H10168

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. HFP-10-6-84

Registry No. H-10168

LOCALITY

State Florida

General Locality Santa Rosa Sound

Sublocality Deer Point to Tiger Point

1984-85

CHIEF OF PARTY
LCDR K.W. Perrin

LIBRARY & ARCHIVES

DATE October 15, 1987

NOAA FORM 77-28 (. 72)

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

REGISTER NO.

H-10168

HYDROGRAPHIC TITLE SHEET

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. HFP-10-6-84

State Florida

General locality Santa Rosa Sound

Locality Deer Point to ~~Range~~ Tiger Point

Scale 1:10,000 Date of survey 15 Nov.1984 to 5 June 1985

Instructions dated 11 Sept.1984 =Chg.1 - 10/31/84 Project No. OPR-J288-HFP-84

Vessel Hydrographic Field Parties Section - Hydrographic Field Party 4

Chief of party Lt.Cdr. Ronald W. Jones until Jan 85 - Lt.Cdr. Kenneth W. Perrin after 1/85

Surveyed by Lt. (jg). Franklin E. Ohlinger

Soundings taken by echo sounder, hand lead, pole (all)

Graphic record scaled by FO, EM, RA, SW, AS

Graphic record checked by Franklin Ohlinger and Edwin Martin

Protracted by Field - PDP8e Automated plot by Xynetics 1200 Plotter (AMC)

Verification by AMC R.L. Keene

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

REMARKS:

FO - Franklin Ohlinger
EM - Edwin Martin
RA - Reginald Adams
SW - Steve Weisner
AS - Andrea Saunders

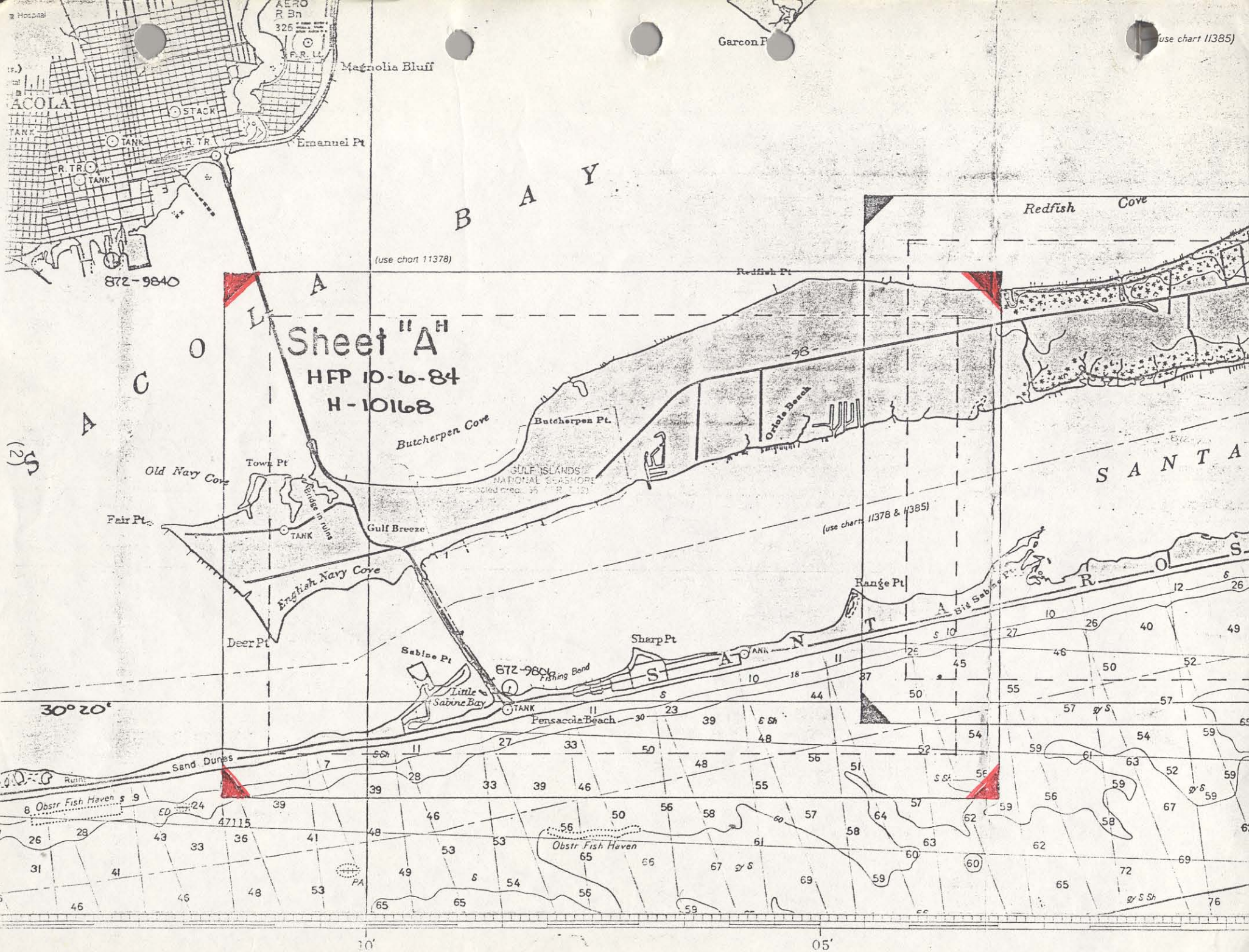
Notes in red were made during office processing

AWOIS and Surf checked 10/3/88

SC 4-2-97

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

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-665-010-1174


Sheet "A"
HFP 10-6-84
H-10168
Magnolia Bluff
Emanuel Pt
Garcon Pt
(use chart 11385)
(use chart 11378)
872-9840
Redfish Pt
Redfish Cove
Butcherpen Cove
Butcherpen Pt.
Oriole Beach
Old Navy Cove
Town Pt
Fair Pt.
Gulf Breeze
English Navy Cove
(use charts 11378 & 11385)
Range Pt
Bit Sabine Pt
Deer Pt
Sabine Pt
Sharp Pt
872-9806
Fishing Bend
Little Sabine Bay
30° 20'
Pensacola Beach
Sand Dunes
Obstr Fish Haven
Obstr Fish Haven
PA
10'
05'

INDEX

* filed with original field data

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10168
HFP-10-6-84

Scale: 1:10,000
Chief of Party: Lt. Cdr. Ronald W. Jones (until Jan. 85)
Lt. Cdr. Kenneth W. Perrin (from Jan. 85)
Officer-in-Charge: Lt. (jg) Franklin E. Ohlinger
Hydrographic Field Parties Section, Hydrographic Field Party #4
Launch 0520

A. PROJECT

This survey was conducted under Project Instructions OPR-J288-HFP-84, Pensacola Bay, Florida, dated September 11, 1984 and amended by Change No. 1, dated October 31, 1984.

B. AREA SURVEYED

The area surveyed was the Santa Rosa Sound extending ENE from Pensacola Bay at Deer Point to ~~Range~~ River Point. The sound contains the Intracoastal Waterway and is bounded by Santa Rosa Island on the south and by a peninsula of Santa Rosa County on the north.

The field sheets are skewed to the ENE and are bounded by the following points:

Lat. 30°21'48.00" N, Long. 87°11'48.00" W
Lat. 30°23'14.00" N, Long. 87°03'24.00" W
Lat. 30°19'06.00" N, Long. 87°11'12.00" W
Lat. 30°20'33.00" N, Long. 87°02'48.00" W

This survey was conducted from November 15, 1984 (JD 320) to June 5, 1985 (JD 156).

C. SOUNDING VESSEL

All soundings on this survey were obtained from Launch 0520, a 22-foot Monarch, (EDP #0520). All survey records are annotated with the vessel number.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

A Raytheon Fathometer, model DE-719C, s/n 10271 was used to obtain soundings through 15 April, 1985 and was replaced by model

DE 719B, s/n 7727 after an intermittent problem developed while working on H-10172. This unit was used for the remainder of the survey. Data quality was not affected. All soundings are on the 0-50 foot scale. All least depths and shoal soundings are taken with a pole or leadline.

A static transducer depth of 1.2 feet was applied to all fathometer data. Settlement and squat tests were run on 14 November 84 (JD 319) near the Robert L. F. Sikes Bridge. The results are included in the Appendix of this report. Settlement and squat correctors appear on the TC/TI tape for smooth plotting but were not applied in the field.

Field tides were collected from Fishing Bend tide gage, 872-9806 and applied during field plotting of all data except data from 6 February 84 (JD 037). Data for this day was gathered from the Woodlawn gage, 872-9736, while Fishing Bend was inoperative. Tides at Fishing Bend were computed using a staff reading of 12.7 feet as MLLW.

Bar checks were taken twice daily, weather and sea conditions permitting, and the data were used to generate four velocity tables. Velocity Tables I and II are identical tables derived from data gathered from November 15, 1984 to February 26, 1985 but differ by the year to facilitate processing. Table III is used until 15 April 85 after which time the new fathometer was installed and Table IV is used.

While the slopes of these curves are similar indicating little change in the water temperature or density, a shift in the curves of 0.1 feet is apparent. The negative initials of Tables I, II and IV indicate that the historic transducer depth of 1.2 feet for launch 0520 should have been adjusted to account for the dense, saline water of Santa Rosa Sound. Velocity Table III covers the period when the control method shifted from Range/Azimuth to Range/Range. As described in Section G, this method required the installation of a second Del Norte system with batteries. This unit weighs approximately 100 pounds and apparently brought launch 0520 back to its waterline. In all cases, the velocity tables were applied as shown during smooth plotting of the field sheets.

A discrepancy appeared during the survey between fathometer soundings taken in the deepest parts of the sound generally mid-sound and lead line soundings, as seen near position 2725 of 4 MAR 1985. The leadline depths were as much as 2.5 feet deeper due to penetration of a mud/ooze layer. This layer was noticeable because it severely attenuated the sound pulse and required a quick hand on the gain control to maintain a trace. Often a sub bottom profile was obtained. All gain adjustments are noted on the records and all scanning was done to the top of the trace. The mud/ooze layer was also encountered when taking bottom samples and when diving. The depth discrepancy is fully discussed in Section K., Comparison with Prior Surveys.

E. SURVEY SHEETS (Field)

All field sheets were prepared by HFP-4 personnel using the Digital PDP8/e computer and a Houston DP-3 Complot plotter. Boatsheets, position and sounding sheets, semi-smooth sheets, overlays, and final field sheets are included with this survey. Mainscheme hydrography, crosslines, channel lines, shoreline, and See-Field-Sheet are plotted on the final field sheet. Developments, splits, bottom samples, prior and charted soundings, junction soundings, and detached positions are plotted and shown on various overlay sheets. All shoal soundings, aids to navigation, and hazards to navigation, are brought through from the various overlays and shown on the final field sheet. A final field sheet was prepared at a scale of 1:5,000 showing the area of Little Sabine Bay and the Robert L. F. Sikes Bridge to accompany this survey. Projection parameter tape listings for the field sheets are included in the Appendix of this report. The final field sheets and overlays are transmitted to the Atlantic Marine Center for final review and processing.

F. CONTROL STATIONS See section 2 of the Evaluation Report

Control Stations used during this survey were Third-order, Class I horizontal control stations with the exception of signal 002, USCG Del Norte, which is a sextant fix with a check. This data is included with the survey package. This station was used to layout electronic mainscheme arcs west of the Robert L. F. Sikes Bridge. No control data were obtained from this signal.

All other stations were historic Second- or Third-order stations or new stations established by this party and the Atlantic Marine Center Horizontal Control Group. All are referred to the North American 1927 datum and are listed in the Appendix of this report.

Height of signal is only significant for station 004, Robert L. F. Sikes Bridge Light East, which is 65 feet above MHW.

G. HYDROGRAPHIC POSITION CONTROL See section 2 of the Evaluation Report.

Hydrographic position control was obtained by Range/Range and Range/Azimuth techniques supplemented by "See-Field-Sheet" and sextant fix data. The following equipment was used:

EQUIPMENT	SERIAL NUMBER
Leupold-Stevens sextant	1062
Nikon theodolite NT-2D	031005
Hewlett Packard EDMI 3810B	1929A00411
	1929A00358
Del Norte Trisponder RO3C DMU	172
	395

EQUIPMENT	SERIAL NUMBER
Del Norte Trisponder RO3C DMU	123
	180
	298
	517
Del Norte Trisponder RO3C Master Transponder	219
	1066
	1067
	159
Del Norte Trisponder RO3C Remote Transponder	224
	220
	180
	249
	248

Failures of various Del Norte equipment occurred frequently (sometimes daily) from November to January. All changes can be traced in the Electronic Corrector abstract included in the Appendix. Equipment failures are listed below:

JD	EQUIPMENT	SYMPTOM	ACTION
320	DMU s/n 172	Random error to 7m	Baselined FAILogged
341	Master s/n 219	Failed to operate	No closing baseline FAILogged
008	DMU s/n 395 Master s/n 1067	Drifted 10m at P.M. system check	JD 009 Baselined
010	DMU s/n 395 Master s/n 1067	Drifted 7m at P.M. system check	JD 011 baselined FAILogged

Each failure is discussed below. In all other cases, the equipment worked well and data quality was good.

The A.M. and P.M. systems checks on JD 320 were well within tolerances. However, after plotting the private aids at the mouth of Lafitte Cove, the aids did not align with the center line of the channel. These piles were repositioned with an HP-3810B which showed the original data contained a random error as large as seven meters. All detached positions, developments, and crosslines for this day were then rejected and rerun. Shoreline and mainscheme were retained as the error appeared minimal when these lines were compared to data from station 002 . No other data were obtained with this equipment.

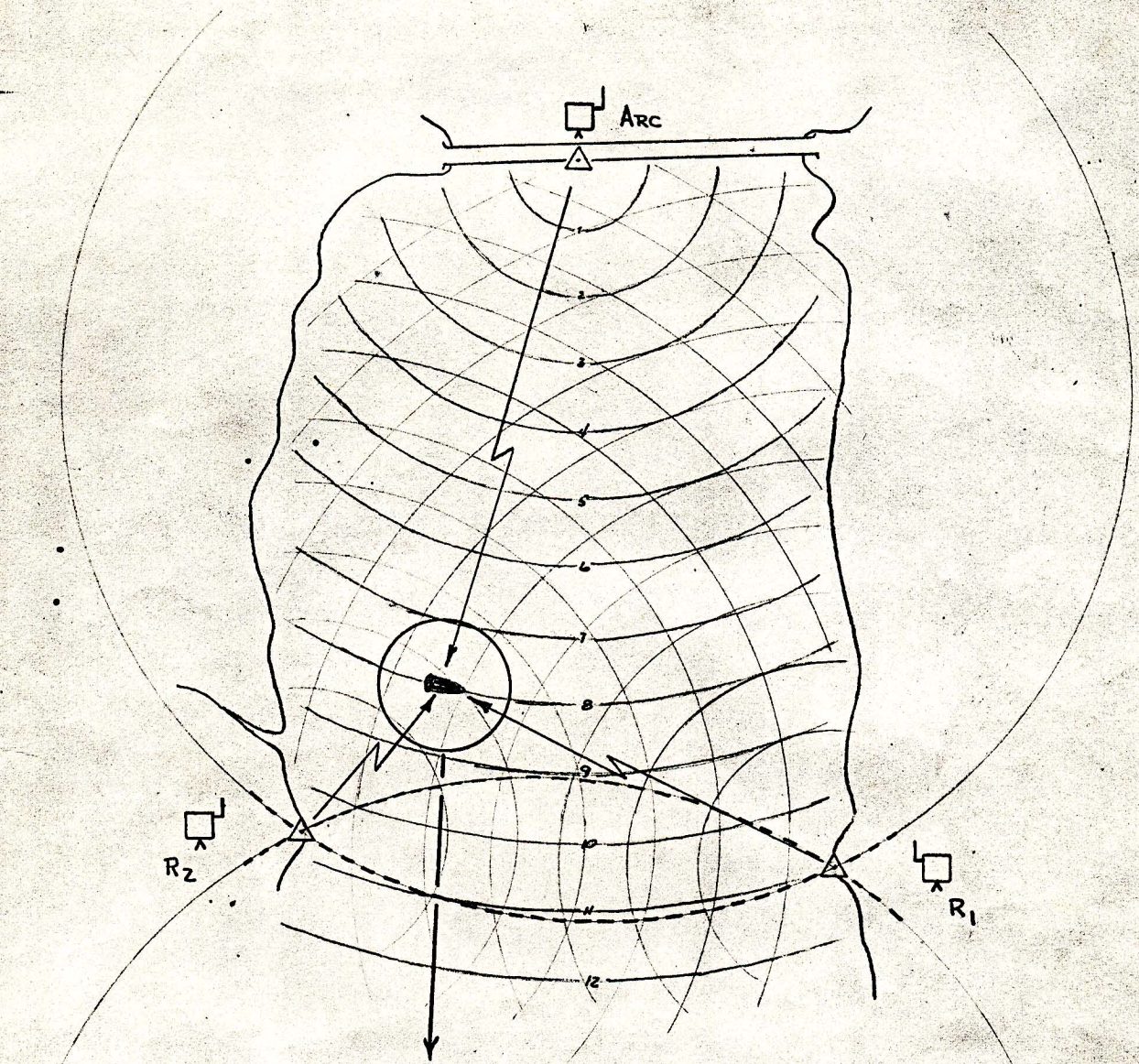
The equipment failure on JD 341 which left data collected on one day, JD 331, without a closing baseline. Unfortunately, a steering cable broke on JD 331 which precluded a run to get a P.M. systems check. The four mainscheme lines were retained however because redundant data are available for comparison.

A P.M. system check on JD 008 indicated a drift of ten meters. This configuration was baselined the following day to verify this drift, and was then FAILogged without rezeroing. The following day this equipment was mistakenly put into service for Range/Azimuth work in Little Sabine Bay. No problem was apparent during the A.M. system check but the error appeared at the close of the day. Another baseline confirmed an error of seven meters. The system was again FAILogged and finally shipped out. The first fixes taken on JD 010 were inspected in the field and by the boat's proximity to detached positions taken with an HP-3810B, an error of seven meters was indicated at the beginning of JD 010. Based on this, the A.M. system check was rejected for insufficient warm-up and a seven-meter corrector was applied. Agreement throughout Little Sabine Bay was excellent.

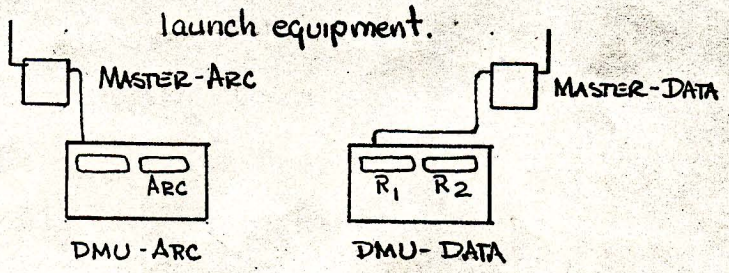
All other daily correctors were determined by averaging baseline values in accordance with AMC - OPORDER 79. Except for one unit, all baselines were performed over water from Cal Point Sabine Island to Cal Point Bridge. This is a non recoverable baseline determined by HP-3810B measurement as 1773.7 meters. The exception is a baseline determined by RK 407 Geodetic Inverse computation as 1180.8 meters from station 004, Robert L. F. Sikes Bridge Light East to station 103, Santa Rosa Sound Light 133. This baseline was used to calibrate the remote which was semi-permanently installed on the bridge.

Daily systems checks were carried out twice daily when possible using the static point method at Santa Rosa Sound-Lights 142, 133, and 131 using computed distances. Systems checks were also performed in Little Sabine Bay using private daymarks 8 and 9, comparing the rates to positions determined by the HP-3810B. The checks were actually made by pulling alongside the appropriate pile or dolphin and applying an offset to the observed rates.

As noted, redundant data was available for most mainscheme lines and detached positions. For hydrography west of the bridge, arcs were laid out by a remote transponder at station 002. Control data was Range/Azimuth from a nearby station, Only one DMU, master transponder was necessary.



launch equipment.



ARC - Del Norte equipment used to establish and steer the proposed system of lines

DATA - Del Norte equipment used to obtain the position information

Two DMU, master transponders were installed on Launch 0520 for mainscheme east of the bridge. Position control was Range/Range and control data were received by a DMU set up in the rear of the launches near the person who was recording. The master transponder for this unit was positioned above the transducer to avoid antenna distance correctors, The second DMU unit was installed forward in view of the helmsman and used to steer mainscheme arcs. This configuration avoided geometry constraints while laying out an effective mainscheme. All units were calibrated and were system checked when possible.

