9211

Diag. Cht. No. 1240-3.

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Hydrographic

Field No. WH-20-2-73

Office No. H-9211

LOCALITY

State South Carolina

General Locality Northeast of Port Royal Sound

Locality Fripp Inlet to Trenchards Inlet

1973

CHIEF OF PARTY
J. G. Carlen

LIBRARY & ARCHIVES

DATE 5-31-74

☆U.S. GOVERNMENT PRINTING OFFICE: 1974-763-098

9211

FORM C&GS-537 (5-66)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REGISTER NO. H-9211

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

FIELD NO. WH 20-2-73

State: South Carolina

General locality: Northeast of Port Royal Sound

Locality: Fripps ~~Island~~ Inlet to Trenchard's Inlet

Scale: 1:20,000 Date of survey: May 31 to July 16, 1973

Instructions dated: April 11, 1973 Project No.: OPR-436-WH-73

Vessel: NOAA Ship WHITING

Chief of party: CDR Jeffrey G. Carlen, NOAA

Surveyed by: CDR Carlen, LCDR North, LCDR Veselenak, LTJG Kaiser, ENS Decker, ENS Polvi, ENS McMillan, ENS Gastaldo, CST Hill

Soundings taken by echo sounder, ~~hand lead~~, pole

Graphic record scaled by: Ship's personnel

Graphic record checked by: Ship's personnel

Protracted by: Automated plot by: AMC-Calcomp Plotter ~~WHITING system~~ 618

Soundings penciled by: AM ~~WHITING shipboard system~~

Soundings in ~~fathoms~~ feet at MLW ~~MLLW~~

REMARKS: This survey used Greenwich Mean Time.

LAUNCH WH-I and WH-II, Serial Numbers 1206 and 1208, are new to the WHITING having been placed on board in April of 1973.

Area 3

Chart
1240
1111
793
571

USCOMM-DC 37009-P66

DESCRIPTIVE REPORT

TO ACCOMPANY

HYDROGRAPHIC SURVEY H-9211

SCALE 1:20,000

31 May 1973 to 16 July 1973

COAST OF SOUTH CAROLINA

OPR-436-WH-73

NOAA SHIP WHITING

CDR. J. G. CARLEN, NOAA, COMMANDING

A. PROJECT:

This survey was accomplished in accordance with PROJECT INSTRUCTIONS OPR-436-WH-73, dated April 11, 1973.

B. AREA SURVEYED:

The boatsheet is located Northeast of Port Royal Sound, South Carolina. Sheet limits are Latitude 32° 12.'00N and Latitude 32° 21.'86N, Longitude 80° 19.'20W and Longitude 80° 37.'50W. The registry number for this survey is H-9211.

The area surveyed is bound on the north by St. Helena Island and contemporary survey PE 20-1-73, H-9364. The eastern boundary of the sheet is contemporary survey PE 40-1-73, H-9363, and prior survey 1257-40-1-71, H-9198. Hydrography junctions southward with contemporary survey H-9314 WH 20-3-73, (registry number not assigned). The western boundary is prior survey 1931, H-5119.

Survey operations began on May 31 and ended on July 16, 1973.

C. SOUNDING VESSELS:

Nearly all hydrography for this survey was accomplished using WHITING Launches WH-1 and WH-2. Launch WH-1 used odd-thousand number positions (1000-1999, 3000-3999, etc.) while Launch WH-2 used even-thousand number positions (2000-2999, 4000-4999). Several soundings were taken with WHITING large whaler WH-4. The zero-foot curve near Fripps Inlet, Skull Inlet and Pritchards Inlet was surveyed on foot by WHITING personnel.

D. SOUNDING EQUIPMENT:

Sounding instrument used aboard Launch WH-1 was a Raytheon DE-723D survey fathometer; fathometer recorder serial no. 37018.

Launch WH-2 was equipped with a Ross Model 5000 Fineline depth recorder, serial no. 1049.

WHITING large whaler WH-4 used a sounding pole. Shoreline and shoals walked by WHITING personnel were surveyed at mean low-water to determine the zero depth curve.

Bar checks and leadline comparisions were taken in the working area as often as sea conditions permitted, averaging one every two days. The launch fathometer operators continually checked for proper intial setting, stylus arm length, and A-F scale checks.

Temperature-depth-conductivity (TDC) casts were taken in the working area in water as deep as that encompassed by the survey as an additional source of sounding corrections. See "Velocity and Fathometer Corrections Report."

E. SMOOTH SHEET:

The smooth sheet ~~will be~~ was plotted on the computer plotting system at the Atlantic Marine Center, Norfolk, Va. The boatsheet discussed in this report was divided into two plotter sheets: WH 20-2W-73(West) and WH 20-2E-73(East). In addition, two corresponding development sheets consisting of crosslines and developments, and a 1:10,000 scale development sheet of Fripps Inlet and surrounding shoals are being submitted.

F. CONTROL:

The primary method of control for this survey was "Sea-Fix", a hyperbolic electronic surveying system utilizing a frequency of 1618.650 kHz. See "Electronic Control Report" for details of the "Sea-Fix" System's characteristics and use as a means of control for this hydrographic survey. In addition, visual control was used in areas where "Sea-Fix" reception was not reliable or questionable.

Station:	Slave 1	Master	Slave 2
Located By:	AMC also Photo Party 62	Photo Party 62	WHITING
Locality	Mayport, Fla.	Harris Neck, Ga.	Seabrook I.,S.C.
Lat.:(N)	30°23' 40.366"	31°37' 19.524"	32°36' 29.611"
Long.:(W)	81°23' 41.056"	81°15' 56.407"	80°08' 30.713"

G.SHORELINE:

The shoreline was not verified due to the non-availability of current shoreline manuscripts. The shoreline appearing on the boatsheet, taken from manuscripts T-12615, T-12616 and T-12617, was used solely as an aid for the launch operators. A line of traverse was run along the shoreline covered by WH 20-2-73 by Photo Party 62. The reviewed manuscript H-9211 shoreline was added at the time of review. The project instructions stated "it will not be necessary to fully develop the mean low water line"; however, most hydrography was extended to the MLW line.

H. CROSSLINES:

Crosslines composed 12.1% of the total length of main sounding lines. The agreement between crosslines and the main system of lines was excellent, averaging 1 to 2 feet.

I. JUNCTION:

Agreement in depths at junctions with surveys listed in section B., Area Surveyed, was generally very good.

Survey	Agreement	Comment
PE 20-1-73, H-9364	0 to 2 feet	Very Good
PE 40-1-73, H-9363	0 to 2 feet	Very Good
WH 20-3-73, H-9314	0 to 2 feet	Very Good
HSL 40-1-71, H-9198	0 to 5 feet	Good

The High Speed Launch survey, H-9198, has areas as much as five feet deeper than found by the WHITING. This could be accounted for by shifting sand since the entire area covered by WH 20-2-73 consisted of a fine sand bottom.

J. COMPARISONS WITH PRIOR SURVEYS:

PRE-SURVEY REVIEW ITEMS

No. 3 The wreck originating from T-3814 and T-3815 (1920) was found on 168 day by WHITING launch WH-1. The rudder quadrant of the wreck located at 32° 19.'05N and 80° 24.'25W, is at position No. 3150 and projects 9.4 feet above ~~predicted~~ mean low water. A steel obstruction nearby, position No. 3151 projects 9.4 feet above predicted MLW. The final S.S. is (3') above MHW. Charted Elev. should be revised to agree with the S.S. Elevation

No. "G" Shoaling to less than 4 feet at MLW in the vicinity of Fripp's Inlet has been found. The inlet has been extensively developed to adequately delineate the present channel and to verify the reported shoaling. concur

No. "GG" No evidence to support the existence of a fish haven, 500 feet in diameter and covered 4 feet at MLW, could be found. The wreck it was to be surrounding was found as mentioned in Item No. 3. Depths surrounding the wreck range from 9 to 16 feet which are typical of that area.

The above three items are clearly delineated on a 1:10,000 scale development sheet submitted with the boatsheet.

Except for Elevation change noted in #3 above retain the fish haven as charted.

