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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-10-4-82

Registery No. ... H-10005

LOCALITY

State ... Florida

General Locality ... Pensacola Bay

Sublocality ... Vicinity of Pensacola

1982-83

CHIEF OF PARTY
LCDR RW.WJones

LIBRARY & ARCHIVES

DATE ... November 19, 1986

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

Area 3
CH75
V11383
V11384
V11378sc A
11382-MC

TO SIGN OFF SEE "RECORD OF APPLICATION"

INDEX

* DATA REMOVED FROM DESCRIPTIVE REPORT AND FILED WITH ORIGINAL RECORDS

NOAA FORM 77-28 (11-72) | U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION | REGISTER NO.

HYDROGRAPHIC TITLE SHEET

H-10005

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 10-4-82

State FLORIDA

General locality ~~GULF COAST (Northwest)~~ Pensacola Bay

Locality ~~CENTRAL PENSACOLA BAY~~ Vicinity of Pensacola

Scale 1:10,000 Date of survey March 18, 1982 to 14 Sept. 1983

Instructions dated July 13, 1982 Project No. OPR-J217-HSB-81

Vessel NOAA Launch 1278

Chief of party LCDR Ronald W. Jones, NOAA

Surveyed by LT Samuel P. De Bow, NOAA and LTJG 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

Graphic record checked by SPD

Protracted by Smooth ~~Field~~ Sheet - ~~PDP 8/e~~ Automated plot by AMC - Xynetics 1200 Plotter

Verification by ~~AMC - Verification Section~~ M.W. Holloway

Soundings in ~~XXXXX~~ feet at ~~MLW~~ MLLW

REMARKS: SPD - Lt Samuel P. De Bow, Jr.

FEO - Ltjg Franklin E. Ohlinger

MMO - Maria Mangual-Ortiz

GDH - Glenn D. Hemdrix

GSL - George S. Lloyd

GLM - Gary L. Merrill

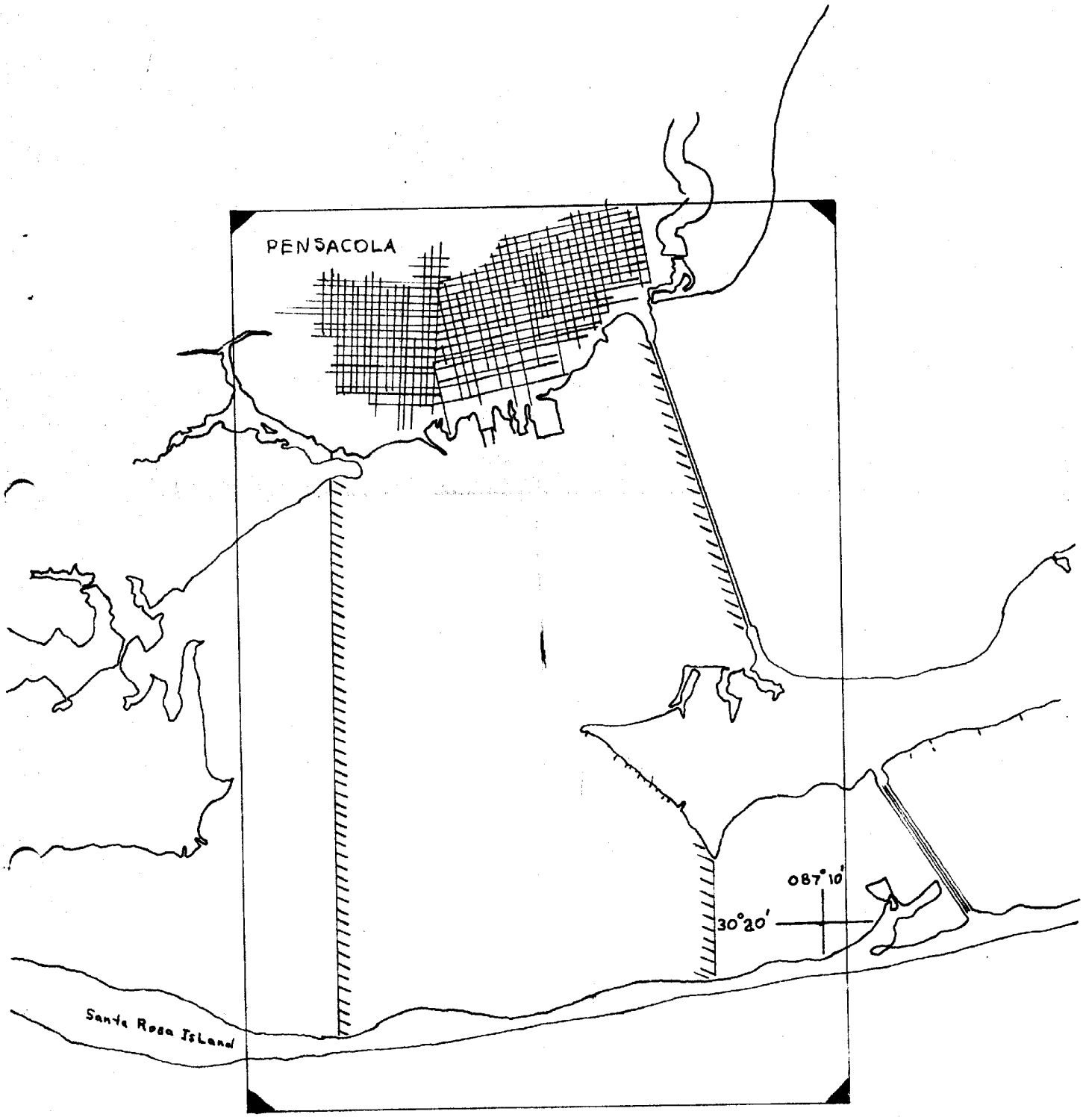
LRN - Linda R. Noyes

TAT - Terri A. Taylor AWOIS - 11/24/86 mjf

CBG - LT Charles B. Greenawalt, NOAA SURF - 11/24/86 mjf

(1)

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



OPR - J217
PENSACOLA BAY
HSB 10-4-82
H - 10005
from CHART 11382
(2.)

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10005
HSB-10-4-82

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 Central Pensacola Bay from a junction with H-9995 (HSB-10-1-82) to the Three-mile Bridge on the northeast corner and to Deer Point on the southeast corner of the sheet and bounded by the following points:

Latitude	30°23'45"N,	Longitude 87°14'30"W
	30°19'15"N,	87°14'30"W
	30°25'00"N,	87°11'45"W
	30°19'30"N,	87°11'00"W
	30°22'00"N,	87°10'00"W

This survey was conducted from March 18, 1982 to September 14, 1983 (JD 077/82 to 257/83) inclusive.

C. SOUNDING VESSEL

All soundings obtained on this survey were obtained from NOAA Launch 1278 (EDP #1278). All survey records are annotated with the vessel number 1278.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

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. 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 final smooth plotting of the sheet at 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-10-1-82 (H-9995) 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 splits are plotted on the smooth field sheets while crosslines, developments, bottom samples, prior survey soundings, junction soundings, charted soundings, 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 to 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 the Hydrographic Field Parties Section's Survey Support Group or HFP-1 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.

G. HYDROGRAPHIC POSITION CONTROL SEE SECTION 2.a. OF THE EVALUATION REPORT.

The main methods used to control this survey ~~was~~ were Del Norte in the Range/Range or Range/Azimuth mode. In addition, a HP-3810 total station was used extensively for detached positions and positioning leadline soundings alongside piers. See Field Sheet was run in numerous areas where position control was lacking, especially in the small bayous along the north shore of Gulf Breeze.

The equipment used to run the survey was Del Norte RO-3C set up at various control points in the survey area. A list of the units and dates of use with daily calibration checks is attached in the Appendix. A 20db attenuator was used on the remote shore station whenever the arcs were run closer than 1000 meters, mostly during Range/Azimuth.

Problems encountered with the use of this equipment were as expected for Del Norte. Numerous units failed before final baselines were obtained, ~~which is normal~~.

Other operational problems, such as "null" zones, were minimal, which were rectified as the survey progressed. Most of the mainscheme hydrography was run on arcs off 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 marks 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 Operation Order 79, and a zero corrector was applied if the calibration was within $\pm$ 5 meters. The distance used for baseline calibrations was longer than specified in the Operation Order. This was chosen because: (1) 4-5000 meters was a median distance expected within the limits of this survey and (2) it permitted the Pensacola Lighthouse remote to remain in place undisturbed. Verification of this approach using known objects and static daily checks was good.

The field sheet was plotted without electronic correctors applied. Corrector tapes have been edited to reflect the proper correctors as determined by the baseline calibrations. APPROPRIATE. ALL CORRECTORS WERE APPLIED DURING OFFICE PROCESSING AT AMC.

H. SHORELINE SEE SECTION 2.B AND 2.C. 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.

Shoreline corrections were necessary at (1) area to northeast of Pensacola Marine Terminal, (2) along north shore of Gulf Breeze and (3) some places on north shore of Santa Rosa Island (South side of Sheet). CORRECTIONS ARE SHOWN IN RED ON THE SMOOTH SHEET.

The shoreline details on Manuscript TP-00546, in the vicinity of latitude 30°24'56"N, longitude 87°11'35"W are inaccurately compiled. The bulkhead, Pensacola Bay Bridge, and fishing pier appear to be drawn about 50-meters west of their correct position. Horizontal control station LLOYD 1982 (third-order) was established at the southwest corner of the bulkhead, but plots at the edge of the road at the north end of Pensacola Bay Bridge. A detailed shoreline survey was deemed too massive and hence was not conducted. The shoreline details for this portion of the final field sheet were drawn as shown on the manuscript. ~~RECOMMENDATION: This portion of Manuscript TP-00456 should be recompiled~~. Do not Concur. SEE SECTION 2.C. OF THE EVALUATION REPORT.

Photogrammetric locations of rocks and other salient features from the manuscript were checked by hydrographic means. Discrepancy notes are shown on the field sheet.

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

Crosslines constitute 18% of the mainscheme hydrography. Sixty-five percent (65%) of the crossings agree from 0 - 1 foot, with all of the crossings in agreement from 2^0 - 3^1 feet. The reason for this slight disagreement of soundings at crossings is due to the fact that predicted tides were used for field plotting.

J. JUNCTIONS *See Section 5. of the Evaluation Report.*

This survey junctions with only one other survey, ~~ie~~, H-9995 (1982) which was run concurrently with the present survey. Since that survey was run continuously, by the same vessel, in the same year, and by the same methods as with the present survey, overlap junctions were not necessary. However, of the soundings which did overlap, 100% agreed to within one foot, and depth curves can be drawn continuously between the two sheets.

