

9798

Diagrams 1264, 1265-2, & 1115-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey Hydrographic
Field No. HSB-40-2-78
Office No. H-9798

LOCALITY

State Florida
General Locality Northwest Coast of Florida
Locality Approaches to Pensacola and
..... Choctawhatchee Bays

1979

CHIEF OF PARTY
LCDR T.W. Richards

LIBRARY & ARCHIVES

DATE June 27, 1980

9798

HYDROGRAPHIC TITLE SHEET

H-9798

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 40-2-78

State Florida

General locality Gulf of Mexico
~~Northwest Coast of Florida~~

Locality Approaches to Pensacola and Choctawhatchee Bays.

Scale 1:40000 Date of survey 12 Feb. 1979 - 20 Aug. 1979
JD 4/1 79 232 79

Instructions dated _____ Project No. OPR-J217-HFP-78

Vessel NOAA Launch 1257

Chief of party LCDR, Thomas W. Richards, NOAA.

Surveyed by LCDR, Micheal F. Kolesar, NOAA.

Soundings taken by echo sounder ~~XXXXXXXXXX~~

Graphic record scaled by MK, GL, GM, GH

Graphic record checked by MK

Protracted by _____ Automated plot by Field Sheet PDP/8E
AMC XYMETRICS 12081

Soundings ~~plotted~~ by Verifred *R. Hill*

Soundings in fathoms ~~feet~~ at MLW ~~MLLW~~ Gulf Coast Low Water Datum

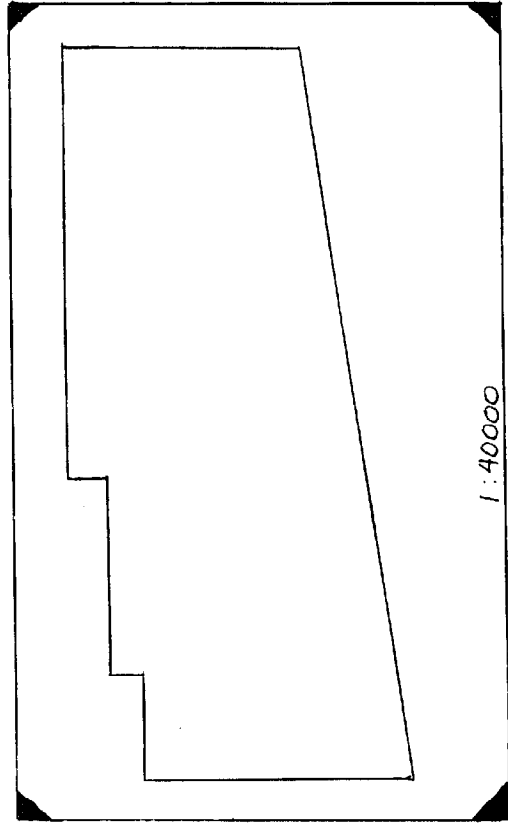
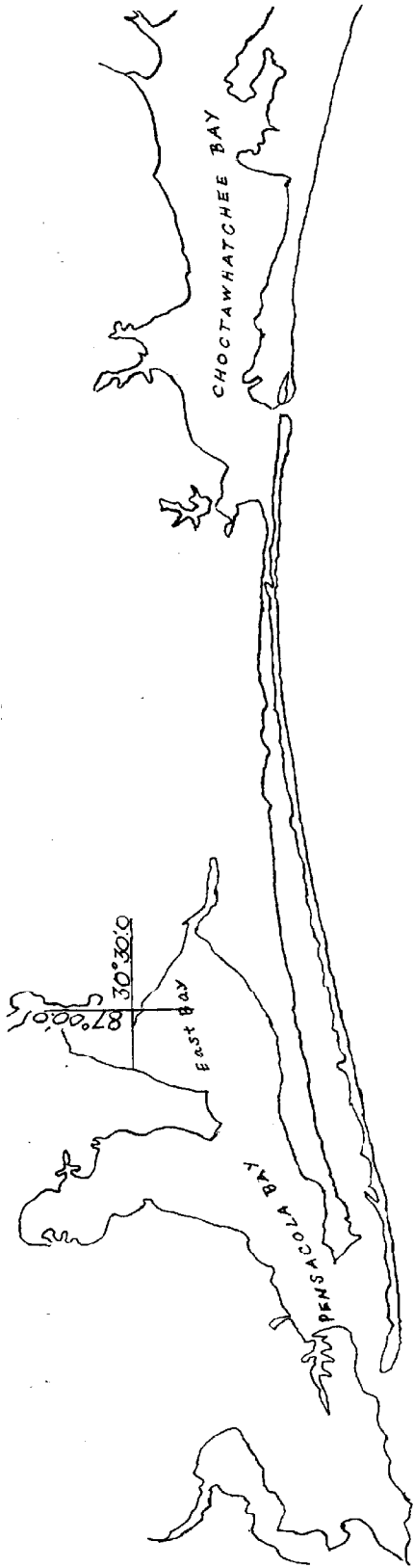
REMARKS: MK; Michael Kolesar; GH, Glen Hendrix; GL, George Lloyd;

GM, Gary Merrill

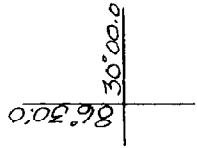
For Settlement & Squat graph, see H-9787 descriptive report (Jan. 3, 1979)

See Digital Update Form - (also noted in "D" format of the digital survey files)

Applied to HSB 1-8-80
CSB



1:40000
 HSB 40-2-78, H-9798



DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY
HSB 40-2-78 (H-9798)

Scale: 1:40,000 (1978-79)
Vessel: NOAA Launch 1257 (HFP-1)
Chief of Party: Thomas W. Richards, LCDR
Officer-in-Charge: Michael F. Kolesar, LCDR

A. PROJECT

This survey was accomplished under Project Instructions OPR-J217-HFP-78, Gulf of Mexico, Dated September 9, 1977, and amended by:

| | |
|---------------|----------|
| Change No. 1 | 9-15-77 |
| Change No. 2 | 12-21-77 |
| Change No. 3 | 12-21-77 |
| Change No. 4 | 6-15-78 |
| Change No. 5 | 6-21-78 |
| Change No. 6 | 12-04-78 |
| Change No. 7 | 12-06-78 |
| Change No. 8 | 12-19-78 |
| Change No. 9 | 1-24-79 |
| Change No. 10 | 2-08-79 |
| Change No. 11 | 3-07-79 |

