

9996

Diagram No. 1263-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic  
Field No. .... HSB-10-2-82  
Office No..... H-9996

LOCALITY

State ..... Florida  
General Locality ... Gulf of Mexico  
Locality ..... Entrance to St. Joseph Bay

1983

CHIEF OF PARTY  
LCDR G.W. Jamerson

LIBRARY & ARCHIVES

DATE ..... April 5, 1984

9996

*Handwritten notes:*  
4  
0-1-8  
1-2-8  
1-3-8  
1-4-8

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**HYDROGRAPHIC TITLE SHEET**

H-9996

**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-10-2-82

State Florida

General locality Gulf of Mexico  
~~St. Joseph Bay, Florida~~

Locality Entrance to St. Joseph Bay

Scale 1:10,000 Date of survey Feb. 9 - April 26, 1982

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

Vessel NOAA Launches 1014 and 1283\*

Chief of party Lt. Cdr. George W. Jamerson

Surveyed by Lt(jg) Federico R. Diaz

Soundings taken by echo sounder, hand lead, pole ROSS 5000, Raytheon 719-B

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

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

Protracted by N/A Automated plot by Field Sheet PDP-8e  
AMC-Xynetics 1200

Verification by AMC Verification Branch

Soundings in ~~XXXXXX~~ feet at ~~MLW~~ ~~MLW~~ GCLW MLLW

REMARKS: RS, Robert Snow; DBE, David B. Elliott; CFB, Carl F. Bush;

MJM, Mark J. McMann; JPO, John P. Oswald; FRD, Federico R. Diaz

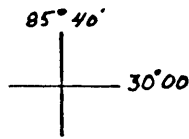
Notes in red were made during verification.

All times coordinated universal time.

\*NOAA Launch 1014 borrowed from NOAA Ship WHITING.

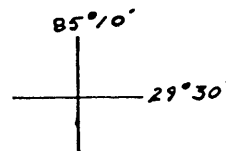
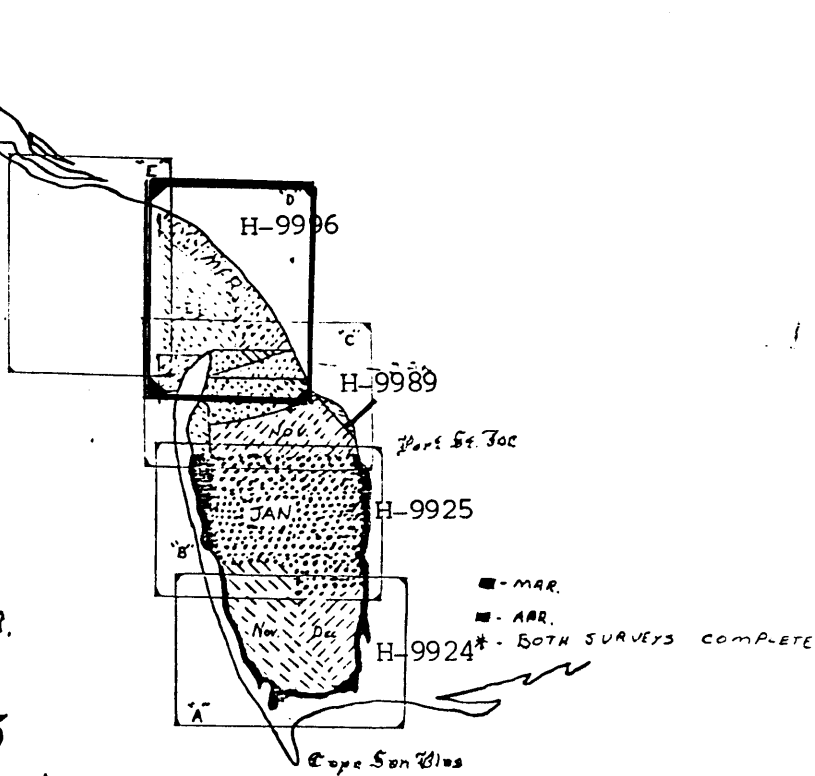
STANDARDS CK'D. AUBOIS - 5/15/84 mgf  
4/19-84 C. Log

(11)



Progress Sketch  
 OPR - J247  
 HSB - 10-2-82  
 H - 9996

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



Legend

month	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May
sq. naut. mi.	4.1	3.3	3.0	8.5	5.4	4.5	6.5
naut. mi. endg.	103.5	80.0	63.3	141.0	147.8	103.2	72.5
dist to-from	12.0	24.0	24.0	120.0	192	176	60.0
misc. dist.	22.0	40.0	38.0	59.0	78.5	108.5	29.0
bim. sample	0	39	4	0	0	71	12
tide gage	2.0	-	-	-	-	-	-
cntr. sta.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
cross line	0.0	0.0	6.5	0.0	22.6	0.0	21.0

DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-9996  
HSB-10-2-82

Scale: 1:10,000

Chief of Party: Lt. Cdr. George W. Jamerson, NOAA

Officer-in-Charge: Lt(jg) Federico R. Diaz, NOAA ✓

Hydrographic Surveys Branch, Hydrographic Field Party #3

Launches 1014 and 1283

A. PROJECT

This survey was accomplished under Project Instructions OPR-J247-HSB-81, dated July 27, 1981, and amended by Change Number 1, dated October 1, 1981. ✓

B. AREA SURVEYED

The area surveyed was the northern portion of St. Joseph Peninsula and Mexico Beach, Florida, and bounded by the following points:

Latitude 29°50'30"N, Longitude 85°20'30"W ✓  
Latitude 29°58'00"N, Longitude 85°27'00"W ✓

This survey was conducted from February 9, 1982 to April 26, 1982 (JD 40 to 116) inclusive.

C. SOUNDING VESSEL See sec. 4g of the Eval. Report.

All soundings obtained on this survey were obtained from NOAA Launch 1014 (EDP #1014) and Launch 1283 (EDP #1283). All survey records are annotated with the vessel numbers 1014 and 1283. Launch 1014 was not equipped with the HYDROLOG/HYDROPLOT system. ✓

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

The following ~~Raytheon fathometer~~ equipment was used during the survey:

JD 40 - 74: Recorder Model # Ross 5000  
S/N 1052 ✓

JD 89 - 116: Recorder Model # Raytheon 719-B  
S/N 6211

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

Settlement and squat tests on Launch 1014 were run on January 7, 1982 at Port St. Joe, Florida and on Launch 1283 were run on December 17, 1981 at Port St. Joe, Florida. The results of these tests are included in the Appendix of this report. Settlement and squat corrections will be applied via the TC/TI tape during plotting of the smooth sheet at the Atlantic Marine Center and were not applied to the field sheets. ✓

Velocity and instrument corrections were determined by barcheck. Barchecks were taken twice daily, weather and sea conditions permitting. ~~See sec. 4f of the Eval Report.~~ ✓

The lengths of the line on the bar were checked on JD 40 and JD 89. The results of this inspection showed that no correction was necessary. ✓

#### E. SURVEY SHEETS

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

#### F. CONTROL STATIONS

Control stations used during this survey were either existing geodetic control stations published by NGS or were established by HSB Field Support Section in 1980 to third order or better standards. All stations are referred to the North American 1927 datum. A list of all control stations used during this survey is included in the Appendix of this report. ✓

#### G. HYDROGRAPHIC POSITION CONTROL See sec. 4c and 4d of the Eval Report.

The method used to control this survey was range/range. The equipment used to control this survey was Del Norte Master Code 78, S/N 278, JD 40-42; Code 78, S/N 199, JD 49-74; Code 74, S/N 1067, JD 89-116 - Del Norte Trisponder (DMU) S/N 230, JD 40; DMU S/N 395, JD 42-74; DMU S/N 515 JD 89-109; DMU S/N 395, JD 111-116. Del Norte Remotes Code 74-218, Code 76-251, Code 78-220, JD 40-116. Problems encountered with the use of this equipment were numerous. Many problems were encountered with DMU's and Masters throughout the survey. Possible cause of damage was done while in shipment from AMC (EED) to the field parties or vice versa. ✓

The control equipment was calibrated twice daily between control stations and calibration stations using inverse ✓

distances computed with program RK-407. A baseline calibration was conducted every four weeks.

H. SHORELINE See sec. 2b, 4a and 7a of the Eval. Report.

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

Shoreline corrections were necessary at 1) Latitude 29°52'15", Longitude 85°24'03", area filled in naturally; 2) Latitude 29°52'30", Longitude 85°21'00", area filled in.

Photogrammetric locations of ~~rocks and other~~ salient features from the manuscript were checked by hydrographic range/range means with the following results and recommendations: There are no rocks on this survey.

- 1) Latitude 29°56'12.507", Longitude 85°24'13.248" (Position #2847) is a DP on the offshore end of a pier in ruins. See sec. 7a.3 in the Eval. Report.
- 2) Latitude 29°56'53.858", Longitude 85°25'30.460" is a DP (Position #2848) on the offshore end of the Municipal Pier at Mexico Beach, FL. See sec. 7a.2 in the Eval. Report.

I. CROSSLINES See sec. 3a of the Eval. Report.

Crosslines constitute 9% of the mainscheme hydrography. One hundred percent (100%) of the crossings agree within two feet. No soundings are in disagreement at crossing by more than two feet. The reasons for the disagreement of sounding at crossline is due to wind generated tides differing from predicted tides.

J. JUNCTIONS See sec. 5 of the Eval. Report.

This survey junctions with the following surveys: H-9989 to the south, ~~and~~ H-9734 to the southwest, and H-10069 to the west.

Ninety-five percent (95%) of these junction soundings agree within one foot when compared with the current survey and none of the junction soundings are in disagreement by more than one foot. The reason for this disagreement is believed to be wind generated tides differing from predicted tides.

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

K. COMPARISON WITH PRIOR SURVEYS See sec. 6 of the Eval. Report.

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

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

~~Where discrepancies exist,~~ <sup>I</sup> it is recommended that the soundings from the present survey supersede the prior surveys' soundings. ✓

L. COMPARISON WITH THE CHART See sec. 7 of the Eval. Report.

The following presurvey review items were investigated during this survey:

PSR #10 was searched for on JD 089 with fathometer (position #2099-2136). The dangerous submerged wreck, PA charted at Latitude 29°53'54"; Longitude 85°22'12" was reported by 1976 chart adequacy survey, Item #9 (CL1814 of 1976). An extensive fathometer search was done in the area, along with the regular mainscheme hydrography. No indication of a dangerous submerged wreck was observed. The hydrographer recommends that the dangerous submerged wreck PA symbol be deleted from the chart. ~~Do not concur.~~ ✓  
See sec. 7a.1 of the Eval. Report.

