9846

Diagram No. 1115-3

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-40-1-79

Office No. H-9846

LOCALITY

State Florida

General Locality Gulf of Mexico

Locality Offshore -- St. Andrew and Choctawhatchee Bay

1979

CHIEF OF PARTY
LCDR T.W. Richards & LCDR G.W. Jamerson

LIBRARY & ARCHIVES

DATE September 7, 1983

☆U.S. GOV. PRINTING OFFICE: 1980—766-230

9846

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* Removed and filed with data to be forwarded to Rockville

NOAA FORM 77-28 (11-72)

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

HYDROGRAPHIC TITLE SHEET

REGISTER NO.: H-9846

FIELD NO.: HSB 40-1-79

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

State: Florida

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

Locality: ~~Approaches to~~ OFFSHORE -- St. Andrews and Choctawhatchee Bays

Scale: 1:40,000 Date of survey: ~~27 AUG - 7 OCT 1980~~ 21 AUG - 20 DEC, 1979; 3 JAN - OCT 7, 1980

Instructions dated: 9 SEP 1977 Project No.: OPR-J217-HFP-78[7]

Vessel: NOAA Launch 1257

Chief of party: Lt. Cdr. Thomas W. Richards & Lt. Cdr. George W. Jamerson

Surveyed by: Lt. Cdr. Michael F. Kolesar

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

Graphic record scaled by: MFK, GH, MM, GL, GM

Graphic record checked by: MFK

Protracted by: Field Sheet PDP/8e Automated plot by: AMC Xynetics 1201

Verification by: AMC Verification ~~Branch~~ Section

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

REMARKS: MK - Mike Kolesar

GH - Glenn Hendrix

MM - Mark McMann

GL - George Lloyd

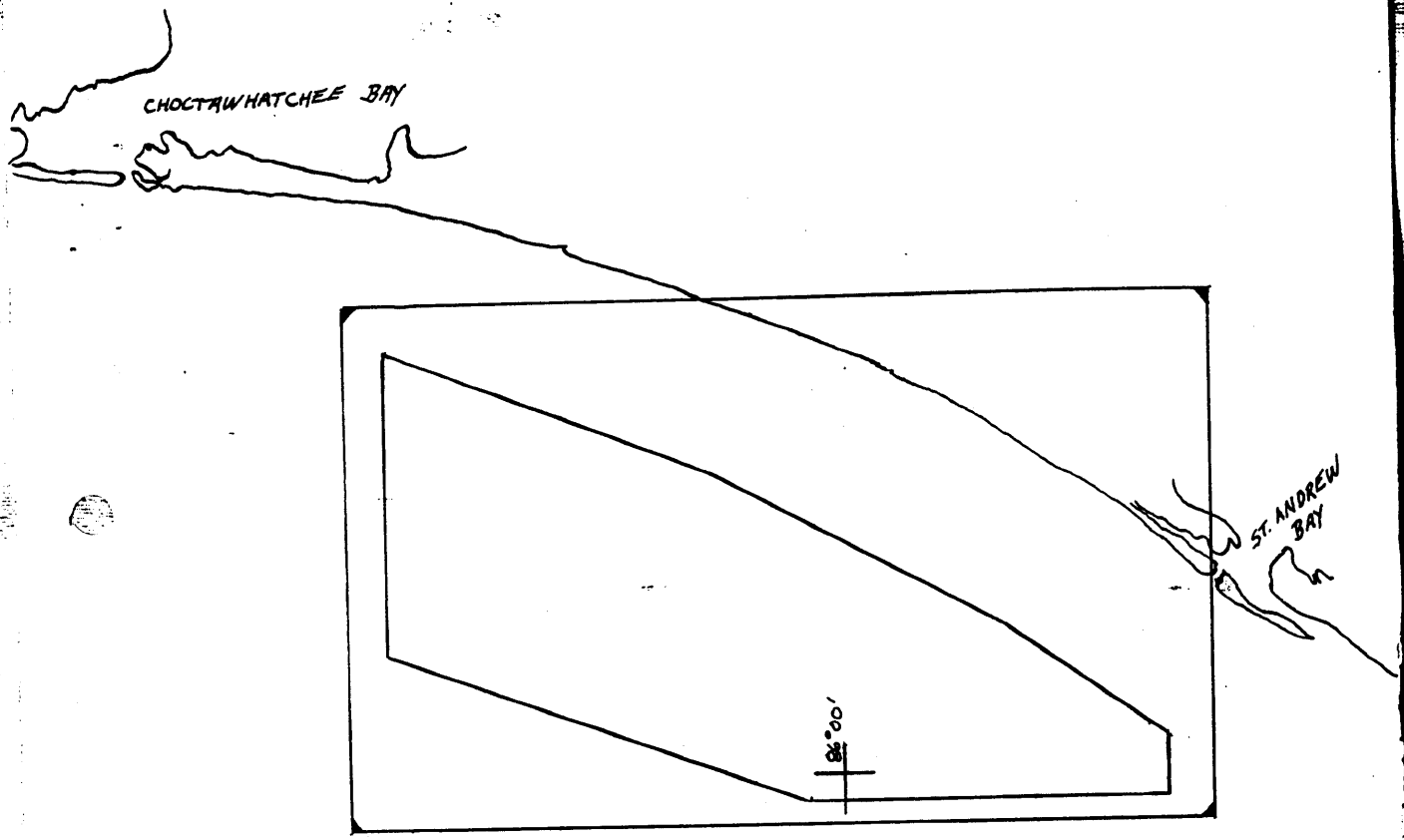
GM - Gary Merrill

STANDARDS CK'D 9-20-83

C. Lay

ALL DATA CHECKED - 10/4/83 - SJV

☆ U.S. GPO: 1974-0-768-081/1207



OFFSHORE --
~~APPROACHES TO~~ ST. ANDREW
AND
CHOCTAWHATCHEE BAYS
CHART 11360
OPR-J217-HFP-79
HSB 40-1-79
H-9846

Atlantic Marine Center
439 West York Street
Norfolk, Virginia 23510

July 6, 1982 OA/CAM31:RDS

TO: Cdr. Glen R. Schaefer, NOAA
Chief, Hydrographic Surveys Division, OA/C35

FROM: R. D. Sanocki
Chief, Verification Branch, OA/CAM31

SUBJECT: Request for Authorization to Plot an Oversize Sheet

We request an authorization to plot the smooth sheet and related overlays for H-9846 (HSB-40-1-79), 1979 with an overall sheet size of 106 by 152 cm. This request was discussed by telephone with Mr. Dale Westbrook on 24 February 1981 indicating OA/C35 would allow with a follow-up written request for authorization.

cc: H-9846 file
CAM31

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

July 14, 1982 C35:GRS

TO: CAM3 - Karl W. Kieninger

FROM: C35 - Glen R. Schaefer

SUBJECT: Request for Authorization to Plot an Oversize Sheet

REF: OA/CAM31:RDS memo, 7/6/82

You are hereby authorized to use oversized (not to exceed 106 by 152 cm) smooth sheet and related overlays for survey H-9846.

