

H13678

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

**DESCRIPTIVE REPORT**

Type of Survey: Navigable Area

Registry Number: H13678

**LOCALITY**

State(s): Louisiana

General Locality: Approaches to Calcasieu

Sub-locality: 10 NM SW of Lower Mud Lake Expansion

**2022**

CHIEF OF PARTY  
Jonathan L. Dasler, PE, PLS, CH

LIBRARY & ARCHIVES

Date:

**HYDROGRAPHIC TITLE SHEET**

**H13678**

**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): **Louisiana**

General Locality: **Approaches to Calcasieu**

Sub-Locality: **10 NM SW of Lower Mud Lake Expansion**

Scale: **20000**

Dates of Survey: **10/15/2022 to 12/04/2022**

Instructions Dated: **08/11/2022**

Project Number: **OPR-K356-KR-22**

Field Unit: **David Evans and Associates, Inc.**

Chief of Party: **Jonathan L. Dasler, PE, PLS, CH**

Soundings by: **Multibeam Echo Sounder**

Imagery by: **Multibeam Echo Sounder Backscatter Side Scan Sonar**

Verification by: **Atlantic 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 15N, MLLW. All references to other horizontal or vertical datums in this report are applicable to the processed hydrographic data provided by the field unit.*

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## Descriptive Report to Accompany Survey H13678

Project: OPR-K356-KR-22

Locality: Approaches to Calcasieu

Sublocality: 10 NM SW of Lower Mud Lake Expansion

Scale: 1:20000

October 2022 - December 2022

**David Evans and Associates, Inc.**

Chief of Party: Jonathan L. Dasler, PE, PLS, CH

### A. Area Surveyed

David Evans and Associates, Inc. (DEA) conducted a hydrographic survey of the assigned area in the vicinity of Calcasieu Pass and Cameron, LA. Survey H13678 was conducted in accordance with the Statement of Work and Hydrographic Survey Project Instructions dated August 11, 2022.

The Hydrographic Survey Project Instructions reference the National Ocean Service (NOS) Hydrographic Survey Specifications and Deliverables Manual (HSSD) (March 2022) as the technical requirements for this project.

#### A.1 Survey Limits

Data were acquired within the following survey limits:

Northwest Limit	Southeast Limit
29° 38' 2.4" N 93° 10' 18.78" W	29° 28' 53.78" N 92° 52' 0.66" W

*Table 1: Survey Limits*

Survey limits were surveyed in accordance with the requirements in the Project Instructions and the HSSD. The assigned survey areas are outlined in Figure 1.

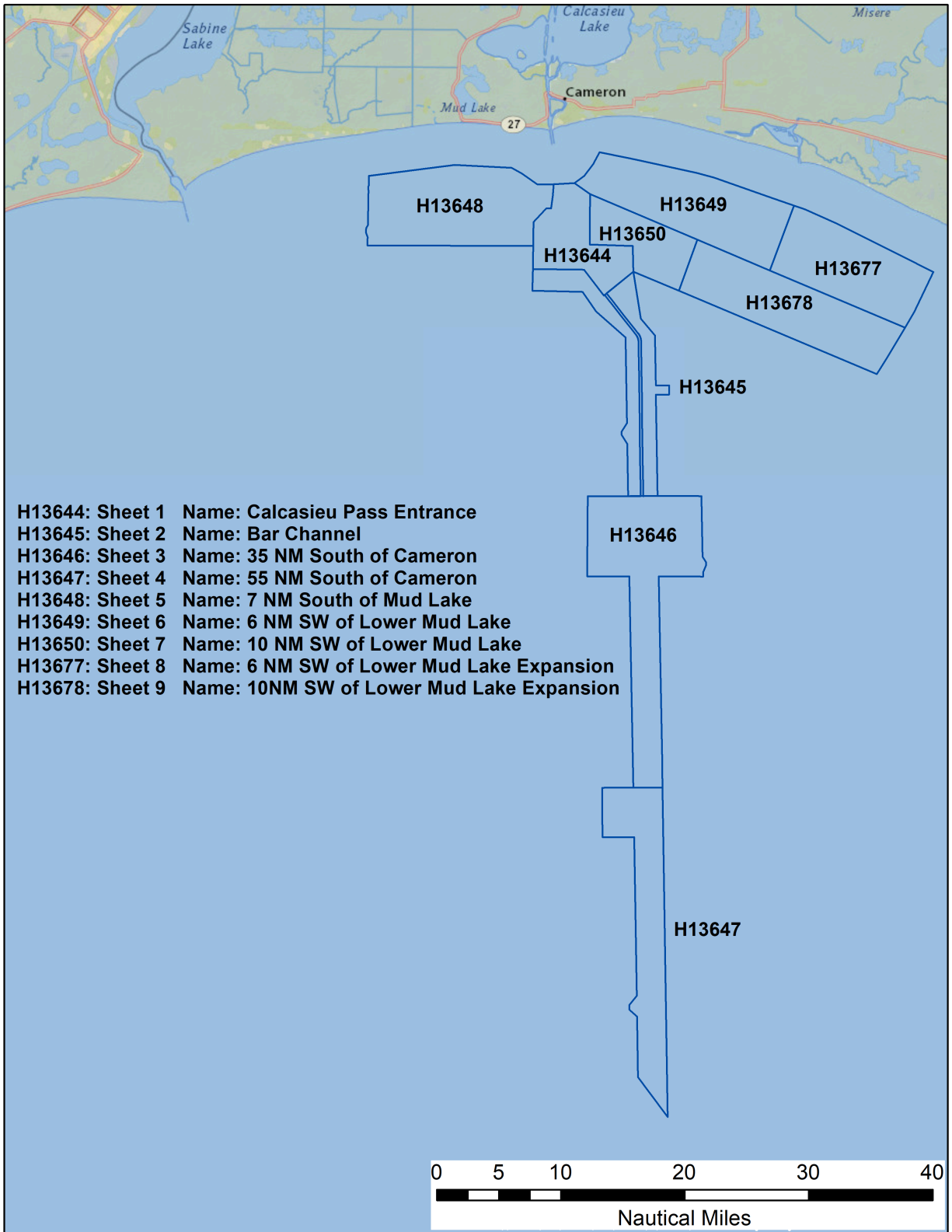


Figure 1: OPR-K356-KR-22 Assigned Survey Areas

## A.2 Survey Purpose

The purpose of this survey, defined in the Project Instructions, is as follows: "Since 2020, the Louisiana Coast has been hit by six hurricanes and two named tropical storms, several of which caused serious damage to the Port of Lake Charles. The Port of Lake Charles is ranked in the top 15 US ports based on annual cargo Tonnage. This cargo includes petroleum products, rice, flour, other food products, as well as a variety of bulk cargoes utilized in manufacturing (1). The proposed survey area was identified in NOAA's Hydrographic Health Model as an area of significant need, and correspondence with the Lake Charles Pilot's Association revealed a critical need for updated hydrographic data and charting products in the approaches and anchorages to the Port of Lake Charles.

In addition to undiscovered hazards to navigation from hurricanes that still may exist in the survey area, new LNG terminals are proposed for the Port of Lake Charles which will benefit from updated charts of the channels and surrounding waters.

This survey will provide contemporary data to update National Ocean Service (NOS) nautical charting products and services, improving the safety of maritime traffic and services available to the Port of Lake Charles by reducing the current risk that is present due to outdated bathymetry. Survey data from this project is intended to supersede all prior survey data in the common area."

(1) <https://www.bts.gov/content/tonnage-top-50-us-water-ports-ranked-total-tons>

## A.3 Survey Quality

The entire survey is adequate to supersede previous data.

## 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	Acquire backscatter data during all multibeam data acquisition (refer to HSSD Section 6.2).
All waters in survey area	Complete Coverage (refer to HSSD Section 5.2.2.3).

