

H11215

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey **Basic Hydrographic\
Side Scan Sonar**

Registry No. **H11215**

LOCALITY

State/Territory Florida

General Locality St. Johns River

Sub-locality Venetia to Plummers Cove

2003

CHIEF OF PARTY
David B. Elliott -Team Leader

LIBRARY & ARCHIVES

DATE

NOAA FORM 77-28
U.S. DEPARTMENT OF COMMERCE
(11-72)
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

HYDROGRAPHIC TITLE SHEET

REGISTRY NUMBER:

H11215

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 NUMBER: N/A

State/Territory: **Florida**

General Locality: **St. Johns River**

Sub-Locality: **Venetia to Plummers Cove**

Scale: **1:10,000** Date of Survey: Sept.2, 2003-Oct.14, 2003

Instructions Dated: **05 May 2003** Project Number: **OPR-G443-NRB**T2****

Vessel: **NOAA Launch 1210**

Chief of Party: **David B. Elliott - Team Leader**

Surveyed by: **David Elliott, Robert Ramsey & Laurie Brennan (NRT2)**

Soundings by: **Innerspace 448**

Graphic record scaled by: **DE, RR, LB**

Graphic record checked by: **DE, RR, LB**

Hewlett Packard Design Jet 2500 CP (office)

Protracted by: **N/A** Automated Plot: **HP-750C (field)**

Verification by: **Atlantic Hydrographic Branch *Personnel***

Soundings in: **Meters *Feet* at MLLW**

Remarks: ***Bold, Red, Italic notes in Descriptive Report were made during office processing.***

1) All Times are UTC.

2) This is a basic Hydrographic Survey under the Navigable Area Concept.

3) Projection is UTM Zone 17.

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DESCRIPTIVE REPORT

to accompany

HYDROGRAPHIC SURVEY H-11215

Scale of Survey: 1:10,000

Year of Survey: 2003

Navigation Response Team 2 - Launch 1210

David B. Elliott- Team Leader

A. AREA SURVEYED

This hydrographic survey was conducted in accordance with Port Letter Instructions for project OPR-G443-NRT2, Brunswick Georgia to Jacksonville, Florida. The instructions are dated May 5, 2003.

The purpose of this project is to collect new hydrography in support of the NOAA led Coastal Storms Initiative and to update National Ocean Service (NOS) charts on the St. Johns River in the vicinity of Jacksonville, FL. Results from the investigations will also serve as a chart evaluation for NOS Electronic Nautical Charts (ENC). The hydrographic data from this project will help ensure navigational safety through updated critical nautical charts and provide new information for emergency response organizations to use in the event of a marine casualty or coastal storm.

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Survey Limits for Sheet "B" H-11215 are as follows:

30° 11' 36" N

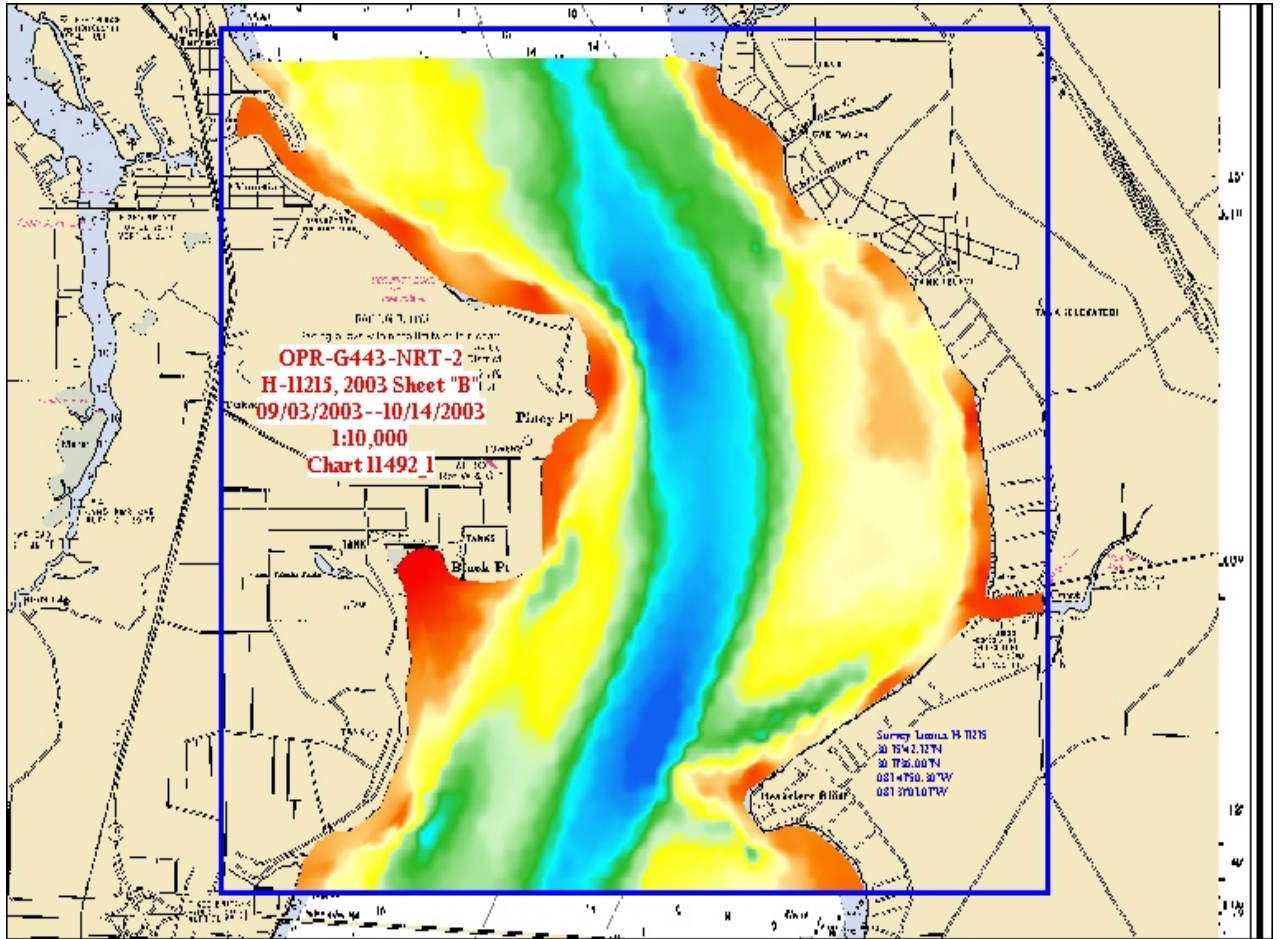
081° 37' 05" W

30° 15' 42" N

081° 41' 50" W

Survey Dates: Sept.2, 2003 (DN: 245) to Oct. 14, 2003 (DN: 287)

Survey limits are displayed graphically in the chartlet on the following page .



B. DATA ACQUISITION AND PROCESSING *See also the Evaluation Report.*

B.1. EQUIPMENT

Data were acquired by Navigation Response Team 2 and survey Launch 1210. The vessel was configured as described in the Data Acquisition and Processing Report (DAPR)* for this project. Major data acquisition systems are summarized below. **Data filed at the Atlantic Hydrographic Branch (AHB).*

An Innerspace model 448 depth sounder, S/Ns 188 was used to collect all echo soundings on this survey. A standard lead line calibrated in meters, S/N 1210, was used during this survey for comparison with the echo sounder. No problems were encountered with any of the sounding equipment.

A Klein 3110 side scan sonar recorder (S/N 315) with a model 3210 towfish (S/N 414), was used throughout this survey. The side scan sonar equipment was used to investigate AWOIS items.

A Trimble DGPS Beacon Receiver (S/N 0220261525) was used as the primary navigation station on launch 1210.

A Trimble Pathfinder ProXRS (S/N 0224010201) and antenna (S/N 0220170250) were used for all ENC high accuracy positioning and establishment of calibration points.

The instrument used for determining corrections for the speed of sound through the water column was a Seabird-Seacat Velocity Profiler, model 19-03, S/N 198671-1477.

NOAA launch 1210, a 27-foot SeaArk with a draft of 0.5 meters, was used to collect all survey data. There were no unusual vessel configurations or problems encountered with the vessel.

B.2. QUALITY CONTROL

The integrity of the survey data for H-11215 has been insured by following the Field Procedures Manual and the NOS Hydrographic Surveys Specifications and Deliverables Manual, June 2003.

The lead line for launch 1210 was calibrated using a steel tape on March 25, 2003(DN:084). No corrections were necessary. A static draft of 0.5 meters was applied to the sounding plots by the Caris program. The draft was measured by subtracting the difference from a punch mark on the side of launch 1210, 0.6 meter above the transducer, to the water surface.

Settlement and squat measurements for launch 1210 were taken on March 25, 2003(DN:084) These measurements were conducted in Jacksonville, FL on the St. Johns River using the level method. Settlement and squat correctors were applied to the sounding plots using the Caris program.

Differential GPS (DGPS) was used for all hydrographic data acquired on this survey. DGPS performance checks were conducted in accordance with FPM 3.4.4 by comparing the DGPS position of the vessel to a high accuracy (1st order) calibration point.

Side Scan Sonar Quality Control

Daily confidence checks were conducted by observing side scan imagery in the vicinity of known contacts, such as buoys or sand waves. Side scan data were considered satisfactory if these contacts could be distinguished throughout the entire range of the side scan trace. The confidence checks were performed daily at 100kHz.

A coverage of 200% was obtained wherever possible in the required survey areas and AWOIS items where water depth and/or hazards permitted. Side scan sonar coverage was conducted to the 12-foot depth curve and single beam reduced line spacing was performed in other areas where warranted. The towfish was deployed off the starboard quarter of the vessel, which proved very stable. Distorted images caused by strong tidal currents were seen periodically. All contacts and shadows were scaled and entered into Caris HIPS/SIPS to determine the height off the bottom. The significant contacts were then compared by position, as well as common depth and relationship to channels to determine if further investigations were needed. All areas surveyed were track line/swath line plotted to insure complete coverage.

The system frequency used was 100kHz. The recorder was set on one of either 50/75/100-meter range scales. There were no water depths greater than 35 meters.

When operating in shoaler waters (e.g. less than 30 meters deep), a short tow was required for the Edgetech system. When cable-out was approximately 7 meters or less, minor degradation of the side scan imagery and Innerspace echosounder traces were noted due to cross-talk between the two systems.

Crossline and mainscheme sounding data were compared using MAPINFO 5.1, with no significant discrepancies observed.

Junctions *See also the Evaluation Report.*

Sounding Junctions were compared to H-11214, 2003 north of H-11215. The soundings compared favorably within 1 to 2 feet.

B.3. CORRECTIONS TO ECHO SOUNDING

A table detailing all sound velocity casts is contained in Separates III* - Sound Velocity Profile Data. Sound velocity data has been submitted with the digital data package. Cast data is organized on the digital media as follows: vessel / day of cast / cast data.

There are no deviations to be discussed in this section.