B. AREA

The area surveyed was south of Santa Rosa Island, Florida between Choctawhatchee Bay and Pensacola Bay entrances and bounded by the following points:

| | |
|-------------------|----------------------|
| Latitude 30°09.3' | Longitude 86°36.0' ✓ |
| Latitude 30°09.3' | Longitude 86°56.4' ✓ |
| Latitude 30°08.0' | Longitude 86°56.4' ✓ |
| Latitude 30°08.0' | Longitude 87°05.7' ✓ |
| Latitude 30°06.3' | Longitude 87°05.7' |
| Latitude 30°06.3' | Longitude 87°10.4' |
| Latitude 29°55.7' | Longitude 87°10.4' |
| Latitude 30°00.0' | Longitude 86°36.0' |

This survey was conducted from February 12, 1979 to August 20, 1979.

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.

The entire survey was run with the recorder in fathoms and was plotted in feet.

1. Equipment.

The following Raytheon Fathometer equipment was used during the survey:

| | |
|----------|-------------------------------|
| Recorder | Model #723-40 Serial #2042 |
| ECU | Model #723-42 Serial #1910 |
| DDM | Model #723-41 Serial #2772 |

No unusual problems were encountered with the sounding equipment.

2. Settlement and Squat.

Settlement and squat was run on January 3, 1979. Values through day 232 were taken from these tests. All hydro was run at 1925 rpm except where noted in the records.

3. Velocity Corrections.

Velocity corrections were determined by barchecks and TDC casts.

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

The following TDC was used:

Manufacturer: Martek Instruments
Model number: 167-10
Serial number: 130

Two velocity tables will be used in the final plot of the survey.

J.D. 141 thru 193 - Table #13
J.D. 213 thru 232 - Table #14

Table #13 was developed from a TDC cast on J.D. 170. A cast from J.D. 141 closely matched the J.D. 170 cast:

Table #14 was developed from a TDC cast on J.D. 220.

Due to strong currents and rough seas barchecks were limited. Two barchecks were taken in fathoms on J.D. 221 and J.D. 226. Results were inconclusive. The barcheck curves only roughly parallel the TDC curves. It was noted however, that when working with these graphs a one tenth error in fathoms could shift the barcheck curve severely. It is felt by the hydrographer that when surveying in fathoms the barcheck data also becomes much more gross. No soundings on this survey shoaler than 80 feet were obtained.

The final velocity table was constructed from bar checks measured in both feet and fathoms.

A copy of approximate velocity table #13 is included in the appendix.

E. HYDROGRAPHIC SHEETS.

The field sheets were prepared on a PDP8/E computer with a DP-3-5 plotter. A work sheet, smooth sheet, and overlay sheet are included with the survey. Mainscheme hydrography and crosslines are plotted on the smooth sheet while developments, splits, bottom samples, prior survey soundings, junction soundings, charted soundings and pre-survey review items are shown on the overlay sheet. Non-standard depth contours of 360 feet (blue), 420 feet (green), and 480 feet (red) were inked on the smooth field sheet.

Verification and smooth plotting will be done at the Atlantic Marine Center, Norfolk, Virginia. Projection and control parameters are in the Appendix.

F. CONTROL STATIONS.

Raydist stations were located at the following geodetic positions:

Left (Green) Station:

Name: Clausen R.M. 3 (Signal #903)
Location: Moreno Point (Destin, Florida)
Position: Latitude $30^{\circ}23'03.963''$
Longitude $86^{\circ}26'50.175''$

Right (Red) Station:

Name: H-1-FL-77A (Signal #901)
Location: Cape San Blas
Position: Latitude $29^{\circ}40'29.369''$
Longitude $85^{\circ}21'47.113''$

Station H-1-FL-77A was established by field party personnel. Station Clausen R.M.3 is a reference mark established by USC&GS.

The locations of these stations are considered Field Positions. R#

G. HYDROGRAPHIC POSITION CONTROL.

1. Equipment.

Control for this survey was a Hasting-Raydist DR-S system operating in the range-range mode.

Shore station equipment:

Left station: Green Raydist Model AA-60
S/N 68

Right station: Red Raydist Model AA-60
S/N 84

Launch equipment:

J.D. 158-232, First Party, 3306.40

Navigator Model ZA 67B
S/N 67

Ant. Loading Model Q 52
Coil S/N 81

Transmitter Model TA 96
S/N 37

J.D. 141-142, Third Party, 3306.495

Navigator Model ZA 67B
S/N 110

Ant. Loadcoil Model QB 52
S/N 81

Transmitter Model TA 96
S/N 86

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

2. Calibrations.

Calibrations consisted of a visual three point sextant fix with a check angle. Calibrations were taken in the morning and evening whenever possible. A strip chart recorder was monitored between calibrations to check lane gains or losses.

H. SHORELINE.

There was no shoreline delineated on this survey.

I. CROSSLINES.

Crosslines constituted 10.5% of mainscheme Hydrography. Crossing agreement was excellent, (0-2 feet).

J. JUNCTIONS.

This survey junctions with the following surveys:

1. H-9797 to the north. *OK.*
2. H-9803 to the north. *OK.*
3. H-9804 to the north. *(not in office 7-15-80)*
4. H-9786 to the east. *OK.*
5. H-6691 to the south. *Prior survey, not a junction*
6. H-6555 to the west. *Prior survey, not a junction*
7. H-5115 to the northwest. *-Prior survey, not a junction, however, later prior surveys in area.*

Junction with all contemporary surveys is excellent, (0-2 feet).

All of the junction surveys overlap onto this survey. See next section for comparison.

K. COMPARISON WITH PRIOR SURVEYS.

This survey was previously covered by the following surveys:

1. H-6687 (1941).
2. H-6691 (1941).
3. H-5115 (1930-31). *- later prior surveys in area.*
4. H-6555 (1940).

H-6687 - Comparison is fair. Discrepancies range from 0 to 6 feet. The comparison is better in deeper areas where the bottom is flat so the errors are believed to be due to prior survey position inaccuracies.