*Table 2: Survey Coverage*

Complete Coverage using 100% side scan sonar (SSS) coverage was collected concurrently with multibeam echosounder (MBES) data over the entire survey area. Backscatter was logged during all multibeam acquisition. This coverage type follows Option B of the Complete Coverage requirement specified in Section 5.2.2.3 of the 2022 HSSD. In all cases, the inshore limit of hydrography was the Navigable Area Limit

Line (NALL) as defined in Section 1.3.2 of the HSSD; however, for this survey, the inshore limit was not encountered.

There is one data holiday where complete coverage was not obtained directly beneath or in the vicinity of baring platforms.

Survey coverage for feature disprovals followed disapproval radii as depicted in the Project Reference File (PRF).

For Sheet H13678, the contracted LNM were surveyed prior to covering the full extents of the sheet. Figure 2 shows the H13678 survey outline in relation to the assigned survey area.



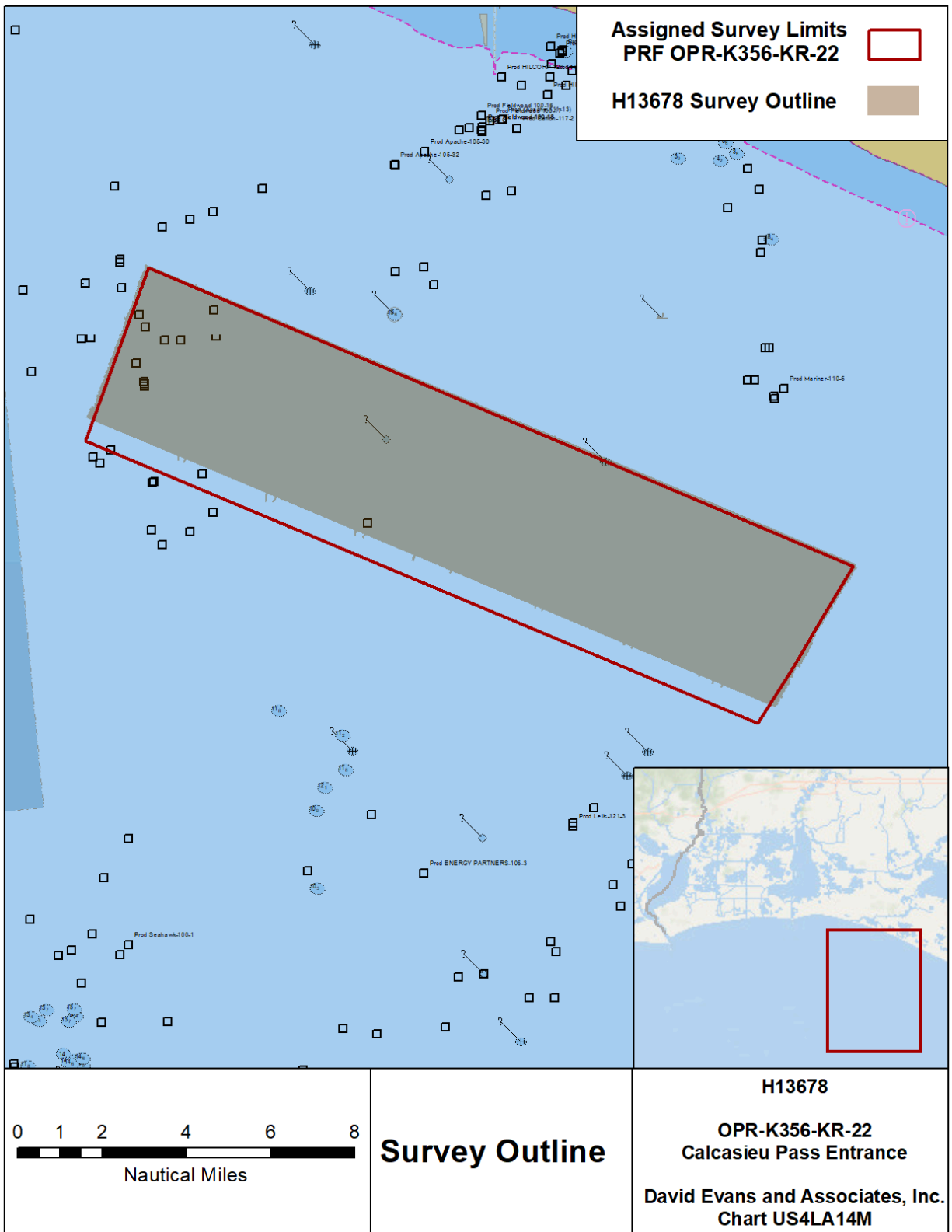


Figure 2: H13678 Survey Outline

## A.6 Survey Statistics

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

	<b>HULL ID</b>	<i>S/V Blake</i>	<i>Total</i>
<b>LNM</b>	<b>SBES Mainscheme</b>	0.0	0.0
	<b>MBES Mainscheme</b>	14.63	14.63
	<b>Lidar Mainscheme</b>	0.0	0.0
	<b>SSS Mainscheme</b>	0.0	0.0
	<b>SBES/SSS Mainscheme</b>	0.0	0.0
	<b>MBES/SSS Mainscheme</b>	1276.58	1276.58
	<b>SBES/MBES Crosslines</b>	57.04	57.04
	<b>Lidar Crosslines</b>	0.0	0.0
<b>Number of Bottom Samples</b>			2
<b>Number Maritime Boundary Points Investigated</b>			0
<b>Number of DPs</b>			0
<b>Number of Items Investigated by Dive Ops</b>			0
<b>Total SNM</b>			53.09

*Table 3: Hydrographic Survey Statistics*

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

<b>Survey Dates</b>	<b>Day of the Year</b>
10/15/2022	288
10/16/2022	289
10/17/2022	290
10/19/2022	292
10/20/2022	293
11/07/2022	311
11/08/2022	312
11/09/2022	313
11/10/2022	314
11/11/2022	315
12/03/2022	337
12/04/2022	338

*Table 4: Dates of Hydrography*

## **B. Data Acquisition and Processing**

### **B.1 Equipment and Vessels**

The OPR-K356-KR-22 Data Acquisition and Processing Report (DAPR), submitted with survey H13644, details equipment and vessel information as well as data acquisition and processing procedures. There were no vessel or equipment configurations used during data acquisition that deviated from those described in the DAPR.

The S/V Blake is an 82-foot aluminum catamaran with a 27-foot beam and a draft of 4.5 feet (Figure 3).

#### **B.1.1 Vessels**

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

<b>Hull ID</b>	<i>S/V Blake</i>
<b>LOA</b>	82.0 feet
<b>Draft</b>	4.5 feet

*Table 5: Vessels Used*



*Figure 3: S/V Blake*

## B.1.2 Equipment

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

<b>Manufacturer</b>	<b>Model</b>	<b>Type</b>
Teledyne RESON	SeaBat T50-R	MBES
EdgeTech	4200	SSS
Applanix	POS MV 320 v5	Positioning and Attitude System
AML Oceanographic	MicroX SV	Sound Speed System
AML Oceanographic	MVP30-350	Sound Speed System
AML Oceanographic	SmartX	Sound Speed System

*Table 6: Major Systems Used*

## B.2 Quality Control

### B.2.1 Crosslines

Multibeam crosslines were run across 4.42% of the entire survey area to provide a varied spatial and temporal distribution for analysis of internal consistency within the survey data.

Crossline analysis was performed using the CARIS Hydrographic Information Processing System (HIPS) Quality Control (QC) Report tool, which compares crossline data to a gridded surface and reports results by beam number. Crosslines were compared to a 1-meter Combined Uncertainty and Bathymetry Estimator (CUBE) surface encompassing mainscheme, fill, and investigation data for the entire survey area.

DEA performed an additional crossline analysis using the NOAA Pydro Compare Grids tool to analyze the differences between gridded mainscheme depths and gridded crossline depths. Input grids were 1-meter resolution CUBE surfaces of mainscheme and crossline depths. Results from the crossline-to-mainscheme difference analysis are depicted in Figure 4, with units represented in meters.

