

10382

Diagram No. 1284-2

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. AHP2-10-9-91
Registry No. H-10382

LOCALITY

State Texas
General Locality Tres Palacios
Sublocality Palacios

1991

CHIEF OF PARTY
LT T.R. Waddington

LIBRARY & ARCHIVES

DATE July 12, 1993

10382

AKG
PRODUCTS

11316
11317
CP5

11300-NC

HYDROGRAPHIC TITLE SHEET

H-10382

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.

AHP2-10-9-91

State Texas

General locality Tres Palacios Bay

Locality Palacios

Scale 1:10,000 Date of survey May 29 - August 6, 1991

Instructions dated March 1, 1991 Project No. OPR-K228-AHP2

Vessel Atlantic Hydrographic Party-2

Chief of party LT Thomas R. Waddington

Surveyed by Mark J. McMann, Maria Manqual-Ortiz

Soundings taken by echo sounder, hand lead, pole Innerspace 448

Graphic record scaled by M.J. McMann, M. Manqual-Ortiz, M.J. Briscoe, C. Miller

Graphic record checked by M.J. McMann, M. Manqual-Ortiz, M.J. Briscoe, C. Miller

Evaluation by: Gordon E. Kay Automated plot by PHS Xynetics Plotter

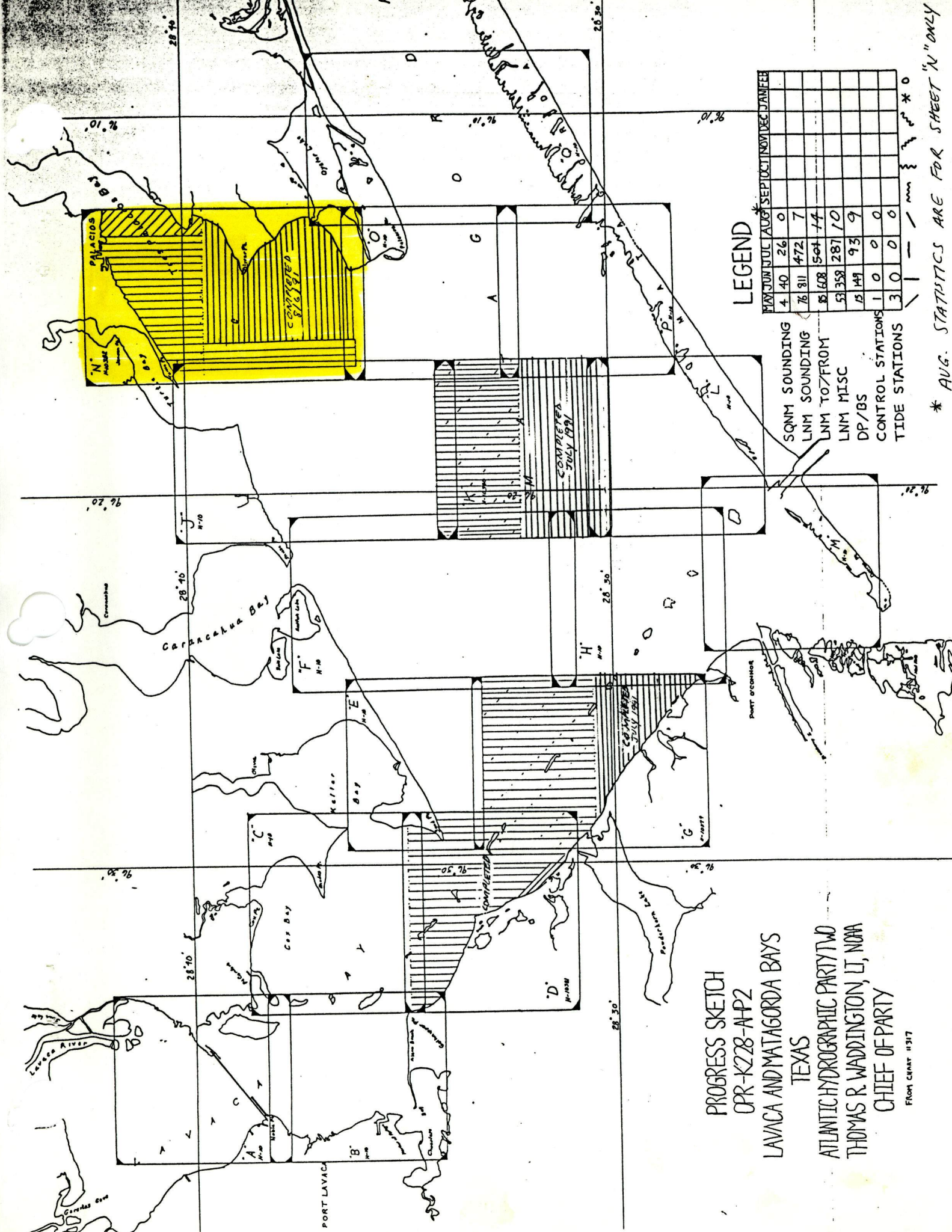
Verification by Gordon E. Kay

Soundings in ~~fathoms~~ ~~feet~~ meters and decimeters at ~~MLW~~ MLLW

REMARKS: Time in UTC. Revisions and marginal notes in black were generated during office processing. All separates are filed with the hydrographic data, as a result page numbering may be interrupted or non-sequential.

AL0018/SURPR 8/10/93 SJV

SC JAN 29 1997



LEGEND

	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN/FEB
SQNM SOUNDING	4	40	26	0					
LNM SOUNDING	76	811	472	7					
LNM TO/FROM	8	608	504	14					
LNM MISC	53	358	287	10					
DP/BS	15	149	93	9					
CONTROL STATIONS	1	0	0	0					
TIDE STATIONS	3	0	0	0					

SQNM SOUNDING
 LNM SOUNDING
 LNM TO/FROM
 LNM MISC
 DP/BS
 CONTROL STATIONS
 TIDE STATIONS

* AVG. STATISTICS ARE FOR SHEET "N" ONLY

PROGRESS SKETCH
 OPR-K228-AP2
 LAVACA AND MATAGORDA BAYS
 TEXAS
 ATLANTIC HYDROGRAPHIC PARTY TWO
 THOMAS R. WADDINGTON, LT, USNA
 CHIEF OF PARTY

FLOOR SHEET 11317

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10382
FIELD NO. AHP2-10-9-91
SCALE: 1:10,000
1991

ATLANTIC HYDROGRAPHIC PARTY TWO
CHIEF OF PARTY: Lt. Thomas R. Waddington

A. PROJECT

This survey was conducted in accordance with Hydrographic Project Instructions OPR-K228-AHP2, Matagorda and Lavaca Bays, Texas, dated March 01, 1991 and amended by Change No. 1 dated June 4, 1991 and Change No. 2 dated July 11, 1991. ✓

The purpose of project OPR-K228-AHP2 is to provide contemporary hydrography for the maintenance of existing charts. Prior surveys in this area were conducted in 1934-35. ✓

The sheet letter is "N" as specified by the project instructions. ✓

B. AREA SURVEYED

The area surveyed for H-10382 covers most of Tres Palacios Bay as well as the north east portion of Matagorda Bay. The survey limits are as follows: ✓

North - Latitude $28^{\circ}42'40''$ ⁰¹N (mainland, from Palacios W to Turtle Point)
South - Latitude $28^{\circ}36'30''$ N (X of ~~Hotel Point~~)^{S Palacios Bayou}
East - Longitude $096^{\circ}12'27''$ W
West - Longitude $096^{\circ}16'49''$ W

This survey was conducted from May 29, 1991 (DN 149) to August 6, 1991 (DN 218). ✓

C. SURVEY VESSELS

Vessels 0517 (EDP No. 0517) and 1292 (EDP No. 1292), 21-foot MonArks, were the sounding vessels used to collect all survey data. There were no unusual vessel configurations nor problems encountered. ✓

D. AUTOMATED DATA ACQUISITION AND PROCESSING

The Hydrographic Data Acquisition and Processing System (HDAPS) was used to acquire and process all hydrographic data for this survey. For launch data acquisition, version 3.6 of the PC-DAS NOAAEXE directory was used throughout the survey. Listings of version numbers for the various HP-DPS programs used for all data processing are provided in the Appendices. ✓

In addition to the HDAPS, the following non-HDAPS computer programs were used:

VELOCITY (IBM PC)	Ver. 1.11 (3/9/90)	
MTEN 3 with enhancements (IBM PC)	Ver. 6/88	✓
NADCON (IBM PC)	Ver. 1.01	
WORDPERFECT (IBM PC) - Descriptive Report	Ver. 5.1	

E. SONAR EQUIPMENT

Not Applicable. ✓

F. SOUNDING EQUIPMENT

The following Innerspace (Model 448) depth sounders were used on vessel 0517 and 1292.

<u>Vessel</u>		<u>S/N</u>	<u>Day</u>	
1292	Innerspace 448	188	149 - 161	✓
0517	Innerspace 448	187	170 - 218	

No major problems were encountered with the depth sounders used on vessels 1292 and 0517, except their inability to digitize depths less than 0.5 meter. Due to the many shallow areas throughout this survey, pole soundings were taken in areas less than 0.5 meter deep to verify the shoreline. ✓

Also, a problem was experienced when using the PC-DAS "change sounding interval" function. This is typically used when approaching shore and lowering the speed of the survey launch. After using this function, the Innerspace 448 depth sounder and the survey computer appear to flag selected soundings at different intervals. The Innerspace 448 depth sounder counts one of the in-betweens as the selected sounding and the survey computer does not. This causes the position numbers to be on a different selected sounding throughout the remainder of the line. These discrepancies were detected during scanning and then corrected during post-processing. *No problems on smooth sheet.*

A minor problem was encountered with the depth sounder S/N 187 from July 15, 1991 (day 196) through July 25, 1991 (day 206). A solid black bar was drawn sporadically at the different locations where a label is written. It usually started in the afternoon after the equipment had been running for several hours. The hydrographer eventually associated this problem with heat build-up in the Skydyne cabinet, since the problem was apparently solved by leaving the cabinet door open. The echogram trace was not affected by this problem and the data acquired on these days is considered acceptable. ✓ *Concur*

G. CORRECTIONS TO SOUNDINGS

The Innerspace 448 depth sounder is semi-automated and does not need adjustments of the tide and draft, and speed of sound. Any required adjustments of the gain and chart speed were made and noted on the echogram. The digitized soundings matched the Innerspace 448 echo sounder's trace to plus or minus 0.1 meter. Any necessary corrections were made during scanning of the echogram. ✓

To expedite the plotting of all pole soundings with the HDAPS, negative draft corrections were applied to all pole soundings during scanning of the echograms to negate the correctors which are automatically applied by the plotting routine. (This includes a 0.3 meter draft corrector for both vessels, and a 0.1 meter settlement and squat corrector for vessel 1292 at speeds from 2.3 to 3.3 m/sec.) Very few pole soundings were taken at speeds greater than 2.2 m/sec on vessel 1292. On vessel 0517, the settlement and squat correction when the pole soundings were taken was always zero. The speed of sound through water correction is zero at these depths. These depths were added to the logged records during editing and then plotted as digitized soundings with the rest of the data. The hydrographer did not foresee any problems with this action. *No problems encountered during processing.* ✓

Soundings were recorded in meters. The Innerspace 448 depth sounder is adjusted for an assumed speed of sound through water of 1500 meters/second. Corrections for the speed of sound through water were computed from data obtained with Odom Hydrographic Systems, Inc. DIGIBAR electronic speed of sound probe serial number 154 and 155. Data quality assurance tests were performed prior to each cast. Program "Velocity" version 1.11 was used for the speed of sound corrections computations. Copies of the tables and velocity cast data are in the Separates, *filed with the survey records.* ✓

The following speed of sound casts were taken during the survey. ✓

<u>Table Applied</u>	<u>Day</u>	<u>Cast Depth Meters</u>	<u>Location NAD 1983</u>	<u>Days Used</u>
1	149	4.0	28°35'10"N * 96°17'10"W	149-156
2	171	4.0	28°41'42"N 96°13'36"W	161-178
3	183	4.0	28°41'41"N 96°13'37"W	182-218
4	218	4.0	28°41'42"N 96°13'36"W	Not used

Weather permitting, lead line comparisons were conducted each day of hydrography to determine an instrument corrector and check the static draft. The average corrector for instrument S/Ns 187 and 188 is 0.0m. No instrument error is applied to soundings on the final field sheet. Lead line comparison forms can be found in the Separates, *filed with the survey records.* ✓

A static draft of 0.3 meter was applied on line (except as changed by settlement and squat correctors). This was measured from a punch mark on the side of launches 0517 and 1292, 0.6 meters above the transducer, to the water surface, then subtracting the difference. ✓

Settlement and squat measurements for vessels 0517 and 1292 were performed on October 4, 1990 (DN 277), at the Rockport Beach, Rockport, Texas, using the NOS prescribed level rod method (Zeiss Level S/N 08754). Settlement and squat correctors and the static draft correctors (0.3 meter for both vessels) were applied on-line through the offset tables. Copies of the field data, the graphs of the settlement and squat correctors vs. RPM, and the offset tables are included in the Separates, *filed with the survey records* ✓

A problem was encountered with the speed of the boat monitored by the survey computer. The listings show unrealistic speeds made good in some sections of this survey. This problem is usually created by positional data interference. The corrector applied through the offset table due to the wrong speed can create a maximum error of 0.3 meter. This problem has been reported to Hydrographic Surveys Branch, Rockville, Maryland. These data are considered acceptable since this problem can be corrected. *This problem has been corrected.* ✓
*outside survey limits.

