

# 10041

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-20-2-82

Registry No. H- 10041

### LOCALITY

State Florida--Alabama

General Locality Gulf of Mexico

Sublocality Vicinity of Perdido Pass

1982-85

CHIEF OF PARTY

LCDR G.W. Jamerson \* LCDR R.W. Jones

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DATE June 30, 1986

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Area 3

CHTS

11382

11378A

11360

11006

411

*to sign off see  
Record of Operation*

## HYDROGRAPHIC TITLE SHEET

H-10041

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.

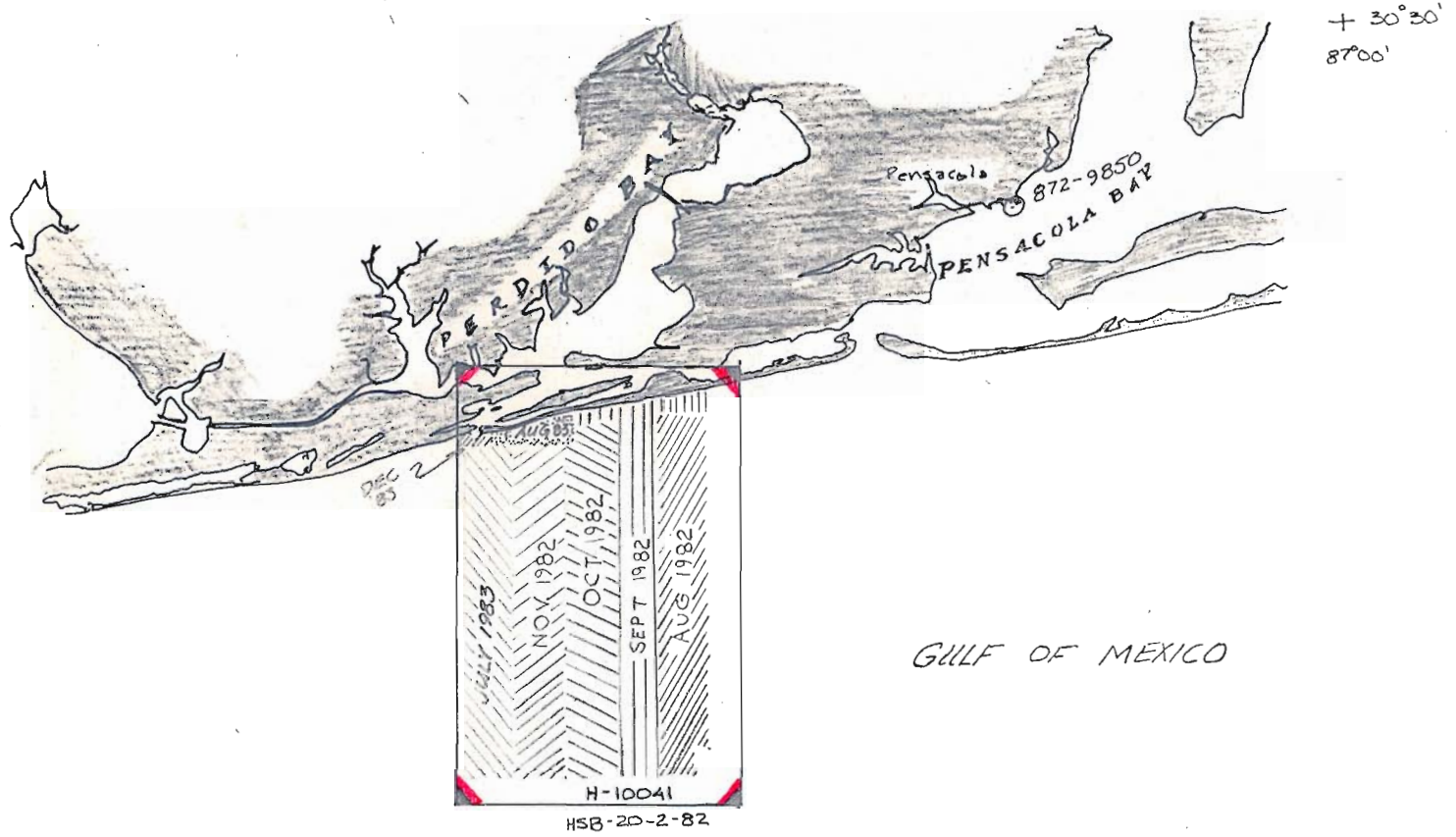
HSB-20-2-82

State FLORIDA - ALABAMAGeneral locality GULF OF MEXICOLocality PERDIDO KEY AREAVICINITY OF PERDIDO PASSScale 1:10,000 1:20,000Date of survey Aug 1982 - SEPT 1984Instructions dated 13 JULY 1981Project No. OPR-J217-HSB-81#84Vessel NOAA LAUNCH 1257 (EDP 1257) & NOAA LAUNCH 1278 (EDP1278)Chief of party LCDR G. W. JAMERSON (until 31 DEC 82), LCDR R. W. JONES (after 31 DEC 82)Surveyed by HYDROGRAPHIC FIELD PARTY #1Soundings taken by echo sounder, XXXXXXXXXXGraphic record scaled by SPD, FEO, GSL, GDH, GLM, MMO, LRN, CBG, TAT, PMKGraphic record checked by CBG, PMK, GLMProtracted by N/AField sheet SYNOPSIS 1201 PLOTTER  
Automated plot by DDP81a Computer (AMC)Verification by AMC HYDROGRAPHIC SURVEYS BRANCHRL NEENESoundings in XXXXXX feet at XXXX MLLWREMARKS: CHANGE No. 1 dated 23JUL812 26OCT813 23DEC814 10FEB825 02MAR826 29MAR83SPD - Sam DebowFEO - Frank OhlingerGSI - Steve LloydGDH - Glenn HendrixGLM - Gary MerrillMMO - Maria OrtizCBG - Charles Grenawalt GREENAWALTPMK - Phil KenulNOTES IN REF WERE MADE DURINGFIELD PROCESSINGREVISIONS & SURF 3/8/88 .S.J.

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OPR-J217-HSB-81



from Chart 11360

DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-10041  
HSB-20-2-82

Scale: 1:20,000

Chief of Party: Lt. Cdr. George W. Jamerson (until Dec. 82)

Lt. Cdr. Ronald W. Jones (from Dec. 82)

Officer-in-Charge: Lt. Samuel P. DeBow (until June 83)

Lt. C. B. Greenawalt (from June 83)

Hydrographic Field Party Section, Hydrographic Field Party #1

Launches: 1257 and 1278

A. PROJECT

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

Change No. 1, dated 23 July 1981,  
Change No. 2, dated 26 October 1981,  
Change No. 3, dated 23 December 1981,  
Change No. 4, dated 10 February 1982,  
Change No. 5, dated 02 March 1982, and  
Change No. 6, dated 29 March 1983.

*OPR-J217-HSB-81 DATED NOV. 29, 1983  
WITH CHANGES: 1 DATED AUG 6, 1984  
2 DATED JAN 15, 1985  
3 DATED AUG 27, 1985*

B. AREA SURVEYED

The area surveyed was south of Perdido Key starting at the 2-fathom curve then seaward approximately 12 nautical miles, and bounded by the following points:

Lat: 30° 18' 00"N	Long: 87° 24' 30"W
Lat: 30° 05' 00"N	Long: 87° 24' 30"W
Lat: 30° 05' 00"N	Long: 87° 34' 00"W
Lat: 30° 16' 20"N	Long: 87° 34' 00"W

This survey was conducted from 10 August 1982 to 11 Sept 1984. *SEE EVALUATION REPORT*

C. SOUNDING VESSEL

The soundings on this survey were collected from either of these two vessels:

NOAA Launch 1257 (EDP 1257) - 59-foot High Speed Launch  
NOAA Launch 1278 (EDP 1278) - 17-foot Lantana

Launch 1257 was the primary sounding vessel. Launch 1278 was used to determine the extent of the shoaling in the vicinity of Perdido Pass (JD 342, 1983 and JD 004, 1984).

Junctions between the two vessels are good.

#### D. SOUNDING EQUIPMENT AND CORRECTION TO ECHO SOUNDINGS

All soundings taken from Launch 1257 were recorded with a Model DE723D Raytheon fathometer:

<u>Unit</u>	<u>Serial Number</u>	<u>Inclusive Dates</u>
Recorder	2042	JD 222 (1982) - 281 (1982)
	2934	JD 285 (1982) - 322 (1982)
	37018	JD 326 (1982) - 153 (1984)
Digitizer	2772	JD 222 (1982) - 153 (1984)
ECU	37009	JD 222 (1982) - 153 (1984)

The above equipment was used to measure depths ranging from about 7 feet to about 100 feet.

The soundings taken from Launch 1278 at the entrance to Perdido Pass were recorded with a Model DE719B Raytheon fathometer, Serial Number 5784. This fathometer was used in depths from 7 to 26 feet.

The DE723D fathometers aboard Launch 1257 developed two major problems during this survey. First, the chart drive stalled on several days. Most of this data was rejected and rerun at a later date.

Second, much of the data collected before JD 195 (1983) was collected with the analog recorder out of adjustment (i.e. the stylus length was incorrect). The differences between the analog depths and the digital depths varied by as much as  $\pm 0.6$  ft. The digital depth was assumed correct; the difference between the analog and digital depths was applied to the analog depths when the fathograms were scanned.

All fathograms were scanned for peaks and deeps and for the effects of heave. The appropriate changes were made on the corrector tapes.

The instrument initial was monitored continuously. Adjustments were made either on-line or when the fathograms were scanned.

Barchecks were taken when weather and sea conditions permitted. A total of 36 barchecks were obtained from Launch 1257 and 4 barchecks from Launch 1278.

Corrections to echo soundings (for Launch 1257) for velocity of sound through water were determined from 18 TDC casts and 36 barchecks. The dates and positions of the TDC casts are abstracted in the appendix. The velocity corrector tables were generated by PDP8/e program RK530, Layer Correctors for Velocity, using the data from these casts. No Nansen casts were made.

One Martek TDC instrument, Model 167, Serial Number 130 was used throughout this survey. The latest date of calibration is 28 April 1983. Copies of the calibration data are included in the appendix.

The instrument corrections for Launch 1257 were determined from the graphs of barcheck and velocity corrector data and have been applied to the soundings on the final field sheet via the field velocity corrector tapes. These instrument correctors have not been included in the final velocity

tapes, but will be applied to the soundings on the final smooth sheet through the TC/TI tapes.

Velocity of sound correctors for soundings collected from Launch 1278 were determined from barcheck data only. These correctors were applied to the final field sheet soundings via the velocity corrector tapes. *ALSO TO SMOOTH SHEET*

Settlement and squat for Launches 1257 and 1278 were measured using the level instrument method described in Section 4.9.4.2, of the Hydrographic Manual. The results of these measurements are included in the appendix. Settlement and squat correctors were not applied to the final field sheet, but have been included on the TC/TI tapes and will be applied to the soundings on the smooth sheet.

Copies of the velocity corrector tables and TC/TI tables are included in the appendix. *ALSO TO SMOOTH SHEET*

#### E. HYDROGRAPHIC SHEETS (*FIELD SHEETS*)

Field sheets used during this survey were prepared in the field using a PDP8/e computer and a DP-3 Complot Plotter. Worksheets, preliminary plotter sheets, final field sheets, and overlay sheets, are included with this survey. Mainscheme soundings, developments, and crosslines are plotted on the final field sheet. Bottom samples, detached positions, charted soundings, junction soundings, and prior survey soundings are plotted on the various overlay sheets. A 1:10,000 scale enlargement of the hydrography at Perdido Pass is included for clarity purposes only. The hydrography was done at a 1:20,000 scale.

The projection parameter tapes are included with the project data. Parameter tape listings are included in the appendix.

All records will be forwarded to the Hydrographic Surveys Branch at the Atlantic Marine Center for verification and smooth plotting.

#### F. CONTROL STATIONS *SEE SECTION 2 OF THE EVALUATION REPORT.*

Control stations used during this survey were either existing geodetic control published by the National Geodetic Survey or control established by the Hydrographic Field Parties Support Group. All stations meet a minimum of third-order, class I standards. All positions are based on the North American 1927 Datum.

A listing of control stations used during this survey and the Horizontal Control Report are included in the appendix.

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

The Hastings-Raydist DR-S system, operated in the range-range mode, provided position control for Launch 1257. The position of Launch 1278 was controlled by the Del Norte Trisponder system used in the non-automated range-azimuth mode.

The following Hastings-Raydist equipment was used:

Left shore station: Green Raydist - Model AA-60  
(signal # 910) S/N 68 JD 222 (1982) - 187 (1983)  
S/N 69 JD 192 (1983) - 153 (1984)

Right shore station: Red Raydist - Model AA-60  
(signal # 900) S/N 84 JD 222 (1982) - 246 (1982)  
S/N 119 JD 258 (1982) - 153 (1984)

Launch Equipment: Navigator - Model ZA 67B - S/N 67  
Antenna Loading Coil - Model QB-52 - S/N 81  
Transmitter - Model TA96 - S/N 87

The Raydist system frequency was 3306.4 KHz resulting in a lane width of 45.32 meters. The left station was a 100-foot aluminum tower. The right station was a 120-foot tower previously used as a Loran A antenna. The launch antenna was a 35-foot whip located over the fathometer transducer. Problems encountered with the system occurred during the summer months when afternoon thunderstorms would interfere with the Raydist signal.

