

H13460

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

DESCRIPTIVE REPORT

Type of Survey: Navigable Area

Registry Number: H13460

LOCALITY

State(s): Alaska

General Locality: Gulf of Alaska

Sub-locality: Low Cape to Sukhoi Bay

2021

CHIEF OF PARTY
CAPT John Lomnicky

LIBRARY & ARCHIVES

Date:

HYDROGRAPHIC TITLE SHEET

H13460

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

State(s): **Alaska**

General Locality: **Gulf of Alaska**

Sub-Locality: **Low Cape to Sukhoi Bay**

Scale: **10000**

Dates of Survey: **06/08/2021 to 07/26/2021**

Instructions Dated: **04/19/2021**

Project Number: **OPR-P335-FA-21**

Field Unit: **NOAA Ship *Fairweather***

Chief of Party: **CAPT John Lomnicky**

Soundings by: **Multibeam Echo Sounder**

Imagery by: **Multibeam Echo Sounder Backscatter**

Verification by: **Pacific Hydrographic Branch**

Soundings Acquired in: **meters at Mean Lower Low Water**

Remarks:

Any revisions to the Descriptive Report (DR) applied during office processing are shown in red italic text. The DR is maintained as a field unit product, therefore all information and recommendations within this report are considered preliminary unless otherwise noted. The final disposition of survey data is represented in the NOAA nautical chart products. All pertinent records for this survey are archived at the National Centers for Environmental Information (NCEI) and can be retrieved via <https://www.ncei.noaa.gov/>. Products created during office processing were generated in NAD83 UTM 5N, MLLW. All references to other horizontal or vertical datums in this report are applicable to the processed hydrographic data provided by the field unit.

Table of Contents

A. Area Surveyed	1
A.1 Survey Limits.....	1
A.2 Survey Purpose.....	3
A.3 Survey Quality.....	4
A.4 Survey Coverage.....	4
A.6 Survey Statistics.....	5
B. Data Acquisition and Processing	7
B.1 Equipment and Vessels.....	7
B.1.1 Vessels.....	7
B.1.2 Equipment.....	8
B.2 Quality Control.....	8
B.2.1 Crosslines.....	8
B.2.2 Uncertainty.....	10
B.2.3 Junctions.....	11
B.2.4 Sonar QC Checks.....	14
B.2.5 Equipment Effectiveness.....	14
B.2.6 Factors Affecting Soundings.....	15
B.2.7 Sound Speed Methods.....	15
B.2.8 Coverage Equipment and Methods.....	15
B.2.9 NOAA Allowable Uncertainty.....	15
B.2.10 Density.....	16
B.3 Echo Sounding Corrections.....	17
B.3.1 Corrections to Echo Soundings.....	17
B.3.2 Calibrations.....	18
B.4 Backscatter.....	18
B.5 Data Processing.....	20
B.5.1 Primary Data Processing Software.....	20
B.5.2 Surfaces.....	21
C. Vertical and Horizontal Control	21
C.1 Vertical Control.....	22
C.2 Horizontal Control.....	22
D. Results and Recommendations	22
D.1 Chart Comparison.....	22
D.1.1 Electronic Navigational Charts.....	23
D.1.2 Shoal and Hazardous Features.....	23
D.1.3 Charted Features.....	23
D.1.4 Uncharted Features.....	23
D.1.5 Channels.....	23
D.2 Additional Results.....	23
D.2.1 Aids to Navigation.....	23
D.2.2 Maritime Boundary Points.....	23
D.2.3 Bottom Samples.....	24
D.2.4 Overhead Features.....	24

D.2.5 Submarine Features.....	25
D.2.6 Platforms.....	25
D.2.7 Ferry Routes and Terminals.....	25
D.2.8 Abnormal Seafloor or Environmental Conditions.....	25
D.2.9 Construction and Dredging.....	25
D.2.10 New Survey Recommendations.....	25
D.2.11 ENC Scale Recommendations.....	25
E. Approval Sheet.....	26
F. Table of Acronyms.....	27

List of Tables

Table 1: Survey Limits.....	1
Table 2: Survey Coverage.....	4
Table 3: Hydrographic Survey Statistics.....	6
Table 4: Dates of Hydrography.....	7
Table 5: Vessels Used.....	7
Table 6: Major Systems Used.....	8
Table 7: Survey Specific Tide TPU Values.....	10
Table 8: Survey Specific Sound Speed TPU Values.....	11
Table 9: Junctioning Surveys.....	12
Table 10: Primary bathymetric data processing software.....	20
Table 11: Primary imagery data processing software.....	20
Table 12: Submitted Surfaces.....	21
Table 13: ERS method and SEP file.....	22
Table 14: Largest Scale ENCs.....	23

List of Figures

Figure 1: H13460 sheet limits (in red) overlaid onto Chart 16590.....	2
Figure 2: H13460 NALL not reached due to project time constraints.....	3
Figure 3: H13460 survey coverage overlaid onto Chart 16590.....	5
Figure 4: Overview of H13460 Crosslines.....	9
Figure 5: H13460 crossline and mainscheme difference statistics.....	10
Figure 6: Overview of H13460 junction surveys.....	12
Figure 7: Difference surface between H13460 (blue) and junctioning survey H13459 (pink).....	13
Figure 8: Difference surface statistics between H13463 and H12680 (VR surface).....	14
Figure 9: H13460 allowable uncertainty statistics.....	16
Figure 10: H13460 data density statistics.....	17
Figure 11: Backscatter mosaic for H13460.....	19
Figure 12: Backscatter calibration values.....	20
Figure 13: H13460 Bottom sample locations.....	24

Descriptive Report to Accompany Survey H13460

Project: OPR-P335-FA-21

Locality: Gulf of Alaska

Sublocality: Low Cape to Sukhoi Bay

Scale: 1:10000

June 2021 - July 2021

NOAA Ship *Fairweather*

Chief of Party: CAPT John Lomnicky

A. Area Surveyed

The survey area is located in Low Cape to Sukhoi Bay, Kodiak, AK.

A.1 Survey Limits

Data were acquired within the following survey limits:

Northwest Limit	Southeast Limit
56° 59' 31.74" N 154° 32' 36.67" W	56° 50' 55.46" N 154° 19' 4.76" W

Table 1: Survey Limits

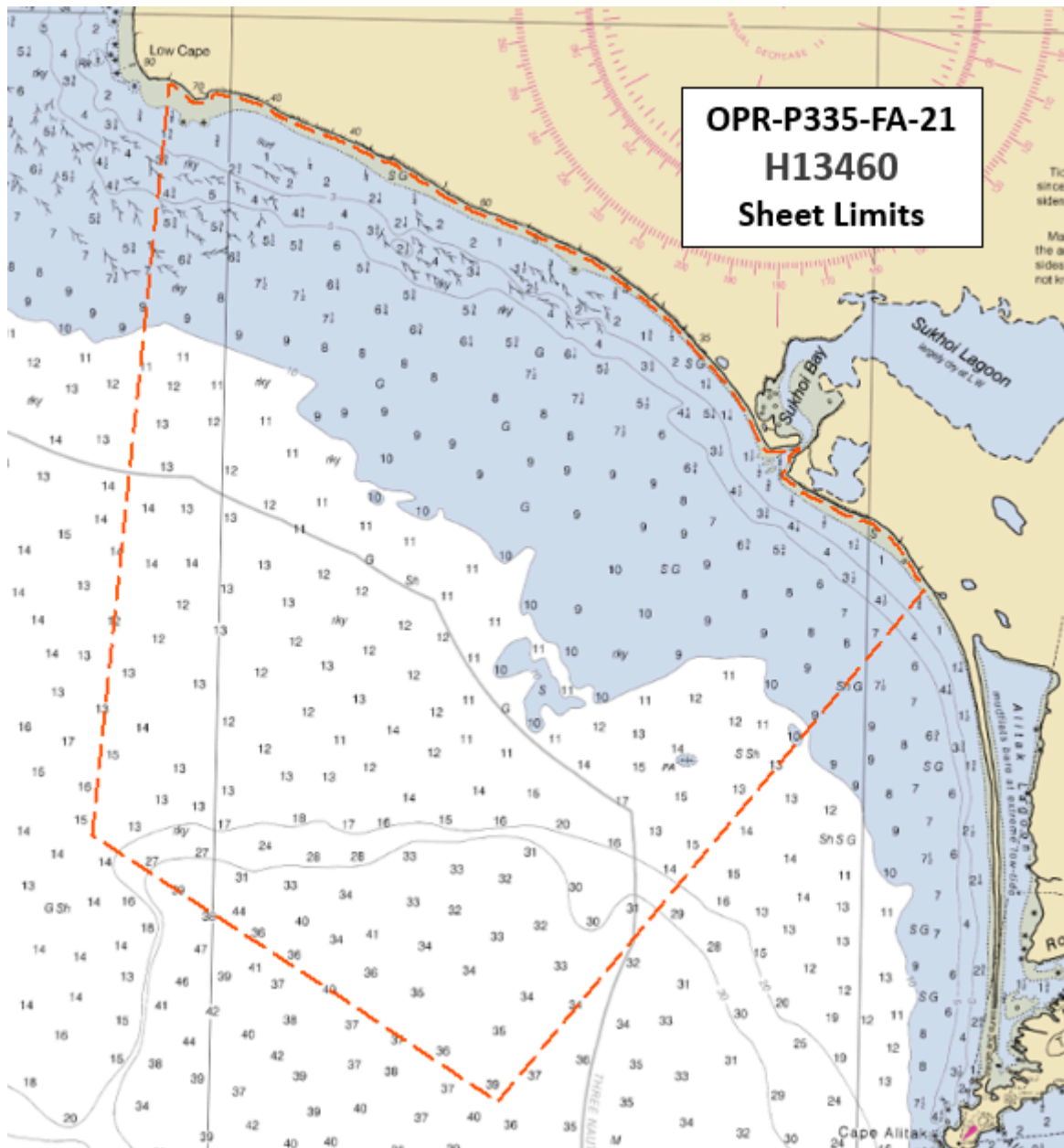


Figure 1: H13460 sheet limits (in red) overlaid onto Chart 16590

Data was not acquired to the survey limits in accordance with the requirements in the Project Instructions and the 2021 NOS Hydrographic Surveys Specifications and Deliverables (HSSD). The Navigable area limit line (NALL) was not acquired due to project time constraints. The extent of coverage is shown in Figure 2.

