9926

Diagram No. 1248

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-10-7-80

Office No. H-9926

LOCALITY

State Florida

General Locality Biscayne Bay

Locality Bear Cut to Biscayne Flats

1980-81

CHIEF OF PARTY
LCDR G.W.Jamerson

LIBRARY & ARCHIVES

DATE July 30, 1985

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

9926

INDEX

* Removed from Descriptive Report and filed with original survey records.

** Photographs removed from Descriptive Report and filed with original survey records.

NOAA FORM 77-28 - 72)

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

REGISTER NO.

H-9926

HYDROGRAPHIC TITLE SHEET

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-10-7-80

State Florida

General locality Biscayne Bay

Locality ~~Cape Florida Channel~~ Bear Cut to Biscayne Flats

Scale 1:10,000 Date of survey Dec 8, 1980 thru May 5, 1981

Instructions dated August 1, 1980 * Project No. OPR-H308-HSB-80

Vessel HSB - HFP-4

Chief of party George W. Jamerson

Surveyed by Dave Waltz, Lt. and Sam De Bow, Ltjg

Soundings taken by echo sounder, hand lead, pole All

Graphic record scaled by D. A Waltz, S. P. ~~Bc~~ De Bow, S. Weisner, J. A K. Klinefelter, J. S. Bradford

Graphic record checked by DW, SD, SW, KK, SB

Protracted by _____ Automated plot by Xynetics 1201(AMC)

Verification by AMC Verification Branch

Soundings in ~~Fathoms~~ feet at MLW ~~MLLW~~

REMARKS:* Change No. 1 - Aug 12, 1980. Change No. 2, dated 24 November 1980.

Notes in the Descriptive Report were made in red during office processing.

[redacted]

AWOIS/SURF MSM 11/10/86

NOAA FORM 77-28 SUPERSEDES FORM C&GS-537.

☆ U.S. GPO: 1974-0-768-081/1207

PROGRESS SKETCH -

BISCAYNE BAY, FLORIDA

OPR-H308

HYDROGRAPHIC FIELD PARTY FOUR

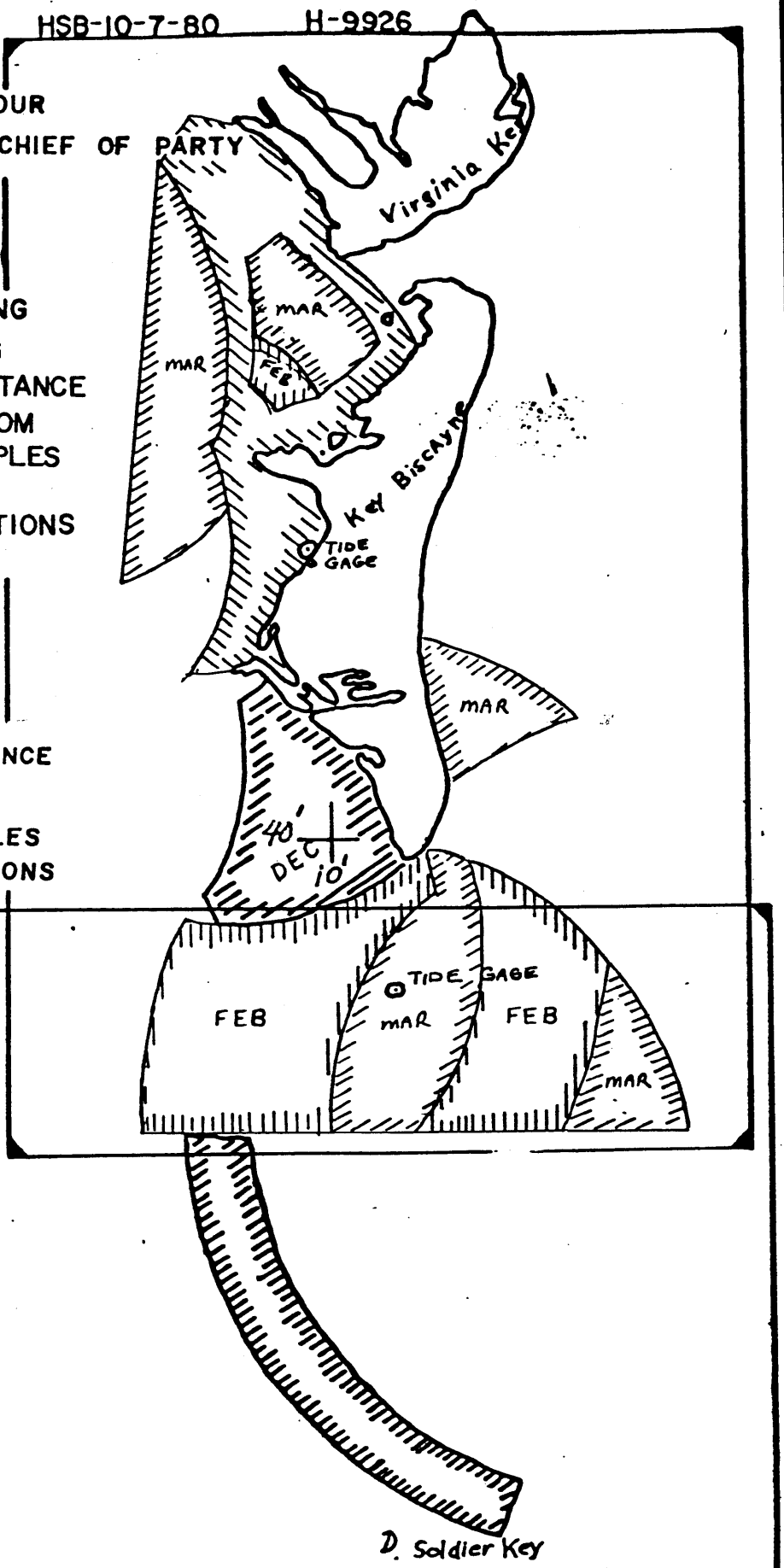
LCDR GEORGE W. JAMERSON, CHIEF OF PARTY

SCALE OF CHART 11466

DEC	JAN	FEB	
2.8	3.2	3.1	SQ. NM SOUNDING
32.4	68	64.8	LNM SOUNDING
14	32	29	LNM MISC. DISTANCE
38	54	56	LNM TO & FROM
15	0	0	BOTTOM SAMPLES
0	0	0	TIDE GAGE
0	0	36	CONTROL STATIONS
			SYMBOL

MAR	APR	MAY	
4.1			SQ NM SOUNDING
87.4			LNM SOUNDING
24			LNM MISC DISTANCE
64			LNM TO & FROM
35			BOTTOM SAMPLES
0			CONTROL STATIONS

HSB-10-7-80 H-9926



HSB-:10-6-80

DESCRIPTIVE REPORT
to Accompany
HYDROGRAPHIC SURVEY H-9926 (HSB-10-7-80)

Scale: 1:10,000
Chief of Party: Lt. Cdr. George W. Jamerson
Officer-in-Charge: LT David A. Waltz
Hydrographic Surveys Branch, Hydrographic Field Party Four

Launch 0520 and 208604

A. PROJECT

This survey was accomplished under project instructions OPR-H308-HSB-80, dated August 1, 1980, and amended by Change No. 1, dated August 12, 1980, and Change No. 2, dated November 24, 1980

B. AREA SURVEYED

The survey area was in Biscayne Bay, Florida, together with the offshore bars of Bear Cut and ~~Cape Florida Channel~~ Biscayne Flats.

The area was bounded by the following points:

(1)	25°44.7'N	080°11.0'W
(2)	25°38.0'N	080°11.5'W
(3)	25°38.0'N	080°08.0'W
(4)	25°41.2'N	080°10.7'W
(5)	25°43.0'N	080°08.4'W
(6)	25°44.4'N	080°08.7'W
(7)	25°43.8'N	080°09.8'W

This survey was conducted from December 8, 1980, to May 5, 1981; Julian Dates 343 to 125, inclusive.

C. SOUNDING VESSEL

The following vessels were used:

(1) NOAA Launch 520 (VESNO 0520) a 21 ft. monark with 140 HP outboard.

(2) NOAA Launch 208604 (VESNO 6804) a 19 ft. fiberglas runnabout with 115 HP outboard.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

A Raytheon model DE-719B recorder (serial 5497) was used throughout the survey on all sounding vessels. No unusual problems were encountered with this unit. The fathometer was under constant adjustment to insure that few initial corrections were necessary, and these were corrected during the scanning process. Settlement and squat tests for the sounding vessels were conducted on January 30, 1981, (VESNO 0520) and April 15, 1981 (VESNO 6804). The results of these tests

are included in the appendices to this report, and original data is recorded in sounding volumes No. 4 (Page 62), and No. 14 (Page 56). Settlement and squat corrections will be applied via the TC/TI tape during smooth sheet plotting at the Atlantic Marine Center. Velocity and instrument corrections were obtained from daily bar checks. Bar checks were always taken in calm water. Chain was used to suspend the bar, and depth markings were checked against a steel tape before and after the survey. A zero chain correction resulted from these measurements.

The daily bar checks were scanned and abstracted, and averaged to determine a final velocity correction for each vessel. A velocity correction tape printout for both vessels along with the bar check abstracts is included in the appendices.

E. SURVEY SHEETS

The field sheets were prepared in the field using a PDP8/e computer and a DP-3 complot plotter. Soundings on boat sheets were plotted by hand, while semi-smooth sheet soundings were machine plotted. Generally, mainscheme hydrography and some developments are plotted on the final field sheet, while crosslines, bottom samples, and the remaining developments are plotted on overlay sheets. A printout of parameter tapes used for all field sheets is included in the appendices. The smooth sheet will be plotted and verification accomplished for this survey at the Atlantic Marine Center using the Harris/7 computer and Xynetics 1201 plotter.

F. CONTROL STATIONS

Horizontal control stations used during this survey were either existing geodetic control published by NGS, or were established by Hydrographic Surveys Branch to third order standards or better. All stations are referred to the North American 1927 datum. A list of control stations used during this survey is included in the appendices.

G. HYDROGRAPHIC POSITION CONTROL

The method used to control this survey was the Del Norte Trisponder System in the Range/Range and Range/Azimuth mode. A wild T-2, Serial 27049, was used for all Range/Azimuth work.

The following Del Norte equipment was used:

Equipment	Serial	Dates
Master	10701	JD 343-125
DMU	179	JD 343-125

Equipment	Serial	Dates
Master Antenna	053	JD 343-125
Remote Code 72	245	JD 343-125
Remote Code 76	217	JD 040-125
Remote Code 78	667	JD 343-111
90° Antenna	012	JD 343-125
90° Antenna	008	JD 343-125
180° Antenna	344	JD 343-125

Del Norte equipment was baseline calibrated on JD 37, 65, and 128. Daily calibrations were made in the morning and afternoon, and the daily average was applied on the electronic corrector tapes. All daily calibrations were accomplished by bringing the master antenna alongside a fixed aid to navigation (generally a single pile) whose position was known to third order accuracy.

All abstract of the daily and baseline calibration is included in the appendices. Original records for all calibrations are in the sounding volumes.

H. SHORELINE - See also section 2.b of the Evaluation Report.

Shoreline shown on the final field sheets was transferred from the following manuscripts: TP-00425
TP-00427
TP-00428

Shoreline was compared at the end of each sounding line. Lines were extended in to the point of grounding if possible. The following changes were detected:

(1) A small cove on Virginia Key, just to the North of Bear Cut Bridge, no longer connects to the ocean.

Many features seaward of the shoreline, such as houses, piles, or wrecks are shown on the T-sheet manuscripts. Since this is a navigable-area survey, the officer-in-charge only made specific investigations of features in navigable channels deeper than six feet. Features located on the shallow flats between channels were confirmed while running sounding lines but not specifically investigated as to position. The following changes were detected:

(1) A pile shown on TP-00422 at $25^{o}38.8'N$, $080^{o}10'W$ as emergent was found to be submerged. Reference detached position 3691, Volume No. 20, Page 36.

All other features found on T-Sheet Manuscripts, except presurvey review items addressed separately, should be changed as shown on the manuscript. For features seaward of the HWL the smooth sheet should be used for delineation.

I. CROSSLINES - See also section 3.a of the Evaluation Report.

Crosslines constitute 13.6% of mainscheme hydrography. Ninety-two percent of all crossings agree within one foot and 98% within three feet. The reason for most of the minor disagreement is believed to be errors in predicted tides because of wind setup in the shallow bay. Larger disagreements are probably due to steep bottom topography, especially where crosslines are run at the edge of steep channel dropoffs at the southern end of the sheet.

J. JUNCTIONS - See also section 5 of the Evaluation Report.

Not Applicable.

K. COMPARISON WITH PRIOR SURVEYS - See also section 6 of the Evaluation Report.

This survey was compared with the following prior surveys, which are included with the survey records.

