

10260

Diagram No. 1263-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey .. Hydrographic

Field No. HFP-10-7-87

Registry No. H-10260

LOCALITY

State Florida

General Locality .. St Andrew Bay

Sublocality West Portion of West Bay

1987-88

CHIEF OF PARTY

..... LCDR D.A. Waltz

LIBRARY & ARCHIVES

DATE March 15, 1989

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

10260

DDB

CP

CHT

11392B

11388A

CARTOG
SIGN OFF
ON FORM
IN BACK

HYDROGRAPHIC TITLE SHEET

H-10260

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

FIELD NO.

HFP - 10-7-87

State Florida

General locality ~~West Bay~~ *St Andrew Bay*

Locality ~~Doyle Bayou to West Bay Creek~~ *West Portion of West Bay*

Scale 1:10,000 Date of survey 11/12/87 - 4/27/88

Instructions dated September 8, 1986* Project No. OPR-J264

Vessel Hydrographic Field Parties Section - Launch 519

Chief of party LCDR David A. Waltz

Surveyed by LTJG Catherine J. Bradley

Soundings taken by echo sounder, hand lead, pole Echo Sounder and Pole, *HAND LEAD*

Graphic record scaled by CJB, BAL, GDH, MMO, CEP**

Graphic record checked by Same as scaled by
HOUSTON INSTRUMENTS DP-03 Plotter *SYNTHETICS 1201 Plotter*

Protracted by PDP/Se (Field Sheet) Automated plot by AMC (Smooth Sheet)

Verification by Atlantic Marine Center

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

REMARKS: *Change No. 1 - 9/16/86 **CJB-Catherine J. Bradley

Change No. 2 - 10/29/86 BAL-Brian L. Link

Change No. 3 - 10/1/87 GDH-Glen D. Hendrix

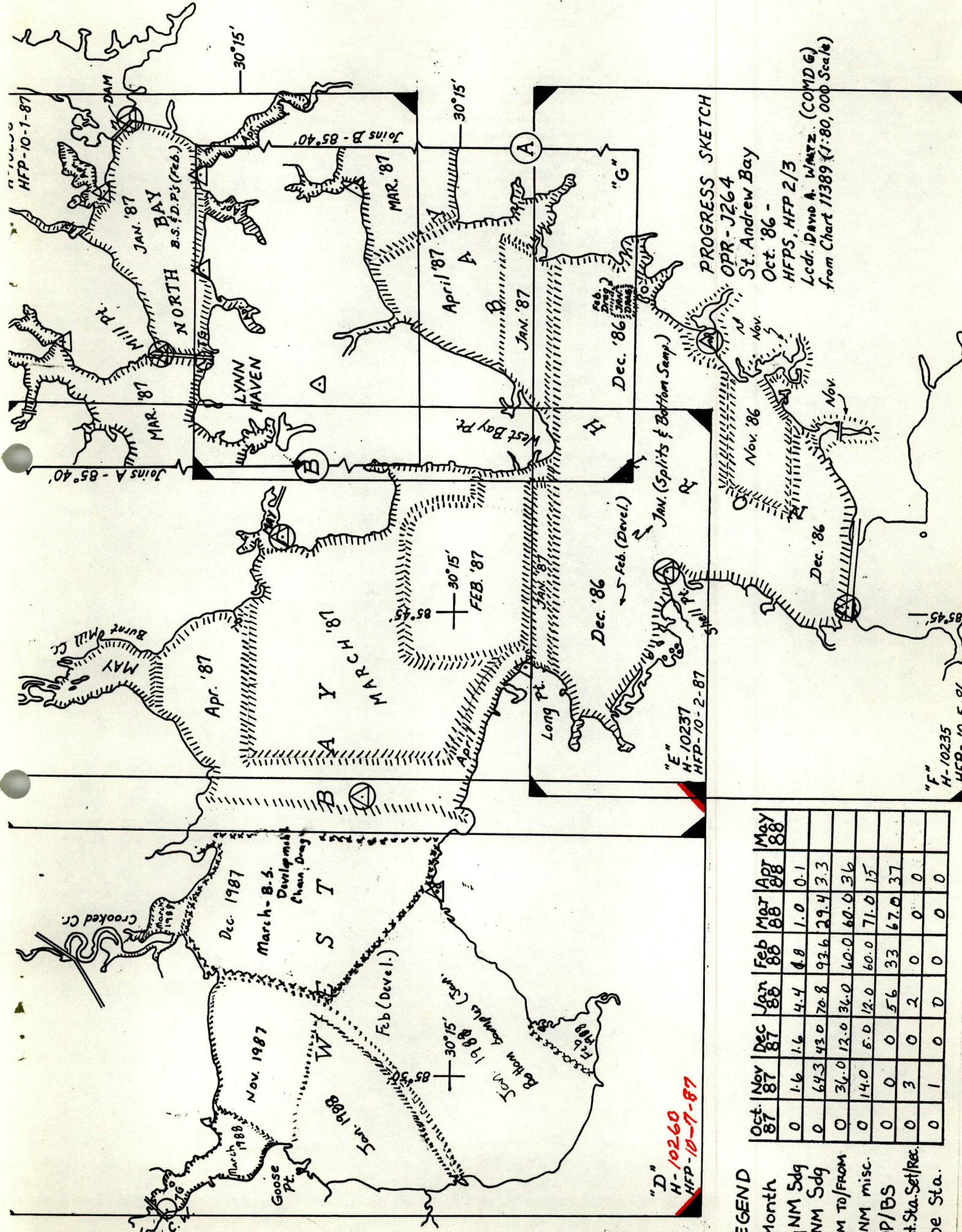
MMO-Marie Mangual-Ortiz

CEP-Castle E. Parker

Notes in red were made during office processing.

AWNS/SURF 3/28/89 GKM

A327-91



PROGRESS SKETCH
 OPR - J264
 St. Andrew Bay
 Oct. '86 -
 HFPS, HFP 2/3
 Lcdr. David A. Wiatz (COMD G)
 from Chart 11389 (1:80,000 Scale)

"D"
 H-10260
 HFP-10-7-87

"E"
 H-10237
 HFP-10-2-87

"F"
 H-10235
 HFP-10-5-86

LEGEND

Month	Oct. 87	Nov. 87	Dec. 87	Jan. 88	Feb. 88	Mar. 88	Apr. 88	May 88
SqNM Sdg	0	1.6	1.6	4.4	4.8	1.0	0.1	
LNM Sdg	0	64.3	43.0	70.8	92.6	29.4	3.3	
LNM TO/FROM	0	34.0	12.0	36.0	40.0	60.0	36	
LNM misc.	0	14.0	6.0	12.0	60.0	71.0	15	
DP/BS	0	0	0	5.6	33	67.0	37	
Cont. Sta. Set/Rec.	0	3	0	2	0	0	0	
Tide Sta.	0	1	0	0	0	0	0	

H-10260

INDEX

	Page
Hydrographic Title Sheet.....	1
Boatsheet Layout.....	2
A. Project.....	3
B. Area Surveyed.....	3
C. Sounding Vessel.....	4
D. Sounding Equipment and Corrections to Echo Soundings..	4
E. Hydrographic Sheets.....	5
F. Control Stations.....	6
G. Hydrographic Position Control.....	6
H. Shoreline.....	7
I. Crosslines.....	8
J. Junctions.....	8
K. Comparison with Prior Surveys.....	8
L. Comparison with The Chart.....	9
M. Adequacy of Survey.....	10
N. Aids to Navigation.....	11
O. Statistics.....	13
P. Miscellaneous.....	13
Q. Recommendations.....	14
R. Automated Data Processing.....	14
S. Reference to Reports.....	14
* Projection Parameters.....	15
* Field Tide Notes.....	16
* Geographic Names List.....	19
* Abstract of Corrections to Echo Soundings - TC/TI.....	20
* Abstract of Corrections to Electronic Position Control....	56
List of Stations (Signal List).....	58
* Abstract of Positions.....	59
* Bottom Samples (NOAA Form 75-44).....	62
Landmarks for Charts (NOAA Form 76-40).....	67
Coast Pilot Report.....	68
Hazard to Navigation Report.....	71
User Evaluation Report.....	74
Item Investigation Report.....	75
Approval Sheet.....	87

* Filed with original field records

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10260
HFP-10-7-87

Scale: 1:10,000

Chief of Party: LCDR David A. Waltz
Officer in Charge: LTJG Catherine J. Bradley
Hydrographic Field Parties Section
Hydrographic Field Party # 2
Launch # 0519

A. PROJECT

This survey was conducted in accordance with the Project Instructions for OPR-J264-HFP, St. Andrews Bay, Florida, CY 1987, dated September 8, 1986. These instructions were amended by Change No. 1, dated September 16, 1986, Change No. 2, dated October 29, 1986, and Change NO. 3, dated October 1, 1987, and change No. 4, dated April 25, 1988.

The sheet letter is "D" as specified in the Project Instructions.

The purpose of this project is to provide contemporary hydrography for the maintenance of existing charts.

B. AREA SURVEYED

The area surveyed was West Bay, from Doyle Bayou to West Bay Creek at a scale of 1:10,000. The survey limits are as follows:

North - Lat. 30° 18' 48"N (Crooked Creek)
North - Lat. 30° 17' 42"N (West Bay Creek)
East - Long. 85° 47' 15"W
South - Lat. 30° 13' 33"N
West - Long. 85° 51' 30"W

Bottom composition varies from light brown sand near shore and in shoal areas to black mud in the channel and deeper areas. There is also evidence of oyster reefs in the area.

Depths on this survey range from zero to seventeen feet.

This survey was conducted from November 12 1987 (DN 316) to April 27, 1988 (DN 118).

C. SOUNDING VESSEL

NOAA Launch 519 (EDP No. 0519), a 21-foot MonArk was used to collect all survey data. There were no unusual vessel configurations or problems encountered.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

The following Raytheon Fathometer equipment was used during the survey:

Launch 519 (CY 87 & 88)

DN 316-328 & 040-068	RECORDER	MODEL DE-719C SERIAL # 7881
DN 343-035 & 071-118	RECORDER	MODEL DE-719C SERIAL # 10860

On day 342 the timer on fathometer No. 7881 was 15 seconds per minute fast. The data collected that day was rejected and the Fathometer was returned to the Atlantic Marine Center. The spare Fathometer No. 10860 was found to have a defective timer also. As a result, a sounding clock was used. On days 343 and 344 the sounding clock used worked well, in the depth recorder mode, for a few lines then would insert fixes and end lines at random. The sounding clock was then put in the transmitter mode. In this mode the timing was correct, however, at every position standby alarm, a thick line was drawn obliterating the trace. The data for these two days was retained. It is the hydrographer's opinion that due to the flat bottom characteristics, no data was lost.

Fathometer No. 7881 was returned to service on day 040. On day 070 it was damaged in rough seas and again returned to the Atlantic Marine Center. Fathometer No. 10860 was used for the remainder of the survey.

A graduated sounding pole was used for soundings taken in shoal waters (two feet or less). A graduated lead line was used to obtain some least depths on PSR items and other features.

When using the Raytheon, Model DE-719C, Fathometer, calibration checks were made at frequent intervals on each day of hydrography. Any necessary adjustments were made and noted on the fathogram. Any departure from the initial zero was corrected during the scanning process.