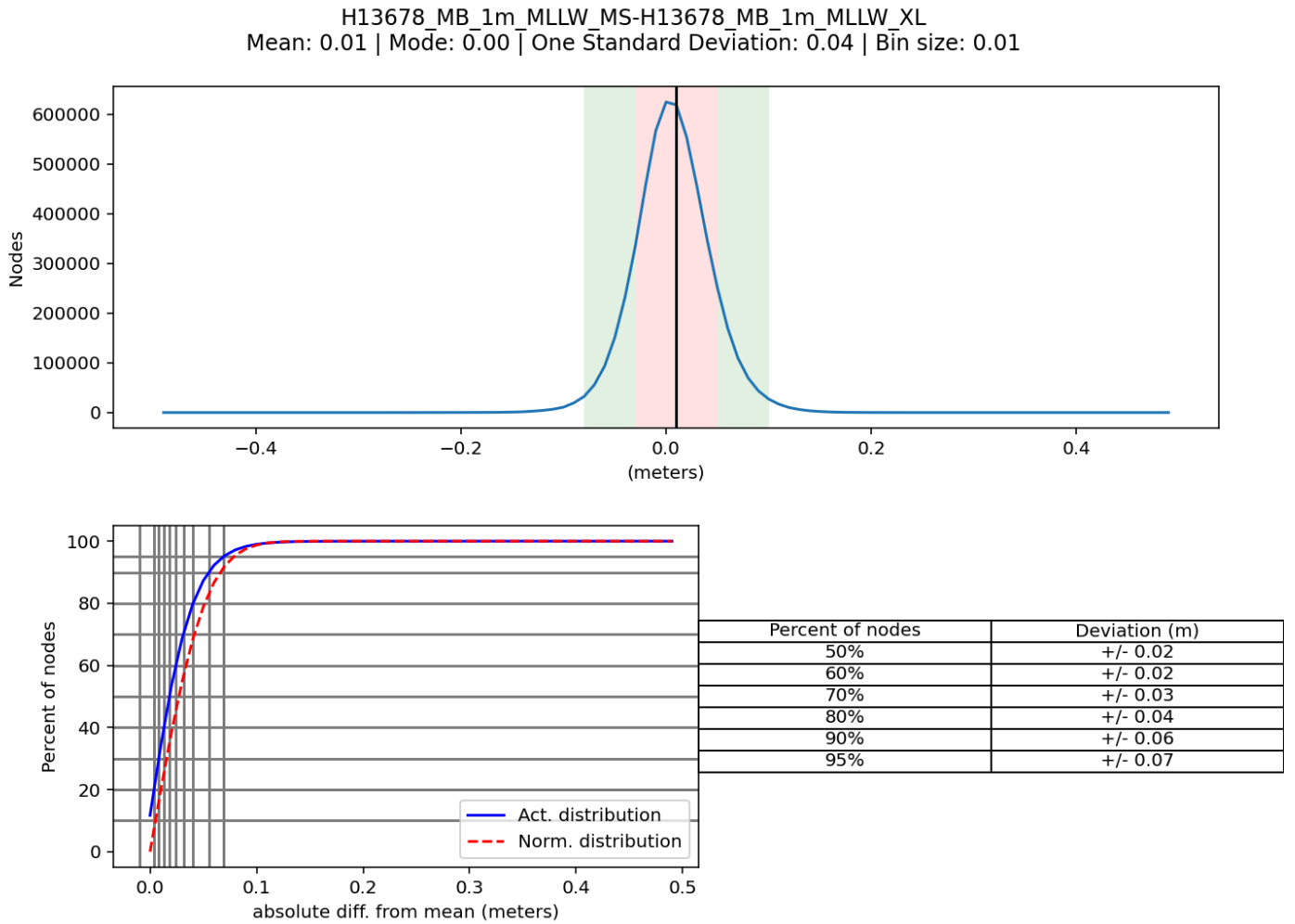


Figure 4: H13678 Crossline Difference

### B.2.2 Uncertainty

The following survey specific parameters were used for this survey:

Method	Measured	Zoning
ERS via VDATUM	0.05 meters	0.12 meters

Table 7: Survey Specific Tide TPU Values.

<b>Hull ID</b>	<b>Measured - CTD</b>	<b>Measured - MVP</b>	<b>Measured - XBT</b>	<b>Surface</b>
S/V Blake	n/a meters/second	1.0 meters/second	n/a meters/second	0.5 meters/second

*Table 8: Survey Specific Sound Speed TPU Values.*

Additional discussion of these parameters is included in the DAPR. The S/V Blake used an AML MVP30-350 with integrated Micro SVP&T to acquire sound speed measurements. The measurement uncertainty for these sensors is listed in the Moving Vessel Profiler (MVP) column in Table 8.

During surface finalization in HIPS, the "Uncertainty" option was selected, where uncertainty values from the source surface are applied to the finalized surface uncertainty. This method, which incorporates grid uncertainties computed during the TPU process, was deemed to better reflect actual grid uncertainty when compared to the option to use standard deviation values scaled to 95% confidence interval.

To determine if the surface grid nodes met the International Hydrographic Organization (IHO) Order 1a specification, a ratio of the final node uncertainty to the allowable uncertainty at that depth was established. As a percentage, this value represents the amount of error budget utilized by the Total Vertical Uncertainty (TVU) at each node. Values greater than 100% indicate nodes exceeding the allowable IHO uncertainty. The resulting calculated TVU values of all nodes in the submitted finalized surface are shown in Figure 5.

### Uncertainty Standards - NOAA HSSD

Grid source: H13678\_MB\_1m\_MLLW\_Final

100% pass (146,665,284 of 146,665,284 nodes), min=0.45, mode=0.46, max=0.55

Percentiles: 2.5%=0.46, Q1=0.46, median=0.47, Q3=0.48, 97.5%=0.50

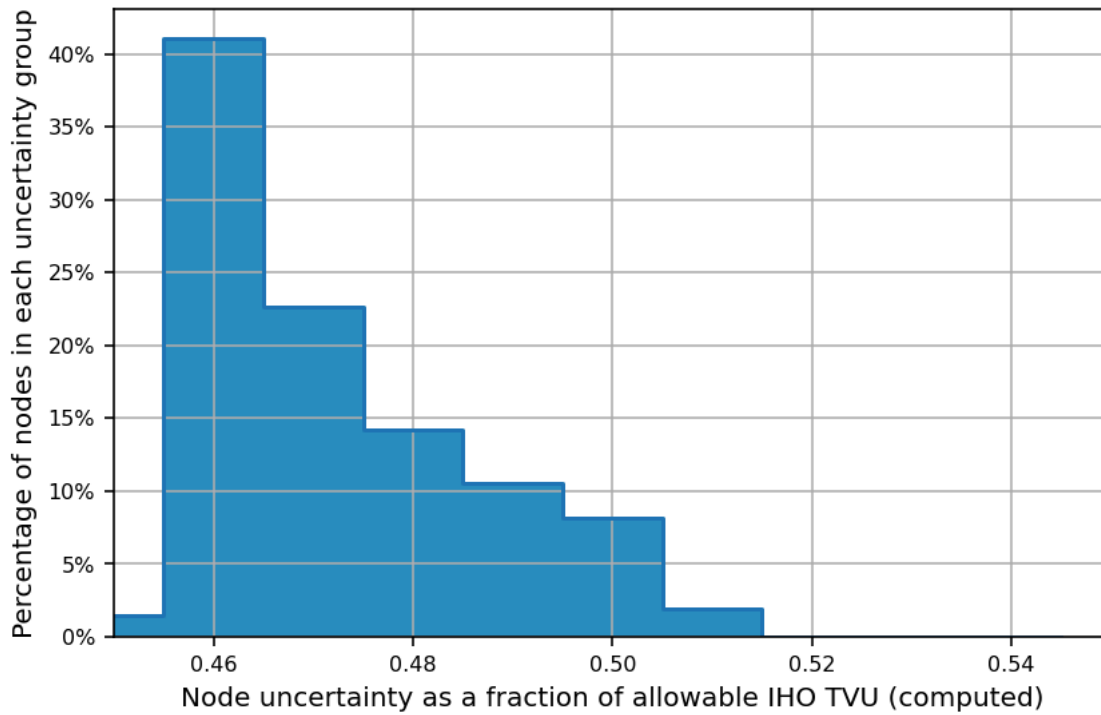


Figure 5: Node TVU Statistics - 1 meter, Finalized

### B.2.3 Junctions

Survey H13678 junctions with current surveys H13649, H13650, and H13677, and prior survey H13319. Figure 6 depicts H13678 and the junctioning surveys.