H-6691 - Comparison is fair. Discrepanices of up to 20 feet exist in isolated areas. Most areas agree within 0-8 feet. Due to the widely spaced sounding lines in deep water on the prior survey and contemporary survey it is difficult to compare some soundings.

H-5115 - Comparison with this survey is poor at best. No general trend could be detected. No soundings were transferred to the overlay from this survey.

H-6555 - Comparison with this survey is good. Most selected soundings agree within 3 feet.

It is recommended that the present survey supersede the prior survey soundings in the common areas in all cases.

L. COMPARISON WITH THE CHART.

1. General.

This survey is covered by the following charts:

1. Chart 11388, Edition 10, 2-25-78.
2. Chart 11382, Edition 23, 11-19-77.
3. Chart 11360, Edition 22, 4-22-78.

11388 - Comparison is good with agreement within 3 feet except in areas of irregular bottom.

11382 - Comparison is good except in areas of irregular bottom.

11360 - Comparison is fair. Some of the differences were probably introduced in changing the charted soundings in fathoms to feet.

2. Pre-survey Review Items.

#167 - This is reported to be a sunken cabin cruiser in 102 feet of water at Latitude $30^{\circ}03.0'$, Longitude $87^{\circ}08.0'$. Nothing was seen while running mainscheme lines and no further investigation was made. *See section seven (7) of Verifier's Report*

No other detailed investigations were made.

M. ADEQUACY OF SURVEY.

This survey is adequate to supersede prior surveys for charting.

N. AIDS TO NAVIGATION

There are no aids to navigation within the survey area.

O. STATISTICS.

| | |
|---------------------------------|-------|
| Numbers of positions | 1990 |
| Nautical miles of sounding line | 1442 |
| Nautical miles of crossline | 151.3 |
| Nautical miles of development | 12.1 |
| Total miles of hydrography | 1605 |
| Number of bottom samples | 63 |
| Number of barchecks | 2 |
| Number of TDC casts | 3 |

P. MISCELLANEOUS.

1. This entire survey was run with the fathometer in fathoms. The field sheet is plotted in feet.

2. All of J.D. 043 was rejected due to inadequate velocity corrections.

3. The significant item in this survey is the 3 to 5 fathom steep drop found at approximately the 30 fathom (180 ft) curve. Small, narrow ridge like features, parallel to the 180 ft curve, from approx. long $86^{\circ}58'W$ to $86^{\circ}50'W$ are unusual. *7 P.S.*

4. No reports or hazards to navigation were reported to the U.S. Coast Guard.

Q. RECOMMENDATIONS.

None.

R. AUTOMATED DATA PROCESSING.

The following computer programs were used in processing data for this survey.

| Program | Program Name | Version Date |
|---------|-----------------------------------|--------------|
| RK 111 | R/R Real Time Plot | 1-30-76 |
| RK 211 | R/R Non-Real Time Plot | 4-18-75 |
| RD 201 | Grid, Signal and Lattice Plot | 9-23-77 |
| RK 300 | Utility Computations | 2-10-76 |
| PM 360 | Electronic Corrector Abstract | 2-02-76 |
| AM 500 | Predicted Tide Generator | 11-10-72 |
| AM 602 | Elinore | 5-21-75 |
| RK 530 | Velocity Corrections Computations | 5-10-76 |
| RK 561 | H/R Geodetic Calibration | 2-19-75 |

S. REFERENCE TO REPORTS.

Horizontal Control Report OPR-J217-HFP-77 (February 1978).

Respectfully Submitted,

Robert Lewis

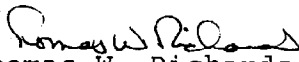
RM Michael F. Kolesar, LDCR NOAA
Officer-in-Charge, NOAA Launch 1257

APPROVAL SHEET
SURVEY H-9798 (HSB-40-2-78)

The hydrographic records transmitted with this report are complete and adequate to supersede prior surveys for charting with no additional field work recommended.

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

Approved and forwarded,


Thomas W. Richards
Lt. Cdr., NOAA
Chief, Hydrographic Surveys Branch

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

CORRECTIONS IN FEET, _____

NOAA FORM 75-21
110-721 U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEAN SURVEY

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257
Comdg. LCDR MICHAEL F. KOLESAR

These corrections are to be used
between _____ 19____ and _____ 19____
in the locality _____

for hydrographic surveys Nos. H5B 40-2-78
H-0798

RESULTS OF TDC CASTS

J.D. 141 - 0

J.D. 170 - 0

J.D. 220 - X

(For deep water add a 0 to these figures)

DEPTHS IN FATHOMS
FEET

100

200

300

400

500

V.G.S.L.

J.D. 141

J.D. 220

170

20 X 20 TO THE INCH 45 1240
K&E
REPLACES FORMER

0 2 4 6 8 10 12 14 16 18 20 22 24 26 28

~~SECRET~~. VELOCITY TABLE 13.

