

9755

Diag. Cht. Nos. 1115-2,1263-2 & 1264

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. .... HSB-20-2-78  
Office No..... H-9755

LOCALITY

State ..... Florida  
General Locality ... Northwest Coast  
Locality ..... Offshore Florida Beach to Offshore  
Eastern Lake

1978

CHIEF OF PARTY  
Thomas W. Richards

LIBRARY & ARCHIVES

DATE ..... April 24, 1979

9755

INDEX

	Page
Hydrographic Title Sheet.....	1
Boatsheet Layout.....	2
A. Project.....	3
B. Area Surveyed.....	3
C. Sounding Vessel.....	3
D. Sounding Equipment and Corrections to Echo Soundings.....	3 & 4
E. Hydrographic Sheets.....	5
F. Control Stations.....	5
G. Hydrographic Position Control.....	5 & 6
H. Shoreline.....	6
I. Crosslines.....	6
J. Junctions.....	6
K. Comparison with Prior Surveys.....	7
L. Comparison with Chart.....	7 - 10
M. Adequacy of Survey.....	10
N. Aids to Navigation.....	10
O. Statistics.....	10
P. Miscellaneous.....	10
Q. Recommendations.....	10
R. Automated Data Processing.....	10
S. Reference to Reports.....	10 & 12
✓ Projection Parameters.....	13 - 15
✓ Field Tide or Water Level Notes (Only pages 17 and 18 were removed).....	16 - 19
Geographic Names List.....	
Abstract of Corrections to Echo Soundings/TC-TI.....	20 - 34
✓ Abstract of Corrections to Electronic Position Control.....	35 & 33
List of Stations (Signal List).....	37
✓ Abstract of Positions.....	38 & 39
✓ Bottom Samples (NOAA Form 75-44).....	40 - 45
Landmarks for Charts (NOAA Form 76-40).....	46 - 48
Approval Sheet.....	49

✓ = Misc. items removed from the D.R. and filed with the field records

*Added to Sds.*  
*WS-8-30-79*

**HYDROGRAPHIC TITLE SHEET**

H-9755

**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.

HSB-20-2-78

State Florida

General locality Northwest ~~Florida~~ Coast

Locality Approaches to Choctawhatchee Bay OFFSHORE FLORIDA BEACH TO OFFSHORE EASTERN LAKE

Scale 1:20,000

Date of survey 27 Apr 1978 - 14 Aug. 1978

Instructions dated September 9, 1978\*

Project No. OPR-J217-HFP-78  
*(OPR-521-HFP-77)*

Vessel NOAA Launch 1257

Chief of party THOMAS W. RICHARDS, LCDR, NOAA

Surveyed by Michael F. Kolesar, LCDR, NOAA

Soundings taken by echo sounder, ~~hand lead, etc.~~

Graphic record scaled by MK, GSL, GM, LP, GH, MJ.

Graphic record checked by MK, GSL, GM

Verification Branch (AMC)

Field Sheet PDP/8E

Protracted by \_\_\_\_\_

Automated plot by AMC XYNINETICS-12001  
XYNETICS

Verification by \_\_\_\_\_

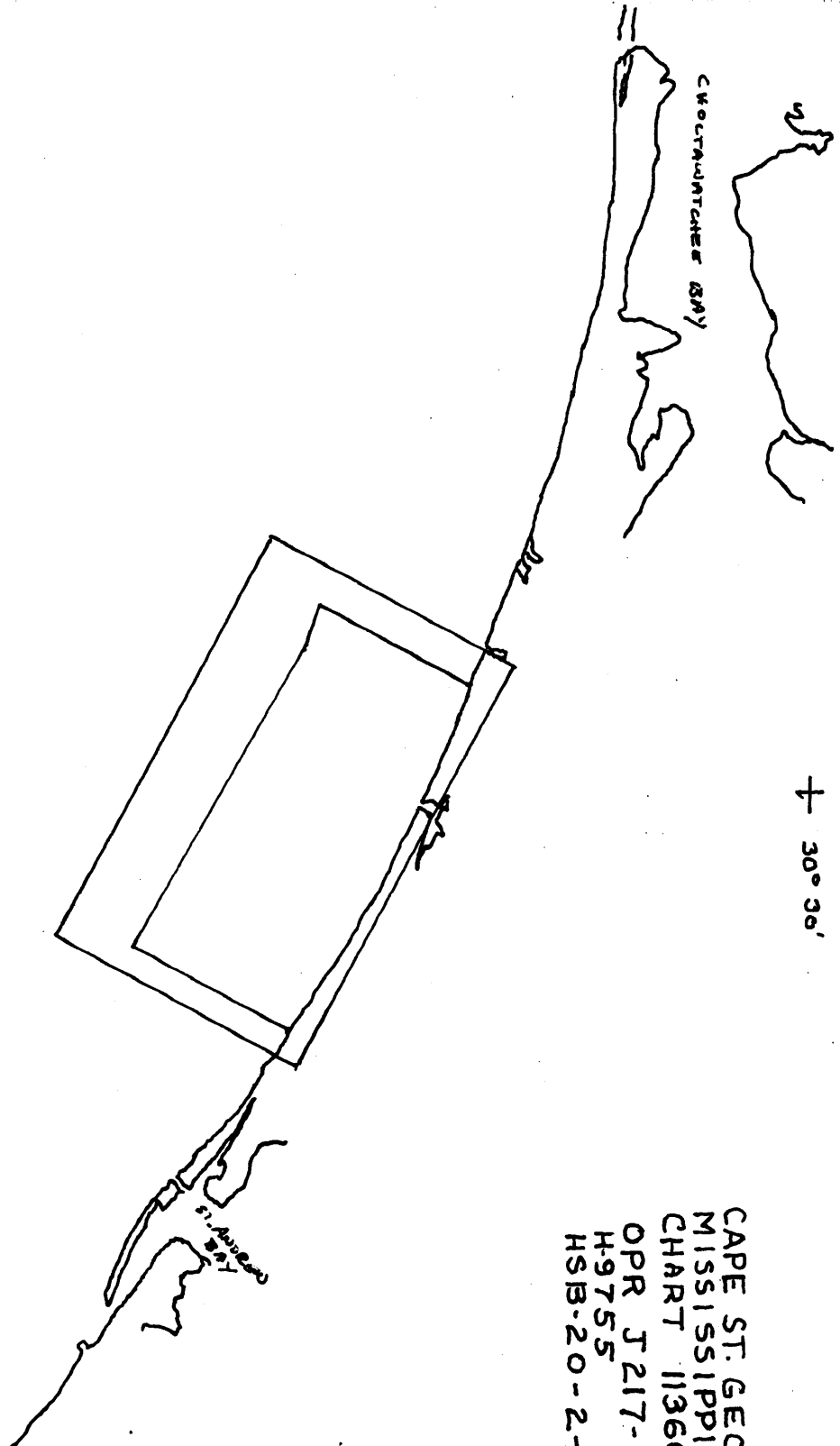
L. C. Cram

Soundings in ~~XXXXXX~~ feet at ~~XXXXXX~~ ~~XXXXXX~~ Gulf Coast Low Water Datum

REMARKS: \*Change No. 1 - 9/15/77 *Changes in red made during verification*  
Change No. 2 - 12/21/77 *by the verifier.*  
Change No. 3 - 12/21/77 - *changed Project # to OPR-K217-HFP-78*  
Change No. 4 - 6/15/78 " " *# to OPR-J217-HFP-78*  
Change No. 5 - 6/21/78

MK, Michael Kolesar; GL, George Lloyd; GM, Gary Merrill; LP, Louis Podleiszek;

GH, Glen Hendrix; MJ, Mervin Jones



CAPE ST. GEORGE TO  
 MISSISSIPPI PASSES  
 CHART 11360  
 OPR J 217- HFP-78  
 H-9755  
 HSB-20-2-78

DESCRIPTIVE REPORT  
To Accompany  
HYDROGRAPHIC SURVEY H-9755 (HSB-20-2-78)

Scale - 1:20,000 (1978)  
Vessel: NOAA Launch 1257 (HFP1)  
Chief of Party: Thomas W. Richards, LCDR  
Officer-in-Charge: Michael F. Kolesar, LCDR

A. PROJECT ✓

~~OPR-521-HFP-77~~  
This project was accomplished under Project Instructions  
~~OPR-J217-HFP-78~~, Gulf of Mexico, dated September 9, 1977, and  
amended by:

- Change No. 1 - September 15, 1977
- Change No. 2 - December 21, 1977
- Change No. 3 - December 21, 1977 - ~~OPR-K217-HFP-78~~
- Change No. 4 - June 15, 1978 - ~~OPR-J217-HFP-78~~
- Change No. 5 - June 21, 1978

B. AREA SURVEYED ✓

The area surveyed was between St. Andrew Bay Entrance and Choctawatchee Bay Entrance (Destin East Pass) from the 4 fathom curve seaward and bounded by the following points:

- |                     |                 |
|---------------------|-----------------|
| 1. Lat. - 30°-11.3' | Long. 85°-50.2' |
| 2. Lat. - 30°-06.3' | Long. 85°-53.4' |
| 3. Lat. - 30°-08.0' | Long. 85°-56.0' |
| 4. Lat. - 30°-12.8' | Long. 86°-08.7' |
| 5. Lat. - 30°-18.0' | Long. 86°-06.6' |

This survey was conducted from April 27, 1978 to August 14, 1978.

C. SOUNDING VESSEL ✓

All sounding on this survey was accomplished by NOAA Launch 1257 (VESNO 1257). All survey records are annotated with the vessel number.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS ✓

1. Equipment

The following Raytheon fathometer equipment was used during the survey:

Recorder - Model 723-40, S/N - 2042  
Electronics Cabinet Unit - Model 723-42, S/N - 1910  
Digital Depth Monitor - Model 723-41, S/N - 2772

No unusual problems were encountered with the sounding equipment.

