

10411

10411

Diagram No. 1284-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic

Field No. AHP-10-17-91

Office No. H-10411

LOCALITY

State Texas

General Locality ... Lavaca Bay

Locality Port Lavaca and Vicinity

1991-92

CHIEF OF PARTY

LT T.R. Waddington

LIBRARY & ARCHIVES

DATE February 18, 1993

EC19
PRODUCTS

HEIT

CSIG

CP5

300-100

HYDROGRAPHIC TITLE SHEET

H-10411

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.

AHP-10-17-91

State Texas

General locality Lavaca Bay

Locality Port Lavaca and Vicinity

Scale 1:10,000 Date of survey 11/5/91 to 2/27/92

Instructions dated March 1, 1991 Project No. _____

Vessel Launches 0770 and 1292

Chief of party LT Thomas R. Waddington, NOAA

Surveyed by Glen Hendrix, Thomas Rybarski, Tim Madsen, Larry Martinez, Nestor Yruegas

Soundings taken by echo sounder, hand lead, pole echo sounder DE-719B and Innerspace Model 448

Graphic record scaled by TR, TM, LM, NY

Graphic record checked by GH

Evaluation by: C.R. Davies Automated plot by PHS Xynetics Plotter

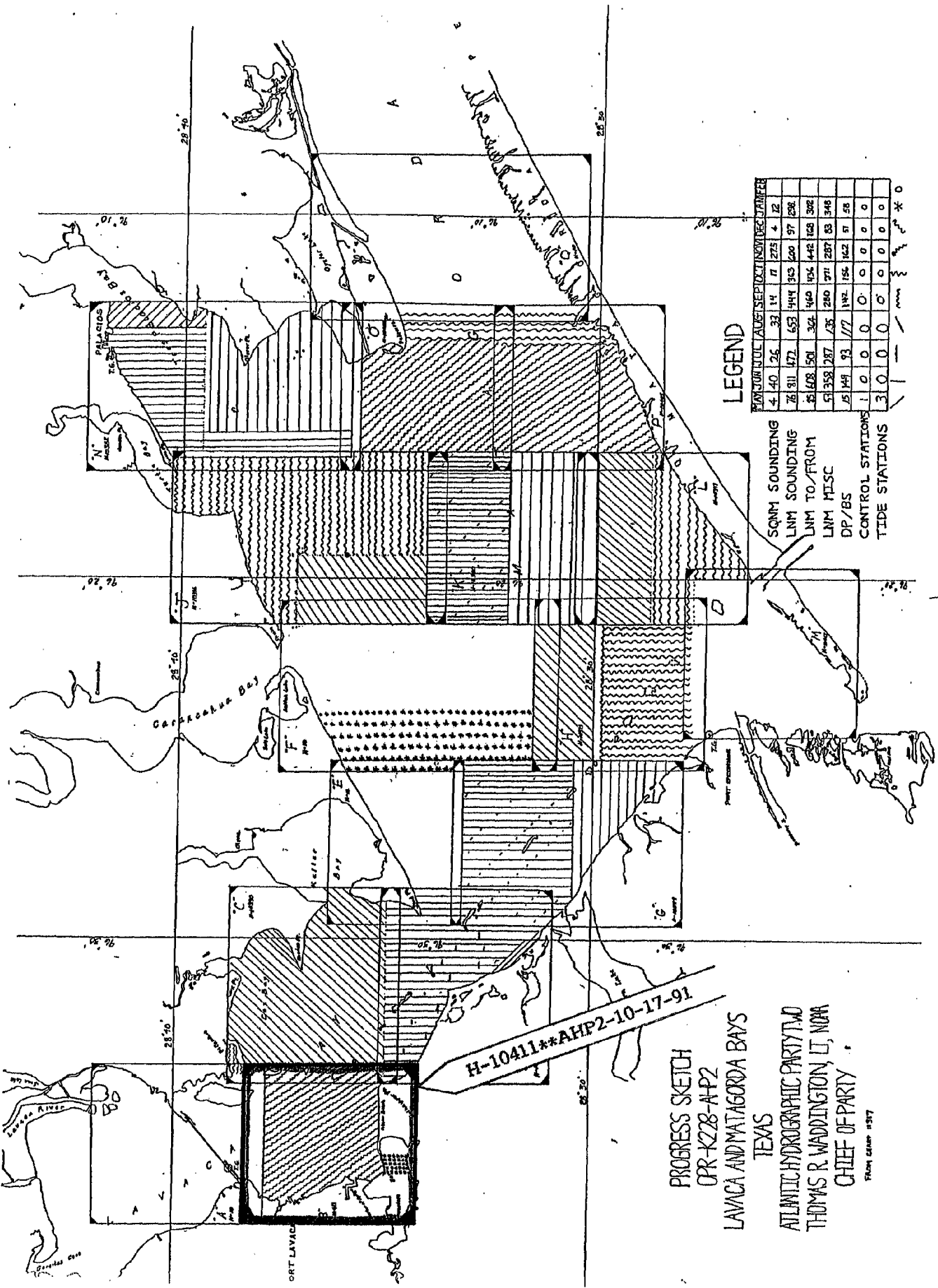
Verification by C.R. Davies

Soundings in ~~fathoms~~ ~~feet~~ at ~~MHW~~ MLLW Meters and decimeters

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.

ALVOIS/SURP 6/28/93 SSJ

RWW 3/25/93



LEGEND

PLAN	NO. OF	ALGS.	SEPT.	DI.	NOV.	DEC.	OTHER
4	40	26	33	14	11	225	4
76	311	472	653	444	345	200	97
25	608	501	364	460	156	442	168
51	358	287	173	280	971	287	83
15	144	93	177	142	156	142	51
1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0

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

H-10411**AHP2-10-17-91

PROGRESS SKETCH
 CPR-K228-AHP2
 LAVACA AND MATAGORDA BAYS
 TEXAS
 ATLANTIC HYDROGRAPHIC PARTY TWO
 THOMAS R. WASHINGTON, LT, NOAA
 CHIEF OF PARTY
 FROM CHART 1197

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10411
(Field No. AHP2-10-17-91)
Scale 1:10,000
1991-92

Atlantic Hydrographic Party Two
Chief of Party: Lt. Thomas R. Waddington, NOAA

A. PROJECT ✓

This survey was conducted in accordance with Hydrographic Project Instructions OPR-K228-AHP2, Matagorda and Lavaca Bays, Texas, dated March 1, 1991, Change No. 1, dated June 4, 1991, Change No. 2, dated July 11, 1991, Change No. 3 dated August 15, 1991 and Change No. 4, dated January 16, 1992.

The purpose of this project is to provide contemporary hydrography for the maintenance of existing nautical charts of Matagorda and Lavaca Bays.

This survey is designated as sheet "B" in the project instructions.

B. AREA SURVEYED See EVAL Report, section 1

The area surveyed for H-10411 is the west central portion of Lavaca Bay, bounded to the west by shore, to the south by shore and Chocolate Bay, to the east by the Matagorda Ship Channel and to the north by latitude 28°38'04"N. The shoreline along the southern limit of this survey is undeveloped sand beach. The shoreline along the western limit has several small recreational and commercial harbors, including the Port Lavaca City Harbor which serves a small fishing and shrimping fleet. The approximate geographic limits of the survey are:

North - 28°38'04"N
South - 28°34'00"N
East - 096°34'00"N
West - 096°37'30"N

This survey was conducted from November 5, 1991 (day 309) to February 27, 1992 (day 058).

The bottom is composed mostly of gray mud and fine sand.

C. SOUNDING VESSELS ✓

Vessels 770 (EDP No. 770) and 1292 (EDP No. 1292), both 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 process all hydrographic data for this survey. Version 3.6 of the PC-DAS suite of programs was used for on-line data acquisition on the survey vessel. Listings of version numbers for the various HP-DPS programs used for all data processing are provided in the Appendix VI.* In addition to the HDAPS, the following non-HDAPS computer programs were used:

VELOCITY (IBM PC)	Ver. 1.11 (3/9/90)
MTEEN 3 with enhancements (IBM PC)	Ver. 6/88
NADCON (IBM PC)	Ver. 1.01
WORDPERFECT (IBM PC)	Ver. 5.1

E. SONAR EQUIPMENT ✓

Not applicable.

F. SOUNDING EQUIPMENT ✓

Raytheon Fathometer, model DE-719-B, S/N 8652, modified with Odom Hydrographic Systems, Inc. Digitrace, was used on vessel 770, for all data collected from day 309 (1991) through day 058 (1992) inclusive. An Innerspace model 448 depth sounder, S/N 188, was used on vessel 1292, for all data collected from day 315 (1991) through day 022 (1992) inclusive.

A standard lead line calibrated in meters, S/N 0770 and S/N 1292 corresponding with the respective vessels, were used during this survey for comparison readings with the echo sounder. A 5 meter long, wooden sounding pole, constructed according to HSG. No. 69, was used to obtain any pole soundings taken by each vessel.

A minor problem was experienced when changing the sounding interval on line. The Raytheon Fathometer and the TMI computer process the selected sounding inserted by this action differently. On several occasions, after the hydrographer used the selected sounding interval function, either an in-between sounding is omitted on the fathogram or the fix number is duplicated. This causes the position numbers to be on a different selected sounding throughout the rest of the line. The fix numbers are manually written on the graphic record to correspond with the correct interval line to correct the error.

Depths in this survey range from 0.⁰₄ to 13.⁷₄ meters.

* Filed with the hydrographic data

G. CORRECTIONS TO SOUNDINGS

When using the Raytheon Model DE-719-B Fathometer, calibration checks were made frequently on each day of hydrography. The Digitrace readings were closely monitored for agreement with the fathogram trace. The digitized soundings matched the fathometer's trace to plus or minus 0.1² meter. Any necessary corrections were made during scanning of the graphic records. Any required adjustments of the tide and draft, speed of sound, and sensitivity were made and noted on the fathogram. Any departures from the initial zero were corrected during scanning of the fathogram.

The Innerspace echo sounder is totally automated and does not need adjustments

Soundings were recorded in meters. The Raytheon DE-719-B fathometer and the Innerspace 448 echo sounder are 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, S/N 154. Data quality assurance tests were performed prior to each cast. Program "Velocity" version 1.11 was used to compute speed of sound corrections. Copies of the tables and velocity cast data are in the "Separates to be Included With Survey Data"*

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

<u>Table Applied</u>	<u>Day</u> (1991)	<u>EXTENDED Cast Depth Meters</u>	<u>Location NAD 1983</u>	<u>Days Used</u> (1991)
1	311	20.0 ** 14.3	28°35'48"N 096°34'00"W	309-310
2	316	20.0 ** 14.3	28°35'50"N 096°33'10"W	315-319
3	325	20.0 ** 14.3	28°35'50"N 096°34'00"W	324-330
4	338	7.8	28°35'48"N 096°34'00"W	338-352

Plots outside survey limits

* Filed with the hydrographic data
 ** Extended to 20 meters

<u>Table Applied</u>	<u>Day</u> (1992)	<u>EXTENDED Cast Depth Meters</u>	<u>Location NAD 1983</u>	<u>Days Used</u> (1992)
5	013	13.0	28°35'48"N 096°34'00"W	007-017
6	028	13.0*	28°35'50"N 096°34'00"W	021-031
7	037	7.8	28°35'48"N 096°34'00"W	035-038
8	043	16.9	28°35'50"N 096°34'00"W	041
9	050	16.9	28°35'48"N 096°34'00"W	052-058

* 14 meters was entered on HDAPS Velocity Corrector Table to account for the 13.4m depths obtained on day 030.

The following table shows the recommended tables to be used for final processing at the Pacific Hydrographic Section:

<u>Table No.</u>	<u>Use for Days</u>
1	309
2	315
3	316 309 - 330
4	338 - 352
5	010 - 017
6	021 - 031
7	035 - 038
8	041
9	052 - 058

Weather permitting, lead line comparisons were conducted on each day of hydrography to determine an instrument corrector. The correctors for both instruments were negligible, both less than 3 cm. No correctors were applied. Lead line comparison forms can be found in the "Separates to be Included With Survey Data".*

Settlement and squat measurements for vessel 770 were performed on May 23, 1991 (DN 143) at the Harbor of Refuge in Port Lavaca, Texas, using the NOS prescribed level rod method (Zeiss Level S/N 08765). Settlement and squat correctors and the static draft corrector of .32-meter for vessel 770 were applied on-line through the offset tables. Copies of the field data, the graphs of

* Filed with the hydrographic data.

the settlement and squat correctors vs. RPM, the static draft determination form and the offset tables are included in the "Separates to be Included With Survey Data"*

There was no settlement and squat performed for vessel 1292 for this survey. The vessel was only involved in chain drags, circle drags and taking detached positions. The settlement and squat performed on day 240 in New Buffalo, Michigan (Lake Michigan), using the NOS prescribed level rod method, was used. Copies of the settlement and squat correctors vs. RPM, the static draft determination form and the offset tables are included in the separates.

The final field sheets and rough sheets were plotted with predicted tides determined from the Port O'Connor, Texas tide station, number 877-3701, using time and height correctors listed in the project instructions. Approved tides were requested from the Sea and Lake Levels Branch, N/OMA1212, in a letter dated March 10, 1992. Copies of the field tide note and request for approved tides are included in Appendix V of this report.*

The final field sheet was plotted after the HDAPS "Reapply" program had been used to log the proper depth correctors (from the tide table, velocity table, and offset table) to each data record.

Survey records were scanned by AHP-2 employees. Significant peaks and deeps which occurred between selected soundings, missed depths, incorrectly digitized soundings, and the effects of sea and swell action were corrected while scanning the echograms.

H. CONTROL STATIONS See EVAU Report, section 2

The horizontal control datum for this project is the North American Datum of 1983.

Three monumented control stations (stations 001, 014 and 016), and two fixed aids to navigation (stations 010 and 012), were used to control this survey. Stations 010 and 012 are located seaward of the high water line. The HDAPS control station table is included in ~~Appendix III~~ of this report.

The Coastal Surveys Unit from Norfolk, Virginia used the Global Positioning System (GPS) to establish horizontal control for this project. The horizontal control report titled "Matagorda Bay and Approaches Texas, GPS Survey, R. W. Daniel, Chief of Party. March 1991", was written and submitted by the Coastal Surveys Unit for OPR-K228-AHP.

* Filed with the hydrographic data

I. HYDROGRAPHIC POSITION CONTROL

Hydrographic position control was accomplished using the Mini-Ranger Motorola Falcon 484 system which provided accuracy to meet 1:10,000 scale survey requirements. Range/range positioning using two, three or four stations simultaneously was used during this project. A survey network was set up to allow four reference stations to be accessed simultaneously by the HDAPS.

Due to limited control coverage in the Harbor of Refuge basin and Lynn Bayou basin "see field sheet" hydrography was required to adequately cover these small areas. *Data was manually drafted onto the smooth sheet based on information provided by the hydrographer and subsequently digitized, See ETRC Report, section 2*

The following Falcon Mini-Ranger equipment was used:

<u>Launch</u>	<u>Equipment</u>	<u>S/N</u>
(770)	RPU	E0164
	R/T	F3389 (days 309-058)
(1292)	RPU	E0154
	R/T	E2931 (days 315-022)
	R/S	E2977
	R/S	E2959
	R/S	F3180
	R/S	C2059
	R/S	E2890

Baseline calibrations were performed as specified in the field procedures manual. The baseline values were incorporated into the PC-DAS "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 minutes, survey operations are suspended in the area until the problem can be resolved. Position data exceeding the 1:10,000 scale specifications were edited.