No. 200 The dashed-circle-1/2-foot sounding (32°~~17~~18' ~~59.00~~1.29", 80°~~30' 00.00~~29' 02.00") was discovered in an area of shoals exposed at MLW. *The 1/2-ft. sdg. was found NW of its charted position.*

No. 201 The dashed-circle 5-foot sounding(32°17' 37.00", 80°30' 0~~7~~1.00") was not found. Depths in that area ~~were~~ *are* 1~~4~~3 to 16~~4~~9 feet. ~~*Retain*~~ *Delete 5-ft. sdg.*

No. 202 The dashed-circle 1-foot sounding (32°18' 30.00", 80°26' ~~12~~08.00") was not located. Depths were found to be 45 to 76 feet. ~~*retain*~~ *This area is very changeable and the 1-ft sdg. probably does not exist at its charted position. and can be deleted.*

No. 232 The dashed-circle 9-foot sounding (32°15' 26.00", 80°32' 24.00") was not found. Depths in the area were 16 to 19 feet. ~~*retain*~~ *Delete 9' sdg.*

The new survey compares favorably with prior survey H-4170 (1:20,000) 1921, agreement ranging from 2 to 5 feet in most areas. There are areas, however, which seem to indicate sand shoal movement; the depths vary by as much as 11 feet. Prior survey H-5119 (1:20,000) 1931 agreement was good; agreement was from 2 to 4 feet. Again, one area showed a difference of 10 feet. *See reviewer's report #5.*

K. COMPARISION WITH THE CHART:

Agreement with the boatsheet and C&GS Chart No. 1240, eleventh edition, March 31, 1973, was good with the exception of Fripps Inlet. A two-foot disparity was typical, but differences ranged from 0 to 8 feet in certain areas.

Fripps Inlet channel was not found as shown on the chart. The 1:10,000 scale sheet accompanying this report indicates the present position of the channel. A newly found danger to navigation is a wreck discovered near the entrance to Fripps Inlet by WHITING personnel walking the shoals on 166 day. Part of the vessel's rigging, position No. 5111 projects ~~3.6~~ 4.5 feet above MLW. The vessel's engine block, position No. 5110, projects ~~2.6~~ 3.6 feet above MLW. No part of the hull was visible. The wreck is located at position No. 5111, ~~3.6~~ 4.5 feet above MLW (32°19' 46.5", 80°26' 49.2"). It is delineated on the 1:10,000 scale development sheet submitted with the boatsheet.

L. ADEQUACY OF THE SURVEY:

This survey is complete and adequate and should supersede all prior surveys.

M. AIDS TO NAVIGATION:

The aid to navigation located in the boatsheet area is Port Royal Channel Range Rear Light, U.S. Coast Guard Light No. 360.20 (E. Int. W., 6s). This aid adequately serves the purpose for which it was established. Its position which was verified by Photo Party 62 is, Latitude 32° 14' 42.813"N, Longitude 80°36' 07.656"W.

N. STATISTICS:

Vessel	Miles of Sounding Line	Bottom Samples	Number of Positions
WH-1	398.0	20	2134
WH-2	312.0	09	1202
WH-4	6.9	00	112
Walking	2.6	00	134
TOTAL	719.5	29	3582
			+ 29
			3611

Total square nautical miles = 56.8

O. MISCELLANEOUS:

None.

P. RECOMMENDATIONS:

None.

Q. REFERENCES TO REPORTS:

Electronic Control Report OPR-436-WH-73

Velocity and Fathometer Correction Report OPR-436-WH-73

SIGNAL TAPE LISTING

002	32° 29' 02.04"	080° 19' 55.70"	EDISTO BEACH WATER COMPANY TANK, 1963, 71
004	32° 23' 31.77"	080° 25' 48.46"	SK-02B (tripod)
006	32° 22' 31.36"	080° 26' 15.69"	HUNTING ISL. LIGHTHOUSE 1902, 1963 70
008	32° 20' 48.41"	080° 26' 55.99"	SK-08 (tripod)
009	32° 19' 04.16"	080° 27' 34.95"	CALIBRATION POINT "A"
010	32° 19' 21.90"	080° 27' 14.80"	ROSE 1971 (Topo)
011	32° 18' 58.08"	080° 28' 33.83"	KS-04H (apex of house)
012	32° 19' 02.80"	080° 28' 41.81"	FRIPPS ISLAND WATER TANK 1971 (Topo)
013	32° 18' 49.19"	080° 28' 57.41"	KS-05H (chimmey of house)
014	32° 18' 32.59"	080° 29' 34.31"	KS-06H (offshore gable of house)
015	32° 18' 24.78"	080° 29' 49.47"	KS-07 (tripod)
016	32° 16' 55.78"	080° 33' 03.44"	MOON 1963 (tripod)
018	32° 16' 27.68"	080° 34' 11.60"	TURTLE 1963
020	32° 14' 42.81"	080° 36' 07.66"	DAY BEACON SOUTH OF BULL POINT (PORT ROYAL SOUND REAR RANGE) 1964-71
022	32° 15' 53.28"	080° 38' 41.49"	GUTT 1963-70
025	32° 20' 16.24"	080° 27' 13.70"	SK-10R (banner)
026	32° 20' 22.10"	080° 27' 25.11"	SK-11R (tripod)
027	32° 20' 33.04"	080° 27' 47.79"	KRELL 1963, 71
028	32° 20' 12.68"	080° 27' 54.62"	KF-28 (flagged telephone pole)
029	32° 19' 59.45"	080° 27' 47.99"	KF-29 (flagged telephone pole)
030	32° 19' 52.32"	080° 27' 37.63"	KF-26 (banner near boat wreck)
031	32° 19' 36.97"	080° 27' 19.64"	KF-25 (flagpole)
032	32° 18' 22.02"	080° 30' 19.96"	SM-01 (destroyed)

033	32° 18' 12.97"	080° 30' 29.12"	SM-02
034	32° 17' 52.65"	080° 30' 19.21"	CALIBRATION POINT "B"
035	32° 17' 55.90"	080° 31' 10.38"	SM-04S
036	32° 17' 41.44"	080° 31' 36.85"	SM-05
037	32° 17' 27.66"	080° 32' 02.20"	SM-06S
100	32° 18' 22.62"	080° 30' 18.45"	
101	32° 18' 26.36"	080° 30' 20.09"	
102	32° 18' 31.93"	080° 30' 15.51"	

Signals 009, 032, 034, 100, 101, and 102 are recoverable. Signals which are capitalized are triangulation of third or higher order. Signal 034 was located by WHITING personnel; field data sent with this report. The remaining positions were located and furnished by Photo Party 62.

140	32° 17' 15.79"	080° 32' 26.91"
148	32° 17 12.56"	080° 32' 41.70"

CAM3-2
2-22-71

ATLANTIC MARINE CENTER

ELECTRONIC CONTROL PARAMETERS

1. Project # OPR-436-73 2. Reg. # H-9211 3. Field # WH 20-2-73

4. Type of Control: "Sea-Fix" (Hi-Fix, Raydist, EPI, etc.)

5. Frequency 1618.650 kHz (for conversion of electronic lanes to meters

6. Mode of Operation (check one):

Range-Range ☐

Range One (R_1) Station I.D. _____

Range Two (R_2) Station I.D. _____

Range-Visual ☐

Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "
Lat. _____ ° _____ ' _____ "
Long. _____ ° _____ ' _____ "

Hyperbolic (3-station) XXXX

Slave One Station I.D. Mayport, FA
Master Station I.D. Harris Neck, GA
Slave Two Station I.D. McKee, 1973

Hyper-Visual ☐

Lat. 30 ° 23 ' 40.366 "
Long. 81 ° 23 ' 41.056 "
Lat. 31 ° 37 ' 19.524 "
Long. 81 ° 15 ' 56.407 "
Lat. 32 ° 36 ' 29.611 "
Long. 80 ° 08 ' 30.713 "

7. Location of Survey:

Range-Range ☐ Imagine an observer is standing at R_1 Station and looking directly at R_2 (check one):

Survey area is to observer's Right ☐ A=Ø

Survey area is to observer's Left ☐ A=1

Hyperbolic XXXX Looking from survey area toward Master Station:

Slave One must be to observer's Left;

Slave Two must be to observer's Right.