The HP-3810B, s/n 1929A00411 was used for most of the survey. The various correctors for this unit were verified by party personnel on 4 December 1984. HP-3810B, s/n 1929A00358 was a backup unit used briefly in November and was verified by the Horizontal Control Group.

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

Shoreline detail was obtained from TP-00547 and TP-00548, nonclassified coastal zone maps prepared in cooperation with the State of Florida. These maps were compiled from photographs flown in January and April 1978 and field edited in 1979.

The original scale of TP-00548 was 1:20,000. A blowup to 1:10,000 was supplied with the preliminary data. This enlargement was distorted to one mm in 100 mm which necessitated constant shifting of the sheet to transfer the shoreline. Some noncoincidence of positions can be attributed to this source. TP-00547 was originally compiled at 1:10,000 and agreement was good.

Shoreline detail changes are very minor. Of note are ~~three~~ two piers which should be deleted at:

Lat. 30°20'08.00" N, Long. 87°07'52.00" W. Pos. 2967
Lat. 30°22'23.00" N, Long. 87°05'28.00" W. Pos. 2817
~~Lat. 30°22'28.00" N, Long. 87°04'57.00" W. Pos. 2846~~

The shoreline itself was revised near Sharp Point by positions 4111 to 4114. All changes and revisions are noted in red on the field sheets. All other shoreline was verified during the course of hydrography and should be used to revise the chart. Concur

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

Crosslines comprise 24.4 miles or 13.2% of the mainscheme hydrography. All crossings agree to within one foot or less.

J. JUNCTIONS See section 5 of the Evaluation Report

This survey junctions with survey H-10005 along the east side at Deer Point. This survey was conducted in 1982 at a scale of 1:10,000. Of 97 soundings common to both surveys, all agree to one foot. Agreement was excellent with smooth overlap of contour lines.

Survey H-10172 is continuous with this survey on the east. Sounding at this juncture are in excellent agreement and depth curves can be drawn continuously.

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

The survey area was previously covered by the following prior surveys:

H-5667, 1:10,000, 1935
H-5668, 1:10,000, 1935

A discrepancy between these surveys and H-10168 occurs in the deeper area of the sound on the order of one to three feet. This occurs most notably in the middle of the sound where the 1935 surveys found depths to 25 that now show depths closer to 22 feet. While running mainscheme in these area, an attenuation of the fathometer trace was noted and the gain was manually increased to maintain a trace. At times a subbottom return is visible as seen on the fathogram near position 1781. This is obviously a muck layer which was verified by bottom samples (see pos. 874). The deeper depths from the 1935 surveys were most likely taken with a leadline and the discrepancy results from the different sounding methods used. This was informally verified by simultaneous leadline and fathometer soundings taken on 4 March 1985, which showed a two foot difference. Further, the "sticky" bottom characteristics common to the 1935 surveys indicates some penetration of the bottom by the lead. In all cases, it is recommended that the current sounding supersede the prior.

A change near lat. 30°21.2'N, long. 87°09.5 W alongside the new causeway is due to past dredging for fill. The area shows 11 feet where the prior surveys show two feet. A The submerged piles that ~~was~~ were located in this area in 1935 ~~was~~ were not found and ~~is~~ Are believed to have been removed by the dredging. The pile is not shown on the current chart. It is recommended that the ~~new~~ present hydrography supersede the old. Concur, See also section 6.C. of the Evaluation Report.

Past dredging also left its mark along the south shore. Holes generally 20-feet deep are now found in nine places near the following locations:

Lat. 30°20'12.00"N, Long. 87°08'18.00"W - four in vicinity
Lat. 30°20'18.00"N, Long. 87°07'24.00"W - two in vicinity
Lat. 30°20'30.00"N, Long. 87°06'48.00"W
Lat. 30°20'30.00"N, Long. 87°06'12.00"W
Lat. 30°20'42.00"N, Long. 87°05'36.00"W

Except as noted above, agreement with H-10168 and the prior surveys was good. All other soundings agreed to two feet and the changes to the contour lines are minor.

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

This survey was compared as it progressed with chart 11383, 1:30,000, 41st Edition. The following non-sounding changes were noted.

A privately maintained channel to Lafitte Cove at lat. 30°19.8'N, long. 87°10.0'W is charted with the notes "5½ feet rep" and "priv aids rep". These notes should be replaced by "4 ft Mar 85" with the appropriate daybeacon symbols. A hazard report to the U. S. Coast Guard, Eighth District was transmitted and a copy is appended. See section 7.a.27) of the Evaluation Report.

All piles and piers should be revised as found on the field sheets. Notable piles charted near lat. 30°22.3'N, long. 87°05.9'W were searched for while doing shoreline and not found as seen near positions 2798 and 2817. The area is very shallow and the bottom is plainly visible out to 200 meters from shore. These piles should be deleted. Also, a charted pier at Sabine Island, lat. 30°20.3'N, long. 87°09.3'W should be deleted for the same reason. Concur 19 21

See section 6.i. of the Evaluation Report.

Kelp symbols are charted at lat. 30°20.5'N, long. 87°08.6'W and at lat. 30°21.0'N, long. 87°05.4'W. These areas were inspected repeatedly and heavy growth was noted as the summer progressed. However, this growth was common to many shallow areas and was mostly sargassum weed about two-feet high. As this weed is not peculiar to any area nor does it indicate rocks as does true kelp, it is recommended that the symbols be deleted to avoid a false indication of a hazardous bottom. Concur

deleted 11/3/85 RMS

In general, all shoreline should be revised as shown on the field sheet. Notable changes are the shoals in Little Sabine Bay which are positioned as 3096-3106. Shoaling is also occurring at the mouth to the small bay behind Sabine Island at lat. 30°20.2' N, long. 87°09.4'W. The entrance is no longer navigable and is dry at extreme low water. The charted soundings in the bay could not be verified but are probably accurate and should be retained. Concur

All presurvey review items were investigated. A copy of the item investigation forms are appended.

PSR 3729 was bridge ruins at lat. 30°20'54"N, long. 87°09'13"W. A sweep for obstructions by a diver monitored, constant-tension wire drag as shown in the attached figures was made. Six objects covered less than 16 feet were found and immediately reported to the U. S. Coast Guard, Eighth District. The hazard reports as well as a large scale plot of the objects at a scale of 1" = 10 meters is included in the Appendix. Of special note is the steel I-beam covered 9.8 feet at position 1620. At the time of this report no removal work has been done. The obstruction note should be revised and retained. See section 7.a.10) of the Evaluation Report.

PSR 3730 charted at lat. 30°20'54"N, long. 87°09'~~12~~08"W, is a large seven-meter diameter concrete and steel cylinder approximately 15 feet above MHW. This object is the base for the turntable of the original wooden bridge across the sound in the 1930's. It is recommended that the charted pile symbol be replaced with an appropriate platform or structure symbol with a height at position 1208. This feature is non-hazardous due to its proximity to the bridge. See Section 7a.24) of the Evaluation Report.

PSR 3731 is a 12-foot sounding at lat. 30°2~~8~~9'58"N, long. 87°09'10"W from a Corps of Engineers Survey of 1939. This area was fully developed by 25-meter lines with a 100-meter cross hatch to meet the requirements of the AWOIS listing. No indication of shoaling was found and it is recommended that the ~~sounding be revised~~. present survey hydrography supersede the charted sounding in the common area. Concur.

PSR 3732 is a submerged pile at lat. 30°21'~~38~~16"N, long. 87°08'~~39~~32"W dating from 1947. This area was chain dragged with a successful snag on 26 February 1985 (JD 57) at position 2703. The pile was found lying on its side in loose sand in 12.5 feet of water. As this feature is loose and indistinguishable from common bottom detritus, it is non-hazardous and should be deleted. See Section 7.a.11) of the Evaluation Report.

PSR 3734 was found as charted at lat. 30°21'04.58"N, long. 87°04'39.~~38~~9"W during a visual search of the area during the winter months when the vegetation was thin. The object was plainly visible and found to be the remains of an automobile. Local knowledge indicates that this was a Corvair abandoned about 1975. This object was positioned as 4116 on 31 May 1985 (JD 151). A submerged obstruction symbol should be charted at the above location. Concur. See also section 7.a.18) of the Evaluation Report.

Adjacent to the above item are two piles charted at lat. 30°21.1'N, long. 87°0~~8~~4.7'W. The piles were found as described in positions 3593 and 3594 on 15 April 1985 (JD 105) and should be retained as submerged piles at the above positions. See Section 7.a.19) of the Evaluation Report.

PSR 3743 is a rock breakwater charted at lat. 30°20.1'N, long. 87°09.5'W. This item was found as charted and depicted on TP-00547 and TP-00548. However, there are now two entrances through the breakwater marked by piles found at positions 677 to 680. This feature should be revised with these entrances and charted as awash at MHW. Note that the piles at pos. 679 and 680 are PVC and are probably temporary structures. See Section 6.a. of the Evaluation Report.

The piles indicated in Sabine Inlet and Little Sabine Bay comprise PSR 3744 and were investigated as follows. The area of piles along the inlet were searched for on several days with the bottom clearly visible with negative results. Local knowledge was obtained from Frank Black, engineer, Santa Rosa Island Authority, Pensacola Beach, Florida, (904) 932-2257, who was personally involved in maintaining the marks in this channel. He indicates that the charted piles were incorporated in the presently charted daybeacons and represents duplicate information. This report was substantiated by the local, U. S. Coast Guard Aids to Navigation Team. It is recommended that the notes and piles be deleted. See Section 7.a.23) of the Evaluation Report.

Two piles charted in Little Sabine Bay just east of the channel were found as positions 3094 and 3095 and are hazardous. These should be revised to indicate they are submerged and retained at the new positions. A copy of the hazards note transmitted on 3 May 1985 is appended. See section 7.a.23) of the Evaluation Report.

All other piles in Little Sabine Bay were found and positioned. Piles located as positions 394 and 399 are submerged but non-hazardous; position 399 because it is lying on its side and position 394 because it is flush with the bottom. Likewise, a new pile located as position 3104 is non-hazardous because it is atop an extensive shoal. All should be charted, however. See section 7.a.23) of the Evaluation Report.

The rocks noted as PSR 3745 were found during the course of hydrography and positioned as 268 and 643. A corrected least depth was 2.6 feet at position 643 as found by divers on 11 December 1984, JD 346. The rocks are centered at position 268, however. It is recommended that a rock symbol be charted at position 268 with the least depth found at position 643. See Section 6.b. of the Evaluation Report.

A new item to be charted is an area of rubble surrounding Santa Rosa Sound Light 131. This area is 15 meters in radius and was found while doing confidence checks with the piles of the light during side scan operations. This area was searched by divers on 21 May 1985 and 4 June 1985 and a least depth was found at position 4249. A note should be charted to advise of these obstructions. See section 7.a.21) of the Evaluation Report.

Special effort was made to resolve PSR 3733 and PSR 3735, both charted as submerged wrecks. Side scan sonar was employed after it was determined that both wreck locations were doubtful. This fact was later verified by chain drag operations with 200% coverage of an area 500 meters in radius from each site. The search indicated that the wrecks are not at their charted locations.

For charting purposes, it is advised that both wreck symbols be deleted based on the chain drag data. A plot of each drag at a scale of 1:5000 is provided in the data package. A copy of a memo describing the side scan operations is also appended to this report.

As stated in the memo, it is believed that the wreck of PSR 3733 exists and is drifting along the sound with the tide. This conclusion is based on the snag found at position 3070 during the search for PSR 3732. The snag felt heavy and some fathometer returns about three feet off the bottom were observed while drifting over it. Also, the side scan return near side scan position 67 appears to have moved with the tide and weather. Despite this evidence no charted symbol is appropriate for this item and none is recommended without further investigation. See section 7.A.14) of the Evaluation Report.

PSR 3735, a submerged wreck, is believed to be existent near lat. 30°20.9'N, long. 87°05.3'W. This position is derived from ranges and other information supplied by:

Robert Mclendon
604 47th Ave
Pensacola, FL
(904) 456-4867

and

Tim Scallan
3250 Barraneas Ave
Warrinton, FL 32507
(904) 453-5270

Mr. McLendon is the salvager who obtained the rights to the wreckage from the insurance company. This documentation was not available, however. He claims to have removed all steel debris for scrap.

Mr. Scallan is a local diver who assisted Mr. McLendon in the original recovery and later dove on the wreckage for spear fishing. He last visited the site in 1982 at which time he claims less than four inches of several ribs were visible.

The above position was scaled from the locations indicated by Mr. McLendon, Mr. Scallan and others. This was verified by reconstructing the original range used to find the wreck. This range is Gulf Breeze Tank and Santa Rosa Sound buoy 138 which has been removed. The position was found in the DIPFILE as lat. 30°21'19"N, long. 87°08'43"W which gave a line of position to this location. It is possible that the source of the charted position is an error in scaling both the latitude and longitude of this location.

The side scan search covered this area with negative results. A wire drag of the probable site was not attempted due to time constraints. Without further evidence, no chart symbol is recommended. See section 7.A.14) of the Evaluation Report.

The information concerning all PSR and non-PSR items can be found on item investigation forms included in the Appendix.

The soundings on this survey were compared to chart 11383, the largest scale chart of the area, with good agreement except in the deeper area as described in Section K. Also, a change was found on the shoal centered at lat. 30°20.9'N, long. 87°07.0'W where this survey found a detached shoal with a least depth of six feet found at position 4287. This area and an ~~eight~~ seven-foot sounding just west are delineated by supplemental contours. Even though the small boat chart of this area more correctly depicts these points, a hazard notice to the U. S. Coast Guard was generated. A copy is appended. Concur.

The above mentioned shoal is the most notable difference between chart 11383, 41st Edition, 1:30,000 and chart 11378, 20th Edition, 1:40,000. Other differences are one or two foot discrepancies found at the following points:

LAT.	LONG.	11383	11378
30°20.1'N	87°10.8'W	19	20
30°20.1'N	87°10.1'W	15	13
30°20.9'N	87°10.5'W	13	14
30°21.2'N	87°08.9'W	24	23
30°20.5'N	87°08.1'W	11	9

A difference in the 12 foot contour occurs at lat. 30° 20.1'N, long. 87°09.9'W near PSR 3745. Both depictions should be revised according to this survey.

Chart 11378 should be further revised by deleting house and building symbols along the shore. This area is now well developed and the structures are not of charting value. Furthermore, no structures exist along the north shore from long. 87°09.3'W to long. 87°07.2'W as this is now part of Gulf Islands National Seashore. Concur. These symbols are on chart 11378 only

The DIPFILE for this area is inadequate. Many charted objects were not listed and many listed object, especially old lights and buoys are non-existent.

The Robert L. F. Sikes bridge, a.k.a. Pensacola Beach Fixed Bridge at lat. 30°21.0'N, long. 87°09.1'W should be revised to agree with the detail derived from TP-00548. All roads should be drawn over the west bridge. Concur

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede all prior surveys in the common area for charting purposes.

N. AIDS TO NAVIGATION

All aids to navigation in the area are fixed aids and all are to be revised except Santa Rosa Sound light 144, LL# 6026, which is correctly depicted on both charts. Light 131 was found incorrectly characterized on chart 11383 and a hazard note was transmitted to the U. S. Coast Guard. All correspondence concerning this aid and others as well as the NF 76-40s can be found in the Appendix. Also, Pensacola Lighthouse, LL# 179, was visible from the survey area and found to be correctly charted. See section 7.c. of the Evaluation Report. Concur

All landmarks were inspected from the sound and the following were found to be correctly depicted and of charting value:

DESCRIPTION	LATITUDE	LONGITUDE
Gulf Breeze Tank	30°21′35.305"N	87°10′56.109"W
Pensacola Beach East Tank	30°20′26.341"N	87°05′51.612"W
Pensacola Beach Tank	30°19′55.348"N	87°08′29.041"W

All new landmarks are included in the appended NF 76-40. Note that the WPAN TV-53 MAST has high intensity strobe lights. There are no landmarks to be revised. Concur.

The bridge and cable clearances across the sound near lat. 30°21.1′N, long. 87°09.2′W were found to be correct as charted by vertical angles recorded with positions 942 and 1208. Submerged cable crossings exist between the bridge and the overhead cables and extend from shore to shore. These are noted with position 1209. An uncharted submerged cable crossing exists just west of the bridge within the bridge right-of-way. This cable is neither visible nor marked and was not formally located. From information supplied by the engineering department of Gulf Power, it is recommended that a pipeline and cable area be drawn to include both sides of the bridge from shore to shore. Also, a pipeline is laid atop the old bridge (now a fishing pier) and is submerged beneath the Intracoastal Waterway.

An uncharted submerged cable also crosses the sound as located by positions 4115 and 4117. Suitable notes are recommended.

An uncharted submerged cable also exists across Sabine Inlet near daybeacon 9 as located by positions 974 and 975. These should also be charted. Concur.

A sewage outfall extends 500 feet from shore as indicated by J. Mandy, engineer with the Santa Rosa Island Authority, (904) 932-2257. This item was not located by divers for obvious reasons, but the description was verified by locating the base of

the pipe and turning an azimuth by sextant as recorded with position 4110. Construction of a new outfall is to begin shortly. The new pipe will be immediately adjacent to the old and 470 feet from shore.

The heights of all landmarks were determined by vertical sextant angles and taped distances. These heights were then applied to the ground elevation as scaled from the U. S. Geological Survey guadrangle maps. The computed elevations are listed on the NF 76-40s and are approximate elevations above mean high water.

The navigation light fixture of Santa Rosa Sound Light 131 was destroyed in March 1985. The new light was rebuilt without disturbing the original piles and was verified by a three point sextant fix recorded at the beginning of 11 April 1985 (JD 101). However, the geodetic position of this light should be considered destroyed.

The bridge located at lat. 30°20.2'N, long. 87°09.3'W by position 761 has a measured clearance of 4.9 feet above MHW. This bridge was considered a limit to navigation. Concur

O. STATISTICS

Number of Positions	4187
Nautical Miles of Mainscheme	184.4
Nautical Miles of Crosslines	24.4
Nautical Miles of Development	103.9
Total Miles	312.7
Number of Bar Checks	41
Number of Bottom Samples	50
Number of Detached Positions	363

P. MISCELLANEOUS

Current measurements were taken in the course of the survey as directed by Section 8.2 of the Project Instructions. These observations were summarized in a memo to N/CG243. A copy is appended.

The U. S. Coast Pilot, 17th Edition was inspected. A copy of the report is appended.

Also, the facility directory on the jacket of the small craft chart, 11378, was inspected. Specifically facilities 35, 35A, 36, and 37 were visited and found to warrant the following corrections:

Facitlity 35, Johnson's Marina, should be deleted. They no longer povide services to transients.

Facility 36, the Marina, offers: berths, moorings, electricity, (BME); a surfaced ramps (S); repairs are no longer offered; charter and sailboat rental (CS); food and lodging are available (FL); toilets and showers only (TS); wet storage (W); water and ice (WI); groceries (G); and diesel and gasoline (DG) are available next door.

Facility 37, Pier 1 Marina, has: berths, moorings, electricity (BME); surfaced ramp (S); motorboat rental (M); charter and sail (CS); food and lodging (FL); no pump out station; wet storage (W); water and ice (WI); groceries, hardware (GH); bait, tackle (BT); and fuels (DG).

Laffitte Cove should be added at the east end of the small channel at lat. 30°19.7'N, long. 87°09.8'W. They offer the transient sailor the following: berths, electricity (BE); food (F); toilet, showers, and laundry (TSL); wet storage (W); chart sales (C); water, ice (WI); groceries, hardware (GH); and bait and tackle (BT).

Aerial photographs were taken in the course of this survey and are included in this report as a Photographic Appendix. These photographs proved valuable when smooth plotting shoreline detail. Aerial reconnaissance was also helpful in locating some PSR items.

Due to the adequacy of the 1935 surveys, the bottom sample network was expanded to 8 cm as permitted by section 1.6.3 of the Hydrographic Manual in areas with little change in the trend of the bottom. All samples were collected and transmitted to the Curator, Department of Paleobiology, Smithsonian Institute. A copy of Log Sheet M is appended.

User evaluation of the local charts was solicited during this survey through contacts with local boaters. These recommendations were summarized by a report to N/CG243. A copy is appended.

