

10114

Diagrams 1265-3 & 1266-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic
Field No. HFP-20-3-83
Office No. H-10114

LOCALITY

State Alabama
General Locality ... Gulf of Mexico
Locality West of Perdido Pass

1983-85

CHIEF OF PARTY
LCDR K.W. Perrin

LIBRARY & ARCHIVES

DATE July 21, 1986

☆U.S. GOV. PRINTING OFFICE: 1980-766-230

Area 3

Cuts

11382 80

11376 80/25

11360 456

11006 875

411 2/66

1378 NC

TO SIGN OFF SEE
"RECORD OF APPLICATION"

HYDROGRAPHIC TITLE SHEET

H-10114

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

FIELD NO.

HFP-20-3-83

State ALABAMAGeneral locality GULF OF MEXICOLocality WEST OF PERDIDO PASSScale 1:20,000Date of survey 1 SEPT. 1983 - 29 APR. 1985Instructions dated 13 JULY 1981 *Project No. OPR-J217-HSB-81Vessel NOAA LAUNCH 1257 (EDP 1257) & NOAA LAUNCH 0518 (EDP 0518)Chief of party LCDR R. W. JONES (until JAN. 1985), LCDR K. W. PERRIN (from JAN. 1985)Surveyed by HYDROGRAPHIC FIELD PARTY #1 - OIC- LT. C.B. Greenawalt & LTJG Phil KenulSoundings taken by echo sounder, hand lead, ~~PMK~~Graphic record scaled by PARTY PERSONNEL: PMK, CBG, GSL, GLM, GDH, MMO, DMB, TATGraphic record checked by PMK, CBGProtracted by -

Field Sheet

Automated plot by PDP8/e ComputerXYNETICS 1201 PLOTTER (AMC)Verification by ~~AMC HYDROGRAPHIC SURVEYS BRANCH~~J.B. WILSONSoundings in ~~XXXX~~ feet at ~~XXKW~~ MLLW

REMARKS: *Change No.1 -7/23/81

PMK - Philip Kenul

2 -10/26/81

CBG - Charles Greenawalt

3 -12/23/81

GSL - George Lloyd

4 - 2/10/82

GLM - Garry Merrill

5 - 3/2/82

GDH - Glen Hendrix

6 - 3/23/83

MMO - Maria Ortiz

DMB - Danny Bryant

TAT - Terri Taylor

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

SD 4-15-97STANDARDS CK'D 7-23-86120015/SURF ✓ 10/20/87 (1) SS ✓C. Lay

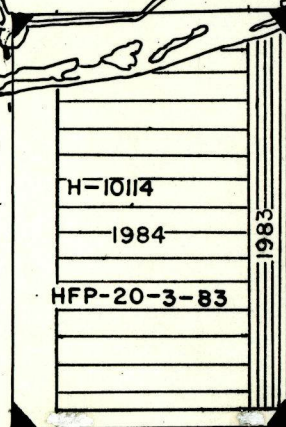
OPR-J217-HSB-81

MOBILE BAY

Pensacola

T.G.
(872-984)

T.G.
(873-5180)



88° 00'

30° 00'

87° 30'

30° 00'

GULF OF MEXICO

From Chart 11360

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* DATA REMOVED FROM DESCRIPTIVE REPORT.

DESCRIPTIVE REPORT TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10114
HFP-20-3-83

Scale: 1:20,000

Chief of Party: Lt. Cdr. Ronald W. Jones (until Jan. 85)

Lt. Cdr. Kenneth W. Perrin (from Jan. 85)

Officer-in-Charge: Lt. C. B. Greenawalt (until Nov. 84)

Lt. (jg) Philip M. Kenul (from Nov. 84)

Hydrographic Field Party Section, Hydrographic Field Party #1

Launch 1257 and Launch 0518

A. PROJECT

Hydrographic Survey H-10114 was accomplished in accordance with Project Instructions OPR-J217-HSB-81, dated 13 July 1981, and amended by:

Change No. 1, dated 23 July 1981,
Change No. 2, dated 26 October 1981,
Change No. 3, dated 23 December 1981,
Change No. 4, dated 10 February 1982,
Change No. 5, dated 02 March 1982, and
Change No. 6, dated 29 March 1983.

B. AREA SURVEYED

The area surveyed was southwest of Perdido Pass starting at the 2-fathom curve then seaward approximately 12 nautical miles, and bounded by the following points:

Lat. 30°16'20.00" N, Long. 87°33'30.00" W
Lat. 30°04'00.00" N, Long. 87°33'30.00" W
Lat. 30°04'00.00" N, Long. 87°42'30.00" W
Lat. 30°16'20.00" N, Long. 87°42'30.00" W

This survey was conducted from 01 September 1983 to 29 April 1985.

C. SOUNDING VESSEL

The soundings on this survey were collected from NOAA Launch 1257 (EDP 1257), a 59-foot high speed launch. No unusual problems were encountered. Launch 0518 (EDP 0518), a 21-foot Monark, was used for one day of dive operations on JD 058 (1985). A single diver held lead line sounding was taken that day.

D. SOUNDING EQUIPMENT AND CORRECTION TO ECHO SOUNDINGS

All soundings were recorded with a Model DE723D Raytheon Fathometer:

Unit	Serial Number	Inclusive Dates
Recorder	37018	JD 244 (1983) - JD 029 (1985)
Digitizer	2772	JD 244 (1983) - JD 029 (1985)
ECU	37009	JD 244 (1983) - JD 029 (1985)

The above equipment was used to measure depths ranging from about 6 feet to about 100 feet.

The DE723D Fathometer aboard Launch 1257 developed no major problems during this survey. All fathograms were scanned for peaks and deeps and for the effects of heave. The appropriate changes were made on the corrector tapes. The instrument initial was monitored continuously. Adjustments were made either on-line or when the fathograms were scanned.

The following procedures were used to determine the corrections to echo soundings:

Velocity Corrections - Bar checks were taken when weather and sea conditions permitted. A total of 36 bar checks were obtained from Launch 1257. Corrections to echo soundings for velocity of sound through water were determined from 17 TDC casts and 36 bar checks. The dates and positions of the TDC casts are abstracted in the Appendix. The velocity corrector tables were generated by PDP8/e program RK530, Layer Correctors for Velocity, using the data from these cast. Nansen casts to field check the Martek equipment are scheduled for May 1985. Data from these tests will be submitted for inclusion with this survey.

Three Martek Mark VII, Model 167, instruments were used for TDC casts during this survey. Serial Number 130 was used for all TDCs taken during 1983, Serial Number 205 was used for all TDCs taken in 1984, and Serial Number 232 was used in 1985. The latest calibration dates are 28 April 1983 and 03 February 1984, respectively. No calibration report is available for Serial Number 232 at this time. Copies of the calibration data are included in the Appendix.

The instrument corrections for Launch 1257 were determined from the graphs of bar check and velocity corrector data and have been applied to the soundings on the final field sheet via the field's velocity corrector tapes. These instrument correctors have not been included in the final velocity tapes

submitted with this survey, but will be applied to the soundings on the final smooth sheet through the TC/TI tapes. *See also section 4.b. of the EVALUATION REPORT*

Settlement and Squat- Trials for Launch 1257 were measured using the level instrument method described in Section 4.9.4.2, of the Hydrographic Manual. Two sets of trials were used for this survey. The results of these measurements are included in the Appendix. Data accumulated prior to 28 October 1983, will use the results from the trials run on 11 June 1983, while data accumulated after 28 October 1983, will use the results from trials run on 05 January 1984. Settlement and squat correctors were not applied to the final field sheet, but have been included on the TC/TI tapes and will be applied to the soundings on the final smooth sheet.

Draft Correction- A launch draft correction of 2.7 feet was applied.

A copy of the Sounding Correction Abstract is included in the Appendix, along with printouts of the velocity and TC/TI tapes.

E. HYDROGRAPHIC SHEETS

Field sheets used during this survey were prepared in the field using a PDP8/e computer and a Houston Instrument DP-3 Complot Plotter. Worksheets, preliminary plotter sheets, final field sheets, and overlay sheets, are included with this survey. Mainscheme soundings, developments, and crosslines are plotted on the final field sheet. Bottom samples, detached positions, charted soundings, junction sounding and prior survey soundings are plotted on the various overlay sheets. The investigation for AWOIS Item 03617 (a star search development centered at lat. 30°09'30.00" N, long. 87°41'30.00" W) is plotted on the overlay sheet for clarity.

Several problems developed in the field office computer system that caused pen drift during the semi-smooth field sheet plots. These problems were traced to a bad plotter-interface circuit board. The final field sheet was spot checked for evidence of drift; all soundings appear to be within 1.5 mm of their true position. Attempts to provide a more accurate plot with the present system proved impossible.

The projection parameter tapes are included with the project data. Parameter tape listings are included in the Appendix.

All records will be forwarded to the Hydrographic Surveys Branch at the Atlantic Marine Center for verification and smooth plotting.

F. CONTROL STATIONS

Control stations used during this survey were either existing geodetic control published by the National Geodetic Survey or control established by the Hydrographic Field Parties Support Group. All stations meet a minimum of Third-order, Class I standards. All positions are based on the North American 1927 Datum.

A listing of control stations used during this survey and the Horizontal Control Report are included in the Appendix.

G. HYDROGRAPHIC POSITION CONTROL

The Hastings-Raydist DR-S system, operated in the range-range mode, provided position control for Launch 1257 through JD 145 (1984). The HYDROTRAC System provided position control after that date. Del Norte Range/Azimuth control was used on JD 058 (1985) for a single lead line measured detached position during dive operations. The range was measured using Remote S/N 1320, Master S/N 263, and DMU S/N 162. The azimuth was measured using a Wild T-2 S/N 12118. Baseline calibration data for this day is included in the accordion file.

The following Hastings-Raydist equipment was used at frequency 3306.4 KHz:

Location	S/N	J.D.
Left Shore Station:	69	244 (1983) - 145 (1984)
Green Raydist - Model AA-60 (Signal #910)		
Right Shore Station:	119	244 (1983) - 343 (1983)
Red Raydist - Model AA-60	84	040 (1984) - 046 (1984)
(Signal #900)	119	082 (1984) - 145 (1984)
Launch Equipment:		
Navigator - Model ZA 67B	67	244 (1983) - 145 (1984)
Antenna Loading Coil - Model QB-52	81	244 (1983) - 145 (1984)
Transmitter - Model TA96	87	244 (1983) - 145 (1984)

The left shore station was a 100-foot aluminum tower. The right station was a 120-foot tower previously used as a Loran-A antenna. The launch antenna was a 35-foot whip located over the fathometer transducer. Problems encountered with the Raydist system occurred during the summer months when afternoon thunderstorms would interfere with the signal.

The Raydist equipment was calibrated by three-point sextant fixes with check angles using HYDROPLOT Program RK561, Range-Range Geodetic Calibration. Calibrations were taken before and after each period of hydrography, with the following exceptions:

JD 313 (1983), JD 040 and 122 (1984) - Checks fixes were not taken during the ending calibrations because of reduced or restricted visibility. The beginning and ending calibrations agreed with each other.

JD 032 (1984) - The red station (signal #900) went off the air after the last position was taken. Evening calibration was taken but corrections for this station were not computed for the daily corrector.

JD 082 (1984) - The Raydist navigator momentarily lost track of both red (signal #900) and green (signal #910) stations after the last position was taken. The red station lost 5 lanes and the green station lost 4 lanes.

JD 086 (1984) - No ending calibration was taken because the signals from both shore stations were lost due to heavy rain squalls. The strip chart was carefully scanned and the lane count is believed to be correct throughout this day's hydrography.

The following ODOM Offshore Surveys equipment was used at frequency 1718.59 KHz for JD 164 (1984) - 335 (1984), and 029 (1985):

Location	HYDROTRAC Unit	S/N	J.D.
Left Shore Station (Signal #911)	Slave Drive Unit	215	164 - 209
	Model 701	214	236 - 255
		215	304 - 029 (1985)
	Power Amplifier	540	164 - 185
	Model 74-87	539	193 - 335
		540	029 (1985)
Right Shore Station (Signal #901)	Slave Drive Unit	214	164 - 185
	Model 701	226	193 - 029 (1985)
	Power Amplifier	537	164 - 185
	Model 74-87	540	193 - 241
		538	255 - 029 (1985)

Location	HYDROTRAC Unit	S/N	J.D.
Launch Equipment	Master Drive Unit - Model 702	122	164 - 029 (1985)
	Power Amplifier	539	164 - 185
	Model 74-87	538	193 - 209
		536	236 - 029 (1985)
	Receiver	327	164 - 195
	Model 700	328	198
		327	202 - 209
		326	236 - 255
		328	304
		327	305 - 029 (1985)

The existing Raydist shore station antennas were utilized by the HYDROTRAC positioning system in the change over after JD 145 (1984).

The HYDROTRAC equipment was calibrated by three-point sextant fixes with check angles using HYDROPLOT Program RK561, Range-Range Geodetic Calibration. Calibrations were taken before and after each period of hydrography, with the following exceptions:

JD 166 (1984) - No ending calibration was taken because the signals from both shore stations were lost due to thunderstorm interference. The strip chart was carefully scanned and the lane count is believed to be correct throughout this day's hydrography.

JD 101 (1984) - Left station strip chart pen failed - closing calibration indicated no gain or loss of lanes.

JD 208, 209, and 237 (1984) - No check fixes were taken because only two persons were aboard Launch 1257. The beginning and ending calibrations were in excellent agreement.

JD 236 (1984) - No check fixes were taken during the ending calibrations because of restricted visibility. The beginning and ending calibrations were in excellent agreement.

JD 241 (1984) - No check fixes were taken because only two persons were aboard Launch 1257. No ending calibration was taken because the left shore station (signal #911) was shut down for repairs before the ending calibration could be taken. The partial lane

count from both shore stations agreed well with those determined on JD 236 and 237. The strip charts were carefully scanned and no lane loss or gain was evident. The lane count is believed correct for this day's work. Only bottom sediment samples were gathered on this day.