Periodically, the residual values were greater than 5 meters or error circle radius values were greater than 15 meters, yet the track line 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 hydrographic data.

An occasional problem was encountered when an apparently good position plotted unrealistically on the raw track plot. This problem is attributable to the survey computer's inability to immediately compute an accurate position after an extended period of questionable Falcon data. These positions were rejected, smoothed, or recomputed using the point computation routine.

J. SHORELINE See EVAC Report, section 2

Shoreline details shown on the final field sheet were manually transferred from TP-01650 and TP-01651. The shoreline manuscripts were compiled at 1:20,000 scale and photographically enlarged to 1:10,000 scale.

Shoreline verification was accomplished by comparison of the main scheme hydrography which junctions at shore, and by visual inspections. The shoreline in this survey area agrees very well with the manuscripts. Verified shoreline is shown in black ink, while changes to the shoreline are shown in red ink on the final field sheet. The shoreline in the southeast corner of Chocolate Bay and the shoreline on the west end of Chocolate Bay were not verified because the areas were too shallow for the survey launch. These areas of unverified shoreline are shown in blue ink on the final field sheet. The shoreline manuscripts should supersede the charted shoreline in these areas. *CMCWR*

Four minor shoreline changes were found while conducting this survey.

► The spit of land that extends westward from Alamo Beach, shows slight erosion between longitude 096°36'15"W and longitude 096°36'33" on the Chocolate Bay side.

► The tip of an island was found eroded at latitude 28°35'06"N, longitude 096°36'34"W. *Revision shown in red on the smooth sheet.*

► An islet was found smaller than shown on the shoreline manuscript at latitude 28°35'08"N, longitude 096°36'33"W. *Revision of west end of islet shown in red on the smooth sheet.*

► An inlet at the northwest corner of the Harbor of Refuge was found filled in at latitude 28°35'46"N, longitude 096°37'11"W. *Revision shown in dashed red on the smooth sheet.*

Verified shoreline details shown on the manuscripts were transferred to the final field sheet in black ink. New features not shown on the manuscript were located by detached position and shown in red ink on the ~~final field~~ *smooth* sheet.

The groins and ruins shown on the T-map centered around latitude 28°34'54"N, longitude 096°33'58"W are actually a wooden breakwater, which is not in ruins and bares ~~0.5 meters~~ *10 ft* at MLLW_{xx}. These breakwaters were put in to help shoreline erosion. This

feature may have looked like ruins on the aerial photograph used to compile the shoreline map, because the breakwater was built in sections. Each section is separated by approximately 10 meters. The hydrographer recommends that the ruins be replaced with a breakwater, represented by a ~~solid line~~ ^{dashed black line} connecting the northern and southern most groins shown on the shoreline manuscript. *Chart as shown on the smooth sheet.* C.M.W.

The pier shown on the T-map at latitude 28°35'02"N, longitude 096°34'33"W is now in ruins. The hydrographer recommends that the pier be charted as ruins at the position shown on the T-map. C.M.W.

During the investigation of AWOIS Item 5309 the hydrographer noted that the boathouse shown on the T-map at latitude 28°36'51"N, longitude 096°37'15"W no longer exists. The hydrographer recommends this feature not be charted. C.M.W.

Other changes to shoreline detail are discussed as items 5070 and 5296.

Field notes are located on the graphic records. A sounding volume was used to record SFS data only. A complete list of all detached positions by day, generated through the HDAPS Detached Position Editor is included in the accordion file.*

K. CROSSLINES ✓

A total of 22.3 linear nautical miles of crosslines were run on H-10411 which equals 10% of the linear nautical miles of hydrography. Cross line soundings generally agree to within .2 meters of the main scheme soundings.

L. JUNCTIONS See Eval Report, section 5

This sheet junctions with H-10390 to the east and H-10416 to the north.

Junction soundings between the present survey and the junction surveys agree to within 0.2 meter. *C.M.W.*

M. COMPARISON WITH PRIOR SURVEYS See Eval Report, section 6

This survey was compared with prior survey H-5857, a 1:20,000 scale survey from 1934-1935. None of the AWOIS items investigated as part of this survey originated from this prior survey. *C.M.W.*

The soundings between the prior survey and the present survey agree to within 1.3 feet (0.4 meter). The Matagorda ship channel, Lavaca Bay Channel, Port Lavaca Channel, Harbor of Refuge Channel and Chocolate Bay Channel were dredged after completion of the

* Filed with the hydrographic data.

prior survey and prior to commencement of the present survey.

The soundings from the prior survey which are located within the limits of the dredged channels differ greatly with the present survey soundings. The hydrographer recommends that the present survey soundings be charted. *concur*

With consideration for the above statements, the present survey is adequate to supersede the prior surveys within the common areas. *concur*

N. COMPARISON WITH THE CHART See ENAC Report, section 7

Comparisons were made with the following largest scale chart covering the present survey area:

<u>Chart No.</u>	<u>Edition</u>	<u>Edition Date</u>
11317	20th	March 23, 1991

There are thirty-six AWOIS items within the limits of the present survey. See the AWOIS reports included in ~~Appendix VI~~ of this report for a complete discussion of the AWOIS items.

A 25 meter search radius was used to investigate charted features, not addressed as AWOIS items, which originated from the prior survey, when necessary.

The following uncharted features found by this survey were reported in a danger to navigation letter dated April 2, 1992, for inclusion in the Local Notices to Mariners. *Attached to this report*

► The lighted marker charted at latitude 28°35'28.5"N, longitude 096°36'15.0"W, no longer exists at that position. Mr. Waymon Boyd Exec. Vice-President of King Fisher Marine (phone 512-552-6751) informed us that the original light (at the charted location) was put in without a permit and had to be removed. After receiving a permit, the light was replaced at the present surveyed position (PN 5040). Since the detached position was taken the light itself has been removed and only the light platform remains. The hydrographer recommends that the charted lighted marker be removed from the chart and a platform be charted at latitude 28°35'07.40"N, longitude 096°36'28.46"W. *concur*

► An uncharted pile was located at latitude 28°35'05.68"N, longitude 096°36'26.61"W. Detached position 5041 was taken on the pile. A photograph is included in the survey data cahier. The hydrographer recommends that a pile symbol be charted at the position listed above. *Pile bears 3.3 meters at MLW.* *concur*

► Uncharted ruins were located at latitude 28°35'59.71"N, longitude 096°36'44.52"W. Detached position number 5067 was taken on the ruins. A photograph is included in the survey data cahier. The hydrographer recommends that ruins be charted at the position listed above. *Correct, shown as pier ruins, uncovers 0.9 meters at MLLW.*

► Numerous uncharted wrecks were located at latitude 28°34'27.98"N, longitude 096°37'05.99"W. The wrecks were made up of several barges. Several detached positions (numbers 5044, 5062-5064) were taken to outline the area covered by the wrecks. A photograph is included in the survey data cahier. The hydrographer recommends that this area foul with wrecks be charted at the position listed above. *Chart as shown on the smooth sheet.*

► Three uncharted wrecks were located by detached position at:

1) PN 5090, latitude 28°37'01.43"N, longitude 096°37'13.49"W, *uncovers 0.8m at MLLW* baring 1.2m. A photograph is included in the survey data cahier.

2) PN 5081, latitude 28°36'52.33"N, longitude 096°37'09.77"W, *uncovers* baring 1.0m *at MLLW.*

3) PN 5078, latitude 28°36'52.53"N, longitude 096°37'03.52"W, *uncovers* baring 1.0m. *at MLLW* A photograph is included in the survey data cahier.

Elevations shown are at MLLW corrected by *approved* predicted tides.

► An uncharted area foul with wrecks was found centered at latitude 28°36'57"N, longitude 096°37'13"W (PN's 5149-5151). This area bares to a maximum of *1.9* 2.1m at *MHW* MLLW, corrected by *approved* predicted tides.

► *approved* An uncharted pile, baring *2.7* 3.0m at *MHW* MLLW, corrected by predicted tides, was found at latitude 28°36'57.35"N, longitude 096°37'09.04"W (PN 5086).

There are six discontinued spoil areas located within the survey area. The main scheme hydrography was split to 50 meters in these spoil areas. The soundings in the spoil areas agreed well with the soundings outside these areas. The hydrographer recommends that the discontinued spoil areas be removed from the chart and the present survey soundings be charted. The discontinued spoil areas are centered around the following positions.

<u>latitude</u>	<u>longitude</u>
28°37'48"N	096°35'54"W
28°37'15"N	096°36'15"W
28°37'21"N	096°36'51"W

<u>latitude</u>	<u>longitude</u>
28°36'48"N	096°35'30"W
28°36'30"N	096°36'00"W
28°35'00"N	096°35'48"W

King Fisher Marine Service maintains the dredging for all of the channels in the area. Mr. Waymon Boyd Exec. Vice-President (phone 512-552-6751) informed the hydrographer that the remaining charted spoil areas are still active. ✓

Three boat ramps not charted were located at latitude 28°36'24"N, longitude 096°37'02"W (PN 5071), latitude 28°35'01.87"N, longitude 096°34'18.82"W (PN 5054) and latitude 28°36'48.74"N, longitude 096°37'14.84"W (PN 5089). The hydrographer recommends that the ramps be charted at the surveyed positions. ✓
main
CONCUR

The pile charted at latitude 28°35'29.02"N, longitude 096°34'06.60"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 1 in Appendix VI)* Nothing was found. The hydrographer recommends that the charted visible pile be removed from the chart. ✓
CONCUR

The submerged pile charted at latitude 28°35'30.41"N, longitude 096°34'25.28"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 2 in Appendix VI)* Nothing was found. The hydrographer recommends that the charted submerged pile be removed from the chart. ✓
CONCUR

The submerged pile charted at latitude 28°35'29.61"N, longitude 096°34'42.76"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 3 in Appendix VI)* Nothing was found. The hydrographer recommends that the charted submerged pile be removed from the chart. ✓
CONCUR

The submerged pile charted at latitude 28°35'29.87"N, longitude 096°35'02.81"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 4 in Appendix VI)* Nothing was found. The hydrographer recommends that the charted submerged pile be removed from the chart. ✓
CONCUR

The pipe charted at latitude 28°35'11.59"N, longitude 096°36'06.04"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 5 in Appendix VI)* Nothing was found. The hydrographer recommends that the pipe be removed from the chart. ✓
main
CONCUR

* Filed with the hydrographic data.

The pipe charted at latitude 28°34'48.80"N, longitude 096°36'07.59"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 6 in Appendix VI)* Nothing was found. The hydrographer recommends that the pipe be removed from the chart. *main*
concur

The post charted at latitude 28°35'04.32"N, longitude 096°35'01.51"W no longer exists. A 25 meter radius circle dive was performed at the charted position, (see dive report site 7 in Appendix VI)* Nothing was found. The hydrographer recommends that the post be removed from the chart. *main*
concur

The platform charted at latitude 28°36'40'44"N, longitude 096°34'55.11"W no longer exists. The area was searched visually and nothing was found. A 25 meter radius circle dive was performed at the charted position, (see dive report site 8 in Appendix VI)* for any submerged obstructions. Nothing was found. The hydrographer recommends that the platform be removed from the chart. *concur*

The platform charted at latitude 28°36'34.12"N, longitude 096°34'55.20"W no longer exists. The area was searched visually and nothing was found. A 25 meter radius circle dive was performed at the charted position (see dive report site 9 in Appendix VI)* for any submerged obstructions. Nothing was found. The hydrographer recommends that the platform be removed from the chart. *concur*

The platform charted at latitude 28°36'44.87"N, longitude 096°35'10.79"W no longer exists. The area was searched visually and nothing was found. A 25 meter radius circle dive was performed at the charted position (see dive report site 10)* for any submerged obstructions. Nothing was found. The hydrographer recommends that the platform be removed from the chart. *concur*

The platform charted at latitude 28°36'31.85"N, longitude 096°35'09.87"W no longer exists. The area was searched visually and nothing was found. A 25 meter radius circle dive was performed at the charted position (see dive report site 11 in Appendix VI)* for any submerged obstructions. Nothing was found. The hydrographer recommends that the platform be removed from the chart. *concur*

The submerged pipe charted at latitude 28°37'36.34"N, longitude 096°34'29.71"W no longer exists. A 25 meter radius dive was performed at the charted position (see dive report site 12 in Appendix VI)* Nothing was found. The hydrographer recommends that the submerged pipe be removed from the chart. *concur*

The platform charted at latitude 28°36'12.4"N, longitude 096°35'10.3"W now exists as platform ruins, baring 2.0m at MLLW (using predicted tides). A detached position was taken on the platform ruins (PN 5034). A photograph of this feature is included *MLLW MHW*

in the survey data cahier. The hydrographer recommends that the platform be deleted at the charted location and platform ruins be charted at latitude $28^{\circ}36'12.39''N$, longitude $096^{\circ}35'10.29''W$. ✓
concur

The charted platform located by this survey at latitude $28^{\circ}35'53.25''N$, longitude $096^{\circ}35'53.93''W$ still exists. A detached position, number 5066, was taken on the platform. The hydrographer recommends that the platform be retained at the above position. ✓
concur
Platform bares 2.6 m at MHW

The charted platform located by this survey at latitude $28^{\circ}35'46.27''N$, longitude $096^{\circ}34'03.69''W$ still exists. A detached position was taken on the platform (PN 5024). The hydrographer recommends that the platform be retained at the above position. ✓
concur
Platform bares 2.4 m at MHW.

The charted platform located by this survey at latitude $28^{\circ}36'03.13''N$, longitude $096^{\circ}34'06.55''W$ now exists as platform ruins. A detached position, number 5029, was taken on the platform ruins. A photograph of this feature is included in the survey data cahier. The hydrographer recommends that the charted platform be replaced by platform ruins at the above position. ✓
concur
Ruins bare 2.8 m at MHW

The obstruction PA charted at latitude $28^{\circ}35'56''N$, longitude $096^{\circ}36'00''W$, was found to be a submerged wreck, marked by buoy WR4A. A detached position, number 5052 was taken on the submerged wreck. The hydrographer recommends that the obstruction be removed from the chart and a ~~dangerous~~ ^{visible} submerged wreck be charted at latitude $28^{\circ}35'57.02''N$, longitude $096^{\circ}35'59.39''W$. ✓
concur
wreck covers 0.1 m at MLLW.

An uncharted pile was located at latitude $28^{\circ}35'15.68''N$, longitude $096^{\circ}37'09.74''W$. Detached position number 2248 was taken on the pile. The hydrographer recommends that a pile symbol be charted at the position listed above. This pile is not considered a danger to navigation because of it's proximity to shore. main
concur
Pile bares 2.2 meters at MHW.

