9995

Diagram No. 1265-3

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic

Field No. ... HSB-10-1-82

Registery No. ... H-9995

LOCALITY

State ... Florida

General Locality ... Pensacola Bay

Sublocality ... Fort McRee to Bayou Chico

1982

CHIEF OF PARTY
LCDR R.W. Jones

LIBRARY & ARCHIVES

DATE ... November 23, 1987

☆U.S. GOV. PRINTING OFFICE: 1985—566-054

9995

INDEX

* Filed with original field data.

NOAA FORM 77-28 (11-72)

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

REGISTER NO.

HYDROGRAPHIC TITLE SHEET

H-9995

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-10-1-82

State Florida

General locality ~~Gulf Coast~~ PENSACOLA BAY

Locality ~~Western Pensacola Bay~~ FORT McREE TO BAYOU CHICO

Scale 1:10,000 Date of survey Feb 5, 1982 to June 22, 1983

Instructions dated July 13, 1981 Project No. OPR-J217-HSB-81

Vessel NOAA Launch 1278

Chief of party Lt. Cdr. Ronald W. Jones, NOAA

Surveyed by Lt. Samuel P. DeBow, NOAA and Lt(jg) Franklin E. Ohlinger, NOAA

Soundings taken by echo sounder, hand lead, pole

Graphic record scaled by SPD, FEO, MMO, GDH, GSL, GLM, LRN, TAT, CBG, RAC

Graphic record checked by SPD

Protracted by Automated plot by Field Sheet - PDP8/e AMC - Xynetics ~~1200~~ 1201 Plotter

Verification by AMC Hydrographic Surveys Branch R. L. Keene

Soundings in [redacted] feet at [redacted] MLLW

REMARKS: SPD - Lt. Samuel P. DeBow CBG - Lt. Charles B. Greenawalt - NOAA

FEO - Lt(jg) Franklin E. Ohlinger

MMO - Maria Mangual-Ortiz

GDH - Glenn D. Hendrix

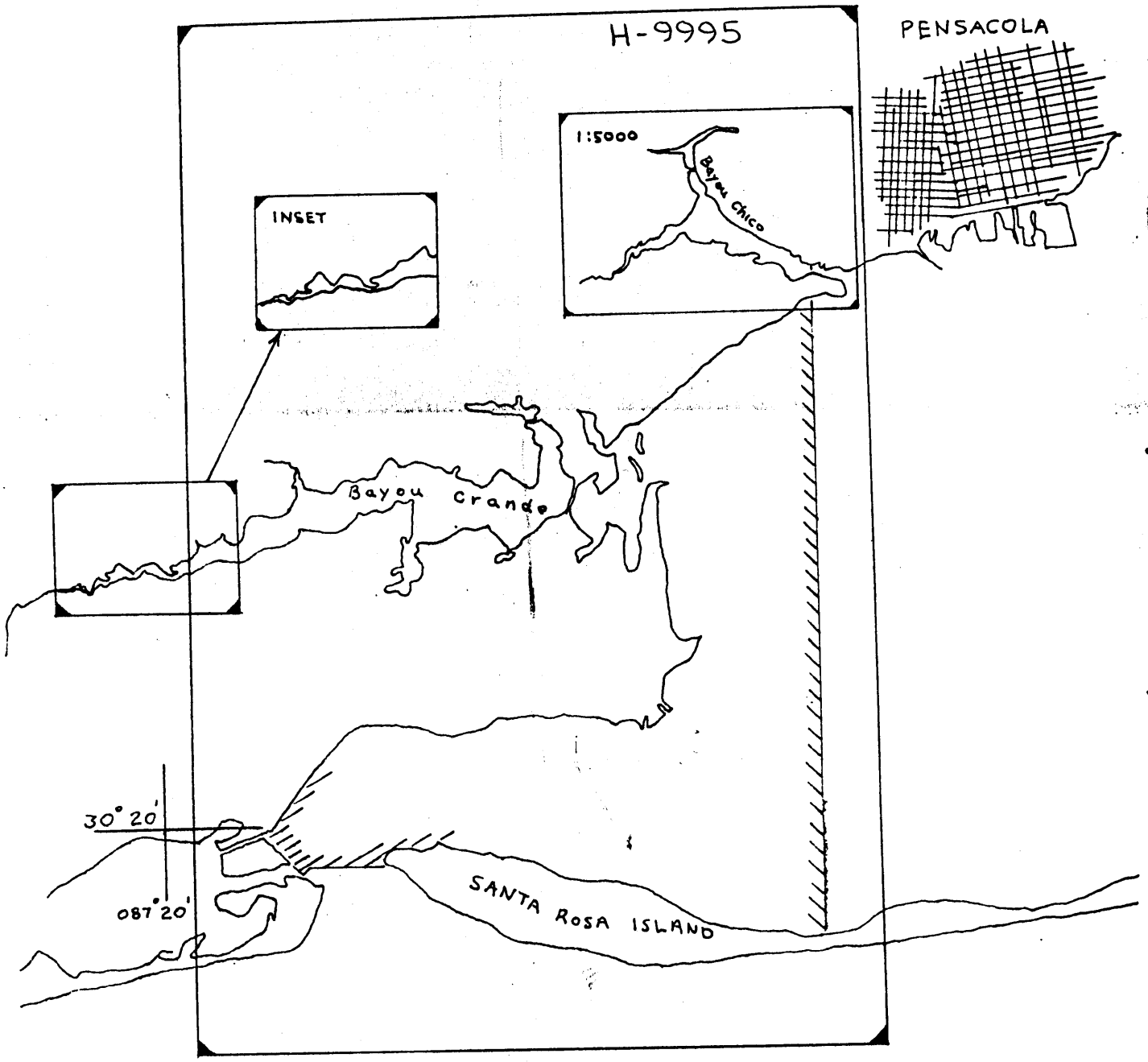
GSL - George S. Lloyd Notes in red were made

GLM - Gary L. Merrill during office processing.

LRN - Linda R. Noyes

TAT - Terri A. Taylor AWOIS/SURF ✓ 2/9/89 ✓

RAC - Robert A. Covey, Canadian Hydrographic Service



OPR - J217
PENSACOLA BAY
HSB 10-1-82
H-9995
from CHART 1382

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-9995
HSB-10-1-82

Scale: 1:10,000
Chief of Party: Lt. Cdr. Ronald W. Jones
Officer-in-Charge: Lt. Samuel P. DeBow, Jr.
Hydrographic Field Parties Section, Hydrographic Field Party #1
Launch 1278

A. PROJECT

This survey was accomplished under Project Instructions OPR-J217-HSB-81 dated July 13, 1981 and amended by:

Change No. 1, dated July 23, 1981
Change No. 2, dated October 26, 1981
Change No. 3, dated December 23, 1981
Change No. 4, dated February 10, 1982
Change No. 5, dated March 2, 1982
Change No. 6, dated March 29, 1983

B. AREA SURVEYED

The area surveyed was in Western Pensacola Bay, from the entrance at Ft. Pickens and Ft. McRee to approximately 87°14'W longitude. In addition, Bayou Grande and Bayou Chico were surveyed to the head of navigation. Due to the congestion in Bayou Chico, a 1:5,000 survey was run in that area. The approximate sheet limits for the survey were:

Lat	30°19'40"N	Lon	87°19'12"W	SW corner
	30°22'15'N		87°20'45"W	NW corner
	30°19'00"N		87°14'30"W	SE corner
	30°25'00"N		87°14'30"W	NE corner

The survey was conducted from February 5, 1982 to June 22, 1983 (JD 036, 1982 - JD 173, 1983).

C. SOUNDING VESSEL

Soundings were obtained by NOAA Launch 1278 (EDP #1278) and Skiff 576, a 13-foot Boston Whaler, (EDP #0576). All survey records are annotated with the vessel numbers mentioned above.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDERS

A Raytheon DE-719B fathometer was the only echo sounding equipment utilized on the survey. Pole soundings were taken in depths generally less than two feet and leadline soundings were taken on wrecks and alongside pier faces, where applicable.

No unusual problems were encountered with the equipment. The fathometer was monitored continuously while sounding and was under constant adjustment to insure that initial corrections would be held to a minimum. Any slight initial corrections were applied while the scanning was done on the fathograms.

Settlement and squat tests were run on Launch 1278 on June 11, 1982 and April 12, 1983 in Pensacola Bay. A Settlement and Squat test was done on Skiff 0576 on March 21, 1983, at the south shore of Gulf Breeze in Pensacola Bay. Results of these test are included in the appendix of this report. Settlement and Squat corrections will be applied via the TC/TI tape during final smooth plotting of the sheet at the Atlantic Marine Center and were not applied to the field sheets.

Velocity corrections were determined by barchecks taken twice daily, weather permitting. Since both this survey and HSB-10-4-82 (H-10005) were being run concurrently, with the same equipment, barchecks were combined and common velocity tables, compiled by date, were used for both sheets. Field sheets were plotted using velocity curves developed solely from the barcheck data. The lengths of the barcheck chains were checked on December 15, 1981; July 30, 1982; December 10, 1982; and April 29, 1983. The results of these inspections showed that no corrections were necessary.

E. SURVEY SHEETS (Field)

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 and split are plotted on the smooth field sheets, while crosslines, developments, bottom samples, prior survey soundings, junctions soundings, charted soundings, presurvey review items, and aids to navigation are shown on various overlay sheets. Projection parameter tape listings for the field sheets are 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 *See section 2.a. of the Evaluation Report.*

Control stations used during this survey were either existing third order or better geodetic control stations published by National Geodetic Service or were established by Hydrographic Field Parties Section's Support Section or HFP-1's personnel, to third order or better standards. All stations are referred to the North American 1927 datum. A list of all control stations used is included in the appendix in the form of a signal tape. Horizontal Control data were submitted via the National Geodetic Service computer terminal system.

No Photogrammetric methods were used to locate signals during the survey.

C. HYDROGRAPHIC POSITION CONTROL *See section 2.a. of the Evaluation Report*

Del Norte in the Range/Range or Range/Azimuth mode was mainly used to control this survey. In addition, a HP-3810B Total Station was used extensively for DP's and positioning leadline soundings alongside piers. See field sheet was run in numerous areas where position control was lacking, especially at the head of navigation in Bayou Grande and Bayou Chico.

Del Norte RO-3C equipment was set up at various control points in the survey area. A list of the units and dates of use is below:

DEL NORTE - DRS - RO3C - UNITS USED ON H-9995

JD	DMU S/N	MASTER S/N	REMOTE S/N	REMOTE S/N
1982				
036 - 077	162	185	174 (R78)	247 (R76)
082 - 084	162	185	180 (R72)	247 (R76)
111 - 144	162	185	247 (R76)	1135 (R72)
146	162	185	174 (R78)	247 (R76)
152 - 158	162	185	247 (R76)	1135 (R72)
342 - 348	162	185	1135 (R72)	
1983				
017	230	219	1135 (R72)	
024	230	185	1135 (R72)	
026 - 054	230	219	1135 (R72)	
075	230	219	264 (R78)	1135 (R72)
088	517	185	247 (R76)	1135 (R72)
118	517	185	264 (R78)	

A 20 db attenuator was used on the remote shore station whenever the arcs were run closer than 1000 meters, mostly during Range Azimuth in both Bayou Grande and Bayou Chico.

Problems encountered with the use of this equipment were as expected for Del Norte. Numerous units failed before a final baseline was obtained, which is normal. On JD 024, 1982, a master unit was taken into the field which was not baselined with the DMU. A 24 meter corrector was used for all data on that particular day after a baseline calibration confirmed the error.

Few other operational problems were observed, and these were rectified as the survey progressed. Most of the mainscheme hydrography was run on arcs from the Pensacola Lighthouse where a remote was installed with a 24 volt power supply. Excellent results were obtained since the unit ran continuously and had minimal handling.

The Del Norte equipment was calibrated by baseline comparison over third-order stations at the beginning and end of the survey, and at various times throughout the project. The system was also checked twice daily at a static calibration point per AMC OPORDER 79.

H. SHORELINE *See section 2.a. of the Evaluation Report.*

Shoreline detail for this survey was obtained from Class 1, registered copies of Florida Coastal Zone Maps, TP-00544 thru TP-00547, 1:10,000 scale, compiled from photography flown in 1978 and field edited in 1979. In areas not covered by the T-sheets, shoreline was transferred from Chart 11383, 39th Edition, March 27, 1982, enlarged to the scale of the survey. *Also TP-00543 1:20,000*

The field edited shoreline has been applied to the charts in the area except in Bayou Chico where there were numerous differences between the charted shoreline and the T-sheet.

Shoreline corrections were necessary at the following locations:

1. At the point off Ft. Pickens where substantial erosion has occurred since Hurricane Frederick in 1979. A line of hydro was run along the shore on JD 130 (1983) to verify the change. Correction should be made between 30°19'43.8"N, 87°18'03"W and 30°19'51"N, 87°18'03"W.

2. Along the NW shore, north of the Intercoastal Waterway on the western edge of the sheet at 30°19'58.8"N, 87°19'12"W to 30°20'30"N, 87°18'37.8"W (JD 130, 1983).

3. Along the north shore in front of the lighthouse from 30°20'39"N, 87°18'24"W to 30°20'39"N, 87°17'~~30~~07"W (JD 130, 1983).

4. East of the Naval Air Station, at a dredge spoil site on shore from 30°21'04.8"N, 87°15'42"W to 30°21'15"N, 87°15'42"W (JD 125, 1983).

5. At the small island to the north of the entrance to Bayou Grande from 30°22'44.8"N, 87°16'01.8"W to 30°22'46.2"N, 87°16'03"W (JD 78, 1983)

No other changes were noted except in Bayou Chico, as was stated previously.

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

Crosslines constitute 19% of the mainscheme hydrography. Agreement between the crossings and mainscheme hydrography from approximately 87°18'15"W to 87°16'30"W in the vicinity of the maintained channel were worthless due to the substantial amount of sand waves encountered (JD 055, 1982), varying in amplitude of 2-5 feet, with some as much as 8-10 feet. In these areas only the position was plotted on the field sheets, with all of the immediate soundings deleted. Of the 301 crossings compared in the other areas, 94% agree within two feet. No soundings are in disagreement by more than 3-4 feet. The reason for this disagreement of soundings at the crossline is that predicted tides were used to field plot the data.

In Bayou Grande, which was run with R/AZ control, crosslines constitute 28% of the mainscheme hydrography. Ninety-eight percent (98%) of the crossings agree to one foot, with no sounding in disagreement by more than two feet.

In Bayou Chico, which was surveyed to 1:5,000 scale by R/AZ means, crosslines constitute 60% of the mainscheme hydrography. The large percentage of crossings is due to the fact that a major portion of the Bayou is channel, and three channel lines were run to adequately delineate the maintained channel. Of the 122 soundings which crossed the mainscheme lines, 93% agree to within one foot, with no sounding in disagreement by more than two feet.

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

This survey junctions with the following surveys:

H-9968 to the south

H-10005 to the east

H-9968 was completed by this party prior to the commencement of the present survey, and H-10005 was run concurrently with the present survey. Consequently, junctions were made with field sheets rather than processed surveys.

Eighty-five percent (85%) of these junctions soundings on H-9968 agree within one foot when compared with the current survey and none of the junction soundings are in disagreement by more than three feet. The reason for this disagreement is believed to be due to the steep bottom gradients along the entrance channel.

Since H-10005 was run concurrently by the same vessel, in the same year, and by the same methods with the present survey, overlap junctions were not required. However, of the soundings which did overlap at the edge of the two sheets, 100% agreed to within one foot and depth curves can be drawn continuously between the two sheets.

The hydrographer recommends that in the junction areas, the soundings from the present survey be charted and that the depth curves be smoothed together, favoring the shoaler of any two soundings.