The Raydist equipment was calibrated by three-point sextant fixes with check angles. Calibrations were taken before and after each period of hydrography, with the following exceptions:

JD 322 (1982) - No ending calibration was taken because of poor visibility. A lane count was taken on Pensacola Bay Entrance Lighted Buoy 4. The whole lane count was correct.

JD 187 (1983) - No ending calibration was taken because local thunderstorms interfered with the Raydist signal. Both shore stations went "off the air." The strip chart records were carefully scanned. No lane loss or gain was evident and the lane count is believed to be correct through the last position of this day. The data were plotted using the electronic correctors determined by the beginning calibration.

JD 192 (1983) - No ending calibration was taken because of poor visibility. A lane count was taken on Pensacola Bay Entrance Lighted Buoy 4. The whole lane count was correct.

JD 241 (1983) - No ending calibration was taken because local thunderstorms interfered with the Raydist signal. The strip chart records were carefully scanned. No lane loss or gain was evident and the lane count is believed to be correct throughout the day. The data were plotted using the electronic correctors determined by the beginning calibration.

JD 037 (1984) - No ending calibration was taken. The red shore station (signal 900) transmitter went off the air after the day's work was completed. The strip chart records were carefully scanned. No lane loss or gain was evident and the lane count is believed to be correct throughout this day's hydrography.



JD 082 (1984) - The Raydist navigator momentarily lost track of both red (signal 900) and green (signal 910) stations after the last position was taken. The red station lost 5 lanes and the green station lost 4 lanes.

Other problems encountered were with the strip chart recorders. The event or pattern pens were not working properly on JD 222, 224, 246, 258, 263, 267, 270, 288, 305, and 334 of 1982, JD 187, 194, and 200 of 1983, and JD 027 of 1984.

Positions 2349 through 2398 (JD 237, 1983) were rejected because the Raydist signal had been attenuated by the proximity of Launch 1257 to land. The daily calibration did not account for the attenuation. This hydrography was rerun on JD 153 of 1984 (See Positions 2788 - 2844). The Raydist system was calibrated close to shore to account for the signal attenuation.

The following Del Norte Trisponder equipment was used ashore or aboard Launch 1278:

<u>Unit</u>	<u>S/N</u>	<u>Julian Day Used</u>
DMU	517	342 (1983), 004 (1984)
Master	185	342 (1983), 004 (1984)
Remote	1135	342 (1983), 004 (1984)
Attenuator (21 dB)	108	342 (1983), 004 (1984)

The master unit aboard Launch 1278 was mounted atop a 3-inch diameter pipe-mast about 1.5 meters above the waterline and over the transducer. The remote unit was mounted atop a Wild tripod. The azimuth portion of the position data was observed with Wild T-2 Theodolite, S/N 12118.

Because of the ranges for which the Del Norte equipment was used, a 21 dB attenuator was mounted on the remote unit for all the range-azimuth hydrography.

The Del Norte equipment was baseline calibrated on JD 334 and 355 (1983), and JD 005 (1984). The baseline calibrations were performed in accordance with AMC Operations Order 79, dated 25 January 1983. The baseline distance was 1703.015 meters: Station MERRILL and Station FERRY 1942 (both are published third-order, class I stations). Results of these baseline calibrations are included in the appendix.

The ANDIST correctors for both vessels were 0.0 meters.

H. SHORELINE *SEE SECTION 2.6. OF THE EVALUATION REPORT.*

Shoreline details for this survey were transferred to the final field sheets from stable base film copies of shoreline manuscripts TP-00542 and TP-00543. The aerial photographs were taken in February, March, and April 1978. The field edit was performed in 1979. Field edit was not required for this survey. No gross discrepancies in the shoreline were found when the shoreline was inspected from seaward.

No control stations exist seaward of the shoreline.

I. CROSSLINES *SEE SECTION 3. a. OF THE EVALUATION REPORT.*

Crosslines totalled 119.8 miles or 10% of the hydrography. Ninety-eight percent (98%) of all crossline soundings agreed within one foot of the mainscheme soundings. No soundings disagreed by more than 2 feet. This 2-foot difference occurred when the mainscheme hydrography was run in seas greater than 4 feet.

J. JUNCTIONS *SEE SECTION 5. OF THE EVALUATION REPORT.*

This survey junctions well with the following surveys:

H-9954 (1981), 1:40,000 scale, to the <sup>SOUTHEAST</sup> ~~SOUTH~~,  
H-9971 (1981), 1:20,000 scale, to the east,  
H-10053 (1982), 1:40,000 scale, to the south,  
H-10114 (1983), 1:20,000 scale, to the west.

The junction soundings are in excellent agreement. No soundings disagreed by more than two feet. This disagreement can be attributed to the 3-5 ft seas. The comparisons meet the criterion listed in Section 1.1.2, Part B.II.1 of the Hydrographic Manual.

K. COMPARISON WITH PRIOR SURVEYS *SEE SECTION 6. a. AND b. OF THE EVALUATION REPORT*

One numbered, limited investigation presurvey review item was listed for this survey:

Item 165: Submerged dangerous wreck, PA, charted at latitude 30° 15'N, longitude 87° 34'W. This item originated from Local Notice to Mariners 52 (1975) and is a 30-ft x 40-ft dredge. This wreck lies on the junction between this survey and survey H-10114. No evidence of this wreck was found on <sup>SURVEY H-10041</sup> ~~either survey~~. Line spacing was reduced to 100 meters ( $\frac{1}{2}$  the spacing of the mainscheme lines) without results. Additional fathometer searches were made in the immediate vicinity of the charted symbol without results. **RECOMMENDATION:**

~~Retain the wreck symbol as charted. DO NOT CONCUR.~~ *SEE SECTION 7. a. 5) OF THE EVALUATION REPORT.*

The survey area was previously covered by the following surveys:

H-4139	1919-1920	1:80,000
H-5730	1935	1:20,000
H-6554	1940	1:40,000
H-6634	1940	1:20,000

Representative soundings from Survey H-4139, seaward from Surveys H-5730 and H-6634, were plotted on the final field overlay sheet in the color blue. The agreement between soundings from H-4139 and H-10041 is fair. The majority of the soundings agree within 3 feet. The greatest differences occur nearer the offshore limits of the survey. These differences may be caused by the method of position control used on Survey H-4139.

Representative soundings from Survey H-5730 were plotted on the final field sheet overlay in the color orange. These soundings agree well with soundings from Survey H-10041. Of the soundings compared, 88% agree within one foot. The remainder of the representative soundings agree within two feet. Since 1935 when Survey H-5730 was conducted, some major changes in the shoreline have occurred. Perdido Pass has migrated westward approximately 1000 meters and the shoreline has moved 50 to 100 meters seaward. Some of the shoals have drifted 50 to 200 meters westward.

Representative soundings of Survey H-6554 were plotted on the final field overlay sheet in the color brown. The agreement between soundings from H-6554 and H-10041 is good, and meet the criterion listed in Section 1.1.2, Part B.II.1 of the Hydrographic Manual.

Representative soundings from Survey H-6634 were plotted on the final field overlay sheet in the color light green. These soundings agree well with soundings from H-10041. Of the soundings compared, 85% agree within one foot. The remainder of the soundings agree within two feet. As was the case with Survey H-5730, Perdido Pass has migrated westward approximately 1000 meters since 1940.

RECOMMENDATION: Supersede Surveys H-4139, H-5730, H-6554, and H-6634 with Survey H-10041 for all common areas. *Concur.*

L. COMPARISON WITH THE CHART *See Section 7.2. of the Evaluation Report.*

This survey was compared with the following charts:

<u>Chart</u>	<u>Edition</u>	<u>Date</u>	<u>Scale</u>
	<del>18th</del>	<del>21 August 1982</del>	
11378	18th	21 August 1982	1:40,000
11382	28th	11 September 1982	1:80,000
11360	27th	30 October 1982	1:456,394

No soundings charted on Chart 11378 fall within the survey area. The charted shoreline details agree well. See Section N, Aids to Navigation, for recommendations regarding the aids charted in Perdido Pass.

Soundings from Chart 11382 are plotted in violet on the final field sheet overlay. Seventy five (75%) percent of these charted depths agree within 2 feet of the soundings taken during this survey. The remainder of the charted depths agree within 3 feet, the greatest discrepancies are on the near shore shoals and for the sounding originating from Survey H-4139 (1:80,000), 1919-1920.

A littoral current has shifted the near shore shoals westerly by 100-200 meters. The following charted shoals showed the greatest shift in position:

<u>Depth</u>	<u>Charted Position</u>	<u>New Position</u>	<u>Surveyed Depth</u>
18 ft	30° 17' 20"N 87° 25' 18"W	30° 17' 25"N 87° 25' 24"W	18 ft
17 ft	30° 17' 12"N 87° 25' 50"W	30° 17' 12"N 87° 25' 55"W	18 ft
18 ft	30° 16' 55"N 87° 28' 28"W	30° 16' 55"N 87° 28' 37"W	19 ft
17 ft	30° 16' 42"N 87° 28' 54"W	30° 16' 48"N 87° 28' 10"W	16 ft
18 ft	30° 16' 25"N 87° 29' 28"W	30° 16' 25"N 87° 29' 35"W	17 ft
17 ft	30° 16' 00"N 87° 29' 48"W	30° 15' 55"N 87° 29' 32"W	17 ft
12-16 ft	30° 16' 30"N 87° 30' 42"W	to 30° 16' 35"N 87° 30' 55"W	to 12 ft

RECOMMENDATION: Chart these shoals in their new positions and with the least depths as found by this survey. *Concur*

One submerged wreck (PA) was charted at latitude 30° 14.8'N, longitude 87° 33.0'W on the 28th edition of Chart 11382. This wreck was charted from Local Notice to Mariners 27-82. It reportedly burned to the waterline and sank. The wreck was found by fathometer search (position 2316, JD 235, 1983) but was not located during the diver investigation. See the dive report included in the appendix. ~~RECOMMENDATION: Retain the wreck symbol as charted, but remove the PA.~~ *SEE SECTION 7.2.2 OF THE EVALUATION REPORT.*

Three fish havens are charted within the survey area:

<u>Latitude</u>	<u>Longitude</u>
30° 16' 15"N	87° 25' 24"W
30° 11' 00"N	87° 31' 18"W
30° 07' 24"N	87° 32' 00"W

Sounding line spacing was reduced to 100 meters at the charted positions of these fish havens. No significant obstructions were noted on the fathograms. RECOMMENDATION: Retain the fish havens as charted. *Concur.*

Positions 2502 through 2504 were taken on an uncharted fish haven. The least depth was measured as <sup>85</sup>81.1 feet (~~corrected for TRA only~~), at latitude 30° 06' <sup>20.5</sup>49.4"N, longitude 87° 32' 44.5"W. This obstruction is known as "Lillian Bridge No. 2." The position corresponds to the Loran-C coordinates published by the Alabama Department of Conservation and Natural Resources, and by the Southwest Alabama Spearfishing Association. This obstruction is reported to be the concrete rubble remains of a highway bridge removed from

Lillian, Alabama. The remains were placed at this location as a fish haven. This description was provided by a diving instructor with Davey Jones Locker, Mobile, Alabama. RECOMMENDATION: Chart this obstruction. (Note: This fish haven was previously reported in a notice to mariners upon establishment.)  
*SEE SECTION 7.2.3) OF THE EVALUATION REPORT.*

#### M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede all prior surveys for charting.

The maximum allowable distance of 5 cm between consecutively numbered positions along a sounding line was exceeded during most of this survey. This does not adversely affect the quality of the survey since position data was recorded for every sounding. *CONCUR.*

The launch was not run into the 12 ft contour at the following locations because of their proximity to shoals:

<u>Latitude</u>	<u>Longitude</u>
30° 17' 50"N	87° 24' 45"W
30° 17' 22"N	87° 27' 15"W

#### N. AIDS TO NAVIGATION

*FLOATING*  
Two ~~fixed~~ aids to navigation exist in the survey area.

Perdido Pass Entrance Lighted Whistle Buoy PP (Light List #150.50 and 1693.50) is a red and white vertically striped buoy at latitude 30° 15' 32.8"N, longitude 87° 33' 20.7"W. See position 2787, JD 082 (1984). The light characteristics are white Morse A. This buoy is listed in the Light List and shown on the chart as being painted black and white vertically striped. The black and white vertically striped buoy was replaced on JD 019, 1984. This change was published in the Eighth Coast Guard District's Local Notice to Mariners number 4-84. RECOMMENDATION: This buoy should be recharted on Charts 11360 and 11382 at its new position and with its new characteristics. This buoy adequately serves the purpose for which it was established. *CONCUR.*

The privately maintained white and orange can buoy, "2B", charted at latitude 30° 07' 24"N, longitude 87° 32' 00"W, does not exist. It was not seen at any time during this survey and is believed to have been removed. ~~RECOMMENDATION: Delete this buoy from Charts 11360 and 11382. Do not CONCUR.~~  
*SEE SECTION 7.2.4) OF THE EVALUATION REPORT.*

The positions of the following buoys, although outside the survey area, were determined after the buoys were re-established following the dredging at Perdido Pass. The positions were determined by hydrographic, range-azimuth methods on JD 004, 1984. These positions have been reported to the Officer-in-Charge, U. S. Coast Guard Aids to Navigation Team, Pensacola Beach, Florida.