Registry No.	Scale	Date
H-4075	1:20,000	1919
H-4076	1:20,000	1919

The present survey agrees fairly well with the prior surveys in the less changeable areas of Biscayne Bay on the Western side of the present survey. No more than a one to two foot disagreement is seen in most of these areas. Approximately half the survey area, however, covers the highly changeable Bear Cut, Cape Florida Channel, and Biscayne Channel. Agreement here is much worse due to the channel bottom topography. Only 55% of prior survey sounding compared in these areas agreed within two feet, and discrepancies of up to ten feet were observed. Some dredging has also been done since the last survey. This is evident along the south shore of Rickenbracker Causeway, and in Biscayne Channel. In all cases, the hydrographer recommends that soundings from the present survey be charted.

L. COMPARISON WITH THE CHART - See also section 7.a of the Evaluation Report.

This survey was compared with chart 11465, 21st Edition, dated September 1980. A 1:10,000 scale blowup of this chart was provided and is included with the survey field records.

Soundings from the chart agreed well with this survey, with most soundings agreeing within 2 feet. The highly changeable areas produced the most disagreement, and this is thought to be the primary cause of all chart to survey disagreement. The following charted soundings should be noted.

(1) A charted 5 ft. sounding surveyed in ~~10-14~~ 11 ft at 25°39.1'N, 080°09.1'W.
(2) A charted 1 ft. sounding surveyed in 5-6 ft. at 25°38.1'N, 080°09.4'W.
(3) A charted 2 ft. sounding surveyed to be in 6-7 ft. at 25°44.0'N, 080°08.6'W.
(4) A charted 2 ft. sounding surveyed in 8-9 ft. at 25°44.3'N, 080°08.6'W.
(5) In the Cape Florida Channel area, two sand ridges, one of 5 ft. least depth charted in 12 ft., and one of 8 ft. least depth charted in 11 ft. Both are in the vicinity of 25°40.3'N, 080°09.9'W. ✓
(6) A charged 14 ft. sounding surveyed to be in 10 ft. near Southwest Point, 25°41.0'N, 080°10.0'W.
(7) A charted 10-11 ft. area surveyed to be in 6 ft, in the channel leading to Crandon Marina, near 25°43.1'N, 080°10.2'W.

RECOMMENDATION: In all cases, the soundings from the present survey should be charted.

See Presurvey Review Report for H-9926, OPR-H308-HSB-80 included at the end of this report.

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supercede prior surveys for charting in the common areas. concur

N. AIDS TO NAVIGATION

There are two floating aids to navigation within the survey area. Both were unlighted plastic temporary unlighted buoys, and both adequately serve their intended purpose. They are: Charted as C"3". ~~Found~~ Located in Lat. 25° 42' 59.46"N, Lon 80° 10' 27.08"W

(1) A black and white unlighted buoy located by D.P. Position No. 859, Volume 4, Page 60. Charted as C"2" Located in Lat 25° 42' 41.02"N, Long 80° 10' 37.08"W.

(2) A red and white unlighted buoy located by D. P. Position 861, Volume 4, page 60.

Fixed aids to navigation are listed on NOAA Form 76-40 in the appendices.

O. STATISTICS

Number of Positions	4148
Nautical Miles Sounding Line	337.0
Nautical Miles Crossline	46.0
Nautical Miles Development	65.9
Total Miles Hydrography	448.9
Bottom Samples	90
Bar Checks	40

P. MISCELLANEOUS

None

Q. RECOMMENDATIONS

See section L. for specific Recommendations

R. AUTOMATED DATA PROCESSING

The following hydroplot system programs were used during this survey.

Program		Version
RK 201	Grid, Signal, or Lattice Plot	4/18/75
RK 211	Range-Range Non-Real Time Plot	1/15/76
RK 300	Utility Computations	2/05/76
RK 330	Data Reformat and Check	5/04/76
PM 360	Electronic Corrector Abstract	2/02/76
AM 602	Elinore	5/20/75
RK 212	Vis. Station Table Load and Plot	
RK 216	Range-Azimuth Offline Plot	

S. REFERENCE TO REPORT

Horizontal control report for OPR-H308-HSB-80 included in the Appendices.

Respectfully submitted,

Robert Lewis

LT. David A. Waltz, NOAA

OIC, HFP-4

APPROVAL SHEET

SURVEY H-9926 (HSB-10-7-80)

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

PRESURVEY REVIEW ITEMS

All of the assigned PSR items were investigated during the survey. A majority of the 12 assigned items were proven visually, while the remainder were resolved while running normal hydro lines.

On Thursday, 2 April, 1981 a combined operation was carried out with a NOAA Helicopter from the Research Facilities Center Miami, Florida and HFP-4. The purpose of this exercise was to visually locate and photograph most of the PSR items. LT (jg) Sam De Bow was onboard NOAA Helicopter N67RF, a UH-1E, to identify and photograph the items. OIC David Waltz and the remainder of HFP-4 were aboard Launch 520 and in radio contact with the helicopter, in order to obtain positions on the more obscure items.

Most of the operation was devoted to PSR #9, the two submerged piles in Biscayne Channel. Both piles were found and photographed from the helicopter. Positions and least depths were obtained by 520 personnel. Water visibility was good, about 6 feet, with no sea or swell.

The method of investigation for the more prominent wrecks went as follows:

- D.P.s were obtained by the launch using Del Norte Range/Range.

- Check fixes were taken using three-point fixes to third order objects.

- The charted position of the items were converted to Del Norte rates using RK300.

- The charted rates were then compared to the observed rates using RK561 and a G. P. was obtained from the observed rates.

- Observed rates were compared to the check fix also on RK561 and a G. P. was obtained from the observed rates

-Finally, all the pertinent information for describing the items was noted in order to compare the charted feature to the arerial photographs.

Items 4, 6, 9 and 10 were broken down into two (2) parts each. This system was used in order to clarify some discrepancies between the observed and charted positions. Item #9 was throughly investigated and proven to exist at the observed positions. A wire-drag or sweep was not deemed necessary since both piles were found.

For future PSR or Chart Evaluation projects in this area, it is recommended that a co-ordinated plan be made with the Research Facilities Center, in Miami, prior to the start of survey operations. The aerial support granted by Capt. Francis D. Moran, NOAA, enabled HFP-4 to resolve the PSR items in a minimum amount of time. In addition, the cooperation of NOAA Helicopter pilots, LT. Edward B. Christman and LT. William J. Harrigan, was greatly appreciated.

One additional dangerous submerged wreck was found during the survey and located by position 5001 on JD 091, Volume 15, Page 12. This wreck was reported by radio and letter to the U.S. Coast Guard Seventh District. A copy of the letter is included at the end of this section.

CHART # 11465 ITEM # 1 ✓

ITEM DESCRIPTION: Dangerous submerged wreck

SOURCE: Chart Letter (CL) 624 of 1935, CL-1943 of 1977, item # 26

INVESTIGATION DATE(S): JD 076 TIME: 1732 Z 1977 Chart Evaluation Survey by NOAA Ship PEIRCE VESSEL: 520

OIC: LT. David Waltz

REFERENCES:

Position # : 5000

Volume # : 15, pg. 5

Tide Corrector Applied: N/A

GEODETIC POSITION	Latitude	Longitude
Charted:	25/43/38 N	80/08/05 W
Observed:	25/43/36.24 N	80/08/05.13 W

POSITION DETERMINED BY: Del Norte Range/Range (observed position)

METHOD OF ITEM INVESTIGATION:

Item was visually located while running precomputed arc from the position given in the psr report. Wreck was heavily sanded over and the portion exposed extended about 3 feet above the bottom. Wreck is made of metal.

Least depth by pole was ~~4.0~~ 2.4 feet, uncorrected for tides.

CHARTING RECOMMENDATION:

The wreck should ~~remain as~~ be charted as a 2wk in the observed position.

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CHART	APPLIED AS
	30100

AWOIS 1/9/86 MSM

CHART # 11465 ITEM # 2

ITEM DESCRIPTION: Obstruction, submerged pipe

SOURCE: CL-1872 Of 1978

INVESTIGATION DATE(S): JAN 19, 1981 TIME: 162110 GMT VESSEL: 0520
Position: 704

OIC: LT. David Waltz

REFERENCES : On 17 April, 1981 a phone conversation was made with Capt. Charles Buie, boat operator for the Miami Seaquarium (phone: 305-361-5705, Ext. 74). He verified that the referenced obstruction was maintained by the Seaquarium. It consists of a metal box on the bottom of the bay with two (2) stand pipes, 6½ feet high, protruding from the box toward the surface. The box and pipes are bracketted by four (4) pilings which contain a sign warning the mariner of the submerged obstruction. There is a third order position on the light atop the sign. NOTE: The stand pipes are salt water intakes for the Seaquarium. ↖ RED

GEODETIC POSITION	Latitude	Longitude
Charted:	25/43/51	80/10/02
Observed:	25/43/51.72 N	80/09/59.71W

POSITION DETERMINED BY: DGL NORKE

This position is in agreement with the Miami Seaquarium Intake Pipe obstruction Light. The position was deleted from the hydrographic records and the third order Class I location, of the light substantially marks the ~~fed~~ feature on the smooth sheet. Lat. 25°43'51.669"N, Lon. 80°09'59.978"W.

METHOD OF ITEM INVESTIGATION:
D.P. TAKEN IN CENTER OF AREA MARKED BY PILES. POSITION NO. IS 709 ON JD 019, VOLUME # 4, PAGE 16. - Note on page 16 of Volume 4 states that the piles bare seven (7) feet - reduced to 8 ft.

CHARTING RECOMMENDATION:
~~(1) CHART RED LIGHT AS PRIVATE MAINTAINED FIXED AID~~
~~(2) CHART POSITION AS SUBMERGED PIPE~~
(1) CHART RED LIGHT AS LISTED ON NOAA FORM 76-40 IN THIS REPORT. - concur
(2) CHART ~~SUBMERGED PIPE~~ note piles and submerged pipes AT ABOVE OBSERVED POSITION - only
Compilation Use Only
if possible at the scale of the chart.

CHART	APPLIED AS
30235	

Amies M.M. 11/5/81

INFORMATION

CHART # 11465

ITEM # 3 X

ITEM DESCRIPTION: Wreck, covered 3 feet

SOURCE: lnm 11 of 1978, CL-894 of 1979, item # 55

INVESTIGATION DATE(S): JD 15 TIME: VESSEL: 520

OIC: LT. David Waltz

REFERENCES

Position # - 5 soundings out from position 530

Volume # 3 , pg. 31

GEODETIC POSITION	Latitude	Longitude
Charted:	25/43/30.9 N	80/10/27.7 W
Observed:	N/A	N/A

POSITION DETERMINED BY: Del Norte Range/Range

? 4a & 4b

METHOD OF ITEM INVESTIGATION:

During the running of normal hydro lines, the area around the position of the wreck was surveyed as close as 50 meters. All survey records in the vicinity of the wreck were additionally scanned for peaks. None were found. The referenced ~~sounding~~ depths, corresponding to the position of the wreck, plotted ~~as 10~~ 7 to 9 feet. - in Latitude 25°43'31.47"N, Longitude 80°10'28.76"W

CHARTING RECOMMENDATION:

It is the hydrographers recommendation that the wreck remain as charted. - concur

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CHART	APPLIED AS
	retained

Annie CMSM 11/7/86

CHART # 11465 ITEM # 4(a)

ITEM DESCRIPTION: Visible Wreck, PA, burned hulk, 10-15 foot derelict in about 2 feet of water.

SOURCE: LNM 50 of 1979

INVESTIGATION DATE(S): ~~99~~,121 TIME: 1716 Z VESSEL: ~~520~~ 6804

OIC: LT David Waltz

REFERENCES

Position # : 5012

Volume # : 15, pg 30

GEODETIC POSITION	Latitude	Longitude
Charted: (PA)	25/41/11 N	80/10/45 W
Observed:	25/41/08.~~58~~ 54 N	80/10/49.~~42~~ 37 W

POSITION DETERMINED BY: Del Norte. Position obtained ~~at~~ the center of the wreck, amidships.

METHOD OF ITEM INVESTIGATION: Wreck was discovered while running hyrdo lines on JD 99 and 121. ON JD 121 an extensive search was made in the vicinity of the charted position. Two wrecks were found. Both were of wooden construction, about 70 feet long, with a beam of about 20 feet. Item 4a had a least depth of 1.0 foot in 3.0 feet of water by pole. The item is lying in a N-S direction.

NO Photos were taken. DEPTHS ARE UNCORRECTED FOR TIDES.

CHARTING RECOMMENDATION: The symbol of a dangerous wreck (subm 1 ft) ~~awash~~ at mean low water should be charted at the observed position. - See item 4(b) for charting recommendation.