PSR #11 was searched for on JD 105 (position #2743-2781 chain sweep). An obstruction, charted at Latitude 29°54'47", Longitude 85°23'26", originates with 1965 aerial photography (N/M 16/1966). No hangs were observed during the chain sweep, within the charted area of the obstruction. The hydrographer ~~Do not concur.~~ recommends that the obstruction symbol be deleted from the chart. ✓  
See sec. 7a.1 of the Eval. Report.

This survey was compared as the survey progressed with Chart 11393, 12th Edition and with ~~Chart 11389, 21st Edition,~~ blown up to the scale of the survey. The following changes in the chart were detected: Overall comparison with the chart is good. Ninety-five percent (95%) of the survey soundings agree within 1-2 feet. In \*Latitude 29°52'30", Longitude 85°23'04", depths of 28-28<sup>9</sup> feet were observed where the main channel should be dredged. A report of channel conditions from the U.S. Army Corps of Engineers dated November 20, 1981 shows no evidence of the depths observed at that position. (A copy of the report is enclosed with this report.) The depth contours just off the outer shore of St. Joseph Peninsula and St. Joseph Point have shown to have changed extensively when survey depths were compared to the chart. An 18-foot contour at Latitude 29°53'15", Longitude 85°25'15" has shown to have become more extensive. ✓  
\*See copy of Dangers Report Appended to this report. (Also included with H-9989.)

M. ADEQUACY OF SURVEY See sec. 9 of the Eval. Report.

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

N. AIDS TO NAVIGATION See sec. 7c of the Eval. Report.

All floating and fixed aids to navigation in the survey area were located and comparisons between their charted, Light List (Vol. II, 1981), and surveyed positions and descriptions were made. All aids were found to adequately serve the apparent purpose for which they were established. ✓



O. STATISTICS

Number of positions -----	2878 <del>2952</del>
Nautical miles of main scheme -----	263.0
Nautical miles of crossline -----	23.0
Nautical miles of development -----	43.0
Total miles of hydrography -----	329.0 ✓
Number of bottom samples -----	59
Number of barchecks -----	33

P. MISCELLANEOUS See sec. 4g and 4h of the Eval. Report.

1. Position #2201-2216, JD 90 and Position #2890-2900, JD 111 are channel lines that were run, but not smooth plotted.  
Plotted on the survey smooth sheet.
2. Position #2099 - 2136, JD 89 was a fatho search (PSR #10) ✓  
that was not smooth plotted. Not plotted on the survey smooth sheet.
3. Position #2743-2781 (chain sweep) was not smooth plotted.

Q. RECOMMENDATIONS

See Sections <sup>H,</sup> J, K, and L for specific recommendations.

R. AUTOMATED DATA PROCESSING ✓

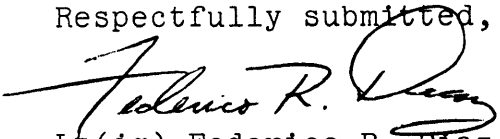
Programs used during field data acquisition and field processing of this survey are as follows:

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

S. REFERENCE TO REPORTS

Descriptive Report H-9924, 1981, 1:10,000  
Descriptive Report H-9925, 1981, 1:10,000 ✓  
Control Report for OPR-J247, dated July 27, 1981

Respectfully submitted,

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



PARAMETER TAPE LISTING

ST. JOSEPH BAY, FLA.

OPR-J247

HSB-10-2-82

H-9996

SHEET "D" PT. 1&2

PT. 1

FEST=15000  
CLAT=3282000  
CMER=85/23/00  
GRID=30  
PLSCL=10000  
PLAT=29/52/00  
PLON=85/20/30  
VESNO=1283  
YR=82  
ANDIST=0

PT. 2

FEST=15000  
CLAT=3282000  
CMER=85/23/00  
GRID=30  
PLSCL=10000  
PLAT=29/50/18  
PLON=85/23/00  
VESNO=1283  
YR=82  
ANDIST=0

## FIELD TIDE NOTE ✓

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

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

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

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

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

WORKSHEET

ABSTRACT OF BARCHECKS

LAUNCH 1014

J.O.	5	10	15	20	25	30	35	40
40	+0.1	+0.6	+1.0	+1.6				
42	+0.1 -0.3	+0.4 0.0	+1.6 +0.3	+0.7				
49	-0.1 -0.3	+0.3 +0.2	+0.5 +0.3	+0.7 +0.5	+0.8 +0.7	+1.2 +1.1		
50	+0.2	+0.3	+0.7	+1.1	+1.5	+1.7		
54	+0.2	+0.3	+0.6	+0.8	+1.1	+1.5		
55	-0.2	+0.1	+0.5	+0.5	+0.7	+1.1		
56	-0.1 -0.3	+0.2 -0.1	+0.7 +0.4	+0.9 +0.5	+1.2 +0.7	+1.3 +1.0		
61	+0.1 +0.1	+0.2 +0.2	+0.5 +0.5	+0.7 +0.7	+0.7			
62	+0.5 -0.3	+0.5 +0.1	+0.8 +0.5	+1.3 +0.9	+1.5 +1.3	+1.7 +1.9		
63	-0.1	0.0	+0.4	+0.5	+0.7	+1.3		
64	-0.1	+0.3	+0.5	+0.7	+0.9	+1.3		
68	-0.1 -0.3	0.0 -0.1	+0.5 +0.3	+0.6 +0.9	+1.1	+1.6		
69	0.0	+0.1	+0.5					
70	-0.1	+0.1	+0.5	+0.5	+0.7	+1.4		
74	+0.1	+0.2	+0.6	+1.0	+1.5	+1.7		
SUM	-0.9	+3.9	+12.2	+15.1	+15.1	+19.8		
MEAN	0.0	+0.2	+0.6	+0.8	+1.0	+1.4		

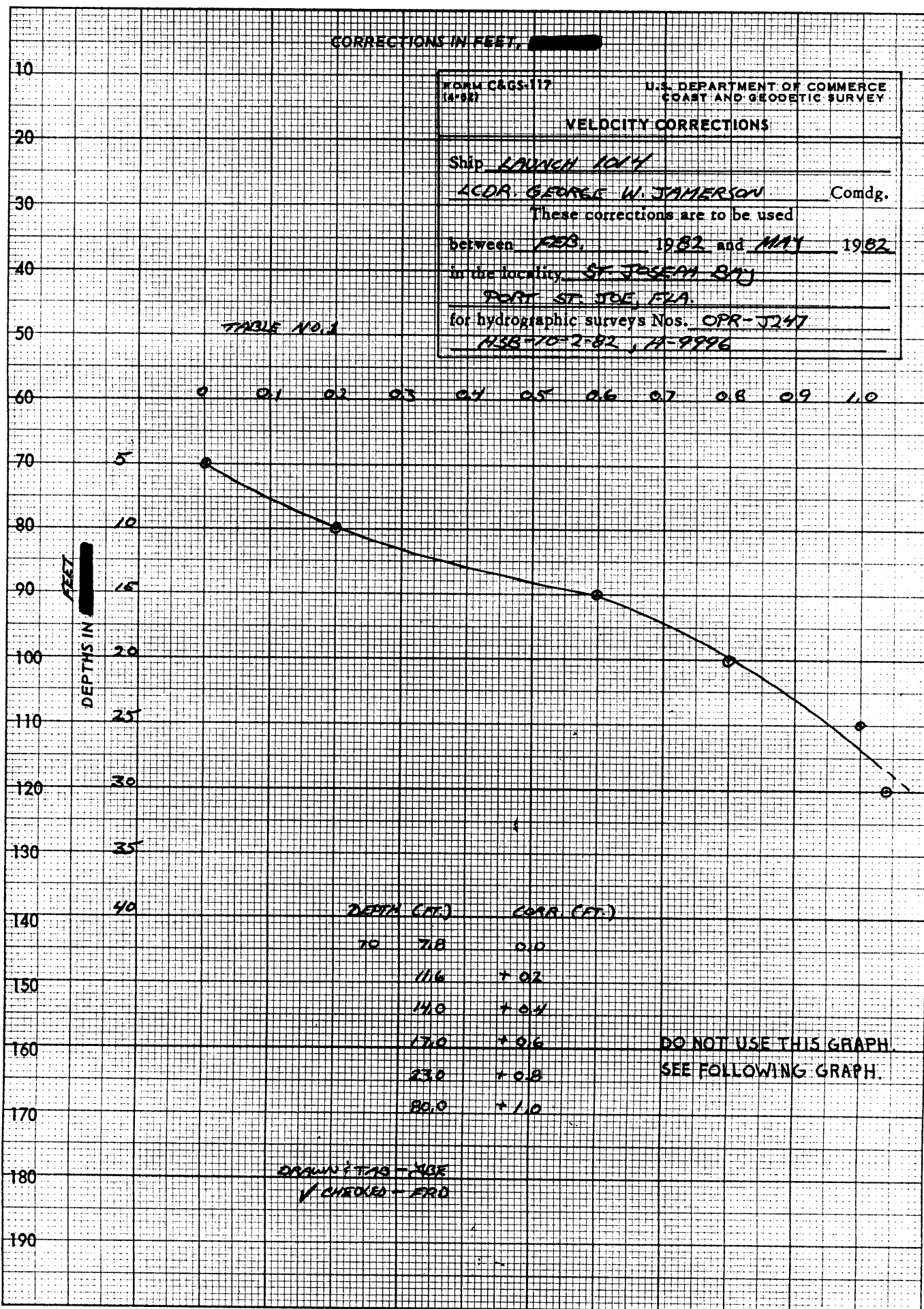
(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET, [REDACTED]

FORM C&GS-117 (12-92)	U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
<b>VELOCITY CORRECTIONS</b>		
Ship <u>LAUNCH 1014</u>		
ACDR. <u>GEORGE W. JAMERSON</u>		Comdg.
These corrections are to be used		
between	<u>FEB.</u>	19 <u>82</u> and <u>MAY</u> 19 <u>82</u>
in the locality <u>ST JOSEPH BAY</u>		
<u>PORT ST. JOE, FLA.</u>		
for hydrographic surveys Nos. <u>OPR-J247</u>		
<u>HSB-10-2-82, H-9996</u>		

TABLE NO. 1

(For deep water add a 0 to these figures)



DEPTH (FT.)	CORR. (FT.)
70	0.10
80	+ 0.2
90	+ 0.4
100	+ 0.6
110	+ 0.8
120	+ 1.0

DO NOT USE THIS GRAPH.  
SEE FOLLOWING GRAPH.