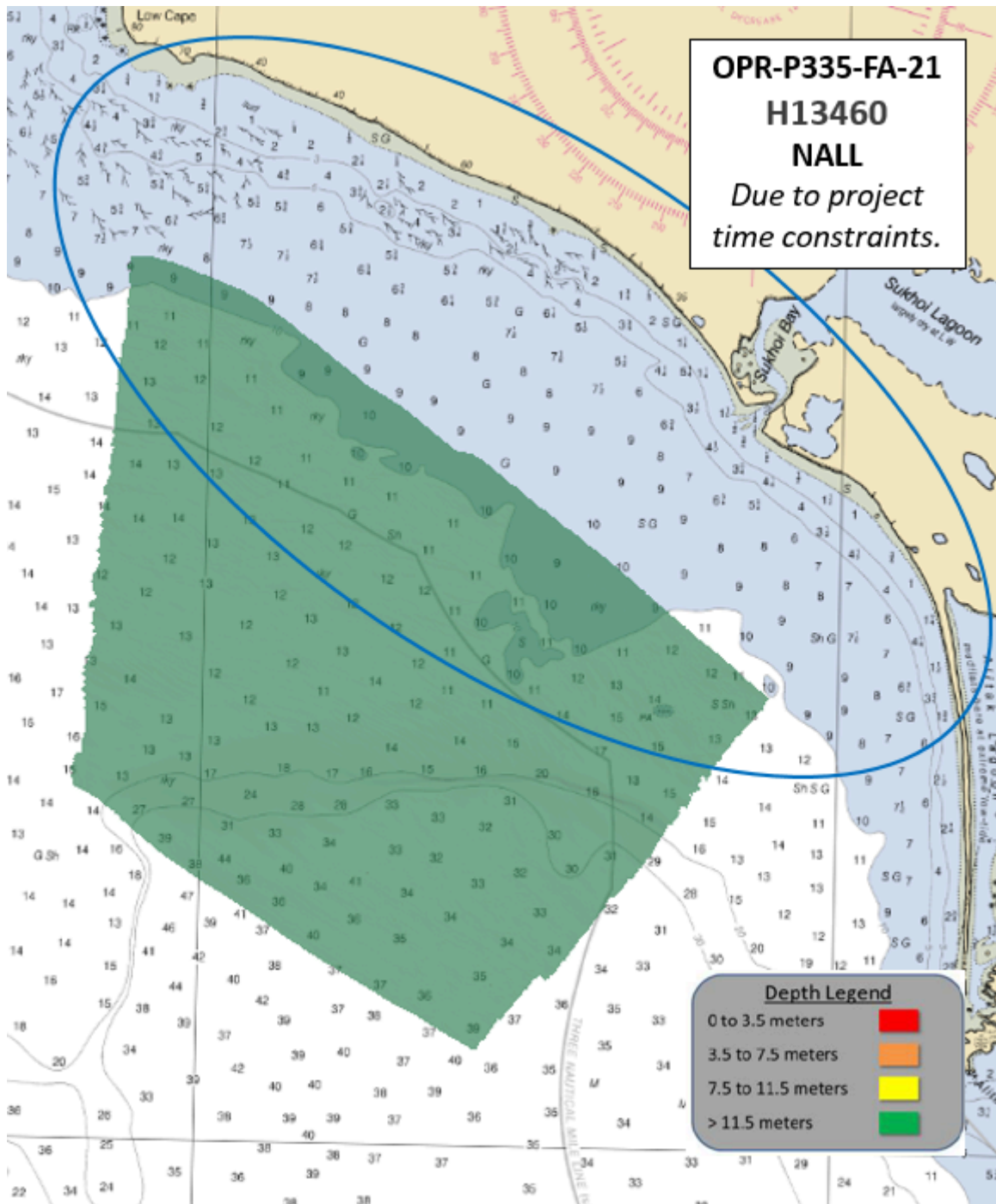


Figure 2: H13460 NALL not reached due to project time constraints

A.2 Survey Purpose

The marine waters around Alaska’s Kodiak Archipelago are among the most productive in the North Pacific. A combination of freshwater runoff and offshore upwelling makes the nearshore waters home to over one hundred species of marine fish. Located in the southwestern coast of Kodiak Island, Alitak District has an

actively managed commercial salmon fishery. The area is heavily fished and upwards of 5,000 people are employed in the fishing and processing pipeline during season (approximately June through September). Despite being ecologically and economically important, nautical charts in the vicinity of Alitak Bay are based on legacy data and were last surveyed in the 1930s.

The proposed 36 square nautical mile survey will provide modern bathymetry data for updating National Ocean Service Nautical charting products. This improves maritime safety, as well as support the Seabed 2030 global mapping initiative.

A.3 Survey Quality

The entire survey is adequate to supersede previous data.

Data acquired in H13460 meet multibeam echo sounder (MBES) coverage requirements for complete coverage, as required by the HSSD. This includes crosslines (see Section B.2.1), NOAA allowable uncertainty (see Section B.2.9), and density requirements (see Section B.2.10).

A.4 Survey Coverage

The following table lists the coverage requirements for this survey as assigned in the project instructions:

Water Depth	Coverage Required
All waters in survey area	Complete Coverage

Table 2: Survey Coverage

The entirety of H13460 was acquired with complete coverage, meeting requirements listed above and in the HSSD. See Figure 3 for an overview of coverage.

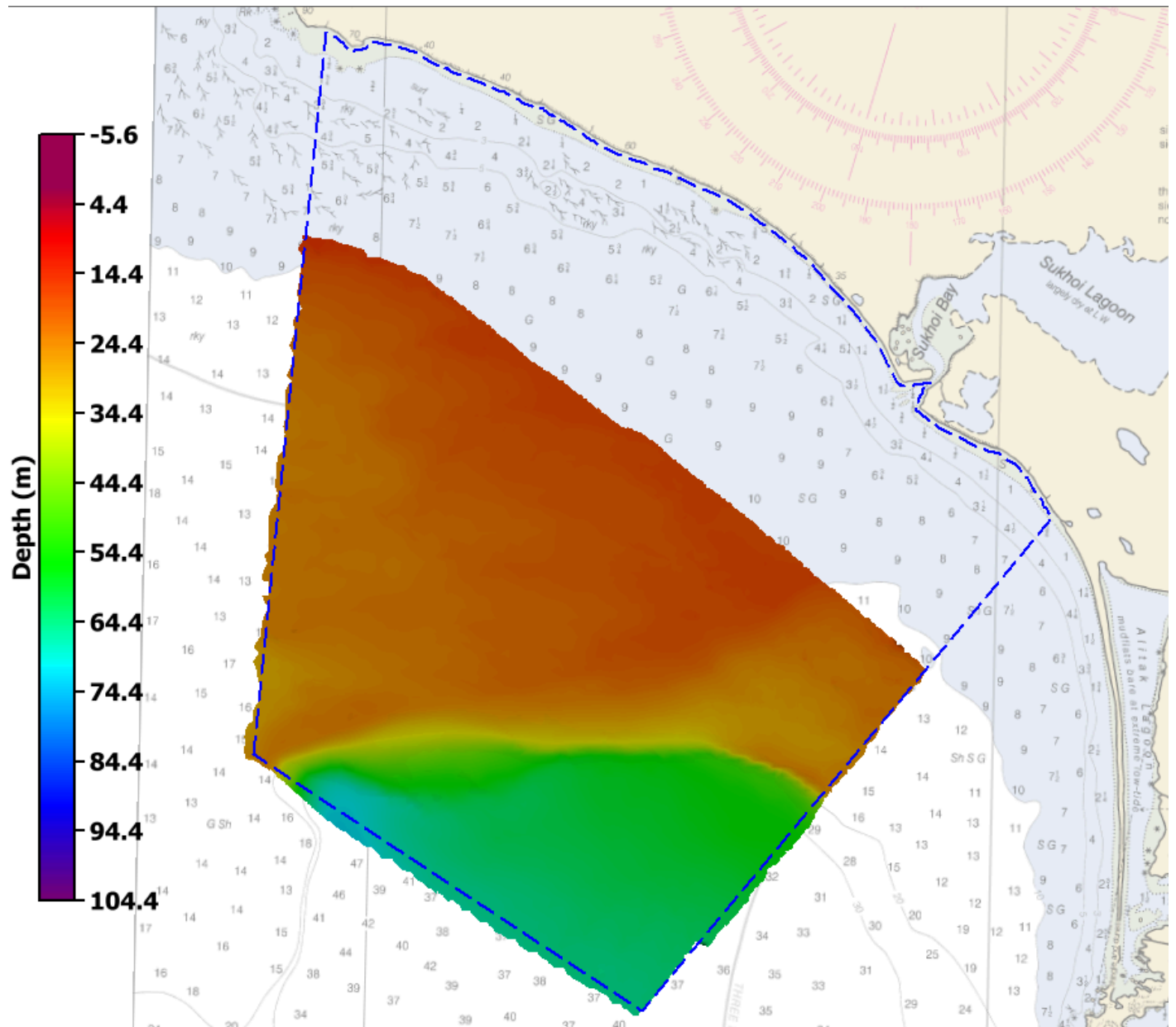


Figure 3: H13460 survey coverage overlaid onto Chart 16590

A.6 Survey Statistics

The following table lists the mainscheme and crossline acquisition mileage for this survey:

