

H10585

NOAA FORM 78-35A

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

DESCRIPTIVE REPORT

Type of Survey ... HYDROGRAPHIC SURVEY
Field No. AHP-10-13-94
Registry No. H-10585

LOCALITY

State TEXAS
General Locality GALVESTON BAY
Sublocality CLEAR LAKE

19 94

CHIEF OF PARTY

LCDR. J. E. WADDELL

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DATE FEB 11 1998

NOAA FORM 77-28

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

REGISTER NO.

H-10585

HYDROGRAPHIC TITLE SHEET

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

FIELD NO.

AHP 10-13-94

State Texas

General Locality Galveston Bay

Locality Clear Lake

Scale 1:10,000

Date of Survey December 14, 1994 - March 19, 1995

Instructions Dated September 16, 1994

Project No. OPR-K204

Vessel NOAA Launch 0517

Chief of Party James E Waddell, Jr., LCDR, NOAA

Surveyed By Atlantic Hydrographic Party

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

Graphic record scaled by MJM, JLB **

Graphic record checked by MJM, JLB **

Protracted by HDAPS

Automated plot by ENCAD NOVJET III
Bruning ZETA 824A

Verification by Atlantic Marine Center ATLANTIC HYDROGRAPHIC BRANCH PERSONNEL

Soundings in meters at MLLW

REMARKS: ** MJM - Mark J. McMann

JLB - Jan L. Budlong

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

AWOIS § SURF 2/4/98 mcr

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10585
FIELD NO. AHP-10-13-94
SCALE: 1:10,000
1994-1995
ATLANTIC HYDROGRAPHIC PARTY
CHIEF OF PARTY: LCDR James E. Waddell, Jr.

A. PROJECT

This survey was conducted in accordance with Hydrographic Project Instructions OPR-K204-AHP, Galveston Bay, Texas, dated September 16, 1994. This survey is designated as Sheet "G" on the sheet layout dated September 6, 1994.

The purpose of this project is to provide contemporary hydrography for updating charts. The area was last surveyed between 1962 and 1965 by the U. S. Coast and Geodetic Survey.

B. AREA SURVEYED

The area surveyed for H-10585 covers Clear Lake and Clear Creek from the railroad bridge in League City at the western end of Clear Creek creek to offshore of the Clear Creek entrance channel in Galveston Bay.

North - 29°35'30"N
South - 29°31'00"N
East - 094°5~~2~~⁸'~~45~~³⁰"W
West - 095°06'00"W

This survey was conducted from December 14, 1994 (DN 348) to April 19, 1995 (DN 109).

C. SURVEY VESSELS

Vessel 0517, a 21-foot MonArk, was the sounding vessel used to collect all survey data. There were no unusual vessel configurations nor problems encountered.

D. AUTOMATED DATA ACQUISITION AND PROCESSING *SEE ALSO EVALUATION REPORT*

The Hydrographic Data Acquisition and Processing System (HDAPS) was used to process all hydrographic data for this survey. PC-

DAS version 4.03 was used for on-line data acquisition. A listing of HDAPS programs used for data processing and their corresponding version numbers is appended to this report.

The following non-HDAPS computer programs were used:

VELOCITY (IBM PC)	Ver. 2.0 (12/18/92)
NADCON (IBM PC)	Ver. 1.01
WORDPERFECT (IBM PC)	Ver. 6.1

E. SONAR EQUIPMENT

Not Applicable.

F. SOUNDING EQUIPMENT

An Innerspace model 448 depth sounder, serial number 241, was used to collect all soundings.

A standard lead line calibrated in meters, serial number 0517, was used during this survey for comparison readings with the echo sounder. A 5-meter wooden sounding pole, marked according to Hydrographic Survey Guideline (HSG) No. 69, was used to obtain pole soundings.

G. CORRECTIONS TO SOUNDINGS

Soundings were recorded using the Innerspace model 448 depth sounder. It was adjusted for an assumed speed of sound through water of 1500 meters/second. Changes to the gain and/or chart speed were noted on the echogram. Digitized soundings agreed with the analog trace within 0.1 meter. Necessary corrections were made while scanning the echogram.

Corrections for the speed of sound through water were computed from data obtained with Sea-Bird Electronics, Inc., SEACAT electronic profiler, serial number 192276-287. Data quality assurance tests were performed in accordance with Field Procedures Manual (FPM) 2.1.3.2. Program VELOCITY, version 2.0, was used to compute speed of sound through water corrections. Copies of the velocity tables and cast data are in the **Survey Separates.*"

Correctors for the velocity of sound through water were

determined from the casts listed below:

<u>Velocity Table No.</u>	<u>Cast No.</u>	<u>Deepest Depth (m)</u>	<u>Applicable DN</u>	<u>Position</u>	<u>Cast Day</u>
1	1	4.1/ 5.3	348-018	29°35'00"N 094°56'20"W	010
2	2	13.9/18.1	019-029	29°33'32"N 094°54'55"W	026
3	3	14.0/18.2	030-036	29°34'50"N 094°55'59"W	032
4	4	7.8/7.8	037-046	29°31'47"N 094°53'37"W	040
5	5	14.1/18.4	047-055	29°31'50"N 094°53'40"W	052
6	6	14.6/19.0	056-069	29°34'34"N 094°55'41"W	058
7	7	13.4/17.4	070-91	29°33'58"N 094°55'15"W	080
8	8	3.2/ 4.1	092-109	29°33'00"N 94°59'59"W	102

Correctors were applied to the sounding data using the HDAPS program REAPPLY prior to plotting.

Weather permitting, lead line comparisons were conducted each day in accordance with FPM 2.1.3.1. No instrument error was detected from these comparisons. The lead line comparison form is in the "Survey Separates."

A static draft of 0.3 meter was applied to the on-line data. The draft was measured by subtracting the difference from a punch mark on the side of Launch 0517, 0.6 meter above the transducer, to the water surface.

Settlement and squat measurements were performed on May 20, 1994 (DN 140), at Stamford, Connecticut, using Zeiss level S/N 08754. Settlement and squat correctors and the static draft corrector were applied on-line through the offset table. Copies of the

* DATA FILED WITH ORIGINAL FIELD RECORDS

field data, the graphs of the settlement and squat correctors vs. speed in m/sec., and the offset table are included in the **Survey Separates.*"

The Galveston Pier 21, Texas, tide station number 877-1450, served as control for datum determination. This station is also the reference station for the predicted tides which were applied to the final sounding plot. This survey required two tide zones, in Clear Lake a +4-hour 30-minute high water and +6-hour 00 minute low water time correction was applied to the predicted tides. In Galveston Bay a +3-hour 00-minute high water and a +4-hour 30 minute time correction was applied. Height corrections from the Galveston gauge were x0.64 in Clear Lake and x0.71 in Galveston Bay.

Approved tides were requested from the Sea and Lake Levels Branch, N/OES231, in a letter dated June 29, 1995. A copy of the letter is appended to this report. *APPROVED TIDES AND ZONING HAVE BEEN APPLIED DURING OFFICE PROCESSING.*

H. CONTROL STATIONS *SEE ALSO EVALUATION REPORT*

The horizontal control datum for this project is the North American Datum of 1983. One station, the USCG Differential GPS (DGPS) Beacon at Galveston, was used to control this survey. The position for the beacon is shown on the "Control Station List" appended to this report.

I. HYDROGRAPHIC POSITION CONTROL

DGPS was used as the method of positioning for all hydrographic data on this survey. The USCG Differential GPS beacon at Galveston, Texas was used as the reference station in conjunction with beacon receiver serial number X-1086 and antenna serial number MBA-M1039 on launch 0517. An Ashtech sensor, serial number 700417A1065 was used as the remote station on vessel 0517. This equipment met the accuracy standards for this 1:10,000 scale survey.

Performance checks were conducted daily by resting the launch alongside station CAL 1 1994. The raw record and the abstract of these checks are included in the **Survey Separates.*" The calibration point was established by measuring a single GPS baseline, between a third-order, class I station and the calibration point. The computations for CAL 1 1994, are included in the **Survey Separates.*"

Occasionally, a good position misplotted on the raw track plot. This problem was attributed to good DGPS data following a period of questionable DGPS data. These positions were reviewed, then edited or rejected as necessary.

J. SHORELINE *SEE ALSO EVALUATION REPORT*

Shoreline shown on the final sounding plot was transferred by hand from CM-9210. This manuscript was compiled using NAD 1927 at 1:20,000 scale and enlarged to 1:10,000. Shoreline in Taylor Lake north of 29°35'00"N was taken from a 1:20,000 scale copy of CM-9210 and enlarged on the office copier to match the scale of the rest of the sheet. Shoreline changes noted from the T-map were:

<u>Pos. No.</u>	<u>Location</u>	<u>Description</u>	<i>No change in charting status</i>
170	29°31'54.79", 095°00'28.99"	Conc. boat ramp	<i>charting status</i> ↓ <i>SEE E4A Section J.1</i> <i>" " " 0.7</i> <i>NO CHANGE REVISE</i> <i>NO CHANGE IN CHARTING STATUS</i> ↓
172	29°32'18.42", 095°00'36.86"	Pier ruins	
173	29°32'19.54", 095°00'39.72"	Pier ruins -	
174	29°32'23.01", 095°00'49.39"	Pier ruins -	
175	29°32'24.29", 095°00'48.36"	Pier ruins -	
176	29°32'34.64", 095°00'51.24"	Pier ruins -	
177	29°32'35.62", 095°00'56.14"	Pier ruins	
178	29°32'39.53", 095°00'55.12"	Pier ruins	
179	29°32'41.20", 095°00'55.63"	Pier ruins	
180	29°32'42.74", 095°00'56.23"	Pier ruins	
181	29°32'44.54", 095°00'53.48"	Pier ruins -	
182	29°32'47.75", 095°00'54.70"	Pier ruins -	
183	29°32'52.85", 095°00'58.67"	Pier ruins -	
184	29°34'52.53", 095°00'00.53"	Pier ruins ✓	
186	29°34'50.16", 095°00'02.78"	Pier ruins ✓	
187	29°34'42.63", 095°00'07.36"	Pier ruins ✓	
188	29°34'37.75", 095°00'14.85"	Pier ruins ✓	
190	29°34'27.91", 095°00'23.33"	Pier ruins -	
191	29°34'25.95", 095°00'24.29"	Pier ruins ✓	
192	29°34'21.29", 095°00'25.37"	Pier -	
195	29°34'10.27", 095°00'25.80"	Pier ruins -	
196	29°34'07.23", 095°00'20.02"	Pier ruins -	
197	29°34'08.06", 095°00'25.48"	Ruins -	
198	29°34'05.60", 095°00'27.34"	Pier ruins -	
199	29°33'59.16", 095°00'24.69"	Ruins ✓	
200	29°33'52.99", 095°00'30.62"	Ruins ✓	
201	29°33'48.63", 095°00'41.52"	Pier ruins -	
202	29°33'34.31", 095°00'48.78"	Pier ruins -	
203	29°33'33.44", 095°00'50.84"	Pier ruins -	

204	29°33'33.30", 095°00'52.31"	Pier ruins	No change
218	29°33'31.33", 095°02'28.66"	Breakwater ruins	SEE E+A SECTION 0.7
219	29°33'30.70", 095°02'29.31"	Breakwater ruins	SEE E+A SECTION 0.7
220	29°33'36.54", 095°02'35.45"	Pier ruins	SEE E+A SEC. J.1.
221	29°32'57.04", 095°04'50.19"	Pier ruins	SEE E+A SEC. O.8
234	29°34'31.56", 095°00'18.96"	Pier ruins	SEE E+A SEC. J.1.
242	29°32'06.75", 095°05'45.13"	Bridge fender	No change

The majority of these items were depicted correctly on the latest edition of the chart, which apparently was not used in the compilation of the T-map.

An area of the Galveston Bay shoreline between 29°33'00"N and 29°33'15"N was determined to be charted adequately, even though the T-map is incomplete in its depiction of the many piers, ruins, and piles in this area.

Several obstructions were scaled from the T-map and resolved with 25-meter radius visual searches. Detached position nos. 224, 225, 226, 228, 229, 235, 236, 241, and 243 were taken in the center of the search areas. No obstructions were found.

Discussions with Mr. Mike Riddle at N/CG241 indicate these features were probably mistakenly transferred from the original aerial photos. Several additional obstructions depicted on the T-map were found to be channel daymarkers inside Clear Lake. SEE E+A SEC. J.2.

Shoreline verification was conducted using main scheme hydrography that junctioned at shore, detached positions, or by visual inspection. Existing piers which agreed with the shoreline manuscript were given reference numbers, while piers not shown were located by detached positions. The hydrographer recommends that details seaward of the HWL from this survey be used to supersede CM-9210.

A complete list of all detached positions by day, is included in the accordion file. It lists the position of each feature and the AWCIS item number when applicable.

The hydrographer recommends that shoreline changes from this survey be used to supersede prior shoreline information.

K. CROSSLINES

A total of 12.9 nautical miles of crosslines were run, representing 11.9% of the main scheme hydrography. Crossline soundings agree to within 0.5 meter of the main scheme soundings.

L. JUNCTIONS *SEE ALSO EVALUATION REPORT*

This survey junctions to the east with H-10586, a 1:10,000 scale survey being done as part of project OPR-K204-AHP. Junction sounding agreement is good with differences up to 0.2 meters. These differences are likely caused by the application of predicted tides.

M. COMPARISON WITH PRIOR SURVEYS *SEE ALSO EVALUATION REPORT*

The prior survey comparison will be performed by AH^B. The prior survey covering this area is H-8694, 1:10,000, 1962. AWOIS item numbers 9155, 9173, and 9188, originated from the prior survey.

The hydrographer recommends that data from the present survey be used to supersede that of H-8694 within their common areas.