K. COMPARISON WITH PRIOR SURVEYS *See Section 6 and 7 of the Evaluation Report.*

This survey was previously covered by the following surveys:

1. H-5668 (1934), 1:10,000 scale
2. H-5823 (1935), 1:10,000 scale
3. H-5835 (1935), 1:10,000 scale

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

1. File #2A-5-4-126, dated April - May 1983
2. File #2A-5-4-127, dated April - May 1983

In general, comparison with the 1934-1935 surveys was much better than the comparison made on H-9995 with the prior surveys. The reason for this is that the middle of the bay has not been changed as much as the western portion of the bay. The main channel, ~~ie~~, Bay Channel, was in existance in 1935 and has not been made deeper since that time. However, a drastic change is noticeable along the northern shore of the sheet where wharves and docks which previously lined the shore have either been abandoned and demolished, or have been replaced with more modern and larger facilities. Of special note is in the area around the present Pensacola Marine Terminal, which is much different than that shown on the 1935 survey, H-5835. Also, the area immediately west of Bayou Chico is now much shoaler than in 1935, probably due to the depositing of dredge spoil from the maintenance of Bayou Chico Channel. Other areas of major change are: (1) at the approach of Muscogee Wharf, which is no longer used as a pier for colliers and is partially demolished and (2) at the Gulf Breeze side of the Bay Bridge where numerous piers and developments now exist. In the "old channel" approaching Muscogee Wharf, the present depths are much shoaler since the channel has been allowed to fill in as it is no longer used by deep draft vessels. Of the sixty (60) soundings compared on survey H-5668 (1934), ninety-two (92%) agreed to within 0-1 foot, with no sounding in disagreement by more than three feet.

Sixty-two (62) soundings were transferred from H-5823 (1935) and comparison showed that 81% were within one foot, and 94% fell within 2-4 feet. One major discrepancy was found in the vicinity of the ruins of a pier on the south side of the sheet in 30°19'20", 87°13'14" where a 13-foot sounding appears on the prior survey probably due to the fact that an old channel existed at the dock. The present survey showed the depth to be three feet.

A major portion of the present survey was covered by survey H-5835 (1935) and of the 230 soundings compared, 66% agreed to within two feet, with the remainder within four feet. The reason for this slight disagreement was due to the factors mentioned at the beginning of this section. Major changes were visible at: (1) West of Bayou Chico Channel, (2) along the north shore of the sheet, especially in the vicinity of the present Pensacola Marine Terminal, (3) at the approach to old Muscogee Wharf, (4) at the Gulf Breeze side of the Bay Bridge and (5) in the spoil areas to the east of East Channel, approaching the Pensacola Marine Terminal. In the latter area, a least depth of 15 feet was observed in 30°23'25.8"N, 87°12'03.1"W, approximately 850 meters northeast of Bay Channel Buoy #27, in surrounding depths of 24-26 feet. A dive was conducted at the site on JD 140 and found that a mound of heavy mud ("MUCK") was at the given position. Conversation with the Operations Officer at the Marine Terminal, Captain Ed Kelly, revealed that in 1962 the spoil from the channel was being dumped in this area until a federal injunction was imposed on the operation. Dumping then ceased and the area has been that way since. Another shoal sounding of 17 feet was observed in 30°23'58.2"N, 87°12'01.8"W in another spoil, 600 meters ESE of the southeast corner of the Marine Terminal, in depths of 25 feet. Both areas were split to 50 meter spacing and a Local Notice to Mariners was submitted (enclosed in the Appendix). RECOMMEND THE CHARTED SPOIL AREAS BE LABELED AS DISCONTINUED ON THE CHART.

In addition to the aforementioned surveys, the present survey was also compared to a recent Corps of Engineers survey. Of the 97 soundings transferred to the overlay, 80% were within 0-1 feet, with no sounding in disagreement by more than three feet. This comparison is very good.

The following pre-survey review items were investigated:

#317. Visible wreck, charted in 30°19'12"N, 87°14'28"W, originates with survey H-5823 (1935) and verified in the 1976 CAS (CL1810/1976). Item was found as described on April 1, 1982 (JD 091) at 1822Z, position 140-142. At that time the ~~stem~~ STERN was awash by 1/2 foot in two feet of water (by pole). The wreck is the hull of the tugboat "SPORT" which sank on October 28, 1906 during the hurricane. It is of steel construction, approximately 100 feet long with a 15 foot beam. It is hard aground and completely silted in. The wreck is visible during most stages of tide. Numerous small rocks surround the wreck.

RECOMMENDATION: Item should remain as charted at the position given. It does constitute a hazard to recreational craft which transit the area.
CONCUR. CHART AS SHOWN ON THE PRESENT SURVEY.

#319. Submerged dangerous wreck, charted in 30°21'57.2"N, 87°11'32.0"W, originates with survey H-5835 (1935) and was reported to be verified in 1979 by a U.S. Power Squadron report (CL-701/1979). A wreck was found in the area on JD 094, at two out from position 2146 and a diver investigated on JD 112. Divers found a wreck in 13-feet of water, rising off the bottom 2-3 feet. Apparently there was an original wreck at the location but someone had been building a fish haven on the spot. Pipes, cinder blocks, and other "modern" junk was piled in the vicinity of the wreck. A least depth

by leadline was found to be ~~9.7~~ 8.0 feet at 1934Z in 30°21'56.23"N, 87°11'30.00"W. A shoaler portion of the wreck which was seen on the fatho on JD 094 was a flimsy piece of steel which was ripped down purposely by a diver. The wreckage is strewn over an area about 30-meters square. Visibility on the bottom at the time of the dive was 2-3 meters with 1/2 to 1 knot of current running.

RECOMMENDATION: Change position of charted wreck to 30°21'56.23"N, 87°11'30.00"W. SEE SECTION 7.a.58) OF THE EVALUATION REPORT.

An additional wreck was initially observed while running mainscheme arcs on JD 094, one sounding before position 2141, Volume 10, pg. 38. A diver investigation was done on JD 112 and found a deterioated wooden vessel, possibly an old steamer, due to the amounts of coal and machinery in the area. A majority of the wreck is silted over. A least depth of ~~6.3~~ 5.9 feet by leadline was taken at 1842Z in the observed position at 30°21'49.62"N, 87°11'32.68"W, in 10.2 feet of water. Information supplied by the wreck file from the Pensacola Historical Society has the wreck listed as the "CABRADROCA", a Portuguese ship which was scuttled in Old Navy Cove around 1910-1915 by the old shipyard which was there. Presently the wreck lies in an east-west orientation and is about 100-feet long and 50-feet wide. SEE SECTION 7.a.51) OF THE EVALUATION REPORT.

A Notice to Mariners is not warranted because the presently charted wreck immediately offshore and the submerged stakes and snags to the westsouthwest should warn the mariner of the dangerous nature of the vicinity.

RECOMMENDATION: ~~Chart dangerous wreck symbol at 30°21'49.62"N, 87°11'32.68"W. Concur.~~ SUNKEN Do not concur - see section 7.a.51) of the Evaluation Report.

#320. Rip rap, charted in 30°24'36"N, 87°12'08"W, originates with survey H-5835 (1935). The rip rap was initially found while running mainscheme on JD 090, right before and on position 2034 or 30°24'35.28"N, 87°12'05.17"W with a least depth of 1.2 feet and 1.1 feet (uncorrected). Additionally, the rip rap was found on the same day at two out of 2035 and three out of 2040. Finally the rip rap was developed on JD 137 and again found at three out of 2689.

RECOMMENDATION: ~~Item should remain as charted with the appropriate least depth attached.~~ SEE SECTION 7.a.31) OF THE EVALUATION REPORT.

#321. Two submerged wrecks, one ~~dangerous~~ NON dangerous and one nondangerous, charted in 30°24'38.8"N, 87°12'08.5"W and 30°24'43.~~8~~3"N, 87°12'04.01"W respectively, represent an area strewn with four boilers and a wreck on survey H-5835 (1935). Hydrography run in the area never showed an indication of a wreck. However, a comparison of the present shoreline from the T-sheet and the shoreline from the 1935 survey showed that there had been a buildup of rocks and rip rap so that the present shoreline is now about 60 meters south of the old shoreline. Therefore, the wrecks and boilers have either been covered over or removed in the process. Due to the shoal depths in the area, a visual search was conducted at low tide on JD 153 and DP's were taken on the shoalest items in the area (rocks) and found a 1.0 pole at position 2886 (30°24'37.99"N, 87°12'09.46"W) and 2887 (30°24'37.75"N, 87°12'09.18"W). Nothing approaching a wreck was observed.

RECOMMENDATION: ~~Chart the shoreline as found on the T-sheet, with the notation "RIP RAP". Remove the symbol for wrecks at the given position and chart the notation for rocks submerged at MLLW at the observed positions above.~~ SEE SECTION 7.a.32) OF THE EVALUATION REPORT.

#322. Submerged Dangerous Wreck, charted in 30°24'42"N, 87°12'07"W, first appeared on the chart in 1975 with no source information available. As

with PSR #321, a visual search at low water determined that rocks were strewn over a wide area. A DP taken on JD 153 at position 2888 found a least depth of ~~3.4~~ 3.2 feet by pole (~~un~~corrected) in 30°24'42.04"N, 87°12'06.89"W.

RECOMMENDATION: Remove the symbol for a wreck at the given position and chart a symbol for a rock, covered at MLLW at the observed position. Concur. See also Section 7.a.32) of the Evaluation Report.

#323. Submerged Dangerous Wreck, located in 30°24'13.5"N, 87°13'15.5"W, originates with survey H-5835 (1935). Item was initially found while running mainscheme arcs on JD 081 (1983). Additional investigation on JD 082 found that a line of rocks (rubble), in a north south direction was in 30°24'13.56"N, 87°13'15.35"W. Extensive investigation on JD 110 found that the least depth of 0.3 feet by pole at 181545Z in 30°24'~~14~~15.22"N, 87°13'15.~~35~~55"W, was the inshore end of the rock pile. A 1.0 foot by pole was found at 1823Z in the observed position on JD 082 (above). The offshore end of the rubble had a depth of 2.0 feet by pole in 30°24'13.15"N, 87°13'~~14.99~~15.05"W. No other wreckage was found, in fact, survey H-5835 has the area denoted as rocks (a dashed circle in at the position given in the PSR report). The manuscript (TP-00526) shows the items as two wrecks "Cov by 1 ft at GCLW". It is the opinion of the hydrographer that this rock shoal may have been the ballast stones from a now completely destroyed wreck.