	HULL ID	<i>FA</i> <i>2805</i>	<i>FA</i> <i>2807</i>	<i>FA</i> <i>2808</i>	<i>FA</i> <i>S220</i>	<i>Total</i>
LNM	SBES Mainscheme	0	0	0	0	0
	MBES Mainscheme	104.3	118.3	51.7	213.5	487.80
	Lidar Mainscheme	0	0	0	0	0
	SSS Mainscheme	0	0	0	0	0
	SBES/SSS Mainscheme	0	0	0	0	0
	MBES/SSS Mainscheme	0	0	0	0	0
	SBES/MBES Crosslines	0	0	21.7	0	21.73
	Lidar Crosslines	0	0	0	0	0
Number of Bottom Samples						6
Number Maritime Boundary Points Investigated						0
Number of DPs						0
Number of Items Investigated by Dive Ops						0
Total SNM						23.59

Table 3: Hydrographic Survey Statistics

The following table lists the specific dates of data acquisition for this survey:

Survey Dates	Day of the Year
07/26/2021	207

Survey Dates	Day of the Year
07/25/2021	206
07/24/2021	205
07/23/2021	204
07/21/2021	202
07/20/2021	201
06/10/2021	161
06/08/2021	159

Table 4: Dates of Hydrography

B. Data Acquisition and Processing

B.1 Equipment and Vessels

Refer to the OPR-P335-FA-21 Data Acquisition and Processing Report (DAPR) for a complete description of data acquisition and processing systems, survey vessels, quality control procedures and data processing methods. Additional information to supplement sounding and survey data, and any deviations from the DAPR are discussed in the following sections.

B.1.1 Vessels

The following vessels were used for data acquisition during this survey:

Hull ID	<i>S220</i>	<i>2805</i>	<i>2807</i>	<i>2808</i>
LOA	70.4 meters	8.6 meters	8.6 meters	8.6 meters
Draft	4.8 meters	1.1 meters	1.1 meters	1.1 meters

Table 5: Vessels Used

B.1.2 Equipment

The following major systems were used for data acquisition during this survey:

Manufacturer	Model	Type
Kongsberg Maritime	EM 2040	MBES
Kongsberg Maritime	EM 710	MBES
Sea-Bird Scientific	SBE 19plus V2	Conductivity, Temperature, and Depth Sensor
Applanix	POS MV 320 v5	Positioning and Attitude System
AML Oceanographic	MVP200	Conductivity, Temperature, and Depth Sensor
Teledyne RESON	SVP 70	Sound Speed System
Teledyne RESON	SVP 71	Sound Speed System

Table 6: Major Systems Used

The equipment was installed on the survey platform as follows: S220 utilizes the Kongsberg EM 710 MBES, a POS M/V v5 system for position and attitude, SVP 70 surface sound speed sensors, and AML Oceanographic MVP 200 for conductivity, temperature, and depth (CTD) casts. All launches utilize the Kongsberg EM 2040 MBES, a POS M/V v5 system for position and attitude, SVP 71 surface sound speed sensors, and Sea-Bird SBE 19plus v2 CTDs for conductivity, temperature, and depth casts.

B.2 Quality Control

B.2.1 Crosslines

Crosslines were collected, processed and compared in accordance with Section 5.2.4.2 of the HSSD. To evaluate crosslines, a surface generated via data strictly from mainscheme lines and a surface generated via data strictly from crosslines were created. From these two surfaces, a difference surface (mainscheme - crosslines = difference surface) was generated (Figure 4). Statistics show the mean difference between the depths derived from mainscheme data and crossline data was -0.02 meters (with mainscheme being deeper) and 95% of nodes falling within +/- 0.18 meters (Figure 5). For the respective depths, the difference surface was compared to the allowable NOAA uncertainty standards (Figure 5). In total, 99.5+% of the depth differences between H13460 mainscheme and crossline data were within allowable NOAA uncertainties.