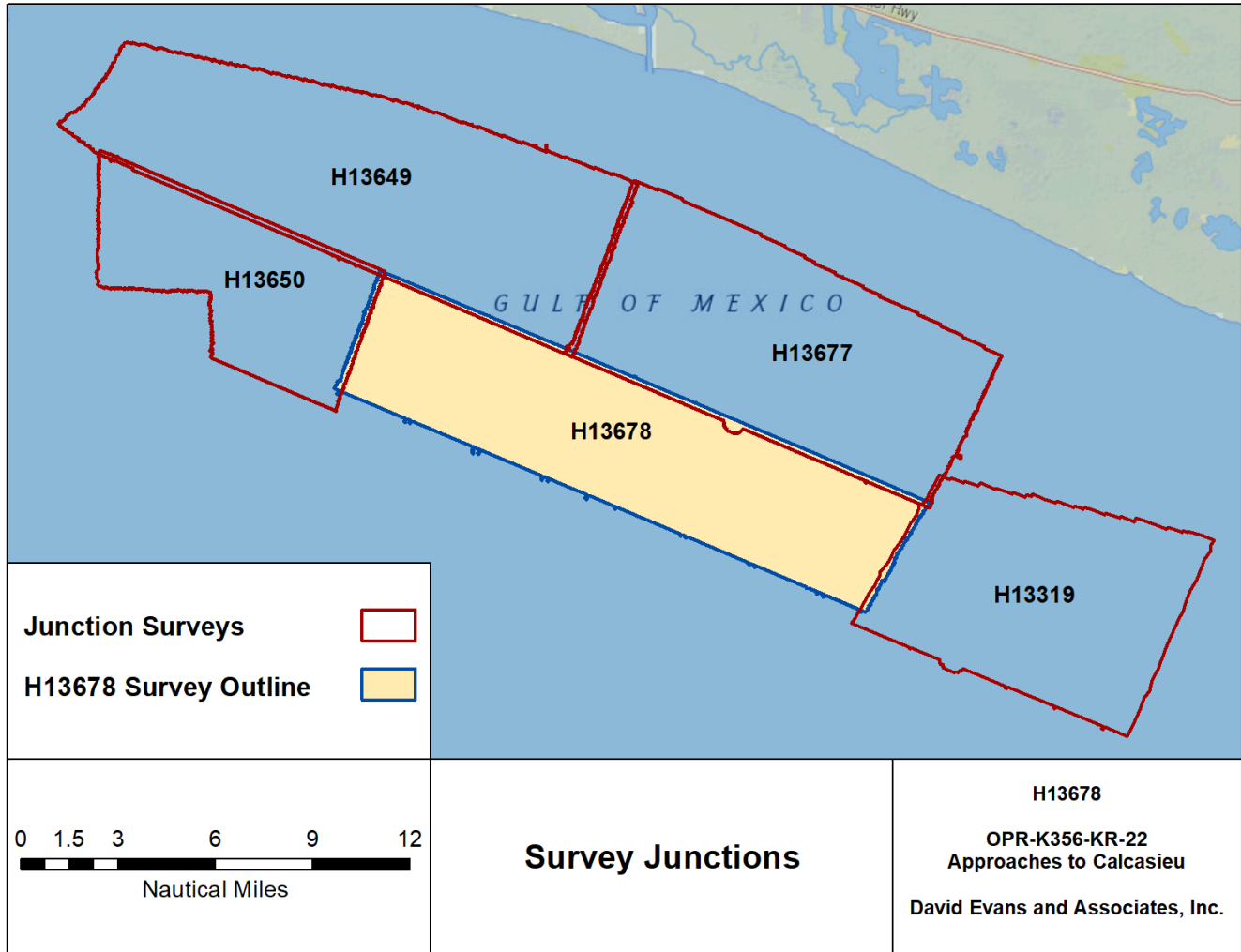


Figure 6: Survey Junctions with Registry Number H13678

The following junctions were made with this survey:

Registry Number	Scale	Year	Field Unit	Relative Location
H13649	1:20000	2022	David Evans and Associates, Inc.	NW
H13650	1:20000	2022	David Evans and Associates, Inc.	W
H13677	1:20000	2022	David Evans and Associates, Inc.	N
H13319	1:40000	2019	OSI	E

Table 9: Junctioning Surveys

H13649

The mean difference between H13678 and H13649 is 3 centimeters (H13678 deeper than H13649), shown in Figure 7.

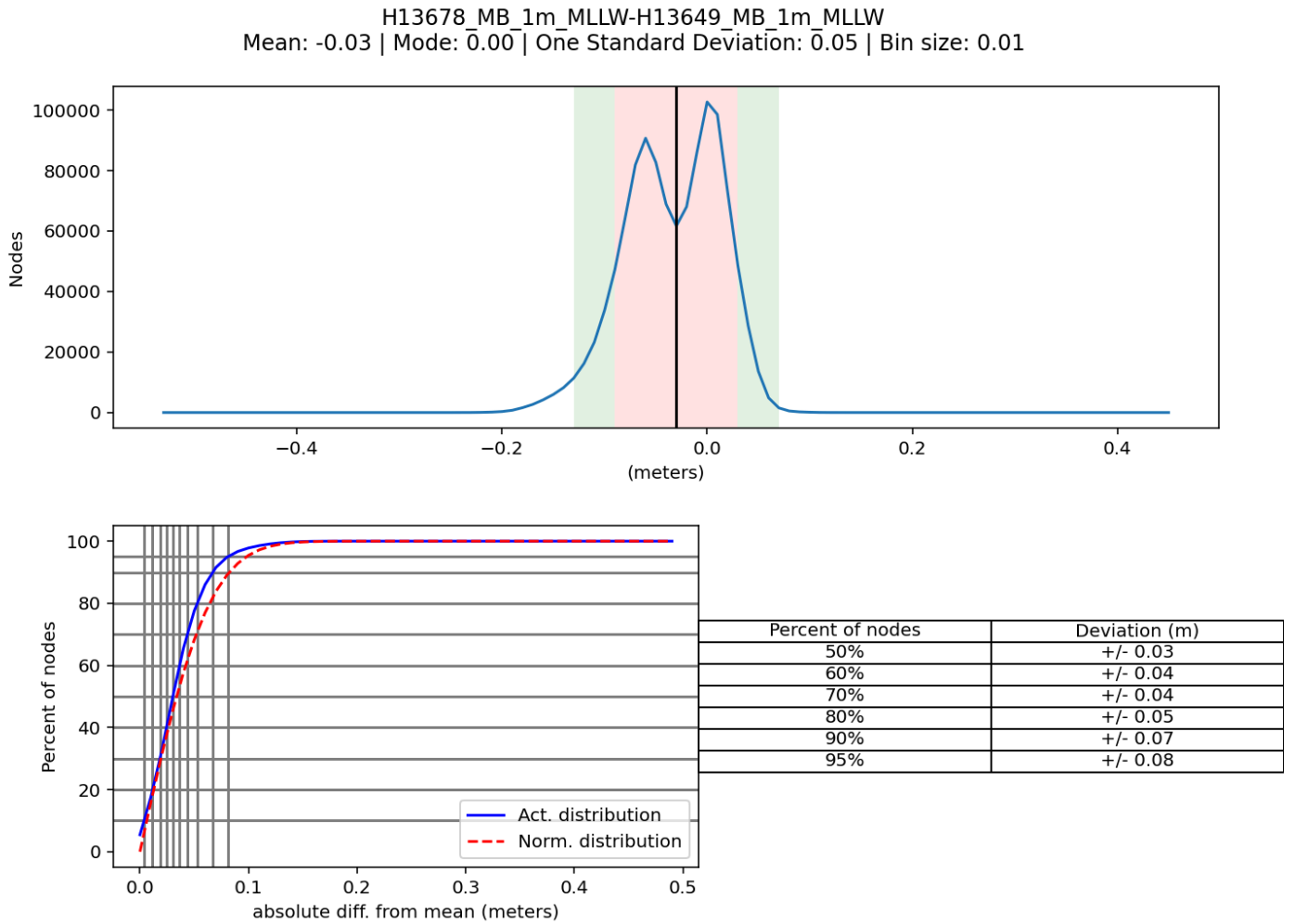


Figure 7: Distribution Summary Plot of Survey H13678 1-meter vs. H13649 1-meter

H13650

The mean difference between H13678 and H13650 is 0 centimeters, shown in Figure 8.

