9989

Diagram No. 1263-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey Hydrographic

Field No. HSB-10-4-81

Office No. H-9989

LOCALITY

State Florida

General Locality St. Joseph Bay

Locality Entrance to St. Joseph Bay

19 81-82

CHIEF OF PARTY
LCDR G.W. Jamerson

LIBRARY & ARCHIVES

DATE May 18, 1984

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

Area 4
L-662(84)
3475
40-1323 [illegible]
80 11389
11401 [illegible]
11402 [illegible]
} to sign off see Record of Application

9989

INDEX

* Filed with the original field data.

NOAA FORM 77-28 (11-72)

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

REGISTER NO.

H-9989

HYDROGRAPHIC TITLE SHEET

FIELD NO.

HSB-10-4-81

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

State: Florida

General locality: St. Joseph Bay, ~~Florida~~

Locality: ~~Port St. Joe, Florida~~ Entrance to St. Joseph Bay

Scale: 1:10,000 Date of survey: Nov. 12, 1981 - May 11, 1982

Instructions dated: July 27, 1981 Project No.: OPR-J247-HSB-81

Vessel: NOAA Launch 1283

Chief of party: Lt. Cdr. George W. Jamerson

Surveyed by: Lt(jg) Federico R. Diaz

Soundings taken by echo sounder, hand lead, pole: Raytheon 719-B

Graphic record scaled by: RS, DBE, CFB, MJM, JPO, FRD

Graphic record checked by: RS, DBE, CFB, MJM, JPO, FRD

Protracted by: N/A Automated plot by: Field Sheet PDP8e, AMC-Xynetics 1200

Verification by: AMC Verification ~~Branch~~ Section

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

REMARKS: RS - Robert Snow; DBE - David B. Elliott; CFB - Carl F. Bush; MJM - Mark J. McMann; JPO - John P. Oswald; FRD - Federico R. Diaz

Notes in red in the Descriptive Report were made during verification.

* All times coordinated universal time.

STANDARDS CK'D
5-29-84 C.Coy

AWOIS ✓ RWD 8/29/84
SURF ✓

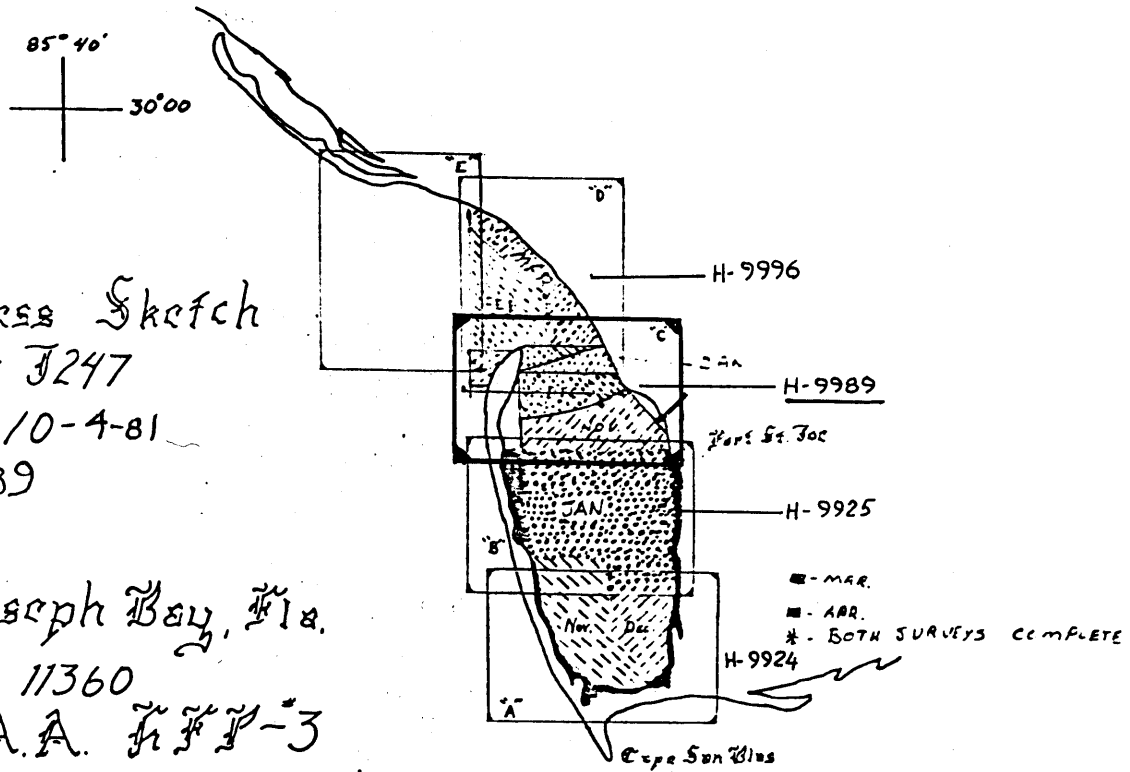
NOAA FORM 77-28 SUPERSEDES FORM C&GS-537.

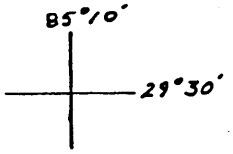
(1.)

☆ U.S. GPO: 1974-0-768-081/1207

Progress Sketch
OPR-J247
FSB-10-4-81
F-9989

St. Joseph Bay, Fla.
chart 11360
N.O.A.A. FFP-3
chief-LCDR. George W. Jamerson





Legend

month	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
sq. nout. mi.	4.1	3.3	3.0	8.5	5.4	4.5
nout. mi. sndg.	103.5	80.0	63.3	141.0	147.8	103.2
dist to-from	12.0	21.0	24.0	120.0	192	176
misc. dist.	22.0	40.0	38.0	59.0	78.5	108.5
bttm. sample	0	39	4	0	0	71
tide gage	2.0	-	-	-	-	-
cntr. sta.	0.0	0.0	0.0	0.0	0.0	0.0
cross line	0.0	0.0	6.5	0.0	22.6	0.0

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-9989
HSB-10-4-81

Scale: 1:10,000
Chief of Party: Lt. Cdr. George W. Jamerson
Officer-in-Charge: Lt(jg) Federico R. Diaz
Hydrographic Surveys Branch, Hydrographic Field Party #3
Launch ~~1283~~ and Launch 576

A. PROJECT

This survey was accomplished under Project Instructions OPR-J247-HSB-81, dated July 27, 1981 and amended by:

Change No. 1, October 1, 1981.

B. AREA SURVEYED

The area surveyed was the northern portion of St. Joseph Bay, Florida, which includes the mouth of the Bay just off of St. Joseph Point and bounded by the following points:

Latitude 29°48.5'N Longitude 85°17.8'W
29°52.5'N 85°25.5'W

This survey was conducted from November 12, 1981 to May 11, 1982 (JD 316 to 131) inclusive.

C. SOUNDING VESSEL

All soundings obtained on this survey were obtained from NOAA Launch 1283 (EDP #1283) and Launch 576. All survey records are annotated with the vessel number 1283 and Launch 576 which was used strictly for pole soundings.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS see sections 4.a., 4.b., and 4.c. of the Evaluation Report

The following Raytheon fathometer equipment was used during the survey: JD 316-125 - Recorder Model Raytheon 719-B, serial number 6211.