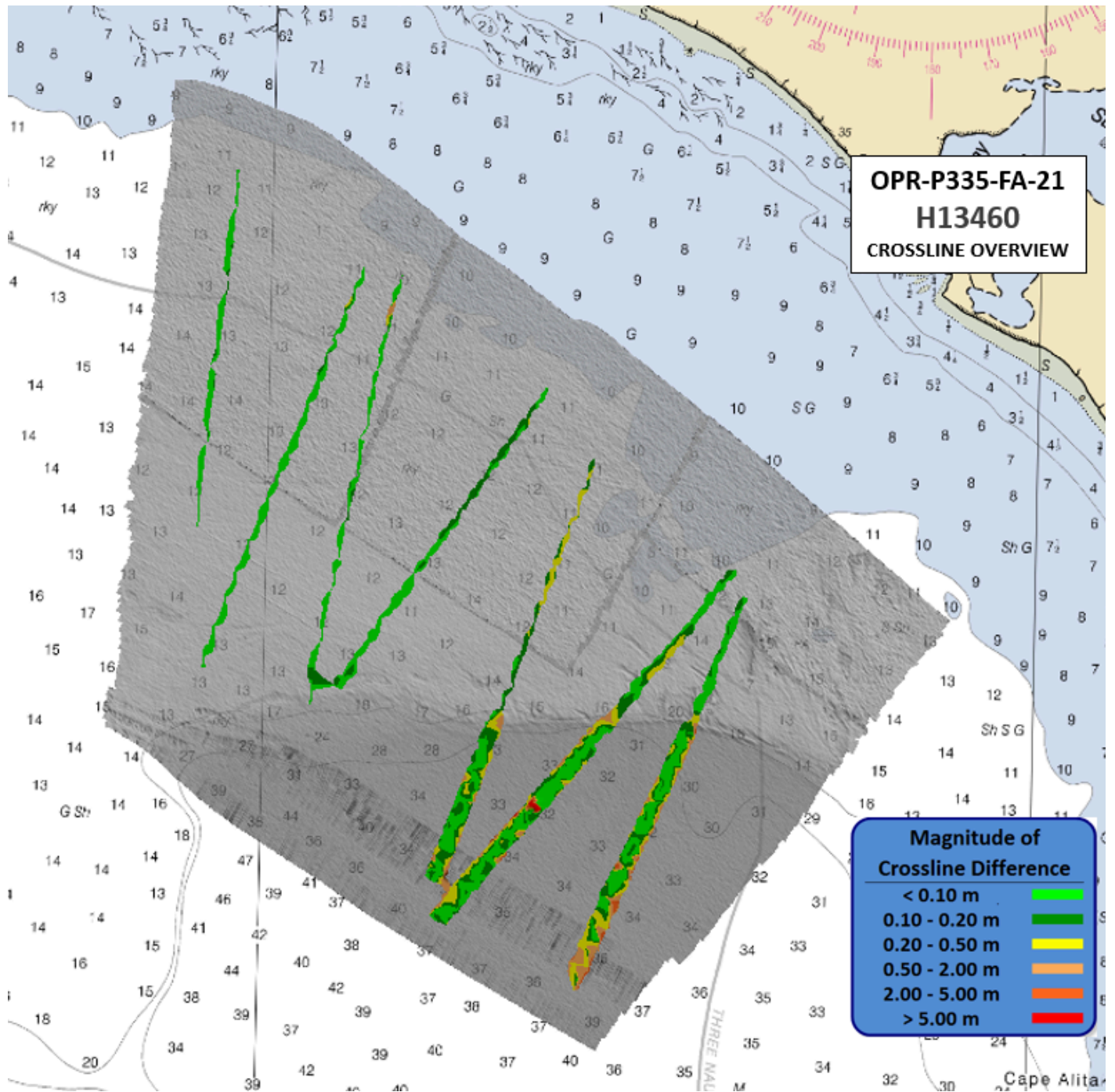


Figure 4: Overview of H13460 Crosslines

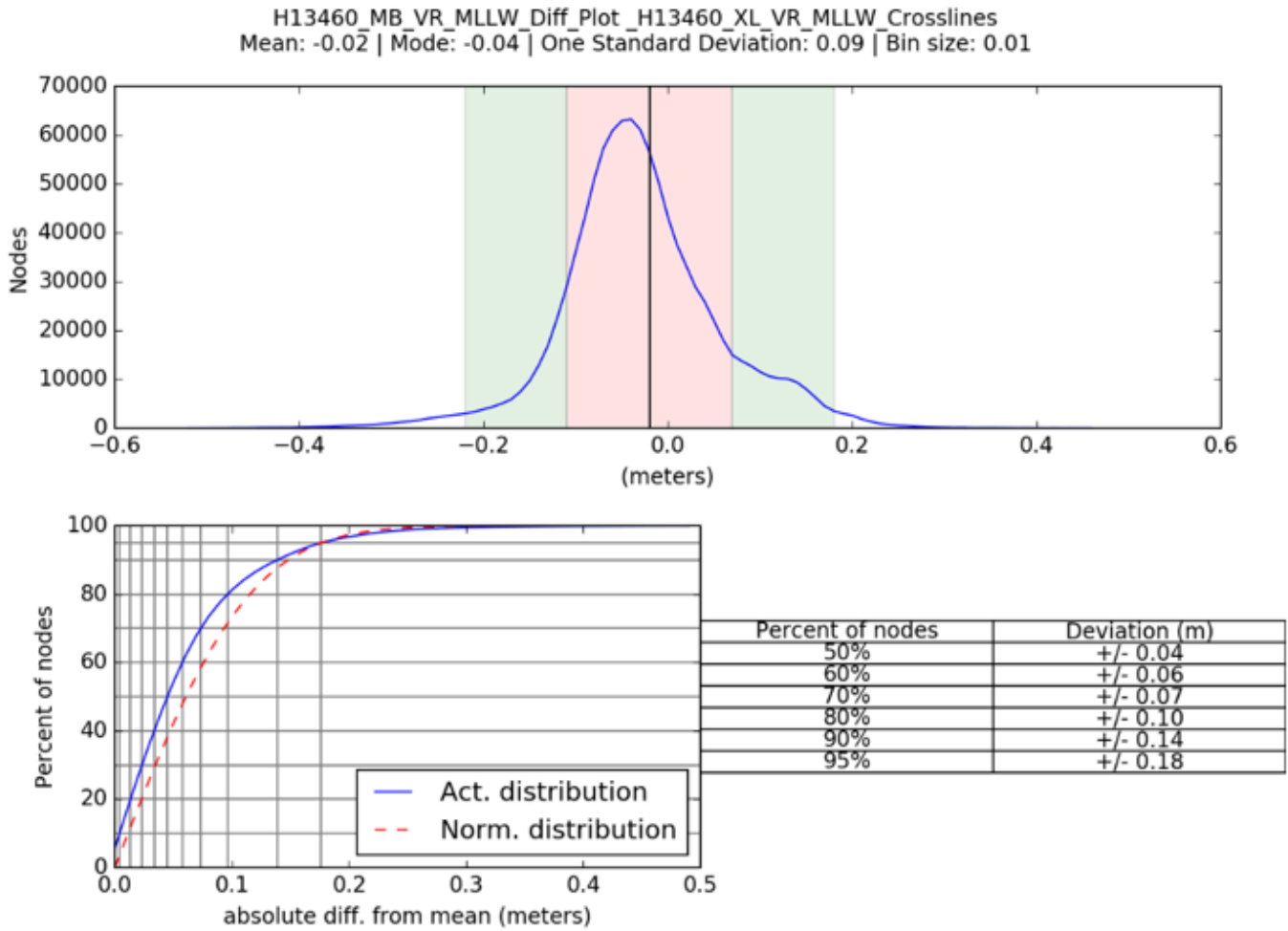


Figure 5: H13460 crossline and mainscheme difference statistics

B.2.2 Uncertainty

The following survey specific parameters were used for this survey:

Method	Measured	Zoning
ERS via VDATUM	N/A	0.14 centimeters

Table 7: Survey Specific Tide TPU Values.

Hull ID	Measured - CTD	Measured - MVP	Measured - XBT	Surface
S220	N/A	1 meters/second	N/A	0.5 meters/second
280X (All Launches)	2 meters/second	N/A	N/A	0.5 meters/second

Table 8: Survey Specific Sound Speed TPU Values.

In addition to the usual a priori estimates of uncertainty via device models for vessel motion and ERTDM, real-time and post-processed uncertainty sources were also incorporated into depth estimates of survey H13460. Real-time uncertainties were provided via EM710 and EM 2040 MBES data and Delayed Heave RMS. Following post-processing of the real-time vessel motion, recomputed uncertainties of vessel roll, pitch, gyro and navigation were applied in CARIS HIPS and SIPS via a Smoothed Best Estimate of Trajectory (SBET) RMS file generated in POSPac.

B.2.3 Junctions

H13460 junctions with 1 adjacent surveys from this project, H13459 as shown in Figure 6. Data overlap between H13460 and the adjacent survey was achieved. These areas of overlap between surveys were reviewed in CARIS HIPS and SIPS by surface differencing (at equal resolutions) to assess surface agreement. The multibeam data were also examined in CARIS Subset Editor for consistency and agreement. The junction with H13459 is generally within the NOAA allowable uncertainty in their areas of overlap. For all junctions with H13460, a negative difference indicates H13460 was shoaler and a positive difference indicates H13460 was deeper.

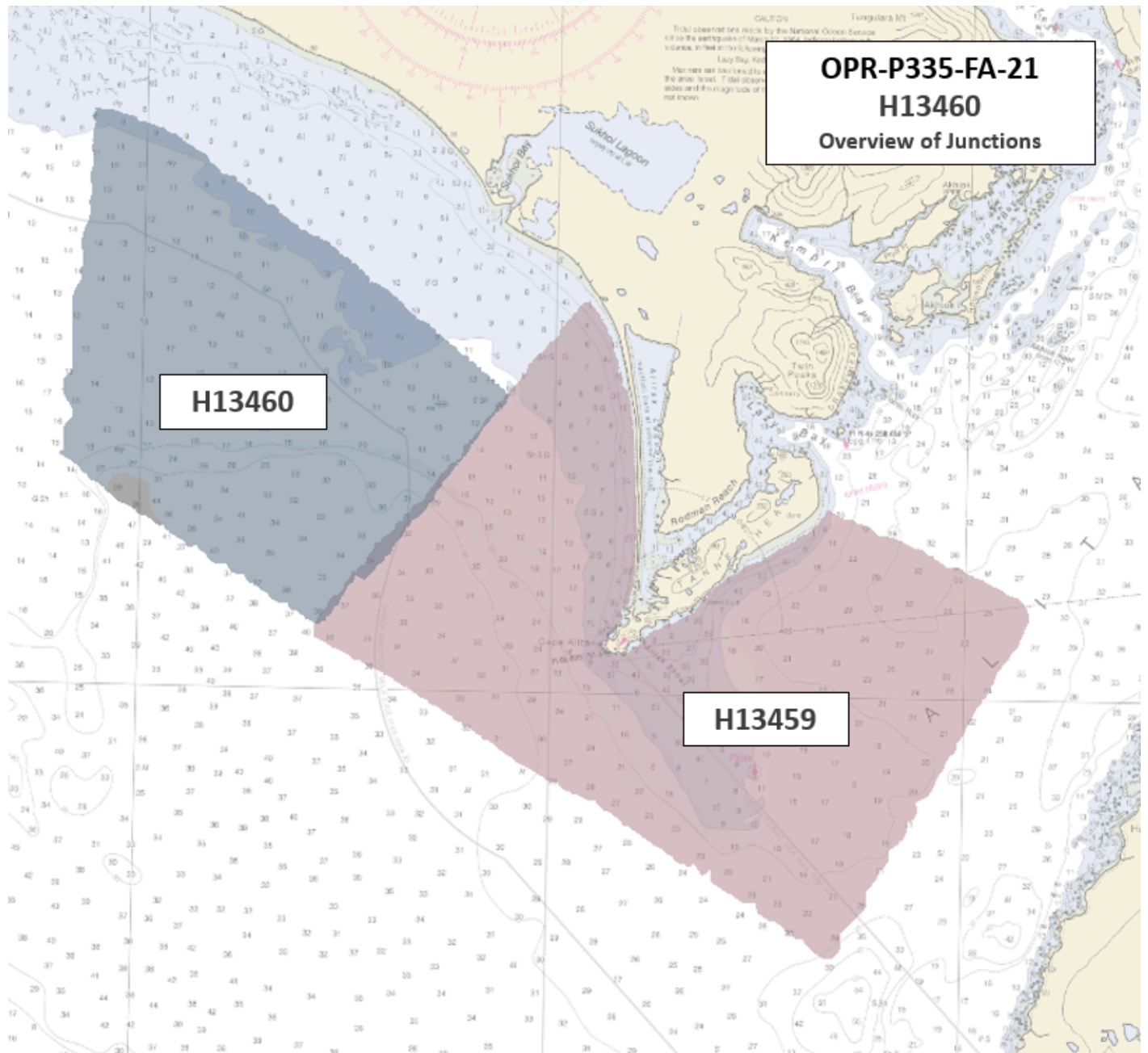


Figure 6: Overview of H13460 junction surveys

The following junctions were made with this survey:

Registry Number	Scale	Year	Field Unit	Relative Location
H13459	1:10000	2021	NOAA Ship <i>Fairweather</i>	E

Table 9: Junctioning Surveys

H13459

Surface differencing in CARIS HIPS and SIPS was used to assess junction agreement between the surface from H13460 and the surface from H13459 (Figure 7). The statistical analysis of the difference surface shows a mean of -0.03 meters with 95% of the nodes having a maximum deviation of +/- 0.17 meters, as seen in Figure 8. It was found that 99.5+% of nodes are within NOAA allowable uncertainty.