## 2. Settlement and Squat ✓

Historic settlement and squat values of 2.7 foot static draft and 2.4 foot draft underway at 1850 rpm were used from Day 117 to Day 181. The vessel was drydocked on July 5, 1978, for repairs to the trim tabs. Settlement and squat was run on July 24 and 25 and the underway draft was determined to be 2.7 feet at 1850 rpm. All records from Day 182 incorporate the 2.7 foot draft. All hydro was run at 1850 rpm.

## 3. Velocity Corrections ✓

Velocity corrections were determined by barcheck and TDC (TDC Model Martek 101-10, S/N 477). Barchecks from this survey and H-9761, (HSB-20-3-78), were averaged as the sheets were adjacent and run concurrently.

Field sheets were plotted using approximate velocity curves developed by moving the TDC curve to extend the barcheck curves. Final velocity curves were constructed from the TDC curves. Instrument correction is shown on the TRA abstract.

Bar checks for days 150 and 164 were rejected as too erratic. Barcheck abstracts are included with the data.

Three velocity tables are presented:

### Table No. 4 (JD 117 - 151)

This table was derived from an average of TDC cast data on Days 117 and 139 and barcheck data from the same days.

### Table No. 5

This table was derived from a TDC cast on Day 181 and barcheck data from Days 174, 179, 181 and 193.

### Table No. 6

This table was derived from a TDC cast on Day 226 and barcheck data from Days 215, 226 and 227.

An abstract of barcheck data, TDC computations, approximate velocity tables used for field sheet plot, velocity tables and graphs are shown in the Appendix.

E. HYDROGRAPHIC SHEETS ✓

The field sheets were prepared by a PDP8e computer with a DP-3-5 plotter. Some distortion of the Mercator grid on the field sheets is due to a malfunctioning plotter.

Two plotter sheets "A" and "B" were used to cover the area. A smooth sheet and overlay are included. Mainscheme hydro, charted soundings, prior survey soundings and junction soundings are shown on the main scheme sheet. Developments, splits and bottom samples are shown on the overlays.

Verification and smooth plotting will be done at AMC, Norfolk, Virginia. Projection parameters are included in the Appendix.

F. CONTROL STATIONS ✓

Raydist stations were located at the following geodetic positions.

Left (Red) Station -  
Cape San Blas, H-1-FL-78  
Lat. 29°40'-29.369"  
Long. 85°21'47.113"

Right (Green) Station -  
Pensacola Beach H-62-01  
Lat. 30°19'15.519"  
Long. 87°13'24.119"

Station H-1-FL-78 was established by the hydrographic party. Station H-62-01 was established by R.S. Tibbets of Photo Party 62.

G. HYDROGRAPHIC POSITION CONTROL ✓

1. Equipment - Control for this survey was Hastings Raydist DR-S system, operating in the range-range mode.

Shore Station Equipment

Left Station: Red Raydist Model AA-60, S/N 84  
Right Station: Green Raydist Model AA-60

JD 117-181 S/N 68  
JD 198 - S/N 58

Launch Equipment

Navigator - Model ZA67B  
S/N 67  
Antenna Load Coil - Model QB52  
S/N 81

Transmitter - Model TA96  
S/N 37

The system frequency was 3306.40. Shore station antennas were loaded 100-foot aluminum towers. Launch antenna was a 35-foot whip located over the transducer.

2. Calibrations

Calibrations consisted of a visual three-point fix with a check angle. No unusual situations were found with the calibrations.

The field plot was done using one set of calibrations based on signal G.P.'s determined by AMC Operations Division by third order traverse.

The objects were resurveyed by the hydrographic party by intersection methods from existing second order traverse points for more accurate positions and the calibrations were recomputed. Corrector tapes and listings show the correctors using the more accurate G.P.'s. The list of signals also shows the more accurate G.P.'s.

Calibrations taken in the area off Destin (Red - 3,000 Green 1,500) compare favorably with calibrations taken off Panama City Beach (Red - 1,400, Green - 3,100). Calibration sheets are included with the data

H. SHORELINE: *See Verifier's Report*

There was no shoreline delineated on this survey.

I. CROSSLINES ✓

Crossline agreement is good with differences of one to two feet only in areas of extremely irregular bottom. Crosslines constitute 9% of main scheme hydro.

J. JUNCTIONS *See Verifier's Report*

This survey junctions with ~~Current~~ Survey H-9735 to the southeast, ~~Current~~ Survey H-9761 to the northwest and Survey H-7632 to the southwest. Junction with H-9735 and H-9761 is excellent. Junction with H-7632 is fair to poor. The junction area has extremely rough bottom and the junction survey appears to have been done with survey buoys so it is near impossible to determine a reason for the poor junction. It is recommended that the soundings from the present survey be charted in the common area in lieu of the H-7632 soundings. Junctions made with contemporary surveys only. ref. 205 telephone @. Carstens.



K. COMPARISON WITH PRIOR SURVEYS ✓ See Verifier's Report

This survey was previously covered by Surveys H-6694, H-6689, H-1373b and H-1373a.

H-6694 - Comparison with this survey is good with zero to two-foot agreement in all areas.

H-6695<sup>89</sup> - Comparison with this survey is good with zero to two-foot agreement except in areas of irregular bottom offshore. ~~This survey, junction of H-6694 (which covers survey area)~~

H-1373b - No comparison was made with this survey as it was not received from the archives.

H-1373a - A cursory comparison was made with good results. This was a visual 1:40,000 scale survey so position accuracy would be good. The datum shift to the 1927 datum and blowup to 1:20,000 scale moves the soundings approximately one centimeter east, northeast.

L. COMPARISON WITH THE CHART

1. General - This survey is covered by Charts 11389, Edition 18, and 11388, Edition 10. General agreement with the charts is good with agreement within two feet in most areas. Disagreement in offshore areas is due to irregular bottom.

2. Pre-survey Review Items:

PSR Item #4 - Development #9, Lat. 30°13.5', Long. 85°59.9'

This item is a reported 24-foot sounding originating with Chart Letter 22 of 1944. One hundred meter line spacing was run in the area. A spike was found at 1126 + 8-1/2. <sup>Lat. 30°13'20.26"</sup> <sup>Long. 86°00'10.81"</sup> Least depth determined to be 66.8 feet. This line was rerun at 25 meter spacing. Nothing further was found. *This spike was not scanned as it is doubtful if it is a good sndg, there are numerous indications of fish in this area. A shoaler sndg exists at Lat 30°13'49.27" Long. 86°00'01.05", 67 ft.*

Recommendation: Change the 24-foot charted sounding to "OBSTR REP" "ED." <sup>24</sup> *The existence of this 24 ft. sndg. is ~~entirely~~ doubtful, without the source material the existence of this sndg can only be positively disproven by a wire drag of the area.*

3. Other Developments

Development #1 - Lat. 30°08.75'  
Long. 85°52.45'

A 65-foot sounding was found in this area with surrounding depths of 70-74 feet. One hundred meter spacing was run. ✓  
Least depth found was 63.4 feet. <sup>in Lat 30°08'45.12" Long 85°52'26.54"</sup>

Recommendation: Chart the 6<sup>4</sup>3-foot sounding. *concur*

Development #2 - Lat. 30°10.00' ✓  
Long. 85°54.77'

A 68<sup>9</sup>-foot sounding was found in this area. Surrounding depths were 72 to 76 feet. One hundred meter spacing was run. Least depth found was 68<sup>9</sup> feet. in Lat 30°10'03.95" Long 85°54'39.96"

Recommendation - Chart the 68<sup>9</sup>-foot sounding. *concur*

Development 3 - Lat. 30°14.53' ✓  
Long. 85°58.01'

Disregard. Run in wrong location.

Development #4 - Lat. 30°10.32' ✓  
Long. 86°01.45'

A side echo or fish was found on the fathogram at this location. The line was rerun and nothing was found.

Recommendation - Disregard the spurious trace. *concur*

Development #5 - Lat. 30°14.54' ✓  
Long. 86°03.79'

A 68<sup>9</sup>-foot sounding with surrounding depths of 72-73 feet was found at this location. One hundred meter spacing was run over the area. Nothing shoaler was found. Lat 30°14'32.19" Long 86°03'47.12"

Recommendation - Chart the 68<sup>9</sup>-foot sounding. *concur*

Development #6 - Lat. 30°10.27' ✓  
Long. 85°51.76'

An isolated 60-foot sounding outside the 10 fathom curve was found at this location. One hundred meter spacing was run. Two additional isolated 60-foot soundings were found. A 60ft and 59ft was found further south of these snags at Lat 30°09'49.62" Long 85°51'33.56" ✓

Recommendation - Chart 60<sup>59</sup>-foot soundings.

Development #7 - Lat. 30°13.85' ✓  
Long. 86°07.10'

An isolated 77-foot shoal with adjacent depths of 80 to 84 feet was found at this location. One hundred meter spacing was run. Nothing shoaler was found. Lat 30°13'53.49" Long 86°07'05.32" ✓

Recommendation - Chart the 77-foot shoal. *concur*

Development #8 - Lat. 30°15.62' ✓  
Long. 86°04.20'

A \*58-foot sounding with surrounding depths of 60-65 feet was found at this location. One hundred meter spacing was run. Nothing shoaler was found. \* Lat 30°15'37.31" Long 86°04'12.17"

Recommendation - Chart the 58-foot sounding. *concur*

Development #9 - See Presurvey Review items. (page 7 of this report)

Development #10 - Lat. 30°12.55'  
Long. 85°58.50'

Three

Two 69-foot soundings were found in this area. Surrounding depths were 71 to 75 feet. One hundred meter spacing was run. A 68-foot sounding was found in an area of irregular contours.