DRAWN BY AS - 283E  
✓ CHECKED - FRD

20 X 20 TO THE INCH 46 1240  
 7 X 10 INCHES  
 KEUFFEL & ESSER CO.

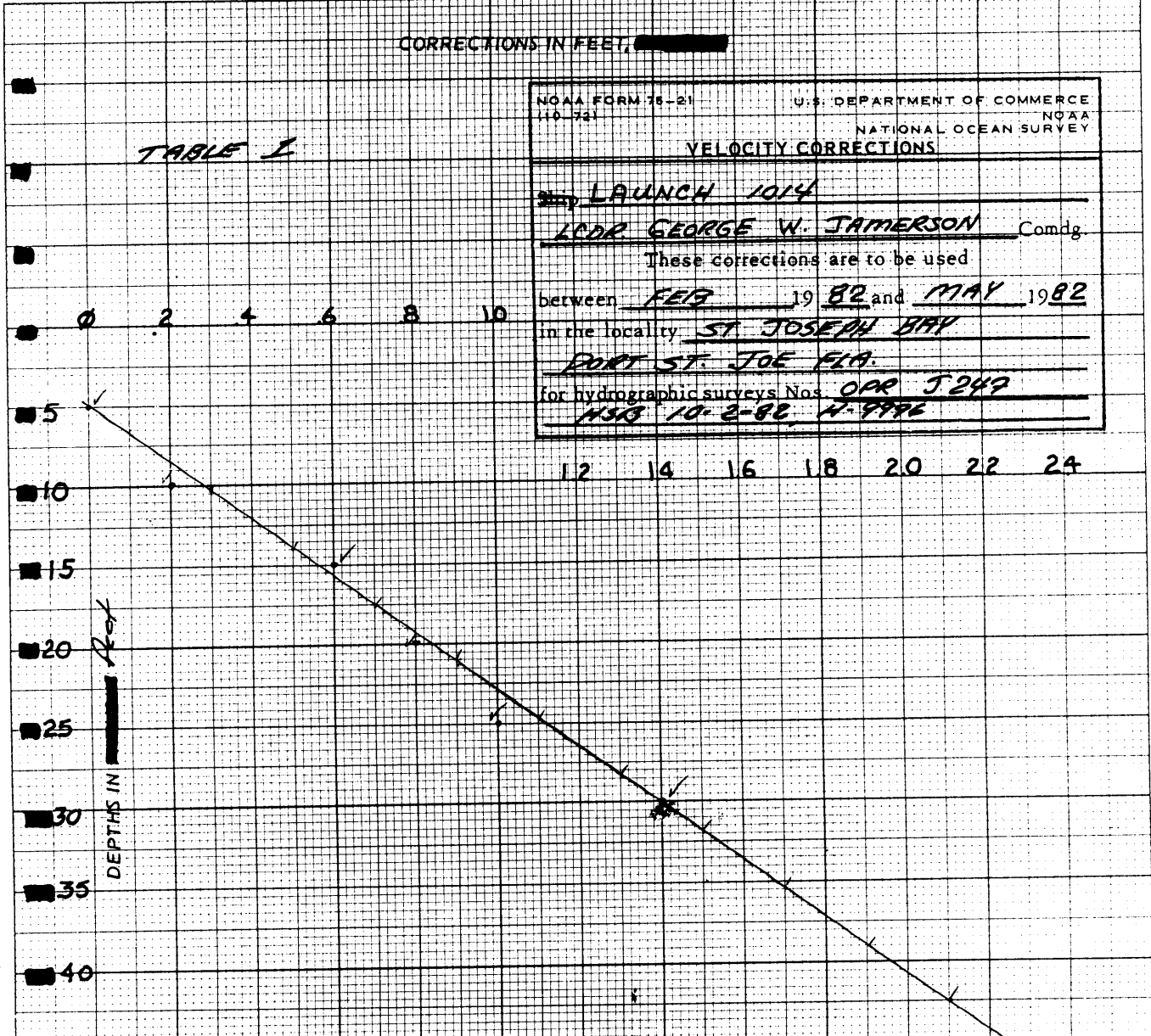
New Vel Corr. Date 10/24/83

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

CORRECTIONS IN FEET, ~~TABLE I~~

TABLE I

NOAA FORM 75-21 110-721	U.S. DEPARTMENT OF COMMERCE NOAA NATIONAL OCEAN SURVEY
<b>VELOCITY CORRECTIONS</b>	
LAUNCH 1014	
LCDR GEORGE W. JAMERSON Comdg.	
These corrections are to be used	
between FEB 19 82 and MAY 1982	
in the locality ST JOSEPH BAY	
PORT ST. JOE FLA.	
for hydrographic surveys Nos. OAR J249	
MSB 10-2-82, H-9996	



DEPTH (FA)	Corr (FE)
6.7	00
10.4	02
13.8	04
17.5	06
21.0	08
24.5	10
28.3	12
31.7	14
35.4	1.6
38.9	1.8
42.5	2.0
46.0	2.2

These corrections were  
drawn in verification section  
AME. 10-26-83  
Drawn by F. Saunders  
Checked by GFT  
10/24/83

1240

20 X 26 TO THE INCH • 16 PER MIN. • KEUTH & LASSER CO. • U.S.A.

VELOCITY TABLE PRINTOUT

OPR-J247

HSB-10-2-82

H-9996

ST. JOSEPH BAY

TABLE #1

LAUNCH 1014

000078 0 0000 0001 000 101400 009996  
000116 0 0002  
000140 0 0004  
000170 0 0006  
000225 0 0008 - 230 - FS  
000800 0 0010  
999999 0 0000

*Do NOT USE BAD CORRECTORS. FS*

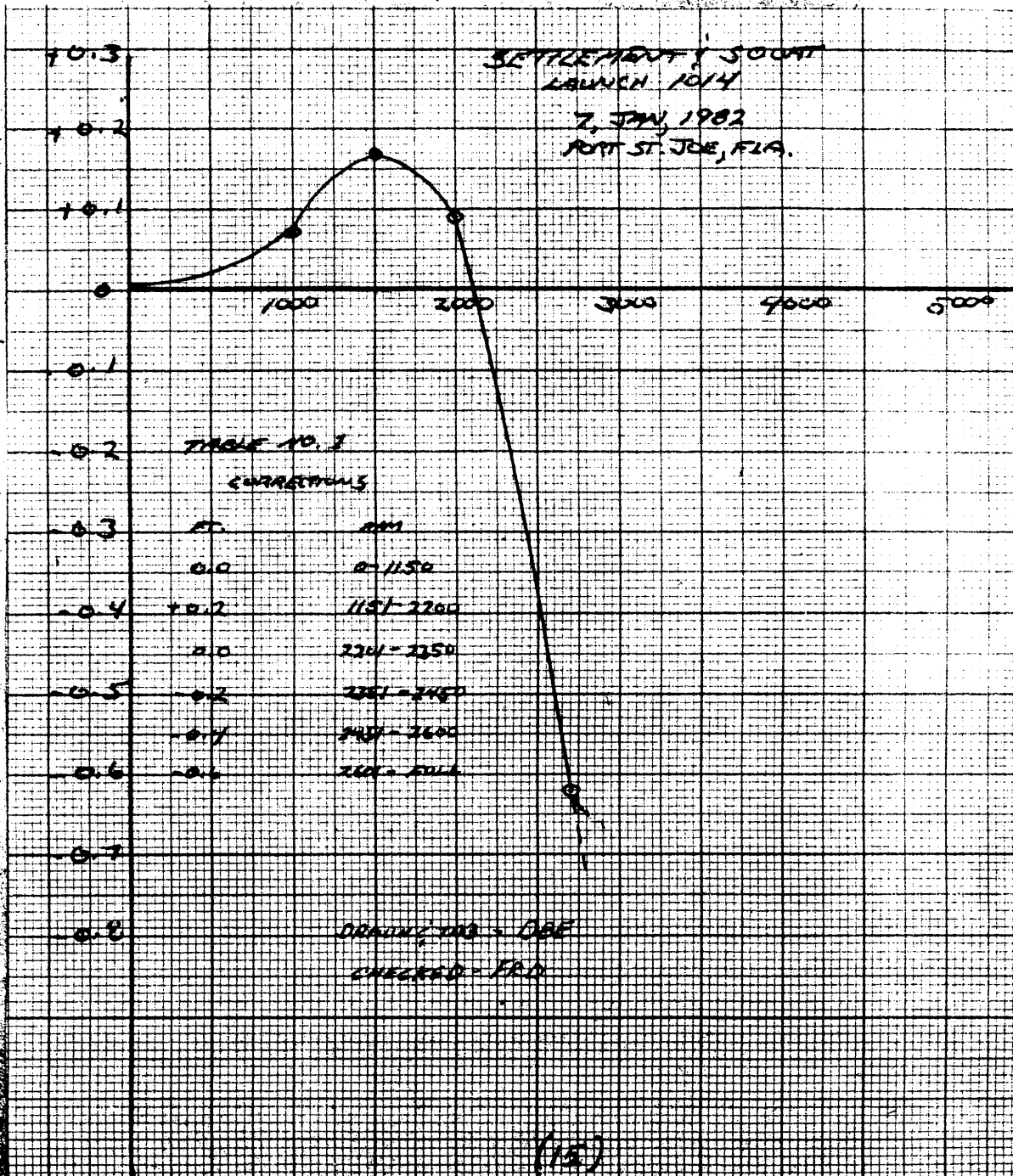
*CORRECT ONES - FS. AMU*

*6.7 = 0.0  
10.4 = 0.2  
13.8 = 0.4  
17.5 = 0.6  
21.0 = 0.8  
24.5 = 1.0  
28.3 = 1.2  
31.7 = 1.4  
35.4 = 1.6  
38.9 = 1.8  
42.5 = 2.0  
46.0 = 2.2*



SETTLEMENT, SOCAT  
LAUNCH 1014

7, JAN, 1982  
PORT ST. JOE, FLA.