After JD 292 (1984) the HYDROTRAC system began experiencing frequent reception problems. The unit was easily knocked off the air and lane losses or gains occurred in severe seas when large amounts of salt spray came in contact with the antenna. The problem was later traced to a faulty antenna and was replaced. The following problems were attributed to this situation:

JD 304 (1984) - One lane was gained on each station. Hydrography was halted and a calibration was performed to verify the gain. No further hydrography was run this day.

JD 305 (1984) - A recheck of the strip chart records indicated that a lane was gained on each station after hydrography was completed. This was not detected at the time and a detached position was taken after the lane gain during dive operations. This D.P. was rejected (Position 2740). Furthermore, additional lanes were lost prior to the closing calibration after dive operations were completed.

Other problems encountered were with the strip chart recorders. The event or pattern pens were not working properly on JD 250 of 1983, and JD 166 of 1984.

The ANDIST correctors for Launch 1257 was 0.0 meters. An Electronic Corrector Abstract is presented in the Appendix. All raw calibration data are included in the supplemental data folder.

H. SHORELINE *SEE ALSO SECTION 2.b. OF THE EVALUATION REPORT.*

Shoreline details for this survey were transferred to the final field sheets from stable base film copies of shoreline manuscripts TP-00542 and TP-00932. The aerial photographs for TP-00542 were taken in February, March, and April 1978. The field edit was performed in 1979. The aerial photographs for TP-00932 were taken February 1981 - March 1982. No field edit has been done on this manuscript. Field edit was not required for this survey. No gross discrepancies in the shoreline were

found when the shoreline was inspected from seaward. The shoreline in general is sand beach. Numerous high rise condominiums are being built along the beach some right at the high water line.

One control station exists seaward of the shoreline: PK GULF PIER 1983 (lat. 30°14'48.831" N, long. 87°40'04.615" W). A copy of the description is included in the Appendix.

I. CROSSLINES

Crosslines totaled 77.3 nautical miles or 9.5% of the hydrography. Ninety-eight percent (98%) of all crossline soundings agreed within one foot of the mainscheme soundings. No soundings disagreed by more than 2 feet. This 2-foot difference occurred when the mainscheme hydrography was run in seas greater than 2 feet. This meets the criteria stated in the Hydrographic Manual, Section 4.6.1 and Section 1.1.2, Part B. 11.1.

J. JUNCTIONS SEE ALSO SECTION 5 OF THE EVALUATION REPORT.

This survey junctions with the following surveys in accordance with Section 4.3.2 of the Hydrographic Manual:

H-10053 (1982), 1:40,000 scale, to the south,
H-10041 (1983), 1:20,000 scale, to the east,
H-10151 (1984), 1:20,000 scale, to the west.

The junction soundings are in excellent agreement. No soundings disagreed by more than two feet. This disagreement can be attributed to the 3-5 feet seas. The comparisons meet the criterion listed in Section 1.1.2, Part B.II.1 of the Hydrographic Manual.

K. COMPARISON WITH PRIOR SURVEYS SEE ALSO SECTION 6.a. and 6.b. OF THE EVALUATION REPORT.

One Automated Wreck and Obstruction Information System (AWOIS) item originating from a prior NOS survey was listed for this survey. All other presurvey review (PSR) and AWOIS items are discussed in Section L, Comparison with the Chart, of this report.

AWOIS Item 03617: Submerged wreck, position approximate (PA), cleared to 32 feet, charted at lat. 30°09'30.00" N, long. 87°41'30.00" W, on charts 11376 and 11360. This item originated with Notice to Mariners 7/65 and was reported to be a 240-ft barge. The NOAA Ships RUDE and HECK searched for this wreck in 1976 during project OPR-479, and submitted Chart Letter 132/76. The ships performed wire drag to a 32-ft depth for a one mile radius. The wire hung on

a snag, broke and was not investigated any further. Item 03617 was assigned to OPR-J217 as a full investigation item requiring a 1.5 mile radius bottom drag. Launch 1257 was not set up to perform a bottom drag in 45 feet of water. An echo-sounder search was conducted in a radial pattern centered at the charted position and extending about 1.5 miles. No evidence of this wreck was found. See JD 236 and 237, (1984) - positions 2457-2496 and 2215-2586. RECOMMENDATIONS: Retain the wreck symbol as charted. If a side-scan sonar unit becomes available to HFP-1 while they are in the working area this item should be searched for.

SEE ALSO SECTION 7.b. OF THE EVALUATION REPORT AND MODIFIED EVALUATION REPORT FOR FE-271WD (1974).

The prior surveys were evaluated as per guidelines given by Section 5.3.4(K) and 6.3.7 of the Hydrographic Manual. The survey area was previously covered by the following surveys:

H-4023a	1917-1918	1:40,000
H-4133	1920	1:80,000
H-4139	1919-1920	1:80,000
H-5730	1935	1:20,000
H-6554	1940	1:40,000
H-6634	1940	1:20,000

Representative soundings from Survey H-4023a were plotted on the final field overlay sheet in the color dark green. The agreement between soundings from H-4023a and H-10114 is good. Ninety-five percent of the soundings agree within 3 feet. The greatest differences occur near or on shoals. The shoals have shifted westerly about 200 meters since 1918.

Representative soundings from Survey H-4133 were plotted on the final field overlay in the color orange. These soundings are south of latitude 30°07'N. The agreement between soundings from H-4133 and H-10114 is fair. Seventy-five percent of the soundings agree within 3 feet. The greatest differences (10 feet) occur on one line of soundings transferred from H-4133. The position control for Survey H-4133 was visual sextant angles taken to buoys.

Representative soundings from Survey H-4139, seaward from Surveys H-5730 and H-6634, were plotted on the final field overlay sheet in the color blue. The agreement between soundings from H-4139 and H-10114 is fair. The majority of the soundings agree within 3 feet. The greatest differences may be caused by the method of position control used on Survey H-4139.

Representative soundings from Survey H-5730 were plotted on the final field sheet overlay in the color orange. These soundings are north of latitude 30°12'N, and agree well with soundings from Survey H-10114. Of the soundings compared, 88%

agree within one foot. The remainder of the representative soundings agree within two feet. Since 1935 when Survey H-5730 was conducted, the shoreline has moved 50 to 100 meters seaward. Some of the shoals have shifted 50 to 200 meters westward.

Representative soundings of Survey H-6554 were plotted on the final field overlay sheet north of latitude 30°14'N in the color brown. The agreement between soundings from H-6554 and H-10114 is good, and meets the criterion listed in Section 1.1.2, Part B.II.1 of the Hydrographic Manual.

Representative soundings from Survey H-6634 were plotted on the final field overlay sheet in the color light green. These soundings agree well with soundings from H-10114. Eighty-five percent of the soundings compared agreed within one foot. The remainder of the soundings agree within two feet.

RECOMMENDATION: Supersede Surveys H-4023a, H-4139, H-5730, H-6554, and H-6634 with Survey H-10114 for all common areas.

L. COMPARISON WITH THE CHART *SEE ALSO SECTION 7 OF THE EVALUATION REPORT.*

This survey was compared with the following charts:

Chart	Edition	Date	Scale
=====	=====	=====	=====
11378	19th	29 October 1983	1: 40,000
11382	29th	14 January 1984	1: 80,000
11376	37th	04 February 1984	1: 80,000
11360	28th	10 December 1983	1:456,394

No soundings charted on Chart 11378 fall within the survey area. The charted shoreline details agree well.

Soundings from Chart 11382 are plotted in violet on the final field sheet overlay east of longitude 87°38'W. Ninety (90%) percent of these charted depths agree within 2 feet of the soundings taken during this survey. The greatest discrepancies are south of latitude 30°11'N, for the sounding originating from Survey H-4139 (1:80,000), 1919-1920. The bottom features have shifted southwesterly about 200 meters.

The following charted shoals showed the greatest shift in position or change in depth:

Depth	Charted Position	New Position	Surveyed Depth
30 ft	30°14'58"N 87°35'45"W	30°14'58"N 87°35'45"W	31 ft
30 ft	30°13'18"N 87°38'22"W	30°13'27"N 87°38'48"W	30 ft
to	to	to	to
31 ft	30°12'45"N 87°37'48"W	30°13'08"N 87°38'23"W	29 ft
		to	to
		30°12'48"N 87°38'06"W	31 ft

Two presurvey review (PSR) items and seven AWOIS items were listed for this survey. AWOIS Item 03617 was discussed in Section K.

PSR Item 165: Submerged dangerous wreck, position approximate (PA), charted at latitude 30° 15'N, longitude 87° 34'W, on Charts 11382 and 11360. This was a limited investigation item. It originated from Local Notice to Mariners 52 (1975) and was reported to be a 30-foot x 40-foot dredge. This wreck is on the junction between this survey and Survey H-10041. The sounding line spacing was reduced to 100 meters (half the spacing of the mainscheme lines) without results. On JD ~~316~~ ¹¹⁹ (1985), HFP-1 divers located this wreck from a private boat with information supplied by Pleasure Island Dive Center in Gulf Shores, Alabama, and a diver-held lead line least depth of ~~18.5~~ ^{17.0} feet (~~uncorrected for tides~~) was measured. A second dive was planned on JD 335 (1984), when the wreck was to be positioned and the least depth re-measured. However, this dive was scrubbed due to swift currents and poor visibility. The wreck was located at this time at lat. 30°15'14.23" N, long. 87°33'41.18" W with fathometer depth only (see position 2799, JD 335, 1984). See Dive Report dated ~~30 November 1984~~ ^{29 APRIL 1985}, and letter to USCGD-Eight-Information for Local Notice to Mariners-dated 29 March 1985.

On JD 119 (1985) another dive investigation was conducted on this item with a diver held lead line least depth of ~~18.5~~ ¹⁷ ft. being obtained at 1845 UTC (~~uncorrected for tides~~). Since the HYDROTRAC shore stations for this project had previously been moved, the wreck was positioned using three-point sextant

fixes with check angles. Three sets of angles were taken. A geodetic position of lat. 30°15'14.75" N, long. 87°33'41.15" W was computed using RK300, Utilities Computations. This G.P. is a mean of the computed G.P.s. of the three sets of sextant fixes plus three more sets using the check angles. This G.P. differs from the one obtained on JD 335 (1984) by 12-14 meters and is believed to be due to the survey vessel not being over the precise point of least depth on JD 335. The superstructure framing is all that remains above the bottom with the barge being broken up and buried in the sand. The framing is 30' x 40' and consists of metal pipes of varying sizes.

RECOMMENDATION: It is recommended that the DANGEROUS SUNKEN WRECK BE CHARTED AS PROTRAYED ON PRESENT SURVEY.

PSR Item 276: Submerged dangerous wreck, position approximate (PA), charted at lat. 30°14'42.00" N, long. 87°41'12.00" W, on Chart 11376. This full

investigation item was also listed as AWOIS Item 03629 at lat. 30°14'42.00" N, long. 87°41'30.00" W. It

originated from Notice to Mariners 17/67 and is a derrick barge. On JD 304 (1984), a search was

conducted using Launch 1257 within a 0.5 nautical mile radius of the charted position. The sounding spacing

was reduced to 100 meters and 50 meters in the area common with the shoreline development. No evidence of

the wreck was found on any fathogram records. The proximity of the wreck to the beach precluded the

investigation of the entire search radius a wire drag was not conducted since Launch 1257 is not equipped

for such operations. Employees from Pleasure Island Dive Center in Gulf Shores, Alabama, indicated to

HFP-1 personnel that they have searched the area but never found evidence of this wreck at the charted

location. On JD 316, Lt. (jg) P. M. Kenul and G. L. Merrill, did search the shallow inshore area in a

privately owned boat. No evidence of this wreck was discovered. Employees from Pleasure Island Dive

Center did direct us to an uncharted wreck which was located approximately 0.6 nautical mile due west.

The wreck was positioned at lat. 30°14'36.70" N, long. 87°41'53.00" W on JD 058 (1985) using Range-Azimuth

positioning methods (see sounding volume). The least depth was measured with a diver-held lead line and

found to be 4.5 feet at 172400 UTC (uncorrected for predicted tides). See Dive Report dated 27 February

1985, included in the Appendix. The Hydrographer believes this is the derrick barge described as AWOIS

Item 03629 and PSR Item 276. On 04 March 1985, this information was forwarded to the Eighth Coast Guard

District for inclusion on the next Notice to Mariners.

RECOMMENDATIONS: Update the currently charted symbol (sunken wreck dangerous to surface navigation) to the

surveyed position; lat. 30°14'36.70" N, long. 87°41'53.00" W; and delete the PA notation.

SEE ALSO SECTION 7.9.1) OF THE EVALUATION REPORT.