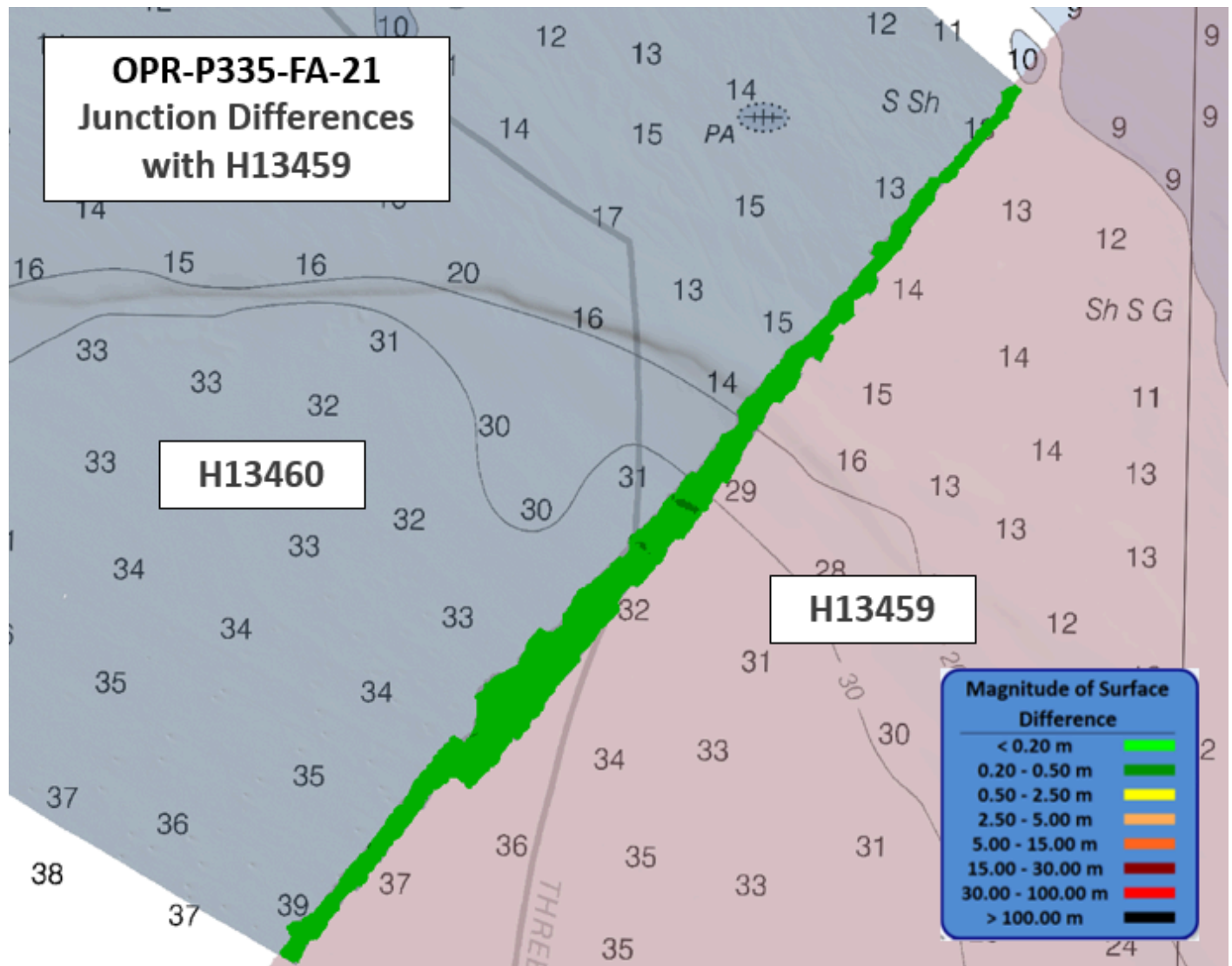


Figure 7: Difference surface between H13460 (blue) and junctioning survey H13459 (pink)

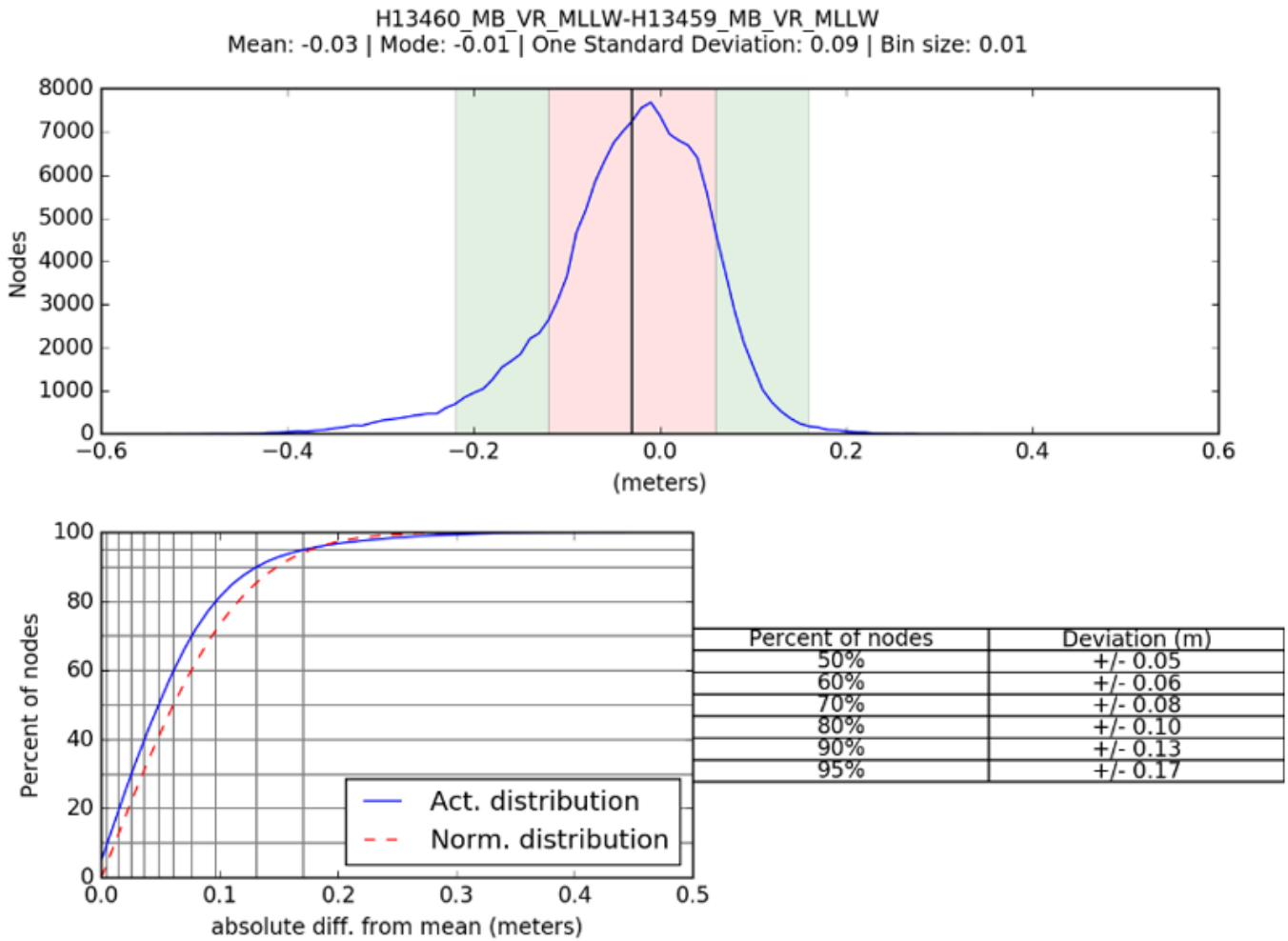


Figure 8: Difference surface statistics between H13463 and H12680 (VR surface)

B.2.4 Sonar QC Checks

Sonar system quality control checks were conducted as detailed in the quality control section of the DAPR.

B.2.5 Equipment Effectiveness

There were no conditions or deficiencies that affected equipment operational effectiveness.

B.2.6 Factors Affecting Soundings

There were no other factors that affected corrections to soundings.

B.2.7 Sound Speed Methods

Sound Speed Cast Frequency: Casts were conducted at a minimum of one every four hours during launch acquisition. Casts were conducted more frequently when there was a change in surface sound speed greater than two meters per second. MVP casts on S220 were conducted at an average interval of 179 minutes, guided by observation of the surface sound speed and targeted to deeper areas. All sound speed methods were used as detailed in the DAPR.