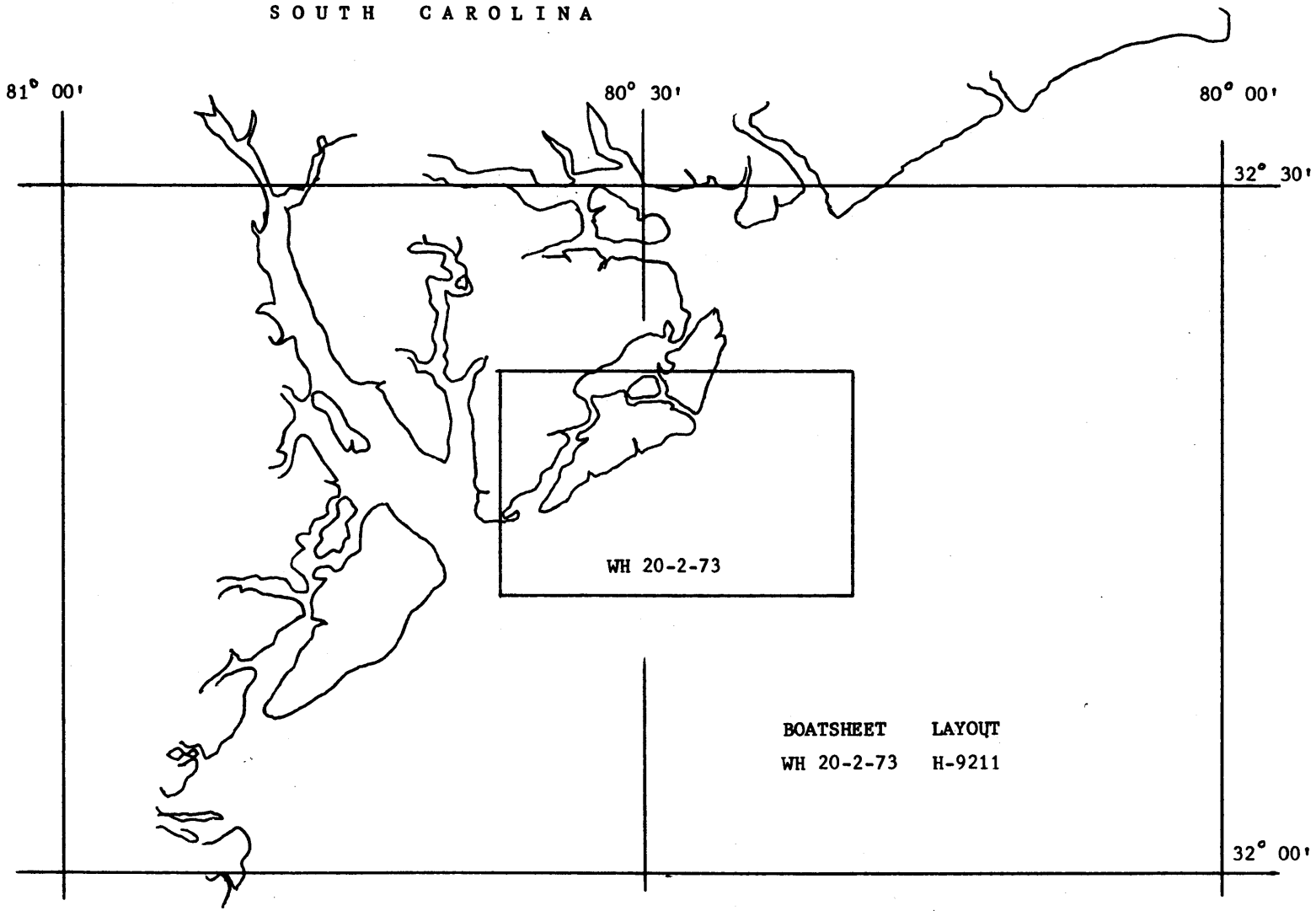
8. ☐ This form is submitted as an aid in preparing a boat sheet.

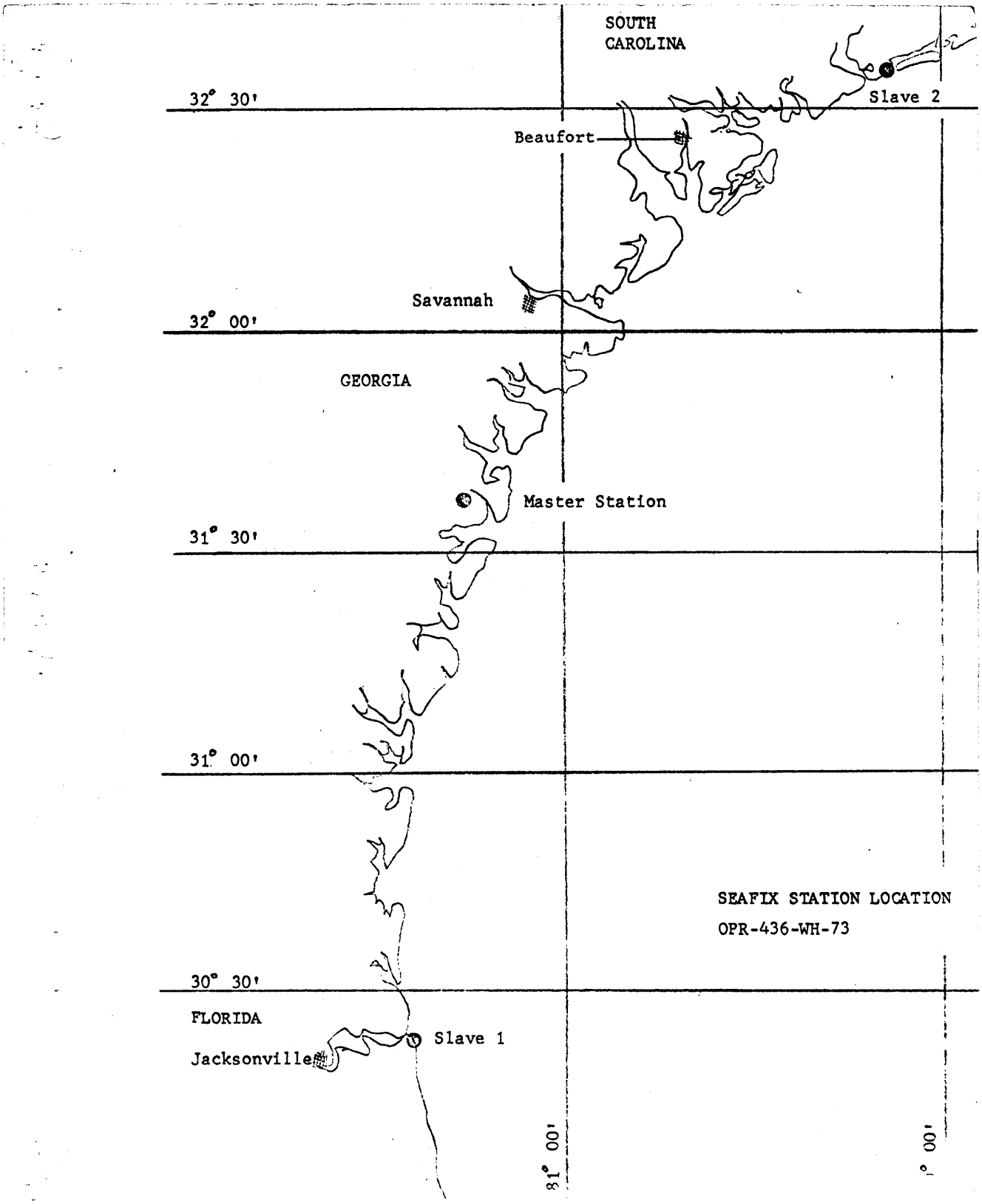
XXXX This form applies to all data on this survey.

☐ This form applies to part of the data on this survey.