An uncharted post was located at latitude $28^{\circ}35'01.30''N$, longitude $096^{\circ}34'44.73''W$. Detached position number 5059 was taken on the post. The hydrographer recommends that a post symbol be charted at the position listed above. This post is not considered a danger to navigation because of it's proximity to shore. main
Do not concur
Chart as a fence, see smooth sheet.

Uncharted piles were located at latitude $28^{\circ}35'01.37''N$, longitude $096^{\circ}34'41.97''W$. Detached position 5058 was taken on the piles. The hydrographer recommends that a pile symbol be charted at the position listed above. These piles are not considered a danger to navigation because of their proximity to shore. main
concur
Piles uncover 0.8 meters at MLLW.

An uncharted pier was located at latitude $28^{\circ}35'00.94''N$, longitude $096^{\circ}34'40.72''W$. Detached position number 5057 was taken on the pier. A photograph of this feature is included in the survey data cahier. The hydrographer recommends that a pier be charted at the position listed above. main
concur
Pier bares 0.9 meters at MHW.

An uncharted pile was located at latitude 28°35'02.61"N, longitude 096°34'28.83"W. Detached position number 5055 was taken on the pile. The hydrographer recommends that a pile symbol be charted at the position listed above. This pile is not considered a danger to navigation because of it's proximity to shore. Piles bares 0.8 meters at MLLW.

main
concur

Uncharted ruins were located at latitude 28°35'01.43"N, longitude 096°34'31.64"W. Detached position number 5056 was taken on the ruins. The hydrographer recommends that ruins be charted at the position listed above. These ruins are not considered a danger to navigation because of there proximity to shore. Ruins awash at MLLW.

main
concur

An uncharted mooring buoy was located at latitude 28°34'43.21"N, longitude 096°36'47.11"W. Detached position number 5047 was taken on the buoy. The water around the buoy is too shallow for mooring. It appears that the buoy is being used to mark the left side of the channel going to King Fisher Marine in Chocolate Bay. The hydrographer recommends that a mooring buoy symbol be charted at the position listed above.

main
concur

An uncharted submerged wreck was located at latitude 28°37'04.36"N, longitude 096°37'14.94"W. The wreck was located with an echo sounder and detached position number 2052 was taken on the wreck. Mr. Waymond Boyd, Exec. Vice President of King Fisher Marine informed us by phone (512-552-6751) that the wreck was a floating dry dock. The pontoons were removed and the hull was flattened with a crane. This wreck is located in a foul area recommended for charting as part of item 5304, and is not considered a danger to navigation because of it's proximity to shore. This wreck is within a foul limit line, annotated by foul w/ wrecks, see smooth sheet.

✓
concur

An uncharted row of 2 inch diameter pipes was found at latitude 28°37'25.99"N, longitude 096°37'11.61"W (PN 5100 on offshore end) which extend from shore. They are awash at MLLW corrected by predicted tides. This feature was not considered a danger to navigation because of it's proximity to shore. Chart row of piles, uncovers 0.2 meters at MLLW.

✓

There was no hydrography run in the small basin located at latitude 28°37'24"N, longitude 096°37'21"W in Lynn Bayou because the area was roped off with steel cable. See Encl Report, section 3

✓

The charted 4 foot depth located at latitude 28°35'51"N, longitude 096°34'50"W no longer exists. A development was run at 25 meter line spacing and the shallowest depth found was 6.2 feet (1.9 meters). The hydrographer recommends that the 4 foot depth be removed from the chart and the present survey soundings be charted.

✓
concur

The charted 5 foot depth located at latitude 28°35'41"N, longitude 096°34'27.5"W no longer exists. A development was run at 25 meter line spacing and the shallowest depth found was 7.2 feet (2.2 meters). The hydrographer recommends that the 5 foot depth be removed from the chart and the present survey soundings be charted.

✓
concur

The uncovering shoal charted at latitude 28°36'55"N, longitude 096°36'21"W still exists. The main scheme hydrography in the area was split to 50 meters. The development shows that the shoal has moved to the northwest of the charted area. The hydrographer recommends that the shoal be recharted as shown on the final field sheet at latitude 28°36'58.8"N, longitude 096°36'21.9"W. *Chart area as shown on the smooth sheet with a least depth of 0.2 meters at MLLW.*

✓
CONCUR

The uncovering shoal charted at latitude 28°36'45"N, longitude 096°33'57"W no longer exists. A development of 25 meter line spacing was run and there was no indication of a shoal. The soundings from the development agree with the main scheme soundings in the area. The hydrographer recommends that the shoal be removed from the chart and the present survey soundings be charted. *Depths of 11 meters were found on this survey.*

✓
CONCUR

The uncovering shoal charted at latitude 28°36'21"N, longitude 096°33'58"W no longer exists. A development of 25 meter line spacing was run and there was no indication of a shoal. The soundings from the development agree with the main scheme soundings in the area. The hydrographer recommends that the shoal be removed from the chart and the present survey soundings be charted. *Soundings in the area are between 1.4m (4.6 ft) and 1.6m (5.2 ft) at MLLW.*

✓
CONCUR

The shoal charted at latitude 28°36'54"N, longitude 096°36'03"W no longer exists. The main scheme hydrography was split to 50 meters and there was no indication of a shoal. The soundings from the development agree with the main scheme soundings in the area except for a 0.9 meter depth, which was found inside an active spoil area. The hydrographer recommends that the present survey soundings be charted in this area.

✓
CONCUR

The 3 foot sounding charted at latitude 28°37'45"N, longitude 096°34'02"W no longer exists. A development was run at 25 meter line spacing and the shallowest depth found was 5.9 feet (1.8 meters). The hydrographer recommends that the 3 foot depth be removed from the chart and the present survey soundings be charted.

✓
CONCUR

The 3 foot sounding charted at latitude 28°37'35"N, longitude 096°34'02"W no longer exists. A development was run at 25 meter line spacing and the shallowest depth found was 5.9 feet (1.8 meters). The hydrographer recommends that the 3 foot depth be removed from the chart and the present survey soundings be charted.

✓
CONCUR

The 1 foot sounding charted at latitude 28°36'55"N, longitude 096°34'03"W no longer exists. A development was run at 25 meter line spacing and the shallowest depth found was 5.2 feet (1.6 meters). The hydrographer recommends that the 1 foot depth be removed from the chart and the present survey soundings be charted.

✓
CONCUR

The charted soundings and the present survey soundings agree to within 0.4 meters (1.3 feet). The soundings from the main scheme hydrography that cross the Port Lavaca Channel disagree with the soundings from the center line run in the channel by as much as 2.5 meters (8.2 feet). Predicted tide errors notwithstanding, the

✓

primary reason for this difference is that the channel was dredged between the times that the main scheme hydrography and the channel lines were run. *Main scheme hydrography was rejected and channel lines are shown on the smooth sheet. See Enac Report, section 4.*

The U.S. Army Corps of Engineers controlling depth for the centerline of the Matagorda Ship Channel as it traverses this survey area is 31³/₀ feet, which was also the least depth found on this survey near Light 76 at latitude 28°37'44"N, longitude 096°34'09"W.

The U.S. Army Corps of Engineers controlling depth for the centerline of the Port Lavaca Channel from the junction with the Matagorda Ship Channel to the turning basin at Lynn Bayou is 12⁷/₇ feet. Least depths found on this survey were 13⁵/₅ feet. *(3.8m)*

The U.S. Army Corps of Engineers controlling depth for the Port Lavaca Channel (designated Lavaca Bay Channel in the U.S.C.G. Light List) to the mouth of the Lavaca River is 2⁵/₈ feet. Least depth found on this survey was 6⁹/₅ feet.

O. ADEQUACY OF SURVEY ✓

This survey is a complete basic hydrographic survey and is adequate to supersede all prior surveys within the common areas.

Awois 5321, submerge, retain as charted, inadequate investigation.

Do not count

P. AIDS TO NAVIGATION ✓

There are 10 floating aids to navigation located within the survey area. A comparison between the surveyed position, the charted location, and the U.S.C.G. Light List, Volume IV, 1991 position is shown in the table which follows.

=====				
	Survey	Dist./Dir fr.		
NAVAID/PN	Position	Charted Location	LL No.	LL Position
=====				
PLC N"6"	28/36.4N	30 meters NE ✓	26653	28/36.4N
PN 5016	96/35.2W			96/35.2W
PLC N"10"	28/37.0N	20 meters N ✓	26673	28/37.0N
PN 5105	96/36.5W			96/36.5W
PLC N"14"	28/37.2N	On Station ✓	26687	28/37.2N
PN 5101	96/37.1W			96/37.1W
CBC C"1"	28/36.0N	On Station ✓	26721	28/36.0N
PN 5035	96/35.6W			96/35.6W
CBC C"3"	28/35.8N	On Station	26722	28/35.8N <i>(see next page)</i>

NAVAID/PN	Survey Position	Dist./Dir fr. Charted Location	LL No.	LL Position
CBC C"3" PN 5036	28/35.8N 96/35.8W	On Station <i>20 meters N.E.</i>	26722	28/35.8N 96/35.8W
CBC C"5" PN 5038	28/35.5N 96/36.0W	On Station <i>20 meters N.W.</i>	26723	28/35.5N 96/36.0W
CBC C"7" PN 5039	28/35.3N 96/36.2W	On Station ✓	26724	28/35.3N 96/36.2W
MPJ Can PN 5026	28/35.8N 96/34.0W	50 meters NW ✓	26465	28/35.8N 96/34.0W
WR "4A" PN 5050	28/35.9N 96/36.0W	On Station ✓	Not Listed	
CBC Can PN 5037	28/35.7N 96/35.9W	Not Charted ✓	Not Listed	

PLC - Port Lavaca Channel
 CBC - Chocolate Bay Channel
 MPJ - Matagorda Bay Port Lavaca Channel Junction Buoy

The WR "4A" buoy shown in the table above is currently charted as "WR-4". The actual buoy is designated "WR 4A" and should be charted as such. *COMMENT*

Chocolate Bay Channel "Can" listed in the table above is a privately maintained green can buoy which is recommended for charting at the surveyed position. Kingfisher Marine Company maintains this buoy. *COMMENT*

All of the floating aids serve the purpose for which they were intended. *Floating Aids positions are listed in section 7.d. of ERM Report. COMMENT*

There are 32 non-floating aids to navigation which were located as part of this survey. All of the surveyed positions for the non-floating aids agreed with the charted locations. They also agreed well with the aero-triangulated positions for the Matagorda Ship Channel Ranges "C" and "D" Lights, Matagorda Ship Channel Lights 74, 76, 77, and 78, and the Port Lavaca Channel Lights 5 and 12. With the exception of Light 75 discussed below, no other aids were located by aero-triangulation. The following exceptions to position agreement were noted.

Non-floating Aids positions are listed in section 7.d. of ERM Report.

► The surveyed and the charted positions for the Matagorda Ship Channel Light 75 (USCGLL # 26530) are 120 meters north of the aero-triangulated position. The U. S. Coast Guard Aids to Navigation Team in Port O'Connor, Texas informed us by phone that this light was destroyed in July 1989 and replaced the same month at the charted position. The hydrographer recommends this light be charted at the position obtained by this survey. concur

► Lavaca Bay Channel Daybeacon 2 (USCGLL# 26725) was found 70 meters northeast of the charted position. The surveyed and Light List positions agree well.

► Port Lavaca Channel Daybeacon 3 (USCGLL# 26650) was found 50 meters northwest of the charted position. No position for this aid is shown in the Light List.

⁸⁰ ► Port Lavaca Channel Daybeacon 7 (USCGLL# 26660) was found 100 meters northwest of the charted position. No position for this aid is shown in the Light List.

► Port Lavaca Channel Daybeacon 9 (USCGLL# 26670) was found ⁹⁰ 80 meters northwest of the charted position. No position for this aid is shown in the Light List.

► Port Lavaca Channel Daybeacon 11 (USCGLL# 26675) was found 75 meters east of the charted position. No position for this aid is shown in the Light List.

¹⁵⁰ ► Port Lavaca Channel Daybeacon 13 (USCGLL# 26685) was found 120 meters southeast of the charted position. No position for this aid is shown in the Light List.

¹³⁵ ► Matagorda Ship Channel Light 69 (USCGLL# 26500) was found 150 meters north of the charted position. No position for this aid is shown in the Light List.

► Matagorda Ship Channel Light 70 (USCGLL# 26505) was found 150 meters north of the charted position. No position for this aid is shown in the Light List.

► Matagorda Ship Channel Light 72 (USCGLL# 26515) was found ⁷⁰ 50 meters southeast of the charted position. No position for this aid is shown in the Light List.

► Matagorda Ship Channel Light 78 (USCGLL# 26545) was found ³⁰ 75 meters northeast of the charted position. No position for this aid is shown in the Light List.

► Port Lavaca Harbor of Refuge Daybeacon 2 (USCGLL# 26705) was found 50 meters northwest of the charted position. The surveyed position agrees well with the position shown in the Light List.

Lavaca Bay Daybeacon 2 (USCGLL# 26690) located at latitude 28°37'12"N, longitude 096°36'49.5"W no longer exists. The U. S. Coast Guard Aids to Navigation Team in Port O'Connor, Texas informed us by phone that the daybeacon was put in at the wrong position and was listed in the wrong place in the light list. The Coast Guard Cutter Anvil has since pulled this daybeacon. The hydrographer recommends that the daybeacon be removed from the chart. *concur*

Port Lavaca Channel Leading Light was plotted on the final field sheet using the aero-triangulated position. A detached position could not be taken on this light because the light is located on shore and the control in Lynn Bayou was poor. The hydrographer recommends that the light be charted using the aero-triangulated position. *concur*

The third order positions of two ranges, Matagorda Ship Channel Ranges "C" and "D", which fall within the limits of this survey, were compared with the U.S.C.G. Light List, Volume IV as follows.

<u>Range</u>	<u>USCG Az</u>	<u>3rd Order Az</u>	<u>USCG Dist</u>	<u>3rd Order Dist</u>
"C"	308°30'	308°30.4'	1829m	1821m
"D"	181°27'	181°24.3'	608m	602m

No submarine cables, apparent pipeline crossings, overhead cables, ferry routes, nor overhead pipelines are within the survey area. *concur*

The charted bridge crossing Lynn Bayou should remain as charted. The vertical and horizontal clearances were checked and agree with the chart. *concur*

No new landmarks were located within the survey area. Landmarks portrayed on the manuscript were verified from seaward by visual inspection. No discrepancies were found with the landmarks portrayed on shoreline manuscripts T-01650 and T-01651. *concur*

Two landmarks were located in the survey area and are shown on the smooth sheet.

Q. STATISTICS ✓

<u>Description</u>	<u>770</u>	<u>1292</u>	<u>Total</u>
	<i>unknown</i>	<i>unknown</i>	<i>2148</i>
Total Number of Positions	2568	212	2770
Total Lineal Nautical Miles of Hydrography	305	0	305
Square Nautical Miles of Hydrography	18	0	18
Days of Production	26	15	41
Detached Positions	10	129	139
Bottom Samples	0	33	33
Tide Stations	-	-	3
Velocity Casts	9	0	9

R. MISCELLANEOUS ✓

All positions listed in this report are based on the North American Datum of 1983 (NAD 83).