Weather permitting, bar checks were taken on each day of hydrography. The lengths of the bar check chains were measured on October 30, 1987 to insure the depth markings were correct.

Velocity correctors were determined using the bar check data for each Fathometer. Tables 1 through 4 are to be used for the days of hydrography as follows:

<u>DN</u>	<u>S/N</u>	<u>Velocity Table</u>
316-328	7881	1
343-035	10860	2
040-068	7881	3
071-118	10860	4

Velocity tapes are provided with the survey data for application during smooth plotting at the Atlantic Marine Center. Velocity corrections were not applied to the field sheets. When velocity tapes are used to plot the data with the PDP8/e computer, erroneous soundings are plotted.

All graphic records were scanned and checked by trained field survey personnel. Peaks and deeps considered significant that occurred between regular intervals were inserted on the generated master tape or corrector tape.

The final field sheets and the boat rough sheets were plotted using predicted tides for West Bay Creek, West Bay, corrected from the Pensacola Tide Station (No. 872-9840).

Actual tide heights were obtained from a tide station (No. 872-9197) located at West Bay Creek, West Bay, lat. 30° 17.6' N, long. 85° 51.5' W. Smooth tides were requested from the Sea and Lake Levels Branch, N/OMA12, in a letter dated May 3, 1988.

Settlement and squat correctors were determined on November 12, 1987 for launch 519 with the Evinrude 150 HP S/N 0575816 motor. The motor was replaced, and on January 12, 1988 settlement and squat correctors were determined for launch 519 with an Evinrude 150 HP S/N 1499027. Both test were run using the level method. A copy of the field data and graphs of the settlement and squat correctors vs. RPMs, is included in the appendix*. These correctors will be applied via the TC/TI tape during processing of the smooth sheet at the Atlantic Marine Center.

E. HYDROGRAPHIC SHEETS *(Field Sheets)*

One boat sheet (east), one boat sheet (west), one rough sheet (east), and one rough sheet (west) were prepared in the field office using the PDP8/e computer and Houston Instrument Complot DP-3 plotter to monitor and evaluate the survey data. Four sheets were prepared by the same method for the final field sheets. One east and one west sheet has mainscheme hydrography, splits, signals, and shoreline. There is one overlay sheet for each mainscheme sheet showing detached positions, crosslines, developments, mainscheme splits, and bottom samples.

** Removed from the original Descriptive Report and filed with the original field records.*

Soundings on the final field sheets are corrected for transducer draft and predicted tides. Velocity correctors were not applied as explained in Section D.

F. CONTROL STATIONS *See section 2.a. of the Evaluation Report.*

Five monumented control stations (signals 004, 005, 006, 007 and 010), and one fixed aid to navigation (signal 009) were used to control this survey. Signals 004, 005, 006 and 007 were established as Third-order, Class I stations by N/MOA2222, and Hydrographic Field Party 2/3 in 1986. Signals 009 and 010 were established to Third Order Class I standards by HFP 2/3 in 1988. All are referred to the North American 1927 Datum and are listed in the appendix of this report.

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

The methods used to control this survey were Range-Range, Range Azimuth, and SFS, using Motorola, Falcon 484, Mini-Rangers.

The following is a list of control equipment used during the survey:

<u>ITEM</u>	<u>MANUFACTURER/MODEL</u>	<u>SER. NUM.</u>
RPU	Motorola/Falcon 484	E0146
CDU	Motorola/Falcon 484	E0006
R/T	Motorola/Falcon 484	C2096
R/S	Motorola/Falcon 484	C2058
R/S	Motorola/Falcon 484	E2915
R/S	Motorola/Falcon 484	E2091
R/S	Motorola/Falcon 484	E2888
R/S	Motorola/Falcon 484	F3237
NT-2D	Nikon Theodolite	031033

Baseline calibration of the Motorola, Falcon 484, equipment was performed on the following days:

<u>Date</u>	<u>R/S</u>	<u>Slope Distance</u>
11/05/87	E2915	1636M
	E2888	1636M
	C2058	1636M
01/04/88	E2915	4486M
	C2058	2869M
01/22/88	E2091	2207M

02/16/88	E2915	2207M
	C2058	2207M
	F3237	2207M
03/02/88	C2058	2207M
	F3237	2207M
	E2915	2207M
	C2091	2207M
04/20/88	C2058	2207M
	C2091	2207M
	E2915	2207M
	F3237	2207M

Baseline calibration forms, Attachment 1 and 2, are contained in the accordion fan folder with the survey data. * An abstract of the baseline correctors is recorded on Attachment 12 and is included in the appendix of this report.

R/S E2888 was stolen January 3, 1988. Therefore only one baseline calibration was performed on this unit. R/S E2915 had water inside on February 5, 1988 and was sent to the Atlantic Marine Center for repairs. The unit was returned and then baselined on February 16, 1988.

Daily calibrations of the Falcon 484 were taken statically between horizontal control stations prior to and at the end of each day of hydrography, weather permitting. True distances for static checks were determined by inverse computation between third-order stations and fixed aids. Acceptable tolerances were observed throughout the survey and were supported by baseline values. Correctors used on the final field sheet were obtained from the daily systems checks. * Attachment "12" reflects the mean corrector of the system checks and is included in the appendix of this report.

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

Shoreline detail shown on the final field sheet was transferred from TP-00342. The photo manuscript was compiled at 1:20,000 scale and enlarged to 1:10,000 scale, photographically.

Shoreline verification was accomplished by comparison of the mainscheme hydrography which junctions at shore, or by visual inspection. Visual inspection was accomplished using the HP-3808A from Third-Order Control, or by using an optical range finder distance from a detached position offshore. These detached positions can be found plotted on the ^{field} smooth sheet and their distance from the closest point of land can be found in the Sounding volumes

Shoreline details were verified by detached positions. These features were transferred to the final field sheet in black ink when verified or in red ink if not shown on the manuscript.

** Removed from the original Descriptive Report and filed with the original field records.*

Apparent shoreline changes worth noting are:

---Signal ⁰⁰⁶ ~~007~~, "Goose ^{Point} West" appears offshore on the Final Field Sheet. Detached positions were taken at high water line showing that the shoreline extends about 50M further than the manuscript shows.

Shown as dashed red on the Present survey.

---There is evidence of erosion on the NE side of West Bay Creek. The shoreline there is characterized by steep sandy embankments. Any current, wind, or rain will cause this area to erode.

Shown as dashed red on the present survey.

---In West Bay Creek at the tide station No. 872-9197, a covered pier appears as shoreline on the T-sheet. *Shown in red on the present survey.*

---A bulkhead from lat. $30^{\circ} 14' 18.08''$ N, long $85^{\circ} 51' 05.62''$ W to lat. $30^{\circ} 14' 16.77''$ N, long. $85^{\circ} 51' 05.37''$ W is not shown on the manuscript. *Shown in red on the present survey.*

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

Crosslines run constituted 12.2% of the mainscheme hydrography. The agreement between crosslines and mainscheme lines was good. However in several areas the crossline and the mainscheme differed by as much as two feet. These discrepancies were proven to be caused by predicted tides and will be resolved with the application of smooth tides. *Application of smooth tidal correctors resolved discrepancies in sounding line crossings.*

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

This survey junctions to the east with Survey H-10237, a 1:10,000 scale completed in 1987.

Comparison with junction soundings is good. Junction soundings from H-10237 agree within one foot throughout the whole area except on the southern shore. In this area the junction soundings are up to two feet shoaler than those obtained in this survey. *Application of smooth tidal correctors resolved discrepancies in soundings at the junction.*

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

This survey was compared with survey H-5812, a 1:20,000-scale survey, from 1935. Survey No. H-5812 was completed before the Intercoastal Waterway Channel was dredged. As a result, the depths found in the channel are deeper than the prior survey and the depths adjacent to the channel are generally two to three feet shallower than the prior survey.

Eleven presurvey review items (No. 04200, 04202, 04203, 04204, 04206, 04208, 04209, 04210, 04211, 04213 and 04214) assigned to OPR-J264 are within the survey limits. A complete discussion of the resolution of these items can be found in the Item Investigation Reports appended to this report.

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

This survey was compared with the ¹⁵14th Edition of Chart 11390 dated July ¹⁶16, 1983⁸. For the comparison, the 1:40,000-scale chart was photographically enlarged to 1:10,000 scale.

All shoal areas within the limits of the survey were developed by running 50-meter splits of the mainscheme and 50-meter lines perpendicular to the mainscheme.

One Danger to Navigation Letter was submitted to the Commander, Eighth Coast Guard District, New Orleans, La. The letter is appended to this report and contains the following information:

--- The area adjacent to the Intercoastal Waterway Channel is shallower than charted. At lat. 30° 16' 08" N, long. 85° 49' 00" W a shoal with a least depth of three feet was found in an area charted at seven feet. At lat. 30° 16' 00" N, long. 85° 48' 38" W a least depth of ^{six} five feet was found, the charted depth is eight feet. At lat. 30° 16' 06" N, long. 85° 48' 33" W the actual depth is five feet while the charted depth is eight feet. Finally a six foot least depth was found at lat. 30° 16' 03" N, long. 85° 48' 21" W, the charted depth was nine feet. *Chart as shown on the present survey.*

Four uncharted piles mark the boundaries of an oyster reef, they are as follows:

<u>Pos. No.</u>	<u>Description</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
2142	Marker Post, Bares ⁵ 6ft	30° 16' 12. ⁶¹ 78"	85° 49' 12. ^{13.07} 88"
2143	Marker Post, Bares ⁵ 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 20. ⁶⁷ 86"	85° 49' 12. ⁴⁰ 29"
2144	Marker Post, Bares ⁵ 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 19. ⁰⁴ 22"	85° 49' 07. ⁸² 72"
2145	Marker Post, Bares ⁵ 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 11. ²⁷ 44"	85° 49' 09. ³² 19"

Two piles near the entrance of Crooked Creek are considered ^{16' 45.92" N} dangers. They are 1) A 6" dia. pile, bares ten feet at lat. 30° 14' ~~46.13"~~ N, long. 85° 47' 52.92" W, and 2) An 8' pile bares 15 ft at lat. 30° 16' 38.⁷⁸96" N, long. 85° 47' 51.^{58.91}04" W. *See also section 7. a. 1) of the Evaluation Report.*

Other deviations from the chart are as follows:

1) This survey shows that the SW side of the entrance to West Bay Creek is shoaler than charted. *Concur. Chart as shown on the present survey.*

2) At lat. 30° 14' 30" N, long 85° 50' 00" W, The charted depth is twelve feet while the survey shows a flat bottom of nine feet. *Concur. Chart as shown on the present survey.*

3) At lat. 30° 14' 18" N, long 85° 51' 00", the chart shows a channel with a reported depth of five feet. This was a dredged channel established by Marifarms. The channel has deteriorated from disuse and is now flat bottom of one to two feet. *See section 7.6. of the Evaluation Report.*

4) An eight foot shoal was developed at lat. 30° 15' 24" N, long 85° 49' 48" W. The charted sounding was ten feet.

Soundings compared with the chart were within two feet except in the above mentioned areas.