Vessel EDP #	From Time	From Day	To Time	To Day	Position Numbers (inclusive)	
						to
						to
						to

9. Remarks: _____


SOUTH CAROLINA
81° 00'
80° 30'
80° 00'
32° 30'
32° 00'
WH 20-2-73
BOATSHEET LAYOUT
WH 20-2-73 H-9211


SOUTH
CAROLINA
32° 30'
Slave 2
Beaufort
Savannah
32° 00'
GEORGIA
Master Station
31° 30'
31° 00'
SEAFIX STATION LOCATION
OPR-436-WH-73
30° 30'
FLORIDA
Slave 1
Jacksonville
81° 00'
° 00'

PARAMETER TAPE LISTING

WH 20-2E-73, H-9211

FEST=70000

CLAT=3100000

CMER=80/45/00

GRID=1/00

PLSCL=20000

PLAT=32/12/50

PLON=80/30/00

MLAT=31/37/19.522

MLON=81/15/56.407

S1LAT=30/23/40.366

S1LON=81/23/41.056

S2LAT=32/36/29.611

S2LON=80/08/30.713

Q=1618.65

VES=2930

YR=73

(PARAMETER TAPE LISTING

WH 20-2W-73, H-9211

FEST=70000

CLAT=3100000

CMER=80/45/00

GRID=1/00

PLSCL=20000

PLAT=32/10/50

PLON=80/39/15

MLAT=31/37/19.522

MLON=81/15/56.407

S1LAT=30/23/40.366

S1LON=81/23/41.056

S2LAT=32/36/29.611

S2LON=80/08/30.713

Q=1618.65

VES=2930

YR=73

PARAMETER TAPE LISTING

WH 20-2-73 H-9211
1:10,000 FRIPPS INLET

FEST=70000

CLAT=3100000

CMER=80/45/00

GRID=0/30

PLSCL=10000

PLAT=32/18/00

PLON=80/29/00

MLAT=31/37/19.522

MLON=81/15/56.407

S1LAT=30/23/40.366

S1LON=81/23/41.056

S2LAT=32/36/29.611

S2LON=80/08/30.713

Q=1618.65

VES=2930

YR=73

TRA NOTE
WH 20-2-73 H-9211
OPR-436-WH-73

LAUNCH WH-2
The WHITING completed this sheet under the mistaken impression the correct TRA-draft correction was 3.3 feet (as indicated on the master tape listings). Subsequent measurements showed the actual value to be 2.4 feet. Therefore, the TC/TI tape indicates 0.9 feet are to be subtracted to yield the correct value.

All WH-2 hydrography was run at standard (full) speed, no change in squat & settlement was necessary.

LAUNCH WH-1
The WHITING completed this sheet under the mistaken impression the correct TRA-draft correction was 2.2 feet at standard speed and 1.8 feet at reduced speed. (as indicated on the corrector tape listings). Subsequent measurements showed the correct values to be 2.4 feet at standard and 2.0 feet at reduced speed. Therefore, the TC/TI tape indicates 0.2 feet are to be added to yield the correct value.

LARGE WHALER WH-~~4~~ 5 and (Leh 6) WALKING
Hydrography using the large whaler WH-4 and walking was all run using a sounding pole or by standing at the water's edge. Therefore NO draft, TRA, TC/TI, or velocity corrections apply.

LAUNCH WH-1 REDUCED SPEED

DAY	TIME
164	183420-184040
166	131500-154800
167	142940-143540
170	141400-150600
196	130620-133140
	150240-150320
	151940-152120

All other time and days at standard speed.

TC/TI TAPE LISTING

OPR-436-WH-73

WH 20-2-73

H-9211

```
000000 0 0002 0001 151 293100 009211
000000 0 1009 0002 151 293200 009211
000000 0 0024 0002 154 293200 009211
000000 0 1009 0002 156 293200 009211
```

VELOCITY TABLE NUMBER 1

OPR 436 WH 73 WH 20 2 73 H 9211 LAUNCH I

```
000034 1 0002 0001 000 293100 009211
000066 0 0000
000099 0 0002
000134 0 0004
000165 0 0006
000198 0 0008
000231 0 0010
000265 0 0012
000298 0 0014
000331 0 0016
000364 0 0018
000396 0 0020
000429 0 0022
000461 0 0024
000494 0 0026
000528 0 0028
000560 0 0030
000594 0 0032
000627 0 0034
000660 0 0036
000692 0 0038
000726 0 0040
999999 0 0000
```

C VELOCITY TABLE NUMBER 2

OPR 436 WH 73 WK 20 2 73 H 9211 LAUNCH 2

000020 0 0000 0002 000 293200 009211

000056 0 0002

000096 0 0004

000135 0 0006

000173 0 0008

000211 0 0010

000251 0 0012

000295 0 0014

000336 0 0016

000365 0 0018

000403 0 0020

000441 0 0022

000480 0 0024

000519 0 0026

000555 0 0028

000594 0 0030

000632 0 0032

000670 0 0034

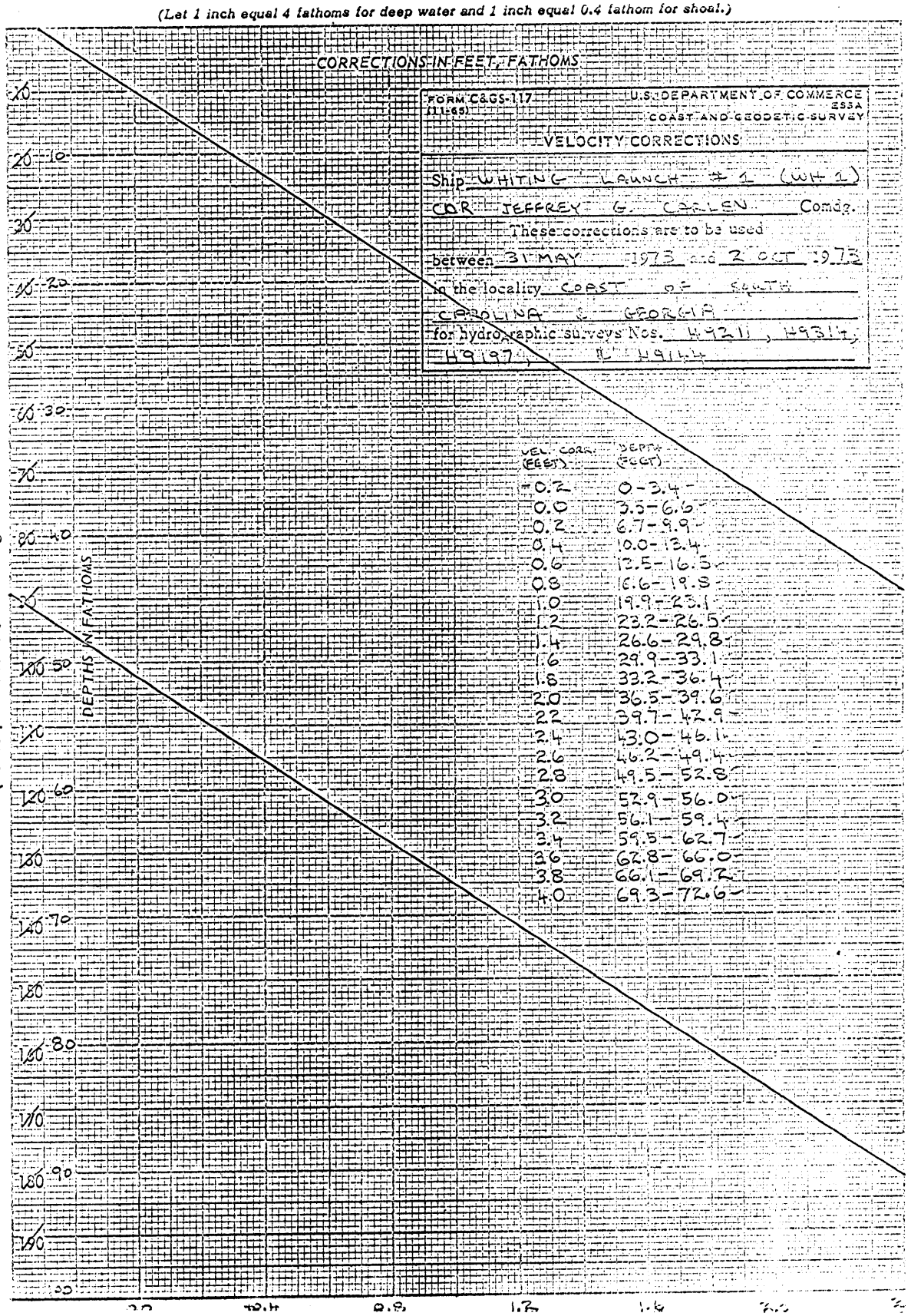
000709 0 0036

000748 0 0038

000785 0 0040

999999 0 0000

(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)



FORM C&GS-117 (11-65)

U.S. DEPARTMENT OF COMMERCE
ESSA
COAST AND GEODETIC SURVEY

VELOCITY CORRECTIONS

Ship WHITING LAUNCH # 1 (WH 1)

CDR JEFFREY G. CARLEN Comdg.