The final field sheet was plotted using predicted tides determined from the Port O'Connor, Texas, permanent tide station using time and height correctors listed in the project instructions for inside Tres Palacios Bay (+2 hr 0 min time correction and X0.98 range ratio).

The final field sheet was plotted after the HDAPS Reapply program, version 1.32, was used to apply correctors from the tide table, velocity table, and offset table to the data.

Approved tides were requested from the Sea and Lake Levels Branch, N/OMA1212, in a letter dated August 14, 1991. A copy of the letter is included in the appendices of this report, *filed with the Survey records.*

Survey records were scanned by AHP-2 employees in accordance with the hydrographic manual. With the digital reading taking precedence over the analog trace, significant peaks and deeps which occurred between selected soundings, missed depths, incorrectly digitized soundings, and the effects of sea and swell action were inserted or corrected, as appropriate, while scanning.

Depths on this survey ranged from $0.\overset{0}{1}$ - $5.\overset{0}{1}$ meters.

H. CONTROL STATIONS

The horizontal control datum for this project is the North American Datum of 1983. Four stations were used to control this survey. A copy of the HDAPS Control Station Table is included in the ~~Appendices~~ *of* this report. *attachments to*

All control stations used on this survey were either existing stations or stations set by the Coastal Surveys Unit except for control station 054 which was located by AHP-2 members. All stations were established using third order, class I traverse and intersection methods. The horizontal control report was written and submitted by the Coastal Surveys Unit and was forwarded to the Atlantic Hydrographic section in Norfolk, Virginia. An addendum to the horizontal control report was submitted by AHP-2 to N/CG23322.

I. HYDROGRAPHIC POSITION CONTROL

Range/range positioning was used to control this survey. Multiple lines of position (up to four) using Motorola Falcon 484 Mini-Rangers were used for the range/range method. The following Falcon Mini-Ranger equipment were used:

<u>VESNO</u>	<u>Equipment</u>	<u>S/N</u>	<u>Code</u>
1292	RPU	F0241	
	RT	G3646	
	RT	E2965	
0517	RPU	F0241	
	RT	E2965	
	R/S	E2959	C
	R/S	F3290	E
	R/S	E2962	F
	R/S	C2059	1
	R/S	G3572	1

Baseline calibrations were performed as specified in the field procedures manual on May 16, 1991 (day 136). The baseline values were incorporated into the survey computer "C-O" table and applied directly to all on-line data. Baseline calibration forms and the "C-O" tables are included in the Separates of this report.* A closing baseline calibration was not performed since the survey was conducted in less than a six month period.

When using three or four lines of position, the error circle radius (ECR) and the residual values computed by the survey computer provide a critical system check each second. When the ECR is greater than 15 meters (1.5m at the survey scale) or the residuals are greater than 5 meters (0.5m at the survey scale) for more than three to five minutes, survey operations are suspended in the area until the problem can be resolved. *On DN155 vessel 1292 collected data for 1 hour with high ECR, however, this data were recomputed. Present positions are adequate.*

Positions which had erratic lines of position (indicated by high residuals (over 5 meters), high ECR (over 15 meters), and angles of intersection higher than 150 degrees or lower than 30 degrees on the raw listing) were "smoothed" or recomputed by using the point computation routine during data processing. Positions were "smoothed" by dead reckoning between two accurate positions. Positions were recomputed with the point computation program by turning-off the station with an erratic range or by turning-on a station with a good range.

Occasionally, the residual values were greater than 5 meters or error circle radius values were greater than 15 meters, yet the trackline plot showed that the position of the survey vessel was realistic. In those instances, the data were considered adequate and were plotted without smoothing on the final field sheet.

** filed with the survey records.*

J. SHORELINE *See Evaluation Report section 2*

Shoreline shown on the final field sheet was transferred by hand from TP-01645. The ~~primary projection~~ of the shoreline manuscript is NAD 1983. *horizontal datum* ✓

The shoreline manuscript was compiled at 1:20,000 scale and was enlarged to 1:10,000 scale for use with this survey. ✓

Shoreline verification was accomplished by comparison of the main scheme hydrography which junctions at shore, or by visual inspections. Verified shoreline is shown in black ink on the ~~final~~ *smooth* field sheet. ✓

In general, erosion through natural forces is evident in most areas of Tres Palacios Bay. In the area NE of Oliver Point and the Coon Islands main scheme hydrography showed several minor shoreline changes. All field notes regarding these changes are recorded on the graphic records for each day of hydrography. No sounding volumes or notebooks were used. A complete list of all detached positions by day, generated through the HDAPS Detached Position Editor is included in the accordian file. It lists the feature or item number, position, and the elevation corrected to MLLW using predicted tides. *Use smooth sheet for correct values.* ✓

Several shoreline detail changes were identified and are shown in red ink on the final field sheet and described in section M "Comparison with Prior Surveys", and section N "Comparison with the Chart". *See Evaluation Report section 2* ✓

K. CROSSLINES

A total of 51.4 linear nautical miles of crosslines were run on H-10382 which equals 16% of the main scheme hydrography. Crosslines agreed well, except for an area where they agreed to within 0.8 meter of the main scheme soundings. These differences were attributed to predicted tide anomalies and that the mainscheme in this area was run with a different vessel. *With the application of actual tides agreement is good between lines of hydrography.* ✓

L. JUNCTIONS see Evaluation Report section 5

This survey is scheduled to junction with OPR-K228-AHP2 surveys to be completed in the April 1991 - January 1992 field season. Sheet letter "J" will be the contemporary junction survey to the west of H-10382. Sheet letter "O" will be the contemporary junction survey to the south of H-10382. These surveys have not been started at this time. There is no contemporary junction survey scheduled to the east of H-10382, so the prior survey H-5813, 1:20,000 scale, 1934-35, will be the junction survey to the east of H-10382. A general statement of the agreement with prior survey H-5813 can be found in section M "Comparison with Prior Surveys".

ⓐ Survey H-10406 ⓑ Survey H-10396

M. COMPARISON WITH PRIOR SURVEYS See Evaluation Report section 6

This survey was compared with the following prior surveys:

H-5813 (1934-35) 1:20,000
H-5866 (1934-35) 1:20,000

Four Five of the twenty-three ^{Awois} items assigned which fall within the limits of this survey originate from prior surveys. Three of the items are from H-5866 ⓑ while ^{one} ~~two~~ ^{is} are from H-5813 ⓐ. These items are discussed completely on item investigation reports in the Separates, ⓐ H-5866, Awois items 5412, 5413, 5414.

attached ⓐ H-5813, Awois item 5395

Agreement with prior H-5813 is very good with current soundings within 0.5 meter of prior depths. The only significant changes are the addition of several turning basins in the Palacios Harbor and the creation of a 3.6 meter deep marked channel leading into the Harbor. There has been extensive bulkheading alongshore in the town of Palacios and the creation of a small boat harbor still under construction at the time of this survey. Also, other alongshore features have been added or changed. The T-map is correct in this area except for the small boat harbor enclosed with two new breakwaters at latitude 28° 41' 50.0"N, longitude 096° 13' 08.8"W, and latitude 28° 41' 49.6"N, longitude 096° 13' 07.6"W, positions 2860 and 2861 of day 197, respectively, which will be drawn in red on the ^{smooth} ~~final~~ field sheet, and a charted groin ⓐ at latitude 28° 41' 53"N, longitude 096° 12' 53"W, which was verified visually. The hydrographer recommends the two new breakwaters be charted at the survey position and the charted groin remain as charted. ^{CONCERN} Two sunken items were on the prior survey in the vicinity of the Palacios Harbor entrance. These items have been replaced by bulkheading or breakwater built for the harbor expansion, ~~delete these features~~

ⓐ part of Awois item 5403. See Evaluation Report section 7a From the Chart.

The hydrographer believes that the pier ruins located at latitude 28° 41' 06.8"N, longitude 096° 14' 50.6"W, position 4167, day 197, are the ruins of a pier shown on prior survey H-5813 in the vicinity of latitude 28° 41' 09.0"N, longitude 096° 14' 51.9"W which is not shown on the chart 11317 or on the TP-1645. The hydrographer recommends that these pier ruins be charted at the survey position. *Concur Chart area as shown on Smooth Sheet.*

Four 25-meter radius chain drags (positions 4112-4165, day 213) were conducted using 50 feet of line and 60 feet of chain on four charted pipes which originated from prior survey H-5813/34-35 and were not listed as AWOIS items. Positions were scaled by AHP-2 employee from prior survey 5813/34-35 at latitude 28° 40' 56.4"N, longitude 096° 15' 11.2"W; latitude 28° 40' 53.5"N, longitude 096° 15' 06.7"W; latitude 28° 40' 51.8"N, longitude 096° 15' 22.4"W; and latitude 28° 40' 45.4"N, longitude 096° 15' 16.9"W. Nothing was found. The hydrographer recommends the pipes be removed from the chart. *Concur*

Agreement with prior survey H-5866 is very good with current soundings within 0.5 meter of prior depths. To the west of Oliver Point a ~~baring~~ ^{UNCOVERS} shoal is on the prior survey where the current survey indicates least depths of 0.3 meter. Application of smooth tides may reduce these current depths to ~~baring~~ ^{UNCOVERS} at MLLW. *With application of actual Tides, vary 0.1 to 0.8 meters.*

Junction Soundings
N. COMPARISON WITH THE CHART *see Evaluation Report section 7*

Comparisons were made with the following charts of the area:

<u>Chart No.</u>	<u>Edition</u>	<u>Edition Date</u>
11316	32nd	January 14, 1989
11317	19th	January 20, 1990
11317	20th	March 23, 1991
11316	33rd	January 19, 1991

In addition to the ~~five~~ ^{Four Audis} items originating from prior surveys, ~~eight~~ ^{nine} items from other sources were addressed on this survey. These are discussed on the item investigation report forms found in the Separates, *attached.*

No dangers to navigation were identified on this survey.

General sounding comparison results are the same as those discussed in section M "Comparison with Prior Surveys" of this report.