K. COMPARISON WITH PRIOR SURVEYS *See section 6.a. of the Evaluation Report.*

This survey was previously covered by the following surveys:

1. H-5823 (1935), 1:10,000 scale
2. H-5835 (1935); 1:10,000 scale
3. ~~H-5668 (1934), 1:10,000 scale~~
4. H-5669 (1934), 1:10,000 scale
5. H-2026 (1889), 1:10,000 scale

In addition, the survey was compared to the following condition surveys provided by the U.S. Corps of Engineers for the maintained channel:

File #2A-7-1-261 Drawing #2, 1:5,000 scale dated 15 March 1983 (Bay Entrance)
File #2A-14-2-49 Drawing #1, 1:5,000 scale dated 18 April 1983 (LEXINGTON Turning Basin)
File #2A-5-4-122, 1:2,000 scale dated 10 June 1982 (Bayou Chico)
File #2A-5-4-123, 1:2,000 scale dated 10 June 1982

Due to the continuous maintenance dredging of the entrance channel and LEXINGTON turning basin over the years, comparison with H-5823, 1935, is rather poor. In addition numerous changes are evident along the shoreline where natural forces and the build up of dredge spoil has drastically changed the present shoreline from that seen in 1935. Specific note is made at the entrance near Ft. Pickens where the point of land is advancing westward (as much as 300 meters since 1935). Also along the south shore in the vicinity of 30°19'30"N, 87°16'15"W where dredge spoil was deposited in 1962.

Another manmade change in the shoreline is evident at the western side of the sheet where the formation of the Intercoastal Waterway channel (locally known as the Pensacola Land Cut) has created a new island from the spoil. At one time (see surveys prior to 1900) Robertson Island was detached from Ft. McRee and a natural channel existed to the north. However, when the Intercoastal Waterway was made, Robertson Island became a peninsula at Ft. McRee and another island was created entirely from dredge spoil.

Therefore in areas where the changes have evolved over the years, comparison with H-5823 is of little value. However, outside these areas, the present soundings compare relatively well. Comparison showed that out of 113 soundings compared, 73% were within 0-2 feet and 93% fell within 3-5 feet (based on predicted tides and with velocity correctors applied).

Within the maintained turning basin and entrance channel, comparison was made with a Corps of Engineers Condition Survey completed in March and April of 1983. Of the 86 soundings transferred to the overlay sheet, 80% agreed to within one foot, with 99% of the soundings comparing to within 2-3 feet. This agreement can be considered excellent since both the present survey and the Corps of Engineers Condition Survey were run within a year of one another. (Copies of the 1981, 1982, and 1983 Condition Surveys will be forwarded with the data.)

On the eastern side of the sheet, comparison was made with H-5823, 1935. Again numerous manmade and natural changes made comparisons worthless in some areas. Specific note is made in the area of Latitude 30°12'12"N and Longitude 87°15'42"W where the dredge spoil from the LEXINGTON turning basin was deposited. (See survey done by Navy submitted with the field sheets.)

Outside of these areas, comparison was fairly good, with 69% of the soundings agreeing to within one foot, and no sounding in disagreement by more than 2-3 feet.

In Bayou Grande the formation of a new entrance channel and the sailing facility has caused that area to be much different than the shoreline shown on H-2026, 1889. However comparison of the present survey with the rest of the Bayou was surprisingly good, with 83% of the soundings in agreement to within one foot, and 98% within 2-3 feet. The major difference was in the vicinity of the Naval Sailing Facility which was built after the 1889 survey.

As with the other portion of the survey, a number of changes are evident in Bayou Chico when the present survey was compared to H-5835, 1935. As was stated earlier Bayou Chico was surveyed at 1:5,000 scale during the present survey to better delineate the features in that area. Since 1935 the Bayou has changed drastically with the addition of two major boat yards, the Pensacola Yacht Club at the entrance and other marinas along both sides of the Bayou. Also a gravel loading dock at Radcliff Materials in the Northwest corner of the Bayou and the addition of a turning basin has made the present depths deeper than those shown on H-5835. The island located in the middle of the Bayou is much larger now, probably from the depositing of spoil from the maintained channel. Consequently depths in the immediate vicinity of this island are much shoaler than in 1935.

Therefore comparison of the present survey with H-5835 is a minimal value. Soungings were transferred to a 1:5,000 overlay for comparison purposes and those which were reasonably close showed that 46% of the 35 soundings compared were within one foot, and 83% agreed to within 2-3 feet. Major disagreement was in the turning basin the northwest corner and to the south and west of the island in the Bayou.

The 1983 Corps of Engineer Condition Survey for Bayou Chico was "contracted out" and at the time H-9995 was completed was not available for comparison. However the 1982 survey was used for recent comparison purposes. One problem does exist though. The survey is 1:2,000 scale on a state plane coordinate grid, with no GP grid shown. Soundings were transferred using multiple overlays on the "T" sheet. Of the 25 soundings compared, 64% agreed to within one foot, with no sounding in disagreement by 2-3 feet. This is a good comparison since the soft muddy bottom is constantly changing from the propeller wash from the tugs pushing barges alongside the bulkheads in the Bayou.

The following PSR Items were investigated during the survey:

310. Row of rocks, uncovering at MLW in a charted spoil area at Latitude 30°19'48"N, Longitude 87°18'55"W originated with a 1934 Air Compilation Photo and was investigated on February 18, 1982 (JD 049). The rocks were found as well as numerous other rocks and wreckage in the vicinity of PSR 311. Diver search on March 21, 1982 found dredge pipes and other wreckage from the shore to Latitude 30°19'53.75"N, Longitude 87°19'13.2"W offshore. See PSR 311 for further description.

RECOMMENDATION: Remain as charted. Item constitutes a severe hazard for recreational craft which transit the area. *See section 6.a.3)f. of the Evaluation Report.* OK

311. Submerged dangerous wreck, charted Latitude 30°19'48"N, Longitude 87°18'49"W originates with a 1934 Air Photo Compilation. A 1948 Coast Pilot Report (CL-398/1948) stated that the wreck was no longer visible. Item was found while running mainscheme. A least depth by pole of ~~2.1~~ 1.0 was observed on JD 049 (1982) position 139-142. Further investigation on JD 068 (1982) found the item to be the remains of a dredge. Numerous pipes and other wreckage were strewn from Latitude 30°19'48.3"N, Longitude 87°18'57.6"W inshore to Latitude 30°19'48.1"N, Longitude 87°18'50.0"W offshore. A least depth of ~~0.8 feet~~ 1.9 was observed between positions 724-730 on JD 068 (See diagram in Volume #4, page 13-15).

RECOMMENDATION: ~~Remain as charted.~~ Item presents a severe hazard to recreational watercraft. *See Section 7.a.5) of the Evaluation Report.*

312. Obstruction, 2 feet reported, located in 30°20'04"N, 87°18'57.79"W, originates with a 1976 CAS (CL-1810/1976). Reported to be a steel skeleton tower on its side and covered by two feet. Item was searched for on numerous occasions during the course of the survey and never found. A diver search was done on JD 159 (1983) at the given position by converting the GP to Del Norte rate using RL 300. Launch 1278 was anchored at the rates and a 100 foot circle sweep was done by tying one end of the line to the anchor. The item was found to be a steel structure, with grating, rising off the bottom by 1/2 foot, in 8 feet of water by lead and buried in the sand for the most part. The length was showing about six feet. In order to ensure that no other obstruction existed, another 100 foot sweep was done from the steel structure. The only thing found was a small cluster of wood flush with the bottom about 50 feet inshore of the item. DP was taken - position #2932.

RECOMMENDATION: Item should remain as charted but the two feet reported should be removed. Item is not dangerous to surface navigation. *See section 7.a.6) of the Evaluation Report.*

313. Obstruction, rubble, in 30°20'27.86"N, 87°18'38.8"W originates with a 1976 CAS (CL 1810/1976). The obstruction is a large pile of rocks extending out from the beach about 10 meters. The item was found on JD 050 (1982) while running mainscheme. A DP was taken on the portion awash, position #224, in 30°20'28.47"N, 87°18'39.16"W. Another DP was also taken on the southernmost extent of the rubble in 30°20'28.07"N, 87°18'39.0"W. The item was found as described in the 1976 CAS.

RECOMMENDATION: ~~Item should remain as presently charted.~~ *Chart as Gud (rubble and rocks as shown on the present survey.*

314. Sunken pile, in 30°20'42.0"N, 87°17'14.7"W had no source information. On JD 048 (1982) a pile 5½ feet above the water was observed in 3.3 feet of water at position 68, Volume 1, page 24. The pile marks a sewer outfall from shore and is also used by the Pensacola Pilot for mooring. No other obstructions were observed in the area, which was very shallow and would have been visible from the surface.

RECOMMENDATION: ~~Chart a pile in 30°20'43.19"N, 87°17'14.84"W. Remove the Submerged Pile notation on the chart~~. See section 7.a.8) of the Evaluation Report.

315. White daybeacon marking the seaward limits of a submerged seawall, noted as an obstruction, in 30°20'35.759"N, 87°16'07.109"W, originates with a LNM and was verified during the 1976 CAS. The item was found on JD 054 (1982) while running mainscheme as described. However, the white daybeacon has yellow reflective tape around the edges and is labeled "DANGER Submerged Jetty". DP taken at position #327 - 329, found a least depth of 1.2 feet by pole in 30°20'37.5'N, 87°16'05.16"W in surrounding two feet of water.

RECOMMENDATION: Item should remain as charted but with the note "DANGER Submerged Jetty". Chart as shown on the present survey.

316. Submerged dangerous wreck, PD (16 feet reported) charted in 30°19'23"N, 87°15'20"W, originates with NM 47/1967 as PA. Item was assigned as an information item, with no specific investigation required. No indication of a wreck was visible on the fathogram while running mainscheme. Conversation with Coast Guard personnel who work the area and local fisherman have no knowledge of the wreck's existance.

RECOMMENDATION: ~~Wreck should be revised to an ED.~~ See section 7.a.3) of the Evaluation Report.

324. Submerged Dangerous Wreck, ED, in 30°23'36.8"N, 87°14'43.2"W, originates with survey H-5835 (1935) and was revised to ED based on CL-170/1947. A visual search at low water for a radius of 50 meters was required to verify or disprove the existance of the item. This was done on JD 070 (1983) with nothing found. However, an additional search was done on JD 077 (1983) and the item was found to be scattered, isolated wreckage over an area approximately 15 meters square, that rises off the bottom by 1/2 foot in three feet of water. A DP taken on JD 110 (1983) on the observed least depth of 2.5 feet (by pole) in 3.0 feet of water in 30°23'36.01"N, 87°14'43.64"W.

RECOMMENDATION: ~~Remove "ED" from chart. A symbol denoting a sunken wreck, not dangerous to navigation should remain~~. See Evaluation Report for H-10005 for a discussion and Charting recommendations.

325. Submerged Dangerous Wreck, in 30°24'12"N, 87°15'08"W, originates with survey H-5835 (1935), and is described as a wrecked barge. Due to time constraints and the fact that Bayou Chico is polluted, thus preventing a diver search, this wreck was not fully investigated. Visual searches were done on numerous occasions with no results. Since the bottom depths are so shallow in the area and at most times barges were beached at the given position (see photo) an adequate chain drag would have been impossible. In addition, since the other barges in the area have been removed over the years, it is believed that this one was also disposed of.

RECOMMENDATION: Since the wreck was not adequately disproven in the field, a symbol for a submerged wreck should remain on the chart, ~~but with an ED attached.~~ Concur

326. Submerged Dangerous Wreck, in 30°24'14.6"N, 87°15'12.0"W originates with survey H-5835 (1935). The survey notes "wreckage" in the position given. Main-scheme lines were run right to the given position from two directions due to the shallow depths in the area. A reduced sounding of ~~10~~ 9 feet was observed on position #6 at the given position. It is believed that over the years the original wreckage has been silted over by the dredging of the channel or possibly has been removed.

RECOMMENDATION: Since the hydrography in the immediate vicinity of the charted wreck indicates a greater hazard due to the shallow depths it is recommended that the symbol for a wreck be removed from the chart and the area be denoted as FOUL. Concur chart as shown on the present survey.

327. Area noted as wrecks, in 30°24'15"N, 87°15'35"W originates with a 1979 USPS report (CL-701/1979). In addition the wrecks are shown on the "T" sheet for the area. Upon investigation, the item was found to be marked by two poles about the offshore limits. However the main portion of the two wrecks (wooden barges) was removed in 1981 by MacDonald Marine of Pensacola. After Hurricane Frederick, MacDonald was under contract by the Florida DNR to dispose of a total of five wrecks in Pensacola, three in Bayou Chico and two along the shore near the Municipal Dock. These two were old wooden barges which had been aground since World War II. However, due to the amount of pollution in the Bayou, they were only allowed to remove that portion of the wrecks which would not disturbe the Bayou bottom. As a result, the keel (or bottom deck) of the barges remain. Drift soundings with a pole were taken to determine the limits of the wreckage, and DPs were taken around the limits. A least depth of 2½ feet by pole was observed at Position 6347 in 30°24'17.43"N, 87°15'35.88"W.

RECOMMENDATION: Chart item as submerged dangerous wrecks at the given position. See section 7.a.26) of the Evaluation Report

329. Pier and Dols, PA, in the vicinity of 30°22'02"N, 87°16'10"W, originates with a U.S. Corps of Engineers permit (CL-519/1978). During the course of running the Bayou Grande phase of this project, HFP-1 based operations out of this facility. It is known as the "Naval Sailing Facility" on NAS Pensacola. DPs were taken at the points designated on the diagram enclosed. Soundings were taken by leadline at each position (determined with a HP-3810) and were not reduced or smooth plotted. With the exception of numerous finger piers, the pier was found as described by Plan 2-76-92-F from the Navy Public Works Center (enclosed).

RECOMMENDATION: Chart the pier as denoted in the attached diagrams at the positions determined. See section 7.a.13) of the Evaluation Report.

332. Visible Wreck, PA, in 30°21'55"N, 87°16'03"W, originates with map TP-00544, photography flown in 1978, field edited in 1979. The item was found as described on JD 343 (1982). Item was observed in 30°21'55.17"N, 87°16'02.81"W, from DPs 5092 - 5093. The wreck is a floating ~~dock~~ platform in ruins, approximately twenty feet square and six feet high. It is hard aground about 10-meters from shore. In addition another platform of similar construction was located in 30°21'50.~~87~~43"N, 87°16'06.~~87~~84"W. This item was on TP-00544, but the present position shows that the derelict has moved since the field edit was completed. It is also hard aground in 1.1 feet of water (by pole), at position #5099, and is about 10 feet square, baring 4 feet above the water at time of survey.

RECOMMENDATION: ~~While neither object is hazardous to navigation, both are visible wrecks and should be represented on the charts as such.~~
See sections 7.a.14) and 15) of the Evaluation Report.

