

10179

Diagram No. 1266-2

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT

Type of Survey ... Hydrographic.....
Field No. HFP-20-1-85.....
Registry No. H-10179.....

LOCALITY

State Alabama.....
General Locality ... Gulf of Mexico.....
Sublocality Southeast of Mobile Point.....

19 85-87

CHIEF OF PARTY
LCDR K.W. Perrin

LIBRARY & ARCHIVES

DATE July 15, 1988.....

☆U.S. GOV. PRINTING OFFICE: 1985-566-054

10179

Area 3

CHTS

11378 B main & inset

11376

11360

11006

CARTOGRAPHER,
SIGN OFF ON
FORM IN BACK

HYDROGRAPHIC TITLE SHEET

H-10179 ✓

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

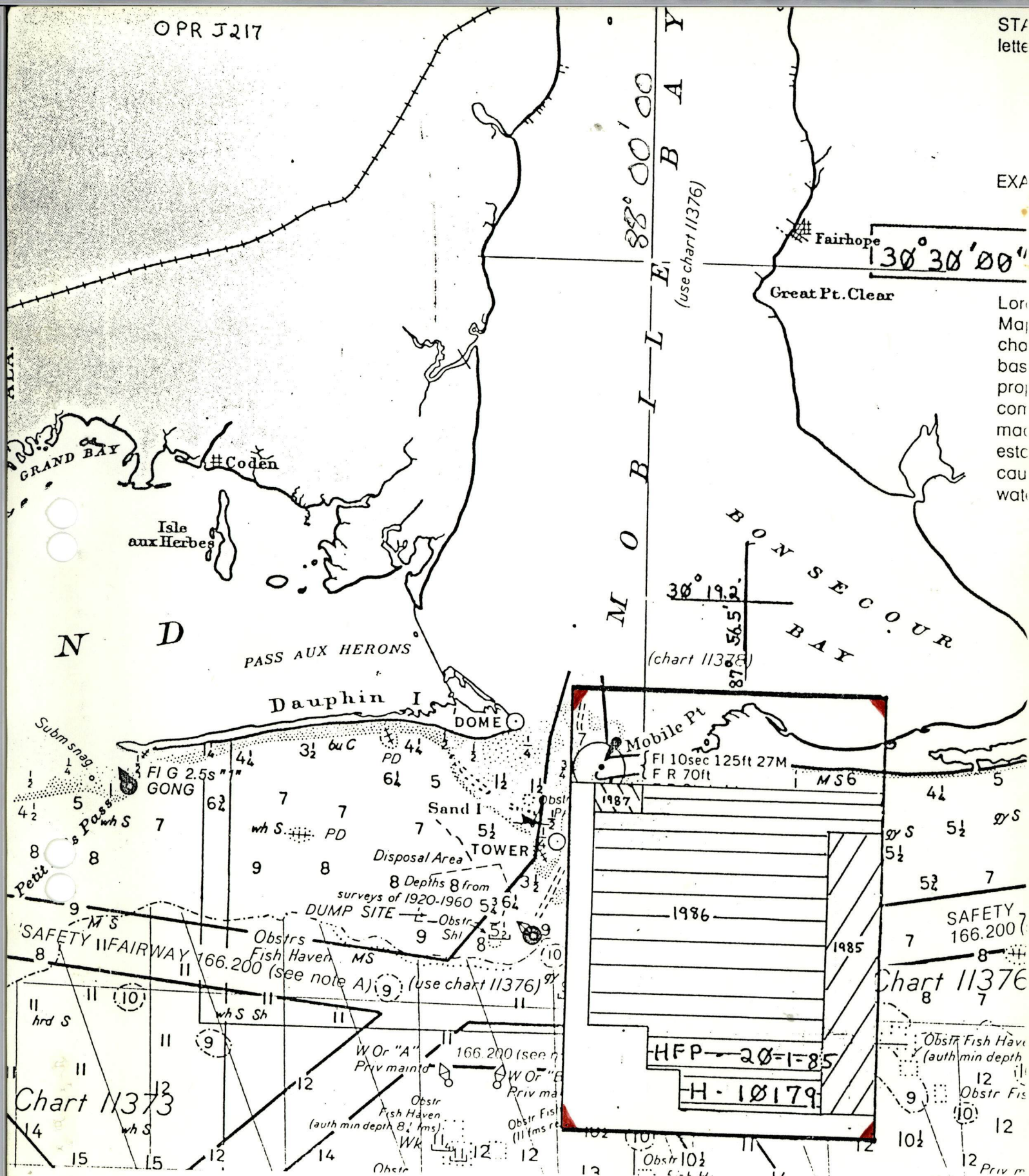
FIELD NO.

HFP-20-1-85 ✓

State ALABAMAGeneral locality GULF OF MEXICOLocality SOUTHEAST OF MOBILE POINTScale 1:20,000 Date of survey 24 MAY 1985 - 03 JUNE 1987 ✓Instructions dated 29 NOVEMBER 1983 * Project No. OPR-J217-HFP-~~8~~⁴Vessel NOAA LAUNCH 1257 (EDP 1257)Chief of party LCDR KENNETH W. PERRINSurveyed by HYDROGRAPHIC FIELD PARTY #1 - OICs LTJGs P. M. KENUL & D. W. MOELLERSoundings taken by echo sounder, ~~XXXXXXXXXX~~ Raytheon DE723D + DSF6000N Echo SoundersGraphic record scaled by PARTY PERSONNEL: DWM, ^{PLS}TS, GSL, GLM, MMO, RWRGraphic record checked by DWM, MMOProtracted by - Field Sheet XINETICS 1201 PLOTTER
Automated plot by -PDP/e-Computer (AMC)Verification by AMC HYDROGRAPHIC SURVEYS BRANCHSoundings in ~~XXXXXX~~ feet at ~~XXX~~ MLLW

REMARKS: * Change No. 1 - 06 AUG. 1984 DWM - David W. Moeller
Change No. 2 - 15 JAN. 1985 ^{PLS}TS - Paul Schattgen
Change No. 3 - 27 AUG. 1985 GSL - George S. Lloyd
Change No. 4 - 04 APR. 1986 GLM - Gary L. Merrill
Change No. 5 - 14 NOV. 1986 MMO - Maria Mangual-Ortiz
Change No. 6 - 06 MAR. 1987 RWR - Robert W. Ramsey

NOTES IN THE DESCRIPTIVE REPORT WERE MADE IN REDDURING OFFICE PROCESSING.Notes in black MADE during EXAMINATIONSTANDARDS CK'D 7-19-88C. LoyAWD/surfLG 11/88
GM 2/89



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* DATA REMOVED FROM DESCRIPTIVE REPORT AND FILED WITH ORIGINAL FIELD DATA.

✓

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10179
HFP-20-1-85

Scale: 1:20,000

Chief of Party: Lt. Cdr. Kenneth W. Perrin

Officer in Charge: Lt. (jg) Philip M. Kenul (until June 1986)

Lt. (jg) David W. Moeller (from June 1986)

Hydrographic Field Parties Section

Hydrographic Field Party #1

Launch 1257

A. PROJECT

Hydrographic Survey, H-10179, designated Sheet "T", was accomplished in accordance with Project Instructions OPR-J217-HFP, dated 29 November 1983 and amended by:

Change No. 1, dated 06 August 1984,
Change No. 2, dated 15 January 1985,
Change No. 3, dated 27 August 1985,
Change No. 4, dated 04 April 1986,
Change No. 5, dated 14 November 1986,
Change No. 6, dated 06 March 1987.

This project is a basic hydrographic survey intended to provide modern data to support existing nautical charts and the NOS bathymetric mapping program.

B. AREA SURVEYED

The area surveyed is located in Alabama, Gulf of Mexico, Southeast of Mobile Point. The survey is bounded by the following points:

Lat. 30°02'00"⁴¹N, Long. 87°51'54"⁴²W
Lat. 30°02'00"⁴¹N, Long. 87°56'50"²⁴W
Lat. 30°05'12"⁴⁰N, Long. 87°56'50"³⁰W
~~Lat. 30°05'12"N, Long. 88°01'24"W~~
Lat. 30°13'15"⁴⁵N, Long. 88°01'24"³⁰W
Lat. 30°13'30"⁴⁵N, Long. 87°51'54"⁴²W

This survey was conducted from 24 May 1985 to 03 June 1987.

