

H12117

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey **Hydrographic Lidar Survey**
Field No. **H12117**
Registry No. **OPR-H328-KRL-09**

LOCALITY

State **Florida**
General Locality **Broward County**
Sub-locality **Pompano Beach to Dania Beach**

2009

CHIEF OF PARTY
Scott R. Ramsay
HYDROGRAPHER
Mark J. Sinclair

LIBRARY & ARCHIVES

DATE **August 24, 2008**

NOAA FORM 77-28 (11-72) <div style="text-align: right;"> U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION </div>	REGISTRY No. <div style="text-align: center; font-size: 1.2em;">H12117</div>
<div style="text-align: center; font-size: 1.2em; font-weight: bold;">HYDROGRAPHIC TITLE SHEET</div> <hr/> State <u>Florida</u> General Locality <u>Broward County</u> Scale <u>1:10,000</u> Date of Survey <u>July 12 – August 24, 2008</u> Instructions dated <u>June 17, 2009</u> Project No <u>OPR-H328-KRL-09</u> Vessel <u>Fugro LADS Aircraft, call sign VH-LCL</u> Hydrographer <u>M.J. Sinclair</u> Chief of Party <u>S.R. Ramsay</u> Surveyed by <u>J.G. Guilford, D.J. Stubbing, J.K. Young, W.T. Newsham, B.A. Weidman, K.J. Oberhofer, C.N. Waite, R.B. Touchstone, V. Sicari</u> Soundings by <u>Laser Airborne Depth Sounder</u> Graphic record scaled by <u>B.A. Weidman</u> Graphic record checked by <u>S.R. Ramsay, J.G. Guilford</u> <i>Atlantic Hydrographic Branch</i> <i>Personnel</i> Automated Plot <u>N/A</u> Soundings in <u>Meters</u> <i>Feet</i> at MLLW	
REMARKS <hr/> Requisition / Purchase Req. # <u>NCNJ3000-9-15915</u> Contractor <u>Fugro LADS, Incorporated, 925 Tommy Munro Dr., Suite J, Biloxi, MS 39532</u> Sub-Contractors <u>Baxley Ocean Visions, Inc., 5018 Harrison Street, Hollywood, FL 33021</u> <u>Coastal Planning and Engineering, Inc., 2481 NW Boca Raton Blvd., Boca Raton, FL 33431</u> <u>Quester Tangent Corp., 6582 Bryn Road, Saanichton, British Columbia V8M 1X6, Canada</u> Times <u>All times are recorded in UTC.</u> Datum and Projection <u>NAD83, UTM (N) Zone 17</u> Purpose <u>The purpose of this survey is to provide NOAA with modern, accurate hydrographic survey data with which to update the nautical charts of the assigned area. This project was initially conducted by Tenix LADS, Inc., under contract to Baxley Ocean Visions, Inc., for Coastal Planning and Engineering, Inc. and Broward County. The survey has been re-processed and deliverables prepared in accordance with NOS specifications, for use by NOAA.</u> Acronyms <u>A complete list of all acronyms used throughout this report is provided at *Appendix I of the Separates Report. *Data appended to this report. Bold, Italic, Red notes in the Descriptive Report were made during office processing. H-Cell units in ft at MLLW.</u>	

TABLE OF CONTENTS

COVER SHEET

HYDROGRAPHIC TITLE SHEET	ii
--------------------------------	----

TABLE OF CONTENTS.....	iii
------------------------	-----

A. AREA SURVEYED	A-1
-------------------------------	------------

B. DATA ACQUISITION AND PROCESSING	B-1
---	------------

B.1 EQUIPMENT	B-1
---------------------	-----

<i>B.1.1 Airborne System</i>	<i>B-1</i>
------------------------------------	------------

<i>B.1.2 Ground System</i>	<i>B-1</i>
----------------------------------	------------

B.2 QUALITY CONTROL	B-2
---------------------------	-----

<i>B.2.1 Quality Control Checks.....</i>	<i>B-2</i>
--	------------

<i>B.2.1.1 Crosslines</i>	<i>B-2</i>
---------------------------------	------------

<i>B.2.1.2 Depth Benchmarks.....</i>	<i>B-2</i>
--------------------------------------	------------

<i>B.2.1.3 Positioning Checks</i>	<i>B-3</i>
---	------------

<i>B.2.2 Uncertainty Values.....</i>	<i>B-4</i>
--------------------------------------	------------

<i>B.2.3 Environmental Factors.....</i>	<i>B-4</i>
---	------------

<i>B.2.3.1 Sea Conditions - Sea State, Waves, Swell, White Water</i>	<i>B-4</i>
--	------------

<i>B.2.3.2 Water Clarity.....</i>	<i>B-4</i>
-----------------------------------	------------

<i>B.2.3.3 Topography.....</i>	<i>B-5</i>
--------------------------------	------------

<i>B.2.3.4 Buildings / Towers.....</i>	<i>B-5</i>
--	------------

<i>B.2.3.5 Wind.....</i>	<i>B-5</i>
--------------------------	------------

<i>B.2.3.6 Cloud</i>	<i>B-5</i>
----------------------------	------------

<i>B.2.4 Data Coverage, Gaps and Object Detection.....</i>	<i>B-6</i>
--	------------

<i>B.2.4.1 Nature of the Seabed</i>	<i>B-6</i>
---	------------

<i>B.2.4.2 Data Coverage.....</i>	<i>B-6</i>
-----------------------------------	------------

<i>B.2.4.3 Gaps in Lidar Coverage</i>	<i>B-6</i>
---	------------

<i>B.2.4.4 Object Detection.....</i>	<i>B-7</i>
--------------------------------------	------------

B.3 CORRECTIONS TO SOUNDINGS.....	B-7
-----------------------------------	-----

B.4 DATA PROCESSING	B-7
---------------------------	-----

<i>B.4.1 Data Management.....</i>	<i>B-7</i>
-----------------------------------	------------

<i>B.4.2 Data Processing Sites</i>	<i>B-7</i>
--	------------

<i>B.4.3 CARIS BASE Surface</i>	<i>B-7</i>
---------------------------------------	------------

<i>B.4.4 Tagging</i>	<i>B-8</i>
----------------------------	------------

<i>B.4.5 Georeferenced Imagery.....</i>	<i>B-8</i>
---	------------

<i>B.4.6 Progress Sketches.....</i>	<i>B-9</i>
-------------------------------------	------------

<i>B.4.7 Deliverables Data Formats.....</i>	<i>B-9</i>
---	------------

C. VERTICAL AND HORIZONTAL CONTROL.....	C-1
--	------------

C.1 VERTICAL CONTROL	C-1
----------------------------	-----

C.2 ZONING.....	C-1
-----------------	-----

C.3 HORIZONTAL CONTROL	C-4
------------------------------	-----

<i>C.3.1 LADS Local GPS Base Station – Fort Lauderdale</i>	<i>C-4</i>
--	------------

D. RESULTS	D-1
-------------------------	------------

D.1	CHART COMPARISON	D-3
D.1.1	<i>Dangers to Navigation</i>	D-3
D.1.2	<i>Automated Wreck and Observation Information System (AWOIS)</i>	D-3
D.1.3	<i>Aids to Navigation</i>	D-3
D.1.4	<i>Charted Depths and Features</i>	D-6
D.1.5	<i>Detailed Chart Comparison</i>	D-6
D.1.6	<i>Chart Comparison Spreadsheet</i>	D-9
D.2	ADDITIONAL RESULTS.....	D-19
D.2.1	<i>Supplemental Information for Boatwork</i>	D-19
D.2.1.1	<i>Seaward Limit of Lidar Coverage</i>	D-19
D.2.1.2	<i>Recommended Junctioning with Unsurveyed Lidar Areas</i>	D-19
D.2.1.3	<i>Comparison with prior Surveys</i>	D-19
D.2.2	<i>Summary of Charting Actions and Confirmations – H12117</i>	D-20
D.2.2.1	<i>Summary of Charting Actions – H12117</i>	D-20
D.2.2.2	<i>Summary of Lidar Features Requiring Confirmation – H12117</i>	D-20
E.	APPROVAL SHEET	E-1
APPENDIX I – DANGERS TO NAVIGATION		APPENDIX I-1
APPENDIX II – SURVEY FEATURE REPORT		APPENDIX II-1
APPENDIX III – INTERIM AND FINAL PROGRESS SKETCHES		APPENDIX III-1
APPENDIX IV – TIDES AND WATER LEVELS		APPENDIX IV-1

DESCRIPTIVE REPORT TO ACCOMPANY**HYDROGRAPHIC SURVEY H12117****SCALE 1:10,000, SURVEYED IN 2008****FUGRO LADS AIRCRAFT, VH-LCL****FUGRO LADS, INC. (FLI)****MARK SINCLAIR, HYDROGRAPHER****PROJECT****Project Number:** OPR-H328-KRL-09**Original:** DG 133C-06-CQ-0066**Date of Instructions:** June 17, 2009**Task Order:** T0007**Registry Number:** H12117**Sheet:** B**A. AREA SURVEYED**

Survey operations covered the entire coast of Broward County, FL, between Golden Beach and north of Boca Raton Inlet, from above the high waterline to beyond 35m water depth (see Figure 1). *Concur.*

The total seabed area illuminated by bathymetric Lidar, from the 0m curve to extinction depth, was 38 square nautical miles (130 square kilometers). *Concur.*

A total of 26 main scheme lines were flown at 4m laser spot spacing, 100% coverage across the project area. A further 9 lines were flown to provide 200% coverage over most of the near-shore area. Another 9 lines were conducted to improve shallow water coverage and collect additional coverage at Port Everglades. A further 5 cross lines and 5 depth benchmark lines were flown to assess system accuracy. A total of 34 refly lines were required to ensure complete coverage across the project area. Thus, a grand total of 88 flight lines were executed during the 2008 Fugro LADS survey of Broward County. *Concur.*

Between July 12 and August 24, 2008, the Fugro LADS aircraft conducted data collection on 10 separate occasions in the Broward County area, based out of Fort Lauderdale. During this period survey operations were also carried out for NOAA in the vicinity of Biscayne Bay, FL (OPR-H328-KRL-08). The specific dates of data acquisition, hours flown and time on task were as follows: *Concur with clarification. Times and dates listed below do not correlate with Appendix IV Abstract Times of Hydrography.*

Date (Local)	Sortie No.	Hours Flown	Time on Task
20-July-08	2	2:50	0:28
26-July-08	3	2:50	0:26
27-July-08	4	4:50	3:56
28-July-08	5	7:05	2:42
06-August-08	7	7:26	2:00
15-August-08	11	5:28	3:50
16-August-08	12	6:09	3:47
17-August-08	13	5:44	0:52
22-August-08	14	6:50	0:25
23-August-08	15	3:20	2:21

Table 1: Specific Dates of Data Acquisition

Environmental factors such as water clarity, tide, wind strength and direction and cloud base height influenced the area and duration of data acquisition on a daily basis. See Section B.2.3 for further details. *Concur.*

This Descriptive Report describes Sheet B, which covers Pompano Beach to Dania Beach (see Figure 2). *Concur.*

The sheet limits are as follows for Sheet B (coordinates are NAD83): *Concur.*

H12117 (B)	Latitude (N)	Longitude (W)
NW corner	26° 12' 21.33"	80° 07' 08.33"
SW corner	26° 03' 41.13"	80° 07' 12.58"
SE corner	26° 03' 39.76"	80° 03' 36.52"
NE corner	26° 12' 19.93"	80° 03' 31.91"



Figure 1 – General Locality of Broward County

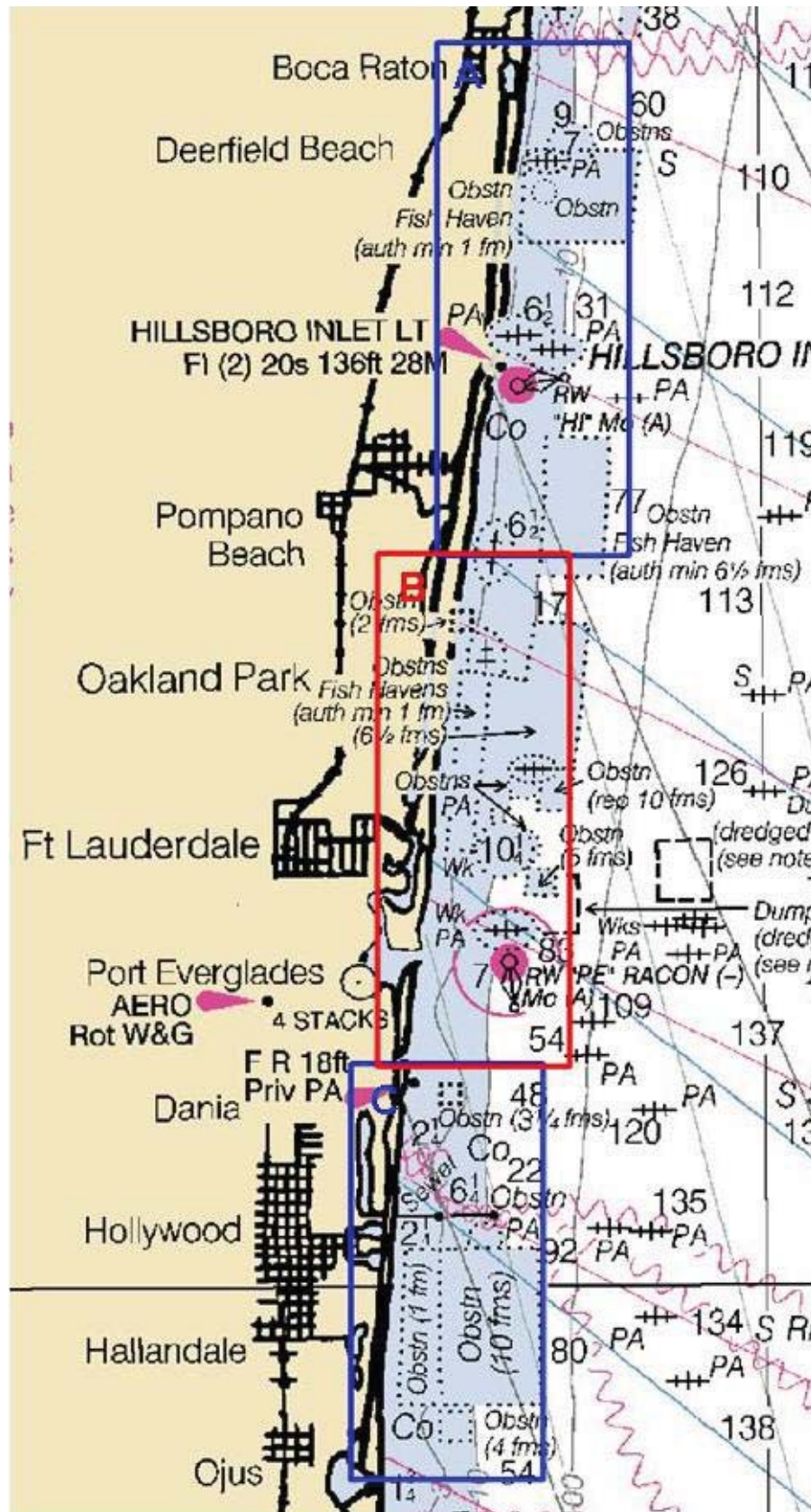


Figure 2 – Sub-Locality of H12117 (Sheet B)

B. DATA ACQUISITION AND PROCESSING *See also the H-Cell Report*

Refer to the Data Acquisition and Processing Report* for a detailed description of the equipment, processing, and quality control procedures used during LADS surveys. A general description and items specific to this survey are discussed in the following sections. **Concur.** **Included with survey deliverables.*

B.1 EQUIPMENT

Data collection was conducted using the LADS Mk II Airborne System (AS), data processing using the LADS Mk II Ground System (GS), and data visualization, quality control (QC) and final products using CARIS HIPS and SIPS 6.1 and CARIS BASE Editor 2.1.

B.1.1 Airborne System

The LADS Mk II AS platform consists of a De Havilland Dash 8-200 Series aircraft, which has a transit speed of 250kts at altitudes of up to 25,000ft, and an endurance of up to eight hours. Survey operations are conducted at heights between 1,200 and 2,200ft, at ground speeds of between 140 and 210kts. The aircraft is fitted with an Nd: YAG laser, which is eye safe in accordance with ANSI Z136.1-2000, American National Standard for Safe Use of Lasers. The laser operates at 900 Hertz from a stabilized platform and can provide a number of different laser spot spacings across the seabed.