N. ITEM INVESTIGATION REPORTS

Sixty-nine AWOIS items, numbers 9144-9211 and 9249, were assigned to this survey. Item investigation reports are appended to this report.

O. COMPARISON WITH THE CHART *SEE ALSO EVALUATION REPORT*

Comparisons were made with chart 11326, 26th Edition, January 1, 1994. Survey soundings are significantly deeper than those charted, with current soundings from 0.6 to 1.2 meters deeper than the charted soundings. The greatest difference in the depths appears to be alongshore in the shoalest areas. This difference may be explained by subsidence in the area, which has effected elevations of property on shore in addition to the water depths.

There were no dangers to navigation identified on this survey.

Discrepancies with the chart are as follows:

<u>Charted</u> <u>Depth</u>	<u>Location</u>	<u>Survey</u> <u>Least Depth</u>	<u>Charting</u> <u>Recommendation</u>
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16 41°00'45"N 17.4 ft Remain as charted
 073°30'54"W 5.3 m

POSITION NOT IN SURVEY AREA - DISREGARD

18 41°00'48"N 20.9 ft Remain as charted
 073°30'12"W 6.4 m

POSITION NOT IN SURVEY AREA - DISREGARD

A large "uncovers" shoal charted in the area of 29°33'10"N, 095°01'05"W, no longer exists. Main scheme hydrography in the area did not indicate any shoaling. The channel charted inshore of the shoal no longer exists. According to local boaters this was the original channel out of Clear Lake, and it has not been usable since the new channel was created. ~~REMOVE SHALLOW AREA FROM CHART~~
~~CHART AS SHOWN ON PRESENT SURVEY. SEE E+2 SECTION U.3.~~

Two submerged piles charted at 29°33'05"N, 095°00'06"W, and 29°33'06"N, 095°00'08"W, fell within the search radius for AWOIS 9211, which was resolved with a 150-meter radius chain drag. Nothing was found. The hydrographer recommends removal of the submerged piles from the chart. *CONCUR Delete o Subm Pile*

A submerged pile charted at 29°33'08"N, 095°00'¹⁶18"W was investigated with a 50-meter radius chain drag on DN 041, pos. no. 1002-1023. Nothing was found. The hydrographer recommends removal of the submerged pile from the chart. *CONCUR Delete o Subm Pile*

A submerged pile charted at 29°33'11"N, 095°00'²¹19"W, was investigated with a 50-meter radius chain drag on DN 041, pos. no. 1024-1045 and nothing was found. The hydrographer recommends removal of the submerged pile from the chart. *CONCUR Delete o Subm Pile*

A submerged pile charted at 29°33'17"N, 095°00'³⁸40"W was investigated with a 50-meter radius chain drag on DN 052, pos. no. 1246-1267, and nothing was found. The hydrographer recommends removal of the submerged pile from the chart. *CONCUR Delete o Subm Pile*

A pile charted at 29°33'18"N, 095°00'⁴⁴46"W was investigated with a 50-meter radius chain drag on DN 052, pos. no. 1202-1223, and nothing was found. The hydrographer recommends removing the pile from the chart. *Delete o Pile CONCUR*

Submerged stakes charted at 29°33'19"N, 095°00'⁴⁹48"W were investigated with a 50-meter radius chain drag on DN 052, pos. no. 1158-1171, and nothing was found. The hydrographer recommends removing the stakes from the chart. *CONCUR Delete o Subm Stakes*

Three stakes charted at 29°33'16"N, 095°00'55"W, were searched for with a 50-meter radius chain drag on DN 052, pos. no. 1136-

1157 and nothing was found. The hydrographer recommends removing the stakes from the chart. *CONCUR Delete 00 STAKES*

A ruins charted at 29°33'08"N, 095°00'52"W, was investigated on DN 052 with a 50-meter radius chain drag, pos. no. 1268-1289, and nothing was found. The hydrographer recommends removing the ruins from the chart. *CONCUR Delete 03 Ruins*

A ruins charted at 29°33'11"N, 095°00'45"W, was investigated on DN 052 with a 50-meters radius chain drag, pos. no. 1180-1201, and nothing was found. The hydrographer recommends removing the ruins from the chart. *CONCUR Delete 03 Ruins*

A submerged stake charted at 29°33'05"N, 095°00'³⁹37"W, was investigated with a 50-meter radius chain drag on DN 052, pos. no. 1224-1245. Nothing was found. The hydrographer recommends removing the submerged stake from the chart. *CONCUR Delete 0 Subm stake*

Three piles charted along the Clear Creek channel at 29°32'55"N, 095°00'48"W; 29°32'58"N, 095°00'47"W; and 29°32'53"N, 095°00'48"W were all investigated with 50-meter radius chain drags on DN 041, pos. no. 1068-1135. Nothing was found. The hydrographer recommends removing the piles from the chart. *CONCUR Delete 00 Subm Piles*

A submerged pile charted at 29°32'53"N, 095°00'40"W, was investigated with a 50-meter radius chain drag on DN 041, pos. no. 1046-1067. Nothing was found. The hydrographer recommends removing the submerged pile from the chart. *CONCUR Delete 0 Subm Pile*

No spoil areas charted in the survey area were developed. Discussions with Denise Sloan (409/766-6311) at the US Army Corps of Engineers Galveston office indicate the areas are still active. *RETAIN AS CHARTED*

The following items are charted in Clear Lake and were not formally investigated:

<u>Charted Position</u>		<u>Description</u>
(N)	(W)	
29°33'28"	095°02'28"	Pile -
29°33'31"	095°02'31"	Pile -
29°33'27"	095°02'35"	Marker -
29°33'14"	095°02'39"	Submerged stake -
29°33'28"	095°03'00"	Submerged stake -
29°33'27"	095°03'11"	Marker -
29°33'28"	095°03'12"	Marker -
29°33'34"	095°03'12"	Marker -

29°33'35", 095°03'11"	Marker ✓
29°33'37", 095°03'13"	Submerged Pile ✓
29°33'38", 095°03'12"	Submerged Pile ✓
29°33'41", 095°03'14"	Submerged Pile ✓
29°33'41", 095°03'15"	Submerged Pile ✓
29°33'45", 095°03'17"	Submerged Pile ✓
29°33'47", 095°03'19"	Submerged Pile ✓
29°33'49", 095°03'20"	Submerged Pile ✓
29°33'50", 095°03'21"	Submerged Pile ✓
29°33'48", 095°04'17"	Submerged Pile
29°33'21", 095°04'00"	Stake ✓
29°33'01", 095°04'11"	Submerged stake ✓
29°32'57", 095°04'13"	Submerged stake ✓
29°33'12", 095°04'15"	Pile ✓
29°33'13", 095°04'16"	Pile ✓
29°33'14", 095°04'18"	Submerged Pile ✓
29°33'15", 095°04'19"	Submerged Pile ✓
29°33'17", 095°04'21"	Submerged Pile ✓
29°33'17", 095°04'22"	Submerged Pile
29°33'17", 095°04'24"	Submerged Pile ✓
29°33'16", 095°04'25"	Submerged Pile ✓
29°33'15", 095°04'27"	Submerged Pile ✓
29°33'14", 095°04'27"	Submerged Pile ✓
29°33'13", 095°04'27"	Submerged Pile ✓
29°33'12", 095°04'27"	Submerged Pile ✓
29°32'48", 095°04'24"	Submerged Stake ✓
29°32'44", 095°04'39"	Submerged Pile ✓
29°32'45", 095°05'04"	Stakes ✓
29°32'38", 095°05'05"	Piles ✓
29°32'45", 095°04'45"	Stakes PA ✓

The above charted features were not found during hydro operations at various tide stages. Lengthy discussions with local boaters indicated none of the above listed hazards exist in the lake. The boaters also cited a US Coast Guard project in the mid-1980's to remove all obstructions in Clear Lake prior to holding a series of power boat races on Clear Lake. Mr. Hiram Muecke (409/326-2628) participated in the removal of the piles and was involved with the races that followed. The level of boat traffic in Clear Lake, one of the highest concentrations of recreational boaters in the nation, makes the likelihood of a hazard being struck, if any existed, extremely high. No reports of hazards being hit have ever been reported. *Delete features*

Local boaters have been an excellent source of information and saved many hours of search time for items which no longer exist. A series of photographs taken during an extended low water period

during the mid-1980's were supplied by Mr. Fred Maudlin. These aerial photos show different areas of Clear Lake drained of water except for the channels, and no obstructions are visible. The photos are included in the ~~X~~Survey Separates."

The hydrographer recommends the piles, stakes, submerged piles, and obstructions listed above be removed from the chart. *CONCUR*

A charted channel indicated by dashed lines and a "6 ft x 100 ft rep 1973" note on the chart in the vicinity of 29°33'30"N, 095°04'00"W, no longer exists. No channel markers exist and no indication of deeper depths in the area was seen on the main scheme hydrography that crossed the charted channel. The hydrographer recommends removal of the channel from the chart. *CONCUR*

A submerged ^{PILE} pipe charted at 29°33'41¹/₂"N, 095°04'17"W, was found to be a metal pipe at 29°33'42.81"N, 095°04'12.47"W, located by ~~Delete~~ ^{Subm} ~~o~~ ^{Pile} detached position no. 227. It was exposed 0.21 meter. The ~~hydrographer~~ ^{hydrographer} recommends charting the pipe as located above. *CONCUR*

^{Two} An oyster reefs charted at ^{APPROX.} 29°33'00³⁰"N, 095°02'55"W, was investigated with 25-meter line spacing and a least depth of 0.87 (26) meter was found. The investigation was conducted on DN 102, pos. no. 2279-2284. The hydrographer recommends charting the oyster reef as located by the current survey. *CONCUR* ^{ADD o Pile (LOW 1#)}

The hydrographer recommends sounding data from this survey be used to update the chart. *CONCUR*

P. ADEQUACY OF SURVEY *SEE ALSO EVALUATION REPORT*

This survey is complete and adequate to supersede all prior surveys within the common area.

Q. AIDS TO NAVIGATION *SEE ALSO EVALUATION REPORT*

There are one hundred twenty-three aids to navigation in the survey area. Five are buoys, nine are daybeacons, nine are lights, fifteen are privately maintained lights, and eighty-five are privately maintained daybeacons. Three of the aids have a published position in the USCG Light List, Volume IV, Gulf of Mexico, 1995.

Detached positions were taken on all aids to navigation. The comparison of the surveyed position with the charted location

was:

Clear Creek Channel Daybeacon 3 (Light List #25075)

Light List Published Position - 29°33.0', 095°00.0'
Surveyed Position (No. 1) - 29°33'02.50"N, 095°00'00.34"W
Surveyed position agrees with the charted position

Clear Creek Channel Light 4 (Light List #25080)

Light List Published Position - None
Surveyed Position (No. 2) - 29°33'05.35"N, 095°00'01.18"W
Surveyed position agrees with the charted position

Clear Creek Channel Daybeacon 5 (Light List #25085)

Light List Published Position - 29°32.9', 095°00.5'
Surveyed Position (No. 3) - 29°32'58.38"N, 095°00'27.56"W
Surveyed position agrees with the charted position

Clear Creek Channel Light 6 (Light List #25090)

Light List Published Position - 29°33.0', 095°00.4'
Surveyed Position (No. 4) - 29°33'01.48"N, 095°00'26.84"W
Surveyed position agrees with the charted position

Clear Creek Channel Daybeacon 7 (Light List #25095)

Light List Published Position - 29°32.9', 095°00.9'
Surveyed Position (No. 5) - 29°32'54.01"N, 095°00'57.46"W
Not charted

Clear Creek Channel Light 8 (Light List #25100)

Light List Published Position - 29°32.9', 095°00.9'
Surveyed Position (No. 6) - 29°32'56.68"N, 095°00'57.38"W
Surveyed position agrees with charted position

Clear Creek Channel Light 10 (Not in Light List)

Light List Published Position - None
Surveyed Position (No. 2497) - 29°32'52.42"N, 095°01'41.82"W
Not charted

Clear Creek Channel Light 13 (Light List #25110)

Light List Published Position - None
Surveyed Position (No. 18) - 29°33'07.46"W, 095°01'56.58"W
Surveyed position agrees with charted position

Clear Creek Channel Light 16 (Not in Light List)

Light List Published Position - None
Surveyed Position (No. 2498) - 29°33'17.96N, 095°02'33.01"W
Not charted

Clear Creek Channel Light 17 (Light List #25130)

Light List Published Position - None

Surveyed Position (No. 89) - 29°33'23.83"N, 095°03'07.23"W

Surveyed position agrees with charted position

Clear Creek Channel Light 20 (Light List #25145-Buoy 20)

Light List Published Position - None

Surveyed Position (No. 2513) - 29°33'17.56"N, 095°03'39.95"W

Surveyed Position is 450 meters ENE of Buoy 20 position

Clear Creek Channel Light 21 (Light List #25150)

Light List Published Position - None

Surveyed Position (No. 93) - 29°33'08.26"N, 095°04'11.44"W

Surveyed position agrees with charted position

Clear Creek Channel Daybeacon 23 (Light List #25160)

Light List Published Position - None

Surveyed Position (No. 117) - 29°32'52.15"N, 095°04'30.14"W

Surveyed position is 300 SW of charted position

Clear Lake Nasa Channel Junction Dbn A (Light List #25435)

Light List Published Position - 29°33.2', 095°04.2'

Surveyed Position (No. 94) - 29°33'12.04"N, 095°04'10.62"W

Surveyed position agrees with charted position

Clear Lake Nasa Channel Junction Dbn B (Light List #25440)

Light List Published Position - 29°33.2', 095°04.3'

Surveyed Position (No. 95) - 29°33'09.81"N, 095°04'14.84"W

Surveyed position agrees with charted position

Clear Lake Nasa Channel Dbn 2 (Light List #25445)

Light List Published Position - None

Surveyed Position (No. 96) - 29°33'13.25"N, 095°04'12.74"W

Surveyed position agrees with charted position

Clear Lake Nasa Channel Dbn 3 (Light List #25450)

Light List Published Position - None

Surveyed Position (No. 102) - 29°33'24.08"N, 095°04'22.11"W

Surveyed position agrees with charted position

Clear Lake Nasa Channel Dbn 4 (Light List #25455)

Light List Published Position - None

Surveyed Position (No. 103) - 29°33'30.60"N, 095°04'25.12"W

Surveyed position is 75 meters NW of charted position

The aids serve their intended purpose, though should be re-

charted using current surveyed positions.