<u>Position</u>	<u>Buoy</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
7100	Perdido Pass Buoy 1 (black can)	30° 16' 10.72"	87° 33' 28.45" <i>REMOVE FROM CHART.</i>
7101	Perdido Pass Buoy 2 (red nun)	30° 16' 11.53"	87° 33' 24.74"
7102	Perdido Pass Buoy 4 (red nun)	30° 16' 15.90"	87° 33' 25.04"

RECOMMENDATION: Rechart the Perdido Pass Buoys 2 and 4 at their new positions. Do not smooth plot or chart Buoy 1. This buoy was replaced by *PERDIDO* Pass Light 1 in July 1984 and a position was obtained 14 August 1984.

Perdido Pass Light 6 (LL #1693.80) was removed during the September 1983 dredging operations and was temporarily replaced with a lighted buoy at latitude 30° 16' 23.63"N, longitude 87° 33' 25.50"W. This light was also rebuilt in July 1984 and was located September 11, 1984. *CONCUR.*

Copies of NOAA Form 76-<sup>40</sup>~~50~~ for landmarks and fixed aids are included in the appendix. Survey data for the determination of the elevation of the landmarks are included at the end of the hydrographic data.

No bridges, overhead or submarine cables, pipelines nor ferry routes exist in the survey area.

#### O. STATISTICS

	<u>1257</u>	<u>1278</u>	<u>Total</u>
Number of positions-----	2843	103	2946
Nautical miles of sounding lines-----	1226.4	8.8	1235.2
Mainscheme-----	973.2	7.7	980.9
Crosslines-----	116.9	1.1	118.0
Developments-----	136.3	--	136.3
Bottom samples-----	55	--	55
Velocity casts(TDC)-----	18	--	18

#### P. MISCELLANEOUS

Perdido Pass and vicinity (latitude 30° 16.3'N, longitude 87° 33.6') are subject to frequent shoaling. The two aerial photographs included in the appendix were taken in late 1982 before the channel was dredged. The U.S. Army Corps of Engineers dredged the pass in September and October of 1983. Contact Mr. Parker (205) 690-2588 for information about the dredging.



Numerous fish havens exist in the survey area, most of which were not found during this survey. These fish havens consist of automobiles, dumpsters, automobile and heavy equipment tires, large household appliances (e.g. washing machines, dryers, refrigerators), etc. The fishermen who place these fish havens are reluctant to reveal the locations. These fish havens have been placed in deep water and are not hazardous to <sup>surface</sup> navigation.

Loran-C verification data was not routinely collected during this survey. The Loran-C unit would not always interface with hydroplot system. This problem was eventually traced to a defective printed circuit board in the computer. The Loran-C receivers used were as follows:

Internav LC-204, S/N 0466B	JD 222 (1982) - JD 306 (1982)
Raytheon Raynav 6000, S/N R3152	JD 314 (1982) - JD 153 (1984)

No anomalous currents were observed in the survey area.

#### Q. RECOMMENDATIONS

No additional field work is necessary. See Sections K, L, and N for additional recommendations.

#### R. AUTOMATED DATA PROCESSING

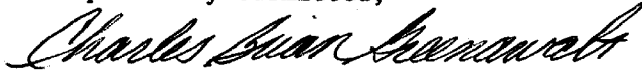
The following hydroplot system programs were used during this survey:

<u>Program</u>	<u>Name</u>	<u>Version</u>
RK112	Range-Range and Hyperbolic Real-Time Hydroplot	03/18/81
RK112	Range-Range and Hyperbolic Real-Time Hydroplot	08/04/81
RK201	Grid, Signal, and Lattice Plot	04/18/75
RK211	Range-Range Non-Real Time Plot	02/02/81
RK212	Visual Station Table Load	04/01/74
RK216	Range-Azimuth Non-Real Time Plot	02/09/81
RK300	Utility Computations	10/21/80
RK330	Reformat and Data Check	05/04/76
PM360	Electronic Corrector Abstract	02/02/76
RK407	Geodetic Inverse/Direct Computation	09/25/78
RK409	Geodetic Utility Package	09/20/78
AM500	Predicted Tide Generator	11/10/72
RK530	Layer Corrections for Velocity	05/10/76
RK561	H/R Geodetic Calibration	02/19/75
RK561	H/R Geodetic Calibration	12/01/82
AM602	Extended Line Oriented Editor	05/20/75
AM602	Extended Line Oriented Editor	12/08/82

#### S. REFERENCES TO REPORTS

Horizontal Control Report, OPR-J217-HSB-81.

Respectfully submitted,

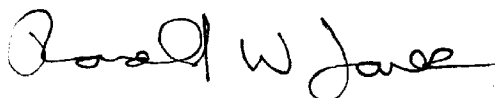
  
Charles Brian Greenawalt  
Lt., NOAA  
OIC, HFP-1

APPROVAL SHEET  
SURVEY H-10041 (HSB-20-2-82)

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

I gave no direct supervision during field work. I examined the field sheet only during routine field inspection of HFP-1.

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 J217  
 HSB 20-2-82  
 H-10041  
 VESNO 1257

104 7	30 19 55434 087 08 29067	139 0000 000000	PENSACOLA BEACH ** WATER TANK, 1983 QUAD 3008721
106 7	30 21 35304 087 10 56110	139 0000 000000	GULF BREEZE TANK * QUAD 3008721, 1981
109 7	30 19 02193 087 15 26539	139 0000 000000	FIXED 2 1981 * QUAD 3008721
110 7	30 19 18468 087 17 06200	139 0000 000000	H-73-FL-80, 1980 * QUAD 3008724
111 7	30 20 47316 087 16 06799	139 0000 000000	PENSACOLA USN AIR **** STA PWR STK, 1934 QUAD 300872 STATION 1137
114 7	30 20 45346 087 18 29205	139 0000 000000	PENSACOLA LIGHT- **** HOUSE CENTER, 1867 QUAD 300872 STATION 1120
116 7	30 20 12537 087 18 59498	139 0000 000000	CAUCUS CHANNEL * R RNG LT., 1981 QUAD 3008724
118 7	30 19 53275 087 18 52128	139 0000 000000	CAUCUS CHANNEL F ** RNG LT., 1981 QUAD 300872
120 3	30 19 30910 087 18 46772	139 0000 000000	FORT MCREE LEADING * LT., 1981 QUAD 3008724
124 7	30 20 49164 087 18 37418	139 0000 000000	SHERMAN FIELD TANK ** QUAD 3008724, 1982
128 0	30 20 48536 087 18 52943	139 0000 000000	SHERMAN FIELD ** RADAR TOWER, 1982 QUAD 300872
134 7	30 19 08570 087 25 32462	139 0000 000000	ESCAMBIA COUNTY ** TANK, 1982 QUAD 3008724
136 7	30 17 42156 087 29 07647	139 0000 000000	ONO ISLAND TANK ** QUAD 3008724, 1982

SIGNAL TAPE LISTING (CONTINUED)  
 OPR J217-HSB-81  
 HSB 20-2-82  
 H-10041  
 VESNO 1257 & 1278

142	4	30	16	20027	087	33	28020	139	0000	000000	PERDIDO PASS LT 6 QUAD 300873, 1983 (DESTROYED OCT. 1983)
144	0	30	16	20341	087	33	35905	250	0000	000000	OHLINGER, 1983 ** QUAD 300873
146	6	30	17	30887	087	34	12079	139	0000	000000	ORANGE BEACH TANK QUAD 300873, 1983
148	6	30	15	30316	087	39	05519	139	0000	000000	GULF STATE PARK TK QUAD 300873, 1983
150	6	30	16	05984	087	41	12516	139	0000	000000	GULF SHORES TANK QUAD 300873, 1983
900	7	29	40	09229	085	21	26851	250	0000	330640	CAPE SAN BLAS **** LORAN TR, 1956 QUAD 290851 STATION 1018
910	7	30	19	45842	087	17	42886	250	0000	330640	H-82-FL, 1982 ** QUAD 3008724
912	2	30	15	20065	087	38	18945	250	0000	330640	BRANYON, 1983 QUAD 300873

CONTROL LOCATED BY:

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

Replaces C&amp;GS Form 567.

## HOME EXONERATION OR LANDMARKS FOR CHARTS

<input checked="" type="checkbox"/> TO BE CHARTED <input type="checkbox"/> TO BE REVISED <input type="checkbox"/> TO BE DELETED	REPORTING UNIT <i>(If field Party, Ship or Office)</i> HFP-1	STATE FLORIDA/ALABAMA	LOCALITY GULF OF MEXICO PERDIDO KEY AREA	DATE OCT. 83
---	--	--------------------------	--	-----------------

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

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

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

CHARTING NAME	DESCRIPTION  (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses.)	JOB NUMBER		SURVEY NUMBER		DATUM		POSITION				METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
		OPR PROJECT NO.	JOB NUMBER	HSB-20-2-82	H-10041	NAD 1927		LATITUDE	LONGITUDE	OFFICE	FIELD			
						OPR-J217-HSB-81								
TANK (elevated)	(ESCAMBIA COUNTY TANK) is a silver elevated tank supported by four legs with a central pipe. 128 ft. tall and top is 140 ft. above MLLW.	30	19	08.571	087 25	32.464		F-3-6-L Feb. 1981	11378 11360					
TANK (elevated)	(ONO ISLAND TANK) is a white ball-shaped tank atop a single stem. 120 ft. tall and top is 131 ft. above MLLW.	30	17	42.156	087 29	07.647		F-3-6-L Feb. 1981	11378 11360					
TANK (elevated)	(ORANGE BEACH TANK) is an orange tank supported by five legs with a central pipe. 125 ft. tall and top is 149 ft. above MLLW.	30	17	30.887	087 34	12.079		F-3-6-L Mar. 1983	11378 11360					
	NOTE: The above tanks are correctly charted on Chart 11378.													

NOTE: The above tanks are correctly  
charted on Chart 11378.

RESPONSIBLE PERSONNEL		ORIGINATOR
TYPE OF ACTION	NAME	
OBJECTS INSPECTED FROM SEAWARD	<i>C. B. Greenawalt</i> Lt. C. B. Greenawalt OIC, HFP-1 & LAUNCH 1257	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED		FIELD ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		OFFICE ACTIVITY REPRESENTATIVE
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' (Consult Photogrammetric Instructions No. 64,		<input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>OFFICE</b></p> <p><b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b> Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p><b>FIELD</b></p> <p><b>I. NEW POSITION DETERMINED OR VERIFIED</b> Enter the applicable data by symbols as follows:            F - Field            L - Located            V - Verified            1 - Triangulation            2 - Traverse            3 - Intersection            4 - Resection            5 - Field identified            6 - Theodolite            7 - Planetable            8 - Sextant</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p> </div> <div style="width: 45%;"> <p><b>FIELD (Cont'd)</b></p> <p><b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b> EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p><b>II. TRIANGULATION STATION RECOVERED</b> When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p><b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b> Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p><b>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</b></p> </div> </div>		

**Replaces C&GS Form 367.**

## NONFLOATING AIDS OR LANDMARKS FOR CHARTS

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF ECONOMIC ANALYSIS  
OFFICE OF ATOSPHERIC ADMINISTRATION

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

### ORIGINATING ACTIVITY

- ☒ HYDROGRAPHIC PARTY  
☐ GEODETIC PARTY  
☐ PHOTO FIELD PARTY  
☐ COMPILATION ACTIVITY  
☐ FINAL REVIEWER  
☐ QUALITY CONTROL & RE  
☐ COAST PILOT BRANCH

<input checked="" type="checkbox"/> TO BE CHARTED <input type="checkbox"/> TO BE REVISED <input type="checkbox"/> TO BE DELETED	REPORTING UNIT <i>(If held Party, Ship or Office)</i> HFPS HFPI	STATE Alabama	LOCALITY Gulf of Mexico Perdido Key	DATE Sept. 84
---	---	------------------	---	------------------

Time	Location	Object(s)	HAVE	NOT HAVE	Inspected from seaward to determine their value as landmarks.
			<input checked="" type="checkbox"/>	<input type="checkbox"/>	

THE FOLLOWING INFORMATION IS FOR THE PROJECT NO.	JOB NUMBER -----	SURVEY NUMBER H-10041	DATUM NAD 1927	METHOD AND DATA (See instructions)
			POSITION	
J217-HSB-81				

[illegible]



RESPONSIBLE PERSONNEL		ORIGINATOR
TYPE OF ACTION	NAME	
OBJECTS INSPECTED FROM SEAWARD	LT. C.B. Greenawalt OIC, HFP-1	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED	LT. C.B. Greenawalt	FIELD ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		<input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' (Consult Photogrammetric Instructions No. 64.)		
<div> <div> <b>OFFICE</b>  <b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b>            Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.            EXAMPLE: 75E(C)6042            8-12-75         </div> <div> <b>FIELD</b>  <b>I. NEW POSITION DETERMINED OR VERIFIED</b>            Enter the applicable data by symbols as follows:            F - Field            L - Located            V - Verified            1 - Triangulation            2 - Traverse            3 - Intersection            4 - Resection            5 - Field Identified            6 - Theodolite            7 - Planetable            8 - Sextant            A. Field positions* require entry of method of location and date of field work.            EXAMPLE: F-2-6-L            8-12-75            *FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.         </div> </div>		
<div> <div> <b>FIELD (Cont'd)</b>  <b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b>            EXAMPLE: P-8-V            8-12-75            74L(c)2982         </div> <div> <b>II. TRIANGULATION STATION RECOVERED</b>            When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.            EXAMPLE: Triang. Rec.            8-12-75         </div> <div> <b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b>            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.         </div> </div>		

NOAA FORM 76-40  
(8-74)

Replaces C&GS Form 567.