RECOMMENDATION: Remove wreck symbol from chart and chart a symbol denoting a line of rocks at the positions given above ~~labeled "Rocks awash at MLLW"~~ labeled foul. Concur. See also Section 7.a.16) of the Evaluation Report.

#328. Fifteen (15) foot sounding, charted in 30°23'51"N, 87°12'48"W, originates with a 1974 U.S. Corps of Engineer's survey (BP-88673). Area was developed by a series of closely spaced lines (25-meters) on JD 087, with a least depth of ~~20~~ 19 feet observed. In order to ensure that there were no other obstructions in the area, a diver search was done on JD 159 by converting the GP to Del Norte rates via RK 300 and anchoring Launch 1278 right on these rates. A 100-foot circle sweep was done by tying a line to the anchor and going 360° on the diver's compass. Visibility was one foot on the bottom which was soft mud with scattered scallop shells which had been recently dumped there. Nothing was found.

RECOMMENDATION: The given position should be checked for positional accuracy since a 17-foot sounding was found during this survey in the spoil area .7 nm to the east at 30°23'58.2"N, 87°12'01.8"W. Since no indication of a 15-foot sounding was observed, it is the opinion of the hydrographer that the item should be removed from the chart completely. After the dive mentioned above was completed, a DP was taken to ensure that the vessel was anchored in the right spot. A leadline sounding of ~~20.5~~ 19.5 feet (~~un~~corrected) was found in 30°23'51.~~07~~26"N, 87°12'48.~~71~~69"W, at position #2932. See also Section 7.a.41) of the Evaluation Report.

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

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

Chart 11378, 18th Edition, August 21, 1982, 1:40,000
Chart 11383, 39th Edition, March 27, 1982, 1:30,000 blown up to 1:10,000.

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

(1) A line of Dolphins is shown on the chart from 30°24'01"N, 87°13'24"W to 30°24'01.8"N, 87°13'26.4"W. These Dolphins were never observed during the course of hydrography and should be removed from the chart. Only those Dolphins which were DPed during the survey in this area should be charted (See sheet with DP plot). SEE SECTION 7. A. 10) OF THE EVALUATION REPORT.

(2) A line of piles is shown on the chart along the eastern edge of Bayou Chico Entrance Channel from 30°23'51"N, 87°14'12"W to 30°23'55.2"N, 87°14'~~12~~"W. Evidence of these piles was never found and they should be deleted from the chart. SEE SECTION 7. A. 7) OF THE EVALUATION REPORT.

(3) The Pier shown from 30°23'42"N, 87°14'13.8"W to shore on the west side of Bayou Chico Channel is no longer standing and doesn't exist. However, the ruins of the dock are still there and should be charted as such. The entire area is now extremely shallow and should be noted as a FOUL AREA on the chart. SEE SECTION 7. A. 5) OF THE EVALUATION REPORT.

(4) A new LEVEE has been constructed to the northeast of the Pensacola Marine Terminal, as was mentioned in Section H, and should be charted as such. CONCUR.

All soundings used for comparison with the chart were reduced in the field for draft, predicted tides, and velocity. Comparison was made with Chart 11383, 39th Edition, enlarged to 1:10,000 scale. Of the 237 soundings compared, 68% were within one foot, with 96% of all the soundings agreeing to within three feet. The reason for this slight disagreement was due to the fact that a majority of the charted soundings originates from the 1935 surveys mentioned in the previous section in areas where major change has been observed over the years.

The only dangers to navigation found on the sheet were in the two spoil areas to the East of East Channel (see previous section for explanation). A Local Notice to Mariners was sent to the Eighth Coast Guard District and is appended to this report.

All items addressed for change on Chart 11383 are also applicable for Chart 11378. SEE SECTION 1. A. OF THE EVALUATION REPORT.

M. ADEQUACY OF SURVEY SEE SECTION 6. A. AND 7. A. OF THE EVALUATION 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

All floating and fixed aids to navigation in the survey area were located and comparisons between their charted, Light List (Vol II, 1982), and surveyed positions and descriptions were made. All aids were found to adequately serve the apparent purpose for which they were established.

The following fixed aids were positioned by third order methods and found to be adequately charted:

Pensacola Water Tank New (1942-NGS)	Lat 30°25'16.994"	Lon 87°12'49.545

Gulf Breeze Tank (1981-NOS-HFP #1)	Lat 30°21'35.305"	Lon 87°10'56.109"
Range Front Light LL #1671 (Pensacola Bay Channel F. RNG LT) (1981-NOS-HFP#1)	30°24'24.859"	87°11'35.930"
Range Rear Light LL #1672 (Pensacola Bay Channel R RNG LT) (1981-NOS-HFP#1)	30°25'13.029"	87°11'00.165"
PENSACOLA BAY RNG East Channel Outer Range Front Light LL #1678.40 (Pensacola Bay E. Chan F. RNG LT) (1981-NOS-HFP#1)	30°22'45.409"	87°12'19.400"
East Channel Outer Range Rear Light LL #1678.42 (Pensacola Bay E Chan R Rnge LT) (1981-NOS-HFP#1)	30°25'13.028"	87°11'00.165"
Fair Point Light LL #1676 (1981-NOS-HFP#1)	30°21'56.558"	87°12'49.833"

Cable and bridge clearances were checked and found to be accurately charted.

O. STATISTICS

Number of positions	3,252
Nautical miles of sounding line	299.6
Nautical miles of crossline	51.1
Nautical miles of development	9/0
Total miles of hydrography	374.4
Number of bottom samples	116
Number of detached positions	133

P. MISCELLANEOUS

As was addressed in the entrance survey, H-9968, no severe currents as described by the Mt. Mitchell were observed. A memorandum from Mr. Bruce Parker, OA/C2112, is enclosed which covers this subject. Although no cyclic currents greater then about three 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 warrented, 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).

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 carrier.

Since the entire survey was run in the non-automated mode using Del Norte for positional control, sounding intervals were basically 15-seconds when running at the normal survey speed at 2800 RPM on Launch 1278, at the beginning of the survey. However, after changing props, it was found that the spacing between sounding intervals was exceeding the allowable amount of 5 mm with 15 second intervals. From that point on the sounding interval was changed according to the survey speed of the launch to meet the required spacing. DID NOT SIGNIFICANTLY DEGRADE THE OVERALL SURVEY RESULT.

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.

Bottom samples were assigned 9000 series position numbers and put on separate master and corrector tapes even when bottom samples were taken between sounding lines on the same day.

Aerial photographs were taken on March 2 and March 9, 1983 of 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 35-mm 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. FILED WITH SURVEY RECORDS.

A visit was made to the Pensacola Historical Society near the end of the survey to research for additional backgound information on the various PSR items. The museum was found to have a wealth of knowledge on local ship-wrecks since the Civil War era. In addition, they also have copies of both 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, FL 32501 (telephone 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
Resource 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

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

Mr. Art Thomas
U.S. Army Corps of Engineers
District Mobile
P. O. Box 2288
Mobile, Alabama 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

Captain Ed Kelly
Port Operations Officer
Pensacola Marine Terminal
Pensacola, Florida

Captain Kelly has displayed an interest in obtaining a copy of the smooth sheet due to the previously mentioned depths in the spoil area to the east of the channel approaching the docks.

Q. RECOMMENDATIONS *SEE ALSO THE EVALUATION REPORT.*

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
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
AM602	Elinore-line Oriented Editor	05/20/75

S. REFERENCE TO REPORTS

Descriptive Report H-9995, 1982, 1:10,000
Control Report for OPR-J217 dated January 12, 1982

Respectfully submitted,

Samuel P. DeBow, Lt, NOAA

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

APPROVAL SHEET
SURVEY H-10005 (HSB-10-4-82)

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

SIGNAL TAPE LISTING
OPR J-217
HSB 10-4-82
H - 10005
VESNO 1278

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
									QUAD 300872	STATION 1120 ****
115	0	30	20	45277	087	18	29162	250	0054 000000	PENSACOLA LIGHT-HOUSE ECC E 1981**
208	6	30	19	08693	087	15	27037	250	0005 000000	FIXED 1942 ****
										QUAD 300872 STATION 1068
210	3	30	19	13190	087	15	20301	139	0000 000000	PK CALIBRATE 1982 **
212	6	30	19	52892	087	13	53456	139	0000 000000	SANTA ROSA SOUND LT 145 1983 **
214	4	30	21	38108	087	12	11200	250	0001 000000	PEAKE 1982 **
216	7	30	21	39303	087	12	08520	250	0001 00000	PEAKE RM 1 1982 **
218	7	30	21	56558	087	12	49833	139	0000 000000	FAIR POINT LIGHT 1981 **
220	7	30	22	24359	087	10	41013	250	0002 000000	THREE MILE 1982 **
223	7	30	24	24860	087	11	35931	139	0000 000000	PENSACOLA BAY * CHANNEL F RNG LT 1981
224	1	30	24	52804	087	11	33861	250	0004 000000	LLOYD 1982 **
226	3	30	24	11287	087	12	24624	250	0003 000000	KELLY RM 1 1982 **
228	0	30	24	06373	087	12	23511	250	0003 000000	KELLY 1982 **
230	2	30	24	03728	087	12	39502	250	0003 000000	BM 41 USE 1982 **
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
902	7	30	19	15517	087	13	24115	250	0000 330640	H-62-01 1980 ***

CONTROL LOCATED BY:

* HYDROGRAPHIC FIELD PARTY #1
** HYDROGRAPHIC FIELD PARTY SECTION
*** OPERATIONS DIVISION
**** NATIONAL GEODETIC SURVEY

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB-10-4-82	H-10005	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
RANGE LIGHT	(PENSACOLA BAY W CHAN F RNG LT) LL1680.30 West Channel Inner Range Front Light signal # 234	30 23	59.129	87 13	03.764		F-3-6-L 1983	11383 11378
RANGE LIGHT	(PENSACOLA BAY W CHAN R RNG LT) LL1680.32 West Channel Inner Range Rear Light	30 24	05.168	87 13	05.108		" "	" "
LIGHT	(SANTA ROSA SOUND LIGHT 144) LL 4584, Light 144, Fl. R., 4 sec.	30 20	24.082	87 10	58.676		" "	" "
LIGHT	(SANTA ROSA SOUND LIGHT 145) LL 4584.50 Light 145, Fl. W., 2.5 sec. Signal # 212	30 19	52.891	87 13	53.455		" "	" "
Daybeacon	Bayou Chico DBN R"4" TR on Pile	30 23	34.40	87 13	51.85		F-3-6-L 1982	" "
Daybeacon	Bayou Chico DBN G"5" SG on Pile	30 23	37.72	87 14	00.76		" "	" "
Daybeacon	Bayou Chico DBN R"6" TR on Pile.	30 23	45.18	87 14	05.53		" "	" "
Daybeacon	Bayou Chico DBN G"7" SG on Pile	30 23	45.97	87 14	10.61		" "	" "
Light	(Bayou Chico Light 2) LL #1682.5, TR on Dolphin with Fl R Lt, 2.5 sec., Sig. #238	30 23	28.383	87 13	43.508		F-3-6-L 1983	" "
Light	(Bayou Chico Light 8) TR on skeletal tower with Fl R Lt. 4sec. LL #1684. Sig. #240	30 23	56.009	87 14	19.999		" "	" "

(29)

(C L-10381(83))

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB 10-4-82	H-10005	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
LIGHT	Pipeline Light "A", LL #1680.2 , NW on Pile worded "DANGER SUBMERGED PIPE" with a 4sec. Fl. W. Light. Priv. Maint.	30 23	15.63 *	87 13	04.56 *		F-3-6-L * 1983	11383 * 11378
LIGHT	Pipeline Light "B", LL #1680.25, NW on Pile worded "DANGER SUBMERGED PIPE" with a 4sec. Fl. W. Light, Priv. maint.	30 23	35.09 *	87 13	09.16 *		" " *	" " *
RANGE LIGHT	East Channel Range, front light (Privately maintained) ~~Ht = 50 ft.~~	30 24	09.5	87 12	38.0		V.Vis * May 1983	" "
	Ht above MHW = 61.5 ft. (scaled)							
RANGE LIGHT	East Channel Range, Rear Lt. (Privately maintained) ~~Ht= 75 ft.~~	30 24	15.0	87 12	35.0		V. Vis * May 1983	
	Ht above MHW = 86.5 ft. (scaled)							
	* NOTE: 3rd order positions will be obtained on ~~these~~ ~~lights and will update this form.~~							

(89)

mc H-10038(83)

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.

EXAMPLE: 75E(C)6042
8-12-75

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

F - Field	P - Photogrammetric
L - Located	Vis - Visually
V - Verified	
1 - Triangulation	5 - Field identified
2 - Traverse	6 - Theodolite
3 - Intersection	7 - Planetable
4 - Resection	8 - Sextant

A. Field positions* require entry of method of location and date of field work.

EXAMPLE: F-2-6-L
8-12-75

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

FIELD (Cont'd)

B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.

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

II. TRIANGULATION STATION RECOVERED

When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

☆ U. S. GPO:1975-0-665-080/1155

(69.)

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	7/83

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
J217	HSB-10-4-82	H-10005	1927 North American

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE ° ′	LATITUDE ″ D.M.Meters	LONGITUDE ° ′	LONGITUDE ″ D.P.Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side): OFFICE	FIELD	CHARTS AFFECTED
TANK	(Pensacola Public Utilities Tank) Large white water tank, appx 150-ft tall, supported by 12 legs and center pipe. Ft above MHW (scaled) 200 ft.	30 24	55.038	87 13	11.015		F-3-6-L 1983	11382 11383 11378
TANK	(Pensacola Gonzales Street Tank) Silver water tank, appx 125-ft tall, supported by 4 legs, Ft above MHW (Scaled) 195 feet	30 25	22.357	87 14	02.925		F-3-6-L 1983	11382 11383 11378
R. TR.	Red-white Radio Mast guyed by steel cable, belonging to the Florida Marine Patrol. (Pensacola Ft Marine Patrol Mst) (Feet above MHW (scaled) 15 ft, 140 ft above ground	30 25	08.350	87 11	40.191		F-3-6-L 1983	11382 11383 11378
Radio Tower	Red-white Radio Mast guyed by steel cable, belonging to Cox Cable TV of Pensacola with a single micro dish and OCC R. Lt. atop. 150 feet above ground and 225 feet above MHW (scaled).	30 25	55.1[illegible]	87 14	33.20		V-VIS July 1983	11382 11383 11378
TANK	Red-orange Tank, appx 125 feet tall and supported on four legs. (Orange Beach Tank) Feet above MHW (scaled) 140 feet	30 17	30.887	87 34	12.079		F-3-6-L Feb 83	11382 11378

*NOTE: a Third Order position will be obtained on this feature and will update this form.

ke h-1038 (83)

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.

NOAA FORM 76-40 (8-74)

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

☆ U.S.GPO:1975-0-665-080/1155

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR-J217	HSB 10-4-82	H-10005	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
R. TR.	(Pensacola S Bell Micro Tower) Presently charted as a R. TR; change to "Micro TR". Micro TR. is atop a Four Story Bldg, Red-White with many Dishes atached around its perimeter. 175 feet above ground and 225 fed above MHW (Scaled)	30 25	03.185	87 13	03.428		F-3-6-L 1983	11383 11378

(.01)

NC L-1038(83)

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.

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
- [XX] TO BE DELETED

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFP-1	FLORIDA	PENSACOLA BAY	JULY 9183

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-10-4-82	H-10005	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE °	LATITUDE ′	LATITUDE ″ D.M. Meters	LONGITUDE °	LONGITUDE ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
STACK	(PENSACOLA HOSPITAL STACK) Object is below treetops. It is no longer visable from seaward and is of no landmark value.	30	25	34.23	87	12	07.60		V-VIS July 1983	11382 11383 11378
MARKER (LIGHTED)	Marker does not exist. Pensacola Port Authority verified that marker has not existed for several years.	30	24	15.70	87	12	38.90		V-VIS JULY 1983	11383 11378

(71.)

ML-1038(83)

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

23 May 1983

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

FROM: Samuel P. De Bow, Lt, NOAA
OIC, Hydrographic Field Party #1

SUBJECT: Potential Hazards to Navigation in Pensacola Bay

During the course of conducting a hydrographic survey in Pensacola Bay, the following least depths have been observed in the two Spoil Areas to the East of EAST CHANNEL at the Pensacola Marine Terminal:

1) A least depth of 15 feet (corrected for predicted tides only) was observed in 30°23'25.8" N, 87°12'03" W, approximately 850 meters NE of Bay Channel Buoy # 27, in surrounding depths of 24-26 feet.

2) A least depth of 17 feet (corrected for predicted tides only) was observed in 30°23'58.2" N, 87°12'01.8" W, approximately 600meters ESE of the SE corner of the Pensacola Marine Terminal, in surroundings depths of 25 feet.

Both of these areas pose a potential hazard to operators of deep draft vessel which frequently anchor in the area while awaiting dock space at the Marine Terminal.

The charts affected are 11378 and 11383.

It should be noted that, since the information provided is unverified field data, all of the depths and positions are subject to office review at National Ocean Service headquarters.

cc: Chief, Hydrographic Field Parties Section, MOA 233
cc: N/CG222 - Chart Information Section
cc: N/MOA1

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
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.

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. Long. 87°15.3' 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 at the given position from the chart. Concur.

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 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.

8) The wreck awash shown in the NE 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. Concur.

CHART 11382

30° 20' 45.346" / 87° 18' 29.205"

The latest edition of this chart, 28th, 9/11/82, . a major discrepancy exists in that Pensacola Lighthouse (Light List # ~~1652~~ 2321) 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.

HYDROGRAPHIC SURVEYS DIVISION
MARINE SURVEYS AND MAPS

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

June 25, 1981

OA/C2112:BBP
84

C35

TO: Memorandum For The Record

FROM: OA/C2112 - Bruce B. Parker

SUBJECT: Observed High Current Speeds by the NOAA Ship MT. MITCHELL in Pensacola, Florida.

The following paragraph appeared in the Monthly Activities Report, dated June 29, 1979, of the NOAA Ship MT. MITCHELL:

"On leaving Pensacola we experienced ebb currents of 3-5 knots at the Naval Air Station pier and 5-7 knots at the bay entrance. The Tidal Current Tables predicted a maximum current of 2.9 knots at the entrance and the Coast Pilot reports maximum ebb currents of 2-2.5 knots. The naval advisor (pilot trainee) indicated that currents of up to 11 knots have been experienced at the entrance and currents of up to 5 knots at the pier are not unusal [sic]. It appears that our Current Tables and Coast Pilot for this area are totally inadequate."

Station 5965 in the Tidal Current Tables, Atlantic Coast of North America, is inside the entrance to Pensacola, Florida, midchannel, and directly north of Ft. Pickens; it is essentially around the bend from the actual entrance itself. The values for this station are based on 3 days of current data obtained in April 1940; they represent the average of current pole data at 6-1/2-foot depth and Price current meter data at 10- and 25-foot depths.

At the time these current data were obtained, Santa Rosa Island did not extend as far west as it does now; so the entrance is somewhat narrower today than it used to be. There have probably been changes in bottom topography over the last 40 years which could also have affected current speeds and directions.

Neither the age of the data nor the changes in topography, however, seem likely to have caused differences of the magnitude cited by the MT. MITCHELL. Only the tidal current is predicted in the tables, and it is likely that non-tidal currents can be very important in Pensacola. In this part of the Gulf of Mexico, sea level and currents in waterways emptying into the Gulf are easily affected by changing atmospheric pressure and winds.

The MT. MITCHELL report does not state on which day they observed these high speed currents; they do say they resumed hydrography on June 12. On

June 11, the Pensacola tide gage registered a low water reading 0.43-foot lower than the average MLW for 1979. A lower-than-usual low water would correspond to a higher-than-usual ebb current, but there is too little information at present to determine what magnitude current speeds would correlate with these sea level changes.

The M/T. MITCHELL report does not say how these current speeds were estimated nor how reliable are the 11-knot estimates from other sources. Most estimates of currents by nontechnical methods are usually overestimates.

With the little information at hand, we can conclude only the following:

(1) The current station in the table is probably not at the location of the fastest currents.