C. SOUNDING VESSEL

NOAA Launch 1257 (EDP 1257) was the only vessel used to gather data. No unusual sounding configurations were used nor unusual problems encountered.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

Soundings were recorded with the following Raytheon Model DE-723D and DSF-6000N Fathometers:

UNIT	SERIAL NUMBER	INCLUSIVE DATES
=====	=====	=====
Model DE-723D		
Recorder	37018	DN 144/1985 - DN 150/1985
Digitizer	2772	DN 144/1985 - DN 150/1985
ECU	37009	DN 144/1985 - DN 150/1985
Model DSF-6000N		
Recorder/	B054N	DN 083/1986 - DN 112/1987
Transcriber	K110	DN 114/1987 - DN 154/1987
TMU 7191	AB-221	DN 083/1986 - DN 154/1987

The above equipment was used to measure depths ranging from approximately six (6) to ninety (90) feet.

The DE-723D Fathometer aboard launch 1257 developed several minor problems during this survey. The chart drive and Fathometer paper occasionally, momentarily jammed during survey operations. The jamming was not significant and no data was rejected. Variation between the digitized and analog depths of 0.2 - 0.3 feet were not uncommon. This difference was compensated for during scanning. The instrument initial was monitored continuously and adjustments were made on-line or when the fathograms were scanned.

The Raytheon DE-723D Fathometer was replaced by a DSF-6000N Fathometer in February 1986. Both the high and low frequency transducers have the same draft, and settlement and squat correctors are the same. All data gathered using the DSF-6000N was in the High + Low (High Digitized) mode. Correctors are applied equally to both high and low frequency information.

The DSF-6000N, S/N B054N, developed a problem on DN 112/1987. The Fathometer printout would occasionally shift vertically on the paper. Scanning was difficult due to the shifting, but no data was rejected. The Fathometer was replaced on DN 113/1987 by S/N K110, no problems developed with it.

All fathograms were scanned for peaks and deeps and for the effects of heave. The appropriate changes were made on the corrector tapes.

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

Velocity Corrections

Bar checks were taken when weather and sea conditions permitted. Twice daily bar checks as required by Sections 1.5.2. and 4.9.5.1.1. of the Hydrographic Manual were not always obtained. Daily bar checks were obtained when weather permitted. On several occasions it was found that tidal currents near the entrance to Mobile Bay prevented accurate bar checks from being taken. Bar checks were rejected when sea conditions (excessive rolling) gave erroneous results.

Forty two bar checks were obtained from launch 1257. A copy of the lead line/bar line calibrations are included in the accordion file. Corrections to echo soundings for velocity of sound through water were determined from nine (9) TDC casts and forty two (42) bar checks. An abstract of TDC cast dates and locations is appended.* The velocity corrector tables were generated by PDP8/e program RK530, Layered Correctors for Velocity, using the data from these casts. TDC casts were not used to generate velocity tables for the period DN 128/1986 to 113/1987. All data gathered during this period was in shallow areas where bar check data was sufficient to determine velocity correctors.**Abstract removed and filed with original survey data.*

Nansen casts were performed on DN's 157/1985, 277/1985, 275/1986, and 141/1987 to field check the accuracy of the Martek equipment. The agreement was found to be very good. Copies of Nansen thermometer calibrations for thermometers used on DNs 275/1986 and 141/1987 are located in the accordion file. Calibrations for thermometers used on DNs 157 and 277/1985 are not available.

Three Martek Mark VII, Model 167, instruments were used for TDC casts during this survey (S/N 232 during 1985, S/N 246 during 1986, and S/N 233 during 1987). No calibration report is available for S/N 232. Copies of the calibration data (S/N 246 & 233) are included in the accordion file.

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 velocity corrector tapes. The instrument correctors have not been included in the velocity tapes submitted with this survey, but will be applied to the soundings on the final smooth sheet via the TC/TI tapes.- *All sounding correctors were applied during office processing.*

Copies of all direct comparison forms are included in the accordion file.

Settlement and Squat

Settlement and squat for launch 1257 was measured using the level instrument method described in Section 4.9.4.2. of the Hydrographic Manual. The results of these measurements are included in the accordion file. 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. *Settlement and squat correctors were applied during office processing.*

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. * Appendix removed and filed with original survey data.

Tide Correction

Field tide reduction of soundings was based on predicted tides from Mobile, Mobile River (Tide Table Station 3673), corrected to Fort Gaines, Mobile Bay Entrance (Tide Table Station 3665).

All field tide correctors were interpolated from the predictions in the NOS Tide Tables using a PDP8/e computer and HYDROPLOT program AM500. A printout of predicted tide tapes is located in the accordion file.

The Field Tide Note and copy of request for smooth tides are appended. - Field Tide Note and copy of request for smooth tides removed from the Descriptive Report and filed with original field survey data.

E. HYDROGRAPHIC SHEETS (FIELD 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. Final field sheets and overlay sheets are included with this survey. Mainscheme, crossline, fairway, and split soundings are plotted on the final field sheet. Additional developments, bottom samples, detached positions, charted soundings, junction soundings, and prior survey soundings are plotted on the overlay sheet.

The projection parameter tapes are included with the project data. Parameter tape listings are included in the appendix. - Removed from Descriptive Report and filed with original field survey data.

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

F. CONTROL STATIONS - See also sections 2.a and 2.c. of the Evaluation Report.

Control stations used during this survey were either existing geodetic control published by the National Geodetic Survey or control established by either the Hydrographic Field Parties Support Group or HFP-1 personnel. All stations meet a minimum of Third-order, Class I standards using standard survey practices as detailed in Chapter 3 of the Hydrographic Manual. All positions are based on the North American 1927 Datum.

A list of control stations used during this survey is included in the appendix. A copy of the Horizontal Control Reports are included in the accordion file.

^{four} Six stations are located seaward of the shoreline. They are as follows:

PK GULF PIER 1983 (Signal Number 149). This station is located at the end of the fishing pier located in Gulf State Park, Gulf Shores, Alabama. This station was used as a visual signal for calibration purposes only. *NOT ON SMOOTH sheet*

WEST PILE (Signal Number 162). This station is located approximately 7 nautical miles east southeast of Mobile Point. It is the western most of four remaining piles of a gas well site. A photograph is appended. This site was used for fixed point calibrations.

EAST PILE (Signal Number 160). Eastern most of four remaining piles of a gas well site. A photograph is appended. *NOT USED ON H-10179*

EXXON WELLHEAD 1-5060-827 (Signal Number 164). This station is located approximately 4.5 nautical miles southeast of Mobile Point. A photograph is appended. This site was used for fixed point calibrations.

CAPPED WELLHEAD WEST (Signal Number 032). This station is located approximately 1.5 nmi. south of Mobile Point. A photograph is appended.

CAPPED WELLHEAD EAST (Signal Number 034). This station is located approximately 4 nmi. southeast of Mobile Point. A photograph is appended.

G. HYDROGRAPHIC POSITION CONTROL

The HYDROTRAC system operated in the Range/Range mode provided position control for launch 1257 from DN 144/1985 - 150/1985. The left shore station was a 90-foot tower located at Gulf State Park, Gulf Shores, Alabama. The right station was a 120-foot tower previously used as a Loran-A antenna located at Cape San Blas, Florida. The launch antenna was a 35-foot whip located over the transducer.

The following ODOM HYDROTRAC survey equipment was used at frequency 1718.59 KHz for DN 144/1985 - 150/1985:

LOCATION	HYDROTRAC UNIT	SN	DAY NUMBER (1985)
=====	=====	=====	=====
Left Station (Signal 912)	Slave Drive	214	144 - 150
	Model 701		
	Power Amp.	539	144 - 150
	Model 74-81		
	24 VDC Power	752	144 - 150
	Antenna Coupler	722	144 - 150
	Model 610		
Right Station	Slave Drive	226	144 - 150
	Power Amp.	538	144 - 150
	Model 74-81		

LOCATION	HYDROTRAC UNIT	SN	DAY NUMBER (1985)
Right Station	24 VDC Power	754	144 - 150
	Antenna Coupler	133	144 - 150
	Model 610		
Launch Equip.	Master Drive	121	144 - 148
	Model 702	122	150
	Receiver	327	144 - 150
	Power Amp.	537	144 - 150
	Model 74-81		
	24 VDC Power	753	144 - 150
	Supply		
	Antenna Coupler	134	144 - 150
	Model 610		

The HYDROTRAC equipment was calibrated visually using sextants and HYDROPLOT program RK561, Range-Range Geodetic Calibration. Calibrations were performed at the beginning and end of each day of hydrography. Calibration data is located in the accordion file. *-Data removed and filed with the original survey data.*

Repeated failures caused the HYDROTRAC system to be replaced by the ARGO DM-54 system in February 1986. The ARGO system functioned well with the exception of occasional RPU and power supply failures. The shore stations consisted of 90-foot towers with the left station located at Mobile Point and the right station at Gulf State Park, Gulf Shores, Alabama. The launch antenna was a 35-foot whip located over the transducers. All hydrography with questionable ARGO rates was rejected and rerun.