No unusual problems were encountered with this equipment. The fathometer was monitored continuously while sounding and was under constant adjustment to insure that no initial corrections were necessary.

Settlement and squat tests on Launch 1283 were run on December 17, 1981 at Port St. Joe, Florida. The results of these tests are included in the Appendix of this report. Settlement and squat corrections will be applied via the TC/TI tape during plotting of the smooth sheet at the Atlantic Marine Center and were not applied to the field sheets.

Velocity and instrument corrections were determined by bar check. Bar checks were taken twice daily, weather and sea conditions permitting. The lengths of the line on the bar were checked on JD 215 and JD 125. The results of this inspection showed that no correction was necessary.

E. SURVEY SHEETS

The field sheets were prepared in the field using a PDP8/e computer and a DP-3 complot plotter. Work sheets, semi-smooth sheets, smooth field sheets, and overlay sheets are included with this survey. Mainscheme hydrography is plotted on the smooth field sheets while crosslines, developments, splits, bottom samples, presurvey review items, and aids to navigation are shown on various overlay sheets. Projection parameter tape listing for the field sheets is included in the Appendix of this report. The final smooth sheet and verification of this survey will be accomplished at the Atlantic Marine Center on the Harris/7 computer and the Xynetics 1201 plotter.

F. CONTROL STATIONS

Control stations used during this survey were either existing geodetic control stations published by NGS or were established by Hydrographic Surveys Branch Survey Support Section in 1980 to third order or better standards. All stations are referred to the North American 1927 datum. A list of all control stations used during this survey is included in the Appendix of this report. Station 103 (Light #42) was torn down and replaced in April 1981 by USCG. HFP-3 personnel re-established the station to third order in December 1981.

Station 104 (Daybeacon #6) was destroyed and replaced by the USCG during the course of the survey. Position #3293 is a D.P. on the daybeacon. The present geographic position is no longer useful for survey purposes. The station was not used for calibration or electronic setup during the survey.

G. HYDROGRAPHIC POSITION CONTROL See sections 4.e. and 4.g. of the Evaluation Report

The method used to control this survey was Range/Range$_x$ and see Boat Sheet (see section P of this report).

The equipment used to control this survey was:

	Code	S/N	J.D.
Del Norte Masters	72	1068	316-337
	76	281	341-035
	78	199	078
	74	1067	109-123
	78	199	123-131
Del Norte Trisponder (DMU's)		395	316-035
		515	109
		395	111-131

	Code	S/N	J.D.
Del Norte Remotes	76	251	316-131
	78	220	316-116
	74	218	117-131

Problems encountered with the use of this equipment were numerous. Many problems were encountered with the DNTI Masters and DMU's. Many of the problems may have occurred during shipment of equipment from the Atlantic Marine Center, Electronic Engineer Division to the field.

The control equipment was calibrated twice daily between control stations and calibration stations using inverse distances computed with program RK407. A baseline calibration was conducted every four weeks of use.

H. SHORELINE See also sections 2.b. and 4.f. of the Evaluation Report.

Shoreline detail for this survey was obtained from Class I photo manuscripts dated March 27, 1978 (TP00351).

Shoreline corrections were necessary at the following locations:

1) Lat. 29°49'18", Lon 85°18'52" - Landfill - Refer to TP00351
2) Lat. 29°49'00", Lon 85°19'05" - Island Dredged out only shoreline remains - Refer to TP00351 - Delete from chart.
3) Lat. 29°49'55", Lon 85°18'57" - Land erosion - refer to TP00351
4) Lat. 29°52'00", Lon 85°20'45" - Land erosion - refer to TP00351
5) Lat. 29°49'40", Lon 85°18'47" - Land erosion - refer to TP00351
6) Lat. 29°50'48", Lon 85°19'13" - Land erosion - refer to TP00351
7) Lat. 29°50'44", Lon 85°19'52" - Land erosion - refer to TP00351

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

Crosslines constitute 11% of the mainscheme hydrography. Ninety-eight percent (98%) of the crossings agree within one foot. No soundings are in disagreement at crossing by more than two feet. The reasons for the disagreement of sounding at crossline is due to wind generated tides differing from perdicted tides.

J. JUNCTIONS See section 5 of the Evaluation Report.

This survey junctions with the following surveys:

H-9925 to the south and
H-9996 to the north.

One hundred percent (100%) of these junction soundings agree within one foot when compared with the current survey and none of the junction soundings are in disagreement by more than one foot. The reason for this disagreement is believed to be wind generated tides differing from predicted tides. H-9925 was completed by HFP-3 in April 1981 and therefore is not verified. H-9996 was completed by HFP-3 in April 1982 and is also not verified.

The hydrographer recommends that in the junction areas, the soundings from the present survey be charted. See Evaluation Report

K. COMPARISON WITH PRIOR SURVEYS See section G. of the Evaluation Report.

This survey was previously covered by the following survey: H-1265A (1875), 1:20,000 scale

Comparison showed that current survey soundings are slightly deeper (1-2 feet), but because of the age of this prior survey, the comparison was of little value other than historical interest.

Where discrepancies exist, it is recommended that the soundings from the present survey supersede the prior surveys' soundings.

L. COMPARISON WITH THE CHART

Refer to individual PSR write ups.

PSR #8 was searched for on JD 78 and JD 11 (Position #2336-2347 and Position #2360-2383) by fathometer. The dangerous submerged wreck, PA charted at Lat. 29°51'30", Lon 85°20'43" originated from N/A 14 of 1967, merchant vessels of the U.S. 1968 U.S.C.G. The name of the 51 foot, wooden hulled fishing vessel was the "ELLA MAE VONA". The owner of the vessel, Tasso Vathis, of Apalachicola, Florida (904-653-8768), stated via a phone conversation on November 24, 1981, that the vessel burned and sank at the charted position, while the U.S. Coast Guard was towing it to shore. He had no knowledge of the wooden hulled vessel being salvaged.

Dave Maddox, Port St. Joe, Florida, Harbor Pilot claimed that the vessel was salvaged and pulled clear two weeks after it sank. A fatho search was done to verify the Pilot's claim. No evidence of the wreck was observed within the charted area. Concur RDS

salvaged since RWD

The hydrographer recommends that the dangerous submerged wreck PA, be deleted from the chart.

PSR #9 was searched for and located on JD 125 (Position #3413). The dangerous submerged wreck charted at Lat. 29°51'14.685", Lon 85°23'53.624" originates with survey H-1265A (1875). The wreck (wooden hull ruins) was observed to be visible, baring two feet above mean lower low water, in depths of less than one foot. The hydrographer recommends that the dangerous submerged wreck symbol be changed to a visible wreck symbol at the same position. Concur. RDS

logged RWD

This survey was compared as the survey progressed with Chart 11393, 12th Edition and with Chart 11389, Edition 21st, blown up to the scale of the survey. The following changes in the chart were detected:

In general, comparison with the chart is good (1-2 feet). Ninety-five percent (95%) of survey soundings agree with the chart.