# **NON-DELETION AND/OR LANDMARKS FOR CHARTS**

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

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

REPORTING UNIT  
(Field Party, Ship or Office)  
HFP-1

LOCALITY

STATE

DATE

PERDIDO KEY AREA

OCT. 83

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

OPR PROJECT NO.

JOB NUMBER

SURVEY NUMBER

DATUM

NAD 1927

H-10041

HSB-20-2-82

OPR-J217-HSB-81

CHARTING NAME

DESCRIPTION

(Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses.)

(GULF BEACH 1934) these ruins are no longer prominent and have lost their landmark value. They are amidst several buildings under construction and cannot be distinguished from them.

(Ruins)

POSITION

LATITUDE

LONGITUDE

30 17 52.360 087 25 40.655

D.M. Meters D.P. Meters

METHOD AND DATE OF LOCATION  
(See instructions on reverse side)

OFFICE

FIELD

F-Vis  
Oct. 1983

CHARTS AFFECTED

11382  
11378

ORIGINATING ACTIVITY

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

(74) N C L-799(84)

RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	<i>B. Greenawalt</i> Lt. C. B. Greenawalt OIC, HFP-1 & LAUNCH 1257
POSITIONS DETERMINED AND/OR VERIFIED	
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'</b> (Consult Photogrammetric Instructions No. 64,</p> <p><b>OFFICE</b></p> <p><b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b> Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p><b>FIELD</b></p> <p><b>I. NEW POSITION DETERMINED OR VERIFIED</b> Enter the applicable data by symbols as follows: P - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p> </div> <div style="width: 45%;"> <p><b>FIELD (Cont'd)</b></p> <p><b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b> EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p><b>II. TRIANGULATION STATION RECOVERED</b> When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p><b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b> Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p><b>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</b></p> </div> </div>	
<p><b>ORIGINATOR</b></p> <p><input type="checkbox"/> PHOTO FIELD PARTY</p> <p><input checked="" type="checkbox"/> HYDROGRAPHIC PARTY</p> <p><input type="checkbox"/> GEODETIC PARTY</p> <p><input type="checkbox"/> OTHER (Specify)</p> <p>FIELD ACTIVITY REPRESENTATIVE</p> <p>OFFICE ACTIVITY REPRESENTATIVE</p> <p><input type="checkbox"/> REVIEWER</p> <p><input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE</p>	



Replaces C&amp;GS Form 567.

## NONFLOATING AIDS ~~GRAPHING AIDS~~ FOR CHARTS

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF ECONOMIC ANALYSIS  
OFFICE OF AIR AND ATMOSPHERIC ADMINISTRATION

## ORIGINATING ACTIVITY

- ☒ HYDROGRAPHIC PARTY  
☐ GEODETIC PARTY  
☐ PHOTO FIELD PARTY  
☐ COMPILATION ACTIVITY  
☐ FINAL REVIEWER  
☐ QUALITY CONTROL & REVIEW GRP.  
☐ COAST PILOT BRANCH

REPORTING UNIT  
(Field Party, Ship or Office)

HFR-1

LOCALITY

PERDIDO PASS

DATE \_\_\_\_\_

SEPT. 84

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

OPR PROJECT NO.

OPR-J217

**JOB NUMBER**

HSB-20-2-82

SURVEY NUMBER

H-10041

DATUM

NAD 1927

## POSITION

LATITUDE

10

D.M. Meers

LONGITUDE

0.

D.P. Meyers

(PERDIDO PASS LIGHT 1) LL #1693.60  
Quick flashing green (QG) light with a  
4 mile nominal range, square green (SQ)  
daymarks on a single steel pile. This  
light replaced Perdido Pass Buoy #1 at  
the end of the west jetty on 25 July  
1984.

LIGHT

PERDIDO PASS LIGHT 6) LL #1693.80  
Fashing red (FLR) light, 2.5 second,  
triangular red (TR) daymarks on a  
dolphin. This light was rebuilt  
25 July 1984.

THE ABOVE POSITIONS SHOULD BE USED  
FOR CHARTING

**METHOD AND DATE OF LOCATION**  
(See instructions on reverse side)

OFFICE

FIELD

F-3-6-L  
8-24-84

F-3-6-L	11378
8-24-84	

CHARTS  
FFECTED

1378

1378

NC-L-1507(84)

RESPONSIBLE PERSONNEL		ORIGINATOR
TYPE OF ACTION	NAME	
OBJECTS INSPECTED FROM SEAWARD	Mr. CHARLES B. GREENAWALT, NOAA OIC HEP-1, LAUNCH 1257	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED	HYDROGRAPHIC FIELD PARTY #1	FIELD ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		<input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' (Consult Photogrammetric Instructions No. 64.)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><b>OFFICE</b></p> <p><b>I. OFFICE IDENTIFIED AND LOCATED OBJECTS</b> Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75</p> <p><b>FIELD</b></p> <p><b>I. NEW POSITION DETERMINED OR VERIFIED</b> Enter the applicable data by symbols as follows:            F - Field            L - Located            V - Verified            1 - Triangulation            2 - Traverse            3 - Intersection            4 - Resection</p> <p><b>A. Field positions* require entry of method of location and date of field work.</b> EXAMPLE: F-2-6-L 8-12-75</p> <p><b>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</b></p> </div> <div style="width: 45%;"> <p><b>FIELD (Cont'd)</b></p> <p><b>B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.</b> EXAMPLE: P-8-V 8-12-75 74L(C)2982</p> <p><b>II. TRIANGULATION STATION RECOVERED</b> When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75</p> <p><b>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH</b> Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p><b>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</b></p> </div> </div>		

ADDENDUM TO THE  
DESCRIPTIVE REPORT  
TO ACCOMPANY  
HYDROGRAPHIC SURVEY H-10041  
HSB-20-2-82

The following changes to the Descriptive Report to Accompany Survey H-10041 are necessary because of changes made to the fixed aids at Perdido Pass.

N. AIDS TO NAVIGATION

Perdido Pass Buoy 1 (black can) was removed and replaced by Perdido Pass Light 1 (Light List 1693.60) on 25 July 1984. Perdido Pass Light 1 is a quick flashing green (QG) light and square green daymarks (SG) mounted atop a single steel pile. The nominal range for this light is 4 miles. This light adequately serves the purpose for which it was established. RECOMMENDATION: Delete Perdido Pass Buoy 1 from Survey H-10041. Chart Perdido Pass Light 1 at latitude 30° 16' 10.568"N, longitude 87° 33' 28.878"W.

Perdido Pass Light 6 (Light List 1693.80) was rebuilt on 25 July 1984. It had been discontinued during the 1983 dredging of Perdido Pass. Perdido Pass Light 6 is a 2.5 second flashing red light (FlR 2.5 sec.) and triangular red (TR) daymarks mounted atop a dolphin. The nominal range for this light is 3 miles. The light adequately serves the purpose for which it was established. RECOMMENDATION: Chart Perdido Pass Light 6 at its new location: latitude 30° 16' 22.456"N, longitude 87° 33' 29.431"W.

NOAA Form 76-40 for these lights is attached.

Respectfully submitted,



C. Brian Greenawalt  
Lt., NOAA  
OIC, HFP-1

CHART INSPECTION REPORT  
To Accompany  
Hydrographic Survey  
H-10041

Examination of Charts 11382, 29th Edition, 14 January 1984 and 11378, 19th Edition, 29 October 1983, for the area west of longitude 87° 20'W reveals two discrepancies between charted features and conditions presently observed from seaward. The shoreline at approximately latitude 30° 18' 00"N, longitude 87° 26' 30"W, is described as "Sand Dunes." This legend should be deleted since construction in the area has obscured this feature. The landmark, "Building in Ruins," located at latitude 30° 17' 52"N, longitude 87° 25' 41"W, should be deleted from the charts as noted on the attached NOAA Form 76-40, "Landmarks for Charts." The original copy of this NOAA Form 76-40 is included with the Descriptive Report to Accompany Hydrographic Survey H-10041.

Two white and orange privately maintained buoys are shown on Charts 11382 and 11360 at:

<u>Latitude</u>	<u>Longitude</u>
30° 08.7'N	87° 34.2'W
30° 07.4'N	87° 32.0'W

These buoys no longer exist and should be deleted from Chart 11382.

Respectfully submitted,



C. Brian Greenawalt  
Lt., NOAA  
OIC, HFP-1

COAST PILOT REPORT  
To Accompany  
Hydrographic Survey  
H-10041

The sixteenth edition of Coast Pilot 5 is adequate for the area of survey H-10041 except for one entry on page 156. Lines 19-20L should be revised to read:

"and Mobile Bay has numerous high rise buildings which have been constructed along the beach. No single structure stands out as a significant landmark. Depths of 5 fathoms..."

No other changes are necessary.

Three oblique photographs (and negatives) of Perdido Pass, Alabama, accompany this report.

Respectfully submitted,



C. Brian Greenawalt  
Lt., NOAA  
OIC, HFP-1

DIVE REPORT: Wreck PA - Chart 11382, 28th ed.

DIVE DATE: 23 August 1983

# I. AREA OF INVESTIGATION

A. LOCATION: Approximately 1.4 nautical miles south-southeast of Perdido Pass.

## B. POSITION

Charted position: 30° 14.8'N  
87° 33.0'W

Detached position 2316: 30° 14' 47.15"N  
87° 32' 59.43"W

Center of circle search: 30° 14' 47.52"N  
87° 32' 58.01"W

The position of the circle search and detached position 2316 were determined using the Raydist positioning system and the Hydroplot system aboard NOAA Launch 1257.

## C. SURVEY SHEET

Registry Number: H-10041

Field Number: HSB-20-2-82 (west)

# II. PURPOSE

The dives were performed to locate the wreck of a 26-foot long pleasure craft that was reported burned and sunk Local Notice to Mariners 27-82.

# III. SURVEY PROCEDURES

A. The wreck was located by fathometer search. An anchor was dropped in the vicinity of the wreck.

B, C, D. On the first dive, a visual search was attempted without results because visibility was limited. On the second dive, a 21-meter radius circle search was performed. Launch 1257's anchor served as the center of search. Depths ranged from 35 to 37 feet.

# IV. DIVE DATA

A. DIVERS: The dives were performed by Ensign Paul Ruiz (from NOAA Ship Whiting) and HFP-1 dive master Gary Merrill.

## B. TIME

Dive #1: 1650Z, 13 minutes bottom time

Dive #2: 1720Z, 24 minutes bottom time

C. DEPTH: 35-37 ft for both dives

D. CURRENT AND CONDITIONS

Current: negligible  
Wind: variable, less than 5 knots  
Sea, Swell: calm to  $\frac{1}{2}$  ft

E. VISIBILITY: limited to less than 5 ft

F. POSITION: Detached position 2318 (175334Z) was taken at the center of the circle search after maneuvering Launch 1257 directly over the anchor and line that marked the center of the search.

V. RESULTS

The circle search began west of the anchor site and progressed counter-clockwise with Merrill at the end of a 21-meter line and Ruiz as the inside man. The only object encountered was a 4 ft x 10 ft piece of corrugated sheet metal bearing 170° (magnetic) from the anchor. This sheet metal projected about one foot and was not fast to the bottom. The search was continued counter-clockwise. When the search was north of the anchor, Mr. Merrill found an area of fine black sediment atop the surrounding brown sand. The divers stopped and visually searched for wreckage without success. The circle search was then continued for the full 360°. No wreckage was found.

After the second dive the search was aborted because no other divers were available to continue the search.

It was later realized that the anchor had dragged between the time it was set and times of the dives and detached position 2318. The area of black sediment located 21 meters north of position 2318 was within 18 meters of position 2316. The black sediment is believed to be ashes from the sunken pleasure craft.

VI. RECOMMENDATIONS *SEE SECTION 7.D.2) OF THE EVALUATION REPORT.*

Remove the submerged wreck position approximate symbol from the chart.  
Chart a submerged wreck symbol in its place.



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL OCEAN SERVICE  
NOAA LAUNCH 1257  
General Delivery  
Orange Beach, AL 36561

01 November 1985

TO: N/CG222 - Mr. Norman Banks  
Chief, Chart Information Section

THRU: N/MOA233 - LCDR Kenneth W. Perrin  
Chief, HFPS

FROM: N/MOA233 - LTJG Philip M. Kenul  
OIC, HFP-1

SUBJECT: Danger to Navigation Report, Chart 11360, Surveys H-10180 and H-10041  
(OPR-J217)

The attached letter and chartlet were sent to Commander, Eighth Coast Guard District, New Orleans, Louisiana for inclusion in the Local Notice to Mariners concerning the location of two submerged uncharted wrecks in the Gulf of Mexico. The Coast Guard was also informed of this information by telephone on 25 October 1985.