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

H-9846

Name on Survey	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 RAND MCNALLY ATLAS	H	K U.S. LIGHT LIST	
FLORIDA (TITLE)	11388									1
GULF OF MEXICO (TITLE)	11388									2
ST. ANDREW BAY (TITLE)	11388									3
CHOCTAWHATCHEE BAY (TITLE)	11388									4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
					Approved:					17
										18
					Chas. E. Harrington					19
					Chief Cartographer - N/CG2x5					20
					15 MARCH 1983					21
										22
										23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

NOAA FORM 77-27 | U.S. DEPARTMENT OF COMMERCE | REGISTRY NUMBER

HYDROGRAPHIC SURVEY STATISTICS

H-9846

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

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT
SMOOTH SHEET	1	SMOOTH OVERLAYS: POS.[1], ARC,[1] EXCESS[2]	3
DESCRIPTIVE REPORT	1	FIELD SHEETS AND OTHER OVERLAYS	3

DESCRIPTION	DEPTH/POS RECORDS	HORIZ. CONT. RECORDS	SONAR-GRAMS	PRINTOUTS	ABSTRACTS/ SOURCE DOCUMENTS	
ACCORDIAN FILES						
ENVELOPES						
VOLUMES						
CAHIERS				2 - Raw P/O Fathograms		
BOXES				3 - Sm. P/O, Misc		

SHORELINE DATA

SHORELINE MAPS (List):

PHOTOBATHYMETRIC MAPS (List):

NOTES TO THE HYDROGRAPHER (List):

SPECIAL REPORTS (List):

NAUTICAL CHARTS (List):

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS		
	VERIFICATION	*EVALUATION*	*TOTALS*
POSITIONS ON SHEET			4042
POSITIONS REVISED	0	0	
SOUNDINGS REVISED	50	5	
CONTROL STATIONS REVISED			
	TIME - HOURS		
	VERIFICATION	*EVALUATION*	*TOTALS*
PRE-PROCESSING EXAMINATION	6		
VERIFICATION OF CONTROL			
VERIFICATION OF POSITIONS	83	0	
VERIFICATION OF SOUNDINGS	250	19	
VERIFICATION OF JUNCTIONS			
APPLICATION OF PHOTOBATHYMETRY			
SHORELINE APPLICATION/VERIFICATION			
COMPILATION OF SMOOTH SHEET	123	4	
COMPARISON WITH PRIOR SURVEYS AND CHARTS		32	
EVALUATION OF SIDESCAN SONAR RECORDS			
EVALUATION OF WIRE DRAGS AND SWEEPS			
EVALUATION REPORT		17	
OTHER		2	
DIGITIZING TIME		12	
TOTALS	462	89	551

Pre-processing Examination by H. R. Smith	*Beginning Date* 3/18/81	*Ending Date* 3/18/81
Verification of Field Data by J.L. and F.L.S.	*Time (Hours)* 462	*Ending Date* 2/27/83
Verification Check by H. R. Smith	*Time (Hours)* 62	*Ending Date* 2/28/83
Evaluation and Analysis by L.G. Cram	*Time (Hours)* 89	*Ending Date* 3/7/83
Inspection by CDR. Karl Wm. Kieninger & R.D. Sanocki	*Time (Hours)* 24	*Ending Date* 8/4/83

ATLANTIC MARINE CENTER
VERIFICATION REPORT

REGISTRY NO.: H-9846 FIELD NO.: HSB-40-1-79

Florida, Northwest Coast, Approaches to St. Andrew and Choctawhatchee Bays

SURVEYED: August 21 through December 20, 1979 and January 3 through October 7, 1980

SCALE: 1:40,000 PROJECT: OPR-J217

SOUNDINGS: DE-723 D Fathometer CONTROL: Raydist (Range/Range)

Chief of Party ..... T. W. Richards
..... G. W. Jamerson

Surveyed by ..... M. F. Kolesar
..... G. D. Hendrix
..... G. S. Lloyd
..... G. L. Merrill
..... M. McMann

Automated Plot by ..... Xynetics 1201 Plotter (AMC)

1. INTRODUCTION

a. There were no unusual problems encountered on this survey.

b. Notes and changes were made in red ink in the Descriptive Report.

2. CONTROL AND SHORELINE

a. The source of control is adequately described in sections F and G of the Descriptive Report.

b. Shoreline in brown was added to this survey from chart #11389, 19th Ed. for orientation purposes only.

3. HYDROGRAPHY

a. The agreement at crossing on this survey is adequate; depths agree within the limits prescribed by the Hydrographic Manual.

b. The standard depth curves could be adequately delineated. Some dashed curves and the charted 90 foot curve were also drawn on the smooth sheet.

c. The development of the bottom configuration and determination of least depths is considered adequate with the exceptions listed in 7.a.1) through 7.a.9) of this report.

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:

a. Daily bar checks were not taken in accordance with section 1.5.2 of the Hydrographic Manual.

b. On one day's work (hydrography) the digital depth was wrong by 4.0 feet (day 252, 8 September 1980) and was never corrected by the field unit, it was noted on the master tape printout. The problem was later corrected during processing at the marine center.

c. The field located a wreck, "Grey Ghost", in Latitude 30° 02' 49.45", Longitude 86° 05' 34.35", and described it as a 100-foot tug. The fathograms on the wreck show the trace going off one scale but the scale was never changed to record the least depth on the wreck.

d. An item described as a sunken barge was located in Latitude 30° 01' 17.09", Longitude 85° 54' 24.89". The least depth found on this item was 88 feet by echo sounder. No information was submitted by the field on how this item was determined to be a barge.

e. Two other items were identified by the hydrographer as scrap piles without any information as to how these descriptions were determined. Apparently based upon discussions by the hydrographer and the USN (notations for some cases in sounding volumes). ^ command in the vicinity

5. JUNCTIONS

H-9735 (1977) to the northeast
H-9755 (1978) to the northwest
H-9761 (1978) to the north
H-9781 (1978) to the west
H-9786 (1978) to the south and west
H-9883 (1980) to the south and east

A comparison with copies ~~a copy~~ of these surveys and the present survey was made as the surveys listed above are achieved at headquarters. The agreement between these adjoining surveys and the present survey is adequate.

6. COMPARISON WITH PRIOR SURVEYS

H-6687	(1941)	1:40,000
H-6689	(1941)	1:40,000
H-7631	(1947)	1:40,000
H-7632	(1947)	1:40,000

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

In general these prior surveys agree favorably with the present survey depths by ±1 to 3 feet. There are random differences up to ±7 feet. It is reasonable to attribute some of the changes to natural causes and the rest to improved methods of obtaining soundings and to improved positioning methods.

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

7. COMPARISON WITH CHARTS #11388 10th Edition, February 25, 1978
#11389 19th Edition, January 6, 1979

a. Hydrography

The charted hydrography (100%) originates with the previously discussed prior surveys which need no further discussion.

The items addressed below are directed to the attention of the chart compiler.

1) Presurvey Review Item Number 170, dangerous sunken wreck, PA(F/V PENNY), charted in Latitude 30° 05' 00", Longitude 85° 53' 00", was reported in U. S. Coast Guard Local Notice to Mariners Number 92, 13 November 1972. An investigation on the present survey failed to locate this wreck, the depths from the present survey are from 81 to 91 feet. It is recommended that this item remain as charted.

