10180

Diagram No. 1115-3

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ..... Hydrographic

Field No. HFP-40-1-85

Registery No. H-10180

LOCALITY

State ..... Alabama

General Locality ..... Gulf of Mexico

Sublocality ..... 21 Miles Southeast of Mobile Point

1985-86

CHIEF OF PARTY
LCDR K.W. Perrin

LIBRARY & ARCHIVES

DATE ..... November 27, 1987

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

10180

Area 3
CHTS

1:415,394 11360
11006
1:875,000 411

TO SIGN OFF SEE "RECORD OF APPLICATION"

1:2,160,000

NOAA FORM 77-28 (-72) | U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

HYDROGRAPHIC TITLE SHEET

REGISTER NO. H-10180

FIELD NO. HFP-40-1-85

INSTRUCTIONS - The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

State ALABAMA

General locality GULF OF MEXICO

Locality 21 MILES SOUTHEAST OF MOBILE POINT

Scale 1:40,000 Date of survey 03 JUN. 1985 - 29 OCT. 1986

Instructions dated 29 NOVEMBER 1983 * Project No. OPR-J217

Vessel NOAA LAUNCH 1257 (EDP 1257)

Chief of party LCDR KENNETH W. PERRIN

Surveyed by HYDROGRAPHIC FIELD PARTY #1 - OICs, LTJGs P. M. KENUL & D. W. MOELLER

Soundings taken by echo sounder, hand lead, ~~pole~~

Graphic record scaled by PARTY PERSONNEL: PMK, DWM, GSL, GLM, GDH, MMO, RWAJ

Graphic record checked by PMK, DWM, MMO

Protracted by - ~~Field~~ Sheet Automated plot by XYNETICS 1201 PLOTTER ~~PDP/e Computer~~ (AMC)

Verification by AMC HYDROGRAPHIC SURVEYS BRANCH

Soundings in ~~XXXXXX~~ feet at ~~XXXX~~ MLLW

REMARKS: * Change No. 1 - 06 AUG. 1984
Change No. 2 - 15 JAN. 1985
Change No. 3 - 27 AUG. 1985
Change No. 4 - 04 APR. 1986

PMK - Philip M. Kenul
DWM - David W. Moeller
GSL - George S. Lloyd
GLM - Gary L. Merrill
GDH - Glenn D. Hendrix
MMO - Maria Mangual- Ortiz
RWAJ - Reginald W. Adams, Jr.

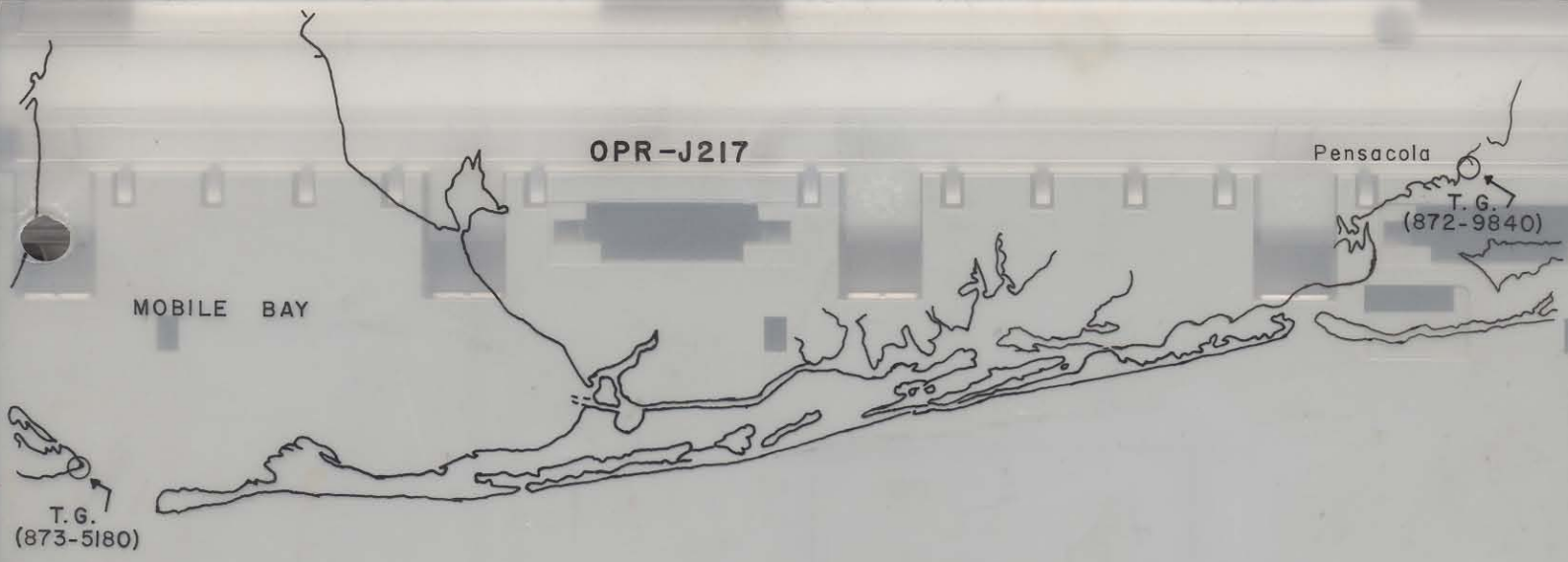
NOTES IN THE DESCRIPTIVE REPORT WERE MADE IN RED DURING OFFICE PROCESSING.

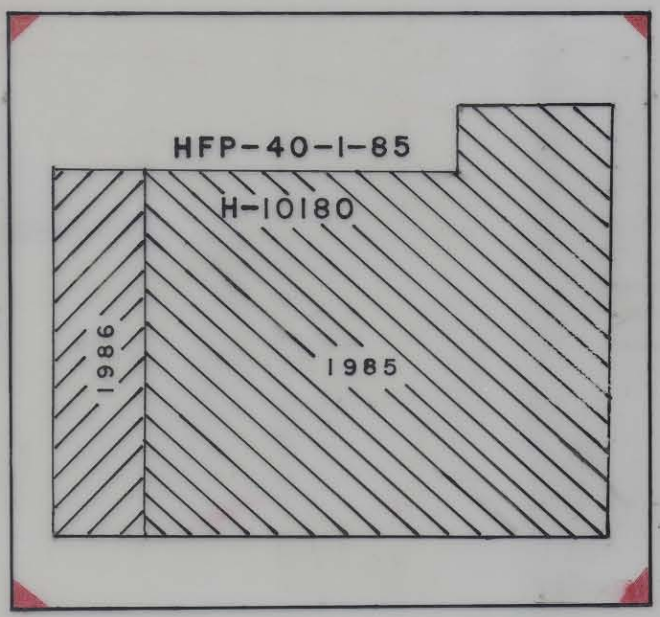
ARGO strip charts for DN 083 (24 March 1986) and DN 182 (01 July 1986) which included data for this survey will be submitted with OPR-J217, HFP-20-1-85, H-10179.

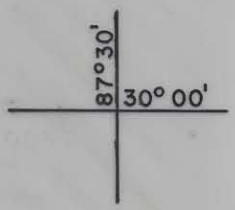
AWOIS/SVRF ✓ 8/27/89, SJV

SC 4-7-97

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







GULF OF MEXICO

From Chart 11360

INDEX

* DATA REMOVED FROM ORIGINAL DESCRIPTIVE REPORT AND FILED WITH FIELD DATA.

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10180
HFP-40-1-85

Scale: 1:40,000
Chief of Party: Lt. Cdr. Kenneth W. Perrin
Officer in Charge: Lt. (jg) Philip M. Kenul (until June 1986)
Lt. (jg) David W. Moeller (from June 1986)
Hydrograhic Field Parties Section, Hydrographic Field Party 1
Launch 1257

A. PROJECT

This survey, designated as sheet AB, was accomplished under Project Instructions OPR-J217-HFP-84, dated 29 November 1983 and amended by:

Change No. 1, dated 6 August 1984,
Change No. 2, dated 15 January 1985,
Change No. 3, dated 27 August 1985,
Change No. 4, dated 04 April 1986.

This project is a basic hydrographic survey intended to provide modern survey data to support existing nautical charts and the NOS bathymetric mapping program.

B. AREA SURVEYED

The area surveyed is located in the Gulf of Mexico, south of Alabama, approximately 11 nautical miles southwest of Perdido Pass and extends south approximately 14 nautical miles. The survey is bounded by the following points:

LAT. 30°04'00"N, LONG. 87°37'12"W
LAT. 30°04'~~00~~"N, LONG. 87°42'~~48~~"W
LAT. 30°02'00"N, LONG. 87°42'48"W
LAT. 30°02'00"N, LONG. 87°58'00"W
LAT. 29°~~50'00~~"N, LONG. 87°58'00"W
LAT. 29°~~50'00~~"N, LONG. 87°37'12"W

This survey was conducted from 03 June 1985 to 29 October 1986.

C. SOUNDING VESSEL

NOAA Launch 1257 (EDP 1257) was the only vessel used to gather soundings on this survey. No unusual sounding configurations were used nor unusual problems encountered.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

Soundings were recorded with the following Raytheon Model DE723D and DSF-6000N Fathometers:

UNIT	SERIAL NUMBER	INCLUSIVE DATES
Model DE723D		
Recorder	37018	DN 154/1985 - DN 178/1985
	2046	DN 178/1985 after fix #732
	37018	DN 179/1985 - DN 231/1985
Digitizer	2772	DN 154/1985 - DN 231/1985
ECU	37009	DN 154/1985 - DN 231/1985
Model DSF-6000N		
Recorder/ Transcriber	B054N	DN 083/1986 - DN 302/1986
TMU 7191	AB-221	DN 083/1986 - DN 302/1986

The above equipment was used to measure depths ranging from approximately 60 feet to 125 feet.

The DE723D Fathometer aboard launch 1257 developed several minor problems during this survey. On DN's 170, 171, 175, 177, 178, 183, and 192 of 1985 the chart drive and Fathometer paper would occasionally, momentarily jam during survey operations. Generally, the jamming was insignificant, however, several soundings were rejected on DN's 171, 175, 178, 183, and 192 of 1985 and rerun.

On DN 178/1985 chart drive problems occurred and recorder, S/N 37018, was replaced by recorder, S/N 2046, after position 732. Recorder, S/N 37018, was reinstalled at the end of the day. Thirty soundings were rejected due to this chart drive problem.

On DN 183/1985 the stylus length was affected during the last line of hydrography by the jamming problem. This caused a difference of 0.3 AND 0.5 ft. between the digitized and analog depth. This difference was taken into consideration during the scanning of that days data.

The chart drive was replaced after DN 197/1985 and jamming no longer occurred.

Variation between the digitized and analog depths of 0.2 AND 0.3 ft were not uncommon. This difference was compensated for during the scanning of the data. The instrument initial was monitored continuously and adjustments were made on-line or when the fathograms were scanned.

The Raytheon DE723D Fathometer was replaced by a DSF-6000N Fathometer in February 1986. Both the high and low frequency transducers are at the same draft and the settlement and squat correctors are the same for both. All data gathered using the

DSF-6000N was in the High + Low (High Digitized) mode. The same correctors are applied equally to both high and low frequency information. No problems were encountered with this recorder.

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

The following procedures were used to determine the corrections to echo soundings:

Velocity Corrections

Bar checks were taken when weather and sea conditions permitted. The hydrographer did not obtain twice daily bar checks as required by Sections 1.5.2. and 4.9.5.1.1. of the Hydrographic Manual. It should be noted that launch 1257 has been operating in survey areas which require extensive transit time to the working grounds. Due to this constraint only once daily bar checks were obtained when weather permitted. On several occasions it was found that tidal currents near the entrance to Mobile Bay prevented accurate bar checks from being taken. This effect was noted as far as 15 nmi from the entrance. The hydrographer rejected or stopped the acquisition of bar check data on days when sea conditions (excessive rolling) gave erroneous results.

A total of 42 bar checks were obtained from launch 1257. A copy of the Lead Line/Bar Line calibration is included in the accordion file. Corrections to echo soundings for velocity of sound through water were determined from 15 TDC casts and 42 bar checks. An abstract of TDC cast dates and locations is appended. The velocity corrector tables were generated by PDP8/e program RK530, Layered Correctors for Velocity, using the data from these casts. Nansen casts were performed on DN 155/1985, 277/1985 and DN 275/1986 to field check the accuracy of the Martek equipment. The agreement was found to be very good. Copies of Nansen thermometer calibration is located in the accordion file.

Two Martek Mark VII, Model 167, instruments were used for TDC casts during this survey (S/N 232 during 1985 and S/N 246 during 1986). No calibration report is available for Serial Number 232 at this time. A copy of the calibration data (S/N 246) is included in the accordion file.

The instrument corrections for launch 1257 were determined from the graphs of bar check and velocity corrector data and have been applied to the soundings on the final field sheet via the field velocity corrector tapes. The instrument correctors have not been included in the final velocity tapes submitted with this survey, but will be applied to the soundings on the final smooth sheet through the TC/TI tapes.

Launch 1257 works concurrently on as many as three different surveys at a time. Not all copies of the bar check echograms are

submitted with this survey. The sounding volume references with which surveys the missing echograms were or will be submitted. Copies of all direct comparison forms are included in the accordion file.

Settlement and Squat

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

Draft Correction

A launch draft correction of 2.7 feet was applied. A copy of the Sounding Correction Abstract is included in the appendix, along with printouts of the velocity and TC/TI tapes.

Tide Correction

Field tide reduction of soundings was based on predicted tides from Mobile, Mobile River (Tide Table Station 3673), corrected to Fort Gaines, Mobile Bay Entrance (Tide Table Station 3665).

All field tide correctors were interpolated from the predictions in the NOS Tide Tables using a PDP8/e computer and HYDROPLOT program AM500. A print out of predicted tide tapes is located in the accordion file.

The Field Tide Note is appended and smooth tides have been requested from Sea and Lake Levels Branch (N/OMA12).

E. HYDROGRAPHIC SHEETS

Field sheets used during this survey were prepared in the field using a PDP8/e computer and a Houston Instrument DP-3 Complot plotter. Final field sheets and overlay sheets are included with this survey. Mainscheme soundings are plotted on the final field sheet. Crosslines, developments, bottom samples, detached positions, charted soundings, junction soundings, and prior survey soundings are plotted on the overlay sheet.

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

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

F. CONTROL STATIONS

Control stations used during this survey were either existing geodetic control published by the National Geodetic Survey or control established by the Hydrographic Field Parties Support Group. All stations meet a minimum of Third-order, Class I standards using standard survey practices as detailed in Chapter 3 of the Hydrographic Manual. All positions are based on the North American 1927 Datum.

A listing of control stations used during this survey is included in the appendix. Copies of the Horizontal Control Reports are included in the accordian folder.

Two stations are located seaward of the shoreline. They are as follows:

PK GULF PIER 1983 (Signal Number 149). This station is located at the end of the fishing pier located in Gulf State Park, Gulf Shores, Alabama. This station was used as a visual signal for calibration purposes only.

WEST PILE (Signal Number 162). This station is located approximately 7 nautical miles east southeast of Mobile Point. It is the western most remaining pile of a natural gas well site (copy of photograph of site is appended). This site was used for fixed point calibration of the ARGO system on DN 300 and 302 of 1986.

G. HYDROGRAPHIC POSITION CONTROL

The HYDROTRAC system operated in the Range/Range mode provided position control for launch 1257 from DN 154/1985 - 231/1985. The left shore station was a 90-foot tower located at Gulf State Park, Gulf Shores, Alabama. The right station was a 120-foot tower previously used as a Loran-A antenna. The launch antenna was a 35-foot whip located over the Fathometer transducer. Frequent problems were encountered with the HYDROTRAC throughout the survey. Numerous equipment failures occurred in the system which required continuous maintenance, repair, and replacement as units malfunctioned.