Six posts mark the channel at the entrance to Crooked Creek, they are as follows: *See also section 6.2.2) of the Evaluation Report.*

<u>Pos. No.</u>	<u>Description</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
2146	3" dia. metal pipe bares ^{5'} ₄	30° 17' 24. ⁰⁹ ₃₇ "	85° 48' 18. ⁴⁰ ₄₇ "
2147	2" dia. PVC pipe bares 3', 2"x2" metal pipe brace.	30° 17' 24. ^{23.99} ₂₆ "	85° 48' 19. ²³ ₃₀ "
2148	2" dia. metal pipe bares 2'	30° 17' 25. ⁵⁹ ₈₇ "	85° 48' 19. ⁰⁰ ₀₈ "
2149	2" dia. PVC pipe bares 2".	30° 17' 27. ⁶⁵ ₉₃ "	85° 48' 21. ³³ ₄₁ "
2150	2" dia. metal pipe bares 2'	30° 17' 27. ³³ ₆₁ "	85° 48' 21. ⁷⁴ ₈₂ "
2151	4" dia. wood post bares ^{6"} ₅	30° 17' 29. ⁰² ₃₀ "	85° 48' 25. ⁰⁸ ₁₇ "

Three 2" dia. PVC pipes all bearing 7' mark the entrance to the docks in West Bay Creek, their positions are 1) 30° 17' ^{37.49}_{20.74}" N, 85° 51' ^{35.78}_{30.78}" W, 2) 30° 17' ^{36.85}_{19.50}" N, 85° 51' ^{26.65}_{21.24}" W, and 3) 30° 17' ³⁵_{18.48}" N, 85° 51' ^{27.46}_{32.08}" W. The third marker has a red reflector on top. *Chart as private markers bearing 5 ft above MHW as shown on the present survey.*

M. ADEQUACY OF SURVEY

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

N. AIDS TO NAVIGATION

^{Thirty} ~~Twenty~~ nine floating aids to navigation are in the boundaries of this survey. All are listed in the light list, and serve the apparent purpose for which they were established. The floating aids are as follows:

<u>Pos. No.</u>	<u>Description</u>	<u>Position</u>
2130	Green Can "5"	30° 15' ^{42 82} 43.01" N 85° 47' 40.79" W
2131	Red Nun "8"	30° 15' ⁹⁴ 50.67" N 85° 47' ⁴⁹ 59.12" W
2129	Green Can "9"	30° 15' ²⁶ 50.40" N 85° 48' ²³ 18.88" W
2132	Red Nun "10"	30° 15' ^{19.02} 53.98" N 85° 48' ⁸⁰ 20.66" W
2128	Green Can "11"	30° 15' ⁸⁰ 52.85" N 85° 48' ⁶⁸ 32.28" W
2133	Red Nun "12"	30° 15' ⁴³ 55.94" N 85° 48' ⁷³ 32.48" W
2127	Green Can "13"	30° 15' ⁶³ 56.38" N 85° 48' ²² 50.91" W
2134	Red Nun "14"	30° 15' ^{51.07} 59.27" N 85° 48' ¹⁰ 49.62" W
2135	Red. Nun "16"	30° 16' ⁷⁷ 02.83" N 85° 49' ⁶⁷ 04.52" W
2126	Green Can "17"	30° 16' ⁴³ 07.60" N 85° 49' ²⁶ 24.11" W
2136	Red Nun "18"	30° 16' ³⁰ 09.47" N 85° 49' ⁷⁴ 20.60" W
2125	Green Can "19"	30° 16' ³⁰ 13.47" N 85° 49' ⁹⁶ 36.81" W
2137	Red Nun "20"	30° 16' ⁸⁹ 16.06" N 85° 49' ⁴³ 35.30" W
2124	Green Can "21"	30° 16' ⁷³ 19.91" N 85° 49' ^{51.06} 50.92" W
2138	Red Nun "22"	30° 16' ⁰² 22.20" N 85° 49' ⁵⁴ 49.42" W

2123	Green Can "23"	30° 16' 26.75" N 85° 50' 05.48" W	26.75 05.48
2139	Red Nun "24"	30° 16' 22.18" N 85° 50' 03.65" W	22.18 03.65
2122	Green Can "25"	30° 16' 33.38" N 85° 50' 18.91" W	33.38 18.91
2121	Green Can "27"	30° 16' 42.11" N 85° 50' 28.68" W	42.11 28.68
2140	Red Nun "28"	30° 16' 44.45" N 85° 50' 27.46" W	44.45 27.46
2120	Green Can "29"	30° 16' 53.87" N 85° 50' 41.07" W	53.87 41.07
2141	Red Nun "30"	30° 16' 55.78" N 85° 50' 39.52" W	55.78 39.52
2358	Green Can "31"	30° 16' 56.82" N 85° 50' 54.71" W	56.82 54.71
2735	Red Nun "32"	30° 17' 09.76" N 85° 50' 53.54" W	09.76 53.54
2356	Green Can "33"	30° 17' 01.82" N 85° 51' 01.75" W	01.82 01.75
2357	Red Nun "34"	30° 17' 02.98" N 85° 51' 00.46" W	02.98 00.46
2355	Green Can "35"	30° 17' 10.77" N 85° 51' 14.17" W	10.77 14.17
2354	Red Nun "36"	30° 17' 12.08" N 85° 51' 13.46" W	12.08 13.46
2352	Green Can "37"	30° 17' 17.19" N 85° 51' 23.25" W	17.19 23.25
2353	Red Nun "38"	30° 17' 18.30" N 85° 51' 22.11" W	18.30 22.11

All fixed aids in the survey area were located to Third-Order, Class I standards, by N/MOA2222 and HFP-2/3, as required in the project instructions.

The fixed aids and ^{their} ~~there~~ positions are listed on the appended NOAA Form 76-40.

O. STATISTICS

<u>Type of Production</u>	<u>Total</u>
Number of Positions	2734
Days of Production (Days at Sea)	36
Nautical Miles of Mainacheme	201.2
Nautical Miles of Crosslines	24.5
Nautical Miles of Developments	68.7
Total Nautical Miles of Hydrography	294.4
Number of Detached Positions	117
Number of Bottom Samples	74
Number of PSR Items Investigated	11

P. MISCELLANEOUS

No anomalous currents were observed throughout most of the survey area. However, in West Bay Creek barge traffic causes a surge due to the fact that the channel is very narrow and the rest of the creek is shallow.

Bottom samples were submitted to the Curator, Department of Paleobiology, Natural History Museum, Smithsonian Institute.

The See-Field-sheet data collected in Crooked Creek was hand plotted in the field. A black dot at each position and a red dot at each sounding was included on the smooth sheet for ease of digitizing at the Atlantic Marine Center.

There was a discrepancy in the name of Coon Point near Crooked Creek. On the ~~prior survey~~, Chart no. 11390, the ~~T-sheets~~ and local knowledge the name is "Coon Point". On ~~chart no. 11389~~ ^{TP-00342} the name was Crooked Creek Point. Also, on the prior survey the name Doyle Point was misspelled as Doil Point. *Concur see also section 6.a. of the Evaluation Report.*

Several spikes (other than PSR items) were noticed on the fathograms. Chain drags were performed in the area of each spike, they are described below:

- 1) A spike appeared between pos. 844-845, three drag lines were run in the area (pos. 2501-2506), no snags were encountered. *Chart AS A 7-ft. sounding in Lat. 30° 15' 21.00" N, Long. 85° 50' 14.75" W*
- 2) Two spikes appeared between pos. 1390-1392. A drag was run in both areas (pos. 2507-2526), no snags were encountered. *Concur. Do not Chart. in vicinity of 30° 15' 31.1" N, 85° 49' 32.7" W*
- 3) A spike ^{*in Lat. 30° 15' 06.89" N, Long. 85° 49' 41.03" W*} between pos. 346-347 was dragged for (pos. 2527-2532). A snag was encountered at lat. 30° 15' 07.62" N, long. 85° 49' 40.89" W (pos. 2533). No leadline, or pole sounding least depth was obtained because the chain pulled loose from the snag. A least depth of 7.5' was obtained from the Fathometer. It is recommended that this is charted as an ^{*obstr*} snag to benefit the net fishermen, but is not considered a danger to navigation. (included in the Danger To Navigation Letter.)
See also section 7.a.4) of the Evaluation Report.

4) A spike between pos. 1191-1192 ^{in the vicinity of Lat: 30°14'12.4"N} was searched for but not found. ^{Long: 85°50'26.5"W}
 (pos. 2543-2552) *Do not chart. Not shown on present survey*

Q. RECOMMENDATIONS

See sections H, K, L, and N for specific recommendations.

R. AUTOMATED DATA PROCESSING

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

<u>PROGRAM</u>	<u>DESCRIPTION</u>	<u>VERSION DATE</u>
RK201	Grid, Signal, and Lattice Plot	04/18/75
RK211	Range/Range Non-Real Time Plot	01/15/76
RK216	Range/Azimuth Non-Real Time Plot	02/09/81
RK212	Visual Station Table Load	04/01/74
RK300	Utility Computations	02/05/76
RK330	Reformat and Data Check	05/04/76
RK407	Geodetic Inverse/Direct Computation	09/25/78
AM500	Predicted Tide Generator	11/10/72
RK530	Layer Corrections For Velocity	05/10/76
AM602	ELINORE - Line Oriented Editor	05/20/75

S. REFERENCE TO REPORTS

Horizontal control report submitted in 1986.
 Coast Pilot Report.
 User Evaluation Report.

Respectfully Submitted,

Robert Snow for

Catherine J. Bradley, LTJG, NOAA
 OIC, HFP-2

APPROVAL SHEET

FOR

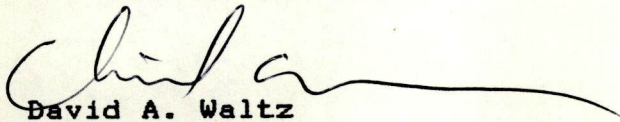
H-10260

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

Miniranger baseline calibrations are recorded as correctors rather than errors. The values observed on the Miniranger CDU screen during baseline are of opposite sign from those recorded. These baseline correctors agree well with daily system checks.

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

Approved and forwarded.



David A. Waltz
LCDR, NOAA

Chief, Hydrographic Field Parties Section

Signal Tape Listing
 OPR-J264-HFP (CY 87 & 88)
 H-10260 * HFP-10-7-87
 Sheet "D"

004	6	30	15	095 ² 73	085	47	55718	250	0000	000000	Breakfast, 1986
005	6	30	13	46521 ¹⁹	085	50	42318 ²³	250	0000	000000	Quickie, 1986
006	3	30	16	34223 ⁵⁵	085	50	45420 ⁰⁶	250	0000	000000	Goose West, 1986
007	6	30	17	11357 ⁷²	085	46	40362 ⁵⁴	250	0000	000000	Wall, 1986
008	6	30	15	59014 ³⁸	085	49	06046 ³³	250	0000	000000	West Bay Light 15, 1986
009	6	30	16	34359 ⁶⁰	085	50	16241	250	0000	000000	West Bay Light 26, 1988
010	6	30	17	11683	085	50	49166 ⁷	250	0000	000000	Berm, 1988
011	6	30	15	46458 ⁶	085	47	57666 ⁷²	139	0000	000000	West Bay Light 7, 1988

All signals are Third Order, Class I. Signals 004, 005, 006, 007, and 008 were established by AMC, MOA22, in 1986. Signals 009, 010, and 011 were established in 1988 by Hydrographic Field Party 2, with positions shown from unadjusted field computations.