2) Presurvey Review Item Number 171, obstruction (50 ft. rep), charted in Latitude 30° 02' 12", Longitude 85° 51' 06", was reported in Local Notice to Mariners Number 47 of 9 November 1977. ~~An~~ The obstruction described as a large cylinderical object 35 feet in diameter and 80 feet in length was located in Latitude 30° 02' 29.17", Longitude 85° 51' 11.36" with a depth by echo sounder of 66 feet. It is recommended that this obstruction be charted as shown on the present survey.

3) Presurvey Review Item Number 172, dangerous sunken wreck PA, (F/V TERRY) charted in Latitude 29° 59' 48", Longitude 85° 53' 24", was reported in Notice to Mariners No. 42 of 1967, and is believed to have originated with Local Notice to Mariners Number 94 of 28 August 1967. A development was run on this item and failed to find it. However, development number 11 by the hydrographer in the vicinity of Latitude 29° 59' 48", Longitude 85° 52' 30", did find some minor

indications in the area where an obstruction was reported (source unknown - probably local knowledge obtained by the hydrographer). The depths in this area on the present survey are from 93 to 96 feet. It is recommended that this item remain as charted.

4) An obstruction, was located in Latitude 30° 02' 51", Longitude 85° 48' 45", this item was described as a scrap pile. The least depth by echo sounder is 65.0 feet in an area with depths from 76 to 77 feet. The field unit failed to describe how they identified this object as a scrap pile. It is recommended that this item be charted as an obstruction as shown on the present survey.

5) An obstruction, was located in Latitude 30° 01' 52", Longitude 85° 51' 07", this item was identified as a scrap pile. The least depth by echo sounder is 84 feet in an area with depths from 88 to 92 feet. The field failed to describe how they identified this object as a scrap pile. It is recommended that this item be charted as shown on the present survey.

6) A sunken wreck (barge), was located in Latitude 30° 01' 17", Longitude 85° 54' 25", with a least depth by echo sounder of 86 feet. The general depths in this area are from 95 to 98 feet. No data was submitted by the field unit on how they identified this item as a barge. It is recommended that this item be charted as a wreck as shown on the present survey.

7) A sunken wreck, Grey Ghost (100 foot tug) was located in Latitude 30° 02' 50", Longitude 86° 05' 34", by the present survey. The field did not obtain a least depth on this item. There are echo sounder trace indications of this wreck that go off "C" scale but the field failed to change scales to get the peak. The field unit failed to describe how they identified this item as the wreck of the "Grey Ghost". The bottom depths in the area of the wreck are from 96 to 106 feet on the present survey. It is recommended that this item be charted as a non-dangerous sunken wreck as shown on the present survey.

8) An obstruction, was located in Latitude 30° 09' 42", Longitude 86° 19' 38", on the present survey. The least depth by echo sounder was 91.0 feet in general depths of from 103 to 106 feet. It is recommended that this item be charted as an obstruction as shown on the present survey.

9) A charted dangerous sunken wreck, ED(TARPON), located in Latitude 30° 05' 39", Longitude 85° 56' 32" was not investigated by the field unit on the present survey. It appears this wreck may have originated from reports in U.S. Coast Guard Notice to Mariners Numbers 35, 39 and 41 of 1939. The USC&GS Ship Hydrographer located the wreck (H-7632) in 1947 with a least depth by echo sounder of 27 feet. This wreck was charted, chart number 11388 10th Edition, February 25, 1978 as a dangerous sunken wreck Existance Doubtful. On August 1, 1978 the Hydrographic Field Party #1 located the wreck with a least depth by fathometer of 83 feet (predicated tides). The latest edition (#12th, September 26, 1981) shows this wreck as non-dangerous with a notation " minimum depth 82 feet". The depths

in this area on the present survey are from 93 to 94 feet. The wreck was brought forward from survey H-9755 (1979) to the present survey. It is recommended that this wreck be retained as charted on the 12th edition of chart 11388.

The present survey is adequate to supersede the charted hydrography in the common area except as noted above.

b. Aids to Navigation

The floating aid (one) and fixed aid (one) to navigation located within the survey adequately marks the intended features.

8. COMPLIANCE WITH INSTRUCTIONS

This survey adequately complies with the Project Instructions with the exceptions noted in section 4. of this report.

9. ADDITIONAL FIELD WORK

This is considered to be a good basic survey. Addition field work is recommended only if it is desirable to locate and/or obtain least depths for items discussed in section 7.a.1) through 7.a.9) of this report.

F. L. Saunders
Cartographic Technician
Verification of Field Data

Leroy G. Cram
L. G. Cram
Cartographic
Evaluation and Analysis

H. R. Smith
Senior Cartographic Technician
Verification Check

INSPECTION REPORT
H-9846

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing have been entered in the magnetic tape record for this survey. Final control, position, and sounding printouts of the survey have been made. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected

R. D. Sanocki
Chief, Verification Section
Hydrographic Surveys Branch

Karl Wm. Kieninger
Karl Wm. Kieninger, CDR, NOAA
Chief, Hydrographic Surveys Branch

Approved August 9, 1983

Wesley V. Hull
Wesley V. Hull, RADM, NOAA
Director, Atlantic Marine Center

DESCRIPTIVE REPORT
to Accompany
HYDROGRAPHIC SURVEY HSB 40-1-79 (H-9846)

A. Project

This project 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
"	" 2	12-21-77
"	" 3	12-21-77
"	" 4	6-15-78
"	" 5	6-21-78
"	" 6	12-04-78
"	" 7	12-08-78
"	" 8	12-19-78
"	" 9	01-24-79
"	" 10	02-08-79
"	" 11	03-07-79
"	" 12	08-24-79
"	" 13	11-21-79

Although this survey was begun when Project Instructions OPR-J217-HFP-80 was in effect the project limits fall outside the area defined in that instruction. However, it is in the area defined in the instruction for OPR-J217-HFP-78.

RB
8-1-83

B. Area

The area surveyed was offshore between Choctawhatchee Bay Entrance and St. Andrews Bay Entrance, starting approximately at the 12 fathom curve seaward to the 22 fathom curve, and bounded by the following points:

1. Lat. 30°01'.6	Long. 85°45'.8
2. Lat. 30°08'.0	Long. 85°56'.1
~~3. Lat. 30°12'.0~~	~~Long. 86°05'.9~~
4. Lat. 30°16'.4	Long. 86°20'.0
5. Lat. 30°04'.9	Long. 86°20'.0
6. Lat. ~~30°01'.6~~ 29°59'.0	Long. 86°08'.3 20
7. Lat. 29° 59.0	Long. 85° 45.8

This survey was conducted from August 21, 1979 to October 7, 1980.

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 Serial #2042

ECU	Model #723-42 Serial #37009
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 April 16, 1979 after modifications to the trim tabs. Results are shown in the appendix. All hydro was run at 1950 RPM. All D.P.'s were taken at idle or dead in water. S + S corrector at these speeds is 0.0. only notation on vessel's speed

3. Velocity Corrections.

Velocity corrections were determined by barchecks and TDC casts. Barchecks and TDC casts from this survey and Surveys HSB 20-1-79 (H-9804) HSB 40-2-78 (H-9798) and HSB 40-1-80 (H-9883) were combined 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 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 #: 167-10
Serial #: 130

Velocity tables and graphs are shown in the Appendix.