Compilation Use Only

CHART APPLIED AS

Dumas CMDM 11-7-86

CHART #11465 ITEM # 4(b)

ITEM DESCRIPTION: Visible Wreck

SOURCE: LNM 50 of 1979

INVESTIGATION DATE(S): 121 TIME: 1707 Z VESSEL: ~~520~~ 6804

OIC: LT David Waltz

REFERENCES

Position #: 5011

Volume # : 15, pg 29

GEODETIC POSITION	Latitude	Longitude
Charted:	25/41/11.0 N	80/10/45 W
Observed:	25/41/10.~~07~~ 03 N	80/10/49.~~79~~ 74 W

POSITION DETERMINED BY: Del Norte

METHOD OF ITEM INVESTIGATION: Item was found while investigating the area for the 10-15 foot burned derelict reported in the LNM. It is a barge-like wreck, of wooden construction, lying in an E-W direction. A poled least depth of 1½ Feet in 3½ feet of water was observed. Length was approximately 75 feet, beam 25 feet. - Computed least depth of one (1) foot.

DEPTHS ARE UNCORRECTED FOR TIDES.

No photos were taken,

CHARTING RECOMMENDATION: An additional wreck symbol should be charted at the observed position. Possibly, it would be advantageous to chart one wreck symbol and the notation "Wrecks". - Delete charted visible wreck (PA). Chart (1) Wk in observed position.

Compilation Use Only

CHART APPLIED AS

Awois MSM 11/7/86

CHART # 11465 ITEM # 5 4

ITEM DESCRIPTION: Visible wreck

SOURCE: 1978 Chart Adequacy Survey, Item #19, (CL-1272 of 1978)

INVESTIGATION DATE(S): JD [redacted] 100 TIME: 1715 Z VESSEL: Launch 520

OIC: Lt. David Waltz

REFERENCES : Position # : 5002

Volume # : 15, page 14

Sounding Correctors Applied: None

GEODETIC POSITION	Latitude	Longitude
Charted:	25/39/14.7	80/10/40.2
Observed:	25/39/14.67 ✓	80/10/40.39 ✓

POSITION DETERMINED BY: Del Norte Range / Range with 3-point check fix

G.P. computed with daily correctors applied.

METHOD OF ITEM INVESTIGATION: Item was investigated visually from the launch. Wreck is a deteriorated steel barge, 85 feet long, with a 22 foot beam. The deck is strewn with junk and garbage. Vessel is hard aground and bares about 10 feet with no chance of salvage.
The Del Norte rates were taken on the southern edge, amidships. Sextant angles were shot to known 3rd order stations from the center of the deck, amidships (about 4 meters north of the Del Norte position).

CHARTING RECOMMENDATION:

~~The charted "Wreck awash" symbol should remain unchanged at the charted position~~.
Chart a visible wreck with an elevation of (6) in the observed position

Compilation Use Only

Angie CMSM 11/7/86

CHART APPLIED AS

add

CHART # 11465 ITEM # 6a ✓

ITEM DESCRIPTION: Visible wreck

SOURCE: TP-00428 Shows position of two (2) wrecks

INVESTIGATION DATE(S): JD 92,100 TIME: 1635 (100) VESSEL: 520

OIC: LT. David Waltz

REFERENCES : Position # : 5003
Volume # : 15, page 15
~~Predicted~~ tide corrector applied : ~~N/A~~

GEODETIC POSITION	Latitude	Longitude
Charted:	25/39/15	80/09/52
Observed:	25/39/15.78 ✓	80/09/50.82 ✓

POSITION DETERMINED BY: Del Norte Range/Range with 3 point check fix

G.P. computed with daily correctors applied

METHOD OF ITEM INVESTIGATION: Item was initially identified by aerial photograph taken aboard a NOAA Heliocopter. Wreck is the remains (ribs) of a wooden barge-like vessel, about 60 feet long, with a 15 foot beam, in one (1) foot of water, baring 3 feet. The Del Norte position was obtained on the Southeast end of the wreck.
In addition, another potentially more hazardous wreck is located to the west of the charted wreck. See detail of Item # 6b.
Photos enclosed. Elevation of four (4) feet with tide correctors applied.

CHARTING RECOMMENDATION: The current edition of the chart shows a symbol for a "wreck visible ~~awash~~" with the lettering "WRKS" above. ~~It is the opinion of the hydrographer that the symbol should remain in the charted position, but the "WRKS" be deleted. A Submerged Dangerous Wreck symbol should be charted at the position of Item # 6b instead of the "wrks" lettering.~~ See item 6(b) for charting recommendation.

Compilation Use Only

CHART APPLIED AS

Awois MDM 11/7/86

CHART # 11465 ITEM # 6b

ITEM DESCRIPTION: Submerged Dangerous Wreck

SOURCE: TP-00428

INVESTIGATION DATE(S): JD 92,100 TIME: 1640-1645 (100) VESSEL: 520

OIC: LT. David Waltz

REFERENCES : Position # : 5004

Volume # : 15, pages 15 & 16
Predicted Tide Correctors Applied : - 1.2 feet

GEODETIC POSITION	Latitude	Longitude
Charted:	25/39/15	80/09/52
Observed:	25/39/15.46 ✓	80/09/~~52.06~~ 51.91

POSITION DETERMINED BY: Del Norte Range/Range with 3 Point Check Fix

Daily correctors applied to rates.

METHOD OF ITEM INVESTIGATION: The second wreck was first noticed from the Helicopter. It is of the same construction as item #6a, but not as broad. It is lying in an East-West direction and was found to have a least depth of .8 feet in 3.8 feet of water. Wreck bares one (1) foot at MLLW with tide correctors applied.

Photos enclosed.

CHARTING RECOMMENDATION: A ~~submerged dangerous~~ visible wreck symbol with the note WKS should be charted at this position. Numerous recreational fishing craft transit the area while "bonefishing". This wreck is more of a hazard than the charted wreck due to the fact that it does not bare, and is obscured during most stages of tide. Recommend that this area remain as charted.

NC to Chart

Compilation Use Only

CHART APPLIED AS

Annis MSM 11/7/86

CHART # 11465 ITEM # 7

ITEM DESCRIPTION: Visable Wreck, PA

SOURCE: LNM 36 of 1977

INVESTIGATION DATE(S): JD 040 TIME: VESSEL: 520

OIC: LT. David Waltz

REFERENCES: LNM 36 of 1977

GEODETIC POSITION	Latitude	Longitude
Charted:	25/39/00 N	80/09/52 W
Observed:	N/A	N/A

POSITION DETERMINED BY: Del Norte Range/Range

METHOD OF ITEM INVESTIGATION: On J.D. 040, while running hydro lines in the immediate vicinity of the given position of the wreck, all personnel on board were advised to keep watch for the sailboat aground. There was one line which came as close as 75 meters to the given position. (see positions 943 to 944). In addition, photographs taken aboard the NOAA helicopter did not reveal a sailboat aground in that location.

CHARTING RECOMMENDATION:

The charted symbol of a wreck aground should be removed from the chart.

concur

NC

Compilation Use Only

CHART	APPLIED AS
	removed

CHART # 11465 ITEM # 8

ITEM DESCRIPTION: Visible wreck

SOURCE: TP - 00428

INVESTIGATION DATE(S): JD ~~JD~~,100,125 TIME: VESSEL: ~~520~~ 6804

OIC: LT David Waltz

REFERENCES

Position # : 5013

Volume # : 15, pg 31

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/49.0 N	80/09/58.0 W
Observed:	25/38/49.~~22~~ 12 N	80/09/47.~~21~~ 14 W

POSITION DETERMINED BY: Del Norte rates obtained on the Southern edge of the wreck.

METHOD OF ITEM INVESTIGATION: Visually sighted by helicopter and launch. Wreck seems to be the remains of a fuel barge. It lies in an E-W direction and bares 1½ feet at high water. Length is about 120 feet with a beam of about 40 feet. THe full extent of the wreck is only recognizable ~~for~~ FROM the air. See photos enclosed.

The large discrepancy between the charted and observed position caused much confusion during the course of the survey. On JD 125 it was found that the charted position corresponds to submerged ruins to the west of the actual position of the wreck!

CHARTING RECOMMENDATION: See section 7.a of the Evaluation Report.

THe symbol of a wreck awash should be charted at the observed position of the wreck.

The notation "ruins" should be charted at the position presently "charted" for the wreck.

See 7a

Compilation Use Only

CHART APPLIED AS

awais
CMBYM 11/10/86

CHART # 11465 ITEM # 9(a) 1

ITEM DESCRIPTION: Obstructions (two)

SOURCE: 1977 Chart Adequacy Survey, PSR Item #20 (CL-1943 of 1977)

INVESTIGATION DATE(S): JD 92,100 TIME: VESSEL: 520

OIC: LT. David Waltz

REFERENCES
NOAA Ship Peirce's Descrepancy Report on a dangerous sunken wreck.
From this survey:

Volume # : 15, pg. 17
Position # : 5005
~~Predicted~~ Tide corrector applied: ~~-0.4 ft.~~

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/50.6 N	80/10/28.2 W
Observed:	25/38/50.8 N	80/10/28.3 W

POSITION DETERMINED BY: Del Norte with 3 point check fix

METHOD OF ITEM INVESTIGATION: The pile was initially seen from the Helicopter On JD 100 the pile was relocated and a position obtained. It was approximately 6" in diameter, in 4½ feet of water, with a poled least depth of 1½ feet at 1747 Z. - Reduced depth of 0 ft.

Photos enclosed.

CHARTING RECOMMENDATION: Chart a submerged ~~obstruction~~ Piles awash at MLW at the observed position given above.

Compilation Use Only

CHART APPLIED AS

30234

NC

CHART # 11465 ITEM # 9(b)

ITEM DESCRIPTION: Obstruction

SOURCE: 1977 Chart Adequacy Survey, PSR Item #20 (CL-1943 of 1977)

INVESTIGATION DATE(S): JD 92,118 TIME: VESSEL: 520

OIC: LT. David Waltz

REFERENCES

	JD92	JD 118
Position #:	~~5006~~ 3659	3695
Volume #	15, pg 18	20, pg37
Predicted tide correctors applied:	-0.4 ft	-1.2 ft.

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/51.2 N	80/10/19.65 W
Observed:	25/38/50.78 N ✓	80/10/19.78 W ✓

POSITION DETERMINED BY: Del Norte with a three point check fix
Position 5006 was used as a check for position 3659 - see page 18 of Volume 15.

METHOD OF ITEM INVESTIGATION:
During ~~Helicopter~~ operations, Launch 520 was guided to the pile. Only a three point sextant fix was obtained. On JD 118, while running hydro lines, the pile was spotted again. A D.P. was obtained at this time. The pile is about 12" in diameter and leaning over. A poled least depth of ~~2½ feet~~ 1 foot was found in 6 feet of water.
Photos enclosed.

CHARTING RECOMMENDATION:

Both Items ~~9a and~~ 9b should be charted at the observed positions as submerged piles. (cov 1ft)

Compilation Use Only

CHART APPLIED AS

NC

CHART # 11465 ITEM # 10(a) ✓

ITEM DESCRIPTION: Submerged Dangerous Wreck

SOURCE: 1977 Chart Adequacy Survey,#14 (CL-1943 of 1977)

INVESTIGATION DATE(S): JD 92,100 TIME: 1815 Z, JD 100 VESSEL: 520

OIC: LT. David Waltz

REFERENCES

Position #: 5008
Volume# : 15, pg. 20
Tide Corrector Applied: -0.2 ft

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/44.2 N	80/10/30.0 W
Observed:	25/38/44.~~15~~ 16 N	80/10/30.36 W

POSITION DETERMINED BY: Del Norte with three point check fix

Del Norte rates taken on Southeastern end of wreck

METHOD OF ITEM INVESTIGATION: Visually located. Wreck is partially awash in 5 feet of water. A poled least depth of ~~0~~ feet (1815 Z, JD 100) was found at the South end of the wreck. It is similar in construction as 10(b), length about 60 feet, beam about 10 feet.

Photos enclosed.

CHARTING RECOMMENDATION: ~~Investigation of 1977 reports one wreck awash at the above position. This unit found two wrecks.~~ Recommendation: chart as a ~~dangerous submerged~~ visible wreck at the above position. with elevation (awash at MLW)

Compilation Use Only

CHART	APPLIED AS
	30098 ✓

Awaiting 11/10/86

CHART # 11465 ITEM # 10(b)

ITEM DESCRIPTION: Visable Wreck

SOURCE: 1977 Chart Adequacy Survey, #14 (CL-1943 of 1977)

INVESTIGATION DATE(S): JD 92,100 TIME: VESSEL: 520

OIC: LT David Waltz

REFERENCES

Position #: 5007

Volume # : 15, pg. 19

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/44.2 N	80/10/30.0 W
Observed:	25/38/45.24 N	80/10/28.~~4~~ 36 W

POSITION DETERMINED BY: Del Norte and a three -point check fix

Position taken on SE corner of wreck (See Photo)

METHOD OF ITEM INVESTIGATION: Visually located by helicopter and boat. Wreck is a large, broken up, wooden barge with concrete slabs surrounding it. The wreck lies in a N-NE by S-SW direction. It is approximately 60 feet long with a beam of about 20 feet. The wreck is hard aground and bares ~~about~~ 2 feet.