The following dangers to navigation were located during the survey: Depths of 22-28 feet were observed at Latitude 29°52'30"N, Longitude 85°23'04"W, 200 meters east of St. Joseph Point. ~~These~~ This

POS # 2384

DANGEROUS SUBM. WRECK
ST. JOSEPH BAY
FLORIDA

OPR-J247
H-9989
NSB-10-4-81

POS # 3412

DANGEROUS SUBM. WRECK
ST. JOSEPH BAY
FLORIDA

OPR. J247
H-9989
NSB-10-4-81

↑ STRANDED WRECK - metal structure per Sdg. Rep.

POS# 3413

PSR#1
ST JOSEPH BAY
FLORIDA

OPR-J247
H-9989
HSB-10-4-81

shoaling was encroaching toward
~~depths were~~ observed ~~within~~ the bounds of the main shipping channel, which should be dredged to 34 or 35 feet (refer to Corps of Engineer Survey dated May 7, 1982).

Two dangerous visible wrecks at the following positions Latitude 29°51'29.5½"N, Longitude 85°20'54.9⅝"W and Latitude 29°52'02.2 13/16"N, Longitude 85°23'34.5⅜"W were discovered by HFP-3 while performing hydrographic operations on OPR-J247.

Information about these dangers was transmitted immediately to U.S. Coast Guard Eighth District and U.S. Army Corps of Engineers in Panama City, Florida and confirmed by memo with a copy to C32. A copy of this memo is also included with this report.

A conversation with Dennis Wilson of the U.S. Army Corps of Engineers in Panama City, Florida, on March 3, 1982, stated that all charted spoil areas in St. Joseph Bay are still active.

Latitude 29°51'29.5½", Longitude 85°20'54.9⅝" (Position #2384) is a detached position on a partially submerged wreck with only mast and net rigging exposed; not to be confused with PSR #8. It is recommended to chart the wreck at the above geographic position. The name of F/V is "Don't Cha Know". logged pwd Chart as dangerous sunken wreck (mast).

Latitude 29°52'02.2 13/16", Longitude 85°23'34.5⅜" (Position #3412) is a D.P. on a dangerous ~~submerged~~ stranded wreck with net rigging exposed. It is recommended to chart the wreck at the above position. logged pwd as a visible wreck, 4 ft above MHW. Sounding Volume No. 12 page 57 describes the wreck as a metal structure.

An island charted at Latitude 29°48'54", Longitude 85°19'03" has been dredged out. Depths of 3-4 feet were observed. All that remains is a shoal. Survey was compared to a U.S. Army Corps of Engineers survey dated September 1978 (included with the report not to be confused with report dated November 1981). Comparison was good.

Pier ruins charted at Latitude 29°50'04", Longitude 85°18'58" are gone. Delete from chart.

Pier ruins charted at Latitude 29°49'27", Longitude 85°18'58" are gone. Delete from chart.

Latitude 29°49'40", Longitude 85°24'20" the depth contours are very incorrectly charted. It is recommended that survey depths supercede charted depths.

Latitude 29°49'20", Longitude 85°18'52" pier ruins were removed when the area was filled in. Delete ruins from chart and add land fill (refer to TP00351).

M. ADEQUACY OF SURVEY

This survey is complete and adequate to warrant its use to supersede prior surveys for charting in the common areas.

N. AIDS TO NAVIGATION

All floating and fixed aids to navigation in the survey area were located and comparisons between their charted, Light List (Vol. II, 1981), and surveyed positions and descriptions were made. All aids were found to adequately serve the apparent purpose for which they were established. Cable and bridge clearances were checked and found to be accurately charted. See TP00351 and compare to chart. (See Section P for recommendation of additional buoys.)

O. STATISTICS

Number of positions	~~3518~~ 3496
Nautical miles of main scheme	2610
Nautical miles of crosslines	28.0
Nautical miles of development	58.0
Total miles of hydrography	347.0
Number of bottom samples	~~55~~ 67
Number of barchecks	47

P. MISCELLANEOUS

A report of channel conditions dated November 20, 1981 for St. Joseph Bay Entrance is included with this report. Survey done by U.S. Army Corps of Engineers.

Position #2446, 2447, 2448, 2449, and 2454 are detached positions on the face of a landfill charted at Latitude 29°49'18", Longitude 85°18'52". Refer to Volume 9, pages 35-36 for specific latitudes and longitudes. see smooth sheet for charting purposes.

Latitude 29°49'00.7", Longitude 85°18'45.4", Position #2450 is a detached position on the Port St. Joe tide gage location.

Latitude 29°50'10.7", Longitude 85°18'58.13", Position #2859 is a detached position on the offshore end of concrete pier ruins. See Smooth Sheet.

Five channel lines were run to develop the main shipping channel. The channel lines overlapped in some areas due to the lack of buoys along the channel line to steer by. It is recommended that more channel buoys (black buoys) be placed along the channel line.

Position # 3509 - 3518 are leadline depths taken to determine least depths on spikes observed outside the spoil areas. Refer to Volume 13, pages 24-36 for specific latitudes and longitudes.

U.S. Army Corps of Engineers survey dated May 7, 1982 is submitted with this report in reference to a danger to navigation report dated May 3, 1982 sent to C322.

Position # 2440 and 2445 Latitude 29°49'15"N, Longitude 85°18'51'W are SFS due to station 112 being blocked out of line of sight. Soundings appear to have plotted partially on the St. Joe Paper Mill Bulkhead.

Fathograms were scanned and critical inserts were made on the master tapes and plotted on the field sheet. Less important inserts were then placed on the corrector tape and not plotted to reduce congestion.

Q. RECOMMENDATIONS

See Sections K, L, and P for specific recommendations.

R. AUTOMATED DATA PROCESSING

Programs used during field data acquisition and field processing of this survey are as follows:

PROGRAM	DESCRIPTIONS	VERSION DATE
RK201	Grid, Signal and Lattice Plot	4/18/75
RK211	Range-range Non-real time plot	1/15/76
RK300	Utility computations	2/05/76
RK330	Reformat and Data Check	5/04/76
RK407	Geodetic Inverse/Direct Computation	9/25/78
AM500	Predicted Tide Generator	11/10/72
AM602	Elinore-line oriented editor	5/20/75

S. REFERENCE TO REPORTS

Descriptive Report H-9924, 1981, 1:10,000
Descriptive Report H-9925, 1981, 1:10,000