Velocity tables were developed as follows:

Table #16	T.D.C. from J.D. 274 (79) Barchecks from J. D. 284 and 298
Table #18	T.D.C. from J.D. 310 (79) Barchecks from J.D. 319 and 323
Table #17	T.D.C. from J.D. 108 (80) Barchecks from J.D. 113 and 116
Table #19	T.D.C. from J.D. 168 (80) Barcheck from J.D. 168

The tables are taken from the T.D.C. curves. The barchecks are used solely for index correction and are shown in the sounding correction abstract.

Field sheets were plotted with approximate tables 15 and 16, shown 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, holidays, bottom samples, prior survey soundings, junction sounding, charted soundings, presurvey review items and aids to navigation are shown on the overlay 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:

J.D. 233-235 (79)	Left Green Station	Name: H-1-FL-77A(901) Location: Cape San Blas Position: Lat. 29°40'29.369" Long. 85°21'47.113"
	Right Red Station	Name: H-62-01 (902) Location: Pensacola Bch. Position: Lat. 30°19'15.519" Long. 87°13'24.119"

Station H-1-FL-77A was established by AMC. Station H-62-01 was established by Photo Party 62, Bob Tibbitts.

JD-274(79) to 281(80)	Left Green Station	Name: Clausen R.M. 3 (Signal #903) Location: Moreno Point (Destin, Fla.) Position: Lat. 30°23'03.963" Long. 86°26'50.175"
	Right Red Station	Name: H-2-FL-77 (Signal #906) Location: St. Andrews State Park, Panama City Bch., Fla. Position: Lat. 30°07'49.386" Long. 85°44'29.936"

Station Clausen Rm. 3 is a reference mark established by USC & GS. Station H-2-FL-77 was established by Operations Division, AMC.

G. Hydrographic Position Control.

1. Equipment

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

A. Shore stations - Model AA-60

J.D. 233-274	Left Station:	Green	s/n	68
	Right Station:	Red	s/n	119
J.D. 282	Left Station:	Green	s/n	68
	Right Station:	Red	s/n	84

B. Launch Equipment

J.D. 233-015 (First Party)	Navigator - ZA67B, s/n 67 Load Coil - QB52, s/n 81 Transmitter - TA, 96, s/n 87
J.D. 107-116 (Third Party)	Navigator - ZA67B, s/n 109 Load Coil - QB52, s/n 81 Transmitter - TA 96, s/n 127

J.D. 126 - Same as J.D. 233-015.

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.~~ SHORELINE WAS ADDED TO THE SMOOTH SHEET FOR ORIENTATION PURPOSES ONLY FROM CHART # 11389 1974 Ed.

I. Crosslines.

Crosslines constituted 9.7% of mainscheme hydrography. Crossline agreement was good considering the roughness of the bottom. General agreement was 0 to 2 feet. In areas of flat bottom agreement was generally perfect. See section 3.0. of the Evaluation Report.

J. Junctions. See section 5. of the Evaluation Report.

This survey junctions with the following surveys:

1. H-9761 to the North. (1978)
2. H-9755 to the North. (1978)

3. H-9786 to the Southwest. and West (1978)
4. H-9781 to the West. (1976)
5. H-9883 to the South. (1980)
6. H-9735 to the Northeast (1977) and East

Junctions with all of these contemporary surveys were within 1-2 feet in areas of irregular bottom and within one foot in areas of smooth bottom. In areas of junction, the shoaler soundings should be used. Offshore junctions were covered by prior surveys.

K. Comparison With Prior Surveys. See also section 6. of the Evaluation Report.

This survey was previously covered by the following surveys:

1. H-7631 (1947)
2. H-7632 (1947)

Agreement with both of these surveys is good. They were both done with survey buoys. Generally, a comparable depth can be found within one tenth of a mile.

L. Comparison with the Chart. See also section 7. of the Evaluation Report.

1. General -

This survey is covered by the following charts:

1. Chart 11388, Edition 10th, 2/25/78.
2. Chart 11389, Edition 19th, 1/6/79.

Agreement with both of these charts is fair. All soundings come from H-7631 and H-7632.

2. PSR Items: (Presurvey Review)

a. #170 Lat. 30°05.0'
Dev. #8 Long. 85°53.0'

Reported to be the fishing vessel Penny. One hundred meter spacing was run. Nothing was found. The wreck is not dangerous to navigation.

Recommendation: Leave as charted. concur

b. #171 Lat. 30°02.2' N
Dev. #3 Long. 85°51.1' W

Reported to be a large cylindrical object. Object located at Lat. 30°02'-29.02", Long. 85°51'11.26" (See position #4011, J.D. 252). No least depth obtained. (~~64.7 fath.~~)
Depth by fathometer of 66 feet

Recommendation: Change to correct position. see section 7. of the Evaluation Report.

c. #172 Lat. 29°59.8'
Dev. #12 Long. 85°53.4'

Reported to be the F/V Terry. 100 meter spacing was run. Nothing was found. ✓

Recommendation: Leave as charted. See Section 7 of Evaluation Report

3. Other Developments:

#1 Lat. 30°01.2'
Long. 85°46.0'

A spike was found between positions 2767 and 2768. The area was rerun. Nothing was found.

Recommendation: Disregard - probably fish. concur

#2 Lat. 30°00.8'
Long. 85°47.6

A spike was found between positions 2920 and 2921. The area was rerun immediately and fish were found. The area was rerun on J.D. 161 and nothing was found.

Recommendation: Disregard - fish. concur

#3 (J.D. 161)
This was a search for PSR #171. See J.D. 252, pos. 4011. and 4010 see section 7.a.2. of the Evaluation Report

#4 Lat. 30°01'17.12" (69)
Long. 85°54'24.89"

This is a sunken barge. See position 3220 (3224) (J.D. 161).
Least depth by echo sounder is 86 feet.

Recommendation: Chart as not dangerous to surface navigation. See section 7. of the Evaluation Report.

#5 Lat. 30°05.1'
Long. 86°01.8'

A spike was found between position ~~1201~~ 1261 and 1262. The area was rerun on J.D. 161. Nothing was found.

Recommendation: Disregard - fish. concur

#6 Lat. 30°02'49.46" (5)
Long: 86°05'34.35"

This is the wreck of the "Grey Ghost". Use position #4040 (4041). Disregard work on J.D. 161. 100 ft. tug indications of wreck go off scale (c) and fathometer scale was never changed to B scale

Recommendation: Chart as not dangerous to surface navigation. See section 7.a.7) of the Evaluation Report.

#7 Lat. 30°~~09.65~~ 09'41.81"
Long. 86°~~19.63~~ 19'38.09"

A spike was found between positions 1405 and 1406. The area was rerun on J.D. 161. The spike was found. Use D.P. 3242. No least depth was obtained. (85~~.0 fath~~.)
least depth by echo sounder was 91.

Recommendation: Chart obstruction not dangerous to surface navigation. concur
See section 7.a.8) of the Evaluation Report.

#8 See PSR Item #170

#9 Lat. 30°02'~~51.031~~ 50.99"
Long. 85°~~48.212~~ 45.21"

Reported to be a scrap pile (apparently by USN). See position 4009. No least depth obtained. (~~70.8~~ 61.5 raw fath)
Least depth by echo sounder 65 feet.