Throughout this survey, the names Robert L. F. Sikes Bridge and Pensacola Beach Bridge have been used interchangeably. Robert L. F. Sikes Bridge is the more official name but Pensacola Beach Bridge is locally more common. The nonproper name should remain charted along with the horizontal and vertical clearance information.

A modified chain drag was employed in the search for PSR items 3732, 3733, and 3735.

It was also used to disprove spurious fathometer and side scan sonar returns in the area between the 6700 and 6800 arc from station 004 from lat. 30°21'25.00"N to lat. 30°21'00.00"N.

The rig used for the modified chain drag consisted of two boats, launch 0520 and skiff 0690, which were tethered together by a light polypropylene line 51 meters long. Between the boats

a drag of 83 meters was deployed; the first 11 meters from each boat being heavy chain followed by heavy polyproylene weighted every three meters with 1½ pound weights. When underway, the chain was monitored to ensure that it trailed straight aft and contacted the bottom. This ensured that the bight of the drag was at no time less than 50 meters wide. Launch 0520 was driven along 50 meter arcs in both directions with skiff 0690 always to starboard and in line with the launch and the Del Norte station. For PSR 3733, a ten pound cruder block was added to the end of each chain and for PSR 3735, these weights were increased to 50 pounds and ten meters of line was added to each side of the drag between the boats and the chains.

Q. RECOMMENDATIONS

Specific recommendation can be found in Sections K, L, N, and P.

R. AUTOMATED DATA PROCESSING

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

PROGRAM	DESCRIPTION	VERSION
RK 201	Grid, Signal, Lattice Plot	4/18/75
RK 211	Range-Range Non-Real Time Plot	2/13/84
RK 212	Visual Station Load & Plot	4/01/74
RK 216	R/AZ Non-Real Time Plot	2/09/81
RK 300	Utility Computations	2/05/76
RK 330	Reformat and Data Check	5/04/76
RA 362	RK330 & AM602 Combined	8/20/84
RK 407	Geodetic Inverse/Direct Computations	9/25/81
RK 530	Velocity Correction Computations	5/10/76
RK 602	Elinore	12/08/82

S. REFERENCE TO REPORTS

Descriptive Report H-10005, 1982, 1:10,000.

Horizontal Control Report for OPR-J288.

Respectfully submitted,

Robert Lewis

Franklin E. Ohlinger
Lt. (jg), NOAA
OIC, HFP-4

SIGNAL LIST

OPR-J288-HFP-84

HFP 10-6-84

H-10168

SHEET "A"

1: 10,000

001	6	30	20	45346	087	18	29205	139	0000	000000	PENSACOLA LH CTR, 1934 *
002	6	30	19	10850	087	15	19710	139	0000	000000	USCG DEL NORTE STATION, 1984 **
003	6	30	19	15517	087	13	24115	139	0000	000000	116201, 1980
004	6	30	20	53391	087	09	12933	250	0000	000000	ROBERT LF SIKES BRIDGE LIGHT EAST, 1985
005	6	30	21	38109	087	12	11202	139	0000	000000	PEAKE, 1984
013	1	30	21	55357	087	07	18594	250	0000	000000	BALD, 1910
015	1	30	22	26295	087	05	13493	250	0000	000000	CREEK 3, 1934
017	6	30	20	29091	087	07	01974	250	0000	000000	SHARP POINT, 1910
041	6	30	21	31193	087	02	47584	139	0000	000000	SNAG, 1984
043	6	30	21	01404	087	04	40214	250	0000	000000	GULF ISLANDS, 1984
045	1	30	21	53456	087	07	26927	250	0000	000000	NAVAL OAKS, 1984
047	1	30	22	39624	087	03	19049	250	0000	000000	TIGER, 1984
049	1	30	20	33330	087	08	59570	250	0000	000000	SABINE, 1984
051	1	30	21	09489	087	09	25784	250	0000	000000	NAVY COVE, 1984
053	3	30	20	34655	087	10	59779	250	0000	000000	DEER, 1984
055	6	30	19	55745	087	08	42001	250	0000	000000	PROP 1AON, 1984
101	6	30	20	32169	087	10	00603	139	0000	000000	SANTA ROSA SOUND LIGHT "142", 198
102	6	30	20	24082	087	10	58676	139	0000	000000	" " " " "144"
103	6	30	21	02746	087	08	30056	139	0000	000000	" " " " "133"
105	6	30	21	35808	087	04	54155	139	0000	000000	" " " " "131"
135	6	30	22	44216	087	05	09341	139	0000	000000	TIGER POINT TANK, 1984
137	6	30	21	58598	087	08	19713	139	0000	000000	GULF BREEZE PARK SERVICE TWR, 198
147	6	30	20	26341	087	05	51612	139	0000	000000	PENSACOLA BEACH E TANK, 1984
149	6	30	19	55438	087	08	29041	139	0000	000000	PENSACOLA BEACH TANK, 1984
151	6	30	21	35305	087	10	56109	139	0000	000000	GULF BREEZE TANK, 1984

* NGS published

** Three-point-with check angle sextant (not used as control station - used to run ARCS)

All other control located by HFP4 & AMC - N/MOA2x1

ED

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY
- [XX] HYDROGRAPHIC PARTY
- [ ] GEODETIC PARTY
- [ ] PHOTO FIELD PARTY
- [ ] COMPILATION ACTIVITY
- [ ] FINAL REVIEWER
- [ ] QUALITY CONTROL & REVIEW GRP.
- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

[XX] TO BE CHARTED [ ] TO BE REVISED [ ] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFPS-HFP4	Florida	Santa Rosa Sound	5/85

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
J288-HFP-84	----------	H-10168	NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
TANK	Midway Water Systems Tank, 1985 Ht.=162.6 (187.6)	30 23	27.989	87 04	00.446	NC-L-684(85)	F-2-6-L 10/84	11378 11385
TANK	Tiger Point Tank, 1984 Signal 135 Ht.122.2 (132.2)	30 22	44.~~216~~ 199	87 05	09.~~341~~ 36	NC L-964(87)	F-2-6-L 10/84	11378 11385
MAST	Midway (WPAN) TV 53 Mast, 1984 (STROBES) Ht. 750 ft.	30 24	12.700	86 59	33.976	nc-L-684(85)	F-2-6-L 10/84	11385
TOWER	Gulf Breeze Park Service Tower, 1984 Signal 137 Ht. 272.1 (292.1)	30 21	58.598	87 08	19.713	nc-L-684(85)	F-2-6-L 10/84	11378 11385
	Note: Heights of landmarks were determined by vertical sextant Angles and taped distances. Heights were then applied to the ground Elevation as scaled from U.S. Geological Survey Quadrangle Maps. Computed elevations are approximate elevations above mean highwater							

5/

RESPONSIBLE PERSONNEL

TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	F.E. Ohlinger, LTJG, NOAA	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	F.E. Ohlinger, LTJG., NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		☐ REVIEWER ☐ QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

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

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

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

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

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

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

FIELD (Cont'd)

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

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

II. TRIANGULATION STATION RECOVERED

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

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

☆ U.S.GPO:1975-0-665-080/1155

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY
- [XX] HYDROGRAPHIC PARTY
- [ ] GEODETIC PARTY
- [ ] PHOTO FIELD PARTY
- [ ] COMPILATION ACTIVITY
- [ ] FINAL REVIEWER
- [ ] QUALITY CONTROL & REVIEW GRP.
- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFPS-HFP4	Florida	Santa Rosa Sound	5/85

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
J288	----------	H-10168	NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
DAYBEACON	Lafitte Cove Entrance Day Beacon 1 (Priv. maintd)	30 19	52.19	87 10	00.43		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
DAYBEACON	Lafitte Cove Entrance Day Beacon 2 (Priv. maintd)	30 19	52.13	87 10	01.02		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
DAYBEACON	Lafitte Cove Entrance Day Beacon 3 (Priv. maintd)	30 19	46.70	87 10	00.10		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
DAYBEACON	Lafitte Cove Entrance Day Beacon 4 (Priv. maintd)	30 19	46.65	87 10	00.66		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
DAYBEACON	Lafitte Cove Entrance Day Beacon 5 (Priv. maintd)	30 19	43.80	87 09	59.82		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
DAYBEACON	Lafitte Cove Entrance Day Beacon 6 (Priv. maintd)	30 19	43.72	87 10	01.00		Hydro Range/Azimuth ~~12/12/84~~	11378 11383
						NOTE: All hydro positions taken with a 3810B - Total Station		
	NC L-684(85)							

58.

RESPONSIBLE PERSONNEL

TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	F.E. Ohlinger, LTJG,NOAA	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	F.E. Ohlinger, LTJG.,NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		☐ REVIEWER ☐ QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS
Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.
EXAMPLE: 75E(C)6042
8-12-75

FIELD

I. NEW POSITION DETERMINED OR VERIFIED
Enter the applicable data by symbols as follows:

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

A. Field positions* require entry of method of location and date of field work.
EXAMPLE: F-2-6-L
8-12-75

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

FIELD (Cont'd)

B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.
EXAMPLE: P-8-V
8-12-75
74L(C)2982

II. TRIANGULATION STATION RECOVERED
When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.
EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH
Enter 'V-Vis.' and date.
EXAMPLE: V-Vis.
8-12-75

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

☆ U.S.GPO:1975-0-665-080/1155

NOAA FORM 76-40
(8-74)
Replaces C&GS Form 567.

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

NONFLOATING AIDS OR ~~LANDMARKS~~ FOR CHARTS

ORIGINATING ACTIVITY
- [X] HYDROGRAPHIC PARTY
- [ ] GEODETIC PARTY
- [ ] PHOTO FIELD PARTY
- [ ] COMPILATION ACTIVITY
- [ ] FINAL REVIEWER
- [ ] QUALITY CONTROL & REVIEW GRP.
- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFPS-HFP4	Florida	Santa Rosa Sound	5/85

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
J288-HFP-84	----------	H-10168	NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
LIGHT	Santa Rosa Sound Light 142 LL#6025 Signal 101	30 20	~~32.169~~	87 10	~~00.603~~		F-2-6-L 10/84	11378 11383
LIGHT	Santa Rosa Sound Light 133 LL#6024 Signal 103	30 21	02.746	87 08	30.056		F-2-6-L 10/84	11378 11383
LIGHT	Santa Rosa Sound Light 131 LL#6023 Signal 105	30 21	35,808	87 04	54/155		F-2-6-L 10/84	11378 11383 ~~11385~~
DAYBEACON	Little Sabine Bay Day Beacon 2 (Priv. maintd)	30 20	32.71	87 09	03.15		Hydro Range/Azimuth ~~12/13/84~~	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 4 (Priv. maintd)	30 20	28.69	87 09	00.13		Hydro Range/Azimuth ~~12/13/84~~	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 6 (Priv. maintd)	30 20	25.39	87 08	58.13		Hydro Range/Azimuth ~~12/13/84~~	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 8 (Priv. maintd)	30 20	23.67	87 08	56.30		Hydro Range/Azimuth ~~12/13/84~~	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 10 (Priv. maintd)	30 20	17.04	87 08	50.65		Hydro Range/Azimuth 11/28/84	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 12 (Priv. maintd)	30 20	12.24	87 08	46.99		Hydro Range/Azimuth ~~11/28/84~~	11378 11383
	nc L-684(85)					NOTE: All hydro positions obtained with a 3810B - Total Station		

59

RESPONSIBLE PERSONNEL

TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	F.E. Ohlinger, LTJG,NOAA	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	F.E. Ohlinger, LTJG.,NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		☐ REVIEWER ☐ QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS
Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.
EXAMPLE: 75E(C)6042
8-12-75

FIELD

I. NEW POSITION DETERMINED OR VERIFIED
Enter the applicable data by symbols as follows:

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

A. Field positions* require entry of method of location and date of field work.
EXAMPLE: F-2-6-L
8-12-75

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

FIELD (Cont'd)

B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.
EXAMPLE: P-8-V
8-12-75
74L(C)2982

II. TRIANGULATION STATION RECOVERED
When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.
EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH
Enter 'V-Vis.' and date.
EXAMPLE: V-Vis.
8-12-75

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

☆ U.S.GPO:1975-0-665-080/1155

NOAA FORM 76-40 (8-74)
Replaces C&GS Form 567.

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

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY
- [x] HYDROGRAPHIC PARTY
- [ ] GEODETIC PARTY
- [ ] PHOTO FIELD PARTY
- [ ] COMPILATION ACTIVITY
- [ ] FINAL REVIEWER
- [ ] QUALITY CONTROL & REVIEW GRP.
- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFPS-HFP4	Florida	Santa Rosa Sound	5/85

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
J288-HFP-84	----------	H-10168	NA 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	POSITION LATITUDE ″ D.M.Meters	POSITION LONGITUDE ° ′	POSITION LONGITUDE ″ D.P.Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	METHOD AND DATE OF LOCATION FIELD	CHARTS AFFECTED
DAYBEACON	Little Sabine Bay Day Beacon 7 (Priv. maintd)	30 20	25.23	87 08	55.42		Hydro Range/Azimuth 11/28/84	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 11 (Priv. maintd)	30 20	12.08	87 08	45.38		Hydro Range/Azimuth 11/28/84	11378 11383
DAYBEACON	Little Sabine Bay Day Beacon 9 (Priv. maintd)	30 20	19.91	87 08	57.39		Hydro Range/Azimuth 11/28/84	11378 11383
	NOTE - the following information is from local knowledge:					NOTE: All hydro positions obtained with a 3810B - Total Station.		
	Little Sabine Bay Day Beacon 5 (Priv. maintd) has been replaced by Day Beacon 7. Concur							
	Little Sabine Bay Day Beacon 14 has been removed. Concur							
	nc-L-684(85)							

RESPONSIBLE PERSONNEL

TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	F.E. Ohlinger, LTJG,NOAA	☐ PHOTO FIELD PARTY ☒ HYDROGRAPHIC PARTY ☐ GEODETIC PARTY ☐ OTHER *(Specify)*
POSITIONS DETERMINED AND/OR VERIFIED	F.E. Ohlinger, LTJG.,NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		☐ REVIEWER ☐ QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS
Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.
EXAMPLE: 75E(C)6042
8-12-75

FIELD

I. NEW POSITION DETERMINED OR VERIFIED
Enter the applicable data by symbols as follows:

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

A. Field positions* require entry of method of location and date of field work.
EXAMPLE: F-2-6-L
8-12-75

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

FIELD (Cont'd)

B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.
EXAMPLE: P-8-V
8-12-75
74L(C)2982

II. TRIANGULATION STATION RECOVERED
When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.
EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH
Enter 'V-Vis.' and date.
EXAMPLE: V-Vis.
8-12-75

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

☆ U.S.GPO:1975-0-665-080/1155

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE

TO: George H. Mastrogianis
Chief, Data Control Section

11 February 1985

VIA: L. Bouchard
Program Planning & Requirements

F.E. Ohlinger

FM: F.E. Ohlinger
OIC, HFP-4

SUBJ: Current observations Santa Rosa Sound, Florida

The following informal current observations were obtained in Santa Rosa sound near Santa Rosa Sound Light 142, Latitude 30° 20' 32.16940", Longitude 87° 10' 00.60293". These observations were taken by casting a weighted float adrift and measuring its position after several minutes by Del Norte rates from the USCG base, Santa Rosa Island. Ebb and flood for this area are directly to or from this station bearing 255°T. The float was constructed to minimize the effect of wind.

DATE	TIME(GMT)	SPEED(KTS)	DIRECTION	WIND
26 NOV 84	1948	0.18	ebb	SE 10 kts
5 DEC	1633	0.16	flood	NE 5
10 DEC	1537	0.28	ebb	SW 10
10 DEC	2115	0.60	flood	SW 10
11 DEC	1709	0.44	ebb	Ø
13 DEC	1510	1.00	ebb	S 5

The hydrography collected for OPR-V255-HFPS-84 indicates very little change since the last full survey of 1935. Your comments on this data would be helpful. Our local number is (904) 932-2604.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE

13 February 1985

TO: N/CG223 - Director, Charting and Geodetic Services

FM: N/MOA233x4 - OIC, Hydrographic Field Party 4

SUBJ: Coast Pilot Report

Coast Pilot 5, 17th edition, July 1984 was inspected during operations during December 1984, and January 1985. General information for the Santa Rosa Sound area was inspected and the following notes were made:

1) Delete section 117.480. This drawspan has been dismantled and removed. The bridge itself is existent as a fishing pier as noted on page 309, line 12L.

2) The test areas noted in sections 204.130, 204.134, 204.135 and 204.136, were verified as being active. The "Air Force Proving Ground Command" as noted on page 76, lines 10L and 27L, and page 77, lines 20R and 63R, should be referred to as the "Armaments Division". All other information is accurate.

The specific information section for the Santa Rosa sound was inspected. Changes can be found on the attached copy of page 309.

COAST PILOT 5 17th JULY 84
PAGE 309

at Shalimar. (See chapter 6 for more complete information on the facility at Shalimar.)

An overhead power cable crossing The Narrows at Mile 216.8E has a clearance of 76 feet. State Route 399 highway Navarre Causeway, over Santa Rosa Sound at Mile 206.7E has a fixed channel span clearance of 50 feet over the waterway.

Chart 11378:–State Route 399 highway bridge over the W end of Santa Rosa Sound, at Mile 189.1E, has twin fixed spans with clearances of 65 feet. Immediately E of the fixed bridges, the center span of a former bascule bridge has been removed and the remainder of the bridge is used as fishing piers. An overhead power cable just E of the fixed spans and the fishing piers has a clearance of 70 feet. Gasoline, diesel fuel, water, ice, launching ramps, and berths are available at a marina on Little Sabine Bay at Pensacola Beach at the S end of the bridge. In May 1982, the reported controlling depth was 6 feet in the channel leading from the waterway. The channel is marked by private daybeacons.

TAPE MEASURED AND VERIFIED, HFP-4

VERIFIED BY HYDROGRAPHY, DEC 84

INSERT: Groceries, marine supplies, water, ice, berthing are available at a private marina located at the east end of a dredged channel on Santa Rosa Island leading south from the ICW near St. Mile 188. This channel is privately marked and maintained and carried 4 feet in Dec. 1984

At Mile 182.9E, a 4.1-mile route leads about NNE through deep water in Pensacola Bay to Pensacola. The city has complete supply and repair facilities. (See chapter 6 for more complete information.)

From Pensacola Bay, the waterway passes through a landcut at Mile 179.0E into Big Lagoon. At Mile 178.4E, three unmarked concrete blocks, one awash and two covered 1 foot, are just outside the S edge of the channel; caution is advised. Several marinas are on the N shore W of Trout Point, Mile 177.0E. Gasoline, diesel fuel, water, ice, launching ramps, marine supplies, and berths with water and electricity are available. A mobile hoist can haul out craft to 20 tons for complete repairs.

A Coast Guard station is about 0.8 mile W of Trout Point.

State Route 292 highway bridge over the W end of the lagoon at Mile 171.8E has a fixed span with a clearance of 73 feet.

Gulf Beach is a summer resort S of the bridge. A marina is on a basin on the S bank of the waterway about 0.7 mile W of the bridge. Gasoline, water, ice, marine supplies, launching ramps, and open and covered berths with electricity are available at a marina in the basin. A 20-ton mobile hoist can handle craft up to 40 feet long for general repairs or storage. A marine railway at a small boatyard nearby can haul out craft to 60 feet for hull repairs. In May 1982, a reported depth of 4 feet was available in the unmarked channel to the boatyard.

From Mile 166.8E, the well-marked waterway extends through the lower part of Perdido Bay, thence through Arnica Bay, Bay La Launch, and Wolf Bay. The Florida-Alabama boundary follows the waterway between Miles 167.4E and 169.9E. (Perdido Bay and its tributaries are described in chapter 6.)

A submerged wreck is at Mile 165.9E in about 30°19'03"N., 87°31'00"W.

In May 1982, shoaling to 3 feet was reported to

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Commander
U.S. Coast Guard Eighth District

4 April 1985

F. E. Ohlinger

FROM: F.E. Ohlinger
OIC, Hydrographic Field Party 4

SUBJ: Hazard to Navigation

This is to confirm the telephone report of 4 April 1985. Our local telephone number is (904) 932-2604.

Soundings taken on 28 March 1985 (JD 87) in the course of survey H-10168 conducted under OPR-J288-HFP-84 indicates that a reported and charted depth of 5½ feet at LAT 30° 19.9' LON 87° 10.0' in the entrance channel to Lafitte Cove is in error. This private channel now carries 4 feet at MLLW and further shoaling is probable. This change affects charts 11383 and 11378.