H13678\_MB\_1m\_MLLW-H13650\_MB\_1m\_MLLW  
 Mean: -0.00 | Mode: -0.02 | One Standard Deviation: 0.04 | Bin size: 0.01

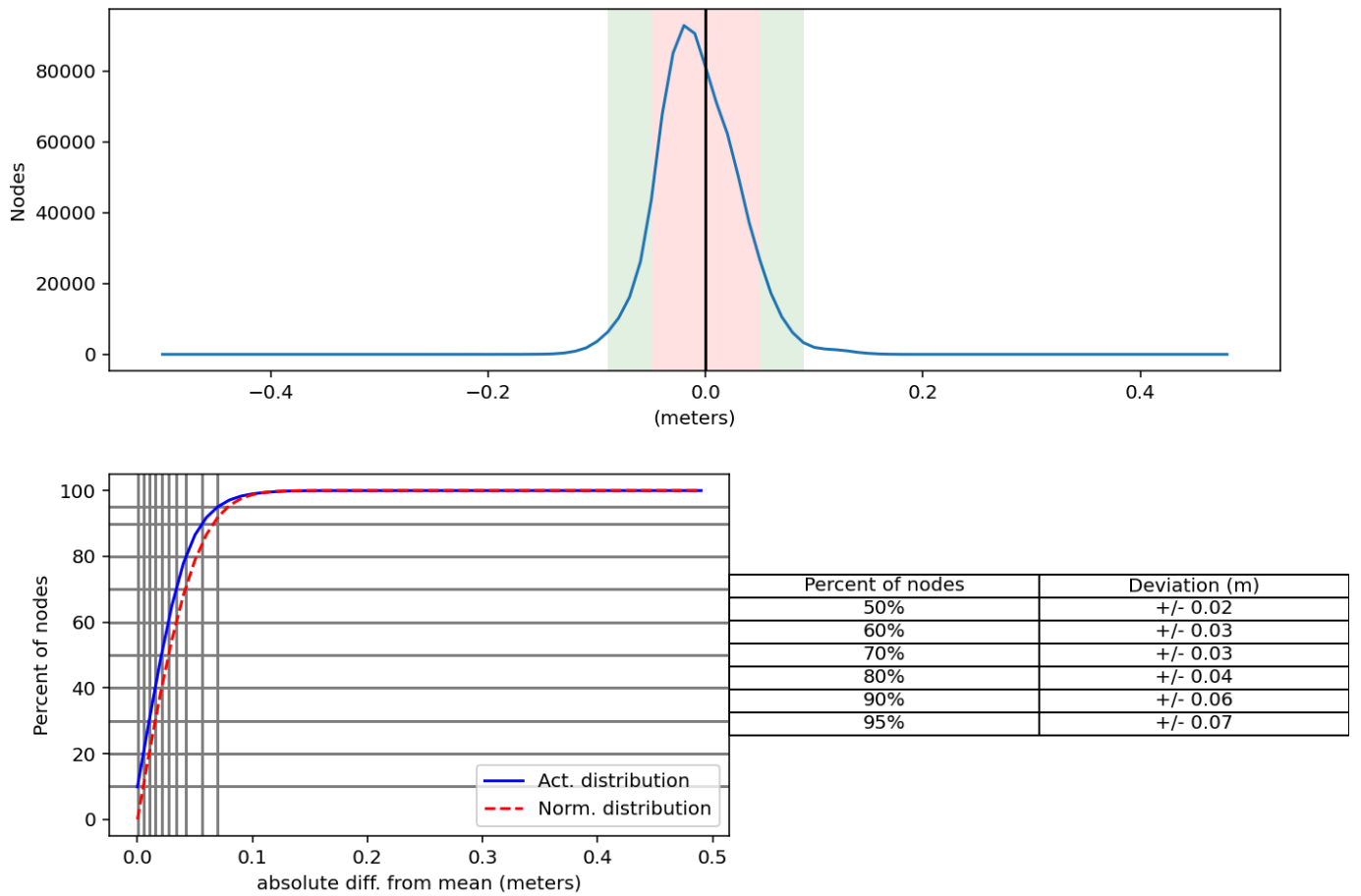


Figure 8: Distribution Summary Plot of Survey H13678 1-meter vs. H13650 1-meter

H13677

The mean difference between H13678 and H13677 is 0 centimeters, shown in Figure 9.