The following ODOM HYDROTRAC survey equipment was used at frequency 1718.59 KHz for DN 154/1985 - 231/1985:

LOCATION	HYDROTRAC UNIT	SN	DAY NUMBER (1985)
Left Station (Signal 912)	Slave Drive Model 701	214 215	154 - 212 213 - 231

LOCATION	HYDROGRAC UNIT	SN	DAY NUMBER (1985)
Left Station (Signal 912)	Power Amp. Model 74-81	539	154 - 231
	24 VDC Power	752	154 - 231
	Antenna Coupler Model 610	722	154 - 231
Right Station	Slave Drive	226	154 - 231
	Power Amp. Model 74-81	538	154 - 231
	24 VDC Power	754	154 - 231
	Antenna Coupler Model 610	133	154 - 231
Launch Equip.	Master Drive Model 702	121 122	154 - 156 170 - 231
	Receiver	327	154 - 231
	Power Amp. Model 74-81	537 540	154 - 192 198 - 231
	24 VDC Power Supply	753	154 - 231
	Antenna Coupler Model 610	134	154 - 231

The HYDROTRAC equipment was calibrated by three-point sextant fixes with check angles using HYDROPLOT program RK561, Range-Range Geodetic Calibration. Calibrations were performed prior to and at the end of each period of hydrography. Exceptions to normal procedure are as follows:

DN 154/1985 - Closing calibration indicated a lane loss on station 912. Examination of the strip chart located the occurrence of this lane loss and correction to the lane corrector was applied on the corrector tape.

DN 155/1985 - Station 912 went off the air during hydrography. A lane check showed no lane loss on station 901. The strip chart was scanned and showed no lane loss up to the time of station 912 failing. Hydrography was retained with the exception of four soundings immediately prior to the loss of station 912.

DN 156/1985 - Both stations failed during hydrographic operations. The strip chart was scanned and showed no lane loss prior to the end of hydrography. All data were retained.

DN 183/1985 - The strip chart pen failed during the last line of hydrography. The closing calibration showed no lane loss. All data were retained.

DN 184/1985 - Lane loss occurred on both stations while en route to closing calibration. The strip chart was scanned and all lane losses, indicated by a lane check, were accounted for. All data were retained.

All other data collected with questionable HYDROTRAC position control, were rejected and rerun. On all days during which an adequate closing calibration could not be performed, the strip charts were carefully examined. If any discrepancies were found the work was rejected and rerun. Production activities were continually curtailed by repeated HYDROTRAC system failures. Technical representatives from ODOM Hydrographic Systems, Inc. made visits to HFP-1 on three occasions from May to August 1985 to provide assistance and make major repairs to the HYDROTRAC system. These repairs were short-lived and HYDROTRAC failures would occur soon after their departure. After DN 231/1985 the HYDROTRAC system was inoperable and production activities were halted.

These repeated failures caused the HYDROTRAC system to be replaced by the ARGO DM-54 system in February 1986. The ARGO system functioned well with the exception of several power supply failures and an occasional RPU failure. All hydrography run on days of ARGO system failure was rejected and rerun.

The following ARGO DM-54 equipment was used at frequency 1646.70 KHz. for DN 083/1986 - 275/1986:

LOCATION	ARGO UNIT	S/N	DAY NUMBER (1986)
Left Station (Signal 916)	RPU	R047840	083 - 206
		R1083667	209 - 302
	ALU	A047854	083 - 302
	Power Sup.	V0379122	083 - 168
		V0379110	181 - 206
		V0478106	209 - 302
Right Station (Signal 913)	RPU	R047851	083 - 206
		R047840	209 - 302
	ALU	A047853	084 - 206
		A0379109	209 - 302
	Power Sup.	V0379127	083 - 206
		V0379110	209 - 218
	(SA 201)	053	223 - 302

LOCATION	ARGO UNIT	S/N	DAY NUMBER (1986)
Launch 1257	CDU	C047825	083 - 302
	RPU	R047854	083 - 302
	ALU	A0374116	083 - 206
		A047853	209 - 302

The ARGO equipment was calibrated by three-point sextant fix with check angles using HYDROPLOT program RK561, Range-Range Geodetic Calibration except for DN 300 and 302/1986 when fixed point calibration was used. Calibrations took place at the beginning and end of each day of hydrography with the following exceptions:

DN 136/1986 - Check angles were not observed during the closing calibration due to poor visibility at the calibration area.

DN 147/1986 - Check angles were not observed during the closing calibration due to poor visibility at the calibration area.

DN 149/1986 - No strip chart was maintained due to lack of paper for the chart. Only bottom samples were collected and closing calibration showed no lane loss for the day.

DN 209/1986 - Poor visibility prevented a check angle from being observed during both the opening and closing calibration. Additional observations were taken at each calibration and no lane loss was observed.

Calibration data were used to determine the daily correctors. Except for those days when no closing calibration was performed, all daily correctors are the mean of the opening and closing correctors. These correctors were then applied via the corrector tape.

The following sextants were used for all visual calibrations:

C. Plath S/N 56313
C. Plath S/N 56317
Tamaya S/N T3867

The ANDIST correctors for launch 1257 was 0.0 meters. An Electronic Corrector Abstract is presented in the appendix. All raw calibration data are included in the accordion file.

H. SHORELINE SEE SECTION 3. OF THE EVALUATION REPORT.

No shoreline exists in the survey area.

Two control stations exist seaward of the shoreline. These are detailed in Section F of this report.

The Coast Pilot Report for this survey is appended.

I. CROSSLINES

Crosslines totaled 144 nautical miles or 7% of the hydrography.

Crossline agreement with mainscheme hydrography was very good. All differences were less than two feet with the majority agreeing within one foot.

Two different Fathometers were used to gather data during this survey (Raytheon DE723D and Raytheon DSF-6000N). The crosslines show no differences attributable to the Fathometer change.

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

This survey junctions with the following surveys:

H-10001, 1:40,000, 1982 (to the south),
H-10053, 1:40,000, 1982-85 (to the east),
H-10114, 1:20,000, 1983-85 (to the northeast),
H-10151, 1:20,000, 1984-86 (to the north),
H-10206, 1:40,000, 1985 (to the west).

Agreement with H-10001 was good with differences of two to three feet throughout the common survey area. Such differences are expected considering the large number of sharply graded peaks and deeps in this area.

Agreement with surveys H-10053, H-10114, H-10151, and H-10206 was found to be very good with random differences of less than two feet throughout the common survey areas.

K. COMPARISON WITH PRIOR SURVEYS SEE SECTION 6. OF THE EVALUATION REPORT.

The survey area was previously covered by the following surveys:

H-4133	1920	1:80,000
H-6554	1940	1:40,000

Comparison to prior survey H-6554 showed very good agreement with approximately 90% of the soundings agreeing by within two feet. The remaining soundings showed random differences of two to four feet. There appears to be no trend to the larger depth differences

that could be associated with shoaling or deepening of a specific area. Survey H-6554 contains no significant features or depths that have been disproved by this survey.

L. COMPARISON WITH THE CHART SEE ALSO SECTION 7.9. OF THE EVALUATION REPORT.

Comparisons were made between this survey and Chart 11360, 28th Edition, Dec. 10/83.

The following Dangers to Navigation were investigated during this survey:

AWOIS Item 03611 (Information): Obstruction Fish Haven, 12 fathoms charted at lat. 30°00'30.00"N, long. 087°43'10.00"W on Chart 11360. This information originated from CL 1081/74 Eighth Coast Guard District, CL 1227/75 - COE and LNM 41/80. The wreck is described as a Liberty Ship hull with a 78-foot clearance. The wreck is locally known as the "Sparkman" fish haven. It was located by Fathometer investigation on 09 May 1985 at lat. 29° 59'39.~~27~~26"N, long. 087°43'05.83"W. It is recommended that it remain charted as an Obstruction, Fish Haven and its position be revised to the surveyed position. CONCUR NC

AWOIS Item 03614 (PSR 283) (Full Investigation): Charted as a dangerous submerged wreck (PA) at lat. 30°03'30"N, long. 087° 42'25"W on Chart 11360 (reported Loran-C position: 7980 Chain, W-12957.8, Y-47039.9). This information originated from Local Notice To Mariners 9 (1979) and is described as a 105-foot tugboat sunk as a fish haven in 72 feet of water with no authorized minimum clearance. Chart Letter 891 (1979) from Alabama Department of Conservation reported a ten-fathom clearance. Mr. Fred Givens of Pleasure Island Dive Center, P.O. Box 1730, Gulf Shores, Alabama 36542, reports that he has dove on this wreck many times in the past. Mr. Givens reports it showed progressive signs of deterioration and he has been unable to locate it for nearly two years. He believes the wreck to have broken up. Mr. Donald Kelly, Marine Resources Division, Alabama Department of Conservation, Gulf Shores, Alabama reports that he also has been unable to locate the wreck and believes it to be broken up. Line spacing was split to 100 meters for a radius of 1000 meters from the charted position. No evidence of the wreck was found on the fathogram record. It is recommended that the charted symbol be revised to a sunken wreck ~~not~~ dangerous to surface navigation, ED. at the charted position. This information was previously surveyed and submitted with H-10151. Additional development with no results were conducted with this survey. IT IS ALSO RECOMMENDED THAT THIS ITEM BE INVESTIGATED BY WIRE DRAG/SIDE SCAN SONAR AT AN OPPORTUNE TIME. Appd

The following uncharted items were located within the bounds of this survey:

An uncharted wreck known locally as "Tug Commodore" was located at lat. 30°00′05.08"N, long. 087°42′12.98"W (Position Number 2466) on 24 April 1986 during dive operations by party personnel. A least depth of 88.6 feet (corrected for predicted tides) was measured by diver held leadline at 1610 UTC. The wreck is the remains of a large tugboat approximately 150 feet long and a barge containing two concrete counterweights for a drawbridge. The barge is covered with sand, however the counterweights are still exposed. The wreck lies in approximately 100 feet of water. It is recommended that this be charted as a sunken wreck (89WK) not dangerous to navigation at the surveyed position. CONCUR

An uncharted wreck locally known as "Romar Barge" (Position Number 2950) was located at lat. 30°02′43.44"N, long. 087°40′08.50"W on 27 May 1986 during dive operations. The wreck is the remains of a steel barge lying inverted on a sand bottom. The least depth (corrected for predicted tides), as measured by diver held leadline was 83.6 feet. It is recommended that it be charted as a sunken wreck (83WK) not dangerous to surface navigation at the surveyed position. CONCUR

An uncharted wreck known locally as "The Trawler" (Position Number 2468) was located at lat. 30°03′55.07"N, long. 087°42′31.08"W on 24 April 1986 during dive operations. The wreck is the remains of a steel hulled trawler broken up and partially buried in a sand bottom. The least depth (corrected for predicted tides) as measured by diver held leadline is 53.6 feet. It is recommended that it be charted as a sunken wreck (54WK) dangerous to surface navigation at the surveyed position. CONCUR

An uncharted wreck known locally as "Go Navy Tug" was located at lat. 29°58′01.03"N, long. 087°37′54.25"W on 14 May 1986 (Position Number 2948). A least depth of 74 feet, corrected for predicted tides, was measured by diver held leadline at 1805 UTC. The wreck is an intact ocean going tug approximately 140 feet long and is located in 95 feet of water. It is recommended that it be charted as a sunken wreck (74WK) not dangerous to surface navigation at the surveyed position. CONCUR

An uncharted wreck, consisting of a sunken drydock, was located at lat. 30°02′03.81"N, long. 087°41′55.28"W on 27 October 1986 (Position Numbers 3424) at 1935 UTC during dive operations. A least depth of 58.8 feet, corrected for predicted tides, was measured by diver held leadline. The wreck consists of a floating drydock which was originally to be sunk as an artificial reef by Deyton Marine Incorporated, Wando, SC., and the Alabama Department of Conservation and Natural Resources. However, the drydock sank en route and was never located by the

state of Alabama and therefore not designated by the Division of Marine Resources as an artificial fishing reef. HFP-1 notified Mr. Hugh Swingle, Director, Division of Marine Resources in November 1985 concerning the location of the drydock (See supporting documents in the appendix). In view of the supporting evidence, it is recommended that it be charted as ~~an Obstruction, Fish Haven.~~ A DANGEROUS SUNKEN WRECK (58WK) IN PRESENT SURVEY LOCATION. Appd

The hydrographer originally reported the drydock to the US Coast Guard, Eighth District as a submerged dangerous wreck located at lat. 30°02'04.46"N, long. 087°41'55.15"W. This position was a result of meaning several DP's taken after an unsuccessful least depth dive on 23 October 1985. The position reported for the drydock from DN 300/1986 should be used for charting purposes as it was taken adjacent to a diver placed buoy marking the least depth. No Notice to Mariners was submitted to the Coast Guard pertaining to the refined position on the drydock due to the small difference between the positions.

Danger to Navigation Reports and associated correspondences are appended. Dive and AWOIS Item Reports are ~~located in the accordion file~~. ALSO APPENDED.

Comparison to the charted soundings showed fair to good agreement. Differences varied from one to six feet with the charted soundings consistently shoaler. These differences are to be expected when the problems of nearest fathom depths converted to feet and age of hydrographic information (Most recent Prior Survey from 1940) are taken into account.

All areas where shoals or spikes were indicated by the Fathometer record were developed using reduced line spacing. SEE ALSO SECTION 4.a. OF THE EVALUATION REPORT.

The two privately maintained, white and orange buoys shown to mark the Obstruction, Fish Haven, on Chart 11360 are no longer present. Their removal was reported in LNM 54/84. A copy of this notice is appended.

The production of an additional chart covering the area from long. 087°00'W to long. 088°00'W and lat. 29°00'N northward to the Alabama/Florida coast would be of great value to both commercial and sport fishermen in this area. Chart 11360 presently covers this area, but at a very small scale (1:456,394) reducing the amount of depth information needed to locate shrimp and other bottom dwelling species.

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 SEE SECTION 7.b. OF THE EVALUATION REPORT.

No fixed or floating navigational aids are presently located within the boundaries of this survey. No bridges, overhead or submarine cables, pipelines or ferry routes exist in the survey area.

O. STATISTICS

	Total
Days of Production	49
Number of positions	3464
Nautical miles of sounding lines	2313
Mainscheme	2025
Crosslines	144
Development	144
Square nautical miles of hydrography	250
Bottom samples	42
Tide stations	0
Current stations	0
Velocity casts	15
Magnetic stations	0

P. MISCELLANEOUS

All bottom samples were sent to Smithsonian Institution. Copies of Oceanographic Log Sheet-M are appended.

No anomalous currents were observed in the survey area.

Loran-C data was collected automatically at each fix by the HYDROPLOT system on all days except when the Loran-C was not operational. An antenna problem made all Loran-C data collected in 1985 questionable. This problem was corrected during the installation of the ARGO equipment so all 1986 data is accurate.

Q. RECOMMENDATIONS

No additional field work is necessary.