All shoal areas within the limits of the survey were developed by running 50-meter splits of the main scheme, except for shoals in the active spoil area and shoaling at the position of some of the gas well heads. The present soundings are adequate to supersede charted soundings within the common areas. *CONCUR* ✓

Discrepancies with the chart are as follows:

The creation of new breakwaters for a small boat harbor is discussed in section M "Comparison with Prior Surveys". ✓

Pier ruins not charted or shown on TP-1645 are discussed in section M "Comparison with Prior Surveys". ✓

A row of piles in ruins not charted or shown on TP-1645 were located at latitude $28^{\circ} 41' 07.2''N$, longitude $096^{\circ} 15' 09.6''W$, position 4166, day 213, ^{uncovered} ~~baring~~ 12.18 meters (corrected for ~~predicted~~ ^{Actual} tides). The hydrographer recommends this row of piles in ruins be charted at the survey position. *CONCUR Chart area as shown on Smooth Sheet.*

An L-pier not charted or shown on TP-01645, was located at latitude $28^{\circ} 41' 32.1''N$, longitude $096^{\circ} 14' 23.1''W$, position 4168, day 213. The hydrographer recommends the L-pier to be charted at the survey position. *CONCUR Chart area as shown on Smooth Sheet.*

A dome like structure attached to a pier at latitude $28^{\circ} 41' 51''N$, longitude $096^{\circ} 12' 54''W$, was visually verified and was found to agree with TP-1645. The charted shoreline detail should be revised to agree with the TP-1645. *CONCUR*

(6 meters) Sounding lines within a charted, obstruction fish haven, 2 ft rep, at latitude $28^{\circ} 41' 46.5''N$, longitude $096^{\circ} 12' 36.0''W$ were split to 25-meter of the main scheme. Twenty five-meter lines perpendicular to the main scheme were also run. The "2 ft rep" was not found. Depths throughout the survey area are generally 0.6 meter deeper. No sign of shoaling was seen in this area. The hydrographer recommends that the present survey soundings be charted and the "obstr fish haven (2 ft rep)" label be removed from the chart. *Do not CONCUR* ^{Actual} ~~predicted~~ *depths vary 1.1 to 1.5 meters. Retain "Obstr fish haven", remove the "2 ft rep."*

A visible wreck in ruins ^{5.9} ~~baring~~ 6.1 meters (corrected for ~~predicted~~ ^{Actual} tides) was located at latitude $28^{\circ} 38' 41.4''N$, longitude $096^{\circ} 13' 57.1''W$, position 2848, day 197. This is not considered a danger to navigation since it is very close to shore in shallow water. The hydrographer recommends that this be charted as a visible wreck at the survey position. *CONCUR Chart* ^{wreck} *as shown on Smooth Sheet.*

A charted shoal area which uncovers at MLLW in the vicinity of latitude 28° 38' 49"N, longitude 096° 15' 27"W, was developed by running 25-meter splits of the main scheme and 25-meter lines perpendicular to the main scheme. A least depth of 0.42 meter (corrected for ~~predicted~~ ^{Actual} tides) was found. The charted depths should be revised using the present survey depths. *Concur Chart area as shown on Smooth Sheet.*

A charted island at the edge of a spoil area in the vicinity of latitude 28° 38' 16"N, longitude 096° 15' 45"W, was developed by running 25-meter splits of the main scheme and 25-meter lines perpendicular to the main scheme. A least depth of 1.3 meters (corrected for ~~predicted~~ ^{Actual} tides) was found. The charted depths should be revised using the present survey depths. *Concur Chart area as shown on Smooth Sheet.*

Two other charted islands at the edge of a spoil area in the vicinity of latitude 28° 39' 01"N, longitude 096° 15' 18"W, and latitude 28° 39' 05"N, longitude 096° 15' 15"W, were developed by running 25-meter splits of the main scheme. No significant shoaling was evident in these areas. The charted depths should be revised using the present survey depths. *Concur Chart area as shown on Smooth Sheet.*

Another charted island with a shoal area around the island located between a spoil area and the channel in the vicinity of latitude 28° 37' 52"N, longitude 096° 15' 52.5"W, was developed by running 25-meter splits of the main scheme. A least depth of 12.08 meters (corrected for ~~predicted~~ ^{Actual} tides) was found. The charted depths should be revised using the present survey depths. *Concur Chart area as shown on Smooth Sheet.*

An obstruction depicted on TP-1645 was located at latitude 28° 38' 56.8"N, longitude 096° 13' 56.63"W, position 2847, day 197. This was found to be a lighted gas platform. The hydrographer recommends that the obstruction symbol be replaced with a platform (lighted) symbol at the TP-1645 position. *Concur Chart as shown on Smooth Sheet. lighted platform*

Five lighted gas platforms which are not charted or depicted on TP-1645 were located on day 197 at the survey positions as follows:

<u>Pos. No.</u>	<u>Latitude</u>	<u>Longitude</u>	
2830	28° 36' 50.8 ² N	096° 15' 04.9 ⁰ W	<i>Chart area as shown on Smooth Sheet.</i>
2835	28° 37' 00.7 ¹⁰ N	096° 15' 15.9 ³ W	
2836	28° 37' 04.5 ⁴ N	096° 14' 56.6 ¹ W	
2837	28° 37' 13.4 ⁴ N	096° 14' 33.1 ⁴ W	
2843	28° 37' 47.8 ⁵⁷ N	096° 15' 26.1 ⁶ W	

Six lighted gas platforms which were depicted on TP-1645 and are not charted were found at the position of the TP-1645. Detached positions (2838, 2840, 2842, 2844, 2845, and 2846) were taken on day 197 to verify the positions of the shoreline manuscript. *These platforms are shown on the Smooth Sheet at TP-1645 positions.*

Three charted gas platforms (lighted) which are also shown on TP-1645 were verified with detached positions 2832, 2833, and 2834 of day 197. The survey positions agree well with the charted and TP-1645 positions. *Chart areas as shown on Smooth sheet.*

A lighted platform in ruins was verified with position 2826[ⓐ] of day 197. The charted position agrees well with the survey position. This platform was depicted on TP-1645. The charted platform symbol should be revised to a platform ruins (lighted) symbol at the charted position. *do not concur, Chart ruins (platform)*
ⓐ latitude 28/37/03.49" N, longitude 96/16/08.48" W. delete the charted platform

A charted platform which is also shown in TP-1645 was verified with position 2863[ⓑ] of day 197. The survey position agrees well with the charted and TP-1645 positions. The charted platform symbol should be revised to a platform ruins symbol and charted at the TP-1645 position. *do not concur, delete the charted platform. Chart ruins (platform).*
ⓑ latitude 28/41/42.98" N, longitude 96/13/34.35" W

A platform shown on TP-1645 was verified with position 2854[ⓒ] of day 197. The survey position agrees well with the TP-1645 position. This platform should be charted with a platform ruins symbol at the TP-1645 position. *do not concur, delete the charted platform. Chart ruins (platform)*
ⓒ latitude 28/40/36.13" N, longitude 96/14/10.97" W

Four other platforms were investigated and described on the AWOIS forms found in the Separates.

Sounding lines within a charted discontinued spoil area at latitude 28° 41' 30"N, longitude 096° 14' 00"W, were split to 50 meters. The soundings agree well with the soundings outside of the limits of the discontinued spoil area. The hydrographer recommends that the present survey soundings be charted and the discontinued spoil area limits and label be removed from the chart. *CONCUR*

No sounding lines were possible in the area of a charted spoil area, north of a breakwater at latitude 28° 41' 51"N, longitude 096° 13' 24"W. The depths in this area are generally less than 0.3 meter during high tide with an area in the center uncovering at MLLW. Mr. Domingo Galindo, Corps of Engineer (Tel. 512-884-3385), informed the hydrographer that they have never used that area as a spoil area. Mr. Jimmie Smith, Harbor Master, Palacios, Texas (Tel. No. 512-972-5556), informed the hydrographer that there has never been a spoil area there, and that the area has been filling in by the westerly winds after they built the offshore breakwater. Mr. Smith, also informed the hydrographer that the city has had different inland dumping grounds throughout the years, and that some of the dredged material has been and is being used for construction. Copies of pictures obtained from the Palacios Harbor Master are included in the Separates.* One of these pictures was taken during low tide on January 16, 1991, which shows the center of this area uncovering and a very shallow surrounding area to shore. The hydrographer believes that this area will eventually be completely filled in. The hydrographer recommends that the spoil area and label be removed from the chart. ^T A shoal area symbol should be charted enclosing this area up to the channel. *CONCUR*

* Filed with the survey records.

CONCUR

A few one to three meter symmetric shoals were found during main scheme hydrography for this survey. All of these shoals were developed by running 25-meter splits of the main scheme and 25-meter lines perpendicular to the main scheme to better delineate the extent of the shoals and to find the least depth. The hydrographer believes that most of these shoals probably were created by the drilling companies dumping shell to provide a solid foundation for drilling rigs. This technique is used on soft mud bottoms. The charted depths should be revised using the present survey depths. *CONCUR* ✓

The hydrographer suspects that other shoals like these may exist in this survey area and throughout the Matagorda Bay. The hydrographer recommends that a note of caution be added to chart 11316 and 11317 stating that other 1-2 meter shoals which are not charted may be encountered outside of the channel areas. *do NOT CONCUR* ✓
Note left to discretion of Chart Compiler

In the area of the Palacios Harbor there are several errors in shoreline charting. There is a bridge shown crossing the west turning basin. The bridge no longer exists. There are also two additional boat basins which are not charted. The T-map is accurate in this area. *Recommend that present shoreline maps be used to compile this area.* ✓

The Palacios Channel is marked with only one line of fixed aids along the east side of the channel. A fixed aids line, and an approximated center line and fixed aids line on the west side of the channel were run. Main scheme lines crossing the channel were also run. The channel is scheduled to be dredged in the near future per conversation with Mr. Frank Garcia, Corps of Engineers (Tel. No. 409-766-3954). The soundings obtained by this survey are consistent with or deeper than the charted controlling depths found on charts 11316 and 11317. *CONCUR* ✓

O. ADEQUACY OF SURVEY

This survey is a complete basic hydrographic survey and is adequate to supersede all prior surveys within the common area. *CONCUR* ✓

P. AIDS TO NAVIGATION

There are fifteen ✓ fixed aids to navigation in the survey area of which one is privately maintained. Twelve ✓ are located along Palacios Channel. All aids to navigation were located by detached positions taken on day 197. These aids were compared to the U. S. Coast Guard Light List, Volume IV, 1991. Many disagreements between the light list positions and the survey positions were found. Chief Gary Heater, Aids to Navigation Team, Port O'Connor, Texas (Tel. No. 512-983-4313) informed the hydrographer that on October 1989 a change of almost all aids to navigation in the channel occurred. Locations and numbers were changed and some new aids were added, which explains the ✓

disagreement between TP-1645 and Chart 11317, and the disagreement with the charted positions that were not labeled as "position approximate". All of these aids serve their intended purpose of adequately defining the channel limits. A list of all disagreements with the Light List and new survey positions were reported to Chief Gary Heater.

Four fixed aids were depicted on TP-1645 (light 38/LL#34705, 42/LL#34715, 46/LL#34730, and 50/LL#34745) of which two (light 46 and 50) agree well with the charted and survey positions. Light 46, which is labeled as light 44 on TP-1645, and light 50 should remain as charted. Light 38 (charted pos. is 60 m SW) and 42 (charted pos. is 50 NE) which are labeled incorrectly as light 36 and 40, respectively, on TP-1645 should be charted at the positions depicted on TP-1645. All other channel fixed aids (lights 30, 32, 34, 36, 40, 44, 48, and 49) should be charted at the survey position.

<u>Light</u>	<u>Survey Position</u>	<u>Dist. to Charted Pos.</u>	<u>Pos. No.</u>	<u>Light List #</u>
30	28° 37' 03.54"N 096° 16' 09.108"W	170 m NE	2827	34685
32	28° 37' 32.98"N 096° 15' 53.94"W	150 m NE	2825	34688
34	28° 37' 55.64"N 096° 15' 40.62"W	120 m N	2824	34695
36	28° 38' 27.94"N 096° 15' 22.162"W	90 m E	2822	34698
40	28° 39' 26.547"N 096° 14' 50.15"W	70 m SE	2820	34708
44	28° 40' 23.91"N 096° 14' 18.64"W	20 m SE	2852	34718
48	28° 41' 15.74"N 096° 13' 49.897"W	90 m E	2856	34733
49	28° 41' 47.0"N 096° 13' 35.9"W	50 m S	2866	34743

The Tres Palacios Bay Wreck Daybeacon WR, LL#34725, was found marking a submerged wreck with a least depth of 1.1 meters (corrected for ~~predicted~~ ^{Actual} tides) which was located with position 2853 day 197 at latitude 28° 40' 26.3"N, longitude 096° 13' 52.7"W. The charted position is approximately 90 meters WSW. This light is addressed with the AWOIS 5409 report included with the Separates*. This fixed aid is serving its intended purpose and was found as described in the light list except that the daybeacon does not read "WR". It reads "subm DANGER wreck". Chief Gary Heater, Aids to Navigation Team, Port O'Connor, informed the hydrographer that they do not plan to put WR on the

* attached to this report.

daybeacon and that he will report this change to the appropriate office. He also said that the marker will probably keep the same name on the light list except that maybe they will drop the WR. This action will be decided by another office. ✓

The Tres Palacios Bay Wreck Light WR2, LL#34727, was found marking a visible wreck ^{UNCOVERS} having 0.6 meter (corrected for ~~predicted~~ ^{Actual} tides) which was located with position 2849, day 197, at latitude 28° 39' 39.7"N, longitude 096° 13' 27.4"W. The light is approximately 7 meters north of position 2849. The light list position is approximately 810 meters SW of the survey position. The disagreement is probably due to a temporary buoy WR2 which was originally placed at the wreck (and still remains on the chart) but was not accurately positioned. When the light was established to replace the buoy, the position for the buoy was carried forward for the light. The light WR2 and a visible wreck ^{CONCUR} should be charted at the survey position. The charted buoy R WR should be removed from the chart 11317. The fixed aid is serving its intended purpose. ^{CONCUR}