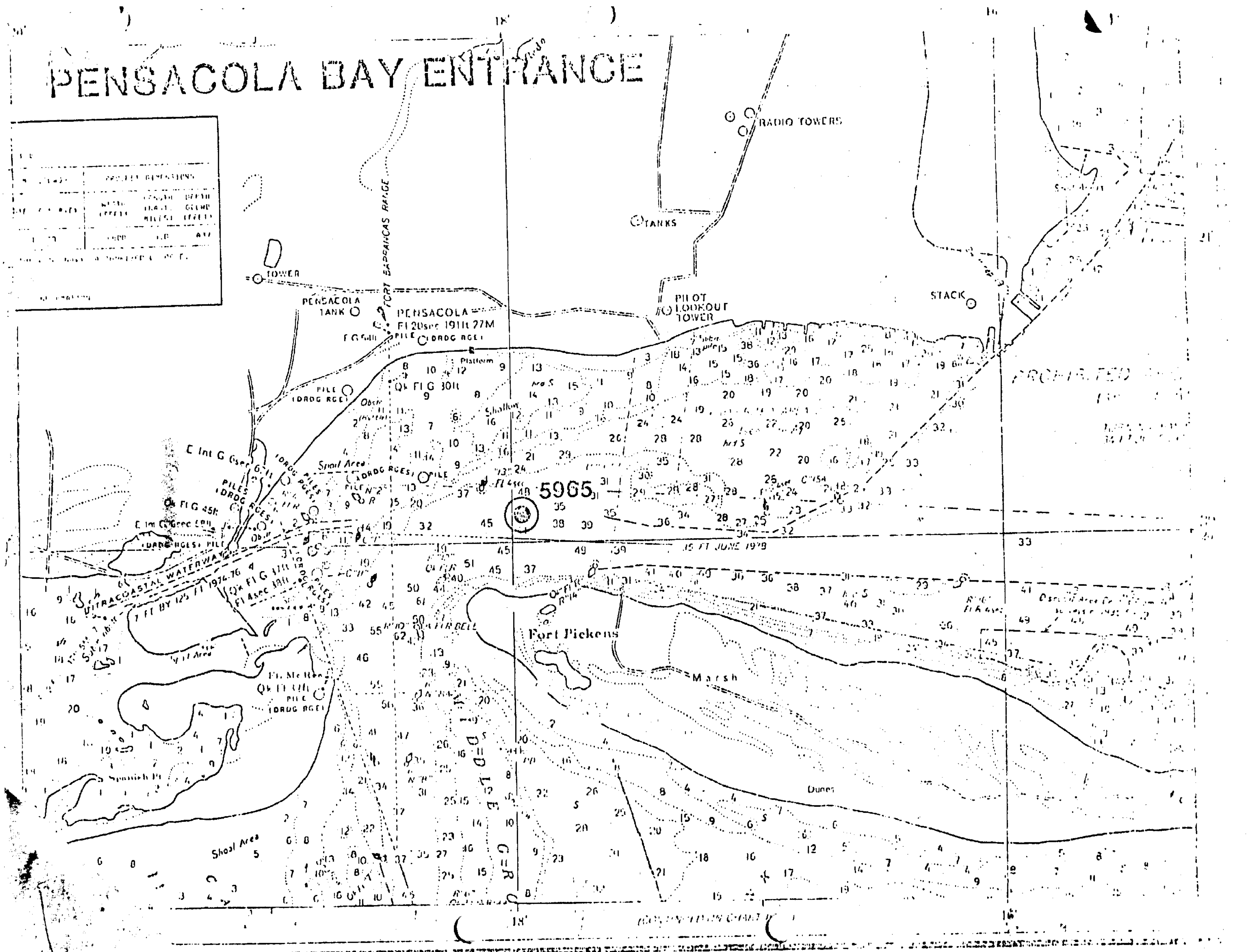
(2) The fact that the data on which the table values are based are 40 years old and taken by out-dated instrumentation may account for some differences between predicted and observed currents.

(3) The lengthening of Santa Rosa Island and changes in bottom topography may have had a greater affect on these differences.

(4) Nontidal effects on currents cannot be discounted as a possible reason for the high observed current speeds.

A circulatory survey of Pensacola Bay has been scheduled for 1990. If there is sufficient need for improved current data in this area, perhaps the date of this proposed survey could be moved up.

cc:
OA/CAM - R. Houlder
OA/C2 - W. Hull
OA/C2x2 - D. Florwick
OA/C3 - R. Lanier
OA/C7 - R. Munson
OA/C21 - H. Frey
OA/C21x2 - D. Tracy
OA/C211 - C. Muirhead
OA/C212 - D. Simpson


PENSACOLA BAY ENTRANCE
RADIO TOWERS
TANKS
TOWER
PENSACOLA TANK
FORT BARRANCAS RANGE
PENSACOLA
Fl 20sec 191ft 27M
PILOT LOOKOUT TOWER
STACK
Shoal Area
INTRACOASTAL WATERWAY
Fort Pickens
Marsh
Dunes
15 FT JUNE 1979
5965
Shallow
Platform

DATE: 11/4/83

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Pacific Marine Center:

Hourly heights are approved for

Tide Station Used (NOAA Form 77-12): 872-9840 Pensacola, Florida

Period: March 18, 1982-September 14, 1983

HYDROGRAPHIC SHEET: H-10005

OPR: J 217

Locality: Pensacola Bay, Florida

Plane of reference (mean lower low water): 8.28 FT.

Height of Mean High Water above Plane of Reference is 1.2 Ft.

REMARKS: Recommended Zoning:

Zone Direct

James R Hubbard

Chief, Tidal Datums Section, Tides & Water Levels Branch

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

H-10005

Name on Survey	A ON CHART NO.	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
BAY CHANNEL										1
BAYOU CHICO										2
DEER POINT										3
EAST CHANNEL										4
FAIR POINT										5
FLORIDA (title)										6
GULF BREEZE										7
INNER HARBOR CHANNEL										8
OLD NAVY COVE										9
PENSACOLA										10
PENSACOLA BAY										11
PENSACOLA BAY BRIDGE (cultural feature)										12
SANDERS BEACH										13
SANTA ROSA ISLAND										14
SANTA ROSA SOUND										15
TOWN POINT										16
WEST CHANNEL										17
										18
										19
					Approved:					20
										21
					Charles E. Harrington					22
					Chief Geographer – NOS 2x5					23
					APR 4 1986					24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-10005

Number of positions	3237
Number of soundings	16314
Number of control stations	28

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	23	12/27/83
Verification of Field Data	688	12/06/85
Quality Control Checks	188	
Evaluation and Analysis	216	05/30/86
Final Inspection	35	05/29/86
TOTAL TIME	1150	
Marine Center Approval		06/06/86

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-10005 FIELD NO.: HSB 10-4-82

Florida, Pensacola Bay, Vicinity of Pensacola

SURVEYED: March 18, 1982 to September 14, 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 (Range/Azimuth) and "See Boat Sheet"

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

Surveyed by.....S. P. DeBow
.....C. B. Greenawalt
.....F. E. Ohlinger
.....M. Mangual-Ortiz
.....G. D. Hendrix
.....G. S. Lloyd
.....G. L. Merrill
.....L. R. Noyes
.....T. A. Taylor

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. No other unusual problems were encountered during office processing.

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

2. CONTROL AND SHORELINE

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

b. Shoreline is from 1:10,000 scale registered Coastal Zone Map TP-00546 of 1978-79 and unregistered Coastal Zone Map TP-00547 of 1978-79. A part of the shoreline at the south side entrance to Bayou Chico in Latitude 30°23'49"N, Longitude

87°14'21"W was revised during office processing using notes and drawings from the hydrographer's Sounding Log (Vol 3, page 37). Additional shoreline changes originating with the hydrographer are shown in red on the present survey.

c. The hydrographer's statement in section H. of the Descriptive Report that the compilation of TP-00546 at the northern end of the Pensacola Bay Bridge and fishing pier appears to be in error by 50 meters to the west does not appear to be correct. Mr. Gregory L. Fromm of the Photogrammetry Branch in Rockville, Maryland [Tel. (301)433-8370] stated in a telephone conversation that he could not find a problem with the compilation of the shoreline on TP-00546. Mr. Mike Johnson of the Program Planning and Requirement Section at the Atlantic Marine Center, Norfolk, Virginia confirmed that control station LLOYD, 1983 is at the position shown on the present survey smooth sheet. In addition, distances noted by the hydrographer at the end of mainscheme sounding lines ending at the bridge show no indication that the bridge has been drawn incorrectly.

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 depth curve because of its proximity to shore. The charted 3-foot supplemental depth curve was not drawn in its entirety due to proximity to shore and scarcity of hydrography in some areas. Portions of the 24-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:

Investigations of charted features alongshore of Pensacola should have been more comprehensive.

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. Some deeper depths found in the survey area were not shown as it was not considered practical to show all deeps on the smooth sheet, generalization was necessary.

b. Left and right quarter channel lines were not run for Pensacola Bay East and West Channels.

c. The hydrographer located Presurvey Review Item #324, a dangerous sunken wreck ED charted in Latitude 30°23'36.01"N, Longitude 87°14'43.64"W but failed to discuss this item in the Descriptive Report. The discussion and recommendations were found in the Descriptive Report for H-9995 (1982-83) during office processing and is discussed in section 7.a.2) of this report. Presurvey Review Item #324 is located within the limits of H-9995 (1982-83). Data for this item should have been submitted with that survey.

d. The shoreline does not agree at the junction of the smooth field sheets where the hydrographer has drawn the approximate revised shoreline (dashed red) on one field sheet and not done so on the other junctional field sheet. Both field sheets should be in coincidence.

e. The hydrographer failed to verify or disprove the existence of numerous charted features. These features are discussed and have charting recommendations in section 7.a. of this report.

f. The hydrographer did not make a comparison with chart 11378. However, it was not the largest scale chart of the area surveyed. Had a comparison been made the hydrographer would have noted the numerous discrepancies between chart 11378 and chart 11383.

5. JUNCTIONS

H-9995 (1982-83) to the west
H-10168 (1984) to the southeast

Excellent junctions were effected between the present survey and the surveys listed above.

There are no contemporary surveys to the northeast of the present survey. Present survey depths are one (1) to four (4) feet shoaler than the prior survey depths used for charting in the area to the northeast along the Pensacola Bay Bridge.

6. COMPARISON WITH PRIOR SURVEYS

a. H-5668 (1934-35) 1:10,000
H-5823 (1935) 1:10,000
H-5835 (1935) 1:10,000

These surveys taken together cover the present survey area in its entirety.