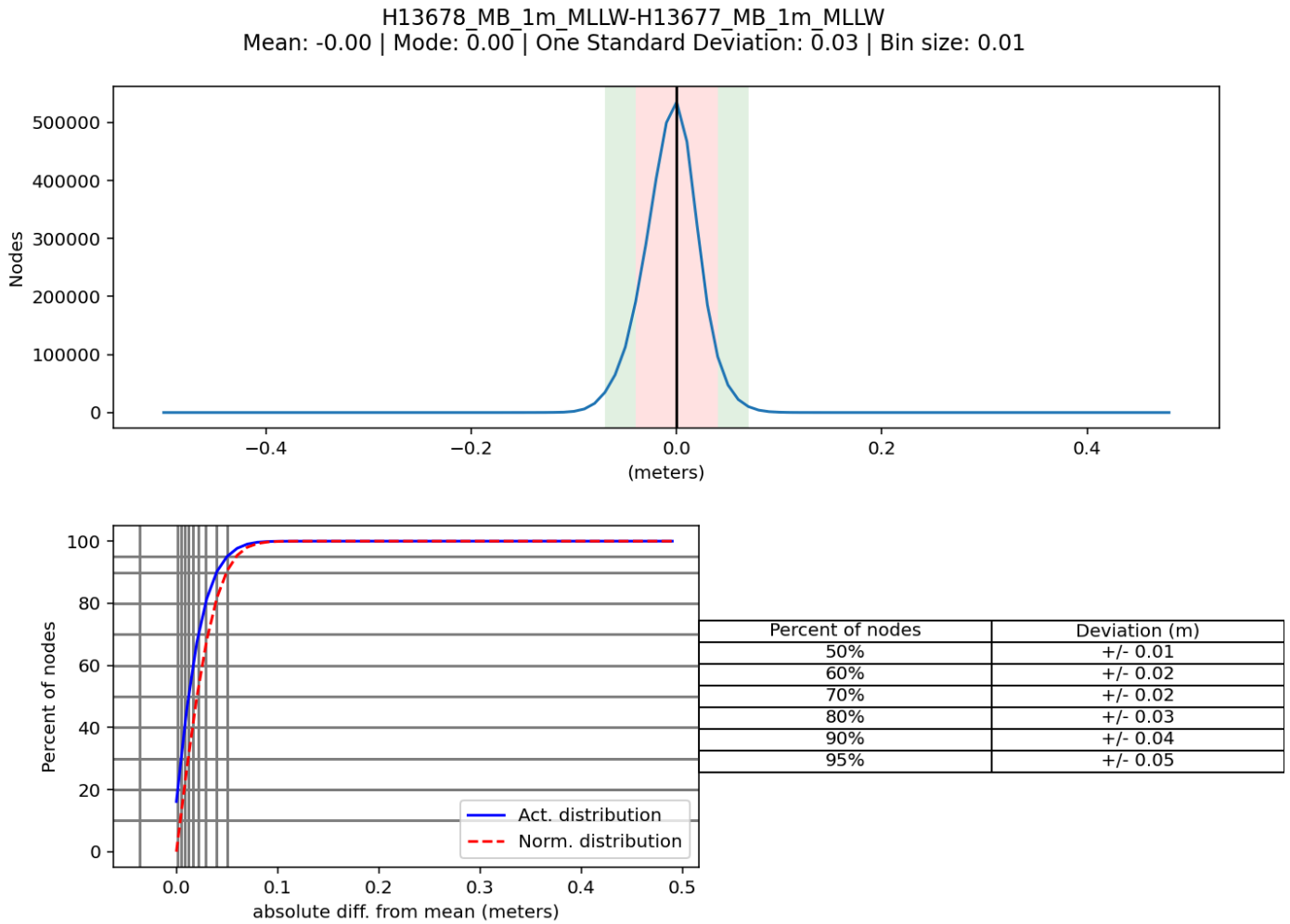


Figure 9: Distribution Summary Plot of Survey H13678 1-meter vs. H13677 1-meter

H13319

The mean difference between H13678 and H13319 is 10 centimeters (H13678 deeper than H13319), shown in Figure 10. Most of the differences can be attributed to differences in tide correction methods for these surveys. While both surveys were corrected using modern ERS methods, prior survey H13319 used a MLLW separation model based on GEOID12 while survey H13678 used a separation model based on GEOID09. To evaluate the differences between the two separation models, a separation model for survey H13319 was reconstructed by creating a difference surface between the survey’s MLLW referenced and ellipsoid referenced bathymetric grids which are published on NOAA’s National Centers for Environmental Information (NCEI) website. The mean difference between the two separation models over the area of junction overlap is 8 centimeters which accounts for the majority of the depth differences observed between the two surveys. Applying the separation model used to correct survey H13678 to the prior survey would result in deeper prior depths and reduce the overall junction discrepancy to 2 centimeters. The separation model used for project OPR-K365-KR-22 was revised by NOAA during the survey to reference GEOID09

to better match the NOAA water level station Calcasieu Pass, LA (8768094). Further discussion on this issue can be found in Section C.9 of the DAPR and Appendix II of this report.

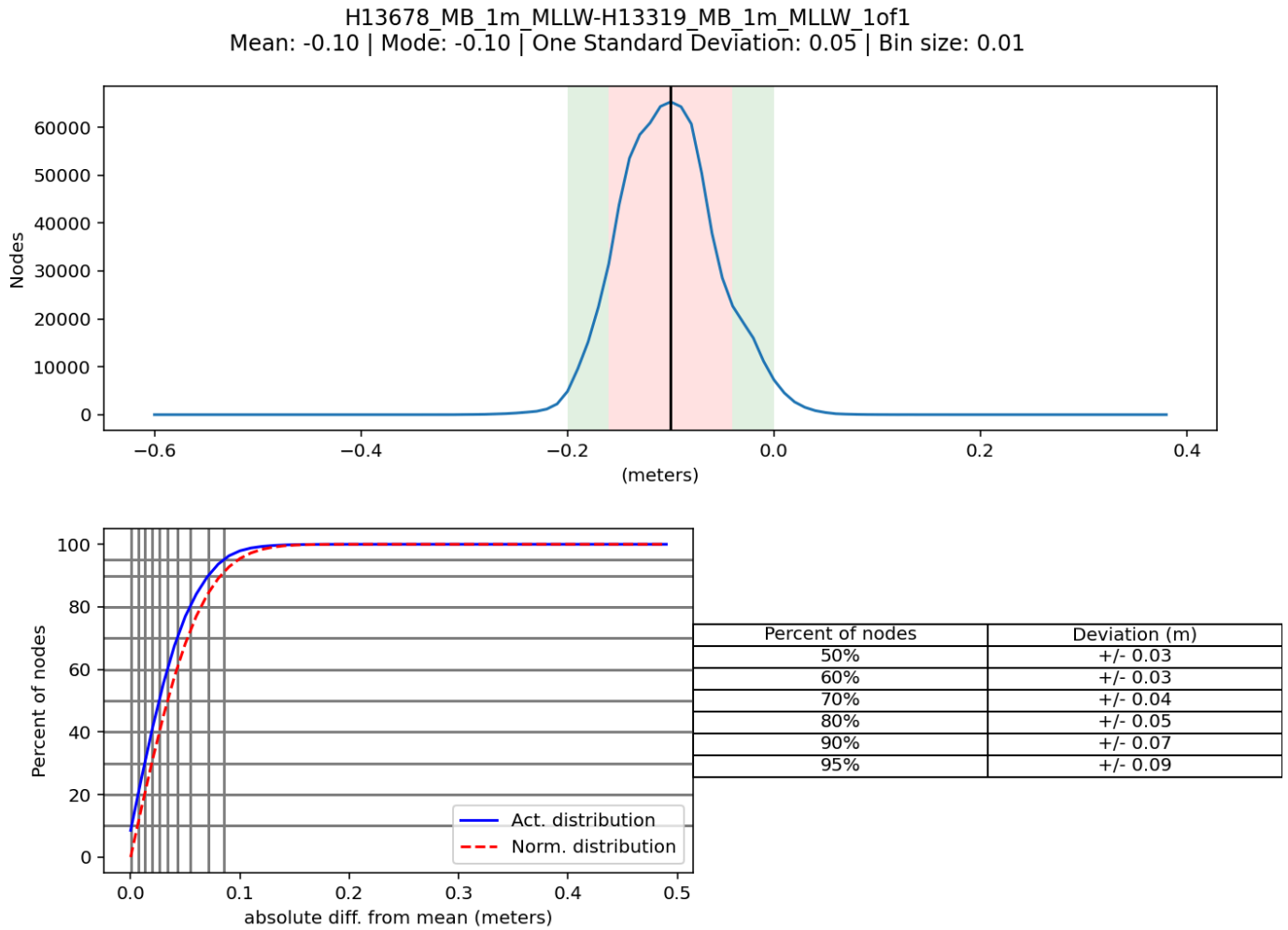


Figure 10: Distribution Summary Plot of Survey H13678 1-meter vs. H13319 1-meter

### B.2.4 Sonar QC Checks

Quality control is discussed in detail in Section B of the DAPR.

Multibeam data were reviewed at multiple levels of data processing, including CARIS HIPS conversion, subset editing, and analysis of anomalies revealed in CUBE surfaces.

Side scan data were reviewed at multiple levels of data processing, including during the initial SonarWiz import and preliminary stages of bottom-tracking, navigation review, and contact identification. Data were also reviewed during the final stages of mosaic generation, data coverage and quality assessment, and contact correlation and attribution.

### **B.2.5 Equipment Effectiveness**

#### Sea Grass on MVP Towfish

During H13678 survey operations, floating sea grass would frequently catch on the MVP towfish causing the fish to fly slightly lower in the water column and affect sensor readings. The additional weight of the sea grass also caused stress to the cable, leading to re-terminations of the towfish and impacting efficiency of survey due to downtime for equipment repairs. The towfish would be brought onboard and cleared of sea grass while underway. Any sound speed casts that were unable to complete a full measurement of the water column, or were otherwise affected, were rejected. This issue did not impact the accuracy or quality of the sounding data.

### **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: Approximately 20-minute intervals

For H13678 survey operations, casts were distributed both temporally and spatially based on observed changes in sound speed profiles. Sound speed readings were applied in CARIS HIPS using the "nearest in distance within time" option with a two-hour interval.

All sound speed profiles were acquired within 500 meters of the survey limits.

During survey operations on November 7, 2022 (DN311) the AML Oceanographic SmartX was used as the primary sound speed profiler after the loss of the MVP towfish. The SmartX probe was also used on November 8, 2022 (DN312) and November 9, 2022 (DN313) in addition to the MVP towfish, as the latter was recovered and re-integrated into normal survey operations.