Respectfully submitted,

Robert Lewis

for Lt(jg) Federico R. Diaz
OIC, HFP-3 NOAA

SIGNAL LIST
H-9989
HSB-10-4-81

101	4	29	45	14921	085	18	19648	139	0000	000000	Mack 1935
102	5	29	46	34831	085	24	02609	250	0003	000000	H-59-FL-1980 OK
103	4	29	48	53605	085	18	55688	250	0008	000000	Lt "42" 1981 PORT ST JOE LIGHT "42", 1981
104	4	29	49	45750	085	19	03334	139	0000	000000	Daybeacon "6" 1980
105	1	29	50	46072	085	19	56864	250	0000	000000	CT-06-1978
106	5	29	52	15238	085	23	35108	250	0020	000000	H-60-FL-1980
107	4	29	52	32123	085	21	44937	250	0000	000000	St. Joe Point R. Rng. C, 1980
108	4	29	52	53281	085	22	30217	250	0000	000000	St. Joe Point F. Rng. C, 1980
109	4	29	54	22108	085	23	05545	250	0000	000000	St. Joe Pt. R. Rng. D 1980
110	4	29	53	43979	085	22	16109	250	0000	000000	St. Joe Pt. R. Rng. B 1980
111	4	29	54	24198	085	24	18512	250	0000	000000	St. Joe Pt. F. Rng. A 1980
112	1	29	55	04935	085	22	50097	250	0025	000000	St. Joe Pt. Ldg. Rng X, 1980
113	1	29	54	44536	085	22	33042	250	0000	000000	4676 Ao1 FDNR 1976
114	1	29	55	29375	085	23	18998	250	0000	000000	4676 Ao3 FDNR 1976
115	1	29	55	55390	085	23	48597	250	0000	000000	4676 Ao4 FDNR 1976
116	1	29	56	43232	085	24	36637	250	0000	000000	Mexico Beach Man. Tank 1976
117	1	29	57	23005	085	26	52412	250	0000	000000	4676 A11 FDNR 1976
118	1	29	57	29475	085	28	16671	250	0005	000000	H-61-FL-1980
119	1	29	49	00991	085	18	45271	250	0000	000000	BM No. 1 1975
120	1	29	49	48085	085	19	04686	139	0000	000000	Daybeacon "5", 1980

PORT ST JOE

"A"

FORM CD-26
(12-11-46)

U.S. DEPARTMENT OF COMMERCE

OPR-J247
H-9989
HSB-10-4-81

LAUNCH 1283

ST. JOSEPH BAY
WORKSHEET

Position Data Sheet

JD	From Pos.*	To Pos.*	Control	Left Remote	Right Remote	Ves No		Remarks
316	01	39	R/R	74-106	78-112	1283		
317	40	213	R/R	74-106	78-112	1283		
321	214	281	R/R	74-106	78-112	1283		
322	282	535	R/R	74-106	78-112	1283		
327	536	656	R/R	74-106	78-112	1283		
329	657	883	R/R	74-106	78-112	1283		
334	884	1047	R/R	74-106	78-112	1283		
336	1048	1238	R/R	74-106	78-112	1283		
337	1239	1295	R/R	74-106	78-112	1283		
341	1296	1414	R/R	74-106	78-112	1283	REJECT POS. 1337-1341	* Changed MASTER UNIT
342	1415	1462	R/R	74-106	78-112	1283		
343	1463	1492	R/R	74-106	78-112	1283	*	Bottom Samples
345	1493	1501	R/R	74-106	78-112	1283	*	Bottom Samples
350	1502	1654	R/R	74-106	78-112	1283		
15	1655	1775	R/R	74-106	78-112	1283		
18	1776	1904	R/R	74-106	78-112	1283		
20	1904	2011	R/R	74-106	78-112	1283	*	Duplicated Pos.# 1904
22	2012	2030	R/R	74-106	78-112	1283		
25	2031	2133	R/R	74-106	78-112	1283	*	X-lines, channel lines, BS
28	2134	2174	R/R *	76-106	78-112	1283	*	split Arcs
29	2175	2231	R/R	76-106	78-112	1283	*	split Arcs

* CORRECTION: FROM J.O. 316-025, LEFT REMOTE WAS ~~CODE~~ A CODE 76, S/N 251 NOT A CODE 74. (35.)

☆ U. S. GOVERNMENT PRINTING OFFICE: 1977—766-753

FORM CD-26
(12-11-46)

U.S. DEPARTMENT OF COMMERCE
ST. JOSEPH BAY
WORKSHEET

OPR-J247
H-9989
HSB-10-4-81

LAUNCH 1283 Position Data Sheet

JD	From Pos.#	To Pos.#	Control	Left Remote	Right Remote	UESNO		Remarks
32	2232	2251	R/R	76-~~257~~ 106	78-112	1283	*	Split Arcs
35	2252	2318	R/R	76-106	78-112	1283	*	Split Arcs
78	~~2319~~ 2320	2347	R/R	76-106	78-112	1283	*	Split Arcs
109	2348	2359	R/R	76-106	78-112	1283	*	Bottom Samples
111	2360	2406	R/R	76-106	78-112	1283	*	Fatho Search PSR 8
112	2407	2581	R/R	76-106	78-112	1283	*	Split Arcs + Channel Lines
116	2582	2621	R/R	76-106	78-112	1283	*	Shoreline
117	2622	2782	R/R	76-103	74-102	1283	*	MAIN Scheme
118	2783	2993	R/R	76-103	74-102	1283	*	MAIN Scheme
119	2994	3016	R/R	76-103	74-102	1283	*	MAIN Scheme
123	3017	3149	R/R	76-103	74-102	1283	*	MAIN Scheme X-Lines
124	3150	3291	R/R	76-103	74-102	1283	*	MAIN Scheme X-Lines
125	3292	3416	R/R	76-103	74-102	1283	*	Channel Lines X-Lines, 85'

☆ U. S. GOVERNMENT PRINTING OFFICE: 1977—760-763

FORM CD-26
(12-11-46)

U.S. DEPARTMENT OF COMMERCE

OPR-J247
H-9989
HSB-10-4-81

WORKSHEET

LAUNCH #576

POSITION DATA SHEET

J.O.	FROM POS#	TO POS#	CONTROL	LEFT REMOTE	RIGHT REMOTE	VESSEL		REMARKS
130	3417	3454	R/R	76-103	74-102	576		POLE SOUNDINGS
131	3455 pos	3518	R/R	76-103	74-102	576		POLE SOUNDINGS & LEADLINE DEPTHS
	No. 3490 was rejected - it was covered by survey H-9996							

☆ U. S. GOVERNMENT PRINTING OFFICE: 1977—766-753

"C"

FORM CD-26
(12-11-46)

U.S. DEPARTMENT OF COMMERCE

OPR-J247
H-9989
HSB-10-4-81

LAUNCH 1283

ST JOSEPH BAY
WORKSHEET

Position Steered on Arc

JD	Vol.		From Pos.		To Pos.			Remarks	
316	1		01		39				
317	1		40		208		* Pos.# 209 To 213 D.R. Bouy's		
321	1		214		281				
322	2		282		535				
327	3		536		656				
329	3		657		855				
	4		856		883				
334	4		884		1047				
336	4		1048		1178				
	5		1179		1238				
337	5		1239		1295				
341	5		1296		1332	REJECT	* CHANGED MASTER UNIT		
350	6		1502		1654				
15	6		1655		1775				
18	7		1776		1904				
20	7		1904		2011		* Pos.# 1904 is Duplicated		
22	7		2012		2030				
25	8		2031		2091				
28	8		2134		2174		* SPLIT Arc's		
29	8		2175		2231		* SPLIT Arc's		
32	8		2232		2251		* SPLIT Arc's		
35	8		2252		2318		* SPLIT Arc's		

