332	T-11413
DEB	1425	T-11414
DIF	1437	T-11414
DON	1459	T-11414
DOT	1324	T-11413
DUD	1333	T-11413
DUN	1348	T-11413
EAR	13112	T-11413
EAT	PINE ISLAND SOUND LIGHT "16"	<del>Vol. 2, Page 35 T-11414</del>
EBB	1359	T-11413
EEL	13121	T-11413
EON	14123	T-11414 → T-11414
FED	1360	T-11413
FIN	1436	T-11414
FOO		Vol. 8, Page 53
FOX	14121	T-11414
FUN	13122	T-11413
GAL	1361	T-11413
GAS	1335	T-11413
GEM	14112	T-11414
GOT	1435	Vol. 8, Page 51
GUS	1467	T-11414
HAG	1336	T-11413
HER	1350	T-11413

*Note: See attached letters from Tampa office concerning locations of fixed aids -*

EGO

ISLE (U.S.E.)

Name used in Hydrographic Survey	Number	Origin of Station
HEX	14117	T-11414
HID	1340	T-11413
HUB	1434	T-11414
ION	13120	T-11413
ITS	1460	T-11414
IVY	13123	T-11413
JAMES		JAMES 1938 USE T-11414
JAY	1365	T-11413
JIM	14116	T-11414
JOE	1433	T-11414
JUT	1337	T-11413
KAY		Vol. 8, Page 44
KEY	13124	T-11413
KID	1339	T-11413
KIL	1362	T-11413
LAY	14124	T-11414
LEO	14125	T-11414
LIZ	1342A	T-11413
LOP	1461	T-11414
LOW	1431	T-11414
LUG	1328	T-11413
LUV	14126	T-11414
LUX	1449	T-11414
MAR	1352	T-11413
MAX	1363	T-11413
MET	1432	T-11414
MID	PINE ISLAND SOUND DAY BEACON "24"	Vol. 1, Page 61 T-11413
MUM	1462	T-11414
NAY	1322	T-11413
NIG	14133	T-11414
NIL	1463	T-11414
NIT	1364	T-11413
NON	1421	<del>T-11413</del> T-11414
NOR	PINE ISLAND SOUND LIGHT "26"	Vol. 1, Page 60 T-11413
NUT	1327	T-11413
NUX	1429	T-11414
OAK	1428	T-11414
ODD	1464	T-11414
OIL	14119	T-11414
ORA	1344	T-11413
OWL		Vol. 8, Page 44 T-11414
PAD	13113	T-11413
PEP	14118	T-11414
PIE	1465	T-11414
PIN	PINE ISLAND SOUND LIGHT "8" <sup>5</sup>	Vol. 2, Page 38 $\Delta$ STA.
PIT	1345	T-11413
POT	PINE ISLAND SOUND LIGHT "12"	Vol. 2, Page 38 T-11414
PRO	1454	T-11414
PUP	1447	T-11414

Name used in Hydrographic Survey	Number	Origin of Station
QUO	13114	T-11413
RAT	PINE ISLAND SOUND LIGHT "11"	<del>Vol. 2, Page 48</del> T-11414
REV	1446	T-11414
RIG	13115	T-11413
RIM	13118	T-11413
RIO	14113	T-11414
ROSA		ROSA 1956
RUE	13103	T-11413
RUM	1422	T-11414
SAD	13116	T-11413
SIR	1451	T-11414
SIS	14128	T-11414
SKY	14111	T-11414
SOL	1329	T-11413
SUE		Vol. 8, Page 44
TAN	13117	T-11413
TAP	PINE ISLAND SOUND DAYBEACON "14"	<del>Vol. 4, Page 63</del> T-11414
TOM	14129	T-11414
TOY	14110	T-11414
TUB	1450	T-11414
USE	PINE ISLAND SOUND DAYBEACON "22"	<del>Vol. 4, Page 62</del> T-11414
VAL	13104	T-11413
VIA	1443	T-11414
VIM	1414	T-11414
WAG	13105	T-11413
WAX	14130	T-11414
WEE	1426	T-11414
WES	PINE ISLAND SOUND LIGHT "18"	<del>Vol. 2, Page 35</del> T-11414
WOO		Vol. 10, Page 4
YAK	13106	T-11413
YAM	1441	T-11414
ZAG	1430	T-11414
ZIG	13107	T-11413
ZOO	14131	T-11414






## APPROVAL SHEET

This survey is incomplete and further field work is necessary.

Survey complete  
to eastern limit.