Due to the ~~descripancy~~ discrepancy between the charted and observed positions, it is believed that the prior position was obtained in the middle of both Items 10A and 10 b.

Photos enclosed.

CHARTING RECOMMENDATION: A separate ~~wreck~~ visible wreck symbol should be charted at the observed position. The wreck is ~~awash~~ visible at all stages of tide that bares 9 ft at MHW.

Compilation Use Only

CHART	APPLIED AS
	30098.1

RWO15 CMSM 11/5/86

CHART # 11465 ITEM # 11

ITEM DESCRIPTION: Submerged Wreck

SOURCE: 1977 Chart Adequacy Survey , #13 (CL-1943 of 1977)

INVESTIGATION DATE(S): 92,100 TIME: 1728 Z, JD 100 VESSEL: 520

OIC: LT David Waltz

REFERENCES

Position #: 5010

Volume # : 15, pg 22

Tide Corrector Applied: -0.4 ft

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/47.5 N	80/10/40.0 W
Observed:	25/38/47.73 N ✓	80/10/40.52 W ✓

POSITION DETERMINED BY: Del Norte with a three point check fix

Position obtained on the Northern edge of wreck.

METHOD OF ITEM INVESTIGATION: Found visually. Wreck is similar in construction to Item #12 and lies directly East of #12. Length is approximately 55 feet by 15 feet. A poled least depth of 2 feet was found in 5 feet of water (1732 Z, JD 100).

Photos enclosed.

CHARTING RECOMMENDATION: A ~~submerged~~ visible wreck (awash at MLW) symbol should remain at the ~~charted~~ OBSERVED position.

Compilation Use Only

Annie CASM 11/10/80

CHART APPLIED AS

CHART # 11465 ITEM # 12

ITEM DESCRIPTION: Visible Wreck

SOURCE: 1977 Chart Adequacy Survey, #12 (CL-1943 of 1977)

INVESTIGATION DATE(S): JD 92, 100 TIME: VESSEL: 520

OIC: LT David Waltz

REFERENCES

Position # : 5009

Volume # : 15, pg 21

GEODETIC POSITION	Latitude	Longitude
Charted:	25/38/47.2 N	80/10/45.6 W
Observed:	25/38/47.11 N ✓	80/10/45.75 W ✓

POSITION DETERMINED BY: Del Norte with three point check fix

Position taken on the Northern end of wreck.

METHOD OF ITEM INVESTIGATION: Visually reconned. Wreck seems to be the remains of a dredging barge, Numerous concrete pipes surround the wreck. It is about 60 feet long and 20 feet wide, lying in a N-S Direction. The vessel is hard aground and bares 2-3 feet at high water.

Photos enclosed.

CHARTING RECOMMENDATION:

The symbol of a "~~Wreck Awash~~ visible wreck which bares 4ft at MHW" should remain at the charted position.

Compilation Use Only

CHART APPLIED AS

awois CMSM 11/10/86

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

TO: B.L. Stabile, RADM, USCG
Commander, Seventh Coast Guard District

FROM: D. A. Waltz, LT, NOAA
Officer-In-Charge, Hydrographic Field Party Four

SUBJECT: Location of Dangerous Submerged Obstruction

This letter is to confirm radio, and telephone reports made on April 1 and 2, 1981, to Coast Guard Group Miami of a submerged obstruction. The original report was made by the vessel "JOCKO V" on April 1 and was immediately investigated by this unit.

The obstruction is awash at mean low water. It is located at Latitude 25°38'10.11" N, Longitude 80°08'21.06" W, on chart 11465. The object is 900 yards bearing 251° True from Biscayne Channel light "2".

An underwater investigation of the object found a metal frame structure, pieces of electrical cable, wire rope, blocks, and a diesel fuel filter. No hull structure was found, but this unit believes the obstruction to be the remains of a wreck. It is located in about five (5) feet at mean low water.

Since the information provided is unverified field data, it should be noted that all positions and depths are subject to office review for charting purposes at National Ocean Surveys Headquarters.

Answ CMSM 11/10/82

This letter and info Transmitted to C321 April 9, 1981

charted

Compilers Notes for H9926

Application Sequence

Chart	Kapp	Scale	Applied:
11468,1,0	309	10K	directly
11465,1,0	310	40K	directly and thru 11468
11467,B,0	316	40K	~~directly and~~ thru 11465, 11468
11451,A,11	334	80K	~~directly and~~ thru 11465
11466,1,0	348	80K	thru 11451

FLORIDA-FT. PIERCE INLET: Private Aids Restored. (Continued)

Banty Saunders Recreational Area Daybeacon 16, a private aid to navigation, previously reported leaning, has been restored to normal.

Ref: LNM 7, 9-81
BNM 0513, 0678-81
Charts: 11475, 11472

LLPg: 71

★ FLORIDA-NEW RIVER: Bridge Closure.

The Andrews Avenue Bridge across the New River, mile 2.3 may remain in a closed position from 7 a.m. to 9:30 a.m., 10 a.m. to 12 noon, 12:30 p.m. to 2:30 p.m. and 3 p.m. to 5 p.m., Monday through Friday, 6 April 1981 through 17 April 1981.

The Bridge will remain operable for emergencies. Vertical clearance at center span is 21.0 feet above mean high water. Minimum vertical clearance is 18.25 feet at the north side of the channel.

Ref: LNM 9-81
Charts: 11467
CG File: 2128

FLORIDA-MIAMI HARBOR: Proposed Change - Futher Information.

Metropolitan Dade County Seaport Department is presently dredging in Fishermans Channel, to be renamed Port of Miami South Channel. Private Aids to Navigation will be established from the eastern end of South Channel to the Southwest corner of Dodge Island.

The following Federal Aids to Navigation have been permanently discontinued inasmuch as they will be replaced by Private Aids to Navigation:

Fisher Island Turning Basin Daybeacon 3 and -Light F (LLNR 840.10).

Fishermans Channel Midchannel Buoy, -Daybeacons 2, 3, 5 and -Light 6 (LLNR 848.50).

Dodge Island Channel Buoys 5, 7 and -Daybeacon 17.

Additionally, it is proposed to discontinue the following Federal Aids to Navigation as they will no longer serve a useful purpose.

Fishermans Channel Daybeacons 8, 9, 11, 12, 13, and 15.

Mariners having any objections are requested to notify Commander(oan), Seventh Coast Guard District, 51 S.W. First Avenue, Miami, Florida, 33130 prior to 15 May 1981.

Ref: LNM 6, 10, 11, 12, 13-81
Charts: 11468, 11467, 11465, 11451

LLPg: 75-6

FLORIDA-MIAMI RIVER: Hazards to Navigation.

Backus Towing Company reports the following hazards in the Miami River:

The bow of a pleasure craft above water vicinity of 3rd Avenue Bridge and center of river.

A small pleasure craft partially blocking the river vicinity I-95 Bridge.

Burnt out hull blocking the river vicinity 27th Avenue Bridge.

Ref: BNM 1028-81
Charts: 11467

FLORIDA-BISCAYNE BAY: Private Aid Missing.

Crandon Park Marina Channel Daybeacon 9, a private aid to navigation, has been reported missing.

Ref: BNM 0990-81 LLPg: 76
Charts: 11465, 11467, 11451, 11466

FLORIDA-BISCAYNE BAY: Wreck.

A wreck appearing to be the mast and rigging of a shrimp boat has been reported 1 foot below the surface in approximate position 25-38-10N 80-08-36W. The wreck is marked with 2 white plastic jugs.

Ref: BNM 1037-81
Charts: 11467, 11466, 11465, 11451

FLORIDA-BISCAYNE BAY: Private Aid Discrepancies.

The following discrepancies in private aids to navigation have been reported:

MATHESON HAMMOCK

-East Channel Daybeacon 1, daymark missing.
-East Channel Daybeacon 2, missing.
-South Channel Buoy 7, numerals and reflector missing.

Ref: BNM 1040-81 LLPg: 78
Charts: 11467, 11465, 11451

FLORIDA-BISCAYNE BAY: Private Aids Established.

Dock and Marine Construction Corp., agent for Snapper Creek Marina, Coral Gables, FL 33156, who will maintain these private aids to navigation, reports the following established:

SNAPPER CREEK MARINA	APPROXIMATE POSITION
-Daybeacon 1	25-39-17N 80-15-58W

FLORIDA-CANAVERAL HARBOR: Proposed Change. (Continued)

Mariners having any objections are requested to notify Commander, Seventh Coast Guard District(oan), 51 S.W. First Avenue, Miami, Florida, 33130 prior to 1 July 1981.

Ref: LNM 30-80; 11, 13-81 LLPg: 70
Charts: 11484, 11476, 11460

★ FLORIDA-HILLSBORO INLET: Private Aids Changed - Restored.

Hillsboro Inlet Improvement and Maintenance District, Lighthouse Point, FL 33064, who maintains these private aids to navigation, advises:

Hillsboro Inlet Entrance Light 1 (LLNR 804),previously reported missing daymarks, has been restored to normal and characteristic changed to E.INT.G.,4s, nominal range 4 miles. No other change.

Hillsboro Inlet Entrance Light 2 (LLNR 805), characteristic changed to E.INT.R.,4s, nominal range 4 miles. No other change.

Ref: LNM 5-81 LLPg: 73
BNM 0282-81
Charts: 11466, 11467

★ FLORIDA-MIAMI RIVER: Hazards to Navigation - Further Information.

Various hazards, previously reported in the Miami River, were investigated as follows:

1. Approximately 70 feet west of I-95 Bridge and 25 feet off the south shore, the 35-foot wreck DAISY MAE was found with the bow about 4 feet above water and the stern 10 feet below water at low tide. Marking with a light was not possible due to depth and current and marking with a buoy would interfere with traffic.

2. Approximately 60 feet east of SW 1st Street Bridge and 25 feet off the south shore, the FL-2244 wreck was found with the bow 4 feet above water at low tide. This wreck has been marked with a light showing QK.FL.W.

3. Approximately 150 feet west of NW 27th Avenue Bridge, tied to the south shore and protruding 35 feet into the river, a derelict was found with 4 feet above water. This derelict was marked with a light showing QK.FL.W.

Ref: LNM 14-81
BNM 0767, 1028, 1049-81
Charts: 11467

★ FLORIDA-BISCAYNE BAY: Private Aid Missing - Site Marked.

Metropolitan Dade County Park and Recreation Department, Miami, FL 33129 advises:

Crandon Park Marina Channel Daybeacon 9, a private aid to navigation, previously reported missing, the site has been marked with a black can buoy.

Ref: LNM 14-81 LLPg: 76
BNM 0990-81
Charts: 11465, 11467, 11451, 11466

FLORIDA-BISCAYNE BAY: Private Aids Information.

The City of Coral Gables, FL 33134 reports the following information on private aids to navigation:

Gables Estates Daybeacon 9, previously reported destroyed with piling 500 feet east of the shoreline and a hazard to navigation, has been rebuilt on charted position. Old structure removed.

Gables-By-The-Sea Light 1(LLNR 865.50), previously reported destroyed and awash, has been rebuilt on charted position but is extinguished. The old structure and temporary buoy have been removed.

Ref: LNM 52, 53-80; 6, 8-81 LLPg, 77, 78
BNM 3872, 3910, 3913-80; 1071-81
Charts: 11465, 11467, 11451

FLORIDA-BISCAYNE BAY: Wreck.

A wreck appearing to be the mast and rigging of a shrimp boat was previously reported 1 foot below the surface in approximate position 25-38-10N 80-08-36W, and marked with 2 white plastic jugs.

National Ocean Survey Hydrographic Field Party Four has provided the following information:

"The obstruction is awash at mean low water. It is located at Latitude 25-38-10.11N, Longitude 80-08-21.06W, on chart 11465. The object is 900 yards bearing 251 degrees True from Biscayne Channel light "2".

"An underwater investigation of the object found a metal frame structure, pieces of electrical cable, wire rope, blocks, and a diesel fuel filter. No hull structure was found, but this unit believes the obstruction to be the remains of a wreck. It is located in about five (5) feet at mean low water.

"Since the information provided is unverified field data, it should be noted that all positions and depths are subject to office review for charting purposes at National Ocean Survey Headquarters."

Ref: LNM 14-81
BNM 1037-81
Charts: 11467, 11466, 11465, 11451

FLORIDA-BISCAYNE BAY: Private Aid Discontinued.

Gables-By-The-Sea Daybeacon G, a private aid to navigation in approximate position 25-39-05N 80-15-12W was previously reported missing. Coast Guard authorization has been withdrawn and it has been discontinued. Status of the old structure is unknown.