FORM CD-26
(12.11.46)

U.S. DEPARTMENT OF COMMERCE

ST. JOSEPH BAY
WORKSHEET

OPR-J247
H-9989
HSB-10-4-81

LAUNCH 1283

Position Steered on Arc

JD	Vol.		From Pos.		To Pos.			Remarks	
78	9		2319		2347		*	SPLIT ARCS	+ PATH Search
111	9		2360		2406		*	SPLIT ARCS	+ PATH Search
112	9		2407		2435		*	SPLIT ARCS	
117	10		2622		2782				
118	10		2783		2993				
119	11		2994		3016				
123	11		3017		3125				
124	12		3216		3291				
125	12		3298		3402		*	Cross Lines	Arc's

☆ U. S. GOVERNMENT PRINTING OFFICE: 1977—766-753

FORM CD-26
(12-11-46)

U.S. DEPARTMENT OF COMMERCE

OPR-J247
H-9989
HSB-10-4-81

WORKSHEET

LAUNCH #576 POSITION STEERED ON ARC

I.D.	VOL		FROM POS		TO POS.			REMARKS
130	13		3417		3454			POLE SOUNDINGS
131	13		3455		3518			POLE SOUNDINGS & LEADLINE DEPTHS

☆ U. S. GOVERNMENT PRINTING OFFICE: 1977—766-753

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

NONFLOATING AIDS [redacted] 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 - HFP3	Florida	St. Joseph Bay	4/82

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-J247		H-9989	1927 North American

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	″ D.M. Meters	POSITION LONGITUDE ° ′	″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
LIGHT	Port St. Joe Turning Basin, Light 42 (Station 103) L.L. #1588.50	29 48	53.605	85 18	55.688		F-2-6-L 12/81	11393 11389
LIGHT	St. Joseph Point Rear Range C (Station 107 # - RANGE C REAR LIGHT) L.L. #1576 E. Int. W. 6S	29 52	32.123	85 21	44.937		F-2-6-L 8/80	11393 11389
LIGHT	Port St. Joe North Channel Range Front Light L.L. #1586 Qk. FL. R.	29 49	07.380	85 18	46.416		F-2-6-L 8/80	11393 11389
LIGHT	Port St. Joe North Channel Range Rear Light L.L. #1587 F.R.	29 49	05.755	85 18	42.034		F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Point Front Range C (Station 108) L.L. #1575 Qk. FL. W.	29 52	53.281	85 22	30.216		F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Point Front Range B & D L.L. #1571 and 1580 QK. FL. R.	29 53	43.393	85 23	04.229	off survey	F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Point Rear Range D (Station 109) L.L. #1581 E. INT. R. 6S	29 54	22.108	85 23	05.545	off survey	F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Point Rear Range B (Station 110) L.L. #1572 Occ R., 4S	29 53	43.979	85 22	16.108	off survey	F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Point Front Range A (Station 111) L.L. #1565 OK. FL. W.	29 54	24.198	85 24	18.512	off survey	F-2-6-L 8/80	11393 11389
LIGHT	St. Joseph Lighted Rear Range A (Station 112) L.L. #1566 E. INT. W., 6S	29 55	04.935	85 22	50.097	off survey	F-2-6-L 8/80	11393 11389

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

[redacted] 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-HFP3	Florida	St. Joseph Bay	4/82

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
OPF-J247		H-9989	1927 North American

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	″ D.M. Meters	POSITION LONGITUDE ° ′	″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
			17.642		53.132		F-2-6-L	11389
TANK	HIGHLANDVIEW TANK	29 50		85 18			8/80	11393
	elevation not provided							
	NOTE: The Landmarks and Aids listed on these forms are those in the vicinity of Survey H-9989. A complete listing of all nonfloating aids and landmarks for Project J247 has been transmitted to Photo Division C3421.							

47

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

Form Approved. OMB No. 41-R2455

NOAA FORM 77-6
(10-72)

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

COAST PILOT REPORT

PLEASE MAIL TO:

Director
National Ocean Survey
National Oceanic and Atmospheric Administration
ATTENTION: C324
Rockville, Maryland 20852

This record of your experience and observations when coasting, entering port, and/or following inside channels will be used to correct, amplify, or confirm the description now given in the Coast Pilot.

Please use additional sheets if more space is needed.

Additional report forms will be provided upon receipt of each report.

GEOGRAPHIC LOCATION

ST. JOSEPH BAY, FLA.

LATITUDE	LONGITUDE	CHART NUMBER	COAST PILOT NUMBER
29°50'00"	85°20'30"	11393	5, 7-81

VESSEL	MASTER/COMMANDING OFFICER
LAUNCH #1283	LT.(JG) F. DIAZ
DATE OF OBSERVATION	OBSERVER
APRIL, 1983	Lt. (JG) F. Diaz

I. LANDMARKS: Mention those visible from seaward and useful for navigation (day and/or night); include natural ranges and indicate the pair of marks forming a range. Photographs of landmarks difficult to describe are solicited; each view should be labeled with the distance off and the direction towards which the camera was pointed.

TYPE	CHARTED		LATITUDE (Approximate)	LONGITUDE (Approximate)	DESCRIPTIVE INFORMATION HELPFUL IN IDENTIFICATION
	YES	NO			

II. RADAR: List best radar targets and, if known, give maximum useful radar range at which the object can be positively identified and used. Mention under remarks places you have observed radar returns to be misleading.

NAME OR TYPE OF FEATURE (Include approximate latitude and longitude if necessary to identify on chart)	MAXIMUM USEFUL RANGE

III. ROUTES: Where entrance and inside routes are not marked by aids to navigation, show recommended directions for Coast Pilot (latitude and longitude of entrance point, and distances and true courses made good); include natural steering ranges if available.

USCOMM-DC 4594-P73

IV. DANGERS: Mention those of concern to the navigator where special caution should be indicated in the Coast Pilot.

V. CURRENTS: Indicate places you have experienced conditions of current where special caution should be mentioned in the Coast Pilot.

VI. ANCHORAGES: Mention best anchorage in the area and other secure anchorages having good holding ground.

LOCATION *(Include anchorage bearings and natural ranges if available)*

TYPE OF BOTTOM OBSERVED:

	EXCEL.	GOOD	FAIR	POOR	COMMENT	RECOMMENDED FOR VESSELS: LENGTH	DRAFT
HOLDING QUALITY							
PROTECTION OFFERED							
ACCESSABILITY						____ TO ____ FT.	____ TO ____ FT.

VII. REMARKS:

VIII. OTHER COAST PILOT CHANGES

U.S. COAST PILOT

NUMBER	EDITION	PAGE	LINE(S)
5	14TH	32	39-44R

NOTE: Any chart(s) submitted with your report to show conditions will be replaced free of charge.

READ: STRIKE OUT: INSERT ~~AFTER~~: *(Circle one)*

EXPLOSIVES ANCHORAGE #1 HAS CONTROLLING DEPTHS OF 21 FT. WITH A GREY MUD BOTTOM.