Green laser pulses are scanned beneath the aircraft in a rectilinear pattern. The pulses are reflected from the land, sea surface, within the water column and from the seabed. The height of the aircraft is determined by the infrared laser return, which is supplemented by the inertial height from the Attitude and Heading Reference System (AHRS) and a Global Positioning System (GPS) receiver. Real-time positioning is obtained by an Ashtech GG24 GPS receiver providing autonomous GPS, or is combined with WADGPS (Fugro Omnistar), to provide a differentially corrected position, when coverage is available. Ashtech Z12 dual-frequency GPS receivers are also provided as part of the AS and GS to log data on the aircraft and at a locally established GPS base station.

A digital camera was installed on the LADS Mk II system platform in 2007. This allowed high quality images to be captured in real-time, georeferenced and overlaid with the processed survey data. As this project was conducted exclusively between 2300 and 0600, to avoid high volumes of air traffic, digital imagery was only useful in discerning illuminated coastline, piers, inlets and vessels. A mosaic of digital images has not been compiled or rendered as part of this project due to the night operation limitation. The specifications for the Redlake MegaPlus II ES 2020 digital camera are provided in the **Data Acquisition and Processing Report. *Data included with survey deliverables.*

B.1.2 Ground System

The LADS Mk II GS 'Frodo' was used to conduct data processing in the field. Frodo consists of a portable Compaq Alpha ES40 Series 3 processor server with 1 GB EEC RAM, 764 GB disk space, digital linear tape (DLT) drives and magazines, a digital audio tape (DAT) drive, a CD ROM drive, and is networked to up to 12 Compaq 1.5 GHz PCs and a HP 800ps Design

Jet Plotter, printers and QC workstations. The GS supports survey planning, data processing, QC and data export. The GS also includes a KGPS base station, which provides independent post-processed position and height data.

QC checks and editing of the data were conducted on GS 'Katrina', at the FLI office in Biloxi, MS, upon completion of the data collection phase of the survey.

B.2 QUALITY CONTROL

B.2.1 Quality Control Checks

The internal relative consistency of the survey data was checked with crossline depth comparisons and depth benchmark comparisons, and by observing position confidence quality factors on the GS. System integrity was checked, in an absolute sense, with the local GPS base station site confirmation and the static position check. **Concur.**

B.2.1.1 Crosslines

Specific crosslines were planned through each of the 4 tide zones and flown perpendicular to main scheme survey runs. These crosslines exhibited good water clarity, enabling meaningful statistics to be calculated. Below are the overall depth comparison results. A complete summary is presented in the *Separates Report. ***Data filed with original field records. Concur. See DR Separates IV for full details of Crossline Comparisons.**

Total Number of Comparisons	Mean Depth Difference (m)	Mean Standard Deviation (m)
196848	0.04	0.08

B.2.1.2 Depth Benchmarks

Following the first sortie, 5 benchmark areas were identified and gridded surfaces created in the GS. These benchmark areas were flown over during each subsequent sortie. The 5 benchmark areas were created in order to assess the consistency of the LADS Mk II system depth performance. Center coordinates for the benchmark areas are as follows:

Benchmark Name	Nominal Depth	NAD83	
		Latitude (N)	Longitude (W)
BM_6	21m	25° 52' 17"	80° 05' 24"
BM_7	19m	25° 53' 08"	80° 05' 36"
BM_8	15m	25° 54' 11"	80° 05' 50"
BM_9	12m	25° 54' 53"	80° 05' 59"
BM_10	11m	25° 56' 08"	80° 06' 16"

The LADS survey data is compared against the gridded benchmark surface in the GS, and statistics are generated which include the number of points compared, the mean depth difference (MDD) and the standard deviation (SD) between the data sets.

A summary of the average of the MDD and SD for all depth benchmark area comparisons is presented below. Refer to the **Separates Report* for detailed results of the depth benchmark comparison results. ****Data filed with original field records.***

GS ID	BM Name	Nominal Depth	MDD (m)	SD (m)
6	BM_6	21m	0.17	0.07
7	BM_7	19m	0.12	0.09
8	BM_8	15m	0.03	0.07
9	BM_9	12m	0.07	0.08
10	BM_10	11m	0.06	0.05

The depth benchmark comparison results and the crossline comparisons results are within expected tolerances and show that the LADS Mk II depth performance was within specifications throughout the survey period.

B.2.1.3 Positioning Checks

Two independent positioning systems were used during the survey. Real-time positions were determined using an Ashtech GG24 GPS receiver, differentially corrected in real-time by a Fugro Omnistar GPS receiver on the aircraft, termed Wide Area Differential GPS (WADGPS) mode. Post-processed KGPS positions were determined relative to a local GPS base station that was established by Coastal Planning and Engineering (CPE) on the top of a light pole at the Fort Lauderdale Executive Airport. The post-processed KGPS positions were applied to each sounding during processing and the KGPS height was used in the topographic datum filter.

Position checks were conducted prior to, during, and following data collection as follows:

- Local GPS Base Station Site Confirmation. A 24-hour certification of the local GPS base station established was conducted on July 18-19, 2008. The results reveal that the local GPS base station is free from site specific problems such as multipath and obstructions. Details are provided in the ***Horizontal and Vertical Control Report* and scatter plots in the **Separates Report*.
- Static Position Check. Prior to commencing data collection, the coordinates of the aircraft GPS antenna were determined relative to three marks, which were surveyed by CPE on the tarmac at the Fort Lauderdale Executive Airport. Data was logged by each LADS Mk II positioning system while the aircraft was static, enabling the positions to be checked against the known GPS antenna point. The absolute accuracy of the post-processed KGPS solution during the static position check was 0.171m (95% confidence). The results and details of the static position check are enclosed in the ***Horizontal and Vertical Control Report* and **Separates Report*. ***** Data included with survey deliverables.***
- Dynamic Position Check. During each sortie, GPS data was logged on the aircraft and at the local GPS base station. This provided a check between the real-time and post-processed GPS solutions. The mean difference between the real-time and post-processed

positions was 0.865m, with an average standard deviation of 0.089m. Details are provided in the *Horizontal and Vertical Control Report.

- d. Position Confidence. The position quality was also monitored on the GS by checking a post-processed position confidence (C3), which is determined from the AS platform error, GPS error, and residual errors between the actual GPS positions and aircraft position, as determined from the line of best fit. No position anomalies were detected.

The position checks were within the expected tolerances and demonstrated that the positioning systems were functioning correctly throughout the survey period.

B.2.2 Uncertainty Values

For this survey area, global horizontal and vertical uncertainties have been assigned based on the defined horizontal and vertical error budget, as stated in the *Horizontal and Vertical Control Report. The assigned horizontal uncertainty is 2.51m and the assigned vertical uncertainty is 0.41m. **Concur with clarification. Vertical uncertainty as observed in the data is 0.33m.**

However, when the calculated grid node SD is greater than the assigned vertical uncertainty, the SD is used as the uncertainty value. This has occurred in areas of high relief, such as along the limit of a channel or dredged area. In some cases the SD may exceed IHO Order-1 limits. This could be attributed to the seabed gradient and a 3m grid resolution being used. **Concur.**

B.2.3 Environmental Factors

Environmental factors such as water clarity, tide, wind strength and direction and cloud base height influenced the area and duration of data acquisition on a daily basis. **Concur.**

B.2.3.1 Sea Conditions - Sea State, Waves, Swell, White Water

The sea state ranged from 0 to 2 on the Beaufort Scale throughout the survey period.

Calm seas were experienced on occasions. Under such calm conditions the sea became glassy, which degraded the sea surface model. This sometimes resulted in gaps at nadir, where the sea surface returns were completely saturated and seabed returns attenuated. All gaps for glassy seas were filled with reflay lines.

Long period swell was not significant during the survey. However, an allowance for small swell has been made in the assessment of vertical accuracy.

B.2.3.2 Water Clarity

The greatest contributor to depth performance, seabed coverage and data quality with a bathymetric Lidar system is water clarity. In order to minimize the errors and data gaps attributed to poor water clarity, ongoing analysis of the water column conditions was imperative.

***Data included with survey deliverables.**

The water clarity at Broward County was monitored effectively by using this survey area as an alternate to the large NOAA survey being conducted concurrently over Biscayne Bay, Florida (OPR-H328-KRL-08). As the Broward County area was approximately 5 minutes flight time from the NOAA area, rapid diversion between the surveys during periods of limiting environmental conditions, such as low cloud and glassy seas, resulted in numerous evaluations of water clarity. It was not until the third attempt at data collection in the area that water clarity conditions were deemed adequate for effective coverage. As 80% of the most critical survey lines were flown during this sortie and the flight on the following evening, water clarity was deemed excellent for the survey, and this is represented by bathymetry generally beyond 35m water depth and good quality LADS Relative Reflectivity across the survey extents.

B.2.3.3 Topography

The LADS Mk II system can measure topographic heights up to 50m elevation, subject to the depth / topographic logging window selected. For this survey, a 20m topographic height logging window was selected. As a result, the coastline was surveyed and elevations up to 20m were measured. During the processing stage, a maximum height of 4m above datum was generally used to remove trees and high structures and ensure only bare earth topographic heights were retained. For breakwaters and seawalls, that were greater than 4m above datum, the topographic heights were retained. For piers, the topographic heights were removed.

B.2.3.4 Buildings / Towers

For this survey the presence of tall buildings and towers was a significant issue. With all sorties being flown at night and the survey area being in close proximity to Miami and Fort Lauderdale International Airports, survey lines were flown at 2200ft to adhere to night operation lowest safe altitude guidelines.

B.2.3.5 Wind

Survey operations were conducted in wind strengths of up to 15kts during the survey. In general, the wind strength during sorties was between 5 and 15kts from the SE. In circumstances when wind speeds were forecast to be greater than 20kts, no flights were planned. On occasions where wind speeds at Fowey Rocks Lighthouse were reported at less than 5kts, sorties were cancelled due to the high likelihood of glassy seas throughout the survey area. During August, Tropical Storm “Fay” passed through Florida and it was necessary to relocate the aircraft to a hangar at West Palm Beach for the duration of inclement weather.

B.2.3.6 Cloud

Low cloud coverage, rain and thunderstorms were a significant factor during the survey. ‘Low cloud’ is typically defined as cloud below the minimum operating altitude of the aircraft. Due to the requirement for night operations and the proximity of high towers to the survey area, cloud below 2,200ft was considered ‘low’ and was a hindrance to the execution of the project. On nights when low cloud was observed and / or forecast, no flights were planned. Poor weather was monitored using, and decisions on the flying program were based on:

- National Weather Service forecasts – aviation and marine
- National Hurricane Center forecasts
- Real-time satellite imagery
- Real-time radar data
- Real-time TLI staff weather reconnaissance reports from the Broward County coastline
- Weather buoy data

B.2.4 Data Coverage, Gaps and Object Detection

B.2.4.1 Nature of the Seabed

The seafloor covers the Florida Reef Tract, which is comprised of several reefal facies running parallel to the coastline. The Reef Tract runs from the Florida Keys up to Martin County and for the most part, sits on a relatively narrow section of shelf. Approximately 40% of the survey area is defined as hard bottom, comprising near-shore reefs (limestone bedrock and coral reef), and offshore coral marine terraces. The reefs running parallel to the shoreline are separated by sand flats. Numerous wrecks (recreational diving sites) and man-made obstructions were detected by the LADS Mk II system and those that are not currently represented on applicable nautical charts, are listed in Section D of this report. **Concur.**

B.2.4.2 Data Coverage

The survey area was illuminated at 4x4m laser spot spacing, resulting in a 192m swath width. Mainlines of sounding were spaced at 160m, which provided the required 100% coverage. **Concur.**

Additional lines were flown along most of the coastline, providing 200% coverage along much of the near-shore area. Certain reflly lines also provided 200% coverage in some offshore areas. **Concur.**

Coverage was generally achieved from above the high waterline to beyond the 35m depth curve. In some locations the Lidar extinction depth was beyond 45m. **Concur.**

B.2.4.3 Gaps in Lidar Coverage

Three types of gaps exist in the final Broward County bathymetry dataset. The first is attributed to very shallow water depth detection limitations, called the Secondary Exclusion Zone (SEZ). The SEZ processing parameter automatically removes inaccurate depth detections in the first 0.5m of water. In this shallow water zone the sea surface and subsurface detections merge and discernment of an accurate leading edge on the depth return proves difficult. These gaps were minimized by flying additional coverage lines along much of the coast. **Concur.**

The second type of gap was attributed to a combination of low cloud laser dropout during good water clarity conditions and marginal water clarity conditions during subsequent reflly lines. In the case of one gap due to a cloud laser dropout, in the SE of the survey area, depth detection beyond 30m was not achieved again on five separate attempts, due to water clarity degradation. **Concur.**

A third cause of gaps in the bathymetry collected was the presence of surface vessels. Where gaps due to boats were present, reflies and additional coverage lines were flown to try to fill the gaps. The only gaps for surface vessels present in the final bathymetry dataset occur within the Boca Raton Marina. **Concur.**

B.2.4.4 Object Detection

At the sea surface the footprint of the laser beam is approximately 2.5m in diameter. As the beam passes through the water column, it slowly diverges due to scattering. It should be noted that at 4x4m laser spot spacing, there is a gap of 1.0 to 1.5m between the illuminated area of adjacent soundings at the sea surface. There is a possibility that small objects in shallow water along the coastline may fall between consecutive 4x4m soundings, and not be detected. A description of the Bottom Object Detection (BOD) algorithm used in data processing is presented in the Data Acquisition and Processing Report*. **Concur.**

B.3 CORRECTIONS TO SOUNDINGS

Refer to the Data Acquisition and Processing Report* for a description of corrections to soundings. There were no deviations from the corrections described therein. ***Data included with survey deliverables.**

B.4 DATA PROCESSING

B.4.1 Data Management

The database is identified as follows:

Database Name	Sub-Locality	Sheet
09_Bro	Pompano Beach to Dania Beach	B

A detailed table of survey line identifiers is presented in the Data Acquisition and Processing Report*. **DAPR included with survey deliverables.**

B.4.2 Data Processing Sites

The data acquired during survey flights was processed at the operating site in Pompano Beach, FL, following each sortie. Final data validation, checking, QC and approving, and report and product compilations were conducted at the FLI office in Biloxi, MS.

B.4.3 CARIS BASE Surface

One BASE Surface covers the extents of each sheet area. The “Shoal” layer of the BASE Surface is to be considered the official record of hydrography for the survey. A grid

resolution of 3m was used for the BASE Surface. Grid resolution does not change relative to depth, as the laser pulse footprint stays relatively constant regardless of depth, and the laser spot spacing is constant irrespective of aircraft altitude. The 3m grid provides the largest amount of detail that can be supported by the Lidar density. **Concur.**

B.4.4 Tagging

During data processing on the GS, the operators have the ability to assign S-57 and user-defined tags to gaps and features in the data. This enables accurate delineation and attribution of unsurveyed polygons, cultural features, artificial shoreline and navigation aids for the S-57 feature file (US512117.000). **Concur.**

For this survey, the following tags were used:

Tag	Abbrv	Description
BCNSPP	BC	Beacon, special purpose / general
BLDG	BLDG	Building
BOYSPP	BY	Buoy, special purpose / general
BRIDGE	BR	Bridge
BRKWTR	BW	Breakwater
GROYNE	GR	Groyne
JETTY	JE	Jetty
OBSTRN	OB	Obstruction
PILPNT	PL	Pile
PIPSOL	PI	Pipeline, submerged / on land
SEAWALL	SE	Seawall
SNDWAV	SW	Sand waves
WRECKS	WR	Wreck
UWTROC	RK	Underwater / awash rock
GAPBOAT	GB	Gap due to boat, boat wake and / or dragged nets
SEZ	SEZ	Gap due to the secondary exclusion zone (SEZ)

Detailed descriptions of the gaps in seabed coverage are presented in Section B.8 of the Data Acquisition and Processing Report*. **Data included with survey deliverables.**

B.4.5 Georeferenced Imagery

Due to nighttime operations, no digital imagery was available for the validating, checking, and approval stages of survey data cleaning. No georeferenced mosaics were produced for the survey area. However, publicly available imagery from the Florida Department of Environmental Protection was used as a guide during product compilation. The imagery used can be downloaded from the following website:

- http://data.labins.org/2003/MappingData/DOQQ/doqq_04_utm_sid.cfm

Google Earth coupled with EarthNC was also used extensively during the data validation, checking and approval process, in lieu of the LADS digital imagery typically acquired during daylight operations.