Ref: LNM 29-80 LLPg: 78
BNM 2174-80
Charts: 11465, 11451, 11467, 11466

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): HSB/HFP#4
STATE: FLORIDA
LOCALITY: BISCAYNE BAY
DATE: 1980/81

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

OPR PROJECT NO.: OPR-H308
JOB NUMBER: 10-7-80
SURVEY NUMBER: H9926
DATUM: N.A. 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	LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED	
DAYBEACON ✓	(CRANDON PARK MARINA DBN 10)	25°43′	16.697 / —	80°09′	53.529 / —	S/S LNM 41/85	F-2-6-L	11451, 11465, 11467	OK
" ✓	(CRANDON PARK MARINA DBN 11)	25°43′	28.649 / —	80°09′	48.282 / —	S/S LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 12)	25°43′	25.200 / —	80°09′	44.369 / —	S/S LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 13)	25°43′	36.120 / —	80°09′	33.631 / —	S/S LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 15)	25°43′	32.441 / —	80°09′	32.149 / —	S/S LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 16)	25°43′	31.314 / —	80°09′	33.683 / —	S/S LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 17)	25°43′	30.179 / —	80°09′	29.622 / —	S/S LNM 41/85	"	"	OK
" ✓	(SOUTHWEST POINT DBN 28)	25°41′	23.145 / —	80°11′	01.979	S/S Discont'd LNM 5/85	"	"	—
" ✓	(CAPE FLORIDA CHANNEL DBN 2)	25°41′	02.792 / —	80°10′	46.953 / —		"	"	OK
DAYBEACON ✓	(BISCAYNE CHANNEL DBN 4)	25°38′	23.832 / —	80°08′	09.861 / —	✓	F-2-6-L	11451, 11465, 11467	MOVE

L-708(85)

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/ HFP#4	FLORIDA	BISCAYNE BAY	1980/81

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-H308	10-7-80	H9926	N.A. 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	LONGITUDE ° '	LONGITUDE " D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side): OFFICE	FIELD	CHARTS AFFECTED
LIGHT ✓	(WEST POINT LT 30) L.L. 874.10	26°42'	33.211 —	80°10'	59.243 —	Lt 30 discontd Now Lt "73" LNM 5/85	F-2-6-L	11451 11465 11467 OK
LIGHT ✓	CAPE FLORIDA LIGHT (CAPE FLORIDA OLD TOWER) L.L. 873.1 Trig position 1958	25°39	58.356 —	80°09'	22.205 —	✓	F-5-U.S	" HC

L-708(85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

NOAA FORM 76-40 (8-74)

SUPERSEDES NOAA FORM 76-40 (2-71) WHICH IS OBSOLETE, AND EXISTING STOCK SHOULD BE DESTROYED UPON RECEIPT OF REVISION.

☆ U. S. GPO:1975-0-665-080/1155

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/HFP#4	FLORIDA	BISCAYNE BAY	1980/81

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-H308	10-7-80 ~~10-7-80~~	H9926	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	LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED	
LIGHT ✓	(BISCAYNE CHANNEL LT 1) L.L. 866.90	25°38′	10.168 —	80°07′	56.834 —	✓	F-2-6-L	11451, 11465, 11467	OK
LIGHT ✓	(BISCAYNE CHANNEL LT 19) L.L. 871	25°39′	06.039 —	80°10	28.793 —	✓	"	"	OK
LIGHT	(BISCAYNE CHANNEL LT 2) L.L. 867	25°38	19.044 —	80°07	53.790 —	✓	"	"	OK
"	(BISCAYNE CHANNEL LT 23) L.L. 872.10	25°39′	18.978 —	80°11′	11.256 —	✓	"	"	OK
"	(BISCAYNE CHANNEL LT 6) L.L. 869	25°38′	33.170 —	80°08′	27.912 —	✓	"	"	OK
"	(BISCAYNE CHANNEL LT 8) L.L. 870	25°39′	12.705 —	80°08′	59.488 —		"	"	OK
"	(CRANDON↓PARK MARINA CHANNEL LT 1) L.L. 850	25°42′	56.624 —	80°10′	37.558 —	S/S LNM 41/85	"	"	
"	(CRANDON↓PARK MARINA CHANNEL LT 14) L.L. 854	25°43′	33.729 —	80°09′	35.180 —	S/S LNM 41/85	"	"	
LIGHT	(CRANDON↓PARK MARINA CHANNEL LT 4) L.L. 851	25°42′	51.205 —	80°10′	21.068 —	S/S LNM 41/85	"	"	
FRONT LIGHT	(CRANDON↓PARK MARINA F RNG LT) L.L. 855	25°43′	22.877 —	80°09′	24.017 —	LNM 35/82 Deleted	F-2-6-L	11451, 11465, 11467	NOT CHARTED

F-708(85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

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): HSB/HFP#4
STATE: FLORIDA
LOCALITY: BISCAYNE BAY
DATE: 1980/81

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

OPR PROJECT NO.: OPR-H308
JOB NUMBER: 10-8-80 ~~10-7-80~~
SURVEY NUMBER: H9926
DATUM: NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE ° '	LATITUDE " D.M. Meters	LONGITUDE ° '	LONGITUDE " D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED	
LIGHT ✓	(BISCAYNE CHANNEL LT 1) L.L. 866.90	25°38'	10.168 / —	80°07'	56.834 / —		F-2-6-L	11451, 11465, 11467	OK
LIGHT ✓	(BISCAYNE CHANNEL LT 19) L.L. 871	25°39'	06.039 / —	80°10'	28.793 / —		"	"	OK
LIGHT	(BISCAYNE CHANNEL LT 2) L.L. 867	25°38'	19.044 / —	80°07'	53.790 / —		"	"	OK
"	(BISCAYNE CHANNEL LT 23) L.L. 872.10	25°39'	18.978 / —	80°11'	11.256 / —		"	"	OK
"	(BISCAYNE CHANNEL LT 6) L.L. 869	25°38'	33.170 / —	80°08'	27.912 / —		"	"	OK
"	(BISCAYNE CHANNEL LT 8) L.L. 870	25°39'	12.705 / —	80°08'	69.488 / —		"	"	OK
"	(CRANDON PARK MARINA CHANNEL LT 1) L.L. 850	25°42'	56.624 / —	80°10'	37.558 / —	S/S LNM 41/85	"	"	
"	(CRANDON PARK MARINA CHANNEL LT 14) L.L. 854	25°43'	33.724 / —	80°09'	35.180 / —	S/S LNM 41/85	"	"	
LIGHT	(CRANDON PARK MARINA CHANNEL LT 4) L.L. 851	25°42'	51.205 / —	80°10'	21.068 / —	S/S LNM 41/85	"	"	
FRONT LIGHT	(CRANDON PARK MARINA F RNG LT) L.L. 855	25°43'	22.877 / —	80°09'	24.017 / —	LNM 35/82 Deleted	F-2-6-L	11451, 11465, 11467	NOT CHTD

F-708 (85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

☆ U.S. GPO:1975-0-665-080/1155

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

☒ TO BE CHARTED
☐ TO BE REVISED
☐ TO BE DELETED

REPORTING UNIT (Field Party, Ship or Office): HSB/HFP#4
STATE: FLORIDA
LOCALITY: BISCAYNE BAY
DATE: 1980/81

ORIGINATING ACTIVITY
☒ HYDROGRAPHIC PARTY
☐ GEODETIC PARTY
☐ PHOTO FIELD PARTY
☐ COMPILATION ACTIVITY
☐ FINAL REVIEWER
☐ QUALITY CONTROL & REVIEW GRP.
☐ COAST PILOT BRANCH
(See reverse for responsible personnel)

The following objects HAVE ☒ HAVE NOT ☐ been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.: OPR-H308
JOB NUMBER: 10-7-80
SURVEY NUMBER: H9926
DATUM: N.A. 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE ° ′	LATITUDE ″ D.M. Meters	LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED	
DAYBEACON	(BISCAYNE CHANNEL DBN 9)	25°39′	08.788 / —	80°09′	06.979 / —		F-2-6-L	11451 11465 11467	OK
"	(BISCAYNE CHANNEL DBN 10)	25°39′	12.065 / —	80°09	11.384 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 12)	25°39′	15.032 / —	80°09′	35.212 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 14)	25°39′	14.830 / —	80°09′	57.892 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 16)	25°39′	14.661 / —	80°10′	14.920 / —		"	"	OK
"	(BISCAYNE CHANNEL DBN 18)	25°39′	14.035 / —	80°10′	29.989 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 20)	26°39′	18.458 / —	80°10′	57.885 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 21)	25°39′	16.325 / —	80°11′	06.229 / —	"	"	"	OK
"	(BISCAYNE CHANNEL DBN 22)	25°39′	48.564 / —	80°11′	02.010 / —	Now Dybn "3" S/S LNM 5/85	"	"	
DAYBEACON	(BISCAYNE CHANNEL DBN 24)	25°40′	20.698 / —	80°11′	02.301 / —	Now Dybn "1" S/S LNM 5/85	F-2-6-L	11451, 11465, 11467	

L-708(85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

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/HFP-4	Florida	Key Biscayne	12/20/81

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-H308	10-~~7~~-80 ~~10-7-80~~	H-9926	North American 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
TANK	(MIAMI SEWAGE TREATMENT TANK)	25 44	45.951	80 08	54.793		Triang Rec 10/80	11451 11465 ~~11467~~ OK
STACK	(Miami Sewage Treatment Stack)	25 44	41.568	80 ~~08~~ 09	~~54~~ 09.004 W (AMC)		"	" OK
DOME		25 44	00	80 09	58		Existence Verified (Not Field located)	" NC
RADIO MAST	(Bill Baggs St Pk Radio M)	25 40	17.087	80 09	26.224	NOT CHTD NOT IN DIP	F-3-6-L 10/80	"
RADIO TOWER	(WRHC East Radio Tower)	25 38	59.817	80 09	35.468		F-3-6-L 10/80	" OK
RADIO TOWER	(WRHC West Radio Tower)	25 39	03.332	80 09	38.926		"	" OK

A-7068(85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

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)

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

REPORTING UNIT (Field Party, Ship or Office): HSB/HFP-4
STATE: Florida
LOCALITY: Key Biscayne
DATE: 12/20/81

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

OPR PROJECT NO.: OPR-H308
JOB NUMBER: 10-~~7~~-80 ~~10-7-80~~
SURVEY NUMBER: H-9926
DATUM: North American 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
HOTEL	The hotel is surrounded by others and can not be distinguished. It is no longer of value as a landmark.	25 41	15	80 09	26			11451 11465 Deleted
HOTEL	"	25 41	52	80 09	31			" Deleted

(58)804-7

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

☆ U.S.GPO:1975-0-665-080/1155

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/HFP #4	FLORIDA	BISCAYNE BAY	1980/81

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-H308	10-8-80 ~~10-7-80~~	H 9926	N.A. 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	LONGITUDE ° '	LONGITUDE " D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
REAR LIGHT ✓	(CRANDON PARK MARINA R RNG LT) L.L. 856	25°43'	21.348 —	80°09'	22.521 —	LNM 39/82 Deleted	F-2-6-L	11451, 11465, 11467 NOT CHTD
LIGHT	(FEATHERBED BANK LT 2) L.L. 874.20	25°32'	17.247 —	80°12'	50.281 —		"	"
"	(FEATHERBED BANK LT 3) L.L. 4191	25°31'	16.113 —	80°14'	28.260 —		"	"
"	(FEATHERBED BANK LT 6) L.L. 4192	25°30'	58.720 —	80°14'	22.730		"	"
" ✓	(HURRICANE HARBOR LT 2) L.L. 866.5	25°41'	18.412 —	80°10'	37.926 —			" OK
" ✓	(KEY BISCAYNE YACHT CLUB LT 2) L.L. 866.2	25°41'	58.086 —	80°10'	47.158 —		"	" OK
" ✓	(KEY BISCAYNE YACHT CLUB LT 3) L.L. 866.3	25°41'	50.047 —	80°10'	28.528 —		"	" OK
"	(SANDS KEY LT 3) L.L. 874.3	25°31'	13.053 —	80°11'	35.248 —		"	"
" ✓	(SEAQUARIUM OBSTR LIGHT) L.L. 856.50	25°43'	51.669 —	80°09'	59.978 —		"	" MOVE
LIGHT ✓	(SOUTHWEST POINT LT 2G) L.L. 874	25°41'	05.172 —	80°11'	02.148 —	Now #4 LNM 5/85	F-2-6-L	11451, 11465, 11467 MOVE

(9 pages) to Copy to CG 2/18/82 Jul

L-708(85)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

SUPERSEDES NOAA FORM 76-40 (2-71) WHICH IS OBSOLETE, AND EXISTING STOCK SHOULD BE DESTROYED UPON RECEIPT OF REVISION.