C. VERTICAL AND HORIZONTAL CONTROL *See also the Evaluation Report.*

The instrument used for determining corrections for the speed of sound through the water column was a Seabird-Seacat Velocity Profiler. The manufacturer calibrated this unit on December 29, 2002. Data quality assurance tests were performed after each cast. Program VELOCWIN was used for computing the correctors. Corrections were applied to the sounding plot using the Carris HIPS.

Field tide reduction of soundings is based on predicted tides from the Internet NOAA Co-Ops site. The predictions are from Main Street Bridge station 872-0226 and are in six minute intervals. Values and correctors were applied at the perspective locations of Hydrography from the Zone files provided by CO-OPS/RDD.

All elevations and soundings on survey H-11215 are based on MLLW unless otherwise specified.

A Request for Approved Tides letter was sent to N/OPS1 on Oct. 15, 2003 (Appendix IV*).

Approved tides and zones were applied to survey during office processing.

Horizontal Control

The horizontal datum used for this survey is the North American Datum of 1983 (NAD 83), projected using UTM zone 17. The control reference station used for this survey was the USCG DGPS Station at Savannah, GA (Station ID #818), located at 32°08.3156' N, 081°41.7798' W.

Horizontal dilution of precision (HDOP) was monitored on Hypack daily on all survey platforms. Neither value exceeded 4.00, and adequate satellite coverage was maintained throughout the survey period. All positioning equipment was operated in a manner consistent with the

** Filed with the original field data*

manufacturer's requirements and as described in the DAPR*. There were no equipment malfunctions which affected the positional quality of the data.

** Data filed at the Atlantic Hydrographic Branch.*

D. RESULTS AND RECOMMENDATIONS *See also the Evaluation Report.*

D.1. CHART COMPARISON

There are two charts affected by this survey:

11491, 33rd edition, Mar 24, 2001 1:20,000
11492, ~~17th~~ **19th** edition, Nov. 24, 2001 1:40,000

General Agreement with Charted soundings

In general, survey soundings compared with the charted soundings within three to five feet. The smooth tides may resolve some of these soundings. Some regions of the chart had discrepancies of 10 feet or more. All charted soundings should be superseded by this survey.

Note: Due to the nature of this survey for the Coastal Storms Initiative (CSI) and primary need for contemporary bathymetry, extensive shoreline investigations were not conducted. However visual identifications conducted by NRT2 found regions alongshore in the form of Dols, piles and piers to be adequately charted. Unless otherwise noted in the sections below all features along shore visible or submerged should remain as charted.

Note: During the course of this survey (Sept./Oct.) there were unusual high tides noted throughout the St. Johns River. There was a three week period where a low tide was not present. On top of excessive rainfall and a full moon, water level values had noticeable effects where Sheet "A" H-11214 and Sheet "B" H-11215 join. The smooth tides should correct this apparent error where predicted tides were applied to field soundings.

The isolated twelve foot contour shoal located at 30° 13' 36" N, 081° 38' 59" W, due south to 30° 13' 01" N, 081° 39' 02" W, is now 21 to 23 feet deep throughout the area. ***20 to 22 feet with application of approved tides.***

The isolated twelve foot contour shoal located at 30° 14' 57" N, 081° 39' 09" W, due southeast to 30° 14' 45" N, 081° 38' 47" W, is now 14 to 17 feet deep throughout the area. ***13 to 16 feet with application of approved tides.***

The following is a list of Charted items that were investigated or disproved by 200% side scan sonar:

- 1.) A charted wreck ED at 30° 14' 26.87" N, 081° 39' 52.51" W, does not exist. Recommend remove from chart. **Concur. Delete dangerous sunken wreck ED.**
- 2.) A charted pier and Dols at 30° 14' 24.77" N, 081° 39' 44.59" W, does not exist. Recommend remove from chart. **Concur. Delete pier and Dols.** In addition to side scan coverage, extensive echo sounder development was conducted in this region. This area will require a small shoreline change where the pier was charted connected to land. See the "B plot Work Space" as reference located in the HDCS data. **Defer to MCD Update Service Branch for additional revision of shoreline.**
- 3.) A large charted feature, submerged piles rep 1978 PA (AWOIS 11771) at 30° 14' 15.40" N, 081° 39' 30.70" W, does not exist. Recommend remove from chart. **Concur. Delete notation Subm piles rep 1978 PA and danger curve.**
- 4.) A charted pile at 30° 12' 25.22" N, 081° 40' 41.25" W, does not exist. Recommend remove from chart. **Concur. Delete pile symbol.** A submerged pile at 30° 12' 21.47" N, 081° 40' 40.20" W, does exist and was noted during side scan. This feature should be charted as noted above. **Concur. Add pile symbol.**
- 5.) A charted pile PA at 30° 12' 34.34" N, 081° 38' 04.81" W, does not exist. Recommend remove from chart. **Concur. Delete Pile PA and symbol.**
- 6.) A charted wreck at 30° 12' 37.25" N, 081° 37' 58.63" W, does not exist. Recommend remove from chart. **Concur. Delete dangerous sunken wreck.**
- 7.) A charted mooring buoy at 30° 12' 32.24" N, 081° 38' 01.45" W, was identified as a submerged obstruction located at 30° 12' 35.46" N, 081° 38' 06.61" W, Recommend remove currently charted mooring buoy and chart symbol for submerged obstruction at survey position. **Concur. Delete mooring buoy and chart a dangerous 12 Obstr.**
- 8.) A **Two** charted Dols at 30° 12' 41.45" N, 081° 37' 52.05" W, no longer bare (visible). Identified as submerged Dols. Revise chart to show submerged Dols at charted position. **Concur. Revise two charted Dols to Subm dols.**
- 9.) A charted submerged pile **piling** at 30° 13' 00.00" N, 081° 37' 27.21" W, does not exist. Recommend remove from chart. **Do not concur. Piles are not considered disproved. Retain numerous piles as charted.**
- 10.) A charted submerged pile PA at 30° 13' 03.04" N, 081° 37' 31.10" W, does not exist. Recommend remove from chart. **Concur. Delete Subm pile PA.**
- 11.) A charted submerged pile at 30° 14' 50.60" N, 081° 38' 36.43" W, does not exist. Recommend remove from chart. **Concur. Delete Subm pile.**

The following is a list of Charted sounding notations that were investigated by echo sounder.