TC/TT  
H-9996  
HSB-10-2-82 ✓  
VESNO 1014

154000 0 0002 0001 040 101400 001982  
235959 0 0000 0001 074 101400 001982



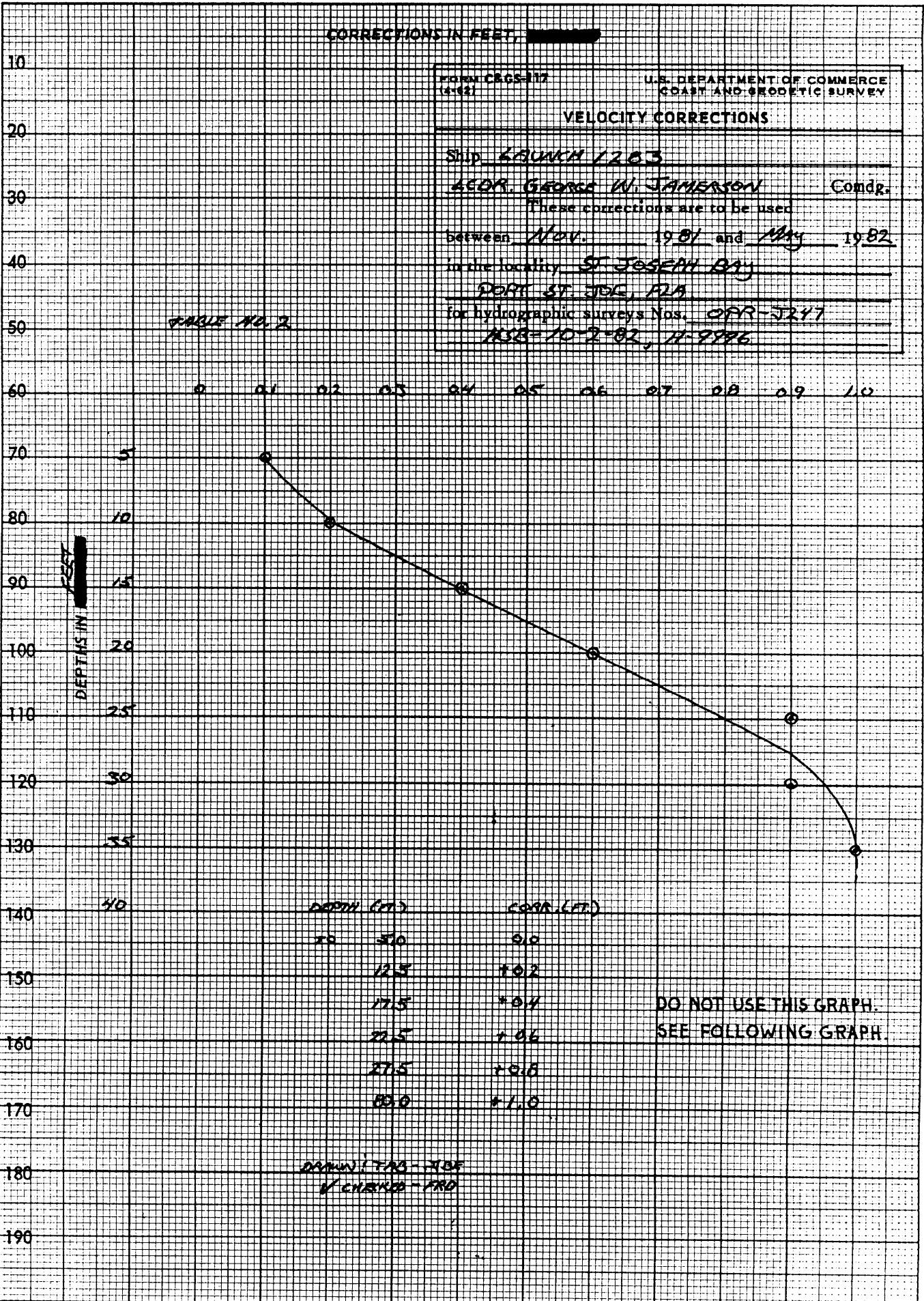
(Let 1 inch equal 4 fathoms for deep water and 1 inch equal 0.4 fathom for shoal.)

CORRECTIONS IN FEET

FORM CGS-117 (4-62)	U.S. DEPARTMENT OF COMMERCE COAST AND GEODETIC SURVEY	
VELOCITY CORRECTIONS		
Ship <u>LAUNCH 1203</u>		
Comd. by <u>GEOR. GEORGE W. JAMERSON</u>		Comdg.
These corrections are to be used		
between	<u>Nov.</u>	<u>1981</u> and <u>May</u> <u>1982</u>
in the locality <u>ST JOSEPH BAY</u>		
<u>PORT ST JOE, FLA</u>		
for hydrographic surveys Nos. <u>OPR-5247</u>		
<u>MSB-107-81, H-9996</u>		

TABLE NO. 2

(For deep water add a 0 to these figures)



DO NOT USE THIS GRAPH.  
SEE FOLLOWING GRAPH.

DRAWN BY FRD - JDF  
CHECKED BY FRD

20 X 20 TO THE INCH  
KEUFFEL & ESSER CO.  
MADE IN U.S.A.

358-10 1/2

new Vel Corr Date 10/26/83

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

CORRECTIONS IN FEET

NOAA FORM 38-21  
110-331

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEAN SURVEY

VELOCITY CORRECTIONS

LAUNCH 1283

LEDR. George W. Jamerson Comdg

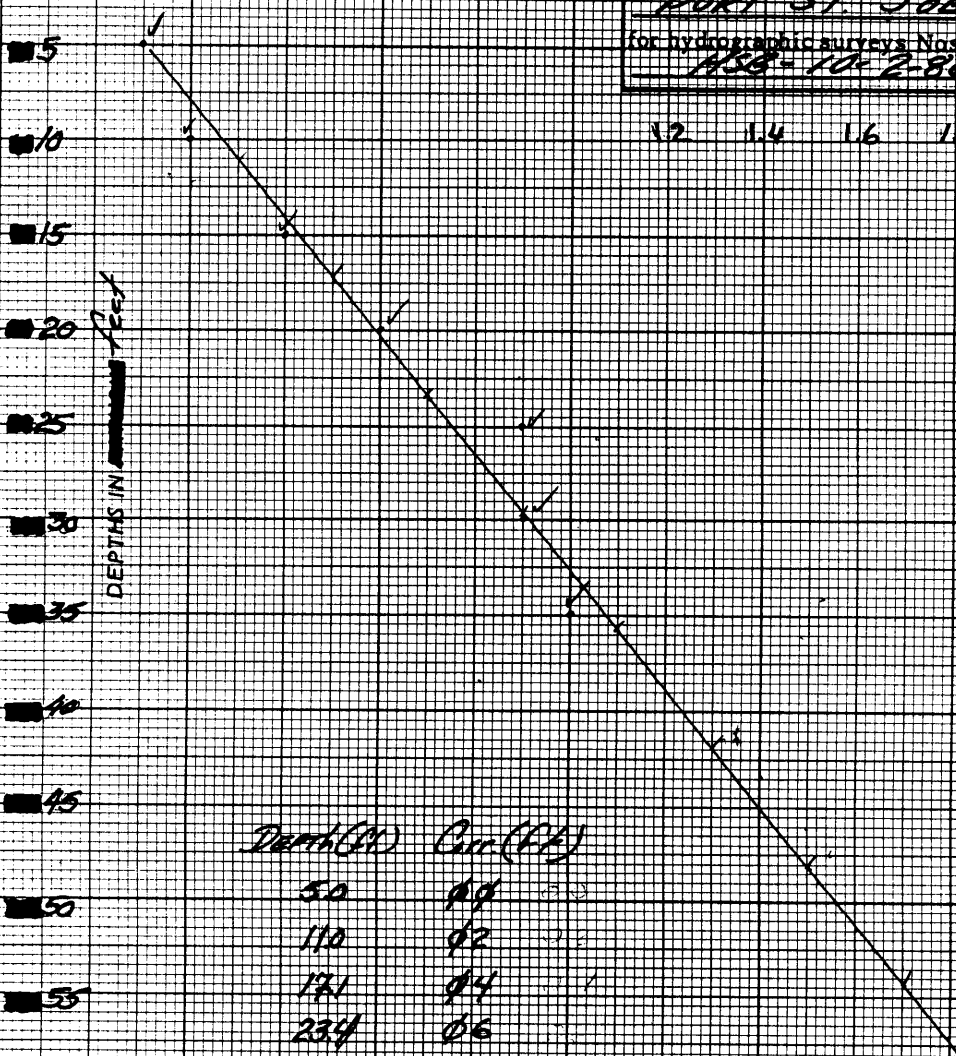
These corrections are to be used  
between Nov 1981 and MAY 1982  
in the locality ST JOSEPH BAY  
PORT ST JOE FLA

for hydrographic surveys Nos. 011-5049  
1158-10-2-82 115986

TABLE NO 2

0 2 4 6 8 10

12 14 16 18 20 22 24



Depth (ft)	Corr (ft)
50	0.0
110	0.2
171	0.4
234	0.6
296	0.8
356	1.0
419	1.2
480	1.4
543	1.6

These Corrections were drawn  
in Verification Station 801C.  
10/26/83  
Drawn by J. Spindler  
Checked by GT  
10/26/83

(For deep water add a 0 to these figures)

1240

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

VELOCITY TABLE PRINTOUT

OPR-J247

HSB-10-2-82

H-9996

ST. JOSEPH BAY

TABLE #2

LAUNCH 1283

000050 0 0000 0002 000 128300 009996  
000125 0 0002  
000175 0 0004  
000225 0 0006  
000275 0 0008  
000800 0 0010  
999999 0 0000

*These corrections are correct  
see below.  
10/26/83*

---

*5.0 = 00  
11.0 = 02  
17.1 = 04  
23.4 = 06  
29.6 = 08  
35.6 = 1.0  
41.9 = 1.2  
48.0 = 1.4  
54.3 = 1.6*

(20.)

SETTLEMENT POINT  
 LAUNCH 1203  
 17, DEC. 1981  
 PORT ST. JOE, PA.