Sound is LNM 84/72 (AWOIS 7894)

LNM 17/67 was cancelled by LNM 81/67 SJV 18/26/90

AWOIS # 1490

AWOIS Item 03612: Submerged wreck, position approximate (PA), reported sunk at lat. 30°05'12.00" N, long. 87°34'30.00" W. This limited investigation item originated from Chart Letter 18/84 submitted by the Alabama Department of Conservation. This wreck was reported to be a 100-foot x 40-foot hopper barge. Mainscheme lines were split to 100 meters for a radius of 500 meters from the reported position. No indication was found of the wreck on fathogram records. Divers from Pleasure Island Dive Center have been on this wreck and confirm that the wreck is as described in the AWOIS listing. RECOMMENDATION: ~~Chart as an obstruction, Fish Haven, in the reported position.~~ *IT IS RECOMMENDED THAT SUBMERGED WRECK REMAIN AS CHARTED.*

AWOIS Item 03613: Obstruction, Fish Haven, (11 fms reported), charted at lat. 30°05'29.00" N, long. 87°35'27.00" W, on Chart 11360. This information item originated with Local Notice to Mariners 41 (1980) and was reported as a Liberty ship. On JD 101 (1984), the wreck appeared on the fathogram one sounding after position 713 while running mainscheme hydrography. Detached position 715 was taken on the wreck at idle speed (900 RPM) the same day. On JD 305 (1984), HFP-1 divers measured a least depth of 77.4 feet lead line (uncorrected for predicted tides) after a thorough visual search of the Liberty ship (see attached Dive Report #1 and sketch). Position 715 is ^{137.8} meters and bears 110° true from the charted position. The charted white and orange buoy was not observed at any time during this survey. A detached position was taken on JD 305; however, it was later discovered while scanning the strip charts at the office that a lane had been gained on each station just prior to locating the wreck. This data was rejected and the position data from Detached Position 715 (JD 101) was used for plotting. RECOMMENDATIONS: Revise the charted position on Chart 11360 to reflect the surveyed position at lat. 30°05'13.10" N, long. 87°34'37.10" W. ~~The caption should also be changed from 11 fathoms reported to 12 fathoms reported and the buoy symbol deleted.~~ See letter to USCGD8-

Information for Local Notice to Mariners in Appendix. *SEE ALSO SECTION 6.6. OF THE EVALUATION REPORT.*

AWOIS Item 03616: Visible wreck, PA, charted at lat. 30°14'00.00" N, long. 87°40'00.00" W, on Charts 11376 and 11360. This item was a full investigation item requiring diver investigation. It originated with Local Notice to Mariners 32/81 (815/81) and was reported to be a 25-30 feet vessel burned to the waterline, sunk with 1.5 feet of the bow exposed. A development was run with 100-meter splits for an area 600 x 1200 meters. Depths for this area ranged from 28 to 32 feet (corrected for predicted tides). No evidence of the wreck was found on fathogram records or observed visually during survey operations.

Considering the reported size of this vessel and the depth of water in this area, it is not likely that this wreck would be showing at anytime as currently charted. Personnel from Pleasure Island Dive Center have been on the wreck. It is burned and broken up about two feet off the bottom in approximately 30 feet of water. They report that not much of this vessel is left intact. RECOMMENDATION: Remain charted at the current position. However, the charting symbol should be revised to a sunken wreck not dangerous to surface navigation, position approximate, on Charts 11376 and 11360. *SEE ALSO SECTION 4.4. OF THE EVALUATION REPORT.*

AWOIS Item 03618: Obstruction, Fish Haven (authorized minimum depth 53 feet), charted at lat. 30°06'05.00" N, long. 87°40'05.00" W. This item was an information item. It originated from Chart Letters 860/73 and 1939/75 submitted by the Corps of Engineers. No evidence of this obstruction was found during mainscheme or development hydrography, which covered an area 400 x 1200 meters with sounding lines at 100-meter spacing. RECOMMENDATION: Retain as presently charted on Chart 11376 and 11360. *CONCUR PRESENT SURVEY DEPTHS RANGE FROM 59 TO 63 FEET.*

AWOIS Item 03619: Obstruction, Fish Haven, (authorized minimum depth 50 feet), charted at lat. 30°06'48.96"N, long. 87°42'12.32"W. This was an information item. It originated with Chart Letters 73/77 and 130/80. No evidence of this obstruction was found during mainscheme or development hydrography, which covered an area 400 x 600 meters with sounding lines at 100-meter spacing. RECOMMENDATION: Retain as presently charted on Chart 11376 and 11360. *CONCUR PRESENT SURVEY DEPTHS RANGE FROM 51 TO 54 FEET.*

AWOIS Item 03626: Obstruction, Fish Haven, charted along the 60-foot contour. This item was an information item. It originated with Chart Letters 921/59, 577/61, 638/62, and 1939/75. Fifty to 100 car bodies were placed at approximately half-mile intervals along the 60-foot contour. The 60-foot contour was surveyed at a 100-meter sounding line spacing east of long. 87°34'52". No evidence of these obstructions were found. RECOMMENDATION: Retain this fish haven as presently charted on Charts 11360, 11376, and 11382. *CONCUR*

The pier charted at lat. 30°15'23.00" N, long. 87°37'40.00" W, is now in ruins. RECOMMENDATION: Rechart this pier as ruins on Charts 11376 and 11382. *CONCUR*

Two piers are charted on NOS Chart 11376, 37th ED., 04 February 1984, at lat. 30°14'51.00" N, long. 87°40'50.00" W and lat. 30°14'51.00" N, long. 87°40'54.00" W. The westernmost pier was not visible from seaward during survey operations. However, ruins were visible from the beach at low water. Neither pier is

visible on manuscript TP-00932. RECOMMENDATIONS: Rechart the westernmost pier as ruins and retain the easternmost pier on the next edition of Chart 11376. *SEE ALSO SECTION 7.a.2) AND 7.a.3) OF THE EVALUATION REPORT.*

Additionally, the pier located at lat. 30°14'49.00" N, long. 87°40'05.00" W does exist and should be retained as presently charted.

The following charted obstructions were searched for but not found:

Charted Feature

Obstruction, Fish Haven (auth. min. depth 50 ft)	Lat. 30°08'42" N, Long. 87°34'09" W <i>PRESENT SURVEY DEPTHS RANGE FROM 60 TO 65 FEET.</i>
Obstruction, Fish Haven (53 ft rep.)	Lat. 30°08'00" N, Long. 87°34'06" W <i>PRESENT SURVEY DEPTHS RANGE FROM 77 TO 81 FEET.</i>
Obstruction, Fish Haven (auth. min. depth 58 ft)	Lat. 30°06'50" N, Long. 87°35'10" W <i>PRESENT SURVEY DEPTHS RANGE FROM 67 TO 70 FEET.</i>
Obstruction, Fish Haven (auth. min. depth 52 ft)	Lat. 30°07'06" N, Long. 87°36'00" W <i>PRESENT SURVEY DEPTHS RANGE FROM 62 TO 65 FEET.</i>
Obstruction, Fish Haven (auth. min. depth 60 ft)	Lat. 30°07'40" N, Long. 87°35'25" W <i>PRESENT SURVEY DEPTHS RANGE FROM 64 TO 67 FEET.</i>
Obstruction, Fish Haven	Charted on the 60 ft curve

AWOIS ITEM 3626

RECOMMENDATION: Retain as presently charted on Chart 11382, 29th ED., 14 January 1984. *CONCUR*

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede all prior surveys for charting.

The maximum allowable distance of 5 cm between consecutively numbered positions along a sounding line was exceeded during some of this survey. This does not adversely affect the quality of the survey since position data was recorded for every sounding. *CONCUR*

The launch was not run into the 12 feet contour west of longitude 87°40'36"W and at the following locations due to their proximity to shoals which are deemed dangerous areas to navigate launch 1257.

Lat. 30°15'03.00" N, Long. 87°38'48.00" W
Lat. 30°14'48.00" N, Long. 87°39'48.00" W

CONCUR

N. AIDS TO NAVIGATION *SEE ALSO SECTION 7.D. OF THE EVALUATION REPORT.*

No fixed or floating aids to navigation exist in the survey area.

The privately maintained white and orange can buoy, charted at lat. 30°08'42.00" N, long. 87°34'09.00" W, has been discontinued as per LNM 54/84-December 26, 1984. This buoy, originally marked Perdido Pass South Fish Haven Buoy, was reported established in the 09 December 1971, Local Notice to Mariners.

The privately maintained white and orange can buoy, charted at lat. 30°05'29.00" N, long. 87°35'27.00" W, also has been discontinued as per LNM 54/84-December 26, 1984. This buoy, originally marked Wallace Fishing Reef, was reported established in the 01 October 1980, Local Notice to Mariners.

The above buoys are listed on page 20 of U. S. Coast Guard Light List, Volume 2, after Light List #151.

A letter to the USCGD8 recommending the placement of a wreck buoy on the dangerous submerged wreck near Perdido Pass (PSR 165) is appended. Copies of NOAA Form 76-40 for landmarks are included in the Appendix. Perdido Pass Light 1 and Perdido Pass Light 6 were reported on Survey H-10041.

No bridges, overhead or submarine cable, pipelines nor ferry routes exist in the survey area.

O. STATISTICS

	Launch 1257	Launch 0518
Number of positions-----	2801	1 (D.P.)
Nautical miles of sounding lines-----	1097.0	0
Mainscheme-----	819.0	0
Crosslines-----	77.3	0
Developments-----	200.8	0
Square nautical miles of hydrography--	84.3	0
Miles run to and from survey area-----	4023.0	30
Bottom samples-----	49	0
Velocity cast-----	17	0

P. MISCELLANEOUS

Numerous fish havens exist in the survey area, most of which were not found during this survey. These fish havens consist of automobiles, dumpsters, automobile and heavy equipment tires, large household appliances (e.g. washing machines, dryers, refrigerators), etc. The fishermen who place

these fish havens are reluctant to reveal the locations. These fish havens have been placed in deep water and are not hazardous to ^{surface} navigation.

Loran-C verification data was routinely collected during this survey through JD 145 (1984). After JD 145 (1984), with the HYDROTRAC positioning system installed aboard Launch 1257, the Loran-C unit would not operate properly. The strength of the Loran-C signal varied continuously while the HYDROTRAC system was operating. The electrical ground connections and antenna couplers were cleaned and checked to ensure good connections. This did not solve the problem. On JD 334 (1984), the Loran-C unit was repaired and thereafter Loran-C verification data was collected, except on JD 029 (1985) when the signal to noise ratio was weak. The Loran-C receiver used was Raytheon Raynav 6000, S/N R3152.

No anomalous currents were observed in the survey area.

Q. RECOMMENDATIONS

No additional field work is necessary. See sections K, L, and N for additional recommendations.

R. AUTOMATED DATA PROCESSING

The following HYDROPLOT system programs were used during this survey:

Program	Name	Version
RK112	Range-Range and Hyperbolic Real-Time HYDROPLOT	08/04/81
RK112	Range-Range and Hyperbolic Real-Time HYDROPLOT	04/23/84
RK201	Grid, Signal, and Lattice Plot	02/02/81
RK211	Range-Range Non-Real Time Plot	02/02/81
RK300	Utility Computations	05/04/76
RK330	Reformat and Data Check	05/04/76
PM360	Electronic Corrector Abstract	02/02/76
RK407	Geodetic Inverse/Direct Computation	09/25/78
RK409	Geodetic Utility Package	09/20/78
AM500	Predicted Tide Generator	11/10/72
RK530	Layer Corrections for Velocity	05/10/76
RK561	H/R Geodetic Calibration	12/01/82
AM602	Extended Line Oriented Editor	12/08/82

S. REFERENCES TO REPORTS

A user evaluation Report was sent on 25 February 1985, to N/MOA233 to be forwarded to N/CG243. A copy is included in the Appendix.

A Horizontal Control Report, Perdido Key to Gulf Shores, Alabama, dated 23 July - 18 September 1984, was forwarded to N/MOA233 on 25 February 1985. A copy is included in the accordion file containing the fathograms. The Dive Reports are included in the Appendix.

A Coast Pilot Report for OPR-J482-HFP-84 and OPR-J217-HFP-84 was submitted to N/CG243 on February 1985. A copy is included in the Appendix.

Respectfully submitted,

Philip M. Kenul
Philip M. Kenul
LTJG NOAA
OIC, HFP-1

SIGNAL TAPE LISTING
 OPR-J217-HSB-81
 HFP-20-3-83
 H-10114
 VESNO 1257

104 7	30 19 55434 087 08 29067	139 0000 000000	PENSACOLA BEACH WATER TANK, 1983 QUAD 3008721	**
106 7	30 21 35304 087 10 56110	139 0000 000000	GULF BREEZE TANK QUAD 3008721, 1981	*
109 7	30 19 02193 087 15 26539	139 0000 000000	FIXED 2 1981 QUAD 3008721	*
110 7	30 19 18468 087 17 06200	139 0000 000000	H-73-FL-80, 1980 QUAD 3008724	*
111 7	30 20 47316 087 16 06799	139 0000 000000	PENSACOLA USN AIR STA PWR STK, 1934 QUAD 3008724 STATION 1137	****
114 7	30 20 45346 087 18 29205	139 0000 000000	PENSACOLA LIGHT- HOUSE CENTER, 1867 QUAD 3008724 STATION 1120	****
116 7	30 20 12537 087 18 59498	139 0000 000000	CAUCUS CHANNEL R RNG LT., 1981 QUAD 3008724	*
120 3	30 19 30910 087 18 46772	139 0000 000000	FORT MCREE LEADING LT., 1981 QUAD 3008724	*
124 7	30 20 49164 087 18 37418	139 0000 000000	SHERMAN FIELD TANK QUAD 3008724, 1982	**
128 0	30 20 48536 087 18 52943	139 0000 000000	SHERMAN FIELD RADAR TOWER, 1982 QUAD 3008724	**
134 7	30 19 08570 087 25 32462	139 0000 000000	ESCAMBIA COUNTY TANK, 1982 QUAD 3008724	**
136 7	30 17 42156 087 29 07647	139 0000 000000	OND ISLAND TANK QUAD 3008724, 1982	**

SIGNAL TAPE LISTING (CONTINUED)
 OPR-J217-HSB-81
 HFP-20-3-83
 H-10114
 VESNO 1257

146	6	30	17	30887	087	34	12079	139	0000	000000	ORANGE BEACH TANK QUAD 3008731, 1983	**
147	6	30	16	23259	087	35	02928	139	0000	000000	COTTON BAYOU STAND PIPE 1984 QUAD 3008731	*
148	6	30	15	30316	087	39	05519	139	0000	000000	GULF STATE PARK TK QUAD 3008731, 1983	***
149	2	30	14	48831	087	40	04615	250	0000	000000	PK GULF PIER 1983 QUAD 3008731	**
150	6	30	16	05984	087	41	12517	139	0000	000000	GULF SHORES TANK QUAD 3008731, 1983	***
152	1	30	14	25841	087	44	15601	139	0000	000000	JONES 1983 QUAD 3008732	***
154	1	30	13	49506	087	48	06182	139	0000	000000	SMITH 1983 QUAD 3008733	***
900	7	29	40	09229	085	21	26851	250	0000	330640	CAPE SAN BLAS LORAN TR, 1956 QUAD 2908513 STATION 1018	****
901	7	29	40	09229	085	21	26851	250	0000	171859	CAPE SAN BLAS LORAN TR, 1956 QUAD 2908513 STATION 1018	****
910	7	30	19	45842	087	17	42886	250	0000	330640	H-82-FL, 1982 QUAD 3008724	**
911	7	30	19	45842	087	17	42886	250	0000	171859	H-82-FL, 1982 QUAD 3008724	**
912	2	30	15	20065	087	38	18945	139	0000	000000	BRANYON 2, 1983 QUAD 3008731	*

CONTROL LOCATED BY:

* HYDROGRAPHIC FIELD PARTY #1
 ** HYDROGRAPHIC FIELD PARTY SECTION
 *** OPERATIONS DIVISION
 **** NATIONAL GEODETIC SURVEY

NOAA FORM 76-40
(8-74)

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

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

Replaces C&GS Form 567.