R. AUTOMATED DATA PROCESSING

The following HYDROPLOT system programs were used during this survey:

PROGRAM	DESCRIPTION	VERSION
RK112	Range-Range and Hyperbolic Real-Time HYDROPLOT	04/23/84
RK201	Grid, Signal, and Lattice Plot	04/18/75
RK211	Range-Range Non-Real Time Plot	02/13/84

PROGRAM	DESCRIPTION	VERSION
RK300	Utility Computations	10/21/80
RK321	LORAN-C Computations	10/21/80
RK330	Reformat and Data Check	05/04/76
PM360	Electronic Corrector Abstract	02/02/76
RA362	RK330 and AM602 Combined	08/20/84
RK407	Geodetic Inverse/Direct Computation	09/25/78
RK409	Geodetic Utility Package	09/20/78
AM500	Predicted Tide Generator	11/10/72
RK530	Layer Corrections for Velocity	05/10/76
RK561	H/R Geodetic Calibration	12/01/82
AM602	ELINORE--Line Oriented Editor	12/08/82
RK606	Tape Duplicator	08/22/74
MI999	Utility Plot	05/30/73

S. REFERENCE TO REPORTS

Descriptive Report H-10151
Dive Reports
AWOIS Item Reports
Horizontal Control Report
Coast Pilot Report

Respectfully Submitted,

Kenneth W. Perrin

for David W. Moeller, LTJG, NOAA
Officer in Charge, HFP-1

SIGNAL TAPE LISTING
OPR-J217
HFP 40-1-85
H-10180
VESNO 1257

136 7 30 17 42155 087 29 07651 139 0000 000000 ONO ISLAND TANK **
QUAD 3008724, 1982

138 7 30 16 10560 087 33 20870 250 0000 000000 PERDIDO PASS LT. 1 *
QUAD 308731, 1984

146 6 30 17 30087 087 34 12079 139 0000 000000 ORANGE BEACH TANK **
QUAD 3008731, 1983

147 6 30 16 23259 087 35 02928 139 0000 000000 COTTON BAYOU *
STANDPIPE 1984
QUAD 3008731

148 6 30 15 30316 087 39 05519 139 0000 000000 GULF STATE PARK TK ***
QUAD 3008731, 1983

149 2 30 14 40831 087 40 04615 250 0007 000000 PK GULF PIER **
QUAD 3008731, 1983

151 1 30 16 08270 087 41 12398 139 0000 000000 GULF SHORES TANK *
NORTH, 1983
QUAD 3008731

152 2 30 14 25841 087 44 15601 250 0006 000000 JONES 1983 **
QUAD 3008732

162 6 30 10 55089 087 54 02444 139 0000 000000 WEST PILE FL W LT *
QUAD 3008733, 1985

901 7 29 40 09229 085 21 26851 250 0002 171859 CAPE SAN BLAS ****
LORAN TR, 1956
QUAD 2908513
STATION 1010

912 0 30 15 20065 087 38 18945 250 0002 171859 BRANYON 2, 1983 *
QUAD 3008731

913 6 30 15 20065 087 38 18945 250 0002 164670 BRANYON 2, 1983 *
QUAD 3008731

916 0 30 13 36330 088 01 31070 250 0001 164670 WHITING 82 ***
QUAD 3008812, 1982

CONTROL LOCATED BY:

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

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

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

NONFLOATING AIDS [redacted] FOR CHARTS

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

(See reverse for responsible personnel)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
PILES	(WEST PILE FL W Lt), Steel Mooring Pile being the tallest of a set of 4 piles, all in line with one another. It is 2	30 10	55.889	87 54	02.444		F-3-6-L 1-30-86	11360 11376
	feet in Dia. and has a Privately maintained Fl W Lt atop. It bears 17.0 feet above MLLW and is the most prominent of the Piles.							
PILES	(EAST PILE), Steel Mooring Pile, being the shortest and most easterly of a set of 4 piles. It is 2 feet in Dia. and belongs	30 10	56.433	87 54	01.548		F-3-6-L 1-30-86	11360 11376
	to the set of piles as (WEST PILE FL W Lt) It bears 7.0 feet above MLLW.							
LIGHT	(PERDIDO PASS LIGHT 1), LL# 2373 QK FL G Lt with square green daymarks on a single pile.	30 16	10.568	87 33	28.878		F-3-6-L 8-24-84	11382
LIGHT	(PERDIDO PASS LIGHT 6), discontinued as Lt 6, now has a QK FL W Lt atop a dolphin. The light has no number and	30 16	22.456	87 33	29.431		F-3-6-L 8-24-84	11382
	marks the dolphin as a hazard.							
	NC-L-1342(86)							

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

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

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

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

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

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

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

FIELD (Cont'd)

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

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

II. TRIANGULATION STATION RECOVERED

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

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

NOAA FORM 76-40 (8-74)

Replaces C&GS Form 567.

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

NONFLOATING AIDS [redacted] FOR CHARTS

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

(See reverse for responsible personnel)

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

REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
LIGHT	(MOBILE POINT LIGHT), LL#2379, was originally charted by Coast Guard weekly Notice to Mariners in 1966. Charted position is incorrect. Revise Position	30 13	40.824	88 01	26.466		F-3-6-L 1982	11360 11376 11378
LIGHT	(PERDIDO PASS LIGHT 6), has been discontinued as Light 6. Revise Position and charted features to show QK FL W Light atop a dolphin. Light has no number and marks the dolphin as a Hazard. Present charted position is from LNM District 8; May 13,1981.	30 16	22.456	87 33	29.431		F-3-6-L 8-24-84	11378

NC-L1342(86)

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

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

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

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

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

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

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

FIELD (Cont'd)

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

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

II. TRIANGULATION STATION RECOVERED

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

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

[redacted] LANDMARKS FOR CHARTS

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

(See reverse for responsible personnel)

[X] TO BE CHARTED [ ] TO BE REVISED [ ] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
TANKS	(GULF SHORES TANK) is an elevated Tank supported by four legs with a central pipe. 118 ft tall with top at 137 ft above MLLW.	30 16	05.984	87 41	12.517		F-3-6-L March, 1983	11360
TANKS	(GULF SHORES TANK NORTH) is a large elevated Tank supported by six legs with a central pipe 122 ft - 6 inches tall with top at 141 feet above MLLW. Note: The above TANKS were previously submitted with Surveys H-10114, Jan. 1985 and H-10151, Jan. 1986. It has not yet been charted. These TANKS are Good Landmarks.	30 16	08.278	87 41	12.398		F-3-6-L Sept., 1984	11360
TANK	(ONO ISLAND TANK) is a white ball shaped Tank atop a single stem. 120 feet tall with top at 131 feet above MLLW. Note: This TANK was previously submitted with Survey H-10041, Oct. 1983. It has not yet been charted. It is a Good Landmark.	30 17	42.156	87 29	07.647		F-3-6-L Feb., 1981	11360

We h- 1342(86)

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64.

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

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

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

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V - Verified	
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3 - Intersection	7 - Planetable
4 - Resection	8 - Sextant

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

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

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

FIELD (Cont'd)

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

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

II. TRIANGULATION STATION RECOVERED

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

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

NOAA FORM 76-40 (8-74)

Replaces C&GS Form 567.

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

[redacted] LANDMARKS FOR CHARTS

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

(See reverse for responsible personnel)

[X] TO BE CHARTED / [ ] TO BE REVISED / [ ] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
TANK	(GULF STATE PARK TANK) is a large green elevated Tank supported by six legs with a central pipe. 130 feet tall	30 15	30.316	87 39	05.519		F-3-6-L March, 1983	11360
	and is a Good Landmark.							
TANK	(GULF SHORES TANK NORTH) is a large elevated Tank supported by six legs with a central pipe. 122 ft - 6 inches	30 16	08.278	87 41	12.398		F-3-6-L Sept., 1984	11378
	tall with the top at 141 feet above MLLW. It is a Good Landmark.							
TANK	(ORANGE BEACH TANK) is a orange elevated Tank, supported by five legs with a central pipe. 125 ft. tall with the	30 17	30.887	87 34	12.079		F-3-6-L March, 1983	11382 11360
	top at 149 feet above MLLW. It is a Good Landmark.							
	we L-1342(86)							

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

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1 - Triangulation	5 - Field identified
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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

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NOAA FORM 76-40
(8-74)

Replaces C&GS Form 567.

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

[redacted] LANDMARKS FOR CHARTS

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

(See reverse for responsible personnel)

[ ] TO BE CHARTED [X] TO BE REVISED [ ] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
S' PIPE	(COTTON BAYOU STANDPIPE) is an orange Standpipe Watertank. 99.5 ft tall and with top at 120 feet above MLLW.	30 16	23.259	87 35	02.928		F-3-6-L Sept., 1984	11378 11382
	Charted Name shows it as a tank, this should be revised to show "S' PIPE".							
	ne L-1342(86)							

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

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

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

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1 - Triangulation	5 - Field identified
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A. Field positions* require entry of method of location and date of field work.

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

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

FIELD (Cont'd)

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

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

II. TRIANGULATION STATION RECOVERED

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

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

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

NOAA FORM 76-40
(8-74)

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

[redacted] LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY
- [X] HYDROGRAPHIC PARTY
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- [ ] COAST PILOT BRANCH

(See reverse for responsible personnel)

[ ] TO BE CHARTED [ ] TO BE REVISED [X] TO BE DELETED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
	HFP - #1	Alabama	GULF of MEXICO	Nov. 86

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OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DATUM
OPR - J217		H - 10180	NAD 1927

CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	POSITION LATITUDE ° ′	LATITUDE ″ D.M. Meters	POSITION LONGITUDE ° ′	LONGITUDE ″ D.P. Meters	METHOD AND DATE OF LOCATION (See instructions on reverse side) OFFICE	FIELD	CHARTS AFFECTED
BLDG	(SW CONDO ELEV. SHAFT), Nine story Bldg previously submitted with H-10151 Survey This is not a Good Landmark and won't	30 13	54.501	87 53	20.906		F-3-6-L July 1984	11376
	in the future with the area under much developement. Delete this item.							
DOME	Destroyed in Sept, 1979 by Hurricane Frederick. Dome no longer exists. Delete from Chart.	30 13	01.1	88 04	38.5		V - Vis Nov. 1986	11360
	wcl-1342(86)							

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

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

1. 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.

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

02 October 1985

TO: N/CG222 - Chief, Chart Information Section

THRU: N/MOA233 - LCDR Kenneth W. Perrin
Chief, Hydrographic Field Parties Section

FROM: N/MOA233 - LTJG Philip M. Kenul
OIC, NOAA LAUNCH 1257

SUBJECT: Danger to Navigation Report, Chart 11360, Survey H-10180, OPR-J217

The attached letter and chartlet were sent to Commander, Eighth Coast Guard District, New Orleans, Louisiana, for inclusion in the Local Notice to Mariners. The Eighth Coast Guard District was also informed of this danger by telephone on 02 October 1985.

UPDATED WITH MEMO DATED 01 NOV. 1985

I was taken to this uncharted wreck by Mr. Fred Givens, Pleasure Island Dive Center, Gulf Shores, Alabama, during a non-duty dive. He informs me that this drydock sank about seven years ago while being towed to another location. I have not been able to locate any published information concerning this wreck. Mr. Donald Brooks, Eighth Coast Guard District, also has no record of this wreck.

Additional information will be forthcoming when an accurate position is found on this wreck.

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

02 October 1985

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

Dear Sir:

The following information should be published in the next edition of the Local Notice to Mariners for NOS Chart 11360.

An uncharted wreck was located at the following Loran-C coordinates on the 7980 chain: W-12960.8 Y-47031.4. This position is approximately 15.5 nautical miles and bears 210° from Perdido Pass Buoy. The wreck is a floating drydock in about 80 feet of water which covers an area on the bottom of approximately 100 x 200 meters. A least depth of 59 feet was measured by diver's depth gauge at 223000 UTC on 28 September 1985, and is uncorrected for tides. An accurate geodetic position will be obtained as soon as possible.

UPDATED WITH LETTER DATED 28 OCT. 85

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

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

Sincerely,

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


LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 .... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .... Master
W .... Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary
EXAMPLE: 7980-W
RATES ON THIS CHART
7980-W 7980-X 7980-Y
CHART 11360
The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.
CAUTION
SUBMERGED PIPELINES AN
A selection of the large pipelines are shown thus:
Uncharted submerged pi cables may exist in the vi well structures, and between tures and the shoreline. Mari use caution when anchoring, trawling.
Covered wells may be lighted or unlighted buoys.
FIELD DATA
SUBJECT TO ADJUSTMENTS AND CORRECTIONS
MOBILE BAY
BON SECOUR BAY
PERDIDO BAY
ALABAMA
FLORIDA
Fairhope
Great Pt. Clear
Mobile Pt
Miflin
Millview
Pensacola
PENSACOLA LT.
Fl 20sec 191ft 27M
Big Lagoon
SAFETY FAIRWAY 166.200 (see note A)
Chart 11376
UNCHARTED
SUNKEN
DRYDOCK
LORAN C
7980 CHAIN
W-12960.8
Y-47134.1
SUBJECT TO OFFICE VERIFICATION
SUBJECT TO OFFICE VERIFICATION
88° 50' 40' 30' 20' 10'

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

01 November 1985

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

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

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

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

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

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

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

28 October 1985

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

Dear Sir:

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

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

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

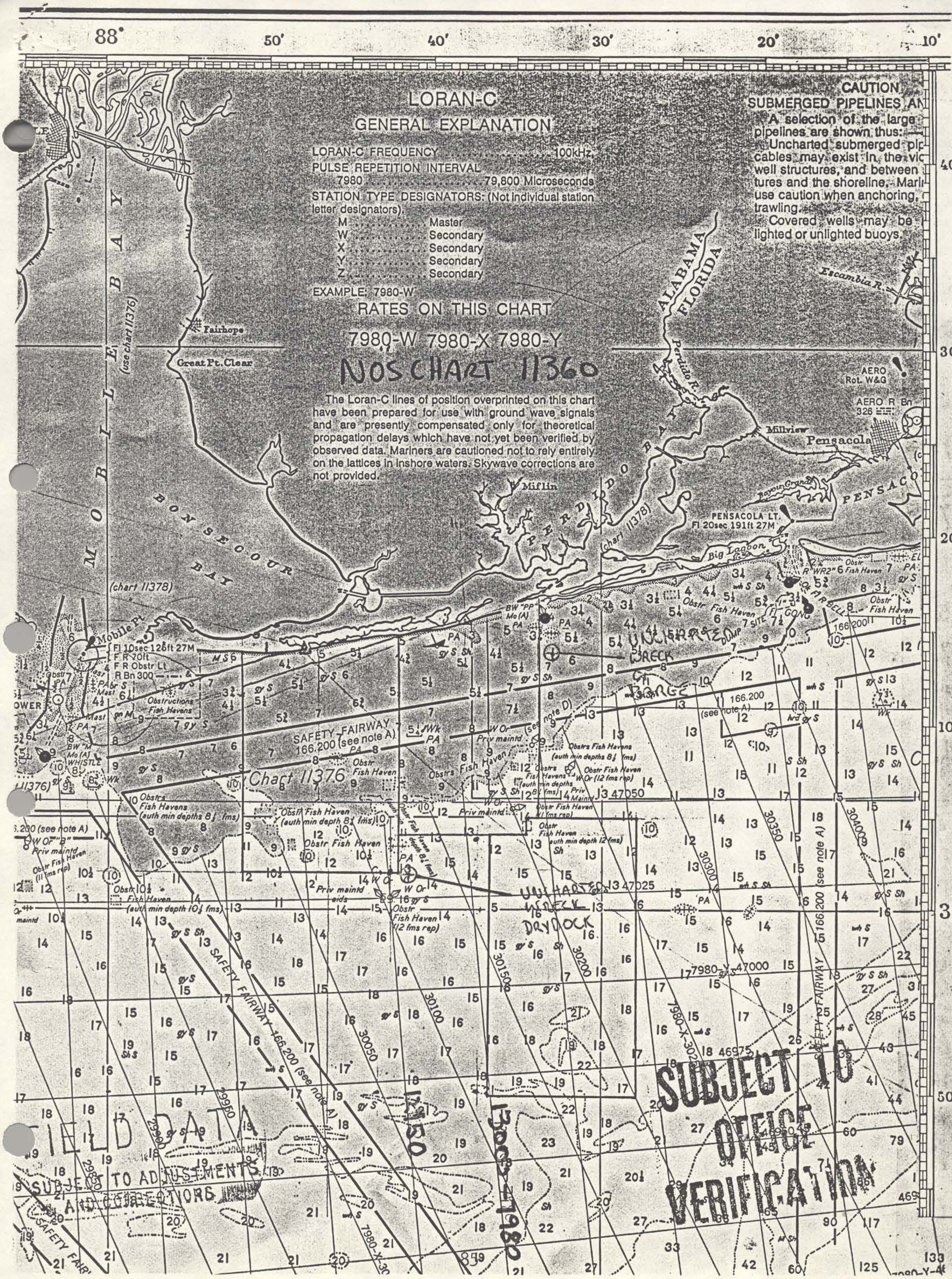
A section of NOS Chart 11360 showing the position of these wrecks is appended.