☆ U.S.GPO:1975-0-665-080/1155

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/HFP #4	FLORIDA	BISCAYNE BAY	1980/81

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-H308	10-7-80	H9926	N.A. 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	
DAYBEACON 1	(SAFETY VALVE BANK DBN 1)	25°38	35.608 —	80°11′	30.763 —		F-2-6-L	11451 11465 11467	OK
" ✓	(BISCAYNE FLATS W DBN PVT)	25°38	07.104 —	80°10′	21.444 —		"	"	OK
DAYBEACON 2 ✓	(BISCAYNE FLATS MID DBN PVT)	25°38′	05.673 —	80°10′	10.229 —		"	"	MOVE
" ✓	(BISCAYNE FLATS E DBN PVT)	25°37′	57.454 —	80°09′	24.946	Now a subm pile LNM 10/1/86	"	"	NC
DAY BEACON 3 ✓	(BISCAYNE CHANNEL DBN PVT)	25°37′	51.925 —	80°08′	28.226 —		"	"	MOVE
~~DAYBEACON~~ LIGHT ✓	(CASA DEL MAR FL W BN)	25°41′	05.908 —	80°09′	26.789 —		"	"	MOVE
LIGHT ✓	(VORTAC BISCAYNE BAY BSY) BISCAYNE BAY OMNIRANGE CRIB LT L.L. 873 -	25°40′	17.510 —	80°10′	39.984 —		F-2-6-L	11451 11465 11467	OK

(5-7080.5)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

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): HSB/HFP#4

STATE: FLORIDA

LOCALITY: BISCAYNE BAY

DATE: 1980/81

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

OPR PROJECT NO.: OPR-H308

JOB NUMBER: 10-7-80

SURVEY NUMBER: H9926

DATUM: N.A. 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	
DAYBEACON ✓	(BISCAYNE BAY DBN 69)	25°44′	30.188 —	80°11′	00.502		F-2-6-L	11451, 11465, 11467	OK
LIGHT ✓	(BISCAYNE BAY LT 71) L.L. 4188	25°44′	11.910 —	80°11′	01.693 —		"	"	OK
" ✓	(DINNER KEY MARINA CH LT 1) L.L. 861	25°42′	46.912 —	80°12′	38.954 —	LNM 41/85	"	"	OK
" ✓	DINNER KEY SEAPLANE APPROACH LT 2 (DINNER KEY SEAPLANE APP LT 2) L.L. 857	25°43′	13.561 —	80°12′	30.577 —	✓	"	"	OK
DAYBEACON ✓	(BEAR CUT DBN 2)	25°42′	32.750 —	80°08	02.424 —	LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 5)	25°43	03.299 —	80°10′	15.668 —	LNM 41/85	"	"	OK
" ✓	(CRANDON PARK MARINA DBN 6)	25°42′	59.722 —	80°10′	11.880	LNM 41/85	"	"	OK
"	(CRANDON PARK MARINA DBN 7)	25°43	11.648 —	80°10′	06.619 —	LNM 41/85	"	"	OK
"	(CRANDON PARK MARINA DBN 8)	25°43′	08.213 —	80°10′	02.702	LNM 41/85	"	"	OK
DAYBEACON	(CRANDON PARK MARINA DBN 9)	25°43′	19.483 —	80°09	58.201 —	LNM 41/85	F-2-6-L	11451, 11465, 11467	

(53/30L-7)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD		☐ PHOTO FIELD PARTY ☐ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED		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.

☆ U.S.GPO:1975-0-665-080/1155

FS-11-13-81

SIGNAL LIST
H-9926
HSB-10-7-80

551	7	25	43	40339	080	09	24093	250	0000	000000 Agassiz 1970 AZ. MK (1980)
552	7	25	44	05901	080	09	18948	250	0000	000000 H-65-FL (1980)
553	7	25	43	55469	080	09	37135	250	0000	000000 NOAA Pier CAL. PT (1980)
554	7	25	43	32437	080	09	30671	250	0000	000000 H-64-FL (1980)
555	7	25	44	44070	080	11	22538	250	0000	000000 B.M.-IWDA-45-USE (1980)
558	7	25	41	08155	080	10	41605	250	0000	000000 H-62-FL (1980)
560	7	25	39	55969	080	09	24783	250	0000	000000 H-63-FL (1980)
561	7	25	39	58356	080	09	22305	139	0000	000000 Cape Florida Old Tower (1972)
564	7	25	40	17510	080	10	39994	139	0000	000000 Vortac Biscayne Bay (1972)
571	7	25	42	56624	080	10	37558	250	0000	000000 Crandon Marina Chan Lt. 1 (1980)
573	7	25	38	59817	080	09	35468	139	0000	000000 WRHC East Radio Tower (1980)
576	7	25	39	03331	080	09	38926	139	0000	000000 WRHC West Radio Tower (1980)
577	7	25	39	18973	080	11	11256	250	0000	000000 Biscayne Channel Lt. 23 (1980)
578	7	25	39	06039	080	10	28793	139	0000	000000 Biscayne Channel Lt. 19 (1980)
579	7	25	38	19045	080	07	53790	139	0000	000000 Biscayne Channel Lt. 2 (1980)
580	7	25	38	10168	080	07	56834	250	0000	000000 Biscayne Channel Lt. 1 (1980)
581	7	25	38	33170	080	08	27912	139	0000	000000 Biscayne Channel Lt. 6 (1980)
589	7	25	41	05172	080	11	02148	250	0000	000000 Southwest Point Lt. 26 (1980)
591	7	25	42	33211	080	10	59243	250	0000	000000 West Point Lt. 30 (1980)
592	7	25	41	58086	080	10	47158	139	0000	000000 Key Biscayne Yacht Club Lt. 2 (198
593	7	25	41	50047	080	10	28528	139	0000	000000 Key Biscayne Yacht Club Lt. 3 (198
594	7	25	35	24871	080	05	49076	139	0000	000000 Fowey Rocks LH 1883
596	7	25	42	46912	080	12	38954	250	0000	000000 Dinner Key Marina Channel Lt 1 (19
676	7	25	43	32750	080	08	02424	139	0000	000000 Bearcut DBN 2 (1981)
683	7	25	43	28649	080	09	48282	139	0000	000000 Crandon Park Marina DBN 11 (1981)
684	7	25	43	25200	080	09	44369	139	0000	000000 Crandon Park Marina DBN 12 (1981)
691	7	25	38	23832	080	08	09861	139	0000	000000 Biscayne Channel DBN 4 (1981)
693	7	25	39	12065	080	09	11385	139	0000	000000 Biscayne Channel DBN 10 (1981)
694	7	25	39	15032	080	09	35212	250	0000	000000 Biscayne Channel DBN 12 (1981)
695	7	25	39	14830	080	09	57892	139	0000	000000 Biscayne Channel DBN 14 (1981)
697	7	25	39	14035	080	10	29989	139	0000	000000 Biscayne Channel DBN 18 (1981)
698	7	25	39	18458	080	10	57885	139	0000	000000 Biscayne Channel DBN 20 (1981)
699	7	25	39	16325	080	11	06229	139	0000	000000 Biscayne Channel DBN 21 (1981)
701	7	25	40	20698	080	11	02301	139	0000	000000 Biscayne Channel DBN 24 (1981)

All control was located or recovered in 1980-81.
All above control has been entered in NGS data base.

NOAA FORM 61-29
(12-71)

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

REFERENCE NO.
MOA 23 83-85

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY *(Check)*:

☐ ORDINARY MAIL ☐ AIR MAIL
☒ REGISTERED MAIL ☐ EXPRESS
☐ GBL *(Give number)* _____

TO:

CHIEF, DATA CONTROL SECTION
HYDROGRAPHIC SURVEYS BRANCH, N/CG243
NATIONAL OCEAN SERVICE, NOAA
ROCKVILLE, MD 20852

DATE FORWARDED
22 July 1985

NUMBER OF PACKAGES
three (3)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-9926 (HSB-1Φ-7-8Φ)
OPR-H3Φ8-HSB-8Φ

Pkg #1: (tube)
- ✓1 Smooth Sheet
- ✓1 Final Position Overlay
- ✓1 Original Descriptive Report (filed w/ Pkg #2 (box) - photographs in D.R.
- ✓2 Excess Overlays
- ✓2 Final Field Sheets
- ✓12 Preliminary Field Sheets
- ✓2 Final Field Sheets w/ 3 overlays

Pkg #2: (box)
- ✓16- NOAA Form 77-44 "SOUNDINGS"
- ✓1- Accordian file containing echograms, raw data printouts & corrector printouts for the following days of the year: 198Φ; 343, 353, 357; 1981; ΦΦ6-ΦΦ8, Φ15, Φ16, Φ19, Φ2Φ, Φ22, Φ4Φ, Φ51, Φ54-Φ57, Φ63, Φ68, Φ69.
- ✓1- Accordian file containing echograms, raw data printouts & corrector printouts for the following days of the year: 1981; ~~Φ71~~, Φ84, Φ85 (echogram only), Φ86, Φ9Φ-Φ92, Φ96, Φ97, Φ99, 1Φ3, 1Φ5, 11Φ-113, 117-119, 121, 125 (no master printout).

FROM: *(Signature)*
for David B. MacFarland, LCDR, NOAA

RECEIVED THE ABOVE
(Name, Division, Date)
Dwayne S. Clark
July 30, 1985
N/CG243

Return receipted copy to:

ATLANTIC MARINE CENTER
HYDROGRAPHIC SURVEYS BRANCH, N/MOA23
NOAA, NATIONAL OCEAN SERVICE
439 W. YORK STREET
NORFOLK, VA 23510

NOAA FORM 61-29 SUPERSEDES FORM C&GS 413 WHICH MAY BE USED.

☆U.S.GPO:1978-0-765-092/1248

NOAA FORM 61-29
(12-71)

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

REFERENCE NO.

MOA 23 83-85

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY *(Check)*:

☐ ORDINARY MAIL ☐ AIR MAIL

☒ REGISTERED MAIL ☐ EXPRESS

☐ GBL *(Give number)* _____

TO:

CHIEF, DATA CONTROL SECTION
HYDROGRAPHIC SURVEYS BRANCH, N/CG243
NATIONAL OCEAN SERVICE, NOAA
ROCKVILLE, MD 20852

DATE FORWARDED

22 July 1985

NUMBER OF PACKAGES

three (3)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-9926 (HSB 10-7-86) continued

Pkg #3 : (box)

✓7 - NOAA Form 77-44 "SOUNDINGS"
✓1 - Cahier containing Final Position Printout & Control Printout
✓1 - Cahier containing Final Sounding Printout & L-File Listing
✓1 - Envelope "Miscellaneous Printouts"
✓1 Envelope "Material Removed for Original Descriptive Report"
✓1 - Folder "Bar Check Data"
✓1 - Folder "TRA Abstracts"

FROM: *(Signature)*

for David B. Mac Farland, LCDR, NOAA

Return receipted copy to:

ATLANTIC MARINE CENTER
HYDROGRAPHIC SURVEYS BRANCH, N/MOA23
NOAA, NATIONAL OCEAN SERVICE
439 W. YORK STREET
NORFOLK, VA 23510

RECEIVED THE ABOVE
(Name, Division, Date)

Dwayne S. Clark
July 30, 1985
N/CG243

NOAA FORM 61-29 SUPERSEDES FORM C&GS 413 WHICH MAY BE USED.

☆U.S.GPO:1978-0-765-092/1248

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-9926

Number of positions	4148
Number of soundings	19829
Number of control stations	67

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	24	10 DEC 1981
Verification of Field Data	706	22 OCT 1984
Quality Control Checks	146	
Evaluation and Analysis	96	7 MAR 1985
Final Inspection	8	25 MAR 1985
TOTAL TIME	980	

Marine Center Approval — 29 MAR 1985

Transmittal letter of survey and survey records will be included in the Descriptive Report to identify the records accompanying the survey.

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

September 15, 1981

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-3170 Miami, FL
872-3232 Key Biscayne Yacht Club, FL
872-3251 Cape Florida, FL

Period: December 8, 1980 - May 5, 1981

HYDROGRAPHIC SHEET: H-9926

OPR: H-308

Locality: Biscayne Bay, Florida

Plane of reference (mean ~~lower~~ low water): 872-3170 = 2.35 ft.
872-3232 = 2.39 ft.
872-3251 = 1.73 ft.

Height of Mean High Water above Plane of Reference is 872-3170 = 2.51 ft.
872-3232 = 1.98 ft.
872-3251 = 2.04 ft.