Ten position numbers were duplicated. The PC-DAS on-line acquisition program periodically loses position number count and ends up one position number short; this often leads to duplication of the first position number on the next line. In addition, using the selected sounding interval function can also lead to duplicated positions as mentioned in section F of this report.

Thirty-three bottom samples were taken and submitted to the Smithsonian Institution on December 12, 1991, as directed in Section 6.7 of the project instructions. Bottom sample positions are plotted on an overlay and are listed on the Oceanographic Log Sheet-M, NOAA Form 75-44, which may be found in the "Separates to be Included With Survey Data" *

The geographic name "Gallinipper Reef" charted in the vicinity of latitude 28°36'30"N, longitude 096°34'15"W is recommended for removal from charts 11316 and 11317. A reef no longer exists in this area. Local users also no longer acknowledge this area as Gallinipper Reef. The name was not included on the "List of Geographic Names" included in ~~Appendix IV~~ of this report. *submit to Huck Harrington*

No anomalous currents were observed in the survey area.

S. RECOMMENDATIONS ✓

Specific recommendations concerning this survey are made in sections "J", "N", and "P" of this report. No inadequacies, additional work, nor further investigations were identified after field work was completed. *See AWDIS Item 5321.*

T. REFERRAL TO REPORTS ✓

<u>Title</u>	<u>Transmittal Information</u>
Descriptive Report to Accompany Surveys H-10390 and H-10381	Pacific Hydrographic Section N/CG245 Seattle, WA (1991)
Horizontal Control Report for OPR-K228-AHP2	Field Photogrammetry Section N/CG23322 Norfolk, VA (1991)
Chart Sales Agent Report	Chart Distribution Branch N/CG33 Rockville, MD (1991)

* Filled with the hydrographic data.

<u>Title</u>	<u>Transmittal Information</u>
User Evaluation Report	Atlantic Hydrographic Section N/CG244 Norfolk, VA (1991)
Chart Inspection Report	Atlantic Hydrographic Section N/CG244 Norfolk, VA (1991)
Coast Pilot Report	Pacific Hydrographic Section N/CG245 Seattle, WA (1991)

Submitted by:

Glenn D. Hendrix
Surveying Technician, Atlantic Hydrographic Party Two

AWOIS NO: 2501

Item Description: Approximate position of 65ft long unmarked wreck of fishing vessel "Fina V".

Source: LNM4/76 (1/28/76) 8th CGD

AWOIS Position: Lat - 28/35/48.99 Lon - 96/34/00.91

Required Investigation: SD, BD, DI Search Radius: 100 meters on either side of the channel.

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 13, 1991 DN 317
January 21, 1992 DN 021

Position Numbers: 5023,5199 Launch Number: 1292

Investigation Used: VS, BD Positioning: Falcon R/R

Investigation Summary: A visible wreck was found (DN 317) south of the channel. A 125 meter radius circle drag was conducted (DN 021) from the center AWOIS position limited to the north side of the channel without a hang. Given the search radius requirements stating "100m on either side of the channel", the fact that the wreck has an approximate position and the AWOIS history does not state whether the wreck is submerged or exposed; the hydrographer concludes that the visible wreck found is AWOIS 2501. A detached position was taken at the center of the wreck.

CHARTING RECOMMENDATION

The Hydrographer recommends deleting the charted submerged wreck PA, at Lat 28°35'49.0"N, Lon 96°34'00.9"W, and charting a visible wreck on the south side of the channel at the position below. *Correct*

Recommended Position: lat. 28°35'46.2"N, lon. 096°34'04.2"W.

Recommended Least Depth: The wreck was found ^{bearing} 1.5m at 1559z (DN 317), corrected to 1.7m at ^{in HW} MLLW based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5296

Item Description: Unlabeled pier, like structure not attached to shore appeared on chart 11317 prior to 1980. Position scaled at mid-point of structure from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/48.98 Lon - 96/37/00.92

Required Investigation: VS, SD, BD Search Radius: 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): November 20, 1991

DN(s): 324

Position Numbers: 1271

Launch Number: 0770

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A detached position was taken at the offshore end of a wooden breakwater that extends to shore.

CHARTING RECOMMENDATION

The hydrographer recommends charting a breakwater extending to shore at the position below. Chart 11317 portrays this feature with a solid line extending toward shore, but incorrectly shows a gap at shore. The shoreline manuscript shows a dashed line indicating ruins and is incorrect.

correct
✓

Recommended Position: Lat 28°37'46.73"N, Lon 96°36'57.42"W

Recommended Least Depth: The breakwater was found ^{uncovered} ~~baring~~ 1.0m at 1626z (DN 324), corrected to 1.0m at MLLW based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5297

Item Description: Line of piling extending from shore appeared on chart 11317 prior to 1980. Position scaled at mid-point of row of piling from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/46.98 Lon - 96/37/02.92

Required Investigation: VS,BD,DI,SD Search Radius: 100m swath

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): November 20, 1991

DN(s): 324

Position Numbers: 1270

Launch Number: 0770

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A detached position was taken at the offshore end of 2 rows of pilings (5m apart) extending from shore.
Shown as a single row of piles on the smooth sheet.

CHARTING RECOMMENDATION

The Hydrographer recommends that the charted pilings be recharted at the recommended position. *correct*

Recommended Position: Lat 28°37'45.08"N Lon 96°36'55.38"W ✓

Recommended Least Depth: The pilings were found uncovered 0.5m to baring 1.0m at 1609z, Dn 324, corrected to ^{uncovered} bare 1.0m (at tallest piles) at MLLW based on ^(0.5m-1.0m) predicted tides.
approved

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5300

Item Description: Platform in ruins which bare at MHW. Position scaled from inset of chart 11317.

Source: CL1031/79 -- USPS

AWOIS Position: Lat - 28/37/32.98 Lon - 96/35/46.91

Required Investigation: VS,BD,DI,SD Search Radius: 25 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 22, 1991 DN 326

Position Numbers: 5098 Launch Number: 1292

Investigation Used: VS Positioning: Falcon R/R

Investigation Summary: A detached position was taken on a leaning wood pile, found at the charted location of this item.

CHARTING RECOMMENDATION

The Hydrographer recommends the charted platform ruins be recharted at the recommended position. ✓
comment

Recommended Position: Lat 28°37'32.59⁶⁰"N Lon 96°35'46.52"W

Recommended Least Depth: The piling was found ^{uncovered} ~~baring~~ 2.0m at 2029z, DN 326, corrected to ^{bare} 2.3m at MLLW based on ^{1.7m} ~~predicted~~ tides. _{MHW} ^{Approved}

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5302

Item Description: Platform in ruins which bare at MHW appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/38/01.98 Lon - 96/34/02.91

Required Investigation: VS,BD,DI,SD **Search Radius:** 25 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): November 11, 1991

DN(s): DN 315

Position Numbers: 5012

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A detached position was taken on wooden platform ruins (approx 2m square).

CHARTING RECOMMENDATION

The Hydrographer recommends that the charted platform ruins be recharted at the recommended position. ✓
comart

Recommended Position: Lat 28°38'01.94₅"N Lon 96°34'03.08"W

Recommended Least Depth: The platform was found uncovered 0.1m at 1626z, DN 315, corrected to 0.2m at MLLW based on ~~predicted~~^{approved} tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5303

Item Description: Approximate position of three piles that uncover at sounding datum. Position of center pile in row scaled from inset of chart 11317.

Source: CL1255/75 USPS

AWOIS Position: Lat - 28/37/11.98 Lon - 96/37/11.92

Required Investigation: VS, BD, DI, SD Search Radius: 100m swath

Charts Affected: 11317

INVESTIGATION

Date(s): January 22, 1992

DN(s): 022

Position Numbers: 5208-5210

Launch Number: 1292

Investigation Used: VS

Positioning: Falcon R/R

Investigation Summary: A row of old piles and dolphins were found extending along the shoreline and continuing offshore. The alongshore piles were at or near the high water line and were not located. Rip-rap and other debris were scattered along the shoreline to prevent erosion. One pile and two dolphins were located offshore by detached position. These features differ by as much as 35 meters when compared to the chart enlargement. Due to the fact that the piles are charted as approximate positions, and the fact that the located piles and dolphins were old, the hydrographer concludes that the located features are those referred to by this item.

CHARTING RECOMMENDATION

The Hydrographer recommends deleting the charted Piles PA and charting a pile and dolphins as listed below.

Concur

Recommended Position: a) Pile at Lat 28°37'11.6"N, Lon 96°37'10.6"W, b) Dolphin at Lat 28°37'11.0"N, Lon 96°37'11.7"W, c) Dolphin at Lat 28°37'10.5"N, Lon 96°37'12.8"W

Recommended Least Depth: a) bares 1.6m at 1915z, corrected to 1.3m at ~~MLLW~~^{MHW}, b) bares 6.0m at 1919z, corrected to 5.7m at ~~MLLW~~^{MHW}, c) bares 3.2m at 1923z, corrected to 3.0m at ~~MLLW~~^{MHW}. Tide corrections based on ~~predicted~~^{approved} tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5304

Item Description: Approximate position of dangerous submerged wreck^{PA} appeared on chart 11317 prior to 1980. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/10.98 Lon - 96/37/08.92

Required Investigation: VS, BD, DI, SD Search Radius: 50 meters

Charts Affected: 11317

INVESTIGATION

Date(s)/DN(s): November 21, 1991 DN 325

Position Numbers: 5092-5094 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: Upon visual inspection the mangled steel wreckage of numerous barges was found strewn throughout the area. Detached positions were taken to delimit the foul area.

This item should have shown up on the shoreline manuscript.

CHARTING RECOMMENDATION

The Hydrographer recommends charting ^{this} ~~a foul~~ ^{as foul with wrecks} area, delimited by the following positions. *Conced*

Recommended Position: ✓

- NW offshore corner - lat. 28°37'09.2"N, lon. 96°37'08.8"W
- So. offshore corner - lat. 28°37'07.5"N, lon. 96°37'09.8"W
- So. inshore end - lat. 28°37'06.4"N, lon. 96°37'11.8"W

Recommended Least Depth: The wreckage was found uncovered 0.6 meters at 1648z, corrected to 0.5 meters at MLLW based on ~~predicted~~ ^{approved} tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5305

Item Description: Submerged obstruction appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/10.98 Lon - 96/37/05.92

Required Investigation: VS,BD,DI,SD Search Radius: 100 meters

Charts Affected: 11317

INVESTIGATION

Date(s): January 28, 1992

DN(s): 028

Position Numbers: 2029-2050

Launch Number: 0770

Investigation Used: ES

Positioning: Falcon R/R

Investigation Summary: Echosounder development was done with 10m line spacing on north/south lines and 25m line spacing on east/west lines. The obstruction is an oyster bed extending offshore from the foul area littered with wrecks (see AWOIS 5304).

A bottom sample was taken at the pole sounding site of the least depth. The sample contained oyster shells.

CHARTING RECOMMENDATION

The hydrographer recommends the charted submerged obstruction be removed from the chart and a shoal extending from shore be charted, based on soundings obtained on H-10411. Position of least depth over shoal is shown below. *confirm*

Recommended Position: Lat 28°37'09.54"N Lon 96°37'05.84"W

Recommended Depth: A pole sounding was taken at the shallowest point, position 2050, with a depth of 0.9m at 2147Z, corrected to ~~predicted~~ ^{approved} tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5306

Item Description: Piling bare at MHW appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/03.98 Lon - 96/37/15.92

Required Investigation: VS,BD,DI,SD Search Radius: 25 meters

Charts Affected: 11317

INVESTIGATION

Date(s): January 28, 1992

DN(s): 028

Position Numbers: 2051

Launch Number: 0770

Investigation Used: BD

Positioning: Falcon R/R

Investigation Summary: A 25m circle drag was conducted at the center AWOIS position with nothing found. *confirm*

CHARTING RECOMMENDATION

The hydrographer recommends the charted piling be removed from the chart. *confirm*

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5307

Item Description: L-shaped structure bare at MHW located about 40 meters from shore appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/36/56.98 Lon - 96/37/14.92

Required Investigation: VS,BD,DI,SD Search Radius: 100 meters

Charts Affected: 11317

INVESTIGATION

Date(s): November 21, 1991 DN(s): 325
December 6, 1991 340

Position Numbers: 5087-5148 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: Detached positions were taken at the SE end (pos. 5087) and the NW corner (pos. 5148) of a L-shaped concrete rip-rap breakwater. The breakwater is just inshore of three derelict barges which are accurately portrayed on the shoreline manuscript. This item should have also shown up on the shoreline manuscript.

CHARTING RECOMMENDATION

The Hydrographer recommends that the "L" shaped structure be noted as a rip-rap breakwater and recharted at the recommended positions. *correct*

Recommended Position: 5087> lat. 28°36'56.02"N lon. 096°37'12.95"W ✓
5048> lat. 28°36'58.04"N lon. 096°37'14.00"W

Recommended Least Depth: The breakwater was found baring 1.1m at 1603z, corrected to ^{0.8}1.1m at ^{MHW}MLLW based on ^{approved}predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5308

Item Description: Three piles bare at MHW appeared on chart 11317 prior to 1980 edition. Two piles fall along wharf at shoreline and are about 50 meters apart. The third pile lies about 50 meters offshore of the southerly pile of the other pile. Position scaled from inset of chart 11317 at center pile of three noted.

Source: Unknown

AWOIS Position: Lat - 28/36/52.98 Lon - 96/37/09.92

Required Investigation: VS, BD, DI Search Radius: 50m swath

INVESTIGATION

Date(s)/DN(s): November 21, 1991 DN 325

Position Numbers: 5083-5085 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: Upon visual inspection, detached positions were taken on the southern inshore (pos. 5083), the northern inshore (pos. 5085) and the offshore pile (pos. 5084) of an area of pilings. There was no one single pile at the northern inshore end, as described in the AWOIS listing. At the northern end, a detached position was taken at the center offshore end of a group of 6 piles (pos. 5085), approx 3m x 3m square. These items should have appeared on the shoreline manuscript.

CHARTING RECOMMENDATION

The Hydrographer recommends that the charted piles be recharted at the recommended positions. ✓
correct

Recommended Position: 5083> lat. 28°36'53.2¹/₂"N, lon. 096°37'09.6⁵/₆"W
5084> lat. 28°36'33.8⁹/₆"N, lon. 096°37'08.5⁵/₆"W
5085> lat. 28°36'54.6²/₆"N, lon. 096°37'10.5¹/₇"W

Recommended Least Depth: The southern inshore and offshore piles were found baring 3.0 meters at 1651z, corrected to 3²/₁₀ meters at MHW based on ~~predicted~~ ^{approved} tides. The northern inshore group of piles were found baring ~~2.0~~ ^{2.0} meters at 1652z, corrected to 2⁰/₁₀ meters at MLLW based on ~~predicted~~ ^{approved} tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5309

Item Description: Four small piers inside basin at Port Lavaca appeared on chart 11317 prior to 1980 edition. Position scaled at center of piers from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/36/49.98 Lon - 96/37/14.92

Required Investigation: VS, BD Search Radius: 25 meters

Charts Affected: 11317

INVESTIGATION

Date(s): January 22, 1992

DN(s): 022

Position Numbers: 5205-5206

Launch Number: 1292

Investigation Used: VS

Positioning: Falcon R/R

Investigation Summary: Four small finger piers (approximately 1 meter wide, 3 meters long) were found along the northerly shore, inside a small boat basin. Detached positions were taken at the offshore ends of the southwestern (pos. 5205) and northeastern-most piers (pos. 5206).