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

Sincerely,

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

* Submitted to be included with OPR-J217, HSB-20-2-82, H-10041.


LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 .... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators)
M .... Master
W .... Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary
EXAMPLE: 7980-W
RATES ON THIS CHART
7980-W 7980-X 7980-Y
NOS CHART 11360
The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.
CAUTION
SUBMERGED PIPELINES AN
A selection of the large pipelines are shown thus:
Uncharted submerged pip cables may exist in the vic well structures, and between tures and the shoreline. Mari use caution when anchoring, trawling.
Covered wells may be lighted or unlighted buoys.
88°
50'
40'
30'
20'
10'
40'
30'
20'
10'
30°
50'
MOBILE BAY
BON SECOUR BAY
PERDIDO BAY
ALABAMA
FLORIDA
Fairhope
Great Pt. Clear
Miflin
Millview
Pensacola
Escambia R.
Perdido R.
Bayou Grande
Big Lagoon
PENSACOLA LT.
Fl 20sec 191ft 27M
Mobile Pt.
(use chart 11376)
(chart 11378)
(chart 11376)
Chart 11376
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
Obstr Fish Haven
Obstrs Fish Havens (auth min depths 8½ fms)
Obstr Fish Haven (auth min depth 10½ fms)
Obstr Fish Haven (12 fms rep)
Priv maintd
7980-Y-47000
7980-Y-47050
7980-Y-47025
46975
30300
30350
30200
30150
30100
30050
29950
UNCHARTED WRECK
BARGE
UNCHARTED WRECK DRYDOCK
11350
13005-7980
FIELD DATA
SUBJECT TO ADJUSTMENTS AND CORRECTIONS
SUBJECT TO OFFICE VERIFICATION

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

27 November 1985

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

Dear Sir:

During survey operations of the National Ocean Service's Hydrographic Field Party 1, two uncharted submerged wrecks were located on 25 November 1985. The positions are converted from LORAN-C rates using NOS Program RK321, LORAN-C Computations, and therefore both wrecks should be reported as position approximate.

Pertinent information follows:

A wreck, described as an ocean going tug, was located at latitude 30° 00' 01.39"N, longitude 087° 42' 13.40"W at 1530 UTC on 25 November 1985 in approximately 98 feet of water. Echogram records indicate a least depth of approximately 92 feet.

UPDATED WITH LETTER DATED 25 JUNE 1986

A wreck, discribed as a fishing trawler was located at latitude 30° 03' 47.75"N, longitude 087° 42' 28.93"W at 1550 UTC on 25 November 1985 in approximately 73 feet of water. Echogram records indicate a least depth of about 69 feet.

UPDATED WITH LETTER DATED 20 DEC. 1985

The reported depths have not been corrected for tides, or velocity of sound through water.

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

Sincerely,

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

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

20 December 1985

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

Dear Sir:

During survey operations of the National Ocean Service, Hydrographic Field Party 1, several wrecks were located by NOAA Launch 1257. The following information affecting NOS Chart 11360 should be noted in the next Local Notice to Mariners. These wrecks were located using RANGE/RANGE Del Norte control from Third Order-Class I, Horizontal Control Stations.

An uncharted wreck was located by Raytheon Fathometer at latitude 30° 03' 52.67"N, longitude 087° 42' 29.94"W on 18 December 1985. The wreck is reported to be a wooden tug converted to a fishing trawler in 70 feet of water with a least depth of approximately 58 feet.

UPDATED WITH LETTER DATED 25 JUNE 1986. NC

A charted Fish Haven reported at latitude 30°03' 30"N, longitude 087° 48' 44"W, was found during dive operations on 18 December 1985, 1635 UTC, at latitude 30° 04' 52.14"N, longitude 087° 48' 12.32"W. The Fish Haven is an intact steel push tug in 55-60 feet of water with the stern buried in the sand. A least depth measured by diver held leadline was 42 feet (uncorrected for tides).

Appd

A charted Fish Haven reported at latitude 30° 05' 10"N, longitude 087° 50' 00"W, was located during dive operations on 18 December 1985, 1950 UTC, at latitude 30° 05' 01.35"N, longitude 087° 49' 57.05"W. The Fish Haven is a 220-foot steel barge. A least depth measured by diver held leadline was 50 feet (uncorrected for tides).

N/C

A charted Fish Haven reported at latitude 30° 05' 10"N, longitude 087° 50' 45"W, was located by Raytheon Fathometer at latitude 30° 04' 43.46"N, longitude 087° 50' 26.17"W, on 18 December 1985 at 2015 UTC. The Fish Haven is described as a 200-foot steel barge in 55-60 feet of water. A least depth of 53.5 feet was found by Raytheon Fathometer (uncorrected for tides and velocity of sound).

N/C

An uncharted wreck previously reported by HFP-1 in a letter dated 19 November 1985 to Eighth Coast Guard District was located on 19 December 1985. The revised position is latitude 30° 14' 09.01"N, * longitude 087° 45' 32.09"W. This position was determined by RANGE/AZIMUTH methods using a Wild T-2 Theodolite and an HP-3810B, EDM. This wreck also affects NOS Chart 11376. NC

Additionally, HFP-1 received information concerning an uncharted steel tug boat sunk at latitude 30° 05' 43.84"N, longitude 087° * 46' 05.07"W, in approximately 50 feet of water. This position was computed from the reported LORAN-C coordinates. This wreck was searched for on 17 December 1985 but not found, and should be reported as position approximate. NC

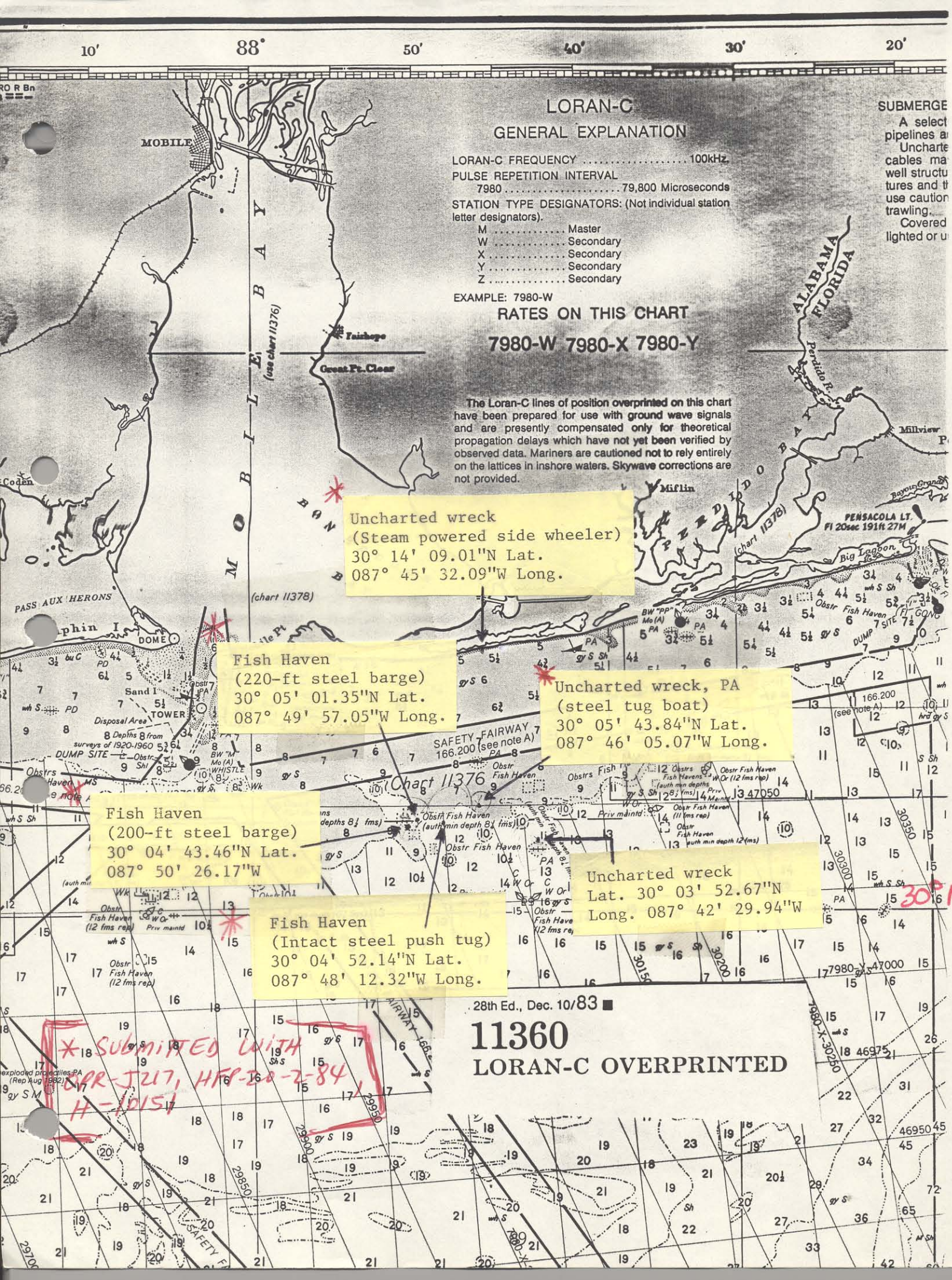
A section of NOS Chart 11360 depicting the location of these wrecks has been attached. This advance field information is subject to verification and final office review. If you have any questions, please contact me at (205) 981-9193.

Sincerely,

Philip Kenul

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

* SUBMITTED WITH OPR-J217, HFP 20-2-84, H-10151


10'
88°
50'
40'
30'
20'
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7980 ..... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE: 7980-W
RATES ON THIS CHART
7980-W 7980-X 7980-Y
The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in inshore waters. Skywave corrections are not provided.
SUBMERGE
A select
pipelines a
Uncharte
cables ma
well structu
tures and t
use caution
trawling.
Covered
lighted or u
MOBILE
MOBILE BAY
BON SECOUR BAY
PERDIDO BAY
ALABAMA
FLORIDA
Fairhope
Great Pt. Clear
(use chart 11376)
(chart 11378)
Coden
PASS AUX HERONS
Dauphin I
DOME
Sand I
TOWER
Disposal Area
DUMP SITE
SAFETY FAIRWAY
166.200 (see note A)
Miflin
Millview
PENSACOLA LT.
Fl 20sec 191ft 27M
Big Lagoon
Chart 11376
Uncharted wreck
(Steam powered side wheeler)
30° 14' 09.01"N Lat.
087° 45' 32.09"W Long.
Fish Haven
(220-ft steel barge)
30° 05' 01.35"N Lat.
087° 49' 57.05"W Long.
Uncharted wreck, PA
(steel tug boat)
30° 05' 43.84"N Lat.
087° 46' 05.07"W Long.
Fish Haven
(200-ft steel barge)
30° 04' 43.46"N Lat.
087° 50' 26.17"W
Uncharted wreck
Lat. 30° 03' 52.67"N
Long. 087° 42' 29.94"W
Fish Haven
(Intact steel push tug)
30° 04' 52.14"N Lat.
087° 48' 12.32"W Long.
28th Ed., Dec. 10/83
11360
LORAN-C OVERPRINTED
*SUBMITTED WITH
LOR-J217, HFR-20-2-84
H-10151

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

NOAA LAUNCH 1257
General Delivery
Orange Beach, AL 36561

3 June 1986

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

Dear Sir:

During hydrographic and dive operations, from 9 May to 28 May, by the National Ocean Service's Hydrographic Field Party 1 in the Gulf of Mexico, the following items were located using ARGO electronic position control and where noted dive investigation:

Charted Obstruction, Fish Haven, remains of Liberty ship "Sparkman" charted position 30°00'30.0"N. 087°43'10.0"W. Revise charted position to 29°59'39.~~27~~26"N. 087°43'05.83"W. NC

Uncharted sunken wreck, not dangerous to navigation, located at 29°58'01.03"N. 087°37'54.25"W. with least depth, corrected for predicted tides, of 74.0 feet determined by diver held leadline. NC

Uncharted sunken wreck, not dangerous to navigation located at 30°02'43.~~44~~43"N. 087°40'08.~~50~~51"W. with least depth, corrected for predicted tides, of 83.6 feet determined by diver held leadline. NC

** Charted Obstruction, Fish Haven, known locally as "10 mile barge" charted position 30°05'12"N. 087°34'30"W. Revise charted position to 30°05'44.30"N. 087°34'17.77W. NC

** Uncharted fish haven located at 30°06'49.70"N. 087°32'46.38"W. with least depth, corrected for predicted tides, of 73.4 feet determined by diver held leadline. NC

** Uncharted sunken wreck, dangerous to navigation, located at 30°06'03.50"N. 087°23'32.18"W. with least

depth, corrected for predicted tides, of 54.2 feet NC
determined by diver held leadline.