REMARKS: Recommended Zoning:

See Page 2

Chief, Datums and Information Branch

September 15, 1981

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

OPR - H308 H-9926

1. North of latitude 25°42.5'

   a. West of longitude 80°10.0' zone direct on 872-3232, Key Biscayne, FL
   b. From 80°10.0' east to 80°09.4' zone on 872-3232, Key Biscayne, FL; apply -30 minute time correction and x1.16 range ratio
   c. East of 80°09.4' zone direct on 872-3170, Miami, FL

2. From latitude 25°42.5' south to 25°40.0'

   a. West of 80°09.4' zone direct on 872-3232, Key Biscayne, FL
   b. East of 80°09.4' zone on 872-3170, Miami, FL; apply +15 minute time correction and x0.92 range ratio

3. South of latitude 25°40.0'

   a. West of 80°11.5' zone on 872-3232 Key Biscayne, FL; apply +15 minute time correction
   b. East of 80°11.5' zone direct on 872-3251, Cape Florida, FL

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

H-9926

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 U.S. LIGHT LIST	K	
BAY BRIDGE (cultural)										1
BEAR CUT										2
BEAR CUT BRIDGE (cult.)										3
BISCAYNE BAY										4
BISCAYNE CHANNEL										5
BISCAYNE FLATS										6
CAPE FLORIDA										7
CAPE FLORIDA CHANNEL										8
HARBOR POINT										9
HURRICANE HARBOR										10
KEY BISCAYNE										11
KEY BISCAYNE (P pl)										12
NO NAME HARBOR										13
NORTHWEST POINT										14
RICKENBACKER CAUSEWAY (cult.)										15
SOUTH BASIN										16
SOUTHWEST POINT										17
THE PINES CANAL										18
VIRGINIA BEACH										19
VIRGINIA KEY										20
WEST POINT					Approved:					21
FLORIDA (title)										22
					Charles E. Harrington					23
					Chief Geographer					24
					NOV 09 1984					25

NOAA FORM 76-155 SUPERSEDES C&GS 197

ATLANTIC MARINE CENTER
EVALUATION REPORT

REGISTRY NO.: H-9926 FIELD NO.: HSB-10-7-80

Florida, Biscayne Bay, Bear Cut to Biscayne Flats

SURVEYED: 8 December 1980 through 5 May 1981

SCALE: 1:10,000 PROJECT NO.: OPR-S-H308-HSB-80

SOUNDINGS: Raytheon DE-719B Survey Fathometer, Leadline, Sounding Pole

CONTROL: Del Norte (Range/Range) Del Norte/Wild T-2 Theodolite (Range/Azimuth).

Chief of Party.....G. W. Jamerson

Surveyed by.....D. A. Waltz
.....S. P. DeBow
.....S. Weisner
.....J. K. Klinefelter
.....J. S. Bradford

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

I. INTRODUCTION

a. No unusual problems were encountered during office processing.

b. Notes in the Descriptive Report were made in red during office processing.

c. The Project Instructions for this survey called for a Navigable Area Survey (NAS); however, the hydrographer recognized for need for a more extensive survey and pursued this course. The hydrographer should be commended for his diligent efforts to provide the additional data needed to make this a basic survey.

2. CONTROL AND SHORELINE

a. Control is adequately discussed in sections F, G, and S of the Descriptive Report.

b. Shoreline originates with registered Coastal Zone Maps TP-00425 of 1975-74-76, TP-00427 of 1971/74-75 and TP-00428 of 1973-75.

3. HYDROGRAPHY

a. Soundings at crossing agree within the criteria stated in sections 4.6.1 and 6.3.4.3 of the Hydrographic Manual and section 6.6 of the Project Instructions

b. The standard depth curves could be drawn in their entirety with the exception of the zero (0) curve where vessel safety did not permit and in accordance with section 1.2 of the Project Instructions that stated work should be to the "inshore limit of safe navigation for shallow-draft recreation craft."

c. Development of the bottom configuration and the investigation of least depths is considered adequate. However, reduced line spacing in the narrow passages between the shoals would have provided a more complete bottom representation. For example: The hydrographer should have met the fifty (50) meter line spacing requirement found in section 4.3.4.1 of the Hydrographic Manual in the areas between the shoals south of Key Biscayne known as Biscayne Flats. A specific example is found in the vicinity of Latitude 25°38'02.5"N Longitude 80°10'57.4"W where two (2) and three (3) foot depths are surrounded by twelve (12) to seventeen (17) foot depths.

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. Twice daily bar checks were not taken as required by section 1.4.2 of the Hydrographic Manual. Launch 520 took thirty (30) out of a possible sixty-six (66) bar checks, and launch 6804 took ten (10) out of a possible twenty-two (22) bar checks.

b. The indexes of the sounding volumes were not filled out as required by section 4.8.3.12 of the Hydrographic Manual.

c. Daily weather information was not recorded at the beginning and end of each days work as required by section 4.8.3.7 of the Hydrographic Manual. In the early stages of hydrographic operations the hydrographer did follow the proper procedure; however, as the survey progressed the hydrographer became lax on this requirement.

d. Some data was not arranged chronologically as required in section 4.8.3.1 of the Hydrographic Manual. Information for some days was recorded in other volumes at a later time.

e. On day-of-the-year 112, ten (10) positions were not logged. This problem was corrected during office processing.

f. Scanning of echograms on day-of-the-year 71 did not provide a complete portrayal of the channels. Additional soundings were appropriately inserted during office processing.

g. The hydrographer did not confirm or establish the azimuth of the range into the Crandon Park Marina as required by section 4.2.3 of the Project Instructions and section 4.5.13.1 of the Hydrographic Manual.

h. Field data was not submitted to the Marine Center within the six (6) week requirement found in section 6.13 of the Project Instruction.

i. The hydrographer used the same sounding volume, number 15, for both survey launches. A separate volume for each vessel is required by section 4.8.3.1 of the Hydrographic Manual.

j. The hydrographer failed to locate numerous piles in the area of Biscayne Flats, and to make charting recommendations for these piles.

k. The hydrographer did an excellent job investigating and documenting the Presurvey Review items in the survey area.

l. The hydrographer failed to make a velocity table deep enough to cover the range of depths on the survey. This was corrected during office processing.

m. The hydrographer failed to address numerous charted piles and three (3) charted buildings and did not provide the necessary charting recommendations. These charted features are addressed in section 7.a. of this report.

5. JUNCTIONS

There are no contemporary surveys that adjoin the present survey.

Charted depths in the junctional areas are in general harmony with present survey depths; however, the present survey depths show a deepening trend.

6. COMPARISON WITH PRIOR SURVEYS

H-4075	(1919)	1:20,000
H-4076	(1919)	1:20,000
FE-58	(1945)	1:20,000

The above surveys taken together cover the area surveyed in its entirety.

H-4075 (1919) covers the northern portion of the present survey area and considering the scale of this prior survey compares well with the present survey. Present survey depths vary plus or minus (+/-) one (1) to three (3) feet from the prior survey depths. Some differences greater than three (3) feet were found. These differences may be attributed to a lesser development because of the smaller scale of the prior survey. Considerable cultural development has taken place in the common area. The causeway/bridge from Virginia Key to the mainland and associated landfill in the vicinity of Latitude 25°44'45"N, Longitude 80°11'00"W and a bridge between Virginia Key and Key Biscayne are the major cultural features that have been added.

H-4076 (1919) considering its smaller scale compares well with the present survey, depths vary plus or minus (+/-) one (1) to two (2) feet. Some greater differences were found which can be attributed to a lesser development by the prior survey because of the smaller scale. Considerable cultural development has occurred on Key Biscayne in the areas

already discussed in the section above and considerable development in the area of Cape Florida has taken place.

FE-58 (1945) covers only the portion of the present survey along the southeast side of Key Biscayne and the Biscayne Flats area. The prior survey was conducted to locate the six (6) foot curve. The two (2) surveys compare well with depths varying plus or minus (+/-) one (1) to two (2) feet. Along the southwest side of Key Biscayne in the Cape Florida channel comparison was not easily made because the prior survey had many "no bottom" soundings.

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

7. COMPARISON WITH CHART 11465 (21st Edition, SEP 27/80)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and miscellaneous sources. The following should be noted:

1) A 6-ft sounding, in Latitude 25°39'45"N, Longitude 80°09'27"W, is nine (9) to ten (10) feet shoaler than present survey soundings. Chart present survey depths.

2) A charted shoal area, in Latitude 25°40"36"N, Longitude 80°10'27"W, falls in an area of five (5) and six (6) foot soundings on the present survey. Chart present survey depths.

3) A charted 6-ft sounding, in Latitude 25°38'55"N, Longitude 80°08'02"W, is three (3) to six (6) feet shoaler than present survey soundings. Chart present survey depths.

4) A 6-Ft sounding, in Latitude 25°38"27"N, Longitude 80°08'02"W, is five (5) to seven (7) feet shoaler than the present survey soundings. Chart present survey depths.

5) Presurvey Review item #8, a charted visible wreck, in Latitude 25°38'49.0"N, Longitude 80°09'58.0"W, was searched for and found in Latitude 25°38'49.12"N, Longitude 80°09'47.14"W. This location is approximately 300 meters east of the charted location. An examination of the photographs submitted by the hydrographer leads to the conclusion that the charted visible wreck is not in the correct location, and that the position established by the hydrographer is correct. It is recommended that a visible wreck be charted in the location established by the hydrographer; the charted visible wreck (PSR item #8) be deleted, and, additionally, the ruins east of the correctly located wreck in Latitude 25°38'49"N, Longitude 80°09'45"W, (see photographs for PSR item #8) should be charted, if possible, at the scale of the chart.

6) Three (3) charted structures were not investigated by the hydrographer and an examination of the photographs taken by the hydrographer for PSR item #8 shows no signs of these structures. It is recommended that these structures be removed from the chart unless

subsequent information indicates otherwise. Below are the positions of the structures as numbered on the enclosed chart section:

1. Latitude 25°39'15"N Longitude 80°10'35"W
2. Latitude 25°39'15"N Longitude 80°10'32"W
3. Latitude 25°39'15"N Longitude 80°10'09"W

7) Eighteen (18) charted piles were not investigated by the hydrographer and an examination of the hydrographer's photographs and the hydrography did not provide sufficient information to disprove these piles. It is recommended that these piles be charted as submerged piles unless subsequent information indicates otherwise. Below are the positions of these piles as numbered on the enclosed chart section:

4. Latitude 25°39'05"N Longitude 80°11'07"W
5. Latitude 25°39'00"N Longitude 80°10'56"W
6. Latitude 25°38'47"N Longitude 80°10'51"W
7. Latitude 25°38'56"N Longitude 80°10'40"W
8. Latitude 25°38'39"N Longitude 80°10'35"W
9. Latitude 25°38'40"N Longitude 80°10'34"W
10. Latitude 25°38'46"N Longitude 80°10'32"W
11. Latitude 25°38'51"N Longitude 80°10'18"W
12. Latitude 25°38'15"N Longitude 80°10'17"W
13. Latitude 25°38'58"N Longitude 80°10'14"W
14. Latitude 25°38'18"N Longitude 80°10'11"W
15. Latitude 25°38'49"N Longitude 80°10'03"W
16. Latitude 25°38'35"N Longitude 80°10'00"W
17. Latitude 25°38'30"N Longitude 80°09'59"W
18. Latitude 25°38'44"N Longitude 80°09'59"W
19. Latitude 25°38'58"N Longitude 80°09'56"W
20. Latitude 25°38'50"N Longitude 80°09'55"W
21. Latitude 25°38'59"N Longitude 80°09'45"W

The present survey is adequate to supersede the charted hydrographic data except as noted above.

b. CONTROLLING DEPTHS

The hydrography in the present survey shows no conflict with the controlling depth in THE PINES CANAL; however there was no hydrography run in the Crandon Park Marina area to confirm or indicate conflicts with the charted information. It is recommended that the charted notations be retained.

c. AIDS TO NAVIGATION

There are two (2) floating and forty-eight (48) fixed aids to navigation in the survey area, and they appear adequate for their intended purposes.

8. COMPLIANCE WITH PROJECT INSTRUCTIONS

This survey complies with the Project Instructions except as noted in section 4 of this report.

9. ADDITIONAL FIELD WORK

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

for Leroy G. Cram
J. Scott Bradford
Cartographic Technician
Verification of Field Data

Robert G. Roberson
Supervisory Cartographer
Evaluation and Analysis

Leroy G. Cram
Leroy G. Cram
Supervisory Cartographic Technician
Verification Check

Inspection Report
H-9926

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.