Recommendation: Chart as not dangerous to surface navigation. See Section 7. of the Evaluation Report.

#10 Lat. 30°01'52.398"
Long. 85°51'06.502"

Reported to be a scrap pile (Apparently by USN - known as "ENE of Tower"). See positions 4012 to 4017.
Least depth by echo sounder 84 feet.

Recommendation: Chart as ~~not dangerous to surface navigation~~ Show on the present survey.

#11 Lat. 29°59.8' } This item is in the vicinity (Lat. 29°57.8', Long 85°53.4')
Long. 85°52.5' } of the F/V TERRY - Presurvey Review Item #172.

Reported to be an obstruction. Nothing substantial found. See position 4018-4031.

Recommendation: Disregard. See also section 7. a. 3) of the Evaluation Report.

#12 Disregard.

#13 Lat. 30°00'44.392"
Long. 85°54'06.865"

This is the computed center of Navy Stage #1. See positions 2891-2894 and computations in Appendix. (76-40 form)

M. Adequacy of Survey See Section 8 of the Evaluation Report.

This survey is adequate to supersede prior surveys for charting.

N. Aids to Navigation See section 7. b. of the Evaluation Report.

There ~~are no~~ are two aids to navigation within the survey area.

O. Statistics

Number of positions	4042
Nautical miles of sounding line	2675.4
Nautical miles of crossline	260.6
Nautical miles of development	14
Total miles of hydrography	2950
Number of bottom samples	64
Number of barchecks	9
Number of TDC casts	5

P. Miscellaneous

Numerous developments and obstructions were located using Loran-C and Raydist position obtained while drifting over the objects.

Q. Recommendations

None.

R. Automated Data Processing

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

Program No.	Program Name	Version Date
RK111	R/R Real Time Plot	1-30-76
RK211	R/R Non-Real Time Plot	4-18-75
RK201	Grid, Signal and Lattice Plot	9-23-77
RK300	Utility Computations	2-10-76
PM360	Electronic Corrector Abstract	2-02-76
AM500	Predicted Tide Generator	11-10-72
AM602	Elinore	5-21-75
RK530	Velocity Corrections Computations	5-10-76
RK561	H/R Geodetic Calibration	2-19-75

S. Reference to Reports

OPR-J217-HFP-78, Horizontal Control Report.

Respectfully Submitted,

Robert Lewis

Michael F. Kolesar, LCDR, NOAA
Officer-in-charge, NOAA Launch 1257

NOAA 59-11

*U.S. GPO: 1977-765-005/1038 REGION 6

HSB 40-1-79
H-9846.

ABSTRACT OF BARCHECKS.

1979 J.D		15	20	25	30	35	40	45	50
219	[1]	+.4	.8	.8	1.1	1.4	1.6	1.9	2.1
221		+.4	.9	1.1	1.4	1.7	1.7	2.0	2.1
226		+.6	.7	1.0	1.3	1.5	1.5	2.1	2.0
234		+.8	.8	1.1	1.2	1.4	1.7	2.1	2.2
AVG.	[1]	+.5	.8	1.0	1.2	1.5	1.6	2.0	2.1
284		.3	.6	.8	1.1	1.3	1.5	1.7	
298		.6	.7	.9	1.0	1.3	1.5	1.9	1.9
AVG.	[2]	.4	.6	.8	1.0	1.3	1.5	1.8	1.9
319		.3	.4	.6	.8	1.1	1.4	1.6	1.6
323		.3	.4	.7	.8	1.0	1.2	1.4	1.6
AVG.	[3]	.3	.4	.6	.8	1.0	1.3	1.5	1.6
353	[4]	.2	.4	.6	.5	.8	1.0	1.1	1.2
1980									
113		.2	.4	.7	.8	.9	1.1	1.3	1.3
116		.4	.5	.6	.6	1.0	1.1	1.2	1.4
AVG.	[5]	.3	.4	.6	.7	.9	1.1	1.2	1.3
168	[6]	.5	.7	.9	1.1	1.5	1.6		
191	[7]	.7	.7	1.0	1.2				
192		.3	.8	1.3	1.2	1.6	1.6	1.7	1.8
199		.5	.9	1.1	1.3				
200		.4	.7	1.0	1.3	1.6	1.7	1.9	
AVG.	[7]	.5	.8	1.1	1.3	1.6	1.7	1.8	1.8

√MFK

(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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

LCDR. M.F. KOESAR Comdg.

These corrections are to be used

between _____ 19___ and _____ 19___

in the locality NW FLA. COAST - APPROACHES TO ST ANDREWS AND CHOCTAWHATCHEE BAYS

for hydrographic surveys Nos. H-SB 40-1-79 (H-9946)

BARCHECKS AVG.
J.D. = 219, 221, 226 & 234

TDC = J.D. 220 (79)

DEPTHS IN ~~FATHOMS~~ FEET

(For deep water add a 0 to these figures)

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

0 1 2 3 4 5 6 7 8 9 10 11 12

(17.)

46 1240

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

☆ U.S. GOV. PRINTING OFFICE: 1975—668-160

(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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

LCDR M.E. KOLESAR Comdg.

These corrections are to be used

between _____ 19___ and _____ 19___

in the locality NW. Fla. Coast - APPROACHES TO ST ANDREWS AND CHOCTAWHATCHEE BAYS.

for hydrographic surveys Nos. H58 40-1-79 (H-9846)

BAR CHECK AVG.
J.D. 284 : 298

TDC = J.D. 274 (79)

VEL. TABLE 16 TAKEN FROM THESE GRAPHS.

DEPTHS IN FEET

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

0 1 2 3 4 5 6 7 8 9

(For deep water add a 0 to these figures)

46 1240

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

(18.)

☆ U.S. GOV. PRINTING OFFICE: 1975—668-160

VELOCITY TABLE #16
OPR - J217 -HSB - 78
HSB 40-1-79
H - 9846
VESNO 1257

```
000602 0 0032 0016 000 125700 001980
000638 0 0034
000673 0 0036
000708 0 0038
000743 0 0040
000778 0 0042
000813 0 0044
000848 0 0046
000884 0 0048
000920 0 0050
000953 0 0052
000988 0 0054
001025 0 0056
001060 0 0058
001095 0 0060
001130 0 0062
001166 0 0064
001200 0 0066
001236 0 0068
001270 0 0070
001306 0 0072
001340 0 0074
001376 0 0076
001412 0 0078
999999 0 0080
```

(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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

LCDR M.E. KOLESAR Comdg.

These corrections are to be used

between _____ 19____ and _____ 19____

in the locality NW. FLA. COAST - APPROACHES TO ST. ANDREWS AND CHOCTAWHATCHEE BAYS

for hydrographic surveys Nos. H-SB 40-1-79 (H-9846)

BAR CHECK AVG.
J.D. 319 & 323

TDC = J.D. 310 (79)

VEL. TAB. 17 TAKEN FROM THESE GRAPHS.

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

DEPTHS IN FEET

(For deep water add a 0 to these figures)

0 1 2 3 4 5 6 (20.)