VESNO 1257
OPR - J217
HSB 40-2-78
H- 9798

109.2 1.0

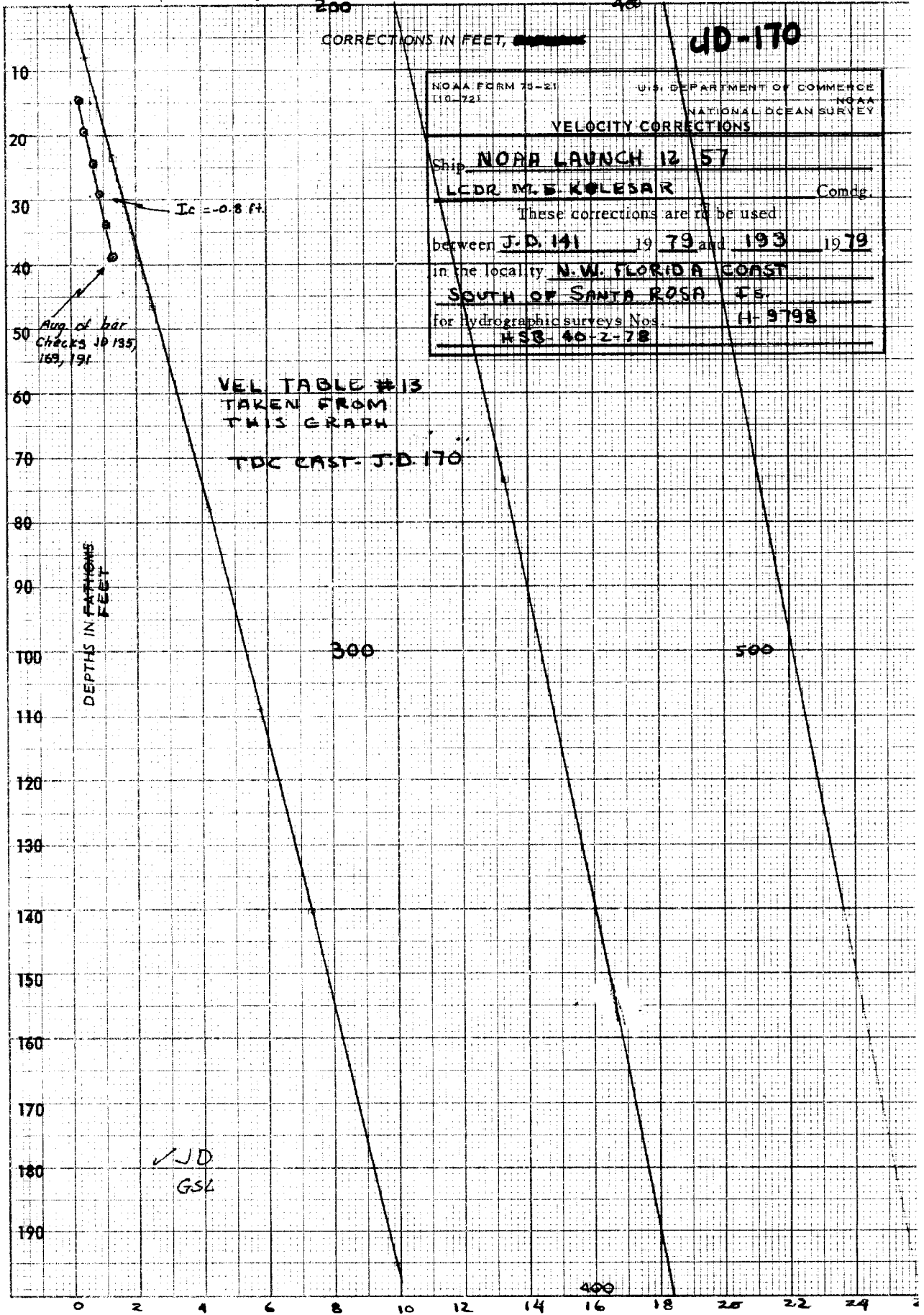
000600 0 0030 0013 000 125700 009798
000695 0 0035
000780 0 0040
000885 0 0045
000985 0 0050
001090 0 0055
001185 0 0060
001285 0 0065
001390 0 0070
001495 0 0075
001600 0 0080
001710 0 0085
001820 0 0090
001925 0 0095
002105 0 0100
002330 0 0110
002560 0 0120
002790 0 0130
003030 0 0140
003270 0 0150
003525 0 0160
003725 0 0170
004055 0 0180
004315 0 0190
004575 0 0200
004840 0 0210
005100 0 0220
999999 0 0230

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

40-170

| | |
|---|--|
| NOAA FORM 78-21 (10-72) | U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY |
| VELOCITY CORRECTIONS | |
| Ship <u>NOAA LAUNCH 12 57</u> | |
| Comdr. <u>LCDR M. B. KOLESAR</u> | Comdg. |
| These corrections are to be used | |
| between <u>J.D. 141</u> | 19 <u>79</u> and <u>193</u> 19 <u>79</u> |
| in the locality <u>N.W. FLORIDA COAST</u> | |
| <u>SOUTH OF SANTA ROSA IS.</u> | |
| for hydrographic surveys Nos. | <u>H-9798</u> |
| <u>NSC 40-2-78</u> | |

(For deep water add a 0 to these figures)



KE 20 X 20 TO THE INCH 46 1240
7 X 1/2 IN. H.S. 1
REUFFEL & PESSER

✓ J.D.
GSL

VELOCITY TABLE 14.