\* Lat 30°12' 33.89" Long. 85°58' 06.57"

Recommendation - Chart the 68-foot sounding. *concur*

Development #11 - Lat. 30°13.20'  
Long. 86°04.20'

Scattered 77 to 80 foot soundings were found throughout this area outside the 13 fathom curve. One hundred meter spacing was run. Numerous isolated shoals were found. 77 ft depths (two) in  
Lat 30° 13' 20.92 Long 86° 04' 10.03" and Lat 30° 13' 01.52" Long. 86° 04' 30.43"

Recommendation - Chart 77<sup>ft</sup> soundings from this survey. *development.*

Development #12 - Lat. 30°13.15'  
Long. 86°05.60'

A 77-foot sounding was found at this location. Surrounding depths were 80 to 81 feet. One hundred meter spacing was run. Nothing shoaler was found. in Lat 30° 13' 08.51 Long. 86° 05' 35.95"

Recommendation - Chart 77-foot sounding from this survey. *concur.*

Development #13 - Lat. 30°15.63'  
Long. 86°05.93'

Disregard. Unnecessary development.

Development #14 - Lat. 30°16.25'  
Long. 86°01.95'

A charted 45-foot sounding is shown at this location. Adjacent survey lines showed depths of 47 to 50 feet. The area was split. Least depth found was 47 feet. \* Lat. 30°16' 12.65" Long. 86° 02' 05.70"

Recommendation - Replace the charted 45 foot sounding with the 47 foot obtained on this survey. *concur*

Development #15 - Lat. 30°15.87'  
Long. 86°00.12'

A charted 46-foot sounding is shown at this location. Adjacent survey lines showed depths of 49 to 54 feet. One hundred meter spacing was run over the area. Least depth found was 487 feet. \* Lat. 30°15' 59.27" Long 86° 01' 10.53"

172

Recommendation - Replace the 46-foot charted sounding with the 48-foot sounding obtained on this survey. *concur*

Development #16 - Lat. 30°11.16'  
Long. 85°52.62'

A 56-foot spike was found at this position. The line was rerun and nothing was found.

Recommendation - Disregard the 56-foot spurious trace.

Development #17 - Lat. 30°11.04'  
Long. 85°54.08'

A 62-foot sounding was found at this position on a shoal running north, northwest. Adjacent depths were 64 to 67 feet. A line was run down the axis of the shoal. Numerous 62-foot soundings were found. *and a 62ft sndgs at lat 30°11' 01.94" Long 85°54' 04.36"*

Recommendation - Chart shoal sounding<sup>(62ft)</sup> from this survey.

Development #18 - Lat. 30°10.27'  
Long. 85°52.62'

A spike three feet off the bottom was found at this location. The line was rerun and nothing was found.

Recommendation - Disregard the spurious trace. *concur*

Development #19 - Lat. 30°05.67'  
Long. 85°56.55'

"Wreck of Tarpon". See Item Investigation in Appendix, Page 47 & 48.

NOTE: All developments were run on Julian Day 226 with the exception of #19 (Tarpon). The developments were plotted on the field sheet overlays using Approximate Velocity Table No. 5. After computation of barcheck and TDC data, it was determined that Approximate Velocity Table No. 5 should not have been used for the plot of Day 226 data. Comparison of Approximate Table No. 5 and No. 6 indicates an error of one tenth of a foot at 40-foot to eight-tenths of a foot at 80 feet. This should be taken into consideration when comparing the field overlay to the smooth field sheet. All development soundings appear slightly shallower than they actually are. The TRA abstract and TCTI tape have the correct table number.

M. ADEQUACY OF SURVEY

This survey is adequate to supercede prior surveys for charting. *concur*

N. AIDS TO NAVIGATION ✓

There are no Aids to Navigation within the survey limits.

O. STATISTICS ✓

Number of positions	2153
Nautical miles of sounding line	834
Nautical miles of crossline	75
Nautical miles of development	20
Total miles of hydrography	929
Number of bottom samples	71
Number of barchecks	9
Number of TDC casts	5

P. MISCELLANEOUS ✓

1. The area surveyed is notable for the extreme irregularity of the contours outside of the 10 fathom curve.
2. Lines were run east-west to intersect the contours at a favorable angle.

Q. RECOMMENDATIONS ✓

1. The beach area around Lake Powell is widely known as Philipps Inlet. Although the inlet is closed, it is geographically noticeable to the coastwise sailor and should be charted as Philipps Inlet with a note that it is closed.
2. It is recommended that Chart 11388 be retitled "Approaches to Choctawhatchee Bay" in lieu of "Choctawhatchee Bay."

R. AUTOMATED DATA PROCESSING

<u>Program Number</u>	<u>Name</u>	<u>Version Date</u>
RK111	R/R Real Time Plot	1-30-76
RK201	Grid, Signal and Lattice Plot	4-18-75
RK211	R/R Non-real Time Plot	9-23-77
RK300	Utility Computation	2-10-76
PM360	Electronic Corrector Abstract	2-02-76
AM500	Predicted Tide Generator	11-10-72
AM602	Extended Line Oriented Editor	5-21-75
RK530	Velocity Corrections Comp.	5-10-76
RK561	H/R Geodetic Calibration	2-19-75

S. REFERENCE TO REPORTS

1. Item investigation of "Tarpon", (See Appendix), (8-1-78)

2. Horizontal Control Report, OPR-521-HFP-77, Gulf of Mexico, February, 1978 and Addendum dated July 19, 1978.
3. Horizontal Control Report OPR-J217-HFP-78, Gulf of Mexico, October, 1978.

Respectfully submitted,

*Sr/ Robert Lewis*  
Michael F. Kolesar  
Lt. Cdr., NOAA  
OIC, NOAA Launch 1257

FIELD TIDE NOTE

Field tide reduction of soundings was based on predicted tides from Pensacola, Florida, corrected to St. Andrew Bay Entrance, Florida, and were interpolated using a PDP8/e computer and Program AM500.

A bubbler tide gage was installed at Panama City Beach (872-9189) on April 14, 1978, and was operational throughout the survey period.

Position of Gage - Lat.  $30^{\circ}11.8'N$

Long.  $85^{\circ}49.9'W$

The gage functioned well throughout the period with only scattered losses of data.

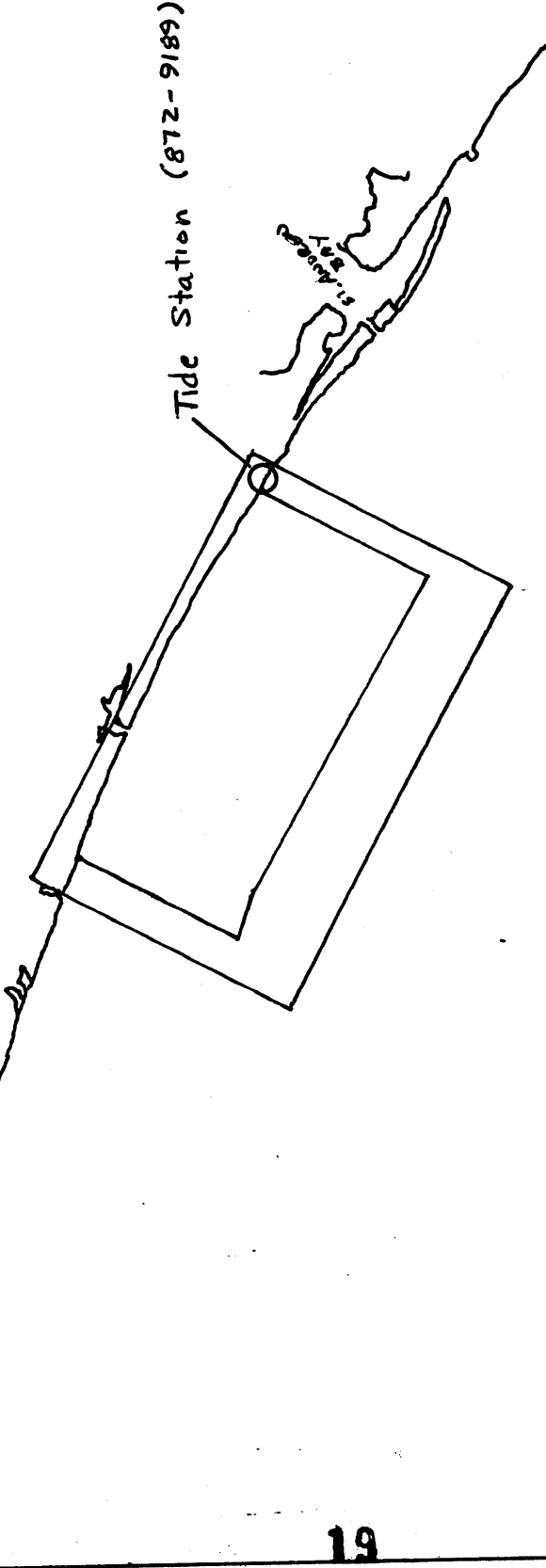
CAPE ST. GEORGE TO  
MISSISSIPPI PASSES  
CHART 11360

OPR J217: HFP-78  
H-9755  
HSB-20-2-78

87.00' + 30° 36'



CHOCOLAUNCHER BAY



Tide Station (872-9189)

87.00' + 30° 00'