K. COMPARISON WITH PRIOR SURVEYS (Contd.)

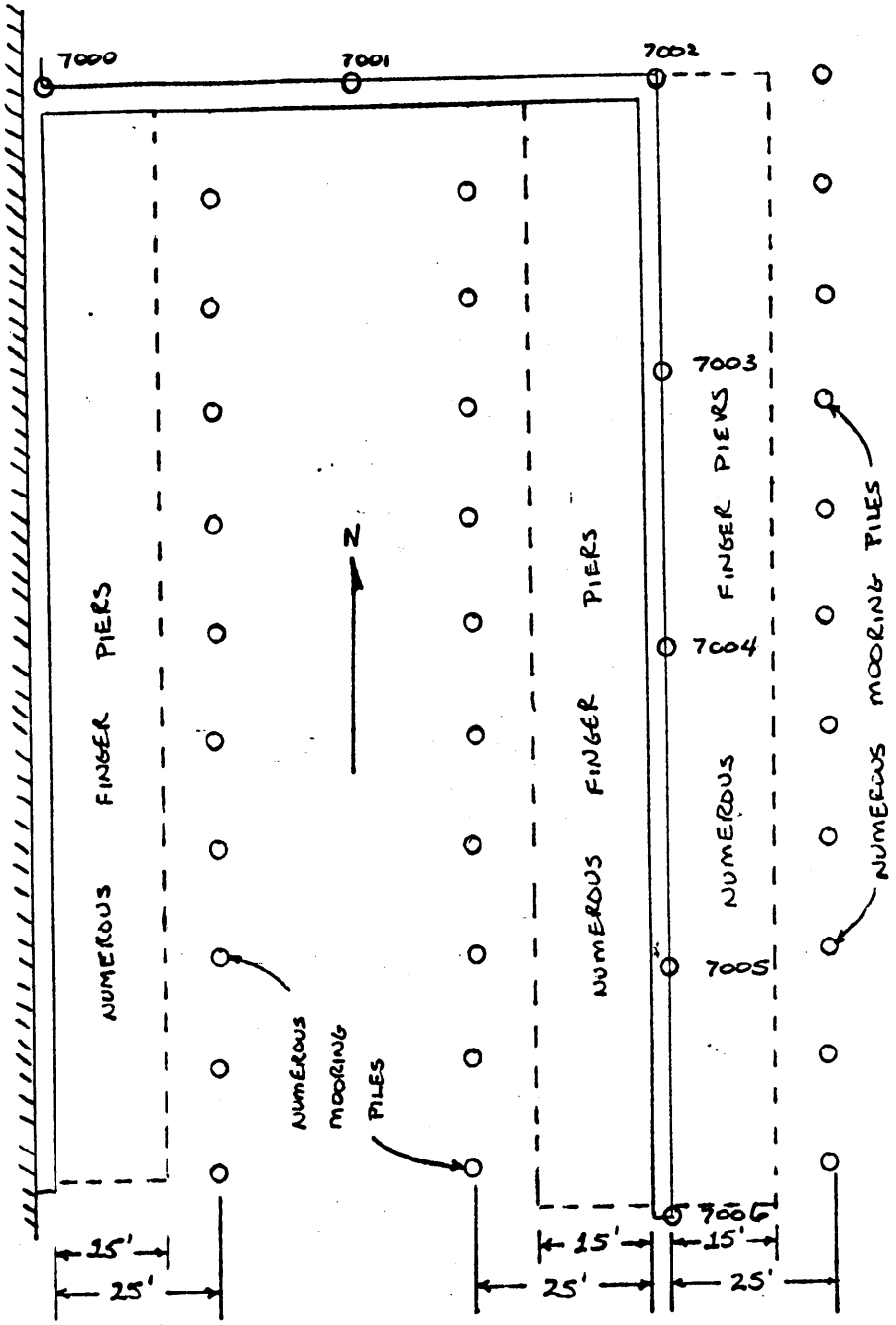
Another wreck was investigated and found from information given to the OIC by a park ranger. The wreck is the "RHODA", an English Bark, which drifted across the bay and capsized at 7:00 P.M. during a hurricane on September 9, 1882 (information from the Pensacola Historical Society). The initial search was done by using local ranges on prominent objects around the bay on JD 146. The wreck was found and D.P's. were taken from Pos. 1470=1477, which put the wreck in lat. 30/19/34.26 N, long. 87/14/58.60 W. The least depth observed on the fathometer was 27' feet (~~un~~corrected for tides and velocity) at position 1476, in 26 feet of water. On JD 162 divers found the wreck to be scattered over a wide area with only a few ribs and crossmembers visible above the bottom. A pile of rocks, possibly ballast, was also in the vicinity of the wreck, which reportedly was 150 feet long. A least depth by diver's gage showed 21 feet. A leadline least depth held by divers on the rocks and ribs showed 22 feet (uncorrected), at 2030Z. The axis of the wreck is basicly SSW by NNE.

RECOMMENDATION: A symbol for a dangerous wreck should be charted at the given position. See Section 7.a.2) of the Evaluation Report.

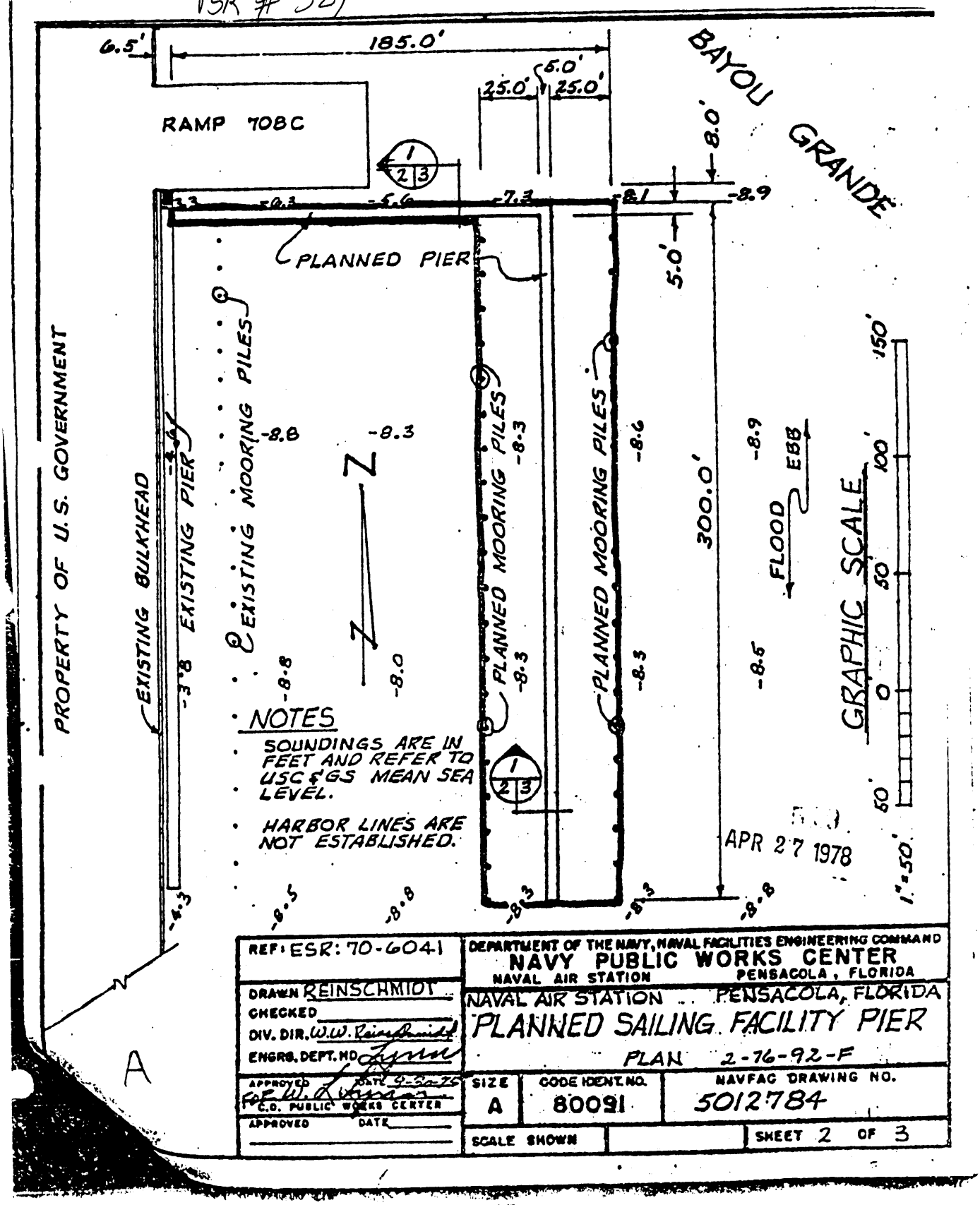
See information for Notice to Mariners submitted to the Eighth Coast Guard District in the appendicies of this report.

PSR Item #329

SAILING FACILITY PIER, AS FOUND 28 JAN 83



PSR # 329



REF: ESR: 70-6041	DEPARTMENT OF THE NAVY, NAVAL FACILITIES ENGINEERING COMMAND NAVY PUBLIC WORKS CENTER NAVAL AIR STATION PENSACOLA, FLORIDA
DRAWN REINSCHMIDT CHECKED DIV. DIR. W.W. Reinschmidt ENGRS. DEPT. HD Lyon	NAVAL AIR STATION PENSACOLA, FLORIDA PLANNED SAILING FACILITY PIER PLAN 2-76-92-F
APPROVED DATE 9-20-78 FOR W. A. Hansen C.O. PUBLIC WORKS CENTER	SIZE A · CODE IDENT. NO. 80091 · NAVFAC DRAWING NO. 5012784
APPROVED DATE	SCALE SHOWN · SHEET 2 OF 3

PSR # 329 NAVY SAILING FACILITY IN BAYOU GRANDE

BARGE MOORED ATOP PSR # 325 NEAR ISLAND IN BAYOU CHICO
BARGE NEVER MOVED DURING COURSE OF SURVEY

UNASSIGNED ITEM IMMEDIATELY SOUTH OF SAILING FACILITY
IN BAYOU GRANDE

3. PRE SURVEY REVIEW ITEMS

UNASSIGNED BARGE AWASH IN BAYOU CHICO

Unassigned Items

A stranded wooden barge is shown on Map TP-00544 in Bayou Chico but not on either chart of the area. The wreck was observed at the position shown on the "T" sheet while doing "See field Sheet" on JD 056 (1983). The wreck is a very old wooden barge, about 80 feet long and has a 25 foot beam. Conversation with the captain of the tugboat "TECO 2" who has operated in the Bayou for the past 25 years said the barges were old government "DPC" fuel barges which carried bunker "C" prior to World War II. He also said that the barge was of similar construction as PSR Items 325, 326, and 327. A photo of the wreck is enclosed.

RECOMMENDATION: A stranded wreck symbol should be charted at the position of the wreck ~~on TP-00544~~ on the present survey. See also section 7.a.25) of the Evaluation Report.

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

This survey was compared as it progressed with the following charts:

Chart 11384, 25th Edition, September 4, 1982, 1:10,000 scale
Chart 11378, 18th Edition, August 21, 1982, 1,40:000 scale
Chart 11383, 39th Edition, March 27, 1982, 1:30,000 scale blown up to the scale of the survey

Numerous changes to the chart were detected and reference is made to the letters enclosed, dated March 31, 1983 and April 21, 1983, which were sent to the Chart Information Branch in Rockville. In addition, the following changes are noted:

1) A platform is charted in 30°20'40"N, 87°18'09"W on Charts 11378 and 11383, but not on 11384. This platform was never observed during survey operations and should be removed from these charts. Concur

2) In Bayou Grande, Admiral Murray Highway Bridge, at the entrance to the Navy Base, is presently planned to be replaced by a wider fixed span which was under construction at the time the survey was completed. A copy of the plans was obtained from the contractor and is being submitted with the field data.

3) As was stated in Section H, the charted shoreline differs from the "T" sheet in a number of areas in Bayou Chico. The most significant differences are: The stranded wreck charted in 30°24'27.0"N, 87°15'21.0"W was removed and towed offshore by MacDonald Marine, to be used as a fish haven in 1981. Now a line of boat slips is present in this area. DP's were taken on the pier on JD 045, 1983, (Positions 6004 -& 6005) and JD 054, 1983, (Positions 6273 and 6274) at the offshore ends of the slips.

4) A manmade spit of land runs from 30°23'54"N, 87°14'49.2"W to 30°23'57.6"N to 87°14'41.4"W which is not shown on the chart, but is on the "T" sheet. This spit has been in Bayou Chico since the late 40's and was used by Weiss Mahogany Company (no longer in business) to contain and treat the logs for bore worms, according to local knowledge. Chart as shown on the present survey.

5) A stranded wooden barge is awash in Bayou Chico in one foot of water at 30°24'07.8"N, 87°15'58.2"W. Again this item appears on the "T" sheet but not on the chart. Local knowledge relates that the barge is of similar size and construction as PSR Items 325, 326, and 327.

Apparently they were government "D.P.C." barges which carried bunker "C" fuel when the shipyard which built "Liberty" ships during World War II was operational in the Bayou. (See Section K). See section 7.a.25) of the Evaluation Report

6) The notation MARKERS is located at 30°24'02.8"N, 87°14'54"W in Bayou Chico to designate a range for the entrance channel. During survey operations these markers were never found. Conversation with the Pensacola Aids to Navigation Team (BM1 Cirenna) said that these markers do not exist.

   RECOMMENDATION: Remove the note and symbols for "MARKERS" at the position indicated on Charts 11378 and 11383. Concur.

7) Three hazards to navigation were found in Bayou Chico and are addressed in the letter dated March 1, 1983 sent to the U.S. Coast Guard (enclosed).

All soundings used for comparison were reduced for predicted tides, drafts and velocity. Comparison of the present survey soundings with Chart 11384, 25th Edition, September 4, 1982, scale 1:10,000 showed that of the 106 soundings transferred to an overlay, 84% agreed to within one foot, and 91% agreed between 2-3 feet. Numerous soundings were substantially different in the areas of major change since 1935 as mentioned in Section K.

Comparison was also made with Chart 11383, 39th Edition, March 27, 1982, 1:30,000 enlarged to 1:10,000. Of the 111 soundings compared, 63% were within one foot, and 93% agreed between 2-3 feet. Again some extreme differences were observed on those soundings brought forward from the 1935 survey in areas of major change, as mentioned in the previous section.

Comparison in Bayou Grande was made with Chart 11383, 39th Edition, enlarged to 1:10,000. Seventy-six percent (76%) of the soundings transferred were within 0-1 foot, and 99% within 2-3 feet. The only area of change was at the Naval Sailing Facility where a channel had been made since the previous survey.

Adequate comparison was not possible in Bayou Chico since the major portion of the Bayou is denoted by a dotted channel line. For the most part, soundings were deeper presently in the area of the turning basin and shoaler nearer the island in the center of the Bayou.

As was stated previously, Bayou Chico is one of the most used bodies of water joining Pensacola Bay. For this reason it was the Hydrographer's decision to survey the Bayou at 1:5,000 so that a larger scale inset can be incorporated on Chart 11383, probably 1:15,000. This would greatly aid transient mariners who frequent the waterway for shipyard haulouts and short term dockage at the numerous marinas.

H. ADEQUACY OF SURVEY

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

N. AIDS TO NAVIGATION

All floating and non-floating aids were checked for positional adequacy and checked against the Light List (Volume II, 1982) and the DIPFIL list. All aids were found to adequately serve the apparent purposes for which they were

established. A list of GPs for the aids obtained from the DPs taken on them follows, with both the Light List (and position were given) and the DIPFIL positions:

AIDS TO NAVIGATION	LIGHT LIST #	LIGHT LIST POSITION	DIPFIL POSITION	D.P. POSITION
(FLOATING)				
Entrance Red Buoy "10" Lighted Bell	1660	30°19'45" 87°18'24" (Moved LNM 53-81)	30°19'45.0" 87°18'24.0"	30°~~20'22.91~~ 19 44.65" 87°~~17'24.11~~ 18 25.62"
Entrance Black Buoy "11" Can	after 1661	in 34 feet	30°18'52.0" 87°18'35.0"	30°19'52.54" 87°18'35.23" 19
Buoy "12" Red Lighted	1662	in 55 feet, marks southern edge of channel	30°19'54.0" 87°18'16.1"	30°19'53.34" 87°18'15.88" (The buoy symbol was inadvertently omitted from the present edition of Chart 11383 - Aids to Nav. CG2221 was notified via telephone.)
Lighted Buoy "13" Black	1663	in 31 feet	30°20'11.2" 87°18'07.40"	30°20'13.48" 87°18'05.69"
Lighted Buoy "14" Red	1664	in 49 feet	30°19'55.0" 87°17'40.0"	30°19'54.78" 87°17'39.88" 95
Lighted Buoy "15" Black	1667	30°20'06" 87°17'00"	30°20'05.00" 87°16'58.0"	30°20'05.18" 30°16'58.62" 6
Buoy "15 A" Black Can	1667	30°20'06" 87°16'42"	30°20'07.0" 87°16'40.0"	30°20'06.98" 87°16'39.30" 7
Lighted Buoy "16" Red	1668	in 42 feet	30°19'50.60" 87°16'09.90"	30°19'50.03" 87°16'09.82" 8
Lighted Bell Buoy "18" Red	1669	in 44 feet	30°19'47.70" 87°15'20.10"	30°19'47.81" 87°15'20.72" 8
Lighted Buoy "19" Black	1673	30°20'30" 87°14'30"	30°20'30.0" 87°14'32.0	30°20'29.98" 87°14'32.45" 34
Lighted Buoy "20"	1674	in 33 feet, 75 feet outside channel limit	30°20'27.0" 87°14'27.0"	30°20'~~21.00~~ 6 26" 87°14'~~25.50~~ 7.38"
Navy Marker Lighted Buoy "1"	1681	30°21'06" 87°15'30"	30°21'03.70" 87°15'27.20"	30°21'02.~~66~~ 57" 87°15'27.43" 37
Pen-Mobile Buoy 1 Black can	after 4592	in 13 feet	30°20'03.40" 87°18'37.20"	30°20'03.24" 6 87°18'36.64" 0