VESNO 1257

OPR - J217

HSB 40-2-78

H- 9798

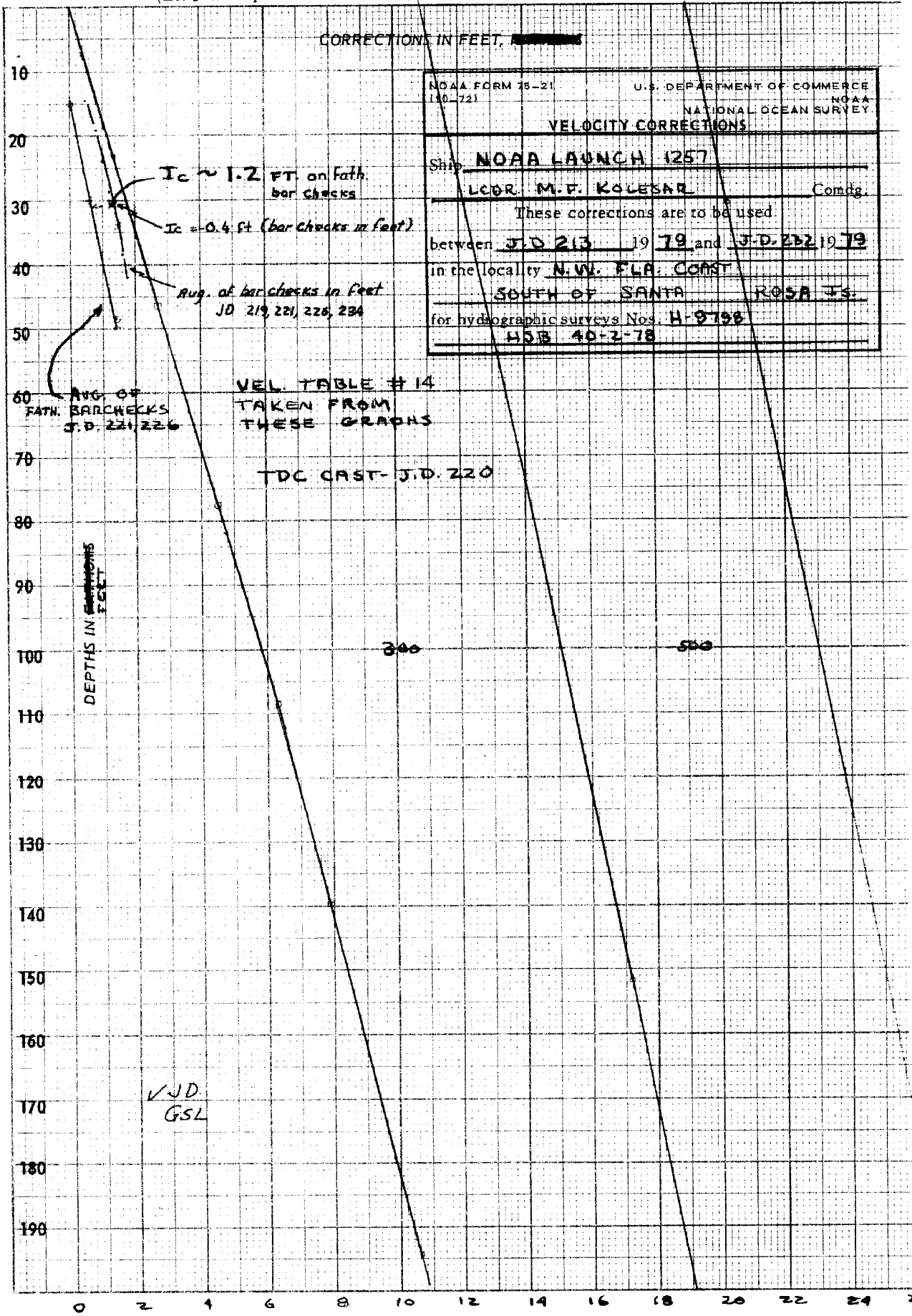
000735 0 0040 0014 000 125700 009798
000820 0 0045
000905 0 0050
000995 0 0055
001080 0 0060
001180 0 0065
001275 0 0070
001370 0 0075
001470 0 0080
001575 0 0085
001675 0 0090
001775 0 0095
001930 0 0100
002150 0 0110
002390 0 0120
002620 0 0130
002860 0 0140
003100 0 0150
003350 0 0160
003600 0 0170
003840 0 0180
004110 0 0190
004360 0 0200
004620 0 0210
004870 0 0220
005120 0 0230
005380 0 0240
999999 0 0250

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

CORRECTIONS IN FEET, ~~TABLE~~

| | |
|---|--|
| NOAA FORM 75-21 150-721 | U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY |
| VELOCITY CORRECTIONS | |
| Ship: NOAA LAUNCH 1257 | |
| Comdg. LCOR. M.F. KOLESAR | |
| These corrections are to be used | |
| between J.D. 213 19 79 and J.D. 222 19 79 | |
| in the locality N.W. FLA. COAST | |
| SOUTH OF SANTA ROSA IS. | |
| for hydrographic surveys Nos. H-9758 | |
| HOB 40-2-78 | |

(For deep water add a 0 to these figures)



NO 20 X 20 TO THE INCH 45 1240
7.5 X 7.5 INCHES
REVISED 1958

SIGNAL TAPE LISTING

VESNO 1257

OPR - J217

HSB 40-2-78

H-9798

| | | | | | | | | | | | |
|-----|---|----|----|-------|-----|----|-------|-----|------|--------|-------------------------|
| 031 | 7 | 30 | 23 | 31999 | 086 | 28 | 48224 | 139 | 0000 | 000000 | DESTIN EAST TANK (HFP- |
| 032 | 7 | 30 | 23 | 41160 | 086 | 29 | 44045 | 139 | 0000 | 000000 | DESTIN WEST TANK (HFP-1 |
| 033 | 7 | 30 | 23 | 28583 | 086 | 33 | 27274 | 139 | 0000 | 000000 | MICRO TR. TEST SITE A-3 |
| 034 | 7 | 30 | 23 | 48543 | 086 | 35 | 23047 | 139 | 0000 | 000000 | OKALOOSA COUNTY TANK (H |
| 901 | 7 | 29 | 40 | 29369 | 085 | 21 | 47113 | 250 | 0000 | 330640 | CAPE SAN BLAS RAYDIST. |
| 903 | 7 | 30 | 23 | 03963 | 086 | 26 | 50475 | 250 | 0000 | 330640 | CLAUSEN. RM. 3. (NGS) |
| 904 | 7 | 29 | 40 | 29369 | 085 | 21 | 47113 | 250 | 0000 | 330649 | CAPE SAN BLAS RAYDIST. |
| 905 | 7 | 30 | 23 | 03963 | 086 | 26 | 50475 | 250 | 0000 | 330649 | CLAUSEN. RM. 3 (NGS) |

Signals 903 and 905 are NGS published stations. The remaining signals were located to third order standards by HFP-1 - field records and computations are on file at HSB, ~~and~~ and are considered Field Positions

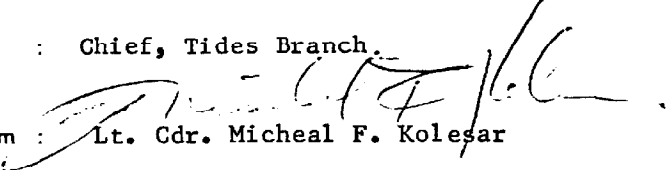


U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Atlantic Marine Center
Hydrographic Surveys Branch
439 W. York Street
Norfolk, Virginia 23510

Date : August 29, 1979

Reply to Attn. of:

To : Chief, Tides Branch.

From : 
Lt. Cdr. Micheal F. Kolesar

Subject: Request for Tide Data

Please furnish smootj tide correctors and zoning information to Atlantic Marine Center, Processing Division, CAM3, For Survey H- 9798 (HSB 40-2-78), Project OPR- J217-HFP- 78.