B.4.6 Progress Sketches

Progress graphics were not provided to NOAA for this survey, as the service contract was not in place until after Lidar acquisition was completed. Interim and final progress graphics provided to the original client, Coastal Planning and Engineering, are presented at Appendix III*. **Concur. *Data appended to this report.**

B.4.7 Deliverables Data Formats

Data is provided in the following formats:

- Digital S-57 feature file **Concur.**
- CARIS BASE Surface **Concur.**
- Lidar coverage and Lidar uncertainty images in geo .tif format **Concur.**
- Chart comparison file in CARIS .hob format and corresponding GS screen captures in .jpg format **Concur with clarification. HOB file was submitted however it contains no S-57 objects within.**
- Chart Comparison Spreadsheet in .xls format **Concur.**
- CARIS compatible data – CAF Format – LADS soundings and waveforms, which can be imported into CARIS HIPS **Concur.**
- CARIS compatible data – HDCS Format – LADS soundings in CARIS HIPS native format **Concur.**
- Tidal data provided in ASCII, .xls and .csv formats **Concur.**
- LADS Relative Reflectivity provided in ASCII format **Concur.**

Refer to the Data Acquisition and Processing Report* for specific details. *** Data included with survey deliverables.**

C. VERTICAL AND HORIZONTAL CONTROL

Refer to the Horizontal and Vertical Control Report* for a detailed description of the horizontal and vertical control used during this survey. A summary of horizontal and vertical control used for the survey follows.

C.1 VERTICAL CONTROL

The initial vertical control for this survey was based on the National Water Level Observation Network (NWLON) station at Virginia Key, FL (8723214). Preliminary tide zoning for the project was set out using time and range correctors relative to the continuously operating Virginia Key NWLON tide station. Preliminary tide corrections were used to reduce depth soundings during the data collection period, in order to assess the integrity of bathymetry and plan necessary reflies. *Concur.*

Final vertical control was based on tide stations established on Deerfield Pier, Anglin's Pier and Dania Pier by Baxley Ocean Visions (BOV). The three tide gauges were related to the initial survey datum (NAVD88) by CPE on July 12, 2008. Tide records were corrected to MLLW for the NOAA work using the values in the table below. Further details on the derivation of these corrections are provided in the Horizontal and Vertical Control Report*. The tide gauges operated continuously from July 12, 2008 through to August 24, 2008. *Concur. *Data included with survey deliverables.*

Station details are as follows:

Location	NAD83		NAVD88 – MLLW Correction (m)
	Latitude (N)	Longitude (W)	
Deerfield Pier	26° 19.0'	80° 08.3'	+ 0.660
Anglin's Pier	26° 11.4'	80° 08.4'	+ 0.702
Dania Pier	26° 03.3'	80° 10.8'	+ 0.623

C.2 ZONING

The final tide zones were designed to incorporate at least one observed tide station (established by BOV). In some of the zones two observed tide stations were used to provide a co-tidal model. An analysis of depth benchmark and crossline comparisons, and overlaps of the mainlines of sounding concluded that final tide zoning was adequate. The final tide zones superseded the preliminary tide zone. *Concur.*

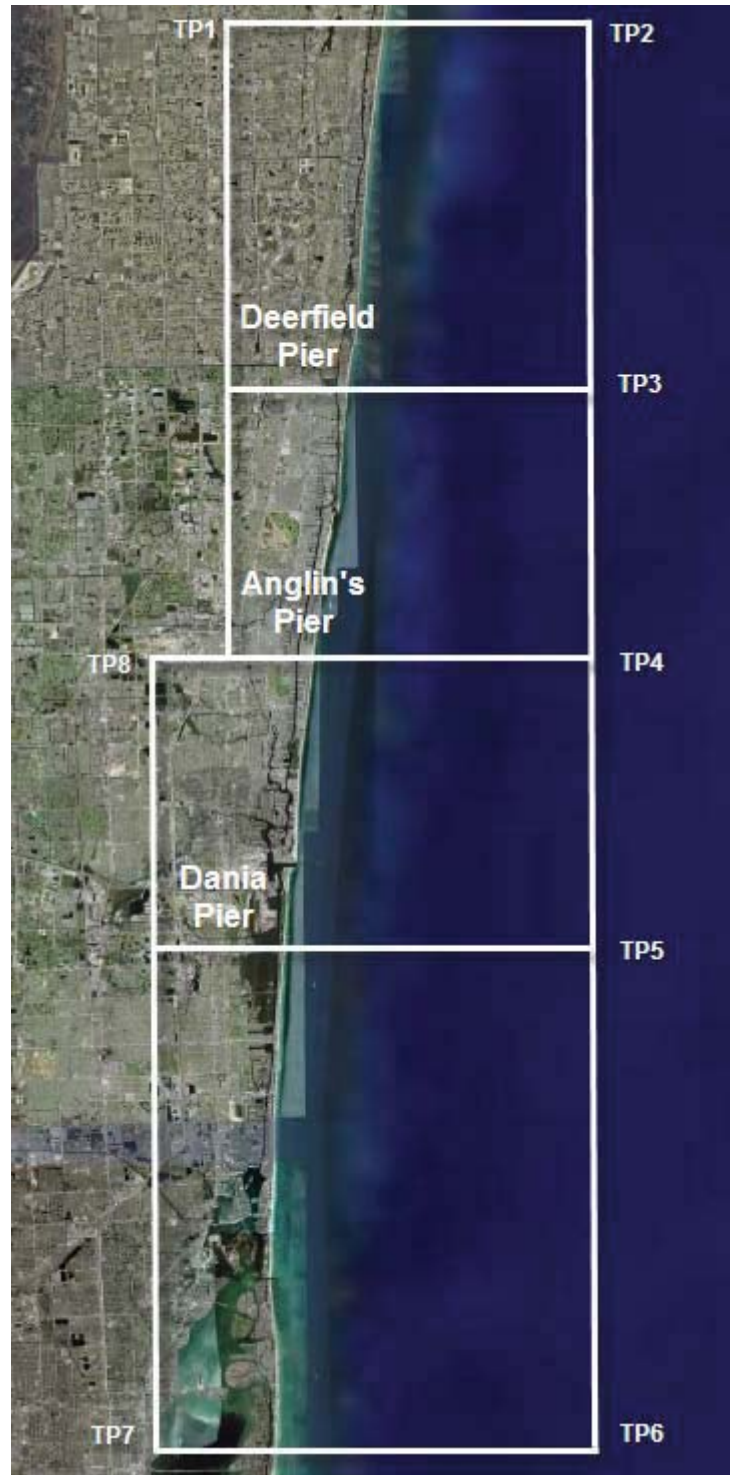


Figure 3 – Final Tide Zones in the LADS GS

The values for the differences between MLLW and MHW for adjacent tidal benchmarks and NWLON gauges are shown in the diagram below:

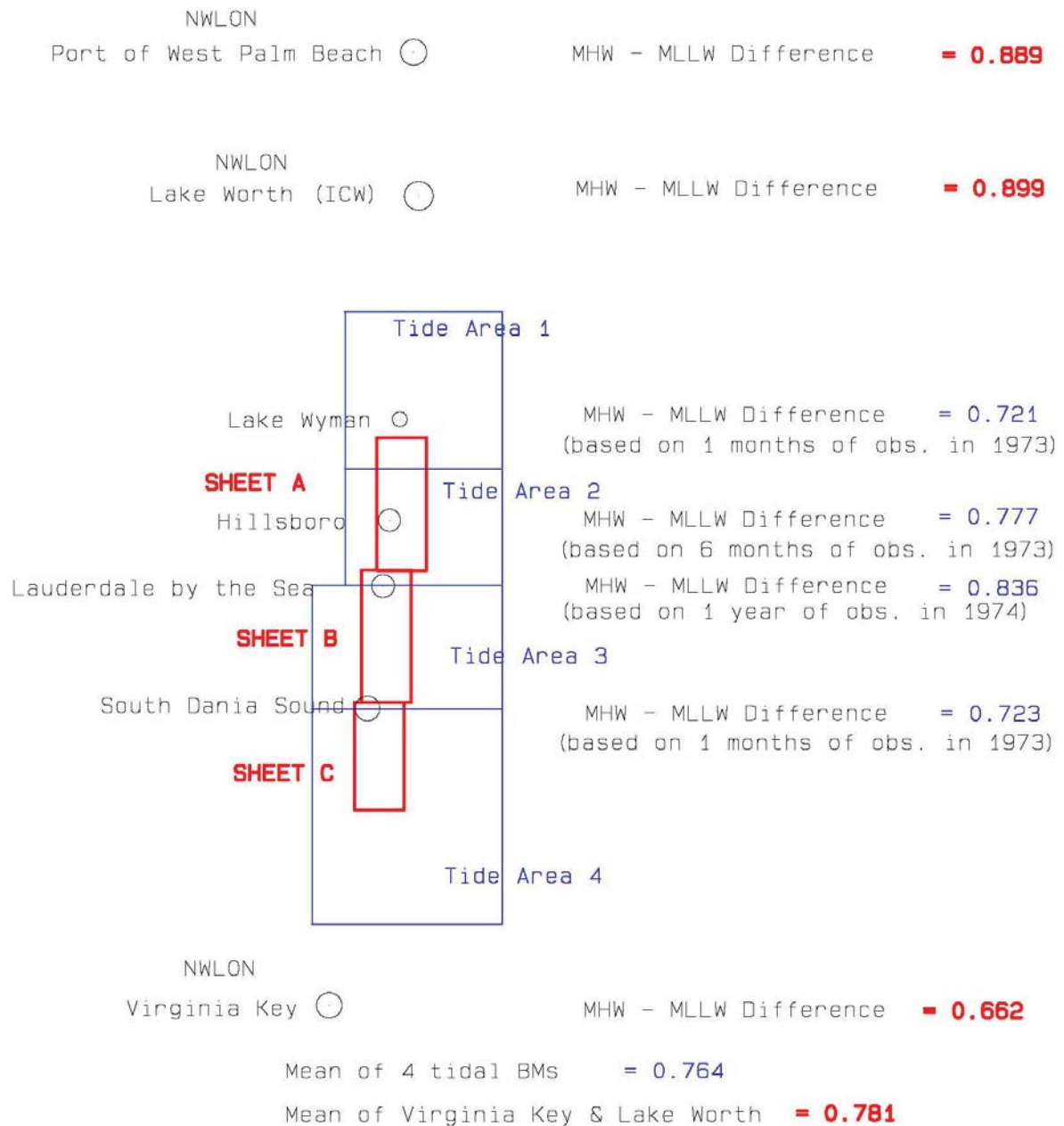


Figure 4 – Vertical Difference between MLLW and MHW for Tidal Benchmarks and NWLON Gauges

The mean value of MLLW – MHW differences for tidal benchmarks is 0.764m. The mean value of MLLW – MHW differences for adjacent NWLON gauges is 0.781m. Therefore, for all registered sheets under OPR-H328-KRL-09, including H12117, a MHW value of 0.77m has been used.

C.3 HORIZONTAL CONTROL

Data collection and processing were conducted in the AS and GS on World Geodetic System 1984 (WGS84) on Universal Transverse Mercator (Northern Hemisphere) projection UTM (N) in Zone 17, Central Meridian 81° W. This data was post-processed and all soundings are positioned relative to the North American Datum 1983 (NAD83). All units are in ~~meters~~ *feet at MLLW*.

C.3.1 LADS Local GPS Base Station – Fort Lauderdale

Real-time positions were determined using an Ashtech GG24 GPS receiver, differentially corrected in real-time by a Fugro Omnistar GPS receiver on the aircraft (WADGPS mode). A local GPS base station was coordinated by CPE on the top of a light pole at the Ft. Lauderdale Executive Airport on July 10, 2008, in order to post-process more accurate KGPS positions following survey flights.

The derived NAD83 coordinates for the local GPS base station are:

NAD83			UTM (N) Zone 17	
Latitude (N)	Longitude (W)	Ellipsoidal Height (m)	Easting (m)	Northing (m)
26° 11' 42.4877"	80° 10' 17.4843"	-14.957	582776.318	2897558.340

Post-processed KGPS positions were determined offline using data logged at the local GPS base station and on the aircraft. This data was processed with Waypoint GrafNav Software to calculate a KGPS position solution for the survey flights. The post-processed KGPS positions were imported into the GS and applied to all soundings. This provided increased sounding position accuracy from the real-time WADGPS.

D. RESULTS *See also the H-Cell Report*

The results for the H12117 survey are submitted separately to this Descriptive Report as the S-57 feature file, BASE Surface, CARIS .hob files, Chart Comparison Spreadsheet, LADS Relative Reflectivity, etc. on the USB hard drive. Refer to Appendix II of the Data Acquisition and Processing Report* for a list of all the deliverable files from H12117.

Concur. **Data included with survey deliverables. See also the Evaluation Report.*

Below is a table listing the S-57 feature objects found in the S-57 feature file (US512117.000): **Do not concur.** *S-57 objects BCNLAT, BCNSPP, and BOYSPP not included in submitted S-57 Feature File.*

S-57 Object Class	S-57 Object Acronym	Geometry	Description	Spatial Attribute	Attribute 1	Attribute 2	Attribute 3	Attribute 4	Comments
Beacon, Lateral	BCNLAT	P	A lateral beacon is used to indicate the port or starboard hand side of the route to be followed.		Object Name (OBJNAM)	Status (STATUS)			The attribute STATUS is used to identify the Beacons as being privately maintained. OBJNAM defines the beacon name as indicated in the ENC.
Beacon, Special purpose/general	BCNSPP	P	Beacon in general: A beacon whose appearance or purpose is not adequately known.		Object Name (OBJNAM)	Status (STATUS)			The attribute STATUS is used to identify the Beacons as being privately maintained. OBJNAM defines the beacon name as indicated in the ENC.
Buoy, Special purpose/general	BOYSPP	P	Buoy in general: A buoy whose appearance or purpose is not adequately known.		Object Name (OBJNAM)	Status (STATUS)			The attribute STATUS is used to identify the Buoys as being privately maintained. OBJNAM defines the buoy name as indicated in the ENC.
Coastline	COALNE	L	The line where shore and water meet.	Quality of position (QUAPOS)	Category of Coastline (CATCOA)				QUAPOS is used to identify interpolated coastline.
Depth Contour	DEPCNT	L	A line connecting points of equal water depth.		Value of contour (VALDCO)				DEPCNT used to define the MLLW line.

S-57 Object Class	S-57 Object Acronym	Geometry	Description	Spatial Attribute	Attribute 1	Attribute 2	Attribute 3	Attribute 4	Comments
Shoreline Construction	SLCONS	L, A	A fixed (not afloat) artificial structure between the water and the land, i.e. a man-made coastline.		Category of Shoreline Construction (CATSLC)				CATSLC used to identify man-made shoreline features such as seawalls, piers, jetties.
Sounding	SOUNDG	P	A measured water depth or spot which has been reduced to a vertical datum.						Used for defining surveyed depths that differ significantly from the chart.
Unsurveyed Areas	UNSARE	A	Unsurveyed area.		Information (INFORM)				Used to define gaps in data coverage. INFORM has been identified as SEZ or boat gaps, based on the GS tags.
Underwater/awash Rock	UWTROC	P	A concreted mass of stony material or coral which dries, is awash or is below the water surface.		Value of Sounding (VALSOU)	Water Level Effect (WATLEV)			Some of the Rocks may have been man made objects. Bottom objects were not investigated.
Wreck	WRECKS	P	The ruined remains of a stranded or sunken vessel which has been rendered useless.		Category of Wreck (CATWRK)	Value of sounding (VALSOU)			Used for identifying wrecks or artificial reef structures.
<i>Meta Objects</i>									
Coverage	M_COVR	A	A geographical area that describes the coverage and the extent of spatial objects.		Category of coverage (CATCOV)				M_COVR: CATCOV = 1 polygons define the extents of good Lidar data coverage.
Quality of Data	M_QUAL	A	An area within which a uniform assessment of the quality of the data exists.		Category of zone of confidence in data (CATZOC)	Category of quality of data (CATQUA)			Used for attributing survey quality metadata to the data coverage.

Table 2: S-57 Attribution for the S-57 feature file (US512117.000)

Recommendations for registry number H12117 are divided into 2 components:

1. Recommended charting action, primarily for MCD.
2. Recommended further boatwork to sufficiently junction with Lidar seabed coverage and confirm uncertain Lidar features.

Recommendations for charting action for registry number H12117 are provided in Sections D.1.1 to D.1.6 below. Features that appear in the chart comparison, where there is doubt that the least depth has been determined by Lidar, have been given a charting recommendation of “Confirm”. The determination of least depth is at the discretion of the ships conducting junctioning / confirmations and their results should be reported for charting action to MCD in due course.

Recommendations for ship junctioning are provided in Section D.2.1. There are 3 features that have been suggested for confirmation for Sheet B.

A summary of charting actions is provided in Section D.2.2.

D.1 CHART COMPARISON **See also the H-Cell Report.*

H12117 LADS survey deliverables were compared to:

- *ENC US5FL32M 16th Edition, issued June 8, 2009 and ENC US5FL33M 10th Edition, issued April 20, 2009.
- *Raster Chart 11466 37th Edition, issued June 1, 2008.