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

DATE: 1 June 1982

TO: Director, National Ocean Survey
ATTEN: C322

THRU: George W. Jamerson LCDR NOAA
Chief, HSB CAM-11

FROM: Federico R. Diaz LT(jg) NOAA
OIC HFP#3

SUBJECT: Dangers to Navigation Report, St. Joseph Bay, Florida.

HFP#3 has discovered two (2) dangerous visible wrecks at the following positions:

"DONT CHA KNOW"

Lat. 29°51'29.5"N & Lat. 29°52'02.2"N
Lon. 85°20'54.9"W Lon. 85°23'34.5"W

These wrecks were discovered by HFP#3 while performing hydrographic operations on OPR-J247-HSB-81. The U.S. Coast Gaurd was notified of these wrecks previously. A field sheet showing these wrecks will be sent to National Ocean Survey Headquarters at the earliest opportunity.

6866-H

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

DATE: 3 May, 1982

TO: Director, National Ocean Survey
ATTEN: C322

THRU: George W. Jamerson LCDR NOAA
Chief, HSB CAM-11

FROM: Federico R. Diaz LT(jg) NOAA
OIC HFP#3

SUBJECT: Dangers to Navigation Report, St. Joseph Bay, Florida

HFP#3 has discovered a sounding discrepancy on chart #11393, St. Joseph Bay. Depths of 22 - 28 ft. have been observed at the following position:

LAT. 29°52'30"N
LON. 85°23'04"W

These depths are located 200 meters East of St. Joseph Point. These depths were observed within the bounds of the main shipping channel, which should be dredged to 34 or 35 ft. The discrepancy was discovered by HFP#3 while performing field work on OPR-J247-HSB-81. The U.S. Army Corps of Engineers have been notified of this discrepancy. A field sheet showing this discrepancy will be sent to National Ocean Survey Headquarters at the earliest opportunity.

See Descriptive Report.

6866-H

APPROVAL SHEET

SURVEY H-9989 (HSB-10-4-81)

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

FIELD TIDE NOTE

Field tide reduction of soundings was based on predicted tides from Pensacola, Florida, with Port St. Joe, Florida, correctors. All times of both predicted and recorded tides from HFP-3 gages are GMT.

Standard Fischer/Porter ADR Tide Gages were installed, operated and observed at the following locations during the periods indicated.

SITE	LOCATION	PERIOD
Port St. Joe, Florida #872-8912	Lat 29°49'00.7" Lon 85°18'45.4"	10/29/81 In 5/12/82 Out
Mexico Beach, Florida * #872-8995	Lat 29°56'54" Lon 85°25'36"	10/30/81 In 5/12/82 Out

*The floatwell intake hole became half clogged with barnacles, therefore causing the tide gage to give improper high and low tides. Hydrography run during this period was from JD 40 to JD 92.

*On April 30, 1982, JD 120, the tide gage was vandalized, with the records for the entire month of April 1982 being destroyed. Hydrography run during this period was from JD 92 to JD 120.

DATE: October 26, 1982

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-8912 Port St. Joe, Florida
872-8995 Mexico Beach, Florida
872-9678 Navarre Beach, Florida

Period: November 12, 1981 - May 11, 1982

HYDROGRAPHIC SHEET: H-9989

OPR: J-247

Locality: St. Josephs Bay, Florida

Plane of reference (mean lower low water): 872-8912 = 2.70 ft.
872-8995 = 2.54 ft.
872-9678 = 25.64 ft.

Height of Mean High Water above Plane of Reference is 872-8912 = 1.67 ft.
872-8995 = 1.40 ft.
872-9678 = 1.38 ft.

REMARKS: Recommended Zoning:

1. North of a line formed by 2 points located at latitude 29°54.0', longitude 85°22.0', and latitude 29°52.5', longitude 85°23.3' zone direct on 872-8995, Mexico Beach, Florida, for J Days 011-013, 017-030, and 092-131 when the gage at Mexico Beach was inoperative zone direct on 872-9678, Navarre Beach, Florida. Does not apply to H-9989.

2. South of the previous line zone direct on 872-8912 Port St. Joe, Florida, for J Days 092-131 when the gage at Port St. Joe was inoperative zone on 872-9678 Navarre Beach and apply x1.21 range ratio.

James R Hubbard
Chief, Tidal Datums and Information Branch

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

October 26, 1982 C233:JRH

FOR THE RECORD

TO: CAM 332 - Processing Division

SUBJECT: OPR-J247, H-9989, H-9996

Tide stations 872-8995, Mexico Beach, Florida, and 872-8912, Port St. Joe, Florida, were installed to control hydrography on sheets H-9996 and H-9989 in the vicinity of St. Josephs Bay, Florida. However, the tide records for April and May 1982, for these stations were lost in the mail. This situation necessitated using observed tides from station 872-9678, Navarre Beach, Florida, the closest operational station available for reduction of soundings. Due to the distance and different tidal characteristics between Navarre Beach, Florida, and St. Josephs Bay, tide reducers from the Navarre Beach tide gage may not consistently reflect the actual water level conditions in St. Josephs Bay; however, test comparisons of the tide reducers from Navarre Beach and the other two stations showed agreement to within 0.50 ft. (95% confidence level).

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

H-9989

Name on Survey	A ON CHART NO. 11393	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	
FLORIDA (title)	X									1
GULF COUNTY CANAL	X									2
HIGHLAND VIEW	X									3
PALM POINT	X									4
PORT ST JOE	X									5
ST JOSEPH BAY	X									6
ST JOSEPH PENINSULA	X									7
ST JOSEPH POINT	X									8
										9
										10
										11
										12
										13
										14
										15
										16
										17
					Approved:					18
										19
					Charles E. Harrington					20
					Chief Geographer - N/CG2x5					21
					9 SEPT. 1983					22
										23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

NOAA FORM 77-27 | U.S. DEPARTMENT OF COMMERCE | REGISTRY NUMBER H-9989

HYDROGRAPHIC SURVEY STATISTICS

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

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT
SMOOTH SHEET	1	SMOOTH OVERLAYS: POS., ARC, EXCESS	1 2 3
DESCRIPTIVE REPORT	1	FIELD SHEETS AND OTHER OVERLAYS	8

DESCRIPTION	DEPTH/POS RECORDS	HORIZ. CONT. RECORDS	SONAR-GRAMS	PRINTOUTS	ABSTRACTS/ SOURCE DOCUMENTS	
ACCORDIAN FILES	2					
ENVELOPES						
VOLUMES						
CAHIERS						
BOXES						

SHORELINE DATA

SHORELINE MAPS(List):

PHOTOBATHYMETRIC MAPS(List):

NOTES TO THE HYDROGRAPHER(List):

SPECIAL REPORTS(List):

NAUTICAL CHARTS(List): 11393 12th. Ed.

OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS		
	VERIFICATION	*EVALUATION*	*TOTALS*
POSITIONS ON SHEET			3418
POSITIONS REVISED	0	0	0
SOUNDINGS REVISED	32	1	33
CONTROL STATIONS REVISED	0	0	0
	TIME-HOURS		
	VERIFICATION	*EVALUATION*	*TOTALS*
PRE-PROCESSING EXAMINATION	14	11	25
VERIFICATION OF CONTROL	8	0	8
VERIFICATION OF POSITIONS	69	0	69
VERIFICATION OF SOUNDINGS	190	0	190
VERIFICATION OF JUNCTIONS	3	0	3
APPLICATION OF PHOTOBATHYMETRY	0	0	0
SHORELINE APPLICATION/VERIFICATION	25	0	25
COMPILATION OF SMOOTH SHEET	94	0	94
COMPARISON WITH PRIOR SURVEYS AND CHARTS	0	16	16
EVALUATION OF SIDESCAN SONAR RECORDS	0	0	0
EVALUATION OF WIRE DRAGS AND SWEEPS	0	0	0
EVALUATION REPORT	0	25	25
OTHER DIGITIZING	8	0	8
TOTALS	411	52	463

	Beginning Date	Ending Date
Pre-processing Examination by J.S. BRADFORD AND R.G. ROBERSON	7/5/82	7/13/82
Verification of Field Data by J.B. WILSON AND R.R. HILL	*Time(Hours)* 397	*Ending Date* 8/20/83
Verification Check by H.R. SMITH AND C.D. MEADOR	*Time(Hours)* 47	*Ending Date* 9/14/83
Evaluation and Analysis by C.D. MEADOR AND R.G. RODERSON	*Time(Hours)* 41	*Ending Date* 9/15/83
Inspection by CDR. K.Wm. KEININGER AND R.D. SANOCKI	*Time(Hours)* 5	*Ending Date* 9/15/83

ATLANTIC MARINE CENTER
EVALUATION REPORT

REGISTRY NO.: H-9989 FIELD NO.: HSB 10-4-81

Florida, St. Joseph Bay, Entrance to St. Joseph Bay

SURVEYED: November 12, 1981, through May 11, 1982

SCALE: 1:10,000 PROJECT NO.: OPR-J247-HSB-81

SOUNDINGS: Raytheon DE-719B Survey Fathometer, Sounding Pole, and Lead Line

CONTROL: Del Norte (range/range) See-Boat-Sheet (S.B.S.)

Chief of Party	G. W. Jamerson
Surveyed by	F. R. Diaz
.....	R. Snow
.....	D. B. Elliott
.....	C. F. Bush
.....	M. J. McMann
.....	J. P. Oswald
Automated Plot by	Xynetics 1201 Plotter (AMC)

1. INTRODUCTION:

a. No unusual problems were encountered during verification of this survey.

b. Notes in the Descriptive Report were made in red during verification.

2. CONTROL AND SHORELINE:

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

b. Shoreline originates with a 1:10,000 scale enlargement of a 1:20,000 scale coastal zone map TP-00351 of 1977-78 and shoreline revisions based upon the hydrographic survey.

3. HYDROGRAPHY

a. Soundings at crossings are in excellent agreement. Depths are generally within one foot.

b. The standard depth curves could be adequately delineated. The zero (Ø) depth curve is supplemented in some areas by the photogrammetric low water line. The supplemental twenty-four (24) foot curve, dashed and brown curves were drawn to show additional bottom relief.

c. Development of the bottom configuration and determination of least depths are considered adequate.

4. CONDITION OF SURVEY

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

a. Twice daily bar checks were not taken as required by section 1.5.2 of the Hydrographic Manual. If conditions will not permit bar-check observations, a reason should be given, not the notation "N/A". Forty-seven (47) out of a possible sixty-two (62) bar checks were taken. This provided an excellent base for velocity correction determination.

b. The hydrographer submitted one (1) velocity table with the survey. A close examination of the bar check abstract revealed a change in the water column. As a result, the data was split and two (2) velocity correction tables were used during survey processing.

c. The TC/TI tapes were not properly formatted for a survey conducted in two (2) different years. This was corrected during processing.

d. Baseline calibration data mentioned in section G of the Descriptive Report was not submitted with the survey data.

e. Inverse distance computations for determination of calibration data were not submitted with the field data.

f. Estimated distances from the ends of lines to the shoreline do not corroborate each other. The hydrographer's estimates fell considerably short of the distances measured on the smooth sheet. In the vicinity of Latitude 29°52'16.09"N, Longitude 85°23'29.24"W (position 558) the distance estimated is twenty (20) meters and distance measured is approximately one hundred (100) meters. With discrepancies of this magnitude the hydrographer should have either recommended new shoreline compilation or revised the shoreline on the field sheet. Some of the estimates were probably in error because apparent water line during a less than high tide condition was misinterpreted as high water line.

g. Selection of electronic control stations for control of the hydrography was poor. Four hundred thirty-three (433) positions had poor fix strength as shown by asterisks on the position overlay. Considering the control type (electronic [range/range]), this affects roughly 1700 soundings. Considering the soundings at crossings, these data hold together well.

h. The hydrographer did not confirm or establish the azimuths of the ranges in the survey area as required by section 4.2.3.1 of the Project Instructions and section 4.5.13.1 of the Hydrographic Manual.

i. The hydrographer did not run hydrography along the entirety of the center lines of the dredged channel in the area surveyed as required in section 4.3.5.4 of the Hydrographic Manual.

j. The hydrographer did not obtain information concerning currents from local sources or provide the required negative report as required by section 8.2 of the Project Instructions.

k. The Field Tide Note is not in the form required by section 5.3.5.B of the Hydrographic Manual.

l. The tide gage location in the Descriptive Report is not correct. This information comes from the Evaluation Report of H-9925, which established the correct location in Latitude 29°48'56.3"N, Longitude 85°18'43.6"W. This location was revised in the digital file during survey processing.

m. Bottom samples on shoal features south of and west of the charted channel would have been desirable. Section 4.5.9.2 of the Hydrographic Manual requires bottom samples incidental to shoal investigations.

5. JUNCTIONS

-81

H-9925 (1980) to the south
H-9996 (1982) to the north

Excellent junctions were made with H-9925 and H-9996 and the junctional curves are complete and require no further consideration.

6. COMPARISON WITH PRIOR SURVEYS

H-1265a (1:20,000) 1875

This is the only prior survey covering the area of the present survey.

Soundings on the prior and present surveys agree very well, with present survey depths 1-3 feet shallower than prior depths. The differences can be attributed to the older survey methods since the natural bottom appears to be extremely stable.

A shoal centered in Latitude 29°48'56"N, Longitude 85°19'04"W, with depths of 1 to 6 feet, did not exist in 1875. This shoal represents a buildup of spoil from the dredged channels and turning basin in the vicinity.

The dredged Entrance Channel, North Channel, and Harbor Channel and the Gulf County Canal did not exist in 1875.

Considerable cultural development has occurred in the vicinity of Port St. Joe.

A wreck, located in Latitude 29°51'16"N, Longitude 85°23'52"W, was found in Latitude 29°51'14.65"N, Longitude 85°23'53.61"W on the present survey.