Field tide reduction of soundings was based on predicted tides from Pensacola, Florida, corrected to St. Andrews Bay Entrance.

Smooth tide correctors should be obtained from Station 872-9189 (Panama City) , 872-9149 (St. Andrews State Park), and 872-9678 (Navarre Beach).

The following times of hydrography include two hours before and after actual hydrography times:

| <u>J.D</u> 1979 | <u>FROM</u> (GMT) | <u>TO</u> (GMT) |
|--------------------|-------------------|-----------------|
| 141 | 1200 | 0100 |
| 142 | 1300 | 1930 |
| 158 | 1200 | 0100 |
| 159 | 1100 | 2400 |
| 169 | 1200 | 0100 |
| 170 | 1300 | 0200 |
| 171 | 1300 | 0100 |
| 177 | 1230 | 1700 |

FIELD TIDE NOTE

Field tide reduction of soundings was based on predicted tides from Pensacola, Florida, corrected to St. Andrews Bay Entrance, Florida, and were interpolated using a PDP/8e computer and program AM500.

Smooth tide correctors will be obtained from Panama City Beach Station (872-9189), Navarre Beach Station (872-9678) and St. Andrews State Park Station (872-9149).

The St. Andrews State Park Station was installed on 11/13/78 by the hydrographic party and operated throughout the period.

The Navarre Beach gage is a contract gage installed by Tide Party 752 on 1/13/78 and operated throughout the period.

Minor stepping problems were encountered with gage 872-9149 during the survey. It is not felt that the accuracy of the survey will be affected.

| <u>Station</u> | <u>Location</u> |
|-----------------------------------|-----------------------------------|
| Navarre Beach (872-9678) | Lat. 30° 22.6' Lon. 86° 51.9' |
| Panama City Beach (872-9189) | Lat. 30° 11.17' Lon. 85° 50.0' |
| St. Andrews State Park (872-9149) | Lat. 30° 07.9' Lon. 85° 44.6' |

October 25, 1979

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): 872-9678 Navarre Beach, FL

Period: May 21 - August 20, 1979

HYDROGRAPHIC SHEET: H-9798

OPR: J217

Locality: Northwest coast of Florida

(Gulf Coast Low Water Datum): 25.57 ft.
Plane of reference (~~mean lower low water~~):

Height of Mean High Water above Plane of Reference is
1.4 ft.

REMARKS: Zone direct.


Chief, Datums and Information Branch

GEOGRAPHIC NAMES (FIELD)

| Name on Survey | <div style="display: flex; justify-content: space-between;"> A ON CHART NO. 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 GRAND McNALLY ATLAS H U.S. LIGHT LIST K </div> | | | | | | | | | | | |
|--------------------|---|--|--|--|--|--|--|--|--|--|--|----|
| | Gulf of Mexico | | | | | | | | | | | |
| Pensacola Bay | | | | | | | | | | | | 2 |
| Choctawhatchee Bay | | | | | | | | | | | | 3 |
| | | | | | | | | | | | | 4 |
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| | | | | | | | | | | | | 25 |

} TITLE

Approved:

Charles E. Hamilton

Chief Geographer - C3x5

28 July 1980

APPROVAL SHEET
FOR
SURVEY H-9798

- 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:

6/16/80

Signed:



Title:

Chief, Verification Branch

HYDROGRAPHIC SURVEY STATISTICS

H-9798

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

| RECORD DESCRIPTION | AMOUNT | RECORD DESCRIPTION | AMOUNT |
|--------------------|--------|------------------------------------|-------------|
| SMOOTH SHEET | 1 | BOAT SHEETS | 1 (2 parts) |
| 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 | | | | | | |
| CAHIERS | with raw printouts | | | | | |
| VOLUMES | | | | | | |
| BOXES | | | 1 - box of smooth printouts, 1 sounding volume, 1 envelope misc data | | | |

T-SHEET PRINTS (List) None

SPECIAL REPORTS (List) None

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 | | | 2053 |
| POSITIONS CHECKED | | 50 | |
| POSITIONS REVISED | | 0 | |
| SOUNDINGS REVISED | | 10 | |
| SOUNDINGS ERRONEOUSLY SPACED | | 0 | |
| SIGNALS (CONTROL) ERRONEOUSLY PLOTTED | | 0 | |

TIME - HOURS

| | | | |
|---|----------|------------|------------|
| CRITIQUE OF FIELD DATA PACKAGE (PRE-VERIFICATION) | 4 | | |
| VERIFICATION OF CONTROL | | 2 | |
| VERIFICATION OF POSITIONS | | 16 | |
| VERIFICATION OF SOUNDINGS | | 40 | |
| COMPILATION OF SMOOTH SHEET | | 25 | |
| APPLICATION OF TOPOGRAPHY | | 0 | |
| APPLICATION OF PHOTOBATHYMETRY | | 0 | |
| JUNCTIONS | | 24 | |
| COMPARISON WITH PRIOR SURVEYS & CHARTS | | 24 | |
| VERIFIER'S REPORT | | 8 | |
| OTHER | | 18 | |
| TOTALS | 4 | 157 | 161 |

| | | |
|---|----------------------------|------------------------|
| Pre-Verification by S. K. Kelly | Beginning Date 12-21-79 | Ending Date 4-15-80 |
| Verification by R. R. Hill | Beginning Date 5-15-80 | Ending Date 5-27-80 |
| Verification Check by B. J. Stephenson | Time (Hours) 2 | Date 6-5-80 |
| Marine Center Inspection by Hydrographic Inspection Team | Time (Hours) 3 hr. | Date 6-11-80 |
| Quality Control Inspection by F.P. Saulsbury | Time (Hours) 55 | Date 7-25-80 |
| Requirements Evaluation by D.J. Hill | Time (Hours) 2 | Date 12/1/80 |

E. Meyers - 6 hrs 8/14/80 App. 1 hr. 8/14/80

REGISTRY NO. H-9798

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 8/16/83 TIME REQUIRED _____ INITIALS JS

REMARKS:

Computational errors ranging from +.3 to a -.2 feet were found in the reduced soundings on the final printout.