The charts were downloaded from the NOAA Office of Coast Survey – NOAA Chart download website on June 11, 2009.
(<http://www.charts.noaa.gov>)

D.1.1 Dangers to Navigation

No DTONs were detected by Lidar within the extents of the survey area. **Concur.**

D.1.2 Automated Wreck and Observation Information System (AWOIS)

No AWOIS were assigned under this contract. **Concur.**

D.1.3 Aids to Navigation

Fifteen (15) Aids to Navigation exist within the extents of the Lidar coverage for H12117. Ten (10) of these Aids to Navigation were identified by Lidar. The Aids to Navigation are listed below. **Concur with clarification. Only one of the ATONs is private. The maintenance of the permanent aids is the responsibility of the USCG. Inclusion of the permanent ATONs listed below in the H-Cell is not necessary. See also Section D.1.3. of the H-Cell Report.**

No.	Navigation Aid Identifier	Charted Position		Surveyed Position		Lidar Hits	Diff. in Positions (m)	Comments
		NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)			
1	Gulfstream Sail Club Race Buoy B (Private)	26°08'20.50"	80°06'00.00"			0		Not detected by Lidar. <i>Retain as charted.</i>
2	New River Sound Light 5	26°07'34.26"	80°06'24.70"			0		Not detected by Lidar. <i>Retain as charted.</i>
3	Port Everglades Spoil Bank Daybeacon	26°05'51.56"	80°06'01.09"			0		Not detected by Lidar. <i>Retain as charted.</i>
4	Pile Beacon, Notice Mark	26°05'44.33"	80°06'19.10"			0		Not detected by Lidar. <i>Retain as charted.</i>
5	Port Everglades Lighted Buoy "2"	26°05'41.61"	80°05'25.19"	26°05'42.04"	80°05'25.17"	5	13	<i>Retain as charted.</i>
6	Port Everglades North Regulatory Light	26°05'40.92"	80°06'41.03"	26°05'40.77"	80°06'41.10"	1	5	<i>Retain as charted.</i>
7	Port Everglades Light "4"	26°05'40.90"	80°06'08.50"	26°05'40.72"	80°06'07.89"	2	18	<i>Retain as charted.</i>
8	Port Everglades Light "6"	26°05'40.53"	80°06'31.60"	26°05'40.27"	80°06'31.96"	3	13	<i>Retain as charted.</i>
9	Port Everglades Turning Basin Light "12"	26°05'40.29"	80°06'57.23"	26°05'40.44"	80°06'57.43"	2	7	<i>Retain as charted.</i>
10	Pile Beacon, Notice Mark	26°05'40.03"	80°06'54.20"	26°05'41.59"	80°06'57.80"	1	109	<i>Retain as charted.</i>
11	Pile Beacon, Notice Mark	26°05'34.38"	80°06'19.53"			0		Not detected by Lidar. <i>Retain as charted.</i>
12	Port Everglades Light "7"	26°05'34.08"	80°06'31.80"	26°05'33.86"	80°06'31.98"	1		<i>Retain as charted.</i>
13	Port Everglades Light "5"	26°05'33.41"	80°06'08.61"	26°05'33.44"	80°06'08.57"	4	1	<i>Retain as charted.</i>

No.	Navigation Aid Identifier	Charted Position		Surveyed Position		Lidar Hits	Diff. in Positions (m)	Comments
		NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)			
14	Port Everglades Lighted Buoy "3"	26°05'32.71"	80°05'25.06"	26°05'33.26"	80°05'26.04"	1	32	<i>Retain as charted.</i>
15	Port Everglades Lighted Buoy "pE"	26°05'30.29"	80°04'45.87"	26°05'34.21"	80°04'45.62"	1	120	<i>Retain as charted.</i>

D.1.4 Charted Depths and Features

Registry number H12117 lies over part of NOAA charts 11467 and 11470, in the vicinity of Port Everglades. From the Source Diagrams, the area covered by H12117 was covered by NOS surveys between 1900 and 1939, presumably by lead line, and between 1990 and 2007 **2009**, presumably using ~~both~~ singlebeam ~~and~~ multibeam echo sounders **and side scan sonar**. Partial bottom coverage was achieved where leadline or singlebeam echo sounder were used while full bottom coverage was achieved where multibeam echosounder were used. The chart in this area appears to be well surveyed, with the coastline being well portrayed. **Concur with clarification. Portions of the survey area were surveyed between 1940-1969; achieving partial bottom coverage and in 2009 achieving 200% bottom coverage. See also the H-Cell Report section D.**

The area surveyed is represented by the BASE Surface and S-57 feature file in considerably more detail than is currently shown on the chart. The following general recommendations are relevant:

- a. Coastline. The charted coastline agrees fairly well with the surveyed coastline. The surveyed coastline differs from the charted position by a maximum of 40m. Numerous buildings and cultural features, differing types of artificial coastline, the presence of mangroves, along with the small tidal range made the delineation of the MHW line difficult in some areas. It is recommended that the coastline on the chart be amended to match the LADS surveyed and interpolated MHW line. **Concur.**
- b. Inshore Islets. No islets were surveyed within the extents of Sheet B. **Concur.**
- c. Rocks. The seafloor covering H12117 covers the Florida Reef Tract, which is comprised of several reefal facies running parallel to the coastline. The Reef Tract runs from the Florida Keys up to Martin County and for the most part, sits on a relatively narrow section of shelf. Approximately 40% of the survey area is defined as hard bottom, comprising near-shore reefs (limestone bedrock and coral reef), and offshore coral marine terraces. The reefs running parallel to the shoreline are separated by sand flats. Several seabed objects associated with the reef system have been identified. Where a significant difference in depth existed between the chart and the BASE Surface, a sounding or rock was placed in the S-57 feature file and was referenced in the Chart Comparison Spreadsheet in Section D.1.6. **Concur with clarification. See also the H-Cell Report.**
- d. Wrecks. Numerous wrecks (recreation diving sites) and man-made artificial reefs were surveyed. Where a wreck was detected, a Wreck object was placed in the S-57 feature file. Where the wreck was not charted and a significant difference between the surveyed depth and charted depth existed, the wreck was referenced in the Chart Comparison Spreadsheet in Section D.1.6. **Concur with clarification. The majorities of the wrecks are located within Obstruction Fish Haven and are not recommended for charting. See also the H-Cell Report.**

D.1.5 Detailed Chart Comparison

In addition to the general recommendations above, 30 specific differences between the chart and the LADS survey have been identified and are described in Section D.1.6. An expanded

version of the spreadsheet is included digitally on the USB hard drive (H12117_ChartComp.xls). A CARIS .hob file containing just the chart comparison items has also been compiled and is provided as part of survey deliverables (H12117_ChartComp.hob). The attribution methodology for this file is presented below: *Concur with clarification. Data within HOB file could not be viewed or accessed.*

S-57 Object Class	S-57 Object Acronym	Geometry	Description	Attribute 1	Attribute 2	Attribute 3	Attribute 4
Built-up Area	BUAARE	P	Used as a placeholder to store information relating to the chart comparison	OBJNAM (used for storing a unique chart comparison ID)	INFORM (used for storing the charting recommendation)	NINFOM (used for indicating whether feature should be confirmed)	PICREP (used for storing a link to GS screen captures)

The chart comparison was conducted by reviewing the chart and the LADS survey deliverable. For each item identified, screen dumps of the Local Area Display and Raw Waveform Display were extracted from the LADS Mk II GS.

These have been reviewed in order to make the following assessments:

- Type of Feature
- Full Coverage
- Least Depth Found
- Charting Recommendation
- Remarks

When full coverage exists over a feature identified within the chart comparison, the Full Coverage Column is populated with a 'Y' for yes. When the least depth has been adequately surveyed by Lidar, the LDF Column is populated with a 'Y' for yes. The charting recommendation for a feature that has an adequately surveyed least depth will be either 'Insert' for a new feature, 'Replace' for an amendment to an existing charted feature or 'Remove' for a disproved charted feature.

When the least depth has NOT been found by Lidar (populated with an 'N'), the charting recommendation has been populated with "Confirm".

Each chart comparison was categorized as follows:

- New shoal found
- Charted shoal disproved / not found

The fields in the Chart Comparison Spreadsheet have been developed from experience learned and feedback received from previous Lidar surveys in Alaska, witnessing survey operations aboard NOAA ship Rainier, from meetings at PHB and UNH and the 2007 NOAA Field

Procedures Workshop. They have been designed for ease of use and to minimize double handling of data and transcription. Continued feedback is welcomed in order to develop these formats to achieve further efficiencies in data handling.

D.1.6 Chart Comparison Spreadsheet

Sequence No	Shoal No	Category	CHARTED			SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)					
1	B1	2	12.1	26° 12' 13.19"	80° 4' 44.84"	9.43 <i>31 ft</i>	26° 12' 15.92"	80° 4' 45.61"	Shoal	Y	Y	Replace	All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
2	B2	1				2.53 <i>8.3 ft</i>	26° 12' 1.94"	80° 5' 9.52"	Rk	Y	N	Confirm	Possible small object on seabed. <i>Concur with clarification. Depth is part of shoal area. Shoaler depths in vicinity. Update area with present survey depths.</i>
3	B3	2	9.7	26° 11' 50.39"	80° 5' 4.84"	7.22 <i>23.69 ft</i>	26° 11' 53.24"	80° 5' 4.76"	Rk	Y	Y	Replace	<i>Concur with clarification. Depth is part of shoal area. Shoaler depths in vicinity. Update area with present survey depths.</i>
4	B4	2	7.9	26° 11' 26.4"	80° 5' 5.15"	5.77 <i>18.93 ft</i>	26° 11' 27.59"	80° 5' 6.53"	Shoal	Y	Y	Replace	<i>Concur. Add depth to chart.</i>

Sequence No	Shoal No	Category	CHARTED		SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)				
5	B5	1				2.54 8.33 ft	26° 11' 32.84"	80° 5' 33.83"	Y	N	Insert	All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
6	B6	2	7.0 23 ft	26° 11' 12.27"	80° 5' 13.25"	5.62 18.44 ft	26° 11' 13.79"	80° 5' 13.83"	Y	Y	Replace	<i>Concur with clarification. Insufficient evidence to chart as rock. Add depth to chart.</i>
7	B7	1				6.11 20.0 ft	26° 11' 3.5"	80° 5' 14.34"	Y	Y	Insert	<i>Do not concur. Insignificant compared to surrounding soundings.</i>
8	B8	2	7.9 26 ft	26° 10' 41.36"	80° 5' 12.88"	6.15 20.18 ft	26° 10' 46.01"	80° 5' 12.73"	Y	Y	Replace	<i>Do not concur. Insignificant compared to surrounding soundings.</i>
9	B9	1				14.28 46.85 ft	26° 10' 12.2"	80° 4' 41.47"	Y	Y	Insert	<i>Concur with clarification. Insufficient evidence to chart as rock. Add depth to chart.</i>
10	B10	1				26.51 86.98ft	26° 10' 15.39"	80° 4' 19.37"	Y	Y	Insert	<i>Do not concur. Within Obsm Fish Haven minimum depth.</i>
11	B11	1				28.90 94.82 ft	26° 9' 51.8"	80° 4' 14.81"	Y	Y	Insert	<i>Do not concur. Within Obsm Fish Haven minimum depth.</i>

Sequence No	Shoal No	Category	CHARTED		SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)				
12	B12	1				6.84 <i>22.44 ft</i>	26° 9' 55.68"	80° 5' 16.3"	Y	N	Confirm	Possible small object on seabed. <i>Do not concur. Within Obstm Fish Haven minimum depth.</i>
13	B13	1				6.52 <i>21.39 ft</i>	26° 9' 42.66"	80° 5' 19.17"	Y	Y	Insert	<i>Do not concur. Within Obstm Fish Haven minimum depth.</i>
14	B14	1				13.39 <i>43.93 ft</i>	26° 9' 34.48"	80° 4' 45.6"	Y	Y	Insert	Note: 3 additional surveyed wrecks in vicinity. <i>Concur with clarification. Wreck is within Obstm Fish Haven minimum depth.</i>
15	B15	1				20.91 <i>68.60 ft</i>	26° 9' 20.49"	80° 4' 30.88"	Y	Y	Insert	<i>Concur with clarification. Wreck is within Obstm Fish Haven minimum depth.</i>
16	B16	1				18.78 <i>61.61 ft</i>	26° 9' 13.59"	80° 4' 48.81"	Y	Y	Insert	Note: 2 additional surveyed wrecks in vicinity. <i>Concur with clarification. Wreck is within Obstm Fish Haven minimum depth.</i>
17	B17	1				3.51 <i>11.52 ft</i>	26° 8' 43.97" <i>.9678</i>	80° 5' 52.86" <i>.8562</i>	Y	N	Insert	<i>Concur with conditions. Depth is inside rocky seabed area limits. Add 11 ft depth.</i>
18	B18	1				16.25	26° 8' 25.58"	80° 4' 49.01"	Y	Y	Insert	Note: 2 additional surveyed wrecks in vicinity. <i>See survey H11896 for charting recommendation.</i>

Sequence No	Shoal No	Category	CHARTED		SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)				
19	B19	1				41.39	26° 8' 36.18"	80° 4' 19.66"	Y	Y	Insert	<i>See survey H11896 for charting recommendation.</i>
20	B20	1				16.29	26° 8' 3.76"	80° 4' 52.14"	Y	Y	Insert	Note: 1 additional surveyed wreck in vicinity. <i>See survey H11896 for charting recommendation.</i>
21	B21	2	7.9	26° 5' 40.71"	80° 5' 45.16"	5.88	26° 5' 41.14"	80° 5' 45.59"	Y	Y	Replace	<i>See survey H11896 for charting recommendation.</i>
22	B22	2	5.4	26° 5' 54.93"	80° 5' 57.4"	4.04	26° 5' 55.54"	80° 5' 58.08"	Y	N	Insert	<i>See survey H11896 for charting recommendation.</i>
23	B23	2	8.8	26° 4' 40.67"	80° 5' 46.66"	6.48	26° 4' 41.42"	80° 5' 47.59"	Y	Y	Replace	<i>See survey H11896 for charting recommendation.</i>
24	B24	2	6.7	26° 4' 37.32"	80° 6' 5.31"	5.53	26° 4' 36.55"	80° 6' 5.12"	Y	N	Insert	<i>See survey H11896 for charting recommendation.</i>

Sequence No	Shoal No	Category	CHARTED		SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)				
25	B25	2	6.7	26° 4' 28.33"	80° 6' 6.51"	4.86	26° 4' 27.29"	80° 6' 5.73"	Y	N	Confirm	Possible small object on seabed. <i>See survey H11896 for charting recommendation.</i>
26	B26	2	9.4	26° 4' 30.59"	80° 5' 47.85"	8.37	26° 4' 30.7"	80° 5' 48.43"	Y	N	Insert	<i>See survey H11896 for charting recommendation.</i>
27	B27	1				5.79	26° 3' 52.45"	80° 6' 10.87"	Y	N	Insert	<i>See survey H11896 for charting recommendation.</i>
28	B28	2	4.5 OBSTRN	26° 4' 1.7"	80° 5' 37"				Y	Y	Remove	Six charted obstructions not detected by Lidar. <i>See survey H11896 for charting recommendation.</i>
29	B29	2	17.0	26° 3' 51.12"	80° 5' 11.59"	13.95	26° 3' 51.16"	80° 5' 9.97"	Y	Y	Replace	<i>See survey H11896 for charting recommendation.</i>

Sequence No	Shoal No	Category	CHARTED			SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)					
30	B30	2	7.6	26° 3' 45.43"	80° 5' 58.96"	5.94	26° 3' 45.61"	80° 5' 57.52"	Shoal	Y	Y	Replace	All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
						9.17 <i>30.085 ft</i>	26-12-00.36	80-04-57.81	Rk				<i>See survey H11896 for charting recommendation.</i>
						4.10 <i>13.451 ft</i>	26-11-57.82	80-05-22.94	Rk				<i>Concur with conditions. Depth is inside rocky seabed area limits. Add 30 ft depth.</i>
						5.97 <i>19.587 ft</i>	26-11-43.32	80-05-05.26	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						16.79 <i>55.085 ft</i>	26-11-22.90	80-04-26.48	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						7.98 <i>26.181 ft</i>	26-11-17.97	80-05-08.02	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>