<input checked="" type="checkbox"/> TO BE CHARTED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
<input type="checkbox"/> TO BE REVISED	HFPS - HFP1	Alabama	Gulf of Mexico Alabama Pt. to Gulf Shores	Jan.85
<input type="checkbox"/> TO BE DELETED				

ORIGINATING ACTIVITY	
<input checked="" type="checkbox"/>	HYDROGRAPHIC PARTY
<input type="checkbox"/>	GEODETIC PARTY
<input type="checkbox"/>	PHOTO FIELD PARTY
<input type="checkbox"/>	COMPILATION ACTIVITY
<input type="checkbox"/>	FINAL REVIEWER
<input type="checkbox"/>	QUALITY CONTROL & REVIEW GRP.
<input type="checkbox"/>	COAST PILOT BRANCH
(See reverse for responsible personnel)	

The following objects HAVE ☒ HAVE NOT ☐ been inspected from seaward to determine their value as landmarks.

OPR PROJECT NO.		JOB NUMBER	SURVEY NUMBER	DATUM		METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
OPR-J217		-----	H-10114	NAD 1927				
CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE		LONGITUDE		OFFICE (unadjusted field Posits.)	FIELD	
		° /	// D.M. Meters	° /	// D.P. Meters			
TANK	(ORANGE BEACH TANK) elevated tank supported by five legs with a central pipe. Ht = 125(148)	30 17	30.887	087 34	12.079		F-3-6-L March 1983	11378 11382
TANK	(COTTON BAYOU STANDPIPE) standpipe tank ht=99.5(119)	30 16	23.259	87 35	02.928		F-3-6-L Sept. 1984	11378 11382
TANK	(GULF STATE PARK TANK) elevated tank supported by six legs with a central pipe. ht=130(*)	30 15	30.316	87 39	05.519		F-3-6-L March 1983	11376
TANK	(GULF SHORES TANK) elevated tank supported by four legs with a central pipe. ht=118(136)	30 16	05.984	87 41	12.517		F-3-6-L March 1983	11376 11360
TANK	(GULF SHORES TANK NORTH) elevated tank supported by six legs with a central pipe. ht=122.5(140)	30 16	08.278	87 41	12.398		F-3-6-L Sept. 1984	11376 11360
*Note: Height above MHW will be obtained and added to this form. Eva ELEVATION ABOVE MHW NOT OBTAINED.								
L-385(85)								

RESPONSIBLE PERSONNEL		
TYPE OF ACTION	NAME	ORIGINATOR
OBJECTS INSPECTED FROM SEAWARD	Philip M. Kenul, LTJG, NOAA	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED	Philip M. Kenul, LTJG., NOAA	FIELD ACTIVITY REPRESENTATIVE
		OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		<input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE

INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION'

(Consult Photogrammetric Instructions No. 64,

OFFICE

I. OFFICE IDENTIFIED AND LOCATED OBJECTS

Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object.

EXAMPLE: 75E(C)6042
8-12-75

FIELD

I. NEW POSITION DETERMINED OR VERIFIED

Enter the applicable data by symbols as follows:

F - Field	P - Photogrammetric
L - Located	Vis - Visually
V - Verified	
1 - Triangulation	5 - Field identified
2 - Traverse	6 - Theodolite
3 - Intersection	7 - Planetable
4 - Resection	8 - Sextant

A. Field positions* require entry of method of location and date of field work.

EXAMPLE: F-2-6-L
8-12-75

*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.

FIELD (Cont'd)

B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object.

EXAMPLE: P-8-V
8-12-75
74L(C)2982

II. TRIANGULATION STATION RECOVERED

When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery.

EXAMPLE: Triang. Rec.
8-12-75

III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH

Enter 'V-Vis.' and date.

EXAMPLE: V-Vis.
8-12-75

**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.

L-385(85)

RESPONSIBLE PERSONNEL		ORIGINATOR
TYPE OF ACTION	NAME	
OBJECTS INSPECTED FROM SEAWARD	Philip M. Kenul, LTJG, NOAA	<input type="checkbox"/> PHOTO FIELD PARTY <input checked="" type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED	Philip M Kenul LTJG OLC HFP1	<input type="checkbox"/> FIELD ACTIVITY REPRESENTATIVE <input type="checkbox"/> OFFICE ACTIVITY REPRESENTATIVE
FORMS ORIGINATED BY QUALITY CONTROL AND REVIEW GROUP AND FINAL REVIEW ACTIVITIES		<input type="checkbox"/> REVIEWER <input type="checkbox"/> QUALITY CONTROL AND REVIEW GROUP REPRESENTATIVE
INSTRUCTIONS FOR ENTRIES UNDER 'METHOD AND DATE OF LOCATION' (Consult Photogrammetric Instructions No. 64,		
OFFICE I. OFFICE IDENTIFIED AND LOCATED OBJECTS Enter the number and date (including month, day, and year) of the photograph used to identify and locate the object. EXAMPLE: 75E(C)6042 8-12-75 FIELD I. NEW POSITION DETERMINED OR VERIFIED Enter the applicable data by symbols as follows: F - Field P - Photogrammetric L - Located Vis - Visually V - Verified 1 - Triangulation 5 - Field identified 2 - Traverse 6 - Theodolite 3 - Intersection 7 - Planetable 4 - Resection 8 - Sextant A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75 *FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.	FIELD (Cont'd) B. Photogrammetric field positions** require entry of method of location or verification, date of field work and number of the photograph used to locate or identify the object. EXAMPLE: P-8-V 8-12-75 74L(C)2982 II. TRIANGULATION STATION RECOVERED When a landmark or aid which is also a triangulation station is recovered, enter 'Triang. Rec.' with date of recovery. EXAMPLE: Triang. Rec. 8-12-75 III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75 **PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.	

APPROVAL SHEET
SURVEY H-10114
HFP-20-3-83

The hydrographic records transmitted with this report are complete and adequate to supersede prior surveys for charting with no additional field work recommended.

I did not give direct daily supervision during the field work.

Approved and forwarded,

Kenneth W. Perrin
Kenneth W. Perrin
Lt. Cdr., NOAA
Chief, Hydrographic Field Party Section

USER EVALUATION REPORT
OPR-J217-HFP-84
1984 Field Season

The following list of public marine facilities are shown on Chart #11378, 19th ED. October 1983. These facilities were visited during July of 1984 by HFP-1 personnel to verify the services offered, and discuss changes and recommendations relating to the adequacy of the chart.

- No. 1 Roby's Marine - no longer exists - remove from chart.
- No. 10 Riverside Motel - no longer offers any services.
- No. 11 King Fish Lodge - no longer exists - remove from chart.
- No. 12 Bon Secour Fishing Lodge - no changes to chart.
Mr. John Titshaw (owner)
Bon Secour Fishing Lodge
Route 4, Box 2122
Foley, AL 36535
(205) 968-7814
- No. 14 Southport Seafood Inc. - no changes to chart.
Mr. Dale Lawrenz (owner)
Southport Seafood Inc.
P. O. Box 453
Gulf Shores, AL 36542
- No. 24A Marshall's Marina - does not exist - remove from chart.
- No. 25A Perdido Bay Marine Inc. - no changes to chart.
Mr. John Montgomery (owner)
Perdido Bay Marine Inc.
P. O. Box 717
Lillian, AL 36549
(205) 962-2189
- No. 26 Shelter Cove - changed name 11 March 1983 - no longer has ramp - no hull repair, motor repair only.
Renamed Oyster Bar Restaurant & Marina
Mr. Jack Teschel (Dock Master)
Oyster Bar Restaurant & Marina
13700 River Road
Perdido Key, FL 32507
- No. 26A No facility was located in area charted - remove from chart.

Respectfully submitted,

Philip M. Kenul
Philip M. Kenul
LTJG, NOAA
OIC, HFP-1

COAST PILOT REPORT
OPR-J482-HFP-84
OPR-J217-HFP-84
1984 Field Season

During field operations on OPR-J482-HFP-84 and OPR-J217-HFP-84, Hydrographic Field Party 1 inspected the seventeenth edition (July 1984) of Coast Pilot 5 for changes in the Mobile Bay, Alabama, area. The following changes should be included in the next edition.

Page 163, lines 24 - 25 right:

Delete - "A two-story white house is on the NW side of the tower." This house no longer exists.

Page 164, lines 1 - 2 left:

Should read - "lighted buoy. The channel ..." The mast is not visible above the water.

Page 164, line 26 left:

Should read - "... the project depth is generally ..."

Page 164, line 30 left:

Add - "These lights and buoys are frequently destroyed by traffic. All changes are listed in the Local Notice to Mariners."

Page 164, insert after line 32 left:

"FERRY.-The ferry MT. MANSFIELD operates between the boat basin at Fort Gaines on Dauphin Island and Fort Morgan from 01 June through 30 November. The ferry makes one round-trip hourly, between 0800 and 2000. The MT. MANSFIELD monitors VHF-FM Channel 16."

Page 165, line 2 right:

Should read - "... superstructures with blue trim and the word PILOT ..." There is no green trim on these boats.

Page 166, lines 32 - 33 left:

Should read - "In March 1984, the controlling depth was 3½ feet from the entrance ..."

Page 166, line 61 left:

Should read - "... reported controlling depth of 5 feet in October 1984 ..."

Page 167, line 42 left:

Change to - "... Great Point Clear, the industrial complex
at Hollingers Island, and the battleship ..."

Page 172, line 13 right:

Should read - "... Coast Guard craft, U. S. Customs boat
and pilot boat tenders moor."

Page 172, line 16 right:

Add - "The Dauphin Island-Fort Morgan ferry has its terminal
just outside the inlet. This ferry operates from 0800 to
2000 daily, 01 June through 30 November."

Respectfully submitted,

Philip M. Kenul
Philip M. Kenul
LTJG, NOAA
OIC, HFP-1

DIVE INVESTIGATION REPORT
PROJECT NUMBER J217
SURVEY H-10114
FIELD NUMBER HFP-20-3-83

DIVE NUMBER 1

DIVE DATE 31 October 1984

I. AREA OF INVESTIGATION

- A. State/Country ALABAMA/USA Sub-Locality GULF OF MEXICO
- B. Position: Latitude 30° 05' 13.¹⁸~~10~~" Longitude 87° 34' 37.²⁵~~40~~"
(Dive site or center of search area)
- C. Method of Positioning Raydist

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: 03613
- B. Source of item being investigated (if other than AWOIS listing): Chart 11360
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):
Loran-C rates were published by the Alabama Department of Conservation and Natural Resources. (Alabama Sportsman date of issue unknown, see copy of article attached.)
- D. Names, Addresses and Phone Numbers etc. of contacts:
Alabama Department of Conservation & Natural Resources
Marine Resources Division
P. O. Box 189
Dauphin Island, AL 36528

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Development and Loran-C rates
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.) Visual search was made starting at at the ship's stern & proceeding SE over wreck by zig-zagging and making depth gauge comparisons at high points. The entire length was searched. The least depth was found at about 100 feet from the stern on the port side.
- C. Known reference to features nearby: Least depth was taken on afterside of crack in hull which had a 1 foot gap & extended to keel.
- D. Area and depths covered: The ship was approximately 350 feet long. Observed gage depths over top of wreck were 78-80 ft.

IV. DIVE DATA

- A. Divers: LTJG Philip Kenul, G. L. Merrill
- B. Time of Dive (in UTC) - Real 1820 (Time in)
Elapsed 1845 (Bottom Time = 25 min.)
- C. General Bottom Depths (units and method of determination):
Approx. 89 ft., found by echosounder - Divers did not descend to
Ocean's floor.
- D. Current and conditions: Slight bottom current, water temp. = 77°F,
surface currents 1 kt.
- E. Visibility (number of feet - horizontally and vertically):
horizontal = 40 ft., vertical = 30 ft.
- F. Bottom type (mud, sand, rocks, etc.): sand

IV. RESULTS

- A. Detached Positions Number(s): #715 on JD 101
Time of D.P.'s (UTC): Describe if other time zone: 190227
Least Depth and Fix Numbers (raw depth): 77.4 FT.(leadline) JD 305 (1984)
Time 192013-1840
Method of determining depth (The raw sounding should be
recorded. The reduced least depth should be plotted on the
field sheet.) Leadline
- B. Description of findings: See sketch.
- C. Dimensions of item or feature (attach sketch if appropriate):
See Sketch.
- D. Unusual Conditions: None.

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 05' 13.10" N Long. 087° 34' 37.10" W
Reduced Depth 76.0 feet
Type of Feature (Reference Chart No.1) Presently charted as fish haven,
11 fms reported. Recommend changing caption to 12 fms reported. Chart as
PROTRAYED ON PRESENT SURVEY, SEE ALSO SECTION 6.0. OF THE EVALUATION
Report.