** Uncharted sunken wreck, not dangerous to navigation, located at 29°56'57.97N. 087°33'32.66"W. with least depth, corrected for predicted tides, of 78.8 feet determined by diver held leadline. NC

** Uncharted sunken wreck, not dangerous to navigation, located at 30°14'53.82"N. 087°35'08.24"W. with least depth, corrected for predicted tides, of 31.4 feet determined by diver held leadline. NC

** Uncharted obstruction, not dangerous to navigation, located at 30°01'07.06"N. 087°36'12.80"W. with least depth, corrected for predicted tides, of 84.0 feet determined by diver held leadline. NC

** Uncharted sunken wreck, not dangerous to navigation, located at 30°02'40.34"N. 087°32'20.89"W. with least depth, corrected for predicted tides, of 77.0 feet determined by diver held leadline. NC

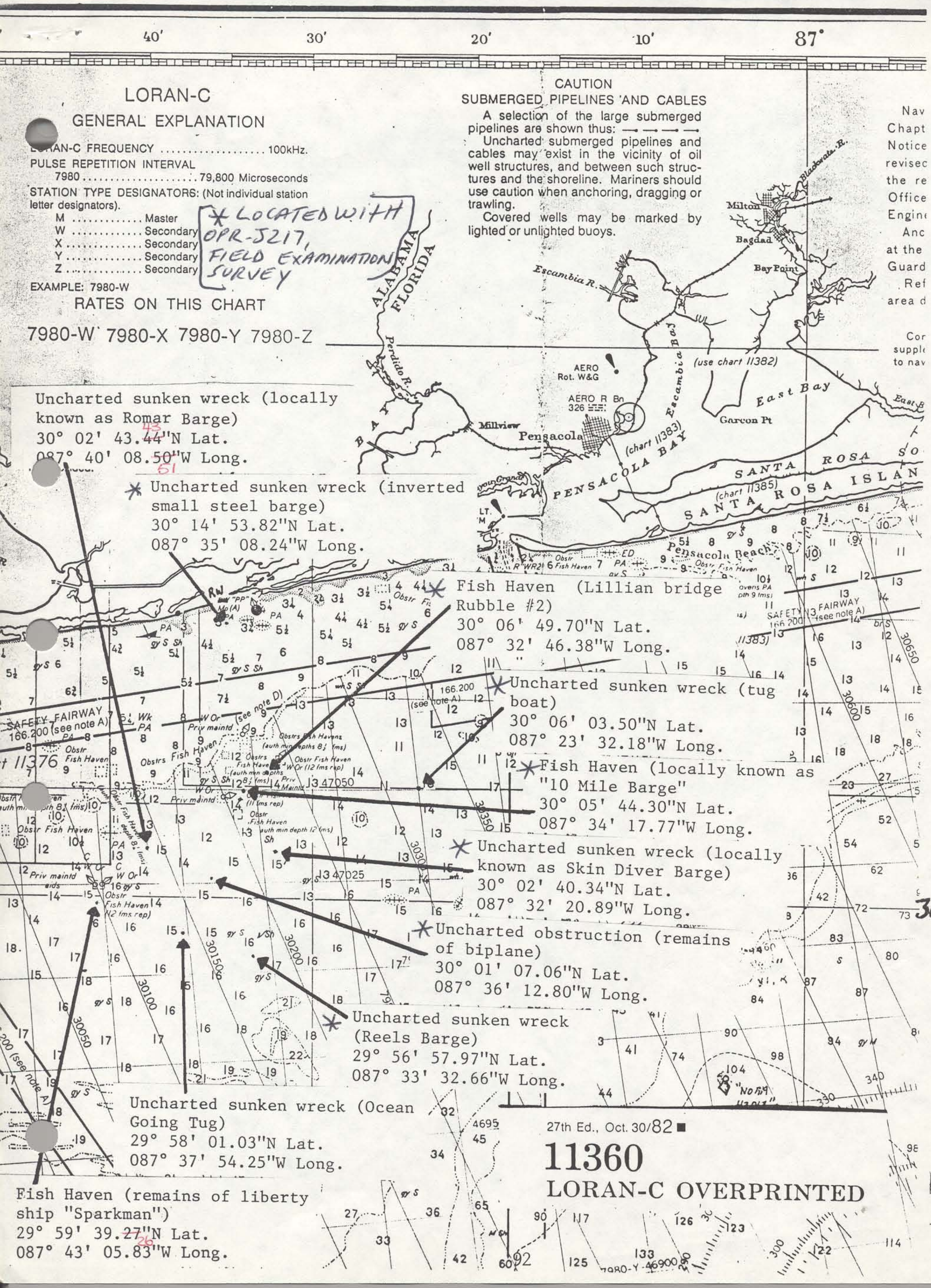
This information affects NOS Charts 11360 and 11382. The preceding advance field information is subject to review and verification. If you have any questions, please contact me at (205) 981-9193.

Sincerely,

David W. Moeller

David W. Moeller, LTJG, NOAA
Officer-in-Charge

** LOCATED WITH OPR-J217, FIELD EXAMINATION SURVEY, FE-288, HFP-150-1-86


40′
30′
20′
10′
87°
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY .... 100kHz.
PULSE REPETITION INTERVAL
7980 .... 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M .... Master
W .... Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary
EXAMPLE: 7980-W
RATES ON THIS CHART
7980-W 7980-X 7980-Y 7980-Z
* LOCATED WITH OPR-J217, FIELD EXAMINATION SURVEY
CAUTION
SUBMERGED PIPELINES AND CABLES
A selection of the large submerged pipelines are shown thus: — — — —
Uncharted submerged pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.
ALABAMA
FLORIDA
Perdido R.
Escambia R.
Milton
Bagdad
Bay Point
Blackwater R.
(use chart 11382)
AERO Rot. W&G
AERO R Bn 326
Escambia Bay
East Bay
Garcon Pt
Millview
Pensacola
(chart 11383)
PENSACOLA BAY
SANTA ROSA
SANTA ROSA ISLAND
(chart 11385)
Pensacola Beach
SAFETY FAIRWAY 166.200 (see note A)
Uncharted sunken wreck (locally known as Romar Barge)
30° 02′ 43.44″N Lat. 43
087° 40′ 08.50″W Long. 51
* Uncharted sunken wreck (inverted small steel barge)
30° 14′ 53.82″N Lat.
087° 35′ 08.24″W Long.
* Fish Haven (Lillian bridge Rubble #2)
30° 06′ 49.70″N Lat.
087° 32′ 46.38″W Long.
* Uncharted sunken wreck (tug boat)
30° 06′ 03.50″N Lat.
087° 23′ 32.18″W Long.
* Fish Haven (locally known as "10 Mile Barge"
30° 05′ 44.30″N Lat.
087° 34′ 17.77″W Long.
* Uncharted sunken wreck (locally known as Skin Diver Barge)
30° 02′ 40.34″N Lat.
087° 32′ 20.89″W Long.
* Uncharted obstruction (remains of biplane)
30° 01′ 07.06″N Lat.
087° 36′ 12.80″W Long.
* Uncharted sunken wreck (Reels Barge)
29° 56′ 57.97″N Lat.
087° 33′ 32.66″W Long.
Uncharted sunken wreck (Ocean Going Tug)
29° 58′ 01.03″N Lat.
087° 37′ 54.25″W Long.
Fish Haven (remains of liberty ship "Sparkman")
29° 59′ 39.27″N Lat. 26
087° 43′ 05.83″W Long.
30°N
27th Ed., Oct. 30/82
11360
LORAN-C OVERPRINTED

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

NOAA LAUNCH 1257
General Delivery
Orange Beach, AL 36561

25 June 1986

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

Dear Sir:

During hydrographic and dive operations, by the National Ocean Service's Hydrographic Field Party 1 in the Gulf of Mexico, additional investigation has been performed on a previously reported item (letters dated 27 November and 20 December 1985). This item previously reported as a sunken wooden tug converted to a fishing trawler located at 30°03'52.67"N. 087°42'29.94"W. has undergone dive investigation. The new position is 30°03'55.07"N. 087°42'31.08"W. with a least depth of 53.6 feet (corrected for predicted tides) determined by diver held leadline. NC

Additional investigation on an uncharted wreck, not dangerous to surface navigation, reported previously (letter dated 27 November 1985) at 30°00'01.39"N. 087°42'13.40W. (Position Approximate) was located during dive operations. It consists of a sunken oceangoing tug (known locally as the Tug Commodore) and its barge containing two concrete bridge counterweights. It is located at 30°00'05.08N. 087°42'12.98"W. with a least depth of 88.6 feet (corrected for predicted tides) determined by diver held leadline. NC

This information affects NOS Chart 11360. The preceding advance field information is subject to review and verification. If you have any questions, please contact me at (205) 981-9193.

Sincerely,

David W. Moeller, LTJG, NOAA
Officer-in-Charge

29th Ed., June 15/85 ■

11360

LORAN-C OVERPRINTED

Formerly C&GS 1115 1st

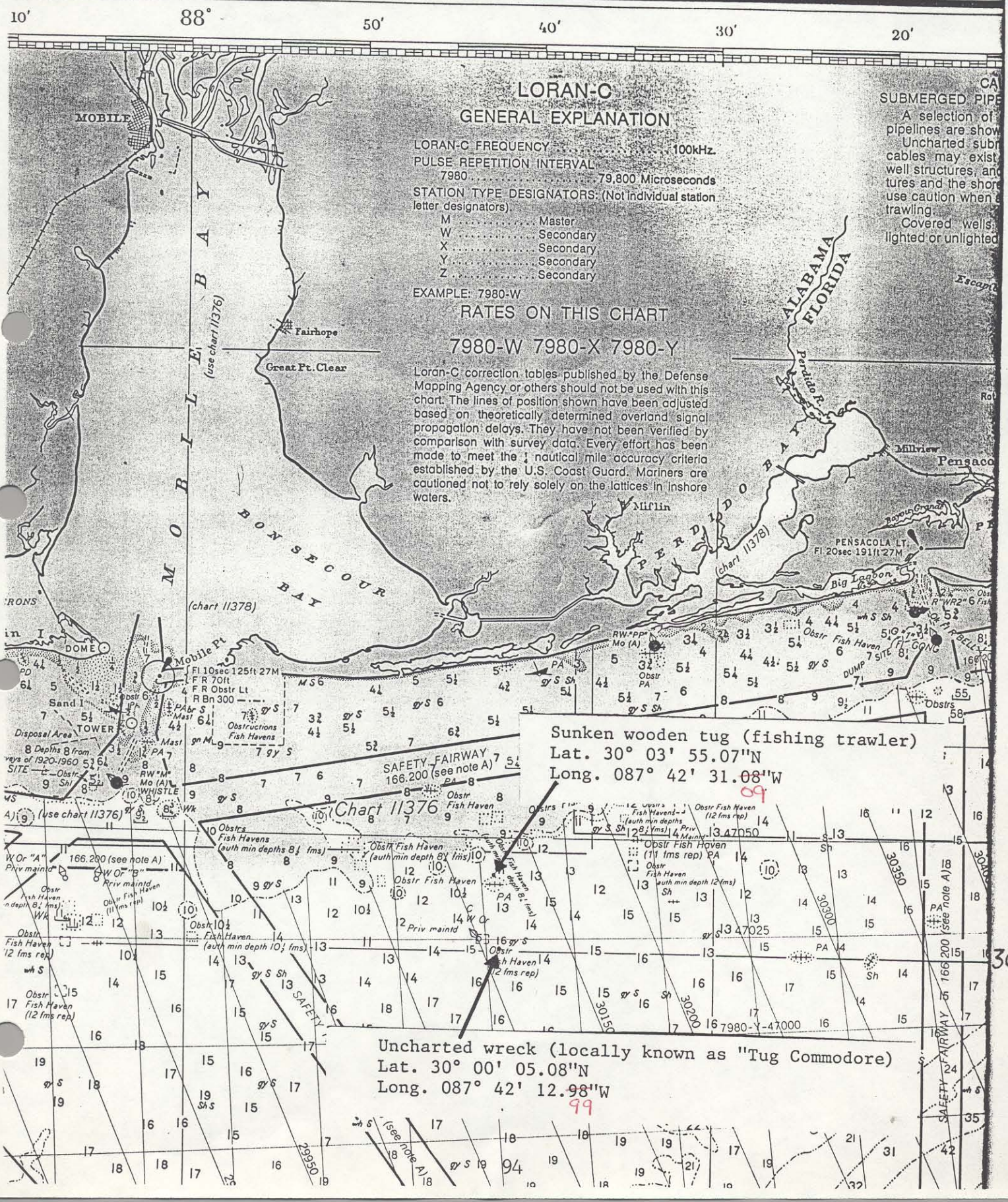


CHART # 11360 ITEM # Uncharted Appd 10 fm

ITEM DESCRIPTION:
Sunken Drydock

SOURCE: HFP-1

INVESTIGATION DATE: 27 October 1986 TIME: 1935 UTC VESSEL: NOAA Launch 1257

OIC: LTJG David W. Moeller

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 3424 Volume 2 pg. 6

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☒ Predicted or ☐ Actual Tide Correctors

Least depth by diver held leadline, 59.0 feet, corrected to 58.8 feet.

GEODETIC POSITION:

	Latutide	Longitude
Charted:	Uncharted	
Observed:	30°02'03.81"N	087°41'55.28"W 29

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION:
Dive operation

CHARTING RECOMMENDATIONS:
~~Obstruction, Fish Haven~~
SEE PAGE 14 OF HYDROGRAPHER'S REPORT.

Compilation Use Only

CHART APPLIED AS

NOTE: This supersedes dive report dated 23 October 1985 previously submitted.

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217
SURVEY HEP-40-1-85
FIELD NUMBER H-10180

DIVE NUMBER 6 DIVE DATE 27 October 1986

I. AREA OF INVESTIGATION

A. State/Country Alabama, USA Sub-Locality S,E. of Mobile Pt.

B. Position: Latitude 30° 02' 03.81N Longitude 087° 41' 55.29W
(Dive site or center of search area)

C. Method of Positioning ARGO

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: N/A (uncharted)

B. Source of item being investigated (if other than AWOIS listing): HEP-1

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):
LORAN-C 7980 Chain W-12960.8 Y-47031.4

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

Visual

C. Known reference to features nearby:
None

D. Area and depths covered:
Top of Drydock 50-70 feet

IV. DIVE DATA

A. Divers: LTJG Moeller and Ricky Givens off of "Gulf Diver"

B. Time of Dive (in UTC) - Real 1932
Elapsed 5 min.

C. General Bottom Depths (units and method of determination):
75 - 85 feet (fathometer)

D. Current and conditions: Good visibility, little current

E. Visibility (number of feet - horizontally and vertically):
Hor. - 40-50' Vert. - 60'

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

IV. RESULTS

A. Detached Positions Number(s): 3424

Time of D.P.'s (UTC): Describe if other time zone: 193500

Least Depth and Fix Numbers (raw depth): 59' 1935 UTC

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:

Sunken inverted drydock

C. Dimensions of item or feature (attach sketch if appropriate):
100 X 200 meters

D. Unusual Conditions:

None

VI. CHARTING RECOMMENDATIONS

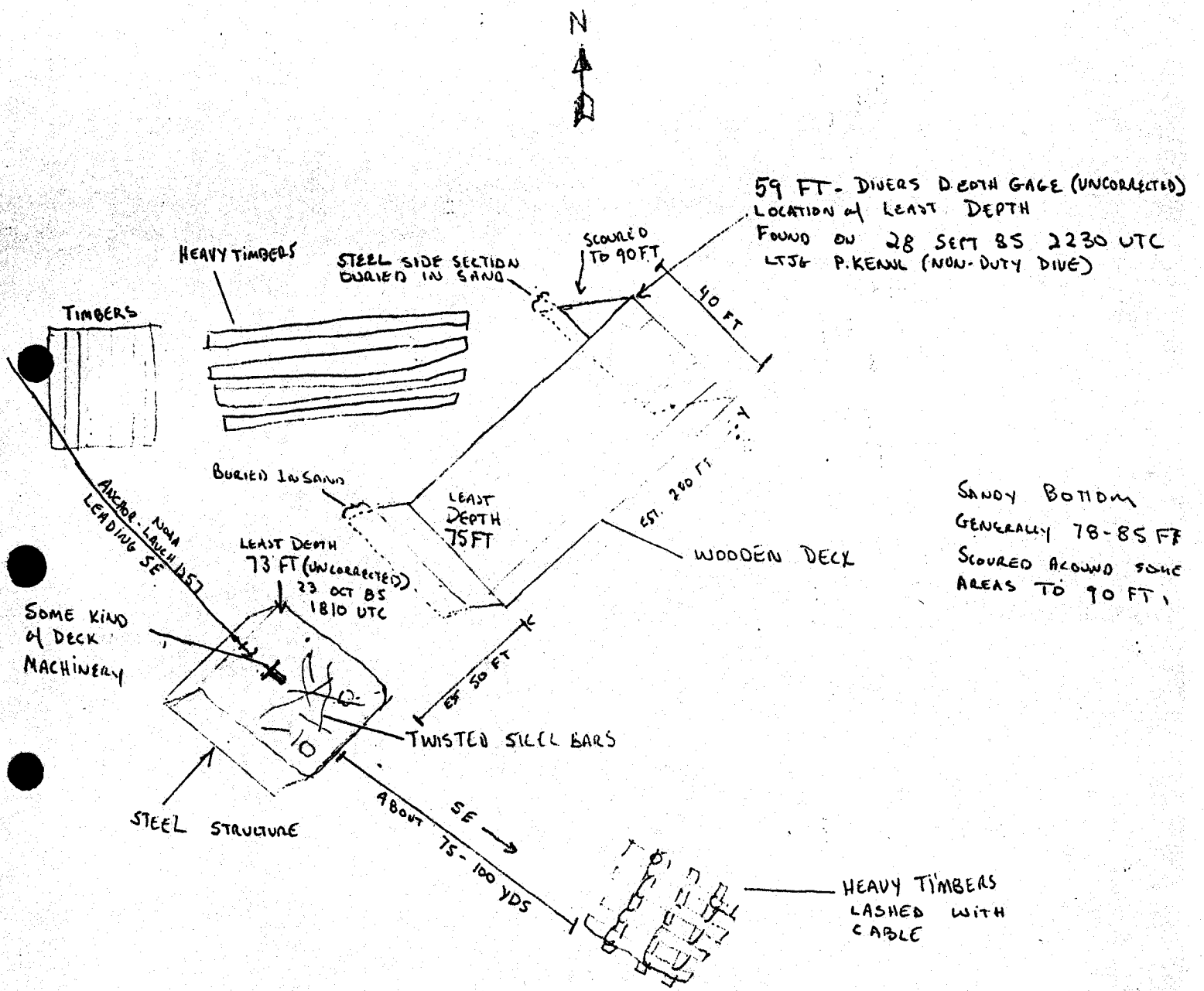
Position Lat. 30°02'03.81"N Long. 087°41'55.29"W

Reduced Depth 58.8 feet (corrected for predicted tides)

Type of Feature (Reference Chart No.1) ~~Obstruction, Fish Haven~~
SEE PAGE 14 OF HYDROGRAPHER'S REPORT.