The owner of the facility advises that dredging is planned and that additional reports can be expected.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Chief, Chart Information
N/CG 222

4 April 1985

F.E. Ohlinger

FROM: F.E. Ohlinger
OIC, HFP-4

SUBJ: Hazard Report

The enclosed hazard report was made to the USCG Eighth District as indicated. This channel was sounded by positions 3116 through 3120 in Volume 11 of this survey. A raw depth of 3.9 feet was corrected 1.2 feet to account for transducer draft and by -0.9 feet to MLLW as indicated from field data collected from the Fishing Bend tide gage for 1525Z, JD 87.

It is recommended that the depth note on chart 11383 be amended and that a shoaling note be added to both chart 11383 and 11378.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Chart Information
N/CG 222

12 December 1984

FROM: Frank E. Ohlinger
OIC, HFP-4

SUBJ: Hazard to Navigation

A submerged steel I-beam was found by party divers while searching for PSR 3729. The search was then discontinued due to increasing tidal current and low visibility. Although heavy fog precluded formally locating the pile, the included hazards note was generated using a scaled position. The depth was reduced using actual field tides collected from Fishing Bend tide gage, 872-9806. This item and PSR 3729 will be further investigated and possibly wire dragged as OPR-J288-HFPS-84 progresses.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Commander
U.S. Coast Guard Eighth District

12 December 1984

FROM: Frank E. Ohlinger
OIC, Hydrographic Field Party 4

SUBJ: Hazard to Navigation

This is to confirm the telephone report of 12 December 1984. Our local telephone number is (904) 932-2604.

As part of hydrographic survey operations in Santa Rosa Sound, a dive investigation is being conducted in the Intracoastal Waterway channel passing under the Pensacola Beach bridge. On 11 December 1984, a submerged pile was found covered by 9 feet at mean lower low water at approximately LAT 30° 20' 53.5" LON 87° 09' 14.0 as scaled from chart 11378. This point is 4 meters south of the north bridge fender and directly under the centerline of the new Pensacola Beach bridge. The pile is a 10" steel I-beam and constitutes a hazard to navigation.

This investigation is incomplete at this time and this report will be revised as more data becomes available.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

3May 1985

TO: N/CG 222 - Norman Banks

FM: N/MOA 233x4 - Frank E. Ohlinger

THRU: N/MOA 233 - Ken W. Perrin

SUBJ: Hazards Report

The attached correspondence has been transmitted to the USCG as indicated. All daybeacon and pile positions were taken with an HP-3810B and a Wild T-2 theodolite as positions 374- 378, 841-845, 3094 and 3095 on survey H-10168 conducted by HFP-4 under OPR-J288-HFP-84.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510

TO: Commander (OAN)
Hale Boggs Federal Bldg.
500 Camp Street
New Orleans, LA. 70130

3 May 1985

FM: F.E. Ohlinger, LTJG NOAA
OIC, HFP-4

SUBJ: Hazards to Navigation

This is to confirm the telephone report of 3 May 1985. Our local number is (904) 932-2604.

The following discrepancy was noted on chart 11383, 41st ed.: Santa Rosa Sound Light "131", LL# 4581 is shown with an incorrect characteristic of Fl 4 sec. It should read Fl G 6 sec.

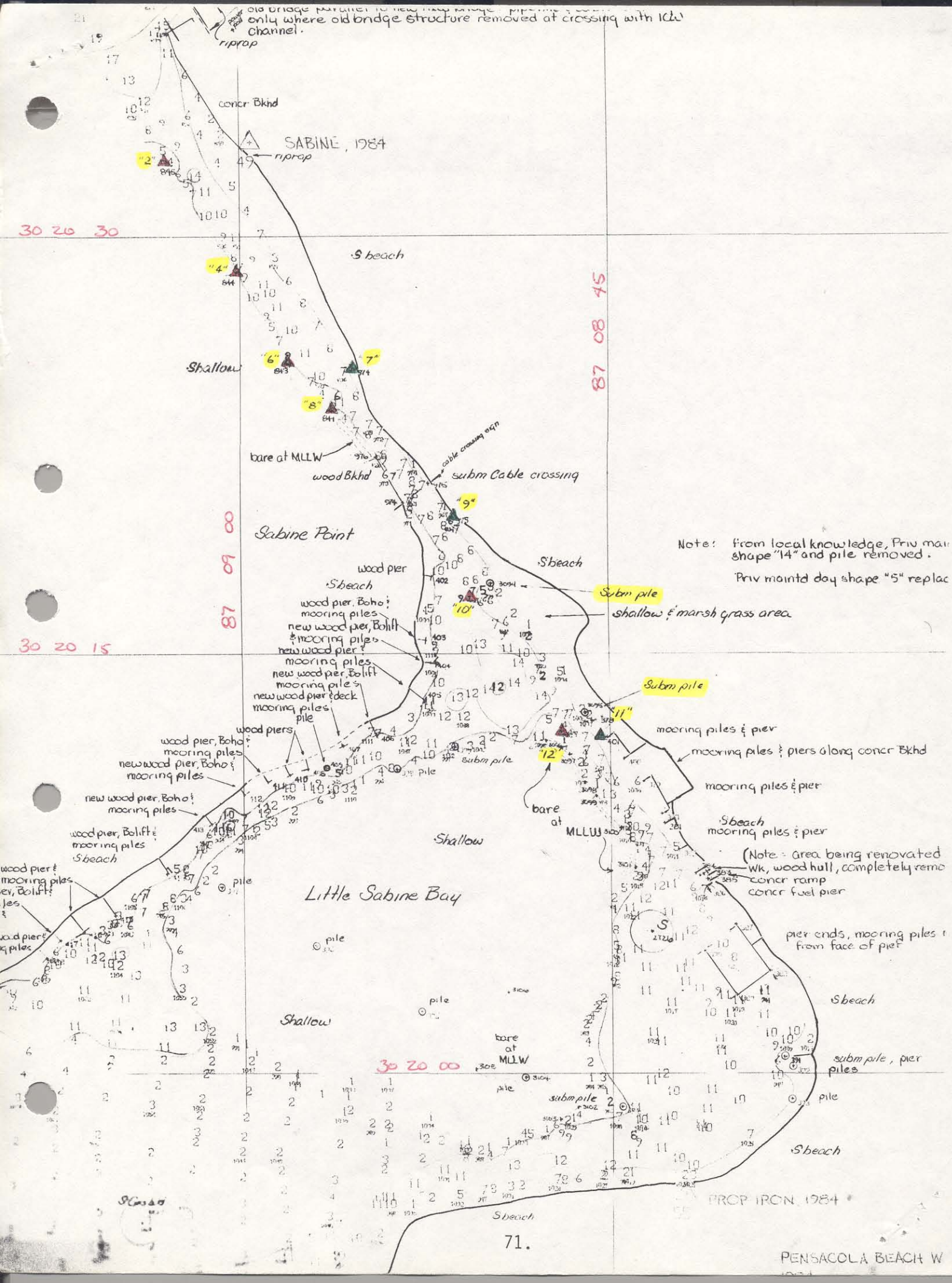
Also on charts 11383, 41st ed. and 11378, 20th ed., the private aids in Sabine Inlet and Little Sabine Bay should be revised as follows:

Little Sabine Bay Daybeacon	2	Lat 30° 20' 32.71"	Lon 87° 09' 03.15"
	4	30° 20' 28.69"	87° 09' 00.13"
	5	Changed, delete	
	6	30° 20' 25.39"	87° 08' 58.13"
	7	30° 20' 25.23"	87° 08' 55.42"
	8	30° 20' 23.67"	87° 08' 56.30"
	9	30° 20' 19.91"	87° 08' 51.39"
	10	30° 20' 17.04"	87° 08' 50.65"
	11	30° 20' 12.08"	87° 08' 45.38"
	12	30° 20' 12.24"	87° 08' 46.99"
	14	Removed, delete	

Per convention, even numbered marks are red triangles and odd are green squares.

The piles shown in the area of daybeacons 9 and 10 are now submerged. They were found at Lat 30° 20' 12.87" Lon 87° 08' 45.94" and at Lat 30° 20' 17.50" Lon 87° 08' 49.78". They are both about 30m west of the HWL and extend approximately one foot offthe bottom in 3 feet of water at the edge of the channel.

The above changes can be found on the attached partial copy of a field sheet of survey H-10168.



PENSACOLA BEACH W

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
439 W. York St.
Norfolk, VA. 23510

TO: Commander
U.S. Coast Guard, 8th District
Hale Boggs Bldg.
500 Camp St.
New Orleans, LA 70130

7 June 1985

F.E. Ohlinger

FM: F.E. Ohlinger, LTJG, NOAA
OIC, HFP-4

SUBJ: Hazard to Navigation

This is to confirm the telephone report of 7 June 1985. Our local telephone number is (904) 932-2604.

Soundings taken on 5 June 1985, in course of survey H-10168 indicate that the shoal centered at LAT 30° 20' 54" LON 87° 07' 00", is incorrectly shown on charts 11383, 41st edition and chart 11378, 20th edition. The least depth on this shoal is 6 feet corrected to MLLW. A copy of chart 11383 is revised with the preliminary data from this survey and attached. The added contour line is an approximation of the 9 foot limit and is subject to review. A copy of this section of the field sheet is also attached.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Chart Information
N/CG 222

7 June 1985

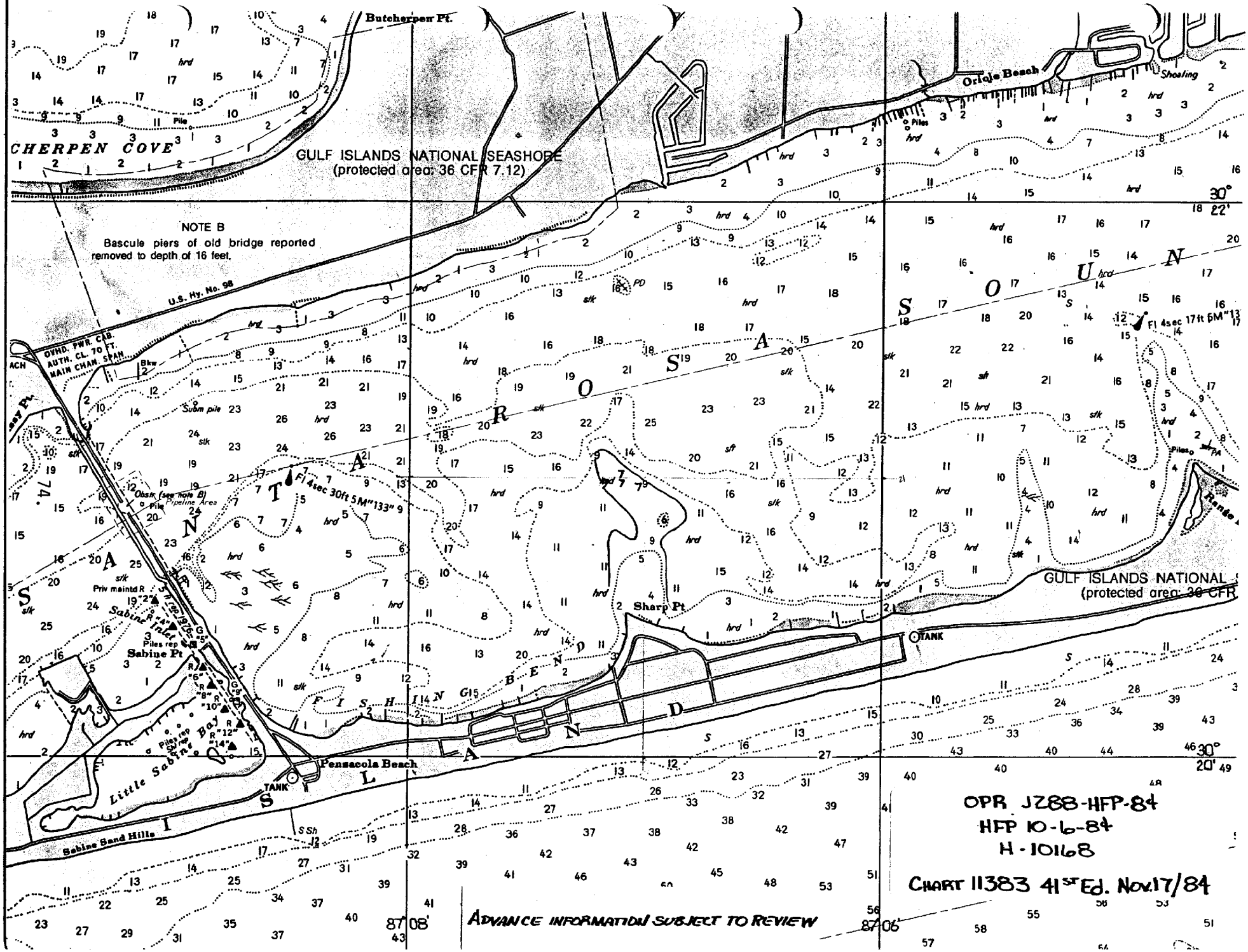
F.E. Ohlinger

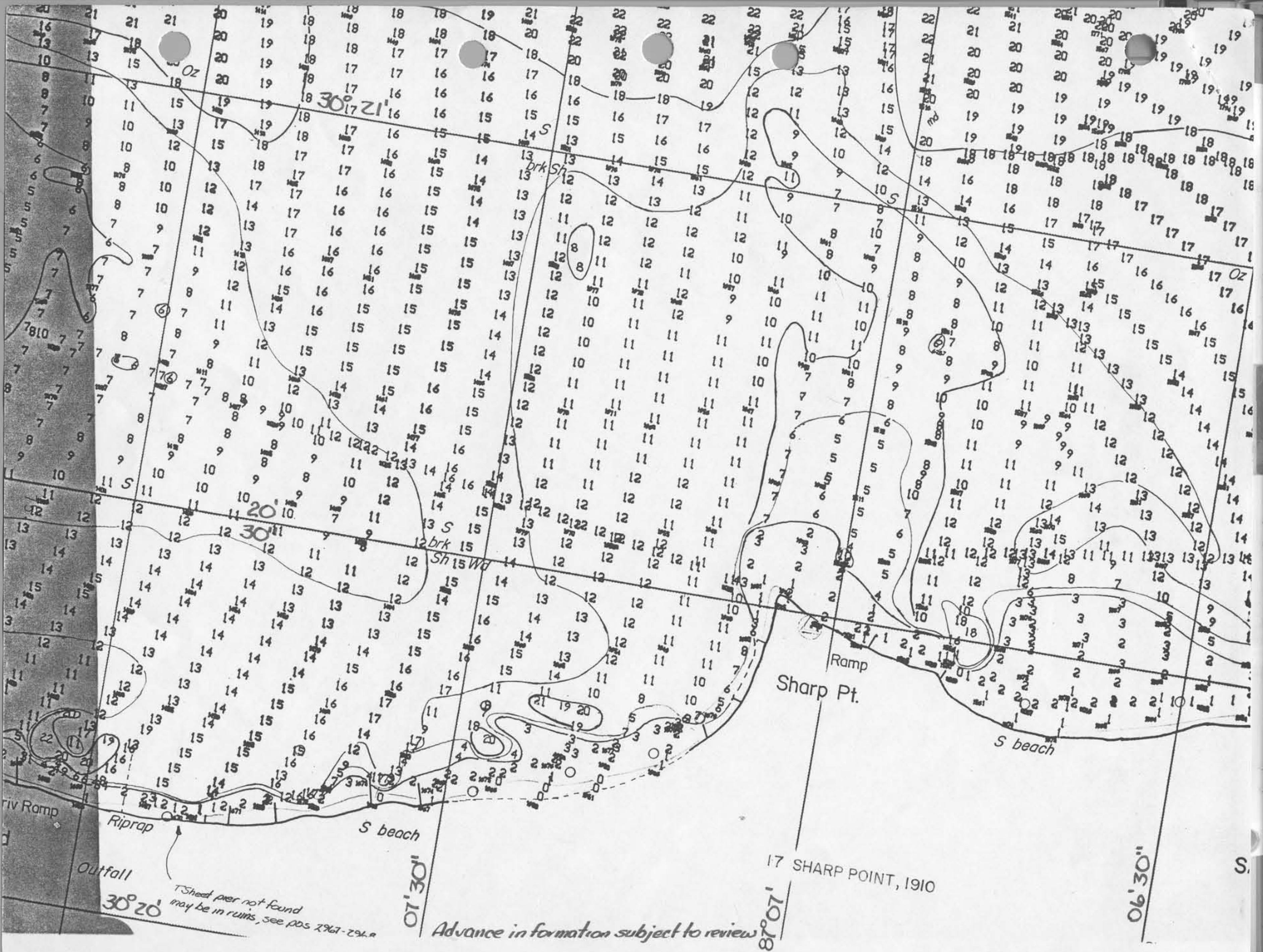
FM: F.E. Ohlinger, LTJG, NOAA
OIC, HFP-4
N/MOA 233

THRU: Kenneth W. Perrin, LCDR, NOAA
Chief, HFPS

SUBJ: Hazard to Navigation

The attached hazard notice was transmitted to the U.S. Coast Guard as indicated. This item was found during developments on survey H-10168 conducted under OPR-J288-HFP-84. The significant positions are 4250-4261 and 4274-4286 taken on 5 June 1985, JD 156 from 1312Z to 1417Z. All soundings are corrected by -0.9 feet to MLLW per actual tide information collected from the Fishing Bend tide gage, 872-9806.


Butcherpen Pt.
CHERPEN COVE
GULF ISLANDS NATIONAL SEASHORE
(protected area: 36 CFR 7.12)
Oriole Beach
Shoaling
NOTE B
Bascule piers of old bridge reported removed to depth of 16 feet.
U.S. Hy. No. 98
OVHD. PWR. CAB. AUTH. CL. 70 FT. MAIN CHAN. SPAN
Subm pile
Obstr (see note B)
Pipeline Area
Fl 4sec 30ft 5M "133"
Fl 4sec 17ft 6M "13"
Priv maintd R
Sabine Inlet
Sabine Pt
Piles rep
Sharp Pt
TANK
Pensacola Beach
Little Sabine Bay
Sabine Sand Hills
SOUTH ISLAND
GULF ISLANDS NATIONAL
(protected area: 36 CFR
30°
20'
87°08'
87°06'
ADVANCE INFORMATION SUBJECT TO REVIEW
OPR J288-HFP-84
HFP 10-6-84
H-10168
CHART 11383 41st Ed. Nov. 17/84


30°21'
30°20'
20' 30"
07' 30"
87°07'
06' 30"
Sharp Pt.
Ramp
S beach
S beach
Riprap
Outfall
Riv Ramp
brk Sh
Sh 15 Wd
Oz
17 SHARP POINT, 1910
T-Sheet pier not found
may be in ruins, see pos 2967-2968
Advance information subject to review

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE

Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

25 January 1985

TO: Chart Information
N/CG 222

Frank E. Ohlinger

FROM: Frank E. Ohlinger
OIC, HFP-4

SUBJ: Hazards Report

The results of a search for PSR 3729 conducted under OPR-J288-HFP-84 are attached as a hazards report to the USCG. Depths were reduced by +0.2 feet (negative tide) to MLLW by field tides collected from Fishing Bend tide gage, 872-9806.

A constant tension wire drag was employed as shown in the diagram. Three divers were employed to monitor the line as the vessel was manuevered to maintain the indicator float at the surface. For the most part, the vessel swung with the current and the speed through the water was negligible. The area swept was approximately 50 meters wide as defined by the bridge fenders. Coverage was 100% with 200% over the center of the channel.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Commander
U.S. Coast Guard Eighth District

25 January 1985

Frank E. Ohlinger

FROM: Frank E. Ohlinger
OIC, Hydrographic Field Party 4

SUBJ: Hazard to Navigation

This is to confirm the telephone report of 25 January 1985. Our local number is (904) 932-2604.

A sweep and diver investigation has been completed in the Intracoastal Waterway under the Robert Sykes bridge, Santa Rosa Sound, Florida by this party as part of hydrographic survey H-10168. This area is described on charts 11383 and 11378 as containing "Bascule piers of old bridge reported removed to depth of 16 feet." As seen on the attached diagram, the area between the bridge fenders contains six objects less than 16 feet deep which constitute hazards to navigation. All depths were found by leadline and corrected to Mean Lower Low Water. Positions were determined by an HP-3810B from station Deer Point.

Position 1615 is a 4" diameter steel pipe near midchannel covered by 14.6 feet at LAT 30° 20' 53.553, LON 87° 09' 12.758".