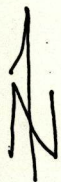
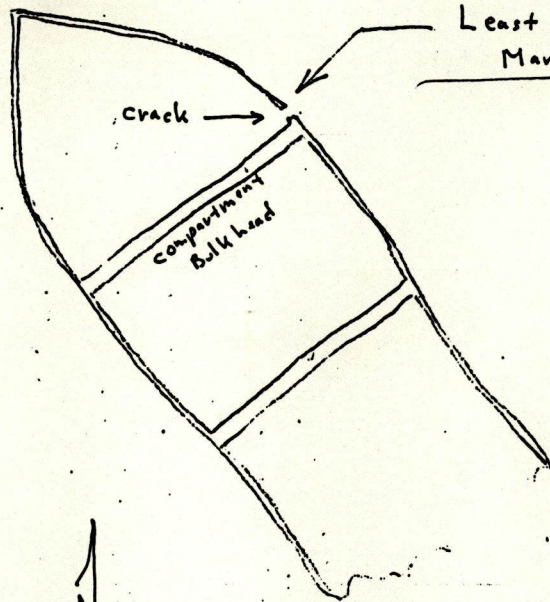
Divers Sketch
 Liberty Ship Wallace
 31 OCT 1984

Marker buoy
 Anchor dropped 10 feet from
 Liberty Ship's Stern → Stern

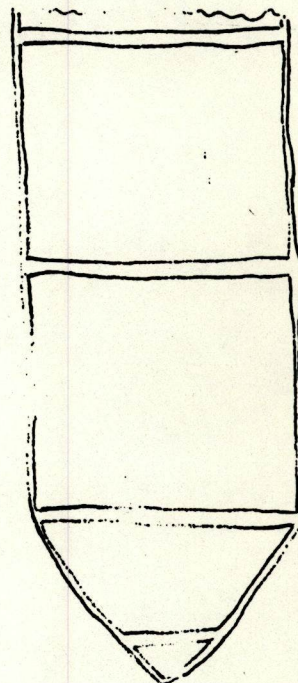
Loran C (7980 chain)
 Stern = 13037.7 (w)
 47046.4 (Y)

Least Depth = 13037.9 (w)
 47046.3 (Y)

Least Depth = 77.4' @ 19201307
 Marker Buoy raised here.

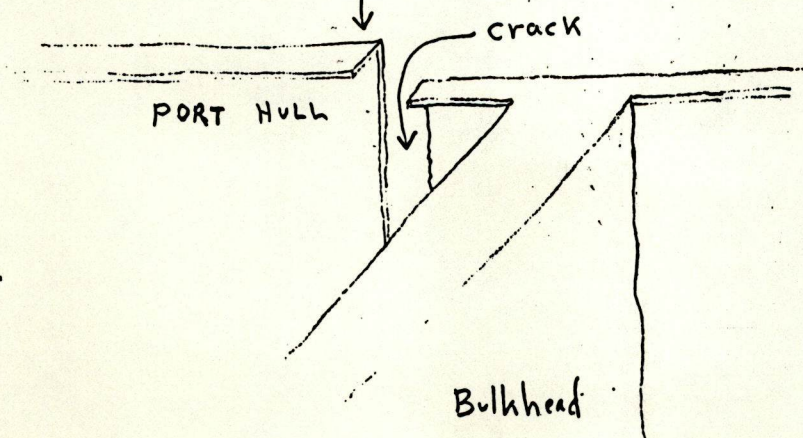


Ship lies
 in two
 Halves



Bow

Least Depth Taken to Here



← Topside of Hull
 10 to 15 feet off
 Bottom

LORAN C READINGS ON ALABAMA'S PUBLIC REEF

Chart Ref. No.	Reef Name	Gulf Chain	Compass (in degrees)		Approx. Water Depth
			Sand Island Light	Perdido Pass Sea Buoy	
1	Trysler Grounds	13060 to 13100			
2	Mobil Oil Platform	47004 to 46990.0	119 (31.0)	165 to 174 (22.0)	102'
3	Sparkman (Liberty Ship)	13070.0 47020.0	113 (29.0)	184 (17.0)	96'
4	Wallace (Liberty Ship)	12947.1 47019.8	120 (20.3)	206 (17.7)	93'
5	Kelley Pipes and Lillian Bridge No. 1	13038.0 47046.0	101 (25.3)	182 (10.5)	90'
6	Allen (Liberty Ship)	13046.7 47062.8	100 (25.5)	181 (9.7)	60'
7	Lillian Bridge No. 2	13069.2 47059.0	94 (26.3)	172 (8.0)	88'
8	105' Tug	13059.2 47054.9	92 (27.5)	177 (9.0)	92'
9	Lipscomb Tug	12957.8 47039.9	102 (19.0)	212 (19.5)	64'
10	Buffalo Barge No. 1	12899.9 47044.9	114 (13.9)	229 (16.5)	65'
11	Fort Morgan Pipes	12881.9 47045.5	115 (13.0)	231 (17.2)	54'
12	Buffalo Barge No. 2	12883.1 47040.0	117 (13.2)	230 (18.0)	66'
13	Southeast Banks	12876.8 47044.3	116 (12.3)	233 (17.7)	66'
14	Edwards (Liberty Ship)	12808.3 47027.0	160 (11.6)	233 (27.8)	75'
15	Anderson (Liberty Ship)	12709.4 47013.6	190 (13.8)	236 (34.4)	84'
16	Tulsa Wreck	12732.5 47018.6	187 (10.3)	240 (30.9)	82'
17	Drydock	12711.9 47027.4	190 (11.0)	240 (32.5)	84'
18	East Marker Dauphin Island Bridge Spans	12704.6 47028.7	194 (10.6)	241 (32.1)	72'
19	West Marker Dauphin Island Bridge Spans	12735.0 47035.0	190 (11.0)	240 (30.0)	65'
20	Southwest Banks	12706.0 47035.0	204 (12.0)	244 (34.0)	65'
		12650.0 47045.0	269 (11.0)	239 (37.0)	66'

others for bait. In fact, frozen cigar minnows work great.

The rig is 14 inches of sixty pound test sevenstrand bronze leader wire with a 5/0 bronze eagle claw hook on 1/0 bronze treble hook, small black swivel and black #A2 sleeves. Tie your line directly to the swivel with no weight and let it simply drift for any number of fancies.

The sow rig or "sow snapper" rig uses big red snapper, amberjack, grouper and others. Use 80 to 150 lb. mono line and make a five foot leader out of the same. Use a big black

swivel and a 5/0 bronze eagle claw hook. Put a two to six ounce slip sinker on the line. A good bait for this rig is a small or large pinfish or croaker, depending on your intent. A big bait usually gets a big amberjack and a smaller bait is for snapper.

The fourth method for the wrecks is deep jigging. It is the simplest, but not the worst. Tie on a jig between two and four ounces and let it to the bottom. Now bring it up in long sweeping pumps of the rod. Don't be surprised if one takes it off your hands. Only use a leader if toothy mackerel call for its use.

The secret of deep jigging is keeping at it and not giving up.

There you are; four methods that work on our offshore wrecks. Try each one or better yet, use all four for variety. Wreck fishing's like knowing you're gonna catch something before it happens. The wrecks are great places to put fish on the boat and our coast has a bunch of them.

Continued on page 60

DIVE INVESTIGATION REPORT
PROJECT NUMBER J217-HSB-81
SURVEY H-10114
FIELD NUMBER HFP-20-3-83

DIVE NUMBER 2

DIVE DATE 30 November 1984

I. AREA OF INVESTIGATION

- A. State/County: Alabama/USA Sub-Locality Gulf of Mexico
- B. Position: Latitude 30° 15' 14.23" N Longitude 87° 33' 44.18" W
(Dive site or center of search area)
- C. Method of Positioning Hydrotrac

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: PSR # 165
- B. Source of item being investigated (if other than AWOIS listing): LNM 52 30 December 1975
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):

Pleasure Island Dive Center
Gulf Shores, Alabama 36542

Phone (205) 948 6883
- D. Names, Addresses and Phone Numbers etc. of contacts:
See above.

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Loran C Rates
7980 chain 13057.4 W 47094.0 Y
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.) Visual search was conducted at wreck site. Depth gauge comparisons were made to determine location of the highest point on the wreck for a leadline measurement.
- C. Known reference to features nearby: Leadline least depth taken on SW corner.
- D. Area and depths covered: As described in LNM 52, the barge is 30'x40'. Bottom depth 29 ft and top of dredge 18 ft (by depth gauge readings). Nothing observed around perimeter of wreck.

IV. DIVE DATA

- A. Divers: LTJG Philip M. Kenul, Gary L. Merrill
- B. Time of Dive (in UTC) - Real JD 316 1845 JD 335 1715 time in
Elapsed 1905 1725 time out
Bottom time 20 min 10 min
- C. General Bottom Depths (units and method of determination):
29 ft by depth gauge; 30 ft by echosounder (corrected for draft only)
- D. Current and conditions: JD 316 no bottom current, slight surface current.
JD 335 currents fairly strong making dive operations difficult.
- E. Visibility (number of feet - horizontally and vertically):
JD 316 Horizontal Visibility 30 ft; Vertical Visibility 20 ft.
JD 335 Horizontal Visibility 2-4 ft; Vertical Visibility 2-4 ft.
- F. Bottom type (mud, sand, rocks, etc.): Sand, broken shell

IV. RESULTS

- A. Detached Positions Number(s): #2799 On JD 335
Time of D.P.'s (UTC): Describe if other time zone: 180644 (JD 335)
Least Depth and Fix Numbers (raw depth): 18.5 ft JD 316 1853 UTC
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) Leadline diver held
- B. Description of findings: Dive on JD 316 was by HFP-1 personnel in privately owned boat (G.L. Merrill). Wreck was found lying SW by NE; its size as described by PSR #165 and LNM 52/1975 about 30'x40'. Dive on JD 335 was from Launch 1257.. Operations terminated due to swift currents and poor visibility.
- C. Dimensions of item or feature (attach sketch if appropriate):
30' wide x 40' long x 10' deep
- D. Unusual Conditions:
None

VI. CHARTING RECOMMENDATIONS

Position Lat. 30°15'14.⁴33" N Long. 087°33'41.²⁵18"

Reduced Depth 17.4
18.3 feet

Type of Feature (Reference Chart No.1) The hydrographer recommends charting the dangerous submerged wreck symbol at the surveyed position and deleting the P.A. notation on charts 1360 and 11382, as portrayed on present survey.
SEE ALSO PAGE 13, 14 OF THIS DESCRIPTIVE REPORT.

DIVE INVESTIGATION REPORT
PROJECT NUMBER J217-HSB-81
SURVEY H-10114
FIELD NUMBER HFP-20-3-83

DIVE NUMBER 3

DIVE DATE 27 February 1985
JD 058

I. AREA OF INVESTIGATION

- A. State/Country Alabama/USA Sub-Locality Gulf of Mexico
- B. Position: Latitude 30° 14' 36.7"N Longitude 87° 41 ' 53.0"W
(Dive site or center of search area)
- C. Method of Positioning Range/Az Del Norte

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: 03629 (PSR 276)
- B. Source of item being investigated (if other than AWOIS listing): NM 17 1967
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):
Pleasure Island Dive Center
Gulf Shores, Alabama 36542

Phone (205) 948-6883
- D. Names, Addresses and Phone Numbers etc. of contacts:

See above

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Divers had been at site previously and used landmarks on the beach from information received from local sources (see Section II. C. above)
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.)
Visual search was made of wreck site. Depth gage comparisons were made to determine location of least depth on the wreck for a lead line measurement.
- C. Known reference to features nearby: Wreck site was approximately 300 meters from shore off Gulf Shores, Alabama. Approximately 0.7 statute mile west of State Hwy. 59.
- D. Area and depths covered:
Wreckage was spread over an area of approximately 50 meters by 20 meters and search was over this area in which bottom depths varied from 9 to 14 feet.

IV. DIVE DATA

- A. Divers: LTJG Philip M. Kenul, Gary L. Merrill, and Mark McMann
- B. Time of Dive (in UTC) - Real 1700 Time In
Elapsed 1720 Time Out
Bottom Time 20 minutes
- C. General Bottom Depths (units and method of determination):
9-14 feet By depth gage
- D. Current and conditions: Surf action over sand bar on which wreck
was located caused diver to be rocked with the current.
- E. Visibility (number of feet - horizontally and vertically):
Horizontal Visibility: 3-4 feet
Vertical Visibility: 3-4 feet
- F. Bottom type (mud, sand, rocks, etc.): White Sand

IV. RESULTS

- A. Detached Positions Number(s): 3000
Time of D.P.'s (UTC): Describe if other time zone: 172400 UTC
Least Depth and Fix Numbers (raw depth): 4.5 feet
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) Diver held lead line
- B. Description of findings: The wreck appeared to be the remains of a derrick barge as described in AWOIS Listing 03629. It is broken-up into 3 separate pieces, or the Hull is buried in the sand so that three separate sections of the wreck are visible. It is a popular site for local dive classes.
- C. Dimensions of item or feature (attach sketch if appropriate):
The wreck is spread over an area about 50 m x 20 m. Visibility was so poor that an accurate sketch could not be made.
- D. Unusual Conditions:
None

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 14' 36.7"N Long. 87° 41' 53.0"W
Reduced Depth 3.0 feet
~~4.1 feet~~

Type of Feature (Reference Chart No.1) ~~The Hydrographer recommends charting the symbol for a sunken wreck dangerous to surface navigation on Chart 11376 and deleting the symbol presently charted at the reported position.~~ SEE ALSO SECTION 7.a.1) of the EVALUATION REPORT.

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217-HSB-81
SURVEY H-10114
FIELD NUMBER HFP-20-3-83

DIVE NUMBER 4

DIVE DATE 29 April 1985

I. AREA OF INVESTIGATION

- A. State/Country Alabama/USA Sub-Locality Gulf of Mexico
- B. Position: Latitude 30° 15' 14.33⁴³"N Longitude 087° 33' 41.18²⁵"W
(Dive site or center of search area)
- C. Method of Positioning 3 point sextant fixes with check angles

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: PSR #165
- B. Source of item being investigated (if other than AWOIS listing): LNM 52 30 December 1975
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):
Fred Givens
Pleasure Island Dive Center
Gulf Shores, Alabama 36542

Phone: (205) 948-6883
- D. Names, Addresses and Phone Numbers etc. of contacts:

see above

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Loran-C Rates
7980 chain 13057.4 W 47094.0 Y (see Section II.C.)
- B. Search Procedure (e.g. following a groundwire, circle search, sweep along known feature, etc.) Circle search was conducted using a 140-foot search radius centered at Loran-C rates reported above. Depth gage comparisons were made to determine location of highest point on the wreck for a leadline measurement.
- C. Known reference to features nearby: Leadline least depth taken on SW corner.
- D. Area and depths covered: As described in LNM 52, the barge is 30' x 40'. Bottom depth 29 ft and top of dredge is 18 ft (by depth gauge readings). Nothing observed around perimeter of wreck.