UNCHARTED DRYDOCK WRECK

CRANDALL DESIGN VESSEL
OF
ALABAMA DRYDOCK CO. - DRYDOCK NO. 4.
SUNK IN WRONG LOCATION AS FISH HAVEN



NOAA DIVERS HAVE NOT BEEN AT ALL THE SITES of THIS WRECK. SOME OF THE INFORMATIO FOR THE SKETCH HAS BEEN PROVIDED BY FRED GIVENS, PLEASURE ISLAND DIVE CENTER

STATE OF ALABAMA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

FOB JAMES
GOVERNOR

JOHN M. Mc MILLAN, JR.
COMMISSIONER

P.O. Drawer 458
Gulf Shores, Alabama 36542

HUGH A. SWINGLE, DIRECTOR
DIVISION OF MARINE RESOURCES

April 22, 1982

Mr. Tony Robertson
Regulatory Functions Branch
U.S. Army Corps of Engineers
P. O. Box 2288
Mobile, Alabama 36628

Dear Tony:

Alabama Dry Dock Company, Mobile, Alabama has recently donated a pontoon section of dry dock number 4, a crandall design vessel constructed in 1916, to Marine Resources Division for use in our artificial reef program.

I would like to sink this pontoon section at approved permit area #8, permit number 73-578, Loran C coordinates 47032/12695, longitude 30° 02.15', latitude 87° 42.00'. This area is located in 100' water and is used only sparingly for shrimping or groundfish trawling. The dimensions of the pontoon section (see attached rough draft) is 60' long, 90' wide, with a wing wall height of 40'.

I inspected the section on ADSCO property on Wednesday 21 April and found the vessel to be clean, posing no threat to the environment with contaminants.

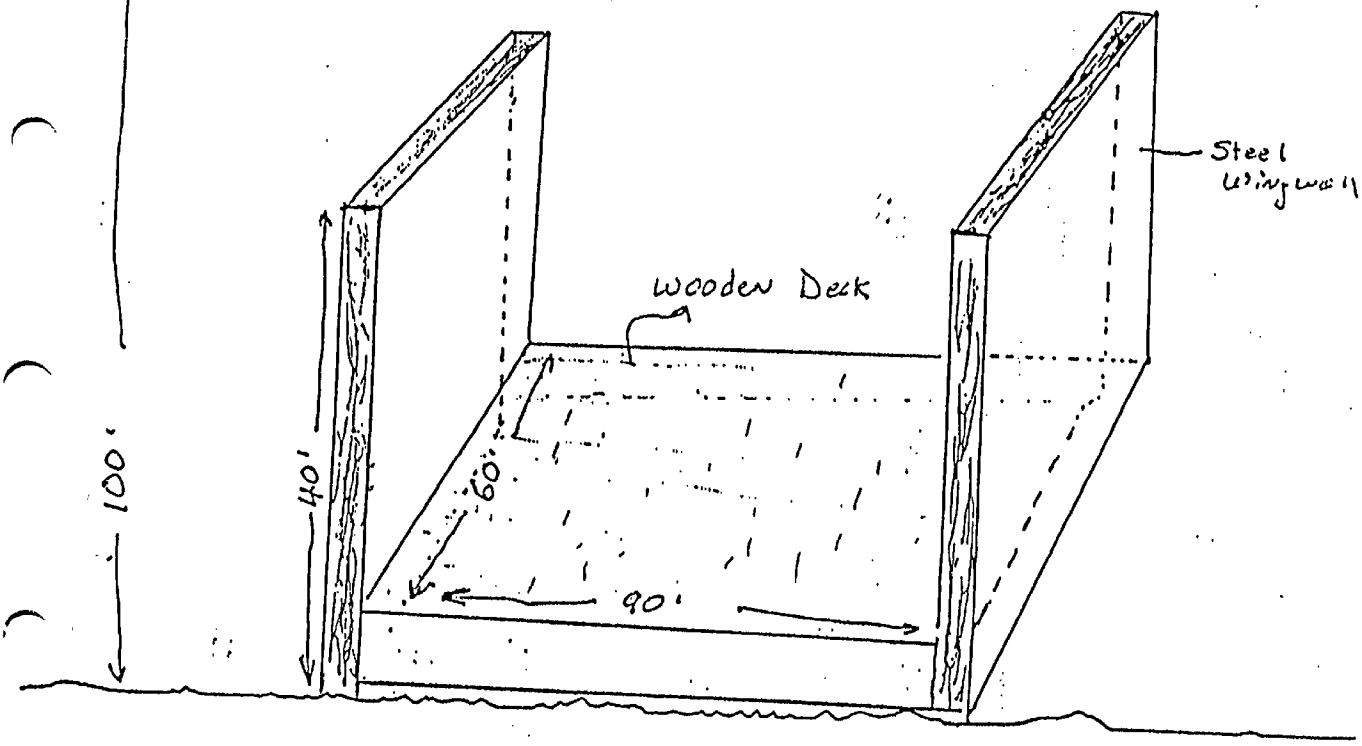
The company that will tow the vessel on location and be responsible for sinking the vessel once on location is Deyton Marine Incorporated, Wando, South Carolina and they are fully insured for any problems which could arise during the towing and sinking operation. Deyton Marine is eager to proceed with this operation and an early reply from you concerning the approval of this program will be appreciated.

Yours very truly,

Walter M. Tatum
Chief Marine Biologist
Marine Resources Division

WMT/jh
Enc/

cc: Mr. Hugh A. Swingle
w/enc.



Bottom Gulf of Mexico
Site #8, permit no. 73-578
Loran "C" Coordinates 47052/12965
longitude 30° 02.15'
latitude 87° 42.00'

CHART # 11360 ITEM # Uncharted wreck

ITEM DESCRIPTION: Tug Commodore and Barge with 2 bridge counter weights

SOURCE: HFP-1

INVESTIGATION DATE: 24 April 1986 TIME: 1610 UTC VESSEL: NOAA LAUNCH 1257

OIC: LTJG Philip M. Kenul

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 2466 Volume 1 pg. 42

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☒ Predicted or ☐ Actual Tide Correctors

Least depth by diver held leadline, 90 feet, corrected to 88.6 feet.

GEODETIC POSITION:

	Latutide	Longitude
Charted:	N/A	
Observed:	30° 00' 05.08"N	087° 42' 12.98"W

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION: DIVE

This amends Item Report previously submitted for this date.

CHARTING RECOMMENDATIONS: ~~Submerged~~ SUNKEN (89WK) Wreck, not dangerous to surface navigation.

Compilation Use Only

CHART	APPLIED AS

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217
SURVEY HFP-40-1-85
FIELD NUMBER H-10180

DIVE NUMBER 1 DIVE DATE 24 April 1986

I. AREA OF INVESTIGATION

A. State/Country Alabama, USA Sub-Locality Southeast of Mobile Point

B. Position: Latitude 30 ° 00 ' 05.08"N Longitude 087° 42 ' 12.98"W
(Dive site or center of search area)

C. Method of Positioning ARGO

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: N/A Uncharted

B. Source of item being investigated (if other than AWOIS listing): HFP-1, NOAA LAUNCH 1257

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): Loran-C, 7980 Chain, W-12956.0 Y-47021.8

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

C. Known reference to features nearby:

D. Area and depths covered:
100 feet deep

IV. DIVE DATA

A. Divers: LTJG Phil Kenul, Tom Rybarski, Dave Elliott

B. Time of Dive (in UTC) - Real 1604 - 1617 UTC
Elapsed 13 min.

C. General Bottom Depths (units and method of determination):
100 feet (Echo sounder, Diver's depth gage)

D. Current and conditions: No current

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

Horizontal - 30 feet, Vertical - 30 feet

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

IV. RESULTS

A. Detached Positions Number(s): 2466

Time of D.P.'s (UTC): Describe if other time zone: 1610 UTC

Least Depth and Fix Numbers (raw depth): 90 feet

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

B. Description of findings: Tug and barge with concrete bridge counter weights. Barge is covered in sand, concrete weights are visible (Name - Tug Commodore?).

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

D. Unusual Conditions:

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 00' 05.08"N Long. 087° 42' 12.99"W

Reduced Depth 88.6 feet (corrected for Predicted Tides)

Type of Feature (Reference Chart No.1) SUNKEN (89WK) ~~Submerged~~ Wreck, not dangerous to surface navigation.

UNCHARTED WRECK
TUG AND BARGE WITH CONCRETE COUNTER WEIGHTS

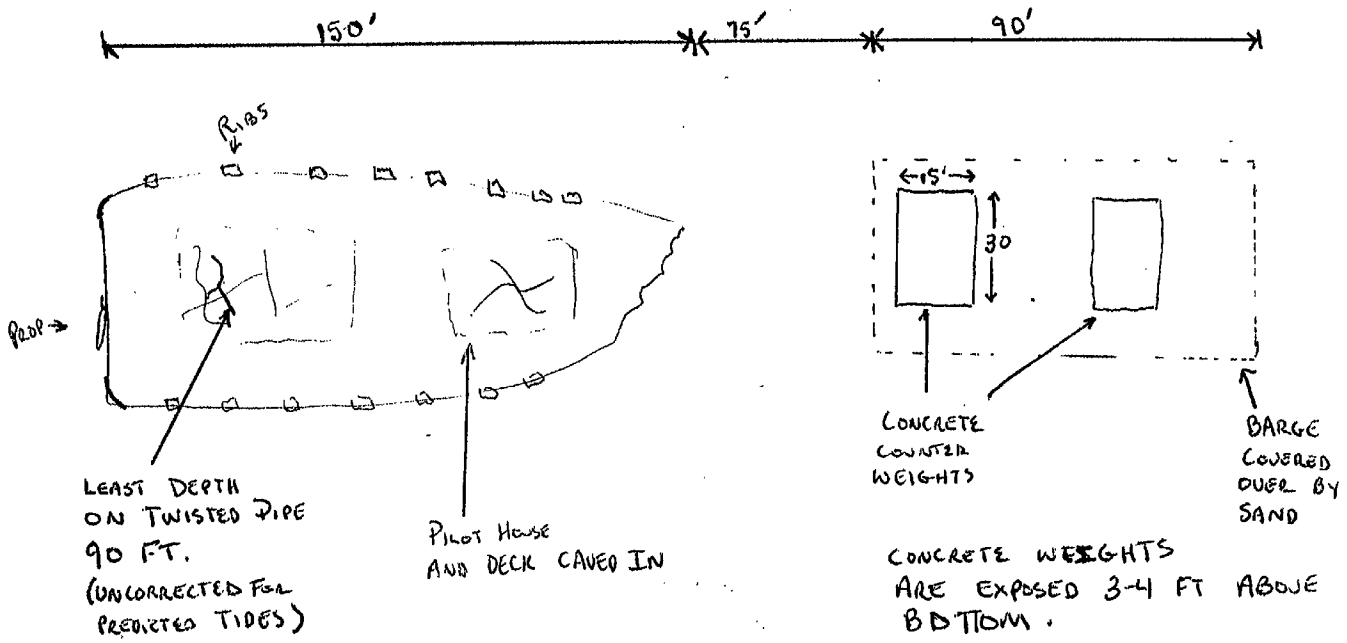


CHART # 11360 ITEM # Uncharted Wreck

ITEM DESCRIPTION: Trawler (previously reported as a sunken wooden tug converted to a fishing trawler)

SOURCE: HFP-1

INVESTIGATION DATE: 24 April 1986 TIME: 1815 UTC VESSEL: NOAA LAUNCH 1257

OIC: LYJG Philip M. Kenul

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 2467 Volume 1 pg. 42

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☒ Predicted or ☐ Actual Tide Correctors

Least depth by diver held leadline, 55 feet, corrected to 53.6 feet.

GEODETIC POSITION:

	Latutide	Longitude
Charted:	N/A	
Observed:	30° 03' 55.07"N	087° 42' 31.09"W

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION: DIVE

This supersedes Item Report dated 18 December 1985 and amends Item Report dated 24 April 1986, previously submitted.

CHARTING RECOMMENDATIONS: SUNKEN (54WK) ~~Submerged~~ Wreck, dangerous to surface navigation.

Compilation Use Only

CHART APPLIED AS

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217-HFP-84
SURVEY 40-1-85
FIELD NUMBER H-10180

DIVE NUMBER 2 DIVE DATE 24 April 1986

I. AREA OF INVESTIGATION

A. State/Country Alabama Sub-Locality S.E. of Fort Morgan

B. Position: Latitude 30° 03 ' 55.87 N. Longitude 87 ° 42 ' 31.09 W.
(Dive site or center of search area)

C. Method of Positioning Loran-C, ARGO

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: Uncharted Wreck

B. Source of item being investigated (if other than AWOIS listing): P.I.D.C.

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

Pleasure Island Dive Center

D. Names, Addresses and Phone Numbers etc. of contacts:
Pleasure Island Dive Center
PO Box 1730
Gulf Shores, AL. 36542
(205) 968-6883

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development): Loran-C position, Fathometer trace

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

Snagged wreck with anchor. Followed anchor line to bottom.

C. Known reference to features nearby:

D. Area and depths covered: Loran-C #'s 12956.6W,47040.2Y, 7980 Chain

50 meter circle, 70' bottom depth.