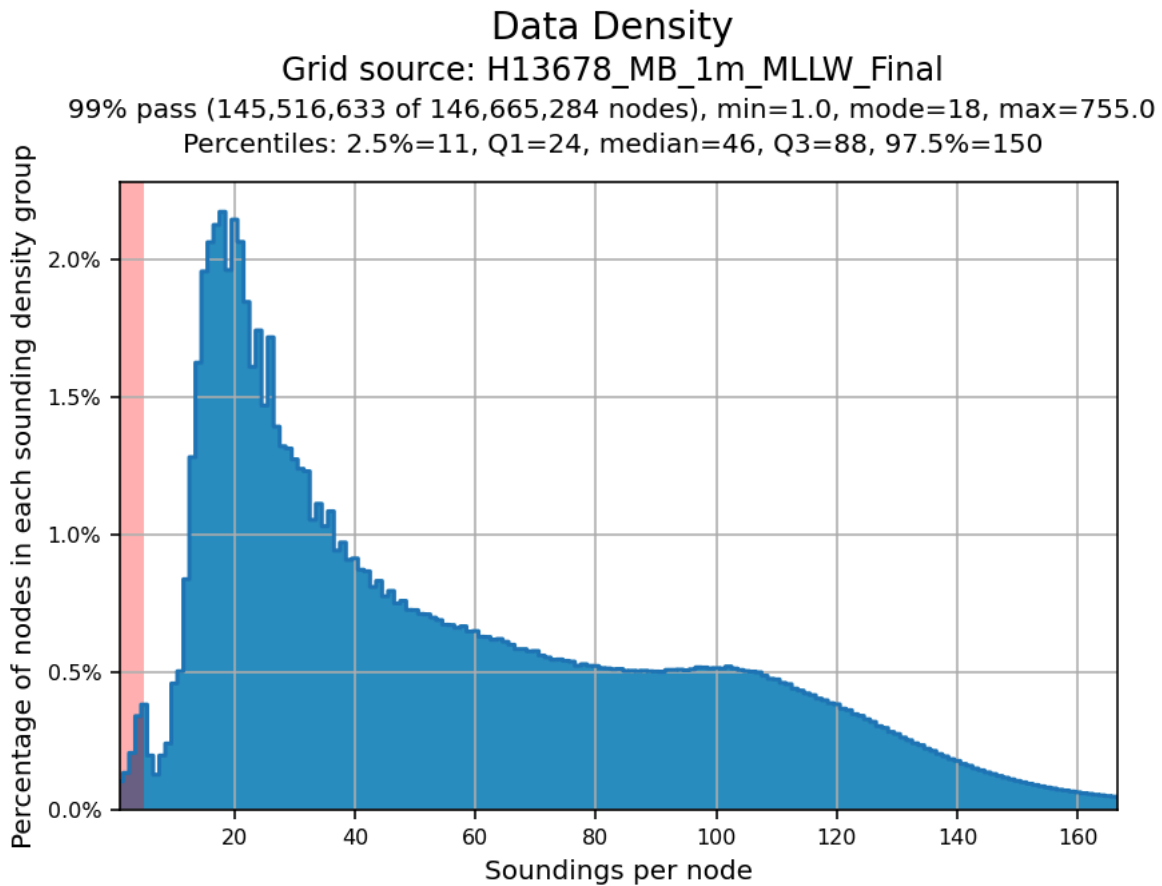
### **B.2.8 Coverage Equipment and Methods**

Survey speeds were maintained to meet or exceed along-track sounding density requirements and side scan sonar ensonification requirements.

Multibeam data and side scan mosaics were thoroughly reviewed for holidays and areas of poor-quality coverage due to biomass, vessel wakes, or other factors. Significant side scan sonar contacts were developed with multibeam sonar to obtain a least depth, meeting the survey's coverage requirements. Survey coverage for feature disprovals was acquired inside disapproval radii to meet the coverage requirement for the area. Additional discussion of coverage methods can be found in the DAPR.

### **B.2.9 Density**

The sounding density requirement of 95% of all nodes, populated with at least five soundings per node, was verified by analyzing the density layer of the finalized surface. Surface results are stated in Figure 11.



*Figure 11: Node Density Statistics - 1 meter, Finalized*

## **B.3 Echo Sounding Corrections**

### **B.3.1 Corrections to Echo Soundings**

Data reduction procedures for survey H13678 are detailed in the DAPR.

### **B.3.2 Calibrations**

All sounding systems were calibrated as detailed in the DAPR.



## B.4 Backscatter

Multibeam time series backscatter data (RESON 7058 normalized backscatter datagram) were logged in HYPACK 7K format and are included with the H13678 raw digital deliverables. Backscatter data were referenced to processed multibeam bathymetric data and processed in QPS FMGT. A 2-meter backscatter mosaic is included with the H13678 processed deliverables. For data management purposes, the names of multibeam crosslines have been appended with the suffix `_XL`. This change was made to HIPS files only. The original file names of raw data files (HYPACK HSX and 7K) have been retained. A GSF export containing the final bathymetry and backscatter with edits retains the original file names of the raw data files but with the postfix `"_merged."`

## B.5 Data Processing

### B.5.1 Primary Data Processing Software

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

<b>Manufacturer</b>	<b>Name</b>	<b>Version</b>
CARIS	HIPS/SIPS	11.4.13, GSF export only: 11.4.16 beta

*Table 10: Primary bathymetric data processing software*

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

<b>Manufacturer</b>	<b>Name</b>	<b>Version</b>
QPS	FMGT	7.10.1
Chesapeake Technology, Inc.	SonarWiz	7.09.05 Beta B (64-bit)

*Table 11: Primary imagery data processing software*

The following Feature Object Catalog was used: NOAA Profile Version 2022.

A detailed listing of all data processing software is included in the OPR-K356-KR-22 DAPR.

### 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
H13678_MB_1m_MLLW.csar	CARIS Raster Surface (CUBE)	1 meters	9.88 meters - 14.922 meters	NOAA_1m	Complete MBES
H13678_MB_1m_MLLW_Final.csar	Finalized CARIS Raster Surface (CUBE)	1 meters	3.527 meters - 14.922 meters	NOAA_1m	Complete MBES
H13678_MBAB_2m_BL_350kHz_1of1	MB Backscatter Mosaic	2 meters	0.0 meters - 0.0 meters	N/A	Complete MBES
H13678_SSSAB_1m_540kHz_1of1	SSS Mosaic	1 meters	0.0 meters - 0.0 meters	N/A	100% SSS

*Table 12: Submitted Surfaces*

Bathymetric grids were created relative to Mean Lower Low Water (MLLW) in CUBE format using Complete Coverage resolution requirements as specified in the HSSD. Grid resolution for the backscatter mosaic was determined by the HSSD frequency-dependent resolution requirement.

## C. Vertical and Horizontal Control

A summary of the horizontal and vertical control for survey H13678 follows.

## 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 VDATUM	OPR-K356_KR-22_VDatum +_NAD83(2011)-MLLW_Geoid09.csar

*Table 13: ERS method and SEP file*

## C.2 Horizontal Control

The horizontal datum for this project is North American Datum 1983 (2011).

The projection used for this project is Universal Transverse Mercator (UTM) Zone 15.

The following PPK methods were used for horizontal control:

- RTX

The separation model listed in Table 13 was provided with the Project Instructions and used for sounding correction within the assigned survey area. Real-time navigation for all MBES survey lines were overwritten with post-processed navigation solutions in SBET format. Additional discussion on post-processing methods and survey control is included in the DAPR.

## D. Results and Recommendations

### D.1 Chart Comparison

The chart comparison was performed by comparing H13678 survey depths to a digital surface generated from a Band 4 electronic navigational chart (ENC) covering the survey area. A 50-meter product surface was generated from a triangular irregular network (TIN) created from the ENC's soundings, depth contours, and depth features. An additional 50-meter HIPS product surface was generated from the 1-meter CUBE surface. The chart comparison was conducted by creating and reviewing a difference surface using the ENC surface and survey surface as inputs. The chart comparison also included a review of all assigned charted features within the survey area. The results of the comparison are detailed below.