IV. DIVE DATA

- A. Divers: LTJG Philip M. Kenul, Mark McMann
- B. Time of Dive (in UTC) - Real 1825 In to 1851 Out
Elapsed 26 minutes
- C. General Bottom Depths (units and method of determination):
29 ft by depth gage 28.9 ft by echo sounder (corrected for draft only)
- D. Current and conditions: No surface current, slight bottom current.
- E. Visibility (number of feet - horizontally and vertically):
Horizontal visibility 15 feet, vertical visibility 15 feet.
- F. Bottom type (mud, sand, rocks, etc.): sand, broken shell

IV. RESULTS

- A. Detached Position Number(*): 3001
Time of D.P.'s (UTC): Describe if other time zone: 1845
Least Depth and Fix Numbers (raw depth): 18.5 feet, D. P. #3001
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) Diver held leadline
- B. Description of findings: Wreck was found to be lying SW by NE. Its size as described by PSR #165 and LNM 52/1975. The outstanding feature of the wreck appears to be the very solid ribs of the dredge housing structure.
- C. Dimensions of item or feature (attach sketch if appropriate):
30' wide x 40' x 10' deep
- D. Unusual Conditions:
none

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 15' 14.⁴³75"N Long. 087° 33' 41.²⁵15"W

Reduced Depth 17.0 FEET
17.7 feet (corrected for Predicted Tides)

Type of Feature (Reference Chart No.1) The hydrographer recommends
~~charting the dangerous submerged wreck symbol at the surveyed position~~
~~and deleting the PA notation on charts 11360 and 11382, BE PROTRAYED ON~~
SEE ALSO SECTION L. PAGE 13/14 OF THIS DESCRIPTIVE PRESENT SURVEY.
Report.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE

Atlantic Marine Center
439 W. York Street
Norfolk, VA. 23510

MOA233/RL

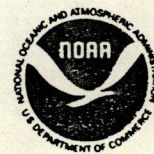
8 March 1985

To: Chief, Chart Information Section - N/CG222
From: LCDR. Kenneth W. Perrin, N/MOA233
Subject: Danger to Navigation Report from OPR-J217-HFP-84
Chart 11376, Hydrographic Survey H-10114

The attached letter was sent to the Commander, Eight Coast Guard District, New Orleans, Louisiana for inclusion in the Local Notice to Mariners.

The Eight Coast Guard District was also informed of this danger by telephone on 6 March 1985.

cc: N/MOA2x1
N/CG24





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
NOAA Launch 1257
P. O. Box 1027
Fairhope, Alabama 36533

04 March 1985

Commander, Eighth Coast Guard District
Aids to Navigation Branch
Hale Boggs Federal Building, Room 1141
500 Camp Street
New Orleans, Louisiana 70130

Dear Sir:

During survey operations of the National Ocean Service's Hydrographic Field Party 1, a submerged dangerous wreck was located which had previously been reported in error in NM 17/67 and charted as such. The wreck is described as a derrick barge reported aground at latitude 30° 14' 42"N, longitude 87° 41' 30"W. This position is incorrect.

Divers from HFP-1 located the wreckage on 27 February 1985 in water from 9-14 feet deep. A least depth on the wreck was measured by diver held lead line of 4.1 feet (reduced for predicted tides). The correct position should be updated to latitude 30° 14' 36.7"N, longitude 87° 41' 53.0"W on Chart 11376. All vessels transiting this area should navigate with caution.

If you have any question or require additional information, please contact me at (205) 928-0701.

Sincerely,

Philip M. Kenul
LTJG Philip M. Kenul, NOAA
Officer-in-Charge





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE

Atlantic Marine Center
439 West York St.
Norfolk, VA 23510
N/MOA233/RL

March 29, 1985

TO: Chief, Chart Information Section, N/CG222
FROM: Kenneth W. Perrin, *Kenneth W. Perrin* LCDR., NOAA
Chief, Hydrographic Field Parties Section
SUBJECT: Danger to Navigation Report, Charts 11360 and 11382
Survey H-10114 - OPR-J217

The attached letter and field sheet overlay sections were sent to the Commander, Eight Coast Guard District, New Orleans, LA., for inclusion in the Local Notice to Mariners, concerning the accurate positioning and depths on two submerged wrecks in the Gulf of Mexico south of Perdido Pass, Alabama.

The Coast Guard Office was informed of this information by telephone on 29 March 1985.

cc: MOA2x1
N/CG24





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Atlantic Marine Center
439 West York St.
Norfolk, VA 23510
N/MOA233/RL

29 March 1985

TO: Commander, Eighth Coast Guard District
New Orleans, LA

FROM: LCDR. Kenneth W. Perrin *Kenneth W. Perrin*
Chief, Hydrographic Field Parties Section

SUBJECT: Information for Local Notice to Mariners - Charts 11360 and 11382

The following information is a result of a recent National Ocean Service hydrographic survey of the Gulf of Mexico west of Perdido Pass, Alabama. (Survey H-10114 - scale 1:20,000 - year 1983-85)

A submerged dangerous wreck position approximate (PA), charted at latitude $30^{\circ} 15' N$, longitude $87^{\circ} 34' W$, on charts 11382 and 11360 was accurately positioned during this survey. This wreck originated from Local Notice to Mariners 52 (1975) and was reported to be a 30-foot x 40-foot dredge. The wreck was located at latitude $30^{\circ} 15' 14.33'' N$, longitude $87^{\circ} 33' 41.18'' W$ and a least depth of 18.5 feet was measured with a diver-held lead line. This depth was obtained November 11, 1984 at 185300 UTC and is uncorrected for tides.

Another Obstruction, Fish Haven, (11 fms reported), charted at latitude $30^{\circ} 05' 29'' N$, longitude $87^{\circ} 35' 27'' W$, on Chart 11360, originated with Local Notice to Mariners 41 (1980) and was reported as a Liberty ship. This feature was accurately located at latitude $30^{\circ} 05' 13.10'' N$, and longitude $87^{\circ} 34' 37.10''$. This position is 1600 meters and bears 110° from the charted position. A diver-held lead line least depth of 77.4 ft, (uncorrected for tides) was obtained after a thorough visual search of the Liberty ship on 31 October 1984 at 184000 UTC.

It should be noted the white and orange buoy charted on this Fish Haven was not observed at anytime during this survey either at its charted position or at the actual position determined by this survey.

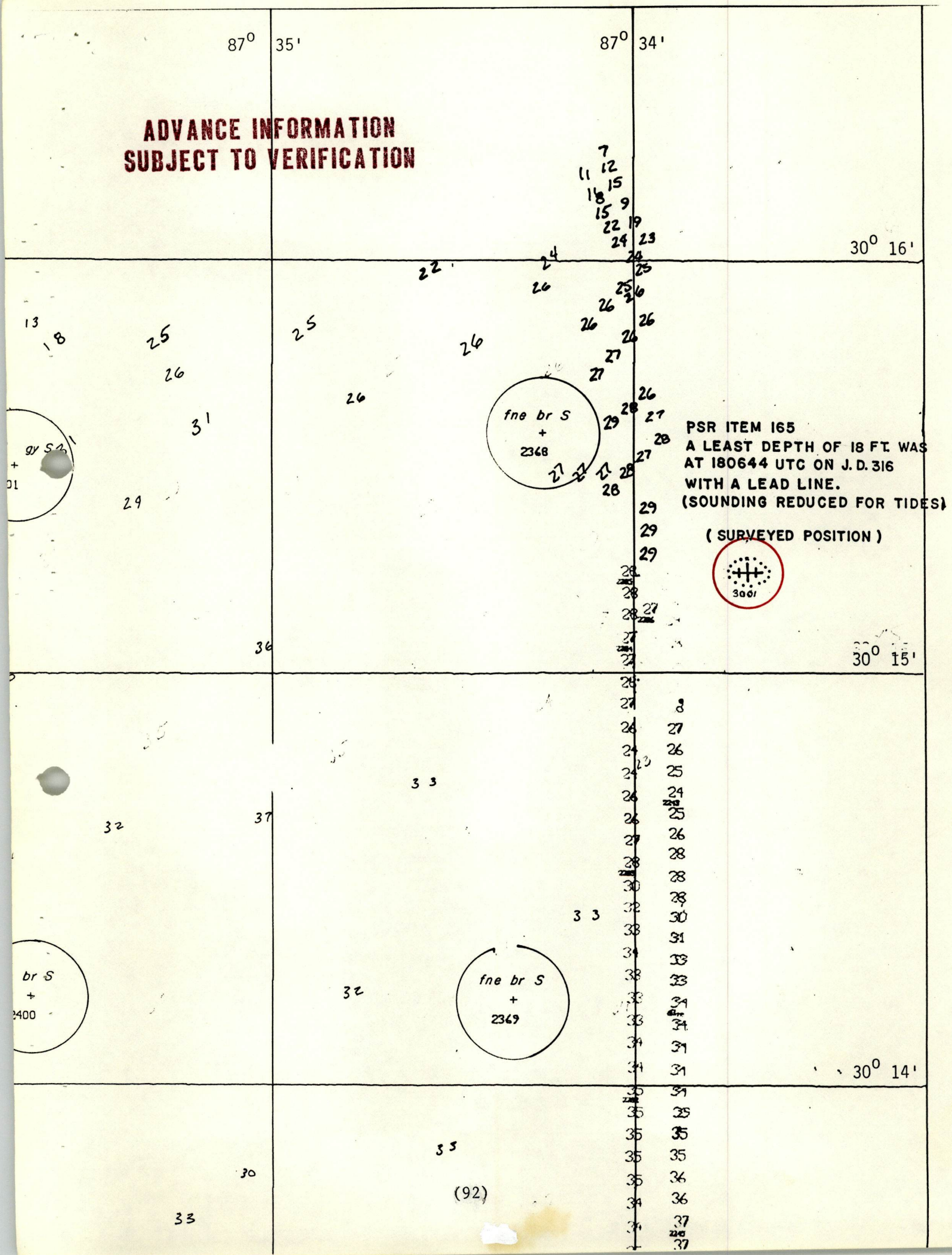
The above positions were located using an Odom Hydrotrac system operating in the range/range mode with shore stations located over third order horizontal control stations.

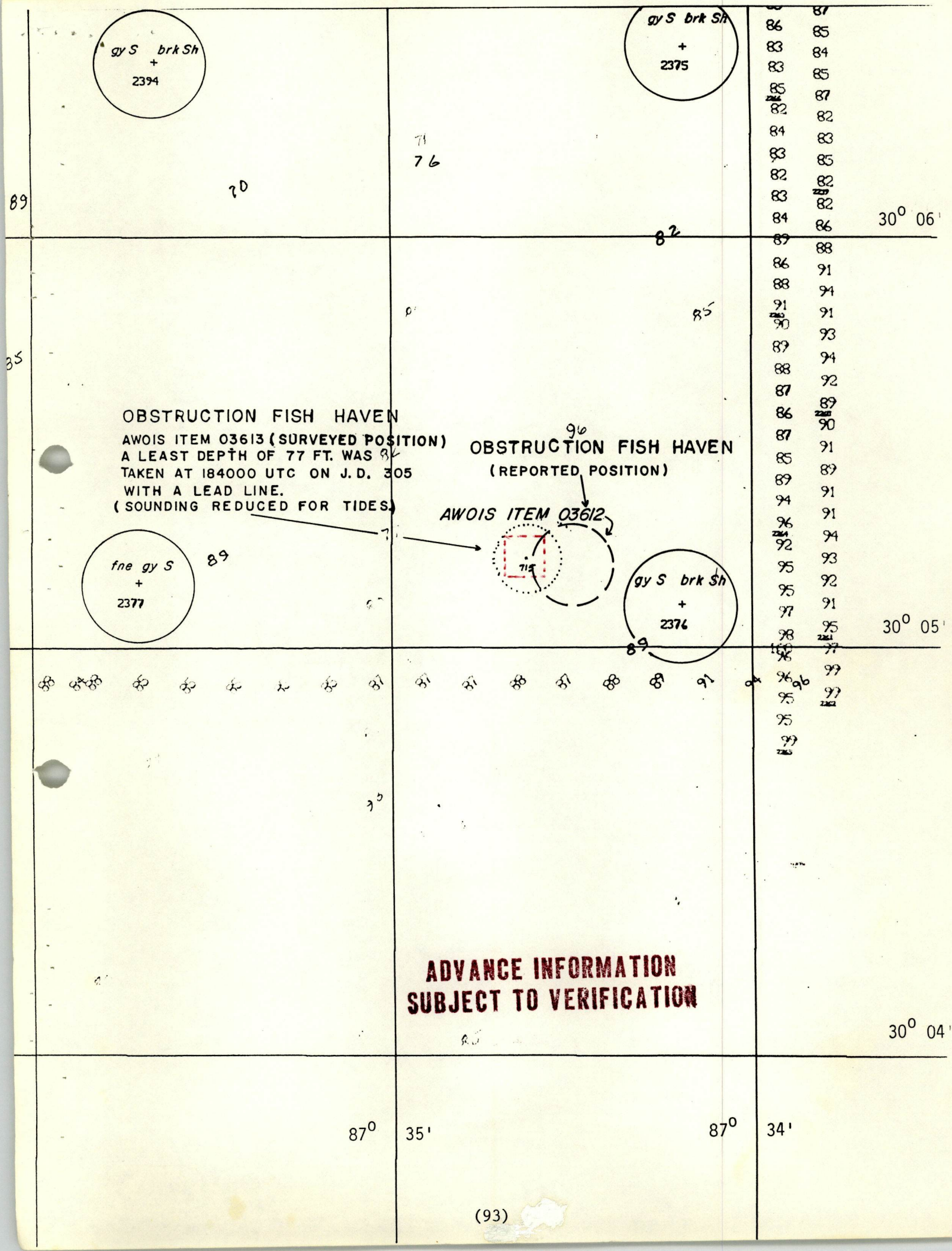
Copies of two sections of the field sheet overlay showing the accurate position of these features are appended.