- 1.) The rock report 1978 PA at 30° 15' 04.64" N, 081° 41' 25.17" W, does not exist. Recommend remove from chart. An extensive sounding development was conducted on this feature. The region was too shallow for side scan. ***Concur. Delete notation Rk rep 1978 PA and symbol.***
- 2.) The 9 FT 1978 at 30° 11' 47.86" N, 081° 41' 00.24" W, should be removed and superseded by survey soundings. The defined channel limit below this report should likewise be removed as there is no defined channel which originally led to a Navy marina basin. ***Concur. Delete notation 9 ft 1978 and channel limits. See also section D.1.a. of the Evaluation Report .***
- 3.) The 6 FT 1978 at 30° 11' 47.68" N, 081° 41' 09.49" W, should be removed and superseded by survey soundings. The defined basin limit associated with this sounding should likewise be removed as there is no defined basin. ***Concur. Delete notation 6 FT 1978 and basin limits. See also section D.1.a. of the Evaluation Report.***
- 4.) The 2 ½ FT 1977 at 30° 12' 57.20" N, 081° 37' 16.57" W, should be removed and superseded by survey soundings. ***Concur. Delete notation 2 1/2 FT 1977.***

The following is a list of Charted items that were visually investigated.

- 1.) The platforms at 30° 13' 55.39" N, 081° 39' 34.92" W, have been connected to shore with a catwalk. See photo under supplemental correspondence. ***(attached to this report) Concur, retain platforms as charted. Defer to MCD Update Service Branch for additional revision of shoreline.***
- 2.) The Dol rep PA at 30° 11' 45.78" N, 081° 41' 04.56" W, does not exist. Recommend remove from chart. ***Concur. Delete Dols rep PA, dol symbol and arrow.*** The associated basin charted at this location likewise no longer exists and has been discontinued by the US Navy. ***See also section D.1.a. of the Evaluation Report.***
- 3.) The Markers PA entering Goodbys Creek at 30° 12' 59.20" N, 081° 37' 23.89" W, should be removed from the chart as they are temporary in nature. This channel is defined by 2 and 3 inch diameter PVC pipes. See photos under Supplemental Correspondence . ***(2 photos attached to this report) Defer to MCD Update Service Branch for charting purposes.***
- 4.) The "Epping Forest Yacht Club" marina at 30° 14' 52.94" N, 081° 38' 31.56" W, is not portrayed accurately. The charted facility shows no entrance to the river. Three sounding lines were acquired through this entrance and inside the marina at the request of the owners. Also noted during H-11215 were the private maintained buoys leading into this marina. The chart reflects day beacons as in Triangles and Boards which would be mounted on piles. These features have never existed according to "Dock Master" Mr. Skip Canfield (904) 739-7150. ***Defer to MCD Update Services Branch for charting recommendations for revision of the marina entrance.***

The cans and nun buoys that are privately maintained were positioned during this survey and should be charted at the survey position. The symbols for the day beacons should be removed as they have never existed since the construction of the facility in 1927 according to Mr. Canfield.. A jpg satellite photo of this marina can be found under Supplemental Correspondence (*attached to this report*). *Defer to MCD Update Services Branch for charting recommendations for Aids to Navigation.*

5.) The charted foul area at 30° 14' 30.26" N, 081° 37' 49.76" W, exists as charted. *Concur. Retain as charted.*

AWOIS Item Investigations

There was one AWOIS item within the survey limits. This feature AWOIS # 11771 was addressed during the survey and resolved. The results of this investigation can be found under the PSS filename: ALL_H-11215_B. *Concur. See also section D.1., Investigated Charted Items 3.), page 7, of this report for charting recommendations.*

Dangers to Navigation *See also the Evaluation Report.*

There was one Danger to Navigation reported on H-11215. The results of this report is catalogued under Appendices I. *Appended to this Report.*

D. 2. ADDITIONAL RESULTS *See also the Evaluation Report.*

Aids to Navigation and Other Detached Positions *See also the Evaluation Report.*

All Navigation Aids serve their intended purpose. *Concur.*

All floating aids were positioned by the survey vessel and are on station. *Concur.*

Ferry Routes

There are no Ferry routes within the confines of H-11215. *Concur.*

Submarine Cables and Pipelines

There are no cables or pipelines within the confines of H-11215. *Concur.*

Bridges

There is one bridge at Goodbys Creek, the horizontal and vertical clearances were checked and are accurately charted.. *Concur.*

E. APPROVAL SHEET

**OPR-G443-NRB
St. Johns River
Jacksonville, FL
Survey Registry No. H-11215**

Field operations for this basic hydrographic survey were conducted under my daily supervision with frequent checks of progress and adequacy. All field sheets, this Descriptive Report, and all accompanying records and data are approved.

This survey is adequate to supersede all prior surveys in common areas, and for application to the relevant NOS nautical charts.