Replaces C&GS Form 567.

TO BE CHARTED
 TO BE REVISED
 TO BE DELETED

REPORTING UNIT
(Field Party, Ship or Office)

HFP-2

STATE

Florida

LOCALITY

West Bay

DATE

5/88

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NONFLOATING AIDS OR LANDMARKS FOR CHARTS

ORIGINATING ACTIVITY

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

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

OPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER	DESCRIPTION <small>(Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)</small>	DATUM				POSITION			METHOD AND DATE OF LOCATION <small>(See instructions on reverse side)</small>		CHARTS AFFECTED
				LATITUDE		LONGITUDE		OFFICE	FIELD				
				° /	//	° /	//					D.P. Meters	
J264		H-10260		30 15	46.458	85 47	57.666			F-3-6-L 1/28/88		11390 11389	
			(West Bay Light 7, 1988) 1988 USCG L.L. # 29470	30 15	59.038	85 49	06.033			F-3-6-L 1986		11390 11389	
			(West Bay Light 15, 1986) 1988 USCG L.L. #29510	30 16	34.361	85 50	16.240			F-3-6-L 1/28/88		11390 11389	
			(West Bay Light 26, 1988) 1988 USCG L.L. #29565										

L-221 (89)

RESPONSIBLE PERSONNEL	
TYPE OF ACTION	NAME
OBJECTS INSPECTED FROM SEAWARD	Catherine J. Bradley, Lt(jg), NOAA OIC - HPP-2
POSITIONS DETERMINED AND/OR VERIFIED	Brian A. Link, AOIC, HPP-2
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
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 (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
FIELD I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field L - Located V - Verified 1 - Triangulation 2 - Traverse 3 - Intersection 4 - Resection P - Photogrammetric Vis - Visually 5 - Field identified 6 - Theodolite 7 - Planetable 8 - Sextant A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75	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.
*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.	



**U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration**

NATIONAL OCEAN SERVICE

Atlantic Marine Center
439 W York St.
Norfolk, Va. 23510-1114

N/MOA233

TO: N/CG223-Director, Charting and Geodetic Services
FROM: N/MOA233-OIC, HFP-2, LT(jg) Catherine J. Bradley
SUBJECT: Coast Pilot Report

While conducting hydrographic survey operations in West Bay, Florida, the following discrepancies in the Coast Pilot 5, 1987 were noted.

Page 262-Lines 50-54R: Change to read

A gasoline station, grocery store and a U.S. Post Office are in the West Bay Market located on highway 79 south of the bridge. At the north end of the bridge, at the intersection of highway 79 and highway 388, is another grocery store and gas station. There are a limited transient berths with water and electricity available at a fish pier on the SE side of the bridge. The controlling depth to the pier is two feet at low water. There is a boat ramp on the SE side of the pier and a bait shop located near the pier.

Page 262-Line 5R: Change " part of " to read "pilings from"

All but the pilings of the Old Hathaway Bridge are being removed. See News Herald Clipping, Wednesday April 27, 1988, included with this report.



within a restricted area. (See 334.760, chapter 2, for limits and regulations.)

change to "pilings from"

The waterway continues through St. Andrew Bay and its NW arm, West Bay. Hathaway Bridge (U.S. Route 98), at Mile 284.6E, has a fixed span clearance of 50 feet; ~~part of~~ the old highway bridge just S of the bridge remains. There are marinas near either end of the bridge at which gasoline and diesel fuel are available. A 60-ton mobile hoist and berths are available at the marinas on the E side of the bridge. An overhead power cable suspended from two lighted towers N of the bridge has a clearance of 85 feet at the main channel, and 45 feet on the SE and SW sides of the towers.

North Bay extends in a NE direction from Mile 282.4E. The controlling depths are 12 feet to the bridge at Lynn Haven, 5 miles above the waterway, and thence 4½ feet to a dam, 2 miles above the bridge; oyster bars in the middle of the bay with 5 to 6 feet of water over them should be avoided. State Route 77 highway bridge over the bay at Lynn Haven has a fixed span with a clearance of 18 feet. An overhead power cable with a clearance of 34 feet crosses the bay about 200 yards S of the dam. Several bayous along North Bay afford anchorage for small craft.

A channel with a reported depth of about 13 feet leads from the bay into Alligator Bayou to the basin at the Gulf Electric Power Plant. Overhead power cables crossing North Bay about 0.5 mile E of Alligator Bayou have a clearance of 45 feet. The transmission towers in the bay are reported to be unlighted and present a hazard to small craft at night.

Fannin Bayou is on the N side of North Bay opposite Lynn Haven. Channels marked by daybeacons and reported dredged to 5 feet in May 1981, lead through the bayou and its W, N, and E arms. The town of Southport is at the head of the N arm.

A marina in the dredged basin on the W side of Mill Point at the N end of the bridge has water, ice, limited berths and marine supplies, and a launching ramp. In May 1982, a depth of 7 feet was reported in the stake-marked channel to the basin.

A State park is E of the S end of the bridge. Launching ramps are available in the park. Gasoline in cans and limited marine supplies are available in Lynn Haven.

From West Bay the waterway enters West Bay Creek, at Mile 273.0E. An overhead power cable across the waterway at Mile 272.9E has a clearance of 70 feet. State Route 79 highway bridge over the waterway at Westbay, Mile 272.1E, has a lift span with clearances of 10 feet down and 80 feet up. A gasoline station is on the highway near the bridge, and there are limited transient berths with water and electricity available at a fish pier on the SE side of the bridge. Depths of about 4 feet were reported in the approach and 5 feet alongside the pier in May 1982.

Chart 11385.—From West Bay Creek, the waterway follows a long landcut and enters Choctawhatchee Bay at Mile 253.5E. An overhead power cable crossing the waterway at Mile 269.2E has a clearance of 100 feet.

Cable ferry.—A cable ferry crosses the Intracoastal Waterway at Mile 254.8E. The ferry carries passengers and vehicles and operates from sunrise to sunset daily. Warning signs are posted about 0.25 mile E and W of the crossing. When underway, the ferry shows flashing amber lights, and flashing red lights are shown from the dock. When the ferry is underway, the unmarked cables extend above the water surface; when not underway, they are dropped to the bottom. DO NOT ATTEMPT TO PASS A MOVING

West Bay Market, gas and grocery store is located on hwy 79 at the south end of the bridge. A U.S. post office is located inside West Bay Market. Another grocery store & gas station is located at the North end of bridge at the intersection of hwy 79 & hwy 388.

Include- Boat shop located on pier with a boat ramp on S.E. side of pier.

Old Hathaway Bridge to be dismantled

Spans will be submerged for use as reefs

MIKE CAZALAS
Staff Writer

The old Hathaway Bridge, closed for years because of liability concerns, will be dismantled over the next four months and dumped in the Gulf of Mexico as fishing and diving reefs.

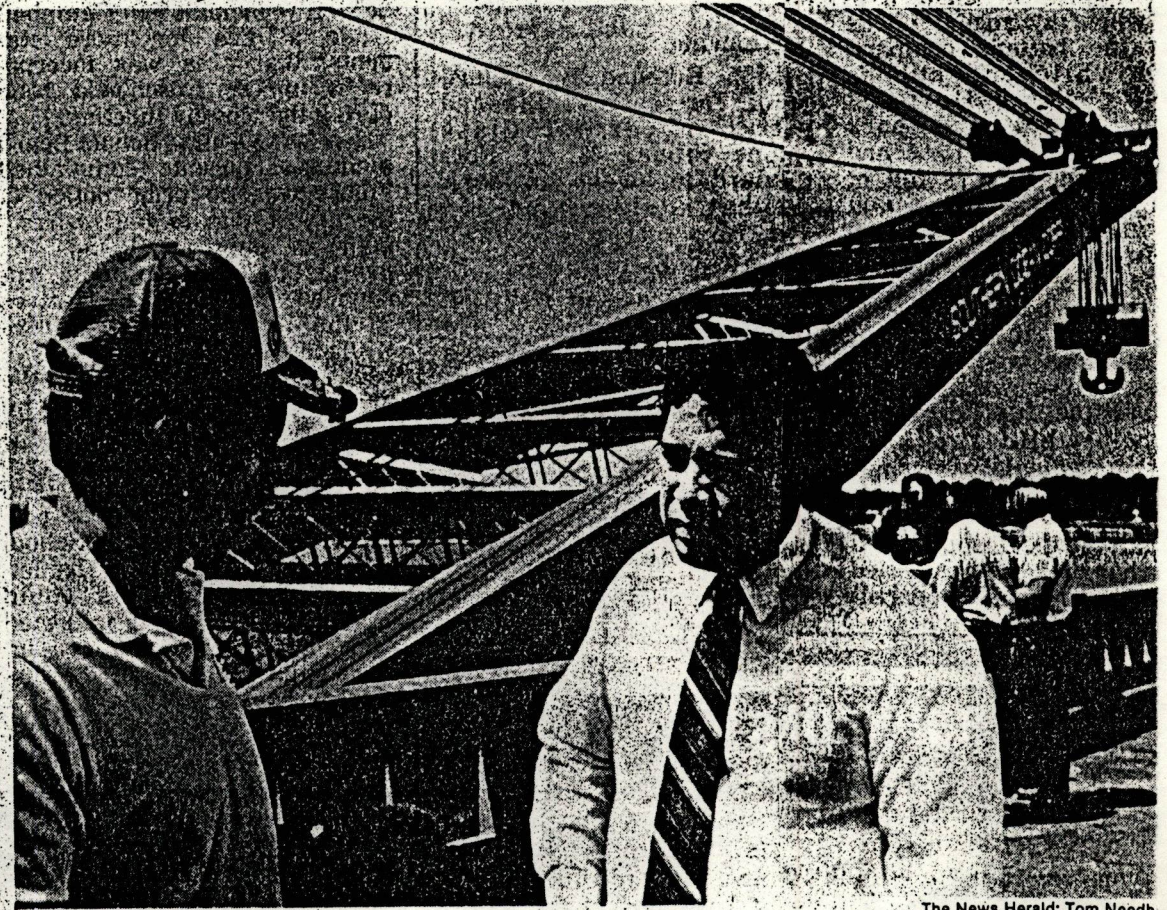
"We inspected it last year when the county was discussing making it into a fishing pier and we found enough damage and deterioration to where it wasn't safe enough to leave it there much less use it," said Department of Transportation spokesman David Fierro.

While the bridge, its spans and most of its concrete will be deep-sixed, the pilings that support the dilapidated structure will remain standing. DOT officials hope that someday those pilings will be the foundation of a safe fishing pier.

McCormick Contracting of Lynn Haven was awarded a \$572,400 contract to dismantle and dispose of the bridge, and should finish the job within 120 days. Mechanics should get used to seeing the large, brightly colored assembly crane that will be used in dismantling the bridge.

The work should begin within two weeks.

The Panama City Marine Institute (entering its 10th year in the artificial-reef building business), the Bay



The News Herald: Tom Needh

PCMI's Larry Schmidt, left, and DOT's Dave Fierro discuss the old Hathaway Bridge's fate

County Chamber of Commerce, the Department of Natural Resources and the DOT have joined forces on the reef project.