ABSTRACT OF BARCHECK DATA

DEPTH-	10	15	20	25	30	35	40	45	50
Julian Day									
117	-.2	0.3	0.4	0.5	0.7	0.9	1.1	1.2	1.3
139	-.1	0.2	0.4	0.7	0.6	1.0	1.2		
Average	-.15	0.25	0.4	0.6	0.65	0.95	1.15	1.2	1.3
174	0.1	0.6	0.7	0.9	1.2	1.6	1.7	1.9	2.1
179	0.1	0.5	0.8	1.0	1.2	1.4	1.7	1.8	2.0
181	0.1	0.4	0.6	0.8	1.2	1.3	1.5	1.6	1.9
193	0.2	0.6	0.7	0.9	1.3	1.5	---	---	---
Average	0.1	0.5	0.7	0.9	1.2	1.4	1.6	1.8	2.0
215	0.2	0.5	0.7	0.9	1.2	1.3	1.5	1.7	2.2
226	0.0	0.5	---	0.7	0.9	1.3	1.7	1.9	2.1
227	0.1	0.3	0.7	1.0	1.2	1.5	1.8	2.1	2.3
Average	0.1	0.4	0.7	0.9	1.1	1.4	1.7	1.9	2.2

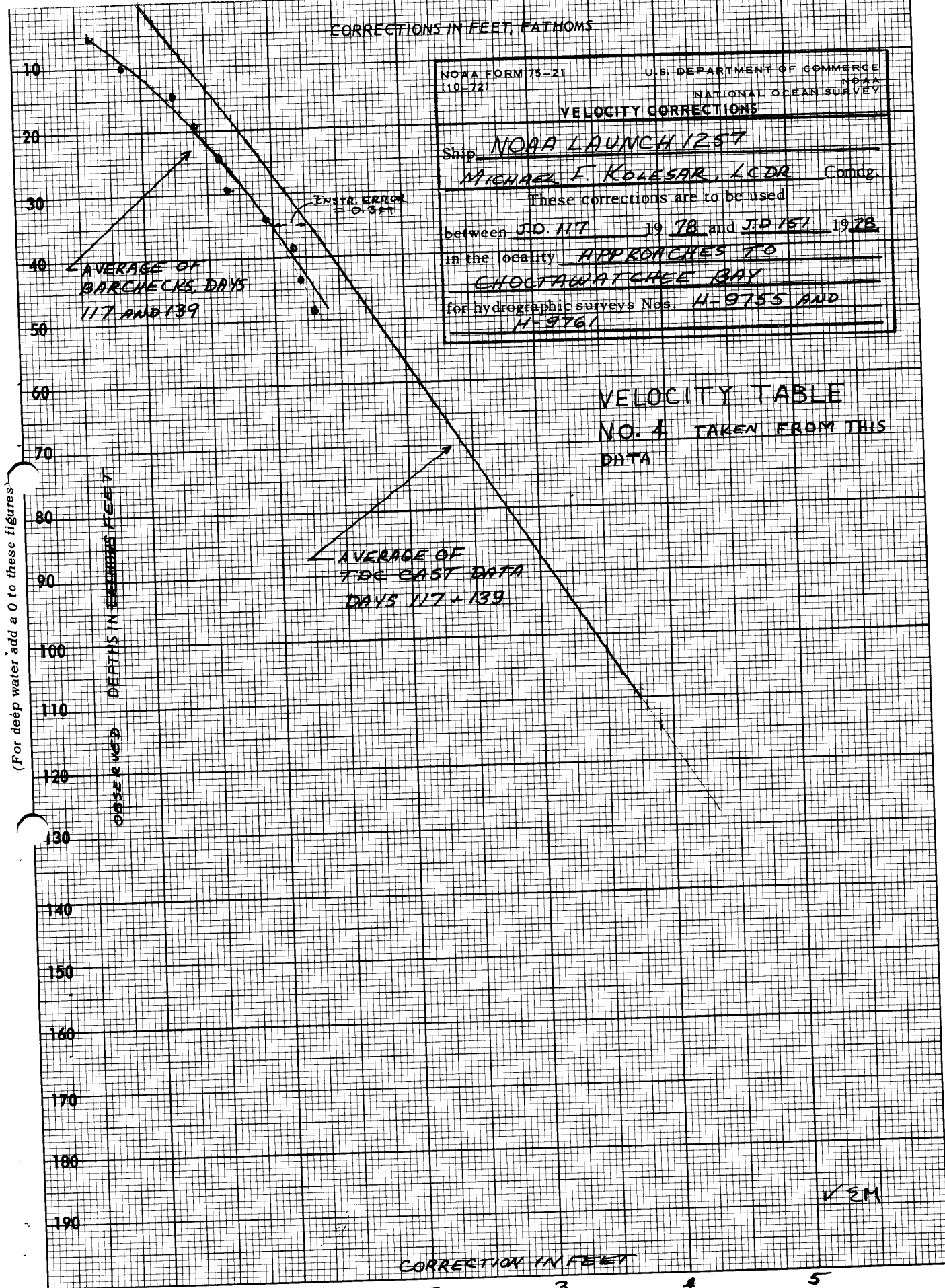
CORRECTIONS IN FEET, FATHOMS

NOAA FORM 75-21  
(10-72)

U.S. DEPARTMENT OF COMMERCE  
NOAA  
NATIONAL OCEAN SURVEY

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257  
MICHAEL F. KOLESAR, LCDR Comdg.  
 These corrections are to be used  
 between JD 117 19 78 and JD 151 19 78  
 in the locality APPROACHES TO  
CHOCTAWATCHEE BAY  
 for hydrographic surveys Nos. H-9755 AND  
H-9761



VELOCITY TABLE  
NO. 4 TAKEN FROM THIS  
DATA

(For deep water add a 0 to these figures)

DEPTH IN FATHOMS

CORRECTION IN FEET

VEM

VELOCITY TABLE #4

HSB 20-2-78

HSB 20-3-78

H- 9755 & 9761

VESNO 1257

000030 0 0000 0004 000 001257 000000

000083 0 0002

000136 0 0004

000188 0 0006

000243 0 0008

000299 0 0010

000356 0 0012

000417 0 0014

000479 0 0016

000538 0 0018

000600 0 0020

000660 0 0022

000722 0 0024

000783 0 0026

000844 0 0028

000905 0 0030

000966 0 0032

001027 0 0034

001088 0 0036

001145 0 0038

999999 0 0040

CORRECTIONS IN FEET, FATHOMS

NOAA FORM 75-21  
(10-72)

U.S. DEPARTMENT OF COMMERCE  
NOAA  
NATIONAL OCEAN SURVEY

VELOCITY CORRECTIONS

Ship NOAA LAUCH 1257  
MICHAEL F. KOLESAR, LCDR Comdg  
 These corrections are to be used TD20  
 between 6-22 (0-0163) 19 78 and 7-16 19 78  
 in the locality APPROACHES TO  
CHOCTAWACHEE BAY  
 for hydrographic surveys Nos. H9755 + H9761

AVERAGE OF  
BARCHECKS:

DAYS: 174  
179  
181  
193

INSTRUMENT ERROR  
CORRECTION (IC) = 0.4 FT

JBI/BI TDC CAST

VELOCITY TABLE NO. 5  
TAKEN FROM THIS DATA

(For deep water add a 0 to these figures)

OBSERVED DEPTHS IN FATHOMS FEET

CORRECTION IN FEET

VEN

VELOCITY TABLE # 5

HSB 20-2-78

HSB 20-3-78

H- 9755 & 9761

VESNO 1257

000020 0 0000 0005 000 001257 000000  
000051 0 0002  
000082 0 0004  
000114 0 0006  
000145 0 0008  
000185 0 0010  
000223 0 0012  
000262 0 0014  
000301 0 0016  
000340 0 0018  
000380 0 0020  
000422 0 0022  
000465 0 0024  
000508 0 0026  
000550 0 0028  
000591 0 0030  
000633 0 0032  
000676 0 0034  
000718 0 0036  
000760 0 0038  
000802 0 0040  
000844 0 0042  
000886 0 0044  
000928 0 0046  
000970 0 0048  
001014 0 0050  
001055 0 0052  
001098 0 0054  
001139 0 0056  
999999 0 0058

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

CORRECTIONS IN FEET, FATHOMS

NOAA FORM 75-21 (10-72)	U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY
<b>VELOCITY CORRECTIONS</b>	
Ship <u>NOAA LAUNCH 1257</u>	
Comdg. <u>MICHAEL F. KOLESAR, LCDR</u>	
These corrections are to be used	
between <u>8-2 (JRM)</u> 19 <u>78</u> and <u>8-17 (JRM)</u> 19 <u>78</u>	
in the locality <u>APPROACHES to</u>	
<u>CHOCTAWATCHEE BAY</u>	
for hydrographic surveys Nos. <u>H9755 + H9761</u>	

AVERAGE OF  
BARECHECKS  
FOR DAYS 215  
226  
227

INSTRUMENT ERROR  
CORRECTION (I.C.) = 0.5 FT.