Position 1616 is concrete rubble and cable covered by 15.6 feet at LAT 30° 20' 54.138, LON 87° 09' 12.894".

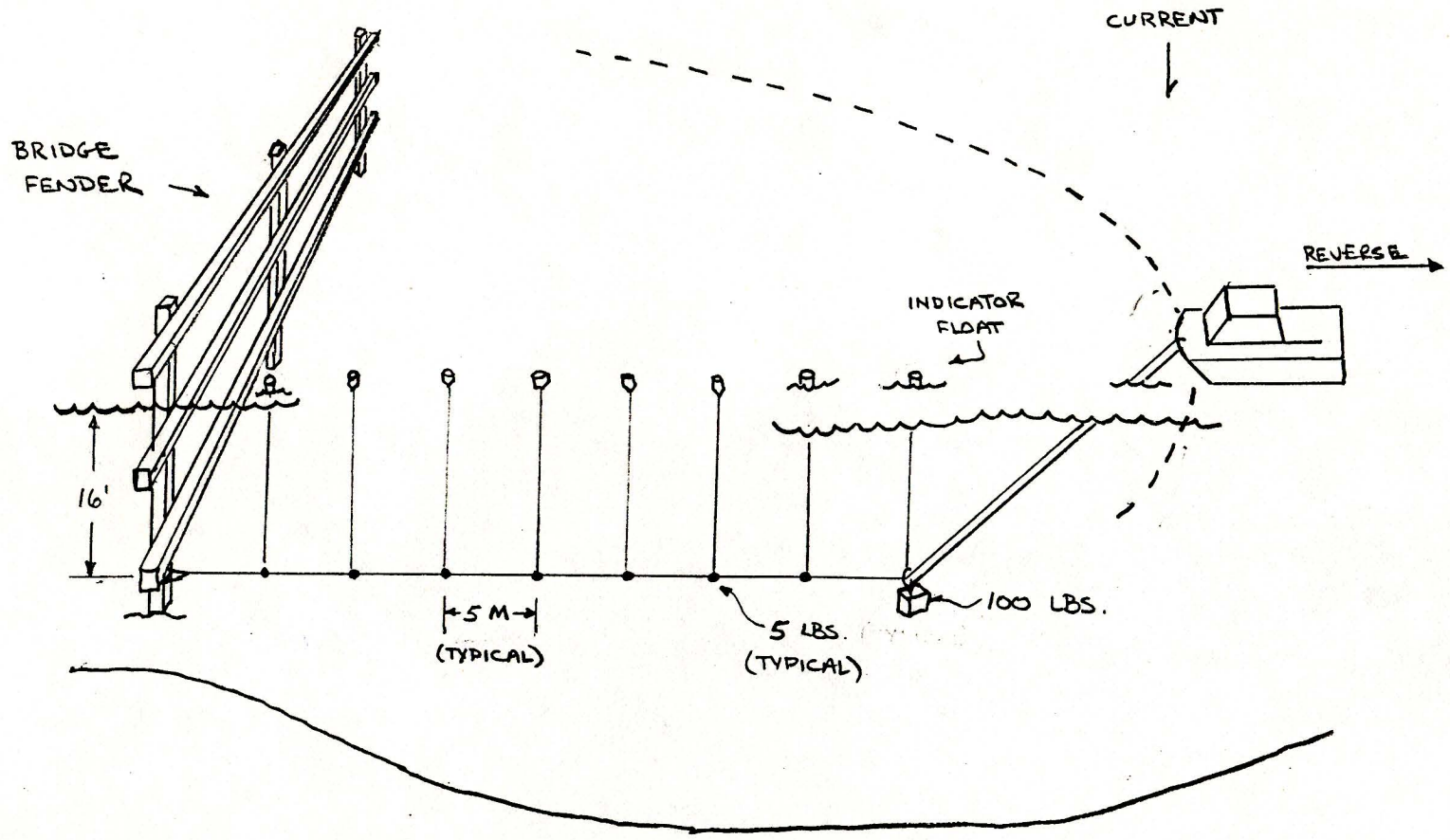
Position 1617 is a tangle of steel cable covered by 14.1 feet at LAT 30° 20' 53.887" LON 87° 09' 12.952".

Position 1618 is a 4 foot diameter rock covered by 13.6 feet at LAT 30° 20' 53.860" LON 87° 09' 13.098".

Position 1619 is a 6" diameter pipe covered by 14.3 feet at LAT 30° 20' 53.465, LON 87° 09' 13.949".

Position 1620 is an upright steel I-beam covered by 9.8 feet at LAT 30° 20' 53.638, LON 87° 09' 13.806".

Note that position 1620 is a revision to a preliminary report made to your office on 12 December 1984 and broadcast in LNM 53-84. A copy of that report is attached.

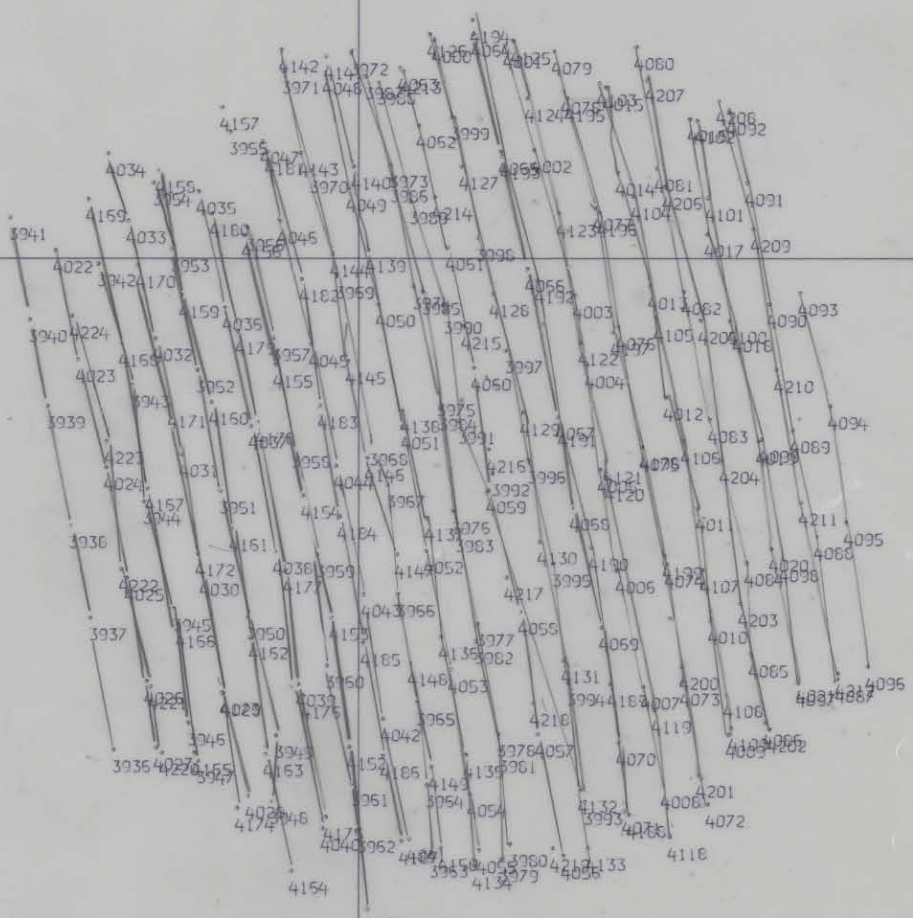


CONSTANT TENSION WIRE DRAG BY A SINGLE VESSEL

87° 03′ 30″ 87° 03′ 00″

PSR Item 3735 Chain Drag
Scale 1:10,000
Position Overlay
To Accompany H-10168

30° 22′ 30″ 30° 22′ 30″

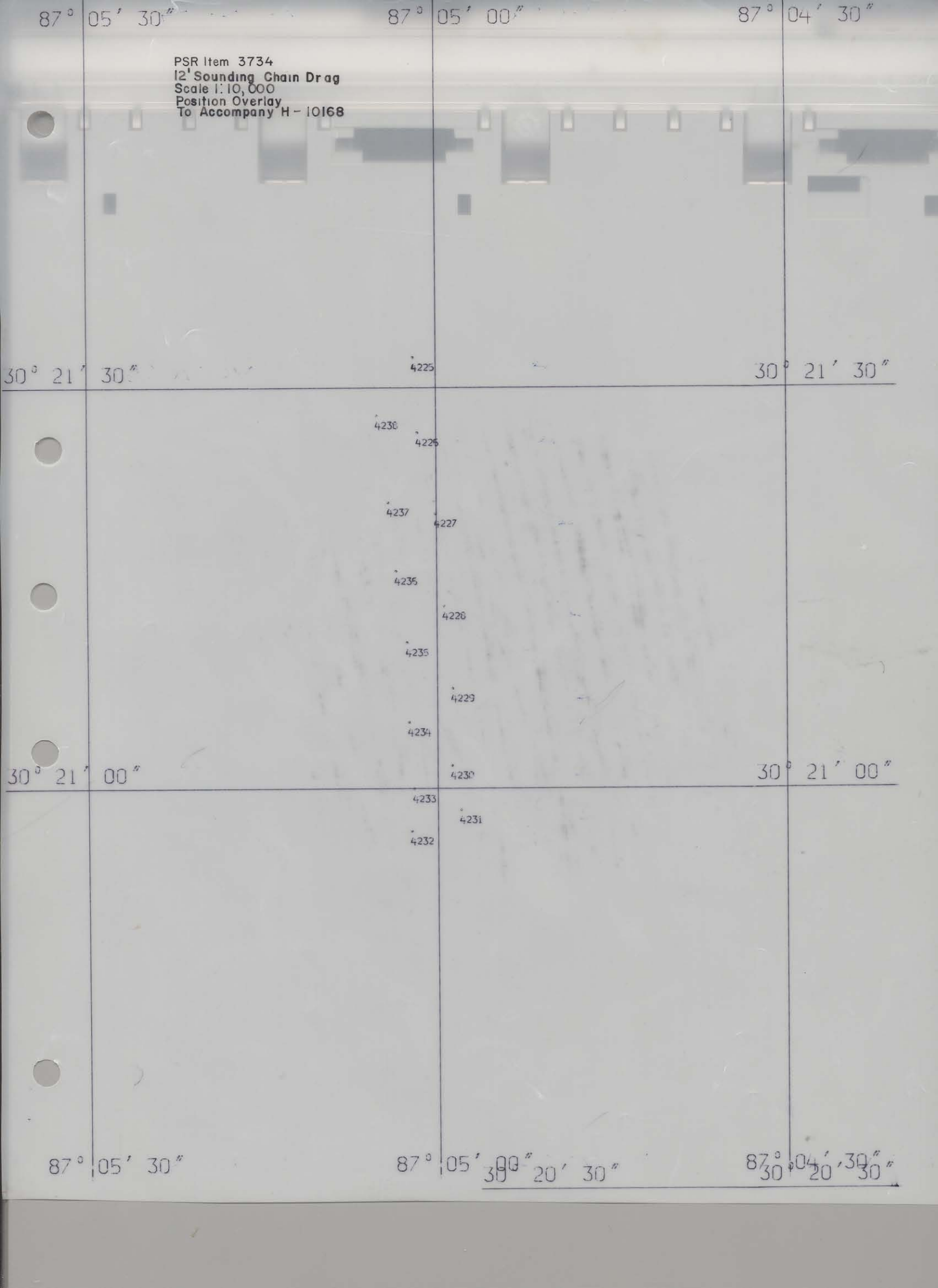


30° 22′ 00″ 30° 22′ 00″

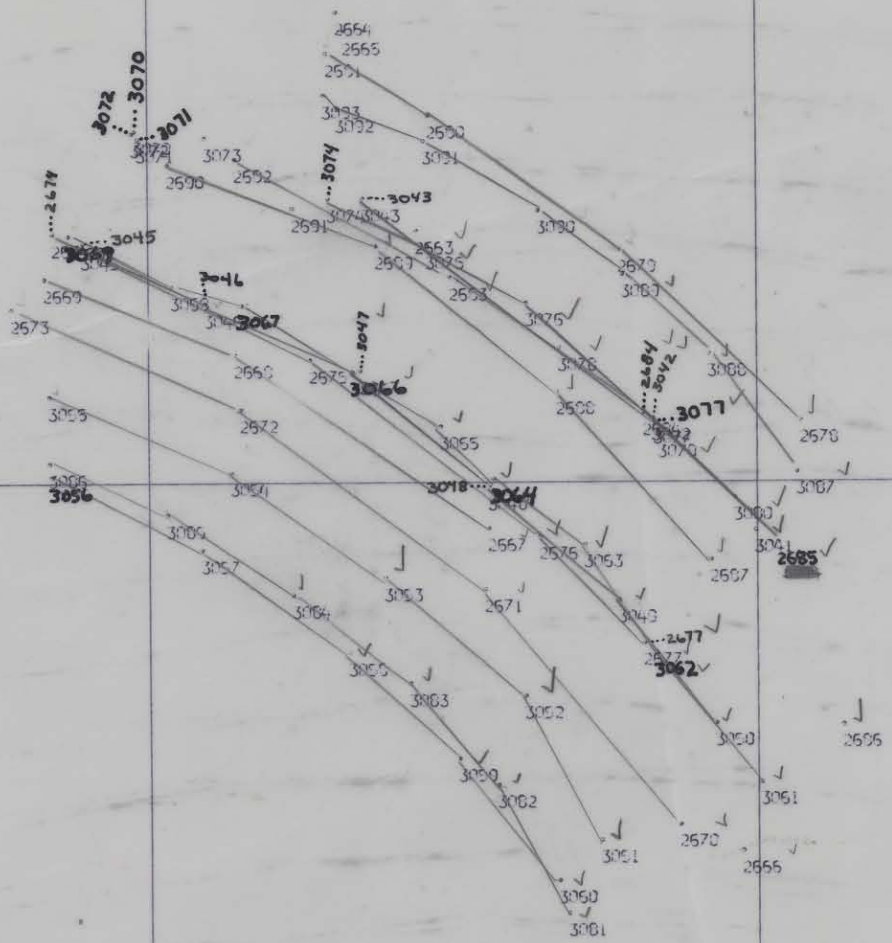
30° 21′ 30″ 30° 21′ 30″

87° 03′ 30″ 87° 03′ 00″

PSR Item 3734
12' Sounding Chain Drag
Scale 1:10,000
Position Overlay
To Accompany H-10168



PSR Item 3732 Chain Drag
Scale 1:5000
Position Overlay
To Accompany H-10168



87° 09′ 00″ 87° 08′ 45″

30° 21′ 30″ 30° 21′ 30″

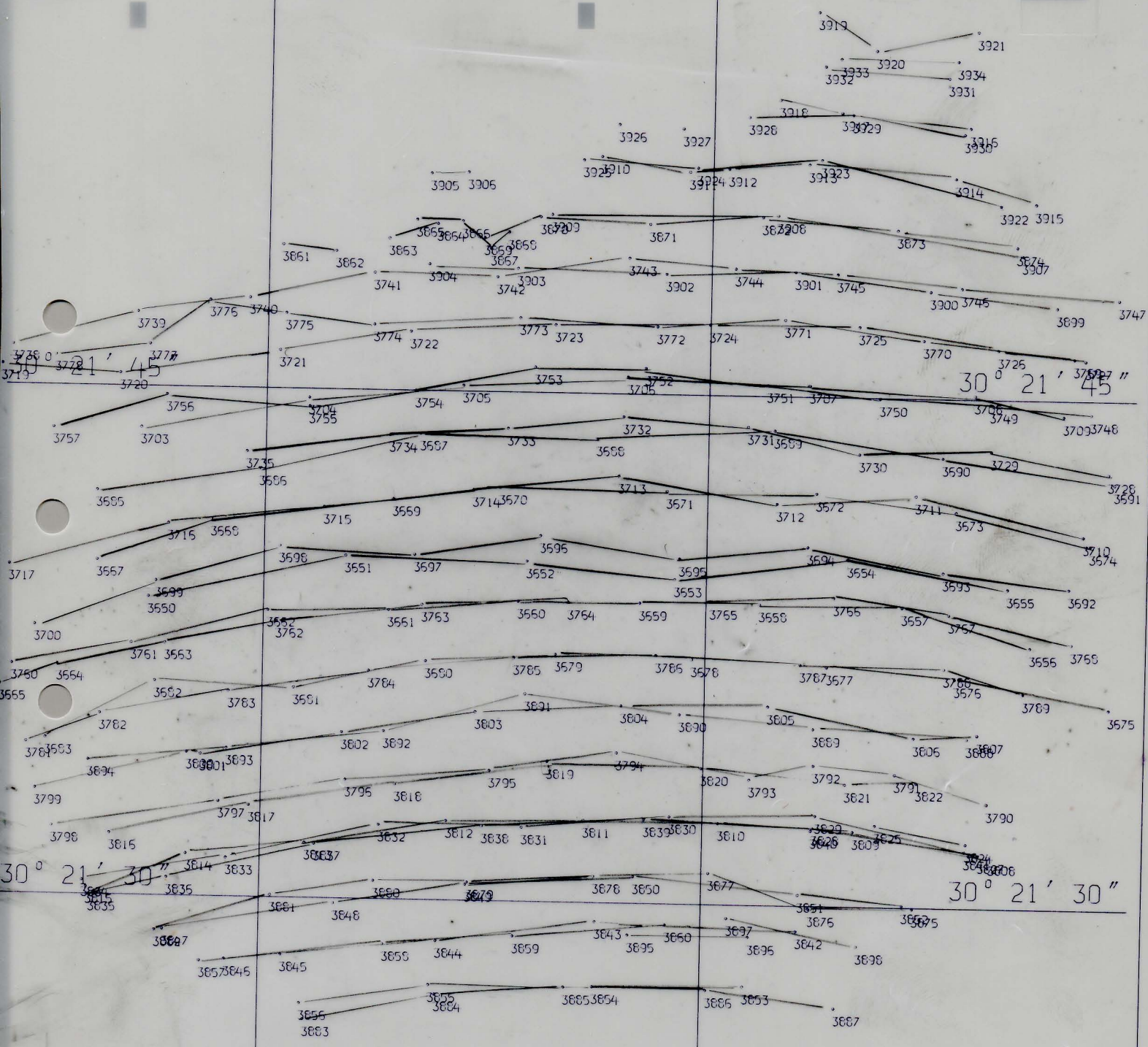
30° 21′ 15″ 30° 21′ 15″

30° 21′ 00″ 30° 21′ 00″

87° 07′ 15″ 87° 07′ 00″

PSR Item 3733 Chain Drag
Scale 1: 5000
Position Overlay
To Accompany H-10168

30° 22′ 00″ 30° 22′ 00″



30° 21′ 45″ 30° 21′ 45″

30° 21′ 30″ 30° 21′ 30″

87° 07′ 15″ 87° 07′ 00″

87° 09′ 10″

30° 21′ 00″

30° 21′ 00″

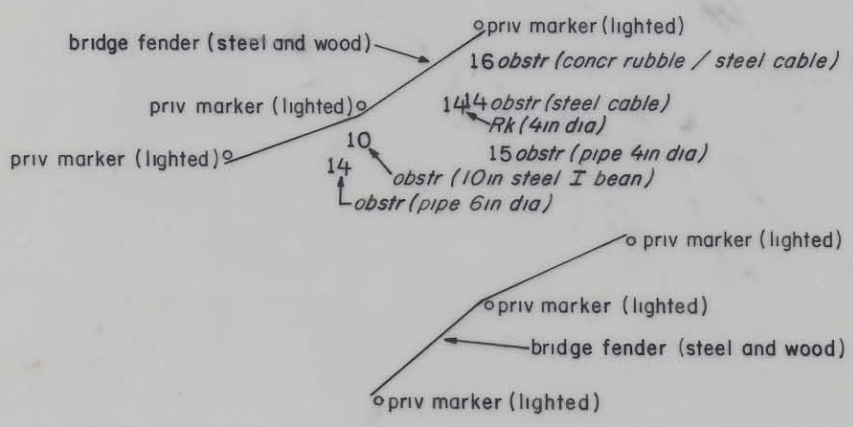
H-10168

Location : Bob Sykes Bridge

Subject : Obstruction Search (Divers / Wire Drag)

Scale : 1:1500

PSR Item 3729



30° 20′ 50″

30° 20′ 50″

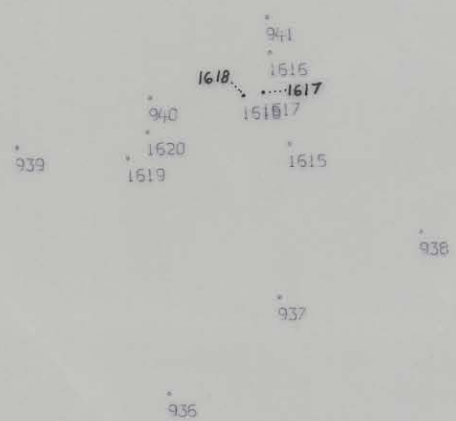
87° 09′ 10″

87° 09′ 10″

30° 21′ 00″

30° 21′ 00″

PSR Item 3729



30° 20′ 50″

30° 20′ 50″

87° 09′ 10″

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Chart Information
N/CG 222

12 December 1984

FROM: Frank E. Ohlinger
OIC, HFP-4

SUBJ: Hazard to Navigation

A submerged steel I-beam was found by party divers while searching for PSR 3729. The search was then discontinued due to increasing tidal current and low visibility. Although heavy fog precluded formally locating the pile, the included hazards note was generated using a scaled position. The depth was reduced using actual field tides collected from Fishing Bend tide gage, 872-9806. This item and PSR 3729 will be further investigated and possibly wire dragged as OPR-J288-HFPS-84 progresses.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Commander
U.S. Coast Guard Eighth District

12 December 1984

FROM: Frank E. Ohlinger
OIC, Hydrographic Field Party 4

SUBJ: Hazard to Navigation

This is to confirm the telephone report of 12 December 1984. Our local telephone number is (904) 932-2604.