PCMI's Danny Grizzard said the old Hathaway Bridge project will be "the biggest thing in artificial reef building to ever hit the state of Florida."

Larry Schmidt, PCMI's executive director, said the bridge's spans would be dropped in different locations. The first "dumping" of bridge material will be in about two weeks and take place about five miles

north of the Panama City Pass.

The bridge parts will be dropped in locations deeper than 100 feet for fishermen and in shallower areas for divers, Schmidt said.

Although it had been closed to traffic years earlier, in 1982 the old Hathaway Bridge was closed as a fishing pier after a man who had broken his ankle while fishing from the old du Pont Bridge sued the state and won \$107,300.

Despite requests in recent years from the public, the

DOT would not reopen the old bridges as fishing piers because of the liability someone was hurt on the structures.

Last year the Bay County Commission explored the possibility of patching the old Hathaway Bridge and using it as a public fishing pier. The DOT agreed to deed the bridge to the county if the structure passed an inspection. That 1987 inspection showed, according to the DOT, that the bridge should be dismantled for safety reasons.



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

Atlantic Marine Center
439 W. York St.
Norfolk, Va. 23510
N/MOA233

May 3, 1988

To: Commander, Eighth Coast Guard District
New Orleans, LA

From: LTJG Catherine J. Bradley, OIC HFP-2

Subject: Danger to Navigation Notice for inclusion in the Local
Notice to Mariners, Chart 11390, 14th edition I.C.W., East
Bay to West Bay, Fl.

The following dangers to navigation were found while conducting a
basic hydrographic survey of West Bay, (Registry No. H-10260), between
West Bay Creek and Doyle Bayou.

--- The area adjacent to the Intercoastal Waterway Channel is
shallower than charted. At lat. $30^{\circ} 16' 08''$ N, long. $85^{\circ} 49' 00''$ W a
shoal with a least depth of three feet was found in an area charted at
seven feet. At lat. $30^{\circ} 16' 00''$ N, long. $85^{\circ} 48' 38''$ W a least depth
of five feet was found, the charted depth is eight feet. At lat. 30°
 $16' 06''$ N, long. $85^{\circ} 48' 33''$ W the actual depth is five feet while the
charted depth is eight feet. Finally a six foot least depth was found
at lat. $30^{\circ} 16' 03''$ N, long. $85^{\circ} 48' 21''$ W, the charted depth was nine
feet.

---A snag was encountered at lat. $30^{\circ} 15' 07.62''$ N, long. $85^{\circ} 49'$
 $40.89''$ W (pos. 2533). No leadline, or pole sounding least depth was
obtained because the chain pulled loose from the snag. A least depth
of 7.5' was obtained from the fathometer. It is recommended that this
is charted as a snag to benefit the net fishermen. *See Sec. 7.a.4 Evaluator's Rept.*
gm

Four uncharted piles mark the boundaries of an oyster reef, they
are as follows:

THIS IS ADVANCE INFORMATION
SUBJECT TO OFFICE VERIFICATION



Pos. No.	Description	Latitude (N)	Longitude (W)
2142	Marker Post, Bares 6ft	30° 16' 12.78" ⁶¹	85° 49' 12.88 ^{13.01} "
2143	Marker Post, Bares 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 20.86" ⁶⁷	85° 49' 12.29" ⁴⁰
2144	Marker Post, Bares 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 19.22" ⁰⁴	85° 49' 07.72" ⁸
2145	Marker Post, Bares 6ft Sign "Danger Submerged Oyster Reef"	30° 16' 11.44" ²⁷	85° 49' 09.19" ³²

Two piles near the entrance of Crooked Creek are considered dangers. They are 1) A 6" dia. pile, bares ten feet at lat. 30° 16' 46.13"⁷² N, long. 85° 47' 52.92"⁷⁷ W, and 2) An 8" dia. pile bares 15 ft at lat. 30° 16' 38.90"⁷⁸ N, long. 85° 47' 51.04"^{50.91} W.

These dangers to navigation were located using Range/Range or Range/Azimuth positioning methods, from Third Order, Class 1, geodetic control stations. Motorola Falcon 484 electronic positioning system was used to obtain distances and a Nikon NT2D 20" theodolite was used for azimuth determination. Depths were recorded using Raytheon 719C Survey Fathometers. These soundings were reduced to Mean Lower Low Water (MLLW) using predicted tides. All position information is in the North American 1927 datum.

THIS IS ADVANCE INFORMATION
SUBJECT TO OFFICE VERIFICATION

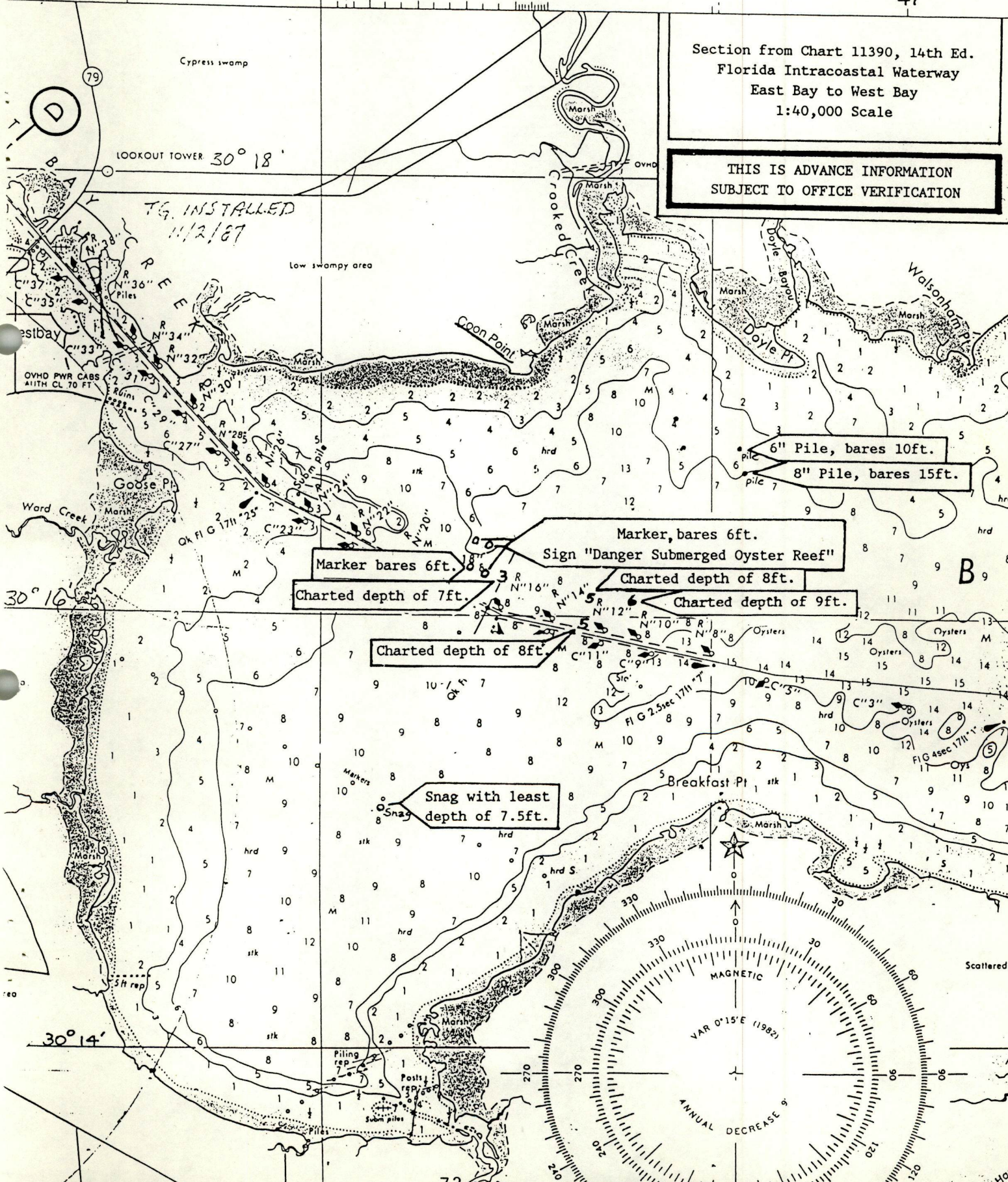
85° 50' 45" 30" 15" 49' 50"

48'

47'

Section from Chart 11390, 14th Ed.
Florida Intracoastal Waterway
East Bay to West Bay
1:40,000 Scale

THIS IS ADVANCE INFORMATION
SUBJECT TO OFFICE VERIFICATION



TG. INSTALLED
11/2/87

Low swampy area

6" Pile, bares 10ft.

8" Pile, bares 15ft.

Marker, bares 6ft.

Sign "Danger Submerged Oyster Reef"

Charted depth of 8ft.

Marker bares 6ft.

Charted depth of 7ft.

Charted depth of 9ft.

Charted depth of 8ft.

Snag with least
depth of 7.5ft.

MAGNETIC
VAR 0°15'E (1982)
ANNUAL DECREASE 8



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

Atlantic Marine Center
January 24, 1988

TO: N/CG243
THRU: N/MOA2x1
FROM: N/MOA233 - *Catherine J. Bradley* Bradley, OIC HFP-2
SUBJECT: User Evaluation of St. Andrews Bay Charts

A user evaluation of the St. Andrews Bay Area in Panama City, Florida was conducted in December, 1987. The purpose was to determine if the charts of the area fulfill their purpose.

The following Chart Sales Agents were contacted:

1) J & L Marine Supplies Inc. 2) Pass Port Marina 3) Bay Point Marina 4) Howell Tackle and Supply 5) Sea School and 6) Sailors Supply Co.

All persons interviewed were pleased with the scale, format, color and adequacy of the charts. Most said that the charts were received within three weeks after ordering. One recurring comment, however, was that the price was raised too drastically.

The spokesman for Sailors Supply Co. suggest that the charts be revised more often. He also commented that it took too long to receive chart orders during the peak or summer season, but otherwise they receive charts in a timely manner.



CHART #11390

PRE-SURVEY REVIEW ITEM #04200
Obstruction (Piles)

SOURCE: Unknown

INVEST. DATE: 3/31/88(DN 091) TIME: 191900 Z VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88)

POSITION: 2668

VOLUME: 12

PAGE: 26

CORRECTORS APPLIED: None

VELOCITY: no

TRA CORRECTORS: no

PREDICTED TIDES: no

GEODETTIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°13'34.00"N

85°50'04.00"W

OBSERVED:

-- Not Found --

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: A visual search of the area was conducted. The area was too shallow to permit the launch to get closer than 100m from the mouth of the creek. Party personnel waded to shore and no piles were seen.

CHARTING RECOMMENDATIONS: The piles should be deleted from the chart.

Concur

COMPILATION USE

CHART:

APPLIED AS:

CHART:11390

PRESURVEY REVIEW ITEM #4202
Submerged Wreck

SOURCE: H5812/35, CL973/72

INVEST. DATE: 3/24/88 (DN 084) TIME: 161100 Z VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 OPS)

POSITION: 2555

Volume: 11

PAGE: 67

CORRECTORS APPLIED: None

VELOCITY: no

TRA CORRECTORS: no

PREDICTED TIDES: no

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°13'43.40"N

85°49'40.50"W

OBSERVED:

30°13'46.⁶²59"N

85°49'35.⁰⁵16"W

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: Item was found while conducting a chain drag investigation. The wreck is submerged, lies in a SE to NW direction, is about 10m long x 4m wide, and has a least depth of 2.9 ft. at the time listed above.