(For deep water add a 0 to these figures)

OBSERVED DEPTHS IN FATHOMS FEET

APPROXIMATE VEL.  
TABLE NO. 6 FROM  
THIS CURVE

TOE EAST 5.0 2.25

VELOCITY TABLE No. 6  
TAKEN FROM THIS DATA

CORRECTION IN FEET

VSM

0 1 2 25 4 5

VELOCITY TABLE # 6

HSB 20-2-78

HSB 20-3-78

H- 9755 & 9761

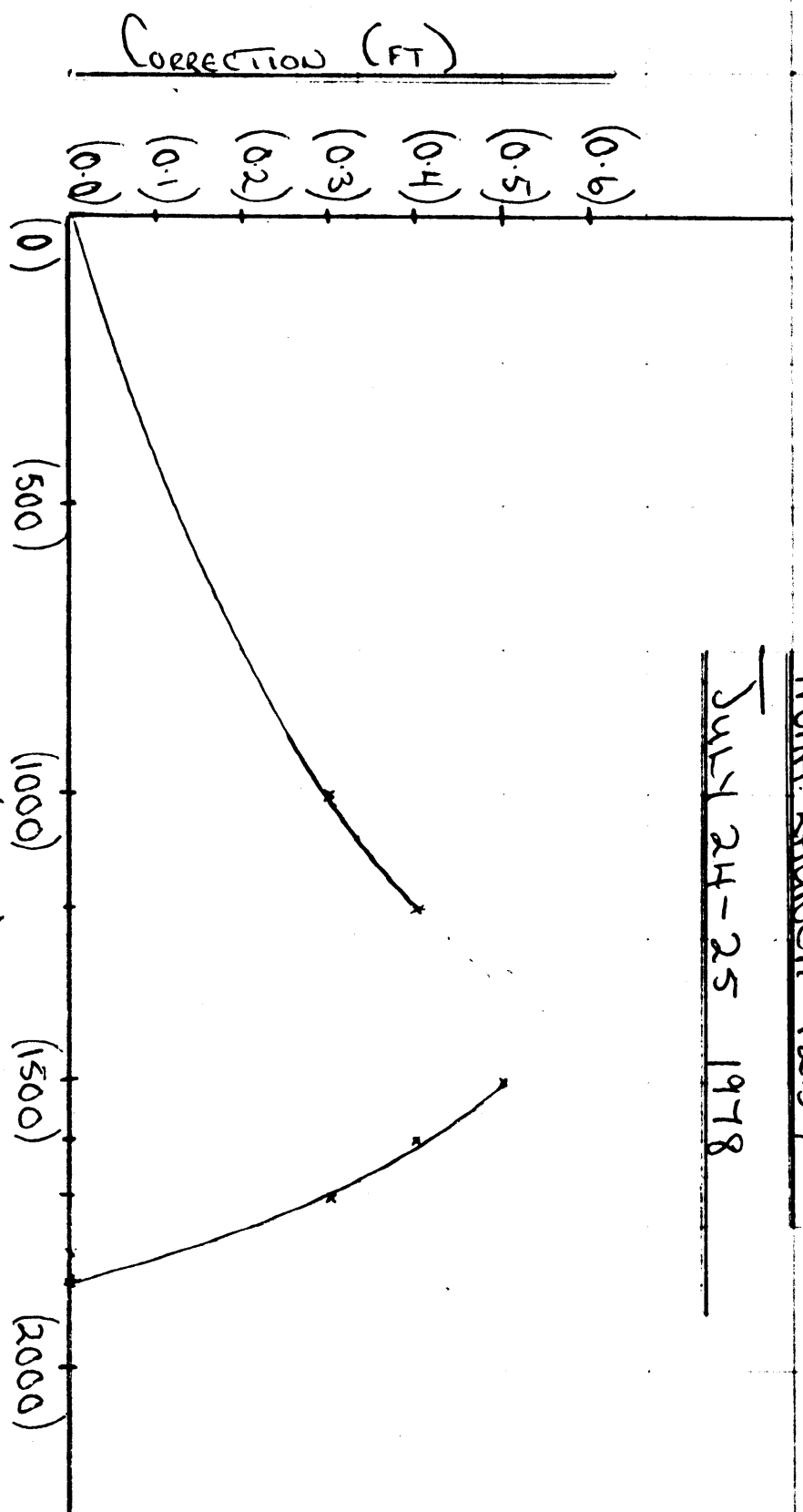
VESNO 1257

000020 0 0000 0006 000 001257 000000  
000054 0 0002  
000087 0 0004  
000122 0 0006  
000157 0 0008  
000193 0 0010  
000228 0 0012  
000262 0 0014  
000298 0 0016  
000332 0 0018  
000368 0 0020  
000404 0 0022  
000438 0 0024  
000473 0 0026  
000508 0 0028  
000542 0 0030  
000575 0 0032  
000610 0 0034  
000645 0 0036  
000680 0 0038  
000716 0 0040  
000752 0 0042  
000787 0 0044  
000822 0 0046  
000858 0 0048  
000893 0 0050  
000928 0 0052  
000965 0 0054  
000999 0 0056  
001032 0 0058  
001068 0 0060  
001105 0 0062  
999999 0 0064

SETTLEMENT AND SOUND DETERMINATION

NOAA LAUNCH 1257

JULY 24-25 1978



Speed (RPM)

SETTLEMENT AND SOUND DETERMINATION.

NOAA LAUNCH (257)



JULY 24-25

1978

TIDE CHANGE NEGLIGIBLE

TIME	Speed <sup>REM</sup>	Readings
1545	STOP	6.63
1615	STOP	6.60
		6.62
12.50	STOP	6.52
13.13	STOP	6.50
		6.81
12.52	1000	6.82
12.54		7.00
16.08	1200	7.05
16.11		7.02
	13	
	14	
1550		7.12
1555	1500	7.14
		7.13
12.58	1600	6.94
13.01		6.93
		6.80
13.05	1700	6.83
13.09		6.65
16.00		6.62
1.606	1850	6.64

JULY 25

TIME	DIFF
0	0
1000	+3
1200	+4
13	+
14	
1500	+5
1600	+4
1700	+3
1850	+0
	2.7

JULY 25

JULY 25

STAFF READINGS

BEGIN STAFF	1.37'
END STAFF	1.37'
BEGIN STAFF	1.30
END STAFF	1.35

JULY 25

TIME: 1235

SOUNDING CORRECTION ABSTRACT

OPR 1217

VESSEL 1257

FIELD NO. HSB-20-2-78

REGISTRY NO. H-9755

Julian Date	From Time (GMT)	To Time (GMT)	Velocity Corr. Table No.	(Note: TPA Corr. is the algebraic sum of these columns)						Remarks
				Draft Corr.	Instrument Error Corr.	Initial Corr.	S&S Corr.	TPA Corr. ft/fms		
117	20001	193940	4	0	-0.3	0	0	-0.3		
151										
163	144627	210837	5	0	-0.4	0	0	-0.4		
198										
226	155619	204257	6	0	-0.5	0	0	-0.5		

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

CORRECTIONS IN FEET, FATHOMS

NOAA FORM 75-21 (10-72)	U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY
<b>VELOCITY CORRECTIONS</b>	
Ship: <u>NOAA LAUNCH 1257</u>	
<u>MICHAEL F. KOLESAR, LCDR</u> Comdg.	
These corrections are to be used	
between <u>19</u> and <u>19</u>	
in the locality <u>APPROACHES TO</u> <u>CHOCATAWACHEE BAY</u>	
for hydrographic surveys Nos. <u>H9755 + H9761</u>	

APPROXIMATE  
VELOCITY TABLE #1  
TAKEN FROM THIS  
DATA

DAY 117  
BARCHECK

INSTR  
error = 0.2 ft

DAY 117  
TDC CAST

TDC  
EXTRAPOLATION

OBSERVED DEPTHS IN FATHOMS FEET

(For deep water add a 0 to these figures)

CORRECTION IN FEET

✓EM

46 1240

KE 20 X 20 TO THE INCH • 7 X 10 INCHES  
KEUFFEL & ESSER CO. MADE IN U.S.A.

30

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

CORRECTIONS IN FEET, FATHOMS

NOAA FORM 75-21  
(10-72)

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEAN SURVEY

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

MICHAEL F. KOLESAR, LCDR Comdg

These corrections are to be used

between        19        and        19       

in the locality APPROACHES TO  
CHOCTAWATCHEE BAY

for hydrographic surveys Nos. H-9755 + H-9761

APPROXIMATE VELOCITY  
TABLE #5 TAKEN  
FROM THIS DATA

(For deep water add a 0 to these figures)

DEPTH IN FATHOMS FEET

AVERAGE OF BARCHIEKS  
FOR DAYS: 174  
179  
181  
193

CORRECTION IN FEET

0 1 2 3 4 5

✓ EM

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

CORRECTIONS IN FEET, FATHOMS

NOAA FORM 15-21 (10-72)	U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY
<b>VELOCITY CORRECTIONS</b>	
Ship	<u>NOAA LAUNCH 1257</u>
	<u>Michael F. Kowalski, LCDR</u> Comdg
These corrections are to be used	
between	<u>19</u> and <u>19</u>
in the locality	<u>APPROACHES TO CACTAWATCHEE BAY, FL.</u>
for hydrographic surveys Nos. <u>H-9755 AND H-9761</u>	

(For deep water add a 0 to these figures)

DEPTHS IN FATHOMS FEET

10  
20  
30  
40  
50  
60  
70  
80  
90  
100  
110  
120  
130  
140  
150  
160  
170  
180  
190

TDC CAST DATA

Dr. EM  
Ch. RL

CORRECTION IN FEET

0 1 2 3 4 5

SIGNAL TAPE LISTING  
 OPR J217-HFP-78  
 HSB 20-2-78 & 20-3-78  
 H-9755 & H-9761  
 VESNO 1257

003	7	30	07	13956	085	46	29459	139	0000	000000	STAGE "2" **
017	7	30	03	58516	085	35	12040	139	0000	000000	TYNDALL E. TANK *
018	7	30	04	20710	085	35	54380	139	0000	000000	TYNDALL W. TANK *
019	7	30	06	04592	085	38	53855	139	0000	000000	CAPEHART TANK *
020	7	30	11	11929	085	45	35837	139	0000	000000	P.C. EGLIN MICRO TR. *
021	7	30	10	44415	085	48	30002	139	0000	000000	LONGBEACH TANK *
022	7	30	11	00537	085	46	34217	139	0000	000000	WJHG TV TR. *
029	7	30	22	38576	086	18	29107	139	0000	000000	CENTEL BELL MICRO TR. ***
031	7	30	23	31999	086	28	48224	139	0000	000000	DESTIN E. TANK ***
032	7	30	23	41160	086	29	44045	139	0000	000000	DESTIN W. TANK ***
033	7	30	23	28583	086	33	27274	139	0000	000000	MICRO. TR. TEST SITE A-2 ***
034	7	30	23	48543	086	35	23047	139	0000	000000	OKALOOSA CO. TANK ***
035	7	30	24	20602	086	36	39361	139	0000	000000	FT. WALTON S. TANK *
036	7	30	25	09067	086	36	42369	139	0000	000000	FT. WALTON N. TANK *
901	7	29	40	29369	085	21	47113	254	0000	330640	CAPE SAN BLAS RAYDIST ***
902	7	30	19	15519	087	13	24119	254	0000	330640	PENSACOLA S.P. RAYDIST ****
903	7	30	23	03963	086	26	50475	139	0000	000000	CLAUSEN RM #3 *