Sequence No	Shoal No	Category	CHARTED		SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)				
						7.97 <i>26.148 ft</i>	26-11-11.52	80-05-06.96	Rk			All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
						7.17 <i>23.524 ft</i>	26-10-37.45	80-05-09.99	Rk			<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						1.94 <i>6.365 ft</i>	26-10-25.68	80-05-22.79	Rk			<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						17.01 <i>55.807 ft</i>	26-09-37.56	80-04-44.91	Wreck			<i>Concur with clarification. Feature on edge of charted obstruction (foul area). Delete obstruction (foul area), add present survey depth. See Section D.1.5.1. of H-Cell Report.</i>
						15.78 <i>51.772 ft</i>	26-09-30.88	80-04-46.34	Wreck			<i>Concur with clarification. Item is within Obstm Fish Haven minimum depth.</i>
						18.77 <i>61.581 ft</i>	26-09-28.69	80-04-46.49	Wreck			<i>Concur with clarification. Depth is within Obstm Fish Haven minimum depth.</i>
						20.04 <i>65.748 ft</i>	26-09-31.42	80-04-44.49	Rk			<i>Concur with clarification. Depth is within Obstm Fish Haven minimum depth.</i>

Sequence No	Shoal No	Category	CHARTED			SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)					
						19.66 <i>64.501 ft</i>	26-09-14.93	80-04-47.35	Wreck				All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
						19.06 <i>62.533 ft</i>	26-09-12.07	80-04-49.97	Wreck				<i>Concur with clarification. Depth is within Obstm Fish Haven minimum depth.</i>
						3.33 <i>10.952 ft</i>	26-08-58.00	80-05-50.92	Rk				<i>Concur with clarification. Depth is within Obstm Fish Haven minimum depth.</i>
						4.06 <i>13.320 ft</i>	26-08-46.97	80-05-49.05	Rk				<i>Concur with clarification. Insufficient evidence to chart as rock. Add depth to chart.</i>
						5.21 <i>17.093 ft</i>	26-08-32.44	80-05-48.41	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						4.00	26-08-26.67	80-05-34.00	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>
						37.53	26-08-43.37	80-04-17.58	Wreck				<i>See survey H11896 for charting recommendation.</i>

Sequence No	Shoal No	Category	CHARTED			SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)					
						18.52 <i>60.761 ft</i>	26-08-32.07	80-04-50.95	Rk				All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
						17.26 <i>56.627 ft</i>	26-08-30.80	80-04-53.07	Wreck				<i>Concur with clarification. Depth is within Obstn Fish Haven minimum depth.</i>
						18.08	26-08-23.81	80-04-52.64	Wreck				<i>Concur with clarification. Depth is within Obstn Fish Haven minimum depth.</i>
						18.27	26-08-06.13	80-04-51.35	Wreck				<i>See survey H11896 for charting recommendation.</i>
						17.56	26-08-03.21	80-04-51.60	Wreck				<i>See survey H11896 for charting recommendation.</i>
						3.53 <i>11.581 ft</i>	26-07-41.31	80-05-59.17	Rk				<i>Concur with clarification. Insufficient evidence to chart as rock. Add depth to chart.</i>
						20.05	26-07-22.64	80-04-50.94	Wreck				<i>See survey H11896 for charting recommendation.</i>
						53.39	26-04-58.31	80-05-56.41	Rk				<i>See survey H11896 for charting recommendation.</i>

Sequence No	Shoal No	Category	CHARTED			SURVEYED			Type of Feature	Full Coverage	Least Depth Found	Charting Recommendation	Remarks
			Charted Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)	Surveyed Depth (meters)	NAD83 Latitude N (DMS)	NAD83 Longitude W (DMS)					
						6.54	26-04-18.39	80-06-02.50	Rk				All items covered by 2.5x2.5m laser spot spacing at 100% Lidar coverage.
						2.38 7.808 ft	26-04-13.56	80-06-33.67	Rk				<i>See survey H11896 for charting recommendation.</i>
						6.35	26-03-45.35	80-06-01.84	Rk				<i>Do not concur. Insignificant compared to surrounding soundings.</i>
									Rk				<i>See survey H11896 for charting recommendation.</i>

Table 3: Chart Comparison Spreadsheet

D.2 ADDITIONAL RESULTS

D.2.1 Supplemental Information for Boatwork

For the H12117 survey, the supplemental information for further boatwork was compiled by defining the seaward limit of good Lidar seabed coverage as a M_COVR, CATCOV=1 polygon. The method for investigating Lidar features requiring confirmation is at the discretion of NOAA. **Concur.**

D.2.1.1 Seaward Limit of Lidar Coverage

The Lidar coverage across H12117 is fairly consistent except for a number of expansive very shallow water gaps due to the SEZ parallel to the coastline in the intertidal zone. This is reflected by the extents of, and gaps within, the BASE Surface. **Concur.**

The seaward limit of good Lidar data coverage has been described by the S-57 feature object M_COVR in the S-57 feature file (US512117.000). **Concur.**

D.2.1.2 Recommended Junctioning with Unsurveyed Lidar Areas

The ‘unsurveyed’ gaps in Lidar seabed coverage are defined as polygons in the S-57 feature file. They were constructed utilizing the export of the operator assigned gap tags described in Section B.4.4. In the case of ‘unsurveyed’ areas for the SEZ, junctioning is not recommended for the obvious risks to surface vessels. **Concur.**

D.2.1.3 Comparison with prior Surveys

Comparison with prior surveys was not required under this Task Order. See Section D.1.5 for comparison to the nautical charts. **Concur.**

*D.2.2 *Summary of Charting Actions and Confirmations – H12117*

*D.2.2.1 Summary of Charting Actions – H12117 **Do not concur with totals listed below.**
See above comments in spreadsheet relating to charting recommendations.*

Total number of new significant islets recommended for insertion on chart: 0
Total number of new significant drying rocks recommended for insertion on chart: 0
Total number of new significant rocks awash recommended for insertion on chart: 0
Total number of new significant rocks recommended for insertion on chart: 8
Total number of new significant shoals recommended for insertion on chart: 0
Total number of new significant wrecks recommended for insertion on chart: 9
Total number of new significant obstructions recommended for insertion on chart: 0
Total number of charted features disproved by Lidar (Remove): 1
Total number of charted features recommended for amendment by Lidar (Replace): 9
Total number of chart comparison items requiring confirmation: 3

Total number of DTONs submitted to AHB during data acquisition: 0

Total number of DTONs submitted to AHB during data processing: 0

Total number of DTONs submitted to AHB for H12117: 0

D.2.2.2 Summary of Lidar Features Requiring Confirmation – H12117

Total number of confirmations recommended during data processing: 0
Total number of confirmations recommended from chart comparison compilation: 3
Total number of recommended feature confirmations: 3

**** See bold, italic, red notes in Section D.1.6. above and H-Cell Report for final charting recommendations.***

E. APPROVAL SHEET**LETTER OF APPROVAL – OPR-H328-KRL-09**

This report and the accompanying digital data are respectfully submitted.

Field operations contributing to the accomplishment of this survey were conducted under my direct supervision with frequent personal checks of progress and adequacy. This report and the accompanying digital data have been closely reviewed and are considered complete and adequate as per the Hydrographic Survey Project Instructions.

ReportSubmission Date

Descriptive Report – H12117

October 28, 2009



Mark Sinclair
Hydrographer

Fugro LADS, Incorporated

Date: October 28, 2009

APPENDIX I – DANGERS TO NAVIGATION

No DTONS were submitted to AHB.

APPENDIX II – SURVEY FEATURE REPORT

No AWOIS were assigned to this project.

Broward County, FL
Monthly Progress Sketch
July 2008
 Hydrographic Survey Lidar Coverage
 30th July, 2008
 Tenix LADS, Inc.
 Scott Ramsay, Survey Manager

Chart 11466, Northern Section Sheet 1 of 3

SOUNDINGS IN FEET

SCALE 1:800
 NAUTICAL MILES

80°

80°

Pompano Beach

TANK

COLLECTOR
 OBSERVATION
 LINE
 80/72n
 (near ridge A)

CO

net
 (1989)