It should be noted that during the dive investigation of 23 October 1985 on the dry dock, the least depth was not located. This was due to the large area over which fragments of this wreck are located. By the time we located the main section of the dry dock, our air supply was exhausted and the dive was terminated. The least depth of 59 feet reported to the Coast Guard is an uncorrected depth found by me using a depth gage during a non-duty dive on 28 September 1985 (2230 UTC).







UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL OCEAN SERVICE  
NOAA LAUNCH 1257  
General Delivery  
Orange Beach, AL 36561

28 October 1985

Commander, Eighth Coast Guard District  
Aids to Navigation Branch  
Hale Boggs Federal Building, Room 1141  
500 Camp Street  
New Orleans, Louisiana 70130

Dear Sir:

The following information concerns the location of two uncharted wrecks obtained as a result of hydrographic survey operations of the National Ocean Service. This information should be published in the next edition of the Local Notice to Mariners for NOS Chart 11360.

A submerged dangerous wreck was located at latitude 30° 02' 04.46"N, longitude 087° 41' 55.15"W on 23 October 1985. The least depth of 59 feet (uncorrected for tides) was previously reported in a letter dated 02 October 1985. This wreck is believed to be a floating drydock which sunk while in tow. The above position was located using an ODOM Hydrotrac system operating in the range/range mode with shore stations located over third order horizontal control stations.

Another uncharted wreck was located approximately 3 nautical miles south of Perdido Pass entrance on 23 October 1985. The wreck is a steel flat bed barge approximately 100 ft x 40 ft x 10 ft in about 35-40 feet of water. A least depth of 33 feet (uncorrected for tides) was obtained at 1420 UTC by diver held leadline. The wreck is located at latitude 30° 13' 43.47"N, longitude 087° 32' 58.34"W. This position was obtained by sextant fixes to third order horizontal control stations. The Loran-C coordinates of this wreck on the 7980 chain are W-13063.4, Y-47087.2. It should be noted that this is not the same wreck which is presently charted as position approximate at latitude 30° 14' 47"N, longitude 087° 33' 00"W.

A section of NOS Chart 11360 showing the position of these wrecks is appended.

The preceding advance field information is subject to review and verification. If you have any questions, please contact me at (205) 981-9193.

Sincerely,

  
LTJG Philip M. Kenul, NOAA  
Officer-in-Charge





88°

50'

40'

30'

20'

10'

## LORAN-C

## GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz  
PULSE REPETITION INTERVAL 7980  
7980 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators)

M	Master
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

EXAMPLE: 7980-W

## RATES ON THIS CHART

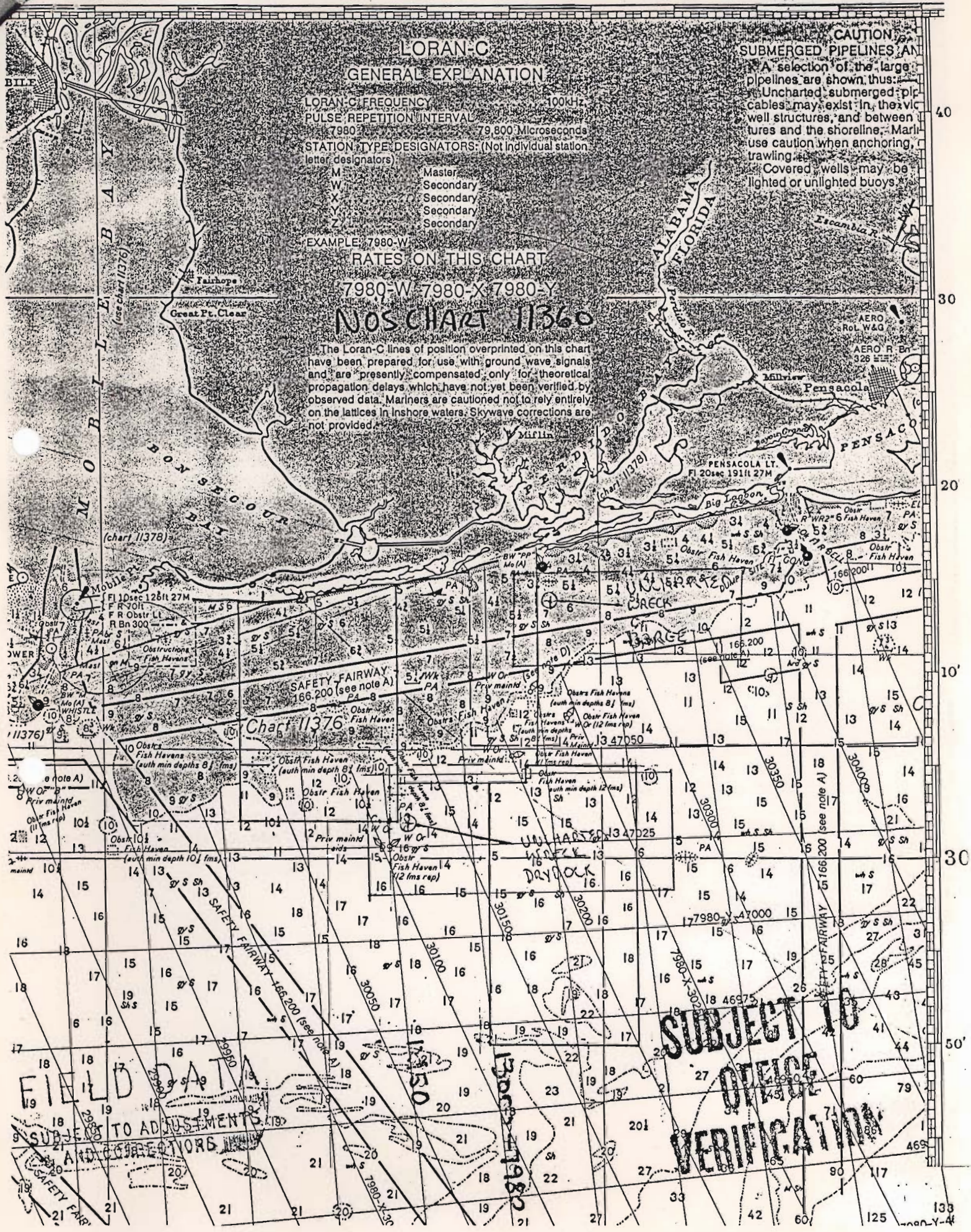
7980-W 7980-X 7980-Y

NOS CHART 11360

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.

CAUTION  
SUBMERGED PIPELINES AND

A selection of the large pipelines are shown, thus: Uncharted submerged pipelines may exist in the vicinity of well structures, and between structures and the shoreline. Marine use caution when anchoring, trawling, etc. Covered wells may be lighted or unlighted buoys.





DIVE INVESTIGATION REPORT  
PROJECT NUMBER OPRJ-217  
SURVEY H-10041  
FIELD NUMBER HSB-20-2-82

DIVE NUMBER 1

DIVE DATE 23 October 1985

I. AREA OF INVESTIGATION

- A. State/Country Alabama, USA Sub-Locality South of Perdido Pass
- B. Position: Latitude 30° 13' 43.47" N Longitude 087° 32' 58.34" W  
(Dive site or center of search area)
- C. Method of Positioning Sextant fixes to third order horizontal control stations.

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: N/A uncharted wreck
- B. Source of item being investigated (if other than AWOIS listing): HFP-1
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):  
Mr. Fred Givens  
Pleasure Island Dive Center  
P. O. Box 1730  
Gulf Shores, AL 36542  
Phone (205) 968-6883
- D. Names, Addresses and Phone Numbers etc. of contacts:  
  
see above

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Loran-C 7980 Chain y-47087.2, W-13063.4
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)
- C. Known reference to features nearby: Approximately 3 nautical miles south of Perdido Pass entrance
- D. Area and depths covered:  
35-40 feet  
Bottom scoured around barge

#### IV. DIVE DATA

- A. Divers: LTJG Philip Kenul, Mr. Mark McMann, Mr. Tom Rybarski
- B. Time of Dive (in UTC) - Real 1402  
Elapsed 13 minutes
- C. General Bottom Depths (units and method of determination):  
30-40 ft Echogram records (attached), leadline, depth gage
- D. Current and conditions: Current negligible
- E. Visibility (number of feet - horizontally and vertically):  
Horizontally - 30 ft. Vertically - 30 ft
- F. Bottom type (mud, sand, rocks, etc.): sand

#### IV. RESULTS

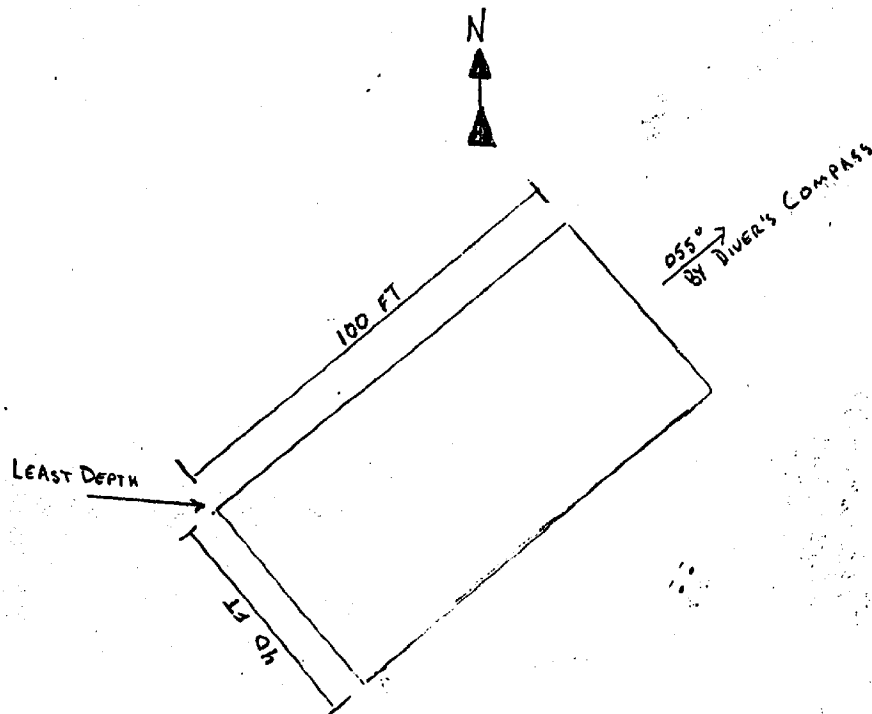
- A. Detached Positions Number(s): none - This wreck not in current survey area  
Time of D.P.'s (UTC): Describe if other time zone: 1415 UTC  
Least Depth and Fix Numbers (raw depth): 33 feet  
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) Diver held leadline
- B. Description of findings: Steel flat bed barge - locally known as Three-Mile Barge. Least depth is on west corner of barge.
- C. Dimensions of item or feature (attach sketch if appropriate):  
Approximately 100 ft long x 40 ft wide x 10 ft high (see sketch).
- D. Unusual Conditions:

#### VI. CHARTING RECOMMENDATIONS *SEE SECTION 7.2.1) OF THE EVALUATION REPORT.*

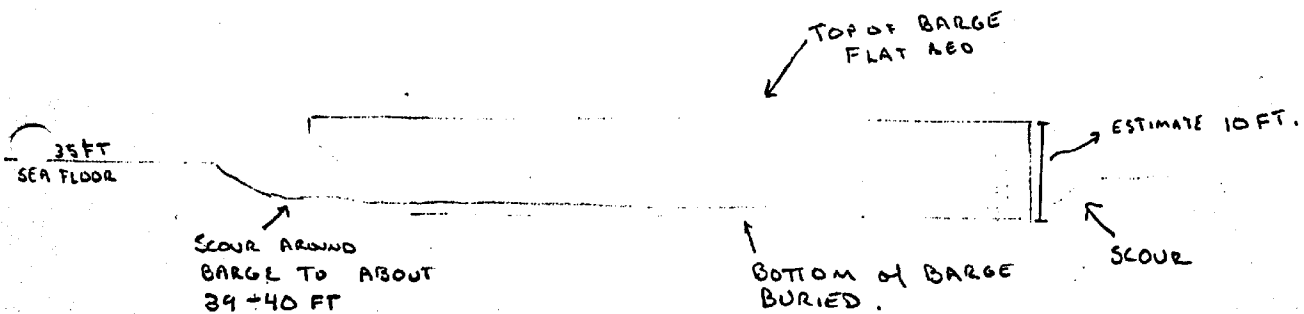
Position Lat. 30° 13' 43.47"N Long. 087° 32' 58.34"W  
Reduced Depth 32.1 ft (corrected for Predicted Tides)  
Type of Feature (Reference Chart No.1) Dangerous submerged wreck