These corrections are to be used

between 31 MAY 1973 and 2 OCT 1973

in the locality COAST OF SOUTH CAROLINA & GEORGIA

for hydrographic surveys Nos. H9211, H9311, H9197, & H9114

VEL. CORR. (FEET)	DEPTH (FEET)
-0.2	0-3.4
0.0	3.5-6.6
0.2	6.7-9.9
0.4	10.0-13.4
0.6	13.5-16.5
0.8	16.6-19.8
1.0	19.9-23.1
1.2	23.2-26.5
1.4	26.6-29.8
1.6	29.9-33.1
1.8	33.2-36.4
2.0	36.5-39.6
2.2	39.7-42.9
2.4	43.0-46.1
2.6	46.2-49.4
2.8	49.5-52.8
3.0	52.9-56.0
3.2	56.1-59.4
3.4	59.5-62.7
3.6	62.8-66.0
3.8	66.1-69.2
4.0	69.3-72.6

Norfolk, Virginia
February 11, 1974

EDP NOTE TO VERIFICATION (AMC)
H-9145, H-9211, AND H-9314

There are two G.P.'s used for the Savannah Light Tower gages. The G.P. used with the Savannah Light (Digital) gage was obtained from Rockville. And for Savannah Light (Marigram) we used a G.P. from the triangulation. The Savannah Beach gage has 0.4 ft. subtracted from May 1973 hourly heights (see Form 712).

	Days	Gages Used
H-9211:	151-179	Savannah Light (Marigram) Savannah Beach - Edisto Beach
	195-197	Savannah Light (Digital) Savannah Beach - Edisto Beach
H-9145:	248-275	Savannah Light (Marigram) Savannah Beach - Edisto Beach
H-9314:	197-212	Savannah Light (Digital) Savannah Beach - Edisto Beach
	213-222	Savannah Light (Marigram) Savannah Beach - Edisto Beach
	223-225	Savannah Light (Marigram) Savannah Beach
	226-227	Savannah Light (Marigram) Savannah Beach - Edisto Beach
	233-239	Savannah Light (Marigram) Savannah Beach

Robert R. Hill, Jr.
Data Preparation Group

Verifier: R.G. Roberson 29 November-1973

H-9211(WH 20-3-73)
OPR-436
NOTE TO EDP

This Branch has examined the control overlay for this survey and found it to be adequate.

There are two revisions to be made on two signals. Signal 29 has an improper geographic position. Signal 32 was not plotted on the signal overlay but should be plotted since no list of signals used was available at the time of checking the overlay.

All signal number locations are shown on a copy of the list of signals as well as the corrections for signals 29 and 32.

After the revisions have been made please furnish this office with a position overlay and printout.

by J. Coppedge for
William L. Jonns
Chief, Verification Branch

H-9211

SIGNALS

OFF SHEET	2	32	29	2.040	80	19	55.700 1	SE
	4	32	23	31.770	80	25	48.460 1	SE
	6	32	22	31.360	80	26	15.690 1	SE
	8	32	20	48.410	80	26	55.990 1	[redacted]-NW
	9	32	19	4.160	80	27	34.950 1	[redacted]- DISPLACED NW 2.5 CM
	10	32	19	21.900	80	27	14.800 1	[redacted] NW - TRIANGULATION
	11	32	18	58.080	80	28	33.830 1	[redacted] W
	12	32	19	2.800	80	28	41.810 1	SE NW - TRIANG
	13	32	18	49.190	80	28	57.410 1	[redacted] NW
	14	32	18	32.590	80	29	34.310 1	[redacted] NW
	15	32	18	24.780	80	29	49.470 1	[redacted] NW
	16	32	16	55.780	80	33	3.440 1	[redacted] W
	18	32	16	27.680	80	34	11.600 1	[redacted] E - TRIANGULATION
	20	32	14	42.810	80	36	7.660 1	[redacted] NW - 17cm - TRIANG
	22	32	15	53.280	80	38	41.490 1	[redacted] E TRIANG.
	25	32	20	16.240	80	27	13.700 1	[redacted] NW
	26	32	20	22.100	80	27	25.110 1	SE
	27	32	20	33.040	80	27	47.790 1	[redacted] NE - TRIANGULATION
	28	32	20	12.680	80	27	54.620 1	[redacted] NW
	29	32	19	59.450	80	27	47.990 1	[redacted] NW
	30	32	19	52.320	80	27	37.630 1	[redacted] W
	31	32	19	36.970	80	27	19.640 1	SE W
	33	32	18	12.970	80	30	29.120 1	[redacted] NW
	34	32	17	52.650	80	30	19.210 1	[redacted] NW - 5cm - TRIANG.
	35	32	17	55.900	80	31	10.380 1	[redacted] NW
	36	32	17	41.440	80	31	36.850 1	[redacted] NW
	37	32	17	27.660	80	32	2.200 1	[redacted] NW
	100	32	18	22.620	80	30	18.450 1	[redacted] W-2cm
	101	32	18	26.360	80	30	20.090 1	[redacted] W-2cm
	102	32	18	31.930	80	30	15.510 1	[redacted] NE
	37	32	18	22.020	80	30	19.960	W

APPROVAL SHEET

Supervision of field and office work on this hydrographic survey was continuous on a daily basis to insure completeness of the survey and that the work was done in accordance with the instructions.

Submitted by,

Michael C. McMillan

Michael C. McMillan

Ensign NOAA

Approved/Forwarded

Jeffrey G. Carlen

Jeffrey G. Carlen

CDR NOAA

Commanding, NOAA Ship WHITING

Verifier: R.G. Cram 31 January 1974

VERIFICATION NOTE TO EDP (AMC)

Survey H-9211 (WH-20-2-73) OPR-436

This office has completed the verification of the preliminary position overlay for this survey.

Please change the point of origin; Lat. 32-11-45 Long. 80-37-15, form CAM 3-1 is attached.

There are six signal station changes, and two new signals. Signals 009, 010, 012, 020 and 034 need to be changed to Topo. Topo signals 140 and 148, were found to be used on the survey but were not included by the field. Signal 016 needs to be changed to Triangulation. Please plot 140 NE and 148 NW.
Please plot one Development Overlay (8X10) positions;3150, 3152 thru 3173 record numbers 5541, 5543 thru 5601. Form CAM 3-1 is attached.

There were ~~221~~ ≈300 position duplications on this survey. These position numbers are; 2322 thru 2515, 2559 thru 2586. No action was taken other than being mentioned in this note. 3547-3624

There are 251 changes to be made on this survey; 62 Time & Course records, 44 deleted positions, 145 negative positions The 44 deleted positions were done by this office. They were DP's on shoreline and shoals that were not needed at the scale of this survey. The negative positions were made so to be able to identify the remaining positions in the area.

Cards have been punched by this office for necessary changes.