IV. DIVE DATA

A. Divers: LTJG Kenul, LTJG Moeller, M. McMann

B. Time of Dive (in UTC) - Real 1806 - 1824
Elapsed 18 min.

C. General Bottom Depths (units and method of determination):
70', Diver depth gage, Launch Fathometer

D. Current and conditions: Little current, Water temp approx. 65° F.
Numerous fish

E. Visibility (number of feet - horizontally and vertically):
Hor.- 25' Vert.- 30'

F. Bottom type (mud, sand, rocks, etc.): Sand, Broken Shell, Small stones

IV. RESULTS

A. Detached Positions Number(s): 2467

Time of D.P.'s (UTC): Describe if other time zone: 1815

Least Depth and Fix Numbers (raw depth): 55'

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

B. Description of findings:
Numerous bits of wreckage, Hull wreckage, Machinery, Pilot house, and many small metal pieces.

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

D. Unusual Conditions:

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 03' 55.07" N. Long. 087° 42' 31.09" W.

Reduced Depth 53.6 feet (corrected for predicted tides)

Type of Feature (Reference Chart No.1) SUNKEN (54WK) ~~Submerged~~ Wreck, Dangerous to Surface Navigation.

WRECK OF TRAWLER

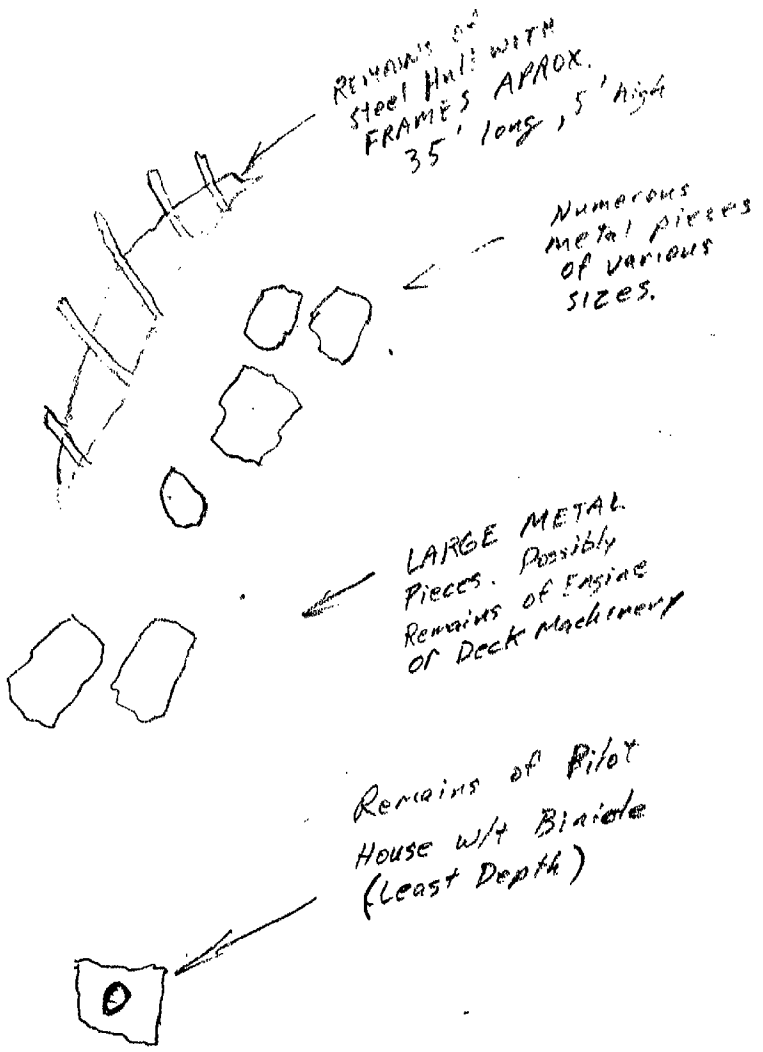


CHART # 11360 ITEM # 03611

ITEM DESCRIPTION: Fish Haven "Sparkman" Liberty Ship Hull Obstruction

SOURCE: CL 1081/74

INVESTIGATION DATE: 09 May 1986 TIME: 1559 UTC VESSEL: NOAA LAUNCH 1257

OIC: LTJG Philip M. Kenul

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 2742 Volume 1 pg. 46

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☐ Predicted or ☐ Actual Tide Correctors

GEODETIC POSITION:

	Latutide	Longitude
Charted:	30° 00' 30.0"N	087° 43' 10.00"W
Observed:	29° 59' 39.~~27~~26"N	087° 43' 05.83"W

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION: Echosounder

Loran-C rate, 7980 Chain, W-12947.0 - .1
Y-47019.8

Echosounder depth - 80 feet (uncorrected)

CHARTING RECOMMENDATIONS: Obstruction, Fish Haven,
Revise charted position to surveyed position.

Compilation Use Only

CHART APPLIED AS

CHART # 11360 ITEM # Uncharted

ITEM DESCRIPTION: Ocean going tug "Go Navy Tug"

SOURCE: HFP-1

INVESTIGATION DATE: 21 May 1986 TIME: 1805 UTC VESSEL: NOAA LAUNCH 1257

OIC: LTJG Philip M. Kenul

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 2948 Volume 1 Pg. 54

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

☒ Predicted or ☐ Actual Tide Correctors

Least depth by diver held leadline, 75 feet, corrected to 74.0 feet

GEODETIC POSITION:

	Latutide	Longitude
Charted:	Uncharted	
Observed:	29° 58' 01.03"N	087° 37' 54.25"W

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION: Echosounder, Dive Ops.

Loran-C rate,
7980 Chain, W-12997.4
Y-47011.0
X-30140.5

CHARTING RECOMMENDATIONS: Sunken wreck (74WK) not dangerous to surface navigation.

Compilation Use Only

CHART APPLIED AS

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217
SURVEY HFP-40-1-85
FIELD NUMBER H-10180

DIVE NUMBER 4 DIVE DATE 21 May 1986

I. AREA OF INVESTIGATION

A. State/Country Alabama/USA Sub-Locality Southeast of Mobile Point

B. Position: Latitude 29 ° 58 ' 01.03"N Longitude 087 ° 37 ' 54.25"W
(Dive site or center of search area)

C. Method of Positioning ARGO

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: Uncharted

B. Source of item being investigated (if other than AWOIS listing): NOAA LAUNCH 1257

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): Echosounder at Loran C rates (see VI.)

B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)
Down marker buoy line, followed fish to wreck.

C. Known reference to features nearby: N/A

D. Area and depths covered:
95 feet depth

IV. DIVE DATA

A. Divers: LTJG Philip Kenul and LTJG Dave Moeller

B. Time of Dive (in UTC) - Real 1755
Elapsed 20 minutes

C. General Bottom Depths (units and method of determination):
95 feet (echosounder)

D. Current and conditions:

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

60 feet - horizontally, 70 feet - vertically

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

IV. RESULTS

A. Detached Positions Number(s): 2948

Time of D.P.'s (UTC): Describe if other time zone: 1805

Least Depth and Fix Numbers (raw depth): 75 feet, Pos. 2948

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

B. Description of findings:

Ocean going tug, approximately 140 feet long, 4 decks.
"Go Navy Tug"

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

D. Unusual Conditions:

None.

VI. CHARTING RECOMMENDATIONS

Position Lat. 29° 58' 01.03"N Long. 087° 37' 54.25"W

Reduced Depth 74.0 feet (corrected for predicted tides)

Type of Feature (Reference Chart No.1) Sunken wreck, not dangerous to surface navigation. (74WK)

Loran-C rates, 7980 Chain, W-12997.4
X-30140.5
Y-47011.0

UNCHARTED WRECK OF
OCEAN GOING TUG
"GO NAVY TUG"

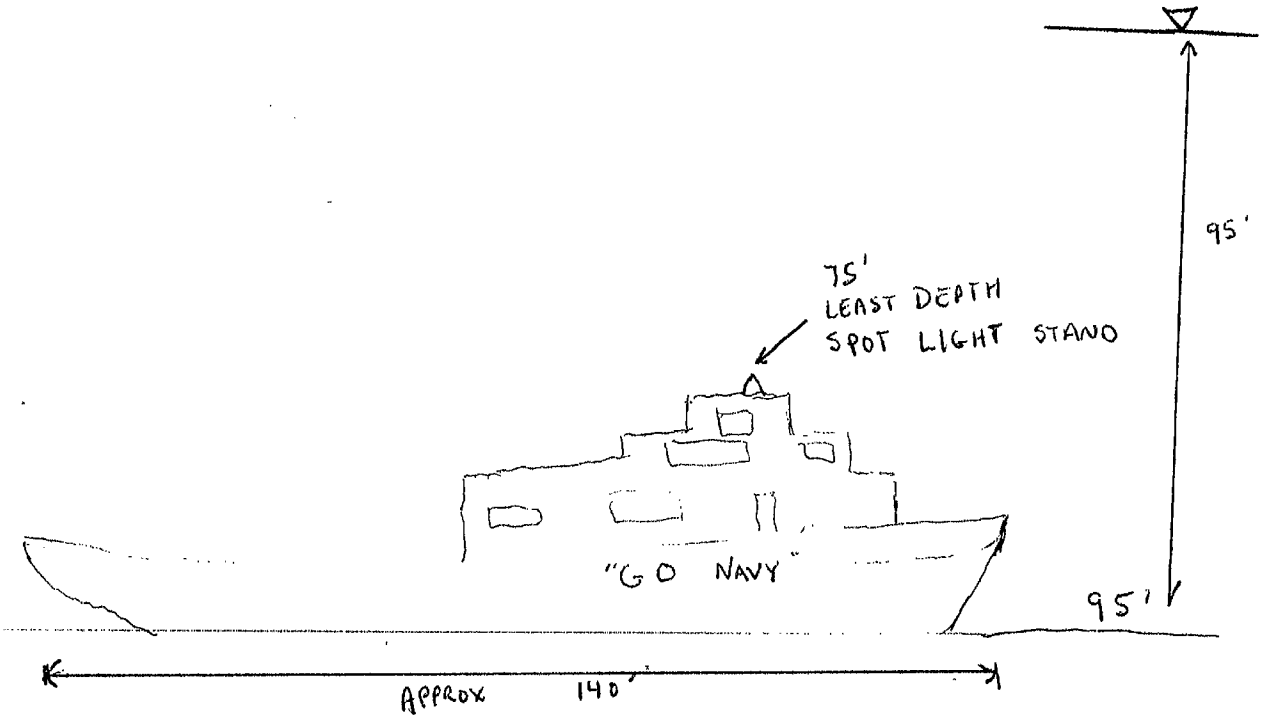


CHART # 11360 ITEM # Uncharted

ITEM DESCRIPTION: Barge
Locally known as Romar Barge

SOURCE: HFP-1

INVESTIGATION DATE: 27 May 1986 TIME: 141000 UTC VESSEL: NOAA LAUNCH 1257

OIC: LTJG Philip M. Kenul

REFERENCES: OPR-J217, HFP-40-1-85, H-10180

Position No: 2950 Volume 1 pg. 56

CORRECTORS APPLIED:

☐ Velocity ☐ TRA Correctors

XXXPredicted or ☐ Actual Tide Correctors

Least depth by diver held leadline, 85 feet, corrected to 83.6 feet

GEODETIC POSITION:

	Latutide	Longitude
Charted:	N/A	
Observed:	30° 02' 43.~~44~~43"N	087° 40' 08.~~50~~51"W

POSITION DETERMINED BY: ARGO

METHOD OF ITEM INVESTIGATION: Echosounder
Dive Operations

CHARTING RECOMMENDATIONS: Sunken Wreck (83WK), not dangerous to surface navigation.

Compilation Use Only

CHART APPLIED AS

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217
SURVEY HFP-40-1-85
FIELD NUMBER H-10180

DIVE NUMBER 5 DIVE DATE 27 May 1986

I. AREA OF INVESTIGATION

A. State/Country Alabama/USA Sub-Locality Southeast of Mobile Point

B. Position: Latitude 30 ° 02 ' 43.44 "N Longitude 087 ° 40 ' 08.50 "W
(Dive site or center of search area)

C. Method of Positioning ARGO

II. PURPOSE OF INVESTIGATION

A. AWOIS item number: Uncharted Wreck

B. Source of item being investigated (if other than AWOIS listing): HFP-1

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

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

III. SURVEY PROCEDURES

A. Determination of dive site (e.g. wire drag, side scan, development):
Loran-C position,
Echosounder

B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)
Snagged wreck with anchor, went down anchor line to wreck.

C. Known reference to features nearby:
None

D. Area and depths covered:
80 -90 feet

IV. DIVE DATA

A. Divers: LTJG Philip Kenul and LTJG David Moeller

B. Time of Dive (in UTC) - Real 1357 - 1412
Elapsed 15 minutes

C. General Bottom Depths (units and method of determination):
90 - 95 feet, Echosounder

D. Current and conditions: No current, good conditions

E. Visibility (number of feet - horizontally and vertically):
60 feet - Horizontally, 40 feet - Vertically

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

IV. RESULTS

A. Detached Positions Number(s): 2950

Time of D.P.'s (UTC): Describe if other time zone: 141000

Least Depth and Fix Numbers (raw depth): 85 feet

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

B. Description of findings:
Remains of Barge broken-up and lying on bottom. Locally known as Romar Barge.

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

D. Unusual Conditions:
None

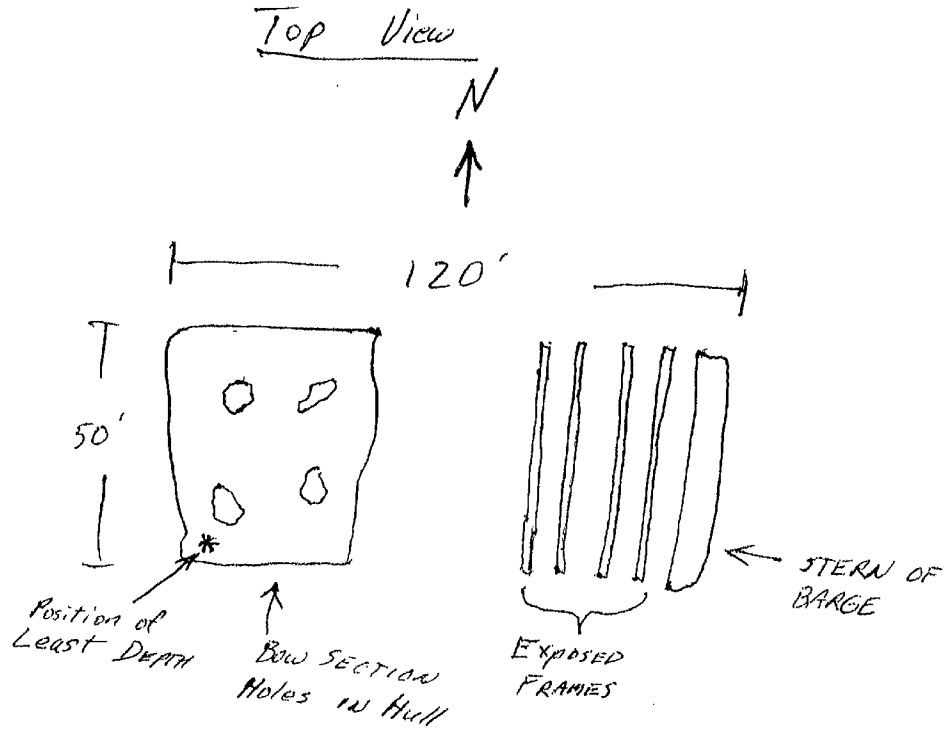
VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 02' 43.44"N (43) Long. 087° 40' 08.50"W (51)

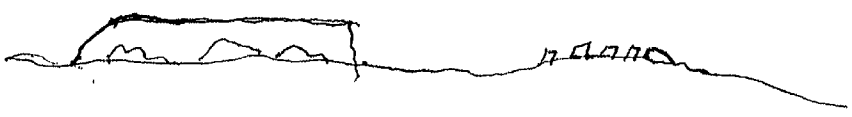
Reduced Depth 83.6 feet (corrected for predicted tides)

Type of Feature (Reference Chart No.1) Sunken Wreck, not dangerous to surface navigation (83WK)

ROMAR BARGE



SIDE VIEW



APPROVAL SHEET

For

OPR-J217-HFP-85
HFP-40-1-85
H-10180

The hydrographic records transmitted with this survey are complete and adequate for charting purposes. No additional field work is recommended.