The field work and boat sheet were inspected daily.

The completed portion of the boat sheet and the processed records are approved.

  
Floyd J. Tucker, Jr.  
LT, C&GS  
Commanding Ship SOSBEE

NORFOLK PROCESSING OFFICE  
ADDENDUM  
To Accompany

HYDROGRAPHIC SURVEY H-8632 (So-10-1-61)

GENERAL

Except for the relatively minor control discrepancies listed below, this appears to be an excellent basic survey of the area completed. Soundings are in good agreement at crossings considering the irregular character of the bottom.

DISCREPANCIES

Soundings were omitted on the following lines because of questionable sextant fixes:

Lat. 26-29.0'	Long. 82-06.6'	Line 25 to 26y	O.K. changed lt. angle
29.0'	07.4'	<del>" 19 to 21a</del>	Red
28.0'	06.2'	" 1 to 3ga	O.K. changed objects

Two piles, shown on T-11414 at Lat. 26-29.3' and Long. 82-04.9', were neither proved nor disproved on this survey. ✓

SHORELINE CHANGES

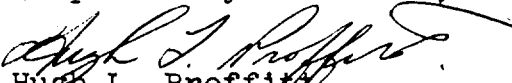
Lat. 26-27.7' and Long. 82-09.7' Shoreline at the entrance to Blind Pass was revised using positions 21 thru 23a and 1 thru 7g.

Lat. 26-26.6' and Long. 82-04.8' Shoreline on the South side of Tarpon Bay was revised using positions 30 thru 32ma.

See Part 2  
Review

Norfolk, Va.  
Mar. 21, 1962

Respectfully submitted,

  
Hugh L. Proffitt  
Cartographer

RHC

# TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Coastal Surveys~~

May 21, 1962

Division of Charts: R. H. Carstens

Plane of reference approved in  
10 volumes of sounding records for

HYDROGRAPHIC SHEET 8632

Locality Sanibel Island North, Florida

Chief of Party: F. J. Tucker, Jr. (1961)  
Plane of reference is mean low water reading  
2.1ft. on tide staff at Punta Rassa, Florida  
5.6ft. below B. M. 5 (1927)

Height of mean high water above plane of reference is 1.7 feet

Condition of records satisfactory except as noted below:

J. M. Symons  
Chief, Tides and Currents Branch  
~~Chief, Division of Tides and Currents~~

GEOGRAPHIC NAMES  
Survey No. H-8632

Name on Survey	Sources										B&N
	A	B	C	D	E	F	G	H	K		
	On Chart No. 1255	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			
✓ Blind Pass	x										1
✓ Buck Key	x										2
✓ Captiva Island	x										3
✓ Clam Bayou			b								3
✓ Dinken Bayou			b								4
✓ Halloway Bayou			b								4
✓ Hardworking Bayou			b								5
✓ Kesson Bayou			b								5
✓ Ladyfinger Lake			a								6
✓ Long Point	x								x		6
✓ Monroe Canal	x										7
✓ Old Blind Pass			b								7
✓ Pine Island	x								x		8
✓ Pine Island Sound	x										9
✓ St. James City	x										9
✓ St. James Point	x										9
✓ San Carlos Bay	x										10
✓ Sanibel Bayous				x	(not Sanibel Bayou)						10
✓ Sanibel Island	x										11
✓ Short Cutoff			a								11
✓ Silver Key			b								12
✓ Tarpon Bay	x										12
✓ Woodrings Point	x								x		12
✓ Wulfert (use position on quad., the chart 1255 is incorrect)											13
✓ Wulfert Keys			b								13
✓ York Island	x										14
											15
a- USGS "SANIBEL", 1958											16
b- USGS "WULFERT", 1958											16
											17
Note; Names on T-5865, 5866 and 5867 should not be applied to this sheet (i.e. Runyan Key, Roosevelt Channel).											18
											19
											20
											21
											22
											23
											24
											25
											26
											27

*George W. Boer*  
Geographic Names Section  
12 June 1962

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. 8632

Records accompanying survey: Smooth sheets 1  
 boat sheets 1; sounding vols. 10; wire drag vols. ....  
 Descriptive Reports 1; graphic recorder envelopes 13  
 special reports, etc. ....  
 .....