CHARTING RECOMMENDATIONS: The submerged wreck should be charted at the observed position.

Concur. See also section 6.b. of the Evaluation Report.

COMPILATION USE

CHART:

APPLIED AS:

CHART #11390

PRE-SURVEY REVIEW ITEM #04203
Obstruction (Submerged piles)

SOURCE: Unknown; CL973/72--USPS (both items)

INVEST. DATE: 3/24/88 (DN 084) TIME: 1651-1733z VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88)

POSITION: None

VOLUME:

PAGE:

CORRECTORS APPLIED: NONE

VELOCITY: NO

TRA CORRECTORS: NO

PREDICTED TIDES: NO

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°13'44.00"N

85°49'37.00"W

OBSERVED:

----- NOT FOUND -----

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: The area for 4203 was chain dragged in conjunction with the drag for item 4202, as well as visually searched. After item 4202 was snagged, the proximity of item 4203 to 4202 made further drag for 4203 impractical. The visual search at low water on a previous day showed no evidence of the piles. (Item 4204 is also in the same vicinity)

CHARTING RECOMMENDATIONS: Delete from chart. *Concor.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11390

PRE-SURVEY REVIEW ITEM #4204

SOURCE: CL973/72 USPS

INVESTIGATION DATE: 3/24/88(DN 084) TIME: 165100 VESSEL #519

OIC: Lt(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 Ops)

POSITION # 2556-2567

VOLUME: 11

PAGE: 67-69

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

Predicted Tides:

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°13'46.00"N

85°49'30.00"W

OBSERVED:

-----Not Found-----

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: A visual search of the area with excellent bottom visibility in 1-3 ft. of water showed no evidence of the charted posts. The area was also chain dragged with 20 ft. of scope at 25 meter line spacing with no snags encountered.

CHARTING RECOMMENDATIONS: Delete Posts rep from chart 11390

Concur.

COMPILATION USE

CHART:

APPLIED AS:

CHART #11390

PRE-SURVEY REVIEW ITEM #04206
Obstruction (Piling)

SOURCE: CL973/72--USPS

INVEST. DATE: 3/24/88
3/31/88

TIME: 1847-1935Z
1642-1902Z

VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 87)

POSITION #: 2568-2576
2626-2667

VOLUME: 11
12

PAGE: 70-71
18-26

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°13'51.00"N

85°49'53.00"W

OBSERVED:

~~30°13'57.42"N~~ - Not Found ~~85°49'44.62"W~~

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: No piling was visible in this area. The area was then chain dragged with 30 ft. of scope. The spacing of the drag was 25m and the drag extended 200m on either side of the entire row of pilings. One snag was located at Lat. 30°13'57.5"N, Long. 85°49'44.9"W on DN 084. No least depth was obtained due to the drag pulling off in heavy seas.

CHARTING RECOMMENDATIONS: Delete row of piling. Chart snag at position listed in Method of Investigation above.

See section 7. a. 8) of the Evaluation Report.

COMPILATION USE

CHART:

APPLIED AS:

CHART #11390

PRESURVEY REVIEW ITEM #4208
Obstruction (Fence System)

SOURCE: CL241/80--USPS

INVEST: DATE: 01/15/88 (DN 015)

OIC: LTJG Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88)

Position: None

Volume:

Page:

CORRECTORS APPLIED: VELOCITY: none

TRA CORRECTORS: none

Predicted Tides

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°15'18.00"

85°50'01.00"

OBSERVED:

-See Method of Item Investigation-

POSITION DETERMINED BY: See Method of Investigation

METHOD OF ITEM INVESTIGATION: Local knowledge from Mr. Joseph Ikeguchi, formerly General Manager of Marifarms Inc., was contacted by phone at (904) 763-8667 in reference to the fence erected in West Bay for the aquaculture of shrimp. Mr. Ikeguchi said that all the piles were pulled out for salvage at a cost of \$25000.00. A letter of documentation signed by Mr. Ikeguchi is appended.

CHARTING RECOMMENDATIONS: It is recommended that these markers be deleted from Chart 11390 *Concur. Presently charted as Thirteen (13) subm piles*

COMPILATION USE

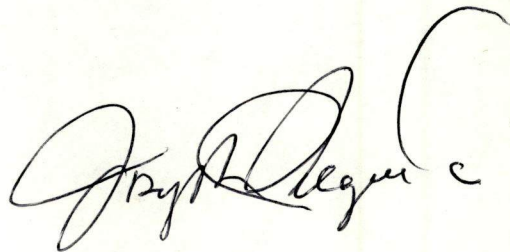
May 5, 1988

To: LTJG Catherine J. Bradley, OIC, HFP-2
From: Mr. Joseph Ikeguchi, former General Manager,
Marifarms Inc.
Subject: Removal of fence pilings across West Bay, Fl.
(PSR Item # 04208)

A fence used for the propagation of shrimp, and owned by Marifarms Inc., was removed in 1979. After Marifarms Inc. had completed operations in West Bay, they had all of the fence piles removed for salvage at a cost of \$25,000.00

The pilings were approximately 12" in dia. and 40' in length. The salvage company, using a crane, pulled up each pile in its entirety.

Salvage was done by Daryl Holman.



NOTE: MR. IKEGUCHI LIVES IN
PANAMA CITY, FLORIDA.
HIS PHONE IS:

904-763-8667

CHART #11390

PRE-SURVEY REVIEW ITEM #04209
Obstruction (Stake)

SOURCE: H5812/35

INVEST. DATE: 3/28/88

TIME:1601-1054z

VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88)

POSITION: Ref.2577-2624

VOLUME: 12

PAGE:4-13

CORRECTORS APPLIED: NONE

VELOCITY: NO

TRA CORRECTORS: No

PREDICTED TIDES: NO

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°15'40.50"N

85°48'21.37"W

OBSERVED:

--NOT Found--

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: The area of the obstruction was chain dragged at 10 meter line spacing with 40 ft of scope, 100 meters on either side of the stake. The 250m minimum radius drag requirement was waved via a telephone conversation with NCG 241. This requirement was waved due to the fact that the stake was a hydrographic survey signal with accurate position information.

CHARTING RECOMMENDATIONS: Delete stake from Chart 11390 *Concur*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11390

PRE-SURVEY REVIEW ITEM #04210
Obstruction (Subm. Pile)

SOURCE: H5812/35, CL973/72--USPS

INVESTIGATION DATE: 4/05/88 TIME: 1442-1530 VESSEL #519
1712-1726

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 OPS)

POSITION: 2669-2685, 2689-2695 VOLUME: 12 PAGE: 29-34

CORRECTORS APPLIED: No

VELOCITY: TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:	LATITUDE	LONGITUDE
CHARTED:	30°16' ^{32.39} 55.52 "N	85°50'06.75"W
OBSERVED:	30°16'29. ³ 98 "N	85°50'05. ⁷⁶ 88 "W

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: A chain drag with 20 ft. of scope was begun in the area at no greater than 10 meter line spacing. A hard snag was encountered at the above observed position. A least depth of 8.16 ft. was obtained by pole sounding on the snag which was not positively identified, but assumed to be the submerged pile.

CHARTING RECOMMENDATIONS: Shift charted pile to the above observed position. *Do not concur. See section 6.c. of the Evaluation Report.*

COMPILATION USE

CHART:
11385

APPLIED AS:
DELETED o subm pile
ADDED :: Obstr

CHART #11390

PRE-SURVEY REVIEW ITEM #04211
Obstruction (Pier Ruins)

SOURCE:CL973/72--USPS

INVEST. DATE:3/17/88

TIME:1922-1927z

VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 OPS)

POSITION: 2403A

VOLUME: 11

PAGE: 28

CORRECTORS APPLIED:

VELOCITY: NO

TRA CORRECTORS: NO

PREDICTED TIDES: NO

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°16'55.52"

85°50'57.10"

OBSERVED:

-----NOT FOUND-----

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: Visual search. Area of item position was in very shallow water, area was not navigatable. Nothing was seen.

CHARTING RECOMMENDATIONS: Delete from chart.

Concur. Delete pier ruins and four (4) piles from chart.

COMPILATION USE

CHART:

1/385

APPLIED AS:

DELETED PIER RUINS & 4 PILES

CHART #11390

PRE-SURVEY REVIEW ITEM #04213
Obstruction (visible piles)

SOURCE:H6451/39

INVEST. DATE: 3/31/88

TIME: 1436

VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 OPS)

POSITION: None

VOLUME:

PAGE:

CORRECTORS APPLIED:

VELOCITY: NO

TRA CORRECTORS: NO

PREDICTED TIDES: NO

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°17'24.41"

85°51'08.06"

OBSERVED:

-----NOT FOUND-----

POSITION DETERMINED BY:

METHOD OF ITEM INVESTIGATION: A visual search of the area in depths of 1 to 2 feet of water with good bottom visibility showed no evidence of any piles (exposed or submerged) in the area. Area was too shallow to drag.

CHARTING RECOMMENDATIONS: Delete charted piles. *Concur.*

COMPILATION USE

CHART:

1/385

APPLIED AS:

DELETED VISIBLE PILES

CHART #11390

PRE-SURVEY REVIEW ITEM #04214
Subm. Wreck

SOURCE: CL973/72--USPS

INVEST. DATE: 4/05/88

TIME: 1603Z

VESSEL #519

OIC: LT(jg) Catherine J. Bradley

REFERENCE: H-10260 (OPR-J264 CY 88 OPS)

POSITION: 2688

VOLUME: 12

PAGE: 32

CORRECTORS APPLIED:

VELOCITY: NO

TRA CORRECTORS: NO

PREDICTED TIDES: NO

GEODETIC POSITION:

LATITUDE

LONGITUDE

CHARTED:

30°17'39.00"

85°51'20.00"

OBSERVED:

-----NOT FOUND-----

POSITION DETERMINED BY: Range/Range (Falcon 484)

METHOD OF ITEM INVESTIGATION: [The area was visually searched in depths of 1-2 ft. on the day listed above as well as observed at extreme low tides as a mud flat with no evidence of the wreck seen. The area was too shallow for a bottom drag.]

CHARTING RECOMMENDATIONS: Delete from chart.

Concur. Delete dangerous submerged wreck from the chart.

COMPILATION USE

CHART:

11390

APPLIED AS:

DELETED FROM CHART

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

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: July 15, 1988

MARINE CENTER: Atlantic

OPR: J264

HYDROGRAPHIC SHEET: H-10260

LOCALITY: West Bay, Doyle Bayou to West Bay Creek, Florida

TIME PERIOD: November 12, 1987 - April 27, 1988

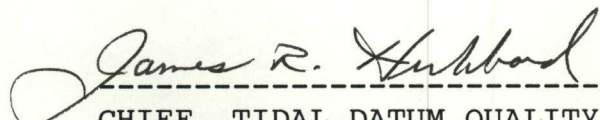
TIDE STATION(S) USED: 872-9197 West Bay Creek, West Bay, FL

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 2.02 ft.

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.4 ft.