The following ARGO DM-54 equipment was used at frequency 1646.70 KHz. for DN 083/1986 - 182/1986:

LOCATION	ARGO UNIT	SN	DAY NUMBER (1986)
Left Station	RPU	R047840	083 - 182
(Signal 916)	ALU	A047854	083 - 084
			097 - 182
		A047840	086 - 097
	Power Sup.	V0379122	083 - 170
		V0379110	182
Right Station	RPU	R047851	083 - 182
(Signal 913)	ALU	A047853	084 - 182
	Power Sup.	V0379127	083 - 182
Launch 1257	CDU	C047825	083 - 182
	RPU	R047854	083 - 182
	ALU	A0374116	083 - 182

The ARGO equipment was calibrated visually using sextants and HYDROPLOT program RK561, Range-Range Geodetic Calibration, except for DN 170/86 when fixed point calibration was used. Calibrations took place at the beginning and end of each day of hydrography. Calibrations are included in the accordion file with the exception of DN 182/1986 which was submitted with H-10180.

Opening and closing calibration data were meaned to determine the daily correctors. These correctors were then applied via the corrector tape.

Lane losses occurred, confirmed by calibration, on DN 093/86 when the antenna was retuned while underway. No data was collected after retuning and the three lines run prior to retuning were rerun.

The Motorola, Falcon 484, Mini-Ranger system was used for both Range/Range and Range/Azimuth hydrographic position control during this survey.

The following Mini-Ranger equipment was used during this survey:

UNIT	SERIAL NUMBER	DAY NUMBERS
=====	=====	=====
RPV	E0162	127/86 - 203/86
	E0160	008/87 - 154/87
CDU	E 009	127/86 - 154/87
R/T	F3419	127/86 - 203/86
	F3389	008/87 - 154/87

Baseline calibrations were performed before, during, and after the survey. Mean baseline correctors were applied to all Mini-Ranger data via the corrector tapes, except when unit failure prevented a closing calibration then opening baseline corrector were used. Fixed point system checks were conducted at the beginning and end of each day. Calibrations and system checks are included in the accordion file.

The following sextants were used for all visual calibrations:

C. Plath	S/N 56313
C. Plath	S/N 56317
Tamaya	S/N T3867

Wild Theodolite, S/N T-2 110216, was used for azimuths on all range/azimuth hydrography.

EDM HP-3808A, S/N 1929800438, was used to measure distances for shoreline verification.

The ANDIST correctors for launch 1257 are 0.0 meters. An Electronic Corrector Abstract is appended. *Electronic Corrector Abstract has been removed and filed with the original survey records.*

H. SHORELINE SEE ALSO SECTION 2.6. OF THE EVALUATION REPORT.

The shoreline shown on the smooth overlay is from T-Sheets TP-00930 & TP-00931 provided to HFP-1 at a scale of 1:20,000.

Shoreline verification was conducted on DN 154/87 utilizing positions located by T-2 azimuth and EDM 3808A distance.

Comparison between survey shoreline data and TP-00931 revealed no gross discrepancies. However, comparison to TP-00930 in the area of Mobile Point showed significant differences. The shoreline of the point area appears to have receded significantly. Additional shoreline verification will be conducted in this area as a part of ongoing survey H-10226. *AREA WILL BE DISCUSSED IN EVALUATION REPORT FOR H-10226 (1986-88).* *CONCUR*

Comparison between survey shoreline data and the shoreline appearing on the Charts 11374 and 11376 showed significant differences in the area of Mobile Point. *CONCUR*

four
Six control stations exist seaward of the shoreline. These are detailed in Section F of this report.

The Coast Pilot Report for this survey is appended.

I. CROSSLINES SEE ALSO SECTION 3.9. OF THE EVALUATION REPORT.

Crosslines totaled 110 nautical miles or 8% of the hydrography.

Crossline agreement with mainscheme hydrography was very good. All differences were less than two feet with the majority agreeing within one foot.

Two different Fathometers were used to gather data during this survey (Raytheon DE-723D and Raytheon DSF-6000N). The crosslines show no differences attributable to the Fathometer change.

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

This survey junctions with the following surveys:

H-10180, 1:40,000, 1985-86 (to the south),
H-10206, 1:40,000, 1985 (to the south),
H-10151, 1:20,000, 1984-86 (to the east).
H-10151 1:20,000 1985-86 (TO THE EAST)

Agreement with H-10151 was generally good with differences of one to two feet throughout the junction area except near shore where differences as large as four feet were noted. These differences are primarily due to the natural shifting of the near shore areas due to storms and currents. *CONCUR*

Agreement with H-10180 was good with random differences of one to three feet.

Agreement with H-10206 was good with ^adifferences of one ~~to three~~ ^{foot} feet. The surveyed depths were consistently shoaler than those of H-10206. With the exception of different survey vessels used no explanation for these differences is apparent. The large amount of overlap between these surveys is due to poor communication between the field party and the NOAA Ship MT. MITCHELL.

K. COMPARISON WITH PRIOR SURVEYS SEE SECTION 6. OF THE EVALUATION REPORT.

The survey area was previously covered by the following surveys:

H-9374WD	1973	1:40,000
FE-276WD	1974	1:40,000
H-4023	1917-18	1:40,000
H-4023a	1917-18	1:40,000
H-4139	1919-20	1:80,000
H-4171	1920	1:80,000
H-9109	1970	1:20,000
H-6686	1941	1:20,000
H-8526	1960	1:10,000

No AWOIS items originate with the prior surveys of this area.
SEE SECTION 6.D. OF THE EVALUATION REPORT.

Comparison to prior survey H-4023a showed fair agreement with random differences of one to five feet.

Comparison to prior survey H-4139 showed fair agreement with random differences of one to four feet.

Comparison to prior survey H-4171 showed fair agreement with random differences of one to five feet.

Comparison to prior survey H-9109 showed good agreement with random differences of one to two feet with the exception of the area near Mobile Point where large differences were observed due to the shifting nature of this area and the shoreline changes.

Agreement between the survey and all prior surveys was good considering the age of the prior surveys and the improvements in hydrographic methods that has taken place in the last 65+ years.

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

Comparisons were made between this survey and the following NOAA charts:

11360, 29th Edition, June 15, 1985,
11376, 38th Edition, October 26, 1985,
11378, 21st Edition, March 22, 1986.

Agreement between the surveyed and majority of charted depths was good with random differences of one to five feet. Poor agreement was noted in two areas.

The shoreline area appears to have changed significantly with the shifting of several charted sand bars and changes in the shoreline large enough to have surveyed depths of six to ten feet in areas charted as being onshore. However, when compared to the T-Sheet, all surveyed depths are located seaward of the shoreline. The charted shoreline should be altered to reflect either the latest T-Sheets of the area or the shoreline data submitted with this survey. Additional discussion of the shoreline is located in Section H of this report.

The shoal area located ^{EAST} from approximately 30°10'5" N, 087°54'0" W along a line of 050° to shore appears to have shifted in a northerly direction approximately 400 to 600 meters. ^{CONCUR}

The following AWOIS items were investigated during this survey:

AWOIS # 0445 (PSR 278) - Sunken Wreck Dangerous to Surface Navigation and Fish Haven. This area was developed using Fathometer search at reduced line spacing. No evidence of the wreck, a derrick barge sunk in 1920, nor of the pipes dumped by the U. S. Army Corps of Engineers in the designated fish haven were located. ~~It is recommended that the Fish Haven remain as charted but the Sunken Wreck be revised with an Existence Doubtful (ED) designation.~~ ^{SEE SECTION 6.B. OF THE EVALUATION REPORT.} not on 11378

AWOIS # 2659 - Sunken Wreck Dangerous to Surface Navigation (PA) Mast. This area was developed using Fathometer search at reduced line spacing. No evidence of the wreck was observed and no mast was visible at low tide. It is recommended that it remain as charted but the designation of Mast be deleted. ^{SEE ALSO SECTION 7.9.1) OF THE EVALUATION REPORT.} charted
✓ CONCUR

AWOIS # 3624 - 61FT Grounding, Cleared 56FT (Predicted Tides). This area was developed using Fathometer search at reduced line spacing. All depths observed were greater than 56 feet with the shoaler depths near the reported 61 feet. not on 11378

~~It is recommended that it remain as charted.~~ ^{SEE SECTION 6.B. OF THE EVALUATION REPORT.} ~~Do not concur with Evaluator~~ not on 11378

AWOIS # 3646 - Sunken Wreck, Cleared 52.5FT (Predicted Tides). This area was developed using Fathometer search at reduced line spacing. No evidence of the wreck was located. It is recommended that it remain as charted. ^{SEE SECTION 6.B. OF THE EVALUATION REPORT.}

AWOIS Item Reports are appended.