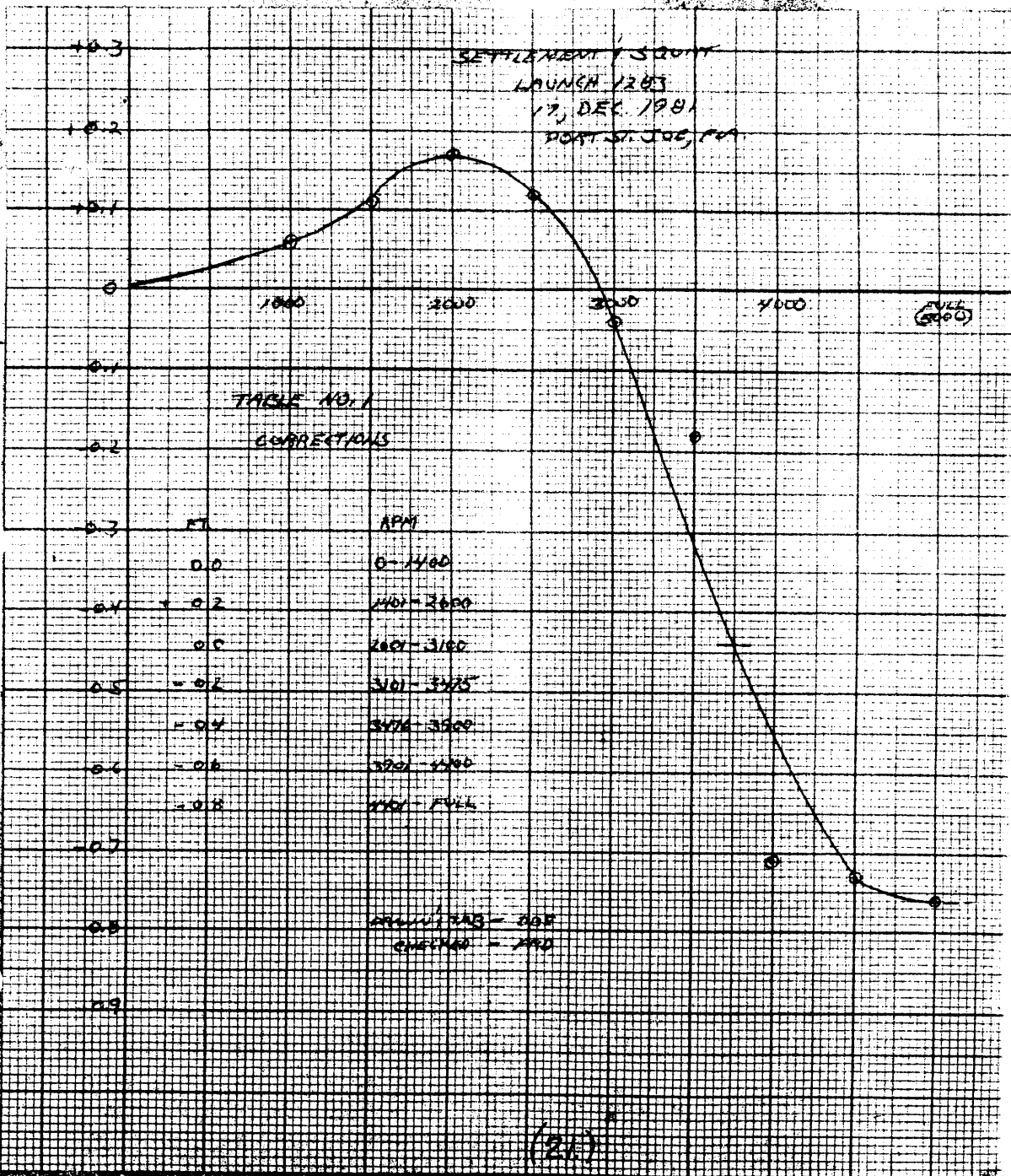


TABLE NO. 1  
 CORRECTIONS

DRAWN BY - JAG - 208  
 CHECKED - JAG

(21)



OPR 1247

SOUNDING CORRECTION ABSTRACT

FIELD NO. HSB-10-2-82

REGISTRY NO. H- 9996

VESSEL LAUNCH 1283

Julian Date	From Time (GMT)	To Time (GMT)	Velocity Corr. Table No.	(Note: TRA Corr. is the algebraic sum of these columns)				TRA Corr. ft/fms	Remarks
				* Draft Corr.	Instrument Error Corr.	Initial Corr.	SIS Corr.		
89	152200		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
92	175200		0000	-	0.0	0.0	0	0	POLE
97	165100		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
"	170230		0000	-	0.0	0.0	0	0	POLE
"	174000		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
"	174200		0000	-	0.0	0.0	0	0	POLE
"	174215		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
102	155220		0000	-	0.0	0.0	0	0	POLE
"	155300		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
"	160400		0000	-	0.0	0.0	0	0	POLE
"	160415		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
"	160845		0000	-	0.0	0.0	0	0	POLE
"	161000		0002	-	0.0	0.0	+0.2	+0.2	FATHO - 2500 RAM
"	163600		0000	-	0.0	0.0	0	0	POLE

(SEE TC/II LISTING FOR REMAINING CORRECTORS)

\* DRAFT APPLIED VIA CORRECTOR TAPE

TC/TI TAPE PRINTOUT ✓

OPR-J247

HSB-10-2-82

H-9996

LAUNCH 1283

ST. JOSEPH BAY

SHEET "D"

152200	0	0002	0002	089	128300	001982	✓
175200	0	0000	0000	092	128300	001982	✓
165100	0	0002	0002	097	128300	001982	✓
170230	0	0000	0000	097	128300	001982	✓
174000	0	0002	0002	097	128300	001982	✓
174200	0	0000	0000	097	128300	001982	✓
174215	0	0002	0002	097	128300	001982	✓
155220	0	0000	0000	102	128300	001982	✓
155300	0	0002	0002	102	128300	001982	✓
160400	0	0000	0000	102	128300	001982	✓
160415	0	0002	0002	102	128300	001982	✓
160845	0	0000	0000	102	128300	001982	✓
161000	0	0002	0002	102	128300	001982	✓
163600	0	0000	0000	102	128300	001982	✓
163900	0	0002	0002	102	128300	001982	✓
174240	0	0000	0000	102	128300	001982	✓
175000	0	0002	0002	102	128300	001982	✓
175705	0	0000	0000	102	128300	001982	✓
180100	0	0002	0002	102	128300	001982	✓
181630	0	0000	0000	102	128300	001982	✓
140500	0	0002	0002	103	128300	001982	✓
140847	0	0000	0000	103	128300	001982	✓
141100	0	0002	0002	103	128300	001982	✓
151000	0	0000	0000	111	128300	001982	✓
144500	0	0002	0002	116	128300	001982	✓
235959	0	0000	-				

ST. JOSEPH BAY  
WORKSHEET ✓

LAUNCH 1014

DAILY ELECTRONIC CONTROL CORR.

J.D.	CHANNEL	STATION	MORN. MEAN CORR.	EVE. CORR.	MEAN CORR.
40	74-78	118-111	-5	-2	-3
	78-78	112-111	+1	+1	+1
42	74-78	118-111	0	-1	0
	78-78	112-111	-1	+2	+1
49	74-78	118-111	+1	+2	+2
	78-78	112-111	-1	+3	+1
50	74-78	118-111	-2	-1	-1
	78-78	112-111	-3	+3	0
54	74-78	118-111	0	+1	0
	78-78	112-111	0	+2	+1
55	74-78	118-111	0	-1	0
	78-78	112-111	0	0	0
56	74-78	118-111	0	+4	+2
	78-78	112-111	-1	+1	0
60	74-78	118-111	+7	+2	+5
	78-78	112-111	-1	-1	-1
61	74-78	118-111	0	0	0
	78-78	112-111	-1	0	0
62	74-78	118-111	-2	+4	+1
	78-78	112-111	-2	0	-1
63	74-78	118-107	0	+5	+2
	78-78	112-107	-3	-2	-2
64	74-78	118-111	-2	N/A	-2
	78-78	112-111	0	N/A	0
68	74-78	118-107	+2	0	+1
	78-78	112-107	-2	0	-1
69	78-78	106-107 112-106	-0	0	0
	78-78	112-107	-2	-1	-2



LAUNCH 1283

DAILY ELECTRONIC CONTROL CORR.

J.D.	CHANNEL	STATION	MORNING CORR.	EVENING CORR.	MEAN CORR.
89	74-74	118-107	∅	∅	∅
	78-74	112-107	∅	∅	∅
90	74-74	118-107	∅	∅	∅
	78-74	112-107	+2	∅	+1
92	74-74	118-107	∅	∅	∅
	78-74	112-107	∅	∅	∅
97	74-74	118-107	+1	∅	∅
	78-74	112-107	∅	∅	∅
102	74-74	118-107	+2	+1	+2
	78-74	112-107	∅	∅	∅
103	74-74	118-107	+1	+1	+1
	78-74	112-107	+1	+1	+1
104	74-74	118-111	-1	N/A	N/A
	78-74	112-111	-3	N/A	N/A
NO AFTERNOON CORRECTIONS. BATTERY DEAD ON DEL NORTE.					
105	74-74	118-107	+2	+2	+2
	76-74	106-107	∅	∅	∅
	78-74	112-107	-1	∅	∅
106	74-74	118-107	-6	-3	-4
	76-74	106-107	-3	-1	-2
	78-74	112-107	-2	-1	-1
109	74-74	118-107	+1	∅	∅
	78-74	112-107	+2	∅	+1
	76-74	106-107	+1	∅	∅
111	74-74	118-107	+1	∅	∅
	78-74	112-107	+1	∅	∅
	76-74	106-107	∅	∅	∅
116	74-74	118-107	+2	+1	+2
	78-74	112-107	∅	∅+1	∅
	76-74	106-107	∅	∅	∅





SIGNAL LIST  
H-9996  
HSB-10-2-82

<del>101</del>	<del>4</del>	<del>29</del>	<del>45</del>	<del>14921</del>	<del>085</del>	<del>18</del>	<del>19648</del>	<del>139</del>	<del>0000</del>	<del>000000</del>	<del>Maak</del>	<del>1935</del>
<del>102</del>	<del>5</del>	<del>29</del>	<del>46</del>	<del>34831</del>	<del>085</del>	<del>24</del>	<del>02609</del>	<del>250</del>	<del>0003</del>	<del>000000</del>	<del>H-59</del>	<del>FL-1980</del>
<del>103</del>	<del>4</del>	<del>29</del>	<del>48</del>	<del>53605</del>	<del>085</del>	<del>18</del>	<del>55688</del>	<del>250</del>	<del>0008</del>	<del>000000</del>	<del>Lt "42"</del>	<del>1981</del>
<del>104</del>	<del>4</del>	<del>29</del>	<del>49</del>	<del>45750</del>	<del>085</del>	<del>19</del>	<del>03334</del>	<del>139</del>	<del>0000</del>	<del>000000</del>	<del>Daybeacon "6"</del>	<del>1980</del>
<del>105</del>	<del>1</del>	<del>29</del>	<del>50</del>	<del>46072</del>	<del>085</del>	<del>19</del>	<del>56864</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>CT-06</del>	<del>1978</del>
106	5	29	52	15238	085	23	35108	250	0020	000000	H*60*FL*	1980
107	4	29	52	32123	085	21	44937	250	0000	000000*	St. Joe Pt. R. Rng. C,	1980
108	4	29	52	53281	085	22	30217	250	0000	000000	St. Joe Pt. F. Rng. C,	1980
109	4	29	54	22108	085	23	05545	250	0000	000000	St. Joe Pt. R. Rng. D,	1980
110	4	29	53	43979	085	22	16109	250	0000	000000	St. Joe Pt. R. Rng. B,	1980
111	4	29	54	24198	085	24	18512	250	0000	000000	St. Joe Pt. F. Rng. A,	1980
112	1	29	55	04935	085	22	50097	250	0025	000000	St. Joe Pt. <sup>Lighted</sup> Rng A,	1980 <sup>76</sup>
<del>113</del>	<del>1</del>	<del>29</del>	<del>54</del>	<del>44536</del>	<del>085</del>	<del>22</del>	<del>33042</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>4676 A01</del>	<del>FDNR 1976</del>
<del>114</del>	<del>1</del>	<del>29</del>	<del>55</del>	<del>29375</del>	<del>085</del>	<del>23</del>	<del>18998</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>4676 A03</del>	<del>FDNR 1976</del>
<del>115</del>	<del>1</del>	<del>29</del>	<del>55</del>	<del>55390</del>	<del>085</del>	<del>23</del>	<del>48597</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>4676 A04</del>	<del>FDNR 1976</del>
116	1	29	56	43232	085	24	36637	250	0000	000000	Mexico Beach <sup>Municipal</sup> Tank,	1976
<del>117</del>	<del>1</del>	<del>29</del>	<del>57</del>	<del>33005</del>	<del>085</del>	<del>26</del>	<del>52412</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>4676 A11</del>	<del>FDNR 1976</del>
118	1	29	57	29475	085	28	16671	250	0005	000000	H*61*FL*	1980
<del>119</del>	<del>1</del>	<del>29</del>	<del>49</del>	<del>00991</del>	<del>085</del>	<del>18</del>	<del>45271</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>BM No. 1</del>	<del>1975</del>
<del>120</del>	<del>1</del>	<del>29</del>	<del>49</del>	<del>48085</del>	<del>085</del>	<del>19</del>	<del>04686</del>	<del>250</del>	<del>0000</del>	<del>000000</del>	<del>Daybeacon "5"</del>	<del>1980</del>

\* In the official NGS listing for these six stations, Joe is Joseph and Pt is Point.