Prior surveys H-5668 and H-5823 combined cover the southern half of the present survey. Soundings on the prior surveys compare well, agreeing within plus or minus (+/-) one (1) to two (2) feet with the present survey being generally shoaler. Present survey soundings in Pensacola Bay Channel are

now one (1) to five (5) feet deeper than the prior survey. Fair Point has receded approximately 200 meters to southeast while the shoreline from Fair Point to Deer Point has receded 10 to 50 meters. Deer Point has accreted and now extends approximately 100 meters further to the southeast. Shoreline along the north side of Santa Rosa Island has receded 50 to 100 meters. The following should also be noted:

Two charted piles in the vicinity of Latitude 30°19'10.6"N, Longitude 87°14'29.4"W were neither considered verified or disproved by the present survey. The piles originate with the prior survey and have been brought forward a submerged piles to supplement the present survey. It is recommended that the charted piles be revised to submerged piles.

Prior Survey H-5835 is in general agreement in areas offshore with depths generally varying one (1) to three (3) feet shoaler on the present survey. In the offshore areas east and south of the present Pensacola Marine Terminal, present survey depths are six (6) to eighteen (18) feet deeper than the prior survey. These deeper depths appear to have been caused from dredging for land fill at the marine terminal. Three (3) spoil areas along a north-south line of Longitude 87°12'10"W east of Pensacola Bay East Channel show depths of four (4) to eighteen (18) feet shoaler than the prior survey. In addition to the discussion in section K of the Descriptive Report the following should be noted:

— TAB

1) Present survey soundings in Pensacola Bay East and West Channels are now one (1) to three (3) feet shoaler in the East Channel and one (1) to four (4) feet deeper in the West Channel. Soundings in Pensacola Bay Channel are now two (2) to four (4) feet deeper than the prior survey. This is attributed to dredging activity.

2) Shoreline on the south side of Bayou Chico has accreted from 0-125 meters while on the north side the shoreline has receded approximately 75 meters.

3) The hydrographer did not find any evidence of the row of piles located in the vicinity of Latitude 30°23'47"N, Longitude 87°14'07"W on the prior survey. These piles 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 in the position shown on the present survey.

4) The hydrographer did not find any evidence of the two submerged piles located in the vicinity of Latitude 30°23'44"N, Longitude 87°14'08"W on the prior survey. These submerged piles, while not presently charted, were brought forward from the prior survey to supplement the present survey. It is recommended that these submerged piles be charted as

shown on the present survey unless subsequent charting information supports the authority for their removal.

5) In the vicinity of the locally known Old Perdido Railroad Wharf in Latitude 30°24'08"N, Longitude 87°13'38"W extensive cultural development has occurred with the addition of a substantial breakwater and numerous piers. No change in charting status is recommended.

6) The pile and stake shown in Latitude 30°24'07.2"N, Longitude 87°13'35.2"W and Latitude 30°24'06.8"N, Longitude 87°13'32.1"W respectfully, were considered neither verified or disproved by the present survey. The pile and stake were brought forward from the prior survey as a submerged pile and a submerged stake to the present survey. Although the pile and stake are not presently charted, it is recommended that the submerged pile and the submerged stake be charted as shown on the present survey unless subsequent charting information supports the authority for their removal.

7) The offshore end of locally known Old Perdido Railroad Wharf in Latitude 30°23'57"N, Latitude 87°13'31"W is shown on the prior survey as extending 65 meters further than the present survey. As this area of the wharf was not considered verified nor disproved by the present survey the offshore end has been brought forward as submerged ruins to supplement the present survey. It is recommended the submerged ruins be charted as shown on the present survey unless subsequent charting information supports the authority for their removal.

8) The three stakes centrally located in Latitude 30°24'04.8"N, Longitude 87°13'21.6"W were considered neither verified or disproved by the present survey. These stakes were brought forward from the prior survey as submerged stakes to the present survey. Although the stakes are not presently charted, it is recommended the submerged stakes be charted as shown on the present survey unless subsequent charting information supports the authority for their removal.

9) The piles shown in Latitude 30°24'09.6"N, Longitude 87°13'24.2"W were considered neither verified or disproved by the present survey. These piles were brought forward from the prior survey as an area delineated foul with submerged piles to the present survey. Although the piles are not presently charted, it is recommended the foul limits be charted as shown on the present survey unless subsequent charting information supports the authority for their removal.

10) The dolphin shown in Latitude 30°24'08.0"N, Longitude 87°13'22.6"W was considered neither verified or disproved by the present survey. The dolphin was brought forward from the prior survey as a submerged dolphin to the present survey. Although the dolphin is not presently charted,

it is recommended that the submerged dolphin be charted as shown on the present survey unless subsequent charting information supports the authority for its removal.

11) Hydrography from the present survey shows indication that the pier and ruins shown on the prior survey that extends 200 meters from shore in the vicinity of Latitude 30°24'09"N, Longitude 87°13'17"W may still exist. The pier and ruins were brought forward as submerged ruins to the present survey. Although not presently charted, it is recommended the submerged ruins be charted as shown on the present survey.

12) The dolphin shown in Latitude 30°24'08.4"N, Longitude 87°13'17.8"W was considered neither verified or disproved by the present survey. The dolphin was brought forward from the prior survey as a submerged dolphin to the present survey. Although the dolphin is not presently charted, it is recommended that the submerged dolphin be charted as shown on the present survey unless subsequent charting information supports the authority for its removal.

13) The most notable change in the common area is the extensive construction of the Pensacola Marine Terminal in the vicinity of Latitude 30°24'15"N, Longitude 87°12'30"W. It is recommended that this area be charted as shown on the present survey.

14) A small pier (3 meters by 4 meters) in Latitude 30°24'24"N, Longitude 87°12'22"W was not found by the present survey nor is it presently charted. The pier falls within an area that it now eight (8) to nine (9) feet deeper than the prior survey. No change in the present charting status is recommended.

15) Four boilers and a visible hulk in the vicinity of Latitude 30°24'43"N, Longitude 87°12'04"W on the prior survey were searched for visually by the hydrographer with negative results. The four boilers were brought forward as submerged obstructions to supplement the present survey. See also section 7.a.30) of this report.

16) The sewer in Latitude 30°24'31.2"N, Latitude 87°12'10.3"W on the prior survey extends twenty (20) meters further offshore than located by the hydrographer on the present survey. It is recommended that the charted sewer be revised and charted in the position shown on the present survey.

17) A new Pensacola Bay Bridge has been built parallel to and west of the old bridge. The old bridge is now a fishing pier.

18) Extensive shoreline change has occurred south of the Pensacola Bay Bridge to Fair Point. Shoreline south of the

Pensacola Bay Bridge has accreted thirty to eighty meters to the west while the north shore of Gulf Breeze to Fair Point has receded from zero (0) to 100 meters. Fair Point has receded three hundred meters to the southeast.

19) A snag shown in Latitude 30°21'48"N, Longitude 87°12'05"W on the prior survey has apparently been brought forward to the present chart. The symbol for the charted snag on chart 11383 is obscured by the letter "L" in the geographic name "Old Navy Cove". The snag shown on the prior survey has been brought forward to the present survey as a submerged snag as it has not been disproved. It is recommended that a submerged snag be charted in the position shown on the present survey and the geographic name "Old Navy Cove" on chart 11383 be relocated in order that the symbol for the submerged snag can be shown. The snag is charted correctly on small craft chart 11378 however it is recommended that the charted snag be revised to a submerged snag and charted in the position shown on the present survey.

20) The dashed limit line in the vicinity of Latitude 30°24'30"N, Longitude 87°12'21"W was brought forward as foul (debris) to supplement the present survey. It is recommended that foul (debris) limit line be charted as shown on the present survey.

Except as noted above the present survey is considered adequate to supersede the prior surveys in the common area.

b. U.S.C.O.E. (1983) 1:5,000 (File No. 2A-5-4-126)
U.S.C.O.E. (1983) 1:5,000 (File No. 2A-5-4-127)

The present survey compared well with two 1983 U. S. Army Corps of Engineers surveys (File Numbers 2A-5-4-126 and 2A-5-4-127) with soundings varying plus or minus (+/-) one (1) to two (2) feet. These two Corps of Engineers surveys cover the Inner Harbor Channel, Pensacola East and West Channels and Pensacola Bay Channel. It is recommended that the present survey be used to supplement the Corps of Engineer surveys in the common area.

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

a. Hydrography

It should be noted that chart 11383 is the largest scale chart of the area surveyed; however, chart 11378 is also addressed because of discrepancies in data portrayed.

The charted hydrography originates with the previously discussed prior surveys and miscellaneous sources. 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 is noted in addition to the items discussed by the hydrographer in sections K. and L. of the Descriptive Report.

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) Presurvey Review Item #324 a dangerous sunken wreck, ED charted in Latitude 30°23'36.8"N, Longitude 87°14'43.2"W originates with prior survey H-5835 (1935) and was revised to "ED" based on CL-170/1947. The hydrographer located the wreck in Latitude 30°23'36.03"N, Longitude 87°14'43.58"W and determined it to be wreckage scattered over an area of fifteen (15) meters square. A pole sounding least depth of one (1) foot was found over the wreckage at this location. It is recommended that a wreck with a least depth of one (1) foot (1 Wk) with a danger curve be charted in the position located by the present survey and the charted dangerous sunken wreck, ED be deleted from the chart.

3) The charted submerged pipe in Latitude 30°23'40"N, Longitude 87°14'20"W should remain as charted because it was not considered verified nor disproved by the present survey. The charted pipe apparently originates from a two inch range pipe in Latitude 30°23'39.6"N, Longitude 87°14'19.4"W shown on prior survey H-5835 (1935). That pipe was brought forward to the present survey as a submerged pipe.

4) The charted pier ruins shown on chart 11378 in the vicinity of Latitude 30°23'46"N, Longitude 87°14'20"W should be revised to foul area limits and charted as shown on the present survey.

5) The charted (chart 11383) pier approximately 270 meters long in the vicinity of Latitude 30°23'43"N, Longitude 87°14'14"W was partially located by the hydrographer and found to be in ruins in Latitude 30°23'48.23"N, Longitude 87°14'20.20"W. Considering the discussion by the hydrographer in section L. page 10 of the Descriptive Report, the possibility of submerged ruins of the entire pier were considered neither verified or disproved. It is recommended that the charted pier be revised as submerged pier ruins. This pier is not shown on chart 11378.

6) The hydrographer located two rocks awash and a pile baring 1 foot at MLLW in the vicinity of Latitude 30°23'44"N, Longitude 87°14'20"W. These items are shown within a foul area on the present survey. It should be noted that two piles are charted on small craft chart 11378 in this area while nothing is charted on chart 11383. It is recommended that the foul area be charted as shown on the present survey.