All areas where shoals or spikes were indicated by the Fathometer record were developed using reduced line spacing. No evidence of submerged objects or shoals were found. ^{DO NOT CONCUR}
^{SEE SECTION 7.9.2) OF THE EVALUATION REPORT.}

M. ADEQUACY OF SURVEY

This survey is complete and adequate to supersede all prior surveys in the common area for charting purposes.

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

No fixed or floating navigational aids are presently located within the boundaries of this survey. No bridges, overhead or submarine cables, pipelines, or ferry routes exist in the survey area.

O. STATISTICS

	Total
Days of Production (Days at Sea).....	36
Number of positions.....	3693
Nautical miles of sounding lines.....	1330
Mainscheme.....	1054
Crosslines.....	110
Development.....	166
Square nautical miles of hydrography....	93
Bottom samples.....	85
Tide stations.....	0
Current stations.....	0
Velocity casts.....	9
Magnetic stations.....	0

P. MISCELLANEOUS

All bottom samples were sent to Smithsonian Institution. Copies of Oceanographic Log Sheet-M are appended. *Log sheets removed and filed with original survey records.*

No anomalous currents were observed in the survey area.

No uncharted Dangers to Navigation were located during this survey. *SEE ALSO SECTION 7.B. OF THE EVALUATION REPORT.*

Loran-C data was collected automatically at each fix by the HYDROPLOT system on all days except when the Loran-C was not operational.

An antenna problem made all Loran-C data collected in 1985 questionable. This problem was corrected during the installation of the ARGO equipment in February 1986.

Q. RECOMMENDATIONS

It is recommended that the charted shoreline be revised using either TP-00930 & TP-00931 or the surveyed shoreline (when complete with the addition of data from ongoing survey H-10226). *CONCUR*

No additional field work is necessary. - *See also section 7.2.2) of the Evaluation Report.*

R. AUTOMATED DATA PROCESSING

The following HYDROPLOT system programs were used during this survey:

PROGRAM	DESCRIPTION	VERSION
RK112	Range-Range and Hyperbolic Real-Time HYDROPLOT	04/23/84
RK201	Grid, Signal, and Lattice Plot	04/18/75
RK221	Range-Range Non-Real Time Plot	07/25/86
RK226	Range-Azimuth Non-Real Time Plot	07/25/86
RK300	Utility Computations	10/21/80
RK321	LORAN-C Computations	10/21/80
RK330	Reformat and Data Check	05/04/76
PM360	Electronic Corrector Abstract	02/02/76
RA362	RK330 and AM602 Combined	08/20/84
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	ELINORE--Line Oriented Editor	12/08/82
RK606	Tape Duplicator	08/22/74
MI999	Utility Plot	05/30/73

S. REFERENCE TO REPORTS

AWOIS Item Reports
 Horizontal Control Reports
 Coast Pilot Report
 User Evaluation Report

Respectfully Submitted,

for Bennett W. Perin
 David W. Moeller, LTJG, NOAA
 Officer in Charge, HFP-1

CHART # 11376

ITEM # 0445 (PSR 278)

ITEM DESCRIPTION: ~~Sunken Wreck Dangerous to Surface Navigation/~~
Fish Haven

SOURCE: AWOIS Listing

INVESTIGATION DATE: 09 Jan 1987 TIME: 1624 VESSEL: 1257

OIC: LTJG David W. Moeller

REFERENCE: OPR-J217-HFP, HFP-20-1-85, H-10179

Position No: 2831-60 Volume: 2 Page: 14

CORRECTORS APPLIED:

☒ Velocity

☒ TRA Correctors

☒ Predicted or

☐ Actual Tide Correctors

GEODETTIC POSITION:

Charted:
Observed:

Latitude
30/11/48.0

Longitude
087/56/30.0

POSITION DETERMINED BY: Mini-Ranger

METHOD OF ITEM INVESTIGATION:

Fathometer search with reduced line spacing.

No evidence of wreck or materials dumped by US Army
Corps of Engineers for fish haven found.

Note: The wreck in question is a derrick barge sunk in 1920.

CHARTING RECOMMENDATIONS: CONCUR WITH RECOMMENDATION IN
EVALUATION REPORT FOR FE-276WD(1974) - CHART AS DANGEROUS SUNKEN
~~Revise Wreck Symbol to Sunken Wreck Dangerous to Surface Nav. (ED)~~
~~WRECK WITH LEGEND "PD".~~
~~Fish Haven should remain as charted.~~

Marine chart Branch concurs with charting recommendation.

Compilation Use Only

CHART

APPLIED AS

CHART # 11376

ITEM # 2659

ITEM DESCRIPTION: Sunken Wreck Dangerous to Surface Nav., Mast, (PA)

SOURCE: AWOIS Listing

INVESTIGATION DATE: 29 April 1987 TIME: 1827 VESSEL: 1257

OIC: LTJG David W. Moeller

REFERENCE: OPR-J217-HFP, HFP-20-1-85, H-10179

Position No: ~~3212-35~~ ⁴⁷⁻³²³⁵ Volume: 2 Page: 22

CORRECTORS APPLIED:

☒ Velocity

☒ TRA Correctors

☒ Predicted or

☐ Actual Tide Correctors

GEODETIC POSITION:

Charted:
Observed:

Latitude
30/12/00

Longitude
088/01/00

POSITION DETERMINED BY: Mini-Ranger

METHOD OF ITEM INVESTIGATION:

Fathometer search at reduced line spacing. Visual search
at low tide.
No evidence of wreck located.

CHARTING RECOMMENDATIONS:

Remain as Charted except delete notation of "Mast" *CONCUR*

Compilation Use Only

CHART

APPLIED AS

CHART # 11376

ITEM # 3624

ITEM DESCRIPTION: 61FT Grounding, Cleared 56FT (Predicted Tides)

SOURCE: AWOIS Listing

INVESTIGATION DATE: 24 April 1987 TIME: 1555 VESSEL: 1257

OIC: LTJG David W. Moeller

REFERENCE: OPR-J217-HFP, HFP-20-1-85, H-10179

Position No: 3041-77 Volume: 2 Page: 20

CORRECTORS APPLIED:

☒ Velocity

☒ TRA Correctors

☒ Predicted or

☐ Actual Tide Correctors

GEODETIC POSITION:

Charted:
Observed:

Latitude
30/06/33.0

Longitude
088/00/48.0

POSITION DETERMINED BY: Mini-Ranger

METHOD OF ITEM INVESTIGATION:

Fathometer search at reduced spacing.

All observed depths greater than cleared depths with
shoaler depths near the reported 61FT.

PRESENT SURVEY DEPTHS ARE 63 TO 64 FEET.

CHARTING RECOMMENDATIONS: *IT IS RECOMMENDED THE CHARTED*

*~~Remain as Charted~~ 56 FOOT SOUNDING CLEARED BY WIRE DRAG
BE DELETED FROM THE CHART AND THE AREA BE CHARTED AS SHOWN
ON PRESENT SURVEY. Do not concur. Retain charted [56]*

Compilation Use Only

CHART

APPLIED AS

CHART # 11376

ITEM # 3646

ITEM DESCRIPTION: Sunken Wreck Cleared 52.5FT

SOURCE: AWOIS Listing

INVESTIGATION DATE: 24 April 1987 TIME: 1705 VESSEL: 1257

OIC: LTJG David Moeller

REFERENCE: OPR-J217-HFP, HFP-20-1-85, H-10179

Position No: 3078-96 Volume: 2 Page: 20

CORRECTORS APPLIED:

☒ Velocity

☒ TRA Correctors

☒ Predicted or

☐ Actual Tide Correctors

GEODETIC POSITION:

Charted:
Observed:

Latitude
30/07/19.8

Longitude
088/01/03.0

POSITION DETERMINED BY: Mini-Ranger

METHOD OF ITEM INVESTIGATION:
Fathometer search at reduced line spacing.

No evidence of wreck found.