CHARTING RECOMMENDATION

The Hydrographer recommends charting four evenly spaced ^{floating} piers between the positions below. *comant*

Recommended Position: 5206> Lat 28°36'49.9"N, Lon 96°37'12.8"W
5205> Lat 28°36'49.2"N, Lon 96°37'14.4"W

Recommended Least Depth: The piers were found baring 1.0m at 1659z, corrected to ^{0.7}1.0m at ^{MLLW}MLLW based on ^{approved}predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5310

Item Description: Two rows of submerged piling appeared on chart 11317 prior to 1980 edition. Position scaled at offshore end of piling from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/36/38.98 Lon - 96/37/02.92

Required Investigation: BD, DI, SD Search Radius: 50m swath

Charts Affected: 11317

INVESTIGATION

Date(s)/DN(s): November 21, 1991 DN 325

Position Numbers: 5077 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: A detached position was taken at the center offshore end of two parallel rows of piles approximately 10-12 meters apart. The north row consists of 10 evenly spaced piles. The south row consists of 14 evenly spaced piles and is "L" shaped to the south, the leg paralleling shore and extending approximately 10-12 meters. Shallow water prevented taking a position on the inshore end, however both rows of piles are approximately 40 meters from shore, and extend perpendicular from shore. Per conversation with Mr. Waymon Boyd, Executive Vice President, King Fisher Marine Service (512-552-2656), these piles are from an uncompleted marine project in the 1950's from the A.L. Burris charter. The permits for a marina and for a dredged channel (AWOIS 5323) were issued, however, the marina lies incomplete and the channel was never dredged (see AWOIS 5323). This item should have shown up on the shoreline manuscript. A visual search of the surrounding shallow water area, with good bottom visibility, showed no evidence of submerged piling in this area. A drag was not conducted because of the proximity to the located piling.

CHARTING RECOMMENDATION

The Hydrographer recommends the deletion of the charted submerged piles located at the AWOIS position and charting an L-shaped double row of piles as described above. *coment*

Recommended Position: Lat ²⁹ 28° 36' 38.3" N, Lon ⁶⁸ 96° 37' 02.7" W ✓

Recommended Least Depth: The piles were found baring 1.8 meters at 1500z, corrected to bare 1.8^s meters at ^{MLLW} _(MLLW) based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5311

Item Description: Submerged obstruction first appeared on 1973 edition of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/36/17.98 Lon - 96/36/51.92

Required Investigation: VS, BD, DI, SD Search Radius: 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 20, 1991 DN 324

Position Numbers: 1272 Launch Number: 0770

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: A 0.7 meter diameter steel pipe (possibly an old wellhead) was found and located by detached position. A visual search of the shallow water area surrounding this located pipe showed no evidence of any other obstructions in this area. The bottom was clearly visible. A drag to clear the remaining required search radius was precluded because of the shallow water. The hydrographer also believes the located pipe to be the AWOIS described obstruction.

CHARTING RECOMMENDATION

The Hydrographer recommends the deletion of the charted obstruction and charting a submerged pipe at the position below. *confirm*

Recommended Position: Lat 28°36'17.6"N, Lon 96°36'50.9"W. ✓

Recommended Least Depth: The pipe was found awash at 1756z, corrected to *awash* at MLLW based on *predicted* tides. *approved*

Cover 0.1m

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5312

Item Description: Submerged obstruction appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/06.98 Lon - 96/36/27.91

Required Investigation: VS,BD,DI,SD **Search Radius:** 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): January 22, 1992/022

Position Numbers: 5207

Launch Number: 1292

Investigation Used: BD

Positioning: Falcon R/R

Investigation Summary: A 110 meter radius circle bottom drag was conducted, centered at the listed AWOIS position. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends the obstruction be deleted from the chart.

Consent

Recommended Position:

✓

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5313

Item Description: Approximate position of 39' x 14' wooden wreck of fishing vessel "Mary Ethel". Originally reported as visible with superstructure and rigging showing but later reported as no longer visible by USPS (CL-1455/81). Vessel owned by Leon Kalisek of Galveston, Texas.

Source: LNM38/80 (9/10/80) 8th CGD

AWOIS Position: Lat - 28/36/50.98 Lon - 96/35/45.91

Required Investigation: SD, VS, DI, BD **Search Radius:** 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): January 22, 1992

Position Numbers: 5204

Launch Number: 1292

Investigation Used: BD

Positioning: Falcon R/R

Investigation Summary: A circle bottom drag was conducted over the required search radius. No snags were encountered.

CHARTING RECOMMENDATION

The Hydrographer recommends deleting the dangerous submerged wreck, PA, from the chart. *Depths in the area are between 0.2 to 1.0 meters at MLLW.* *correct*

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5314

Item Description: Platform appeared on chart 11317 prior to 1980 edition. Item later reported by 8th CGD as COE platform visible only at low tide (LNM36/80).

Source: Unknown

AWOIS Position: Lat - 28/36/46.98 Lon - 96/36/13.91

Required Investigation: VS,BD,DI,SD **Search Radius:** 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): January 22 and 24, 1992 **DN(s):** 022 and 024

Position Numbers: 2027 **Launch Number:** 0770

Investigation Used: BD, DI **Positioning:** Falcon R/R

Investigation Summary: The required search area was covered by a circle bottom drag. One slight snag, difficult to hang onto, was encountered by the drag. A diver investigation of the hang proved to be an oyster bed which was not a significant feature relative to the surrounding bottom. No platform ruins were found.

CHARTING RECOMMENDATION

The hydrographer recommends the charted platform ruins be removed from the chart. ✓
Concur

Recommended Position:

Recommended Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5315

Item Description: Pile appeared on chart 11317 prior to 1976 edition. Position scaled from inset of chart 11317. Pile later reported by USPS as no longer visible (CL-1228\75).

Source: Unknown

AWOIS Position: Lat - 28/36/07.49 Lon - 96/34/25.91

Required Investigation: BD, DI, SD **Search Radius:** 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): January 21, 1992 DN 021

Position Numbers: 5200 **Launch Number:** 1292

Investigation Used: Bottom drag **Positioning:** Falcon R/R

Investigation Summary: A 50 meter radius circle bottom drag was conducted from the center AWOIS position. Nothing was found.

CHARTING RECOMMENDATION

The Hydrographer recommends the pile be deleted from the chart. ✓

Recommended Position: *Cancel*

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5316

Item Description: Pile appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317. Pile later reported by USPS as no longer visible on west side of channel (CL-1238/78).

Source: Unknown

AWOIS Position: Lat - 28/36/31.98 Lon - 96/34/03.91

Required Investigation: BD, DI, SD Search Radius: 50 meters

Charts Affected: 11317

INVESTIGATION

Date(s): December 13, 16, 18, 1991 DN(s): 347, 350, 352

Position Numbers: 5158-5165, 5167, 5171-5174 Launch Number: 1292

Investigation Used: BD, DI Positioning: Falcon R/R

Investigation Summary: During the bottom drag on DN 347 a hang occurred outside the AWOIS search radius. The drag was completed on DN 352 but stopped at the edge of Matagorda ship channel because the channel is to be dredged early in 1992. Nothing was found within the AWOIS search area.

A dive investigation on DN 350 on the hang discovered a concrete pile 1 foot in diameter with two pieces of wood attached to the top, extending approximately 1m off the bottom. Shrimp nets were found entangled on the obstruction (see dive investigation #1, site #13).

CHARTING RECOMMENDATION

The Hydrographer recommends the charted submerged pile at position Lat 28°36'31.98"N, Lon 096°34'03.91"W be deleted and the submerged pile found charted at the position below. *Concur*

Recommended Position: Lat 28°36'27.2"N Lon 096°34'04.3"W

Recommended Least Depth: The ^{obstr. (pile, concrete)} pile had a least depth of 1.0m corrected to 0.9m at MLLW based. on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5317

Item Description: The dangerous wreck of a barge reported sunk approximately 100 yards north of Matagorda Ship Channel Daybeacon 72. Wreck reported marked by a barrel. Position scaled from inset of chart 11317.

Source: NM22/66

AWOIS Position: Lat - 28/36/49.98 Lon - 96/33/57.91

Required Investigation: BD, DI, SD **Search Radius:** 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): January 22, 1992 DN 022

Position Numbers: 5214 **Launch Number:** 1292

Investigation Used: BD **Positioning:** Falcon R/R

Investigation Summary: A 100m circle bottom drag was conducted at the center AWOIS position with nothing found.

CHARTING RECOMMENDATION

The hydrographer recommends the charted dangerous wreck be deleted from the chart. *comul* ✓

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5318

Item Description: Approximate position of platform observed visually. Position scaled from inset of chart 11317. Platform later reported in ruins by USPS (CL1309/84).

Source: USPS

AWOIS Position: Lat - 28/37/19.98 Lon - 96/34/06.91

Required Investigation: VS,BD,DI,SD **Search Radius:** 50 meters

Charts Affected:

INVESTIGATION

Date(s): November 11, 1991

DN(s): 315

Position Numbers: 5004

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: Wooden platform ruins were found and located by detached position. Four piles remain of the structure (approx 2m x 2m); two piles cover and two piles bare.

CHARTING RECOMMENDATION

The hydrographer recommends revising the charted platform ruins to the following position and deleting the PA notation.

Recommended Positon: Lat 28°37'19.2₃"N, Lon 096°34'04.0₂"W. *concur* ✓

Recommended Least Depth: The ruins were found baring 1.3m at 1557z, corrected to 1.5₂m at ^{MLLW}_{mtw} based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5319

Item Description: Platform appeared on chart 11317 prior to 1976 edition. Position scaled from inset of chart 11317. Platform later reported in ruins by USPS (CL2204/75).

Source: Unknown

AWOIS Position: Lat - 28/36/49.48 Lon - 96/34/05.41

Required Investigation: VS, BD, DI Search Radius: 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): December 18, 1991 DN(s): 352
January 24, 1992 024

Position Numbers: 2024, 2025 Launch Number: 0770

Investigation Used: BD, DI Positioning: Falcon R/R

Investigation Summary: On DN 352 launch 1292 performed a 100m circle drag with one end attached to the bottom on DBN 71. Two hangs resulted from the drag, one outside the AWOIS search area (north of the daymark) and one inside (south of the daymark). A dive investigation (DN 024) on the north hang, position 2024, discovered a small amount of steel cable and oyster encrusted objects extending approximately 0.2m off the bottom (see dive investigation; dive #1 site #14). In the divers opinion this item was insignificant. A dive investigation (DN 024) on the south hang, position 2025, discovered an oyster encrusted object approximately 0.3m in diameter with steel cable, extending 0.3m off the bottom (see dive investigation; dive #1 site #15).

CHARTING RECOMMENDATION

The hydrographer recommends the charted platform ruins be deleted from the chart and submerged ^{obstruction} (platform ruins) be charted at the following position. *CONCUR*
✓

Recommended Position: 2025> Lat 28°36'49.67"N, Lon 096°34'03.93"W.

Recommended Least Depth: The ^{obstruction} ruins had a least depth of 1.4m at 1816z corrected to 1.6m at MLLW based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5321

Item Description: Pile appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/36/46.98 Lon - 96/33/58.91

Required Investigation: VS,BD,DI,SD Search Radius: 50 meters

Charts Affected: 11317

INVESTIGATION

Date(s)/DN(s): January 28, 1992

Position Numbers: 2028

Launch Number: 0770

Investigation Used: BD

Positioning: Falcon R/R

Investigation Summary: A 50m circle bottom drag was conducted at the center AWOIS position with nothing found.

CHARTING RECOMMENDATION

The hydrographer recommends the charted pile be deleted from the chart.

Recommended Position:

Recommended Least Depth:

*Do not cancel, retain as subm pile
The above position 2028, center of search
area was rejected, no other position was
found in the hydrographic file.*

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5322

Item Description: 6 foot reported 1982 depth note in channel at Port Lavaca. Position scaled from inset of chart 11317 at midpoint of channel.

Source: CPR5-11317(1983)

AWOIS Position: Lat - 28/36/58.98 Lon - 96/36/57.92

Required Investigation: ES Search Radius:

Charts Affected: 11317

INVESTIGATION

Date(s): November 12, 13, 1991 DN(s): 316, 317
January 15, 1992 015

Position Numbers: Launch Number: 0770

Investigation Used: ES Positioning: Falcon R/R

Investigation Summary: Mainscheme hydrography and development was conducted within the limits of the charted channel. Least depths were determined to be 1.4₃m at MLLW based on predicted tides.

CHARTING RECOMMENDATION

The hydrographer recommends the 6 ft rep 1982 depth note be changed to a 1.4₃ meters 1992 (4 feet 1992).

Recommended Position:

confirm
See Eume Report, section 7.C.

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5323

Item Description: 6 foot reported 1982 depth note in channel at Port Lavaca. Position scaled from inset of chart 11317 at midpoint of channel.

Source: CL1249/82--CPR5-11317(1983)

AWOIS Position: Lat - 28/36/47.98 Lon - 96/36/47.92

Required Investigation: BS --- Determine controlling depth.

Charts Affected: 11317

INVESTIGATION

Date(s): November 12,25, 1991 **DN(s):** 316,329

Position Numbers: **Launch Number:** 0770

Investigation Used: BS **Positioning:** Falcon R/R

Investigation Summary: Mainscheme hydrography and development was conducted within the limits of the charted channel. Controlling depth was determined to be 1.4m at MLLW based on ^{reported} predicted tides, which is consistent with the bottom topography proximate to the channel, thus the hydrographer determined that a dredged channel does not exist.

Further investigation was conducted with this item as with AWOIS 5310. Per a conversation with Mr. Waymon Boyd, Executive Vice President, King Fisher Marine Service (512-552-2656), the pilings associated with AWOIS 5310 and the charted channel are from an uncompleted marine project started in the 1950's. According to Mr. Boyd, the project and permits were known as the A.L. Burris charter, and he has never known of the existence of a channel at this location.

Per a conversation with Mr. Joe Gonzalez, U.S. Army Corps of Engineers (COE), Galveston District, Operations and Maintenance Branch (409-766-3968), this channel is not maintained by the COE. According to Mr. Gonzalez, the COE has no record of permits for this channel nor any record of its dredging history.

CHARTING RECOMMENDATION

After careful review of all information gathered from the hydrography from survey H-10411, local sources, and from the COE, the hydrographer concludes that the charted channel no longer exists and probably never existed since the marine project was never completed.

The hydrographer recommends deleting the charted channel located at Lat 28°36'47.98"W Lon 96°36'47.92"W. (Position taken from AWOIS listing, scaled from inset of chart 11317 (1:20,000) at midpoint of channel.)