The relevant chart used during the comparison was reviewed to check that all United States Coast Guard (USCG) Local Notice to Mariners issued during survey acquisition, and impacting the survey area, were applied and addressed by this survey.

The ENC used in the chart comparison is listed in Table 14. Figure 12 shows the magnitude of differences along the comparison area.

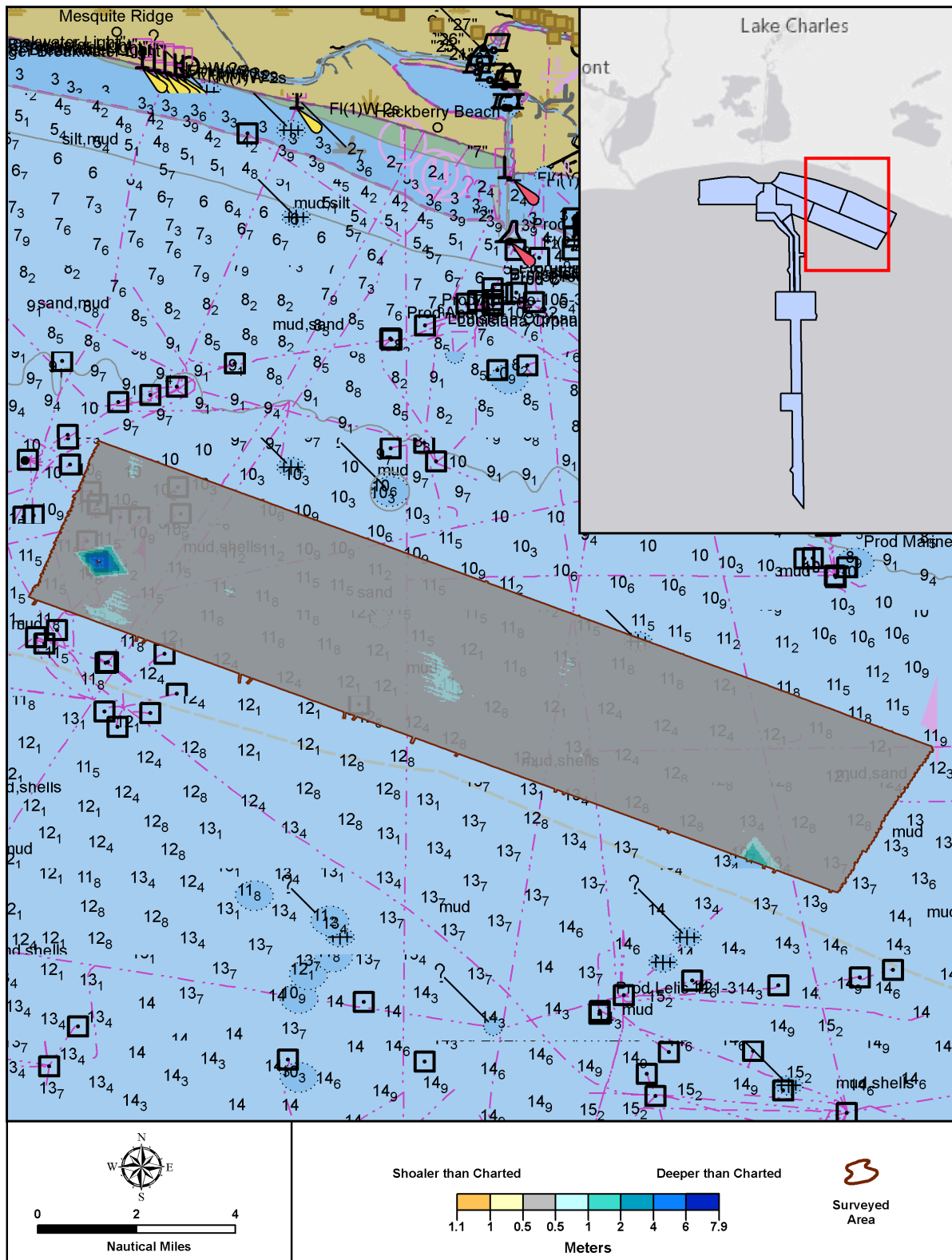


Figure 12: Depth Difference Between H13678 and US4LA14M

### 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
US4LA14M	1:80000	32	01/10/2022	01/24/2023

*Table 14: Largest Scale ENC's*

### D.1.2 Shoal and Hazardous Features

Two Danger to Navigation (Dton) reports were submitted for this survey

- H13678 Dton 02, submitted November 15, 2022, reported an uncharted obstruction within the survey area.
- H13678 Dton 03, submitted December 6, 2022, reported an uncharted wreck within the survey area.

The hydrographer recommends updating the charts to depict the Dtons as portrayed in the Final Feature File (FFF). All Dtons submitted for this survey appear to be exposed sections of pipeline which have also been reported to BSEE (see Section D.2.5 Submarine Features). The hydrographer recommends that NOAA follow up with BSEE to determine if corrective action has been taken to repair the exposure which could allow for the removal of the obstruction from the charts.

### D.1.3 Charted Features

All assigned features included in the project Composite Source File (CSF) have been addressed by the survey and are included in the FFF.

All disproved features have been included in the FFF with a description of "Delete." All new features have been included in the FFF with the surveyed feature depicted and a description of "New."

Contact heights included in the side scan contact .000 file have been sourced from the shadow height measurement obtained from SonarWiz. Due to the limitations in computing accurate heights from side scan shadow lengths, contact heights may not match heights from correlating contacts or feature heights measured from multibeam data included in the FFF. The height field for contacts created on baring features observed in side scan data have been intentionally left blank.

### D.1.4 Uncharted Features

All uncharted features are portrayed in the FFF as surveyed and attributed with the description of "New." Refer to the FFF for additional information.

**D.1.5 Channels**

No channels exist 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**

No Maritime Boundary Points were assigned for this survey.

**D.2.3 Bottom Samples**

Two bottom samples were acquired on December 4, 2022. The bottom sampling plan followed suggested sample locations included in the PRF.

**D.2.4 Overhead Features**

No overhead features exist for this survey.

**D.2.5 Submarine Features**

Assigned submerged pipelines that are within the survey area are included in the FFF. Seven sections of exposed pipeline were reported to the Bureau of Safety and Environmental Enforcement (BSEE) on January 20, 2023 and February 14, 2023. Correspondence related to this reporting is included in Appendix II.

**D.2.6 Platforms**

Charted platforms whose position was more than 40 meters (2mm at survey scale) from the surveyed position of the platform are included in the FFF with the description of "Delete". The surveyed positions of these platforms are included in the FFF with the description of "New". This process was approved by Hydrographic Surveys Division (HSD) and Atlantic Hydrographic Branch (AHB) staff. Correspondence related to this process is included in Appendix II.

**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 construction or dredging activities were observed during survey operations.

**D.2.10 New Survey Recommendations**

No new surveys or further investigations are recommended for this area.

**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 and Specifications 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.

Report Name	Report Date Sent
Data Acquisition and Processing Report	2022-11-18

Approver Name	Approver Title	Approval Date	Signature
Jonathan L. Dasler, PE, PLS, CH	NSPS-THSOA Certified Hydrographer, Chief of Party	04/14/2023	 Digitally signed by Jonathan L. Dasler, PE, PLS, CH Date: 2023.04.14 15:10:21 -07'00'
Jason Creech, CH	NSPS-THSOA Certified Hydrographer, Charting Manager / Project Manager	04/14/2023	 Digitally signed by Jason Creech, CH Date: 2023.04.14 15:10:44 -07'00'
James Guilford	NSPS-THSOA Certified Hydrographer Cat- A, Lead Hydrographer	04/14/2023	 Digitally signed by James Guilford Date: 2023.04.14 15:11:12 -07'00'
Jason Dorfman	Lead Hydrographer	04/14/2023	 Digitally signed by Jason Dorfman Date: 2023.04.14 15:12:23 -07'00'
Sam Werner	Data Processing Manager	04/14/2023	 Digitally signed by Sam Werner Date: 2023.04.14 15:13:38 -07'00'

## F. Table of Acronyms

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

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

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