Submitted: _____
David B. Elliott - Team Leader
Navigation Response Team 2

DTON H-11215 Sheet "B", 2003

Registry Number: H-11215
State: Florida
Locality: St. Johns River
Sub-locality: Venetia to Plummers Cove
Project Number: OPR-G443-NRT-2
Survey Date: 10/09/2003

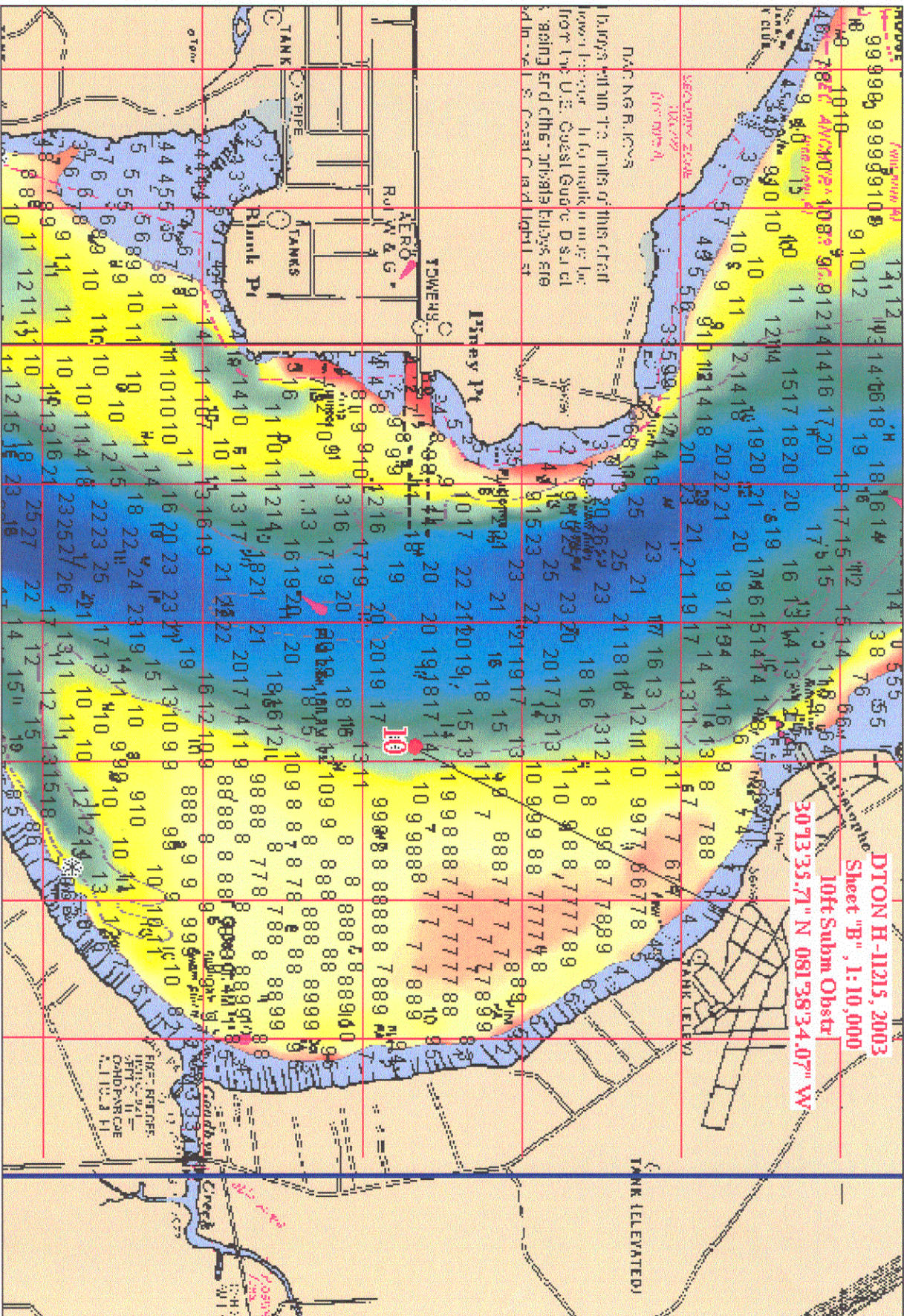
Subm obstr was idendified during normal survey operations. Later Side Scan Sonar investigation noted abnormality on the bottom. Single beam development on contact verified a 10 ft subm obstr.

Charts Affected

Number	Version	Date	Scale
11492	19th Ed.	11/24/01	1:40000
11488	24th Ed.	05/26/01	1:80000
11480	37th Ed.	10/21/00	1:449659
11451	30th Ed.	11/17/01	1:495362
11006	30th Ed.	04/20/02	1:875000
11009	36th Ed.	10/20/01	1:1200000
411	48th Ed.	04/28/01	1:2160000

Features

Feature Type	Survey Depth	Survey Latitude	Survey Longitude	AWOIS Item
Sounding	3.19 m	030° 13' 36.128" N	81° 38' 33.919" W	---