The privately maintained aids to navigation were located by detached position and are recommended for charting as follows:

Pos. No.	Latitude (N)	Longitude (W)	Description
7	29°32'59.58"	095°01'25.80"	G DBN 1
8	29°32'59.59"	095°01'25.47"	R DBN 2
9	29°33'02.26"	095°01'25.93"	G DBN 3
10	29°33'02.29"	095°01'25.55"	R DBN 4
11	29°33'03.23"	095°01'25.94"	G DBN 5
12	29°33'03.19"	095°01'25.44"	R DBN 6
13	29°32'55.07"	095°01'23.31"	G DBN 3
14	29°32'55.18"	095°01'24.16"	R DBN 4
15	29°32'53.25"	095°01'23.74"	R DBN 6
16	29°32'51.46"	095°01'23.30"	R DBN 8
19	29°33'06.57"	095°02'03.15"	Watergate Marina Channel DBN 1
20	29°33'07.07"	095°02'03.72"	Watergate Marina Channel LT 2
21	29°33'04.92"	095°02'05.07"	Watergate Marina Channel DBN 3
22	29°33'04.12"	095°02'07.14"	Watergate Marina Channel DBN 4
23	29°33'01.77"	095°02'08.67"	Watergate Marina Channel DBN 5
24	29°33'01.27"	095°02'10.33"	Watergate Marina Channel DBN 6
25	29°33'00.11"	095°02'10.52"	Watergate Marina Channel DBN 7
26	29°32'59.23"	095°02'11.48"	Watergate Marina Channel DBN A
27	29°32'58.78"	095°02'13.15"	Watergate Marina Channel LT B
28	29°32'57.32"	095°02'14.81"	Watergate Marina Channel DBN 8
29	29°32'56.16"	095°02'14.79"	Watergate Marina Channel DBN 9
30	29°32'55.61"	095°02'16.80"	Watergate Marina Channel DBN 10
31	29°32'52.87"	095°02'18.56"	Watergate Marina Channel LT 11
32	29°32'53.74"	095°02'19.17"	Watergate Marina Channel BKW LT
33	29°32'53.56"	095°02'19.40"	Watergate Marina Channel DBN 12
34	29°32'54.22"	095°02'11.67"	Jarbo Bayou Channel DBN 2
35	29°32'48.79"	095°02'08.43"	Jarbo Bayou Channel DBN 4
36	29°32'45.35"	095°02'08.11"	Jarbo Bayou Channel DBN 6
37	29°32'40.14"	095°02'09.11"	Jarbo Bayou Channel DBN 8
38	29°32'34.41"	095°02'09.56"	G DBN
39	29°32'35.72"	095°02'09.01"	G DBN
40	29°32'37.09"	095°02'08.45"	G DBN
41	29°32'37.66"	095°02'08.91"	G DBN
42	29°32'38.06"	095°02'09.61"	G DBN
43	29°32'39.17"	095°02'08.88"	G DBN
44	29°32'39.72"	095°02'10.37"	G DBN
45	29°32'41.94"	095°02'10.12"	G DBN
46	29°32'44.22"	095°02'09.99"	G DBN
47	29°32'46.14"	095°02'10.07"	G DBN

48	29°32'49.44"	095°02'10.83"	G DBN
49	29°32'51.15"	095°02'11.77"	G DBN
50	29°32'52.34"	095°02'13.21"	G DBN
51	29°32'52.78"	095°02'13.99"	Watergate Marina BKW LT
52	29°32'58.68"	095°02'14.45"	Waterford Harbor Channel DBN 1
53	29°32'59.37"	095°02'14.38"	Waterford Harbor Channel DBN 2
54	29°32'58.56"	095°02'21.12"	Waterford Harbor Channel DBN 3
55	29°32'59.13"	095°02'21.34"	Waterford Harbor Channel DBN 4
56	29°32'58.39"	095°02'27.54"	Waterford Harbor Channel DBN 5
57	29°32'58.94"	095°02'27.73"	Waterford Harbor Channel DBN 6
58	29°32'58.75"	095°02'30.73"	Waterford Harbor Channel DBN 8
59	29°33'10.64"	095°01'54.49"	Lakewood Y.C. Channel DBN 1
60	29°33'13.77"	095°01'54.94"	Lakewood Y.C. Channel DBN 3
61	29°33'16.31"	095°01'55.47"	Lakewood Y.C. Channel DBN 5
62	29°33'18.95"	095°01'55.92"	Lakewood Y.C. Channel DBN 7
63	29°33'23.52"	095°01'56.47"	Lakewood Y.C. Channel DBN 9
64	29°33'24.98"	095°01'56.62"	Lakewood Y.C. Channel DBN A
65	29°33'24.97"	095°01'57.06"	Lakewood Y.C. Channel DBN 10
66	29°33'24.94"	095°01'58.35"	Lakewood Y.C. Channel DBN 11
67	29°33'25.84"	095°01'58.24"	Lakewood Y.C. Channel DBN 12
68	29°33'26.83"	095°01'59.45"	Lakewood Y.C. Channel DBN 14
69	29°33'28.64"	095°01'59.94"	Lakewood Y.C. Channel DBN 16
72	29°33'19.71"	095°02'51.16"	Marina on the Lake Channel DBN 1
73	29°33'19.89"	095°02'52.05"	Marina on the Lake Channel DBN 2
74	29°33'17.34"	095°02'53.27"	Marina on the Lake Channel DBN 3
75	29°33'17.68"	095°02'53.94"	Marina on the Lake Channel DBN 4
76	29°33'15.13"	095°02'55.13"	Marina on the Lake Channel DBN 5
77	29°33'15.40"	095°02'55.80"	Marina on the Lake Channel DBN 6
78	29°33'12.92"	095°02'57.07"	Marina on the Lake Channel DBN 7
79	29°33'13.30"	095°02'57.74"	Marina on the Lake Channel DBN 8
80	29°33'10.68"	095°02'59.01"	Marina on the Lake Channel DBN 9
81	29°33'11.05"	095°02'59.57"	Marina on the Lake Channel DBN10
82	29°33'08.85"	095°03'00.72"	Marina on the Lake Channel LT 11
83	29°33'09.40"	095°03'01.36"	Marina on the Lake Channel LT 12
97	29°33'17.54"	095°04'18.83"	G DBN 1
98	29°33'17.95"	095°04'19.05"	R DBN 2
99	29°33'21.29"	095°04'20.62"	Hilton Hotel MarinaChannel DBN 1
100	29°33'21.95"	095°04'22.84"	Hilton Hotel MarinaChannel DBN 2
101	29°33'21.36"	095°04'22.84"	G DBN
2514	29°33'21.60"	095°04'24.95"	Hilton Marina Channel BKW LT 3
2515	29°33'21.96"	095°04'24.90"	Hilton Marina Channel BKW LT 4
2516	29°33'21.74"	095°04'28.17"	Hilton Marina Channel F RGE LT
2517	29°33'21.83"	095°04'29.32"	Hilton Marina Channel R RGE LT
105	29°32'59.05"	095°04'21.59"	Ideal Channel DBN 1
106	29°32'57.66"	095°04'22.95"	Ideal Channel DBN 2
107	29°32'52.26"	095°04'13.70"	Ideal Channel DBN 3
108	29°32'50.79"	095°04'15.06"	Ideal Channel DBN 4

109	29°32'50.02"	095°04'14.27"	Ideal Channel LT 5
110	29°32'46.27"	095°04'19.32"	Ideal Channel DBN 6
111	29°32'43.74"	095°04'24.11"	Ideal Channel DBN 8
112	29°32'42.49"	095°04'23.52"	Ideal Channel DBN 9
113	29°32'43.10"	095°04'27.89"	Ideal Channel DBN 10
114	29°32'42.80"	095°04'34.75"	Plantation Channel DBN 3
115	29°32'44.97"	095°04'37.05"	Plantation Channel DBN 2
116	29°32'45.91"	095°04'36.25"	Plantation Channel LT 1
118	29°32'58.98"	095°04'25.93"	G DBN 1
119	29°32'59.38"	095°04'25.48"	R DBN 2
121	29°33'02.92"	095°04'31.10"	G DBN 5
122	29°33'04.00"	095°04'31.06"	R DBN 6
168	29°31'50.47"	095°00'03.36"	R LT on Pier
169	29°31'51.91"	095°00'04.84"	R LT on Pier

The following pipeline or cable crossing signs were located:

<u>Pos. No.</u>	<u>Location</u>
207	29°33'00.01", 095°01'28.66"
208	29°32'59.92", 095°01'28.42"
209	29°32'59.50", 095°01'27.49"
210	29°32'59.46", 095°01'26.82"
211	29°32'55.00", 095°01'27.51"
212	29°32'55.24", 095°01'27.30"
213	29°32'55.10", 095°01'26.65"
214	29°32'56.13", 095°01'26.43"

All bridge and overhead cable clearances were checked and found to be as charted.

No ferry routes exist within the survey area.

R. STATISTICS

<u>Description</u>	<u>Quantity</u>
Total Number of Positions	2517
Total Lineal Nautical Miles of Hydrography	108.6
Square Nautical Miles of Hydrography	6.0
Days of Production	34
Detached Positions	281
Bottom Samples	29
Tide Stations	2
Velocity Casts	8

S. MISCELLANEOUS *SEE ALSO EVALUATION REPORT*

No anomalous currents or tides were observed during this survey.

Twenty-nine bottom samples were taken and compared to the charted bottom characteristics. All surveyed characteristics agreed with those charted. Bottom sample positions are plotted on the overlay and are listed on the Oceanographic Log Sheet-M, NOAA Form 75-44, which is in the *Survey Separates."

The "assign fix" function of the program QUICK EDIT, was used to assign position numbers to the beginning or ending of a line as needed.

T. RECOMMENDATIONS

No additional field work was identified after field office processing was completed. Specific recommendations are made on the Item Investigation Reports appended, and in sections J., O., and Q. of this report.

U. REFERRAL TO REPORTS

<u>Title</u>	<u>Transmittal Information</u>
Descriptive Report to Accompany Survey H-10586	Atlantic Hydrographic Branch N/CG244, Norfolk, Va 23510 (Projected late 1995)
Coast Pilot for OPR-K224-AHP	Atlantic Hydrographic Branch N/CG244, Norfolk, Va 23510 (Projected Spring 1996)
User Evaluation for OPR-K224-AHP	Atlantic Hydrographic Branch N/CG244, Norfolk, Va 23510 (Projected Spring 1996)

Submitted by:

Mark J. McMann

Mark J. McMann
Launch Hydrographer In Charge

THE UNIVERSITY OF CHICAGO

PHYSICS DEPARTMENT
5712 S. UNIVERSITY AVE.
CHICAGO, ILL. 60637



AWOIS NO: 9144

Item Description: SOUNDING

Source: CL1591/81--USPS REPORT

AWOIS Position: 29° 32' 38.00"N, 95° 05' 00.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 4-12-95 / 102 (OPR-K204-AHP2, H-10585)

Position Number: 2266-2268 Launch Number: 0517

Investigation Used: Echo Sounder

Position Determined By: DGPS

Investigation Summary: A sounding line run along the channel marked by a single row of private maintained piles showed a least depth of 1.2 meters(3.9 ft).

CHARTING RECOMMENDATION

The hydrographer recommends removing the "5 ft rep 1981"^{Concur} and charting current survey soundings in the area.

Recommended Position:

Do Not Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete "5 ft reported 1981"

ADD "4 ft rep 1995"

AWOIS NO: 9146

Item Description: OBSTRUCTION (SUBMERGED PILE)

Source: CL185/87--USPS 1987 REPORT

AWOIS Position: 29° 32' 46.33"N, 95° 04' 39.74"W

Required Investigation: BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-19-95 / 019 (OPR-K204-AHP2, H-10585)

Position Number(s): 230 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search at extreme low water failed to reveal any sign of the reported pile. Water depth in the search area was less than 0.5 meter. 10 minutes was spent searching for the pile.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the ^{Subm} pile from the chart.

Recommended Position: None

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete Subm Pile
PA ↓

concern

AWOIS NO: 9147

Item Description: SOUNDING

Source: CL1591/81--USPS REPORT

AWOIS Position: 29° 32' 25.00"N, 95° 04' 30.00"W

Required Investigation: VS, BD, DI

Charts Affected: 12367

INVESTIGATION

Date(s)/DN(s): 3-24-95 / 083 (OPR-K204-AHP2, H-10585)

Position Number(s): 2008-2012, 2168-2177 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Three channel lines were run in the canal where this item is located. Depths ranged from ~~1.8~~^{3.6} meters (~~5.9~~ ft) at the entrance to the canal to a maximum of ~~3.6~~^{11.8} meters (11.8 ft) inside the canal.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "9 ft rep 1981" note from the chart and charting current survey soundings in the area.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete "9 ft rep 1981"

AWOIS NO: 9148

Item Description: SOUNDING

Source: CL1646/84--USPS REPORT

AWOIS Position: 29° 32' 36.00"N, 95° 04' 25.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-24-95 / 083 (OPR-K204-AHP2, H-10585)

Position Number(s): 2178-2186 Launch Number: 0517

Investigation Used: Echo Sounder

Position Determined By: DGPS

Investigation Summary: Three channel lines were run in the area of the reported 8 ft depth. Depths ranged from 1.7 meters (5.6 ft) at the entrance to a maximum of 2.2⁰ meters (7.2^{6.6} ft) inside the canal.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "8 ft rep 1984" note from the chart and charting current survey soundings in the area.