B.2.8 Coverage Equipment and Methods

All equipment and survey methods were used as detailed in the DAPR

B.2.9 NOAA Allowable Uncertainty

The surface was analyzed using the HydrOffice QC Tools Grid QA feature to determine compliance with specifications. Overall, 99.5+% of nodes within the surface meet NOAA Allowable Uncertainty specifications for H13460 (Figure 9).

Uncertainty Standards - NOAA HSSD

Grid source: H13460_MB_VR_MLLW

99.5+% pass (26,206,022 of 26,206,209 nodes), min=0.01, mode=0.06, max=2.60

Percentiles: 2.5%=0.05, Q1=0.06, median=0.09, Q3=0.13, 97.5%=0.18

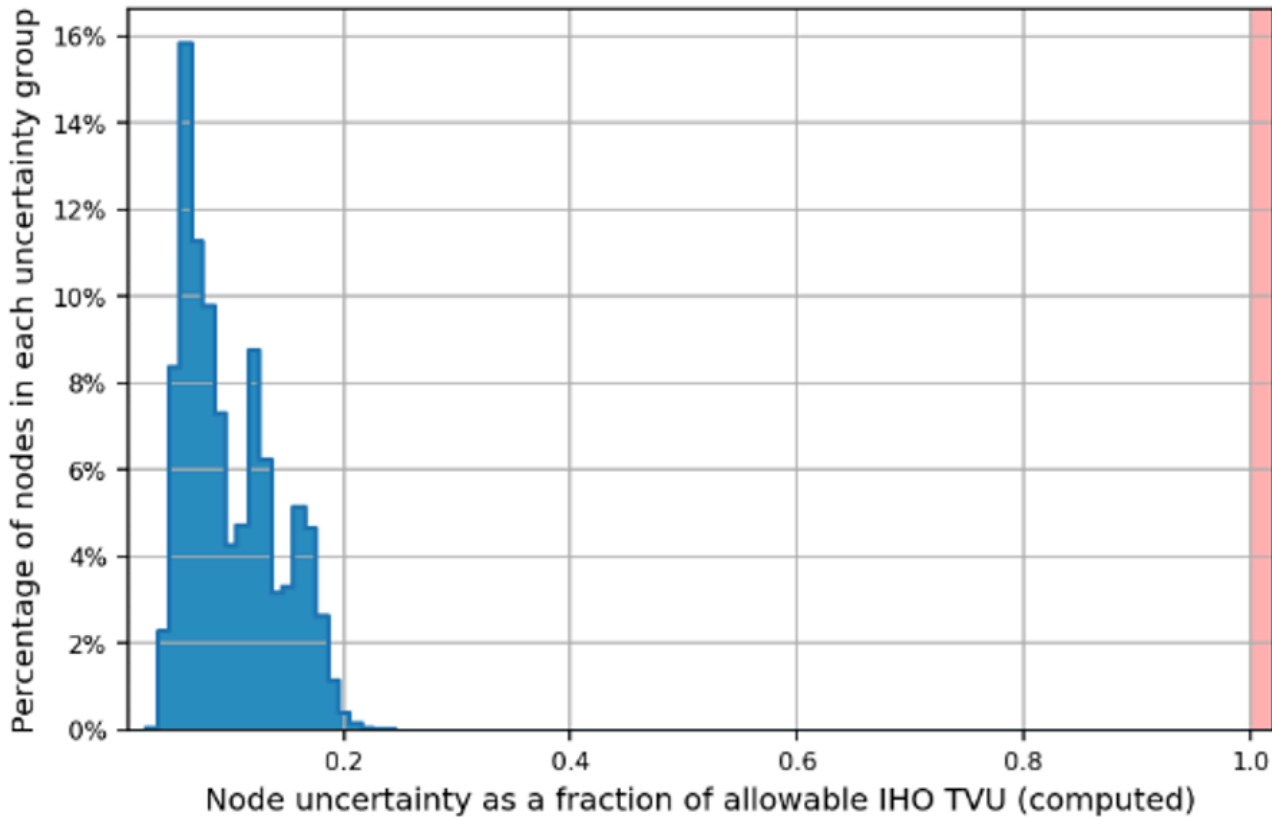


Figure 9: H13460 allowable uncertainty statistics

B.2.10 Density

The surface was analyzed using the HydrOffice QC Tools Grid QA feature to determine compliance with specifications. Density requirements for H13460 were achieved with at least 99.5+% of surface nodes containing five or more soundings as required by HSSD section 5.2.2.2 (Figure 10).

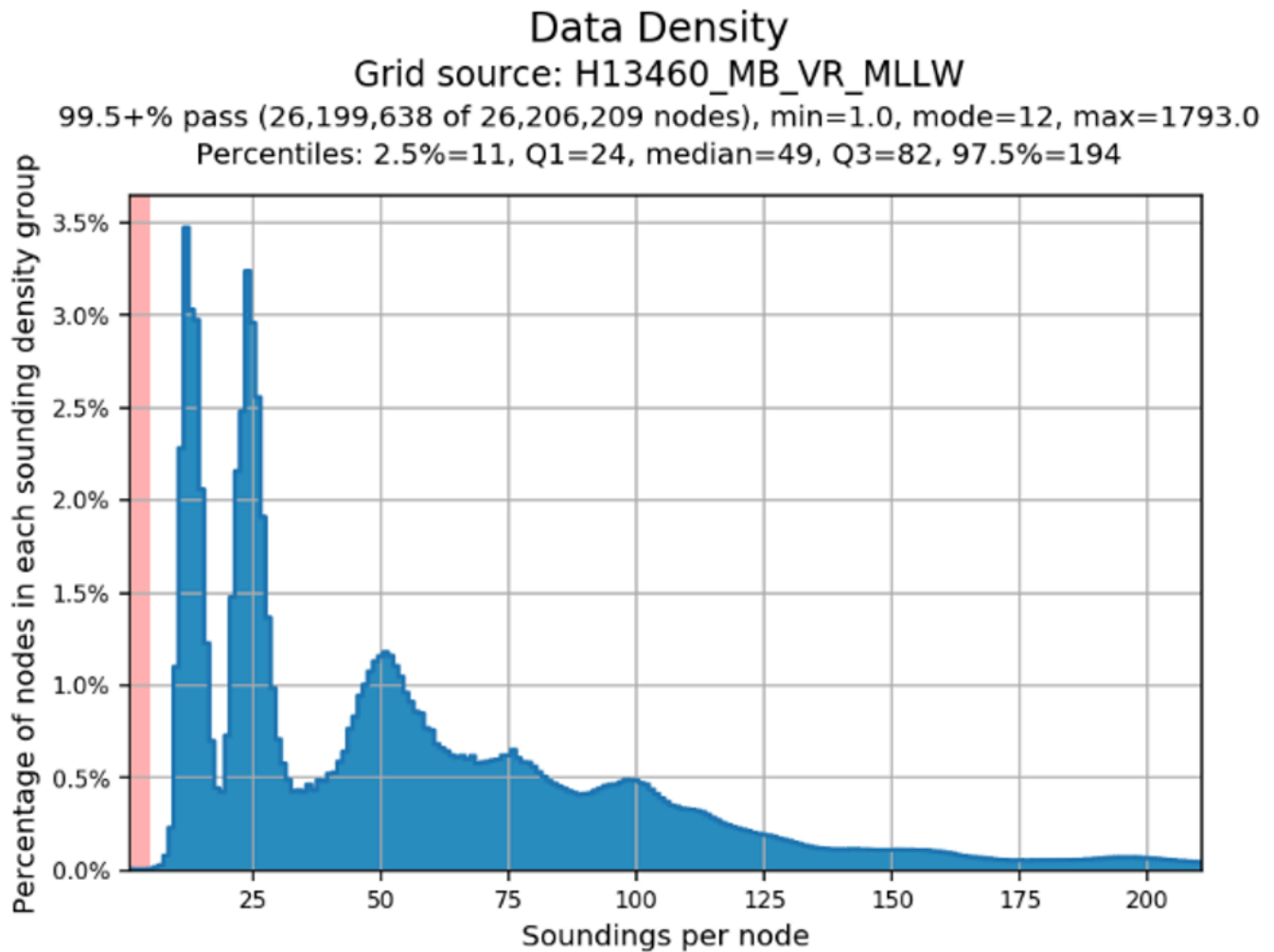


Figure 10: H13460 data density statistics

B.3 Echo Sounding Corrections

B.3.1 Corrections to Echo Soundings

All data reduction procedures conform to those detailed in the DAPR.

B.3.2 Calibrations

All sounding systems were calibrated as detailed in the DAPR.

B.4 Backscatter

Raw backscatter data were stored in the .all file for Kongsberg systems. All backscatter were processed to GSF files and a floating point mosaic was created by the field unit via Fledermaus FMGT 7.9.0 . See Figure 11 for a greyscale representation of the complete mosaic. A relative backscatter calibration was performed by the field unit via a backscatter calibration site in order to bring the survey systems on each of the launches into alignment. See Figure 12 for a table of the calibration values entered into the Processing Settings within FMGT. Approximate inter-calibration corrections for offsets between sonar systems were applied to the mosaic.

Furthermore, artifacts from lines of data are seen in the backscatter image that do not adversely impact the grid.