Catwalk to Charter platforms a.pdf ✓

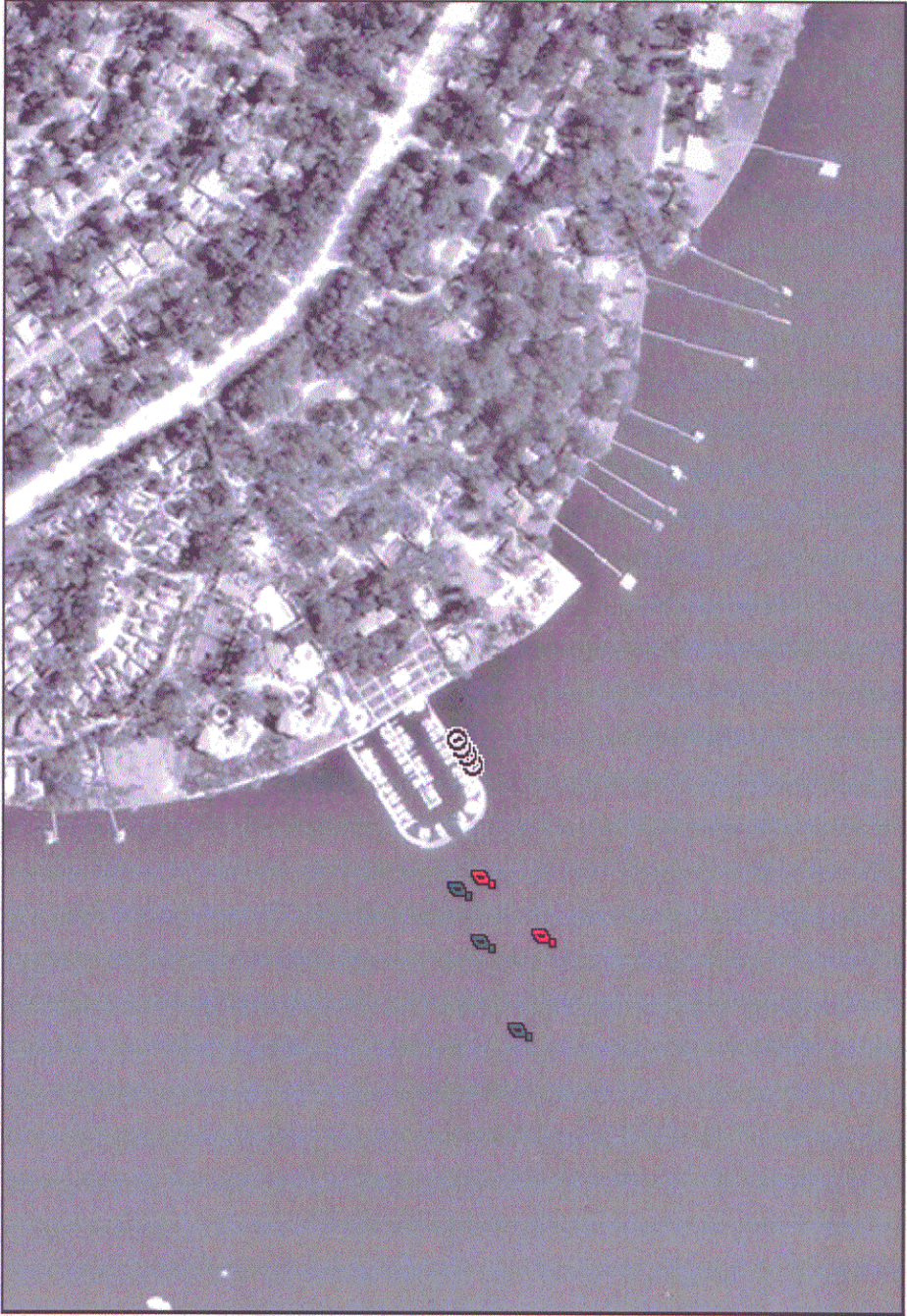


Goobys Creek Ct . pdf

Goodbys Creek Area Side Car. pdt



DR-24



Private Yacht Club.pdf



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Silver Spring, Maryland 20910

TIDE NOTE FOR HYDROGRAPHIC SURVEY

DATE: May 18, 2004

HYDROGRAPHIC BRANCH: Atlantic

HYDROGRAPHIC PROJECT: OPR-G443-NRT2-2003

HYDROGRAPHIC SHEET: H11215

LOCALITY: Venetia to Plummers Cove, St. John's River, FL

TIME PERIOD: September 2 - October 14, 2003

TIDE STATION USED: 872-0357 I-295 Bridge, FL

Lat. 30° 11.5'N Lon. 81° 41.5'W

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 0.000 meters


HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 0.309 meters

REMARKS: RECOMMENDED ZONING

Use zone(s) identified as: SJR33, SJR34, SJR35, SJR36 & SJR37.

Refer to attachments for zoning information.

Note 1: Provided time series data are tabulated in metric units (meters), relative to MLLW and on Greenwich Mean Time.

For 

CHIEF, REQUIREMENTS AND DEVELOPMENT DIVISION



**ATLANTIC HYDROGRAPHIC BRANCH
EVALUATION REPORT FOR H11215 (2003)**

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.

B. DATA ACQUISITION AND PROCESSING

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

Hydrographic Processing System
MicroStation J, version 07.01.04.16
I/RAS B, version 07.01.000.18
MapInfo, version 6.5
CARIS HIPS/SIPS 5.3
PYDRO, versions 3.7.1 through 4.7.2

The smooth sheet was plotted using a Hewlett Packard DesignJet 2500CP plotter.

JUNCTIONS

H11214 (2003) to the north
H11216 (2003) to the south

Standard junctions were effected between the present survey and surveys H11214 and H11216, agreement was excellent.

There are no junctional surveys to the east or to the west. Present survey depths are in harmony with the charted hydrography to the east and to the west.

C. VERTICAL AND HORIZONTAL CONTROL

Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1983 (NAD83), UTM Zone 17N. Office processing of this survey is based on these values.

**D.1. CHART COMPARISON 11491 (33rd Edition, Mar 24/01)
11492 (19th Edition, Nov 24/01)**

The charted hydrography originates with prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in section D.1. of the Descriptive Report.