AIDS TO NAVIGATION	LIGHT LIST #	LIGHT LIST POSITION	DIPFIL POSITION	D.P. POSITION
Pen-Mobile Buoy "2" Red Nun	after 4592	in 16 feet	30°20'08.0" 87°18'36.8"	30°20'10.22" 87°18'39.57"
Pen-Mobile Buoy "3" Black can	after 4592	in 12 feet	30°20'02.70" 87°18'48.70"	30°20'01.64" 87°18'51.56"
Pen-Mobile Buoy "4" Red Lighted	4593	in 9 feet, at turn	30°20'04.90" 87°18'49.00"	30°20'06.14" 87°18'49.32"
Pen-Mobile Buoy "5" Black can	New Buoy	N/A	N/A	30°19'57.82" 87°19'03.1"
Pen-Mobile Buoy "6" Red Nun	New Buoy	N/A	N/A	30°20'00.15" 87°19'06.73"

The following fixed aids were located by third-order methods and found to be adequately charted at the following positions:

Pensacola USN Air Station Power Stack	30°20'47.316"N	87°16'06.799"W
Warrington Water Tank	30°23'08.714"N	87°16'46.945"W
Pensacola Light LL #1652 (Pensacola LTHSE Center -Second Order)	30°20'45.346"N	87°18'29.205"W
Navy Range Front Light LL# 1665	30°20'03.932"N	87°19'03.293"W
Navy Range Rear Light LL# 1666	30°20'04.313"N	87°19'09.058"W
Caucus Channel Range Front Light LL # 1650	30°19'53.274"N	87°18'52.129"W
Caucus Channel Range Rear Light LL#1651	30°20'12.536"N	87°18'59.500"W
Fort McRee Leading Light LL#1661	30°19'30.907"N	87°18'46.774"W

(See note page 23)

O. STATISTICS

Number of positions	3,689
Nautical miles of sounding line	225.1
Nautical miles of crossline	54.4
Nautical miles of development	20.2
Total miles of hydrography	299.6
Number of bottom samples	91
Number of barchecks	76
Number of TDC casts	0
Detached Positions	220

P. MISCELLANEOUS

As was addressed in the entrance survey, H-9968, no severe currents as described by the NOAA ship MT MITCHELL were observed. A memorandum from Mr. Bruce Parker, OA/C2112, is enclosed which covers this subject. Although no cyclic currents greater than about 3 knots were noticed, higher velocity currents have been reported during severe winter storms out of the north and, especially, the northeast during a strong ebbing tide. This stands to reason given the possible fetch and set-up of the water column. A more definitive study is warranted, as is stated in the memo, especially if the Navy goes through with their plans to station an active battle carrier in Pensacola (see attached newspaper article included with support data).

Should the basing of a larger aircraft carrier in Pensacola become a reality in the near future, it will render the present survey obsolete, for the most part, since a deeper channel and turning basin would have to be dredged for the larger carriers.

Mainscheme lines were run mostly shore to shore. As the lines approached the shore the speed of the launch was usually reduced to 1000 RPM (in about 3-5 feet of water), at which point pole soundings were taken.

Skiff 576, a 13-foot Boston Whaler, was only used twice during the survey, on JD 077 and JD 118, 1983. However, on JD 077 the data was recorded in the volume for Launch 1278. Data for JD 118 was originally recorded in a separate volume for Skiff 576 and the data from JD 077 was transferred to the same volume after JD 118. The original data from JD 077 is in Volume #8, pages 36-52.

Aerial photographs were taken on March 2 and 9, 1983 for the major features in the bay from NOAA Aircraft N500FC, commanded by Lt. Mark Finke, of the ACB Flight Program. Most photographs were taken with a 35mm full format camera by the hydrographer. An additional photograph was taken by the on-board Wild camera of Bayou Chico. All photographs will be submitted in an albumn as supporting data for the survey.

A visit was made to the Pensacola Historical Society near the end of the survey to research for additional background information on the various PSR Items. The museum was found to have a wealth of knowledge on local shipwrecks since the Civil War era. In addition they also have copies of prior surveys and charts dating back to the late 1800's. Should future information be needed the Society can be contacted at:

Pensacola Historical Society
405 S. Adams Street
Pensacola, Florida 32501
(904) 433-1559

The following parties were beneficial to the overall surveying effort on this particular survey and have a vested interest in receiving a copy of the smooth sheet as soon as possible to aid them in their work for the government:

Mr. Buck Thackery
Resources Manager
Gulf Islands National Seashore
P. O. Box 100
Gulf Breeze, FL 32561

Mr. Thackery has supplied invaluable assistance while the field party has been based in Pensacola. He is presently doing an intensive survey dealing with the dynamics of the barrier islands and would greatly appreciate a copy of the survey as soon as possible.

Lt. Cdr. Smith
Port Services Officer
Pensacola Naval Air Station
Pensacola, FL

Cdr. Smith is highly interested in the results of the survey since the LEXINGTON transits the area so frequently.

Mr. Art Thomas
U.S. Army Corps of Engineers
District Mobile
P. O. Box 2288
Mobile, AL 36628
Attn: S AMFO MO

Mr. Thomas has supplied all of the condition surveys for Pensacola to the OIC for the past three years, without which realistic contemporary comparisons could not have been made.

Chief, Pensacola Aids to Navigation Team
P. O. Box 1349
Gulf Breeze, FL 32561

Q. RECOMMENDATIONS

See Sections H, K, L, N, 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	DESCRIPTION	VERSION DATE
RK111	Range-range Real Time Hydroplot	01/30/76
RK201	Grid, Signal and Lattice Plot	04/18/75
RK211	Range-range Non-real Time Plot	01/15/76
RK212	Visual Station Table Load	04/01/74
RK216	Range-azimuth Non-real Time Plot	02/05/76
RK300	Utility Computations	02/05/76
RK330	Reformat and Data Check	05/04/76
PM360	Electronic Corrector Abstract	02/02/76
RK407	Geodetic Inverse/Direct Computation	09/25/78
AM500	Predicted Tide Generator	11/10/72
RK562	Geodetic Calibration	09/10/74
AM602	Elinore-line Oriented Editor	05/20/75

S. REFERENCE TO REPORTS

Descriptive Report H-10005, 1983, 1:10,000
Descriptive Report H-9968, 1981, 1:10,000
Control Report for OPR-J217, dated 12 January 1982.

Respectfully submitted,

Lt. Samuel P. DeBow, NOAA

Lt. Samuel P. DeBow, NOAA
OIC, HFP-1

NOTE: (N. AIDS TO NAVIGATION)

The submarine cable areas crossing from the mainland to Santa Rosa Island at lat. 30° 20'15", long. 87° 17'25" and lat. 30° 20'15", long. 87° 16'30" are not marked at either end. Mr. Buck Thackery, Resourses Manager, Gulf Islands National Seashore was contacted and stated the cables still exist. These submarine cable areas should remain as charted.

SIGNAL TAPE LISTING
OPR J217
HSB 10-1-82
H - 9995
VESNO 1278
VESNO 0576

106	6	30	21	35304	087	10	56110	139	0000	000000 GULF BREEZE TANK 1981 *
114	7	30	20	45346	087	18	29205	139	0000	000000 PENSACOLA LIGHT-HOUSE CENTER 1867 **
115	0	30	20	45277	087	18	29162	250	0054	000000 PENSACOLA LIGHT-HOUSE ECC E 1981 *
118	6	30	19	53275	087	18	52129	139	0000	000000 CAUCUS CHANNEL F RNG LT 1981 *
202	5	30	19	49986	087	17	43464	250	0005	000000 MERRILL 1982 *
204	2	30	20	41787	087	17	22334	250	0003	000000 FERRY RM #3 1982 *
205	5	30	20	37779	087	16	01874	250	0003	000000 NAVY YARD WHARF RM #1 1919 **
206	2	30	19	50541	087	17	33513	139	0000	000000 PK RANGER DOCK 1982 *
207	2	30	20	37575	087	16	01520	250	0003	000000 NAVY YARD WHARF 1860 **
208	6	30	19	08693	087	15	27037	250	0005	000000 FIXED 1942 **
209	3	30	20	43768	087	15	52016	250	0004	000000 NAVY YARD WHARF RM #3 1983 *
210	3	30	19	13190	087	15	20301	139	0000	000000 PK CALIBRATE 1982 * (1257 DOCK)
214	4	30	21	38108	087	12	11200	250	0001	000000 PEAKE 1982 *
218	7	30	21	56558	087	12	49833	139	0000	000000 FAIR POINT LIGHT 1981 *
234	7	30	23	59129	087	13	03762	250	0004	000000 PENSACOLA BAY W CHAN F RNG LT 1983 *
236	0	30	23	58569	087	13	32549	250	0001	000000 GROIN 1982 *
238	7	30	23	28375	087	13	43508	139	0000	000000 BAYOU CHICO LT 2 1983 *
240	2	30	23	56008	087	14	19990	250	0000	000000 BAYOU CHICO LT 8 1983 *
300	7	30	23	57062	087	14	35024	250	0006	000000 CHICO 1982 *
304	3	30	24	25162	087	15	31946	250	0003	000000 DEBOW RM 1 1982 *

* Control located by Hydrographic Field Parties Section
** Control published by NGS

SIGNAL TAPE LISTING
OPR J217
HSB 10-1-82
H - 9995
VESNO 1278
VESNO 0576

306	6	30	24	48567	087	14	45077	139	0000 000000	RCA RADIO MAST * 1983
400	5	30	22	05601	087	16	11865	250	0003 000000	PK YACHT 1982 *
401	6	30	21	48807	087	16	24844	139	0000 000000	NAVY YARD SUPPLY TANK 1982 *
402	1	30	22	20471	087	16	20312	250	0001 000000	MCNEIL 1982 *
403	5	30	22	12608	087	16	37698	250	0004 000000	BM P26 ECC 1982 *
404	2	30	22	54128	087	16	50257	250	0003 000000	PK SUNSET 1982 *
405	6	30	23	08714	087	16	46945	139	0000 000000	WARRINGTON WATER TANK 1942 **
406	1	30	22	22944	087	17	19005	250	0001 000000	NAVY POINT 1982 *
408	0	30	22	23972	087	18	34204	250	0001 000000	MANGUEL 1982 *
902	7	30	19	15517	087	13	24115	250	0000 330640	H-62-01 1980*

* Control located by Hydrographic Field Parties Section
** Control published by NGS

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
HFP-1	FLORIDA	PENSACOLA BAY	JULY 1983

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-1-82	H-9995	NAD 1927

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	LONGITUDE ° ′	″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
DAYBEACON	BAYOU CHICO DBN G"9" SG on pile, I	30 23	57.02	87 14	41.07		F-3-6-L 1983	11383 11378
DAYBEACON	BAYOU CHICO DBN G"11", SG on pile	30 24	06.32	87 14	53.46		" "	" "
DAYBEACON	BAYOU CHICO DBN G"13", SG on pile	30 24	15.11	87 15	13.92		" "	" "
DAYBEACON	BAYOU CHICO DBN G"15", SG on pile	30 24	16.04	87 15	21.18		" "	" "
LIGHT	BAYOU GRANDE ENT LT 1 Privately maint.	30 22	25.829	87 15	42.963		" "	" "
DAYBEACON	BAYOU GRANDE DBN 2 Priv. maint.	30 22	27.065	87 15	43.649		" "	" "
DAYBEACON	BAYOU GRANDE DBN 4 Priv. maint.	30 22	25.691	87 15	51.591		" "	" "
DAYBEACON	BAYOU GRANDE DBN 5 Priv. maint.	30 22	23.949	87 16	00.080		" "	" "
DAYBEACON	BAYOU GRANDE DBN 6 Priv. maint.	30 22	23.358	87 15	59.985		" "	" "
W BN	White daybeacon marking end of a submerged jetty that is charted as an obstruction.	30 20	36.54	87 16	07.11	✓GLM	F-3-6-L 1982	11383 11384 11378

L-1098(87)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	**NAME**	**ORIGINATOR**
OBJECTS INSPECTED FROM SEAWARD	Gary L. Merrill	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	Gary L. Merrill	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
HFP-1	FLORIDA	PENSACOLA BAY	JULY 1983

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-1-82	H-9995	NAD 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
AERO ROT W & G	(SHERMAN FIELD AERO BEACON) Rotating white & green light atop 100 ft steel skeletal tower at USNAS Pensacola.	30 20	49.685	87 18	50.803		F-3-6-L 2-22-82	11383 11382 11384
	130 Feet above MHW (Scaled)							11378 11360
RADOME	Spherical radar dome mounted atop a steel skeletal tower at USNAS Pensacola. (SHERMAN FIELD RADAR TOWER). NOTE:	30 20	48.536	87 18	52.944		F-3-6-L 10-2-81	11384 11383 11378
	The RADOME was added to chart 11382 and should be added to these charts. 100 feet above ground and 130 feet above MHW (Scaled)							
TR	Steel and concrete observation tower at Fort Pickens National Park. Approx. 60 ft tall. (H-73-FL-80) NOTE: This TR	30 19	18.469	87 17	06.198		F-2-6-L 1980	11383 11384 11378
	was added to chart 11382 and should be added to the affected charts 67 Feet above MHW (Scaled) ~~71 Feet~~							
RADIO TOWER	Westerly of 3 red - white towers approx. 200 ft tall at USNAS Pensacola. (NAVY YARD WEST TOWER) 225 feet above MHW (Scaled)	30 21	27.172	87 17	04.739		F-3-6-L 1982	11382 11383 11378
RADIO TOWER	(NAVY YARD SOUTH TOWER) 200 feet above ground and 225 feet above MHW (Scaled)	30 21	24.026	87 17	01.889		" "	" "
RADIO TOWER	(NAVY YARD EAST TOWER) 200 feet above ground and 225 feet above MHW (Scaled)	30 21	27.733	87 17	00.217		" "	" "
TANK	(WARRINGTON WATER TANK WEST) Silver water tank approx. 125 ft tall and supported by 4 legs and center pipe. 145 feet above MHW (Scaled)	30 23	12.128	87 17	21.475		F-3-6-L FEB 1983	" "

(-1292(8-))

88.

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

[redacted] 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
	HFP-1	FLORIDA	PENSACOLA BAY	JULY 1983

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-1-82	H-9995	NAD 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	(WARRINGTON MIDDLE SCHOOL TANK) Silver water tank approx. 150 ft tall. Supported by 4 legs and central pipe. 175 feet above MHW (Scaled)	30 24	12.857	87 16	25.845		F-3-6-L FEB 1983	11382 11383 11378
RADIO MAST	(PENSACOLA RCA RADIO MAST) Red/white radio mast 200 ft tall and supported by 4 guy-wires. with OCC R LT atop. 203 feet above MHW (Scaled)	30 24	48.568	87 14	45.081		" "	" "
TR	Northerly of 2 power poles supporting overhead power cables at west end of Bayou Grande	30 22	20.08	87 18	31.67		F-3-6-L 1982	11383 11378
TR	Southerly of 2 power poles supporting overhead power cables at west end of Bayou Grande	30 22	14.89	87 18	28.39		" "	" "
TR	Northerly of 2 power poles supporting overhead power cables at east end of Bayou Grande	30 22	18.73	87 17	20.68		" "	" "
TR	Southerly of 2 poles supporting overhead power cables at east end of Bayou Grande	30 22	12.80	87 17	21.04		" "	" "
TR	Pole supporting overhead power cables. in Redoubt Bayou	30 21	58.61	87 17	56.72		" "	" "

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L-1095(87)

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

[redacted] 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 [X] TO BE REVISED [ ] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFP-1	FLORIDA	PENSACOLA BAY	JULY 1983

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR -J217	HSB-10-1-82	H-9995	NAD 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	(SHERMAN FIELD TANK). Presently charted as PENSACOLA TANK; Change to TANK	30 20	49.163	87 18	37.416		F-3-6-1 10-19-81	11383 11384 11378
	140 feet above ground and 170 feet above MHW (Scaled)							

'06

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)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFP-1	Florida	Pensacola Bay	7/83

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-1-82	H-9995	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 ° ′	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	Bayou Chico DBN G "17" SG on pile Change charted symbol from black triangle to a green square.	30 24	19.43	87 15	26.55		F-3-6-L 1983	11383 11378

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L-1058(87)

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	Gary L. Merrill	☐ 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

[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)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFP-1	FLORIDA	PENSACOLA BAY	JULY 1983

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-1-82	H-9995	NAD 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
CONTROL TOWER	USNAS Pensacola Sherman Field Control Tower, approx. 50 ft tall. No longer a good landmark.	30 20	56.10	87 19	01.20			11382 11383 11378
TANK	Tank has been removed.	30 21	06.198	87 17	28.051		traing. destroyed	11383 11384 11378
RADIO TOWER	Radio tower (center of 3) WCOA, WBOB. This tower was removed. The two remaining towers are unlit and have no landmark value.	30 23	53.544	87 15	14.913		F-3-6-L 1982 Destroyed 1983	11383 11378
	(WARRINGTON WCOA RADIO MAST) L-970(87)							
MARKERS	Markers do not exist. Visually verified. USCG personnel verified markers have not existed for several years.	30 24	02.47	87 14	53.08		V-VIS	11383 11378
MARKERS	" " " "	30 24	02.68	87 14	53.99		V-VIS	11383 11378
	L-1098(87)							
						VGLM		

926

RESPONSIBLE PERSONNEL

TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	Gary L. Merrill	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	Gary L. Merrill	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
- ☐ 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
☒ TO BE DELETED

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
Hydrographic Surveys Branch	Florida	Pensacola Bay	24 Jan 87

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
J217		H-9995	NAD 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
TOWER	(BAR PILOTS LOOKOUT TOWER, 1934)	30°24′	47.654″	87°17′	21.236″			11378 11384 11387
	Telephone conversation with Pensacola Bar and Harbor Pilots Association confirmed that the tower has been taken down. This occurred approximately two (2) years ago. Pensacola Bar and Harbor Pilots telephone (904) 433-3632							
	L-163 (86)							

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	Robert G. Roberson Chief, Evaluation and Analysis Group	☒ 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
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1 - Triangulation	5 - Field identified
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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:1975-0-6[illegible]-080/1155

APPROVAL SHEET
SURVEY H-9995 (HSB-10-1-82)

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

No direct supervision was given by me during field work and the field sheet was examined only during routine field inspection of the hydro party.