REMARKS: RECOMMENDED ZONING

1. Zone Direct



CHIEF, TIDAL DATUM QUALITY
ASSURANCE SECTION

GEOGRAPHIC NAMES

H-10260

Name on Survey	Source of Name											
	A	B	C	D	E	F	G	H	K			
	ON CHART NO.	ON PREVIOUS SURVEY NO.	ON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	GRAND McNALLY ATLAS	U.S. LIGHT LIST				
BOTHERATION BAYOU												1
BREAKFAST POINT												2
COON POINT												3
CROOKED CREEK												4
DOYLE BAYOU												5
DOYLE POINT												6
FLORIDA (title)												7
GOOSE POINT												8
ST ANDREW BAY (title)												9
WARD CREEK												10
WEST BAY (title)												11
WEST BAY (locale)												12
WEST BAY CREEK												13
												14
												15
												16
												17
												18
												19
												20
												21
												22
												23
												24
												25

Approved:

Charles E. Harrington

Chief Geographer - N/CG2x5

JAN 10 1989

REFERENCE NO.
MOA23-28-89

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
 Hydrographic Surveys Branch
 Rockville, MD 20852

DATE FORWARDED
6 March 1989

NUMBER OF PACKAGES
1 tube, 2 boxes

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-10260
Florida, St Andrew Bay, West Portion of West Bay

- Pkg # 1 (Tube) containing:
- 1 Original Smooth Sheet of H-10260
 - 1 Original smooth position overlay
 - 2 Original excess sounding overlays
 - 4 Smooth field sheets
 - 1 Original Descriptive Report

- Pkg #2 (box) containig:
- 12 Sounding Volumes

- Pkg #3 (Box) containing:
- 1 Cahier with final sounding printout
 - 1 Cahier with final position printout and control file
 - 1 Envelope with supplemental data removed from the printouts.
 - 1 Envelope with miscellaneous data removed from the original Descriptive Report
 - 1 Folder with baseline calibrations

(page 1 of 2)

FROM: (Signature) *R.H. Whitfield*
 Richard H. Whitfield

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

REFERENCE NO.
MOA23-28-89

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
 Hydrographic Surveys Branch
 Rockville, MD 20852

└──┘

DATE FORWARDED
6 March 1989

NUMBER OF PACKAGES
1 tube, 2 boxes

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.

Pkg #3 (box) continued:

2 Accordion files containing fathograms, Master tape preintouts, and corrector printouts for:

VESNO 0519 JD's for 1987: 316, 317, 322, 323, 327, 343, and 344
 for 1988: 007, 011, 012, 015, 019, 020, 032,
 033, 035, 040, 041, 042, 048, 054,
 056, 057, 061, 068, 071, 077, 081,
 082, 084, 091, 096, 098, 105, and 118

(page 2 of 2)

FROM: (Signature) *R. H. Whitfield*
 Richard H. Whitfield

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

└──┘

03/01/89

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: H-10260

NUMBER OF CONTROL STATIONS	5
NUMBER OF POSITIONS	2718
NUMBER OF SOUNDINGS	12332

	TIME-HOURS	DATE COMPLETED
* PREPROCESSING EXAMINATION	23	06/15/88
VERIFICATION OF FIELD DATA	323	11/30/88
QUALITY CONTROL CHECKS	59	
EVALUATION AND ANALYSIS	95	02/17/89
FINAL INSPECTION	25	02/15/89
TOTAL TIME	502	
MARINE CENTER APPROVAL		02/21/89

* Preverification time is not considered as part of total survey time.

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-10260

FIELD NO.: HFP-10-7-87

Florida, St Andrew Bay, West Portion of West Bay

SURVEYED: 12 November 1987 through 27 April 1988

SCALE: 1:10,000

PROJECT NO.: OPR-J264-HFP-86

SOUNDINGS: RAYTHEON DE-719C Fathometer, Sounding Pole, and
Lead Line

CONTROL: MOTOROLA FALCON 484 (Range/Range), MOTOROLA FALCON
488/NIKON NT-2D (Range/Azimuth), and See Field
Sheet

Chief of Party.....D. A. Waltz

Surveyed by.....C. J. Bradley
.....B. L. Link
.....G. D. Hendrix
.....M. Mangual-Ortiz
.....C. E. Parker

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

1. INTRODUCTION

a. No unusual problems were encountered during office processing.

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

2. CONTROL AND SHORELINE

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

b. Shoreline originates with 1:10,000 scale enlargements of 1:20,000 scale registered Coastal Zone Map TP-00342 of 1977-78. Shoreline changes originating with the hydrographer are shown in red on the present survey.

The following should be noted:

1) The geographic name, Crooked Creek Point, as shown on the shoreline manuscript is now referred to as Coon Point and is correctly shown on the latest edition of National Ocean Service (NOS) chart 11390 (15th Ed., Aug. 8/87).

2) An uncharted row of piles shown on the shoreline manuscript in Latitude 30°14'11"N, Longitude 85°49'30"W was neither investigated nor discussed by the hydrographer. Present survey depths are one (1) foot in the area. It is recommended that the row of piles be charted as a row of submerged piles unless other charting information indicates otherwise.

3) An uncharted breakwater shown on the shoreline manuscript in Latitude 30°14'16.4"N, Longitude 85°51'03.0"W was located in ruins by the hydrographer. Recommend that a breakwater in ruins be charted as shown on the present survey.

c. Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1927. Office processing of this survey is based on these values. The smooth sheet has been annotated with ticks showing the computed mean shift between the survey datum and the NAD83. To place this survey on the NAD83, move the projection lines 0.724 seconds (22.3 meters or 2.23 mm at survey scale) south in latitude and 0.239 seconds (6.4 meters or 0.64 mm at survey scale) west in longitude.

3. HYDROGRAPHY

a. Soundings at crossings agree within the criteria stated in sections 4.0.1. and 6.3.4.3. of the HYDROGRAPHIC MANUAL and section 6.6 of the Project Instructions.

b. The standard six (6), twelve (12), and charted supplemental three (3) foot depth curves are adequately delineated. Because of its proximity to shore, the zero (0) foot curve could not be completely delineated. Dashed and brown curves were added to better show bottom topography.

c. Development of bottom configuration and determination of least depths is considered adequate.

4. CONDITION OF SURVEY

The smooth sheet, accompanying overlays, hydrographic records, and reports are adequate and conform to the requirements of the HYDROGRAPHIC MANUAL. The following comments are directed to the hydrographer in order to improve the quality of the total data package submitted at the completion of field operations.

a. The hydrographer did not make a comparison with the latest available edition of NOS chart 11390. The latest edition (15th Ed., Aug. 8/87), has additional charted information.

b. When describing an item in the Descriptive Report, it is preferred that the hydrographer not refer to the location of an item by position number alone. The position number is helpful to the verifier during office processing; however, a geographic position should be included with the position number in the Descriptive Report. A reference to a position number does not provide the reader with a definitive location of the feature or sounding being discussed. The possibility also exists that the reader may not have the smooth sheet to accompany the report. This does not adversely effect the overall quality of the survey.

5. JUNCTIONS

H-10237 (1987) to the east

The smooth sheet for H-10237 (1987) is archived at National Ocean Service (NOS) Headquarters, Rockville, Maryland, and a standard junction could not be effected with the junctional survey. In this case, the note "ADJOINS" has been shown on the present survey. Any adjustments to the depth curves within the junctional area will have to be made on the nautical charts during chart compilation.

6. COMPARISON WITH PRIOR SURVEYS

H-5812 (1935) 1:20,000

H-6451 (1939) 1:10,000

Prior survey H-5812 (1935) covers the present survey area in its entirety. The most significant change in the survey area is the Intracoastal Waterway. In depths deeper than six (6) feet, present survey soundings are generally one (1) to three (3) feet shoaler than the prior survey. In depths less than six (6) feet to the shoreline present survey soundings are in good agreement with the prior survey with soundings varying plus or minus (+/-) one (1) foot.

Prior survey H-6451 (1939) covers the area of the Intracoastal Waterway in West Bay Creek and West Bay. Prior survey depths in the Intercoastal Waterway are two (2) to three (3) feet shoaler than the present survey. On the present survey, depths of three (3) to six (6) feet along the north side of the waterway are the result of oyster beds where prior survey depths were nine (9) to eleven (11) feet.

The following should be noted:

a. Doyle Bayou is incorrectly spelled as Doil Bayou on prior survey H-5812 (1935). The correct spelling, Doyle Bayou, is presently shown on the latest edition of NOS chart 11390.

b. AWOIS item #4202 is a charted dangerous sunken wreck in Latitude 30°13'43.4"N, Longitude 85°49'40.5"W originating with prior survey H-5812 (1935) as a sunken barge exposed three (3) feet at MLW. The barge, shown on the prior survey, was located at the time by a three point sextant fix. The hydrographer located the wreck with a least depth of 2 feet at MLLW in Latitude 30°13'46.62"N, Longitude 85°49'35.05"W. The present survey location is 176 meters northeast of the charted location. Because the wreck, shown on the present survey, was located using a more accurate method, it is believed that the charted sunken wreck and the sunken wreck located by the present survey are the same. It is recommended that the charted sunken wreck be removed from the chart, and a sunken wreck with a least depth of 2 feet at MLLW (2 Wk) be charted as shown on the present survey.

c. AWOIS item #4210 is a charted submerged pile in Latitude 30°16'32.39"N, Longitude 85°50'06.75"W originating with prior survey H-5812 (1935), and was described as a "local pole beacon". On page 2 of the review of prior survey H-6451 (1939), the Descriptive Report for T-6674 (1939) reported the beacon as destroyed, and a pile flush with the surface of the water at mean tide level was noted. No indication of the pile was found during hydrographic work on prior survey H-6451. Depths on prior survey H-5812 (1935) in the area of the pile are four (4) to five (5) feet. Depths on the present survey are three (3) to four (4) feet. An obstruction with a least depth of 6 feet at MLLW was located by the present survey in Latitude 30°16'29.93"N, Longitude 85°50'05.76"W approximately 60 meters southeast of the charted position of the submerged pile. This obstruction is not considered to be the remains of the submerged pile discussed above. After over fifty years it is believed that the charted submerged pile no longer exists. It is recommended that the submerged pile be removed from the chart and an obstruction with a least depth of 6 feet at MLLW (6 obstr) be charted as shown on the present survey.

d. Two (2) piles charted in the vicinity of Latitude 30°17'39.4"N, Longitude 85°51'27.5"W, originate with prior survey H-6451 (1939), These piles were neither verified nor disproved by the hydrographer, and are not shown on the shoreline manuscript. The piles were brought forward from the prior survey as submerged piles to supplement the present survey. It is recommended that the two piles be revised to submerged piles and charted in the position shown on the present survey unless other information indicates otherwise.

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

7. COMPARISON WITH CHART 11390 (15th Ed., Aug 8/87)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and needs no further discussion. Specific features discussed in section L., pages 9 and 10, section P., pages 13 and 14 of the Descriptive Report, and appended Item Investigation Reports, have charting recommendations that require no additional comments except as noted in that report. Additional uncharted features were located by the hydrographer during the survey in addition to the features discussed in the Descriptive Report. It is recommended that these features be charted as shown on the present survey.