As part of hydrographic survey operations in Santa Rosa Sound, a dive investigation is being conducted in the Intracoastal Waterway channel passing under the Pensacola Beach bridge. On 11 December 1984, a submerged pile was found covered by 9 feet at mean lower low water at approximately LAT 30° 20' 53.5" LON 87° 09' 14.0 as scaled from chart 11378. This point is 4 meters south of the north bridge fender and directly under the centerline of the new Pensacola Beach bridge. The pile is a 10" steel I-beam and constitutes a hazard to navigation.

This investigation is incomplete at this time and this report will be revised as more data becomes available.

(obr)
(504) 589-2965

16591B
31 January 1985

Mr. Allen Potter
District Engineer
Florida Department of Transportation
P. O. Box 607
Chipley, Florida 32428-9990

Dear Mr. Potter:

Enclosed is a copy of a letter dated 25 January 1985, with attachments, from the National Ocean Service, describing the results of an underwater survey at the Bob Sikes Bridge across the Gulf Intracoastal Waterway, mile 189.1 east of Harvey Lock, near Pensacola. The survey was conducted after vessels reported striking submerged objects when transiting the bridge site.

I have also enclosed a copy of Coast Guard Bridge Permit (177-69), dated 20 October 1969, which authorized the existing bridge as replacement for the removed bascule span bridge at this location. Condition 4 of the permit required that all parts of the old bridge located within the channel be removed down to or below elevation -16.0 feet Mean Sea Level.

The survey shows six objects located within the new bridge fender system, each less than 16 feet below Mean Sea Level. These object apparently are remnants of the old bridge and must be removed to avoid the possibility of other, more serious vessel strikes, possibly involving environmentally hazardous, flammable, or explosive barge cargo. For this reason, we consider the underwater obstructions to be extremely hazardous to navigation and request that you make every effort to have them removed as soon as possible.

Please advise us immediately of your proposed action and the time frame for removal of the obstructions.

Sincerely,

P. F. HAYNES
Chief, Bridge Administration Branch
By direction of District Commander

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J288-HFP-84
SURVEY H-10168
FIELD NUMBER 10-6-84

DIVE NUMBER 1 DIVE DATE 23 JAN 85

I. AREA OF INVESTIGATION

A. State/Country FL Sub-Locality SANTA ROSA SOUND

B. Position: Latitude 30°20'54" Longitude 87°09'13"
(Dive site or center of search area)

C. Method of Positioning R/AZ WITH HP 3810B

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: PSR 3729

B. Source of item being investigated (if other than AWOIS listing): NONE -

C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):

NONE -

D. Names, Addresses and Phone Numbers etc. of contacts:

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development): WIRE DRAG

B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)

DIVER MONITORED SWEEP

C. Known reference to features nearby: BRIDGE FENDERS.

D. Area and depths covered:

100% COVERAGE OF AREA BETWEEN FENDERS. 200% MID CHANNEL.

IV. DIVE DATA

A. Divers: D. BRYANT, P. KENUL, F. OHLINGER

B. Time of Dive (in UTC) - Real 73 MIN. TOTAL
Elapsed

C. General Bottom Depths (units and method of determination):
16 FEET

D. Current and conditions: EBB TIDE LESS THAN 1 KT.

E. Visibility (number of feet - horizontally and vertically):
~15 FEET

F. Bottom type (mud, sand, rocks, etc.): SAND

IV. RESULTS

A. Detached Positions Number(s): 1615 - 1620

Time of D.P.'s (UTC): Describe if other time zone:

Least Depth and Fix Numbers (raw depth): SEE HAZARDS REPORT

Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) LEADLINE

B. Description of findings:
SIX OBSTRUCTIONS LESS THAN 16.0 FT MLLW.

C. Dimensions of item or feature (attach sketch if appropriate):

D. Unusual Conditions: SEE HAZARDS REPORT 25JAN85

VI. CHARTING RECOMMENDATIONS

Position Lat. Long.

Reduced Depth

Type of Feature (Reference Chart No.1)

RECOMMEND CHARTED ADVISORY STATING OBSTRUCTIONS COVERED 9 FT EXIST BETWEEN FENDERS.

CHART # 11378, 11383 ITEM # 3730

ITEM DESCRIPTION: PILE

SOURCE:

INVESTIGATION DATE: 14 JAN 85 TIME: 1934 Z VESSEL: 0520

OIC: F. OHLINGER

REFERENCES:

Position No: 1208 Volume 3 pg. 72

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30/20/54	87/09/12
Observed:	30/20/49.73	87/09/09.26

POSITION DETERMINED BY: R/AZ DELNORTE

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH OF AREA. ITEM IS REMAINS OF OLD BASCULE BRIDGE ACROSS SOUND.

CHARTING RECOMMENDATIONS: CHART STRUCTURE AT POS. 1208. W/ HEIGHT.

Compilation Use Only

CHART	APPLIED AS

CHART # 11378, 11383 ITEM # 3731

ITEM DESCRIPTION: 12 FT SNDG.

SOURCE: COE SURVEY 1939

INVESTIGATION DATE: 28 JAN 85 TIME: 1609-1650 Z VESSEL: OSZO

OIC: F. OHLINGER

REFERENCES:

Position No: 1621-1651 Volume 5 pg. 9-14

CORRECTORS APPLIED:

☒ Velocity ☐ TRA Correctors

☐ Predicted or ☒ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:		
Observed:	30/28/58	87/09/10

POSITION DETERMINED BY: RANGE/RANGE DEL NORTE

METHOD OF ITEM INVESTIGATION:

FULL DEVELOPMENT OF AREA BY FATHOMETER ON 25 METER LINE SPACING ACROSS 100 METER MAINSCHEME. NO SHOALING WAS INDICATED.

CHARTING RECOMMENDATIONS: DELETE.

Compilation Use Only

CHART APPLIED AS

3732

DIVE INVESTIGATION REPORT
PROJECT NUMBER J288-HFP-84
SURVEY H-10168
FIELD NUMBER 10-6-84

DIVE NUMBER 2 DIVE DATE 26 FEB 85

I. AREA OF INVESTIGATION

A. State/Country FLORIDA Sub-Locality SANTA ROSA

B. Position: Latitude 30°21'16.8" Longitude 87°08'55.8"
(Dive site or center of search area)

C. Method of Positioning RANGE/RANGE

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: 3732

B. Source of item being investigated (if other than AWOIS listing):

C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):

D. Names, Addresses and Phone Numbers etc. of contacts:

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development): WIRE DRAG POS 2662-2703, 3041-3093

B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)
CIRCLE SEARCH AROUND BUOY THROWN TO MARK SNAG.

C. Known reference to features nearby:

D. Area and depths covered:
24 m RADIUS SEARCH FROM PILE. DEPTHS 10-16 FT.

IV. DIVE DATA

A. Divers: D. BRYANT F. OHLINGER

B. Time of Dive (in UTC) - Real 1840 Z - 1925 Z
Elapsed 30M

C. General Bottom Depths (units and method of determination):
10 - 16 FT. DEPTH GAUGE

D. Current and conditions: FLOOD ~0.5 KTS

E. Visibility (number of feet - horizontally and vertically):
15 FT

F. Bottom type (mud, sand, rocks, etc.): LOOSE SAND

IV. RESULTS

A. Detached Positions Number(s): 2703

Time of D.P.'s (UTC): Describe if other time zone: 1930 Z

Least Depth and Fix Numbers (raw depth): 12.5

Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) LEAD LINE

B. Description of findings:
PILE, KNOCKED OVER AND LAYING ON BOTTOM ABOUT 12' LONG, 12" DIA, WOOD. ORIENTED SW - NE. EXPOSED 3"

C. Dimensions of item or feature (attach sketch if appropriate):

D. Unusual Conditions:

VI. CHARTING RECOMMENDATIONS See Section 7.a.11) of the Evaluation Rept.

Position Lat. _____ Long. _____

Reduced Depth _____

Type of Feature (Reference Chart No.1) _____

DELETE. OBJECT IS BOTTOM DETRITUS AND NON-HAZARDOUS.

CHART # 11378, 11383 ITEM # 3733

ITEM DESCRIPTION: WRECK.

SOURCE:

INVESTIGATION DATE: JD 138 - 135 TIME: VESSEL: 0520/0690

OIC: F. OHLINGER

REFERENCES:

Position No: 3649 - 3935 Volume 13-15 pg.

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30/21/42.0	87/07/06.0
Observed:		

POSITION DETERMINED BY: RANGE/RANGE DEL NORTE

METHOD OF ITEM INVESTIGATION: CHAIN DRAG 500 M RADIUS FROM CHARTED POSITION. NOTHING FOUND. SIDE SCAN SEARCH INCONCLUSIVE

CHARTING RECOMMENDATIONS: DELETE. Concur. See also section 7.A.14) of the Evaluation Report.

Compilation Use Only

CHART APPLIED AS

CHART # 11378 ITEM # 3734

ITEM DESCRIPTION: WRECK

SOURCE:

INVESTIGATION DATE: JD 151 TIME: 1403 Z VESSEL: 0520

OIC: F. OHLINGER

REFERENCES:

Position No: 4116 Volume 16 pg. 16

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30 | 21 | 06.8	87 | 04 | 37.50
Observed:	30 | 21 | 04.58	87 | 04 | 39.38

POSITION DETERMINED BY: HP 3810B R/AZ

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH EARLY IN THE SURVEY 200 m + RADIUS AROUND CHARTED POSITION. WRECKAGE CLEARLY VISIBLE AS FRAME OF ABANDONED AUTOMOBILE, LOCAL KNOWLEDGE INDICATES THIS IS 10+ YRS OLD AND NO OTHER WRECKAGE IN AREA (SEE PSR 3735)

CHARTING RECOMMENDATIONS: CHART AT OBSERVED LOCATION AS SUBM. OBSTRUCTION. DELETE WRECK SYMBOL. Concur. See also Section 7.a.18) of the Evaluation Report.

Compilation Use Only

CHART	APPLIED AS

CHART # 11378, 11383 ITEM # N/A

ITEM DESCRIPTION: CHARTED PILES.

SOURCE:

INVESTIGATION DATE: JD 105 TIME: 1724 VESSEL: LAUNCH 0520
15 APR 85

OIC: F. E. OHLINGER

REFERENCES: H-10168

Position No: 3594 Volume 13 pg. 22

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors LD 1.2P

☐ Predicted or ☒ Actual Tide Correctors FISHING BEND -0.7

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30/21/07.6	87/06/48.2
Observed:		

POSITION DETERMINED BY: RANGE/RANGE DELNORTE

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH. ITEM WAS SUBMERGED 8" DIA WOOD PILES. LEAST DEPTH BY POLE WAS CORR. -0.7 FT PER FISHING BEND TO 0.5 FT.

See Section 7.A.19) and 20) of the Evaluation Report.

CHARTING RECOMMENDATIONS: ADD "SUBM" NOTATION, NOTE NEW PILES ~25m AWAY, POS 3593 WHICH ARE BARE @ MLLW

Compilation Use Only

CHART	APPLIED AS

LT 131

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J288-HFP-84
SURVEY H-10168
FIELD NUMBER 10-6-84

DIVE NUMBER 3 DIVE DATE 4 JUNE 85
JD. 155

I. AREA OF INVESTIGATION

A. State/Country FL Sub-Locality SANTA ROSA SOUND

B. Position: Latitude 30° 21' 35.8" Longitude 87° 04' 54.2"
(Dive site or center of search area)

C. Method of Positioning DEL NORTE RANGE / RANGE

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: N/A

B. Source of item being investigated (if other than AWOIS listing): SIDE SCAN RETURN NEAR LT 131

C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):

D. Names, Addresses and Phone Numbers etc. of contacts:

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development): SIDE SCAN

B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)

CIRCLE SEARCH 20M DIA CENTERED ON LT

C. Known reference to features nearby: SANTA ROSA SOUND LT 131

D. Area and depths covered:

12' –

IV. DIVE DATA

A. Divers: D. BRYANT, F. OHLINGER

B. Time of Dive (in UTC) - Real _____
Elapsed 20 MIN

C. General Bottom Depths (units and method of determination):
12' - 14' DEPTH GAGE

D. Current and conditions: FLOOD, > ½ KNOT

E. Visibility (number of feet - horizontally and vertically):

10 - 15 FEET HORZ.

F. Bottom type (mud, sand, rocks, etc.): SAND, MUD

IV. RESULTS

A. Detached Positions Number(s): 4249

Time of D.P.'s (UTC): Describe if other time zone: 1733 Z

Least Depth and Fix Numbers (raw depth): 11.1 FT (4249)

Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) _____

B. Description of findings: 15 M CIRCLE OF STOVES, WASHING MACHINES, TIRES AND CINDER BLOCKS CENTERED ON LT 131 L.D. IS TWO FEET OFF BOTTOM

C. Dimensions of item or feature (attach sketch if appropriate):

D. Unusual Conditions: ARTIFICIAL REEF.

VI. CHARTING RECOMMENDATIONS

Position Lat. 30 / 21 / 35.8 Long. 87 / 04 / 54.2

Reduced Depth 9.5 FT.

Type of Feature (Reference Chart No.1) _____

AREA OF OBSTRUCTIONS AROUND SANTA ROSA SOUND LT 131

CHART # 11378, 11383 ITEM # 3744

ITEM DESCRIPTION: PILES (SABINE INLET AND LITTLE SABINE BAY)

SOURCE:

INVESTIGATION DATE: TIME: VESSEL:

OIC: F. OHLINGER

REFERENCES:

Position No: 391 - 401, 409 3094, 3095, 3104 Volume 1 10 pg. 59 - 61 62 - 65

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:		
Observed:	SABINE INLET AND LITTLE SABINE BAY	

POSITION DETERMINED BY: HP-3810B R/AZ

METHOD OF ITEM INVESTIGATION: VISUAL SEARCH AND LOCAL KNOWLEDGE.

CHARTING RECOMMENDATIONS: REVISE AS FOUND ABOVE. SEE HAZARDS REPORT OF 3 MAY 85. See Section 7.A.23) of the Evaluation Report

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Compilation Use Only

CHART APPLIED AS

CHART # 11378, 11383 ITEM # 3743

ITEM DESCRIPTION: BREAKWATER

SOURCE:

INVESTIGATION DATE: JD 320 JD 347 TIME: VESSEL: 0520

OIC: F. OHLINGER

REFERENCES:

Position No: 132 - 135 677 - 680 Volume 1 2 pg. 10 48

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30/20/10.0	87/09/28.0
Observed:	30/20/10.0	87/09/28.0

POSITION DETERMINED BY:

HP - 3810 B R/AZ

METHOD OF ITEM INVESTIGATION:

VISUAL SEARCH, ITEM AWASH AT MHW.

NOTE: ORIGINAL POSITIONS REJECTED DUE TO DELNORTE ERROR.

CHARTING RECOMMENDATIONS: CHART AS BREAKWATER WITH ENTRANCES AT THE ABOVE LOCATIONS. THE PILES AT POSITIONS 677 AND 678 SHOULD ALSO BE CHARTED. See Section 6.0 of the Evaluation Report.

Compilation Use Only

CHART APPLIED AS

RFS 3745

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J286-HPPS-84
SURVEY H-10168
FIELD NUMBER 10-6-84

DIVE NUMBER 1 DIVE DATE 14 NOV 84

I. AREA OF INVESTIGATION

A. State/Country FLORIDA Sub-Locality SANTA ROSA SOUND

B. Position: Latitude 30 °21 '00.8" Longitude 87 ° 10 ' 00.1"
(Dive site or center of search area)

C. Method of Positioning R/AZ WITH HP 3810B

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: 3745

B. Source of item being investigated (if other than AWOIS listing): N/A

C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):
NONE

D. Names, Addresses and Phone Numbers etc. of contacts:

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development): VISUALLY DURING MAINSCHEME

B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)
VISUAL SEARCH ALONG RIDGE OF ROCKS.

C. Known reference to features nearby:

D. Area and depths covered:
100 m X 100 m. 4 - 15 FT.

HFP 10-6-84

IV. DIVE DATA

A. Divers: F. E. OHLINGER, R. ADAMS.

B. Time of Dive (in UTC) - Real 1900
Elapsed 60 MIN.

C. General Bottom Depths (units and method of determination):
15.0 FT (FATHOMETER)

D. Current and conditions: NO CURRENT, LT. CHOP.

E. Visibility (number of feet - horizontally and vertically):
EXCELLENT - 20 FEET HORZ AND VERT.

F. Bottom type (mud, sand, rocks, etc.): SAND

IV. RESULTS

A. Detached Positions Number(s): 268, 643

Time of D.P.'s (UTC): Describe if other time zone: 1713Z (643)

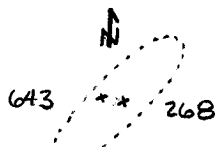
Least Depth and Fix Numbers (raw depth): 2.4 FT. POS 643

Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) POLE SNDG.

B. Description of findings:
LINE OF BALLAST TYPE ROCKS 60M X 30M ORIENTED N.E. TO S.W. COVERED WITH GROWTH. POS 268 IS APPROX. CENTER. HIGH SPOT IS POS 643.

C. Dimensions of item or feature (attach sketch if appropriate):

D. Unusual Conditions:



VI. CHARTING RECOMMENDATIONS See section 6.b. of the Evaluation Report.

Position Lat. 30/21/00.78 Long. 087/10/00.101

Reduced Depth 2.6' (FROM ACTUAL TIDES; 872-9806)

Type of Feature (Reference Chart No.1) 0.4 W/ DOTTED LINE
AND NOTE: COVER'D 2.6 FT.

VII Remarks

Item is an apparent ballast pile with two distinct ridges oriented SW to NE as seen on the fathometer record. The area was searched repeatedly and found to be centered at position 268. This position is also a least depth on the first ridge. A second (and shoaler) "least depth" was found on the ridge closer to shore at position 643, 11.0 meters WNW of position 268. As recommended, a rock symbol should be placed at position 268 with a least depth noted from position 648.

All soundings are reduced from actual tides collected at Fishing Bend, 872-9806 using 12.66 ft. as MLLW.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510

TO: N/CG243 - Data Control Section 10 June 1985

VIA: N/MOA2x1 - Program Planning and Requirements

FROM: N/MOA233 - Hydrographic Field Party 4 F.E. Ohl

SUBJ: User Evaluation

Recently suggestions were solicited from local boaters at a presentation given to Environmental Protection Agency personnel in Gulfbreeze, Florida. The response was favorable to the local charts: 11378, 11383, 11385. The recommendation was offered that the small craft charts could be improved by upgrading and enlarging the Nautical Chart diagram currently printed on the reverse of the jacket. This would provide an overview of the area and aid in rough plotting courses between destinations that may now be covered by separate insets.

APPROVAL SHEET
SURVEY H-10168 (HFP-10-6-84)

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

No direct supervision was given by me or the former Chief of Party, Lt. Cdr. Ronald W. Jones.