WRECK of Miss Elsie

The Matagorda Bay Pipeline Marker Light J, LL#26820, was found at latitude 28° 36' 48.8"N, longitude 096° 15' 11.6"W (position 2831, day 197) approximately 570 meters southwest of the charted position. Mr. Alan Taylor, Pipeline Technologist, Dow Pipeline Co., Bay City, Texas (Tel. No. 409-238-1771), informed the hydrographer that a company was hired to replace a destroyed buoy with a dolphin. The company relocated the pipeline tie-in when setting the dolphin and neglected to report the updated position to the Coast Guard. Mr. Taylor provided us the South Texas Central Zone coordinates for the dolphin which appeared in the report and we in turn converted those coordinates to Latitude and Longitude. They agreed well with the survey position. Mr. Taylor said that he will report this to the U. S. Coast Guard and will have the position on the permit corrected. The hydrographer recommends that this light be charted at the survey position. This fixed aid is serving its intended purpose and was found as described in the light list except the J-lettered dayboard had apparently been knocked-off and the structure is listed as a pile instead of a dolphin. ^{CONCUR}

One floating aid to navigation was located within the survey area at the end of a breakwater, latitude 28° 41' 52.3"N, longitude 096° 13' 30.8"W, position 2867, day 197. This red nun with no number is not listed in the Light List, volume IV, 1991. Chief Gary Heater, Aids to Navigation Team, Port O'Connor, informed the hydrographer that this buoy will not be added to the Light List since it does not have a permit and is not an official buoy. It was given to Palacios Officials by the U. S. Coast Guard per Palacios Officials request. The hydrographer recommends that this buoy should not be charted since it is not a permanent floating aid to navigation. ^{do not concur Charting of this private aid is left to the compiler.}

One pipeline crossing sign was located on shore at latitude 28° 38' 08.3⁴N, longitude 096° 13' 28.7⁵W, position 2839, day 197, but no evidence of the pipeline is visible from the water. Mr. Alan Taylor, Pipeline Technologist, Dow Pipeline Co. (Tel. No. 409-238-1771) informed the hydrographer that there are pipelines throughout the survey area and they are buried under the bottom. The hydrographer recommends that this pipeline crossing sign be charted at the survey position. *Concur*

There are no submarine cables, overhead cables, bridges, ferry routes, or overhead pipelines within the limits of this survey. ✓

No new landmarks were located within the survey area. Landmarks portrayed on the manuscript were verified by visual inspection. No discrepancies were found concerning the landmarks portrayed on shoreline manuscript T-01645.

All landmarks fall outside survey H-10382 limits.

Q. STATISTICS

<u>Description</u>	<u>517</u>	<u>1292</u>	<u>Total</u>
Total Number of Positions	3613	554	4167 3412
Total Lineal Nautical Miles of Hydrography	368.4	64.2	432.6
Square Nautical Miles of Hydrography	11	3	14
Days of Production	23	4	27
Bottom Samples	58	--	58
Tide Stations	--	--	3
Speed of Sound Casts	--	--	4
Detached Positions	60	--	60
Duplicated Positions	5	--	5

R. MISCELLANEOUS

No anomalous tidal or current conditions were observed while conducting this survey. ✓

Fifty eight bottom samples were taken and submitted to the Smithsonian Institution on July 22, 1991, as directed in section 6.7 of the project instructions. Bottom sample positions are plotted on the overlay and are listed on the Oceanographic Log Sheet-M, NOAA Form 75-44, which may be found in the Separates. *Filed with the survey records.* ✓

There were predicted tide anomalies observed during this survey causing depths on adjacent sounding lines to differ. The hydrographer believes that when smooth tides are applied these differences will be partially, if not fully, resolved. *Concur, problem resolved.* ✓

Position numbers were duplicated throughout this survey. While on-line, position numbers will not update when the "F10" position control screen is in use. In addition to that problem, changing the sounding interval on-line also causes duplicated positions. See the comments made under section F, "Sounding Equipment." ✓

All chain drag data was trackplotted on the overlay trackplot to show the area covered by the chain drag. All chain drag data has been checked and edited for bad positional data and labeled "NOT FOR SMOOTH PLOT." ✓

The ASSIGN FIX program was used to assign position numbers to the beginning or ending of a line as needed. ✓

S. RECOMMENDATIONS

Not Applicable.

REFERRAL TO REPORTS

<u>Title</u>	<u>Transmittal Information</u>
Horizontal Control Report for OPR K228 AHP2 *	Field Photogrammetry Section Norfolk, VA (N/CG23322)
Chart Sales Agent Report for OPR-K228-AHP2	Chart Distribution Branch (N/CG33) Rockville, MD
User Evaluation Report OPR-K228-AHP2	Atlantic Hydrographic Section (N/CG244) Norfolk, VA
Chart Inspection Report OPR-K228-AHP2	Atlantic Hydrographic Section (N/CG244) Norfolk, VA
Coast Pilot Report	Pacific Hydrographic Section N/CG245 Seattle, WA

Maria Mangual-Ortiz

Submitted by: Maria Mangual Ortiz, Launch Hydrographer-in-Charge

* Field REPORT, MataGorda Bay, TEXAS and Vicinity
SAN ANTONIO AND LAJACA BAYS, TEXAS, GPS AND Terrestrial Survey

CHART #11317

PRE-SURVEY REVIEW ITEM 5393
OBSTRUCTION
Wreck

SOURCE:T9288/46-47

INVEST. DATE:7/31/91 (DN 212)

TIME:1416-1513Z

VESSEL #0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE:H-10382,OPR-K228-AHP2-91

POSITION: 3903 ✓

CORRECTORS APPLIED:

VELOCITY: No

TRA CORRECTORS: No

Actual
~~PREDICTED~~ TIDES: Yes

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *AWOIS*

28° 40' 22.97" ✓

096° 16' 16.88" ✓

OBSERVED:

28° 40' 23.25" ✓

096° 16' 15.7" ✓

Observed position is 34.2 meters from charted position

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: During a chain drag in the area of the charted obstruction, a snag was encountered and located by detached position (#3903), which investigation proved to be a roughly 1.0 meter square obstruction, with a least depth of *10.91* meter. It is believed that this item is the remains of the aircraft reported sunk in this location in 1941. The listed AWOIS position is in error and not in agreement with the charted position, which was scaled from T9288/46-47. Approx. 1 hr. was spent on this investigation.

CHARTING RECOMMENDATIONS: The hydrographer recommends the obstruction be charted as located above. *delete Charted Area symbol Wreck. Concur*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5394
F/V CHALK TALK
Submerged Wreck PA

SOURCE: LNM9/84 8TH CGD

INVEST. DATE: 7/31/91 (DN 212) TIME: 1510-1711Z VESSEL #0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: H-10382, OPR-K228-AHP2-91 POSITION: 3910-3973

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: *AWDIS* 28° 39' 53.97"N, 96° 16' 30.88"

OBSERVED: Not Found

POSITION DETERMINED BY: Multiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 150 meter radius chain drag was conducted with 50 feet of line and 60 feet of chain at 10 meter line spacing. Nothing was found. Approx. 2 hrs. were spent on this item investigation. *Survey Requirements Met.*

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of this wreck from the chart. *CONCUR CHART AREA AS SHOWN ON SMOOTH SHEET.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5395
OBSTRUCTION (IRON PIPE)

Subm pipe

SOURCE: H5813/34-35, LNM46/75 8TH CGD

INVEST. DATE: 8/1/91 (DN 213) TIME: 1554-1611Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: H-10382, OPR-K228-AHP2-91 POSITION: 4088-4111

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: 28° 39' 0⁹/₂.97" 96° 16' 3¹/₂.88"

OBSERVED: Not Found

POSITION DETERMINED BY: Multiple LOPs, Falcon Mini-Ranger

METHOD OF ITEM INVESTIGATION: A 50 meter radius chain drag was conducted using 50 feet of line and 60 feet of chain. Nothing was found. The listed AWOIS position is in error and does not agree with the charted position. Employees of AHP-2 scaled the position of this item from prior survey H-5813/34-35, which agreed well with the charted position. Approx. 20 min. was spent on this investigation. *Survey Requirement Met.*

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of this item from the chart. *CONCUR CHART as shown on Syoth sheet.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5400
VISIBLE WRECK *PA*

SOURCE: CL1309/84--USPS

INVEST. DATE: 8/5/91 (DN 217) TIME: 1839-2026 VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: H-10382, OPR-K228-AHP2-91 POSITION: 4212

CORRECTORS APPLIED:

VELOCITY: No

TRA CORRECTORS: No

Actual
~~PREDICTED~~ TIDES: Yes

GEODETIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: *Awis* 28° 41' 40.96" ✓ 96° 13' 48.88" ✓

OBSERVED: 28° 41' 38.⁸⁷" ✓ 96° 13' 50.9" ✓

POSITION DETERMINED BY: Multiple LOPs, Falcon Mini-ranger

METHOD OF ITEM INVESTIGATION: During a chain drag an obstruction was located and a detached position was taken (# 4212). The obstruction was determined to be scattered junk with a least depth of 0.2 meter. This may be the remains of the visible wreck reported in 1984. Local people report the wreck was salvaged, however no documentation is available. The chain drag was run into as shallow as possible and the area inshore was searched visually and no additional wreckage was found. Approx. 1 hr was spent on this investigation.

CHARTING RECOMMENDATIONS: The hydrographer recommends the submerged wreck be charted as located above. *do NOT CONCUR*
Delete the charted wreck PA. Chart out obstr cov 0.2 meters.

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVEIW ITEM 5401
F/V BURNED

^
"Shirly Ann"

SOURCE: LNM34/83

INVEST. DATE: 7/31/91 (DN 212) TIME: 1836-2100 Z VESSEL #0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: H-10382, OPR-K228-AHP2-91 POSITION: 3974-4043

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: *AWOIS* 28° 41' 36.96" ✓ 96° 13' 30.88" ✓

OBSERVED: Not Found

POSITION DETERMINED BY: Multiple LOPs, Falcon Mini-Rangers

METHOD OF ITEM INVESTIGATION: A 150 meter radius chain drag with 50 feet of rope and 60 feet of chain was performed and nothing was found. Approx. 1 hr and 30 min. were spent on the item investigation. *Survey requirement met.*

CHARTING RECOMMENDATIONS: ^{*CONCUR*} The hydrographer recommends this wreck be removed from the chart. [^] Local knowledge indicates this vessel was towed from the harbor while burning and was run aground on the west side of the channel in the area of AWOIS #5400. It is the opinion of the hydrographer that the location of this wreck was reported incorrectly. *CONCUR*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5402
BREAKWATER

SOURCE: BP69948--11/66

INVEST. DATE: 7/16/91 (DN 197) TIME:194054Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 2864

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED: <i>Auris</i>	28° 41' 47.96" ✓	96° 13' 25.88" ✓
OBSERVED:	28° 41' 43.94"	96° 13' 34.0" ^{3.98"}

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A visual search was conducted in the area of the charted breakwater and a detached position (pos.# 2864) was taken on the end of the breakwater. The T-map in this area is correct and shows the breakwater accurately.

CHARTING RECOMMENDATIONS: The hydrographer recommends the breakwater remain as charted, *do NOT concur. The entire shoreline should be compiled from the latest shoreline map.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5403
FOUR SMALL PIERS

SOURCE: USGS QUAD--PALACIOS

INVEST. DATE: 7/16/91 (DN 197)

TIME: 190335Z

VESSEL # 0517

CHIEF OF PARTY: LT. T. WADDINGTON

REFERENCE: OPR-K228-AHP2-91, H-10382

POSITION: 2859

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *AWOIS*

28° 41' 50.96" ✓

96° 12' 45.88" ✓

OBSERVED:

28° 41' 51.^{.02}₇"

96° 12' 45.^{.57}₆"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A visual search was performed alongshore in the area of the AWOIS position and it was determined that there are no piers in the area and the items shown on the T-map in this area are rock groins extending out from the concrete bulkhead. A detached position was taken at the AWOIS position at the east end of the search area. The search was conducted with low water conditions and water visibility of .5 meters and no sign of ruins in the water or alongshore were found. *There is no indication that a search was performed west of the pier at longitude 96/12/54.*

A CHARTED groin at latitude 28/41/57N, longitude 96/12/57W, was visually verified, see section M of the hydrographer's report (page 8).

CHARTING RECOMMENDATIONS: The hydrographer recommends the rock groins on the T-map remain as charted. *CONCUR.*

A CHARTED rock groin at latitude 28/41/57N, longitude 96/12/57W, should remain as charted. See Evaluation Report, section 7.2.