This survey is complete and adequate with no additional field work recommended.

Ronald W. Jones
Lt. Cdr., NOAA
Chief, Hydrographic Field Parties Section

Heights above ground & MHW will be obtained for Landmarks. This data will be entered on 76-40s

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Hydrographic Field Party # 1
P.O. Box 1349
Gulf Breeze, FL 32561

Date : 30 March 1983

Reply to Attn. of:

To : Coast Pilot Branch

From : Lt. Samuel P. De Bow, NOAA
OIC-HFP-1

Subject: Changes to Coast Pilot 5

The following changes should be made to Coast Pilot 5, 15th edition, which have been observed by this unit during survey operations:

pg. 148, line 45,"A stranded wreck is in the SE corner of the basin."
- this wreck was removed in 1981 and taken offshore to be used as a fish haven. Presently a line of boat slips is located where the wreck was visible.

pg. 149, line 20, " Storm warning signals displayed "
- Chart 11378 shows storm warings are displayed in four(4) areas of Pensacola Bay. All of these warnings have been discontinued except at the Pensacola Marine Terminal, on the N side of the bay, where only the storm waring lights are displayed.

pg. 150, line 51, "Admiral Murry ..... " this paragraph should be changed to read:

"Bayou Grande, joins the bay N of the Navy base. An entance channel marked with standard dayboards is maintained to a depth of 6 feet by the Naval Sailing Facility, located .35 mile SE of Jones Point. Admiral Murry highway bridge (presently being replaced by a new span), with a 33-foot fixed span ..... "

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Hydrographic Field Party #1
P.O. Box 1349
Gulf Breeze, Fl 32561

Date : 31 March 1983

Reply to Attn. of:

To : Chart Information Branch, N/CG222

From : LT. Samuel P. De Bow, NOAA Lt. Samuel P. DeBow
OIC - HFP #1

Subject: Changes to Charts in Pensacola Bay area

The following changes are recommended to the series of charts in the Pensacola Bay area. Although most of the items do not present a hazard to navigation, they will make the charts more informative to the mariner. These recommendations are being made after more than a year of conducting hydrographic operations in, and around Pensacola Bay by Hydrographic Field Party # 1. The charts affected are 11378 (SC), 11382,11383 and 11384. Due to the differances of scale of each chart, the recommendations will be addressed separately.

CHART 11378

1) A series of notes for PILES (DRDG RGE) are shown at the entrance to the bay northwest of Ft. Pickens. These 11 Piles (4 on shore and 7 in the water) must only be in place during actual dredging operations since there is no evidence that they exist at any other time.

   RECOMMENDATION: Remove from the chart to relieve the congestion of buoys and notes which are necessary on the chart. Concur

2) On prior editions of the chart, the Coast Guard station on Santa Rosa Island at Ft. Pickens was shown at 30/19/05.887 N, 87/15/20.173 W (position from DIPLIST or chart list). Although this is no longer an active Coast Guard station, but rather a Park Ranger station, it still is one of the most prominent landmarks on the barrier island.

   RECOMMENDATION: Rechart the building at the given position with the notation "Park Ranger Station"

3) Coast Guard Station Pensacola is now located in Big Lagoon at 30/19.5 W, 87/22 W (position obtained from Coast Pilot) and is an active SAR unit.

   RECOMMENDATIONS: Chart a lifesaving station symbol at the position given.

4) Storm warning signals are shown to be displayed in four (4) areas of the bay. With the advent of Marine Weather Broadcasts, most of the stations no longer display the signals. Contact with the responsible units found that only lighted storm signals are displayed at the Pensacola Marine Terminal in the NE portion of the bay.

   RECOMMENDATION: Remove the STORM WARNINGS note from the chart except at the Pensacola Marine Terminal (30/24.1 N, 87/12.65' W)

CHART 11378 (cont.)

5) A row of piles is shown extending for the dock at the old Coast Guard Station (Ranger Station) mentioned in # 2 from latitude 30/19.2 to about latitude 30/19.35. This unit with Launch 1257 has operated out of this dock for the past year and a half and no piles or ruins have ever been observed. Diver search for the item has shown that they do not exist.

RECOMMENDATION: Remove the notation for ~~PILES~~ RUINS at the given position from the chart. See section 6.a.3) b. of the Evaluation Report

6) The Florida Marine Patrol operates from a base located at 30/25.1, 87/11.7 at the bottom of the charted R TR .

RECOMMENDATION: CHART a Marine Police symbol (Je from Chart # 1) at the position given.

7) A series of ~~boat~~ seaplane ramps are located on the south shore of Gulf Breeze. There seems to be a symbol charted at 30/21.1, 87/10.5 for these ramps, but a note should be attached.

RECOMMENDATION: Apply the notation RAMPS to the symbol charted at the given position. Chart as shown on the present survey

8) The wreck awash shown in the ~~SE~~ NW corner of Bayou Chico at 30/24.45, 87/15.35 was removed in 1981 by MacDonald Marine of Pensacola and towed offshore to be used as a fish haven. Presently a line of boat slips exists at the position given.

RECOMMENDATION: Remove the Wreck Awash symbol and replace with a symbol showing a line of boat slips at the given position.

CHART 11382

The latest edition of this chart, 28th, 9/11/82, . . a major discrepancy exists in that Pensacola Lighthouse (Light List # 1652) was inadvertantly deleted. Although this is an offshore chart, it is obvious that a 191 ft high lighthouse with a range of 27 miles would be required on the chart. In addition, it would be advantageous to also have Fort Barrancas Front and Rear Ranges (Light List # 1658 &1659) on the chart.

CHART 11383 (1:30,000)

Bayou Chico, a small body of water on the North side of the bay, is used extensively by tug and barge traffic. Due to the many hazards and congestion in the area, the bayou was surveyed to 1:5,000 during the present survey (H-9995) to better delineate the features. Upon completion of the verification process it is recommended that an inset be incorporated for Bayou Chico on this chart to at least 1:15,000 scale.

In addition, items 1,2,3,5 and 8 mentioned for chart 11378 are also recommended to be applied to chart 11383. PSR and other investigation items will be addressed separately in the descriptive reports for HSB 10-1-82 (H-9995) and HSB 10-4-82 (H-10005).

CHART 11384

Items 1,2,3 and 5 are also relevent to this chart. Additional recommendations will be made upon completion of the aforementioned surveys.

U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Hydrographic Field Party #1
P. O. Box 1349
Gulf Breeze, Fl 32561

1 March 1983

TO: Commander, Eighth Coast Guard District
Aids to Navigation Branch

FROM: Samuel P. De Bow, LT, NOAA
OIC HFP-1

Samuel P. DeBow, Lt, NOAA

SUBJECT: Hazards to Navigation in Bayou Chico

This letter is to confirm a telephone conversation with Mr. Brooks of the Local Notice to Mariners office in which this unit reported the following hazards to navigation:

1) Partially submerged Dolphin in ruins off Runyan Marine Boatyard located at 30°24'00.20" N, 87°14'39.74" W in Bayou Chico

2) Two piles in ruins in Bayou Chico located at 30°23'59.03" N, 87°14'45.69" W.

3) A Pile in Bayou Chico located at 30°23'57.89" N, 87°14'44.29" W

All of the items pose a hazard to navigation since they are covered at high water.

The charts affected are 11378 and 11383.

Since the information provided is unverfied field data, it should be noted that all positions are subject to office review for charting purposes at NOS headquarters.

cc: Chief, HFPS

CC: N/CG 222
N/MCH 1

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
ATLANTIC MARINE CENTER
Hydrographic Field Parties Section

October 27, 1983 N/MOA233/RAL

TO: Commander, Eight Coast Guard District
Aids to Navigation Branch

FROM: Lt. Cdr. Ronald W. Jones Ronald W Jones
Chief, Hydrographic Field Parties Section

SUBJECT: Information for Local Notice to Mariners

The following information is a result of a recent National Ocean Service hydrographic survey of Pensacola Bay, Florida. (Survey H-9995 - scale 1:10,000 year 1982-83)

An uncharted wreck was found at Latitude 30/19/34.26, Longitude 87/14/58.60. The least depth observed on the fathometer was 22 feet (uncorrected for tides and fathometer correction) in 26 feet of water. On June 11, 1983, divers investigated the wreck and found it to be scattered over a wide area with only a few ribs and crossmembers visible above the bottom. A pile of rocks, possibly ballast, was also in the vicinity of the wreck. A leadline least depth held by divers on the rocks and ribs showed 22 feet (uncorrected for tides), at 2030Z. The axis of the wreck is SSW by NNE.

It should be noted that the above information is unverified field data and is subject to office review at NOS Headquarters for charting purposes.

Chart 11383 with the position of the wreck plotted is being provided. Charts affected are 11378 and 11383.

Enclosure

CC: N/CG222
N/MOA1

DATE: September 19, 1983

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): 872-9840 Pensacola, FL
872-9849 Bayou Chico, FL
872-9882 Ft. Pickens, FL
872-9889 Bayou Grande, FL

Period: February 5, 1982-June 22, 1983

HYDROGRAPHIC SHEET: H-9995

OPR: J217

Locality: Pensacola Bay, Florida

Plane of reference (mean lower low water): 872-9889 = 2.61 ft.
872-9840 = 8.28 ft.
872-9849 = 2.24 ft.
872-9882 = 3.85 ft. (2/82-1/83)
872-9882 = 3.75 ft. (2/83-6/83)

Height of Mean High Water above Plane of Reference is 872-9840 = 1.3 ft.
872-9849 = 1.3 ft.
872-9882 = 1.3 ft. (2/82-6/83)
872-9889 = 1.2 ft.

REMARKS: Recommended Zoning:

1. West of ~~latitude~~ Long 87°14.4' in Bayou Chico, zone direct on 872-9849 Bayou Chico.

2. West of ~~latitude~~ Long 87°16.0' in Bayou Grande, zone direct on 872-9889 Bayou Grande.

3. In Pensacola Bay
   a. West of ~~latitude~~ Long 87°16.0' zone direct on 872-9882 Ft. Pickens.
   b. East of 87°16.0' zone direct on 872-9840 Pensacola, FL.

for Donald Carrier
Chief, Tidal Datums Section, Tides & Water Levels Branch

NOAA FORM 76-155
(11-72)

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

SURVEY NUMBER

H-9995

GEOGRAPHIC NAMES

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	
BAYOU CHICO										1
BAYOU GRANDE										2
CHEVALIER FIELD (airport)										3
DAVENPORT BAYOU										4
FLORIDA (title)										5
FORT PICKENS (fort)										6
FORT McKEE (fort)										7
JONES POINT										8
MAGAZINE POINT										9
MUSTIN BEACH										10
NAVY POINT (locality)										11
PENSACOLA										12
PENSACOLA BAY										13
PERDIDO KEY										14
REDOUBT BAYOU										15
SAN CARLOS BEACH										16
SANTA ROSA ISLAND										17
SHERMAN INLET										18
STAR LAKE										19
WARRINGTON					Approved:					20
										21
					Charles E. Harrington					22
					Chief Geographer - N/CG2x5					23
					MAR 26 1986					24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

NOAA FORM 61-29
(12-71)

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

REFERENCE NO.
MOA23-70-87

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 Branch,N/CG243
Room 151, WSC-1
Hydrographic Surveys Branch
Rockville, MD 20852

DATE FORWARDED
29 October 1987

NUMBER OF PACKAGES
1 tube, 2 boxes

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-9995 (HSB-10-1-82)
OPR-J217-HSB-81 Florida, Pensacola Bay

1 Tube containing:
- ~~1~~ Original Smooth Sheet for H-9995
- ~~1~~ Original smooth position overlay
- ~~2~~ Original smooth excess overlays
- ~~7~~ Smooth field sheets
- ~~1~~ Original Descriptive Report for H-9995

1 Box containing:
- ~~1~~ US Naval Air Basic Training Command Drawing #132982
- ~~2~~ Navy Public Works Center Drawings #5081266 (2 of 2) and #5081285 (1 of 2)
- ~~16~~ Sounding Volumes (NOAA Form 77-44)
- ~~1~~ Envelope with miscellaneous data removed from the original Descriptive Report
- ~~1~~ Envelope with supplemental data removed from the printouts
- ~~1~~ Cahier with final sounding printout and line file listing
- ~~1~~ Cahier with final position printout and control listing

FROM: (Signature) Richard H. Whitfield
Richard H. Whitfield

RECEIVED THE ABOVE
(Name, Division, Date)

Dwayne L. Clark
November 20, 1987

Return receipted copy to:

Chief, Hydrographic Surveys Branch,
N/MOA23
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510-1114

NOAA FORM 61-29
(12-71)

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

REFERENCE NO.
MOA23-70-87

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 Branch, N/CG243
Room 151, WSC-1
Hydrographic Surveys Branch
Rockville, MD 20852

DATE FORWARDED
29 October 1987

NUMBER OF PACKAGES
1 tube, 2 boxes

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1 box containing:
- ~~1~~ Album containing aerial photos of Pensacola Bay
- ~~1~~ Envelope containing field TC/TI listings
- ~~1~~ Envelope containing field bar check logs and abstracts
- ~~1~~ Envelope containing field Del Norte callibrations
- ~~3~~ Accordian files containing fathograms, master tape and corrector printouts for:

VESNO 1278 for 1982 JDs: 036, 045, 049, 050, 054, 055, 061, 062, 063, 068, 069, 076, 077, 082, 084, 111, 116, 126, 144, 146, 152, 155, 158, 342, 343, 347, and 348.

for 1983 JDs: 017, 024, 026, 027, 028, 031, 034, 038, 039, 040, 045, 048, 049, 053, 054, 055, 056, 057, 069, 075, 077, 088, 095, 109, 124, 125, 126, 129, 130, 157, 159, 160, and 173.

VESNO 576 for 1983 JDs: 118.