CHARTING RECOMMENDATIONS:

Remain as charted. *CONCUR*

Compilation Use Only

CHART

APPLIED AS

SIGNAL TAPE LISTING
 OPR-J217-HFP
 HFP 20-1-85
 H 10179
 VESNO 1257

028 6 30 08 59674 088 06 14092 250 0000 000000	EXON WELLHEAD 1-5060-868 * QUAD 3008822, 1986
030 6 30 11 14826 088 03 02236 139 0000 000000	SAND ISLAND LIGHTHOUSE**** STA # 1062, 1930 QUAD 3008822
032 3 30 11 53415 088 01 16909 139 0000 000000	CAPPED WELLHEAD WEST * QUAD 3008822, 1986
034 4 30 11 17777 087 57 13393 139 0000 000000	CAPPED WELLHEAD EAST * QUAD 3008822, 1986
136 7 30 17 42155 087 29 07651 139 0000 000000	ONO ISLAND TANK ** QUAD 3008724, 1982
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 * STANDPIPE QUAD 3008731, 1984
148 6 30 15 30316 087 39 05519 139 0000 000000	GULF STATE PARK TANK ** QUAD 3008731, 1983
149 2 30 14 48831 087 40 04615 250 0007 000000	GULF STATE PARK ** PIER QUAD 3008731, 1983
150 6 30 16 05984 087 41 12517 139 0000 000000	GULF SHORES TANK ** QUAD 3008731, 1983
151 1 30 16 08278 087 41 12398 139 0000 000000	GULF SHORES * TANK NORTH QUAD 3008731, 1984
152 2 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
156 0 30 13 54501 087 53 20906 139 0000 000000	SW CONDO ELEV SHAFT * QUAD 3008733, 1984
160 4 30 10 56433 087 54 01548 139 0000 000000	EAST PILE, 1986 * QUAD 3008733
162 3 30 10 55888 087 54 02444 ¹³⁹ 250 0000 000000	WEST PILE FL W LT * QUAD 3008733, 1986
164 1 30 10 37631 087 56 21743 ¹³⁹ 250 0000 000000	EXON WELLHEAD 1-5060-827 * QUAD 3008733, 1987

SIGNAL TAPE LISTING
OPR-J217-HFP
HFP 20-1-85
H 10179
VESNO 1257

816 1 30 14 59866 088 08 22626 250 0011 000000	PIRATE, 1986 *	
	QUAD 3008822	
800 0 30 13 36330 088 01 31070 250 0007 000000	WHITING 82 ***	
	QUAD 3008812, 1982	
801 2 30 13 36005 088 01 30238 250 0009 000000	WHITING 82 ECC *****	
	QUAD 3008812, 1986	
802 2 30 13 48690 087 57 49862 250 0004 000000	STORMY 1986	
	QUAD 3008733	
804 2 30 13 53451 087 54 35736 250 0010 000000	21B 4A USE 1984 *****	
	QUAD 3008733	
806 2 30 13 44845 087 52 32046 250 0007 000000	ELENA 1986 *	
	QUAD 3008733	
808 2 30 13 46296 087 50 11090 250 0014 000000	JUAN 1986 *	
	QUAD 3008733	
901 7 29 40 09229 085 21 26851 250 0002 171859	CAPE SAN BLAS	*****
	LORAN TR	
	STA # 1018	
	QUAD 2908513,1956	
912 0 30 15 20065 087 38 18945 250 0002 171859	BRANYON 2	*
	QUAD 3008731,1983	
913 6 30 15 20065 087 38 18945 250 0002 164670	BRANYON 2	*
	QUAD 3008731,1983	
916 5 30 13 36330 088 01 31070 250 0001 164670	WHITING 82	***
	QUAD 3008822,1982	

CONTROL LOCATED BY:

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

**U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
LANDMARKS FOR CHARTS**

<input type="checkbox"/> TO BE CHARTED <input type="checkbox"/> TO BE REVISED <input checked="" type="checkbox"/> TO BE DELETED	REPORTING UNIT <i>(Field Party, Ship or Office)</i> HFP - #1	STATE Alabama	LOCALITY GULF of MEXICO	DATE June 87	<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
---	--	------------------	----------------------------	-----------------	---

The following objects HAVE ☒ been inspected from seaward to determine their value as landmarks.

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

CHARTING NAME	JOB NUMBER	SURVEY NUMBER	DATUM	POSITION				METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED
				LATITUDE		LONGITUDE		OFFICE	FIELD	
				° /	// D.M. Meters	° /	// D.P. Meters			
		H - 10179								
PLATFORM	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)		30 11	19.0	087 57	12.0		V - VIS Jan. 86	11360 11376	
	Drilling Rig was removed. Gas Well Pipe remains in place. WELL was located as (CAPPED WELLHEAD EAST). Delete Platform Symbol from the chart and replace with WELL symbol in its respective third order position..									
56										
PLATFORM	DESCRIPTION Drilling Rig was removed. Gas Well Pipe remains in place. WELL was located as (CAPPED WELLHEAD WEST). Delete Platform Symbol from the chart and replace with WELL symbol in its respective third order position.		30 11	54.0	088 01	16.0		V - VIS Jan. 86	11360 11376	

Replaces C&GS Form 567.

NONFLOATING AIDS

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

FOR CHARTS

☒ TO BE CHARTED
☐ TO BE REVISED
☐ TO BE DELETEDREPORTING UNIT
(Field Party, Ship or Office)

HFP - #1

STATE

Alabama

LOCALITY

GULF of MEXICO

DATE

June 87

OPR PROJECT NO.

OPR J217 HFP

HAVE ☒ HAVE NOT ☐

The following objects have been inspected from seaward to determine their value as landmarks.

DATUM

NAD 1927

SURVEY NUMBER

H - 10179

CHARTING
NAME

WELL

DESCRIPTION

(Record reason for deletion of landmark or aid to navigation.

Show triangulation station names, where applicable, in parentheses)

(CAPPED WELLHEAD WEST) Gas Well Pipe. It is 2 feet in Dia. and has a privately maintained FL W LT. atop a platform that surrounds several valves. There are three steel mooring piles in line with one another on the NW side. The Well bears 61.9 feet above MLLW.

Well

(EXON WELLHEAD 1-5060-868) Gas Well Pipe is 2 feet in Dia. and has a privately maintained FL W LT and HORN atop a platform that surrounds several valves.

POSITION

LATITUDE

LONGITUDE

° /

D.M. Meters

° /

D.P. Meters

30 11

53.415

088 01

16.909

30 08

59.674

088 06

14.092

METHOD AND DATE OF LOCATION
(See instructions on reverse side)

OFFICE

FIELD

F-3-6-L
JAN. 86F-3-6-L
SEPT. 8611360
1137611360
11376CHARTS
AFFECTED

ORIGINATING ACTIVITY

- ☒
- HYDROGRAPHIC PARTY
-
- ☐
- GEODETIC PARTY
-
- ☐
- PHOTO FIELD PARTY
-
- ☐
- COMPILATION ACTIVITY
-
- ☐
- FINAL REVIEWER
-
- ☐
- QUALITY CONTROL & REVIEW GRP.
-
- ☐
- COAST PILOT BRANCH

(See reverse for responsible personnel)

NOAA FORM 76-40 (8-74)				U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION				ORIGINATING ACTIVITY			
NONFLOATING AIDS				FOR CHARTS				<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)			
Replaces C&GS Form 567.		REPORTING UNIT (Field Party, Ship or Office)		STATE		LOCALITY		DATE			
		HFP - #1		Alabama		GULF of MEXICO		June 87			
The following objects HAVE <input checked="" type="checkbox"/> HAVE NOT <input type="checkbox"/>		SURVEY NUMBER		DATUM		POSITION		METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED	
OPR PROJECT NO.		JOB NUMBER		H - 10179		NAD 1927					
OPR J217 HFP											
CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE ° / ' "	LONGITUDE ° / ' "	D.M. Meters	D.P. Meters	OFFICE	FIELD				
PILES	(WEST PILE FL W LT) Steel Mooring Pile being the tallest of a set of 4 piles, all in line with one another. It is 2 feet in Dia. and has a privately maintained Lt. atop. It bears 16.9 feet above MLLW.	30 10	087 54	55.888	02.444		F-3-6-L 1-30-86	11360 11376			
PILES	(EAST PILE) Steel Mooring Pile, being the most easterly of a set of 4 piles. It is 2 feet in Dia. and belongs to the same set of piles as WEST PILE FL W LT. It bears 8.6 feet above MLLW.	30 10	087 54	56.433	01.548		F-3-6-L 1-30-86	11360 11376			
WELL	(EXON WELLHEAD 1-5060-827) Gas Well Pipe. It is 2 feet in Dia. and has a privately maintained FL W LT atop a platform that surrounds several valves. It bears 73.6 feet above MLLW.	30 10	087 56	37.631	21.743		F-3-6-L 1-27-87	11360 11376			
WELL	(CAPPED WELLHEAD EAST) Gas Well Pipe. It is 2 feet in Dia. and has a privately maintained FL W LT. atop a platform that surrounds several valves. There are three steel mooring piles in line with one another on the NW side. The Well bears 59.2 feet above MLLW.	30 11	087 57	17.777	13.393		F-3-6-L JAN. 86	11360 11376			

L-780 (87)