The following items were discussed via telecom with the hydrographer during office processing on July 21, 2004:

a. The charted channel limits, 9 FT 1978, in the vicinity of Latitude 30°11'47.86"N, Longitude 81°41'00.24"W, and the charted basin limits, 6 FT 1978, in the vicinity of Latitude 30°11'47.68"N, Longitude 81°41'09.49"W, was originally a Naval marina. The marina was determined to be discontinued. The land area is presently occupied by private residents. It is recommended that the basin and channel limits, and notations be deleted from the chart as recommended in sections b.2.) and 3.) of the Descriptive Report.

Two charted Trees notations in the vicinity of Latitude 30°11'53"N, Longitude 81°41'03"W and latitude 30°11'44"N, longitude 81°41'15"W, were determined by the hydrographer to be unnecessary as the shoreline all contains tree growth. It is recommended that the two notations be deleted from the chart.

Dangers to Navigation

1. One Danger to Navigation Report was submitted by the hydrographer to the Marine Chart Division (MCD), Silver Spring, Maryland for inclusion in the Local Notice to Mariners. The item is an obstruction with a depth of 10 feet in Latitude 30°13'36.13"N, Longitude 81°38'33.92"W. It is recommended that a dangerous obstruction with a depth of 10 feet be charted. A copy of this report is appended to the Descriptive Report.

2. During office processing, a second Danger to Navigation Report was submitted to the Marine Chart Division, N/CS3x1 Silver Spring, Maryland. The item is an obstruction with a depth of 6 feet in Latitude 30°12'59.89"N, Longitude 81°39'42.23"W. It is recommended that a dangerous obstruction with a depth of 6 feet be charted. A copy of this report is appended to this report.

D.2. ADDITIONAL RESULTS

a. An uncharted obstruction with a depth of 12 feet, in Latitude 30°15'02.12"N, Longitude 81°39'09.83"W, was determined to be significant during office processing. It is recommended that dangerous obstruction with a depth of 12 feet be charted as shown on the present survey.

b. Four uncharted dolphins were located by the field unit in the following locations.

<u>Latitude (N)</u>	<u>Longitude (W)</u>
30°14'50.52"	81°38'30.81"
30°14'50.66"	81°38'30.44"
30°14'50.88"	81°38'30.12"
30°14'51.03"	81°38'29.82"

It is recommended that these features be charted as the scale of the chart allows.

c. An obstruction with a depth of 4 feet, in Latitude 30°14'53.99"N, Longitude 81°38'38.71"W was noted during office processing. It is recommended that a dangerous obstruction with a depth of 4 feet be charted as shown on the present survey.

d. Two signs "Manatee Zone" were located in Latitude 30°14'21.21"N, Longitude 81°39'36.21"W and Latitude 30°13'01.09"N, Longitude 81°37'27.97"W. It is recommended that the signs be charted as shown on the present survey.

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

Aids to Navigation

Four charted fixed aids and five floating private aids to navigation were positioned by the hydrographer during survey operations. Attention is directed to the following:

Goodbys Creek Light #1 (USCG Light list 7765), was located in Latitude 30°13'02.11"N, Longitude 81°37'30.40"W, approximately 50 meters from its charted position. It is recommended that this light be deferred to MCD Update Services Branch for final disposition.

COMPARISON WITH PRIOR SURVEYS

A comparison with prior surveys was not done during office processing in accordance with section 4. of the memorandum titled, "Changes to Hydrographic Survey Processing", dated May 24, 1995.

ADEQUACY OF SURVEY

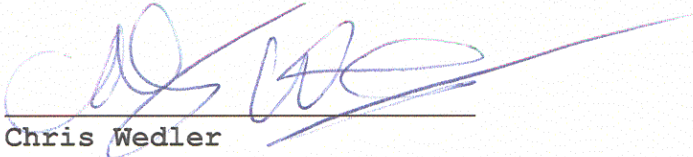
This is an adequate hydrographic/ side scan sonar survey and should supersede all prior surveys within the common area with the exception of those items noted in this report.

MISCELLANEOUS

Chart compilation was done by Atlantic Hydrographic Branch personnel in Norfolk, Virginia. Compilation data will be forwarded to Marine Chart Division, Silver Spring, Maryland. The following NOS charts were used for compilation of the present survey.

11491 (33rd Edition, Mar 24/01)
11492 (19th Edition, Nov 24/01)

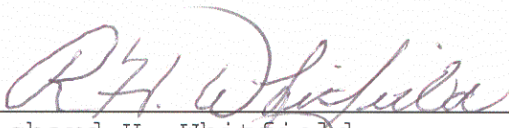
H11215



Chris Wedler
Physical Scientist
Verification of Field Data
Evaluation and Analysis

APPROVAL SHEET
H11215 (2003)

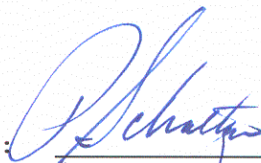
The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. All revisions and additions made to the smooth sheet during survey processing have been entered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



Richard H. Whitfield
Cartographer,
Atlantic Hydrographic Branch

Date: 1/19/05

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.