FROM: (Signature) Richard H. Whitfield
Richard H. Whitfield

RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

Chief, Hydrographic Surveys Branch,
N/MOA23
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510-1114

★U.S.GPO:1983-0-684-008/1192

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-9995

Number of positions	3499
Number of soundings	13798
Number of control stations	50

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	35	12/15/83
Verification of Field Data	1170	04/19/86
Quality Control Checks	166	
Evaluation and Analysis	233	01/30/87
Final Inspection	48	01/23/87
TOTAL TIME	1652	
Marine Center Approval		01/30/87

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

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-9995 FIELD NO.: HSB-10-1-82

Florida, Pensacola Bay, Fort McRee to Bayou Chico

SURVEYED: 5 February 1982 to 22 June 1983

SCALE: 1:10,000 PROJECT NO.: J217-HSB-81

SOUNDINGS: RAYTHEON DE-719B fathometer, Sounding Pole and Leadline

CONTROL: DEL NORTE (Range/Range), DEL NORTE and Theodolite (Range/Azimuth), HP-3810B Total Station and "See Boat Sheet"

Chief of Party.....R. W. Jones

Surveyed by.....S. P. DeBow
.....F. E. Ohlinger
.....M. Mangual-Ortiz
.....G. D. Hendrix
.....G. S. Lloyd
.....G. L. Merrill
.....L. R. Noyes
.....T. A. Taylor
.....R. A. Covey (CHS)

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

1. INTRODUCTION

a. During office processing it was found that charts 11378 and 11383 were not in coincidence. Comparison was made with the latest chart editions and it was found that this condition still exists.

b. No other unusual problems were encountered during office processing.

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

d. Bayou Chico and the berthing area for the U.S.S. LEXINGTON are shown in two 1:5,000 scale insets on the smooth sheet. The western limits of Bayou Grande is shown in a 1:10,000 scale inset on the smooth sheet.

e. The digital records for this survey contain multiple header records identifying four digital files; the main sheet and inset numbers one, two and three.

2. CONTROL AND SHORELINE

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

b. The shoreline for the 1:10,000 scale main sheet and a portion of the 1:10,000 scale inset number one east of Longitude 87°20'00"W of the present survey originates with 1:10,000 scale registered Coastal Zone Maps TP-00545, TP-00546 of 1978-79 and unregistered Coastal Zone Maps TP-00544 and TP-00547 of 1978-79. West of Longitude 87°20'00"W in inset number one the shoreline originates with 1:20,000 scale registered Coastal Zone Map TP-00543 of 1978-79. The 1:20,000 scale map was enlarged and applied to the smooth sheet.

Shoreline for the 1:5,000 scale insets numbers two and three originates with 1:10,000 scale unregistered Coastal Zone Map TP-00544 of 1978-79 and registered Coastal Zone Maps TP-00545 and TP-00546 of 1978-79. These 1:10,000 manuscripts were enlarged using a KARGL reflecting projector and applied to the smooth sheet.

Shoreline revisions by the hydrographer are shown in red on the present survey. Shoreline revisions in the vicinity of Latitude 30°22'15"N, Longitude 87°14'54"W, and Latitude 30°24'10"N, Longitude 87°15'25"W were made during office processing and are shown in red on the present survey . The shoreline revision in the vicinity of Latitude 30°19'42"N, Longitude 87°19'03"W was brought forward from junctional survey H-9968 (1981-82) during office processing.

In the vicinity of Latitude 30°20'42"N, Longitude 87°15'54"W the hydrographer made a shoreline change in red on the final field sheet for the U.S.S. LEXINGTON wharf. Shoreline in this area was applied to the smooth sheet in black from Coastal Zone Map TP-00545 during office processing because there was no shoreline change between the hydrographer's final field sheet and Coastal Zone Map TP-00545.

In the vicinity of Latitude 30°23'58"N, Longitude 87°14'25"W, west of the Bayou Chico Bridge to the Pensacola Yacht Club the hydrographer made shoreline changes in red on the final field sheet. Shoreline in this area was applied to the smooth sheet in black from Coastal Zone Map TP-00546 during office processing. It appears the shoreline was drawn on the hydrographers final field sheet in error because it does not agree with the Coastal Zone Map.

3. HYDROGRAPHY

a. Soundings at crossings 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 are adequately delineated except for portions of the 0-foot curve and the supplemental 3-foot depth curve because of their proximity to shore and scarcity of hydrography in some areas. Portions of the 36-foot supplemental depth curve, a brown curve and some dashed depth curves were added to emphasize shoal and deep features.

c. Development of the bottom configuration and determination of least depth is considered well done with the following exception:

The channel running to the U.S. Coast Guard Pier in the vicinity of Latitude 30°19'15"N, Longitude 87°15'20"W was not adequately developed.

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 except as follows:

a. One fixed aid to navigation, Bayou Chico Light "8", was not discussed in section N. of the Descriptive Report or listed on NOAA forms 76-40 found on pages 87-92 of the Descriptive Report.

b. Two landmarks (Pensacola U.S. Naval Air Station Power Stack and Warrington Water Tank) were listed as fixed aids to navigation in section N. of the Descriptive Report. Additionally these two landmarks were not listed on the NOAA form 76-40.

c. No azimuths of ranges were confirmed as per 4.2.3.1. of the Project Instructions.

d. The hydrographer failed to locate or discuss any charted submerged pipelines or sewers as required by section 5.3.4 (N) of the HYDROGRAPHIC MANUAL.

e. The hydrographer did not mention Coastal Zone Map TP-00543 as a source for shoreline on the present survey.

f. It would have been desirable for bottom samples to be taken on shoal features as required by section 8.1. of the Project Instructions and section 4.5.9.2. of the HYDROGRAPHIC MANUAL.

g. The hydrographer verified but failed to locate two uncharted pier ruins in Latitude 30°20'12.23"N, Longitude 87°18'57.66"W and Latitude 30°20'40.23"N, Longitude 87°17'22.77"W.

The two pier ruins were drawn on the present survey during office processing using notes from the hydrographer. It is recommended that the pier ruins be charted at the present survey positions.

h. The hydrographer discussed but did not locate Presurvey Review Item #324, a dangerous submerged wreck on the present survey. Information for this item was found with survey H-10005. Discussion and charting recommendations for this item are included in the evaluation report for H-10005.

i. A number of charted features, usually submerged ruins, were not mentioned by the hydrographer. Although not shown on the Coastal Zone Maps, the disposition of these items should be determined in the field.

j. The two uncharted piers located by the hydrographer in the vicinity of Latitude 30°24'27"N, Longitude 87°15'22"W and Latitude 30°24'10"N, Longitude 87°15'20"W in Bayou Chico were not delineated accurately on the final field sheet if the information provided by the hydrographer is correct. The hydrographer states that there are numerous finger piers and mooring piles in the area. These are not shown on the final field sheet. Additionally the hydrographer failed to show where the piers meet with the shoreline.

k. The hydrographer located but did not delineate a foul area in the vicinity of Latitude 30°19'47"N, Longitude 87°17'20"W. Foul limits were added to the present survey during office processing. See also section 6.a.3)e. for prior survey H-5823 (1935) of this report.

l. In the vicinity of Latitude 30°23'15"N, Longitude 87°14'30"W the hydrographer exceeded the position frequency and sounding interval requirements as stated in sections 1.4.5., 1.4.6. and 4.5.6. of the Hydrographic Manual.

m. Numerous offshore features shown on the final field overlays were omitted from the final field sheets. All features originating with manuscripts and the hydrographer should be shown on the the final field sheet.

n. The hydrographer failed to verify or disprove two (2) uncharted groin ruins originating with Coastal Zone Map TP-00545 in Latitude 30°20'38.2"N, Longitude 87°17'32"W. The shoreline in the area has receded 20 meters and present survey depths are one (1) foot. The two groin ruins were drawn on the present survey as submerged groin ruins during office processing. It is recommended that these features be charted as submerged groin ruins as shown on the present survey.

5. JUNCTIONS

H-9668 (1981-82) to the south
H-10005 (1982) to the east

The smooth sheet for H-9668 (1981-82) is archived at headquarters and a standard junction was not made. The comparison between a stable base copy of H-9668 and the present survey shows the western tip of Santa Rosa Island has receded from 0 to 150 meters in the vicinity of Latitude 30°19'12"N, Longitude 87°18'06"W. A 59-foot sounding on the present survey in Latitude 30°19'40"N, Longitude 87°18'35"W is located on the deep side of the sixty foot curve on H-9668 and a 9-foot sounding on the present survey in Latitude 30°19'41"N, Longitude 87°18'18"W is located on the shoal side of the six foot curve on H-9668. Any changes to depth curves will have to be made at headquarters during chart compilation.

An excellent junction was effected between the present survey and H-10005 (1982).

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrographic

H-2026 (1889) 1:10,000
H-5669 (1934) 1:10,000
H-5823 (1935) 1:10,000
H-5835 (1935) 1:10,000

The above surveys taken together cover the present survey in its entirety.

1) Prior survey H-2026 (1889) covers the area of Bayou Grande and is adequately discussed in section K. page 8 of the Descriptive Report. However the following should be noted:

a. A seven (7) foot sounding shown on the prior survey in Latitude 30°22'25"N, Longitude 87°18'09"W is in present survey depths of ten (10) to eleven (11) feet. An echo sounder depth of nine (9) feet was found by the hydrographer in Latitude 30°22'25.99N, Longitude 87°18.10.13"W hydrographer on the present survey. No indications of shoaler sounding were found in the area. It is recommended that the 9-foot sounding be charted in the position located by the hydrographer.

b. A bridge shown on the prior survey in the vicinity of Latitude 30°22'48"N, Longitude 87°15'57"W was not discussed by the hydrographer. This feature is not charted or shown on any other manuscript or prior survey. The present survey shows no indication of bridge ruins or the remains of a roadbed in the area. No change in charting status is recommended.

2) Prior survey H-5669 (1934) covers a small portion of the western end of the present survey. Cultural changes alongshore and nearshore have drastically changed depths and shoreline. The Intercoastal Waterway has been added from the western end of Pensacola Bay to Big Lagoon to the west. The

northern tip of Daulphin Island at Ft. McRee has accreted approximately 150 meters to the northeast.

3) Prior survey H-5823 (1935) covers the entrance to Pensacola Bay and the turning basin for the U.S.S. LEXINGTON. Because of continuous dredging for the maintenance of the channel to Pensacola Bay and the turning basin only the portions of the prior survey outside of these areas could be compared. In general the present survey shows a trend of being one (1) to five (5) feet shoaler than the prior survey.

Shoreline in the vicinity of Latitude 30°21'12"N, Longitude 87°15'45"W has accreted up to 320 meters from the deposit of dredge spoil. Shoreline in the vicinity of Latitude 30°20'15"N, Longitude 87°18'51"W north of the Intercoastal Waterway has receded 0 to 250 meters. On the north shore of Santa Rosa Island in the vicinity of Latitude 30°19'30"N, Longitude 87°16'15"W the shoreline has accreted as much as 300 meters. The western tip of Santa Rosa Island at Ft. Pickens has accreted up to 250 meters.

The following should also be noted:

a. The two charted piles in the vicinity of Latitude 30°19'11"N, Longitude 87°14'30"W originating with the prior survey were not considered verified or disproved by the hydrographer. The piles were brought forward as submerged piles to supplement the present survey and should be revised as submerged piles and charted in the position shown on the present survey.

b. The charted row of piles in ruin in the vicinity of Latitude 30°19'16"N, Longitude 87°15'20"W at the old Coast Guard Station originate with the prior survey as piling (dock in ruins). The hydrographer verified that the ruins no longer exist. It is recommended that the row of piles in ruin be removed from the chart.

c. The charted shoal in Latitude 30°19'14"N, Longitude 87°15'22"W originates with the prior survey as a 0-foot sounding. Present survey soundings show no indication of a shoal in the area. It is recommended that the charted shoal symbol be removed from the chart.

d.) A charted 18 foot sounding in Latitude 30°19'51.5"N, Longitude 87°15'54.0"W originating with the prior survey is in present survey depths of 47 feet. The area was developed by the hydrographer with no indication of a shoal feature in the area. It is recommended that the 18 foot sounding be removed from the chart.

e. The uncharted foul area in Latitude 30°19'47"N, Longitude 87°17'21"W located by the hydrographer originates with the prior survey as ruins of an old dock and submerged

pilings. The dock and submerged pilings are delineated as an area foul with rubble and piles on the present survey. It is recommended the foul limits be charted as shown on the present survey.

f. Presurvey Review Item #310, a charted row of rocks, uncovering at MLW, in Latitude 30°19'48"N, Longitude 87°18'55"W, originating with a 1934 Air Photo Compilation updated to 1946 (BP 41339) was located by the hydrographer. This item appears to be the remains of a jetty shown on the prior survey. It is recommended that the charted row of rocks be revised as foul limits and charted as shown on the present survey. The present survey found the area to be covered one-foot at MLLW.

g. The pile shown in Latitude 30°20'38.4"N, Longitude 87°17'54.4"W was considered neither verified nor disproved by the present survey. The pile was brought forward from the prior survey to the present survey as a submerged pile. Although the pile is not presently charted, it is recommended that the submerged pile be charted as shown on the present survey unless other charting information supports the authority for its removal.

h. The row of iron pipes shown in the vicinity of Latitude 30°20'36.5"N, Longitude 87°17'34.0"W was considered neither verified nor disproved by the present survey. The row of pipes was brought forward from the prior survey to the present survey as two rows of submerged pipes. Although the pipes are not presently charted, it is recommended the row of submerged pipes be charted as shown on the present survey unless other charting information supports the authority for their removal.

i. The charted pier ruins in Latitude 30°20'39"N, Longitude 87°17'22"W were considered neither verified nor disproved by the present survey. These ruins originate with a pier shown on the prior survey. The pier was brought forward as submerged pier ruins to supplement the present survey. It is recommended that these ruins be retained as charted. The delineation of the submerged pier ruins on the present survey is based upon the pier shown on the prior survey.

j. The three piles marking the limits of a bathing area in the vicinity of Latitude 30°20'37"N, Longitude 87°17'23"W were considered neither verified nor disproved by the present survey. These piles were brought forward from the prior survey to the present survey as submerged piles. Although the piles are not presently charted, it is recommended the submerged piles be charted as shown on the present survey unless other charting information supports the authority for their removal.

k. The charted submerged pipeline segment, in Latitude 30°20'43"N, Longitude 87°17'08"W, on chart 11384 was not verified or disproved by the hydrographer. The submerged pipeline originates with the prior survey as a pile marking a pipeline. The pile and pipeline were brought forward from the prior survey to the present survey as a submerged pile and pipeline. It is recommended that the submerged pile and pipeline be charted as shown on the present survey.

l. The ten charted seaplane ramps along the south shore of the Pensacola Naval Air Station between Longitude 87°16'09"W and Longitude 87°16'44"W originate with the prior survey. The submerged portion of the seaplane ramps were brought forward from the prior survey to supplement the present survey. No change in the present charting status is recommended; however, some confusion does exist with the submerged portion of the seaplane ramps because they can be mistaken as ruins at the offshore end of piers. It is recommend that the note "seaplane ramps" be added to the charts.

m. The charted ruins in Latitude 30°20'44"N, Longitude 87°16'41"W should remain as charted because they are not considered verified or disproved by the present survey. The charted ruins originate with a seaplane ramp shown on the prior survey. The seaplane ramp and submerged portion of the ramp were brought forward from the prior survey to the present survey as submerged ruins.

n. The pier shown in Latitude 30°20'40"N, Longitude 87°16'08"W is considered neither verified nor disproved by the present survey. The pier was brought forward from the prior survey to the present survey as submerged pier ruins. Although the pier is not presently charted, it is recommended that the submerged pier ruins be charted as shown on the present survey unless other charting information supports the authority for their removal.

o. The piles shown in Latitude 30°20'50.0"N, Longitude 87°15'52.6"W and Latitude 30°20'51.6"N, Longitude 87°15'49.2"W are considered neither verified nor disproved by the present survey. These piles were brought forward from the prior survey to the present survey as submerged piles. Although the piles are not presently charted, it is recommended the submerged piles be charted as shown on the present survey unless other charting information supports the authority for their removal.

p. The dolphin shown in Latitude 30°20'50.4"N, Longitude 87°15'49.6"W is considered neither verified nor disproved by the present survey. The dolphin was brought forward from the prior survey to the present survey as a submerged dolphin. Although the dolphin is not presently charted, it is recommended that the submerged dolphin be

charted as shown on the present survey unless other charting information supports the authority for its removal.

q. The "L shaped" row of piles centrally located in Latitude 30°20'55.0"N, Longitude 87°15'47.3"W on the prior survey is considered neither verified nor disproved by the present survey. These piles, while not presently charted, were brought forward from the prior survey as a row of submerged piles to supplement the present survey. It is recommended that the row of submerged piles be charted as shown on the present survey unless other charting information supports the authority for their removal.

r. The three submerged piling stubs shown in the vicinity of Latitude 30°20'55"N, Longitude 87°15'47"W on the prior survey are considered neither verified nor disproved by the present survey. These piles were brought forward from the prior survey to the present survey as submerged piles. It is recommended that the submerged piles be charted as shown on the present survey unless other charting information supports the authority for their removal.

s. Present survey hydrography indicates that the pier shown on the prior survey in Latitude 30°20'52"N, Longitude 87°15'54"W no longer exists. No change in charting status is recommended.

t. Present survey hydrography indicates that the three piles shown on the prior survey in the vicinity of Latitude 30°21'15"N, Longitude 87°15'37"W no longer exist. Soundings in the area on the present survey are now one (1) to three (3) feet shoaler than the prior survey soundings. No change in charting status is recommended.