NOAA FORM 76-40 (8-74) Replaces C&GS Form 567.				U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION				ORIGINATING ACTIVITY			
<input checked="" type="checkbox"/> TO BE CHARTED <input type="checkbox"/> TO BE REVISED <input type="checkbox"/> TO BE DELETED		REPORTING UNIT (Field Party, Ship or Office) HFP - #1	STATE Alabama	LOCALITY GULF of MEXICO	DATE June 87			<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 <input checked="" type="checkbox"/> HAVE NOT <input type="checkbox"/>		SURVEY NUMBER H - 10179		DATUM NAD 1927		METHOD AND DATE OF LOCATION (See instructions on reverse side)		CHARTS AFFECTED			
OPR PROJECT NO. OPR J217 HFP		JOB NUMBER		POSITION		OFFICE					
CHARTING NAME	DESCRIPTION (Record reason for deletion of landmark or aid to navigation. Show triangulation station names, where applicable, in parentheses)	LATITUDE		LONGITUDE							
		° / ' "	D.M. Meters	° / ' "	D.P. Meters						
TANK	(GULF STATE PARK TANK) is a large green elevated Tank supported by six legs with a central pipe. 130 feet tall and is a Good Landmark.	30 15	30.316	087 39	05.519	F-3-6-L March 1983		11360			
TANK	(ORANGE BEACH TANK) is a orange elevated Tank, supported by five legs with a central pipe. 125 ft tall with the top at 149 feet above MLLW. It is a Good Landmark.	30 17	30.887	087 34	12.079	F-3-6-L March 1983		11382 11360			
TANK	(ONO ISLAND TANK) is a white ball shaped Tank atop a single stem. 120 feet tall with the top at 131 feet above MLLW.	30 17	42.156	087 29	07.647	F-3-6-L Feb. 81		11360			
S' PIPE	(COTTON BAYOU STANDPIPE) is an orange Standpipe Watertank. 99.5 ft tall and with the top at 120 feet above MLLW.	30 16	23.259	087 35	02.928	F-3-6-L Sept. 84		11378 11382			
Note: The above Tanks and Standpipe were previously submitted with Hydrographic Survey H-10180. They are Good Landmarks.											

L-1342 (86)

Replaces C&GS Form 567.

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
LANDMARKS FOR CHARTS

[illegible]

REF. [ADDED L-385(85)]

L-780 (87)

Replaces C&GS Form 567.

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION DEPARTMENT OF COMMERCE NOTICE CONCERNING THE ORDER OF LANDMARKS FOR CHARTS

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION DEPARTMENT OF COMMERCE NOTICE CONCERNING THE ORDER OF LANDMARKS FOR CHARTS

<input checked="" type="checkbox"/> TO BE CHARTED	REPORTING UNIT (Field Party, Ship or Office)	STATE	LOCALITY	DATE
<input type="checkbox"/> TO BE REVISED	HFPS - HFPI	Alabama	Gulf of Mexico	
<input type="checkbox"/> TO BE DELETED			Southwest of Gulf Shores	Jan. 86
The following objects HAVE <input checked="" type="checkbox"/> HAVE NOT <input type="checkbox"/> been inspected from seaward to determine their value as landmarks.				
PPR PROJECT NO.	JOB NUMBER	SURVEY NUMBER		

OPR-J217	HFP-20-2-84	SURVEY NUMBER	DATUM	METHOD AND DATE OF LOCATION
		H-10151	NAD 1927	

[illegible]

L-698(86)

COAST PILOT REPORT
To Accompany
Hydrographic Survey
H-10179

The portions of the U. S. Coast Pilot 5, 19th edition, August 1986, pertaining to Survey H-10179 were reviewed. No previously unsubmitted changes are necessary.

Respectfully submitted,



David W. Moeller
LTJG, NOAA
OIC, HFP-1



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

Atlantic Marine Center
439 West York Street
Norfolk, VA 23510-1114

MAY 10 1988

N/MOA23:WAW

Commander (oan)
Eighth Coast Guard District
Hale Boggs Federal Building, Room 1141
500 Camp Street
New Orleans, Louisiana 70130-3396

Dear Sir:

During office processing of hydrographic survey H-10179 (1985-87), Alabama, Gulf of Mexico, Southeast of Mobile Point, an uncharted obstruction was noted. Questions concerning the survey may be directed to LCDR William A. Wert, Chief, Hydrographic Surveys Branch, telephone (804) 441-6746 or FTS 827-6746.

The following statement is recommended for inclusion in the Local Notice to Mariners:

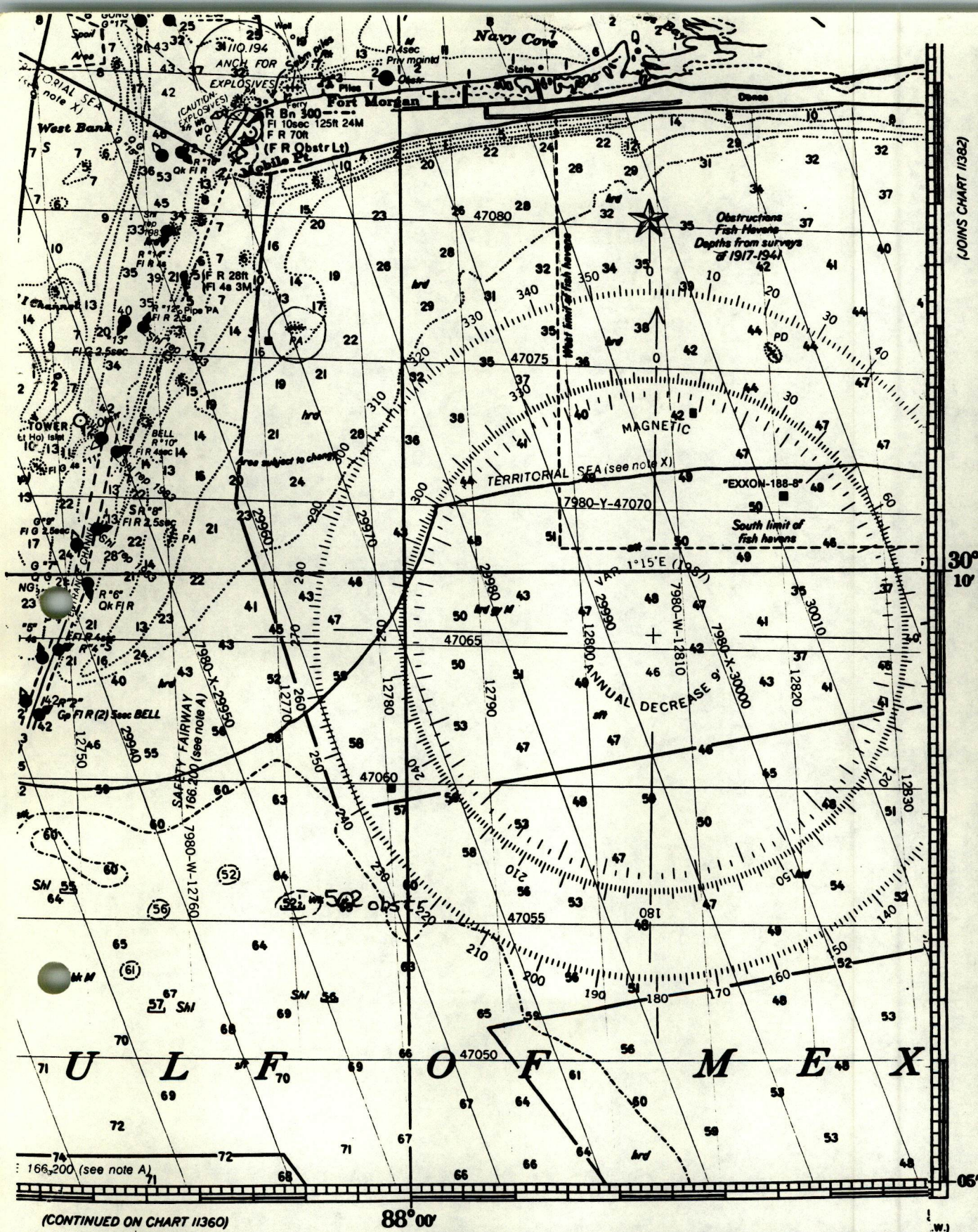
"An uncharted submerged obstruction with an echo sounder least depth of 52 feet at MLLW is located in Latitude 30°07'19.28"N, Longitude 88°00'35.70"W (North American Datum of 1927), bearing 151°35' True, 4.45 nm from Sand Island Lighthouse."

NOS Charts affected are 11360 and 11376.

Sincerely,

Ray E. Moses
Rear Admiral, NOAA
Director, Atlantic Marine Center





DINGS IN FEET

Chart 11376
39th Edition

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

376
NTED

USER EVALUATION REPORT 1986/87
OPR-J217-HFP

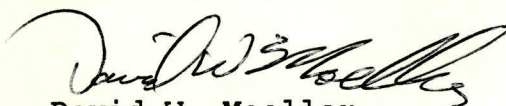
Interviews with commercial fishermen, charter boat operators, and recreational boaters were held throughout the year. A summary of their comments and interviewer observations are as follows:

The opinion of NOS charts, as a whole, is very good. (?)
There were few complaints voiced about them in their present form.