After the needed changes have been made please furnish this office with a Sounding Overlay and Printout.

rgc

William L. Jonns
William L. Jonns
Chief, Verification Branch

CAM3-1
2-18-71

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

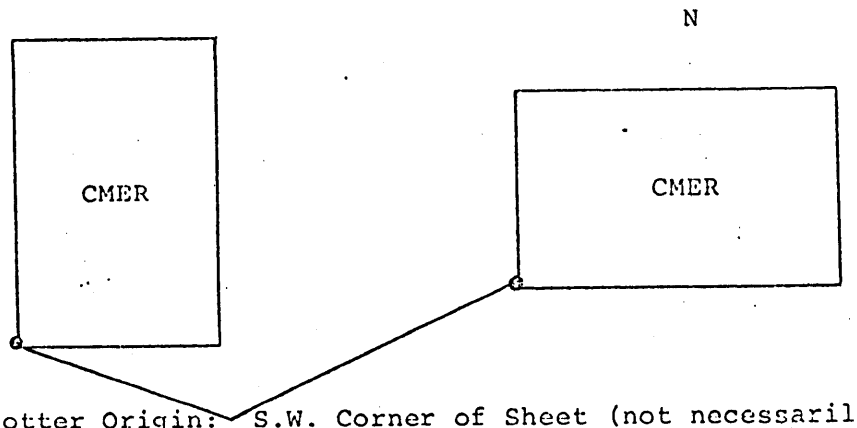
1. Project No. OPR-436-WH-73
2. Reg. No. H-9211
3. Field No. WH-20-2-73
4. Requested By R.G. Cox
5. Ship or Office Verification branch
6. Date Required A.S.A.P. 1974

7. Polyconic [X] Modified Transverse Mercator [ ]
8. Central Meridian of Projection 80 ° 24 ' 15 "
9. Survey Scale: 1: 10,000
10. Size of Sheet (check one):

36 x 54 [ ] 36 x 60 [ ] Other [X] Specify 8 X 10 insert for descriptive report

11. Sheet Orientation (check one):

NYX = 1 [X] NYX = Ø [ ]



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)

Latitude 32 ° 18 ' 15 "

Longitude 80 ° 24 ' 45 "

13. G.P.'s of triangulation and/or signals attached [ ]
14. Material Desired: Tracing Paper [ ] Mylar [X]

Smooth Sheet [ ] Other [X] Specify Insert for descriptive report

15. Remarks: Plot position Numbers 3150, 3152 thru 3173. Record Numbers 5541; 5543 thru 5601. These position numbers are on a developement and are not needed on the boatsheet.

CAM3-1
2-18-71

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

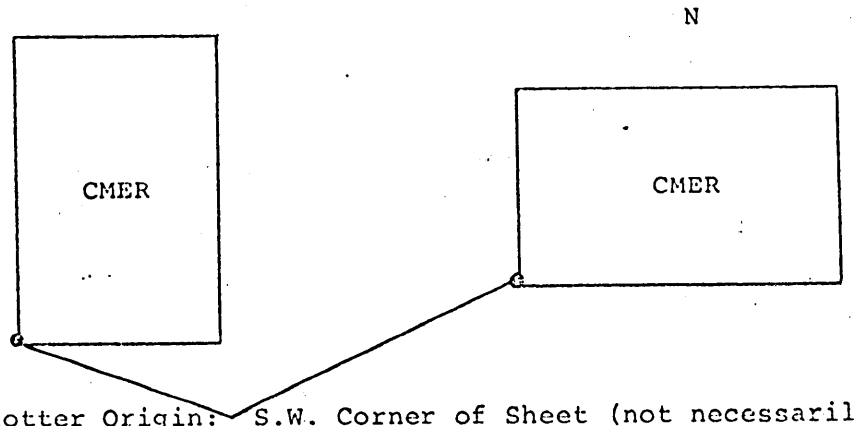
1. Project No. OPR-436-WH-73
2. Reg. No. H-9211
3. Field No. WH-20-2-73
4. Requested By H.W. Gill
5. Ship or Office Verification Br.
6. Date Required A.S.A.P. 1974

7. Polyconic [X] Modified Transverse Mercator [ ]
8. Central Meridian of Projection 80° 28' 21.0"
9. Survey Scale: 1: 20,000
10. Size of Sheet (check one):

36 x 54 [ ] 36 x 60 [X] Other [ ] Specify _____

11. Sheet Orientation (check one):

NYX = 1 [ ] NYX = Ø [X]



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)

Latitude 32 ° 11 ' 45 "

Longitude 80 ° 37 ' 45 "

13. G.P.'s of triangulation and/or signals attached [ ]
14. Material Desired: Tracing Paper [ ] Mylar [X]

Smooth Sheet [X] Other [ ] Specify _____

15. Remarks: Change in point of origin only.

Verifier: CHAS. MEEKINS March 28,1974

VERIFICATION NOTE TO EDP
SURVEY H-9218 (WH-20-2-73)
OPR-436

The verification of the preliminary Sounding Overlay for the above survey is completed.

We are returning the sounding printout with all necessary corrections marked in red pencil. Correction cards have been key-punched and accompany this note.

There were approximately 245 changes to be applied to the sounding printout. These include sounding changes, excess level changes, and deletions of entire records.. (rec.15106 thru rec.15265 were deleted from the survey) Tide information was found to contain errors and was corrected during verification. There are no changes to the position control data.

After the above revisions have been completed, please furnish this office with a Smooth Sheet, one excess level, and a new sounding printout...(necessary due to changes in tides). Continue to plot with the same sheet size (36 x 60) and the same point of origin as was used for the sounding overlay.

Geo F Coffin for

WILLIAM L. JONNS
Chief, Verification Branch

WLJ/cm

VERIFICATION NOTES
SURVEY H-9211

GENERAL

This appears to be an excellent basic survey. Soundings are in good agreement at crossings and the depth curves adequately delineate the numerous features in this area of irregular bottom except in the areas of creek mouths and the western area of the sheet. Hydrography is insufficient to properly delineate the depth curves, therefore some were left in pencil.

A tide discrepancy of 2 to 4 feet was discovered on the preliminary sounding overlay. The soundings were not corrected on the preliminary overlay. The correct depths are shown on the smooth sheet and the final printout.

Norfolk, Va.
May 14, 1974

William L. Jenns
William L. Jenns
Chief, Verification Branch
AMC

ATLANTIC MARINE CENTER
APPROVAL SHEET
FOR
AUTOMATED SURVEY H-9211

A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/~~xxxxxx~~ been made. A new final sounding printout has/~~xxxxxx~~ been made.

Date: 15 May 1974

Signed: William L. Jonns
William L.Jonns
Title: Chief, Verification Branch

B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: 15 May 1974

Signed: C Dale North Jr
C.Dale North Jr.,LCDR NOAA
Title: Chief, Processing Division

TIDE NOTE

Soundings for hydrographic survey WH 20-2-73 were plotted on the boat sheet submitted using predicted tides based on the Savannah River Entrance predictions with appropriate corrections applied for Fripps Inlet, South Carolina.

Geographic locations for tide gages encompassed in the survey are:

NAME	LATITUDE	LONGITUDE
Edisto Beach, SC	32 30.1'	80 17.8'
Savannah Beach, GA	32 00.3'	80 50.5'
Savannah Light, GA	31 57.0'	80 40.5'
Fort Polaski, GA	32 02.0'	80 54.1'

The standard tide gage at Fort Polaski (Savannah River Entrance) served as the basic control gage. Data from this station was sent directly to Tides Branch, Rockville Office, C331. The stations at Savannah Beach and Savannah Light was used to better determine the differences and constants between offshore and coastal tides. WHITING personnel maintained the Savannah Light gages during the survey.

The tidal data from Edisto Beach, Savannah Beach, and Savannah Light was sent directly to the WHITING each month for the duration of the survey. Hourly heights for Savannah Beach and Savannah Light bubbler gages were scanned and logged continuously by ship's personnel during the survey, including time in port. At no time were there breaks or invalid tide records in excess of three continuous days during hydrographic operations. These hourly heights were sent to the Tides Branch, Rockville along with the ADR tapes for Savannah Light and Edisto Beach for verification.

A copy of the logged heights is included in this report.

A copy of the letter to the Chief, Tides Branch is included. The letter requests the Tides Branch to furnish AMC Processing Division the MLW value on each tide staff, verification of WHITING's heights, hourly heights from the standard gage at Fort Polaski, and the recommended tidal zoning of the smooth sheet.

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY

Reply to Attn. of:

Date :12 June 1973

To :Chief, Tides Branch
ATTN: C-331

From :Commanding Officer
NOAA Ship WHITING

Subject:Tidal Data

Enclosed is Chart 1240 showing the smooth sheet layout for the WHITING's first 1:20,000 scale sheet on Project SCOPE, field number WH 20-2-73. The area between the dotted lines and the beach will be completed by the WHITING within the next two months; the remaining area will be completed as contemporary PEIRCE surveys.

In accordance with Project Instructions: OPR-436-WH-73, ADR tapes from Savannah Light and Edisto Island and Bubbler records from Savannah Light and Savannah Beach for May were forwarded under separate cover. Forms 258, 638 and 77-12 for each gage near the work area is enclosed. Form 362's for the two bubbler gages are also enclosed for verification.

WHITING hydrography on the sheet began on 31 May 1973. Please furnish the Atlantic Marine Center the MLW value on each of the tide staffs, verification of the enclosed hourly heights, recommended zoning of the smooth sheet and hourly heights from the standard gage at Ft. Pulaski, Georgia, if necessary.