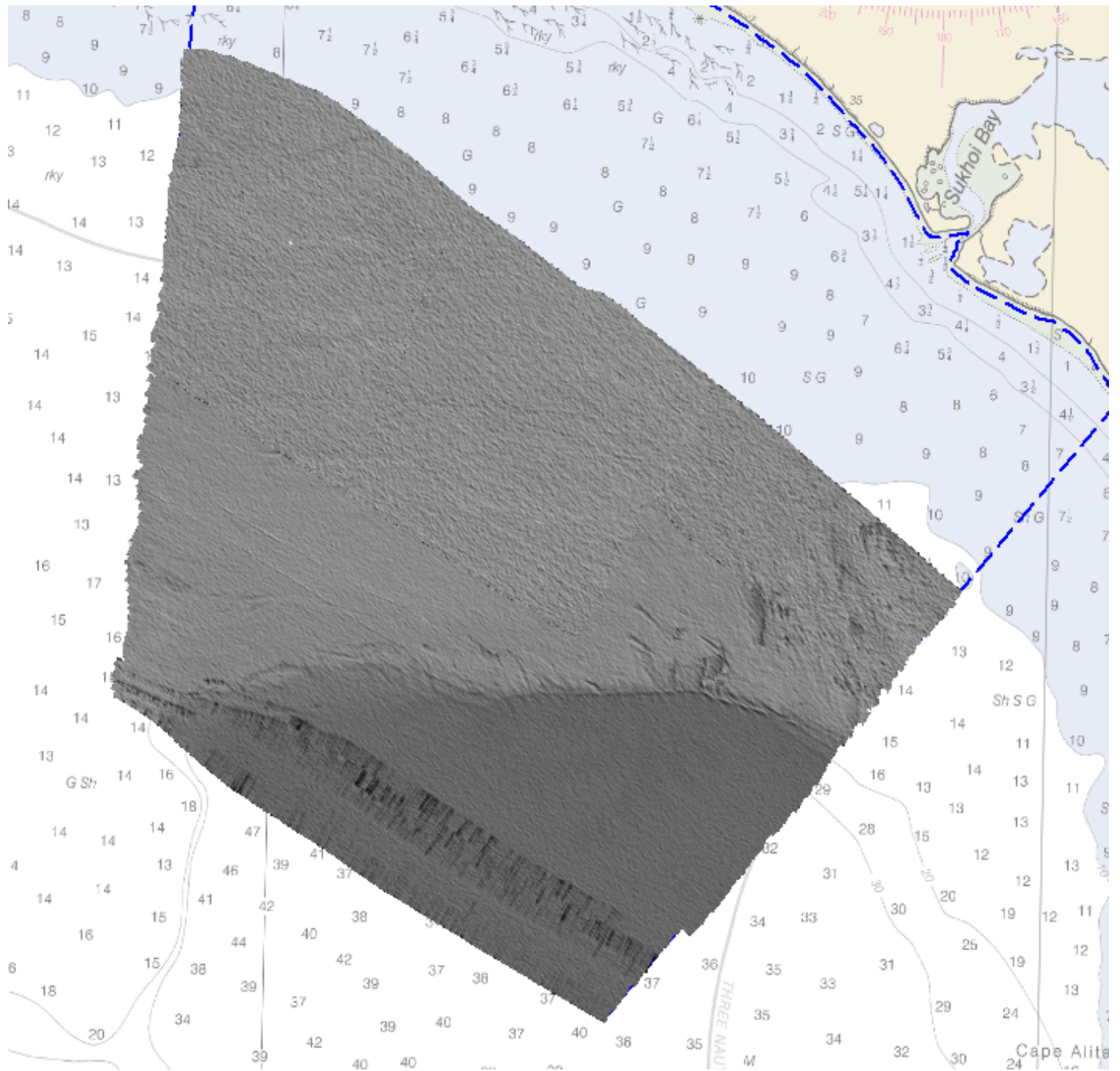


Figure 11: Backscatter mosaic for H13460

2021 Values

	200				300				400		
	Short CW	Med CW	Long CW	FM (Both)	Short CW	Med CW	Long CW	FM (Both)	Short CW	Med CW	Long CW
2805	0.6	0.3	0.0	0.0	0	0.45	0.9	0	-1.2	-0.75	-0.3
2807	0.6	0.45	0.3	0.6	-0.9	-0.45	0	-1.2	0.3	0.75	1.2
2808	1.5	1.2	0.9	0.6	-0.3	0.15	0.6	0	-2.4	-1.5	-0.6

*Figure 12: Backscatter calibration values***B.5 Data Processing****B.5.1 Primary Data Processing Software**

The following software program was the primary program used for bathymetric data processing:

Manufacturer	Name	Version
CARIS	HIPS and SIPS	11.3.17

Table 10: Primary bathymetric data processing software

The following software program was the primary program used for imagery data processing:

Manufacturer	Name	Version
QPS	Fledermaus	7.9.0

Table 11: Primary imagery data processing software

The following Feature Object Catalog was used: NOAA Profile Version 2021.

B.5.2 Surfaces

The following surfaces and/or BAGs were submitted to the Processing Branch:

Surface Name	Surface Type	Resolution	Depth Range	Surface Parameter	Purpose
H13460_MB_VR_MLLW	CARIS VR Surface (CUBE)	Variable Resolution	15.19 meters - 73.32 meters	NOAA_VR	Complete MBES
H13460_MB_VR_MLLW_Final	CARIS VR Surface (CUBE)	Variable Resolution	15.19 meters - 73.32 meters	NOAA_VR	Complete MBES

Table 12: Submitted Surfaces

The NOAA CUBE parameters defined in the HSSD were used for the creation of all CUBE surfaces for H13460. The surfaces have been reviewed where noisy data, or "fliers" are incorporated into the gridded solutions causing the surface to be shoaler or deeper than the true sea floor. Where these spurious soundings cause the gridded surface to vary from the reliably measured seabed by greater than the maximum allowable Total Vertical Uncertainty at that depth, the noisy data have been rejected by the hydrographer and the surface recomputed. Flier Finder, part of the QC Tools package within HydrOffice, was used to assist the search for spurious soundings following gross cleaning. Flier Finder was run iteratively until all remaining flagged fliers were deemed to be valid aspects of the surface.

C. Vertical and Horizontal Control

Per Section 5.2.2.1.3 of the 2020 Field Procedures Manual no Horizontal and Vertical Control Report has been generated for H13460.

C.1 Vertical Control

The vertical datum for this project is Mean Lower Low Water.

ERS Datum Transformation

The following ellipsoid-to-chart vertical datum transformation was used:

Method	Ellipsoid to Chart Datum Separation File
ERS via ERTDM	OPR-R355-FA-21_ERTDM21_NAD83-MLLW.csar

Table 13: ERS method and SEP file

ERS via ERTDM methods were used as the final means of reducing H13460 to MLLW for submission.

C.2 Horizontal Control

The horizontal datum for this project is North American Datum of 1983 (NAD 83).

The projection used for this project is Universal Transverse Mercator (UTM) Zone 5.

The following PPK methods were used for horizontal control:

- RTX

Vessel kinematics data were post-processed using Applanix POSPac processing software and RTX positioning methods described in the DAPR. Smoothed Best Estimates of Trajectory (SBET) and associated error (RMS) data were applied to all MBES data in CARIS Hips and SIPS.

WAAS

During real-time acquisition, all platforms received correctors from the Wide Area Augmentation System (WAAS) for increased accuracies similar to USCG DGPS stations. WAAS and SBETs were the sole methods of positioning for H13460 as no DGPS stations were available for real-time horizontal control.

D. Results and Recommendations

D.1 Chart Comparison

D.1.1 Electronic Navigational Charts

The following are the largest scale ENC's, which cover the survey area:

ENC	Scale	Edition	Update Application Date	Issue Date
US4AK5LM	1:81529	12	10/11/2018	03/05/2020

Table 14: Largest Scale ENC's

D.1.2 Shoal and Hazardous Features

No shoals or potentially hazardous features exist for this survey.

D.1.3 Charted Features

All assigned charted features are attributed in the Final Feature File.

D.1.4 Uncharted Features

Survey H13460 has 7 new features that are addressed in the H13460 Final Feature File. Of these features, there is 1 new wreck feature and 6 new seabed areas.

D.1.5 Channels

No channels exist for this survey. There are no designated anchorages, precautionary areas, safety fairways, traffic separation schemes, pilot boarding areas, or channel and range lines within the survey limits.

D.2 Additional Results

D.2.1 Aids to Navigation

No Aids to navigation (ATONs) exist for this survey.

D.2.2 Maritime Boundary Points

Maritime Boundary Points were assigned for this survey, but were not addressed due to project time constraints.

D.2.3 Bottom Samples

6 bottom samples were acquired in accordance with the project Instructions for survey H13460. All bottom samples were entered in the H13460 Final Feature File. See Figure 13 for a graphical overview of sample locations.