OCEANOGRAPHIC LOG SHEET - M  
BOTTOM SEDIMENT DATA

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

SERIAL NO. <i>B, S, #</i>	DATE	SAMPLE POSITION		DEPTH (Fathoms)	WEIGHT OF SAM- PLER	AP. PENE- TRA- TION	LENGTH OF CORE	COLOR OF SEDI- MENT	FIELD DESCRIPTION	REMARKS (Unusual conditions, cohesiveness, dentated cutter, stat. no., type of bottom, relief, etc.)	OBS. INIT.
		LATITUDE	LONGITUDE								
VESSEL <i>LAUNCH 1283</i>		PROJ. NO. <i>OPR-5247</i>		YEAR <i>82</i>	CHECKED BY		DATE CHECKED				
					<i>ASB-10-2-82, H-9996</i> ✓						
2725	4-14-82	29° 55'	85° 25'	23	548	4/10	-	gy	S, sh		
2726	"	29° 55'	85° 25'	24	"	"	-	gy	S		
2727	"	29° 55'	85° 24'	23	"	"	-	gy	S		
2728	"	29° 55'	85° 24'	22	"	"	-	gy	S, sh		
2729	"	29° 55'	85° 23'	20	"	"	-	br	S		
2730	"	29° 54'	85° 23'	23	"	"	-	br	S, sh		
2731	"	29° 54'	85° 24'	25	"	"	-	br	S		
2732	"	29° 54'	85° 24'	25	"	"	-	br	S		
2733	"	29° 54'	85° 25'	26	"	"	-	br	S		
2734	"	29° 54'	85° 25'	28	"	"	-	br	S		
2735	"	29° 54'	85° 24'	29	"	"	-	br	S		
2736	"	29° 54'	85° 24'	27	"	"	-	br	S, sh		
2737	"	29° 54'	85° 23'	27	"	"	-	br	S, sh		
2738	"	29° 53'	85° 23'	30	"	"	-	dk gy	S, sh		
2739	"	29° 53'	85° 24'	35	"	"	-	dk br	M		
2740	"	29° 53'	85° 24'	35	"	"	-	gy	M, sh		
2741	"	29° 53'	85° 25'	29	"	"	-	dk br	S		

Use more than one line per sample if necessary.

OCEANOGRAPHIC LOG SHEET - M  
BOTTOM SEDIMENT DATA

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

VESSEL	DATE	PROJ. NO.		YEAR	CHECKED BY		DATE CHECKED				
		LATITUDE	LONGITUDE		DEPTH (Fathoms)	WEIGHT OF SAMPLER					
LAUNCH 1283		OAR-1247		82	H53-10-2-82, H-9996						
SERIAL NO.	DATE	LATITUDE	LONGITUDE	DEPTH (Fathoms)	WEIGHT OF SAMPLER	AP. PROX. PENETRATION	LENGTH OF CORE	COLOR OF SEDIMENT	FIELD DESCRIPTION	REMARKS (Unusual conditions, cohesiveness, fented cutter, stat. no., type of bottom relief i.e., slope, plain, disposition, etc.)	OBS. INIT.
28472	4-14-82	29° 53' 12.852"	85° 25' 14.572"	31	5 LB.	1.1V.	-	dk br	S		
2849	4-16-82	29° 55' 39.628"	85° 23' 44.158"	15.0	"	"	-	dk gy	M		
2850	"	29° 55' 43.685"	85° 24' 12.216"	18.5	"	"	-	gy	S, brk sh		
2851	"	29° 55' 47.579"	85° 24' 43.801"	20.2	"	"	-	gy	S, brk sh		
2852	"	29° 56' 06.884"	85° 24' 16.622"	15.5	"	"	-	gy	S, brk sh		
2853	"	29° 56' 11.139"	85° 24' 45.477"	18.2	"	"	-	dk gy	M, sh		
2854	"	29° 56' 13.520"	85° 25' 14.718"	20.5	"	"	-	gy	S, brk sh		
2855	"	29° 56' 40.472"	85° 25' 15.930"	17.0	"	"	-	dk gy	M		
2856	"	29° 53' 14.155"	85° 24' 45.411"	29.0	"	"	-	gy	S, brk sh		
2857	"	29° 53' 13.881"	85° 24' 45.411"	29.0	"	"	-	gy	S, brk sh		
2858	"	29° 53' 13.444"	85° 23' 41.741"	28.7	"	"	-	gy	S, brk sh		
2859	"	29° 52' 43.248"	85° 23' 46.786"	15.2	"	"	-	gy	S		
2860	"	29° 52' 44.146"	85° 24' 16.030"	22.4	"	"	-	gy	S, sh brk sh		
2861	"	29° 52' 43.708"	85° 24' 43.357"	28.0	"	"	-	gy	S, sh		
2862	"	29° 52' 45.735"	85° 25' 15.748"	22.4	"	"	-	gy	S, sh		
2863	"	29° 52' 15.951"	85° 25' 15.669"	17.0	"	"	-	dk gy	S, sh		
2864	"	29° 52' 16.661"	85° 24' 43.236"	15.8	"	"	-	dk gy	S, sh		

(35)

Use more than one line per sample if necessary.

OCEANOGRAPHIC LOG SHEET - M  
BOTTOM SEDIMENT DATA

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

VESSEL	DATE	SAMPLE POSITION		DEPTH (Fathoms)	WEIGHT OF SAM- PLER	AP. PROX. PENE- TRA- TION	LENGTH OF CORE	COLOR OF SEDI- MENT	FIELD DESCRIPTION	REMARKS (Unusual conditions, cohesiveness, dented cutter, stat. no., type of bottom relief i.e., slope, plain, disposition, etc.)	OBS. INIT.
		LATITUDE	LONGITUDE								
LAUNCH 1283		PRJ. NO. OPR-J247		YEAR 82	HSB-10-2-82		H-9996		CHECKED BY	DATE CHECKED	
2865	4-16-82	29°52' 18.645"	85°24' 13.325"	7.0	5.10	1 in.	-	Agg	S, sh		
2866	"	29°51' 48.607"	85°24' 47.773"	16.0	"	"	-	br	S, sh		
2867	"	29°51' 44.144"	85°25' 15.249"	20.0	"	"	-	br	S, sh		
2868	"	29°51' 14.952"	85°25' 16.880"	29.0	"	"	-	br	S, sh		
2869	"	29°51' 16.236"	85°25' 55.283"	9.8	"	"	-	br	S, sh		
2870	"	29°50' 49.276"	85°25' 08.891"	6.8	"	"	-	br	S, sh		
2871	"	29°52' 45.253"	85°21' 45.060"	20.0	"	"	-	H br	S		
2872	"	29°52' 43.264"	85°21' 45.388"	24.0	"	"	-	gy	S, brk sh		
2873	"	29°52' 45.586"	85°22' 12.778"	26.0	"	"	-	gy	S, brk sh		
2874	"	29°52' 45.125"	85°22' 44.021"	28.3	"	"	-	gy	S, brk sh		
2875	"	29°52' 46.715"	85°23' 14.250"	22.8	"	"	-	gy	S, brk sh		
2876	4-19-82	29°53' 44.285"	85°21' 41.291"	20.8	"	"	-	H br	M, sh brk sh		
2877	"	29°53' 12.106"	85°22' 16.083"	24.2	"	"	-		sh		
2878	"	29°53' 14.257"	85°22' 44.712"	26.4	"	"	-	gy	M, brk sh		
2879	"	29°53' 13.563"	85°23' 15.240"	40.2	"	"	-	Agg	M, grs		
2880	"	29°53' 39.885"	85°21' 48.264"	16.3	"	"	-	br	S, brk sh		
2881	"	29°53' 43.583"	85°22' 12.141"	21.8	"	"	-	br	S, brk sh		

Use more than one line per sample if necessary.





**NONFLOATING AIDS FOR CHARTS**

Replaces C&GS Form 567.

TO BE CHARTED  
 TO BE REVISED  
 TO BE DELETED

REPORTING UNIT (Field Party, Ship or Office)  
 AMC-HSB-HFP3

STATE  
 Florida

LOCALITY  
 St. Joseph Bay

DATE  
 4/82

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

OPR PROJECT NO. OPR-J247

SURVEY NUMBER H-9996

DATUM 1927 North American

CHARTING NAME	DESCRIPTION <i>(Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses.)</i>	POSITION			METHOD AND DATE OF LOCATION <i>(See instructions on reverse side)</i>	CHARTS AFFECTED
		LATITUDE ° / ' "	LONGITUDE ° / ' "	FIELD		
LIGHT	ST. JOSEPH BAY RANGE A REAR LIGHT (St. Joseph Point Light, Rng A, 1988) L.L. #1566 Station 112	29 55	85 22	50.097	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE A FRONT LIGHT (St. Joseph Point F. Rng A, 1980) L.L. #1565 Station 111	29 54	85 24	18.519	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE B REAR LIGHT (St. Joseph Point R. Rng B, 1980) L.L. #1572 Station 110	29 53	85 22	16.107	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE D REAR LIGHT (St. Joseph Point R. Rng D, 1980) L.L. #1581 Station 109	29 54	85 23	05.545	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE C FRONT LIGHT (St. Joseph Point F. Rng C, 1980) L.L. #1575 Station 108	29 52	85 22	30.216	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE C REAR LIGHT (St. Joseph Point R. Rng C, 1980) L.L. # 1576 Station 107	29 52	85 21	44.937	F-2-6-L 8/80	11389 11393
LIGHT	ST. JOSEPH BAY RANGE B FRONT LIGHT (St. Joseph Point F. Rng B and D, 1980) L.L. #1571	29 53	85 23	04.230	F-2-6-L 8/80	11389 11393

NOTE: The above listed aids are near or within the limits of this survey. A complete listing of all aids and landmarks on OPR-J247 has been submitted to C322 Chart Information Branch.