RIGHT PANEL

LEFT PANEL

3174

3176

3178

3180

3182

3184

3186

3188

3190

3192

3194

3196

3198

3200

3202

3204

3206

3208

3210

3212

3214

3216

3218

3220

3222

3224

3226

3228

3230

3232

3234

3236

3238

3240

3242

3244

3246

3248

3250

3252

3254

3256

3258

3260

3262

3264

3266

3268

3270

3272

3274

3276

3278

3280

3282

3284

3286

3288

3290

3292

3294

3296

3298

3300

3302

3304

3306

3308

3310

3312

3314

3316

3318

3320

3322

3324

3326

3328

3330

3332

3334

3336

3338

3340

3342

3344

3346

3348

3350

3352

3354

3356

3358

3360

3362

3364

3366

3368

3370

3372

3374

3376

3378

3380

3382

3384

3386

3388

3390

3392

3394

3396

3398

3400

3402

3404

3406

3408

3410

3412

3414

3416

3418

3420

3422

3424

3426

3428

3430

3432

3434

3436

3438

3440

3442

3444

3446

3448

3450

3452

3454

3456

3458

3460

3462

3464

3466

3468

3470

3472

3474

3476

3478

3480

3482

3484

3486

3488

3490

3492

3494

3496

3498

3500

3502

3504

3506

3508

3510

3512

3514

3516

3518

3520

3522

3524

3526

3528

3530

3532

3534

3536

3538

3540

3542

3544

3546

3548

3550

3552

3554

3556

3558

3560

3562

3564

3566

3568

3570

3572

3574

3576

3578

3580

3582

3584

3586

3588

3590

3592

3594

3596

3598

3600

3602

3604

3606

3608

3610

3612

3614

3616

3618

3620

3622

3624

3626

3628

3630

3632

3634

3636

3638

3640

3642

3644

3646

3648

3650

3652

3654

3656

3658

3660

3662

3664

3666

3668

3670

3672

3674

3676

3678

3680

3682

3684

3686

3688

3690

3692

3694

3696

3698

3700

3702

3704

3706

3708

3710

3712

3714

3716

3718

3720

3722

3724

3726

3728

3730

3732

3734

3736

3738

3740

3742

3744

3746

3748

3750

3752

3754

3756

3758

3760

3762

3764

3766

3768

3770

3772

3774

3776

3778

3780

3782

3784

3786

3788

3790

3792

3794

3796

3798

3800

3802

3804

3806

3808

3810

3812

3814

3816

3818

3820

3822

3824

3826

3828

3830

3832

3834

3836

3838

3840

3842

3844

3846

3848

3850

3852

3854

3856

3858

3860

3862

3864

3866

3868

3870

3872

3874

3876

3878

3880

3882

3884

3886

3888

3890

3892

3894

3896

3898

3900

3902

3904

3906

3908

3910

3912

3914

3916

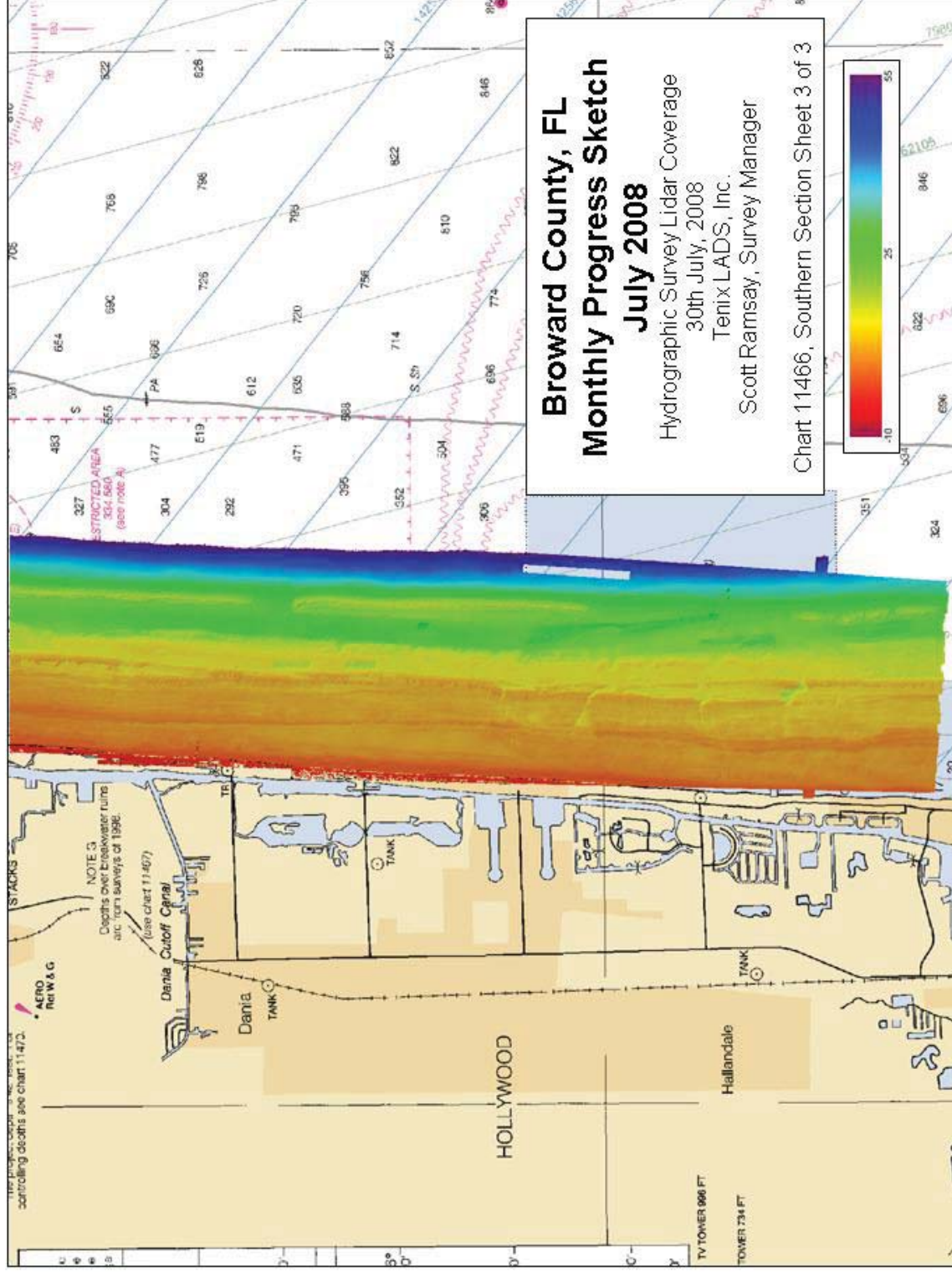
3918

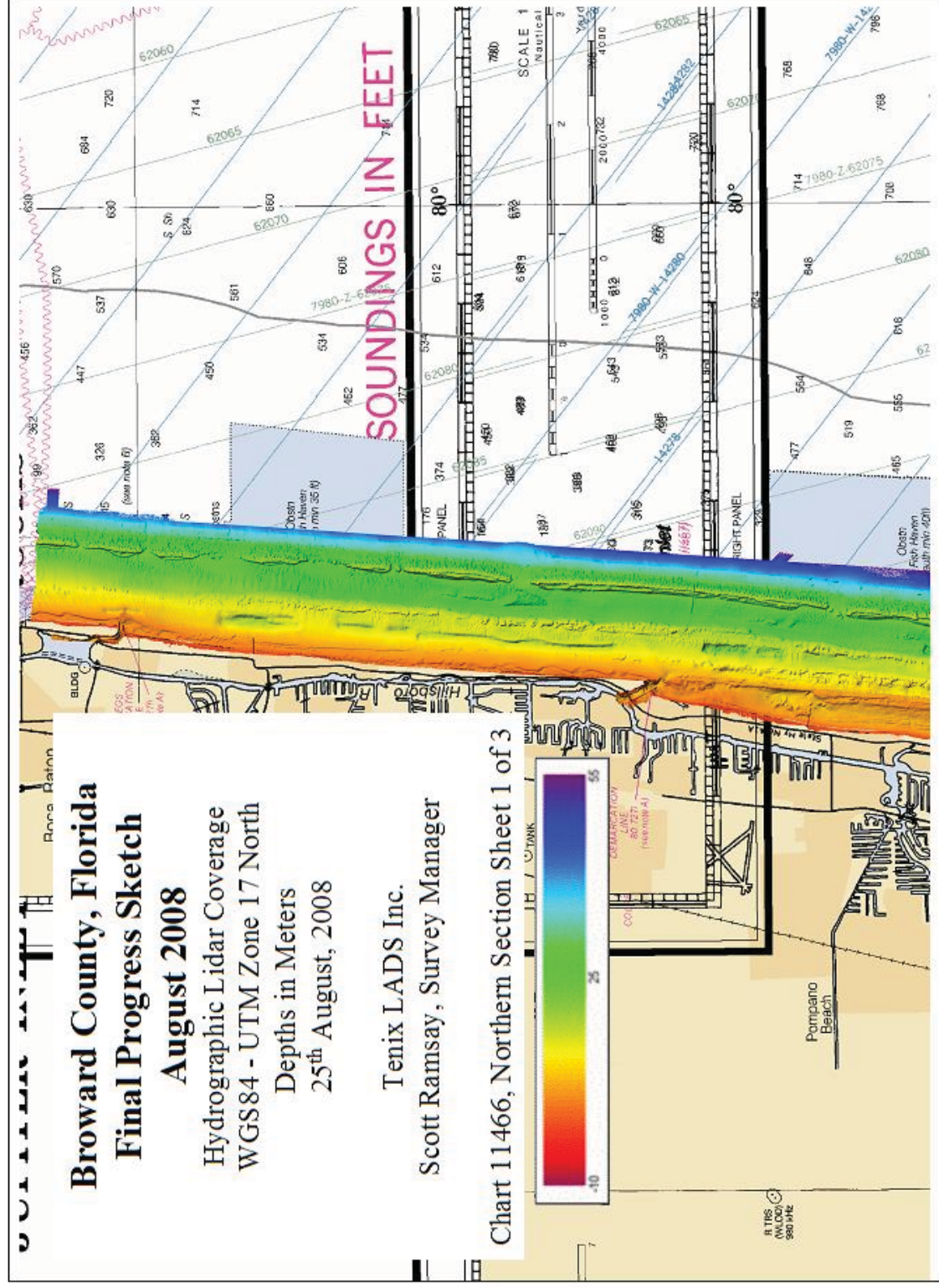
3920

3922

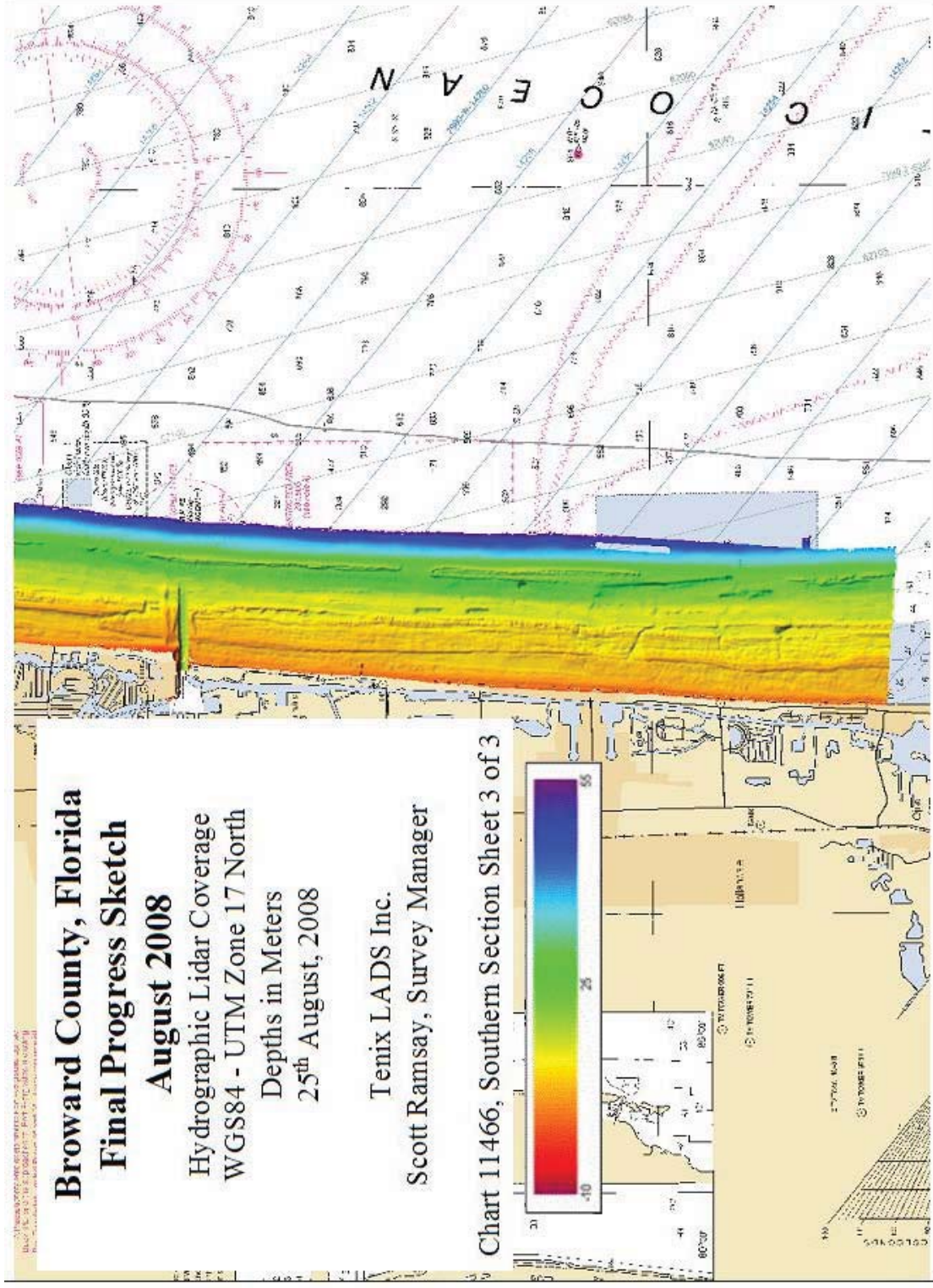
3924











APPENDIX IV – TIDES AND WATER LEVELS

Abstract of Times of Hydrography

Start and End times refer to tidal applications requirement.

Time on Task indicates actual time of task in the survey area. All times and dates are in UTC.

09_Bro

Date	JD	Sortie	Start Time	End Time	Tide Duration	Time on Task
21-Jul-08	203	2	01:00	06:00	5:00	0:28
27-Jul-08	209	3	01:00	06:00	5:00	0:26
28-Jul-08	210	4	01:00	11:00	10:00	3:56
29-Jul-08	211	5	06:00	11:00	05:00	2:43
07-Aug-08	220	7	07:00	12:00	5:00	2:00
16-Aug-08	229	11	03:00	10:00	07:00	3:50
17-Aug-08	230	12	00:54	10:00	09:06	1:35
18-Aug-08	231	13	00:54	09:00	08:06	0:52
23-Aug-08	236	14	Sortie not processed due to poor water clarity			0:52
24-Aug-08	237	15	00:54	09:00	08:06	0:24

APPENDIX V – SUPPLEMENTAL CORRESPONDANCE

No Supplemental Correspondence was submitted to AHB.

AHB COMPILATION LOG

General Survey Information	
REGISTRY No.	H12117
PROJECT No.	OPR-H328-KRL-09
FIELD UNIT	FUGRO LADS, INC (FLI)
DATE OF SURVEY	July 12 – August 24, 2008
LARGEST SCALE CHART	11470_1, edition 38, 20080601, 1:10,000
ADDITIONAL CHARTS	11467_5, edition 41, 20080601, 1:40,000
SOUNDING UNITS	Feet at MLLW
COMPILER	Deborah A. Bland

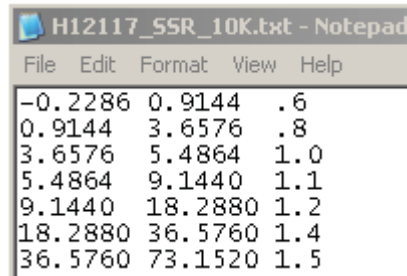
Source Grids	File Name H:\Compilation\H12117_H328_FU\AHB_H12117\E-SAR Final Products\GRIDS\
	H12117_3m_Extracted.hns
Surfaces	File Name H:\Compilation\H12117_H328_FU\AHB_H12117\COMPILE\Working
<i>Combined</i>	N/A
<i>Interpolated TIN</i>	\Interpolated TIN\H12117_SS_TIN111910.csar
<i>Shifted Interpolated TIN</i>	\Interpolated TIN\H12117_SS_TIN_Shifted_Op75ft_111910.csar
Final HOBs	File Name H:\Compilation\H12117_H328_FU\AHB_H12117\COMPILE\Final_Hobs\
<i>Survey Scale Soundings</i>	H12117_SS_Soundings.hob
<i>Chart Scale Soundings</i>	H12117_CS_Soundings.hob
<i>Contour Layer</i>	H12117_Contours.hob
<i>Feature Layer</i>	H12117_Features.hob
<i>Meta-Objects Layer</i>	H12117_Meta_Objects.hob
<i>Blue Notes</i>	H12117_BlueNotes.hob
<i>ENC Retain Soundings</i>	H12117_ENC_Retain.hob

Meta-Objects Attribution	
Acronym	Value
M_COVR	
CATCOV	Coverage available
SORDAT	20080824
SORIND	US,US,graph,H12117
M_QUAL	
CATZOC	Zone of confidence U
INFORM	Fugro LADS Aircraft, VH-LCL
POSACC	10
SORDAT	20080824
SORIND	US,US,graph,H12117
SUREND	20080824
SURSTA	20080712
DEPARE	
DRVALV1	0
DRVALV2	184.318
SORDAT	20080824
SORIND	US,US,graph,H12117
M_CSCL	

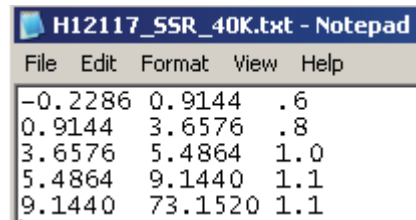
CSCALE	40000
SORDAT	20080824
SORIND	US,US,graph,H12117

SPECIFICATIONS:

- I. COMBINED SURFACE:
 - a. Number of ESAR Final Grids: **1**
 - b. Resolution of Combined (m): **3m**
- II. SURVEY SCALE SOUNDINGS (SS):
 - a. Attribute Name: Depth
 - b. Selection criteria: Radius, Shoal bias
 - c. Radius value is: 1mm at 1:10000, 1mm at 1:40000 map scale
 - i. Use single-defined radius: N/A
 - ii. Or use radius table file: H12117_SS_10K_SSR.txt, H12117_SS_40K_SSR.txt
[XXk = chart scale]



H12117_SS_10K.txt - Notepad		
File	Edit	Format View Help
-0.2286	0.9144	.6
0.9144	3.6576	.8
3.6576	5.4864	1.0
5.4864	9.1440	1.1
9.1440	18.2880	1.2
18.2880	36.5760	1.4
36.5760	73.1520	1.5

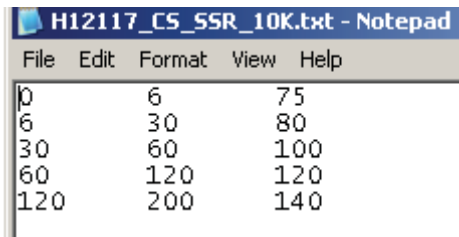


H12117_SS_40K.txt - Notepad		
File	Edit	Format View Help
-0.2286	0.9144	.6
0.9144	3.6576	.8
3.6576	5.4864	1.0
5.4864	9.1440	1.1
9.1440	73.1520	1.1

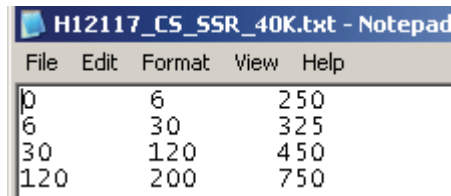
- d. Queried Depth of All Soundings
 - i. Minimum: 0.00 m
 - ii. Maximum: 56.18 m
- III. INTERPOLATED TIN SURFACE:
 - a. Resolution (m): 10m 0.000090436 deg
 - b. Interpolation method: Natural Neighbor
 - c. Shift value: -0.75ft *[only include applicable shift values]*
[-0.75 feet (and/or) -0.75 fathoms]
- IV. CONTOURS:
 - a. Attribute Name: Depth
 - b. Use a Depth List: H12117_depth_contours.txt
 - c. Output Options: Create contour lines
 - i. Line Object: DEPCNT
 - ii. Value Attribute: VALDCO
- V. FEATURES:
 - a. Number of Chart Features: 53
 - b. Number of Non-Chart Features: 0
- VI. CHART SURVEY SOUNDINGS (CS):
 - a. Number of ENC CS Soundings: 509
 - b. Attribute Name: Depth
 - c. Selection criteria: Radius, Shoal bias
 - d. Radius value is: Distance on the ground (m)
 - i. Use single-defined radius: X.XX m

This Document is for Office Process use only and is intended to supplement, not supersede or replace, information/recommendations in the Descriptive or H-Cell Reports.

- ii. Or use radius table file: H12117_CS_SSR_10K.txt [XXk = *chart scale*]
H12117_CS_SSR_40K.txt
- e. Enable Filter: Interpolated != 1
- f. Number Survey CS Soundings: 414



File	Edit	Format	View	Help
0	6	75		
6	30	80		
30	60	100		
60	120	120		
120	200	140		



File	Edit	Format	View	Help
0	6	250		
6	30	325		
30	120	450		
120	200	750		

VII. NOTES:
[Type text]

**ATLANTIC HYDROGRAPHIC BRANCH
H-CELL REPORT to ACCOMPANY
SURVEY H12117 (2008)**

This H-Cell 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

B.4. Data Processing

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

CARIS HIPS/SIPS 7.0.2 SP2 Build 194384
CARIS Bathy DataBase 3.0 Build 986
CARIS Bathy Manager version 2.3 Build 192 HF 1-16
CARIS HOM version 3.3 SP3
CARIS S-57 Composer 2.1
dKart Inspector version 5.1 Build 732 SP1

B.4.8. H-Cell Processing

The AHB source depth grid for the survey's nautical chart update product was a 3m resolution BASE surface derived from the field's original LIDAR 3m*.hns BASE surface. The survey scale soundings were created using a sounding spacing range file (SSR) where sounding density was created at values from 0.6 mm to 1.5 mm at a chart scale of 10,000, and from 0.6 mm to 1.1 mm at a chart scale of 40,000. The two individual survey scale sounding files were cropped and joined to make the final survey scale sounding file. A TIN was created from the survey scale soundings from which an interpolated surface was generated. The chart scale soundings were selected using an SSR file from only the non-interpolated nodes of this surface to preserve absolute continuity between the charted depths, the survey scale soundings and the original source grid note. The chart scale selected soundings are a subset of the survey scale selected soundings. The surface model was referenced when selecting the chart scale soundings, to ensure that the selected soundings portrayed the bathymetry within the common area.

Depth contours were created from a shifted interpolated TIN surface of 8m resolution and the contours were then derived from the interpolated and non-interpolated nodes. Therefore, using this method the contours are in harmony with the SS and CS soundings while maintaining the chart equivalent contour values as whole integers. The depth contours are forwarded to MCD for reference only. The contours were utilized during chart scale sounding selection and quality assurance efforts at AHB. The depth contours are incorporated into the SS H-Cell product as per 2009 H-Cell Specifications.

The compilation products or components (Stand Alone HOB files (SAHOB)) are detailed in the Compile Log attached to the Descriptive Report. The SAHOB files included depth contours (DEPCNT), depth areas (DEPARE), sounding selections (SOUNDG), features (OBSTRN, SBDARE, SLCONS, UWTROC), H12117_ENC_Retain (BOYSPP, OBSTRN, SBDARE, SLCONS, UWTROC,

WRECKS), Meta objects (M_COVR, M_QUAL, M_CSCL), and cartographic Blue Notes (\$CSYMB).

All of the components with the exception of the survey scale sounding selection and depth contours were inserted into one feature layer (including the Bluenotes and zero depth contours, as dictated by Hydrographic Technical Directive 2008-8), and this layer was exported into S-57 format to create the H-Cell deliverable. Similarly, the survey scale sounding selection and depth contours were exported into S-57 format separately, and then both S-57 files were processed in CARIS HOM to convert the metric units to feet. The final products are two S-57 files, in Lat/Lon NAD-83, one that contains the chart soundings, zero depth contours, all the features, Meta objects, and Bluenotes, (H12117_CS.000), and one that contains the survey scale sounding selection and depth contours, (H12117_SS.000). Finally, quality assurance checks were made utilizing CARIS S-57 Composer version 2.1 HF 4 validation checks and DKART INSPECTOR, version 5.0 Build 732 SP1, tests.

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

H12117 CARIS H-Cell final deliverables include the following products:

H12117_CS.000	1:10,000 Scale	H12117 H-Cell with Chart Scale Selected Soundings
H12117_SS.000	1:10,000 Scale	H12117 Survey Scale Soundings

C. Vertical and Horizontal

A Horizontal and Vertical Control Report (HVCR) was submitted for OPR-H328-KRL-09, survey H12117.

Final vertical correction processing was completed by the field unit with no additional correction required by Atlantic Hydrographic Branch. The field unit personnel applied verified water levels in conjunction with the preliminary tidal zoning which was accepted as the final zoning for H12117. Sounding datum is Mean Lower Low Water (MLLW). Vertical datum is Mean High Water (MHW).

Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1983 (NAD83), UTM projection zone 17 North.

D. RESULTS AND RECOMMENDATIONS

D.1. Chart Comparison

11470-1 (38th Edition, Jun/08)

Fort Lauderdale
Port Everglades
Corrected through NM 09/11/2010
Corrected through LNM 08/31/2010
Scale 1:10,000

11467-5 (41st Edition, Jun/08)

Intracoastal Waterway
West Palm Beach to Miami

Corrected through NM 09/11/2010
Corrected through LNM 08/31/2010
Scale 1:40,000

ENC Comparison

US5FL32M

Fort Lauderdale
Port Everglades
Edition 23
Application Date 2010-03-16
Issue Date 2010-03-16
Chart 11470

US5FL33M

Intracoastal Waterway
West Palm Beach to Miami
Edition 20
Application Date 2010-09-01
Issue Date 2010-09-01
Chart 11467

Hydrography

The charted hydrography originates with prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in section "D" and Appendices 1&2 of the Descriptive Report. The following exceptions are noted:

D.1.1. Danger to Navigation Reports

No Dangers to Navigation were found during processing of the survey in AHB.

D.1.3. Aids to Navigation

1. The following private Aid to Navigation is within the limits of the present survey and was not discussed in the Descriptive Report. It should be retained as charted.

<u>Navigation Aid Identifier</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Gulfstream Sail Club Race Buoy A	26-06-49.8996	80-06-06.0012

D.1.4. Charted Depths and Features

1. The following charted features are within the limits of the present survey and were not disproved by the present survey. They should be retained as charted.

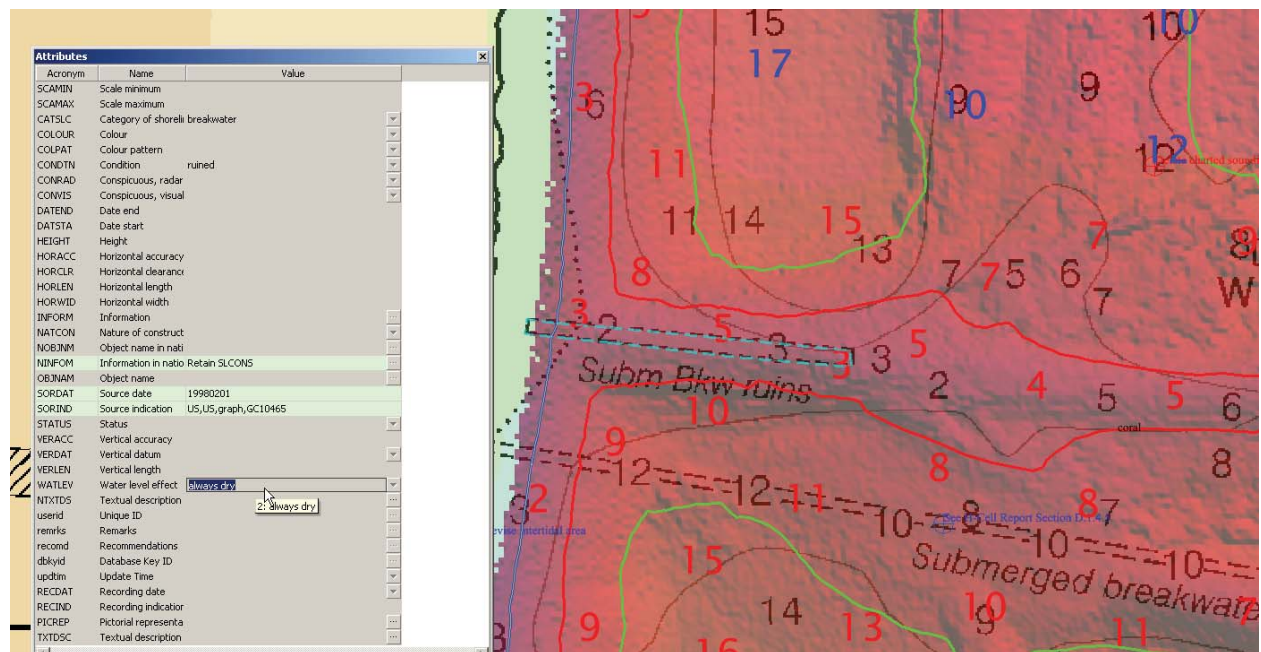
<u>Navigation Aid Identifier</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Obstruction (fish haven)	26-12-10.923	80-03-59.483
Obstruction (fish haven)	26-08-29.581	80-05-31.167

Obstruction (fish haven)	26-08-29.114	80-04-51.004
Obstruction (fish haven)	26-09-58.517	80-04-11.429
Obstruction (fish haven)	26-09-26.972	80-05-26.859
Pipeline (submarine)	26-10-31.834	80-05-44.278
Pipeline (submarine)	26-10-49.454	80-05-41.720
Wrecks PA	26-11-31.006	80-05-27.935
Obstruction (foul area)	26-10-26.896	80-05-20.981
Underwater Rock	26-10-26.116	80-05-21.257
Underwater Rock	26-10-27.869	80-05-20.674

- The following charted feature is within the limits of the present survey and junctional survey H11897 (2009) and was not discussed in the Descriptive Report. Refer to H11896 for charting recommendations.

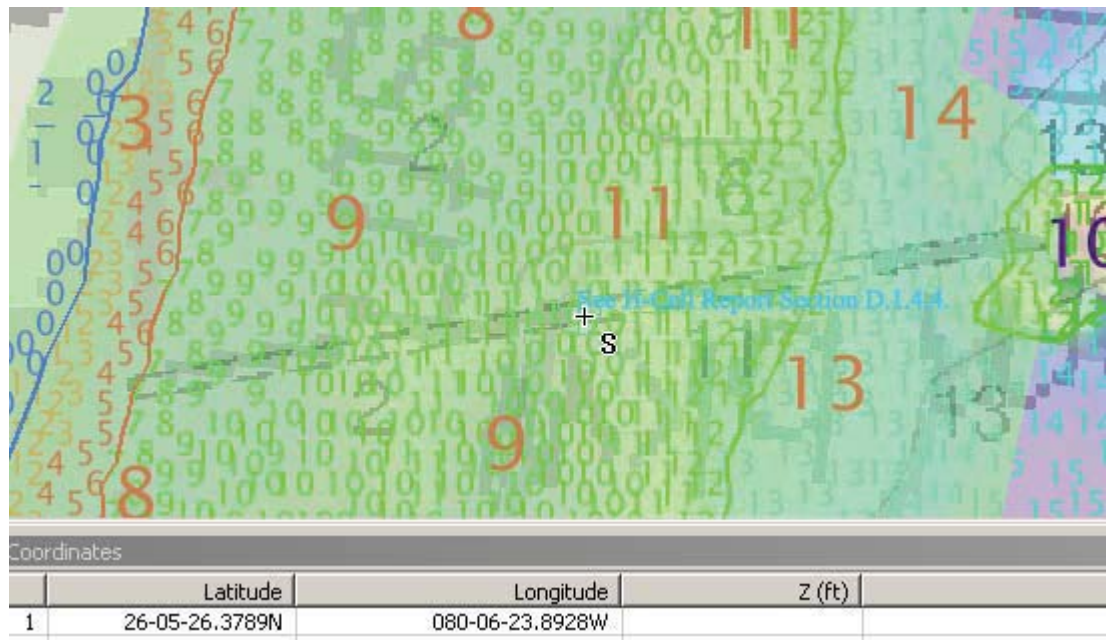
<u>Navigation Aid Identifier</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Obstruction (anchor)	26-07-50.520	80-04-26.580

- There are charted submerged breakwater ruins in the vicinity of Latitude 26-05-49.94N, Longitude 80-06-13.521W. This feature should be retained as charted. However, the ENC WATLEV should be revised from “always dry” to “always under water/submerged”.

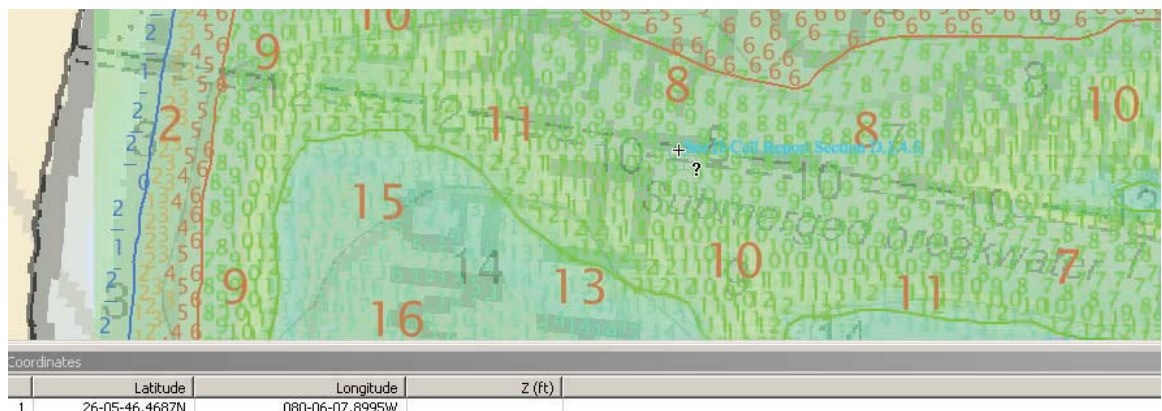


- There is a charted submerged breakwater in the vicinity of Latitude 26-05-26N, Longitude 80-06-24W. Ninety percent of this item was investigated as AWOIS Item #9907 during survey H11896 (2009). Based on Multibeam data from survey H11896 it was determined that the submerged breakwater did not exist and it was recommended that the breakwater be deleted. The present survey concurs with the recommendation of H11896. Final charting disposition was deferred to MCD

Source Data Branch. The present survey will defer final charting disposition to MCD as well.

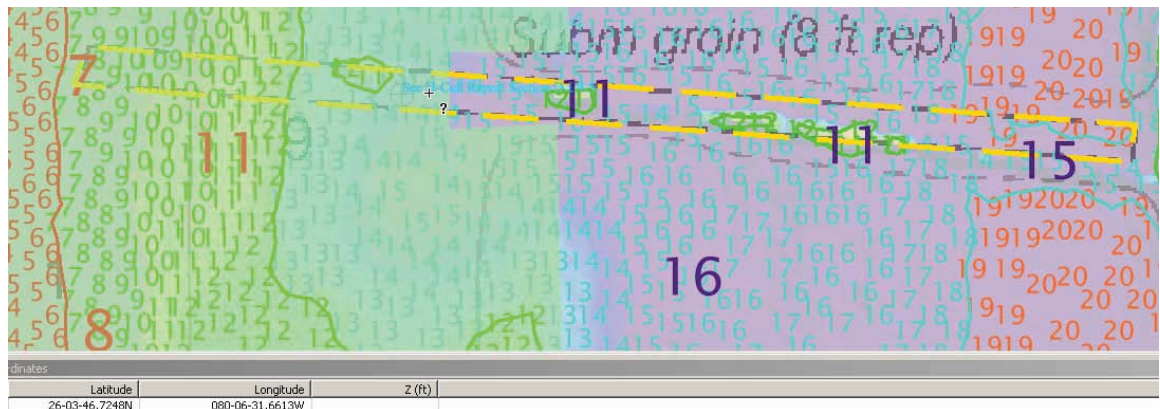


5. There is a charted submerged breakwater in the vicinity of Latitude 26-05-46N, Longitude 80-06-08W. Ten percent of this item was investigated as AWOIS Item #9908 during survey H11896 (2009). Based on Multibeam data from survey H11896 it was determined that the submerged breakwater did not exist and it was recommended that the breakwater be deleted. Final charting disposition was deferred to MCD Source Data Branch. The present survey will defer final charting disposition to MCD as well. See view from Survey H11896 below.



6. There are charted submerged groin ruins (8 ft rep) in the vicinity of Latitude 26-03-47N, Longitude 80-06-32W. This item was investigated during survey H11896 (2009) and it was recommended that the groin be retained. The present survey found a least depth of 7.677 feet in Latitude 26-03-46.998N, Longitude 80-06-36.114W. It is recommended that the submerged groin ruins are retained as charted. It is further

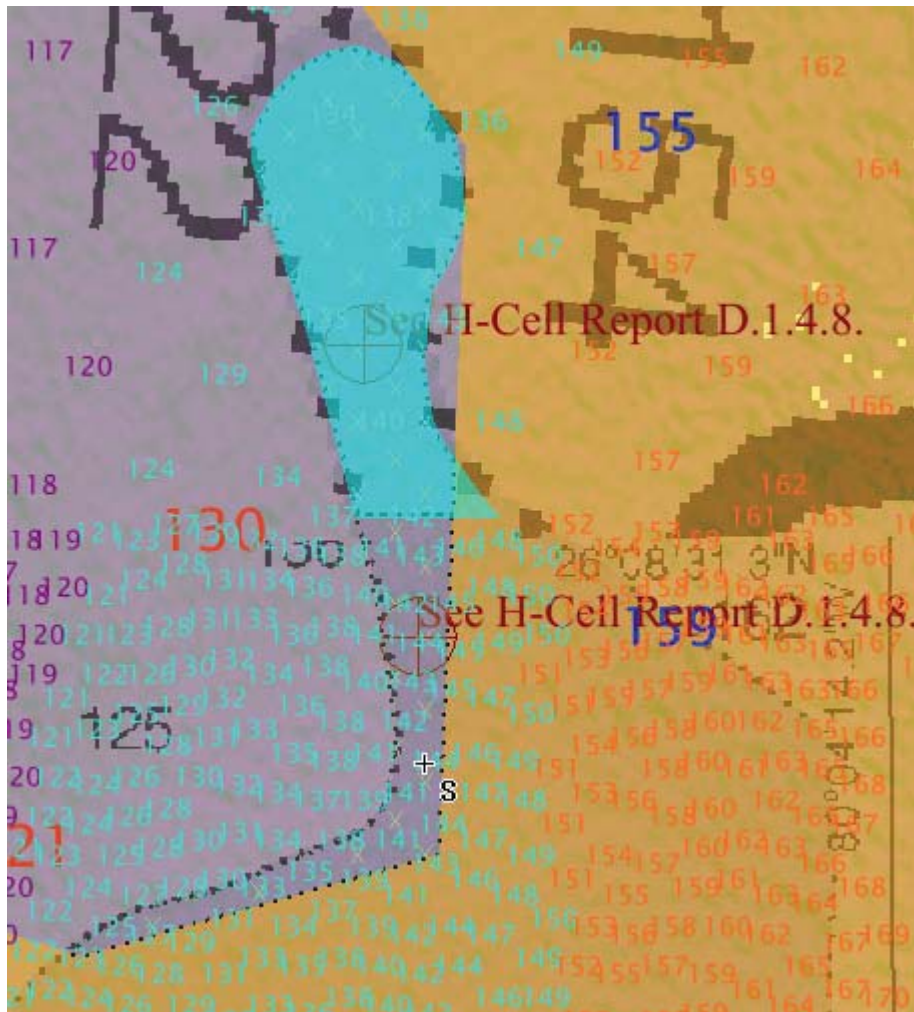
recommended the 8 ft rep label is removed and the depth updated based on present survey findings.



7. There is a charted obstruction (fish haven) within the limits of the present survey in the vicinity of Latitude 26-11-14.174N, Longitude 80-05-36.905W. This feature has an authorized minimum depth of 11.81 feet. The present survey least depth inside the limits of the obstruction is 11.713 feet in Latitude 26-11-13.736N, Longitude 80-05-38.039W. The present survey least depth is shoaler than the minimum authorized depth. This feature was not discussed in the Descriptive Report and should be retained as charted.