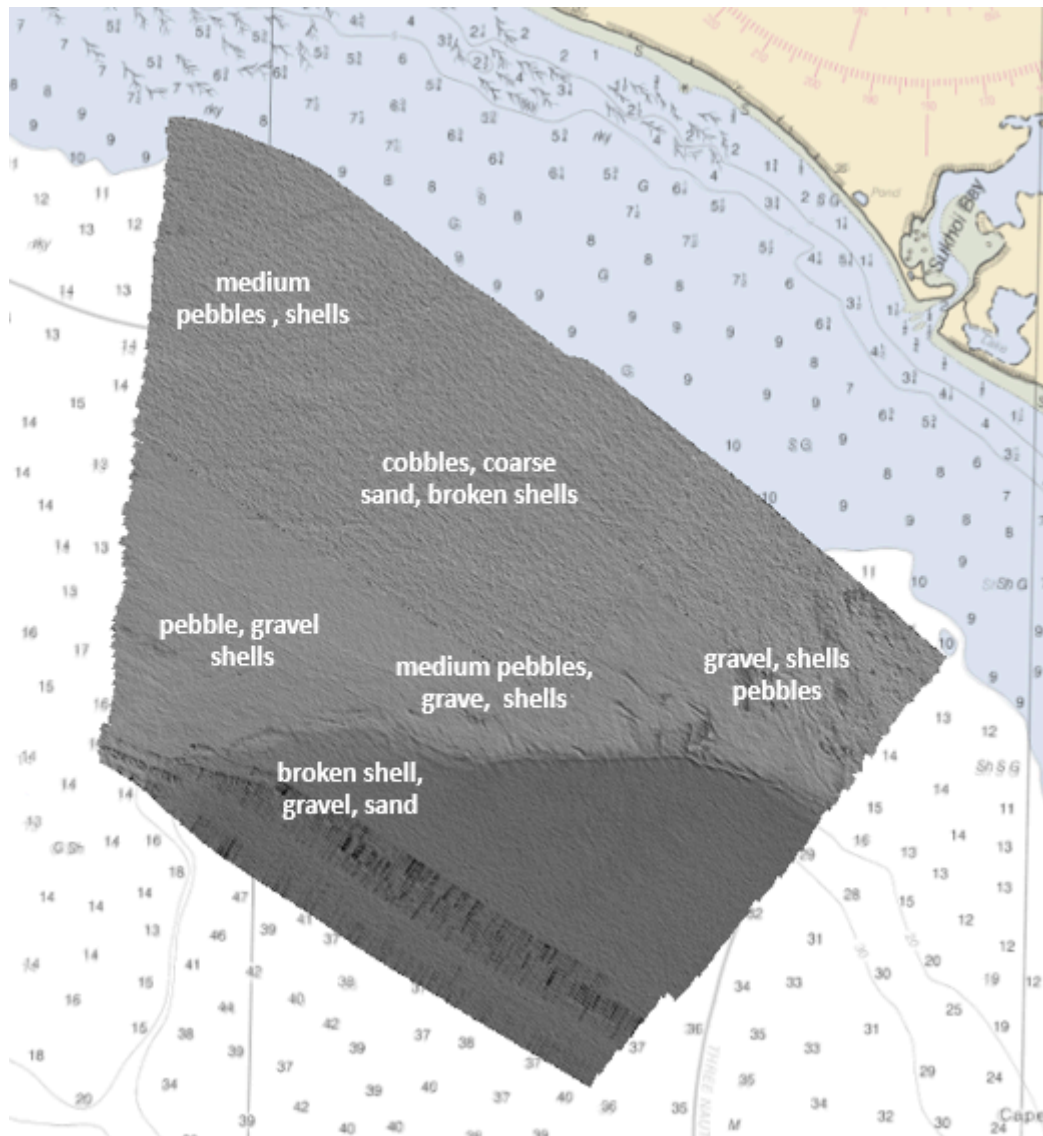


Figure 13: H13460 Bottom sample locations

D.2.4 Overhead Features

No overhead features exist for this survey.

D.2.5 Submarine Features

No submarine features exist for this survey.

D.2.6 Platforms

No platforms exist for this survey.

D.2.7 Ferry Routes and Terminals

No ferry routes or terminals exist for this survey.

D.2.8 Abnormal Seafloor or Environmental Conditions

No abnormal seafloor or environmental conditions exist for this survey.

D.2.9 Construction and Dredging

No present or planned construction or dredging exist within the survey limits.

D.2.10 New Survey Recommendations

Recommended to verify the marine boundry crane and rock features.

D.2.11 ENC Scale Recommendations

No new ENC scales are recommended for this area.

E. Approval Sheet

As Chief of Party, field operations for this hydrographic survey were conducted under my direct supervision, with frequent personal checks of progress and adequacy. I have reviewed the attached survey data and reports.

All field sheets, this Descriptive Report, and all accompanying records and data are approved. All records are forwarded for final review and processing to the Processing Branch.

The survey data meets or exceeds requirements as set forth in the NOS Hydrographic Surveys Specifications and Deliverables, Field Procedures Manual, Letter Instructions, and all HSD Technical Directives. These data are adequate to supersede charted data in their common areas. This survey is complete and no additional work is required with the exception of deficiencies noted in the Descriptive Report.

Approver Name	Approver Title	Approval Date	Signature
CAPT John Lomnicky	Chief of Party	09/30/2021	 Digitally signed by LOMNICKY.JOHN.JOSEPH.1257920239 Reason: I am approving this document Location: CO, NOAA Ship FAIRWEATHER Date: 2021.09.30 18:56:59 -07'00'
LT Shelley Devereaux	Operations Officer	09/30/2021	DEVEREAUX.SHELLEY.TIERA.1504466902  Digitally signed by DEVEREAUX.SHELLEY.TIERA.1504466902 Date: 2021.09.30 18:53:46 -07'00'
ACHST Simon Swart	Acting Chief Hydrographic Survey Technician	09/30/2021	SWART.SIMON.EDWARD.1543761962  Digitally signed by SWART.SIMON.EDWARD.1543761962 Date: 2021.09.30 18:50:23 -07'00'
HAST Brent Humphries	Sheet Manager	09/30/2021	HUMPHRIES.BRENT.CROSSLEY.97116807  Digitally signed by HUMPHRIES.BRENT.CROSSLEY.97116807 Date: 2021.09.30 18:51:11 -07'00'

F. Table of Acronyms

Acronym	Definition
AHB	Atlantic Hydrographic Branch
AST	Assistant Survey Technician
ATON	Aid to Navigation
AWOIS	Automated Wreck and Obstruction Information System
BAG	Bathymetric Attributed Grid
BASE	Bathymetry Associated with Statistical Error
CO	Commanding Officer
CO-OPS	Center for Operational Products and Services
CORS	Continuously Operating Reference Station
CTD	Conductivity Temperature Depth
CEF	Chart Evaluation File
CSF	Composite Source File
CST	Chief Survey Technician
CUBE	Combined Uncertainty and Bathymetry Estimator
DAPR	Data Acquisition and Processing Report
DGPS	Differential Global Positioning System
DP	Detached Position
DR	Descriptive Report
DTON	Danger to Navigation
ENC	Electronic Navigational Chart
ERS	Ellipsoidal Referenced Survey
ERTDM	Ellipsoidally Referenced Tidal Datum Model
ERZT	Ellipsoidally Referenced Zoned Tides
FFF	Final Feature File
FOO	Field Operations Officer
FPM	Field Procedures Manual
GAMS	GPS Azimuth Measurement Subsystem
GC	Geographic Cell
GPS	Global Positioning System
HIPS	Hydrographic Information Processing System
HSD	Hydrographic Surveys Division

Acronym	Definition
HSSD	Hydrographic Survey Specifications and Deliverables
HSTB	Hydrographic Systems Technology Branch
HSX	Hypack Hysweep File Format
HTD	Hydrographic Surveys Technical Directive
HVCR	Horizontal and Vertical Control Report
HVF	HIPS Vessel File
IHO	International Hydrographic Organization
IMU	Inertial Motion Unit
ITRF	International Terrestrial Reference Frame
LNM	Linear Nautical Miles
MBAB	Multibeam Echosounder Acoustic Backscatter
MCD	Marine Chart Division
MHW	Mean High Water
MLLW	Mean Lower Low Water
NAD 83	North American Datum of 1983
NALL	Navigable Area Limit Line
NTM	Notice to Mariners
NMEA	National Marine Electronics Association
NOAA	National Oceanic and Atmospheric Administration
NOS	National Ocean Service
NRT	Navigation Response Team
NSD	Navigation Services Division
OCS	Office of Coast Survey
OMAO	Office of Marine and Aviation Operations (NOAA)
OPS	Operations Branch
MBES	Multibeam Echosounder
NWLON	National Water Level Observation Network
PDBS	Phase Differencing Bathymetric Sonar
PHB	Pacific Hydrographic Branch
POS/MV	Position and Orientation System for Marine Vessels
PPK	Post Processed Kinematic
PPP	Precise Point Positioning
PPS	Pulse per second

Acronym	Definition
PRF	Project Reference File
PS	Physical Scientist
RNC	Raster Navigational Chart
RTK	Real Time Kinematic
RTX	Real Time Extended
SBES	Singlebeam Echosounder
SBET	Smooth Best Estimate and Trajectory
SNM	Square Nautical Miles
SSS	Side Scan Sonar
SSSAB	Side Scan Sonar Acoustic Backscatter
ST	Survey Technician
SVP	Sound Velocity Profiler
TCARI	Tidal Constituent And Residual Interpolation
TPU	Total Propagated Uncertainty
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
UTM	Universal Transverse Mercator
XO	Executive Officer
ZDF	Zone Definition File