Recommended Position: Various

Concur

Recommended Least Depth: Various

COMPILATION NOTES

Chart

Applied As

Delete "8ft rep 1984"

AWOIS NO: 9149

Item Description: OBSTRUCTION (CHANNEL MARKERS)

Source: CL1402/73--USPS REPORT

AWOIS Position: 29° 32' 52.00"N, 95° 04' 38.00"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 12-20-94 / 354 (OPR-K204-AHP2, H-10585)

Position Number(s): 164-167 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search was conducted at low water and five 12 inch diameter wood piles were located and detached positions were taken. There were additional piles and channel markers located to the north and south of these markers, but they did not seem to be the ones reported in the AWOIS description.

CHARTING RECOMMENDATION

The hydrographer recommends charting the piles as located below.

Recommended Pos.:	pos.164	29°32'52.51",	095°04'38.24"
	pos.165	29°32'52.07",	095°04'38.78"
	pos.166	29°32'50.06",	095°04'36.96"
center of 2 piles	pos.167	29°32'49.37",	095°04'37.67"

*Concur
w/CLARETTO*

Recommended Least Depth: Various heights

SEE E+A Sec N.1.

COMPILATION NOTES

Chart

Applied As

Remove note "MARKERS REP"

x

AWOIS NO: 9150

Item Description: SOUNDING

Source: CL1402/73--USPS

AWOIS Position: 29° 32' 59.00"N 09⁵° 04' 45.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-24-95 / 083 (OPR-K204-AHP2, H-10585)

Position Number(s): 2230-2232 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: A centerline was run in the private maintained marked channel described in the AWOIS description and depths ranging from 1.5⁴ meters (4.9⁶ ft) to 1.1^{0.8} meters (3.6 ft) were found. These depths were only 0.1 to 0.2 meter deeper than the surrounding depths.

CHARTING RECOMMENDATION

The hydrographer recommends removing the two "6 ft rep" notes and charting current survey soundings in the area.

Recommended Position: Various

Concur

Recommended Least Depth: Various

COMPILATION NOTES

Chart

Applied As

Delete (2) "6 ft rep" notes

✓

AWOIS NO: 9151

Item Description: OBSTRUCTION (CHANNEL MARKERS)

Source: CL1402/73--USPS

AWOIS Position: 29° 32' 59.50"N 095° 04' 44.50"W

Required Investigation: VS, BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 12-20-94 / 354 (OPR-K204-AHP2, H-10585)

Position Number(s): 129-138, 156-162 **Launch Number:** 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search of the area revealed 17 - 12 inch dia. wood piles, all exposed approx. 1 meter, without any identifying marks, but apparently marking some type of small craft channel. Sounding lines run across the marked channel indicated depths only 0.1 to 0.2 meter deeper than the surrounding water. Discussions with local mariners revealed the channel has filled in since it was originally charted and is not deep enough to be of any use. Mr. Fred Maudlin (713/334-5505), a lifelong resident of the area and the owner of the Seabrook Sailing Center was a source of information on this item.

CHARTING RECOMMENDATION

The hydrographer recommends charting the markers as located.

Recommended Position: Various

SHOWN ON PRESENT SURVEY.

Recommended Least Depth: Various

CONCUR

COMPILATION NOTES

Chart

Applied As

Remove "MARKERS PA" + 18 ~~PA~~ 0

ADD 18 MARKERS 0

✓

AWOIS NO: 9152

Item Description: OBSTRUCTION (CHANNEL MARKERS)

Source: CL953/79--USPS

AWOIS Position: 29° 33' 00.00"N 095° 04' 27.00"W

Required Investigation: VS, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 12-20-94 / 354 (OPR-K204-AHP2, H-10585)

Position Number(s): 118-128 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the item revealed eleven 12 inch diameter wood piles, some with private maintained numbered dayboards, marking a small craft channel. Daymarks 1, 2, 5, 6, 9, and 10 were found, with the other piles having lost their boards.

CHARTING RECOMMENDATION

The hydrographer recommends charting the piles as located. *

Recommended Position: *SHOWN ON PRESENT SURVEY*

Recommended Least Depth: *CONCERN*

COMPILATION NOTES

Chart

Applied As

Delete (12) MARKERS
ADD (10) MARKERS



AWOIS NO: 9154

Item Description: SOUNDING

Source: CL1591/81--USPS REPORT

AWOIS Position: 29° 32' 50.00"N 095° 04' 13.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-24-95 / 083 (OPR-K204-AHP2, H-10585)

Position Number(s): 2197-2229 **Launch Number:** 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Three channel lines were run in the entrance channel, and the main fairways around the private docks inside the basin. The entire cove is the South Shore Harbour private marina. A center line was run in an uncharted creek exiting the basin near the northwest corner (pos. 2227-2229). This creek offers an alternate entrance for small craft that can fit under a fixed bridge midway down the creek. There have also been local requests to depict the piers inside the cove on the next edition of the chart. The piers are adequately shown on the T-map.

CHARTING RECOMMENDATION

The hydrographer recommends removing both the "10 ft rep 1981" and "7 ft rep 1984" notes from the chart and charting current survey soundings, pier locations, and the previously uncharted creek.

Recommended Position: Various

Recommended Least Depth: Various

Concur

*Delete "7ft rep 1984"
"10 ft rep 1981"*

AWOIS NO: 9155

Item Description: OBSTRUCTION (BUOY)

Source: H8694/62

AWOIS Position: 29° 33' 48.32"N 095° 03' 57.74"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 381-419 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 30-meter radius chain drag using 60 feet of chain and 30 feet of line was performed and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the ^{obstr}(buoy) from the chart.

Recommended Position: None

Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete "Subm Pile Ed"

AWOIS NO: 9156

Item Description: OBSTRUCTION (CONCRETE WALL)

Source: CL1691/73--USPS REPORT

AWOIS Position: 29° 33' 50.00"N 095° 04' 01.00"W

Required Investigation: VS, ES, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 381

Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search was conducted in the area of the concrete wall at extreme low water and a long area of concrete rip-rap was found. A detached position (no. 381) was taken at the east end of the rip-rap, which extended parallel to shore, west to a charted pier.

CHARTING RECOMMENDATION

The hydrographer recommends charting the rip-rap as located below.

Recommended Position: 29° 33'50.89"N, 095° 04'00.90"W

concern w/ clarification

Recommended Least Depth: 0.6 ^(1.3ft) meters above MLLW (~~predicted~~ tides)

approved

COMPILATION NOTES

Chart

Applied As

Delete : : : ← Obstr

ADD --- Ruins (FOIAS)

✓

AWOIS NO: 9157

Item Description: SOUNDING

Source: CL1551--USPS REPORT

AWOIS Position: 29° 33' 50.00"N 095E 03' 20.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-15-95 / 074 (OPR-K204-AHP2, H-10585)

Position Number(s): 1908-1911 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Main scheme hydrography in the area of the charted channel did not indicate any deeper depths, nor are there any markers of any kind defining a channel at the charted location.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "6 ft rep 1981" note and the dashed channel lines from the chart and chart current survey soundings in the area.

Recommended Position: Various

Concur

Recommended Least Depth: Various

COMPILATION NOTES

Chart

Applied As

Delete 6 ft rep 1981



✓

AWOIS NO: 9158

Item Description: UNKNOWN (WRECK)

Source: CL1401/73--USPS REPORT

AWOIS Position: 29° 33' 17.82"N 095° 03' 13.74"W

Required Investigation: VS, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-19-95 / 153 (OPR-K204-AHP2, H-10585)

Position Number(s): 232

Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: See description for AWOIS item 9159.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck in ruins as located below.

Recommended Position: 29° 33'18.95"N, 095° 03'09.07"W

Concur

Recommended Least Depth: 0.5 meters above MLLW (~~predicted~~ ^{Approved} tides)

COMPILATION NOTES

Chart

Applied As

Delete PA ~~+~~

ADD ~~o~~

(See Awois 9159)

AWOIS NO: 9159

Item Description: UNKNOWN (WRECK)

Source: LNM22/91--8th CGD

AWOIS Position: 29° 33' 19.00"N 095° 03' 04.00"W

Required Investigation: VS, BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-19-95 / 019 (OPR-K204-AHP2, H-10585)

Position Number(s): 232 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: An exposed wreck in ruins was located visually at a position approx. halfway between AWOIS 9158 and AWOIS 9159. The areas of both charted wrecks were searched visually at extreme low water and no evidence of any other wrecks was found. The areas of the charted wrecks were very shallow with depths less than 0.5 meter. The hydrographer believes the two wrecks are actually the same feature.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck in ruins as located below.

Concur

Recommended Position: 29° 33'18.95"N, 095° 03'09.07"W

Recommended Least Depth: 0.¹/₂ meters above MLLW (^{Approved} predicted tides)
(1 ft)

COMPILATION NOTES

Chart

Applied As

Delete PA ~~(H)~~
~~Chart~~ ~~5/~~

AWOIS NO: 9160

Item Description: OBSTRUCTION (SIGN)

Source: CL121/75--USPS REPORT

AWOIS Position: 29° 33' 09.00"N 095° 02' 08.00"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-23-95 / 054 (OPR-K204-AHP2, H-10585)

Position Number(s): 1396

Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: In the process of conducting a chain drag for the obstruction a snag was encountered while making a turn between lines. A sounding pole least depth (0.6 meter) was taken on a pile. The pile was slightly outside of the assigned search radius. Discussions with a local sailing authority (Fred Maudlin, 713/334-5505) indicated that the reported sign had been removed many years ago and that only a pile remained.

CHARTING RECOMMENDATION

The hydrographer recommends charting the submerged pile as located below.

CONCUR

Recommended Position: 29° 33'06.51"N, 095° 02'10.46"W

Recommended Least Depth: ⁵0.6 meter below MLLW (~~predicted~~ ^{approved} tides)
(1.6 ft)

COMPILATION NOTES

Chart

Applied As

Delete " PILES rap PA "
ADD Chart • Subm Pile cov 1 ft MLLW

AWOIS NO: 9161

Item Description: UNKNOWN (SUNKEN WRECK)

Source: CL556/84--USPS REPORT

AWOIS Position: 29° 32' 32.82"N 095° 02' 01.74"W

Required Investigation: ES, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-23-95 / 054 (OPR-K204-AHP2, H-10585)

Position Number(s): 1390

Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A 30-meter radius visual search was conducted in the area of the AWOIS position at low water and nothing was found. The area of the wreck is in a mooring area alongside a bulkhead. Vessels up to 30 feet in length tie along the bulkhead. Detached position no. 1390 was taken in the center of the search area.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the wreck from the chart.

Recommended Position: None


Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete 

AWOIS NO: 9162

Item Description: OBSTRUCTION (PILES)

Source: CL1403/73--USPS REPORT

AWOIS Position: 29° 32' 29.82"N 095° 01' 45.74"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): None (OPR-K204-AHP2, H-10585)

Position Number(s): None Launch Number: 0517

Investigation Used: None

Position Determined By: None

Investigation Summary: An investigation for this item could not be performed because the launch could not reach the area due to the low clearance of bridges over the creeks in this area. Bridge clearances were less than 6 feet for all three bridges leading into the area. A visual search could not be done due to limited access to the private property and lack of positioning capabilities without the launch survey computer.

CHARTING RECOMMENDATION

The hydrographer recommends the piles remain as charted.

Concur

Recommended Position: None

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

AWOIS NO: 9163

Item Description: OBSTRUCTION (PILES)

Source: CL121/75--USPS REPORT

AWOIS Position: 29° 33' 25.50"N 095° 02' 02.50"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1366-1387 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 50-meter radius chain drag was conducted at 10-meter line spacing using 30 feet of line and 60 feet of chain and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the piles from the chart.

Recommended Position: None

concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete Piles rep PA 0

4

AWOIS NO: 9164

Item Description: SOUNDING

Source: CL1402/73--USPS REPORT

AWOIS Position: 29° 33' 35.00"N 095° 01' 58.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 4-14-95 / 104 (OPR-K204-AHP2, H-10585)

Position Number(s): 2420-2422 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Main scheme hydrography in the area of the AWOIS item revealed depths between 1.8⁵ and 2.8⁰ meters (~~5.9 to 6.6~~ 4.9-5.9 ft). This is a private area and no facilities are available for the traveling public.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "7 ft rep 1973" note and charting current survey soundings in the area.

concern

Recommended Position: AWOIS Position listed above

Recommended Least Depth: ~~1.8 meters~~ below MLLW (predicted tides) *N/A*

COMPILATION NOTES

Chart

Applied As

Delete " 7ft rep 1973"

✓

AWOIS NO: 9165

Item Description: OBSTRUCTION (SHOAL)

Source: CL1021/80--USPS REPORT

AWOIS Position: 29° 33' 07.00"N 095° 01' 45.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-3-95 /062 (OPR-K204-AHP2, H-10585)
3-15-95/074
4-19-95/109

Position Number(s): 1720-1721~~2~~ Launch Number: 0517
1833-1834~~5~~
2463-2465

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Three channel lines, a left side, right side and center line, were run in the Clear Creek Channel. The shoalest depths found in the area of the reported shoaling were ~~2.0~~ 1.6 meters (~~6.6~~ 5.2 ft) along the west side of the channel just south of the shoal rep note on the chart.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "shl rep 1980" note and charting soundings from the current survey in the area.

Recommended Position: None

Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete "shl rep 1980"

X

AWOIS NO: 9166

Item Description: OBSTRUCTION (PILES)

Source: CL1493/73--USPS REPORT

AWOIS Position: 29° 33' 06.50"N 095° 01' 42.50"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-12-95 / 012 (OPR-K204-AHP2, H-10585)

Position Number(s): 215,216 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the item revealed two 3-pile dolphins located just south of a long pier. These dolphins may be used to secure large vessels alongside the pier.