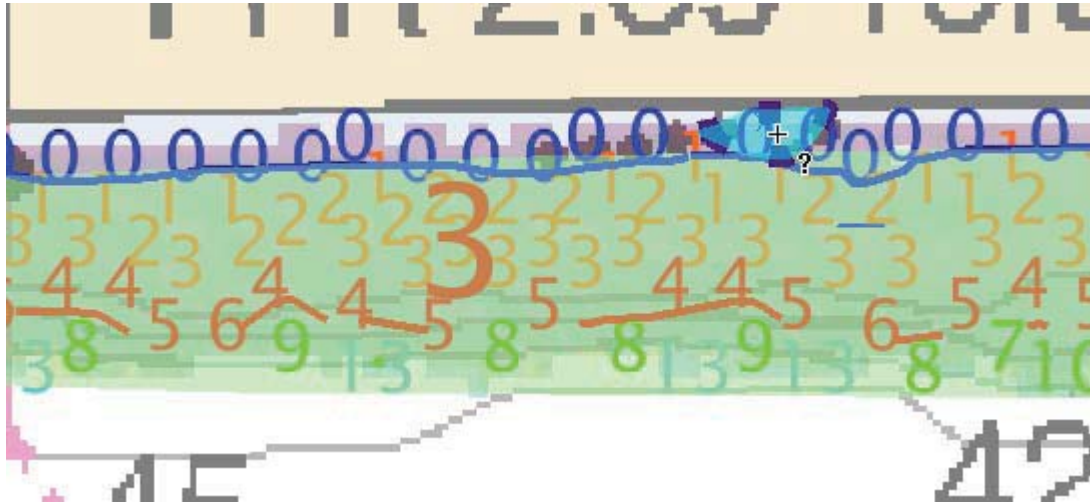


8. There is a charted obstructions (foul area) centered in approximately Latitude 26-08-24.367N, Longitude 80-04-19.025W. This item was seventy-five percent investigated and disproved during survey H11896 (2009). Only a small portion at the north and western edge of the charted obstruction was not investigated. The obstruction is charted on NOS charts 11470 and 11467. Present survey depths are 125 to 144 feet in the portion not investigated during H11896. It is recommended that the obstructions (foul area) is retained as charted. The present survey will defer final charting disposition to MCD. (Area in green is present survey limits)

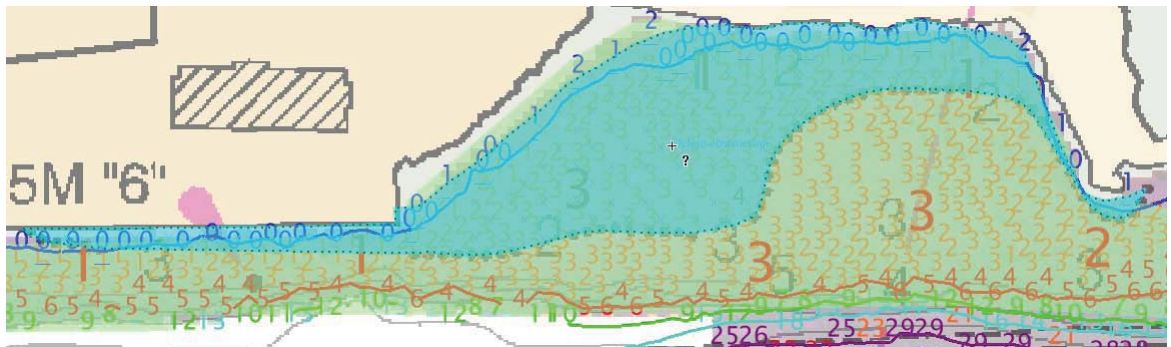


9. There is a charted obstruction (fish haven) within the limits of the present survey in the vicinity of Latitude 26-09-25.018N, Longitude 80-04-52.573W. This feature has an authorized minimum depth of 39.682 feet. The present survey least depth inside the limits of the obstruction is 36.385 feet in Latitude 26-10-03.736N, Longitude 80-04-54.167W. Several present survey depths are shoaler than the minimum authorized depth and a representation has been added to the chart. This feature was not discussed in the Descriptive Report and should be retained as charted.

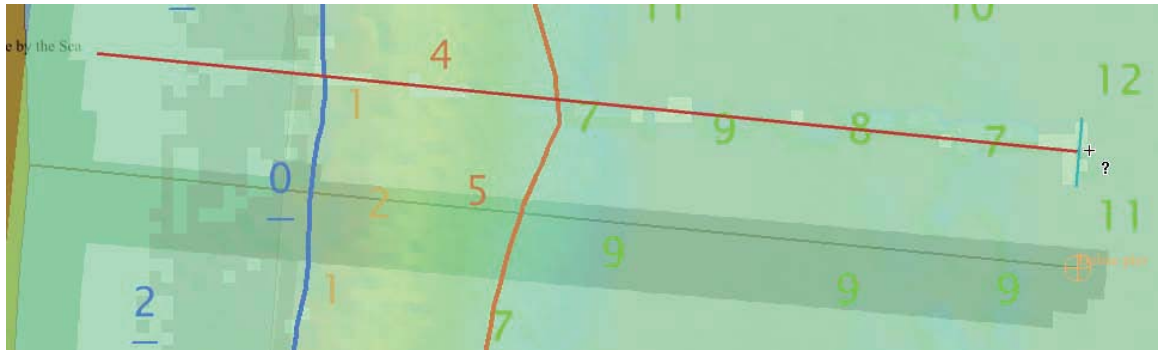
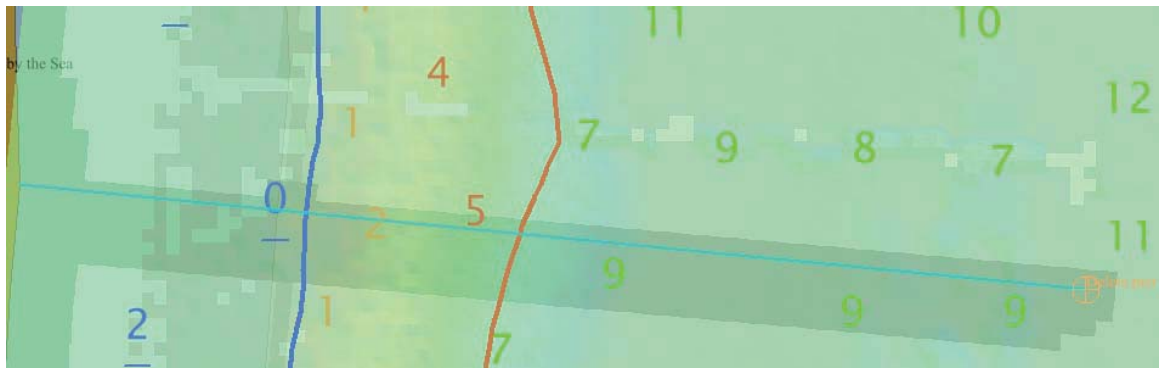
2. The charted obstruction (foul area) centered in approximately Latitude 26-05-41.107N, Longitude 80-06-37.146W was covered by the present survey. Present survey depths of 0 feet are inside the charted foul area. It is recommended that the charted obstruction is retained, but updated the area with present survey depths.



3. The charted obstruction (foul area) centered in approximately Latitude 26-05-42.406, Longitude 80-06-25.487W was covered by the present survey. Present survey depths of 0 to 4 feet are inside the charted foul area. It is recommended that the charted obstruction is retained, but updated the area with present survey depths.



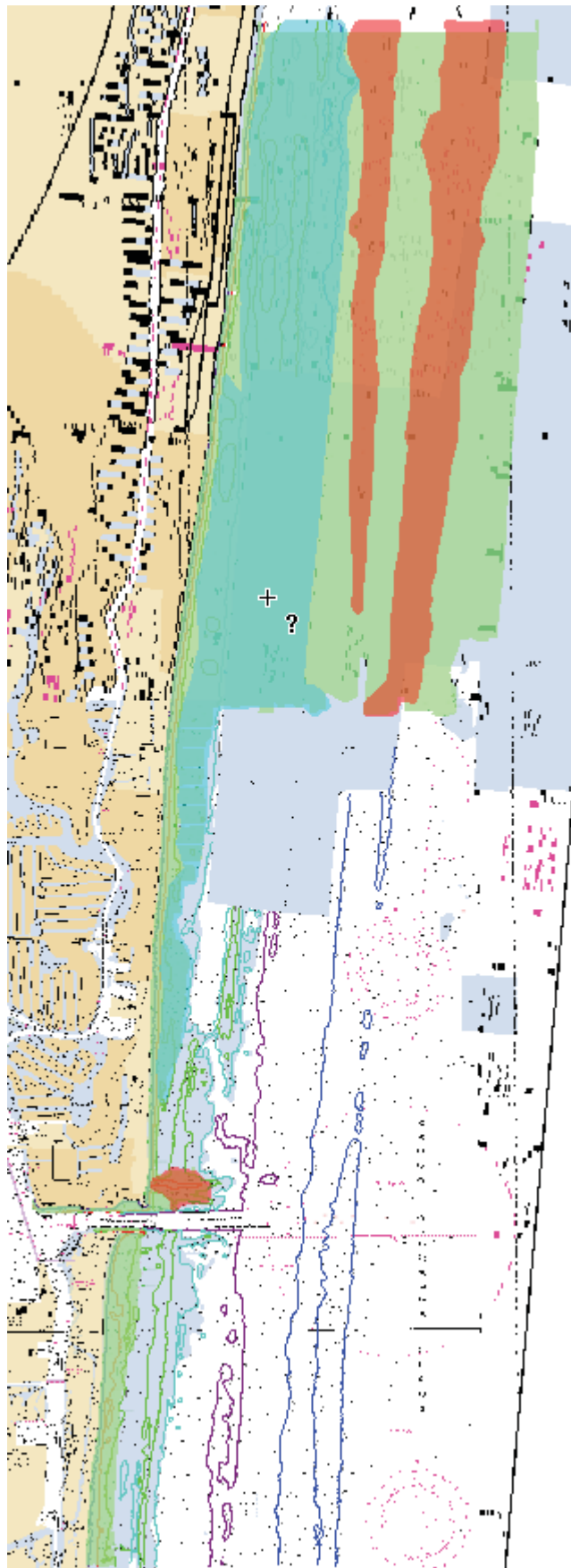
4. The pier charted in the vicinity of Latitude 26-11-20.212N, Longitude 80-05-32.666W was investigated by the present survey and repositioned. The grid shows the pier to be to the north of its charted position in Latitude 26-11-21.137N, Longitude 80-05-32.617W and it shows a T-pier. It is recommended that the charted pier is deleted. It is further recommended that a pier is charted based on the present survey findings in the present survey position.



5. No bottom samples were collected by the field. The following charted bottom samples should be retained as charted:

<u>Latitude (N)</u>	<u>Longitude (W)</u>	<u>Characeristic</u>
26-03-52.522	80-06-31.505	sand
26-04-25.668	80-06-31.834	sand
26-05-12.314	80-06-25.225	sand
26-06-30.910	80-06-09.151	sand
26-07-08.760	80-06-03.600	sand
26-11-41.348	80-04-02.320	coral

6. During the present survey, there was no collection of bottom samples (SBDARE) but four new seabed area features were digitized to delineate areas of coral seafloor. These were attributed with a NATSUR of "Coral" and a NATQUA of "Calcareous". These coral seafloor areas extend the entire length of the present survey, except the channel.



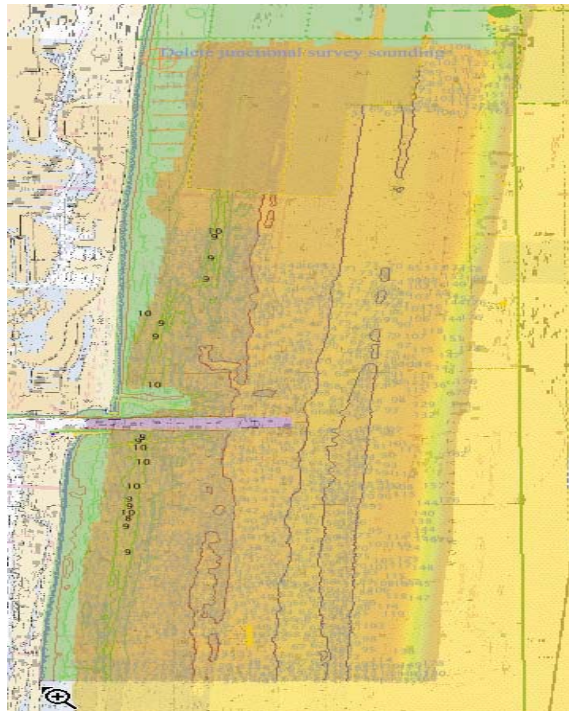
7. In areas covered by the new coral seafloor areas, where the charted characteristic is CO (coral) or rocky it is recommended

that the charted characteristic is deleted. Of the thirteen charted seabed characteristics within present survey limits, six have been retained as charted and the other seven were coral or rocky characteristics inside the new coral seafloor areas. Below are the seven that are recommended for deletion:

<u>Latitude (N)</u>	<u>Longitude (W)</u>	<u>Characteristic</u>
26-05-17.030	80-06-22.950	coral
26-06-51.870	80-06-02.200	coral
26-08-06.520	80-05-56.590	coral
26-08-25.512	80-05-58.171	rock
26-08-54.215	80-05-53.851	rock
26-11-11.998	80-04-56.550	coral
26-12-04.830	80-05-22.630	coral

8. The intertidal areas within the limits of the present survey limits were developed and should be revised based on present survey findings.
9. Multibeam survey H11896 (2009) and Lidar survey H12116 (2008) junction with the present survey H12117 to the south and to the north respectively.

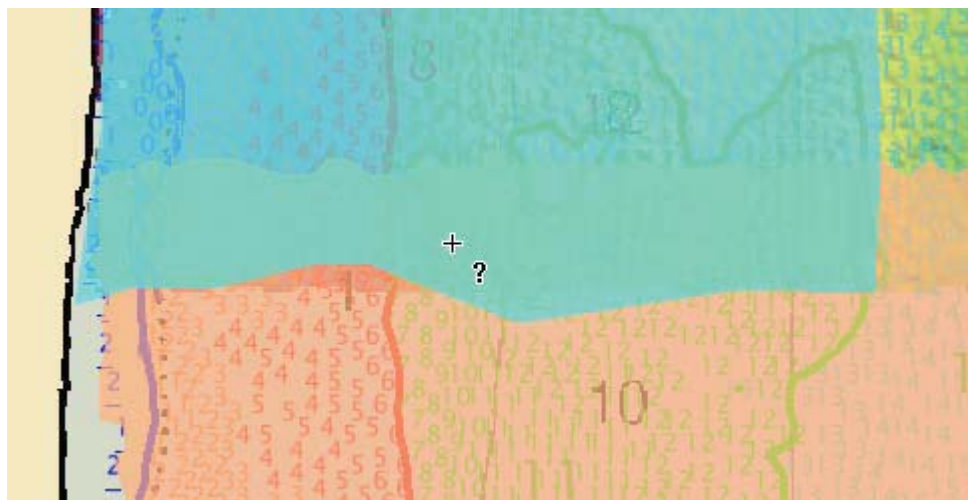
Survey H11896 (2009) junctions in the entire limits of the NOS chart 11470 from the eastern survey limits of H12117 to the eighteen foot contour, and to the southern limits of the survey. There is excellent sounding agreement throughout the junctional area. Because survey H11896 is a single and Multibeam echo sounder and side scan sonar survey, its data is considered more accurate than H12117's Lidar data. It is therefore recommended that H11896 supersede H12117 in the junctional area. (H12117 is in green, H11896 is in gold.)



Survey H12116 (2008) junctions with the present survey to the north. Both surveys are Lidar surveys and depth comparison is excellent, all depths agree within 0 and 1 foot. (H12117 is in green, H12116 is in yellow.)



Survey H12118 (2008) junctions with the present survey in a small area to the southwest. Both surveys are Lidar surveys and depth comparison is excellent, all depths agree within 0 and 1 foot. Final junction will be accomplished during the processing of survey H12118. (H12117 is in green, H12118 is in orange.)



D.3. 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. See Section D.1. of this report for a list of the Raster Chart and Electronic Navigation Chart (ENC) used for compiling the present survey.

D.4. ADEQUACY OF SURVEY

The present survey is adequate to supersede the charted bathymetry within the common area. Any features not specifically addressed either in the H-Cell, the Blue Notes, or the H-Cell Report, should be retained as charted. Refer to the Descriptive Report for further recommendations by the hydrographer.

APPROVAL SHEET H12117

Initial Approvals:

The completed survey has been inspected with regard to survey coverage, delineation of depth contours, disposition of critical depths, cartographic symbolization, and verification or disproval of charted data. All revisions and additions made to the H-Cell files during survey processing have been entered in the digital data for this survey. The survey records and digital data comply with National Ocean Service and Office of Coast Survey requirements except where noted in the Descriptive Report and the H-Cell Report.

All final products have undergone a comprehensive reviews per the Hydrographic surveys Division Office Processing Manual and are verified to be accurate and complete except where noted.



Digitally signed by Deborah Bland
DN: cn=Deborah Bland, o=Atlantic Hydrographic Branch,
ou=AHB, email=Deborah.A.Bland@NOAA.gov, c=US
Date: 2011.01.31 13:44:20 -05'00'

Deborah A. Bland
Cartographer
Atlantic Hydrographic Branch

I have reviewed the H-Cell files, accompanying data, and reports. This survey and accompanying Marine Chart Division deliverables meet National Ocean Service requirements and standards for products in support of nautical charting except where noted.

Approved: _____

Richard Brennan
Commander, NOAA
Chief, Atlantic Hydrographic Branch