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

Number of positions on sheet	2255
Number of positions checked	227
Number of positions revised	0
Number of soundings revised (refers to depth only)	10
Number of soundings erroneously spaced	0
Number of signals erroneously plotted or transferred	0
Topographic details	Time 16
Junctions	Time 40
Verification of soundings from graphic record	Time 8
Special adjustments	Time 0

Verification by *J. B. Chambers* Total time 322 hrs Date 16 Oct 1963

Reviewed by *Dale E. Westbrook* Time 44.5 Date 8/11/64

Inspected by *JR Engle* 35 2-4-75  
*Carstens* 6 2/19/75

H-8632

Information for Future Pre-Survey Reviews

Pine Island Sound, in the area of this survey, appears to be shoaling at the slow rate of about 1 to 2 feet in 100 years.

The greatest future change in the area probably can be expected around the Blind Pass entrance. This area is subject to change with every storm.

Future pre-survey reviews should emphasize the necessity of carefully delineating all natural and artificial channels, as considerable difficulty was encountered in drawing depth curves in these areas.

Resurvey Cycle Information

Position Index		Bottom Change	Use	Resurvey
<u>Lat.</u>	<u>Long.</u>	<u>Index</u>	<u>Index</u>	<u>Cycle</u>
262	0821	3	2	50 Years
262	0822	3	2	50 Years



Several privately maintained channels are shown on this survey. The aids locating these channels are generally stakes, the positions of which are subject to frequent change.

Near St. James City, in the northeast part of the survey, an extensive network of canals has been dredged for small craft.

In the southwest part of the survey, Blind Pass divides Sanibel and Captiva Islands. The pass is narrow, shallow, and both the bottom configuration and shoreline change with every storm. The pass is unimportant except for shallow draft local craft in calm weather.

## 2. Control and Shoreline

The control is adequately described in the Descriptive Report.

The shoreline originates with Advance Photogrammetric Manuscripts T-11413 (1953-60), and T-11414 (1953-61) which have been field edited. The "final reviewed manuscripts do not reflect field edit revisions; therefore, they were not used.

Shoreline changes noted by the hydrographer after field edit and shown in red on this survey are as follows:

- A. Lat.  $26^{\circ}27.7'$ , long.  $82^{\circ}09.7'$ , entrance to Blind Pass.
- B. Lat.  $26^{\circ}27.16'$ , long.  $82^{\circ}07.39'$ , Sanibel Bayous.
- C. Lat.  $26^{\circ}26.60'$ , long.  $82^{\circ}04.82'$ , Tarpon Bay.

Shoreline changes in the St. James City canals noted in the Descriptive Report have been incorporated into the field edited shoreline manuscripts.

## 3. Hydrography

- A. Depths at crossings are in good agreement.
- B. The usual depth curves were adequately delineated except in the small area in the vicinity of lat.  $26^{\circ}29.4'$ , long.  $82^{\circ}04.8'$ , where the development was not adequate to



show the limits of shoals and deeps where material was dredged for fill.

The 3-ft. depth curve was added for better delineation of the bottom.

The low water line could not be completely delineated because of the small tidal range and overhanging mangrove growth.

C. The development of the bottom configuration and the investigation of least depths are considered adequate except for the area mentioned in Par B. above.

#### 4. Condition of the Survey

The field plotting, sounding records, and the Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual.

#### 5. Junctions

Adequate junctions were effected with H-8598 (1960-61) on the north, and H-8363 (1956-61) at the entrance to Blind Pass on the southwest.

No contemporary survey exists to provide a junction on the east, but in this area, depths on the present survey are in substantial agreement with the charted depths.

#### 6. Comparison with Prior Surveys

H-917 (1:20,000) 1866-67

H-1480a (1:20,000) 1879-80

H-4823 Rec. (1:10,000) 1928

In general, there are few significant natural changes revealed in a comparison between the present survey and H-917 (1866-67), although the larger scale of the present survey reveals numerous features which were not found on the prior survey.

Minor shoaling of  $\frac{1}{2}$  to 1 foot seems to have occurred in most areas.

Several spoil areas have been formed in conjunction with dredging activities since the prior survey. This can only be assumed, since the changes seem greater than those expected through natural causes. Two of the more notable areas are in lat.  $26^{\circ}28.85'$ , long.  $82^{\circ}04.50'$ , where prior depths of 6 to 8 ft. are now 1 to 2 ft.; and in lat.  $26^{\circ}28.50'$ , long.  $82^{\circ}05.90'$ , where prior depths of 19-ft. are now 4-ft.

A comparison with H-1480a (1879-80) indicates general shoaling of 1-2 feet.

The entrance to Blind Pass is now about 2 miles southeast of its position on the prior survey. This difference serves to emphasize the changeability of the Blind Pass area. Otherwise, few major natural shoreline changes have occurred since the prior survey.