46 1240

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

☆ U.S. GOV. PRINTING OFFICE: 1975—668-160

VELOCITY TABLE #17
OPR-J217-HFP-787
HSB 40-1-79
H-9846
VESNO 1257

```
000620 0 0030 0017 000 125700 001980
000660 0 0032
000700 0 0034
000740 0 0036
000780 0 0038
000820 0 0040
000860 0 0042
000900 0 0044
000940 0 0046
000980 0 0048
001020 0 0050
001060 0 0052
001100 0 0054
001140 0 0056
001180 0 0058
001220 0 0060
001240 0 0062
001280 0 0064
001320 0 0066
001360 0 0068
001400 0 0070
999999 0 0072
```

(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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

CDR M.F. KOLESAR Comdg.

These corrections are to be used

between _____ 19____ and _____ 19____

in the locality GULF COAST - APPROACHES TO ST. ANDREWS AND CHOCTAWHATCHEE BAYS

for hydrographic surveys Nos. HSB 40-1-79 (H-9846)

BAR CHECK
J.D. 353

T.D.C = J.D. 354 (79)

(For deep water add a 0 to these figures)

DEPTHS IN FEET

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

0 1 2 3 4 5 6 (22)

(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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

CDR MF KOLESAR Comdg.

These corrections are to be used

between _____ 19___ and _____ 19___

in the locality NW. FLA. COAST - APPROACHES TO ST. ANDREWS AND CHOCTAWHATCHEE BAYS.

for hydrographic surveys Nos. H5B 40-1-99 (H-9846)

BAR CHECK AUG. J.D. 113 & 116

T.D.C = J.D. 108 (80)

VEL THS. IB TAKEN FROM THESE GRAPHS.

(For deep water add a 0 to these figures)

DEPTHS IN FEET

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

0 1 2 3 4 5 6 (23.)

46 1240

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

☆ U.S. GOV. PRINTING OFFICE: 1975—668-160

VELOCITY TABLE #18
OPR-J217-HFP-787
HSB 40-1-79
H-9846
VESNO 1257

```
000630 0 0024 0018 000 125700 001980
000681 0 0026
000731 0 0028
000782 0 0030
000832 0 0032
000883 0 0034
000934 0 0036
000984 0 0038
001035 0 0040
001086 0 0042
001137 0 0044
001187 0 0046
001238 0 0048
001289 0 0050
001339 0 0052
001390 0 0054
001441 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

VELOCITY CORRECTIONS

Ship NOAA LAUNCH 1257

LCDR M.F. KOLESAR Comdg.

These corrections are to be used

between _____ 19____ and _____ 19____

in the locality NW. FLA COAST - APPROACHES TO ST ANDREWS AND CHOCTAWHATCHEE BAYS.

for hydrographic surveys Nos. H5840-1-79 (H-9846)

BAR CHECK
J.D. 168

T.D.C. = 168 (80)

VEL TAB #19 TAKEN FROM THESE GRAPHS.

DEPTHS IN FEET

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190

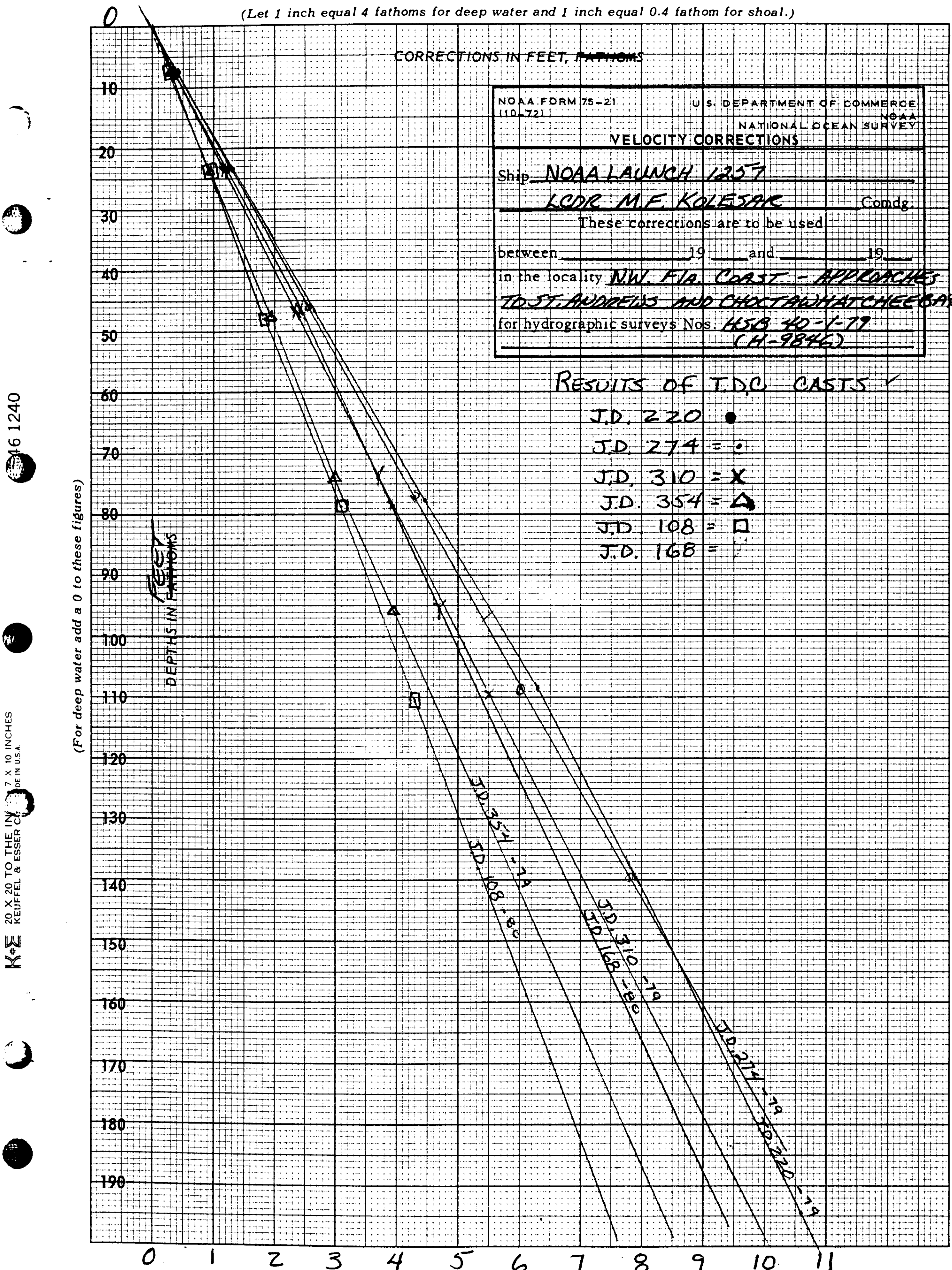
0 1 2 3 4 5 6 (25.)

(For deep water add a 0 to these figures)

VELOCITY TABLE #19
OPR-J217-HFP-7X7
HSB 40-1-79
H-9846
VESNO 1257