The shoalest sounding recorded on the smooth sheet is 77 feet.

These errors are not considered to significantly effect the adequacy of the final plotted soundings and no corrections were made.

ATLANTIC MARINE CENTER
VERIFIER'S REPORT

REGISTRY NO. H-9798

FIELD NO. HSB-40-2-78

Florida, Gulf of Mexico, Approaches to ~~Choctawhatchee Bay and Pensacola Bay~~ *Pensacola and Choctawhatchee Bays*

SURVEYED: February 12, 1979 through August 20, 1979

SCALE: 1:40,000

PROJECT NO. OPR-J217

SOUNDINGS: Raytheon DE-723D Echo Sounder

CONTROL: Hasting Raydist
(Range/Range)

Chief of Party. T. W. Richards

Surveyed By. M. F. Kolesar
. G. Hendrix
. G. Lloyd
. G. Merrill

Automated Plot By. Xynetics 1201 Plotter AMC

Verified and Inked By. R. R. Hill *[Signature]*

Date June 3, 1980

1. INTRODUCTION

During verification of this survey, no unusual problems were encountered. All red notes in the Descriptive Report were made by the verifier.

2. CONTROL AND SHORELINE

a. The source of control is adequately described under Sections F. and G. of the Descriptive Report.

b. This is an offshore survey and no shoreline is shown.

3. HYDROGRAPHY

a. Depths at crossings are in good agreement.

b. The standard depth contours were adequately delineated.

c. The development of the bottom configuration and the investigation of least depths were considered adequate.
The verifier aligned bottom samples with sdgs. instead of lat. lines.

4. CONDITION OF SURVEY

The smooth sheet and accompanying overlays, hydrographic records and reports are adequate and conform to the requirements of the Hydrographic Manual with the following exceptions.

[Signature]

a. No comment was made by the hydrographer in the Descriptive Report pertaining to an 11.28 lane corrector, which was applied to a portion of the electronic control data gathered on Julian Day 221. This correction has been verified.

b. The hydrographer failed to discuss a non-dangerous wreck shown on Chart 11360, (22nd Edition, April 22, 1978) and charted in Lat. $30^{\circ}05.7'$, Long. $86^{\circ}56.5'$. (See Section #7 of this report).

5. JUNCTIONS

An adequate junction was effected with the following contemporary surveys:

H-9797 (1978⁻⁷⁹) to the north *OK*
H-9803 (~~1978~~) to the north (*1978-79*) *OK*
H-9804 (1979) to the north

Due to the unavailability of H-9786 (1978) for adjustments, it is requested that this junction (on the east) be completed by Quality Control. *Accomplished during Q.C.I.*

6. COMPARISON WITH PRIOR SURVEYS

a. H-6555 (1940) 1:40,000
H-6687 (1941) 1:40,000
H-6691 (1941) 1:80,000
H-6656 H-6556 (1940) 1:80,000

The above prior surveys provide the most recent complete coverage of the area common to the present survey. A comparison between these surveys and the present survey reveals differences ranging from five feet shoaler to five feet deeper than the present survey. However, depths in general and bottom configuration are in agreement. Differences encountered may be attributed to natural changes in the area, but more so to the more accurate survey methods used on the present survey.

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

7. COMPARISON WITH CHARTS #11388 (10th EDITION, FEBRUARY 25, 1978) #11382 (23rd EDITION, NOVEMBER 19, 1977) #11360 (22nd EDITION, ~~MAY~~ 22, 1978)

a. Hydrography: *April*

The charted hydrography originates with the previously discussed prior surveys which require no further consideration.

Attention is directed to the following:

(1) Presurvey Review Item No. 167, a sunken dangerous wreck PD, charted in Lat. $30^{\circ}03'$, Long. $87^{\circ}08'$, originates with Local Notice to Mariners No. 80 of 1972. No indication of this wreck was ascertained by the present survey and in consideration of the depth of the water it was reported in, it is recommended that this wreck be reviewed to sunken non-dangerous wreck, position doubtful. *concur*
(200 meter development in this area)

7RS.

(2) A sunken non-dangerous wreck, charted at Lat. $30^{\circ}05.7'$, Long. $86^{\circ}56.5'$, originates with a not readily ascertainable source. The disposition of this wreck was *concur* not determined by this survey and it is recommended that it remain as charted.
(*200 meter development in area of wreck*)

Except as noted above, the present survey is considered adequate to supersede the charted information within the common area.

b. Aids to Navigation

There are no aids to navigation within the limits of the present survey area.

8. COMPLIANCE WITH INSTRUCTIONS

This survey adequately complies with the Project Instructions.

9. ADDITIONAL FIELD WORK


This is considered a good basic survey and no additional field work is recommended. *concur*

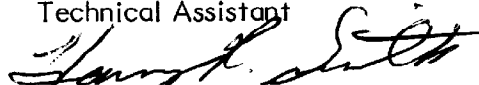
F.P.S.

INSPECTION REPORT
H-9798


The completed survey has been inspected by the Hydrographic Inspection Team with regard to survey coverage, delineation of depth contours, development of critical depths, cartographic symbolization and verification or disproval of charted data. The verification Report has presented the facts accurately and properly, the procedures used were appropriate, and the recommendations are logical and justifiable. The survey records comply with NOS requirements except where noted in the Verification Report. The Hydrographic Inspection Team concurs with the verifier's findings, actions and recommendations.