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

Kenneth W. Perrin

Kenneth W. Perrin
Lt. Cdr., NOAA
Chief, Hydrographic Field Parties Section

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 W. York St.
Norfolk, VA 23510

TO: Kenneth W. Perrin, LCDR, NOAA
Chief, HFPS

31 May 1985

FM: Frank E. Ohlinger, LTJG, NOAA
OIC, HFP-4

SUBJ: Side scan operations

This party leased a Waverly 3000 side scan sonar unit from Scientific and Technical Products, Houston, Texas to aid in the search for two pre-survey review items in survey H-10168 conducted under OPR-J288-HFP-84. This memo is a description of the equipment and operations and is not an endorsement of any specific product or service.

The survey area includes Santa Rosa Sound which is 1½ miles wide and generally 10-20 feet deep with a sand and mud bottom. The contours in the deeper parts are smooth and gradual with some long period sand waves. The specific search areas are adjacent to the near shore shallows which rise relatively steeply from the sound.

Two pre-survey review items were thought to present ideal side scan targets. Copies of the AWOIS listing for PSR 3733 and PSR 3735 are attached. While investigating PSR 3733, the owner and driver of the vessel was contacted. He described the vessel as an outboard motorboat built of fiberglass on plywood, which parted at the deck and took on water near the charted position. As this is a relatively recent sinking, it was hoped that the boat would be fairly intact and once located, could be positively identified. This identification would be necessary to apply the information to the charted symbol. Without it a full chain drag investigation is required by AWOIS for disproval of the symbol.

Another consideration was that this wreck may be moving along the north shore with the tidal currents. A chain drag conducted for PSR 3732 snagged a solid object repeatedly at position 3070. This snag was buoyed for diver investigation which was delayed by four days of bad weather. After confirming the

buoy's position, divers investigated the location and found nothing after a 20m circle search. The area was again chain dragged with negative results. The possibility of a drifting wreck is supported by the type of construction of the vessel which would be nearly neutral in buoyancy if the outboard engine had broken away, and by the tidal currents in the area which have been observed as high as 1.0 knots.

PSR 3735 was also investigated and contact was made with the contractor who had purchased the salvage rights to the wreckage of the Taurus. He related that the vessel had burned to the waterline and that he had removed the remains of the engines, propellers, and other hardware. His description of the location put the wreck just east of Range Point in about 12 feet of water. From his description and from the AWOIS, it was hoped that the wreck could be positively identified once located.

Operationally the side scan search was preferred to the chain drag method first, because of the large (1000m) areas to be covered, and second, because the side scan would be less disruptive to the area which is protected as part of the Gulf Islands National Seashore. Also, heavy grass and weed present in the shallower areas would hinder a complete drag.

The equipment was ordered and delivered by air freight from Houston. While the three packing crates weighed 53 lbs, 131 lbs, and 146 lbs each and barely fit into a Jeep Cherokee, the system consisted of the following easily handled parts:

Towfish - 3.5" diameter x 52" long, 25 lbs.
Tow cable - 50 meters long, about 40 lbs.
Recorder - 22" wide x 18" deep x 10" deep, 61 lbs.
Signal processor - 23" wide x 20" deep x 8½" high, 46 lbs.

The system was very compatible with launch 0520, a 21 foot Monarch. Initial set-up time was 20 minutes from crate to switching on. All pieces are weatherproof and sturdy.

The recorder was stacked on the processor and set on the back bench in the launch. The cable and towfish were easily deployed by hand from the back deck. A single pair of deep cycle batteries powered the unit for a day. In addition, a Del Norte DMU and a fathometer were installed and operated without significant crowding by three persons; besides the helmsman, one person annotated the record with positions and ranges and one person handplotted the positions and contacts.

The system was operated at its lowest range of 75m to each side which gave the highest resolution. A sounding clock was used to event mark the record every two minutes, and a felt tip pen was used to annotate the positions. The length of the tow cable was approximately equal to the depth of the water; when underway, the towfish was from 5 to 10 feet above the bottom. The boat's speed was computed at 2.5 knots and was adjusted slightly to raise or lower the towfish. The tow cable was secured to the port quarter by a light line. Note that the single cable is armored and load carrying.

The system has an automatic gain feature that makes the operation of the unit almost adjustment free. After a warm-up of 10 seconds, the gain was self maintained to give an excellent picture of the bottom with 15m indicator lines. Numerous confidence checks were taken in the course of the search with all objects clearly visible. Of special note are the checks taken at Santa Rosa Light 131 before position 130 which show a large area of return. A diver investigation found a 20m circle of debris, mostly stoves, washing machines, tires, and cinder blocks, surrounding the twin piles of this light. Apparently these were dumped in a private attempt to enhance fishing.

Other features seen on the record are the boat's wake which appears as a line approaching from the inside of a turn. Also visible are blank areas near positions 004 and 014 which are caused by the towfish making light contact with the bottom.

The search began on 8 May 1985, along the north shore for PSR 3733. Several long lines were run just off the shallows with nothing significant found. The search then turned to a 100m pattern to cover a circular area 500m in radius centered on the charted position of the wreck. At position 67 a very good image was received and a buoy was thrown. Several short lines were run by this position but the image was not duplicated possible because it was masked by the wakes left in the area. The search was terminated in this area as the wind increased to over 20 knots from the south with seas to 2 feet. Operations resumed in the more sheltered water east of Range Point. Nothing significant was found here and operations ended for the day.

The search resumed on 09 May 1985 in the area just west of Range Point as indicated by additional information supplied by the salvager and confirmed by a local diver. This search was made despite the diver's report that the wreckage

is no longer visible above the bottom. The weather was still blowing from the south, precluding a resumption of the search for PSR 3733. All returns in this area appear spurious. This was later verified by a chain drag of the area between arcs 6700 and 6800 which was negative.

The search for PSR 3733 resumed on the morning of 10 May 1985, but was again called off when thunderstorms rolled through the area. Several passes near position 67 were accomplished with negative results.

The 100m pattern search for PSR 3733 resumed on 13 May 1985 but operations were again terminated due to weather. The equipment was then packed and returned to Houston.

Due to weather and time constraints and not to any failure of the equipment, the side scan results can only be described as supportive and not conclusive as applied to these items. The only concrete result is the identification of the rubble around Light 131 which otherwise would not have been found. For each of the PSR items, final recommendations can be found in the descriptive report of the survey.

The major shortcoming of this unit and side scan units in general is the lack of discrimination between real targets and spurious returns. The record contains many returns that look identical to the pilings used for confidence checks. Admittedly, with more experience and better tuning, many of these false images could be discounted. Otherwise, the method used during this survey was to pass the location again and look for a duplicate image. Any return not duplicated was deemed spurious. In most cases this test seemed to worked well and was not contradicted by the various chain drags conducted later. Nevertheless, the hydrographer feels that this test failed when applied to the image near position 67. It is assumed that the wreck was masked by the wake of the launch during subsequent passes made that day and that it had once again moved by the following day.

In conclusion, this equipment can be used to advantage in the search for a PSR item under the following conditions:

1) the existence of an object is probable but the position is doubtful.
2) the object is positively identifiable.

3) the object is large or distinct enough to be discriminated from the background clutter.

These conditions reflect the fact that it is difficult to disprove an item with a side scan search. The data is only conclusive if the item is found and identified with the PSR description with certainty. Searches for small objects such as piles or for natural features such as rocks are discounted. Also, consideration must be given to the size and frequency of false images expected in the area.

All side scan data is transmitted with this report as supplementary data to accompany survey H-10168. However, the data was not further processed and the position numbers should not be applied to the survey.

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: 09/30/85

Marine Center: Atlantic

OPR: J288

Hydrographic Sheet: H-10168

Locality: Pensacola Bay and Santa Rosa Sound, Florida

Time Period: November 15, 1984 - June 5, 1985

Tide Station Used: 872-9840 Pensacola, FL

Plane of Reference (Mean Lower Low Water): 8.28 ft.

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

Remarks: Recommended Zoning.
Apply a +15 minute time correction to all heights
This supersedes tide note dated 08/30/85.

James R. Hubbard
Chief, Tidal Datum Quality
Assurance Section

NOAA FORM 76-155
(11-72)

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

GEOGRAPHIC NAMES

SURVEY NUMBER

H-10168

Name on Survey	A ON CHART NO. 11383	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F P.O. GUIDE OR MAP	G RAND MCNALLY ATLAS	H U.S. LIGHT LIST	K	
DEER PT.										1
ENGLISH NAVY COVE										2
FISHING BEND										3
FLORIDA (title)										4
GRASSY PT.										5
GULF BREEZE										6
LITTLE SABINE BAY										7
ORIOLE BEACH										8
PENSACOLA BEACH										9
RANGE PT.										10
SABINE PT.										11
SABINE INLET										12
SANTA ROSA ISLAND										13
SANTA ROSA SOUND										14
SHARP PT.										15
TIGER PT.										16
VILLA SABINE										17
										18
					Approved:					19
										20
					Charles C. Harrington					21
					Chief Geographer - N/CG2x5					22
					SEP 22 1986					23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-10168

Number of positions	3377
Number of soundings	14223
Number of control stations	18

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	46	8/27/85
Verification of Field Data	823	8/21/86
Quality Control Checks	196	
Evaluation and Analysis	229	02/27/87
Final Inspection	27	02/13/87
TOTAL TIME	1321	
Marine Center Approval		02/28/87

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

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-10168 FIELD NO.: HFP-10-6-84

Florida, Santa Rosa Sound, Deer Point to Tiger Point

SURVEYED: 15 November 1984 through 5 June 1985

SCALE: 1:10,000 PROJECT NO.: OPR-J288-HFP-84

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

CONTROL: DEL NORTE (Range/Range), DEL NORTE, Nikon Theodolite, and HP 3810B (Range/Azimuth), "See Field Sheet," and Three Point Sextant Fix

Chief of Party.....R. W. Jones (1984-85)
.....K. W. Perrin (1985)

Surveyed by.....F. E. Ohlinger
.....E. L. Martin
.....R. W. Adams
.....C. S. Weisner
.....A. C. Sanders

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

1. INTRODUCTION

a. During office processing it was found that charts 11378 and 11383 are not in coincidence. Comparison was made with the latest chart editions, and it was found that this condition still exists. No other unusual problems were encountered during processing.

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

c. Little Sabine Bay is shown as a 1:5,000 scale inset on the smooth sheet. The subplan for the entrance to Lafitte Cove was drawn on the smooth sheet at an unspecified scale.

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

b. Shoreline west of Longitude 87°09'30"W is from 1:10,000 scale registered Coastal Zone Map TP-00547 of 1978-79. Shoreline east of Longitude 87°09'30"W is from 1:10,000 enlargements of 1:20,000 scale registered Coastal Zone Map TP-00548 of 1978-79. Shoreline for the Little Sabine Bay area (inset 1) originates with Coastal Zone Map TP-00548 which was enlarged to 1:5,000 scale.

The shoreline at the northeast end of the Pensacola Bay Bridge, in the vicinity of Latitude 30°21'09.0"N, Longitude 87°09'22.7"W, was revised during office processing using photos provided be the hydrographer and is shown in red on the present survey. Additional shoreline changes by the hydrographer are also shown in red on the present survey.

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 not be drawn in their entirety. The 6-foot curve was not drawn in its entirety because of its proximity to shore and scarcity of hydrography in some areas. The supplemental 3-foot curve, brown curves, and some dashed depth curves were added to emphasize shoal features.

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

Line spacing in Little Sabine Bay should have been reduced from the required spacing of 50 meters at 1:5,000 to 25 meters to better delineate the bottom configuration and the channel in the bay.

4. CONDITION OF SURVEY

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

a. The sounding volumes were excellent. The notes were thorough, and the sketches made for each detached position were particularly helpful during office processing.

b. The aerial photographs and the photographs from the survey vessel were helpful in verifying cultural features in the area.

c. The legibility of the field sheet was excellent, as were the field notes and annotations on the field sheet and overlays.

d. A number of charted piers and pier ruins that do not appear on the T-sheets were neither verified, disproved nor discussed by the hydrographer. These items are discussed in section 7.a. of this report.

e. The hydrographer did not make a comparison with chart 11378; however, it is not the largest scale chart of the area surveyed. Had a comparison been made with both charts 11379 and 11383, the hydrographer would have noted numerous discrepancies.

f. Twice daily bar checks were not done as required by section 1.5.2. of the HYDROGRAPHIC MANUAL.

5. JUNCTIONS

H-10005 (1982) to the west
H-10172 (1984-85) to the east

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

The smooth sheet for survey H-10172 (1984-85) is being processed at the Pacific Marine Center, Seattle, Washington and a standard junction could not be effected with the present survey. Any differences in survey depth curves will have to be resolved at headquarters during chart compilation.

6. COMPARISON WITH PRIOR SURVEYS

H-5667 (1934-35) 1:10,000
H-5668 (1934-35) 1:10,000

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

Prior survey H-5667 (1934-35) is in good agreement in areas along the north and south shores. In depths greater than 12 feet,in Santa Rosa Sound, present survey depths are generally one (1) to four (4) feet shoaler than the prior survey. With the exception of the canals that were added in the vicinity of Latitude 30°22'41"N, Longitude 87°04'45"W little change in the shoreline has occurred.

Prior survey H-5668 (1934-35) is in good agreement with the present survey. With the exception of deep holes created by borrow dredging discussed in section K., pages 10 and 11, of the Descriptive Report, present survey depths are generally one to two feet shoaler than the prior survey. With the exception of the entrance channel to Little Sabine

Bay, no prior hydrography is shown in the bay. In addition to the discussion in section K. of the Descriptive Report the following should be noted:

a. Shoreline along the north shore of Santa Rosa Sound shows little change with the exception of the canal development in the vicinity of Latitude 30°22'17"N, Longitude 87°06'52"W.

b. AWOIS Item #3745, a charted rock pile covered 1½ feet at MLW in Latitude 30°21'00"N, Longitude 87°10'00"W, originates with the prior survey. The hydrographer located the rocks with two pole sounding least depths of three (3) feet at MLLW in Latitude 30°21'00.54"N, Longitude 87°09'59.77"W and Latitude 30°21'00.76"N, Longitude 87°10'00.17"W. An echosounder least depth of two (2) feet at MLLW was also located in Latitude 30°21'01.12"N, Longitude 87°10'00.02"W during mainscheme hydrography. The hydrographer obtained each of the least depths on three separate days. It is recommended that the charted 1½ foot depth be retained and foul limits be added to the chart as shown on the present survey.

c. The uncharted piles shown on the prior survey in Latitude 30°21'09.1"N, Longitude 87°09'26.6"W are discussed in section K.,page 10 of the Descriptive Report but not located by the hydrographer. Depths on the prior survey are one (1) to two (2) feet. Extensive dredging has occurred in the area and depths on the present survey are now three (3) to eleven (11) feet. Considering the hydrographer's comment and the construction of a new bridge over Santa Rosa Sound, no change in present charting status is recommended.

d. The most notable change is a new Pensacola Beach Bridge has been built parallel to and west of the old bridge. The center span of the old bridge has been removed and the remaining trestle is now used as a fishing pier. See also section 7.a.3) of this report.

e. The rock breakwater baring 1 foot at MLW in Latitude 30°21'23.4"N, Longitude 87°09'09.2"W originates with the prior survey. The breakwater, located by the hydrographer in Latitude 30°21'23.29"N, Longitude 87°09'09.01"W, is now covered 1 foot at MLLW. The breakwater is presently charted. It is recommended that the charted breakwater be revised to a submerged breakwater that covers 1 foot at MLLW as shown on the present survey.

f. The pier shown on the prior survey in the vicinity of Latitude 30°21'34.7"N, Longitude 87°08'28.9"W is not considered verified or disproved by the present survey. The pier is presently charted as ruins. The pier was brought forward from the prior survey as submerged pier ruins to supplement the present survey. It is recommended that the

charted ruins be revised to submerged pier ruins as shown on the present survey.

g. The pier shown on the prior survey in Latitude 30°21'39.0"N, Longitude 87°08'16.9"W is considered neither verified nor disproved by the present survey. The pier, while not presently charted on chart 11383, is charted as pier ruins on chart 11378 and was brought forward from the prior survey as submerged pier ruins to supplement the present survey. It is recommended that the submerged pier ruins be charted as shown on the present survey unless subsequent charting information supports the authority for removal.

h. The pier shown on the prior survey in the vicinity of Latitude 30°22'16.5"N, Longitude 87°06'03.1"W is not considered verified or disproved by the present survey. The pier is presently charted as pier ruins. Considering the cultural development (numerous piers) in the area, it is recommended that the charted pier ruins be deleted from the chart, and the area be charted as shown on the present survey.

i. The row of piles awash at MLW, shown on the prior survey in the vicinity of Latitude 30°22'17.7'N, Longitude 87°05'54.3"W, are charted as piles (three on chart 11378 and two on chart 11383). The piles were visually searched for by the hydrographer with negative results. The hydrographer also states that depths are very shallow and the bottom can be clearly seen to 200 meters from the shoreline in the area. Due to cultural development and the statement by the hydrographer, it is recommended that the charted piles be deleted from the chart.

j. The dock ruins shown on the prior survey in the vicinity of Latitude 30°22'23.7"N, Longitude 87°05'25.1"W are considered neither verified nor disproved by the present survey. The dock ruins are presently charted as two piles on chart 11378 (pier ruins on chart 11383). Due to the cultural development (numerous piers) in the area, it is recommended that the two charted piles on chart 11378 and the charted pier ruins on chart 11383 be deleted from the charts.

k. A 6-foot sounding shown on the prior survey in Latitude 30°20'39.8"N, Longitude 87°05'46.00"W was not developed by the hydrographer. The 6-foot sounding was brought forward from the prior survey to supplement the present survey. While the 6-foot sounding is not presently charted, the charted 6-foot curve indicates a shoal in the area. It is recommended that the 6-foot sounding be charted in the position shown on the present survey.

l. The pier shown on the prior survey in Latitude 30°20"05"N, Longitude 87°08'24"W was not discussed by the

hydrographer. The present survey ran a line of hydrography in shallow water where the pier is shown. No indication of the pier was found; however, several piles were located in the vicinity. The pier was not shown on subsequent shoreline maps. It is recommended the present survey data be charted.

m. The pile on chart 11378 (not shown on chart 11383) originating with the prior survey in Latitude 30°20'35.4"N, Longitude 87°09'05.2"W is considered neither verified nor disproved by the present survey. The pile was brought forward from the prior survey to the present survey as a submerged pile. It is recommended that the submerged pile be charted as shown on the present survey unless other charting information supports the authority for its removal. This charted pile falls within the limits of AWOIS Item #3744. See also section 7.a.23) of this report for a complete discussion of AWOIS Item #3744.

n. The three piles shown on the prior survey in Latitude 30°20'26.2"N, Longitude 87°08'57.0"W, Latitude 30°20'17.0"N, Longitude 87°08'50.9"W, and Latitude 30°20'07.9"N, Longitude 87°08'42.4"W were not located by the hydrographer. These piles fall in the area for AWOIS Item #3744, and, based on information obtained by the hydrographer, it is believed that these piles no longer exist. The notation Piles reported is presently charted in the vicinity. See also section 7.a.23) of this report.

o. AWOIS Item #3743 is a submerged breakwater centrally located in Latitude 30°20'10"N, Longitude 87°09'28"W originating with the prior survey. The breakwater is charted as a visible breakwater on chart 11378 and a dashed line on chart 11383. The breakwater was located by the hydrographer. In addition to the two entrances through the breakwater, information provided by the hydrographer's smooth field sheet shows that the southern end of the breakwater is not a straight line as charted or shown on the prior survey. A detached position taken by the hydrographer provided an elevation of 2 feet above MLLW. It is recommended that the charted breakwater be revised as shown on the present survey.

p. The two piles shown on the prior survey in the vicinity of Latitude 30°19'53.0"N, Longitude 87°10'16.7"W are considered neither verified or disproved by the present survey. These piles were brought forward from the prior survey to supplement the present survey as submerged piles. Although the piles are not presently charted, it is recommended the submerged piles be charted as shown on the present survey unless other charting information subsequent to the prior survey supports the authority for their removal.

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

7. COMPARISON WITH CHART 11378 (20th Ed., Dec 15/84)
11383 (41st Ed., Nov 17/84)

a. Hydrography

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

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

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

2) A charted pier on chart 11378, was located by the hydrographer in the vicinity of Latitude 30°21'02.0"N, Longitude 87°10'31.5"W. Additionally, rows of piles around the pier indicating a swimming area were located by the hydrographer. The pier on chart 11383 is charted as a pier and pier ruins. These ruins were not discussed by the hydrographer. It is recommended that the ruins from the pier on chart 11383 be removed and that the pier and rows of piles be charted as shown on the present survey.