The following should also be noted:

1) The two uncharted piles, in Latitude 30°16'45.92"N, Longitude 85°47'52.92"W and Latitude 30°16'38.78"N, Longitude 85°47'50.91"W, are in the vicinity of a charted pile with the notation Piling, PA in Latitude 30°16'47.0"N, Longitude 85°47'55.0"W. It is recommended that the charted pile and notation Piling PA be removed from the chart and the two piles located by the hydrographer be charted as shown on the present survey.

2) Six uncharted private markers marking a channel to the entrance of Crooked Creek were located by the hydrographer, and are discussed in section L., page 10 of the Descriptive Report. A charted pile and notation Markers, PA in Latitude 30°17'10.0"N, Longitude 85°48'14.0"W are believed to come from preliminary information referring to the six private markers. It is recommended that the charted pile and notation Markers, PA be removed from the chart, and the six (6) uncharted markers be charted as shown on the present survey.

3) A charted Stake, PA in Latitude 30°16'54.0"N, Longitude 85°50'26.0"W was neither located nor discussed by the hydrographer. It is recommended that the Stake, PA be retained as charted.

4) An uncharted obstruction with a fathometer least depth of seven (7) feet was located by the hydrographer in Latitude 30°15'06.89"N, Longitude 85°49'41.03"W. It is recommended that an obstruction with a least depth of 7 feet at MLLW (7 obstr) be charted as shown on the present survey.

5) A charted piling, PA in Latitude 30°14'20"N, Longitude 85°50'52"W is shown at the entrance to a charted channel (see section 6.b. for discussion on the channel). A pile baring three (3) feet above MLLW was located by the hydrographer in Latitude 30°14'15.52"N, Longitude 85°50'54.46"W. It is recommended that the charted piling, PA be removed from the chart, and a pile baring three (3) feet above MLLW be charted as shown on the present survey. The following three (3) additional uncharted piles were located

by the hydrographer and are within the limits of the charted channel:

<u>Feature</u>	<u>Latitude N</u>	<u>Latitude W</u>
Pile baring 4 feet above MHW	30°14'18.26"	85°51'02.99"
Pile baring 3 feet above MHW	30°14'17.74"	85°51'03.33"
Pile baring 4 feet above MHW	30°14'17.75"	85°51'02.83"

It is recommended that these piles be charted as shown on the present survey.

6) An uncharted submerged obstruction was located by the hydrographer while conducting a chain drag investigation in Latitude 30°16'27.13"N, Longitude 85°50'06.80"W. Because the chain pulled off the obstruction and another drag was unsuccessful, the hydrographer was unable to obtain a least depth. It is recommended that a submerged obstruction be charted as shown on the present survey. *CONCURE*

7) An uncharted submerged obstruction was located by the hydrographer in Latitude 30°15'53.21"N, Longitude 85°48'23.91"W. A fathometer least depth of thirteen (13) feet at MLLW was obtained. The depth over obstruction is deeper than the charted controlling depths in the Intracoastal Waterway, and is not considered a danger to navigation. It is recommended that an obstruction with a depth of 13-feet at MLLW (13 obstr) be charted as shown on the present survey

8) AWOIS item #4206 is charted piling, rep originating with U.S.P.S Chart Letter 973/72. The piles are presently charted as submerged piles. The hydrographer conducted a chain drag investigation; however, a required minimum 250 meters either side of a line connecting the charted submerged piles bearing 054°T was not met. The hydrographer did locate an obstruction with a depth of 4 feet at MLLW in Latitude 30°13'57.42"N, Longitude 85°49'44.62"W. This is approximately 25 meters from one of the charted submerged piles. Because of the possibility that the obstruction located by the hydrographer could be one of the charted submerged piles, the charted submerged piles are not considered disproved by the present survey. It is recommended that the row of submerged piles be retained as charted unless subsequent charting information indicates otherwise. It is also recommended that an obstruction with a depth of 4 feet at MLLW be charted as shown on the present survey.

b. Controlling Depths

1) A charted channel with the notation 5-ft reported in Latitude 30°14'18.0"N, Longitude 85°51'00.0"W was investigated by the hydrographer. The present survey shows depths of one (1) to two (2) feet. The hydrographer states in section L., page 10, of the Descriptive Report that the channel is not used and has filled in to the present depths. It is recommended that the notation 5-ft reported and the channel be removed from the chart, and present survey depths be charted.

2) There are no conflicts with the charted channel controlling depths in the Intracoastal Waterway.

c. Aids to Navigation

The hydrographer located thirty (30) floating and three (3) fixed aids to navigation. These aids appear adequate to serve their intended purpose.

The following should be noted:

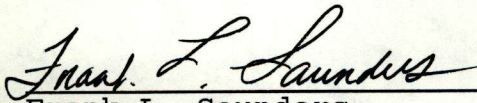
It is recommended five (5) presently charted black can buoys (C"9", C"13", C"19", C"21", and C"23") be revised to green can buoys.

8. COMPLIANCE WITH INSTRUCTIONS

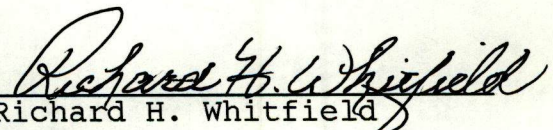
This survey complies with the Project Instructions.

9. ADDITIONAL FIELD WORK

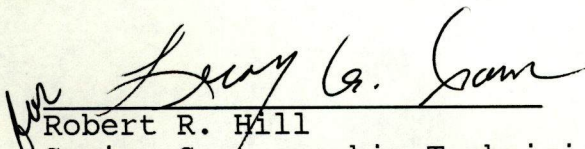
This is a good basic survey. No additional field work is recommended.



Frank L. Saunders
Cartographic Technician
Verification of Field Data



Richard H. Whitfield
Cartographer
Evaluation and Analysis

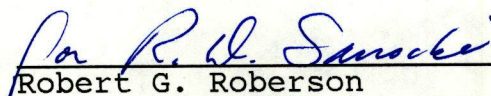


Robert R. Hill
Senior Cartographic Technician
Verification Check

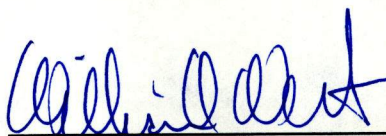
INSPECTION REPORT
H-10260

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproof 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

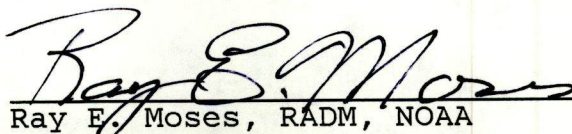


Robert G. Roberson
Chief, Evaluation and Analysis
Group
Hydrographic Surveys Branch



William A. Wert, LCDR, NOAA
Chief Hydrographic Surveys Branch

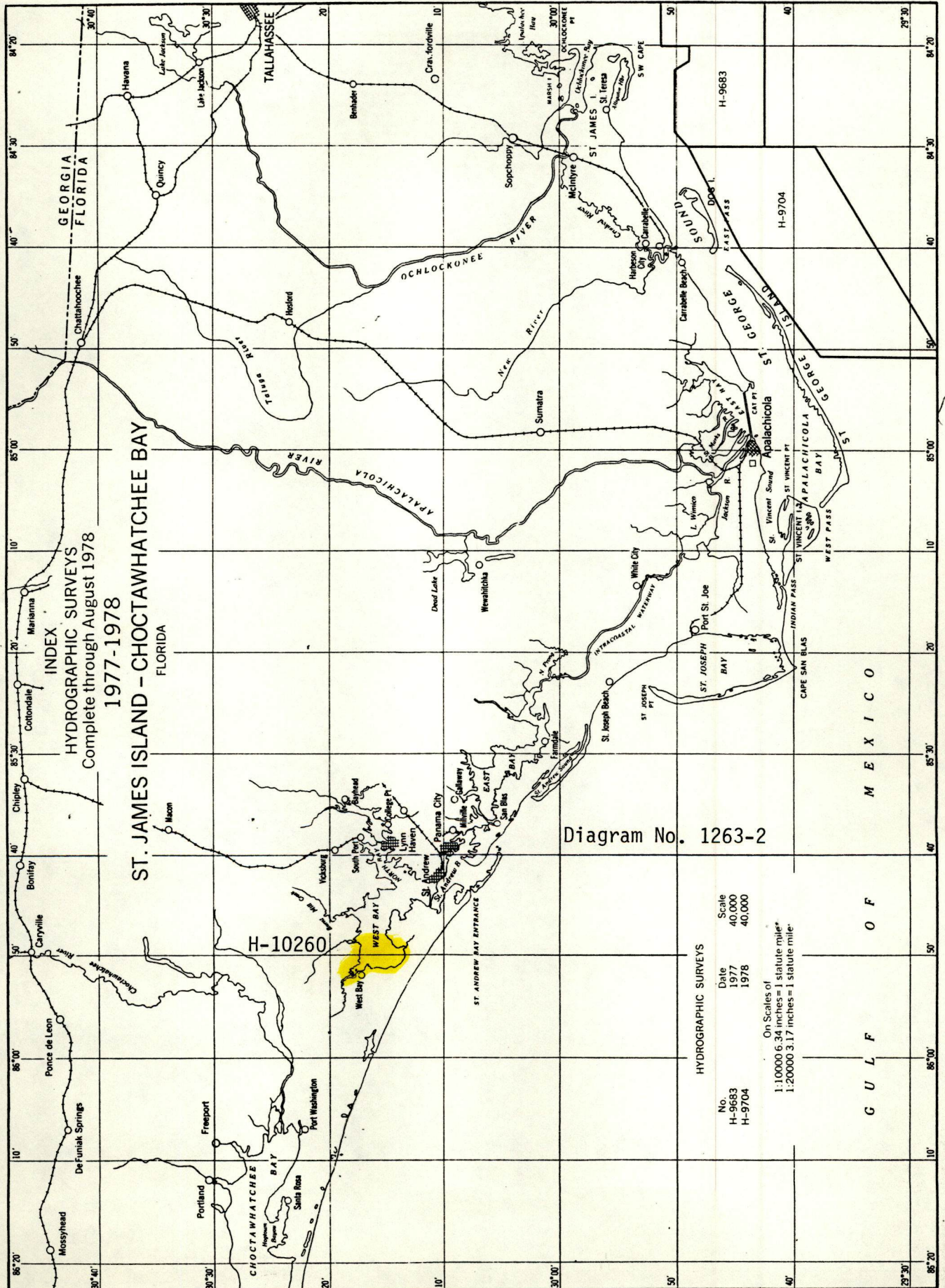
Approved: 21 February 1989



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. 84 E



INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978
1977-1978

ST. JAMES ISLAND - CHOCTAWHATCHEE BAY
FLORIDA

Diagram No. 1263-2

HYDROGRAPHIC SURVEYS	
No.	Date
H-9683	1977
H-9704	1978
Scale	
	40,000
	40,000
On Scales of	
	1:10000 6.34 inches = 1 statute mile*
	1:20000 3.17 inches = 1 statute mile*

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

MARINE CHART BRANCH
RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10260

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
11385A	7/25/89	T. SHUMWAY	Full Part Before After Marine Center Approval Signed Via Drawing No. 19A
11390B	5-11-90	Pearce Hunt	Full Part Before After Marine Center Approval Signed Via Drawing No. 16
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			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 Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.