NC see L 716 (82)

RESPONSIBLE PERSONNEL

TYPE OF ACTION		NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD		It(jg) Federico R. Diaz	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED		It(jg) Federico R. Diaz	FIELD ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES			<input type="checkbox"/> REVIEWER <input type="checkbox"/> 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
- L - Located
- V - Verified
- 1 - Triangulation
- 2 - Traverse
- 3 - Intersection
- 4 - Resection
- 5 - Field Identified
- 6 - Theodolite
- 7 - Planetable
- 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

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



RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	Lt(jg) Federico R. Diaz
POSITIONS DETERMINED AND/OR VERIFIED	Lt(jg) Federico R. Diaz
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'  
 (Consult Photogrammetric Instructions No. 64,

OFFICE	FIELD (Cont'd)
<p><b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b>            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</p>	<p><b>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.</b>            EXAMPLE: P-8-V            8-12-75            74L(C)2982</p>
<p><b>FIELD</b>  <b>I. NEW POSITION DETERMINED OR VERIFIED</b>            Enter the applicable data by symbols as follows:            F - Field            L - Located            V - Verified            1 - Triangulation            2 - Traverse            3 - Intersection            4 - Resection</p>	<p><b>II. TRIANGULATION STATION RECOVERED</b>            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</p>
<p><b>A. Field positions* require entry of method of location and date of field work.</b>            EXAMPLE: F-2-6-L            8-12-75</p>	<p><b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b>            Enter 'V-Vis.' and date.            EXAMPLE: V-Vis.            8-12-75</p>
<p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p>	<p>**PHOTOGAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</p>

APPROVAL SHEET ✓  
SURVEY H-9996 (HSB-10-2-82)

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

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

Approved and forwarded,



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

DATE: October 26, 1982

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for

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

Period: February 9 - April 26, 1982

HYDROGRAPHIC SHEET: H-9996

OPR: J-247

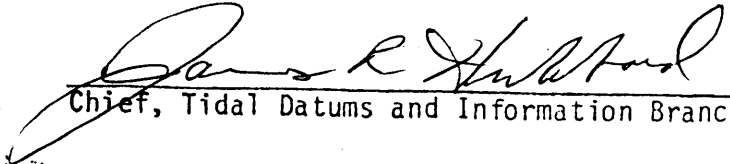
Locality: St. Josephs Bay, Florida

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

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

REMARKS: Recommended Zoning:

1. North of a line formed by 2 points located at latitude  $29^{\circ}54.0'$ , longitude  $85^{\circ}22.0'$ , and latitude  $29^{\circ}52.5'$ , longitude  $85^{\circ}23.3'$  zone direct on 872-8995, Mexico Beach, Florida for J Days 092-116 when the gage at Mexico Beach was inoperative zone direct on 872-9678, Navarre Beach, Florida.
2. South of the previous line zone direct on 872-8912 Port St. Joe, Florida, for J Days 092-116 when the gage at Port St. Joe was inoperative zone on 872-9678 Navarre Beach, Florida and apply x1.21 range ratio.

  
Chief, Tidal Datums and Information Branch

GEOGRAPHIC NAMES

H-9996

Name on Survey	<div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">A ON CHART NO.</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">B ON PREVIOUS SURVEY NO.</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">C ON U.S. QUADRANGLE MAPS</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">D FROM LOCAL INFORMATION</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">E ON LOCAL MAPS</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">F P.O. GUIDE OR MAP</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">G RAND McNALLY ATLAS</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">H U.S. LIGHT LIST</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">K</div> </div>									
	BEACON HILL	X								
FLORIDA(title)	X									2
GULF OF MEXICO(title)	X									3
MEXICO BEACH	X									4
ST JOSEPH BAY	X									5
ST JOSEPH PENINSULA	X									6
ST JOSEPH POINT	X									7
										8
										9
										10
										11
										12
										13
										14
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										23
										24
										25

Approved:

*Charles E. Harrison*  
Chief Geographer. N/CGRS

7 Feb. 1984

## HYDROGRAPHIC SURVEY STATISTICS

H-9996

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

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT
SMOOTH SHEET		1	SMOOTH OVERLAYS: POS., ARC, EXCESS		3
DESCRIPTIVE REPORT		1	FIELD SHEETS AND OTHER OVERLAYS		6
DESCRIPTION	DEPTH/POS RECORDS	HORIZ. CONT. RECORDS	SONAR-GRAMS	PRINTOUTS	ABSTRACTS/SOURCE DOCUMENTS
ACCORDIAN FILES					
ENVELOPES					
VOLUMES					
CAHIERS				2	
BOXES				2	

## SHORELINE DATA

SHORELINE MAPS(List):

PHOTOBATHYMETRIC MAPS(List):

NOTES TO THE HYDROGRAPHER(List):

SPECIAL REPORTS(List):

NAUTICAL CHARTS(List): 11393

## OFFICE PROCESSING ACTIVITIES

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

PROCESSING ACTIVITY	AMOUNTS		
	VERIFICATION	EVALUATION	TOTALS
POSITIONS ON SHEET			2878
POSITIONS REVISED	5		
SOUNDINGS REVISED	222	17	239
CONTROL STATIONS REVISED			
	TIME - HOURS		
	VERIFICATION	EVALUATION	TOTALS
PRE-PROCESSING EXAMINATION	5	10	15
VERIFICATION OF CONTROL	4		4
VERIFICATION OF POSITIONS	19		19
VERIFICATION OF SOUNDINGS	108		108
VERIFICATION OF JUNCTIONS	5		5
APPLICATION OF PHOTOBATHYMETRY			
SHORELINE APPLICATION/VERIFICATION			
COMPILATION OF SMOOTH SHEET	75	3	78
COMPARISON WITH PRIOR SURVEYS AND CHARTS		4	4
EVALUATION OF SIDESCAN SONAR RECORDS			
EVALUATION OF WIRE DRAGS AND SWEEPS			
EVALUATION REPORT		34	34
OTHER		12	12
DIGITIZING	16		16
TOTALS	232	63	295
Pre-processing Examination by J.S. Bradford, R.G. Roberson	Beginning Date 23 AUG 82	Ending Date 25 AUG 82	
Verification of Field Data by F.L. Saunders, J.S. Bradford	Time(Hours) 232	Ending Date 14 FEB 84	
Verification Check by H.R. Smith, J.S. Bradford, G.F. Trefethen, R.G. Roberson	Time(Hours) 75	Ending Date 6 FEB 84	
Evaluation and Analysis by R.G. Roberson	Time(Hours) 63	Ending Date 23 FEB 84	
Inspection by C. D. Meador	Time(Hours) 14	Ending Date 24 FEB 84	



ATLANTIC MARINE CENTER  
EVALUATION REPORT

REGISTRY NO.: H-9996

FIELD NO.: HSB-10-2-82

Florida, Gulf of Mexico, Entrance to St. Joseph Bay

SURVEYED: 9 February through 26 April, 1982

SCALE: 1:10,000

PROJECT NO.: OPR-J247-HSB-81

SOUNDINGS: Ross Fineline Echo Sounder,  
Raytheon DE-719B Fathometer,  
Sounding pole

CONTROL: DEL NORTE (Range/Range)

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

Surveyed by.....F. R. Diaz

.....R. Snow

.....D. B. Elliott

.....C. F. Bush

.....M. J. McMann

.....J. P. Oswald

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

1. INTRODUCTION

- a. No unusual problems were encountered during verification of the survey.
- b. Notes in the Descriptive Report were made in red during verification.

2. CONTROL AND SHORELINE

- a. Control is discussed in sections F., G. and S. of the Descriptive Report.
- b. Shoreline originates with registered Coastal Zone Map TP-00351 of

1977-78. Portions of the original 1:20,000 scale manuscript were photographically enlarged to a 1:10,000 scale for application to the present survey. Changes and additions to the shoreline were made by the hydrographer in red on the final field sheet and transferred to the smooth sheet in dashed red. (See section 4a of this Evaluation Report.)

### 3. HYDROGRAPHY

a. Soundings at crossing agree within the limits stated in sections 4.6.1 and 6.3.4.3 of the Hydrographic Manual.

b. The standard depth curves could be adequately delineated. Because of its closeness to the shoreline, the zero depth curve was not defined by the present survey. Mean lower low water data was transferred to the present survey smooth sheet from TP-00351. Supplemental, brown and dashed curves were drawn to show additional bottom relief and the dredged channel.

c. Development of the bottom configuration and determination of least depths is considered adequate. The continuation of mainscheme lines of hydrography to a point where they crossed lines run parallel to the shoreline would have been desirable in the vicinity of Latitude 20°51'45"N, Longitude 85°24'45"W to better define the extent of the alongshore bars.

### 4. CONDITION OF SURVEY

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

a. The number of positions taken to locate the shoreline changes on St. Joseph Peninsula was not sufficient to support the solid red shoreline shown on the final field sheet. This shoreline change is shown on the survey smooth sheet as a dashed red line.

b. The velocity correction curves plotted by the field unit were improperly constructed. New velocity curves and tables were constructed during verification of the survey and applied to the survey data.

c. In section G. of the Descriptive Report, the hydrographer should have discussed in detail the numerous problems encountered with the electronic positioning system.

d. There are poor angles of intersection resulting in weak control along a line from approximate Latitude 29°56'54"N, Longitude 85°25'39"W to Latitude 29°55'00"N, Longitude 85°23'00"W.

e. On launch 1014, phase and calibration checks were not taken frequently on the Ross digital echo sounder.

f. A more complete discussion of the equipment on board launch 1014 should have been made in section C. of the Descriptive Report. This would have helped in the evaluation of the condition of the survey records.

g. No report on currents is referenced in section S. of the Descriptive

Report, nor is there a negative report found in section P. as required by section 8.2 of the Project Instructions.

h. Field plots of the investigations of the two (2) Presurvey Review Items located in this survey area were not submitted by the hydrographer. Plots of this type of data should be submitted to aid the verification of the field data.

i. Bottom sample spacing exceeded by two (2) centimeters, the six (6) centimeter distance between samples prescribed in section 1.6.3 of the Hydrographic Manual and section 8.1 of the Project Instructions.

j. An extensive development of the shoaling in the Entrance Channel discussed on page 6 of the Descriptive Report should have been done to determine if there were depths shoaler than 23 feet.