Several users requested the production of an additional chart of the Alabama coast. One that would cover out to 25 miles offshore, but at a larger scale than chart 11360.

The majority of the charts in use are older editions that have not been corrected for changes in the Local Notice to Mariners or Notice to Mariners. The majority of users did not know of the existence of these publications. The need to correct the chart is mentioned in a note on the chart itself but printing it in bolder type might draw their attention to this information. The inclusion of the address to request these publications on the chart would also be useful.

Respectfully Submitted,



David W. Moeller
LTJG, NOAA
OIC HFP-1

APPROVAL SHEET

FOR

H-10179

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

No direct supervision was given by me during the field work.

Approved and forwarded.



Kenneth W. Perrin

LCDR, NOAA

Chief, Hydrographic Field Parties Section

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

DATE: July 7, 1987

Marine Center: Atlantic

OPR: J217

Hydrographic Sheet: H-10179

Locality: Alabama, Gulf of Mexico, Southeast of Mobile Point

Time Period: May 24, 1985 - June 1, 1987

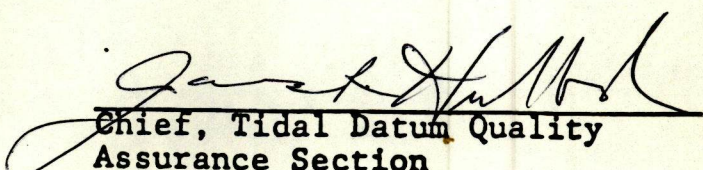
Tide Station Used: 873-5180 Dauphin Island, Alabama

Plane of Reference (Mean Lower Low Water): 2.68 Ft.

Height of Mean High Water Above Plane of Reference: 1.5 Ft.

Remarks: Recommended Zoing;

1. Apply a - 0 hr 15 minute time correction to all heights.


Chief, Tidal Datum Quality
Assurance Section

GEOGRAPHIC NAMES

H-10179

Name on Survey	A ON CHART NO.	B ON PREVIOUS SURVEY NO.	C ON U.S. QUADRANGLE MAPS	D FROM LOCAL INFORMATION	E ON LOCAL MAPS	F	G P.O. GUIDE OR MAP ATLAS	H GRAND McNALLY	K U.S. LIGHT LIST	
ALABAMA (title)	X									1
GULF OF MEXICO	X									2
MOBILE POINT	X									3
										4
										5
										6
										7
										8
										9
										10
										11
										12
										13
										14
										15
										16
										17
				Approved;						18
										19
				Charles E. Harrington						20
				Chief Geographer - N/C42x5						21
				MAR 8 1988						22
										23
										24
										25

REFERENCE NO.

LETTER TRANSMITTING DATA

MOA23-55-88

DATA AS LISTED BELOW WERE FORWARDED TO YOU
BY (Check):☐ ORDINARY MAIL☐ AIR MAIL☒ REGISTERED MAIL☐ EXPRESS☐ GBL (Give number) _____

DATE FORWARDED

6 JUNE 1988

NUMBER OF PACKAGES

Three (3)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-10179 (HFP-20-1-85)
OPR-J217-HFP-83, Alabama, Gulf of Mexico,
Southeast of Mobile Point

PKG. 1 (TUBE)

- ~~1~~ ORIGINAL DESCRIPTIVE REPORT
- ~~1~~ SMOOTH SHEET
- ~~1~~ POSITION OVERLAY
- ~~2~~ EXCESS OVERLAYS
- ~~4~~ FINAL FIELD SHEETS

PKG. 2 (BOX)

- ~~✓~~ 1 CAHIER containing FINAL POSITION PRINTOUT
- ~~✓~~ 1 CAHIER containing FINAL SOUNDING PRINTOUT
- ~~✓~~ 2 NOAA FORM 77-44 (SOUNDING VOLUMES)
- ~~✓~~ 1 ENVELOPE containing SUPPLEMENTAL DATA FROM PRINTOUTS
- ~~✓~~ 1 ENVELOPE containing DATA REMOVED FROM DESCRIPTIVE REPORT
- ~~✓~~ 1 ENVELOPE containing FIELD POSITION CALIBRATION DATA
- ~~✓~~ 1 ENVELOPE containing FIELD SOUNDING CALIBRATION DATA

FROM: (Signature)

NORRIS A. WIKE

*Norris A. Wike*RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

Chief, Hydrographic Surveys Branch,
N/MOA23
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510-1114

Dwayne S. Clark
July 15, 1988

MOA23-55-88

LETTER TRANSMITTING DATA

DATA AS LISTED BELOW WERE FORWARDED TO YOU
BY (Check):☐ ORDINARY MAIL☐ AIR MAIL☒ REGISTERED MAIL☐ EXPRESS☐ GBL (Give number) _____

DATE FORWARDED

6 JUNE 1988

NUMBER OF PACKAGES

Three (3)

NOTE: A separate transmittal letter is to be used for each type of data, as tidal data, seismology, geomagnetism, etc. State the number of packages and include an executed copy of the transmittal letter in each package. In addition the original and one copy of the letter should be sent under separate cover. The copy will be returned as a receipt. This form should not be used for correspondence or transmitting accounting documents.

H-10179 (HFP-20-1-85)

OPR-J217-HFP-83, Alabama, Gulf of Mexico,
Southeast of Mobile Point

PKG. 3 (BOX)

- ✓ **+** ACCORDION FILE containing MASTER TAPE PRINTOUTS,
CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for
following VESNO 1257: JD's:
(1985) 144, 148, 150
(1986) 83-84, 86, 92-94, 97, 106, 108, 115, 118, 127,
132, 156, 162, 170, 175, 182, 190-191, 203,
(1987) 8-9, 112, 114, 119-121, 134, 141, 154

FROM: (Signature)

NORRIS A. WIKE

*Norris A. Wike*RECEIVED THE ABOVE
(Name, Division, Date)

Return receipted copy to:

Chief, Hydrographic Surveys Branch,
N/MOA23
Atlantic Marine Center
439 W. York Street
Norfolk, VA 23510-1114

06/02/88

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: H-10179

NUMBER OF CONTROL STATIONS	28
NUMBER OF POSITIONS	3107
NUMBER OF SOUNDINGS	21517

	TIME-HOURS	DATE COMPLETED
PREPROCESSING EXAMINATION	61	08/26/87
VERIFICATION OF FIELD DATA	245	02/05/88
QUALITY CONTROL CHECKS	68	
EVALUATION AND ANALYSIS	67	05/10/88
FINAL INSPECTION	27	04/25/88 - ?
TOTAL TIME	468	
MARINE CENTER APPROVAL		05/11/88

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-10179

FIELD NO.: HFP-20-1-85

Alabama, Gulf of Mexico, Southeast of Mobile Point

SURVEYED: 24 May 1985 through 3 June 1987

SCALE: 1:20,000

PROJECT NO.: OPR-J217-HFP-8⁴8

SOUNDINGS: RAYTHEON DE-723D Fathometer, RAYTHEON DSF-6000N
Fathometer

CONTROL: ODOM HYDROTRAC Range/Range, ARGO DM-54 (Range/Range),
MOTOROLA FALCON 484 Mini Ranger (Range/Range),
MOTOROLA FALCON 484 Mini Ranger/WILD T-2 Theodolite
(Range/Azimuth)

Chief of Party.....K.W. Perrin

Surveyed by.....D. W. Moeller
.....P. L. Schattgen
.....G. S. Lloyd
.....G. L. Merrill
.....M. Mangual-Ortiz
.....R. W. Ramsey

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

1. INTRODUCTION

- a. No unusual problems were encountered during office processing. ✓
- b. 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. Station 160, East Pile, 1986, was located to Third Order, Class I specifications but was not added to the sheet to reduce congestion in the area. *Station 160 not used for control on survey.* ✓
- b. Shoreline originates with final reviewed Class III, Photogrammetric Manuscripts TP-00930 and TP-00931, ~~of 1983.~~ ✓
Shoreline revisions from the field data are shown in red on the smooth sheet. *TP-00930 based on air photography of 1981.*
TP-00931 based on air photography of 1981 and 1982.
- c. Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1927. ✓

Office processing of this survey is based on these values. The smooth sheet has been annotated with ticks showing the computed mean shift between the survey datum and NAD83. To place this survey on the NAD83 datum move the projection lines 0.727 seconds (22.4 meters or 1.12mm at the scale of the survey) south in latitude, and 0.020 seconds (0.5 meters or 0.025mm at the scale of the survey) west in longitude.