7) The charted (chart 11378) row of piles from Latitude 30°23'51"N, Longitude 87°14'13"W to Latitude 30°23'55"N, Longitude 87°14'18"W were not considered adequately verified nor disproved by the hydrographer. These piles apparently originate with six piles shown on prior survey H-5835 (1935). They were brought forward as submerged piles to supplement the present survey. It is recommended that the charted row of piles be revised on the chart as submerged piles.

8) The charted piles in Latitude 30°23'58"N, Longitude 87°14'07"W should be revised as submerged piles because they were not considered verified nor disproved by the present survey. The piles apparently originate with piling in the location on prior survey H-5835 (1935) which have been brought forward as submerged piles to supplement the present survey.

9) The two charted stakes in Latitude 30°23'59"N, Longitude 87°14'01"W and Latitude 30°24'04"N, Longitude 87°13'49"W were neither considered verified nor disproved by the present survey. It is recommended that the charted stakes be revised to submerged stakes. The stakes originate with prior survey H-5835 (1935) and have been brought forward a submerged stakes to supplement the present survey.

10) The charted row of three piles centered in Latitude 30°24'01"N, Longitude 87°13'24"W were not considered adequately verified nor disproved by the present survey. The piles may be the remains of a pier shown in this area on prior survey H-5835 (1935). It is recommended that the charted piles should be revised to submerged piles.

11) A charted pipe in Latitude 30°24'05"N, Longitude 87°13'33"W was not considered verified nor disproved by the present survey. The charted pipe apparently originates from an iron pipe shown on prior survey H-5835 (1935) in Latitude 30°24'04.7"N, Longitude 87°13'32.2"W and was brought forward to supplement the present survey. It is recommended that the charted pipe should be revised to a submerged pipe.

12) A charted row of three piles extending southeast from Latitude 30°24'05"N, Longitude 87°13'30"W are actually dolphins originating with TP-00546 and should be shown as portrayed on the present survey.

13) Uncharted piles in Latitude 30°24'12.1"N, Longitude 87°13'20.2"W originating with photogrammetric manuscript TP-00546 were not considered verified nor disproved by the hydrographer. It is recommended that the piles be charted in the position shown on the present survey.

14) The charted pier ruins in Latitude 30°24'12"N, Longitude 87°13'17"W originating with prior survey H-5835 (1935) were neither verified nor disproved by the hydrographer.

However, subsequent to the prior survey, a submerged sewer pipe has been constructed in the same area. It is recommended that the charted pier ruins be deleted from the chart.

15) Two (2) charted piles in the vicinity of Latitude 30°24'11"N, Longitude 87°13'16"W, originating with prior survey H-5835 (1935) were considered neither verified nor disproved by the hydrographer. However, these piles fall within the same area of the submerged sewer pipe mentioned in section 7.a.14) above. Due to construction of the sewer pipe it is recommended that the two charted piles be deleted from the chart.

16) Presurvey Review Item #323 a charted nondangerous submerged wreck originating with prior survey H-5835 (1935) in Latitude 30°24'13.5"N, Longitude 87°13'15.5"W is adequately discussed in section K. of the Descriptive Report.It is recommended that the presently charted nondangerous submerged wreck be deleted from the chart and a foul area be charted as shown on the present survey.

17) The charted pile in Latitude 30°24'12"N, Longitude 87°13'12"W from an unknown source, was neither located or discussed by the hydrographer. It is recommended that the pile be retained as charted.

18) The charted submerged rock breakwater in Latitude 30°24'11"N, Longitude 87°13'12"W originating with prior survey H-5835 (1935) was neither verified nor disproved by the hydrographer. It is recommended that the submerged rock breakwater be retained as charted.

19) The charted shoal and islet in the vicinity of Latitude 30°23'58"N, Longitude 87°13'18"W originate with prior survey H-5835 (1935). Present survey soundings show no shoaling separate from the islet. It is recommended that the charted shoal be deleted from the chart and that the charted islet be revised as shown on the present survey.

20) The hydrographer did not find any evidence of the submerged dolphin located in Latitude 30°23'58.2"N, Longitude 87°13'16.6"W on prior survey H-5835 (1935). The submerged dolphin, while not presently charted, was brought forward from the prior survey to supplement the present survey. It is recommended that the submerged dolphin be charted as shown on the present survey unless subsequent charting information supports the authority for its removal.

21) The two (2) charted pier ruins extending offshore from the southeast and southwest corners of the Frisco Railroad Pier No. 2 in Latitude 30°24'10"N, Longitude 87°13'04"W and Latitude 30°24'08"N, Longitude 87°13'09"W respectively, were not verified or disproved by the hydrographer. Present survey soundings indicate that these ruins are submerged and should be retained as charted. The delineation of the submerged pier

ruins on the present survey are based upon the piers shown on prior survey H-5835 (1935).

22) The charted pier in Latitude 30°24'10"N, Longitude 87°13'03"W should be revised as shown on the present survey.

23) The two (2) charted piles on the north and south side of a pier in the vicinity of Latitude 30°24'18"N, Longitude 87°13'03"W were not located or discussed by the hydrographer. The charted piles apparently originate with three piles and a snag shown on prior survey H-5835 (1935) in the vicinity. These piles and the snag have been brought forward to supplement the present survey. It is recommended that they be charted as submerged piles.

24) The charted row of piles in Latitude 30°24'17"N, Longitude 87°13'00"W originate with prior survey H-5835 (1935) and are shown as stakes on the prior survey. As the hydrographer did not verify or disprove the existence of these stakes, it is recommended that the charted row of piles be revised as a row of submerged stakes. The stakes have been brought forward as submerged to supplement the present survey.

25) The charted rocks in Latitude 30°24'12"N, Longitude 87°13'00"W originating with prior survey H-5835 (1935) as three rocks awash at MLW was developed by the hydrographer. It is recommended that the rocks be charted as a foul area as shown on the present survey. The present survey found the area to be covered one-foot at MLLW.

26) Two (2) charted piles in Latitude 30°24'10"N, Longitude 87°12'54"W originating with three piles shown on prior survey H-5835 (1935) were not considered verified or disproved by the hydrographer. The piles have been brought forward as submerged piles to supplement the present survey. It is recommended that the charted piles be revised to submerged piles.

27) The charted pier ruins in Latitude 30°24'10"N, Longitude 87°12'52"W were not located or discussed by the hydrographer. It is recommended that the charted pier ruins be revised to submerged pier ruins. The delineation of the submerged pier ruins were delineated on the present survey from the pier shown on prior survey H-5835 (1935).

28) The charted submerged pile in Latitude 30°24'26.1"N, Longitude 87°12'19.8"W originating with prior survey H-5835 (1935) was not located by the hydrographer. Depths on the prior survey are two (2) to three (3) feet. However, extensive dredging has occurred in the area and depths on the present survey are now six (6) to nine (9) feet. It is recommended that the charted submerged pile be deleted from the chart.

29) The charted pile in Latitude 30°24'31.5"N, Longitude 87°12'14.0"W originating with prior survey H-5835 (1935)as an iron rail which bares 3 feet at MLW was located by the hydrographer in Latitude 30°24'31.41"N, Longitude 87°12'13.95"W and found to be a railroad rail which bares 2 feet at MLLW. It is recommended that the pile be retained as charted.

30) The charted foul limit line centered in the vicinity of Latitude 30°24'30"N, Longitude 87°12'20"W on chart 11378 originating from prior survey H-5835 (1935) is incorrectly portrayed. The line on prior survey H-5835 (1935) encloses an area alongshore foul with debris. It should be noted that the foul limit line joins the charted 3-foot curve in Latitude 30°24'43"N, Longitude 87°12'02"W. Additionally it should be noted that the charted foul limit line from Latitude 30°24'43"N, Longitude 87°12'02"W to Latitude 30°24'25"N, Longitude 87°12'30"W is not drawn in accordance with Chart No. 1 nor is the "foul" notation within this area. It is recommended that the charted foul limit line be revised and charted in accordance with the present survey.

31) Presurvey Review Item #320, rip rap charted as three submerged rocks and labeled as rip rap in Latitude 30°24'36"N, Longitude 87°12'08"W originates with prior survey H-5835 (1935) which outlines an area with a limit line. It was found by the hydrographer in the charted position. Additional rocks were found by the hydrographer in the immediate area and foul limits were drawn on the present survey during office processing. It is recommended that the charted rip rap be revised and charted as foul limits as shown on the present survey.

32) Presurvey Review Item #321 is two charted submerged wrecks; one nondangerous and one dangerous charted in Latitude 30°24'38.8"N, Longitude 87°12'08.5"W and Latitude 30°24'43.4"N, Longitude 87°12'04.1"W respectively which represents four boilers and a hulk.

The charted nondangerous submerged wreck was not found by the hydrographer; however, this item is charted in the same location as a boiler (the notation "boiler" is shown on chart 11378) shown on prior survey H-5835 (1935) in Latitude 30°24'39.5"N, Longitude 87°12'08.8"W. As the boiler was neither verified nor disproved, the boiler was brought forward as a submerged obstruction to supplement the present survey. It is the opinion of the verifier that the boiler shown on the prior survey and the charted nondangerous submerged wreck are one and the same. It is recommended that the charted nondangerous submerged wreck be removed from the chart, and a submerged obstruction be charted as shown on the present survey.

The charted dangerous submerged wreck was not found by the hydrographer; however, this item is charted in the same location as three (3) boilers shown on prior survey H-5835 (1935) in the vicinity of Latitude 30°24'43.2"N, Longitude 87°12'05.0"W. As these boilers were neither verified nor disproved by the hydrographer they were brought forward as submerged obstructions to supplement the present survey. It is the opinion of the verifier that the boilers shown on the prior survey and the charted dangerous submerged wreck are the same items. It is recommended that the charted dangerous submerged wreck be removed from the chart and the three (3) submerged obstructions be charted in the positions shown on the present survey.

Presurvey Item #322, a submerged dangerous wreck charted (chart 11383) in the vicinity of Latitude 30°24'42"N, Longitude 87°12'07"W first appeared on the chart in 1975 with no source information available. A visible hulk (mentioned in Presurvey Item #321) shown on prior survey H-5835 (1935) is in the same area. The visible hulk has disintegrated and its remains may be the rock covered by two feet (2 Rk) at MLLW and the rock awash baring two feet at MLLW that were located by the hydrographer in Latitude 30°24'42.05"N, Longitude 87°12'06.89"W and Latitude 30°24'41.33"N, Longitude 87°12'07.40"W respectfully. It is recommended that the charted submerged dangerous wreck be deleted from the chart and that a rock covered by two feet at MLLW (2 Rk) and a rock awash baring two feet at MLLW be charted in the positions located by the hydrographer and shown on the present survey.