```
000610 0 0030 0019 000 125700 001980
000653 0 0032
000696 0 0034
000740 0 0036
000782 0 0038
000826 0 0040
000869 0 0042
000912 0 0044
000955 0 0046
000998 0 0048
001041 0 0050
001084 0 0052
001127 0 0054
001170 0 0056
001213 0 0058
001257 0 0060
001300 0 0062
001342 0 0064
001386 0 0066
001429 0 0068
999999 0 0070
```

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



(27.)

(APPROX. VELOCITY TABLE #15)
OPR-J217-HFP-797
HSB 40-1-79
H-9846
VESNO 1257

000595 0 0027 0015 000 125700 009846

000630 0 0029

000665 0 0031

000700 0 0033

000736 0 0035

000772 0 0037

000808 0 0039

000842 0 0041

000880 0 0043

000915 0 0045

000950 0 0047

000985 0 0049

001020 0 0051

001058 0 0053

001092 0 0055

001129 0 0057

001165 0 0059

001200 0 0061

001232 0 0063

001270 0 0065

001305 0 0067

001340 0 0069

001375 0 0071

001410 0 0073

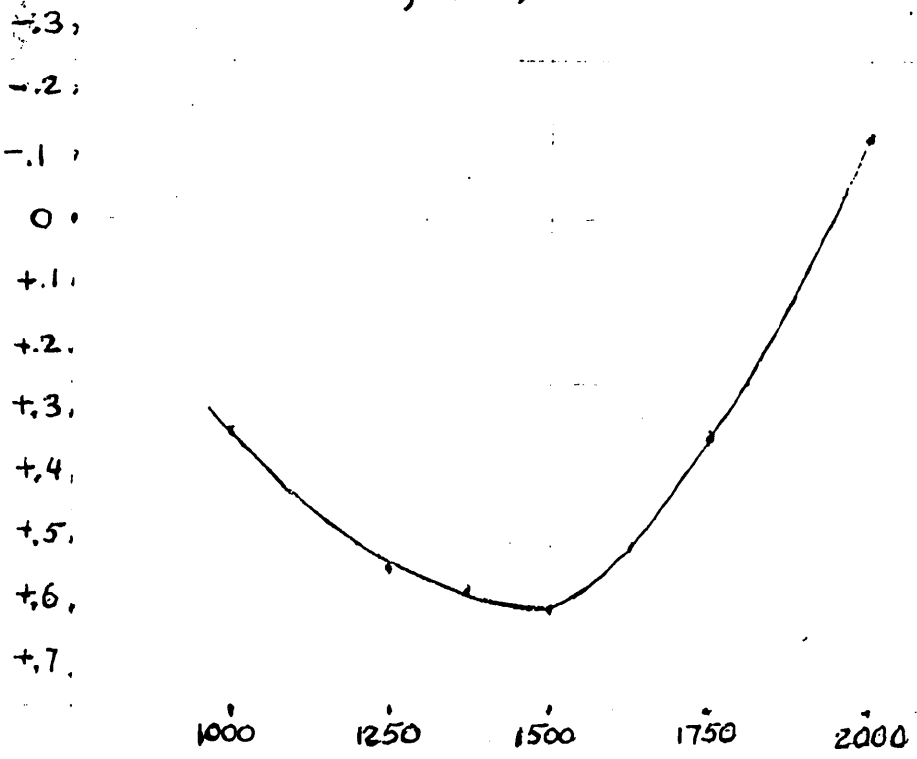
999999 0 0075

(APPROX. VELOCITY TABLE #16)
OPR-J217-HFP-797
HSB 40-1-79
H-9846
VESNO 1257