4) Prior survey H-5835 (1935) covers the northeastern area of the present survey to depths of approximately 28 feet and Bayou Chico. Prior survey H-5835 (1935) compares favorably with the present survey outside of Bayou Chico with soundings generally one (1) to three (3) feet deeper than the present survey. In Bayou Chico outside of the channels and the turning basin soundings are one (1) to four (4) feet shoaler on the present survey. Soundings in the channels are in good agreement with the exception of the turning basin where soundings are three (3) to five (5) feet deeper on the present survey.

Shoreline in the vicinity of Latitude 30°22'24"N, Longitude 87°16'00"W has accreted up to 260 meters due to the addition of a breakwater and channel creating a new entrance to Bayou Chico. An island on the north side of the channel has been formed from the deposit of dredge spoil. The north end of the small island in the vicinity of Latitude 30°22'42"N, Longitude 87°16'02"W where the abandoned railroad once crossed

has receded approximately 150 meters to the south. Star Lake is now navigable.

The following should also be noted:

a. The row of piles shown on the prior survey in the vicinity of Latitude 30°24'30.0"N, Longitude 87°15'26.5"W was located by the hydrographer and found to be in ruins and bares 2 feet above MLLW. It is recommended that the row of piles be charted as a row of piles in ruins in the position shown on the present survey. Two piles shown on the prior survey, extending 20 meters further offshore than the row of piles in ruins on the present survey were not located by the hydrographer. Since the depths have now shoaled from 6 feet to one-half foot in the area the two piles were not brought forward to the present survey and should not be charted.

b. The row of piles in Latitude 30°24'22.5"N, Longitude 87°15'18.0"W was not found by the present survey nor are they presently charted. The piles are in an area where piers have been built since the date of the prior survey. No change in the present charting status is recommended.

c. A dolphin in Latitude 30°24'19.8"N, Longitude 87°15'20.5"W was not found by the present survey nor is it presently charted. The dolphin falls within an area that is now a turning basin and is four (4) to five (5) feet deeper than the prior survey. No change in the present charting status is recommended.

d. The pipe in Latitude 30°24'18.7"N, Longitude 87°15'20.3"W is considered neither verified nor disproved by the present survey. The pipe was brought forward from the prior survey to the present survey as a submerged pipe. Although the pipe is not presently charted, it is recommended that the submerged pipe be charted as shown on the present survey unless other charting information supports the authority for its removal.

e. A charted dolphin in Latitude 30°24'17.7"N, Longitude 87°15'17.5"W originates with the prior survey as a dolphin in ruins. The dolphin is not considered verified or disproved by the present survey and was brought forward from the prior survey to the present survey as a submerged dolphin. It is recommended that the charted dolphin be revised as a submerged dolphin in the charted position.

f. A charted pile in Latitude 30°24'15"N, Longitude 87°15'15"W originating with the prior survey was found by the hydrographer in Latitude 30°24'15.11"N, Longitude 87°15'13.91"W. It is recommended that the position of the charted pile be revised to the present survey position.

g. The charted dolphin and pile in Latitude 30°24'13.6"N, Longitude 87°15'08.6"W and Latitude 30°24'12.5"N, Longitude 87°15'08.6"W respectively, originate with the prior survey. These are not considered verified or disproved by the present survey. The dolphin and pile were brought forward from the prior survey to the present survey as a submerged dolphin and a submerged pile. It is recommended that the charted dolphin and pile be revised to a submerged dolphin and submerged pile.

h. The charted pile in Latitude 30°24'11"N, Longitude 87°15'19"W was located by the hydrographer in Latitude 30°24'11.19"N, Longitude 87°15'18.82"W and described as a pile in ruins 2 feet above MLLW. The pile located by the hydrographer originates with the prior survey and is the eastern most pile of a row of piles shown in an east-west line in approximate Latitude 30°24'11"N from Longitude 87°15'19"W to Longitude 87°15'36"W. With the exception of the pile located by the hydrographer, the remaining row of piles is presently charted as the chart sounding datum line on chart 11383. On chart 11378 the row of piles is shown as six (6) piles. Since these items were neither verified nor disproved by the present survey, the row of piles was brought forward from the prior survey to the present survey as submerged piles. It is recommended that the charted chart sounding datum line be revised to submerged piles as shown on the present survey. It is also recommended that the charted pile located by the hydrographer be revised as a pile in ruins baring 2 feet above MLLW. The shoreline in the area has accreted approximately 50 meters to the north covering six (6) of the piles on the east end of the row.

i. The charted pile on chart 11383 in Latitude 30°24'09.7"N, Longitude 87°16'32.5"W is not considered verified or disproved by the hydrographer. The pile originates with the prior survey and was brought forward to supplement the present survey as a submerged pile. It is recommended that the charted pile be revised to a submerged pile.

j. The two charted piles on chart 11378 in Latitude 30°24'04"N, Longitude 87°15'17"W originate in part with a row of piles shown on the prior survey. Since the prior survey, the Lakewood Marina (presently charted) on charts 11383 and 11378, was built in the area and has been removed. The charted piles and the piles from the prior survey are considered neither verified nor disproved by the hydrographer. Four piles were brought forward from the prior survey as submerged piles to supplement the present survey. It is recommended that the two charted piles be revised to submerged piles and the two additional piles brought forward from the prior survey be charted as submerged piles unless other information indicates otherwise.

k. The dolphin in Latitude 30°24'10.5"N, Longitude 87°15'02.3"W is considered neither verified nor disproved by the present survey. The dolphin was brought forward from the prior survey to the present survey as a submerged dolphin. Although the dolphin is not presently charted, it is recommended that the submerged dolphin be charted as shown on the present survey unless other charting information supports the authority for its removal.

l. The dolphin in Latitude 30°24'07.8"N, Longitude 87°14'57.6"W is considered neither verified nor disproved by the present survey. The dolphin was brought forward from the prior survey to the present survey as a submerged dolphin. Although the dolphin is not presently charted, it is recommended that the submerged dolphin be charted as shown on the present survey unless other charting information supports the authority for its removal.

m. The dolphin in Latitude 30°24'06.4"N, Longitude 87°14'53.7"W was located by the hydrographer as a dolphin in ruins, baring 10 feet above MLLW, in Latitude 30°24'06.3"N, Longitude 87°14'53.5"W. The dolphin was located by the hydrographer at the same time and position as daybeacon "11". It is recommended that the daybeacon be charted and the note "dolphin in ruins baring 10 feet above MLLW" added as shown on the present survey.

n. The pipe stake in Latitude 30°24'04.2"N, Longitude 87°14'59.7"W is considered neither verified nor disproved by the present survey. The pipe stake was brought forward from the prior survey to the present survey as a submerged pipe. Although the submerged pipe is not presently charted, it is recommended that a submerged pipe be charted as shown on the present survey unless other charting information supports the authority for its removal.

o. The charted dolphin in Latitude 30°24'02.5"N, Longitude 87°14'47.5"W originating with the prior survey is not considered verified or disproved by the present survey. The dolphin was brought forward to supplement the present survey as a submerged dolphin. It is recommended that the charted dolphin be revised as a submerged dolphin.

p. The charted chart sounding datum line on chart 11383 in Latitude 30°24'06"N, Longitude 87°14'46"W originates with the prior survey as part of a foul limit line. It is recommended that the charted foul limit line be deleted from the chart and the area be charted as shown by the present survey.

q. The charted sunken wreck on chart 11378 (not on chart 11383) in Latitude 30°24'05"N, Longitude 87°14'45"W originates with the prior survey as a visible hulk. The shoreline has accreted in this area and the sunken wreck is

presently charted inside the high water line. It is recommended that the charted sunken wreck be deleted from the chart.

r. The charted pile on chart 11378 in Latitude 30°23'57.9"N, Longitude 87°14'42.8"W originating with the prior survey is not considered verified or disproved by the hydrographer. The pile was brought forward to supplement the present survey as a submerged pile. It is recommended that the charted pile be revised as a submerged pile.

s. The three charted piles on chart 11383 centrally located in Latitude 30°23'57"N, Longitude 87°14'46"W originate with the most easterly piles of a row of piles on the prior survey. A spit of land approximately 250 meters long has formed in the area drastically changing the shoreline in the area. It is recommended that the charted three piles be removed from the chart unless other information indicates otherwise.

t. The charted row of 7 piles in the vicinity of Latitude 30°23'54"N, Longitude 87°14'43"W is presently charted as what could be mistaken as the chart sounding datum line. The row of piles originates with the prior survey and was neither verified nor disproved by the field unit. Because major changes in the shoreline have occurred since the prior survey was conducted, three piles on the eastern end of the row have most probably been buried by the spit mentioned above in section s.). Four of the piles were brought forward from the prior survey as submerged piles to supplement the present survey. It is recommended that the shoreline be revised to reflect the delineation shown on the present survey and that the three easterly piles be deleted from the chart. It is also recommended that the four submerged piles be charted as shown on the present survey.

u. The charted pile in Latitude 30°23'55.4"N, Longitude 87°14'45.3"W was not verified or disproved by the hydrographer. The pile originates with the prior survey and was brought forward to supplement the present survey as a submerged pile. It is recommended that the charted pile be revised to a submerged pile.

v. Three dolphins centrally located in Latitude 30°23'54.7"N, Longitude 87°14'39.0"W the prior survey were searched for by the field unit. The hydrographer located a dolphin 10 feet above MLLW in Latitude 30°23'54.5"N, Longitude 87°14'39.1"W. This dolphin is in the same area as the most southerly of the three dolphins shown on the prior survey. The other two dolphins are not considered verified or disproved and were brought forward from the prior survey to the present survey as submerged dolphins. It is recommended that the two unverified dolphins be charted as submerged dolphins and the dolphin located by the hydrographer be charted as a

dolphin baring 10 feet above MLLW as shown on the present survey.

w. A pile shown in Latitude 30°23'57.4"N, Longitude 87°14'27.6"W was not found by the present survey nor is it presently charted. The pile falls within an area that is now two (2) to five (5) feet deeper that the prior survey. No change in the present charting status is recommended.

x. The charted ruins on chart 11383 in the vicinity of Latitude 30°23'31.4"N, Longitude 87°15'00.0"W originate with the prior survey as five broken concrete jetties. The jetties were not verified or disproved by the hydrographer and were brought forward from the prior survey to supplement the present survey as submerged jetties. No change in the present charting status is recommended.

y. The two charted piles on chart 11383 (a single pile on chart 11378) in Latitude 30°23'19"N, Longitude 87°15'16"W originating with the prior survey as an iron pipe baring 2 feet above MLW and an iron pile baring 2 feet above MLW are not considered verified or disproved by the hydrographer. The pile and pipe have been brought forward as submerged piles to supplement the present survey. It is recommended that the charted piles be revised to submerged piles.

applied to 11383

z. The charted piles on chart 11383 (a single pile on chart 11378) in Latitude 30°23'22"N, Longitude 87°15'16"W originate with the prior survey as a row of iron stakes. The charted piles were not considered verified or disproved by the hydrographer and were brought forward from the prior survey as a submerged row of iron stakes to supplement the present survey. It is recommended that the charted piles be revised to a submerged row of iron stakes.

aa. The four charted piles on chart 11383 (two piles on chart 11378) in Latitude 30°23'06"N, Longitude 87°15'32"W originating with the prior survey are not considered verified or disproved by the hydrographer. The piles were brought forward from the prior survey to the present survey as submerged piles. It is recommended that the charted piles be revised to submerged piles as shown on the present survey

applied to 11383

bb. The charted row of piles (seven piles on chart 11383 and five piles on chart 11378) centrally located in Latitude 30°23'04"N, Longitude 87°15'32"W originate with the prior survey as submerged piles and a pile baring 2 feet at MLW. These piles are not considered verified or disproved by the hydrographer and were brought forward from the prior survey to the present survey as submerged piles. It is recommended that the charted piles be revised to submerged piles as shown on the present survey.

cc. The charted submerged piles, shown as a dashed line with the legend "submerged piling" on chart 11383 and four piles with the legend "submerged piles" on chart 11378, in a north-south line in the vicinity of Latitude 30°22'50"N, Longitude 87°16'00"W originate with the prior survey. The submerged piles are shown as an abandoned railroad trestle on the prior survey. It is recommended that the charted submerged piles on chart 11383 and the four piles on chart 11378 be charted as submerged piles as shown on the present survey.

dd. The charted limit line on chart 11378 and 60-ft curve on chart 11383 in a north-south line in the vicinity of Latitude 30°23'35"N, Longitude 87°15'59"W originate with the prior survey. The charted feature is shown on the prior survey as broken rock fill possibly from an abandoned railroad bed. The ruins are not considered verified or disproved by the present survey. The broken rock fill was brought forward from the prior survey and shown as submerged ruins on the present survey. It is recommended that the charted features be revised and charted as submerged ruins as shown on the present survey.

ee. A channel has been created as a new entrance to Bayou Grande in the vicinity of Latitude 30°22'25"N, Longitude 87°15'25"W.

The present survey is considered adequate to supersede the above listed prior surveys except as noted in this report.

b. Topographic

T-5488 (1934) 1:10,000
T-5490 (1934) 1:10,000

The shoreline for three (3) previously discussed prior hydrographic surveys, H-5669 (1934), H-5823 (1935) and H-5835 (1935), originates with the two (2) topographic surveys listed above.

Some of the features noted in the previous discussions of prior hydrographic surveys are the same as for these prior topographic surveys. Discussions of charting disposition is found in section 6.a. of this report.

The present survey data and the shoreline maps noted in section 2.b. of this report are considered adequate to supersede the above prior topographic maps.

7. COMPARISON WITH CHART 11378 (18th Ed., Aug 21/82)
11383 (39th Ed., Mar 27/82)
11384 (25th Ed., Sep 4/82)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and miscellaneous sources which need no further consideration. Specific items discussed in sections K. and L. of the Descriptive Report have charting recommendations that require no additional comments except as noted in that report. The following should be noted:

1) Numerous uncharted cultural and natural features were located by the hydrographer during the survey. It is recommended that these features be charted as shown on the present survey providing the scale of the chart allows.

2) An uncharted dangerous submerged wreck, the English Bark "RHODA" was located by the hydrographer in Latitude 30°19'34.26"N, Longitude 87°14'58.60"W with an echo sounder least depth of 21 feet. It is recommended that a wreck with a depth of 21 feet (21 Wk) be charted as shown on the present survey.

Charted 11383

3) Presurvey Review Item #316, a charted dangerous sunken wreck, PD (16 ft, rep) in Latitude 30°19'23"N, Longitude 87°15'20"W originating with Notice to Mariners 47 of 1967 (NM 47/67) was searched for but not found by the fathometer while running mainscheme hydrography. It is recommended that the dangerous sunken wreck, PD be retained as charted.

retained

4) It is recommended that the charted piers or groins on chart 11384 along the north shore of Santa Rosa Island between Longitude 87°17'32"W and Longitude 87°17'42"W be removed from the chart and the area charted as shown on the present survey unless other information indicates otherwise.

5) Presurvey Review Item #311, a dangerous sunken wreck, charted in Latitude 30°19'48"N, Longitude 87°18'49"W originating as a visible wreck with a 1934 Air Photo Compilation updated to 1946 (BP-41339) was located by the hydrographer in Latitude 30°19'48.01"N, Longitude 87°18'51.70"W. A least depth of 1 foot was obtained by sounding pole. It is recommended that a wreck with a depth of 1 foot (1 Wk) be charted as shown on the present survey and the symbol for the dangerous sunken wreck be deleted from the chart.