CHARTING RECOMMENDATION

The hydrographer recommends charting the dolphins as located below.

Recommended Position: Pos 215: 29° 32'58.23"N, 095° 01'42.11"W
Pos 216: 29° 33'00.00"N, 095° 01'42.00"W
Pos 217: 29° 33'03.39"N, 095° 01'41.81"W

*Do Not
Concur
w/clarification*

Recommended Least Depth:

*See Es A Report
N. 2.*

COMPILATION NOTES

Chart

Applied As

Delete "Piles rep" D

Retain as charted

AWOIS NO: 9167

Item Description: UNKNOWN (WRECK)

Source: NM15/69

AWOIS Position: 29° 32' 54.82"N 095° 01' 36.74"W

Required Investigation: ES, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1329 Launch Number: 0517

Investigation Used: Echo sounder search

Position Determined By: DGPS

Investigation Summary: A 50-meter radius echo sounder search was conducted for the AWOIS item in lieu of a bottom drag, due to the location, which is along a rip rap shoreline with a steeply sloping bottom to the Clear Lake channel. Approx. 25 min was spent on the search. Nothing was found. A discussion with a group of pleasure boaters from Clear Lake indicated no knowledge of the item. Ellen Roof, (713/326-3217), a long time resident of the area stated the wreck may have been a shrimp boat which sank and drifted out of the lake before breaking up out in the bay.

CHARTING RECOMMENDATION

The hydrographer recommends removing the ^{*damprour Submerged*} wreck from the chart.

Recommended Position: None

concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete

(++)

AWOIS NO: 9168

Item Description: UNKNOWN (WRECK)

Source: CL1006/81--USPS REPORT

AWOIS Position: 29° 32' 55.00"N 095° 01' 31.50"W

Required Investigation: ES, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1331 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: A 50-meter radius echo sounder search was conducted at the AWOIS position. Nothing was found. The search area started alongside a rip rap and bulkhead shoreline out to the channel into Clear Lake. A chain drag was not possible. Local boaters do not believe any wrecks exist in the area. John Salvesson, (409/766-3638) a USCG member and local boater believes any wrecks in the channel were removed long ago.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position: None

Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete

~~ED~~

Wks

ED



AWOIS NO: 9169

Item Description: OBSTRUCTION (FENDER)

Source: LNM41/78--8th CGD

AWOIS Position: 29° 32' 57.82"N 095° 01' 25.74"W

Required Investigation: VS, BD, ES, DI, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-21-95/ 052 (OPR-K204-AHP2, H-10585)

Position Number(s): 1294 **Launch Number:** 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted by circling the railroad bridge fender. No evidence of any obstructions was discovered. Discussions with numerous local boaters revealed no local knowledge of any obstructions other than the fenders themselves. The survey launch traversed this area at many different stages of the tide and no sign of any obstructions was seen.

CHARTING RECOMMENDATION

The hydrographer recommends removing the obstruction from the chart.

Recommended Position: None

Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete  *Obsth*

AWOIS NO: 9170

Item Description: UNKNOWN (WRECK)

Source: LNM31/92

AWOIS Position: 29° 32' 55.00"N 095° 01' 08.00"W

Required Investigation: ES, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-20-95 / 020 (OPR-K204-AHP2, H-10585)

Position Number(s): 237 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual inspection of the AWOIS search area revealed a 50-foot wooden fishing vessel resting on the bottom and tied to the adjacent bulkhead. The wheelhouse of the boat is approximately 2.0 meters above the surface of the water. A photograph was taken. The photo is included in the Descriptive Report Appendix.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck at the location below.

concur

Recommended Position: 29° 32'55.31"N, 095° 01'08.28"W

Recommended Least Depth: ^{1.6}~~2.1~~ meters above MLLW (~~predicted~~ ^{Approved} tides)
(5 ft)

COMPILATION NOTES

<u>Chart</u>		<u>Applied As</u>
Delete	11326	MASTS PA
Chart	11326	

✓

AWOIS NO: 9171

Item Description: OBSTRUCTION (SAND BAR)

Source: CL556/84--USPS REPORT

AWOIS Position: 29° 33' 06.00"N 095° 01' 13.00"W

Required Investigation: VS, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-27-95 / 058 (OPR-K204-AHP2, H-10585)

Position Number(s): 1399 Launch Number: 0517

Investigation Used: Visual Search

Position Determined By: DGPS

Investigation Summary: A visual search was conducted in the area of the reported shoal and water depths were found to be extremely shallow in the entire area. The charted channel which traverses the area is no longer in existence and the area is mostly a baring shoal at low water.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "Shl rep 1984" note and the dashed channel lines from the chart and charting current survey soundings in the area.

Recommended Position: Various

Recommended Least Depth: Various

*Concur
w/clarification*

SEE EVA Sec N. #3.

COMPILATION NOTES

Chart

Applied As

Delete "Shl rep 1984"
" " "SEE NOTE F"
" " dashed channel lines + shoal limits

AWOIS NO: 9172

Item Description: OBSTRUCTION (SHOALING)

Source: CL679/81

AWOIS Position: 29° 33' 10.82"N 095° 01' 14.74"W

Required Investigation: VS, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-27-95 / 058 (OPR-K204-AHP2, H-10585)

Position Number(s): 1400 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the reported shoaling revealed extremely shallow depths in the entire area. The channel charted in the area no longer exists and the area is mostly a baring shoal at low water.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "Shl rep 1981" note and the dashed channel lines and charting current survey soundings in the area.

Recommended Position:

Recommended Least Depth:

*Concur
w/clarification
below*

COMPILATION NOTES

Chart

Applied As

*N/A Compilation being done on 97 Raster
1994 charted note on shoal has already
been removed*

AWOIS NO: 9173

Item Description: UNKNOWN (VISIBLE WRECK)

Source: H8694/62--OPR-428

AWOIS Position: 29° 33' 12.82"N 095° 01' 14.44"W

Required Investigation: VS, BD, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-27-95 / 058 (OPR-K204-AHP2, H-10585)

Position Number(s): 1398

Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the AWOIS item did not locate the reported wreck. However, slightly south of the assigned search radius a large visible wreck in ruins was located and detached position number 1398 was taken. The entire surrounding area is extremely shallow, with access by the survey launch only possible during the highest stages of the tide. Visual examination of the shoreline in the area at low water stages didn't show any other wrecks.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck at the location below.

concur

Recommended Position: 29° 33'07.43"N, 095° 01'15.82"W

Recommended Least Depth: 1.²~~1~~ meters above at MHW (^{Approved} predicted tides).
3 ft

COMPILATION NOTES

Chart

Applied As

Delete " Wreck -> "

Chart ~~1~~

X

AWOIS NO: 9174

Item Description: UNKNOWN (WRECK)

Source: LNM22/91

AWOIS Position: 29° 32' 40.80"N 095° 04' 40.70"W

Required Investigation: SD, VS, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 030 405 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A 100-meter radius visual search was conducted at extreme low water and nothing was found. The area covered by the search radius is partly on shore and along a bulkheaded shoreline out to water depths over 2 meters. The proximity of the shoreline, along with shallow depths made a chain drag impossible. Thirty minutes was spent on the visual search. Detached position (no. 030) was taken in the center of the search area.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete ~~PA~~ PA

concur

AWOIS NO: 9175

Item Description: UNKNOWN (WRECK)

Source: LNM40/91

AWOIS Position: 29° 33' 00.80"N 095° 01' 00.70"W

Required Investigation: SD, VS, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-21-95 / 052 (OPR-K204-AHP2, H-10585)

Position Number(s): 1291 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search was performed in the area of the AWOIS item and nothing was found. The search area is centered over a large shoal near the entrance to Clear Lake. This area has a very high concentration of crab traps, as well as strong currents from the water exiting the lake. The crab traps made a chain drag impossible. A discussion with the individual crabbing the area indicated the wreck has not existed at that location for at least 6 years.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete " ~~WK PA~~ " *✓* (charts 11326 + 11327)

Delete " WK PA " (Chart 11327 only)

AWOIS NO: 9176

Item Description: UNKNOWN (WRECK)

Source: LNM33/89

AWOIS Position: 29° 32' 30.00"N 095° 00' 24.00"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-02-95 / 034 (OPR-K204-AHP2, H-10585)

Position Number(s): 732-833 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 250-meter radius chain drag was performed at 10-meter line spacing using 40 feet of tow line and 60 feet of chain. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete (H) PA

AWOIS NO: 9177

Item Description: UNKNOWN (WRECK)

Source: LNM28/89

AWOIS Position: 29° 32' 58.50"N 095° 00' 10.00"W

Required Investigation: SD, VS, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-07-95 / 038 (OPR-K204-AHP2, H-10585)

Position Number(s): 930-957 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: While performing the chain drag for this item a hang was encountered. Repeated drifts over the hang indicated mostly low wreckage with a least depth of 1.4 meters. Detached position number 957 was taken over the least depth.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck at the location below.

concur

Recommended Position: 29° 32'56.95"N, 095° 00'08.74"W

Recommended Least Depth: 1.⁶₇ meters below at MLLW (^{approved} predicted tides).
(5.2 ft)

COMPILATION NOTES

Chart

Applied As

Delete PD (H):
ADD S.WK

AWOIS NO: 9178

Item Description: UNKNOWN (WRECK)

Source: LNM23/90

AWOIS Position: 29° 33' 18.00"N 095° 04' 18.00"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-25-95 / 025 (OPR-K204-AHP2, H-10585)

Position Number(s): 297-336 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag using 60 feet of chain and 30 feet of line was performed and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Recommended Least Depth:

Concur

COMPILATION NOTES

Chart

Applied As

Delete ~~44~~ *MAST PA*

X

AWOIS NO: 9179

Item Description: UNKNOWN (WRECK)

Source: LNM21/87

AWOIS Position: 29° 32' 54.00"N 095° 00' 30.00"W

Required Investigation: SD, VS, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-02-95 / 033 (OPR-K204-AHP2, H-10585)

Position Number(s): 661-684 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was conducted at 10-meter line spacing using 40-feet of tow line and 60-feet of chain. Nothing was found. This drag was done in conjunction with AWOIS 9207 as they had overlapping search radii.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Recommended Least Depth:

Concur

COMPILATION NOTES

Chart

Applied As

Delete (H) PA

AWOIS NO: 9180

Item Description: OBSTRUCTION (SUBM. BULKHEAD)

Source: LNM33/84

AWOIS Position: 29° 34' 02.82"N 095° 03' 15.74"W

Required Investigation: BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 382 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the submerged bulkhead revealed a wooden bulkhead visible at low water. An echo sounder search around the end of the visible bulkhead did not reveal any submerged structures.

CHARTING RECOMMENDATION

The hydrographer recommends charting the obstruction (bulkhead) at the location below.

Recommended Position: 29° 34'02.34"N, 095° 03'15.15"W *concur*

Recommended Least Depth: 0.64 meters above at MLLW (*approved* ~~predicted~~ tides).
(1.3 ft)

COMPILATION NOTES

Chart

Applied As

Delete *Obstr PA*
Chart *Bulk head* —
 BKhd

AWOIS NO: 9181

Item Description: UNKNOWN (SUBM. WRECK)

Source: LNM12/87

AWOIS Position: 29° 33' 06.00"N 095° 01' 06.00"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1327

Launch Number: 0517

Investigation Used: Chain Drag

Position Determined By: DGPS

Investigation Summary: While conducting a chain drag a hang was encountered. Repeated drifts over the hang found a least depth of 0.6 meter. Most of the wreckage was low to the bottom and scattered.

CHARTING RECOMMENDATION

The hydrographer recommends charting the obstruction (wreck) at the location below.

Recommended Position: 29° 33'05.40"N, 095° 01'04.30"W

Recommended Least Depth: 0.⁶/₇ meters below at MLLW (predicted tides). *approved*

COMPILATION NOTES

Chart

Applied As

Delete

~~PA~~

ADD

2 WK

✓

AWOIS NO: 9182

Item Description: Wreck NIGHT TRAIN~~X~~

Source: LNM46/84

AWOIS Position: 29° 32' 54.82"N 095° 00' 24.73"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-02-95 / 033 (OPR-K204-AHP2, H-10585)

Position Number(s): 686-731 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 150-meter radius chain drag was conducted using 10-meter line spacing with 40-feet of tow line and 60 feet of chain. Nothing was found. This drag was partially covered by the drags done for AWOIS 9179 and 9207.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Cancel

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

PA *(initials)*

y

AWOIS NO: 9183

Item Description: UNKNOWN (WRECK)

Source: LNM49/84

AWOIS Position: 29° 32' 54.82"N 095° 01' 04.74"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-21-95 / 052 (OPR-K204-AHP2, H-10585)

Position Number(s): 1293

Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search done in the area of the AWOIS position found nothing. The area lies in the entrance channel to Clear Lake, an extremely busy channel with strong currents. A chain drag could not be done. Local boaters have no knowledge of any obstructions in this area.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

SEE Below

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

N/A

Not on 97 Raster

AWOIS NO: 9184

Item Description: UNKNOWN (SUNKEN BARGE)

Source: LNM7/82

AWOIS Position: 29° 32' 24.82"N 095° 00' 12.73"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-01-95 / 032 (OPR-K204-AHP2, H-10585)

Position Number(s): 556-617 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 150-meter radius chain drag was performed at 10-meter line spacing using 60-feet of chain and 40-feet of tow line and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the sunken barge from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete ~~44~~ PA (3 ft rep 1982)

AWOIS NO: 9185

Item Description: OBSTRUCTION (SUNKEN BUOY)

Source: LNM33/81

AWOIS Position: 29° 31' 55.82"N 095° 00' 10.73"W

Required Investigation: SD, BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-1-95 / 032 (OPR-K204-AHP2, H-10585)

Position Number(s): 513 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the AWOIS item revealed a visible buoy, resting on the bottom. Although the buoy was outside of the search radius, discussion with a local resident (John Maudlin, 713/334-7223) indicate this buoy has been in the same spot for several years and that requests have been made to have the buoy removed as it is a hazard to boating. A photograph was taken and is included in the descriptive report.