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5404
DETACHED PIER

SOURCE: T9287/46

INVEST. DATE: 7/16/91 (DN 197)

TIME: 185649Z

VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91, H-10382

POSITION: 2858

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *AWOL*

28° 41' 48.96" ✓

96° 12' 25.88" ✓

OBSERVED:

28° 41' 49.04" ✓

96° 12' 28.0" ^{7.99"}

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A wood pier was located by detached position (#2858) 50 meters due west of the AWOIS position. A visual search was conducted in the area of this pier and no sign of ruins were found alongshore or in the water. This pier is accurately shown on the T-map and the chart. *Concur*

CHARTING RECOMMENDATIONS: The hydrographer recommends the pier be charted as portrayed on the T-map. *Concur, delete the charted pier in ruins. Chart area as shown on Smooth Sheet.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5406
SUNKEN WRECK 'ED'

SOURCE: ~~H5813/34-35~~
UNKOWN

INVEST. DATE: 8/6/91 (DN 218) TIME: 151734 VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91, H-10382 POSITION: 4213

CORRECTORS APPLIED:

VELOCITY: TRA CORRECTORS:

~~PREDICTED~~ TIDES: Yes
Actual

GEODETIC POSITION: LATITUDE (N) LONGITUDE (W)

~~CHARTED: AWOIS~~ 28° 41' 48.9⁶" 96° 12' 3⁷.88"

OBSERVED: 28° 41' 49.8⁵" 96° 12' 38.7⁵"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 25 meter radius diver circle search was conducted and a wreck approx. 10 meters long by 1 meter wide was found and located by detached position (#4213). A least depth of 0.5⁴ meter was taken with a sounding pole. The AWOIS position and source for this item is in error and does not agree with the charted position. AHP-2 employees scaled the position from prior survey H-5813/34-35, which agrees well with the charted position. Approx. 20 min. was spent on this item investigation.

Delete the present charted Wreck and note "ED"
CHARTING RECOMMENDATIONS: The hydrographer recommends charting of the wreck as located above. *CONCUR*

Sub

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5407
PILE

SOURCE: T9287/46

INVEST. DATE: 8/7/91 (DN 219) TIME: 154536Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 4214

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

~~CHARTED:~~ *AWOIS*

28° 41' 49.97" ✓

96° 12' 47.88" ✓

Pos. for 4214
OBSERVED:

28° 41' 49.97"
Not Found

96° 12' 42.01"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 25 meter diver circle search was performed and nothing was found. A detached position (# 4214) was taken in the center of the search area. Approx. 20 min. was spent on this search. The listed AWOIS position for this item is in error and does not agree with the charted position. The position for the investigation was scaled from T9287 by Stephen Verry of HSB N/CG24.

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of the pile from the chart. *CONCUR CHART AREA AS SHOWN ON SMOOTH SHEET.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5409
FISHING VESSEL
Submerged Wreck PA

SOURCE: LNM15/79--8TH CGD

INVEST. DATE: 7/16/91 (DN 197)

TIME: 182741Z

VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382

POSITION: 2853

CORRECTORS APPLIED:

VELOCITY:

TRA CORRECTORS:

Actual
PREDICTED TIDES: Yes

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

~~CHARTED: AWOIS~~

28° 40' 24.97"

96° 13' 51.88"

OBSERVED:

28° 40' 26.⁴⁹₇"

96° 13' 52.¹⁶₂"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: An echosounder investigation around a single pile bearing 2 daybeacons reading "submerged DANGER wreck" located a small area of wreckage with a least depth of 1.10 meters, immediately on the west side of the pile. The charted position PA did not agree with the AWOIS position. The detached position taken on the wreck was found to be approx. 40 meters due north of the AWOIS position and 90 meters ESE of the charted position.

CHARTING RECOMMENDATIONS:

and wreck ~~be charted~~ as located above. *CONCUR*

With the Note "DANGER Subm Wreck"

Delete the charted day beacon and note "WK PA"

~~hydrographer recommends~~ ^{Chart} the

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5410
PLATFORM *PA*

SOURCE: CL1592/81--USPS

INVEST. DATE: 7/16/91 (DN 197) TIME:141530Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 2819

CORRECTORS APPLIED:

VELOCITY:

TRA CORRECTORS:

Actual
~~PREDICTED~~ TIDES: Yes

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED: <i>Awais</i>	28° 39' 26.97" ✓	96° 14' 47.88" ✓
OBSERVED:	28° 39' 26.51"	96° 14' 49.33"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A wood platform 2 meters wide by 2 meters long, ^{fixed} bearing 2.3 meters, was located by detached position (# 2819). The AWOIS position is in error and does not agree with the charted and T-map position. The survey position agrees well with the charted and T-map position.

CHARTING RECOMMENDATIONS: The hydrographer recommends the platform remain as charted. *Do NOT concur. Remove the charted wood platform. Chart a platform at the above location.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5411
PLATFORM *PA*

SOURCE: CL1592/51--USPS

INVEST. DATE: 7/16/91 (DN 197) TIME: 143242Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 2823

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

Actual
~~PREDICTED~~ TIDES:

GEODETIC POSITION: LATITUDE (N) LONGITUDE (W)

~~CHARTED~~: *Actual* 28° 38' 11.97" 96° 15' 27.88"

OBSERVED: 28° 38' 11.6₆" 96° 15' 30.⁶⁸₇"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A wood platform 2 meters wide by 2 meters long, baring 2.4 meters, was located by detached position (# 2823), approx. 80 meters from the charted position PA.

CHARTING RECOMMENDATIONS: The hydrographer recommends charting the platform as located above. *CONCUR Delete the present charted platform.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5412

Subm PIPE

SOURCE: H5866/34-35, CL1533/75 USPS

INVEST. DATE: 8/6/91 (DN 219)

TIME: 162804Z

VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91, H-10382

POSITION: 4215

CORRECTORS APPLIED:

VELOCITY:

TRA CORRECTORS:

Actual
~~PREDICTED~~ TIDES: Yes

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

SCALED: *charted*
AWOIS :

28° 38' 28.88"
28° 38' 28.97"

96° 14' 43.39"
96° 14' 45.88"

OBSERVED:

28° 38' 29.7"

96° 14' 43.6"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 25 meter radius diver circle search was conducted and a 6 in. dia. iron pipe was located ^{over the charted location} by detached position (#4215). A least depth of 0.98 meters was taken with a sounding pole. Approx. 20 min. was spent on this item investigation. The listed AWOIS position for this item is incorrect and does not agree with the charted position. Stephen Verry of HSB N/CG24 reported to AHP-2 that the charted position was incorrect also, and scaled a position* from prior survey 5866/34-35 for investigation.

CHARTING RECOMMENDATIONS: The hydrographer recommends the pipe be charted as located above. *Concur delete charted feature. Chart obstr 0.8 meters.*

** the latitude and longitude of this position not given.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5413
Subm PIPE

SOURCE: H5866/34-35, CL1533/75-USPS

INVEST. DATE: 8/6/91 (DN 217) TIME: 170020Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91, H-10382 POSITION: 4216

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

28° 38' 14.98"

96° 14' 42.99"

AWOIS

28° 38' 15.97"

96° 14' 45.08"

OBSERVED:

Not Found

Position 4216

28° 38' 14.93"

96° 14' 43.00"

POSITION DETERMINED BY: Multiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: *the charted* A 25 meter radius diver circle search was conducted about *the charted* position #4216 and nothing was found. A detached position was taken in the center of the search area. Approx. 20 min. was spent on this item investigation. The listed AWOIS position for this item is incorrect and Stephen Verry of HSB N/CG24 scaled a position* from prior survey 5866/34-35 for investigation by AHP-2. *Survey requirements Met.*

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of the pipe from the chart. *Concur Chart area as shown on Smith Sheet.*

** The latitude and longitude of this position was NOT given*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5414

Subm PIPE

SOURCE: H5866/34-35,CL1533/75-USPS

INVEST. DATE: 8/6/91 (DN 218)

TIME:173135Z

VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382

POSITION: 4217

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED:

28° 38' 16.98"

96° 15' 01.89"

AWOIS

28° 38' 15.97"

96° 15' 04.88"

OBSERVED:

Not found

Position 4217

28°38'17.33'

96° 15' 02.22'

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 25 meter [✓] radius diver circle search was conducted about position #4217 and nothing was found. Approx. 20 min. was spent on this search. The listed AWOIS position for this item is in error and does not agree with the charted position. Discussion with Stephen Verry of HSB N/CG24 reveal the charted position is in error also, and he scaled a position from prior survey 5866/34-35 for investigation by AHP-2.

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of the pipe from the chart. *Concur*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5415
SUBM. WRECK *ED.*

SOURCE: CL1634/65-COE, CL1419/75-USPS

INVEST. DATE: 7/29/91 (DN 210) TIME: 1418-1901Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91, H-10382 POSITION: 3805

CORRECTORS APPLIED:

VELOCITY:

TRA CORRECTORS:

Actual
~~PREDICTED~~ TIDES: Yes

GEODETIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *Audis*

28° 38' 00.97"

96° 15' 15.88"

OBSERVED:

28° 38' 00.⁰⁰9"

96° 15' 16.⁴⁵2"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: In the course of a chain drag, a snag was encountered, which investigation proved to be a small area of scattered junk nearly flush with the bottom. A least depth of 1. ~~07~~ meters was taken with a sounding pole. This junk could be the remains of the wreck reported in this area in 1965. It apparently has silted over and does not constitute a danger to navigation. Approx. 5 hrs. were spent on this item investigation.

CHARTING RECOMMENDATIONS: The hydrographer recommends the wreck remain as charted. *Do NOT concur. Delete charted wreck and ED note. Chart as obstr 17 Meter (debris).*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5416

~~VISIBLE~~ WRECK PA
SUBM

SOURCE: LNM46/75 8th CGD

INVEST. DATE: 7/26/91 (DN 207) TIME: 1423-1949Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 3532-3674

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *Awdis*

28° 37' 55.97" ✓

96° 16' 21.88" ✓

OBSERVED:

Not found

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 200 meter radius chain drag with 50 feet of line and 60 feet of chain was performed and nothing was found. Approx. 5.5 hrs. were spent on this item investigation.

Survey requirements Met

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of this [^]wreck [^]from the chart. *CONVERT CHART AREA AS SHOWN ON SMOOTH SHEET.*
SUBM PA

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5417
DOLPHIN *PA*

SOURCE: UNKNOWN

INVEST. DATE: 8/1/91 (DN 213) TIME: 1438-1530Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 4046-4087

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION: LATITUDE (N) LONGITUDE (W)

CHARTED: 28° 37' 16.4" 96° 15' 26.4"
AWOIS *28° 37' 15.98"* *96° 15' 20.88"*

OBSERVED: Not found

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 100 meter radius with 50 feet of line and 60 feet of chain was performed and nothing was found. Approx. 1 hr was spent on this item investigation. The listed AWOIS position is incorrect and does not agree with the charted position. Stephen Verry of HSB N/CG24 instructed AHP-2 to investigate the charted position. *Survey Requirement Met.*

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of the dolphin from the chart. *Concur Chart area as shown on smooth sheet.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5418
Subn DOLPHIN

SOURCE: UNKNOWN

INVEST. DATE: 7/30/91 (DN 211) TIME: 1438-1533Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 3806-3847

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *AN 015*

28° 37' 03.98" ✓

96° 15' 50.88" ✓

OBSERVED:

Not found

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 100[✓] meter radius chain drag with 50 feet of line and 60 feet of chain was conducted and nothing was found. Approx. 1 hr. was spent on this item investigation.

Survey requirements Met.

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of this dolphin from the chart. *CONCUR Chart used as shown on smooth sheet.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 5419
DOLPHIN PA

SOURCE: UNKNOWN

INVEST. DATE: 7/30/91 (DN 211) TIME: 1540-1648Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91

POSITION: 3848-3894

CORRECTORS APPLIED: None

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETTIC POSITION:

LATITUDE (N)

LONGITUDE (W)

CHARTED: *AW015*

28° 36' 47.98[✓]"

96° 15' 56.88[✓]"

OBSERVED:

Not found

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A 100 meter radius chain drag was performed using 50 feet of line and 60 feet of chain and nothing was found. Approx. 1.3 hrs. was spent on this item investigation.

Survey Requirements Met.