*Do not cancel
See Form Report, section 7.C.*

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5324

Item Description: 4 foot reported 1982 depth note in channel at Port Lavaca. Position scaled from inset of chart 11317 at midpoint of channel. (Entrance to chocolate Bay)

Source: CPR5-11317(1983)

AWOIS Position: Lat - 28/35/07.99 Lon - 96/36/24.92

Required Investigation: ES Search Radius:

Charts Affected: 11316, 11317

INVESTIGATION

Date(s): November 6, 11, 1991 DN(s): 310, 315
January 21, 22, 30, 1992 021, 022, 030

Position Numbers: Launch Number: 0770

Investigation Used: ES Positioning: Falcon R/R

Investigation Summary: Mainscheme hydrography and channel lines were conducted within the limits of the charted channel. Least depths were determined to be 2.2₅m at MLLW based on predicted tides. *approved*

CHARTING RECOMMENDATION

The Hydrographer recommends the 4 ft reported 1982 depth note be changed to 2.2₅ meters 1992 (7⁸ feet 1992). This channel is dredged and maintained by Fisher King Marine Services.

Recommended Position:

Consent
See Envr. Report, section 7.c.

Recommended Depth:

Main

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5325

Item Description: Two piers appeared on chart 11317 prior to 1980 edition. Position scaled from inset of chart 11317 at seaward end of larger L-shaped pier.

Source: Unknown

AWOIS Position: Lat - 28/36/10.99 Lon - 96/36/47.92

Required Investigation: VS,BD,DI,SD Search Radius: 50m swath

Charts Affected: 11317

INVESTIGATION

Date(s)/DN(s): November 20, 1991/324

Position Numbers: 5070

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A detached position was taken at the SE corner of an L-shaped breakwater which protects the south and east sides of a small boat harbor. The breakwater is made of closely spaced piles with concrete rip-rap running along the offshore side of the piles. Another breakwater made of closely spaced piles lies approximately 35m north running perpendicular to shore. This harbor is very old, has shoaled in, and is not navigable.

CHARTING RECOMMENDATION

This feature is accurately depicted on the chart. The shoreline manuscript inaccurately portrays the feature as ruins. The charted position agrees well with the surveyed position. The hydrographer recommends that this feature be recharted at the recommended position. *Concur* ✓

Recommended Position: 5070> Lat 28°36'10.0"N Lon 096°36'47.3"W

Recommended Least Depth: This feature was found baring 1.3m at 2010Z, corrected to baring ^{0.9}1.3m at ^{MHW}MLLW based on ^{approved}predicted tides.

Breakwater from the shoreline map is shown in black on the smooth sheet (35 meters W.W. of L-shaped breakwater)

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5326

Item Description: 7 small piers appeared on chart 11317 prior to 1979 edition. Position scaled from inset of chart 11317 (1:20,000) at center pier position.

Source:

AWOIS Position: Lat 28°36'02.99"N Lon 96°36'48.42"W

Required Investigation: VS,BD,DI,##; 25 meter bottom sweep along offshore side of piers.

INVESTIGATION

Date(s)/DN(s): November 20, 1991/324

Position Numbers: 5068-5069

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: Upon visual inspection of the shoreline 9 concrete and cinder block groins were found evenly spaced and awash, approximately 10-12 meters long, 1.5 meters wide and connecting with the shoreline. These groins may be pier ruins, however, there is no evidence to suggest that. Water visibility was good and the boat was aground. Detached positions were taken at the offshore ends of the northernmost and southernmost groins.

CHARTING RECOMMENDATION

The shoreline manuscript accurately depicts the groins with the exception that there are actually 9 instead of 8. The hydrographer recommends that the charted groins be recharted at the recommended positions with nine groins instead of eight. The groins should be evenly spaced between the two positions. ✓
CMAA/CAN

Recommended Position: 5068> Lat 28°36'00.4"N Lon 096°36'47.2"W
5069> Lat 28°36'05.1"N Lon 096°36'48.2"W

Recommended Least Depth: The groins were found awash at 2006z, corrected to ^{COV 0.1meters} awash at MLLW based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5331

Item Description: Visible wreck reported at approximate position scaled from chart.

Source: USPS

AWOIS Position: Lat - 28/34/20.99 Lon - 96/37/17.92

Required Investigation: VS,BD,DI,SD Search Radius: 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): Nov 13/DN 317, Nov 20/DN 324 (1991)

Position Numbers: 5045,5061 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: A visible derelict barge approximately 80 meters (scaled) long, 10 meters wide was located oriented in a NW/SE direction. The scaled center position of the wreck was approximately 120 meters east of the AWOIS position. The NW corner lies at or just within the 100 meter search radius. Because of the reported position being approximate and the lack of a description of the reported wreck, the hydrographer concludes that this derelict barge is the visible wreck PA referred to by this item.

This feature should have shown up on the shoreline manuscript.

CHARTING RECOMMENDATION

The Hydrographer recommends revising the position of the charted visible wreck PA, to the center of the surveyed location (scaled from the detached positions) shown below and deleting the PA notation.

*main
cancel*

Recommended Position: Lat 28°34'21"N, Lon 96°37'13"W.

Recommended Least Depth: The wreck was found baring 2.0 meters at 1757z DN 317, corrected to baring 2.2 meters at MLLW based on predicted tides. *wreck shown to scale on the 1.8 approved smooth sheet.* *MLLW*

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5332

Item Description: 5 piles reported along southeast edge of channel in Chocolate Bay. Position scaled from chart 11317 at center pile.

Source: CL1619/77 USPS

AWOIS Position: Lat - 28/34/28.99 Lon - 96/36/50.92

Required Investigation: VS,BD,DI,SD Search Radius: 50m swath

Charts Affected: 11316,11317

INVESTIGATION

Date(s)/DN(s): November 13, 1991/317
January 22, 1992/022

Position Numbers: 5043,5046/5202-5203 Launch Number: 1292

Investigation Used: VS,BD Positioning: Falcon R/R

Investigation Summary: Detached positions were taken at the NE and SW ends of the northern row of a double row of piles (10 piles per row, rows are approx 4m apart). The piles were accurately portrayed on the shoreline manuscript with the exception that there were actually two rows of pilings.

Three more pilings remain charted to the NE of the piles already positioned. These pilings were put in by permit from the Corp of Engineers to King Fisher Marine Service. Per a conversation with Mr. Waymon Boyd, Executive Vice President, King Fisher Marine Service, (512-552-2656) these piles were destroyed by barges and two are to be replaced at the charted positions in early 1992. Fifty meter radius circle drags were conducted at the scaled positions for two missing piles with negative results. The north-easternmost piling, near the tip of land off Alamo beach was the one pile not destroyed. It is visible and located within a temporary steel platform structure, position number 5201.

CHARTING RECOMMENDATION

The Hydrographer recommends charting a double row of piles at:

Pos. 5043> NE end Lat 28°34'34.23"N, Lon 96°36'55.61"W
Pos. 5046> SW end Lat 28°34'16.86"N, Lon 96°37'11.85"W

The piles were found baring 4m at 1741Z and 1809Z respectively corrected to 4.2m at MLLW based on predicted tides.

Chart a pile at position 5201, lat. 28°34'53.7"N, lon 96°36'37.4"W, baring 1.5m at 1557Z corrected to 1.5m at MLLW based on predicted tides.

Delete the three piles located at (scaled positions):

Lat 28°34'45.5"N Lon 96°36'44.7"W
Lat 28°34'38.7"N Lon 96°36'51.6"W

COMPILATION NOTES

Chart

Applied As

cancel
main
3.8 MHW approved
MHW cancel

cancel

AWOIS NO: 5337

Item Description: Three dolphins reported at entrance to basin. Position scaled at northeast dolphin offshore from inset of chart 11317.

Source: USPS

AWOIS Position: Lat - 28/37/20.98 Lon - 96/37/23.92

Required Investigation: VS,BD,DI,SD **Search Radius:** 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 26, 1991/330

Position Numbers: 5108

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A detached position was taken at the offshore end of row of 3 dolphins extending to the west corner of a bulkhead. The 2 offshore dolphins are larger than the inshore dolphin.

These items should have shown up on the shoreline manuscript.

CHARTING RECOMMENDATION

The Hydrographer recommends the dolphins remain charted. *eman*

Recommended Position: 5108> lat 28°37'20.6"N lon 096°37'23.7"W

Recommended Least Depth: The dolphins were found baring 3.2 meters at 1632z, corrected to 3.0m at MLLW based on *predicted* tides. *approved*

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5338

Item Description: Pile appeared on first edition (dated 1971) of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/21.48 Lon - 96/37/19.92

Required Investigation: VS,BD,DI,SD **Search Radius:** 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): January 22, 1991/022

Position Numbers: 5211

Launch Number: 1292

Investigation Used: BD

Positioning: Falcon R/R

Investigation Summary: A 50 meter circle bottom drag was conducted at the center AWOIS position. Nothing was found.

CHARTING RECOMMENDATION

The Hydrographer recommends the charted pile be deleted from the chart.

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5339

Item Description: Pier appeared on first edition (dated 1971) of chart 11317. Position scaled from inset of chart 11317

Source: Unknown

AWOIS Position: Lat - 28/37/15.98 Lon - 96/37/20.92

Required Investigation: VS,BD,DI,SD Search Radius: 50 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 26, 1991 DN 330

Position Numbers: 5107 Launch Number: 1292

Investigation Used: Visual Positioning: Falcon R/R

Investigation Summary: This item was inaccurately described in the AWOIS listing as a pier. A detached position was taken at the SE corner of a wooden breakwater. The item is accurately portrayed on the shoreline manuscript with the exception of the SE end where the breakwater extends south approximately 10 meters.

CHARTING RECOMMENDATION

The breakwater is accurately portrayed on the shoreline manuscript. The hydrographer recommends that the breakwater be charted at the recommended position.

Recommended Position: Lat 28°37'16.0"N Lon 096°37'20.4"W

Recommended Least Depth: The breakwater was found uncovered 0.7 meters at 1616z, corrected to 0.5m at MLLW based on predicted tides. *uncovered 1.0m* *approved*

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5340

Item Description: Three piers in basin appeared on first edition (dated 1971) of chart 11317. Positon scaled at center pier from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat - 28/37/25.98 Lon - 96/37/29.92

Required Investigation: VS,BD,DI,SD **Search Radius:** 50 meters

Charts Affected: 11317

INVESTIGATION

Date(s): December 16, 1991

DN(s): 167

Position Numbers: N/A

Launch Number: N/A

Investigation Used:

Positioning: Falcon R/R

Investigation Summary: Per a conversation with Mr. Robert E. Clegg, a retired shrimp fishery operator and former property owner of the land contiguous to the Port Lavaca boat basin (512-552-9734), these piers were removed about 1970 or 1971 when the concrete bulkhead surrounding the basin was constructed. The piles and wood were used to build a shed on his ranch shortly thereafter.

CHARTING RECOMMENDATION

The Hydrographer recommends the deletion of the three piers charted in the boat basin near Lynn Bayou. ✓
Concur

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5369

Item Description: Four small piers appeared on first edition (dated 1971) of chart 11317. Position of southerly pier of 4 piers scaled from inset of chart 11317.

Source: Unknown

AWOIS Position: Lat 28/36/29.98 Lon 96/37/03.92

Required Investigation: VS,BD,DI,SD **Search Radius:** 25 meters

Charts Affected: 11317

INVESTIGATION

Date(s)/DN(s): November 21, 1991/325

Position Numbers: 5072-5075

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: Upon visual inspection of the shoreline, four sets of pier ruins were found. Pos. 5073 was taken at the offshore end of the only set of ruins which had pilings. Pos. 5072, 5074, and 5075 did not have pilings associated with them however, concrete and cinder blocks had been shored under and around all of the piers at the time of their existence. These ruins now exist as groins extending perpendicular to shore with the exception of Pos. 5072 which extends to shore 250° magnetic.

CHARTING RECOMMENDATION

The Hydrographer recommends charting pier ruins at the following positions:

- Pos. 5072 Lat 28°36'28.⁷⁹8"N Lon 96°37'02.⁶⁸7"W (extends 250° magnetic)
Found awash at 1437z, corrected to awash at MLLW.
- Pos. 5073 Lat 28°36'30.5"N Lon 96°37'02.5"W
Found bearing 1.5m at 1441z, corrected to bares 1.5m at ^{mHw}MLLW.
- Pos. 5074 Lat 28°36'31.3"N Lon 96°37'03.5"W
Found awash at 1444z, corrected to awash at MLLW.
- Pos. 5075 Lat 28°36'30.²⁹0"N Lon 96°37'01.⁸¹1"W
Found uncovered 0.3m at 1451, corrected to uncovers 0.3m at MLLW.

All corrected heights based on ^{approved} predicted tides.

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 5851

Item Description: 22ft fishing vessel reported sunk with 6 feet of mast and rigging extending above water. Vessel was later reported by 8th CGD as partially salvaged with hull in pieces and unsalvagable.

Source: LNM 35/84 (8/15/84) 8th CGD

AWOIS Position: Lat - 28/35/05.99 Lon - 96/35/20.91

Required Investigation: VS,BD,DI,SD **Search Radius:** 100 meters

Charts Affected: 11316, 11317

INVESTIGATION

Date(s)/DN(s): November 20, 1991/324

Position Numbers: 5060

Launch Number: 1292

Investigation Used: Visual

Positioning: Falcon R/R

Investigation Summary: A visible steel wreck (bay shrimp) was located. The hull was approximately 12 meters long, beam 4 meters, height to the top of the mast was 6.0 meters. The hull was uncovered and was found to have been partially dismantled at the bow with the hull plates peeled back or broken. This wreck was located approximately 130 meters NW of the AWOIS position in 0.8 meters of water. A thorough visual inspection was conducted. Water visibility was fair. The average depth of water in this area was 0.8 meters. Although the described length of the wreck located differs by 5.5 meters the hydrographer concludes that the wreck positioned is AWOIS 5851, due to the fact that the wreck generally matches the description given and has an approximate position. This wreck should have shown up on the shoreline manuscript.

CHARTING RECOMMENDATION

main

The Hydrographer recommends the submerged wreck, PA, located at Lat 28°35'06"N, Lon 96°35'21"W be removed from the chart and chart a visible wreck at the position below.

Recommended Position: Lat 28°35'08.0"N, Lon 96°35'25.3"W.

Recommended Least Depth: The wreck was found baring 6.0 meters to the top of the mast at 1617z, corrected to baring ~~6.0~~ 5.7 meters at MLLW based on ~~predicted~~ ^{approved} tides.