CHARTING RECOMMENDATION

The hydrographer recommends charting the obstruction (buoy) at the location below.

Recommended Position: 29° 31'55.02"N, 095° 00'19.21"W

Recommended Least Depth: ^{-1.1} 1.2 meters above at MLLW (predicted tides). ^{approved} ~~(predicted)~~
(-4 fr)

Concur

COMPILATION NOTES

Chart

Applied As

Delete :: Obstr PD

Chart :: ~~Obstr~~ o Obstr

AWOIS NO: 9186

Item Description: UNKNOWN (WRECK)

Source: CL1003/82--USCGAUX

AWOIS Position: 29° 32' 54.82"N 095° 00' 17.73"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-07-95 / 038 (OPR-K204-AHP2, H-10585)

Position Number(s): 836-867 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was conducted at 10-meter line spacing with 40-feet of line and 60 feet of chain. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete  *PA*

AWOIS NO: 9187

Item Description: UNKNOWN (WRECK)

Source: CL522/80--USCGAUX

AWOIS Position: 29° 32' 56.32"N 095° 01' 03.24"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-21-95 / 052 (OPR-K204-AHP2, H-10585)

Position Number(s): 1292

Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search was performed in the area of the AWOIS item and nothing was found. The area lies adjacent to a bulkhead just outside the entrance channel into Clear Lake. This is a high traffic area with strong currents. Local boaters have no knowledge of any obstructions in this area. The proximity of the bulkhead made a chain drag out of the question.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Conam

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

laks PA



✓

AWOIS NO: 9188

Item Description: OBSTRUCTION (SNAG)

Source: H8694/62

AWOIS Position: 29° 34' 12.³/₂"N 095° 03' 14.24"W

Required Investigation: SD, BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 383-404 **Launch Number:** 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 50-meter radius chain drag using 60-feet of chain and 30-feet of line was conducted and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the obstruction (snag) from the chart.

Recommended Position:

Conus

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete a Snag

AWOIS NO: 9189

Item Description: UNKNOWN (WRECK)

Source: CL369/83

AWOIS Position: 29° 33' 30.82"N 095° 01' 44.74"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-20-95 / 020 (OPR-K204-AHP2, H-10585)

Position Number(s): 020 239 Launch Number: 0517

Investigation Used: Echo Sounder

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted in the area of the AWOIS item, which is in the center of a marine railway slip at the Blue Dolphin Marina in Seabrook, Texas. Nothing was found. Discussions with Mr. Jerry Clark, (713/326-5569) the former manager of the now defunct shipyard that operated the railway revealed a wreck which burned at the dock in the area was salvaged in about 1984. He stated that the railway was operational until 1991, serving vessels up to 85' in length and 9 ft draft.

CHARTING RECOMMENDATION

The hydrographer recommends removing the obstruction (wreck) from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete " ← *WR TA* "

AWOIS NO: 9190

Item Description: UNKNOWN (WRECK)

Source: CL369/83

AWOIS Position: 29° 33' 26.02"N 095° 02' 17.74"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1332-1365 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: The portion of a 150-meter radius chain drag which could be searched was dragged at 10-meter line spacing with 30-feet of tow line and 60 feet of chain. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

(+++)
PA

X

AWOIS NO: 9191

Item Description: UNKNOWN (WRECK AWASH)

Source: CL369/83

AWOIS Position: 29° 32' 30.82"N 095° 02' 01.74"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-23-95 / 054 (OPR-K204-AHP2, H-10585)

Position Number(s): 1391 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search in the area of the AWOIS item revealed a 25-foot long wooden vessel resting on the bottom and tied to the bulkhead.

CHARTING RECOMMENDATION

The hydrographer recommends charting the wreck at the location below.

Recommended Position: 29° 32'31.56"N, 095° 02'02.89"W

Recommended Least Depth: -1.9 meters above at MLLW (predicted tides). *approved*

concur

COMPILATION NOTES

Chart

Applied As

Delete ↖ ↑
 WKS
 PA

Chart ✗ 

AWOIS NO: 9192

Item Description: UNKNOWN (WRECK AWASH)

Source: CL369/83

AWOIS Position: 29° 32' 31.82"N 095° 01' 57.74"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-23-95 / 054 (OPR-K204-AHP2, H-10585)

Position Number(s): 1388 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search conducted at the AWOIS location did not reveal any wrecks. The site was alongside a bulkhead where several boats to up to 25-feet in length were tied.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

*↖ ↗
WKS
PA*

AWOIS NO: 9193

Item Description: UNKNOWN (WRECK AWASH)

Source: CL369/83

AWOIS Position: 29° 32' 34.82"N 095° 01' 59.74"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-23-95 / 053 (OPR-K204-AHP2, H-10585)

Position Number(s): 1389

Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A 50-meter radius visual search was performed alongside a bulkhead and nothing was found. The search area was in an area of piers which are used for vessels up to 30 feet in length. Any obstructions in this congested area would be hit frequently.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

PA

AWOIS NO: 9194

Item Description: UNKNOWN (WRECK)

Source: CL1322/81--USCGAUX

AWOIS Position: 29° 33' 07.32"N 095° 01' 38.24"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 12367

INVESTIGATION

Date(s)/DN(s): 1-20-95 / 020 (OPR-K204-AHP2, H-10585)

Position Number(s): 238 Launch Number: 0517

Investigation Used: Echo sounder and visual search

Position Determined By: DGPS

Investigation Summary: An echo sounder and visual search was conducted in a canal at the Seabrook Shipyard, a private marina. Nothing was found. Discussions with the harbor master, Mr. Walter Kidd, (713/474-2586) revealed no local knowledge of the wreck. That area of the marina is frequently traversed by vessels up to 40 feet in length.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

CONCUR

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete ED 

AWOIS NO: 9195

Item Description: SOUNDING

Source: CL1322/81--USCGAUX

AWOIS Position: 29° 33' 00.82"N 095° 03' 05.74"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 3-24-95 / 083 (OPR-K204-AHP2, H-10585)

Position Number(s): 2265-2266 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: A center line was run in the canal where the reported depth is located. Depths in the canal ranged from 0.86 meters (2.80ft) at the entrance to a maximum of 1.53 meters (4.93ft) at the head of the canal.

CHARTING RECOMMENDATION

The hydrographer recommends removing the "8 ft rep 1981" note and charting current survey soundings in the area.

Recommended Position: AWOIS Position listed above

correct

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete "8 ft rep 1981"

AWOIS NO: 9196

Item Description: OBSTRUCTION (PILES)

Source: CL412/80

AWOIS Position: 29° 33' 16.82"N 095° 03' 35.74"W

Required Investigation: SD, BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-30-95 / 030 (OPR-K204-AHP2, H-10585)

Position Number(s): 420-445 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A chain drag was conducted on the south side of the channel shoreward to the offshore ends of piers and nothing was found. 60 feet of chain and 30 feet of line were used and the drag was done at 10-meter line spacing.

CHARTING RECOMMENDATION

The hydrographer recommends removing the piles from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete o Subm piles PA

AWOIS NO: 9197

Item Description: UNKNOWN (WRECK)

Source: CL1105/77--USPS

AWOIS Position: 29° 33' 01.82"N 095° 01' 08.74"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-21-95 / 052 (OPR-K204-AHP2, H-10585)

Position Number(s): 1290

Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A visual search was conducted in the area of the AWOIS item between piers and ruins. Water depths ranged from less than 0.5 meter to 1.3 meters. Nothing was found. The shallow water and numerous piers made a chain drag impossible.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

PA

AWOIS NO: 9198

Item Description: UNKNOWN (WRECK)

Source: CL1105/77--USPS

AWOIS Position: 29° 32' 56.82"N 095° 01' 30.24"W

Required Investigation: SD, BD, ES, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-22-95 / 053 (OPR-K205-AHP2, H-10585)

Position Number(s): 1330 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: A 50-meter radius echo sounder search was conducted and nothing was found. The location of the item prevented a chain drag. The area is a steeply sloping bottom from a bulkheaded shoreline. Local boaters deny existence of this feature. Carl Glaze, (713/334-1571) a local pleasure boater, states there was never a wreck in this area.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete WKS ED →

y

AWOIS NO: 9199

Item Description: OBSTRUCTION (SUBMERGED OBJECT)

Source: CL1087/83--USPS

AWOIS Position: 29° 33' 24.52"N 095° 03' 24.94"W

Required Investigation: SD, BD, DI

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-26-95 / 026 (OPR-K204-AHP2, H-10585)

Position Number(s): 337-376 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag using 60-feet of chain and 30-feet of line and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the obstruction from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete ⊙ Obstr PA

✓

AWOIS NO: 9200

Item Description: UNKNOWN (WRECK)

Source: LNM42/82

AWOIS Position: 29° 33' 20.82"N 095° 03' 55.74"W

Required Investigation: SD, BD, ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-25-95 / 025 (OPR-K204-AHP2, H-10585)

Position Number(s): 255-296 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-radius chain drag using 60-feet of chain and 30-feet of line was conducted and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete ~~++~~ *PA*

AWOIS NO: 9201

Item Description: OBSTRUCTION (STAKES)

Source: CL412/80--USPS REPORT

AWOIS Position: 29° 32' 45.83"N 095° 04' 42.74"W

Required Investigation: VS, BD, DI, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-19-95 / 019 (OPR-K204-AHP2, H-10585)

Position Number(s): 231 Launch Number: 0517

Investigation Used: Visual search

Position Determined By: DGPS

Investigation Summary: A 100-meter radius visual search was conducted in water depths to 0.7 meter and nothing was found. Detached position number 231 was taken in the center of the search area. Approximately 15 minutes was spent on the search. The area was too shallow for bottom dragging.

CHARTING RECOMMENDATION

The hydrographer recommends removing the obstruction (stakes) from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete 0 STAKES PA

AWOIS NO: 9202

Item Description: OBSTRUCTION (PILES)

Source: CL1403/73

AWOIS Position: 29° 32' 43.32"N 095° 00' 53.74"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-1-95 / 032 (OPR-K204-AHP2, H-10585)

Position Number(s): 618 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted in the area of the AWOIS item between pier ruins and nothing was found. Twenty minutes was spent on the search, in an area too shallow for bottom dragging.

CHARTING RECOMMENDATION

The hydrographer recommends removing the obstruction (piles) from the chart.

Recommended Position:

Recommended Least Depth: *INVESTIGATION NOT IN AREA OF CHARTED ITEM. DO NOT DELETE, RETAIN AS CHARTED.*

COMPILATION NOTES

<u>Chart</u>		<u>Applied As</u>
Delete	o Piles rep	(11326)
Retain	o	(11327)

Do Not Concern

AWOIS NO: 9203

Item Description: UNKNOWN (WRECK)

Source: LNM1/71

AWOIS Position: 29° 32' 08.82"N 095° 00' 03.73"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-01-95 / 032 (OPR-K204-AHP2, H-10585)

Position Number(s): 514-555 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was performed at 10-meter line spacing using 60-feet of chain and 40-feet of tow line. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removal of the wreck from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

ED



v

AWOIS NO: 9204

Item Description: UNKNOWN (WRECK)

Source: LNM27/92--8th CGD

AWOIS Position: 29° 32' 44.80"N 095° 00' 04.70"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-10-95 / 041 (OPR-K204-AHP2, H-10585)

Position Number(s): 958-1001 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was performed at 10-meter line spacing with 40-feet of tow line and 60-feet of chain and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Concur


Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete  (chart 11326)

"  PD (3 ft rep 1992) (chart 11327)

AWOIS NO: 9205

Item Description: UNKNOWN (WRECK)

Source: CL242/75--USPS REPORT

AWOIS Position: 29° 32' 44.82"N 095° 00' 20.73"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-2-95 / 033 (OPR-K204-AHP2, H-10585)

Position Number(s): 685 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: An echo sounder search was conducted and an 8 inch diameter pvc pipe was found to be marking a wreck in ruins. Repeated drifts over the wreck found a least depth of 0.7 meter.

CHARTING RECOMMENDATION

The hydrographer recommends charting the obstruction (wreck) at the location below.

Recommended Position: 29° 32'46.81"N, 095° 00'24.17"W

Recommended Least Depth: 0.7 meters below at MLLW (predicted tides).
(2 ft.)