No direct supervision was given by me during the field work.

Approved and forwarded,

Kenneth W. Perrin

Kenneth W. Perrin, LCDR, NOAA
Chief, Hydrographic Field Parties Section

NOAA FORM 61-29 (12-71)

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

LETTER TRANSMITTING DATA

REFERENCE NO.
MOA23-68-87

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY (Check):

☐ ORDINARY MAIL ☐ AIR MAIL
☑ REGISTERED MAIL ☐ EXPRESS
☐ GBL (Give number) _____

TO:

Chief, Data Control Branch, N/CG243
Room 151, WSC-1
National Ocean Service - NOAA
Rockville, MD 20852

DATE FORWARDED
23 Oct 1987

NUMBER OF PACKAGES
FOUR (4)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-10180 (HFP-40-1-85)
OPR-J217, Alabama, Gulf of Mexico
21 miles southeast of Mobile Point

PKG. 1 (TUBE)

1 SMOOTH SHEET
1 FINAL SMOOTH POSITION OVERLAY
2 FINAL EXCESS OVERLAYS
4 FINAL FIELD SMOOTH SHEETS
1 ORIGINAL DESCRIPTIVE REPORT

PKG. 2 (BOX)

2 NOAA FORM 77-44 (SOUNDING VOLUMES)
1 ENVELOPE containing DATA REMOVED FROM ORIGINAL DESCRIPTIVE REPORT
1 ENVELOPE containing FIELD POSITION CALIBRATION DATA

FROM: (Signature)
NORRIS A. WIKE Norris A. Wike

RECEIVED THE ABOVE
(Name, Division, Date)
Dwayne S. Clark
11/27/87

Return receipted copy to:

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

NOAA FORM 61-29 (12-71)

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

LETTER TRANSMITTING DATA

REFERENCE NO.
MOA23-68-87

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☐ ORDINARY MAIL ☐ AIR MAIL
☐ REGISTERED MAIL ☐ EXPRESS
☐ GBL (Give number) _____

TO:

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Room 151, WSC-1
National Ocean Service - NOAA
Rockville, MD 20852

DATE FORWARDED
23 OCT 1987

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FOUR (4)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-10180 (HFP-40-1-85)
OPR-J217, Alabama, Gulf of Mexico
21 miles southeast of Mobile Bay

PKG. 2 (BOX) cont:

1 ACCORDION FILE containing MASTER TAPE PRINTOUTS, CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for following JD,s:
VESNO 1257: 154-156, 157 bar check fathogram only, 170-171, 175-179, 183-184, 192, 197 bar check fathogram only, 198-199, 210-211, 213, 220-221, 225, 231, 233 bar check fathogram only

PKG. 3 (BOX)

1 CAHIER containing FINAL POSITION PRINTOUT
1 CAHIER containing FINAL SOUNDING PRINTOUT and L-FILE
1 ENVELOPE containing SUPPLEMENTAL DATA from PRINTOUT

FROM: (Signature)
NORRIS A. WIKE Norris A. Wike

RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

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

NOAA FORM 61-29 (12-71)

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

REFERENCE NO.
MOA23-68-87

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU BY (Check):

☐ ORDINARY MAIL ☐ AIR MAIL
☐ REGISTERED MAIL ☐ EXPRESS
☐ GBL (Give number) _____

TO:

Chief, Data Control Branch, N/CG243
Room 151, WSC-1
National Ocean Service - NOAA
Rockville, MD 20852

DATE FORWARDED
23 OCT 1987

NUMBER OF PACKAGES
FOUR (4)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-10180 (HFP-40-1-85)
OPR-J217, Alabama, Gulf of Mexico,
21 miles southeast of Mobile Bay

PKG. 4 (BOX)

2 SMALL BOXES containing SAWTOOTH STRIP CHART DATA
2 ACCORDION FILE containing MASTER TAPE PRINTOUTS, CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for following JD,s:
VESNO 1257: 83, 107, 114, 119-121, 129, 133-136, 141, 147, 149-150, 157, 168, 181-182, (196, 198, 206 bar check fathograms only), 209, 211, 217-218, 223, 226, 300, 302,
one slot with tide tape printouts

FROM: (Signature) NORRIS A. WIKE Norris A. Wike

RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

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

NOAA FORM 61-29 SUPERSEDES FORM C&GS 413 WHICH MAY BE USED.

☆ U.S. G.P.O. 1981-564-008/1048

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: January 6,1987

Marine Center: Atlantic

OPR: J217

Hydrographic Sheet: H-10180

Locality: Offshore Alabama Coast

Time Period: June 3,1985 - August 19, 1985 and March 24, 1986 - October 29, 1986

Tide Station Used: 873-5180 Dauphin Island AL

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

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

Remarks: Recommended Zoning:

1. Apply a -15 minute time correction to all heights.

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-10180

Name on Survey	A ON CHART NO. 11360	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	
ALABAMA (title)	X									1
GULF OF MEXICO	X									2
MOBILE POINT (title)										3
										4
										5
										6
										7
										8
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										11
										12
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										14
										15
										16
										17
					Approved:					18
										19
					Charles E. Harrington					20
					Chief Geographer - N/CG25					21
					AUG 11 1987					22
										23
										24
										25

NOAA FORM 76-155 SUPERSEDES C&GS 197

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-10180

Number of positions	3216
Number of soundings	24627
Number of control stations	4

	TIME-HOURS	DATE COMPLETED
Preprocessing Examination	56	14 Jan 87
Verification of Field Data	267	24 June 87
Quality Control Checks	71	
Evaluation and Analysis	16	16 Sept 87
Final Inspection	20	14 Sept 87
TOTAL TIME	430	

Marine Center Approval 16 Sept 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-10180 FIELD NO.: HFP-40-1-85

Alabama, Gulf of Mexico, 21 Miles Southeast of Mobile Bay

SURVEYED: 3 June 1985 through 29 October 1986

SCALE: 1:40,000 PROJECT NO.: OPR-J217

SOUNDINGS: RAYTHEON DE723D Fathometer, RAYTHEON DSF-6000N Fathometer

CONTROL: ODOM HYDROTRAC (Range/Range), CUBIC WESTERN DM-54 ARGO (Range/ Range)

Chief of Party.....K. W. Perrin

Surveyed by.....P. M. Kenul
.....D. W. Moeller
.....G. S. Lloyd
.....G. L. Merrill
.....G. D. Hendrix
.....M. Mangual-Ortiz
.....R. W. Adams, Jr.

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

1. INTRODUCTION

a. The personnel of Hydrographic Field Party 1 are to be commended for the effort and initiative used in performing work on this basic survey. These efforts have provided the program with valuable charting information. As a result, the effected charts will provide the mariner with the most complete information available.

b. No unusual problems were encountered during office processing.

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

2. CONTROL AND SHORELINE

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

b. There is no shoreline within the limits of this survey.

3. HYDROGRAPHY

a. Soundings at crossings are in excellent agreement and

comply with the criteria found in sections 4.6.1 and 6.3.4.3. of the HYDROGRAPHIC MANUAL.

b. The standard 60 and 120 foot depth curves could be drawn in their entirety. A brown ninety (90) foot curve was drawn to show additional bottom relief. Other brown curves were also drawn to delineate bottom relief.

c. The development of the bottom configuration and determination of least depths is considered adequate.

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 exception:

The field unit did not develop an obstruction as required by section 1.4.3.of the HYDROGRAPHIC MANUAL. See section 7.a. for a discussion on the obstruction.

5. JUNCTIONS

H-10001 (1982) 1:40,000 to the south
H-10053 (1982-85) 1:40,000 to the east
H-10114 (1983-85) 1:20,000 to the northeast
H-10151a (1984-86) 1:20,000 to the north
H-10206 (1985) 1:40,000 to the west

Standard junctions were effected between surveys H-10151a (1984-86) which joins the present survey to the north and H-10206 (1985) which joins the present survey to the west.

Standard junctions could not be effected with junctional surveys H-10001 (1982), H-10053 (1982-85), and H-10114 (1983-85). The junctional surveys are archived at National Ocean Service (NOS) Headquarters, Rockville, Maryland. Surveys H-10001 (1982), H-10053 (1982-85), and H-10114 (1983-85) are in substantial agreement. Depths generally agree to within one (1) foot. While junctional differences with depth curves occur between adjoining surveys and the present survey those differences will have to be resolved on the nautical charts during compilation.

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrographic

H-4133 (1920) 1:80,000
H-4139 (1919-20) 1:80,000
H-6554 (1940) 1:40,000

The three (3) prior surveys listed above cover the present survey area in its entirety.

Prior surveys H-4133 (1920) and H-4139 (1919-20) are both common to small areas of the present survey in the vicinities of Latitude 30°01'40"N, Longitude 87°54'00"W and Latitude 30°03'50"N, Longitude 87°41'00"W. The few depths in the area common to the present survey provide little basis for a meaningful comparison.

Prior survey depths from H-6554 (1940) compare favorably and show a general trend of being one (1) foot shoaler than present survey depths.

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

7. COMPARISON WITH CHART 28th. Edition 10 Dec. 1983

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in section L. of the Descriptive Report. The following should be noted:

An uncharted submerged obstruction in Latitude 29°59'28.50"N, Longitude 87°54'44.14"W was detected during office processing. The submerged obstruction has an echo sounder least depth of seventy-nine (79) feet in general depths of eighty-four (84) to eighty-seven (87) feet. The seventy-nine (79) foot depth is not considered the least depth on this obstruction. It is recommended that the submerged obstruction (79obstr) be charted as ~~shown on present survey~~ an obstn (79 ft rep 1984). It is also recommended that this obstruction be investigated by wire-drag/side scan sonar at an opportune time. (S. Verry 9/28/89)

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

b. Aids to Navigation

There are no fixed or floating aids to navigation within the present survey area.

8. COMPLIANCE WITH INSTRUCTIONS

This survey complies with the Project Instructions.

9. ADDITIONAL FIELD WORK

This is an excellent basic survey. Additional work is recommended for items discussed in section L. page 12 of the Descriptive Report and section 7.a. of this report.

Franklin L. Saunders
Cartographic Technician
Verification of Field Data

Norris A. Wike
Cartographer
Evaluation and Analysis

Leroy G. Cram
Senior Cartographic Technician
Verification Check

ADDENDUM TO ACCOMPANY SURVEY H-10180

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 = 0.715 seconds = 22.0 meters
Average longitude shift = -0.026 seconds = -0.7 meters

Inspection Report
H-10180

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.

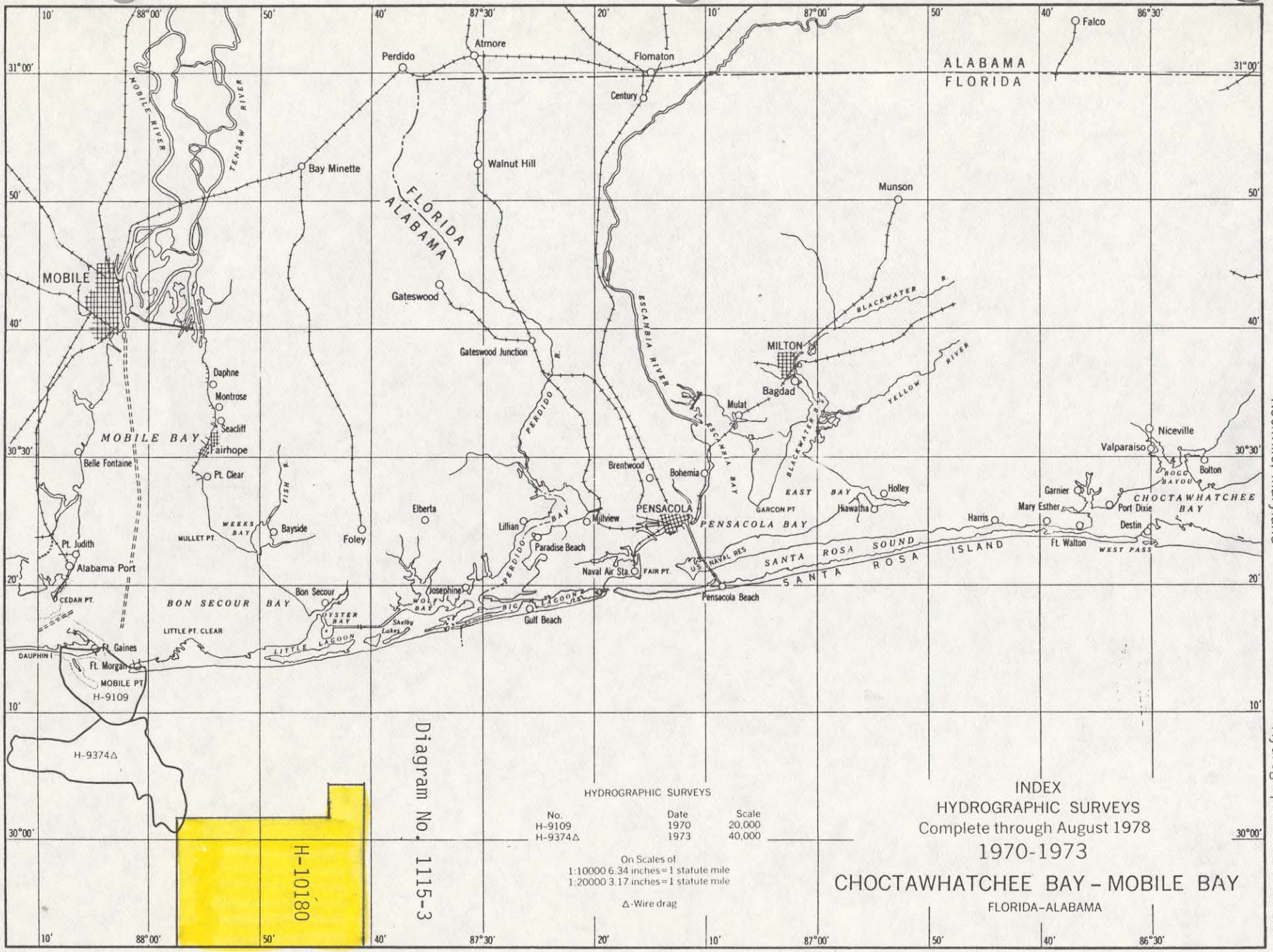
Inspected

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

William A. Wert
Chief Hydrographic Surveys Branch

Approved: 16 September 1987

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



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

Hydrographic Index No. 85 F

NOAA FORM 75-96
(10-83)

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

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10180

EXAMINED FOR NM
GDBU
AMS 9/26/89

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
11360	10/4/89	Cordtz	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 45 31st Ed.
11006	10/4/89	Cordtz	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No.
411	10/5/89	Cordtz fr MK	Full ~~Part Before~~ After Marine Center Approval Signed Via
			Drawing No. 62 THRU CHT 11006
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
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			Full Part Before After Marine Center Approval Signed Via
			Drawing No.
			Full Part Before After Marine Center Approval Signed Via
			Drawing No.

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED.

Appd to Stds 12-1-87