\* Published  
 \*\* OPR-521 HSB - Operate  
 \*\*\* HFP-1  
 \*\*\*\* Tibbetts



TYPE OF ACTION		RESPONSIBLE PERSONNEL		ORIGINATOR	
		NAME			
OBJECTS INSPECTED FROM SEAWARD		Michael F. Kolesar, LCDR, NOAA		<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)	
POSITIONS DETERMINED AND/OR VERIFIED		Gary L. Merrill / Michael F. Kolesar		FIELD ACTIVITY REPRESENTATIVE	
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES				<input type="checkbox"/> OFFICE ACTIVITY REPRESENTATIVE <input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE	
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'					
(Consult Photogrammetric Instructions No. 64.)					
<b>OFFICE</b> <b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b> Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75			<b>FIELD (Cont'd)</b> <b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b> EXAMPLE: P-8-V 8-12-75 74L(C)2982		
<b>FIELD</b> <b>I. NEW POSITION DETERMINED OR VERIFIED</b> Enter the applicable data by symbols as follows: F - Field                    P - Photogrammetric L - Located                Vis - Visually V - Verified 1 - Triangulation        5 - Field Identified 2 - Traverse              6 - Theodolite 3 - Intersection        7 - Planetable 4 - Resection            8 - Sextant A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75			<b>II. TRIANGULATION STATION RECOVERED</b> When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75 <b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b> Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75 <b>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</b>		
<b>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</b>					



U. S. DEPARTMENT OF COMMERCE  
December 5, 1978 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for Form 362

Tide Station Used (NOAA Form 77-12): 872-9189, Panama City Beach, FL

Period: April 27 - August 14, 1978

HYDROGRAPHIC SHEET: H-9755

OPR: J217

Locality: Florida Panhandle, vicinity of Panama City Beach

(Gulf Coast Low Water Datum): 3.5 ft.

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

Height of Mean High Water above Plane of Reference:  
1.5 ft.

Remarks: Zone direct.

*Don M. Spellman*  
85 Chief, Tides Branch



PHOTOGRAMMETRIC BRANCH  
COASTAL MAPPING DIVISION

NATIONAL OCEAN SURVEY NOAA  
DEPARTMENT OF COMMERCE USA

\* SVY TP-00341 \*  
\* JOB CK-7701 \*  
\* PRJ 533205 \*  
\* DTM NA1927 \*

\* KPT UNIT CMD, ROCKVILLE, MD. \*  
\* STATE FLORIDA \*  
\* LOCALITY INLET BEACH \*  
\* DATE 04/04/78 \*

\* PAGE 1 OF 2

\* \*ORIGINATING ACTIVITY \*  
\* \*COMPILATION \*

\* OBJECTS INSPECTED FROM SEAWARD \*  
\* POSITIONS DETERMINED \*  
\* AND/OR VERIFIED BY \*  
\* FIELD AND OFFICE \*  
\* ACTIVITIES \*

ROBERT R. WAGNER \*  
ROBERT R. WAGNER \*  
JETER P. BATTLE \*  
ALFRED BETHEA \*  
JAMES H. TAYLOR \*

\* PHOTO FIELD PARTY \*  
\* FIELD REPRESENTATIVE \*  
\* OFFICE COMPILER \*  
\* DIGITIZER \*  
\* DATA PROCESSER \*

KEY FOR ENTRIES UNDER METHOD AND DATE OF LOCATION

OFFICE

1. OFFICE IDENTIFIED AND LOCATED OBJECTS,  
THE NUMBER AND DATE (INCLUDING MONTH, DAY  
AND YEAR) OF THE PHOTOGRAPH USED TO  
IDENTIFY AND LOCATE THE OBJECT ARE SHOWN.  
EXAMPLE 75E(C)6042  
8-12-77

FIELD (CONT, D)

B. PHOTOGRAMMETRIC FIELD POSITIONS\*\* SHOW  
THE METHOD OF LOCATION OR VERIFICATION,  
DATE OF FIELD WORK AND NUMBER OF PHOTO-  
GRAPH USED TO LOCATE AND IDENTIFY THE  
OBJECT.  
EXAMPLE P-8-V  
8-12-77  
74L(C)2982

FIELD

1. NEW POSITION DETERMINED OR VERIFIED  
KEY TO SYMBOLS  
F-FIELD  
L-LOCATED  
V-VERIFIED  
1-TRIANGULATION  
2-TRAVERSE  
3-INTERSECTION  
4-RESECTION  
P-PHOTOGRAMMETRIC  
VIS-VISUALLY  
5-FIELD IDENTIFIED  
6-THEODOLITE  
7-PLANETABLE  
8-SEXTANT

2. TRIANGULATION STATION RECOVERED

WHEN A LANDMARK OR AID WHICH IS ALSO A TRI-  
ANGULATION STATION IS RECOVERED, A TRIANG.  
REC. WITH DATE OF RECOVERY IS SHOWN.  
EXAMPLE TRIANG. REC.  
8-12-76

3. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

SHOWN BY V-VIS AND DATE.  
EXAMPLE V-VIS  
8-12-75

A. FIELD POSITIONS\* SHOW THE METHOD OF

LOCATION AND DATE OF FIELD WORK.  
EXAMPLE F-2-6-L  
8-12-76

\*FIELD POSITIONS ARE DETERMINED BY FIELD  
OBSERVATIONS BASED ENTIRELY UPON GROUND  
SURVEY METHODS

\*\*PHOTOGRAMMETRIC FIELD POSITIONS ARE  
DEPENDENT ENTIRELY, OR IN PART, UPON CONTROL  
ESTABLISHED BY PHOTOGRAMMETRIC METHODS.

\* NOTE: WHERE THE NAME OF AN AID INCLUDES THE IMMEDIATE GEOGRAPHIC HEADING UNDER WHICH IT IS LISTED,  
A DASH (-) IS USED TO INDICATE THE GEOGRAPHIC HEADING WHICH IS PART OF THE OFFICIAL NAME.





Atlantic Marine Center  
Hydrographic Surveys Branch  
439 W. York Street  
Norfolk, Virginia 23510

August 1, 1978

CAM11/TWR

TO: Chief  
Nautical Chart Branch, C322

THRU: LCDR Thomas W. Richards  
Chief, Hydrographic Surveys Branch

FROM: LCDR Michael F. Kolesar  
OIC, HFP-1

SUBJECT: Wreck of Tarpon, special investigation

Although just outside the project area, NOAA Launch 1257 investigated the wreck of the Tarpon on June 30, 1978, at Latitude 30°05.63'N, Longitude 85°56.55'W. This investigation was made for the following reasons:

- 1) Local divers reported that 27 foot wreck sounding shown on Edition #9 of Chart 11388 at the above location was incorrect but that the wreck did exist.
- 2) Edition #10 of Chart 11388 and Edition #21 of Chart 11360 show the wreck as existence doubtful.
- 3) NOAA Ship PEIRCE's investigation of 3 March 1976 showed no evidence of the wreck.
- 4) The 1947 USCGC ship HYDROGRAPHER investigation confirmed the existence of the wreck. The charted position originates from Survey H-7632, (1941-47).

The wreck was found by HFP-1 at its charted location. It is recommended that the "ED" notation be removed from Charts 11360 and 11388 and the wreck be charted as sunken wreck, not dangerous, to surface navigation with a least depth of 83<sup>2</sup> feet over the wreck. An item investigation sheet is attached. Survey records will be included with H-9755, HSB-20-2-78.

Attachment

CHART # 11388, 11360

OBSERVATION DATE: June 30, 1978 (181)

ITEM # (Source): H-7632

OIC: LCDR M. Kolesar

GMT  
TIME: 205042

ITEM DESCRIPTION: Wreck of Tarpon

VESSEL: NOAA Launch 1257

## GEODETTIC POSITION

Charted: Lat 30°05.63', Long. 85°56.55'

Observed: Lat 30°05.67', Long. 85°56.55'

POSITION DETERMINED BY: Raydist, Range, Range Mode

METHOD OF ITEM INVESTIGATION: Twenty five meter spaced lines run in area. A D.P. on least depth of wreck was obtained while drifting over the wreck.

P<sub>1</sub> = 1606.45

Corr = -.61

P<sub>1</sub> Corr = 1605.84P<sub>2</sub> = 2777.16

Corr = + .25

P<sub>2</sub> Corr = 2777.41

G.P. Red - 29°40'29.369"

Freq. = 3306.40

G.P. Green - 85°21'47.113"

## REFERENCES

Position No.: 1844 (20-2-78, H-9755)

Volume:

Sounding Correctors Applied: Draft, +2.7; Vel Corr, +3.0

Tides (Predicted/~~Actual~~) -.2 ft\*Depth = ~~82.6~~ + 2.7 + 3.0 - .2 = 88.5 ft.  
82.6

## CHARTING RECOMMENDATION:

Leave wreck at charted position on Chart 11388 and 11360. Remove "ED" symbol from both charts and show the wreck as not dangerous to surface navigation with a least depth by fathometer of ~~82.6~~ feet. 82.0

NOTE: Field records of this investigation are included with Survey H-9755, HSB-20-2-78. \* At the time of verification it was determined that a least depth

was found on this wreck prior to the 1844 position determined by the field. No position was taken with the least depth, but the position for 1844 was used as this wreck is the shallowest thing in the area.