@ ENCUM

Approved

COMPILATION NOTES

Chart

Applied As

Delete

PA ~~TH~~ MASTS

Chart

2 WK

AWOIS NO: 9206

Item Description: UNKNOWN (WRECK)

Source: UNKNOWN

AWOIS Position: 29° 32' 56.50"N 095° 00' 29.00"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-02-95 / 033 (OPR-K204-AHP2, H-10585)

Position Number(s): 621-684 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A chain drag covering the area of this item was performed while dragging for AWOIS items 9179 and 9207. Most of the search area for this item fell within the search areas for those items and a small portion inside the search area for AWOIS 9182. The entire area was cleared of any obstructions. No hangs were encountered.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

Recommended Least Depth:

Concur

COMPILATION NOTES

Chart

Applied As

Delete *(X)*

AWOIS NO: 9207

Item Description: UNKNOWN (WRECK)

Source: CL1269/66--USPS REPORT

AWOIS Position: 29° 32' 58.00"N 095° 00' 30.00"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-02-95 / 033 (OPR-K204-AHP2, H-10585)

Position Number(s): 619-660 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was performed at 10-meter line spacing using 40-feet of line and 60-feet of chain and nothing was found. This drag was done in conjunction with AWOIS 9179, as there was overlap in the search radii.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position:

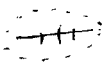
Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete  *PA*

AWOIS NO: 9208

Item Description: OBSTRUCTION (PILE)

Source: CL1405/73--USPS REPORT

AWOIS Position: 29° 33' 20.00"N 095° 00' 41.00"W

Required Investigation: VS, BD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-31-95 / 031 (OPR-K204-AHP2, H-10585)

Position Number(s): 446-467 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 50-meter radius chain drag was performed at 10-meter line spacing using 40-feet of line and 60-feet of chain and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the obstruction (pile) from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete o MARKER rep

AWOIS NO: 9209

Item Description: UNKNOWN (WRECK)

Source: LNM33/77--8th CGD

AWOIS Position: 29° ³⁴43' 00.82"N 095° 00' 36.74"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-20-95 / 020 (OPR-K204-AHP2, H-10585)

Position Number(s): 020 Launch Number: 0517

Investigation Used: Echo sounder and visual search

Position Determined By: DGPS

Investigation Summary: An echo sounder and visual search was conducted in the area of the AWOIS item between pier ruins and in water from less than 0.5 meter to 1.5 meters deep. Nothing was found. The numerous ruins and shallow depths in the area made a chain drag impossible. Local fishermen state the wreck does not exist.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck, ^{PA} from the chart.

Recommended Position:

concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

(+++): PA

AWOIS NO: 9210

Item Description: UNKNOWN (WRECK)

Source: LNM2/83--8th CGD

AWOIS Position: 29° 34' 18.82"N 095° 00' 19.73"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 1-31-95 / 031 (OPR-K204-AHP2, H-10585)

Position Number(s): 469-512 Launch Number: 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 100-meter radius chain drag was conducted at 10-meter line spacing using 60-feet of chain and 40-feet of tow line and nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck^{PR} from the chart.

Recommended Position:

Concur

Recommended Least Depth:

COMPILATION NOTES

Chart

Applied As

Delete

PA



AWOIS NO: 9211

Item Description: UNKNOWN (WRECK)

Source: LNM32/79--8th CGD

AWOIS Position: 29° 33' 05.82"N 095° 00' 05.73"W

Required Investigation: BD, ES, SD

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 2-07-95 / 038 (OPR-K204-AHP2, H-10585)

Position Number(s): 868-929 **Launch Number:** 0517

Investigation Used: Chain drag

Position Determined By: DGPS

Investigation Summary: A 150-meter radius chain drag was conducted at 10-meter line spacing with 40-feet of line and 60-feet of chain. Nothing was found.

CHARTING RECOMMENDATION

The hydrographer recommends removing the wreck from the chart.

Recommended Position: None

Concur

Recommended Least Depth: None

COMPILATION NOTES

Chart

Applied As

Delete

PA
HH

AWOIS NO: 9249

Item Description: SOUNDING

Source: UNKNOWN

AWOIS Position: 29° 33' 02.00"N 095° 02' 10.00"W

Required Investigation: ES

Charts Affected: 11326

INVESTIGATION

Date(s)/DN(s): 4-14-95 / 104 (OPR-K204-AHP2, H-10585)

Position Number(s): 2389-2400 Launch Number: 0517

Investigation Used: Echo sounder

Position Determined By: DGPS

Investigation Summary: Three sounding lines, a red side , a green side, and a center line were run in the Watergate Marina Channel. The approximate width of the channel was 20 meters (65 ft) between channel markers and depths in the center were 2.2 to 2.5 meters (7.2-8.2 ft). The AWOIS description incorrectly states the item is a notation of "priv 40 ft x 50 ft, rep" note. On the chart enlargement, the note is actually 4.0 ft x 50 ft.

CHARTING RECOMMENDATION

The hydrographer recommends removing the charted note "Priv 40 x 50ft rep May 1982" and charting current survey soundings in the area.

Recommended Position: AWOIS Position listed above

concur w/ clarification

Recommended Least Depth:

*Delete 4ft for 50ft
 rep May 1982
 Priv Channel "*

Delete dashed Channel lines

APPROVAL SHEET

BASIC HYDROGRAPHIC SURVEY

OPR-K204-AHP

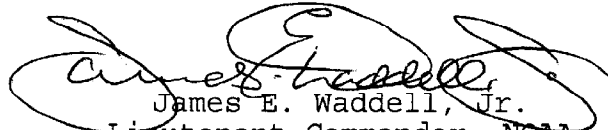
AHP-10-13-94

H-10585

1994

This basic hydrographic survey was conducted in accordance with the project instructions for OPR-K204-AHP, the Hydrographic Manual, the Hydrographic Survey Guidelines, and the Field Procedures Manual. All reports were reviewed by Mr. Brian Link, Assistant Chief of Party. The descriptive report was reviewed and approved by LCDR James E. Waddell, Jr., Chief of Party. All supporting data and records were approved through Team Processing with the Atlantic Hydrographic Branch in Norfolk, Virginia.

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



James E. Waddell, Jr.
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Party



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Ocean and Earth Sciences
Silver Spring, Maryland 20910

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: January 31, 1996

MARINE CENTER: Atlantic

HYDROGRAPHIC PROJECT: OPR-K204-AHP2

HYDROGRAPHIC SHEET: H-10585

LOCALITY: Clear Lake, Galveston, Texas

TIME PERIOD: December 14, 1994 - April 19, 1995

TIDE STATION USED: 877-0933 Clear Lake, Tx.
Lat. 29° 33.8'N Lon. 95° 04.0'W

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 4.44 ft.
HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.1 ft.

TIDE STATION USED: 877-1013 Eagle Point, Tx.
Lat. 29° 28.8'N Lon. 94° 55.1'W

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 3.39 ft.
HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.1 ft.

REMARKS: RECOMMENDED ZONING

1. In Clear Lake, times and heights are direct using Clear Lake, Tx. (877-0933).
2. In Clear Creek, apply a +20 minute correction to times, and heights are direct using Clear Lake, Tx. (877-0933)
3. In Galveston Bay, apply a +15 minute correction to times and heights are direct using Eagle Point, Tx. (877-1013)



Note: Relative sea level trends show that the Galveston Bay, Texas area is undergoing substantial land subsidence. The relative sea level trend observed at the site for the control station for datum computation, Galveston, Pier 21, for the time period 1950 through 1993 is +0.025 ft./yr. with a standard error of 0.002 ft./yr. As a result of high rate of sea level change, the 1960 to 1978 Tidal Epoch value of Mean Lower Low Water (MLLW) used as chart datum and reference datum for NOS tidal predictions does not reflect present conditions. The data are now under review to determine an updated value of MLLW. Even though the 1960-78 Epoch value of MLLW is not the most current, the change is in the direction that is safe for navigational purposes.

Notes:

1. Times are tabulated in Greenwich Mean Time.
2. The data for Clear Lake, Tx. (877-0933) and Eagle Point, Tx. (877-1013) are stored in Next Generation Water Level Measurement System temporary files #677-0933 and #677-1013 respectively.

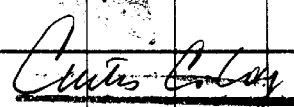
Caution: Clear Lake, Tx. (877-0933) data are considered preliminary until vertical stability is verified with closing levels from the Atlantic Hydrographic Party.



CHIEF, DATUMS SECTION

GEOGRAPHIC NAMES

Name on Survey	A ON CHART NO. 11326, 11327 B ON PREVIOUS SURVEY NO. C ON U.S. QUADRANGLE MAPS D FROM LOCAL INFORMATION E ON LOCAL MAPS F P.O. GUIDE OR MAP G GRAND McNALLY ATLAS H U.S. LIGHT LIST K										
	A	B	C	D	E	F	G	H	K		
CLEAR CREEK	X		X								1
CLEAR LAKE	X		X								2
CLEAR LAKE SHORES	X		X								3
COW BAYOU	X		X								4
EL LAGO (pp1)	X		X								5
GALVESTON BAY	X		X								6
GLEN COVE	X		X								7
JARBO BAYOU	X		X								8
KEMAH (pp1)	X		X								9
LAKESIDE (pp1)	X		X								10
LYNDON B JOHNSON											11
SPACE CENTER (NASA)	X		X								12
LEAGUE CITY	X		X								13
MUD LAKE	X		X								14
NASA 1 (road)	X		X								15
NASSAU BAY	X		X								16
NASSAU BAY (pp1)	X		X								17
NASSAU, LAKE	X		X								18
PINE GULLY	X		X								19
SEABROOK (pp1)	X		X								20
TAYLOR LAKE	X		X								21
TAYLOR LAKE VILLAGE	X		X								22
TEXAS (title)	X		X								23
TODVILLE	X		X								24
											25

Approved

 Chief Geographer

MAR 20 1996

N/CS33 - 8 - 98

LETTER TRANSMITTING DATA

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

- ORDINARY MAIL
- AIR MAIL
- REGISTERED MAIL
- EXPRESS
- GBL (Give number)

TO:

Chief, Data Control Group, N/CS3x1
 NOAA / National Ocean Service
 Station 6815, SSMC3
 1315 East-West Highway
 Silver Spring, Maryland 20910-3282

DATE FORWARDED

1-30-98

NUMBER OF PACKAGES

1

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

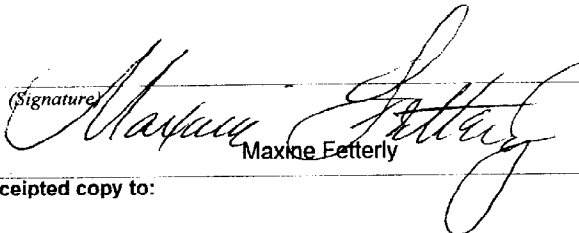
H-10585

Texas, Galveston Bay, Clear Lake

One (1) Tube containing the following:

- 1 Smooth Sheet
- 1 Descriptive Report
- 1 H-Drawing for chart 11326
- 2 Composite drawings for chart 11326
- 1 H-Drawing for chart 11327
- 1 Composite drawing for chart 11327

FROM: (Signature)



Maxine Fetterly

RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

Atlantic Hydrographic Branch
 N/CS33
 439 W. York St.
 Norfolk, VA 23510-1114

01/30/98

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: H-10585

NUMBER OF CONTROL STATIONS	2
NUMBER OF POSITIONS	2517
NUMBER OF SOUNDINGS	9621

	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	33	03/07/96
VERIFICATION OF FIELD DATA	304.50	10/01/97
QUALITY CONTROL CHECKS	0	
EVALUATION AND ANALYSIS	75	
FINAL INSPECTION	36	05/24/97
COMPILATION	389.50	01/29/98
TOTAL TIME	838	
ATLANTIC HYDROGRAPHIC BRANCH APPROVAL		10/07/97

**ATLANTIC HYDROGRAPHIC BRANCH
EVALUATION REPORT FOR H-10585 (1994-95)**

This Evaluation Report has been written to supplement and/or clarify the original Descriptive Report. Sections in this report refer to the corresponding sections of the Descriptive Report.

D. AUTOMATED DATA ACQUISITION AND PROCESSING

The following software was used to process data at the Atlantic Hydrographic Branch:

Hydrographic Processing System
AutoCAD, Release 12
QUICKSURF, version 5.1
NADCON, version 2.10
MicroStation 95, version 5.05
I/RAS B, version 5.01

The smooth sheet was plotted using an ENCAD NovaJet III plotter.

H. CONTROL STATIONS

Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1983 (NAD 83). The smooth sheet has been annotated with ticks showing the computed mean shift between the North American Datum of 1983 (NAD 83) and the North American Datum of 1927 (NAD 27).

To place this survey on the NAD 27 datum, move the projection lines 0.828 seconds (25.494 meters or 2.55 mm at the scale of the survey) north in latitude and 0.745 seconds (20.044 meters or 2.00 mm at the scale of the survey) west in longitude.

All geographic positions listed in this report are on NAD 83 unless stated otherwise.

J. SHORELINE

The shoreline originates with unreviewed photogrammetric manuscript DM-10231 of 1992. Digital data files were provided

by Photogrammetry Division. Digital files were inserted into the survey drawing file. Attention should be directed to the following:

1. The following charted obstructions originate with shoreline manuscript DM-10231 (1992). These obstructions were investigated by the field unit and found to be pier ruins:

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
pier ruins	29°32'35.62"	95°00'56.14"
pier ruins	29°33'36.54"	95°02'35.45"
pier ruins	29°34'31.56"	95°00'18.96"

It is recommended that the obstruction symbols be deleted. Chart pier ruins as shown on the present survey.

2. The following charted features originate with shoreline manuscript DM-10231 (1992). These features were investigated and resolved by the field unit.

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Markers	29°33'42.43"	95°03'20.94"
Obstr	29°33'45.24"	95°04'16.28"
Obstr	29°33'44.53"	95°04'18.28"
Obstr	29°33'02.52"	95°04'09.59"
Obstr	29°32'03.56"	95°05'49.00"
Obstr	29°32'06.28"	95°05'43.45"
Obstrs (7)	29°33'08.00"	95°01'16.00"
Obstr	29°33'32.04"	95°00'33.15"

It is recommended that the features be deleted from the chart.

3. The following charted features originate with shoreline manuscript DM-10231 (1992). These obstructions were neither verified nor disproved by the field unit:

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Obstr	29°33'57"	95°00'42"

Obstr

29°33'52"

95°00'49"

It is recommended that the features be retained as charted. Additional work is recommended.

L. JUNCTIONS

H-10586 (1996) 1:10,000 to the east

A standard junction was effected between the present survey and H-10586 (1994).

There are no contemporary surveys to the north, south or west of the present survey. Present survey depths are in harmony with the charted hydrography.