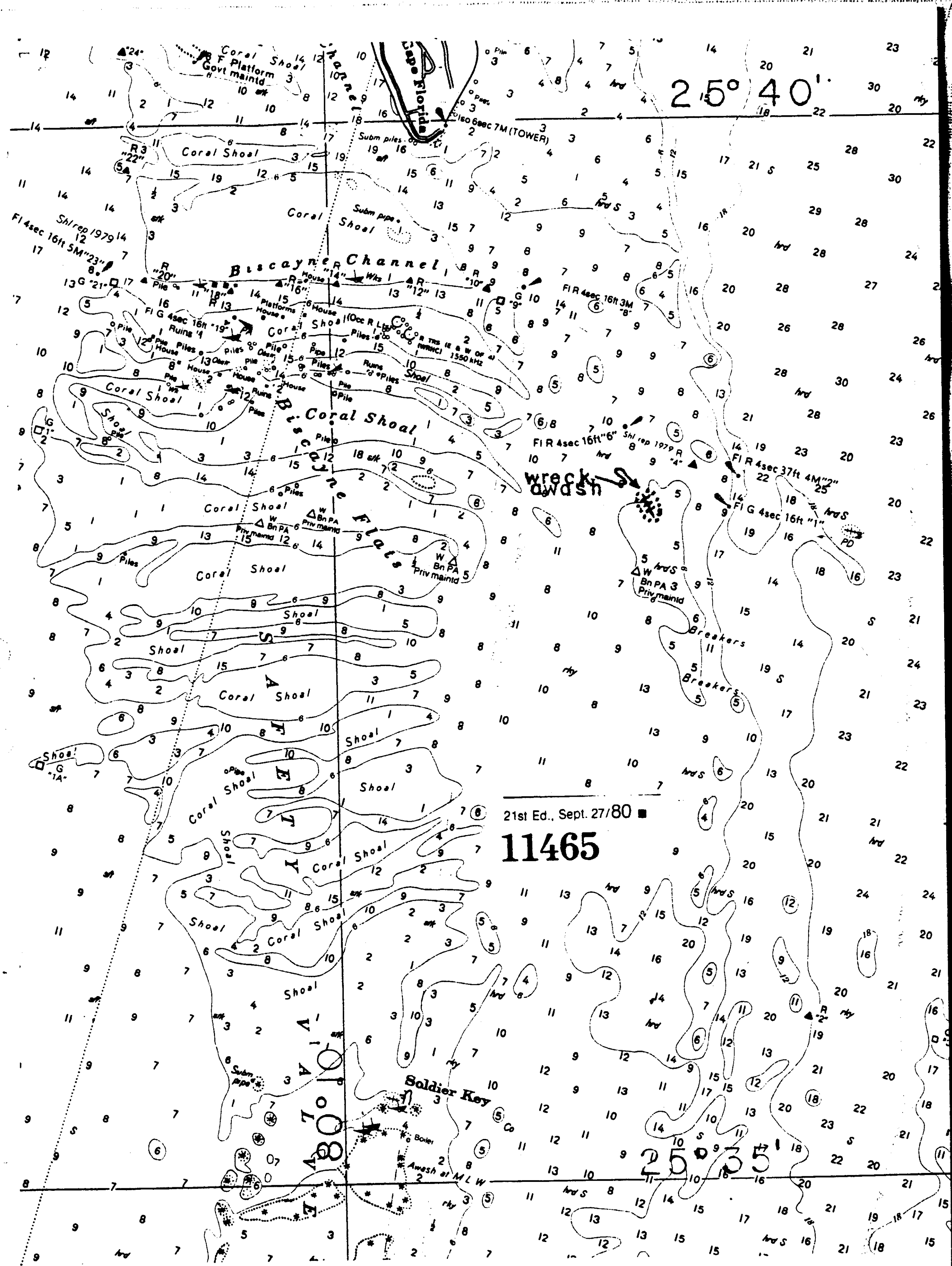
Inspected

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

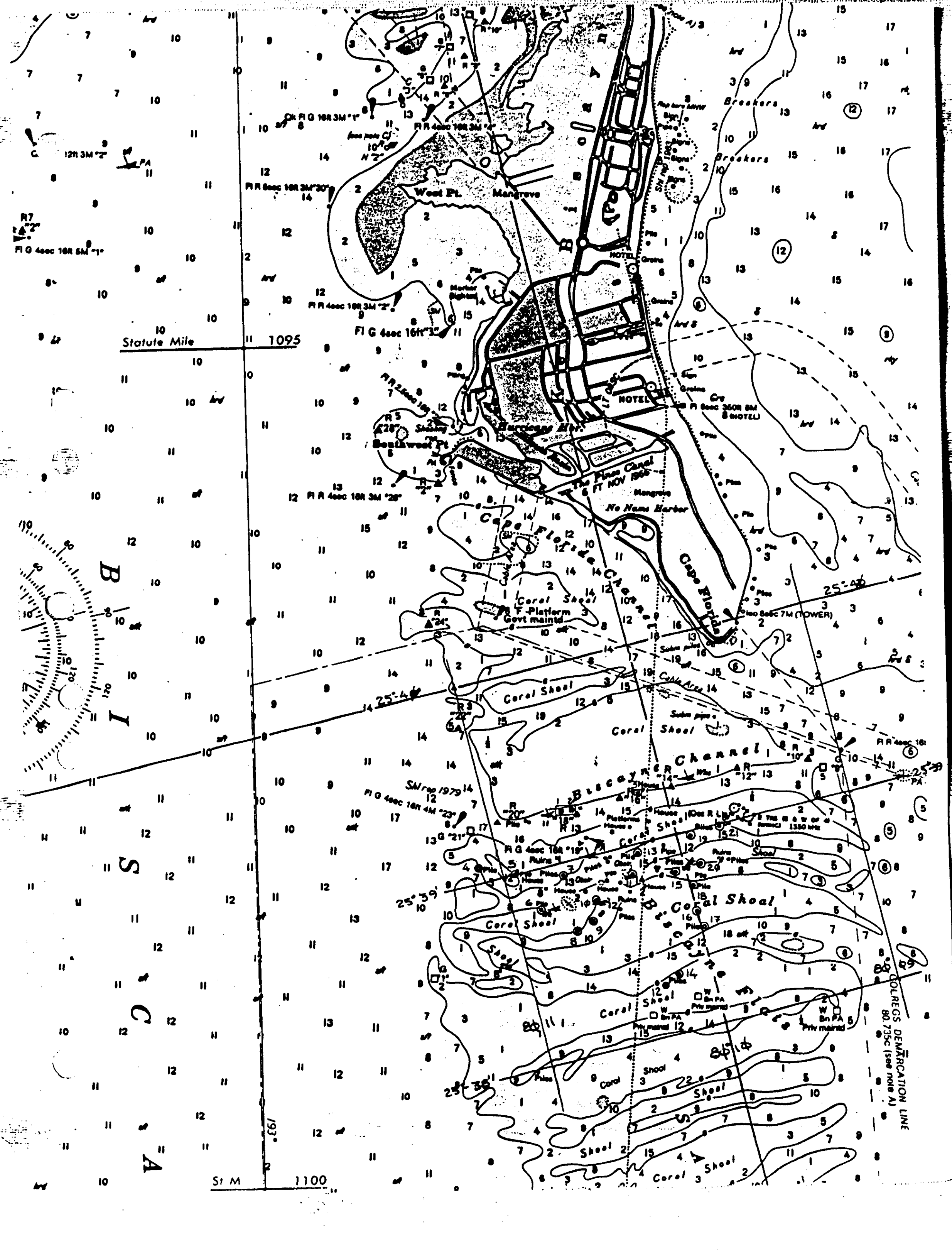
David B. MacFarland, Jr., LCDR, NOAA
Chief, Hydrographic Surveys Branch

Approved March 29, 1985

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



25° 40'
Cape Florida
Coral Shoal
F Platform Govt maintd
Fl 6sec 7M (TOWER)
Subm piles
Subm pipe
Shl rep 1979
Fl 4sec 16ft 5M "23"
Biscayne Channel
Fl G 4sec 16ft "19"
Fl R 4sec 16ft 3M "8"
Fl R 4sec 16ft "6"
Fl R 4sec 37ft 4M "2"
Fl G 4sec 16ft "1"
wreck awash
Biscayne Flats
Coral Shoal
Shoal
Bn PA Priv maintd
Breakers
SAFETY VALVE
21st Ed., Sept. 27/80
11465
Soldier Key
Awash at MLW
80° 10'
25° 35'



Statute Mile 1095
St M 1100
West Pt.
Mangrove
Southwest Pt
Hurricane Hbr
The Pines Canal
No Name Harbor
HOTEL
Breakers
Cape Florida
Cape Florida Channel
Coral Shoal
Platform
Govt maintd
Cable Area
Subm pipe
Biscayne Channel
B
I
S
C
A
COLREGS DEMARCATION LINE
80.735c (see note A)

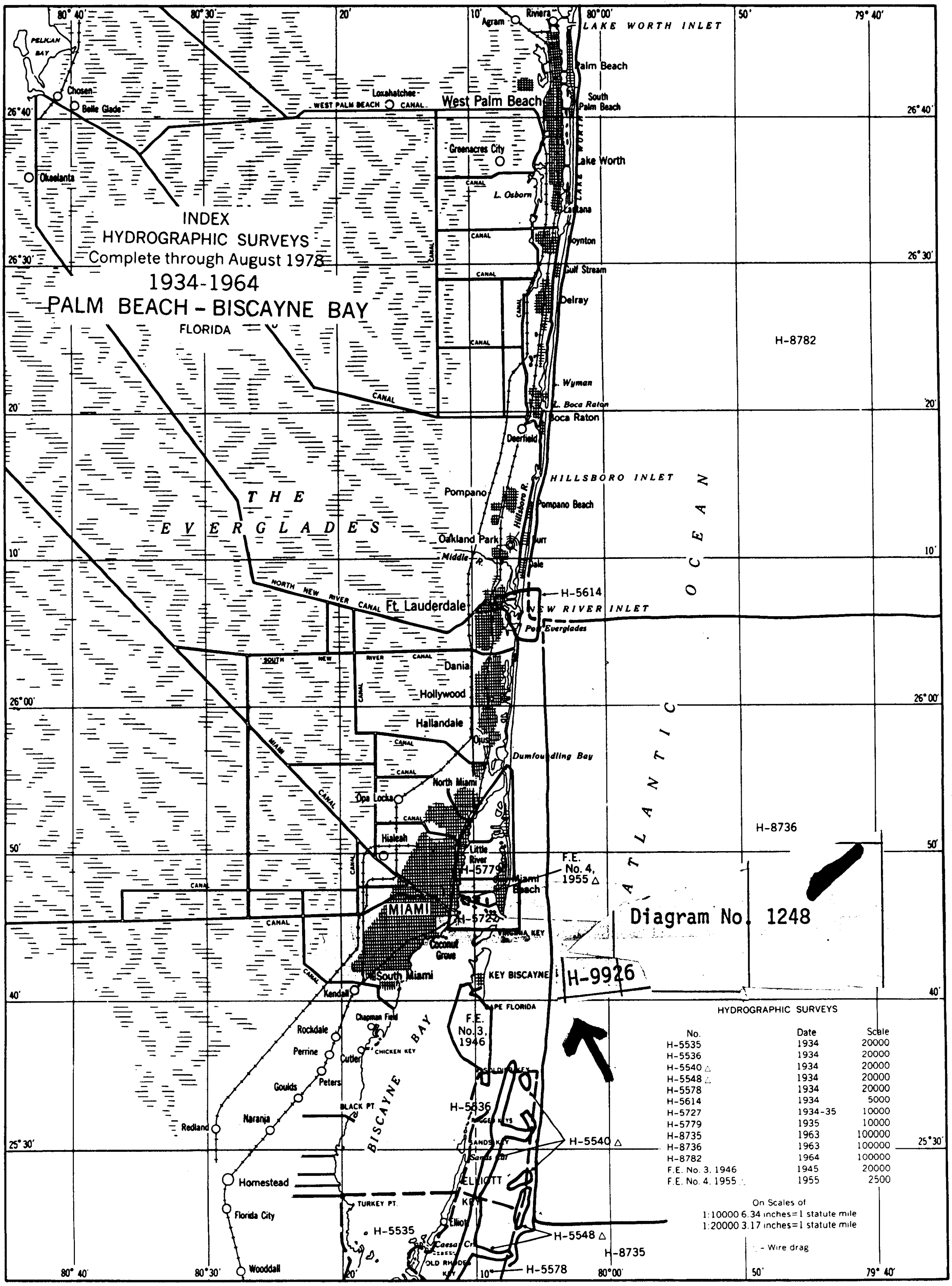
DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

National Ocean Survey

Rockville, Maryland

Hydrographic Index No. 78 C



HYDROGRAPHIC SURVEYS

No.	Date	Scale
H-5535	1934	20000
H-5536	1934	20000
H-5540 △	1934	20000
H-5548 △	1934	20000
H-5578	1934	20000
H-5614	1934	5000
H-5727	1934-35	10000
H-5779	1935	10000
H-8735	1963	100000
H-8736	1963	100000
H-8782	1964	100000
F.E. No. 3, 1946	1945	20000
F.E. No. 4, 1955	1955	2500

On Scales of
1:10000 6.34 inches=1 statute mile
1:20000 3.17 inches=1 statute mile

△ - Wire drag

NOAA FORM 75-96
(10-83)

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

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9926

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
11468	12/5/86	H. Church	~~Full~~ ~~Part~~ ~~Before~~ (After) Marine Center Approval Signed Via
			Drawing No. 43
11465	12/5/86	H. Church	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via
			Drawing No. 56
11467B	12/8/86	H. Church	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via
			Drawing No. 25
11451K	12/5/86	H. Church	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via
			Drawing No. 24
11466	12/5/86	H Church	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via
			Drawing No. 45
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			STANDARDS CK'D
			8-7-85
			C. Loy

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.