WRECK SOUTH OF PERUIDO PASS  
LOCALLY KNOWN AS THREE MILE BARGE

ORIENTATION



BARGE



SIGNAL TAPE LISTING  
 OPR-J217  
 HFP-20-2-84  
 H-10151  
 VESNO 1257

DIVE # 1

SIGNALS FOR SEXTANT FIXES

THREE MILE BARGE

136	7	30	17	42156	087	29	07647	139	0000	000000	ONO ISLAND TANK QUAD 3008724, 1982	**
138	7	30	16	10568	087	33	28878	139	0000	000000	PERDIDO PASS LT. 1 QUAD 3008731, 1983	*
146	6	30	17	30887	087	34	12079	139	0000	000000	ORANGE BEACH TANK QUAD 3008731, 1983	**
147	6	30	16	23259	087	35	02928	139	0000	000000	COTTON BAYOU STAND PIPE 1984 QUAD 3008731	*
148	6	30	15	30316	087	39	05519	139	0000	000000	GULF STATE PARK TK QUAD 3008731, 1983	***
150	6	30	16	05984	087	41	12516	139	0000	000000	GULF SHORES TANK QUAD 3008731, 1983	***
151	1	30	16	08278	087	41	12398	139	0000	000000	GULF SHORES TANK NORTH, 1983 QUAD 3008731	*
152	1	30	14	25841	087	44	15601	139	0000	000000	JONES 1983 QUAD 3008732	***
154	1	30	13	49506	087	48	06182	139	0000	000000	SMITH 1983 QUAD 3008733	***
156	1	30	13	54501	087	53	20906	139	0000	000000	SW CONDO ELEV SHAFT 1984 QUAD 3008733	***
901	7	29	40	09229	085	21	26851	250	0000	171859	CAPE SAN BLAS LORAN TR, 1956 QUAD 2908513 STATION 1018	****
911	7	30	19	45842	087	17	42886	250	0000	171859	H-82-FL, 1982 QUAD 3008724	**
912	2	30	15	20065	087	38	18945	139	0000	000000	BRANYON, 1983 QUAD 3008731	*

CONTROL LOCATED BY:

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



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL OCEAN SERVICE  
NOAA LAUNCH 1257  
General Delivery  
Orange Beach, AL 36561

01 November 1985

TO: N/CG241 - LCDR Andrew A. Armstrong  
Chief, Operations

THRU: N/MOA233 - LCDR *Kenneth W. Perrin*  
Chief, HFPS

FROM: N/MOA233 - *Philip M. Kenul*  
LTJG Philip M. Kenul  
OIC, HFP-1

SUBJECT: Background Information for AWOIS Listing

Attached is additional information supplied by the Eighth Coast Guard District concerning an uncharted wreck located during OPR-J217, H-10041. Sections from the Descriptive Report (H-10041) pertaining to this wreck have also been included.



J217  
H-10041

<u>Depth</u>	<u>Charted Position</u>	<u>New Position</u>	<u>Surveyed Depth</u>
18 ft	30° 17' 20"N 87° 25' 18"W	30° 17' 25"N 87° 25' 24"W	18 ft
17 ft	30° 17' 12"N 87° 25' 50"W	30° 17' 12"N 87° 25' 55"W	18 ft
18 ft	30° 16' 55"N 87° 28' 28"W	30° 16' 55"N 87° 28' 37"W	19 ft
17 ft	30° 16' 42"N 87° 28' 54"W	30° 16' 48"N 87° 28' 10"W	16 ft
18 ft	30° 16' 25"N 87° 29' 28"W	30° 16' 25"N 87° 29' 35"W	17 ft
17 ft	30° 16' 00"N 87° 29' 48"W	30° 15' 55"N 87° 29' 32"W	17 ft
12-16 ft	30° 16' 30"N 87° 30' 42"W	to 30° 16' 35"N 87° 30' 55"W	to 12 ft

RECOMMENDATION: Chart these shoals in their new positions and with the least depths as found by this survey.

One submerged wreck (PA) was charted at latitude 30° 14.8'N, longitude 87° 33.0'W on the 28th edition of Chart 11382. This wreck was charted from Local Notice to Mariners 27-82. It reportedly burned to the waterline and sank. The wreck was found by fathometer search (position 2316, JD 235, 1983) but was not located during the diver investigation. See the dive report included in the appendix. RECOMMENDATION: Retain the wreck symbol as charted, but remove the PA. *SEE EVALUATION REPORT*

Three fish havens are charted within the survey area:

<u>Latitude</u>	<u>Longitude</u>
30° 16' 15"N	87° 25' 24"W
30° 11' 00"N	87° 31' 18"W
30° 07' 24"N	87° 32' 00"W

Sounding line spacing was reduced to 100 meters at the charted positions of these fish havens. No significant obstructions were noted on the fathograms. RECOMMENDATION: Retain the fish havens as charted.

Positions 2502 through 2504 were taken on an uncharted fish haven. The least depth was measured as 81.1 feet (corrected for TRA only), at latitude 30° 06' 49.4"N, longitude 87° 32' 44.5"W. This obstruction is known as "Lillian Bridge No. 2." The position corresponds to the Loran-C coordinates published by the Alabama Department of Conservation and Natural Resources, and by the Southwest Alabama Spearfishing Association. This obstruction is reported to be the concrete rubble remains of a highway bridge removed from



DIVE REPORT: Wreck PA - Chart 11382, 28th ed.

DIVE DATE: 23 August 1983

I. AREA OF INVESTIGATION

A. LOCATION: Approximately 1.4 nautical miles south-southeast of Perdido Pass.

B. POSITION

Charted position: 30° 14.8'N  
87° 33.0'W

Detached position 2316: 30° 14' 47.15"N  
87° 32' 59.43"W

Center of circle search: 30° 14' 47.52"N  
87° 32' 58.01"W

The position of the circle search and detached position 2316 were determined using the Raydist positioning system and the Hydroplot system aboard NOAA Launch 1257.

C. SURVEY SHEET

Registry Number: H-10041

Field Number: HSB-20-2-82 (west)

II. PURPOSE

The dives were performed to locate the wreck of a 26-foot long pleasure craft that was reported burned and sunk Local Notice to Mariners 27-82.

III. SURVEY PROCEDURES

A. The wreck was located by fathometer search. An anchor was dropped in the vicinity of the wreck.

B, C, D. On the first dive, a visual search was attempted without results because visibility was limited. On the second dive, a 21-meter radius circle search was performed. Launch 1257's anchor served as the center of search. Depths ranged from 35 to 37 feet.

IV. DIVE DATA

A. DIVERS: The dives were performed by Ensign Paul Ruiz (from NOAA Ship Whiting) and HFP-1 dive master Gary Merrill.

B. TIME

Dive #1: 1650Z, 13 minutes bottom time

Dive #2: 1720Z, 24 minutes bottom time

C. DEPTH: 35-37 ft for both dives

D. CURRENT AND CONDITIONS

Current: negligible  
Wind: variable, less than 5 knots  
Sea, Swell: calm to  $\frac{1}{2}$  ft

E. VISIBILITY: limited to less than 5 ft

F. POSITION: Detached position 2318 (175334Z) was taken at the center of the circle search after maneuvering Launch 1257 directly over the anchor and line that marked the center of the search.

V. RESULTS

The circle search began west of the anchor site and progressed counter-clockwise with Merrill at the end of a 21-meter line and Ruiz as the inside man. The only object encountered was a 4 ft x 10 ft piece of corrugated sheet metal bearing 170° (magnetic) from the anchor. This sheet metal projected about one foot and was not fast to the bottom. The search was continued counter-clockwise. When the search was north of the anchor, Mr. Merrill found an area of fine black sediment atop the surrounding brown sand. The divers stopped and visually searched for wreckage without success. The circle search was then continued for the full 360°. No wreckage was found.

After the second dive the search was aborted because no other divers were available to continue the search.

It was later realized that the anchor had dragged between the time it was set and times of the dives and detached position 2318. The area of black sediment located 21 meters north of position 2318 was within 18 meters of position 2316. The black sediment is believed to be ashes from the sunken pleasure craft.

VI. RECOMMENDATIONS

Remove the submerged wreck position approximate symbol from the chart. Chart a submerged wreck symbol in its place.

DISCREPANCIES AND CORRECTIONS IN EFFECT AS OF 22 SEP 1982 (CON'D)  
(\* Denotes new discrepancy or correction since last Local Notice)

LLNR Page	Name of Aid	Status	Charts	Reference	
				LNM	BNM
1548.50	Carrabelle Ch Lt 13	Missing/TRLB	11404	31-82	3100-82
1680.20	Pensacola Bay Pipeline Lt A	Extinguished (Private Aid)	11378	32-82	3222-82
Pg 171	Blackwater Ch Dbn 12	Destroyed/TRUB	11382	29-82	2815-82
4486	Jackson River Lt 2	Destroyed/TRLB	11343	38-82	3798-82
Pg 426	Wetappo Creek Buoy 9	Damaged/TRUB	11393	36-82	
Pg 433	Santa Rosa Sound Buoy 53	Low in Water	11385	37-82	3533-82
* Pg 433	Santa Rosa Sound Buoy 54	Missing/TRUB	11385	39-82	3828-82
Pg 433	Santa Rosa Sound Buoy 63	Damaged/TRUB	11385	35-82	3482-82

GENERAL STATE INFORMATION

1. FLORIDA - St. Andrew Bay Offshore Area - Navy Operations

The U. S. Navy advises that during the period of 27 September, thru 22 October the USS IMPERVIOUS MSO-449 will conduct sweeping operations in the Gulf of Mexico. Operations will be conducted in an area bounded by: 30-09.03N, 85-48-18W, 30-09-14N, 85-40-00W, 30-07-20N, 85-46-00W, 30-07-32N, 85-44-52W. Mariners are requested to stand clear during periods of operations.

Charts: 11340, 11389, 11390, 11391

2. FLORIDA - Gulf Coast - Wreck - Update (369)

The 26 foot Pleasure Craft KAWLIQAH previously reported sunk in approximate position 30-14.8N, 87-33W, had completely burned and only two 302 ford engines remain sunk.

Charts: 11360, 11382

Ref: LNM 27-82  
BNM 2699-82

3. FLORIDA - Escambia River - Highway 90 Bridge Clearance Restriction

(This is a correction to LNM No, 38-82 of 15 September 1982)

Now in effect and continuing through 5 October 1982, a 30-foot by 70-foot work barge will be in the channel of the U. S. Highway 90 bridge across Escambia River, Mile 0.0, repairing the bridge fenders. This will reduce the horizontal clearance from 90 to 60 feet. The barge will work Monday through Friday, 7:00 a.m. to 5:30 p.m., and will move out to pass navigation. Vessels may contact the work boat "DAUTLESS", call sign wsy 7436, on Channel 13 for passage. Work barge will be moored outside the channel during non-working hours.

Chart: 11378 (Side B)

ACTION OFFICE: OAN

INFORMATION OFFICES: O M OPC OSR -6/FB

OTC DELIVERY:

P 161339Z SEP 82

FM COMCOGARDGRU MOBILE AL  
TO D8/CCGDEIGHT NEW ORLEANS LA  
INFO SR/COGARD STA PENSACOLA FL  
MC/COGARD MSD MOBILE AL  
SR/COGARD ANT PENSACOLA FL  
ZEN/COGARD BASE MOBILE AL  
ZEN2/DISTENGR MOBILE AL

BT

UNCLAS //N16502//

TO OAN

SUBJ: WRECK STATUS UPDATE

1. 26FT P/C "KAULIQAH" (369) SUNK SOUTH OF PERDIDO PASS.
2. REF. GCN 821145 (GRU MOBILE ONLY).
3. 111715R SEP 82 OWNER ADVISED THAT SUBJ NOT RECOVERED DUE TO THE FACT THAT THE VSL WAS BURNED COMPLETELY IN APPROX. 36FT OF WATER. THE ONLY PARTS THAT SUNK WERE THE TWO (02) 302 FORD ENGS. THE ONLY FLOATING DEBRIS WAS THE FUEL TANK WHICH WAS RECOVERED. THE OWNER ALSO STATED THAT HIS INSURANCE CO. HAD ADVISED HIM THAT THEY HAD CONTACTED THE COAST GUARD (OFFICE UNK) AND THE US ARMY CORPS OF ENGINEERS WHO ADVISED THEM THAT THERE WAS NO HAZARD AND SALVAGE NOT NECESSARY.
4. DUE TO THE SIZE AND CONSTRUCTION OF THIS VESSEL (EVEN IF IT WAS NOT COMPLETELY BURNED) IT SHOULD NOT BE A HAZARD TO GENERAL SURFACE NAVIGATION.

BT

TOF 161345Z JD

TOF: 09:16:13:57:53

FILE NUMBER A684

UNIT ROUTING: D8 SR MC DE MO

**ACTION COPY**

THE OFFICE INDICATED IS RESPONSIBLE FOR TAKING ALL NECESSARY ACTION ON THIS MESSAGE. THIS INCLUDES DETERMINING WHAT ADDITIONAL DISTRIBUTION IS REQUIRED, AND INITIATING NECESSARY SUCH DISTRIBUTION

1. FLORIDA - Proposed Changes (Con'd)

b. FLORIDA - Escambia Bay - Proposed Changed

It is proposed to change the focal height of Escambia Bay Light 2 (LLNR 16: from 30 to 17 feet above water.