Karl Wm. Kieninger, CDR, NOAA
Chief, Processing Division


R. D. Sanocki
Technical Assistant

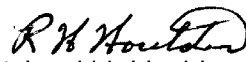

Harry R. Smith
Team Leader
Verification Branch

Examined and Approved:
Hydrographic Inspection Team
Date: June 11, 1980


David W. Yeager, LCDR, NOAA
Field Procedures Officer
Operations Division


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

Approved/Forwarded


Richard H. Houlder
Rear Admiral, NOAA
Director, Atlantic Marine Center



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

OA/C352:FPS

July 25, 1980

TO: Glen R. Schaefer *GRS*
Chief, Hydrographic Surveys Division

THRU: Chief, Quality Control Branch *Gm*

FROM: F. P. Saulsbury *F. P. Saulsbury*
Quality Evaluator

SUBJECT: Quality Control Report for H-9798 (1979), Florida, Gulf of Mexico,
Approaches to Pensacola and Choctawhatchee Bays

A quality control inspection of H-9798 was accomplished to monitor the survey for adequacy with respect to data acquisition, delineation of the bottom, navigational hazards, junctions, sounding line crossings, smooth plotting, decisions and actions taken by the verifier, and the cartographic presentation of data. In general, it was found to conform to the National Ocean Survey's standards and requirements except as stated in the Descriptive Report and is considered an excellent basic survey.

cc:
OA/C351





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

DEC 5 1980

OA/C351:DJJ

TO: OA/CAM - Richard H. Houlder

FROM: ~~F~~OA/CS - Roger F. Lanier

SUBJECT: H-9798 (1978), OPR-J217, Florida, Gulf of Mexico, Approaches to Pensacola and Choctawhatchee Bays, Report of Compliance with Project Instructions

The smooth sheet and Descriptive Report for the subject survey have been examined. This survey, except as noted in the Verifier's Report and Quality Control Report, dated July 25, 1980 (copy attached), is complete and adequate for the purposes intended and is in compliance with Project Instructions OPR-J217-HFP-78, dated September 9, 1977.

Attachment

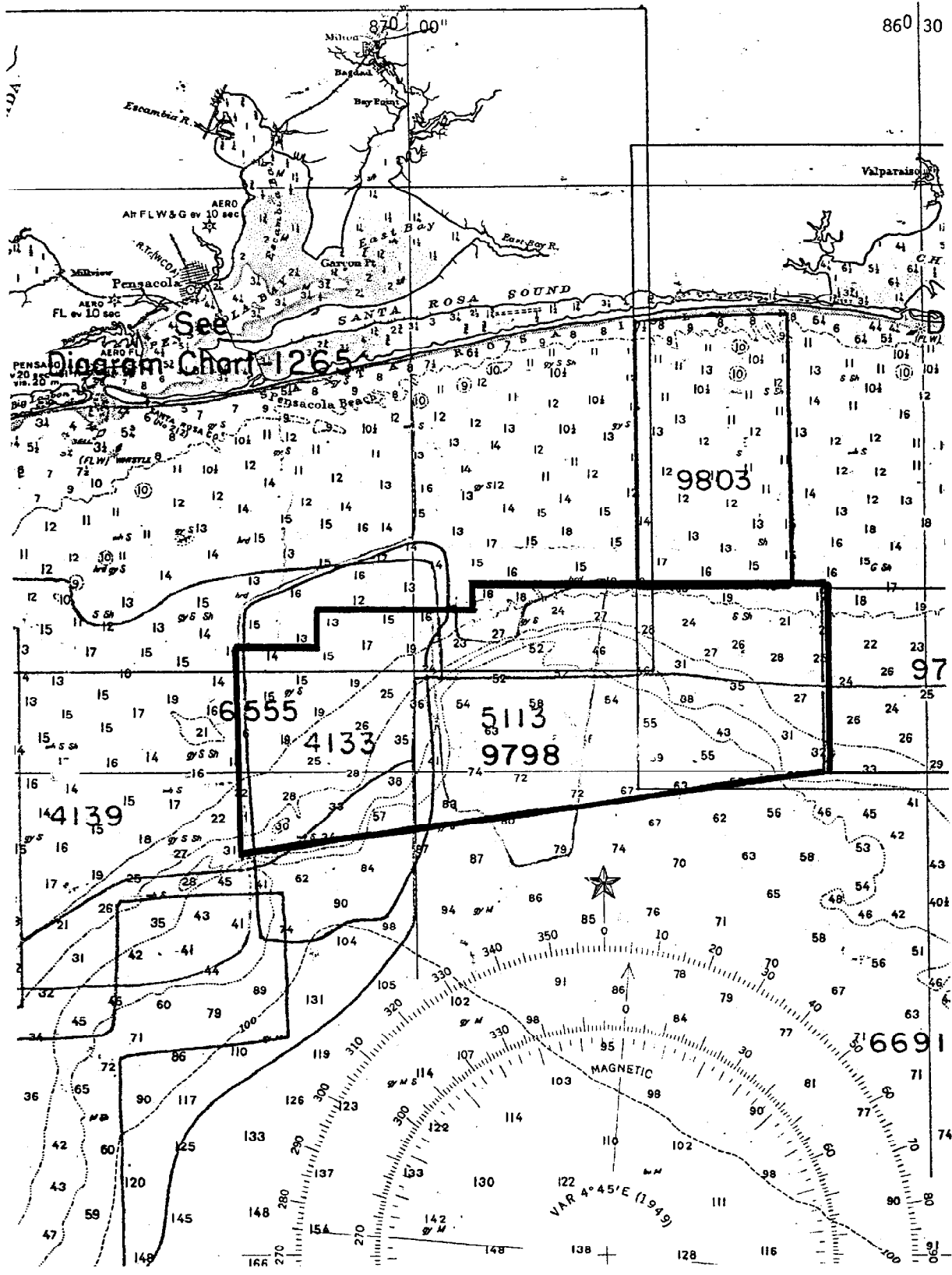
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OA/C352 w/o att.



10TH ANNIVERSARY 1970-1980

National Oceanic and Atmospheric Administration

A young agency with a historic
tradition of service to the Nation



RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9798

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 |
|-------|-------------------|------------------|---|
| 11388 | 1-29-81 3/2/81 | O. Williams D | Full Part Before After Verification Review Inspection Signed Via Drawing No. 22 |
| 11382 | 2-4-81 | O. Williams D | Full Part Before After Verification Review Inspection Signed Via Drawing No. 35 |
| 11360 | 3-11-81 | O. Williams D | Full Part Before After Verification Review Inspection Signed Via Drawing No. 39 |
| 11006 | 3-23-81 | O. Williams D | Full Part Before After Verification Review Inspection Signed Via Drawing No. 31 |
| 411 | 9/17/90 | Dan Clark | Full Part Before After Verification Review Inspection Signed Via Drawing No. 62 THRU 11006 #21 |
| | | | Full Part Before After Verification Review Inspection Signed Via Drawing No. |
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