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

7. COMPARISON WITH CHART #11393 (12th Edition, August 1, 1981)

a. Hydrography

Most of the charted hydrography originates with the previously discussed prior survey and is adequately discussed under that comparison. Soundings along or near the charted channel edges probably came from Corps of Engineers' condition or after dredge surveys.

Attention is directed to the following:

1) Two Presurvey Review Items (8 and 9) were investigated by the field. The Descriptive Report (section L) adequately addresses these items.

2) Two dangerous visible wrecks were discovered by the hydrographer. The Descriptive Report (Section L) adequately addresses these items.

3) Shoreline changes were discovered by the hydrographer. The Descriptive Report (sections H and L) adequately addresses these items.

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

b. Controlling Depths

For those areas covered by the present survey, the controlling depth is 32 feet for the Entrance Channel, 31 feet for the North Channel, 28 feet for the Harbor Channel, and 29 feet for the Turning Basin.

c. Aids to Navigation

There are 15 floating and 3 fixed aids to navigation on the present survey. They adequately mark the intended features.

8. COMPLIANCE WITH INSTRUCTIONS

Except as listed elsewhere in this report, this survey adequately complies with the Project Instructions.

9. ADDITIONAL FIELD WORK

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

Robert R. Hill
Cartographic Technician
Verification of Field Data

Charles D. Meador
Cartographer
Evaluation and Analysis

Leroy G. Cram
Supervisory Cartographic Technician
Verification Check

INSPECTION REPORT
H-9989

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

Inspected

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

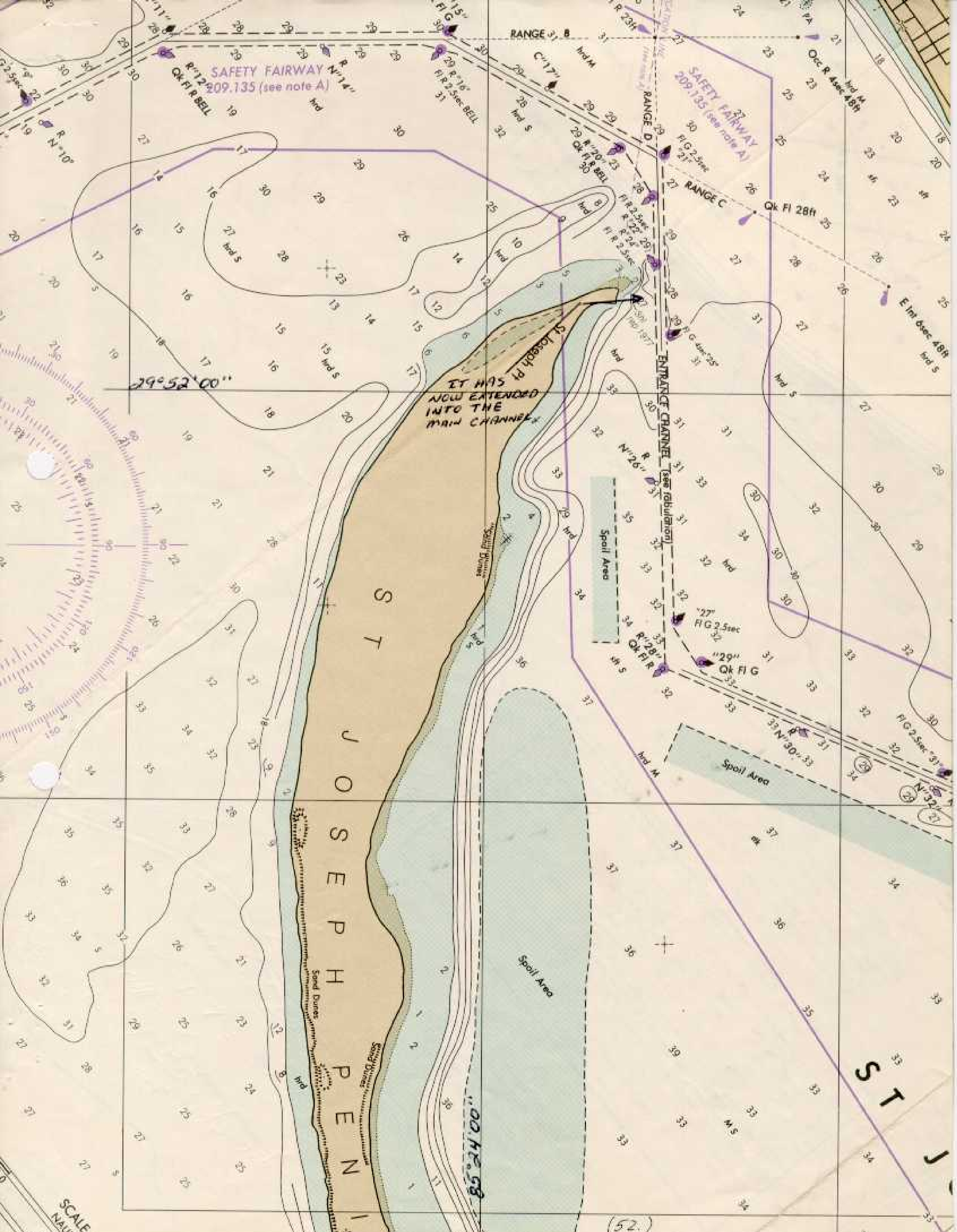
Karl Wm. Kieninger, CDR, NOAA
Chief, Hydrographic Surveys Branch

Approved 15 September 1983

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

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Maryland

Hydrographic Index No. 84 E


SAFETY FAIRWAY
209.135 (see note A)
SAFETY FAIRWAY
209.135 (see note A)
RANGE B
RANGE C
RANGE D
R "12" Qk Fl R BELL
R N "14"
R N "10"
Fl R 2.5sec BELL
C "17"
R "20" Qk Fl R BELL
Fl G 2.5sec "21"
Qk Fl 28ft
Occ R 4sec 48ft
E Int 6sec 48ft
Fl G 4sec "25"
St Joseph Pt
IT HAS NOW EXTENDED INTO THE MAIN CHANNEL
29°52'00"
ENTRANCE CHANNEL (see tabulation)
R N "26"
Spoil Area
"27" Fl G 2.5sec
R "28" Qk Fl R
"29" Qk Fl G
R N "30"
Fl G 2.5sec "31"
N "32"
Spoil Area
Spoil Area
Sand Dunes
Sand Dunes
Sand Dunes
ST JOSEPH PENI
ST J
85°24'00"
SCALE
(52.)

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

NAUTICAL CHART DIVISION

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9989

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
11393	10-2-84	Lynn West	Full ~~Part Before~~ After ~~Verification Review~~ Inspection Signed Via Drawing No. 15
11389	3-21-85	Ken Rauscher	Full ~~Part Before~~ After ~~Verification Review~~ Inspection Signed Via Drawing No. 42
11389	6-4-85	D.C. Harpine	Full ~~Part Before~~ After Verification Review Inspection Signed Via Drawing No. 42 (Manually)
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
			Full Part Before After Verification Review Inspection Signed Via Drawing No.
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			Full Part Before After Verification Review Inspection Signed Via Drawing No.