CHARTING RECOMMENDATIONS: The hydrographer recommends removal of the dolphin from the chart. *Concur Chart area as shown on smooth sheet.*

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317&11316

PRE-SURVEY REVIEW ITEM 5420-5421
SUNKEN BARGE PA

SOURCE: CL1982/76

INVEST. DATE: 7/16/91 (DN 197) TIME: 145833 VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 2828-2829

CORRECTORS APPLIED: NONE

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED: <i>AWMS 5410</i>	28° 36' 36.98"	96° 14' 18.88"
<i>AWOIS 5421</i>	28° 36' 00.98"	96° 15' 00.88"
OBSERVED: SW	28° 36' 35. ⁵⁹ 8"	96° 14' 57. ⁷⁶ 8"
NE	28° 36' 37. ⁵⁸ 8"	96° 14' 56. ¹⁶ 8"

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A visual inspection of the area revealed a line of sunken barges in ruins adjacent to a gas platform, apparently placed in that location to serve as a mooring facility for vessels serving the gas platform. Although this item is not at the AWOIS position, Stephen Verry of HSB N/CG 24 advised AHP-2 that due to the poor quality of the USPS position, and the opinion of Jimmie Smith, the Palacios harbor master (512-972-5556) that there were never any barges or wrecks at the AWOIS position, that this platform and barges is actually the feature originally reported by the USPS. It is also believed this is the same item reported as AWOIS item 5421. *This item is off survey limits and found on Survey H-10406*
A photograph of this item was taken and is included in the Separates Following the Text of this report, *filed with the survey records.*

CHARTING RECOMMENDATIONS: The hydrographer recommends charting the barges ^{AWK} and platform as located above, and that the charted submerged wrecks PA at the AWOIS positions 5420 and 5421 be removed from the chart. *Concur Chart areas as shown on smooth sheets.*
AWOIS item 5421 is on survey H-10406

COMPILATION USE

CHART:

APPLIED AS:

CHART #11317

PRE-SURVEY REVIEW ITEM 8098
PLATFORM

SOURCE: CL1554/77

INVEST. DATE: 7/16/91 (DN 197) TIME: 173755Z VESSEL # 0517

CHIEF OF PARTY: LT. Thomas R. Waddington

REFERENCE: OPR-K228-AHP2-91,H-10382 POSITION: 2850

CORRECTORS APPLIED: NONE

VELOCITY:

TRA CORRECTORS:

PREDICTED TIDES:

GEODETIC POSITION:	LATITUDE (N)	LONGITUDE (W)
CHARTED:	28° 39' 35.97" ✓	96° 13' 50.88" ✓
OBSERVED:	28° 39' 41.6 ₂ "	96° 13' 51.4 ₈ "

POSITION DETERMINED BY: Mutiple LOP, Falcon Mini Rangers

METHOD OF ITEM INVESTIGATION: A wood platform in ruins was located by detached position (2850) in the area of the AWOIS item. The detached position agees well with the platform on the T-map. The source of the charted position was a permit issued in 1977 by the COE for the Seabrook Marine Lab to construct a platform to aid in the study of oyster disease in Palacios Bay. The hydrographer believes the platform was not erected in the correct position, but approx. 150 meters north of the permitted site.

A photograph of this item was taken and is included in the Separates* ~~Following the Text of this report.~~

CHARTING RECOMMENDATIONS: The hydrographer recommends charting the platform ^(ruins) as located above and shown on the T-map. ~~Cancel Delete the~~
Charted platform.

** filed with the survey records.*

COMPILATION USE

CHART:

APPLIED AS:

CONTROL STATIONS as of 31 May 1991

No	Type	Latitude	Longitude	H	Cart	Freq	Vel	Code	MM/DD/YY	Station Name
001	F	028:39:08.751	096:33:48.617	0	250	0.0	0.0	0.0	05/08/91	ALCOA 1990
002	F	028:40:17.831	096:38:14.547	0	250	0.0	0.0	0.0	05/08/91	BLUF 1990
003	F	028:39:44.601	096:34:56.482	0	250	0.0	0.0	0.0	05/08/91	CAUS 1990
004	F	028:34:59.694	096:36:29.910	0	250	0.0	0.0	0.0	05/08/91	CHOC 1990
005	F	028:33:23.435	096:31:27.214	0	250	0.0	0.0	0.0	05/08/91	INDI 1990
006	F	028:30:25.466	096:28:47.523	0	250	0.0	0.0	0.0	05/08/91	IOLA 1990
007	F	028:41:53.224	096:34:34.009	0	250	0.0	0.0	0.0	05/08/91	LAVACA RIVER LIGHT 3
008	F	028:34:07.669	096:33:55.899	0	250	0.0	0.0	0.0	05/08/91	MAGNOLIA 1934
009	F	028:35:58.914	096:34:14.621	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH RNG C FRT LT
010	F	028:36:35.747	096:35:07.085	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH RNG C R LT
011	F	028:35:46.233	096:34:02.389	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH RNG D FRT LT
012	F	028:35:26.693	096:34:02.932	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH RNG D R LT
013	F	028:38:45.466	096:33:40.337	0	250	0.0	0.0	0.0	05/08/91	MITCHELL 2 1956
014	F	028:38:23.410	096:36:38.092	0	250	0.0	0.0	0.0	05/08/91	NOLE 1990
015	F	028:39:26.181	096:35:09.366	0	250	0.0	0.0	0.0	05/08/91	PIER PK 1990
016	F	028:36:57.750	096:30:48.191	0	250	0.0	0.0	0.0	05/08/91	RHOD 1990
017	F	028:34:12.754	096:29:19.105	0	250	0.0	0.0	0.0	05/08/91	SAND 1990
018	F	028:43:17.941	096:36:36.066	0	250	0.0	0.0	0.0	05/08/91	VEDD 1990
019	F	028:38:37.047	096:33:47.871	0	250	0.0	0.0	0.0	05/08/91	ZEPP 1989
020	F	028:26:10.961	096:20:01.576	0	250	0.0	0.0	0.0	05/08/91	TEMP 01
021	F	028:27:39.775	096:17:46.171	0	250	0.0	0.0	0.0	05/08/91	OSGOOD 2 1906
022	F	028:35:28.457	096:11:22.074	0	250	0.0	0.0	0.0	05/08/91	LAKE 2 1906
023	F	028:40:34.424	096:16:14.008	0	250	0.0	0.0	0.0	05/08/91	TURT 1991 ✓
024	F	028:36:26.852	096:24:20.045	0	250	0.0	0.0	0.0	05/08/91	DUNG 1991
025	F	028:35:13.034	096:26:49.244	0	250	0.0	0.0	0.0	05/08/91	VACA 1991
026	F	028:23:56.881	096:24:25.772	0	250	0.0	0.0	0.0	05/08/91	RUIN 1991
027	F	028:32:20.570	096:18:44.040	0	250	0.0	0.0	0.0	05/08/91	PLAT PK 1991
028	F	028:41:52.040	096:12:37.928	0	250	0.0	0.0	0.0	05/08/91	PALA 1991 ✓
029	F	028:38:33.081	096:14:06.706	0	250 159	0.0	0.0	0.0	05/08/91	INDY 1991 ✓
030	F	028:35:08.621	096:17:11.587	0	250	0.0	0.0	0.0	05/08/91	CHAN PK 1991
031	F	028:34:45.981	096:13:33.884	0	250	0.0	0.0	0.0	05/08/91	EROD 1991
032	F	028:36:02.270	096:14:05.710	0	250	0.0	0.0	0.0	05/08/91	BULL 1991
033	F	028:26:58.572	096:24:12.880	0	250	0.0	0.0	0.0	05/08/91	EARL 1991
034	F	028:27:04.927	096:24:15.671	0	250	0.0	0.0	0.0	05/08/91	3701 E 1989
035	F	028:26:44.591	096:23:42.325	0	250	0.0	0.0	0.0	05/08/91	IW MB PORT D CONNOR LT 2
036	F	028:27:29.804	096:21:39.302	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH N DREDGE LT
037	F	028:27:15.806	096:21:29.031	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA SHIP CH S DREDGE LT
038	F	028:26:50.318	096:25:20.875	0	250	0.0	0.0	0.0	05/08/91	PORT D CONNOR MUN TANK
039	F	028:28:50.457	096:17:17.626	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE L REAR LT
040	F	028:28:23.778	096:18:36.611	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE L FRONT LT
041	F	028:27:50.191	096:19:46.085	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE K FRONT LT
042	F	028:27:02.189	096:21:02.812	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE K REAR LT
043	F	028:27:01.247	096:21:11.033	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE A REAR LT
044	F	028:26:33.966	096:20:41.967	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE A FRONT LT
045	F	028:26:27.482	096:26:34.785	0	250	0.0	0.0	0.0	05/08/91	PORT D CONNOR CABLE TV MAST
046	F	028:25:18.494	096:19:05.925	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE B REAR LT
047	F	028:25:50.351	096:20:07.985	0	250	0.0	0.0	0.0	05/08/91	MATA 1934
048	F	028:25:40.634	096:19:37.260	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE B FRONT LT
049	F	028:29:45.812	096:15:16.338	0	250	0.0	0.0	0.0	05/08/91	MATAGORDA BAY RANGE H REAR LT
050	F	028:38:33.045	096:19:19.991	0	250	0.0	0.0	0.0	05/08/91	TRULL SAT 1989 ✓
051	F	028:43:28.301	096:15:09.749	0	250	0.0	0.0	0.0	05/08/91	PALAPORT
052	F	028:28:36.298	096:15:07.070	0	250	0.0	0.0	0.0	05/08/91	SMYTH SAT
053	F	028:30:56.831	096:10:21.410	0	250	0.0	0.0	0.0	05/08/91	POE 1934
054	F	028:39:16.001	096:13:41.524	0	250	0.0	0.0	0.0	05/24/91	COON 1991

in OPRK228

**ADVANCE
INFORMATION**



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Coast and Geodetic Survey
Seattle, Washington 98115-0070

Pacific Hydrographic Section
7600 Sand Point Way NE
Seattle, WA 98115-0070

October 22, 1991

Commander (OAN)
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396

Dear Sir:

During office review of the following hydrographic surveys,
twenty-eight new dangers to navigation were found:

<u>Survey</u>	<u>Title</u>
H-10379	Texas, Matagorda Bay, Boggy Bayou to Powderhorn Bayou
H-10380	Texas, Matagorda Bay, 5.5 Nautical Miles Southwest of Palacios Point
H-10381	Texas, Matagorda Bay, Indianola Island to Gallinipper Point
<u>H-10382</u>	<u>Texas, Matagorda Bay, Tres Palacios Bay</u>
H-10396	Texas, Matagorda Bay, Entrance to Turtle Bay
H-10397	Texas, Matagorda Bay, 4.5 Nautical Miles East of Port O'Connor

These dangers to navigation affect the following charts:

<u>Chart</u>	<u>Edition/date</u>	<u>Datum</u>
11316	33rd ed., 1/19/91	NAD 83
11317	20th ed., 3/23/91	NAD 83
11319	22nd ed., 2/10/91	NAD 83

I recommend that the enclosed Report of Dangers to Navigation be included in the Local Notice to Mariners.

Questions concerning this report should be directed to the Pacific Hydrographic Section at (206) 526-6853.

Sincerely,

for Douglas G. Hennick
Commander, NOAA
Chief, Pacific Hydrographic Section

Enclosure

cc: DMA/TC
N/CG221



**ADVANCE
INFORMATION**

REPORT OF DANGERS TO NAVIGATION

Hydrographic Survey Registry Numbers and Titles:

<u>Survey Number</u>	<u>Title</u>
H-10379	Texas, Matagorda Bay, Boggy Bayou to Powderhorn Bayou
H-10380	Texas, Matagorda Bay, 5.5 Nautical Miles Southwest of Palacios Point
<u>H-10382</u>	<u>Texas, Matagorda Bay, Tres Palacios Point</u>
H-10396	Texas, Matagorda Bay, Entrance to Turtle Bay
H-10381	Texas, Matagorda Bay, Indianola Island to Gallinipper Point

Project Number: OPR-K228-AHP, Atlantic Hydrographic Party

All soundings reduced to Mean Lower Low Water using predicted tides.

Affected nautical charts:

<u>Chart</u>	<u>Edition/date</u>	<u>Datum</u>
11316	33rd ed., 1/19/91	NAD 83
11317	20th ed., 3/23/91	NAD 83

<u>Danger to Navigation</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
8 ft shoal.....	28°29'08.0"	96°25'32.0"
8 ft shoal.....	28°29'25.0"	96°26'19.0"
9 ft shoal.....	28°30'06.0"	96°19'07.0"
10 ft shoal.....	28°30'32.0"	96°17'45.0"
9 ft shoal.....	28°30'48.0"	96°19'27.5"
7 ft shoal.....	28°31'13.0"	96°28'55.0"
9 ft shoal.....	28°31'53.0"	96°18'15.0"
5 ft shoal.....	28°32'27.0"	96°29'34.0"
7 ft soundings in the vicinity of.....	28°33'13.0"	96°28'26.0"
10 ft shoal.....	28°33'24.0"	96°19'55.0"
4 ft shoal.....	28°33'55.0"	96°31'36.0"
Submerged Platform Ruins.....	28°34'16.0"	96°17'40.0"
Charted visible platform observed as		
5 ft shoal.....	28°34'24.0"	96°32'51.0"
9 ft shoal.....	28°34'44.4"	96°17'11.4"
4 ft shoal.....	28°34'52.0"	96°33'08.0"
10 ft shoal.....	28°35'00.1"	96°19'03.8"
10 ft shoal.....	28°35'42.0"	96°19'10.8"
8 ft shoal.....	28°36'47.4"	96°18'24.0"
6 ft shoal.....	28°36'48.0"	96°17'11.4"
7 ft shoal.....	28°36'56.3"	96°16'49.2"
8 ft shoal.....	28°37'00.0"	96°20'21.0"
Visible Crib.....	28°38'24.0"	96°19'18.0"
Revise charted "5ft" note to "1/2 ft".....	28°38'27.0"	96°19'22.5"
Visible Crib.....	28°38'29.7"	96°18'46.7"
Visible Crib.....	28°38'31.8"	96°18'47.1"

Questions concerning this report should be directed to the Pacific Hydrographic Section at (206) 526-6853.