This is advance information subject to office review and the application of actual tide correctors.



ADVANCE INFORMATION
SUBJECT TO VERIFICATION







UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
NOAA LAUNCH 1257
General Delivery
Orange Beach, AL 36561

10 December 1985

TO: N/MOA233 - LCDR Kenneth W. Perrin
Chief, HFPS

FROM: N/MOA233 - LTJG Philip M. Kenul
OIC, HFP-1

SUBJECT: Pier Ruins on Survey HFP 20-3-83, H-10114

Two piers which were not adequately located during survey operations on H-10114 (see preprocessing critique dated 01 July 1985) were positioned on 06 December 1985.

The easternmost pier which was intact at the time of the survey was partially destroyed during Hurricane Elena in August 1985. The pier is intact from the beach to latitude $30^{\circ} 14' 52.14''$ N, longitude $087^{\circ} 40' 51.09''$ W. South of this point, the pier is in ruins with several piles being submerged. A single 14-inch pile, approximately 12 feet above the water (1500 UTC), was located at latitude $30^{\circ} 14' 51.67''$ N, longitude $087^{\circ} 40' 51.22''$ W. Several more submerged piles extend 20 meters seaward of this point.

The westernmost submerged pier ruins were located at latitude $30^{\circ} 14' 52.29''$ N, longitude $087^{\circ} 40' 54.07''$ W. The pier ruins run 30 meters seaward of this point.

A previously unreported pier in ruins was also located at latitude $30^{\circ} 14' 50.41''$ N, longitude $087^{\circ} 41' 15.21''$ W. The ruins run 35 meters seaward from this point. Eight of the piles are visible above the water line (1515 UTC) while approximately twenty are submerged.

The pier ruins were located using an HP-3810B, EDM, from a third-order/Class I position, and computed using RK300 Utility Computations, Range/Azimuth subprogram.

Please forward this information to concerned units within NOS.

CC: N/MOA 23





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
23 April 1986

TO : N/MOA23 - LCDR David B. MacFarland, Jr.
Chief, Hydrographic Surveys Branch

THRU : N/MOA233 - LCDR *Kenneth W. Perrin*
Chief, HFPS

FROM : N/MOA233 - LTJG *Philip M. Kenul*
OIC, HFP-1

SUBJECT: Uncharted Wreck, Gulf of Mexico, OPR-J217-HFP-83,
H-10114, Charts 11360 and 11382.

An uncharted wreck not located during survey operations on H-10114 was recently located by HFP-1 during dive operations. The position of the wreck was determine using three-point sextant fix with check fix, using third-order horizontal control stations, and computed using Hydroplot program RK 561. The least depth was determined, using a diver held leadline, and corrected using predicted tides.

The following are attached:

- Position computations
- Fathometer listing
- Signal listing
- Field Tide note
- Predicted Tide printout
- Dive report
- Dangers to Navigation report



APR 28 REC'D

DIVE INVESTIGATION REPORT
PROJECT NUMBER OPR-J217
SURVEY H-10114
FIELD NUMBER HFP-20-3-83

DIVE NUMBER 1

DIVE DATE 16 April 1986

I. AREA OF INVESTIGATION

- A. State/Country Alabama/USA Sub-Locality Gulf of Mexico
- B. Position: Latitude 30° 12' 06.⁶⁴''N Longitude 087° 36' 15.⁸⁹''W
(Dive site or center of search area)
- C. Method of Positioning 3-point sextant fix with check fix to
Third Order Horizontal Control Stations.

II. PURPOSE OF INVESTIGATION

- A. AWOIS item number: Uncharted
- B. Source of item being investigated (if other than AWOIS listing): HFP-1
- C. Contacts (e.g. USCG, C of E, Harbor Masters, Owners, etc.):
Mr. Fred Givens
Pleasure Island Dive Center
P. O. Box 1730
Gulf Shores, AL 36542
(205) 968-6883
- D. Names, Addresses and Phone Numbers etc. of contacts:
See above

III. SURVEY PROCEDURES

- A. Determination of dive site (e.g. wire drag, side scan, development): Loran-C, 7980-Chain, Y= 47079.3
W= 13027.8
- B. Search Procedure(e.g. following a groundwire, circle search, sweep along known feature, etc.)
- C. Known reference to features nearby:
Southeast of Gulf State Park.
- D. Area and depths covered:
40-45 feet

IV. DIVE DATA

- A. Divers: LCDR Kenneth W. Perrin & LTJG David Moeller
- B. Time of Dive (in UTC) - Real 1500 UTC
Elapsed 26 minutes
- C. General Bottom Depths (units and method of determination):
40-45 feet, Echogram records (attached).
- D. Current and conditions: No current
- E. Visibility (number of feet - horizontally and vertically):
Horizontal 7 feet, Vertical 10 feet
- F. Bottom type (mud, sand, rocks, etc.): sand

IV. RESULTS

- A. Detached Positions Number(s): none - This wreck not in current survey area.
Time of D.P.'s (UTC): Describe if other time zone: 1500 UTC
Least Depth and Fix Numbers (raw depth): 40 feet
Method of determining depth (The raw sounding should be recorded. The reduced least depth should be plotted on the field sheet.) Leadline
- B. Description of findings:
Remains of freighter. Only the boiler, engine, and prop remain intact. All other debris is either buried or scattered.
Wreckage is in area of 100 x 20 feet.
- C. Dimensions of item or feature (attach sketch if appropriate):
See sketch.
- D. Unusual Conditions:
None

VI. CHARTING RECOMMENDATIONS

Position Lat. 30° 12' 06.⁶⁴79"N Long. 087° 36' 15.⁴⁹14"W
Reduced Depth 40.0 feet
39.4 feet (corrected for predicted tides)

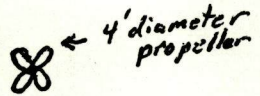
Type of Feature (Reference Chart No.1) Sunken Wreck, not dangerous to surface navigation, be charted as portrayed on present survey.
SEE ALSO SECTION 7.9.7) of the EVALUATION REPORT.

UNCHARTED WRECK

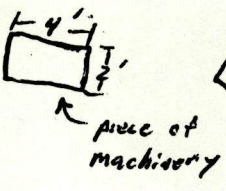
ORIENTATION



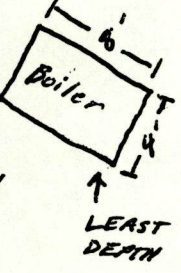
← 4' diameter propeller



← piece of machinery



Boiler



WRECK

APPROX
100 FEET

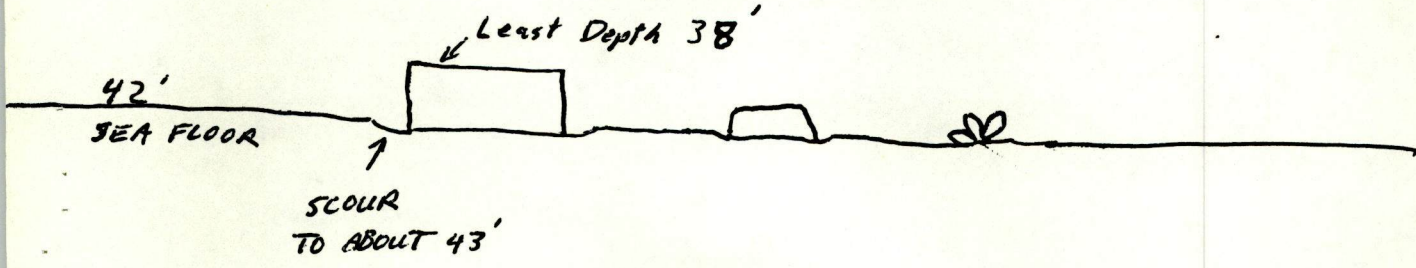
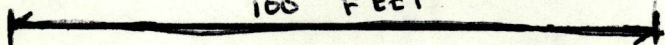


CHART # 11360/11382

ITEM # Uncharted

ITEM DESCRIPTION: Uncharted wreck

SOURCE: HFP-1

INVESTIGATION DATE: 16 April 1986

TIME: 1500 UTC

VESSEL: 1257

OIC: LTJG Philip M. Kenul

REFERENCES:

Position No: N/A

Volume

pg.

CORRECTORS APPLIED:

☐ Velocity

☐ TRA Correctors

Depth measured by diver
Leadline 39.4 feet.

☒ Predicted or

☐ Actual Tide Correctors

GEODETIC POSITION:

Latitude

Longitude

Charted:

Observed:

30° 12' 06.⁶⁴79"N

087° 36' 15.⁸⁹14"W

POSITION DETERMINED BY:

3-point sextant fix with check fix.

METHOD OF ITEM INVESTIGATION:

Dive

CHARTING RECOMMENDATIONS:

~~Wreck not dangerous to surface navigation.~~ See section 7. a. 7) of the Evaluation Report.

Compilation Use Only

CHART

APPLIED AS

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: 08/08/85

Marine Center: Atlantic

OPR: J217

Hydrographic Sheet: H-10114

Locality: Offshore Gulf Shores, AL

Time Period: March 1-2, 1985

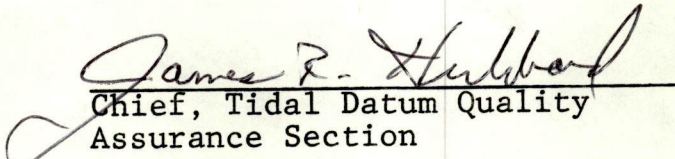
Tide Station Used: 872-9678 Navarre Beach, FL

Plane of Reference (Mean Lower Low Water): 25.64 ft.

Height of Mean High Water Above Plane of Reference: 1.3 ft.

Remarks: Recommended Zoning:

Apply + 1 hour time corrections to all heights.


Chief, Tidal Datum Quality
Assurance Section

NOAA FORM 76-155 (11-72)		U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION				SURVEY NUMBER H-10114	
GEOGRAPHIC NAMES							
Name on Survey		<div style="display: flex; justify-content: space-between; font-size: small;"> <div>A ON CHART NO. 11360 11378 11382</div> <div>B ON PREVIOUS SURVEY NO.</div> <div>C ON U.S. QUADRANGLE MAPS</div> <div>D FROM LOCAL INFORMATION</div> <div>E ON LOCAL MAPS</div> <div>F P.O. GUIDE OR MAP</div> <div>G RAND McNALLY ATLAS</div> <div>H U.S. LIGHT LIST</div> <div>K</div> </div>					
Alabama (title)	X						1
Gulf of Mexico	X						2
Gulf Shores	X						3
Perdido Pass (title)	X						4
Romar Beach	X						5
							6
							7
							8
							9
							10
							11
							12
							13
							14
							15
							16
							17
					Approved:		18
							19
					<i>Charles E. Harrington</i>		20
					Chief Geographer - N/C62x2		21
					APR 15 1986		22
							23
							24
							25

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NO.: H-10114

Number of positions

2714

Number of soundings

19881

Number of control stations

9

TIME-HOURS

DATE COMPLETED

Preprocessing Examination

53

8/13/1985

Verification of Field Data

476

6/10/1986

Quality Control Checks

105

Evaluation and Analysis

55

5/12/1986

Final Inspection

17

5/31/1986

TOTAL TIME

706

Marine Center Approval

5/30/1986

Transmittal letter of survey and survey records will be included in the Descriptive Report to identify the records accompanying the survey.

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-10114

FIELD NO.: HFP-20-3-83

Alabama, Gulf of Mexico, West of Perdido Pass

SURVEYED: 1 September 1983 to 29 April 1985

SCALE: 1:20,000

PROJECT NO.: OPR-J217-HSB-81

SOUNDING: RAYTHEON DE-723D
Fathometer, Hand
lead

CONTROL: HASTINGS-RAYDIST
DR-S (Range-Range),
ODOM HYDROTRAC
(Range-Range),
DEL-NORTE/Wild T-2
Theodolite (Range/
Azimuth)

Chief of Party.....R. W. Jones
.....K. W. Perrin

Surveyed by.....C. B. Greenawalt
.....P. M. Kenul
.....G. S. Lloyd
.....G. L. Merrill
.....G. D. Hendrix
.....M. Mangual-Ortiz
.....D. M. Bryant
.....T. A. Taylor

Automated Plot by.....XYNETICS 1201 Plotter (AMC)

1. INTRODUCTION

a. An uncharted sunken wreck was located by the field unit subsequent to the completion of hydrography. This data was forwarded to the Marine Center in April 1986 and incorporated into the present survey during evaluation and analysis of the survey. See also section 7.a.7) of this report for a complete discussion and disposition of the wreck.

b. No unusual problems were encountered during office processing.

c. Notes in the Descriptive Report were made in red during office processing.

2. CONTROL AND SHORELINE

a. Control is adequately discussed in sections F., G., and S. of the Descriptive Report.

b. Shoreline originates with registered Coastal Zone Map TP-00542 of 1978-79 and final reviewed Class III photogrammetric manuscript TP-00932 of 1981-1982.

3. HYDROGRAPHY

a. Soundings at crossings are adequate and comply with the criteria found in sections 4.6.1. and 6.3.4.3. of the HYDROGRAPHIC MANUAL.

b. The standard depth curves could not be drawn in there entirety. The zero (0) and six (6) foot curves were not delineated and the twelve (12) foot curve was not delineated in its entirety because of vessel safety. Supplemental twenty-four (24) foot curve and dashed curves were added to better show bottom topography.

c. The development of the bottom configuration and determination of the least depths is considered adequate.