3) Photographs taken by the hydrographer and shoreline manuscripts show considerable differences in the charted configuration of the Pensacola Beach Bridge and the actual configuration shown on the present survey. The old bridge is immediately adjacent to the new span and is not separated by the large distance shown on charts 11378 and 11383. This chart discrepancy should be corrected on future chart editions.

4) The charted jetty on the northeast side of the Pensacola Beach Bridge was located by the hydrographer in the vicinity of Latitude 30°21'10.95"N, Longitude 87°09'20.66"W and found to be covered 1 foot at MLLW. It is recommended that the charted jetty be revised and charted as a jetty that covers 1 foot at MLLW as shown on the present survey.

5) Two piers charted in the vicinity of Latitude 30°21'11"N, Longitude 87°09'23"W on chart 11383 are not shown on chart 11378. These two piers were neither verified or disproved by the hydrographer. Photographs provided by the

hydrographer show no indication of the piers with the exception of a single pile in the immediate area that was not located by the field unit. The pile was drawn on the present survey smooth sheet in Latitude 30°21'11.3"N, Longitude 87°09'21.7"W during office processing. It is recommended that the two piers be removed from chart 11383 and the pile be charted; however considering the lack of information provided by the field, the chart compiler should exercise discretion in application of the pile to the chart.

6) A pier charted in Latitude 30°21'13'N, Longitude 87°09'23"W on chart 11378 (charted as ruins on chart 11383) was located as pier ruins in Latitude 30°21'12.04"N, Longitude 87°09'22.05"W. It is recommended that the charted pier be revised and charted as pier ruins as shown on the present survey.

7) The pier ruins charted in the vicinity of Latitude 30°21'20"N, Longitude 87°09'22"W were not verified or disproved by the hydrographer. The pier ruins are not seen in the photographs and the present survey has no hydrography in the area. The area where the ruins are charted is shallow; it is recommended that the charted pier ruins be removed from the chart unless other information indicates otherwise.

8) The charted pier in Latitude 30°21'23"N, Longitude 87°09'17"W was located and found to be in ruins by the hydrographer. The ruins are in the vicinity of Latitude 30°21'22.4"N, Longitude 87°09'17.4"W. The charted ruins, twenty (20) meters east of the charted pier in Latitude 30°21'23"N, Longitude 87°09'16"W were neither verified or disproved by the hydrographer. It is recommended that the pier be revised to pier ruins as shown on the present survey. It is also recommended that the charted ruins be removed from the chart.

9) The charted pier ruins in the vicinity of Latitude 30°21'26"N, Longitude 87°08'56"W on chart 11383 are charted as a pier on chart 11378. The hydrographer located the offshore end of the pier ruins in Latitude 30°21'24.70"N, Longitude 87°08'55.15"W. It is recommended that the pier on chart 11378 be revised to pier ruins as shown on the present survey.

10) AWOIS Item #3729 is an obstruction (submerged piles) originating with CL16861 of 1975. The chart letter reported the bascule piers of the old Pensacola Beach Bridge were removed to a depth of 16 feet in the vicinity of Latitude 30°20'54"N, Longitude 87°09'12"W. The hydrographer developed and located five (5) obstructions and one (1) rock in the area. The shoalest depth located by the hydrographer is a lead line least depth of ten (10) feet at MLLW over an obstruction (steel I-beam). It is recommended the charted

obstr (see note B) be retained as charted and Note B be revised to "Bascule piers of old bridge removed to depth of 10 to 16 feet". The following six items with lead line least depths at MLLW were located during development of AWOIS Item #3729 and are shown on a 1:1500 scale enlargement of the investigation included in the appendix of the Descriptive Report.

ITEM	LEAST DEPTH	LATITUDE (N)	LONGITUDE (W)
Obstr (pipe)	15 feet	30°20'53.55"	87°09'12.76"
Obstr (rubble)	16 feet	30°20'54.14"	87°09'12.90"
Obstr (cable)	14 feet	30°20'53.88"	87°09'12.95"
Rock	14 feet	30°20'53.86"	87°09'13.10"
Obstr (pipe)	14 feet	30°20'53.46"	87°09'13.96"
Obstr (steel I-beam)	10 feet	30°20'53.63"	87°09'13.81"

11) AWOIS Item #3732, a submerged pile charted in Latitude 30°21'16"N, Longitude 87°08'55"W originates with USGS 7.5 minute quad map GULF BREEZE and first appeared on the 1947 edition of chart 11383 as a pile. The item was revised to a submerged pile by CL1810 of 1976. The hydrographer conducted a chain drag investigation with inconclusive results. Due to insufficient coverage the item was neither verified nor disproved. A submerged pile with a lead line least depth of 12 feet at MLLW was located by the hydrographer in Latitude 30°21'21.22"N, Longitude 87°08'58.13"W, 200 meters northwest of the charted submerged pile. It is recommended that the charted submerged pile be retained as charted. It is also recommended that the pile located by the hydrographer not be charted.

12) The offshore end of the charted pier in the vicinity of Latitude 30°21'42"N, Longitude 87°08'05"W was located by the hydrographer in Latitude 30°21'41.81"N, Longitude 87°08'04.73"W. The pier is in ruins. It is recommended that the charted pier be revised as a pier in ruins with the offshore end submerged and charted as shown on the present survey.

13) The hydrographer did not discuss the pier charted in Latitude 30°21'53"N, Longitude 87°07'27"W on chart 11378. The pier on chart 11383 is shown offshore because the shoreline has receded in the area. This shoreline change is not shown on chart 11378. Existence of the pier is doubtful as present survey hydrography indicates very shoal depths in the area. It is recommended that the charted pier be removed from charts 11378 and 11383 unless other information indicates otherwise.

14) AWOIS Item #3733, an obstruction, charted as a dangerous submerged wreck, PD in Latitude 30°21'42"N, Longitude 87°07'06"W originates with Local Notice to Mariners 15 of 1983. The item was searched for by the hydrographer

using side scan sonar and chain drag with negative results in the position given in the AWOIS listing. From the hydrographer's statements in section L., pages 13 and 14 and in a letter on Side scan operations dated 31 May 1985 in the Descriptive Report, it is recommended that the presently charted dangerous submerged wreck PD be deleted from the chart.

15) It is recommended that the charted piers and pier ruins along the north shore of Santa Rosa Sound in the vicinity of Oriole Beach from Longitude 87°06'35"W to Longitude 87°04'54"W be charted as shown on the present survey. The chart compiler should take note that in this area, numerous discrepancies between charted piers and pier ruins exist between charts 11378 and 11383.

16) The charted shoal limits in the vicinity of Latitude 30°22'29"N, Longitude 87°04'51"W should be revised to shown present survey hydrography. The area has been dredged and private channel markers were located by the hydrographer. Further development by the hydrographer would have been desirable to adequately delineate the channel and the shoal area. It is recommended that the charted shoal limits be revised to show present survey hydrography and that the notation "shoaling" be retained as charted.

17) AWOIS Item #3735 is a dangerous submerged wreck, PD, "TAURUS" with a reported depth of 1½ feet charted in Latitude 30°21'52"N, Longitude 87°03'25"W originating with 8th Coast Guard District, Local Notice to Mariners 1 of 1973. The item was searched for by the hydrographer using side scan sonar and chain drag with negative results in the position given in the AWOIS listing. Local information as stated by the hydrographer in the Descriptive Report places the wreck in Latitude 30°20'54"N, Longitude 87°05'18"W, approximately 3400 meters southwest of the charted position. Local information indicates that the wreck in Latitude 30°20'54"N, Longitude 87°05'18"W has been salvaged and local dive sources state that the wreck is no longer visible above the bottom. It is recommended that the presently charted dangerous submerged wreck, PD with a reported depth of 1½ feet be removed from the chart. It would have been beneficial for the field unit to dive at the location provided by the local sources to confirm the information. Considering the information provided, it is believed the the remains of the vessel pose no hazard to navigation and should not be charted.

18) AWOIS Item #3734 is a visible wreck charted in Latitude 30°21'06.8"N, Longitude 87°04'37.5"W originating with CL1810 of 1976 and is also believed to be possible remains of the wreck "TAURUS" (AWOIS Item #3735). An obstruction was located by the hydrographer in Latitude 30°21'04.57"N, Longitude 87°04'39.39"W and found to be the

remains of an old automobile covered 1 foot at MLLW. It is recommended that the charted visible wreck be deleted from the chart and that an obstruction, covered 1 foot at MLLW be charted as shown on the present survey.

19) The charted piles in Latitude 30°21'06"N, Longitude 87°04'42"W were searched for by the hydrographer. A submerged obstruction (pile) with a least depth of one (1) foot at MLLW was located by the hydrographer in Latitude 30°21'06.23"N, Longitude 87°04'41.54"W. It is recommended that the charted piles be removed from the chart and that an obstruction (pile) with a least depth of 1 foot at MLLW be charted as shown on the present survey.

20) The hydrographer located two uncharted stakes baring 1 foot at MLLW in Latitude 30°21'05.45"N, Longitude 87°04'41.54"W. It is recommended that the stakes be charted as shown on the present survey.

21) An uncharted obstruction (debris) was located by the hydrographer in Latitude 30°21'35.77"N, Longitude 87°04'54.17"W. The position is at the base of charted Santa Rosa Light 131. A leadline least depth of nine (9) feet was obtained over the obstruction. It is recommended that an obstruction (debris) with a depth of 9 feet at MLLW be charted as shown on the present survey.

22) It is recommended that the charted piers and pier ruins along the south coast of Santa Rosa Sound to the Pensacola Beach Bridge from Longitude 87°05'30"W to Longitude 87°08'45"W be revised and charted as shown on the present survey. It should also be noted that there are numerous charted discrepancies between charts 11378 and 11383 in this area.

23) AWOIS Item #3744 is an obstruction (18 piles rep) that were to be completed as channel markers in Little Sabine Inlet and Little Sabine Bay, centrally located in Latitude 30°20'16"N, Longitude 87°08'47"W. Nine (9) of the reported piles in Little Sabine Inlet were located by the hydrographer and confirmed by local sources as private markers. It is recommended that the presently charted private markers be revised and charted as shown on the present survey unless other information indicates otherwise. The hydrographer also located four (4) obstructions (submerged piles), one (1) pile awash and four (4) visible piles in the vicinity of Little Sabine Bay. It is recommended that the remaining nine (9) charted piles be removed from the chart and the obstructions (submerged piles) and piles located by the hydrographer be charted in the positions listed below as shown on the present survey.

Item	Latitude (N)	Longitude (W)

Obst (pile)	30°20'17.49"	87°08'49.77"
Obst (pile)	30°20'12.88"	87°08'45.94"
Obst (pile)	30°20'11.69"	87°08'51.38"
Obst (pile)	30°19'58.84"	87°08'44.62"
pile (awash)	30°19'59.83"	87°08'48.48"
pile	30°20'02.20"	87°08'52.79"
pile	30°20'04.58"	87°08'57.08"
pile	30°20'06.70"	87°09'00.94"
pile	30°20'10.89"	87°08'53.74"

24) AWOIS Item #3730 is an obstruction (pile) charted in Latitude 30°20'54"N, Longitude 87°09'08"W probably originating with missing shoreline manuscript T-5473 of 1946. This item was investigated and located by the hydrographer in Latitude 30°20'49.73"N, Longitude 87°09'09.26"W. The object is the base for the turntable of the old Pensacola Bridge and described by the hydrographer as a concrete and steel cylinder seven meters in diameter and bares 18 feet above MLLW. The presently charted pile is 130 meters northeast of the position located by the hydrographer. It is recommended that the charted pile be removed from the chart and that an obstruction baring 18 feet above MLLW be charted in the position shown on the present survey.

25) The hydrographer located and developed three (3) uncharted shoals centrally located in Latitude 30°20'09"N, Longitude 87°08'45"W. It is recommended that the shoals located by the hydrographer be charted as shown on the present survey. In addition, the charted notation shoal reported in Little Sabine Bay be revised to shoal.

26) It is recommended that the charted piers and pier ruins along the shoreline in Little Sabine Bay be revised and charted as shown on the present survey with consideration given to chart scale.

27) The privately maintained channel to Lafitte Cove in the vicinity of Latitude 30°19'45"N, Longitude 87°10'00"W was developed by the hydrographer. In addition to the six (6) privately maintained daymarkers located by the hydrographer a controlling depth of four (4) feet was found in the channel in Latitude 30°19'45.43"N, Longitude 87°09'59.99"W. It is recommended that the charted note "5½ feet reported" be revised and charted as "4 feet reported March 1985" unless subsequent information indicates otherwise. It is also recommended that the charted note "private aids reported" be removed from the chart and the six (6) privately maintained daymarkers located by the hydrographer be charted as shown on the present survey.

28) The pile charted in Latitude 30°20'31.6"N, Longitude 87°09'03.2"W was not verified or disproved by the present survey. It is recommended that the charted pile be revised to a submerged pile.

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

b. Controlling Depths

In the Lafitte Cove channel a depth of four (4) feet was obtained by the present survey in a controlling depth area of five and one half (5½) feet.

There are no conflicts with the charted channel controlling depths of five (5) feet reported in 1976 in Little Sabine Inlet. Present survey depths are seven (7) to twelve (12) feet.

c. Aids to Navigation

There are 19 fixed aids to navigation on the present survey. These aids appear adequate to serve their intended purposes.

Santa Rosa Light "131" was found by the hydrographer to be incorrectly characterized on chart 11383 (41st Edition) as FL 4 sec and should be revised as FL G 6 sec. A hazard to navigation report is appended to the Descriptive Report. The latest edition of chart 11383 (42nd Edition, Apr. 12/86) shows Santa Rosa Light "131" as correct. No change in charting status is recommended.

8. COMPLIANCE WITH INSTRUCTIONS

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

9. ADDITIONAL FIELD WORK

This is an good basic survey. Additional field work may be necessary at an opportune time to completely verify or disprove all questionable items addressed in section 7.a. of this report.

Reginald L. Keene
Cartographic Technician
Verification of Field Data

Richard H. Whitfield
Cartographer
Evaluation and Analysis

for Leroy G. Crum
Robert R. Hill
Senior Cartographic Technician
Verification Check

ADDENDUM TO ACCOMPANY SURVEY H-10168

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

Position shifts (NAD 1983 minus NAD 1927):
Average latitude shift = 0.717 seconds = 22.1 meters
Average longitude shift = -0.117 seconds = -3.1 meters

INSPECTION REPORT
H-10168

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

Robert G. Roberson

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

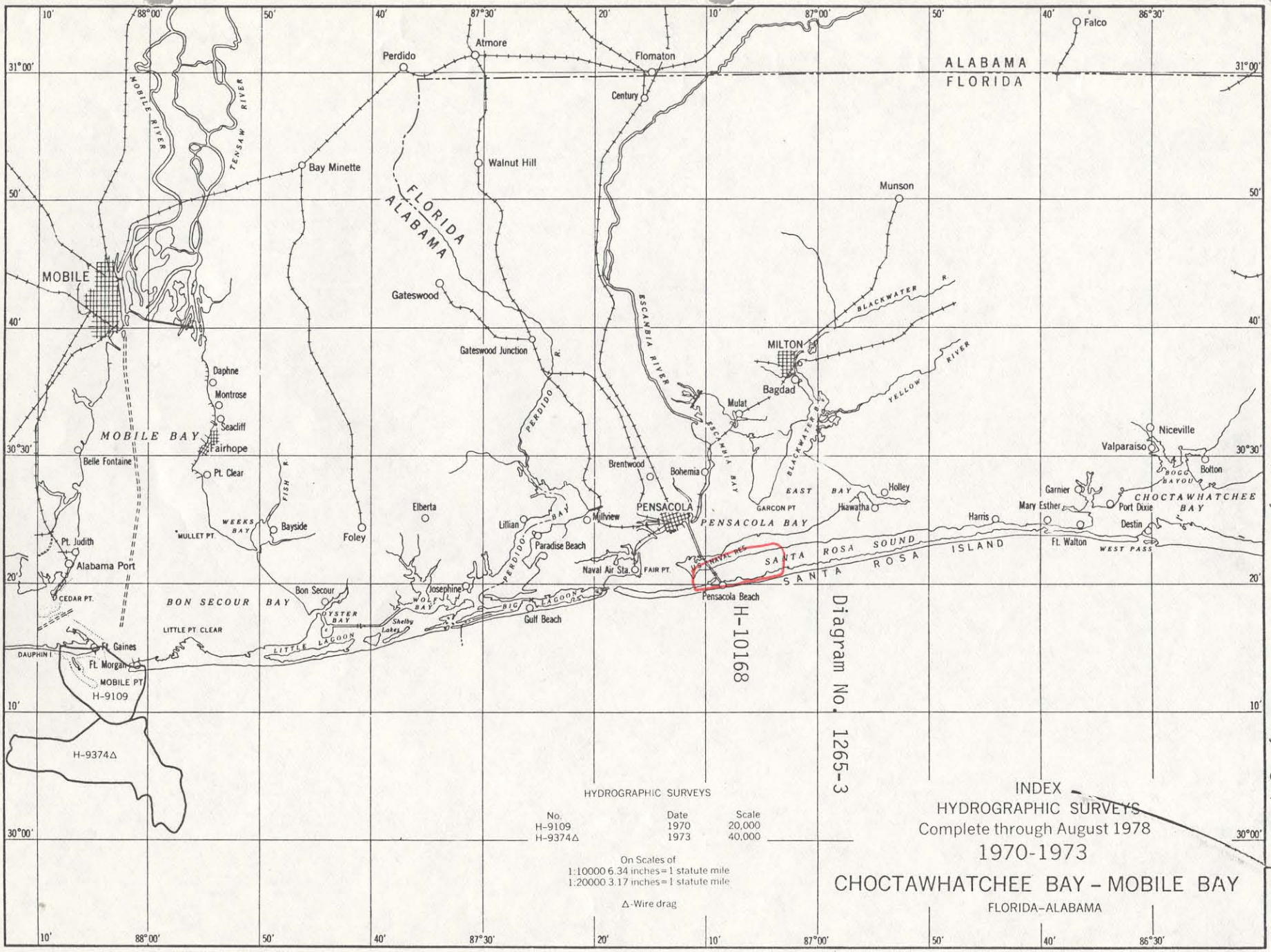
R. D. Sanocki

R. D. Sanocki
Acting Chief, Hydrographic Surveys Branch

Approved: 27 February 1987

Ray E. Moses

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



HYDROGRAPHIC SURVEYS

No.	Date	Scale
H-9109	1970	20,000
H-9374Δ	1973	40,000

On Scales of
1:10000 6.34 inches = 1 statute mile
1:20000 3.17 inches = 1 statute mile

Δ-Wire drag

H-10168

Diagram No. 1265-3

INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978

1970-1973

CHOCTAWHATCHEE BAY – MOBILE BAY

FLORIDA–ALABAMA

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

Hydrographic Index No. 85 F

NOAA FORM 75-96
(10-83)

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

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10168

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
11383	12/2/88	R.A. Lillis	~~Full~~ Part ~~Before~~ After Marine Center Approval Signed Via Drawing No. 38 Examined and appl'd for N.M. corrections
11385	12/2/88	R.A. Lillis	~~Full~~ Part ~~Before~~ After Marine Center Approval Signed Via Drawing No. 19 Examined and appl'd for N.M. corrections
11378	12/2/88	R.A. Lillis	~~Full~~ Part ~~Before~~ After Marine Center Approval Signed Via Drawing No. 23 Examined and appl'd for N.M. corrections
11382	12/2/88	R.A. Lillis	~~Full~~ Part ~~Before~~ After Marine Center Approval Signed Via Drawing No. 39 Examined for N.M. - no Corr.
11378	6/7/89	S.H. Otaub	Full ~~Part~~ Before After Marine Center Approval Signed Via full application Drawing No. of Sndgs from SS and in agreement with 11383
11383	6/7/89	[signature]	Full ~~Part~~ Before After Marine Center Approval Signed Via Drawing No. Full Application of Sndgs
11385	8/2/89	[signature]	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via Drawing No. Full Applications of Sndgs
11383	2/11/91	Russell P Kenney	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via Drawing No. 39 Reapplied
11378	2-13-91	Russell P Kenney	Full ~~Part~~ ~~Before~~ After Marine Center Approval Signed Via Drawing No. 24 Reapplied
			Full Part Before After Marine Center Approval Signed Via Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.

app'd to SS 10-20-87 RR