Approved: 

P. Tod Schattgen
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Branch

Date: 3/25/05

REPORT OF DANGER TO NAVIGATION

Hydrographic Survey Registry Number: H11215

Survey Title: State: Florida
 Locality: St. Johns River
 Sub-Locality: Venetia to Plummers Cove

Project Number: OPR-G443-NRT2

Field Unit: NOAA Launch 1210

Survey Dates: Sept 2 - Oct 14, 2003

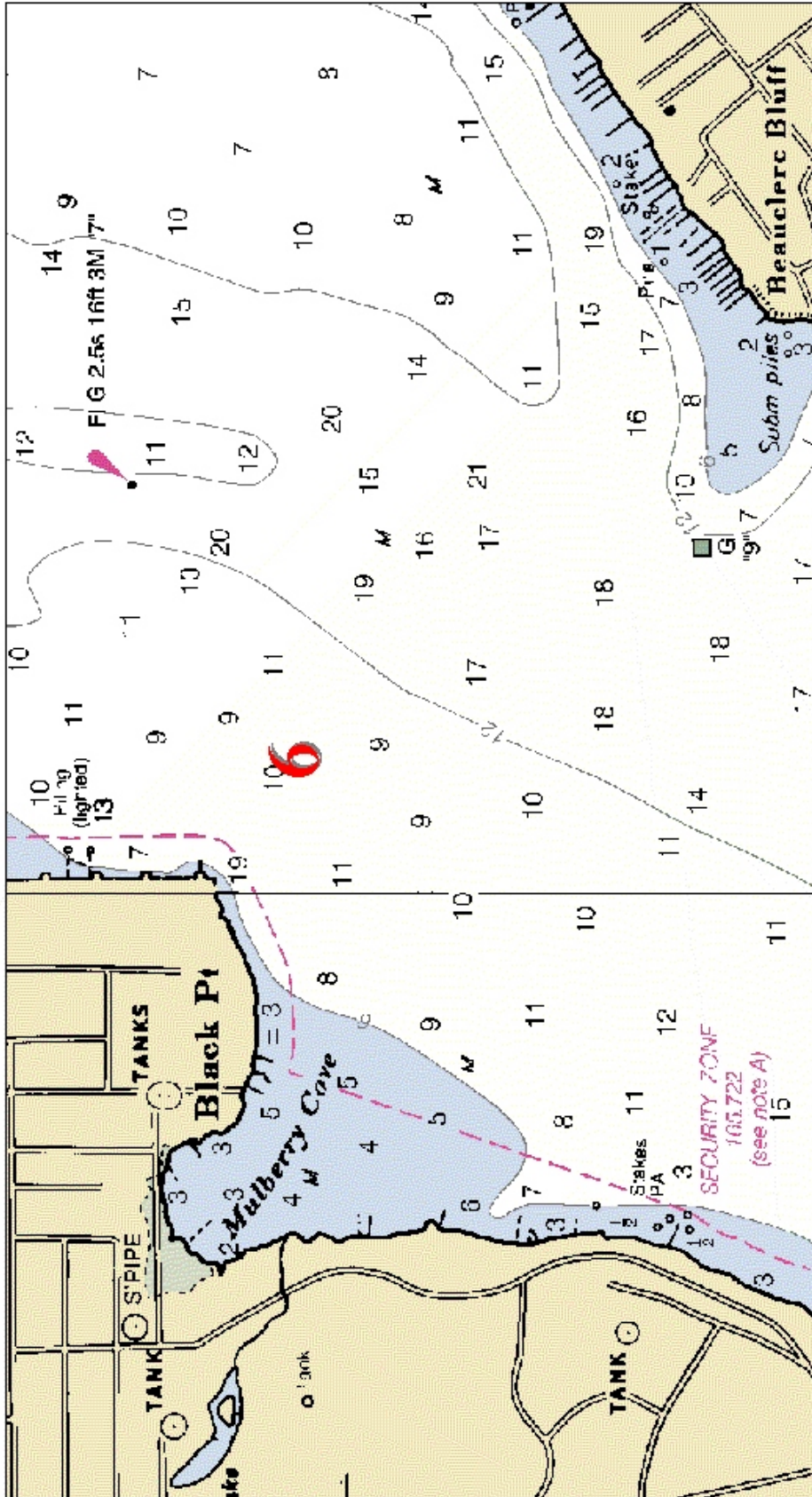
Soundings are reduced to Mean Lower Low Water (MLLW) using approved tides.
Horizontal datum is North American Datum 83 (NAD 83).

Chart affected: 11492, 19th Edition November, 24th 2001, Scale 1:40,000, NAD83

DANGERS TO NAVIGATION


	<u>Feature</u>	<u>Depth (FT)</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
1.	Obstruction	6ft	30° 12' 59.89"	081° 39' 42.23"

Questions concerning this report should be directed to the Chief, Atlantic Hydrographic Branch at (757) 441-6746.



Chartlet 1 of 1 6 ft Obstruction in depths of 9 and 10 feet Lat. 30-12-59.89 N Lon. 81-39-42.23 W

This chartlet has been corrected through
 Notice to Mariners dated November 24th, 2001
NOT FOR NAVIGATION.

	<p>NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEAN SERVICE</p>	<p>Project: OPR-G443-NRT2 Survey: H11215 State: Florida Locality: St. Johns River Sub-locality: Veneta to Plummers Cove Survey Scale: 1:10,000</p>	<p>Sounding Units: Feet Sounding Datum: MLLW Horizontal Datum: NAD 83 Projection: UTM 17 Central Meridian: 081° 00 00 Scale Factor: 0.9996</p>	<p>NOAA NRT-2 David B. Elliott Commanding September 2 to October 14, 2003</p>
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MARINE CHART BRANCH
RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H11215

INSTRUCTIONS

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

CHART	DATE	CARTOGRAPHER	REMARKS
11491	1-14-05	<i>[Signature]</i>	Full Part Before After Marine Center Approval Signed Via Drawing No.
11492	1-13-05	<i>[Signature]</i>	Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
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