Office Use Only

CHARTAPPLIED ASDATECOMPILER

APPROVAL SHEET

SURVEY H-9755 (HSB-20-2-78)

The hydrographic records transmitted with this report are complete and adequate for charting.

Direct daily supervision was not given by me during the field work.

<sup>24 ft</sup>  
The obstruction reported at 30°13.5'N and 85°59.9'W (PSR #4) could not be completely disposed of based only upon the high speed launch's fathometer search. This field unit is not equipped to conduct wire or chain drag investigations. Final disposition of this item will require additional field work by a field unit equipped to conduct wire or chain drag.

*concur*

Approved and forwarded,

*Thomas W. Richards*

THOMAS W. RICHARDS

LCDR, NOAA

Chief, Hydrographic Surveys Branch



APPROVAL SHEET  
FOR  
SURVEY H- 9755 (1978)

- 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/~~has not~~ been made. A new final sounding printout has/~~has not~~ been made.
- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic Manual. Exceptions are listed in the Verifier's Report.

Date:

4/11/79

Signed:



Title:

Chief, Verification Branch

GEOGRAPHIC NAMES

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
BAHAMA BEACH (Pp) ✓	✓										1
CAMP CREEK LAKE ✓	✓										2
DEER LAKE ✓	✓										3
EASTERN LAKE ✓	✓										4
FLORIDA BEACH (Pp) ✓	✓										5
GULF RESORT BEACH (Pp) ✓	✓										6
INLET BEACH (Pp) ✓	✓										7
LAGUNA BEACH (Pp) ✓	✓										8
PHILIPS INLET ✓	?										9
POWELL LAKE ✓	✓										10
SUNNYSIDE ✓	✓										11
GULF OF MEXICO											12
											13
											14
											15
											16
											17
											18
											19
											20
											21
											22
											23
											24
											25

Approved:

*Chas. E. Harrington*  
Chief Geographer - 0375

4 May 1979

## HYDROGRAPHIC SURVEY STATISTICS

H-9755

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

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET		1	BOAT SHEETS & PRELIMINARY OVERLAYS		3	
DESCRIPTIVE REPORT		1	SMOOTH OVERLAYS: POS. ARC, EXCESS		3	
DESCRIP- TION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/ SOURCE DOCUMENTS
ENVELOPES						2-misc.data-
CAHIERS	2-with printouts					
VOLUMES	1					
BOXES			1-Smooth			

T-SHEET PRINTS (List)

SPECIAL REPORTS (List) Horizontal Control Report

## OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS		
	PRE- VERIFICATION	VERIFICATION	TOTALS
POSITIONS ON SHEET			2224
POSITIONS CHECKED		22	
POSITIONS REVISED		5	
SOUNDINGS REVISED		25	
SOUNDINGS ERRONEOUSLY SPACED		-	
SIGNALS (CONTROL) ERRONEOUSLY PLOTTED		-	
	TIME - HOURS		
CRITIQUE OF FIELD DATA PACKAGE (PRE-VERIFICATION)	29		
VERIFICATION OF CONTROL			
VERIFICATION OF POSITIONS		32	
VERIFICATION OF SOUNDINGS		47	
COMPILATION OF SMOOTH SHEET		32	
APPLICATION OF TOPOGRAPHY		-	
APPLICATION OF PHOTOBATHYMETRY		-	
JUNCTIONS		4	
COMPARISON WITH PRIOR SURVEYS & CHARTS		12	
VERIFIER'S REPORT		16	
OTHER		-	
TOTALS	29	143	172
Pre-Verification by Pat M. Niland	Beginning Date 08/03/78	Ending Date 11/03/78	
Verification by Pat Niland, Sharon Kelly, L. Cram	Beginning Date 12/15/78	Ending Date 04/03/79	
Verification Check by Robert G. Roberson	Time (Hours) 4	Date 04/06/79	
Marine Center Inspection by Hydrographic Inspection Team (AMC)	Time (Hours) 10	Date 04/11/79	
Quality Control Inspection by X.W. Wellman	Time (Hours) 28	Date 5-4-79	
Requirements Evaluation by K. P. Kellie	Time (Hours) 2 1/2	Date 6-26-79	

D. Meyer 4 and 5/22/79

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-9755

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 9-23-82 TIME REQUIRED \_\_\_\_\_ INITIALS JHC

REMARKS:

ATLANTIC MARINE CENTER  
VERIFIER'S REPORT

REGISTRY NO. H-9755

FIELD NO. HSB-20-2-78

Florida, Northwest Coast, Offshore Florida Beach to Offshore Eastern Lake

SURVEYED: 27 April through 14 August 1978

SCALE: 1:20,000

PROJECT NO.: OPR-J217

SOUNDINGS: Raytheon DE-723D Survey  
Fathometer

CONTROL: Raydist  
(Range-Range)

Chief of Party ..... T. Richards  
Surveyed by ..... M. F. Kolesar  
Automated Plot by ..... XYNETICS 1201 Plotter (AMC)  
Verified and Inked by ..... L.G. Cram  
April 2, 1979

1. Introduction

a. Two unusual problems were noted on this survey. Numerous spurs or spikes were found on fathograms, as many as 20 or 30 per hydro line. The field investigated some of these and could not find them on the second go around. There are numerous notes on fathograms about fish on these traces. For the most part these spurious traces were not scanned off. The second was the instrument error noted in the velocity correction graphs. <sup>It is</sup> ~~an instrument error referring to the TDC and not a fathometer instrument error.~~ <sup>which includes</sup> The error correction was incorporated into the TC/TI table.

b. Some changes were made in red ink in the Descriptive Report by the verifier at the time of verification.

2. Control and Shoreline

a. The source of control is adequately described in Section F. of the Descriptive Report.

b. Shoreline for this survey was transferred from Coastal Zone Maps TP-00340 and TP-00343 of 1977-78. Coastal Zone Maps TP-00341 and TP-00342 were not available during verification, it is recommended that Quality Control Section Rockville check on the availability of these maps for transfer to smooth sheet in Rockville. (See Q.C. Report)

3. Hydrography

a. The agreement at crossings on this survey is adequate.

b. The standard depth curves are drawn in their entirety. The charted 90 ft. curve was added in brown for better delineation of the basic bottom configuration as were other brown curves delineating isolated features. Some dashed orange curves were added for the same reason.

c. This survey is considered adequate to delineate the basic bottom configuration and least depths in the area prescribed by the Project Instructions.

#### 4. Condition of Survey

The smooth sheet and accompanying overlays, hydrographic records and reports comply with the requirements of the Hydrographic Manual with the following exception; The sounding volume is incomplete with regard to stamps, index of detached positions, and general notes.

#### 5. Junctions

Adequate junctions were made with the following surveys:

H-9761	to the northwest
H-9735	to the southeast (Not available at time of Q.C. inspection)

H-7632 (1947) and H-6694 (1941-47) were not considered contemporary surveys for junctioning purposes, but were considered prior surveys.

#### 6. Comparison with Prior Surveys

a.	H-1373a	1373b	(1877)	1:40,000
	H-6689		(1941)	1:40,000
	H-6694		(1941-47)	1:20,000
	H-7632		(1947)	1:40,000

These prior surveys are the most recent in this area that provide complete coverage.

The comparison with these prior surveys is adequately discussed under Section K. of the Descriptive Report. However in general the present survey is from 0 to 1 ft. shoaler on the inshore areas and from 1 to <sup>4</sup>2 ft. shoaler on the offshore areas, with the exception of H-7632 (1947) which has some differences as much as 5 ft. deeper than present survey. It was noted that prior survey H-6694 (1941-47) came to verification in two parts and in reproducing these a portion was left off. This area is shown on the mark-up of the chart. The bottom configuration and general depths are in good agreement with the prior surveys the differences can be attributed to natural changes and to the less accurate methods of offshore surveying. (See Q.C. Report - item 1)

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

7. Comparison With Charts #11388 (10th Edition, February 25, 1978)  
#11389 (18th Edition, March 4, 1978)

11390 (8th Edition, June 25, 1977)  
 (See Q.C. Report-item 4)

a. Hydrography

All <sup>soundings</sup> but one ~~sounding~~ originates with the previously discussed prior surveys. The Descriptive Report adequately discussed the comparison with charted hydrography under Section L. This sounding in latitude  $30^{\circ}14'00''$ , longitude  $85^{\circ}58'30''$  may be a charting error, all prior surveys indicate 64 ft.

(See Q.C. Report-items 2 and 3)

b. Aids to Navigation

There are no aids to navigation in the survey area.

The present survey is adequate to supersede the charted information\*, with consideration being given to the Presurvey Review Item #4 recommendation given by the Hydrographer and the recommendation on the charted wreck in latitude  ~~$29^{\circ}40'29.369''$~~ ,  $30^{\circ}05.63'$  longitude  ~~$85^{\circ}21'47.113''$~~  made to the chart complier.  
 56.55' (\* See Q.C. Report-item 3)

8. Compliance With Instructions

This survey adequately complies with the Project Instructions.


9. Additional Field Work

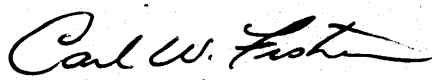
This is an excellent basic survey, no additional field work is recommended.