COMPILATION NOTES

Chart

Applied As

CONTROL STATIONS as of 23 Mar 1992

No	Type	Latitude	Longitude	H	Cart	Freq	Vel	Code	MM/DD/YY	Station Name
001	F	028:39:08.751	096:33:48.617	37	250	0.0	0.0	4	05/08/91	ALCOA 1990
002	F	028:40:17.831	096:38:14.547	6	250	0.0	0.0	1	05/08/91	BLUF 1990
003	F	028:39:44.601	096:34:56.482	0	250	0.0	0.0		05/08/91	CAUS 1990
004	F	028:34:59.694	096:36:29.910	0	139	0.0	0.0		05/08/91	CHOC 1990
005	F	028:33:23.435	096:31:27.214	6	250	0.0	0.0	C	05/08/91	INDI 1990
006	F	028:30:25.466	096:28:47.523	6	250	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		05/08/91	LAVACA RIVER LIGHT 3
008	F	028:34:07.669	096:33:55.899	0	250	0.0	0.0		05/08/91	MAGNOLIA 1934
009	F	028:35:58.914	096:34:14.621	0	139	0.0	0.0		05/08/91	MATAGORDA SHIP CH RNG C FRT LT
010	F	028:36:35.747	096:35:07.085	18	250	0.0	0.0	3	05/08/91	MATAGORDA SHIP CH RNG C R LT, 1989
011	F	028:35:46.233	096:34:02.389	0	139	0.0	0.0		05/08/91	MATAGORDA SHIP CH RNG D FRT LT
012	F	028:35:26.693	096:34:02.932	15	250	0.0	0.0		05/08/91	MATAGORDA SHIP CH RNG D R LT, 1989
013	F	028:38:45.466	096:33:40.337	0	139	0.0	0.0		05/08/91	MITCHELL 2 1956
014	F	028:38:23.410	096:36:38.092	5	250	0.0	0.0	5	05/08/91	NOLE 1990
015	F	028:39:26.181	096:35:09.366	0	250	0.0	0.0		05/08/91	PIER PK 1990
016	F	028:36:57.750	096:30:48.191	6	250	0.0	0.0	2	05/08/91	RHOD 1990
017	F	028:34:12.754	096:29:19.105	11	250	0.0	0.0	D	05/08/91	SAND 1990
018	F	028:43:17.941	096:36:36.066	6	250	0.0	0.0	6	05/08/91	VEDO 1990
019	F	028:38:37.047	096:33:47.871	0	250	0.0	0.0		05/08/91	ZEPH 1989
020	F	028:26:10.961	096:20:01.576	0	250	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		05/08/91	DSGOOD 2 1906
022	F	028:35:28.457	096:11:22.074	0	250	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		05/08/91	TURT 1991
024	F	028:36:26.852	096:24:20.045	0	250	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		05/08/91	VACA 1991
026	F	028:23:56.881	096:24:25.772	0	250	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		05/08/91	PLAT PK 1991
028	F	028:41:52.040	096:12:37.978	0	250	0.0	0.0		05/08/91	PALA 1991
029	F	028:38:33.081	096:14:06.706	0	250	0.0	0.0		05/08/91	INDY 1991
030	F	028:35:08.621	096:17:11.587	10	250	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		05/08/91	EROD 1991
032	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	BULL 1991
033	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	EARL 1991
034	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	3701 E 1989
035	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	IW MB PORT D CONNOR LT 2
036	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA SHIP CH N DREDGE LT
037	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA SHIP CH S DREDGE LT
038	F	000:00:00.000	000:00:00.000	39	250	0.0	0.0	7	05/08/91	PORT D CONNOR MUN TANK
039	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE L REAR LT
040	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE L FRONT LT
041	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE K FRONT LT
042	F	000:00:00.000	000:00:00.000	20	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE K REAR LT
043	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE A REAR LT
044	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE A FRONT LT
045	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	PORT D CONNOR CABLE TV MAST
046	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE B REAR LT
047	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATA 1934
048	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE B FRONT LT
049	F	000:00:00.000	000:00:00.000	20	250	0.0	0.0		05/08/91	MATAGORDA BAY RANGE H REAR LT
050	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	TRULL SAT
051	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	PALAPORT
052	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	SMYTH SAT
053	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/08/91	PGE 1934
054	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		05/24/91	COON 1991
088	F	000:00:00.000	000:00:00.000	0	250	0.0	0.0		07/29/91	



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEANIC SERVICE
Coast and Geodetic Survey
Norfolk, Virginia 23510-1114

Atlantic Hydrographic Party
439 West York St.
Norfolk, VA 23510-1114

April 2, 1992

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

**ADVANCE
INFORMATION**

Dear Sir,

While conducting basic hydrographic survey H-10411 to update nautical charts of Matagorda and Lavaca Bays, Texas, the following uncharted items, considered dangers to navigation, were identified.

▶ An uncharted platform, baring 10 feet at MLLW, *main*
approximately 3ft. by 3ft. was located at latitude 28°35'07.40"N,
longitude 096°36'28.46"W. (Item A on attached chart section)

▶ An uncharted pile was located at latitude 28°35'05.68"N, *main*
longitude 096°36'26.61"W. The pile bares 12 feet at MLLW. (Item
B on attached chart section)

▶ Uncharted pier ruins were located at latitude ✓
28°35'59.71"N, longitude 096°36'44.52"W. These ruins bare 3 feet
at MLLW. (Item C on attached chart section)

▶ An area foul with numerous uncharted wrecks was located at *main*
latitude 28°34'27.98"N, longitude 096°37'05.99"W. The foul area is
made up of several derelict barges, baring to a maximum of 33 feet
at MLLW. (Item D on attached chart section)

▶ Three uncharted wrecks were located at:

1) latitude 28°37'01.43"N, longitude 096°37'13.49"W, baring 4 feet ✓
at MLLW. (Item E on attached chart section)

2) latitude 28°36'52.33"N, longitude 096°37'09.77"W, baring 3 feet ✓
at MLLW. (Item F on attached chart section)

3) latitude 28°36'52.53"N, longitude 096°37'03.52"W, baring 3 feet ✓
at MLLW. (Item G on attached chart section)



▶ An uncharted area foul with wrecks was found centered at latitude 28°36'57"N, longitude 096°37'13"W. These wrecks bare to a maximum of 7 feet at MLLW. (Item H on attached chart section) ✓

▶ An uncharted pile, baring 10 feet at MLLW, corrected by predicted tides, was found at latitude 28°36'57.35"N, longitude 096°37'09.04"W. (Item J on attached chart section) ✓

These uncharted features were located by four lines of position from Motorola Falcon Mini-Ranger electronic positioning system units set up on third-order, class one, ground control stations. The elevations at MLLW were determined using predicted tides for Port O'Connor, Texas. The geographic positions for the features are North American Datum of 1983.

This report constitutes a correction to information shown on Chart 11317, 20th ed., Mar 23/91, and 11316, 23rd ed., Jan. 19/90, and should be included in the Local Notice to Mariners.

A chart section showing the locations of these dangers is attached.

Questions concerning this report should be directed to me at (804) 441-6746 or Mr. Dennis Hill at the Pacific Hydrographic Section, Seattle, Washington, at (206) 526-6853.

Sincerely,

Thomas R. Waddington

Thomas R. Waddington, LT, NOAA
Chief, Atlantic Hydrographic Party

Attachments

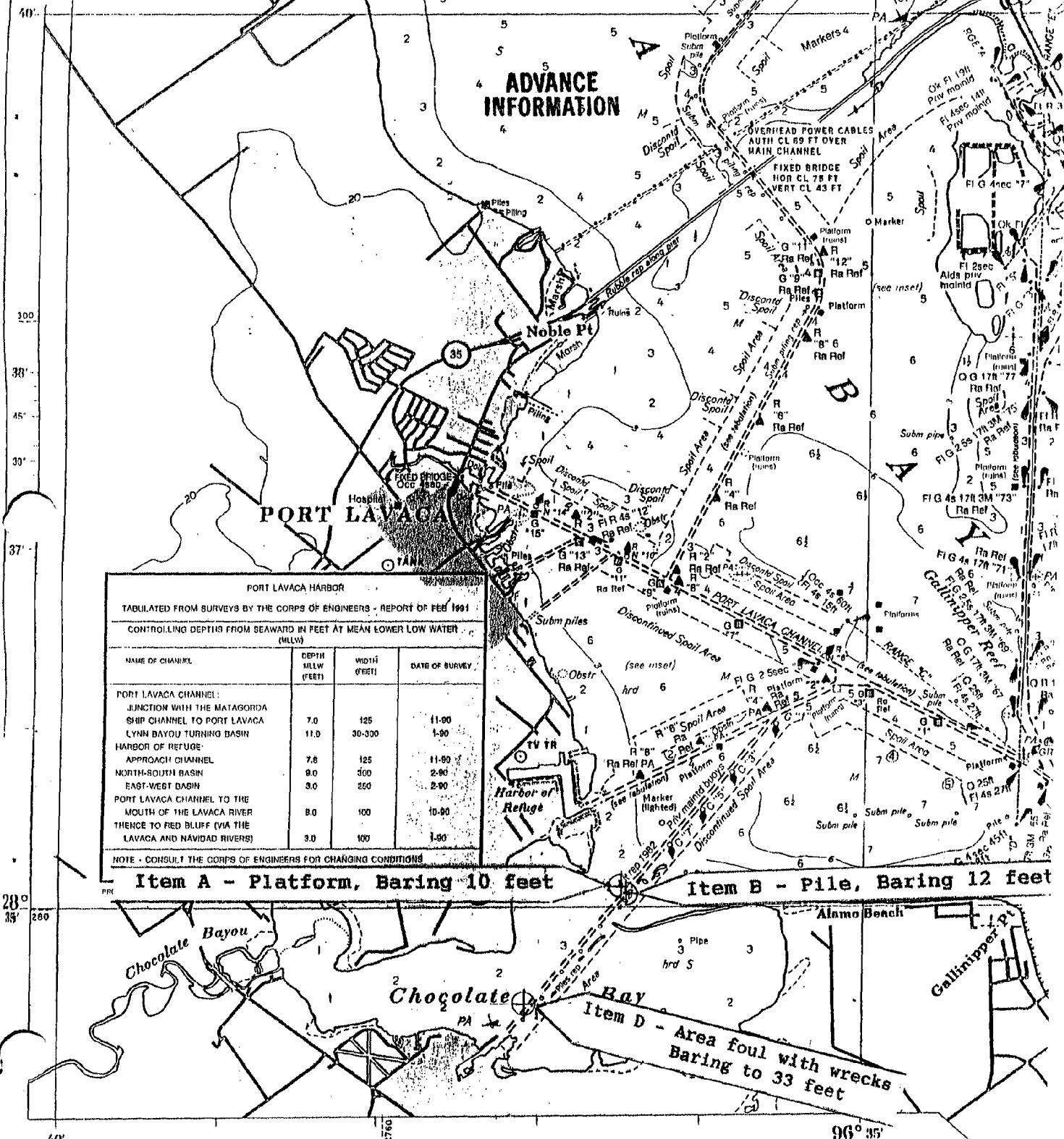
cc: N/CG221
N/CG2451
DMAHTC

THIS IS ADVANCE FIELD INFORMATION SUBJECT TO OFFICE VERIFICATION

Section from Chart 11317
20th Edition, Mar. 23/91
1:50,000 Scale

THIS IS ADVANCE FIELD INFORMATION
SUBJECT TO OFFICE VERIFICATION

ADVANCE
INFORMATION



PORT LAVACA HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF FEB 1991

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH (MLLW) (FEET)	WIDTH (FEET)	DATE OF SURVEY
PORT LAVACA CHANNEL:			
JUNCTION WITH THE MATAGORDA SHIP CHANNEL TO PORT LAVACA	7.0	125	11-90
LYNN BAYOU TURNING BASIN	11.0	30-300	1-90
HARBOR OF REFUGE:			
APPROACH CHANNEL	7.8	125	11-90
NORTH-SOUTH BASIN	9.0	300	2-90
EAST-WEST BASIN	9.0	250	2-90
PORT LAVACA CHANNEL TO THE MOUTH OF THE LAVACA RIVER THENCE TO RED BLUFF (VIA THE LAVACA AND NAVIDAD RIVERS)	8.0	100	10-90
	3.0	100	1-90

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS

Item A - Platform, Baring 10 feet

Item B - Pile, Baring 12 feet

Item D - Area foul with wrecks
Baring to 33 feet

28° 35'

96° 35'

APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY
OPR-K228-AHP2
AHP-10-17-91
H-10411
1991-92

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

Thomas R. Waddington
LT., NOAA
Chief, Atlantic Hydrographic Party Two

ORIGINAL



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Ocean and Earth Sciences
Rockville, Maryland 20852

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: April 6, 1992

MARINE CENTER: Pacific

OPR: K228

HYDROGRAPHIC SHEET: H-10411

LOCALITY: Port Lavaca, Lavaca Bay, TX

TIME PERIOD: November 5, 1991 - February 27, 1992

TIDE STATIONS USED:

877 3156 Palacios, TX		
Lat. 28° 41.8'N		Lon. 96° 13.9'W
877 3259 Port Lavaca, TX		
Lat. 28° 38.5'N		Lon. 96° 36.5'W

PLANE OF REFERENCE (MEAN LOWER LOW WATER):

877 3156	=	3.43 feet
877 3259	=	1.79 feet

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE:

877 3156	=	1.0 foot
877 3259	=	1.0 foot

REMARKS: RECOMMENDED ZONING

1. Zone direct on Port Lavaca, TX. when data is available.
2. Apply a X0.94 range ratio to all heights, and a +02 hr 20 min time correction to Palacios, TX. when Port Lavaca, TX. data is not available.

NOTE: Hourly heights are tabulated on Central Standard Time.


CHIEF, DATUMS SECTION



GEOGRAPHIC NAMES

H-10411

Name on Survey	A ON CHART NO 11317 B ON PREVIOUS SURVEY NO. H-5857 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											
	Alamo Beach	X										
Chocolate Bay	X	X										2
Gallinipper Point	X	X										3
Harbor of Refuge	X											4
Lavaca Bay	X	X										5
Lynn Bayou	X											6
Port Lavaca	X	X										6
Texas (title)												7
												8
												9
												10
												11
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Approved:

[Signature]
Chief Geographer - NCG 2x5

MAY - 4 1992



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Coast and Geodetic Survey
Norfolk, Virginia 23510-1114

Atlantic Hydrographic Party Two
439 West York Street
Norfolk, VA 23510-1114

April 3, 1992

Memorandum For: Mr. Charles E. Harrington
Chief Geographer, C&GS

From: *Thomas R. Waddington*
Thomas R. Waddington, LT., NOAA
Chief, Atlantic Hydrographic Party

Subject: Geographic Name Removal

About two weeks ago, we received a message from you concerning the geographic name of "Gallinipper Reef" shown on charts 11316 and 11317, Matagorda and Lavaca Bays, Texas. This memo should serve as documentation for removal of the "Gallinipper Reef" geographic name from the affected charts.

We have recently completed the basic hydrographic survey which contains this name within its boundaries, survey H-10411. No evidence of a reef was found in the area where the name is charted, latitude 28°36'30"N, longitude 096°34'15"W. Mr. Douglas Lynch, Port Manager of the Calhoun County Navigation District (512-987-2814) said that as far as he knew, the name is no longer appropriate nor referenced to by persons navigating this area. He did mention that Gallinipper Point is still valid. Captain Larry Robinson (512-987-2760) and Captain Steve Gibson (512-552-3910), both Matagorda Bay pilots also agreed that the name "Gallinipper Reef" is no longer valid.

If you have further questions regarding this matter, feel free to contact me through CDR. C.B. Lawrence's office at (804)441-6746.