**ADVANCE
INFORMATION**

REPORT OF DANGERS TO NAVIGATION

Hydrographic Survey Registry Numbers and Titles:

<u>Survey Number</u>	<u>Title</u>
H-10397	Texas, Matagorda Bay, 4.5 Nautical Miles East of Port O'Connor

Project Number: OPR-K228-AHP, Atlantic Hydrographic Party

All soundings reduced to Mean Lower Low Water using predicted tides.

Affected nautical charts:

<u>Chart</u>	<u>Edition/date</u>	<u>Datum</u>
11316	33rd ed., 1/19/91	NAD 83
11317	20th ed., 3/23/91	NAD 83
11319	22nd ed., 2/10/90	NAD 83

<u>Danger to Navigation</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
5 ft shoal.....	28°27'05.0"	96°20'00.6"
Revise charted "6 ft rep" note to "5 ft rep"...	28°28'06.0"	96°17'33.0"

Questions concerning this report should be directed to the Pacific Hydrographic Section at (206) 526-6853.

APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY
OPR-K228-AHP2
AHP2-10-9-91
H-10382
1991

This basic hydrographic survey was conducted in accordance with the project instructions for OPR-K228-AHP2, the hydrographic manual, the hydrographic survey guidelines, and the field procedures manual. The survey data and reports were completed under frequent supervision. All boat sheets and final field sheets were reviewed in their entirety and all supporting records were also checked.

This survey is a complete basic hydrographic survey for the area described in Section B of this report.

Thomas R. Waddington

Lt. Thomas R. Waddington
Chief, Atlantic Hydrographic Party Two

ORIGINAL



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Rockville, Maryland 20852

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: October 21, 1991

MARINE CENTER: Pacific

OPR: K228

HYDROGRAPHIC SHEET: H-10382

LOCALITY: Palacios, Tres Palacios Bay, TX

TIME PERIOD: May 29 - August 6, 1991

TIDE STATION USED: 877 3156 Palacios, TX
Lat. 28° 41.8'N Lon. 96° 13.9'W

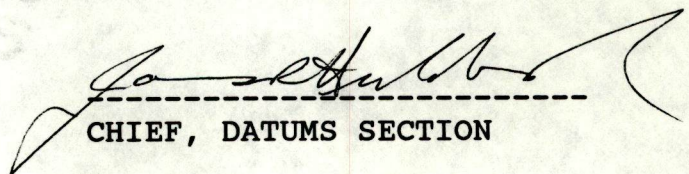
PLANE OF REFERENCE (MEAN LOWER LOW WATER): 3.49 feet

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.1 feet

REMARKS: RECOMMENDED ZONING

Zone direct

NOTE: Hourly heights are tabulated on Central Standard Time.



CHIEF, DATUMS SECTION



GEOGRAPHIC NAMES

H-10382

Name on Survey	<div style="display: flex; justify-content: space-between;"> A ON CHART NO. B ON PREVIOUS SURVEY NO. C ON U.S. QUADRANGLE MAPS D FROM LOCAL INFORMATION E ON LOCAL MAPS F P.O. GUIDE OR MAP G RAND McNALLY ATLAS H U.S. LIGHT LIST K </div>											
	COON ISLAND	X	X	X								
COON ISLAND BAY	X	X	X									2
MATAGORDA BAY	X	X	X									3
OLIVER POINT	X	X	X					X				4
PALACIOS	X	X	X									5
PALACIOS BAYOU	X		X					X				6
PALACIOS CHANNEL	X											7
TEXAS (title)	X	X	X					X				8
TRES PALACIOS BAY	X	X	X									9
TURTLE BAY	X	X	X									10
TURTLE POINT	X	X	X									11
												12
												13
												14
												15
								Approved				16
												17
								<i>Charles E. Huntington</i>				18
								Chief Geographer - NCG2x5				19
								SEP 25 1991				20
												21
												22
												23
												24
												25

HYDROGRAPHIC SURVEY STATISTICS

H-10382

RECORDS ACCOMPANYING SURVEY: To be completed when survey is processed.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT
SMOOTH SHEET		1	SMOOTH OVERLAYS: POS., ARC, EXCESS		5
DESCRIPTIVE REPORT		1	FIELD SHEETS AND OTHER OVERLAYS		8
DESCRIP-TION	DEPTH/POS RECORDS	HORIZ. CONT. RECORDS	SONAR-GRAMS	PRINTOUTS	ABSTRACTS/SOURCE DOCUMENTS
ACCORDION FILES	1				
ENVELOPES					
VOLUMES					
CAHIERS					
BOXES				1	

SHORELINE DATA

SHORELINE MAPS (List):	TP-01645
PHOTOBATHYMETRIC MAPS (List):	None
NOTES TO THE HYDROGRAPHER (List):	None
SPECIAL REPORTS (List):	None
NAUTICAL CHARTS (List):	11316 33rd Ed., 1/19/91 - 11317 20th Ed., 3/23/91

OFFICE PROCESSING ACTIVITIES

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	VERIFICATION	EVALUATION	TOTALS	
POSITIONS ON SHEET			3412	
POSITIONS REVISED			3	
SOUNDINGS REVISED			445	
CONTROL STATIONS REVISED				
	TIME-HOURS			
	VERIFICATION	EVALUATION	TOTALS	
PRE-PROCESSING EXAMINATION				
VERIFICATION OF CONTROL				
VERIFICATION OF POSITIONS	50		50	
VERIFICATION OF SOUNDINGS	77		77	
VERIFICATION OF JUNCTIONS				
APPLICATION OF PHOTOBATHYMETRY				
SHORELINE APPLICATION/VERIFICATION				
COMPILATION OF SMOOTH SHEET	35		35	
COMPARISON WITH PRIOR SURVEYS AND CHARTS		12	12	
EVALUATION OF SIDE SCAN SONAR RECORDS				
EVALUATION OF WIRE DRAGS AND SWEEPS				
EVALUATION REPORT		32	32	
GEOGRAPHIC NAMES				
OTHER: Digitization				
*USE OTHER SIDE OF FORM FOR REMARKS	TOTALS	162	44	206

Pre-processing Examination by M. Brown	Beginning Date 8/22/91	Ending Date 9/18/91
Verification of Field Data by G. Kay	Time (Hours) 162	Ending Date 6/12/92
Verification Check by J. Green	Time (Hours) 10	Ending Date 11/5/92
Evaluation and Analysis by G. Kay	Time (Hours) 44	Ending Date 10/23/92
Inspection by D. Hill	Time (Hours) 2	Ending Date 6/15/93

EVALUATION REPORT H-10382

1. INTRODUCTION

Survey H-10382 is a basic hydrographic survey accomplished by the Atlantic Hydrographic Party 2, under the following Project Instructions.

OPR-K228, dated March 1, 1991
CHANGE NO. 1, dated June 4, 1991
CHANGE NO. 2, dated July 11, 1991

This survey covers an area of Tres Palacios Bay, Texas. The survey area also includes Coon Island Bay and parts of Matagorda Bay. The surveyed area extends south from latitude 28/42/02N, to latitude 28/36/30N. The eastern limit is longitude 96/12/27W, the western limit is longitude 96/16/49W. The survey area includes a part of the Palacios Channel. The bottom consists of mud and shells. Depths range from zero to 5 meters.

Predicted tides for Port O'Connor, Texas, were used for the reduction of soundings during field processing. Approved hourly heights zoned from Palacios, Tres Palacios Bay, Texas, gage 877-3156, were used during office processing.

The field sheet parameters have been revised to center the hydrography on the smooth sheet and to change the projection to polyconic. NAD 83 is used as the horizontal datum for plotting and positional computations. Sound velocity and electronic correctors are adequate. The TRA has been revised to re-apply the settlement and squat correction. An enclosed computer printout contains the parameters and the correctors.

A digital file has been generated for this survey that includes categories of information required to comply with Hydrographic Survey Guideline Number 52, Standard Digital Data Exchange Format, April 15, 1986. Certain feature descriptive information, however, may not be in the digital record due to the restrictions of the presently available cartographic codes. The user should refer to the smooth sheet for complete information.

2. CONTROL AND SHORELINE

Sections H and I of the hydrographer's report contain adequate discussions of horizontal control and hydrographic positioning. Additional detailed information on horizontal control is in the following.

Field Report, Matagorda Bay, Texas and Vicinity, January 23 to March 13, 1989;
San Antonio and Lavaca Bays, Texas, GPS and Terrestrial Survey, October 1990;
Fixed Aids to Navigation and Landmarks Features, Photogrammetric Survey CM-8715,
Matagorda Bay and Vicinity, October 12, 1990.

Positions of horizontal control stations used during hydrography are 1989 and 1991 field values based on NAD 83. These values were used during office processing for the computation of positions. The smooth sheet and accompanying overlays are annotated with NAD 27 adjustment ticks based on values determined by NGS program NADCON. Geographic

positions based on NAD 27 may be plotted on the smooth sheet utilizing the NAD 83 projection by applying the following corrections.

Latitude: .976 seconds (30.039 meters)
Longitude: .887 seconds (24.097 meters)

The year of establishment of control stations shown on the smooth sheet originates with the previously mentioned horizontal control reports.

The quality of several positions exceeds limits in terms of error circle radius and residual or have angles of intersection less than thirty degrees or more than 150 degrees. A review of the data, however, indicates that none of these fixes are used to position dangers to navigation. The features or soundings located by these fixes are consistent with surroundings. These fixes are considered acceptable.

The following class III shoreline map applies to this survey.

<u>Photography</u>	<u>Date</u>	<u>Scale</u>	<u>Datum</u>
TP-01645	February and March 1989	1:20,000	NAD 83

The following shoreline changes are depicted in red ink with supporting positional information. These revisions are considered adequate to supersede the common photogrammetrically delineated shoreline.

<u>Feature</u>	<u>Latitude North</u>	<u>Longitude West</u>
breakwater	28/41/50	96/13/09
breakwater	28/41/49	96/13/07
pier	28/41/34	96/14/23
pier ruins	28/41/12	96/14/52
HWL centered at	28/40/03	96/12/47
HWL centered at	28/39/01	96/13/01

3. HYDROGRAPHY

Except as noted below, hydrography is adequate to:

- delineate the bottom configuration, determine least depths, and draw the standard depth curves;
- reveal there are no significant discrepancies or anomalies requiring further investigation; and
- show the survey was properly controlled and soundings are correctly plotted.

Because of the small tidal range, the hydrographer could not completely delineate the zero curve.

4. CONDITION OF SURVEY

The hydrographic records and reports received for processing are adequate and conform to the requirements of the Hydrographic Manual, 4th Edition, revised through Change No. 3, the Hydrographic Survey Guidelines and the Field Procedures Manual, March 1991 edition, except the following.

The hydrographer did not supply NOAA form 76-40's with this survey as required by the Project Instructions, section 4.2.4., however, hydrographic positions were acquired on all fixed and floating aids. The hydrographer's report, section P, page 14, lists aids that are different from the light list. Section 7.d of this report lists all aids to navigation for this survey area.

5. JUNCTIONS

Survey H-10382 junctions with the following surveys.

<u>Survey</u>	<u>Year</u>	<u>Scale</u>	<u>Area</u>
H-10396	1991	1:10,000	West
H-10406	1991	1:10,000	South

The junction with surveys H-10396 and H-10496 are complete.

There are no junction surveys to the east. A sounding comparison was made to chart 11317, 20th edition. Present survey soundings are in good agreement.

6. COMPARISON WITH PRIOR SURVEYS

The following prior surveys fall within the limits of the present survey.