## 5. JUNCTIONS

H-9734 (1977) to the southwest

H-9989 (1981-82) to the south

H-10069 (1982) to the west

An adequate junction was effected with H-9989 (1981).

The smooth sheet and records for H-9734 (1977) are archived at headquarters in Rockville, Maryland. A comparison between a copy of H-9734 (1977) and the present survey smooth sheet found the junctional soundings on H-9734 (1977) are 1 to 2 feet shoaler than present survey depths. A butt junction is necessary in this area, with the present survey data superseding the data on H-9734 (1977). A section of H-9734 (1977) is appended to the Descriptive Report showing the superseded area.

The Evaluation Report for H-10069 (1982) will discuss its junction with the present survey.

## 6. COMPARISON WITH PRIOR SURVEYS

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

The above prior survey covers the entire area of the present survey.

H-1265a (1875) compares extremely well with the present survey. Soundings range from excellent agreement to differences of  $\pm 1$  to 3 feet. The differences can be explained by natural changes and less accurate survey methods used on the prior survey.

The tip of St. Joseph Point has accreted 850 meters to the east since 1875.

A small cove, which did not exist in 1875, is now on the western side of St. Joseph Peninsula in the vicinity of Latitude 29°52'15"N, Longitude 85°

24'00"W.

The maintained Entrance Channel did not exist in 1875.

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

7. COMPARISON WITH CHART

11393 (12th Edition, Aug. 1/81)

a. Hydrography

The charted hydrography originates with the previously discussed prior survey, U.S. Army Corps of Engineers surveys, and miscellaneous sources.

Attention is directed to the following:

1) 2 Presurvey Review Items (10 and 11) were investigated by the field. The Descriptive Report (Section L) addresses these items and additional information is as follows:

Presurvey Review Item #10, a submerged dangerous wreck PA, charted in Latitude 29°53'54", Longitude 85°22'12", is a Numbered Information Item which did not require a specific investigation unless seen on the fathogram while running the mainscheme sounding lines or more positively positioned from local knowledge. This item did not appear on the fathograms in the mainscheme hydrography. The fathometer search mentioned in section L of the Descriptive Report was done at 25 meter spacing. This line spacing using a narrow beam survey fathometer is not adequate to disprove a charted item. The dangerous submerged wreck PA symbol should be retained as charted.

The chain sweep for Presurvey Review Item #11, an obstruction charted in Latitude 29°54'47", Longitude 85°23'26", covered more than the required 50-meter radius circle about the reported position. However, the charted position of the obstruction falls between two sweep lines which are 27 meters apart. Because the sweep did not pass over the charted position, this obstruction should be retained as charted.

2) The pier charted in Latitude 29°56'54"N, Longitude 85°25'27"W is approximately eighty (80) meters east of the pier located by the hydrographer in Latitude 29°56'53.86"N, Longitude 85°25'30.46"W. The pier located by the hydrographer should be charted. Since no investigation or mention of the charted pier was made by the hydrographer, and it does not appear on TP-00351, it should be revised to submerged ruins.

3) The pier charted in Latitude 29°56'11"N, Longitude 85°24'14"W, was located by the hydrographer as a "pier in ruins." The offshore end located by the hydrographer was well inshore of the end of the pier shown on TP-00351. Because of this, during verification this feature was interpreted as submerged ruins and should be charted as such.

4) The pier ruin charted in Latitude 29°53'53"N, Longitude 85°21'51"W is not shown on TP-00351. A note on the smooth field sheet for this survey

stated, "Groin no longer exists." This pier ruin should be deleted from the chart.

5) The shoreline change noted in dashed red in Latitude 29°52'30"N, Longitude 85°21'00"W should be charted as shown on the present survey smooth sheet.

6) The eastern end of St. Joseph Point should be charted as shown on TP-00351.

7) The extensive shoreline change on the St. Joseph Peninsula from approximate Latitude 29°52'15"N, Longitude 85°24'00"W to Latitude 29°51'30"N, Longitude 85°24'45"W should be charted as shown on the present survey smooth sheet.

Those areas covered by the present survey which have not been superseded by more recent U.S. Corps of Engineers surveys are adequate to supersede the charted hydrography in the common area.

b. Controlling Depths

There are no conflicts between the tabulated controlling depths for the Entrance Channel on the most recent edition of Chart 11393 (13th Edition, June 19, 1982) and the present survey channel depths.

c. Aids to Navigation

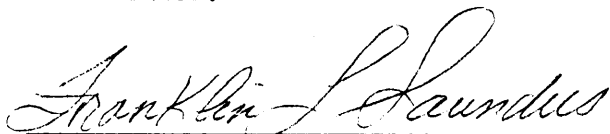
There are eight (8) floating and seven (7) fixed aids on the present survey. All aids adequately serve their intended purpose.

8. COMPLIANCE WITH PROJECT INSTRUCTIONS

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

9. ADDITIONAL FIELD WORK

This is an adequate basic survey; no additional field work is recommended.



Franklin L. Saunders  
Cartographic Technician  
Verification of Field Data



Robert G. Roberson  
Senior Cartographer  
Evaluation and Analysis



Guy F. Trefethen  
Senior Cartographic Technician  
Verification Check

INSPECTION REPORT  
H-9996

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

Charles D. Meador

Charles D. Meador  
Chief, Evaluation and Analysis Group  
Hydrographic Survey Processing Section

Karl Wm. Kieninger

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

Approved February 24, 1984

Wesley W. Hull

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

H-4484



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

DATE: 3 May, 1982

TO: Director, National Ocean Survey  
ATTN: C322

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

FROM: Federico R. Diaz LT(jg) NOAA  
CIC HFF#3

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

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

LAT. 29°52'39"N  
LON. 85°23'04"W

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

The U.S. Coast Guard, Eight District, New Orleans, LA was notified via telephone of these findings on May 3, 1982.

USCGD 8th NTM No. 19-82 issued 5 May 1982.  
& NTM No. 20-82 issued 12 May 1982.

Date: MAY 17 1982  
Receipt Acknowledged:

*[Signature]*  
LARRY L. FOSTER, CHIEF  
MARINE CHART DIVISION



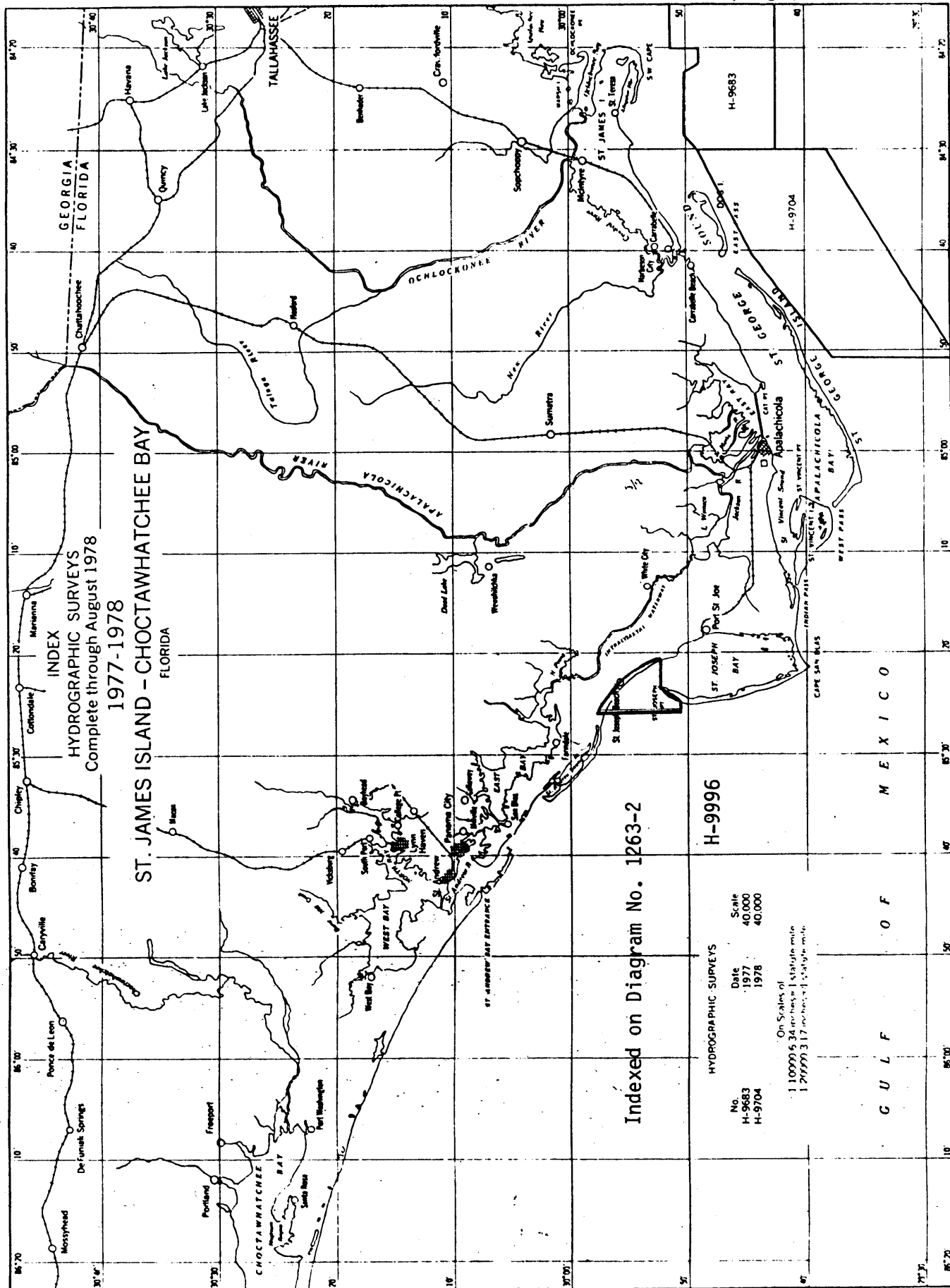
10TH ANNIVERSARY 1970-1980  
National Oceanic and Atmospheric Administration  
A young agency with a historic  
tradition of service to the Nation





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

Hydrographic Index No. 84 E



INDEX  
 HYDROGRAPHIC SURVEYS  
 Complete through August 1978  
 1977-1978

ST. JAMES ISLAND - CHOCTAWHATCHEE BAY  
 FLORIDA

Indexed on Diagram No. 1263-2

H-9996

HYDROGRAPHIC SURVEYS  
 No. H-9683 H-9704  
 Date 1977 1978  
 Scale 40,000 40,000  
 On Scales of  
 1:100,000 5:34 inches = 1 statute mile  
 1:200,000 3:17 inches = 1 statute mile

G U L F O F M E X I C O