M. COMPARISON WITH PRIOR SURVEYS

H-8694 (1962) 1:10,000

The prior survey listed above covers the present survey area in its entirety. The prior survey is in general agreement with the present survey. Prior survey depths vary plus or minus (\pm) 4 feet (1² m). Clear Creek Channel between Longitude 95°01'00"W and Longitude 95°02'15"W has deepened by as much as 10 feet (3 m). Depths leading into Nassau Bay in Latitude 29°32'30"N and Longitude 95°05'05"W have deepened as much as 9 feet (2⁷ m). Attention is also directed to the following:

1. Several significant shoreline changes have taken place along the southern shore of Clear Lake between Longitude 95°01'00"W and Longitude 95°05'00"W. These changes can be attributed to cultural development and are reflected accurately on the current chart.

2. The following features originate with prior survey H-8694 (1962). These features were located by the field unit:

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
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Ruins	29°34'19.43"	95°00'18.78"
Piling (7)	29°33'22.43"	95°00'58.22"

No change in charting status is recommended.

3. A charted pipe, in Latitude 29°33'24"N, Longitude 95°00'54"W, originates with the prior survey. A pile was located by the field unit in Latitude 29°33'23.44"N, Longitude 95°00'55.96"W. It is recommended that the pipe be deleted from the chart and a pile be charted.

4. The following charted features originate with the prior survey. These features were investigated and disproved by the field unit.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Foul	29°32'47"	95°05'03"
Foul	29°33'11"	95°04'13"
Shoal	29°33'10"	95°02'15"
Shoal	29°33'08"	95°02'09"
Pipes and snags	29°32'51"	95°00'53"
Foul	29°32'13"	95°00'37"
Shoal	29°33'06"	95°01'00"

It is recommended that the features be deleted from the chart and the areas be charted as shown on the present survey.

5. The following charted features originate with the prior survey. The features were neither verified nor disproved by the field unit.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Obstrs	29°32'39"	95°05'09"
Ruins ED	29°33'38"	95°04'15"
Subm piles	29°33'31"	95°03'11"
Foul area	29°33'47"	95°03'15"
Oyster bar	29°33'00"	95°01'45"
Piles (row)	29°33'15"	95°01'09"
Stakes	29°33'05"	95°01'10"

Pile	29°33'45"	95°00'43"
Stakes	29°33'42"	95°00'51"
Ruins	29°33'38"	95°00'45"

Additional field work is recommended. These features have been brought forward from the prior survey to supplement the present survey. No change in charting status is recommended.

6. The following charted feature originates with the prior survey as Piles in Latitude 29°31'58"N and Longitude 95°00'30"W . It is shown on chart 11327 as a Pipe. The item was neither verified nor disproved by the field unit. It is recommended that the item be retained as Piles. Additional field work is recommended. This feature has been brought forward from the prior survey to supplement the present survey.

Differences between the present and prior survey can be attributed to Hurricane Andrew and other natural changes, cultural change, dredging, subsidence due to the withdrawal of gas and oil from the region, and/or improved hydrographic surveying methods.

The present survey is considered adequate to supersede the prior survey within the common area, except as noted in this report.

N. ITEM INVESTIGATIONS

1. Automated Wreck and Obstruction Information System (AWOIS) item #9149, seven charted Markers, originate with Chart Letter 1402/1973 (CL1402/73). Five Markers were located visually by the hydrographer from Latitude 29°32'49.37"N, Longitude 95°04'37.67"W, to Latitude 29°32'52.51"N, Longitude 95°04'38.24"W. It is recommended that the Markers be retained as charted, remove reported note. Revise the two Markers located in Latitude 29°32'55"N, Longitude 95°04'40"W, to Submerged piles since they were not visually located nor adequately investigated.

2. AWOIS item #9166 is five charted Dolphins in the

vicinity of Latitude 29°33'00"N, Longitude 95°01'42"W. A visual search by the field unit located three Dolphins. It is recommended that these three Dolphins be charted as shown on the present survey. It is also recommended that the two Dolphins not located visually be revised to Submerged Dolphins.

3. AWOIS item #9171 is a charted Shl rep 1983 notation on chart 11327 and a Shl rep 1984 notation on chart 11326SC which originates with CL556/84 in Latitude 29°33'06"N, Longitude 95°01'13"W. The Corps of Engineers (COE) no longer maintains North Fork Channel due to it being an extremely shoal area, as per telephone conversation with Richard Whitmire, (COE), Galveston, Texas, on November 5, 1997. It is recommended that the dashed channel lines and Shl reported 1983/84 note be deleted from both charts. It is also recommended that the charted NOTE F on chart 11326 and NOTE D on chart 11327, be deleted. Chart soundings as shown on present survey.

O. COMPARISON WITH CHARTS 11326SC (26th Edition, Jan 1/94)
11327 (27th Edition, March 15/97)

Hydrography

The charted hydrography originates with previously discussed prior surveys and other miscellaneous sources and requires no further consideration. The initial charting recommendations were made by the hydrographer to chart 11326SC, 26th edition, January 1, 1994 and to chart 11327, 26th edition, October 16, 1993. During the compilation stage, updated 1997 digital rasters were used for comparisons and compilation. The hydrographer makes adequate chart comparisons in sections N. and O. of the Descriptive Report.

The zero (0) foot curve was not delineated because of its proximity to shore. The charted supplemental three (3) foot curve was drawn. Attention is directed to the following:

1. The following charted notes originate with unascertainable sources. These areas were investigated and disproved by the field unit.

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
5 ft rep 1981	29°32'22"	95°05'44"
Shl rep 1981	29°32'00"	95°05'15"
10 ft rep 1984	29°32'30"	95°05'05"
1 ft rep 1981	29°32'25"	95°04'45"

It is recommended that these notes be removed from the chart. Chart as shown on the present survey.

2. Charted markers, in the vicinity of Latitude 29°32'18"N, Longitude 95°05'42"W, were investigated by the field unit. Twelve (12) markers were located. It is recommended that the charted markers be deleted. Chart markers as shown on the present survey.

3. The charted, dolphin PA, in Latitude 29°32'08"N, Longitude 95°05'40"W, was investigated by the field unit. A dolphin was located in Latitude 29°32'09.01"N, Longitude 95°05'39.33"W. It is recommended that the dolphin PA be deleted from the chart, and a dolphin be charted as shown on the present survey.

4. Charted stakes PA, in Latitude 29°32'34"N, Longitude 95°04'45"W, were investigated by the field unit. A pile was located in Latitude 29°32'36.44"N, Longitude 95°04'47.74"W. It is recommended that the stakes PA be deleted from the chart, and a pile be charted as shown on the present survey.

5. Charted submerged piling, in Latitude 29°32'37"N, Longitude 95°04'54"W, originate with an unascertainable source. Three markers were located by the field unit:

<u>Latitude (N)</u>	<u>Longitude (W)</u>
29°32'37.17"	95°04'51.32"
29°32'37.51"	95°04'53.41"
29°32'38.34"	95°04'58.16"

The submerged piles should be deleted from the chart and the markers charted as shown on the present survey.

6. Charted stakes, in Latitude 29°33'17"N", Longitude 95°03'32"W", originate with an unascertainable source. This feature falls within the search radius for AWOIS Item #9196, submerged piles PA. Nothing was found during the chain drag for the submerged piles. It is recommended that the stakes be deleted from the chart.

7. The following uncharted features were located by the field unit but were not adequately addressed in the Descriptive report.

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Piles	29°34'52.07"	94°59'58.91"
Pier ruins	29°32'39.53"	95°00'55.12"
Pile	29°32'07.62"	95°00'31.40"
5 Obstr	29°33'58.04"	95°00'21.98"
Wrecks (two)	29°32'59.25"	95°01'24.56"
Piles	29°32'57.11"	95°01'21.54"
Piles	29°33'26.50"	95°02'13.00"
Bkw ruins	29°33'30.70"	95°02'29.31"
Markers (5)	29°33'06.50"	95°02'58.00"
Piles (row)	29°31'51.13"	95°05'24.93"
Pier ruins	29°31'07.84"	95°05'49.08"

It is recommended that these features be charted as shown on the present survey:

8. The following charted features originate with unascertainable sources. These features were located by the field unit but were not adequately discussed in the Descriptive report.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Pipes	29°31'07.76"	95°05'50.64"
Pier ruins	29°32'57.04"	95°04'50.19"
Markers	29°32'59.51"	95°01'27.49"
Markers	29°32'55.50"	95°01'27.00"

It is recommended that these features be charted as shown on

the present survey.

9. The following charted features originate with unascertainable sources and were neither verified nor disproved by the field unit.

<u>Feature</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Submerged pipes	29°31'13"	95°05'50"
Sunken wreck PA	29°31'16"	95°05'48"
Dolphin	29°31'55"	95°05'48"
Obstr	29°31'45"	95°05'45"
Pile	29°31'42"	95°05'42"
Piling PA	29°31'54"	95°05'20"
Obstrs	29°32'39"	95°05'09"
Obstr	29°32'36"	95°04'34"
Dolphins rep	29°33'25"	95°04'27"
Pile	29°32'48"	95°04'09"
Obstr	29°33'12"	95°03'42"
Obstr	29°33'54"	95°03'24"
Piles	29°34'07"	95°03'20"
Obstr	29°32'57"	95°03'10"
Obstr	29°33'35"	95°02'33"
Subm piles (4)	29°32'52"	95°02'24"
Shoal	29°32'37"	95°02'08"
Obstrs (2)	29°33'11"	95°01'45"
Shoal	29°32'58"	95°01'32"
Markers	29°32'55"	95°01'26"
Obstr	29°33'06"	95°01'15"
Obstrs	29°33'20"	95°01'03"
Obstr	29°32'42"	95°00'59"
Obstr	29°33'32"	95°00'58"
Obstr	29°33'27"	95°00'58"
Ruins	29°33'20"	95°00'56"
Obstrs (4)	29°33'34"	95°00'54"
Shoal	29°33'00"	95°00'50"
Piling	29°34'52"	95°00'07"
Piling	29°34'47"	95°00'08"
Obstr	29°34'38"	95°00'00"
Obstr	29°35'02"	94°59'57"

It is recommended that these features be retained as charted, additional work is recommended.

10. The following charted features originate from miscellaneous sources subsequent to the present survey and appear on the 1997 edition of the raster for chart 11326.

<u>Feature</u>	<u>Latitude(N)</u>	<u>Longitude(W)</u>
Ruins	29°31'52"	95°05'49"
Obstrs	29°31'37"	95°05'42"
Obstr	29°31'52"	95°05'23"
Foul	29°33'50"	95°04'04"
Obstrs	29°33'39"	95°02'37"
Ruins	29°33'19"	95°01'06"
Pipe PA (awash)	29°32'43"	95°00'05"
Obstr	29°32'33"	95°00'56"
Obstr	29°34'19"	95°00'29"

These features are to be retained as charted.

11. The charted Pipe in Latitude 29°31'46"N and Longitude 94°59'57"W, originates with unascertainable sources. This feature was developed and disapproved on junction survey H-10586. It is recommended that the Pipe be deleted from chart 11327.

12. Numerous charted Piers and Pier ruins located throughout the limits of the survey, were neither verified nor disproved by the field unit. It is recommended that the piers and pier ruins be retained as charted.

The present survey is adequate to supersede the charted hydrography in the common area, except as noted in this report.

Controlling Depths

There are no conflicts between the present survey depths and the controlling depths of Clear Lake and Clear Creek Channel. Attention is directed to the following:

1. Conflicts exist with the charted controlling depths in "NOTE C", Clear Creek and Clear Lake.

2. Conflicts exist with the charted 7 ft by 60 ft Sept 1972 controlling depth in the vicinity of Latitude 29°33'25", Longitude 95°04'20". The present survey shows depths of 3 to 4 feet.

P. ADEQUACY OF SURVEY

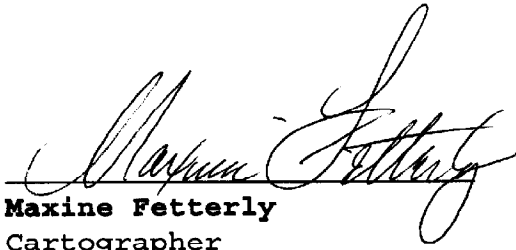
This is an adequate hydrographic survey. Additional work is recommended in sections J., M. and O. of this report.

Q. AIDS TO NAVIGATION

The hydrographer located one hundred twenty-three (123) aids to navigation on the present survey. These aids appear adequate to serve their intended purposes.

S. MISCELLANEOUS

Chart compilation was done by Atlantic Hydrographic Branch personnel in Norfolk, Virginia. Compiled data will be forwarded to Marine Chart Division, Silver Spring, Maryland.

A handwritten signature in cursive script, reading "Maxine Fetterly". The signature is written in black ink and is positioned above a horizontal line.


Maxine Fetterly
Cartographer
Verification of Field Data
Evaluation and Analysis

1

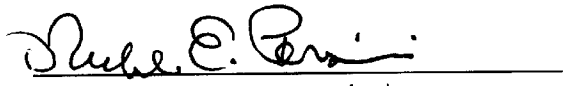
**APPROVAL SHEET
H-10585**

Initial Approvals:

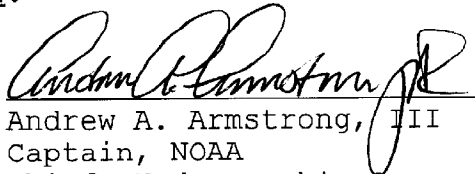
The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing have been entered in the digital data for this survey. The survey records and digital data comply with NOS requirements except where noted in the Evaluation Report.

 Date: October 7, 1997
Robert G. Roberson
Cartographer
Chief, Cartographic 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.

 Date: October 7, 1997
Nicholas E. Perugini
Commander, NOAA
Chief, Atlantic Hydrographic Branch

Final Approval:

Approved:  Date: February 12, 1998
Andrew A. Armstrong, III
Captain, NOAA
Chief, Hydrographic Surveys Division