A privately maintained channel has been dredged since the prior survey in lat.  $26^{\circ}29.2'$ , long.  $82^{\circ}06.9'$ .

H-4823 (1928) is a reconnaissance survey made to determine the need for a detailed survey of the Blind Pass area.

The entire Blind Pass Channel seems to have shoaled considerably since this prior survey. Differences up to 6-8 feet in the channel depths can be found.

The present survey is adequate to supersede the prior surveys within the common area.

7. Comparison with Chart 856-SC, 1st Ed., 1963

A. Hydrography

Most of the hydrography charted at the date of this review originates with the boat sheet and smooth sheet of the present survey before verification and review.

- \* Inspector's note: Items below, numbered (1) and (2) have been revised subsequent to the date of this review during partial application of reviewed survey information.

Attention is called to the following items:

- \* (1) The two piles charted in lat.  $26^{\circ}27'25.2''$ , long.  $82^{\circ}04.47'$ , should be shown as islets in accordance with T-11414 (1953-61).
- \* (2) The easterly of two sunken rock symbols shown on chart 1255, 8th Ed., Rev. 8/12/63 in lat.  $26^{\circ}29'25.2''$ , long.  $82^{\circ}04.55'$ , originates with symbols for old piling, not rocks, on T-5867 (1:10,000) 1942-43. It is believed that the submerged piles shown on the present survey adequately indicate the danger in the area. The westerly of the two rocks is supported by the rock awash symbol on Bp 80863 (1971).

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

#### B. Controlling Depth

The controlling depth in Monroe Canal is charted as 4 ft. 1961 and originates with Small Craft Chart Letter 588 of 1961. Depths on the present survey do not conflict with this information and it is recommended that the note be retained on the chart. However, it is also recommended that the abbreviation "REP" be added since there is no survey available to completely substantiate the 4 ft. depth.

#### C. Aids to Navigation

The aids shown on the present survey are in substantial agreement with their charted positions and adequately mark the features intended.

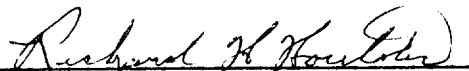
8. Compliance with Instructions

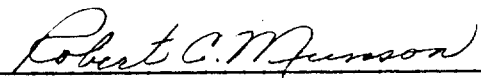
The survey adequately complies with the Project Instructions except that closer line spacing at the entrance to the canals at St. James City in lat.  $26^{\circ}29.4'$ , long.  $82^{\circ}04.8'$  would have more completely defined the limits of the shoals and channels in the area. In addition, the limits of the channel leading into Tarpon Bay should have been more clearly defined.

9. Additional Field Work

This survey is considered to be a good basic survey and no additional field work is recommended.

Examined and Approved:

  
\_\_\_\_\_  
Chief  
Marine Chart Division

  
\_\_\_\_\_  
Associate Director  
Office of Marine Surveys and Maps



# NAUTICAL CHARTS BRANCH

SURVEY NO. H-8632

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
25 Apr 61	1255	Tietols	Before <del>After</del> Verification and Review <i>Critical only</i>
7 May 62	856A	"	Before <del>After</del> Verification and Review <i>Complete</i>
9 June 62	856B	"	" " " "
24 Aug. 62	473	J. P. Weir	Before <del>After</del> Verification and Review <i>Part. Applied</i>
1/9/63	1113	H. Quimby	Before <del>After</del> Verification and Review <i>Examined, no correction at this scale.</i>
5/3/66	1255	M H Mall	<del>Partly</del> <del>Before</del> After Verification and Review <i>before inspection</i> notes - added few soundings markings & pilos - <del>to review</del> <del>Corrected at this printing</del> , NOT time for fully app.
6-3-67	1255	H. Rodden	<del>Before</del> After Verification and Review <i>before inspection</i>
5-17-67	856	A J Sunday	<i>part app'd thru ch't 856sc</i> <del>Before</del> After Verification and Review <i>Part App'd.</i> <i>(Prior to inspection of H-Review)</i>
7/16/68	1255	M H Mall	<del>Before</del> After Verification and Review <i>before inspect.</i>
4/10/79	(856A) 11427	Stephen J. Long	<del>Before</del> After Verification and Review <i>INSPECTION</i>
1-22-80	(1255) 11426	Sam R. Myers	<del>Before</del> After Verification and Review <i>INSPECTION</i>
			<i>FULLY APPLIED</i>
			<i>Fully Applied</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.