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

RECORD DESCRIPTION	AMOUNT	RECORD DESCRIPTION	AMOUNT
SMOOTH SHEET		SMOOTH OVERLAYS: POS., ARC, EXCESS	7
DESCRIPTIVE REPORT		FIELD SHEETS AND OTHER OVERLAYS	6
DESCRIP-TION	DEPTH/POS RECORDS	HORIZ. CONT. RECORDS	SONAR-GRAMS
ACCORDION FILES	2		
ENVELOPES			
VOLUMES	1		
CAHIERS			
BOXES			

SHORELINE DATA

SHORELINE MAPS (List):

PHOTOBATHYMETRIC MAPS (List):

NOTES TO THE HYDROGRAPHER (List):

SPECIAL REPORTS (List):

NAUTICAL CHARTS (List):

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			2148
POSITIONS REVISED			
SOUNDINGS REVISED			
CONTROL STATIONS REVISED			
	TIME-HOURS		
	VERIFICATION	EVALUATION	TOTALS
PRE-PROCESSING EXAMINATION			
VERIFICATION OF CONTROL			
VERIFICATION OF POSITIONS	52		52
VERIFICATION OF SOUNDINGS	71		71
VERIFICATION OF JUNCTIONS			
APPLICATION OF PHOTOBATHYMETRY			
SHORELINE APPLICATION/VERIFICATION			
COMPILATION OF SMOOTH SHEET	15		15
COMPARISON WITH PRIOR SURVEYS AND CHARTS		10	10
EVALUATION OF SIDE SCAN SONAR RECORDS			
EVALUATION OF WIRE DRAGS AND SWEEPS			
EVALUATION REPORT		28	28
GEOGRAPHIC NAMES			
OTHER*			
*USE OTHER SIDE OF FORM FOR REMARKS	TOTALS	138	38
			176

Pre-processing Examination by J. Griffin	Beginning Date 4/10/92	Ending Date 5/19/92
Verification of Field Data by R. Davies	Time (Hours) 138	Ending Date 9/29/92
Verification Check by B. Olmstead	Time (Hours) 57	Ending Date 9/29/92
Evaluation and Analysis by R. Davies	Time (Hours) 38	Ending Date 9/29/92
Inspection by D. Hill	Time (Hours) 4	Ending Date 2/2/93

EVALUATION REPORT

H-10411

1. INTRODUCTION

Survey H-10411 is a basic hydrographic survey accomplished by the Atlantic Hydrographic Party 2 under the following Project Instructions.

OPR-K228-AHP, dated March 1, 1991
CHANGE NO. 1, dated June 4, 1991
CHANGE NO. 2, dated July 11, 1991
CHANGE NO. 3, dated August 15, 1991
CHANGE NO. 4, dated January 16, 1992

This survey was conducted in Texas and covers the southern portion of Lavaca Bay. Specifically, the survey area extends from the Matagorda Ship Channel westward to Port Lavaca on the mainland, and between Alamo Beach northward to Port Lavaca. The surveyed area also includes the Harbor of Refuge and Chocolate Bay. The survey area extends from latitude 28/38/04N to latitude 28/34/10N, and from longitude 96/33/50W to longitude 96/37/45W. The shoreline consists of sand, rip-rap, marinas and small harbors with piers. The bottom consists of mud and sand. Generally, depths within the survey area are from 0.4 meters along the shoreline to 2.2 meters offshore in Lavaca Bay. However, the several federally maintained channels which exist in this area contain much deeper depths.

Predicted tides for Port O'Connor, Texas, were used for the reduction of soundings during field processing. Approved hourly heights zoned from Palacios and Port Lavaca, Texas, gages 877-3156 and 877-3259, 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 position computation. The TRA and electronic control correctors are adequate. Velocity tables 1, 2 and 3 were extended beyond the 10% permitted for these depths (Field Procedures Manual, page 2-3), this extension was accomplished since the extrapolation probably does not result in error of the .25% specification contained in section 4.9.5 of the Hydrographic Manual. In addition, the deeper depths are all found in the channels maintained by the Corps of Engineers. An accompanying 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 Guidelines No. 52, Standard Digital Data Exchange Format, April 15, 1986. Certain 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.

GPS and Terrestrial Survey, San Antonio and Lavaca Bays, Texas, October 1990;

Field Report, Matagorda Bay, Texas and vicinity, January 23, 1989 to March 13, 1989; Fixed Aids to Navigation and Landmark Features, Photogrammetric Survey CM-8715, Matagorda Bay and Vicinity.

Positions of horizontal control stations used during hydrography are 1989 and 1990 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 with the 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: 0.990 seconds (30.477 meters)
 Longitude: 0.919 seconds (24.970 meters)

The year of establishment of control stations shown on the smooth sheet originates with the above 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 30 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 the surrounding information. These fixes are considered acceptable.

The following shoreline maps were compiled on NAD 83 and apply to this survey.

	<u>Photo Date</u>	<u>Class</u>	<u>Scale</u>
TP-01650	Feb., Mar. 1989	III	1:20,000
TP-01651	Feb., Mar. 1989	III	1:20,000

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

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
breakwater	28/37/45	96/37/00
floating piers	28/36/49	96/37/13
breakwater	28/36/09	96/36/49
pier	28/35/00	96/34/40

The following shoreline changes are depicted in dashed red without supporting positional information. These revisions are considered adequate to supersede the common photogrammetrically delineated shoreline.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
HWL from	28/34/53	96/36/16
to	28/34/54	96/36/33
HWL(islands)	28/35/08	96/36/34
HWL	28/35/46	96/37/12

~~The following positions were acquired by the hydrographer as "see field sheet" fixes (SFS) and were reduced using the final correctors. These (SES) soundings were drafted onto the smooth~~

Handwritten: OK 2-12-03

The following positions were acquired by the hydrographer as "see field sheet" fixes (SFS) and were reduced using the final correctors. These (SFS) soundings were drafted onto the smooth sheet at the field sheet positions and were subsequently digitized for inclusion into the hydrographic file.

<u>Positions numbers</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
2067-2078	28/35/45	96/37/00
2497-2500	28/37/20	96/37/30

3. HYDROGRAPHY

Except as noted below and elsewhere in this report, 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.

The small basin located at approximately latitude 28/37/24N, longitude 96/37/21W, was roped off preventing the hydrographer from conducting sounding operations.

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 as follows.

One charted item was not investigated, or was inadequately investigated, during this survey. Refer to section 7 of this report for identification of this feature.

Main scheme hydrography which crossed Port Lavaca Channel should have been rejected and rerun after the channel was dredged. By not doing this, the channel lines, which were run after dredging, would not have differed as much as 2.5 meters with the main scheme data. Contact with the local authorities when a project is first started would help in scheduling hydrography and may help avoid unnecessary rework.

5. JUNCTIONS

Survey H-10411 junctions with the following surveys.

<u>Survey</u>	<u>Year</u>	<u>Scale</u>	<u>Area</u>
H-10381	1991	10,000	South
H-10390	1991	10,000	East
H-10416	1992	10,000	North

The junction with surveys H-10381 and H-10390 have not been formally completed since these surveys were previously processed and forwarded for charting. The junction comparison was made using copies. Soundings are in good agreement. Portions of the depth curves on both surveys should be adjusted to conform with those on survey H-10411.

The junction with survey H-10416 has not been formally completed since the survey is in preliminary stage of office processing. Soundings are in fair agreement with the charted depths in the area of common coverage. The junction comparison between these two surveys will be addressed in the evaluation report for survey H-10416.

6. COMPARISON WITH PRIOR SURVEYS

H-5857 (1934-35) 1:20000

Survey H-5857 covers the entire area of the present survey. Generally, soundings have shoaled between 0.1 and 1 meters (0.5 to 3.0 ft) except in the areas of the Matagorda Ship Channel and the Port Lavaca Channel. These areas have changed considerably; where there were once depths of four to seven feet there are now dredged maintained channels with 32 foot, 7 foot and 8 foot controlling depths. One shoal on the prior survey centered at latitude 28/37/35N, longitude 96/34/25W, has decreased in size and has become two small separate shoal areas centered at latitude 28/37/24N, longitude 96/34/22W, and latitude 28/38/00N, longitude 96/34/24W.

There are no AWOIS items which originate from the prior survey H-5857.

Survey H-10411 is adequate to supersede this prior survey within the common area.

7. COMPARISON WITH CHART

Chart 13117, 20th edition, dated March 23, 1991; scale 1:50,000

a. Hydrography

Charted hydrography originates with survey H-5857 and miscellaneous sources.

Survey H-10411 is adequate to supersede charted hydrography within the common area with the following exception.

One charted feature was not found or investigated adequately for disproval. This feature, listed below, should be retained at its presently charted position and depicted as shown below.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>	<u>AWOIS</u>
subm pile	28/36/46.98	96/33/58.91	5321

main

b. AWOIS

All AWOIS items within the survey area originate with miscellaneous sources. Refer to the hydrographer's report and section 7.c of this report for discussion and disposition of these features.

c. Controlling Depths

The Matagorda Ship Channel, Port Lavaca Channel, Lavaca Bay Channel and Harbor of Refuge Channel are federally maintained channels located within the area of this survey. The depths found during this survey are consistent with or deeper than the charted controlling depths.

The note, 6 ft rep 1982, associated with the charted channel at latitude 28/36/58.98N, longitude 96/36/57.92W, should be removed from the chart. Soundings in the area of this charted channel indicate that the channel no longer exists. Until the channel is removed from the chart it should be charted as discontinued with a note, "4 ft 1992" (1.3m). This is AWOIS item 5322. ✓

The note, 6 ft rep 1982, associated with the charted channel at latitude 28/36/47.98N, longitude 96/36/47.92W, should be removed from the chart. Soundings in the area of this charted channel indicate that the channel no longer exists. Until the channel is removed from the chart it should be charted as discontinued with a note, "4 ft 1992" (1.3m). This is AWOIS item 5323. ✓

The note, 4 ft rep 1982, charted at latitude 28/35/07.99N, longitude 96/36/24.92W, should be revised. Depths in the survey area range from 2.5m to 3.8m (8ft to 12ft) at MLLW. Chart according to this survey with a note, "8 ft 1992" (2.5m). This is AWOIS item 5324. main

d. Aids to Navigation

There are 10 floating aids which are located within the survey area. All floating aids were located and serve their intended purpose and are listed below.

<u>Light List Name</u>	<u>LL#</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Port Lavaca Channel Buoy 14	26687	28/37/13.78	96/37/04.33
Port Lavaca Channel Buoy 10	26673	28/36/57.98	96/36/30.23
Port Lavaca Channel Buoy 6	26653	28/36/24.13	96/35/14.71
Chocolate Bay Channel Buoy 1	26721	28/36/01.65	96/35/34.25
Chocolate Bay Channel Buoy 3	26722	28/35/45.53	96/35/49.08
Chocolate Bay Channel Buoy 5	26723	28/35/32.67	96/36/01.12
Chocolate Bay Channel Buoy 7	26724	28/35/20.54	96/36/12.50
Private Green Buoy		28/35/40.85	96/35/53.51
Matagorda Bay Port Lavaca Channel Junction Buoy	26465	28/35/51.00	96/34/00.86
WR "4A"		28/35/57.12	96/35/58.39

There are 34 non-floating aids which are located within the survey area. All non-floating aids were located and serve their intended purpose and are listed below.

<u>Light List Name</u>	<u>LL#</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Lavaca Bay Channel Daybeacon 2	26725	28/36/54.91	96/36/09.58
Lavaca Bay Channel Daybeacon 4	26730	28/37/16.03	96/35/57.16
Lavaca Bay Channel Daybeacon 6	26735	28/37/42.49	96/35/41.41
Port Lavaca Channel Leading Light	26700	28/37/23.87	96/37/31.57
Port Lavaca Channel Daybeacon 15	26695	28/37/11.25	96/37/04.93
Port Lavaca Channel Daybeacon 13	26685	28/37/00.74	96/36/42.22
Port Lavaca Channel Light 12	26680	28/37/02.57	96/36/36.08
Port Lavaca Channel Daybeacon 11	26675	28/36/55.29	96/36/30.91
Port Lavaca Channel Daybeacon 9	26670	28/36/47.76	96/36/14.45
Port Lavaca Channel Daybeacon 8	26665	28/36/49.61	96/36/10.30
Port Lavaca Channel Daybeacon 7	26660	28/36/36.48	96/35/50.24
Port Lavaca Channel Light 5	26655	28/36/21.09	96/35/17.30
Port Lavaca Channel Daybeacon 3	26650	28/36/12.14	96/34/57.48
Port Lavaca Channel Daybeacon 1	26645	28/36/01.15	96/34/34.10
Matagorda Ship Channel Range C Front Light	26385	28/35/58.91	96/34/14.62

Matagorda Ship Channel Range D Front Light	26490	28/35/46.23	96/34/02.39
Matagorda Ship Channel Range C Rear Light	26330	28/36/35.75	96/35/07.08
Matagorda Ship Channel Range D Rear Light	26495	28/35/26.69	96/34/02/93
Port Lavaca Harbor of Refuge Daybeacon 2	26705	28/36/16.09	96/35/16.21
Port Lavaca Harbor of Refuge Daybeacon 4	26710	28/36/05.77	96/35/38.36
Port Lavaca Harbor of Refuge Daybeacon 6	26715	28/35/55.25	96/36/00.92
Port Lavaca Harbor of Refuge Daybeacon 8	26720	28/35/44.45	96/36/24.07
Matagorda Ship Channel Light 78	26545	28/38/03.01	96/33/53.02
Matagorda Ship Channel Light 77	26540	28/38/05.20	95/34/01.15
Matagorda Ship Channel Light 76	26535	28/37/50.71	96/33/55.95
Matagorda Ship Channel Light 75	26530	28/37/51.20	96/34/01.57
Matagorda Ship Channel Light 74	26525	28/37/18.73	96/33/56.96
Matagorda Ship Channel Light 73	26520	28/37/19.30	96/34/02.11
Matagorda Ship Channel Light 72	26515	28/36/50.77	96/33/57.76
Matagorda Ship Channel Light 71	26510	28/36/50.21	96/34/02.94
Matagorda Ship Channel Light 70	26505	28/36/26.39	96/33/58.59
Matagorda Ship Channel Light 69	26500	28/36/26.15	96/34/04.11
Matagorda Ship Channel Light 68	26485	28/36/02.10	96/33/56.64
Matagorda Ship Channel Light 67	26480	28/36/02.96	96/34/04.86

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

Seven dangers to navigation, uncharted piles, platform, pier and wrecks, were reported by the hydrographer. No dangers to navigation were generated during office processing. A copy of the report is attached.

8. COMPLIANCE WITH INSTRUCTIONS

Survey H-10411 adequately complies with the Project Instructions except where noted in this report.

9. ADDITIONAL FIELD WORK

This is a good hydrographic survey. Additional field work on a low priority basis is recommended to investigate the feature not found or disproven during this survey, as noted in section 7.a. of this report.



C. R. Davies
Cartographer

APPROVAL SHEET
H-10411

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: 2/3/93

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: 2/4/93

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

Final Approval

Approved:

J. Austin Yeager

Date: 2/22/93

J. Austin Yeager
Rear Admiral, NOAA
Director, Coast and Geodetic Survey