Monthly tapes from the Savannah Light, Savannah Beach, and Edisto Beach gages will be forwarded to you from the WHITING until this sheet is finished.

Jeffrey G. Carlen
CDR, NOAA

cc: CAM 2

1/17/74

U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): Savannah Beach, Savannah Light, Edisto Beach

Period: 31 May - 1 Oct 1973

HYDROGRAPHIC SHEET: H-9211, H-9314, H-9197, H-9144 and H-9145

OPR: 436

Locality: Coast of South Carolina and Georgia

Plane of reference (mean ~~lower~~ low water):

Height of Mean High Water above Plane of Reference is

Remarks:

Station	Greenwich Intervals HW	LW(hrs)	Mean Range (ft)	MLW Datum (ft)
Savannah Beach	12.55	6.63	6.6	1.7
Savannah Light	12.44	6.34	6.6	1.6 (Digital gage)(July) 8.9 (Marigram)
Edisto Beach	12.50	6.22	6.0	2.4

Zoning: Use automated zoning for the above Hydro Sheets.

Note: Savannah Beach - subtract 0.4 ft. from May 1973 hourly heights.

The difference between intervals represents the approximate time difference between the occurrence of high water or low water at the tide station.

C. L. Thurlow

Chief, Tides Division

NOAA FORM 76-155
(11-72)

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

SURVEY NUMBER
H-9211

GEOGRAPHIC NAMES

Name on Survey	A ON CHART NO. 1240	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
ATLANTIC OCEAN										1
BAY POINT ISLAND										2
BULL POINT										3
CAPERS ISLAND										4
FRIPP INLET										5
FRIPP ISLAND										6
PRITCHARDS INLET										7
PRITCHARDS ISLAND										8
ST. PHILLIPS ISLAND										9
SKULL INLET										10
TRENCHARDS INLET										11
										12
										13
										14
										15
										16
										17
										18
										19
										20
										21
										22
										23
										24
										25

Approved by:
Chas. E. Harrington
Staff Geographer
8 Aug. 1974

Fig. 19.

FORM C&GS-946 (REV. 11-65) (PRESC. BY HYDROGRAPHIC MANUAL 20-2, 6-64, 7-131)

U.S. DEPARTMENT OF COMMERCE
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION
COAST AND GEODETIC SURVEY
NAUTICAL CHART DIVISION

HYDROGRAPHIC SURVEY STATISTICS

HYDROGRAPHIC SURVEY NO. H-9211 (WH 20-2-73)OPR436

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT
SMOOTH SHEET & PNO	1	BOAT SHEETS Copys	8 mylar
DESCRIPTIVE REPORT	1	OVERLAYS	5

DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES						
CAHIERS	1					
VOLUMES	2					
BOXES			3			

T-SHEET PRINTS *(List)*

SPECIAL REPORTS *(List)*

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				3611
POSITIONS CHECKED		300	21	
POSITIONS REVISED		251	—	
DEPTH SOUNDINGS REVISED		108	53	
DEPTH SOUNDINGS ERRONEOUSLY SPACED		---	7	
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		---	—	
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		8	17	
JUNCTIONS		(4) 20	23	
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		60	13	
SPECIAL ADJUSTMENTS		40	—	
ALL OTHER WORK		268	103	
TOTALS		396	156	

	BEGINNING DATE	ENDING DATE
PRE-VERIFICATION BY: Frank L. Saunders	11/9/73	11/13/73
VERIFICATION BY: R.G.Roberson, R.G.Cram, D.C.Calland	11/29/73	5/7/74
REVIEW BY: Karin Malycke	5/29/75	7/23/75

USCOMM-DC 36271-P66

Insp. D. J. Romasburg 8/29/75 69 hrs.
Passed Carlson 3/17/76

H-9211

Items for Future Presurvey Reviews

Extensive bottom changes are expected to continue in the lesser depths, especially near the mouths of Trenchards Inlet, Fripps Inlet, and Skull Inlet.

Position Index Lat.	Long.	Bottom Change Index	Use Index	Resurvey Cycle
321	0803	5	2	25 years
321	0804	5	2	25 years

OFFICE OF MARINE SURVEYS AND MAPS

MARINE CHART DIVISION

MODIFIED HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-9211 FIELD NO. WH-20-2-73

South Carolina, Northeast of Port Royal Sound, Trenchards Inlet to Fripps Inlet

SURVEYED: May 31 to July 16, 1973

SCALE: 1:20,000 PROJECT NO.: OPR-436

SOUNDINGS: Sounding Pole, DE-723 Depth Recorder, Ross Digital Depth Recorder

CONTROL: Sea-Fix (Hyperbolic), Sextant Fixes on Shore Signals

Chief of Party	J. G. Carlen
Surveyed by	J. G. Carlen
	C. D. North
	J. C. Veselenak
	T. C. Kaiser
	G. J. Decker
	R. D. Polvi
	M. C. McMillan
	M. C. Gastaldo
Automated Plot by	Calcomp Plotter 618 (AMC)
Verified by	D. C. Calland
Reviewed by	K. R. Malycke
	Date: July 23, 1975
Inspected by	D. J. Romesburg

1. Shoreline and Control

The origin of control is adequately covered in Part F of the Descriptive Report.

The shoreline originates with reviewed photogrammetric manuscripts TP-00269, TP-00272, and TP-00273 of 1971-74.

The mean high water line is shown for guidance only and, except for revisions in red determined by the hydrographer, the true position is shown on the topographic surveys previously mentioned.

2. Hydrography

A. Depths at crosslines are in good agreement.

B. The usual depth curves are adequately delineated. The 3-foot supplemental curve was added to better delineate certain offshore shoals.

C. The development of the bottom configuration and the investigation of least depths are considered adequate.

3. Condition of the Survey

The plotting, sounding records, and printouts are adequate and conform to the Hydrographic Manual supplemented by the Instruction Manual - Automated Hydrographic Surveys, except as follows:

A. Final tide tape printout was not included as part of the survey records.

B. Position numbers were omitted from the fathogram on Julian Day 166, WHITING Launch No. 1.

C. Distortion ticks were not plotted on the smooth sheet.

D. Position numbers were duplicated on the following Julian Days and vessels:

Julian Day	Duplicated Position No.'s	Vessel
154, 156	2322 - 2515	WHITING Launch No. 2
157, 165	2559 - 2571	WHITING Launch No. 2
177, 179	3547 - 3624	WHITING Launch No. 1

4. Junctions

Adequate junctions were effected with H-9364 (1973) on the north, H-9198 (1971-72) on the east, H-9363 (1973) on the southeast, and H-9314 (1973) on the south.

The junction with H-9360 (1974) on the west will be discussed in the review of that survey.

5. Comparison with Prior Surveys

A.	H-535	(1855-56)	1:20,000
	H-620	(1856-57)	1:15,000
	H-649	(1853-57)	1:40,000
	H-830	(1863)	1:20,000
	H-832	(1863)	1:10,000
	H-833	(1863)	1:10,000

These early surveys, which no longer serve as a source of present charted soundings, fall in the area of the present survey but are not discussed in this review.

B.	H-3926	1915-16	1:80,000
	H-3898	1916	1:20,000
	H-4153	1920	1:20,000
	H-4170	1920-21	1:20,000
	H-5517	1934	1:10,000
	H-5717	1934	1:10,000
	H-5119	1931	1:20,000

These surveys, taken together, cover the area of the present survey. A comparison between the prior and present surveys reveals changes in both the shoreline and bottom configuration. Present survey depths differ from prior depths by varying amounts depending on their location. At depths of 30 feet and greater, favorable comparisons within 1-3 feet are found. However, inside the 30-foot curve, depths were found to differ by 1-23 feet with the greatest discrepancies occurring in the vicinity of Trenchards Inlet, Fripps Inlet, and Skull Inlet. The greatest shoreline change has occurred on the southwestern tip of Capers Island at the mouth of Trenchards Inlet. Here, the high water line has receded approximately 1,610 meters from its 1934 position.

Besides changes resulting from frequent storms, the primary reason for the ongoing changes in this area is the susceptibility of the fine sand bottom to shifting by the tidal, stream, and ocean currents.