Applied to 11383

6) Presurvey Review Item #312 an obstruction, 2 feet reported charted in Latitude 30°20'04.07"N, Longitude 87°18'57.79"W originates with a 1976 Chart Adequacy Survey (CAS) (CL1810/76). The obstruction was located by the hydrographer in Latitude 30°20'03.64"N, Longitude 87°18'57.73"W and was confirmed by divers to be a steel tower that covers 7 feet at MLLW. It is recommended that the obstruction (steel tower) (7 obst) be charted as shown on the present survey.

Applied to 11383

7) The charted pier ruins extending 40 meters offshore in Latitude 30°20'40.0"N, Longitude 87°17'20.4"W on chart 11384

originate with an unknown source. The pier ruins are considered neither verified or disproved by the hydrographer. It is recommended that the charted pier ruins be revised as submerged pier ruins.

8) Presurvey Review Item #314, a sunken pile charted in Latitude 30°20'42.0"N, Longitude 87°17'14.7"W, originates with an unknown source. The sunken pile is considered neither verified nor disproved by the hydrographer. It is recommended that the submerged pile be retained as charted on charts 11378 and 11383. The item is charted as a sunken pile on chart 11384 and should be revised as a submerged pile.

9) An uncharted platform in Latitude 30°20'39.8"N, Longitude 87°16'05.4"W originates with TP-00545. It is recommended that the platform be charted as shown on the present survey.

10) The charted ruins extending 60 meters offshore in the vicinity of Latitude 30°20'40.0"N, Longitude 87°16'05.6"W on chart 11384 originate with an unknown source and were neither verified or disproved by the hydrographer. It is recommended that the ruins be retained as charted.

11) The hydrographer located a foul area (rocks and rubble) baring 1 foot at MLLW in the vicinity of Latitude 30°21'12.5"N, Longitude 87°15'31.5"W. A foul limit line was drawn on the present survey based on the description given by the hydrographer in sounding volume 5, page 53. This area falls within a charted spoil area limit line. On a subsequent edition of chart 11384 the foul area is approximately 85 meters west of a charted "Rks" legend. It is recommended that the chart compiler take the appropriate charting action.

12) The charted depths of 14 feet to 19 feet in the vicinity of Latitude 30°21'22"NN, Longitude 87°15'42"W were developed by the hydrographer. The present survey indicates that the area is shoaling and that depths are now 6 feet to 9 feet. Recommend that the present survey supersede the charted depths in the common area.

13) Presurvey Review Item #329, the pier and dols,PA charted in the vicinity of Latitude 30°22'02"N, Longitude 87°16'10"W, was developed by the hydrographer. Additional discussion is in section K., page 11 of the Descriptive Report. It is recommended that the four charted dolphins in the area be removed from the chart and that the charted pier (Naval Sailing Facility) be revised and charted as shown on the present survey.

14) Presurvey Review Item #332, a charted visible wreck PA, in Latitude 30°21'55"N, Longitude 87°16'03"W originates with TP-00544. The item was located by the hydrographer in Latitude 30°21'55.12"N, Longitude 87°16'02.78"W

and found to be a large platform in ruins. It is recommended that the charted visible wreck PA be deleted and an obstruction (platform in ruins) be charted as shown on the present survey.

15) An uncharted stranded wreck shown on TP-00544 in Latitude 30°21'55.4"N, Longitude 87°16'10.6"W was located by the hydrographer in Latitude 30°21'50.13"N, Longitude 87°16'06.84"W. The hydrographer states that the wreck has moved from the location shown on TP-00544 to the position shown on the present survey after the completion of the field edit. It is recommended that the stranded wreck shown on TP-00544 not be charted. It is recommended that a visible wreck be charted as shown on the present survey.

16) The following charted features in Bayou Grande originate from unknown sources and were neither verified, disproved or discussed by the hydrographer. These features are not shown on the present survey.

	Feature	Latitude N	Longitude W
1.	Pier	30°22'27"	87°18'53"
2.	Pier	30°22'29"	87°18'53"
3.	Pier	30°22'29"	87°18'48"
4.	Pier	30°22'25"	87°18'41"
5.	Pier	30°22'25"	87°18'37"
6.	Pier	30°22'25"	87°18'36"
7.	Pier	30°22'29"	87°18'28"
8.	Pier	30°22'28"	87°18'25"
9.	Pier	30°22'32"	87°18'12"
10.	Pier	30°22'38"	87°18'05"
11.	Pier	30°22'36"	87°17'52"
12.	Pier	30°22'36"	87°17'45"
13.	Pier	30°22'35"	87°17'42"
14.	Pier	30°22'29"	87°17'29"
15.	Pier	30°22'29"	87°17'28"
16.	Pier	30°22'26"	87°17'22"
17.	Pier	30°22'23"	87°16'56"
18.	Pier	30°22'57"	87°17'11"
19.	Pier	30°22'59"	87°17'20"
20.	Pier	30°22'50"	87°16'44"
21.	Pier	30°22'45"	87°16'40"
22.	Pier	30°22'27"	87°16'25"
23.	Pier	30°22'22"	87°16'19"
24.	Pier	30°22'29"	87°16'12"
25.	Pier	30°22'36"	87°16'13"

It is recommended that charting action for these features be deferred to the chart compiler.

17) The following charted piers in Bayou Grande were located by the hydrographer and described as pier ruins. It is recommended that the charted piers be revised to pier ruins.

	Feature	Latitude N	Longitude W
1.	Pier	30°22'25"	87°18'51"
2.	Pier	30°22'26"	87°18'46"
3.	Pier	30°22'25"	87°18'45"
4.	Pier	30°22'25"	87°18'43"
5.	Pier	30°22'34"	87°18'18"
6.	Pier	30°22'27"	87°17'25"
7.	Pier	30°22'28"	87°16'27"
8.	Pier	30°22'28"	87°16'26"

18) The charted pier ruins in Latitude 30°22'13"N, Longitude 87°16'41"W were not located by the hydrographer; however, numerous wooden and steel piles were found in the area. It is recommended that the charted pier ruins be deleted and the piles located by the hydrographer be charted as shown on the present survey.

19) The charted pier in Latitude 30°22'07"N, Longitude 87°17'33"W was located by the hydrographer in Latitude 30°22'06.0"N, Longitude 87°17'34.4"W. The pier is locally known as the Navy Recreation Pier. It is recommended that the charted pier be revised and charted as shown on the present survey.

20) It is recommended that the charted piers and pier ruins along the shoreline east of Warrington from Latitude 30°22'53"N, Longitude 87°16'00"W to Latitude 30°23'36"N, Longitude 87°14'52"W be revised and charted as shown on the present survey

21) The charted pile on chart 11383 in Latitude 30°23'56"N, Longitude 87°14'38"W originating with an unknown source is considered neither verified nor disproved by the present survey. It is recommended that the charted pile be revised to a submerged pile.

22) The Lakewood Marina charted in Latitude 30°24'04"N, Longitude 87°15'14"W is not shown on the present survey. It was verified by the hydrographer that the marina was removed in 1981. It is recommended that the charted marina be deleted from the chart and the area charted as shown on the present survey

23) The following charted features on chart 11378 in Bayou Chico originate with sources and were neither verified, disproved, or discussed by the hydrographer. These features are not shown on the present survey.

	Feature	Latitude N	Longitude W
1.	Pier	30°24'10"	87°15'29"
2.	Pier	30°24'11"	87°15'32"
3.	Pier	30°24'13"	87°15'41"

4.	Pier	30°24'09"	87°15'45"
5.	Pier	30°24'08"	87°15'47"
6.	Pier	30°24'13"	87°15'53"
7.	Pier	30°24'13"	87°15'52"
8.	Pier	30°24'13"	87°15'51"
9.	Pier	30°24'35"	87°15'27"

It is recommended that the charting action for the features listed above be deferred to the chart compiler.

24) The charted pier in Latitude 30°24'13"N, Longitude 87°15'54"W should be revised and charted as pier ruins in the position shown on the present survey.

25) An uncharted wreck (barge) originating with TP-00544 in Latitude 30°24'07.6"N, Longitude 87°15'59.1"W was verified by the hydrographer. It is recommended that the wreck be charted as shown on the present survey.

26) Presurvey Review Item #327, an area noted as wrecks centrally located in Latitude 30°24'15"N, Longitude 87°15'35"W originates with a 1979 Power Squadron Report (CL-701/1979). Two wrecks are shown on TP-00544 in Latitude 30°24'17.3"N, Longitude 87°15'36.0"W and Latitude 30°24'17.8"N, Longitude 87°15'33.5"W. The two wrecks were verified by the hydrographer as the bottom decks of wooden barges. A least depth of 2 feet was obtained in the area. It is recommended that the two wrecks be charted as wrecks covered 2 feet at MLLW in the positions shown on the present survey.

27) The five charted dolphins on chart 11383 in the vicinity of Latitude 30°24'01"N, Longitude 87°14'41"W, west of the Runyan Boatyard, originate with miscellaneous sources and TP-00546. The hydrographer developed the area and located four dolphins in the positions shown on the present survey. The fifth dolphin originates with TP-00546 in Latitude 30°24'00.2"N, Longitude 87°14'39.4"W. A telephone conversation with Mr. Chuck Nugent of Runyan Machine and Boiler Works, 2132 Barrancus Ave., Pensacola, Florida 32573 (Telephone (904)433-1107) confirmed that there are five dolphins in the area as described by the hydrographer. It is recommended that the five charted dolphins be charted as shown on the present survey.

28) The hydrographer located two uncharted dolphins in Latitude 30°23'59.43"N, Longitude 87°14'37.52"W and Latitude 30°23'59.67"N, Longitude 87°14'38.15"W. According to the hydrographer's description in the sounding log (Vol. 14, Pg. 64) there are two dolphins in between the dolphins located by the hydrographer. Two additional dolphins were drawn on the present survey during office processing. It is recommended that the four dolphins be charted as shown on the present survey. It should be noted that the dolphin located by the hydrographer in Latitude 30°23'59.43"N, Longitude 87°14'37.52"W

originated with TP-00546 and is also discussed in section 7.a.28).

29) Two of the three dolphins originating with TP-00546 in the vicinity of Latitude 30°23'59"N, Longitude 87°14'37"W were located by the hydrographer in Latitude 30°23'59.43"N, Longitude 87°14'37.52"W and Latitude 30°23'59.14"N, Longitude 87°14'36.24"W. The third dolphin shown in Latitude 30°23'59.2"N, Longitude 87°14'36.8"W. These dolphins are not presently charted and should be charted as shown on the present survey.

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

b. Controlling Depths

There are no conflicts between controlling depths and present survey depths.

c. Aids to Navigation

The aids to navigation on the present survey appear adequate to serve their intended purpose.

8. COMPLIANCE WITH INSTRUCTIONS

This survey adequately complies with the Project Instructions except as noted elsewhere in this report.

9. ADDITIONAL FIELD WORK

This is an adequate basic survey. Additional field work may be necessary at an opportune time to completely verify or disprove all questionable items addressed in section 6. of this report.

Reginald L. Keene
Cartographic Technician
Verification of Field Data

Richard H. Whitfield
Cartographic Technician
Evaluation and Analysis

Leroy G. Cram
Supervisory Cartographic Technician
Verification Check

INSPECTION REPORT
H-9995

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. G. Roberson
Chief, Evaluation and Analysis Group
Hydrographic Surveys Branch

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

Approved: 30 January 1987

Ray E. Moses, RADM, NOAA
Director, Atlantic Marine Center

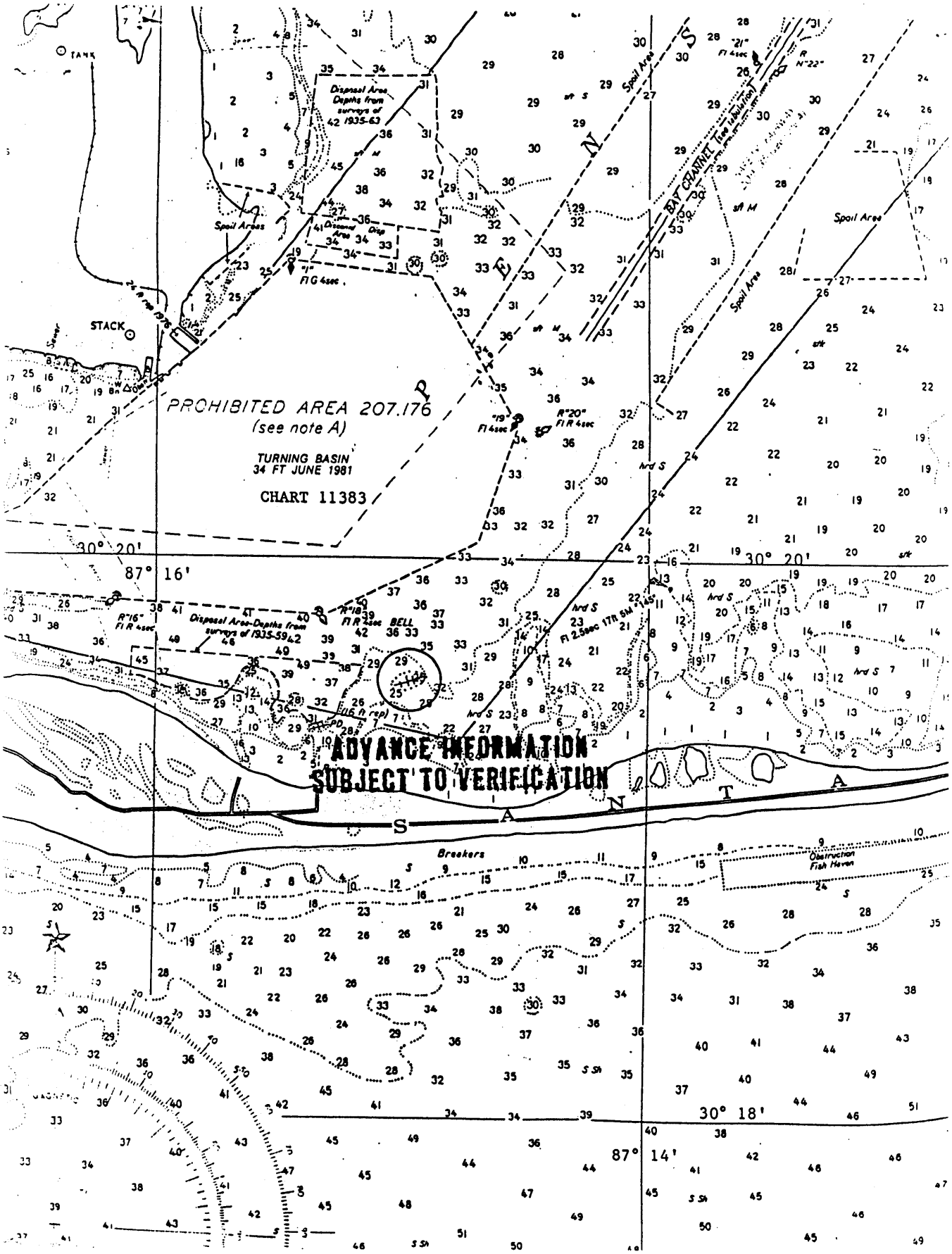
ADDENDUM TO ACCOMPANY SURVEY H-9995

The average values for shifting surveyed NAD 1927 positions to NAD 1983 positions for this survey are as follows:

Position shifts (NAD 1983 minus NAD 1927):
Average latitude shift = 0.717 seconds = 22.1 meters
Average longitude shift = -0.100 seconds = -2.7 meters

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

Hydrographic Index No. 85 F


PROHIBITED AREA 207.176
(see note A)
TURNING BASIN
34 FT JUNE 1981
CHART 11383
ADVANCE INFORMATION
SUBJECT TO VERIFICATION
BAY CHANNEL
Spoil Area
Disposal Area Depths from surveys of 1935-63
Disposal Area-Depths from surveys of 1935-59
STACK
TANK
Breakers
Obstruction
Fish Haven
30° 20'
30° 18'
87° 16'
87° 14'

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-9995

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
11383	5/3/89	J.H. Oberle	Full ~~Part~~ Before After Marine Center Approval Signed Via full application of
			Drawing No. Sndgs. from SS.
11378	5/24/89	J.H. Oberle	Full ~~Part~~ Before After Marine Center Approval Signed Via full application of
			Drawing No. Sndgs from 11383 and SS
11384	6/86/89	[illegible]	Full ~~Part~~ Before After Marine Center Approval Signed Via full application of
			Drawing No. Sndgs from SS
			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
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			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.

App'd to Stds 11/24/87 KUN