4. CONDITION OF SURVEY

The smooth sheet and accompanying overlays, hydrographic records and reports are adequate and conform to the requirements of the HYDROGRAPHIC MANUAL with the following exceptions:

a. The hydrographer did not take twice daily bar checks as required by section 1.5.2. and 4.9.5.1.1. of the HYDROGRAPHIC MANUAL. Data for twenty-three (23) out of a possible ninety-two (92) bar checks were forwarded with the survey data.

b. The field unit did not perform a bottom drag as required in AWOIS listing for AWOIS ITEMS #3617 and #3629. The AWOIS listing's assigned method of investigation is not practical for a single vessel. The personnel generating the Project Instructions and AWOIS listing should consider the field unit assigned to the project and identify any limitations that may preclude the type of investigation required.

c. The hydrographer failed to locate AWOIS ITEM #3616. The hydrographer had access to the location as stated in section L., page 16 of the Descriptive Report. If the field unit did not have sufficient time to locate the wreck, a location should have been obtained from the dive shop.

5. JUNCTIONS

H-10053 (1982-85) to the southeast

H-10041 (1982-85) to the east
H-10151 (1984-86) to the west

Excellent junctions were effected between the present survey and surveys H-10053 (1982-85) and H-10041 (1982-85).

Survey H-10151 (1984-86) which joins the present survey on the west has not reached an appropriate stage in office processing for junctioning; therefore, a junction between the two surveys can not be made at this time. The junction between the present survey and survey H-10151 (1984-86) will be addressed in the Evaluation Report for survey H-10151 (1984-86).

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrographic

H-4023a (1917-18) 1:40,000
H-4133 (1920) 1:80,000
H-4139 (1919-20) 1:80,000
H-5730 (1935) 1:20,000
H-6554 (1940) 1:40,000
H-6634 (1940) 1:20,000

The six (6) prior surveys listed above cover the present survey area in its entirety.

Prior survey H-4023a (1917-18) compares favorably with the present survey and shows a general trend of varying plus or minus (\pm) one (1) to three (3) feet. There are scattered prior survey soundings that are three (3) to five (5) feet deeper than present survey depths. The difference between the present and prior surveys can be attributed to the westward migration of the fingerlike shoals in the area.

Prior survey H-4133 (1920) compares favorably with soundings from present survey and shows a general trend of being one (1) to four (4) feet deeper than the present survey depths. One line of soundings south of Latitude $30^{\circ}07'N$, and east of Longitude $87^{\circ}35'W$ is five (5) to fourteen (14) feet deeper than present survey depths. Soundings in the vicinity of Latitude $30^{\circ}03'56''N$, Longitude $87^{\circ}37'00''W$, are five (5) to nine (9) feet deeper than present survey depths.

Prior survey H-4139 (1919-20) shows a general trend of being one (1) to five (5) feet deeper than the present survey. The prior survey soundings in the vicinity of Latitude $30^{\circ}08'18''N$, Longitude $87^{\circ}34'18''W$ are six (6) to twelve (12) feet shoaler than present survey depths. Soundings in the vicinity of Latitude $30^{\circ}04'54''N$, Longitude

87°41'12"W are six (6) to ten (10) feet deeper than present survey depths.

Prior survey H-5730 (1935) which covers the along shore area of the present survey compares favorably with the present survey and shows a trend of plus or minus (\pm) one (1) to two (2) feet. The shoal areas that extend seaward have migrated fifty (50) to two hundred (200) meters westward. The shoreline in the vicinity of Latitude 30°16'18"N, Longitude 87°37'54"W, of the present survey has accreted approximately 180 meters. There are minor changes in the shoreline west of Longitude 87°39'W.

Prior survey H-6634 (1940) compares favorably with the present survey. The agreement between the present survey and prior survey shows a general trend of one (1) to two (2) feet difference with the present survey generally being shoaler.

Prior survey H-6554 (1940) compare favorably with the present survey. The agreement between the present survey and prior survey is generally plus or minus (\pm) one (1) to three (3) feet.

The differences between the present and prior surveys may be attributed to natural changes in the bottom and technological advances in surveying.

The present survey is adequate to supersede the above prior surveys within the common area.

b. Wire Drag

FE-271WD (1974) 1:40,000

A comparison with survey FE-271WD (1974) and the present survey shows three (3) hangs in the common area:

The first hang was found in Latitude 30°10'08.1"N, Longitude 87°40'32.0"W. An obstruction was hung at 37 feet and was not cleared or investigated. No least depth was obtained for this obstruction. This obstruction was brought forward to the present survey.

^{SSV 4/14/91}
The second hang was found in Latitude 30°10'30.2"N, Longitude 87°41'05.6"W. An obstruction was hung at 34 feet and was not cleared or investigated. No least depth was obtained for this obstruction. This obstruction was brought forward to the present survey.

A charting recommendation for these two (2) obstructions is found in section 6.a. of the Evaluation Report for FE-271WD (1974). No change in the recommendation is warranted.

AWOIS ITEM #3617 a charted dangerous sunken wreck, PA, (3 ft rep), in Latitude 30°09'30"N, Longitude 87°41'30"W was investigated by this prior survey. A comprehensive discussion and recommendation for this wreck can be found in section 7.a.1) of the Modified Evaluation Report for FE-271WD (1974).

7. COMPARISON WITH CHARTS 11382 (29th Edition 14 Jan 1984)
11376 (38th Edition 4 Feb 1984)
11360 (28th Edition 10 Dec 1983)

The charted hydrography originates with the previously discussed prior surveys. The following should be noted:

5

feet. The uncharted wreck as reported in a Diver's Guide to the Alabama-Florida Gulf is called the "Whiskey Wreck" and/or the "Mail Wreck". There is no evidence to support these names. As stated by the Diver's Guide the "Whiskey Wreck" was blown ashore during a storm in 1906. The wreck is not shown on prior surveys. It is recommended that the dangerous sunken wreck, PA, remain as charted. It is also recommended that a dangerous sunken wreck, in Latitude 30°14'36.63"N, Longitude 87°41'53.04"W, be charted as portrayed on present survey.

AW015 #1490

2) The end of charted pier in Latitude 30°14'52"N, Longitude 87°40'51"W is in ruins. This information was obtained from a letter from the field unit dated 10 December 1985. It is recommended that the charted pier be revised to pier with end in ruins as portrayed on present survey with consideration given to chart scale. NC

3) The charted pier in Latitude 30°14'52"N, Longitude 87°40'54"W is now in ruins. A letter from the field unit dated 10 December 1985 provided this information. It is recommended that the charted pier be revised to pier ruins as portrayed on present survey. NC

4) An uncharted submerged pier ruins in Latitude 30°14'49.07"N, Longitude 87°41'15.21"W was located by hydrographer. It is recommended that the submerged pier ruins be charted as depicted on present survey. NC

5) The charted pier in Latitude 30°15'23"N, Longitude 87°37'40"W was described as being in ruins in section L., page 16 of the Descriptive Report. It is recommended that the charted pier be revised to pier ruins. NC

6) An uncharted submerged obstruction in Latitude 30°13'43.11"N, Longitude 87°38'37.69"W was detected during office processing. The submerged obstruction has an echo sounder least depth of 28 feet in general depths of 34 to 37 feet. It is recommended that the submerged obstruction be charted as portrayed on present survey.

AW015 #7896

7) An uncharted sunken wreck was located by the field unit on 16 April 1986 in Latitude 30°12'06.64"N, Longitude 87°36'15.09"W. During a dive investigation the sunken wreck was observed to be wreckage covering an area 100 feet by 20 feet. A lead line least depth of 40 feet was obtained on the sunken wreck. It is recommended that the sunken wreck be charted as portrayed on present survey.

11382
AW015 #7895

8) An uncharted obstruction with an echo sounder least depth of 44 feet was found in Latitude 30°09'27.60"N, Longitude 87°39'29.46"W. It is recommended that the obstruction be charted as shown on the present survey.

NC
of no value
AW015 #7897

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

b. Aids to Navigation

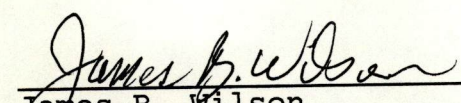
There are no fixed or floating aids to navigation within the limits of this survey.

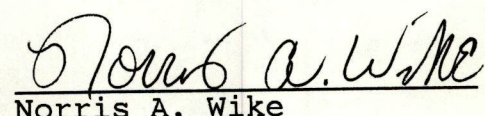
8. COMPLIANCE WITH INSTRUCTIONS

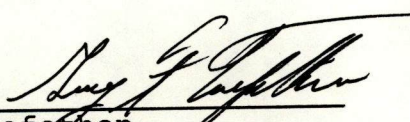
This survey complies with the Project Instructions except as noted in sections of this report.

9. ADDITIONAL FIELD WORK

This is a good basic survey; no additional work is recommended.


James B. Wilson
Cartographic Technician
Verification of field data

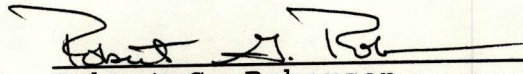

Norris A. Wike
Cartographer
Evaluation and Analysis


Guy F. Trefethen
Senior Cartographic Technician
Verification Check

Inspection Report
H-10114

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproof of charted data. The digital data have been completed and all revisions and additions made to the smooth sheet during survey processing have been entered in the magnetic tape record for this survey. Final control, position, and sounding printouts of the survey have been made. The survey complies with National Ocean Service requirements except as noted in the Evaluation Report. The survey records comply with NOS requirements except where noted in the Evaluation Report.

Inspected

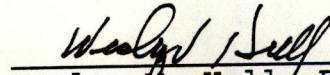


Robert G. Roberson
Chief, Evaluation Analysis Group
Hydrographic Surveys Branch



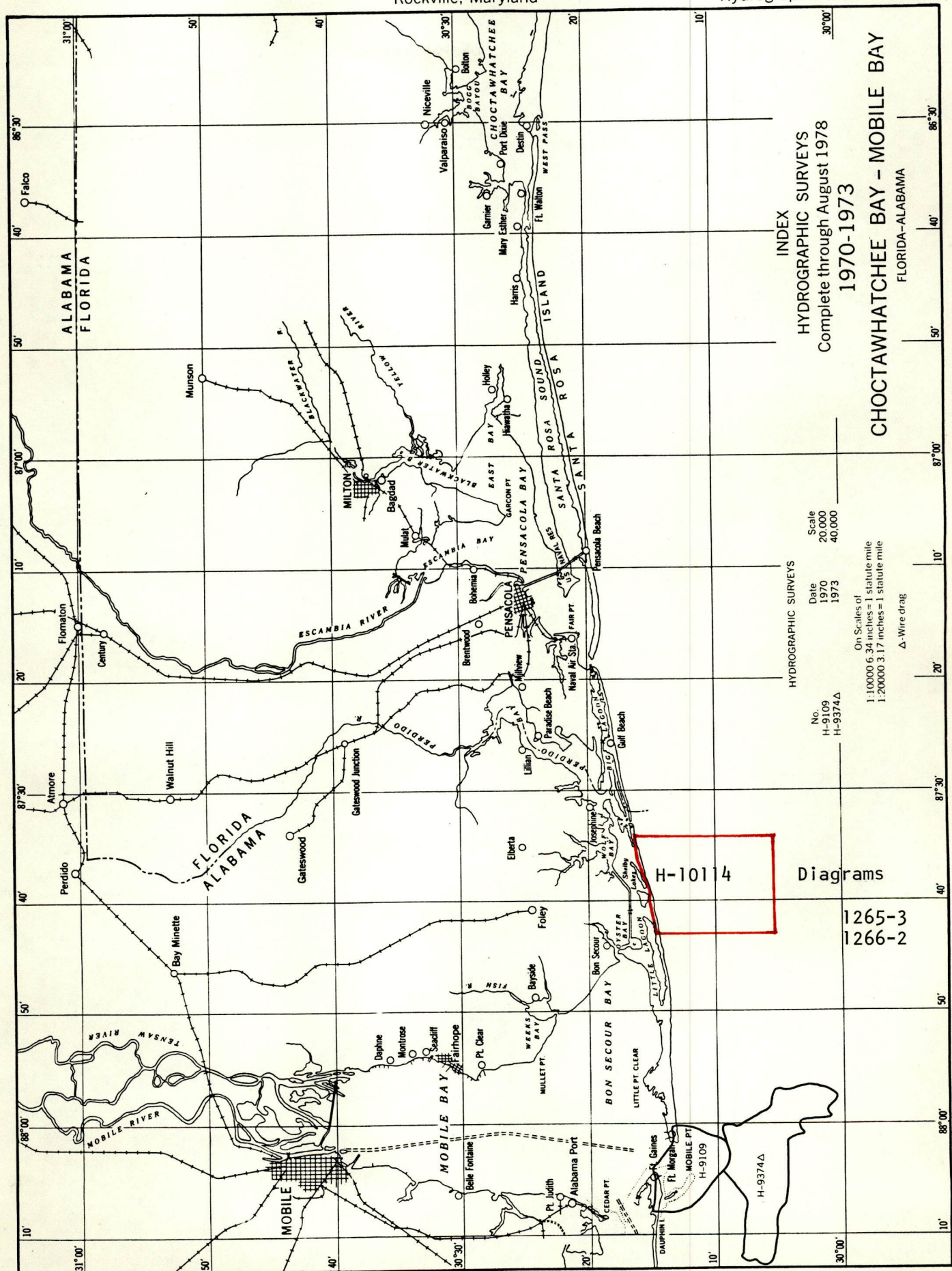
R. D. Sanocki
Chief, Hydrographic Surveys
Processing Section
Hydrographic Surveys Branch

Approved: 5 June 1986



Wesley W. Hull, RADM, NOAA
Director, Atlantic Marine Center

Hydrographic Index No. 85 F



FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10114

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

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

SUPERSEDES C&GS FORM 8352 WHICH MAY BE USED