Charts: 11378, 11382

Ref: LNM 22-82

DISCREPANCIES AND CORRECTIONS IN EFFECT AS OF 30 JUNE 1982  
(\* Denotes new discrepancy or correction since last Local Notice)

LLNR	Name of Aid	Status	Charts	Reference
Page				LNM BNM
Pg 18	Apalachicola Fishing	Missing	11400	4-82 0318-82
	Reef Buoy AP-FH-A and AP-FH-B	(Private Aid)		
1518	St Marks Range Front Lt	Destroyed/TRUB	11406	12-82 1202-82
Pg 173	Bayou St. John Dbn 10	Destroyed/TRUB	11378	26-82 2597-82
Pg 428	East Bay Buoy 17	Missing/TRUB	11390	20-82
* Pg 437	Pensacola-Mobile Dbn 66	Destroyed/TRUB	11378	27-82 2625-82

GENERAL STATE INFORMATION

① 1. FLORIDA - Gulf Coast - Wreck - (369)

The 26 foot Pleasure Craft KAWLIQAH has sunk in approximate position 30-14.8N, 87-33W.

Charts: 11360, 11382

Ref: BNM 2699-82

2. FLORIDA - Apalachicola, Chattahoochee and Flint Rivers AL, FL, and GA

The Walter F. George and the George W. Andrews Locks will be closed to navigation from 1800 Sunday, 27 June 1982 to 1000, Monday, 28 June 1982 Central Daylight time. Engineering tests will be conducted during this 16-hour closure. Engineer troops from Ft. Benning, Georgia will be conducting pontoon bridge building exercises at Mile 141.8 on the Chattahoochee River from 0800 to 1200 on 14 July 1982 and 16 July 1982, Eastern Daylight time. Mariners are urged to use caution when approaching the site. If necessary, the bridge can be retracted in 20-30 minutes to let a tow go through.

Ref: Mobile COE  
Bulletin 82-36

3. FLORIDA - Regatta

Regattas and other special events will be held at the following locations on the dates designated below. Special navigation regulations are not considered necessary and none have been issued. However, in the interest of safety, all vessels operating in or passing through these areas should proceed with caution and are requested to cooperate in not disrupting these events.

INFORMATION OFFICES: OPC OSR DPA

FILE NUMBER C1895

P 290058Z JUN 82  
FM COGARD STA PENSACOLA FL  
TO MO/COMCOGARDGRU MOBILE AL  
INFO DB/CCGDEIGHT NEW ORLEANS LA  
MC/COGARD MSO MOBILE AL  
SR/COGARD ANT PENSACOLA FL  
MO/COGARD BASE MOBILE AL

BT

UNCLAS //N16139//  
SUBJ: SITREP ONE AND FINAL 26FT P/C KAWLIQAH AL-187-AC AFIRE  
(UCN-201)

A. COGARD BASE MOBILE AL 282317Z JUN 82

1. SITUATION

- A. 281450R RCVD CALL VIA VHF-FM CH-16 FM P/C TIMBERJOY  
B. SUBJ: AFIRE R/S REQUEST CG ASSISTANCE  
C. POSIT: 2 MILES SE OF PERDIDO PASS IN GULF OF MEXICO  
30-14.8N, 87-33W  
D. DESC: 26FT THUNDERBIRD FORMULA WHITE HULL W/BLACK TRIM  
AL-187-AC I/B TWIN 302 FORD ENGINES HIN NR.TNR260280973  
E. POB: 01-A (1) 0/0 JOHN P MILSTEAD P.O. BOX 27 ORANGE  
BEACH, AL 36561 FONE: 205-981-6247 DOB: 18 JUL 44  
F. SURVIVAL EQUIP: FIRE EXTINGUISHERS DID NOT WORK ALL OTHER ADG  
G. COMMS: NONE  
H. WX: WINDS W 15KTS SEAS 2-3FT VIS 06MI  
I. ADD INFO: P/C TIMBERJOY OBSERVED SUBJ VSL AFIRE AND RECOVERED  
POB OUT OF WATER AND WAS STANDING BY UNTIL UTB ARRIVED O/S. WHEN  
UTB ARRIVED O/S SUBJ VSL WAS BURNED DOWN TO THE WATER LINE AND  
SANK BEFORE UTB COULD ASSIST AND THERE WAS NO DEBRIS. 0/0 WAS  
TAKEN ASHORE BY P/C TIMBERJOY AND LATER CONTACTED THIS UNIT  
VIA L/L. 0/0 STATED THE FIRE STARTED WHEN HE TRIED TO START THE  
ENGINES 0/0 ALSO STATED THAT HE REQUIRED ONE OF THE STARTERS  
PREVIOUSLY. 0/0 SAID THAT BOTH OF HIS FIRE EXTINGUISHERS MALFUNCTIONED  
HE THEN JUMPED OVERBOARD. SUBJ VSL IS ON THE BOTTOM IN 40FT OF  
WATER 2MI SE OF PERDIDO PASS IN GULF OF MEXICO AT 30-14.8N  
87-33W SUBJ VSL IS NOT A HAZARD TO NAVIGATION.

2. ACTION TAKEN

- A. 1451R CG 41460 U/U TO ASSIST  
B. 1455R RCVD CALL FM TIMBERJOY STATING POB WAS SAFE ABOARD

HIS VSL

- C. 1530R CG 41460 O/S SUBJ VSL SUNK  
D. 1552R CG 41460 POSIT NOTED ENROUTE STA  
E. 1724R CG 41460 MOORED STA

3. SAR STATICS  
UNIT

MRS U/W

SORTIES

CG 41460

2.5

BT

01

COPY TO M. OAN  
+RTN

13/CA

2699  
34

\*\*\*\*\*  
THIS MESSAGE HAS MULTIPLE STAFF ROUTING  
CURRENT ROUTING FOR THE SSIC IS  
ACTION 16130/OPC OSR DPA  
INFO OPC OSR DPA

ACTION OFFICE: OPC.

INFORMATION OFFICES: DPA OSR OAN / S/G

FILE NUMBER C1285

P 290241Z JUN 82  
FM COMCOGARDGRU MOBILE AL  
TO DB/CCGDEIGHT NEW ORLEANS LA  
INFO ZEN/COGARD BASE MOBILE AL  
SR/COGARD STA PENSACOLA FL  
SR/COGARD ANT PENSACOLA FL  
MC/COGARD MSO MOBILE AL  
ZEN2/DISTENGR MOBILE AL  
BT

UNCLAS //N16130//  
TO OPC, OAN

SUBJ: 26FT P/C KAWLIQAH AL-187-AC AFIRE  
A. COGARD BASE MOBILE AL 282317Z JUN 82 (PASEP)  
B. COGARD STA PENSACOLA FL 290058Z JUN 82 (PASEP)  
1. GCN-821145, BASE MOBILE UCN-194, STA PENSACOLA UCN-201  
2. GRU MOBILE IS SMC  
3. CASE CLOSED  
4. MUCN 0606 ASSIGNED BY CCGDEIGHT NOLA  
5. REQ NTM  
BT

OVER THE COUNTER DELIVERY  
ZEN2/DISTENGR MOBILE AL

INFORMATION OFFICES: OPC OSR DPA *040/5/CH*

FILE NUMBER C765

P 282317Z JUN 82  
FM COGARD BASE MOBILE AL  
TO ZEN/COMCOGARDGRU MOBILE AL  
INFO DB/CCGDEIGHT NEW ORLEANS LA  
SR/COGARD STA PENSACOLA FL  
MC/COGARD MSO MOBILE AL  
ZEN/DISTENGR MOBILE AL  
BT

UNCLAS //N16130//

SUBJ: SITREP ONE AND FINAL 26 FT P/C AL-187-AC, AFIRE (UCN 194)

1. SITUATION:

A. 281459R RCVD CALL VIA L/L FM BALDWIN COUNTY SHERIFF DISPATCHER  
(205) 937-9561

B. SUBJ: VSL AFIRE, R/S REQ CG ASSISTANCE.

C. POSIT: 2 MI SOUTH EAST OF PERDIDO PASS, APPROX 30-14.8N

87-33W

D. DESC: 26 FT P/C AL-187-AC. NO OTHER INFO.

E. POB: 1 O/O JOHN HILSTEAD P.O. BOX 27 ORANGE BCH. AL 36561,  
FONE 205-981-6247, DOB 7-18-44

F. WX: WIND W 10KTS, SEAS 1-3 FT, VIS 6 MI, THUNDERSTORMS IN  
AREA

G. ADD INFO: INITIAL CALL REPORTED SUBJ POSS 20 NM SOUTH OF  
PERDIDO PASS. 1504R RCVD FM GULF SHORES PD SUBJ WAS APPROX 2 MI  
SOUTH OF PERDIDO PASS. THIS UNIT DISPATCHED CG 41499. UPON CONTACTING  
STA PENSACOLA, RECALLED 41499 DUE TO O/S TIME, AND POB SAFE ON  
ANOTHER VSL O/S.

2. ACTION TAKEN:

A. 281507R CG 41499 U/W

B. 1508R CONTACTED STA PENSACOLA. THEY ARE RESPONDING ETA 25 MIN.

C. 1509R RECALLED CG 41499

D. 1518R CG 41499 MOORED BASE.

3. SAR STATS

UNIT	HRS U/W	SORTIES
CG 41499	.2	01

BT

OVER THE COUNTER DELIVERY  
ZEN/DISTENGR MOBILE AL



UNIT ROUTING MO DB SR MC DE DB

ORIGINATING OFFICE: DAN

INFORMATION OFFICES: O M OPC

15/GH

FILE NUMBER C176

P R 290524Z JUN 82  
FM CCGDEIGHT NEW ORLEANS LA  
TO MO/COMCOGARDGRU MOBILE AL  
DB/MAROP MOBILE AL  
INFO SR/COGARD STA PENSACOLA FL  
SR/COGARD ANT PENSACOLA FL  
MC/COGARD MSO MOBILE AL

BT

UNCLAS //N16502//  
FROM DAN

FOR SAFETY AND SCHEDULED BROADCAST UNTIL CANCELLED  
EIGHTH COAST GUARD DISTRICT NOTICE TO MARINERS NUMBER 2699-82  
FLORIDA - GULF COAST  
THE 26 FOOT PLEASURE CRAFT KAWLIQAH HAS SUNK TWO MILES  
SOUTHEAST OF PERDIDO PASS IN APPROXIMATE POSITION 30-14.8N  
87-33W.

BT

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: March 11, 1986

Marine Center: Atlantic

OPR: J217

Hydrographic Sheet: H - 10041

Locality: Offshore Perdido Bay, Florida

Time Period: October 22-23, 1985

Tide Station Used: 873 5180, Dauphin Island, Alabama

Plane of Reference (Mean Lower Low Water): 2.68 ft.

Height of Mean High Water Above Plane of Reference: 1.2 ft.

Remarks: Recommended Zoning:

For item located at latitude  $30^{\circ}13.44'N$  and longitude  $87^{\circ}32.59'W$  apply  
a -1 hour time correction to all heights.

  
Chief, Tidal Datum Quality  
Assurance Section

## GEOGRAPHIC NAMES

H-10041

Name on Survey	A	B	C	D	E	F	G	H	K	
	ON CHART NO.	ON PREVIOUS SURVEY NO.	ON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	RAND McNALLY ATLAS	U.S. LIGHT LIST		
ALABAMA (title)										1
ALABAMA POINT										2
FLORIDA (title)										3
FLORIDA POINT										4
GULF BEACH (locality)										5
GULF OF MEXICO										6
PERDIDO KEY										7
PERDIDO PASS										8
										9
										10
										11
										12
										13
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										21
										22
										23
										24
										25

Approved:

*Charles E. Harrington*  
Chief Geographer - N/CG285

MAR 5 1986

HYDROGRAPHIC SURVEY STATISTICS  
REGISTRY NO.: H-10041

Number of positions	<u>2858</u>
Number of soundings	<u>22713</u>
Number of control stations	<u>20</u>

	<u>TIME-HOURS</u>	<u>DATE COMPLETED</u>
Preprocessing Examination	<u>30</u>	<u>10/17/84</u>
Verification of Field Data	<u>159</u>	<u>3/13/85</u>
Quality Control Checks	<u>53</u>	
Evaluation and Analysis	<u>79</u>	<u>5/09/86</u>
Final Inspection	<u>23</u>	<u>5/07/86</u>
TOTAL TIME	<u>344</u>	
Marine Center Approval		<u>5/30/86</u>

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-10041

FIELD NO.: HSB-20-2-82

Florida - Alabama, Gulf of Mexico, Vicinity of Perdido Pass

SURVEYED: 8 August to 28 November 1982, 4 July to 7 December  
1983, 4 January to 1 June 1984 and 23 October 1985

SCALE: 1:20,000  
1:10,000 (inset)

PROJECT NO.: J217-HSB-81  
J217-HFP-84

SOUNDINGS: RAYTHEON DE 723-D and  
DE 719-B Fathometers,  
Leadline

CONTROL: HASTINGS Raydist  
(Range/Range) Del  
Norte and Wilde  
T-2 Theodolite  
(Range/Azimuth)

Chief of Party.....G. W. Jamerson (1982)  
.....R. W. Jones (1983-4)  
.....K. W. Perrin (1985)

Surveyed by.....S. P. Debow  
.....C. B. Greenawalt  
.....F. E. Ohlinger  
.....G. S. Lloyd  
.....G. D. Hendrix  
.....G. L. Merrill  
.....M. M. Ortiz  
.....P. M. Kenul

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

1. INTRODUCTION

a. An uncharted dangerous sunken wreck was located by the field unit subsequent to completion of hydrography. This data was forwarded to the Atlantic Marine Center and was incorporated into the present survey during office processing. See also section 7.a.1) of this report.

b. No unusual problems were encountered during office processing.