33) The ten (10) charted piles in the vicinity of Latitude 30°24'37"N, Longitude 87°12'08"W originating with visible and submerged piles shown on prior survey H-5835 (1935) were neither verified nor disproved by the hydrographer. The piles shown on prior survey H-5835 (1935) have been brought through to the present survey as an area foul with submerged piles. It is recommended that the charted piles be revised to an area foul with submerged piles.

34) The charted stake in Latitude 30°24'48"N, Longitude 87°12'04.5"W was not considered verified or disproved by the hydrographer. The stake originates with prior survey H-5835 (1935) and was brought forward to supplement the present survey as a submerged stake. It is recommended that the charted stake be revised as a submerged stake.

35) The two (2) charted piles in the vicinity of Latitude 30°24'54"N, Longitude 87°11'53"W were not verified or disproved by the hydrographer. The piles originate from prior survey H-5835 (1935) which have been brought forward as submerged piles to supplement the present survey. It is recommended that the two (2) charted piles be revised as two (2) submerged piles.

36) Two charted piles in Latitude 30°24'59.4"N, Longitude 87°11'47.9"W and Latitude 30°25'00.6"N, Longitude 87°11'46.2"W originate from two submerged piles and pile on prior survey H-5835 (1935) were not verified or disproved by the hydrographer. The two submerged piles and pile have been brought forward as submerged to supplement the present survey. It is recommended that the two charted piles be revised as submerged piles.

37) The charted group of submerged piles in Latitude 30°24'57"N, Longitude 87°11'46"W was not considered verified or disproved by the hydrographer. The piles originate from a submerged pile limit shown on prior survey H-5835 (1935) which has been brought forward to supplement the present survey. It is recommended that the group of submerged piles be retained as charted.

38) The charted row of visible piles approximately 90 meters long in the vicinity of Latitude 30°25'03"N, Longitude 87°11'48"W originating with prior survey H-5835 (1935) were not considered verified or disproved by the hydrographer. It is recommended that the charted row of visible piles be revised as a row of submerged piles. The submerged piles were brought forward to supplement the present survey.

39) The charted row of visible piles approximately 350 meters long in the vicinity of Latitude 30°25'00"N, Longitude 87°11'41"W originating with prior survey H-5835 (1935) which shows a combination of poles, piles and a dolphin in the area were not verified or disproved by the hydrographer. It is recommended that the charted row of visible piles be revised as a row of submerged piles. The poles, dolphin and piles have been brought forward as submerged to supplement the present survey.

40) The hydrographer located a concrete barge pier at the end of the ruins of the Muscogee Wharf in Latitude 30°24'37"N, Longitude 87°11'44"W and was brought forward from the smooth field sheet to the present survey. The hydrographer failed to provide dimensions of the the pier. The pier is in disagreement with charts 11378 and 11383 as shown on the present survey. It is recommended that this feature be charted; however considering the lack of information provided by the field, the chart compiler should exercise discretion in application of this feature to the chart.

41) Presurvey Review Item #328 a 15 ft sounding charted in Latitude 30°23'51"N, Longitude 87°12'48"W originates with a 1974 U. S. Corps of Engineers survey (BP 88673) and was developed by the hydrographer with negative results. A leadline least depth of 19 feet was found on a spoil area in Latitude 30°23'51.22"N, Longitude 87°12'48.70"W. It is recommended that the charted 15 ft sounding be removed from the

chart and that present survey soundings supersede the charted soundings, in the common area.

42) The hydrographer located two (2) of five (5) privately maintained buoys in Latitude 30°22'09.72"N, Longitude 87°10'43.59"W and Longitude 30°22'22.74"N, Longitude 87°10'48.58"W. The hydrographer noted in Sounding Volume 12 that these buoys are to be replaced with daybeacons. The privately maintained buoys marked the entrance to the Jolly Rogers Marina and were subsequently replaced with the daybeacons now charted on chart 11378. It is recommended that the privately maintained buoys located by the hydrographer not be charted and the charted daybeacons on chart 11378 also be charted on chart 11383.

43) A charted submerged pile in Latitude 30°22'26.9"N, Longitude 87°11'21"W originating from prior survey H-5835 (1935) was neither verified nor disproved by the hydrographer and should be retained as charted. The pile was brought forward as a submerged pile from the prior survey to supplement the present survey.

44) The hydrographer failed to discuss the existence of the charted bridge in ruins in the vicinity of Latitude 30°22'04"N, Longitude 87°10'38"W. The bridge ruins are not charted on small craft chart 11378 but are charted on charts 11382 (labeled ruins) and 11383. It is recommended that the charted bridge in ruins be retained as charted unless subsequent information indicates otherwise.

45) Uncharted groin ruins in the vicinity of Latitude 30°22'08"N, Longitude 87°11'15"W originating with TP-00547 were located by the hydrographer. It is recommended that the groin ruins be charted as shown on the present survey.

46) It is recommended that the charted piers and groins along the north shore of Gulf Breeze from Longitude 87°11'24"W to Longitude 87°12'18"W be revised and charted as shown on the present survey.

47) The charted bayou in the vicinity of Latitude 30°22'00"N, Longitude 87°10'34"W, with the note 5 ft reported, 1976 has present survey depths of two (2) to six (6) feet. It is recommended that depths be charted as shown on the present survey. It should be noted that the present survey depths are based only upon a single line of hydrography and may not represent the best depths in the bayou.

48) The charted bayou in the vicinity of Latitude 30°22'00"N, Longitude 87°10'53"W, with the note 5 ft reported, 1976 has present survey depths of two (2) to five (5) feet. It is recommended that depths be charted as shown on the present survey. It should be noted the present survey depths are based

only upon a single line of hydrography and may not represent the best depths in the bayou.

49) The charted bayou in the vicinity of Latitude 30°22'00"N, Longitude 87°11'12"W, with the note 5 ft reported, 1976 has present survey depths of one (1) to eight (8) feet. It is recommended that depths be charted as shown on the present survey. It should be noted the present survey depths are based only upon a single line of hydrography and may not represent the best depths in the bayou.

50) Presurvey Review Item #319, a dangerous submerged wreck charted in Latitude 30°21'57.2"N, Longitude 87°11'32.0"W originating with prior survey H-5835 (1935) was located by the hydrographer in Latitude 30°21'56.23"N, Longitude 87°11'30.00"W approximately 60 meters southeast of the charted wreck. It was also reported to be verified in 1979 by a U.S. Power Squadron report (CL-170 of 1979). A least depth of 8 feet was obtained by leadline. It is recommended that a wreck with a depth of 8 feet (8 Wk) be charted in the position located by the hydrographer and the dangerous sunken wreck charted in Latitude 30°21'57.2"N, Longitude 87°11'32.0"W be deleted from the chart.

51) An uncharted dangerous submerged wreck was located by the hydrographer in Latitude 30°21'49.62"N, Longitude 87°11'32.68"W with a leadline least depth of 5 feet. It is recommended that a wreck with a depth of 5 feet (5 Wk) be charted at the present survey position.

52) A charted platform was located by the hydrographer in Latitude 30°21'45.58"N, Longitude 87°11'42.66"W. No change in the present charting status is recommended.

53) The charted submerged stake in Latitude 30°21'45.2"N, Longitude 87°11'44.7"W originating with prior survey H-5835 (1935) was searched for by the hydrographer. A submerged obstruction (wood platform) was located by the hydrographer in Latitude 30°21'44.93"N, Longitude 87°11'45.00"W with a least depth of two (2) feet over the obstruction. It is recommended that the charted submerged stake be removed from the chart and that an obstruction with a least depth of 2 feet at MLLW be charted in the position shown on the present survey.

54) The charted submerged stake in Latitude 30°21'46.4"N, Longitude 87°11'52.6"W originating with prior survey H-5835 (1935) was searched for by the hydrographer. A submerged obstruction (pile of steel) was located by the hydrographer in Latitude 30°21'45.40"N, Longitude 87°11'53.27"W with a least depth of two (2) feet over the obstruction. It is recommended that the charted submerged stake be removed from the chart and that an obstruction with a least depth of 2 feet at MLLW be charted in the position shown on the present survey.

55) The two (2) submerged piles charted in the vicinity of Latitude 30°21'41"N, Longitude 87°12'07"W and originate with piling stubs shown on prior survey H-5835 (1935) and were searched for visually by a diver with negative results. It is recommended that the charted submerged piles be removed from the chart.

56) The charted submerged pile in Latitude 30°21'44.2"N, Longitude 87°12'07.0"W originated from H-5835 (1935) which identifies it as a pole. This item was not searched for by the hydrographer. It is recommended that the charted submerged pile be charted with the note submerged stake. This item was brought forward from the prior survey as a submerged stake to supplement the present survey.

57) A pier mentioned but not located by the hydrographer is charted on chart 11383 but is not on chart 11378. This pier was drawn on the present survey in Latitude 30°21'31.0"N, Longitude 87°12'05.8"W during office processing from notes provided by the hydrographer. It is recommended that the pier be charted in the position shown on the present survey.

58) It is recommended that the charted piers and pier ruins along the southwest shore of Gulf Breeze from Latitude 30°21'24"N, Longitude 87°11'55"W to Latitude 30°21'03"N, Longitude 87°11'23"W be revised and charted as shown on the present survey.

59) The hydrographer discussed but failed to locate the charted pier ruins in Latitude 30°19'21"N, Longitude 87°13'13"W. It is recommended that the pier ruins be retained as charted.

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.

The two privately maintained pipeline lights "A" and "B" located by the hydrographer in Latitude 30°23'35.03"N, Longitude 87°13'09.25"W and Latitude 30°23'15.56"N, Longitude 87°13''04.65"W respectively are now charted as pipeline lighted buoys "A" and "B". No change in charting status is recommended.

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 7.a. of this report.

for Leroy G. Cram
Maurice W. Holloway
Cartographic Technician
Verification of Field Data

Richard H. Whitfield
Richard H. Whitfield
Cartographic Technician
Evaluation and Analysis

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

Inspection Report
H-10005

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

Inspected

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

Approved 6 June 1986

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

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

Hydrographic Index No. 85 F

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-10005

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
11384	1/8/87	Conte WW	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 28
11383	1/21/87	Conte WW	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 37
11378-A	1/29/87	Conte WW	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 22
			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.

Appl to SHs 1-19-86 [illegible]