```
000630 0 0020 0016 000 125700 001980
000682 0 0022
000734 0 0024
000785 0 0026
000828 0 0028
000878 0 0030
000928 0 0032
000978 0 0034
001028 0 0036
001078 0 0038
001123 0 0040
001175 0 0042
001225 0 0044
001272 0 0046
001322 0 0048
999999 0 0050
```

Settlement And Squat
NOAA Launch 1257-
April 16, 1979

SPEED	SQUAT
0	0
1000	+.33
1250	+.54
1315	+.56
1500	+.60
1625	+.50
1750	+.33
2000	-.13



OPR J217-HFP-78

SOUNDING CORRECTION ABSTRACT

FIELD NO. HSB-40-1-78

VESSEL 1257

REGISTRY NO. H- 9846

Julian Date	From Time (GMT)	To Time (GMT)	Velocity Corr. Table No.	(Note: TRA Corr. is the algebraic sum of these columns) Draft Corr.	Instrument Error Corr.	Initial Corr.	S&S Corr.	TRA Corr. ft/fms	Remarks
233	184804		16		-0.4		0.0	-0.4	
292		214934							
298	143451		17		-0.6		0.0	-0.6	
324		214817							
339	145352		18		-0.3		0.0	-0.3	
354		205757							
008 (80)	131858		18		-0.3		0.0	-0.3	
148		170028							
161	170726		19		-0.4		0.0	-0.4	
		150635							

(31)

ELECTRONIC CORRECTOR ABSTRACT

VESSEL : NOAA 1257 SHEET : HSB 40-1-79

TIME	DAY	PATTERN 1	PATTERN 2
184804	233	+00022	-00021
142203	234	+00017	-00028
155048			
202427	235	+00015	-00024
140540	274	-00293	+00046
141220	282	+00053	-00008
131228	284	+00060	+00116
130915	285	+00149	+00010
130546	289	+00134	-00004
141042	290	+00101	+00073
155742	291	+00154	+00010
131857	292	+00158	+00012
143451	298	+00063	+00025
125848	299	+00069	+00032
141604	302	+00053	+00058
164728	309	+00065	+00080
152142	310	+00064	+00026
143011	312	+000746o	+00011
154741	319	+00066	+00025
152403	323	+00061	+00024
141453	324	+00065	+00038
145352	339	+00073	+00022
142830	353	+00079	+00032
131858	003	+00068	+00025

ELECTRONIC CORRECTOR ABSTRACT ✓

VESSEL : NOAA 1257 SHEET : HSB 40-1-79

TIME	DAY	PATTERN 1	PATTERN 2
140658	015	+00079	+00030
175413	107	-00005	+00004
151903	108	+00094	-00088
170337	109	-00114	+00003
144332	112	-00029	-00009
~~175506~~ 180051	113	-00032	-00032
~~150557~~ 153028	114	+00000	+00000
~~142538~~ 145852	116	+00000	+00000
134232	126	-00101	+00005
144127	133	-00106	-00017
144948	134	-00112	-00028
154124	134	~~+00000~~ -00112	~~+00000~~ -00028
132309	136	-00212	-00029
130945	148	-00018	-00046
170726	161	-00130	-00155
134424	165	-00227	-00053
141300	252	+00021	-00078
144949	281	-00114	-00061

OPR J217-HFP-78[7]
HSB 40-1-79
H-9846

LIST OF SIGNALS

003	7	30	07	13956	085	46	29459	250	0000	000000	USN Stage 2, 1978 CALIBRATION (white ball atop)	***
004	7	30	07	13540[3]	085	46	29565	250	0000	000000	USN Stage 2, 1980 CAL (dish antenna)	***
005	7	30	08	42256	085	44	56083	250	0000	000000	Panama City Beach Treasure Ship, 1980 CAL	***
006	7	30	08	46969	085	45	38759	250	0000	000000	Regency Twr NE Elev. Shaft Lt., 1980 CAL	***
017	7	30	03	58516	085	35	12040	250	0000	000000	Airport Beacon Tyndall AFB E Tank, 1959 CAL	*
018	7	30	04	20710	085	35	54380	250	0000	000000	Tyndall AFB West Water Tank, 1959 CAL	*
019	7	30	06	04592	085	38	53855	250	0000	000000	Tyndall AFB Capehart Housing Tank, 1959 CAL	*
020	7	30	11	11929	085	45	35837	250	0000	000000	Panama City Eglin AFB Microwave, 1956 CAL	*
021	7	30	10	44415	085	48	30002	250	0000	000000	Long Beach Resort Water Tank, 1976 CAL	*****
022	7	30	11	00537	085	46	34217	250	0000	000000	Panama City TV Sta. WJHG Mast, 1980 CAL	***
023	7	30	11	17434	085	49	39190	250	0000	000000	Edgewater Top of the Strip Obs Twr., 1979 CAL (**) (***)	
024	~~7~~	~~30~~	~~12~~	~~56020~~	~~085~~	~~51~~	~~38697~~	~~250~~	~~0000~~	~~000000~~	~~Southern Bell Micro Twr., 1978~~ NOT USED	**
026	7	30	08	42551	085	45	34980	250	0000	000000	Tower 3 USN, 1980 CAL	***
027	~~7~~	~~30~~	~~09~~	~~20625~~	~~085~~	~~46~~	~~27076~~	~~250~~	~~0000~~	~~000000~~	Tower 2 USN (not used)*	
028	7	~~30~~	~~09~~	~~55175~~	~~085~~	~~47~~	~~18376~~	~~250~~	~~0000~~	~~000000~~	Tower 1 USN (not used)*	
901	7	29	40	29369	085	21	47113	250	0000	330640	Cape San Blas Raydist H-1-FL-77A, 1980	***
902	7	30	19	15519	087	13	24119	250	0000	330640	Pensacola Raydist H-62-01, 1980	****
903	7	30	23	03963	086	26	50475	250	0000	330640	Clausen RM3 CLAUSEN RM3, 1950	*
904	7	29	~~40~~	~~29369~~	~~085~~	~~21~~	~~47113~~	~~250~~	~~0000~~	~~330649~~	~~Cape San Blas Raydist~~ NOT NEEDED SEE 901 H-1-FL-77A	***
905	7	30	23	03963	086	26	50475	250	0000	330649	Clausen RM3 NOT NEEDED see 903	*
906	~~7~~	~~30~~	~~07~~	~~49386~~	~~085~~	~~44~~	~~29936~~	~~250~~	~~0000~~	~~330640~~	~~St. Andrews Raydist~~ H-2-FL-77, 1980	***
907	~~7~~	~~30~~	~~07~~	~~49386~~	~~085~~	~~44~~	~~29936~~	~~250~~	~~0000~~	~~330649~~	~~St. Andrews Raydist~~ H-2-FL-77 OK 11980	***

All above stations recovered 1980

* NGS
** HFP1
*** Operations AMC
**** Photo Party (Tibbets)
***** DOT - Florida

* control for Towers 1&2 were done by the U.S. Marines for the U.S. Navy. A copy of the report is included

were not used in this survey
No. 3 used for calib.

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY
- [X] HYDROGRAPHIC PARTY
- [ ] GEODETIC PARTY
- [ ] PHOTO FIELD PARTY
- [ ] COMPILATION ACTIVITY
- [ ] FINAL REVIEWER
- [ ] QUALITY CONTROL & REVIEW GRP.
- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

- [X] TO BE CHARTED
- [ ] TO BE REVISED
- [ ] TO BE DELETED

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HSB-HFP1	Florida	Approach to St. Andrew Bay	Oct.79

The following objects HAVE [X] HAVE NOT [ ] been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	----------	H-9846	NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
PLATFORM	Platform (lighted) HORN Navy maintained	30 00	44.392	85 54	06.865		Hydro Raydist R/R	11360 11389
	Surveyed-See L-806(83)							

(43)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD	M. F. Kolesar, LCDR.,NOAA	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	M. F. Kolesar, LCDR.,NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		☐ REVIEWER ☐ QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

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

*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.

FIELD (Cont'd)

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.

EXAMPLE: P-8-V
8-12-75
74L(C)2982

II. TRIANGULATION STATION RECOVERED

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

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.

November 6, 1981

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): 872-9149 St. Andrews State Park, FL
872-9678 Navarre Beach, FL

Period: August 21, 1979 - October 7, 1980

HYDROGRAPHIC SHEET: H-9846

OPR: J217

Locality: West Coast of Florida

Plane of reference ~~XXXXXXXXXXXXXXXXXXXXXXXX~~ (Gulf Coast Low Water Datum)(MLLW): 872-9149 = 9/19/79-6/2/80= 2.2 ft.
872-9149 - 6/3/80-12/19/80= 2.5 ft.
872-9678=25.64 ft.

Height of Mean High Water above Plane of Reference is
872-9149 = 1.6 ft.
872-9678 = 1.38 ft.

REMARKS: Recommended Zoning:

From August 21, 1979 - August 23, 1979, zone direct on 872-9678 Navarre Beach, Florida.

From October 1, 1979 to October 7, 1980, zone direct on 872-9149, St. Andrews State Park, Florida.

This supersedes tide note dated February 6, 1981.

Need to get new tide tape

for Donald Carrie
Chief, Datums and Information Branch

Good

Edrg Comp —
Paper Plot —
New Listing —

H-9846

whole - Show + Match
Plot on mylar
Nav excess

APPROVAL SHEET
SURVEY H-9846 (HSB 40-1-79)

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,

Geo. W. Jamerson

George W. Jamerson
Lt. Cdr. NOAA
Chief, Hydrographic Surveys Branch

UNITED STATES – GULF COAST

CAPE ST. GEORGE TO MISSISSIPPI PASSES

Mercator Projection
Scale 1:458,284 at Lat. 29°
North American 1927 Datum

SOUNDINGS IN FATHOMS
AT GULF COAST LOW WATER DATUM (see Note T)

LORAN LINEAR INTERPOLATOR

9846

M E X I C O

Hydrographic Surveys

Number	Hydrographic	Scale	Date
9846	T.W. Richards, G. Jamerson	40,000	1979

Number	Hydrographic	Scale	Date

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

NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9846

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	11/28/83	BARTHEL	Full ~~Part Before~~ After Verification Review Inspection Signed Via
	12-16-83	OWYANG (REV)	Drawing No. 15
11391	11/28/83	BARTHEL	Full Part Before After Verification Review Inspection Signed Via
		CLEMENTS (REV)	Drawing No.
11389	11/28/83	BARTHEL	Full [redacted] After Verification Review Inspection Signed Via
	12-16-83	OWYANG (REV)	Drawing No. 41
11388	11/28/83	BARTHEL	Full [redacted] After Verification Review Inspection Signed Via
	12-15-83	J. OWYANG (REV)	Drawing No. 23
11360	7/13/84	D. M. PERKINS	Full [redacted] After Verification Review Inspection Signed Via
		DL POLTILOVE (REV)	Drawing No. 42 Application made through charts 11388, 11389
11006	6/26/89	Condra	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No. 36 24th Ed.
411	9/17/90	D Black	Full ~~Part Before~~ After Verification Review Inspection Signed Via
			Drawing No. 62 THRU 11006 #36
			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.

USCOMM-DC 8558-P63