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

d. The digital records for this survey contain multiple header records identifying two digital files; the main sheet and inset number one.

2. CONTROL AND SHORELINE

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

b. Shoreline originates with 1:20,000 scale registered Coastal Zone Maps TP-00542 and TP-00543 of 1978. The field edit was performed in 1979. Shoreline for the Perdido Pass area (inset 1) originates with Coastal Zone Map TP-00542 which was enlarged to 1:10,000 scale.

### 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 could generally be drawn in their entirety. It is apparent that the standard three (3), six (6) and part of the twelve (12) foot curves could not be delineated because of alongshore breakers and launch safety considerations. Dashed and brown curves were added to better show bottom topography.

c. Development of the bottom configuration and determination of least depths is considered adequate with the following exception:

Lines of hydrography run normal to the depth curves should have been extended closer to portions of the shore in order to provide a better delineation to the twelve (12) and eighteen (18) foot depth curves. The existing parallel lines of hydrography along the shore do not always provide sufficient data for the accurate delineation of depth curves.

### 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:

1) A negative Danger to Navigation report was not included in the Descriptive Report as required by section 6.12 of the Project Instructions. A danger to navigation was discovered after the present survey was completed. A copy of the notice is included in the Descriptive Report.

2) It would have been desirable for bottom samples to be taken on shoal features as required by section 8.1 of the Project Instructions and section 4.5.9.2 of the Hydrographic Manual.

### 5. JUNCTIONS

H-9954 (1981) to the southeast

H-9971 (1981) to the east  
H-10053 (1982-85) to the south  
H-10114 (1983-85) to the west

Excellent junctions were effected between the present survey and surveys H-10053 (1982-85) and H-10114 (1983-85).

The smooth sheets for surveys H-9954 (1981) and H-9971 (1981) are archived at headquarters and a standard junction was not made. The comparison between stable base copies of H-9954 (1981) and H-9971 (1981) show excellent agreement between soundings in the junctional areas.

There were no contemporary junctional surveys to the north of the present survey. The present survey extends generally to within 200 meters of the beach and there is little or no hydrography charted in this area.

#### 6. COMPARISON WITH PRIOR SURVEYS

- a. H-4139 (1919-20) 1:80,000  
H-5730 (1935) 1:20,000  
H-6554 (1940) 1:40,000  
H-6634 (1940) 1:20,000

Prior survey H-4139 (1919-20) covers the common area from depths of 20 feet to approximately 90 feet offshore. The area between 20 feet to approximately 40 feet offshore is considered superseded by prior survey H-6634 (1940). Prior survey H-4139 (1919-20) compares favorably with the present survey and shows a trend of one (1) to five (5) feet deeper with scattered soundings being six (6) to seventeen (17) feet deeper with no apparent pattern. These differences are attributable to survey methods and natural causes.

Prior survey H-5730 (1935) covers the along shore area of the present survey to depths of approximately 24 feet to 28 feet. Prior survey H-5730 (1935) compares favorably with the present survey with soundings agreeing within plus or minus (+/-) one (1) to two (2) feet with extreme differences of up to 10 feet shoaler in the vicinity of Perdido Pass. The finger like shoal areas that extend seaward from the inshore areas have migrated twenty to two hundred meters westward. The entrance to Perdido Pass has migrated approximately one thousand meters to the west and the shoreline has accreted fifty to three hundred meters seaward and Florida Point is now approximately 900 meters west south west of its prior location.

Prior survey H-6554 (1940) covers the southern edge of the present survey. The agreement between the present survey and the prior survey is generally good with soundings agreeing plus or minus (+/-) one (1) to three (3) feet in present surveys depths of 66 feet to 101 feet. There are scattered differences of soundings four to six feet deeper on the present

survey. It is reasonable to attribute these differences to natural causes and survey methods.

Prior survey H-6634 (1940) covers the present survey from depths generally 24 feet to 40 feet along shore. Differences are generally plus or minus 1 foot to 3 feet. Common features have migrated up to three or five hundred meters generally seaward or to the southwest. These differences and changes are attributed to natural processes.

b. Wire Drag Surveys

H-9466WD (1974) 1:40,000

A comparison with effective cleared depths of survey H-9466WD (1974) and the present survey depths reveals conflicts from one (1) to three (3) feet in present survey depths of 52 feet to 60 feet. These differences may be attributable to bottom change and the marginal testing program for lifts on survey H-9466WD. There were no hangs or groundings in the common areas of the wire drag survey and the present survey. It is not recommended that the wire drag effective depths of survey H-9466WD (1974) be used to indicate a clearance depth over the charted Obstruction, Fish Haven in the vicinity at Latitude 30°11'00"N, Longitude 87°31'00"W.

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

7. COMPARISON WITH CHART 11360 (29th Ed., June 15/85)  
11378 (19th Ed., Oct. 29/83)  
11382 (28th Ed., Sept. 11/82)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys which need no further consideration and miscellaneous sources. Specific soundings tabulated and discussed in section L. page 10 of the Descriptive Report have charting recommendations and require no additional comments.

In addition to the recommendations in section L. of the hydrographer's report, the following should be noted:

- 1) An uncharted dangerous sunken wreck was located by the field unit on 23 October 1985 in Latitude 30°13'43.47"N, Longitude 87°32'58.34"W. During a diver investigation the wreck was found to be a 100 by 40 by 10 feet steel flat bed barge locally known as "THREE-MILE BARGE". At this time a diver leadline least depth of 31 feet was found. It is recommended that a wreck with a depth of 31 feet (31 Wk) be charted in the position shown on the present survey.

*Plotted incorrectly on smooth sheet (at lat. 30°14'43.17"N)  
Replotted by CG241 - position in div. report & D.R.  
is correct.  
St. Larry 5/17/88.*

*AW015  
#6953*



× 2) A dangerous sunken wreck PA, the 26 foot pleasure craft "KAWLIQAH", charted in Latitude 30°14'48"N, Longitude 87°33'00"W and originating from Local Notice to Mariners 27 of 1982 was searched for by the hydrographer. The hydrographer states that the wreck was located in Latitude 30°14'47.16"N, Longitude 87°32'59.49"W during a fathometer search with an echo sounder least depth of thirty-three (33) feet. A dive investigation was conducted on the <sup>45</sup>reported wreck with negative results as visibility was less than five feet. However during the dive investigation a 4 ft. by 10 ft. piece of corrugated sheet metal was found and is not considered a danger to navigation. It is recommended that the dangerous sunken wreck symbol and the notation "PA" be removed from the chart and a wreck with a depth of 33 feet (33 Wk) be charted in the position shown on the present survey. *THIS IS NOT A LEAST-DEPTH AND SHOULD BE CHARTED AS A REPORTED DEPTH WITH DATE (1983)* AW015 #6954

× 3) An uncharted Obstruction, (concrete rubble) was located by the hydrographer in Latitude 30°06'50.6"N, Longitude 87°32'44.7"W with an echo sounder least depth of 85 feet. As this obstruction is not charted on the latest chart as a fish haven as discussed by the hydrographer, it is recommended that an obstruction with a depth of 85 feet (85 Wk) be charted at the present survey position. *NOT A LEAST-DEPTH AND NOT A WRECK SHOULD BE CHARTED AS A REPORTED DEPTH WITH DATE (CHECK IF SEARCHED BY LINE)* 3/7/88

× 4) The privately maintained white and orange can buoy "2B" charted in Latitude 30°07'24"N, Longitude 87°32'00"W marking a charted obstruction, fish haven was searched for by the hydrographer with negative results. It is recommended that the charting action on buoy "2B" be deferred to the chart compiler and the obstruction, fish haven remain as charted. *3/7/88*

5) A dangerous sunken wreck, PA charted in Latitude 30°15'00"N, Longitude 87°34'00"W (Presurvey Review Item #165) originating with LNM 52 of 1975 was located in Latitude 30°15'14.43"N, Longitude 87°33'41.25"W by survey H-10114 (1982-85). It was positively identified in 1985 by divers as the dredge. A least depth of 17 feet was obtained by lead line. It is recommended that a wreck with a depth of 17 feet (17 Wk) be charted in the position located by survey H-10114 (1982-85) and the dangerous sunken wreck, PA charted in Latitude 30°15'00"N, Longitude 87°34'00"W be deleted from the chart.

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

#### b. Aids to Navigation

There are two fixed and three floating aids to navigation on this survey smooth sheet. These aids appear adequate to serve their intended purpose.


Changes to aids are discussed in section N. pages 11, 12 and addendum of the Descriptive Report.

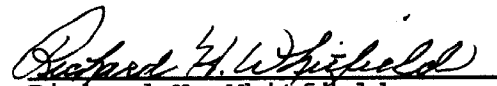
8. COMPLIANCE WITH INSTRUCTIONS


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

9. ADDITIONAL FIELD WORK

This is a good basis survey; no additional field work is recommended. However, it may be desirable to dive at an opportune time on the wreck discussed in section 7.a.2) of this report to positively identify it.

  
Reginald L. Keene  
Cartographic Technician  
Verification of Field Data


  
Richard H. Whitfield  
Cartographic Technician  
Evaluation and Analysis


  
Robert R. Hill  
Senior Cartographic Technician  
Verification Check

Inspection Report  
H-10041

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

Inspected

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

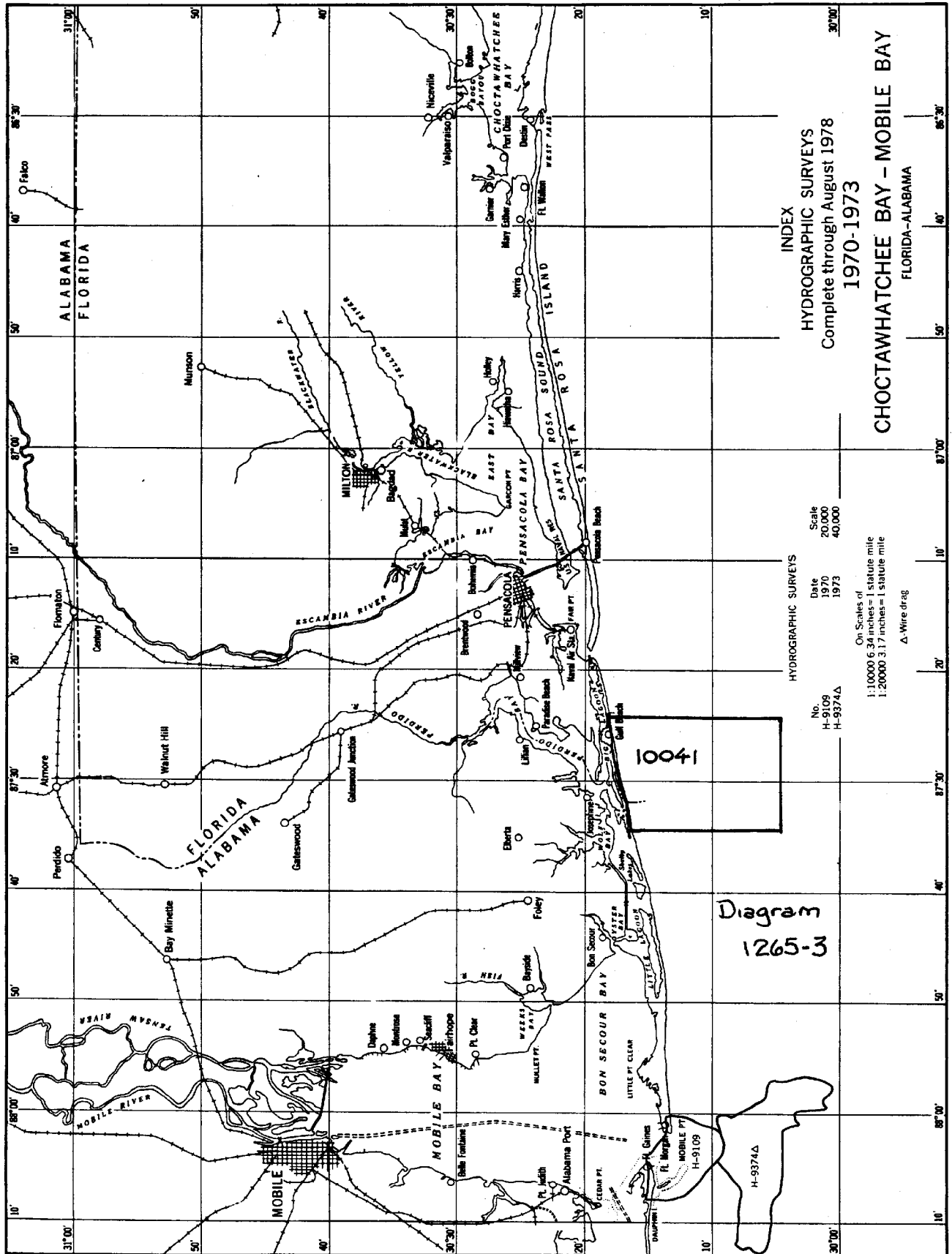
  
\_\_\_\_\_  
David B. MacFarland, Jr., CDR, NOAA  
Chief, Hydrographic Surveys Branch

Approved: 12 May, 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



FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10041

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.

[illegible]