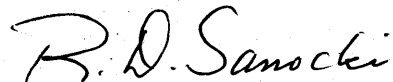
Inspection Report  
H-9755 (1978)

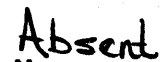
Any verification errors regarding procedures and presentation of survey data detected during inspection by the Hydrographic Inspection Team have been corrected before submission for administrative approval. HIT comments regarding quality of field work, compliance with instructions, and adequacy of the survey have been incorporated within the Verifier's Report.

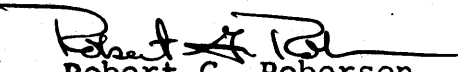
Examined and Approved:  
Hydrographic Inspection Team  
Date: April 11, 1979

  
Robert A. Trauschke, CDR, NOAA  
Chief, Processing Division

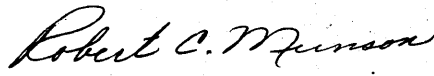
  
Carl W. Fisher, CDR, NOAA  
Chief, Operations Division

  
R. D. Sanocki  
Technical Assistant  
Processing Division

  
Maureen Kenny, LT, NOAA  
Chief, Electronic Data  
Processing Branch

  
Robert G. Roberson  
Team Leader  
Verification Branch

Approved/Forwarded

  
Robert C. Munson  
RADM, NOAA  
Director, Atlantic Marine Center





UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL OCEAN SURVEY  
Rockville, Md. 20852

OA/C352:KWW

May 4, 1979

TO: *for R.H. Coakley*  
A. J. Patrick  
Chief, Hydrographic Surveys Division

THRU: Chief, Quality Control Branch

FROM: K. W. Wellman *K.W. Wellman*  
Quality Evaluator

SUBJECT: Quality Control Report for H-9755 (1978), Florida, Northwest Coast, Offshore Florida Beach to Offshore Eastern Lake

A quality control inspection of H-9755 was accomplished to monitor the survey for obvious deficiencies with respect to data acquisition, delineation of the bottom, determination of least depths and navigation hazards, junction, shoreline transfer, decisions and actions by the verifier, and cartographic presentation of data.

In accordance with the verifier's recommendation (see section 2-b of the Verifier's Report), the necessary T-sheets were obtained and the shoreline was transferred to the smooth sheet during quality control inspection.

In general, the present survey was found to conform to National Ocean Survey standards and requirements except as discussed in the Verifier's Report, the HIT Report, and as follows:

1. Reference section 6 of the Verifier's Report:

a. The areas of coverage of the prior surveys of 1877 within the area of the present survey are superseded by the later surveys of 1941-47. When such earlier surveys are already superseded, no formal comparisons with modern surveys are necessary. It is sufficient to reference the fact in the Verifier's Report.

b. Comments pertaining to any shoreline changes should also be included in the referenced section of the Verifier's Report.

Section 6 of the Verifier's Report is supplemented by the following:



Greater depth differences of as much as  $\pm 8$  feet were noted in general offshore depths exceeding 80 feet. In addition, the comparisons revealed random shoreline variations with a general accretion of as much as 50 meters in some areas.

2. Reference section 7-a of the Verifier's Report:

A charted dangerous submerged wreck PA was not addressed by either the hydrographer or the verifier. Appropriate comments pertaining to the submerged wreck should have been included in the referenced section of the Verifier's Report.

Section 7-a of the Verifier's Report is supplemented by the following:

Attention is directed to the dangerous submerged wreck PA charted in the vicinity of latitude  $30^{\circ}15.00'$ , longitude  $85^{\circ}59.00'$ . The wreck originates with a miscellaneous source and is not verified or disproved by the present survey. The referenced wreck is referred to the compiler for evaluation and appropriate action.

3. Reference section 7 of the Verifier's Report:

The chart supersession statement should be included at the end of subsection a (Hydrography) of the referenced section of the Verifier's Report. (See section 6.6(12-a) of the Hydrographic Manual--Fourth Edition and the memorandum dated March 21, 1977, from the Office of Marine Surveys and Maps entitled "Verifier's Report Format.") Such a supersession statement placed at the end of the entire section implies that the Aids to Navigation discussed in subsection b are also superseded. This is not the intended purpose of the supersession statement. Further, the chart supersession statement refers to the common areas of coverage seaward of the 18-foot depth curve. Lesser depths, inshore of the 18-foot depth curve, are not invalidated by the present survey development and should remain as presently charted.

4. Reference section L of the Descriptive Report and section 7 of the Verifier's Report:

The largest scale chart (chart 11390) covering a portion of the survey area was not used by either the hydrographer or the verifier. This is in contravention of the requirement that the survey be compared with ". . . the largest scale chart of the area . . ." (See sections 5.3.4(L) and 6.3.10 of the Hydrographic Manual--Fourth Edition.) The necessary comparison was accomplished and the Descriptive Report and Verifier's Report were appropriately annotated during quality control inspection.

Section 4 of the Verifier's Report is supplemented by the following:

In addition, it is noted that the hydrographer failed to use the largest scale chart (chart 11390) which covers a portion of the area of the present survey.

5. The title of the survey, as shown in the title block on the smooth sheet, is not shown in accordance with the preferred format. The automated title block should be revised to provide sufficient space to show the survey title on three separate lines. (Reference figure 7-9 in the Hydrographic Manual--Fourth Edition.)

cc:

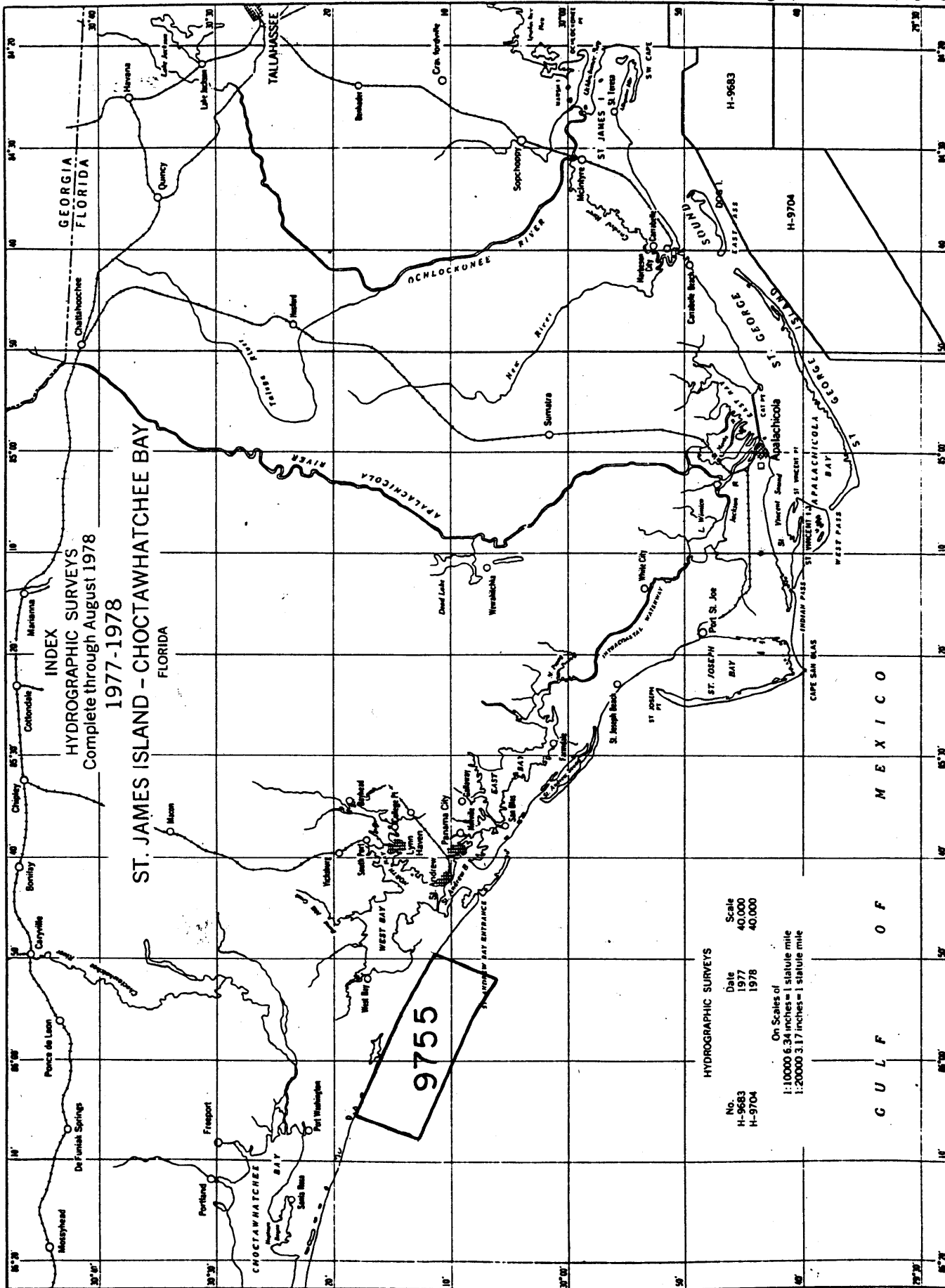
0A/C35

0A/C351

DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration

National Ocean Survey  
Rockville, Maryland

Hydrographic Index No. 84 E



**RECORD OF APPLICATION TO CHARTS**

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. 9755

**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
11390	2/25/80	D.M. Perkins	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 11
11389	4-1-80	D.M. PERKINS	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 38.
DW 11388	4-11-80	D.M. PERKINS	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 22
11360	4-15-80	D. Wylie	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 38
11006	6-4-80	D. Wylie	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 30
411	6-5-80	D. Wylie	Full <del>Part Before</del> After Verification Review Inspection Signed Via Drawing No. 55
			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.
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