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

6. Comparison with Chart 11516, 19th Ed., November 2, 1974
Chart 11517, 7th Ed., August 24, 1974
Chart 11513, 12th Ed., November 23, 1974

A. Hydrography

The charted hydrography originates with the previously discussed prior surveys which require no further consideration, supplemented by the partial application of the boat sheet and verified smooth sheet of the present survey.

Attention is directed to the following:

(1) The Obstr Fish Haven (auth min depth 35 ft), Presurvey Review Item HH, charted in latitude 32°16.9', longitude 80°23.5' was not specifically investigated on the present survey and should remain as charted.

(2) The charted wreck symbol and elevation for Presurvey Review Item No. 3 positioned in latitude 32°19.06', longitude 80°24.26' should be revised to agree with the present survey.

(3) The elevation on the visible wreck charted in latitude 32°19.77', longitude 80°26.82' on chart 11513 should be revised to agree with the present survey.

Additional Presurvey Review information is listed under Paragraph J of the Descriptive Report.

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

B. Aids to Navigation

The aids to navigation located on the present survey agree with their charted positions and adequately serve the purposes intended.

8. Compliance with Instructions

This survey adequately complies with Project Instructions.

9. Additional Field Work

This is a very good basic survey and no additional field work is recommended.

Examined and Approved:

R. H. Hamilton
Chief
Marine Chart Division

Robert C. Munson
Associate Director
Office of Marine Surveys
and Maps

REGISTRY NO. _____

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey, the following shall be completed:

CARDS CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

REGISTRY NO. H-9211

The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE 12-4-80 TIME REQUIRED _____ INITIALS JHC

REMARKS:

80° 24' 30"

80° 24' 00"

Pre Survey Review

Item no. 3

Wreck Location

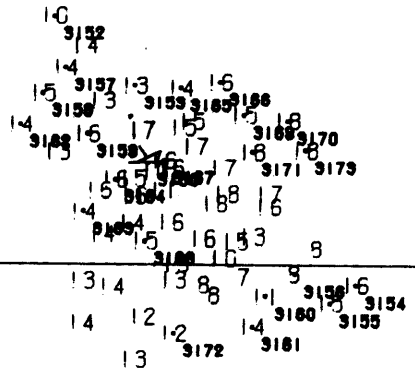
Day 168 - Launch WH-1

from pos. 3150 thru 3173

plotted on excess level no. 9

Scale 1:10,000

H-9211 WH-20-2-73



32° 19' 00"

32° 19' 00"

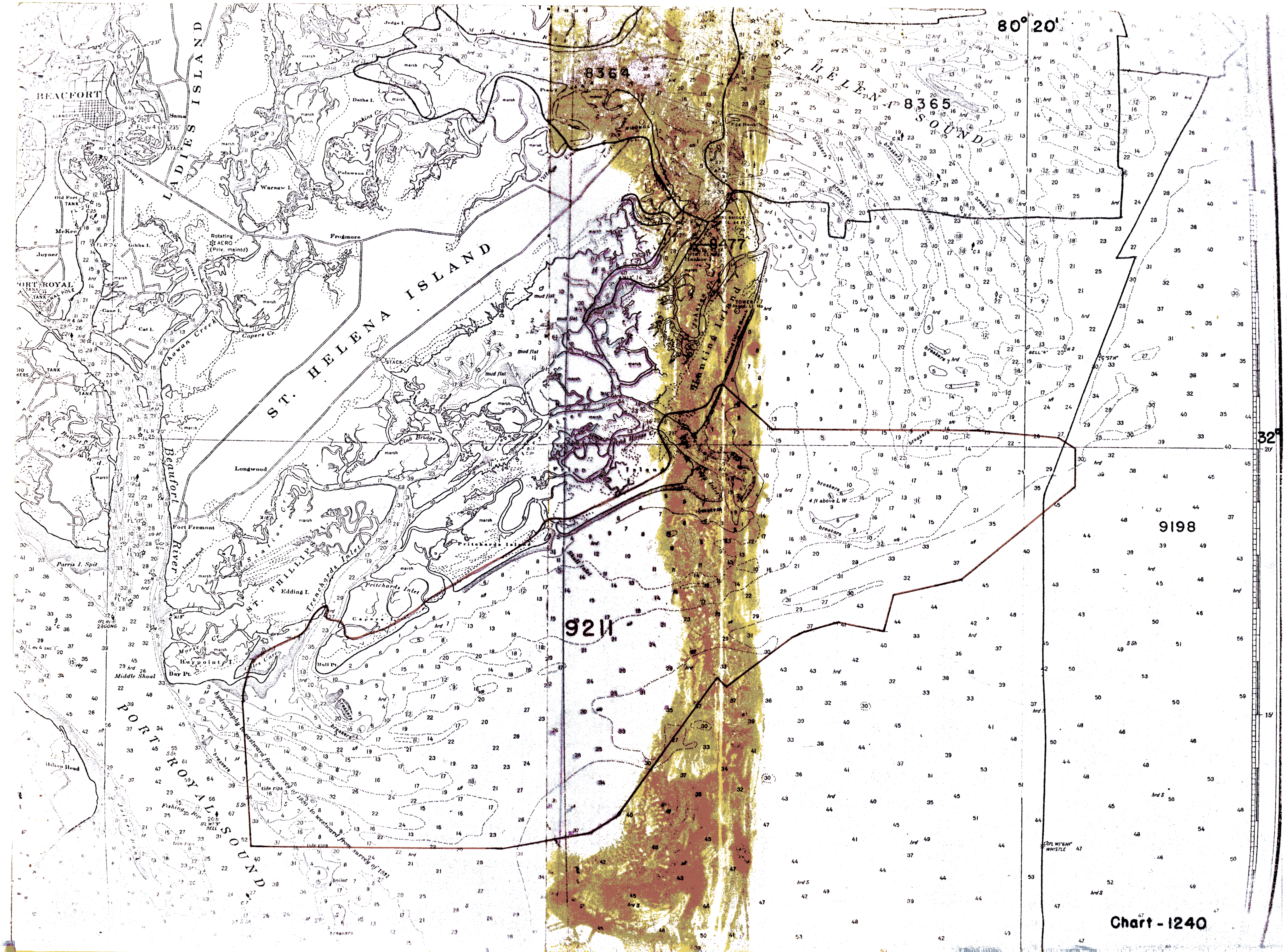
32° 18' 30"

32° 18' 30"

80° 24' 30"

80° 24' 00"

H-9211



80° 20'
32°
8364
8365
8477
9211
9198
Chart - 1240
BEAUFORT
LADIES ISLAND
ST. HELENA ISLAND
ST. HELENA SOUND
PORT ROYAL SOUND
Beaufort River
ST. PHILLIPS I.
Trenchards Inlet
Pritchards Inlet
Pritchards Island
Frogmore
Longwood
Fort Fremont
Capers Cr.
Chowan Creek
Warsaw I.
Polawana I.
Datha I.
Jenkins Cr.
PORT ROYAL
Joyner
Parris I. Spit
Middle Shoal
Bay Pt.
Edding I.
Hunting Island
breakers

FORM C&GS-8352
(3-25-63)

NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. _____

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.
1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
571	6-28-74	G Moore	~~Full~~ Part Before ~~After Verification~~ Review Inspection Signed Via
			Drawing No.
1240	6-28-74	G Moore	~~Full~~ Part Before ~~After Verification~~ Review Inspection Signed Via
			Drawing No.
1111	7/12/74	D. CORDTS	~~Full~~ Part Before ~~After Verification~~ Review Inspection Signed Via
			Drawing No.
571	11/26/76	FB Farmer	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No.
793	8 Aug. 77	Alex. Rabichevich	Full ~~Part Before~~ After ~~Verification Review~~ Inspection Signed Via
			Drawing No.
1240 (11513)	12/2/78	JAY SHERMAN	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No.
11480	6/9/80	Allen Doyle	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No. 32
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.

FORM C&GS-8352 SUPERSEDES ALL EDITIONS OF FORM C&GS-975.

FORM C&GS-8352
(3-25-63)

NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9211

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.
			Full Part Before After Verification Review Inspection Signed Via
			Drawing No.

FORM C&GS-8352 SUPERSEDES ALL EDITIONS OF FORM C&GS-975