H-5813 (1934-35) 1:20,000
H-5866 (1934-35) 1:20,000

Survey H-5813 covers the entire survey area north of approximately latitude 28/38/33N. Survey H-5866 covers the lower portion south of latitude 28/38/33N. The shoreline has changed considerably since 1935. The cultural areas in the vicinity of Palacios have almost entirely been rebuilt. The remaining shoreline along Palacios Bay appears to have been changed by erosion. Soundings vary an average of .2 meters shoaler to .2 meters deeper. Additional information can be found in the hydrographer's report, section M, pages 8-9. Considering the differences in the scales of the surveys, the rounding of the sounding units and the methods of surveying, comparison with these prior surveys is satisfactory.

AWOIS item 5395 originates with prior survey H-5813. AWOIS items 5412, 5413 and 5414 originate with prior survey H-5866. The dispositions of the above items are adequately discussed in the hydrographer's report.

Survey H-10382 is adequate to supersede the prior surveys within the common area.

7. COMPARISON WITH CHART

Present survey H-10382 has been compared to the following charts.

Chart 11317, 19th edition, dated January 20, 1990; scale 1:50,000
Chart 11317, 21st edition, dated July 4, 1992; scale 1:50,000
Chart 11316, 32nd edition, dated January 14, 1989; scale 1:80,000
Chart 11316, 34th edition, dated June 6, 1992; scale 1:80,000

a. Hydrography

Charted hydrography originates with surveys H-5813 and H-5866 and miscellaneous sources and requires no further discussion, except as follows.

The following features were neither verified or disproven during this survey and should remain as charted.

<u>Feature</u>	<u>Latitude North</u>	<u>Longitude West</u>
groin	28/41/54	96/12/57 AWOIS item 5403
obstr fish haven	28/41/46.5	96/12/36

Survey H-10382 is adequate to supersede charted hydrography within the common area.

b. AWOIS

The following AWOIS items originate with miscellaneous sources: 5393, 5394, 5400, 5401, 5402, 5403, 5404, 5406, 5407, 5409, 5410, 5411, 5415, 5416, 5417, 5418, 5419, 5420, 5421 and 8098. These items are discussed in the hydrographer's report.

c. Controlling Depths

There is one charted channel and three boat basins with controlling depths within the area of this survey.

Palacios Channel traverses this survey in a southwest-northeast direction from Matagorda Bay to the city of Palacios. The charted controlling depth for the channel is 14.0 feet (4.3 meters). Present survey depths vary from 3.6 meters (11.8 feet) to 4.9 meters (16 feet).

The charted position of Palacios Channel was west of the channel defined by this survey. This observation is based on the three lines of hydrography the field party obtained while developing the channel. The hydrographer stated that the east channel line was run along the fixed aids to navigation, one line run along the approximate center of the channel, and the west line was run along the west side of the channel. The authorized location and/or the depiction of the Palacios Channel on charts may be erroneous. The source documentation for this channel should be researched and, if appropriate, charts should be revised.

Controlling depths are also charted for the following basins.

<u>Name</u>	<u>Charted depth in feet</u>	<u>Survey depth in meters</u>
City (East) Basin	11.8 (3.6 meters)	3.4 (11.2 feet)
Entrance to Municipal (West) Basin	10.0 (3.0 meters)	4.3 (14.1 feet)
Municipal Basin	10.5 (3.2 meters)	4.1 (13.5 feet)

The charted depths are from chart 11317, 21st edition, dated July 4, 1992. The data are from U.S. Army Corps of Engineer's surveys dated October 1991 and April 1992.

Palacios Channel and the City (East) Basin survey depths are shoaler than the charted depths. However, since the U.S. Army Corps of Engineer's surveys were accomplished at a later date than this survey, the controlling depths should remain as charted.

d. Aids to Navigation

There are 15 fixed aids and one floating aid (private) located within the area of this survey.

All fixed aids were located and serve their intended purpose. The private floating aid is positioned at the end of a breakwater.

Some aids vary more than 1 millimeter from the charted position. The hydrographer has itemized these aids and their positions in the hydrographer's report, section P, pages 13-16.

The survey positions should supersede the charted positions and should be used, as required, to revise appropriate charts.

The positions for the aids located during this survey follows.

<u>Aid Name</u>	<u>Light List Number</u>	<u>Survey Position</u>	
		<u>Latitude North</u>	<u>Longitude West</u>
Matagorda Bay Pipeline			
Marker Light J	26585	28/36/48.77	96/15/11.60
Palacios Channel Light 30	34685	28/37/03.54	96/16/09.08
Palacios Channel Light 32	34688	28/37/30.98	96/15/53.94
Palacios Channel Light 34	34695	28/37/55.66	96/15/40.62
Palacios Channel Light 36	34698	28/38/27.94	96/15/22.66
Palacios Channel Light 38	34705	28/38/58.76	96/15/05.62
Palacios Channel Light 40	34708	28/39/26.47	96/14/50.15
Palacios Channel Light 42	34715	28/39/53.81	96/14/35.30
Palacios Channel Light 44	34718	28/40/23.91	96/14/18.64
Tres Palacios Bay Wreck			
Light WR2	34727	28/39/39.71	96/13/27.44
Palacios Channel Light 46	34730	28/40/51.19	96/14/03.59
Palacios Channel Light 48	34733	28/38/58.76	96/15/05.62
Palacios Channel Light 49	34743	28/41/47.00	96/13/35.89
Palacios Channel Light 50	34745	28/41/46.54	96/13/33.11
Tres Palacios Bay Wreck			
Daybeacon WR	34725	28/40/26.49	96/13/52.16
Red Nun (private aid)		28/41/52.30	96/13/30.89

e. Geographic Names

Names appearing on the smooth sheet and in the survey title have been approved by the Chief Geographer.

f. Dangers to Navigation

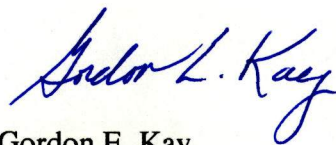
One danger was discovered during office processing. A Danger to Navigation letter has been forwarded to the U.S. Coast Guard, DMA and N/CG221. Copy of this letter is attached.

8. COMPLIANCE WITH INSTRUCTIONS

Survey H-10382 adequately complies with the Project Instructions.

9. ADDITIONAL FIELD WORK

This is a adequate hydrographic survey. No additional field work is recommended.



Gordon E. Kay
Cartographer

APPROVAL SHEET
H-10382

Initial Approvals:

The completed survey has been inspected with regard to survey coverage, delineation of the depth curves, development of critical depths, cartographic symbolization, comparison with prior surveys and verification or disproval of charted data. The digital data have been completed and all revisions and processing have been entered in the magnetic tape record for this survey. Final control, position, and sounding printouts have been made and are included with the survey records. The survey records and digital data comply with NOS requirements except where noted in the Evaluation Report.

Dennis Hill Date: 6-15-93
Dennis J. Hill
Chief, Hydrographic Processing Unit
Pacific Hydrographic Section

I have reviewed the smooth sheet, accompanying data, and reports. This survey and accompanying digital data meet or exceed NOS requirements and standards for products in support of nautical charting except where noted in the Evaluation Report.

Douglas G. Hennick Date: 6/17/93
Commander Douglas G. Hennick, NOAA
Chief, Pacific Hydrographic Section

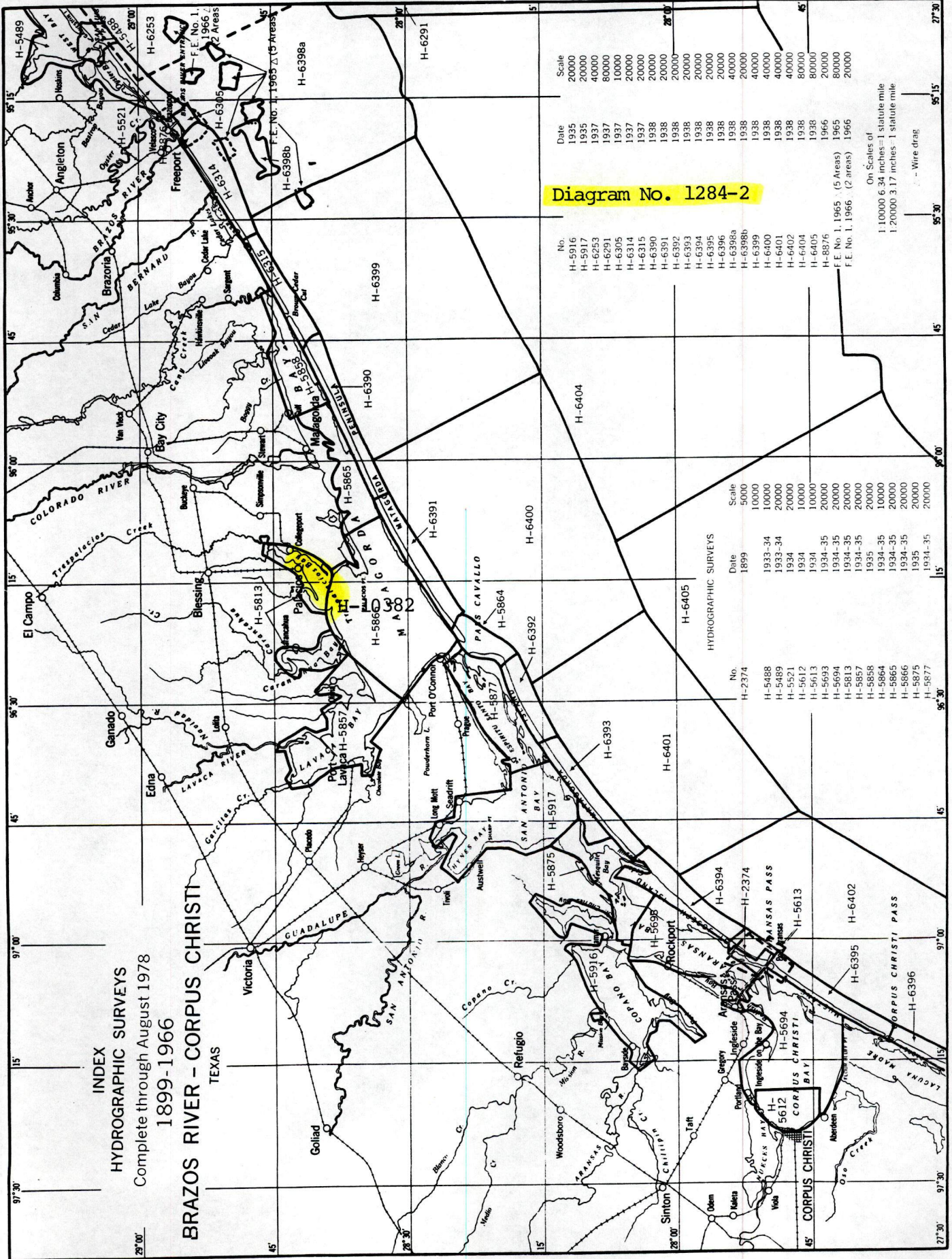
Final Approval

Approved:

James W. Yeager Date: 2/7/95
J. Austin Yeager
Rear Admiral, NOAA
Director, Coast and Geodetic Survey

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

Hydrographic Index No. 90 C



INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978
1899-1966

BRAZOS RIVER - CORPUS CHRISTI
TEXAS

Diagram No. 1284-2

No.	Date	Scale
H-5916	1935	20000
H-5917	1935	20000
H-6253	1937	40000
H-6291	1937	80000
H-6305	1937	10000
H-6314	1937	20000
H-6315	1937	20000
H-6390	1938	20000
H-6391	1938	20000
H-6392	1938	20000
H-6393	1938	20000
H-6394	1938	20000
H-6395	1938	20000
H-6396	1938	20000
H-6398a	1938	40000
H-6398b	1938	20000
H-6399	1938	20000
H-6400	1938	40000
H-6401	1938	40000
H-6402	1938	40000
H-6404	1938	80000
H-6405	1938	80000
H-8876	1965	20000
F. E. No. 1, 1965 (5 Areas)	1965	80000
F. E. No. 1, 1966 (2 Areas)	1966	20000

HYDROGRAPHIC SURVEYS

No.	Date	Scale
H-2374	1899	5000
H-5488	1933-34	10000
H-5489	1933-34	10000
H-5521	1934	20000
H-5612	1934	10000
H-5613	1934	10000
H-5693	1934-35	20000
H-5694	1934-35	20000
H-5813	1934-35	20000
H-5857	1934-35	20000
H-5858	1934-35	20000
H-5864	1934-35	10000
H-5865	1934-35	20000
H-5866	1934-35	20000
H-5875	1935	20000
H-5877	1934-35	20000

On Scales of
1 10000 6.34 inches = 1 statute mile
1 20000 3.17 inches = 1 statute mile
- Wire drag