3. HYDROGRAPHY

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

b. The standard twelve (12), eighteen (18), thirty (30), and sixty (60) foot depth curves could be drawn in their entirety. The standard zero (0) and six (6) curve were not delineated because of vessel safety. In the vicinity of Latitude 30°12'00"N, Longitude 87°53'00"W the supplemental twenty-four (24) foot curve was drawn to show additional bottom relief. *Some dashed curves shown in vicinity of lat. 30°09.6'N, long 87°56.3'W.*

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

4. CONDITION OF SURVEY

The smooth sheet and accompanying overlays, hydrographic records and reports conform to the requirements of the HYDROGRAPHIC MANUAL.

5. JUNCTIONS

H-10151a	(1984-86)	1:20,000	to the east
H-10151b	(1985-86)	1:20,000	to the east
H-10180	(1985-86)	1:40,000	to the south
H-10206	(1985)	1:40,000	to the south

Standard junctions could not be effected with junctional surveys H-10151a (1984-86), H-10151b (1985-86), H-10180 (1985-86), and ~~H-10206 (1985)~~ *except H-10206*. The junctional surveys are archived at National Ocean Service (NOS) Headquarters, Rockville, Maryland. The junctional surveys are in substantial agreement with the present survey. Depths generally agree to within one (1) foot. Any adjustments to the depth curves in the junctional areas will have to be made at headquarters on the chart during compilation.

There is no contemporary survey to the west of the present survey. Charted hydrography and the present survey soundings are in general harmony.

Nearshore area (lat. 30°13.5'N, long. 87°52.0'W) in common with H-10151a+b and H-10179 was resurveyed after 1985 hurricane. Post-hurricane data depicted on H-10151b and noted to supersede H-10151a.

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrographic

H-4023	(1917-18)	1:40,000
H-4023a	(1917-18)	1:40,000
H-4139	(1919-20)	1:80,000
H-4171	(1920)	1:80,000
H-6686	(1941)	1:20,000
H-8526	(1960)	1:10,000
H-9109	(1970)	1:20,000

The seven (7) prior surveys listed above cover the present survey area in its entirety.

Prior survey depths from H-4023 (1917-18) compare favorably with present survey soundings and show a general trend of varying (\pm) one (1) to two (2) feet. *CONCUR*

Prior survey depths from H-4023a (1917-18) compare favorably with present survey soundings and show a general trend of being one (1) foot deeper. Soundings from prior survey H-4023a (1917-18) north of Latitude $30^{\circ}13'27''N$ are three (3) to sixteen (16) feet shoaler than present survey soundings. In the vicinity of Latitude $30^{\circ}13'30''N$, Longitude $87^{\circ}56'00''W$ present survey depths are fourteen (14) to seventeen (17) feet deeper than prior survey depths, and in the vicinity of Latitude $30^{\circ}13'30''N$, Longitude $87^{\circ}54'00''W$ present survey depths are eight (8) to eleven (11) feet deeper than prior survey depths *CONCUR*

Prior survey depths from H-4139 (1919-20) compare favorably with present survey soundings and show a general trend of being one (1) to five (5) feet deeper. There area scattered prior survey depths that are six (6) to ten (10) feet deeper than present survey soundings.

Prior survey depths from H-4171 (1920) compare favorably with present survey soundings and show a general trend of being one (1) to five (5) feet deeper than present survey depths. The sixty (60) foot depth curve has migrated south and west in the common area. *CONCUR*

Prior survey depths from H-6686 (1941) compare favorably with the present survey soundings and show a general trend of being one (1) foot shoaler than present survey depths. Depths curves to eighteen (18) feet show a general trend of westward migration. In depths greater than eighteen (18) feet there is excellent agreement. *CONCUR*

Prior survey depths from H-8526 (1960) compare favorably with present survey soundings and show a general trend of being one (1) to three (3) feet shoaler than present survey depths. *CONCUR*

Prior survey depths from H-9109 (1970) compare favorably with present survey soundings and show a general trend of being one (1) to three (3) feet shoaler. Soundings from prior survey H-9109 (1970) in the vicinity of Latitude 30°13'09"N, Longitude 88°01'09"W were seven (7) to thirteen (13) feet shoaler than present survey soundings. Shoreline in the vicinity of Latitude 30°13'15"N, Longitude 88°01'17"W has receded approximately 100 meters to the north. A 3 foot shoal in the vicinity of Latitude 30°13'09"N, Longitude 88°01'18"W does not exist; present survey depths in the area range from eleven (11) to thirteen (13) feet. A 6 foot sounding on prior survey H-9109 (1970) in Latitude 30°13'12"N, Longitude 88°00'48"W no longer exists; present survey depths in the area range from nine (9) to seventeen (17) feet. It is recommended that the 3 foot shoal and the 6 foot sounding be deleted from the chart and the area be charted as shown on present survey. *CONCUR*

The differences between the above prior surveys and the present survey depth can be attributed to natural causes, improved hydrographic surveying methods and equipment, and to subsidence due to the withdrawal of gas and oil from the region. Shoreline differences may be attributed to the effects of natural forces on the gulf coast. *Many hurricanes in area*

b. Wire Drag

H-9374WD (1973) 1:40,000
FE-276WD (1974) 1:40,000 formerly H-9452WD (1974)

The comparison with prior survey H-9374WD (1973) and the present survey revealed one (1) hang and five (5) groundings that fall within the present survey area. The prior survey also covers the search area of AWOIS items #3624 and #3646. The items are discussed as follows:

1) AWOIS item #3624, a charted 56 foot sounding cleared by wire drag in Latitude 30°06'33.0"N, Longitude 88°00'48.0"W originates with prior survey H-9374WD (1973). The present survey performed a fathometer investigation in the charted area with negative results. Present survey depths in the area range from sixty-three (63) to sixty-four (64) feet. It is recommended the charted 56 foot sounding cleared by wire drag be deleted from the chart and the area be charted as shown on present survey. *Do not concur. Should be retained. See Exam*

2) AWOIS item #3646, a charted wreck with a depth of 52.5 feet cleared by wire drag identified as the F/V "GRACIE L", in Latitude 30°07'19.8"N, Longitude 88°00'54.0"W, originates with Chart Letter 517 of 1973 (CL 517/73) and a scaled position from prior survey H-9374WD (1973). The prior survey location is a hang in Latitude 30°07'15.0"N, Longitude 88°01'05.0"W with a clearance depth of 24 feet. A fathometer search was performed by the present survey with negative

result. Present survey depths in the area range from sixty-one (61) to sixty-two (62) feet. FE-276WD (1974) (formerly H-9452WD) investigated this wreck and a recommendation for this wreck can be found in a later discussion of FE-276WD (1974). ✓

3) The following groundings from prior survey H-9374WD (1973) are considered verified and/or disproved by the present survey:

Grounding Depth	Latitude	Longitude	Clearance Depth	Present Depths
58	30°08'26.8"N	88°00'32.7"W	N/A	56
59	30°07'12.0"N	87°59'40.2"W	58	58-59
50	30°04'00.1"N	87°56'31.8"W	N/A	49-50

The above grounding depths are consistent with present survey depths. These grounding depths are considered bottom hangs and can be disregarded from a charting standpoint. *Chart present survey depths*

4) A fifty-nine (59) foot grounding in Latitude 30°02'32.0"N, Longitude 87°55'30.5"W was located by prior survey H-9374WD (1973). The depth was neither cleared nor diver verified by the prior survey. The present survey depths in this area are sixty-two (62) to sixty-three (63) feet. Fathograms were inspected during office processing with negative results. It is recommended that the 59-ft depth not be charted. *Do not concur. See Exam.*

5) In the following vicinities the wire drag effective depths of prior survey H-9374WD (1973) and present survey soundings are in conflict. The prior survey effective depths are one (1) to two (2) feet deeper than the present survey depths.

Effective Depths	Latitude	Longitude	Present Depths
58	30°08'21.0"N	88°00'48.0"W	56-57
52	30°03'36.0"N	87°56'54.0"W	50
55	30°03'09.0"N	87°56'39.0"W	53-54
59	30°02'54.0"N	87°56'30.0"W	55-57
55	30°03'00.0"N	87°56'00.0"W	52-54

These differences may be attributed to natural change in the bottom configuration and/or improved hydrographic surveying technology; therefore, these conflicts can be disregarded. ✓

The comparison with prior survey FE-276WD (1974) covers the search areas of AWOIS items #0445 and #3646. This survey was given a limited modified processing at the marine center. A discussions of each item is as follows:

6) AWOIS item #0445, a charted dangerous sunken wreck, in Latitude 30°11'48.0"N, Longitude 87°56'30.0"W originates

✓
*off limits
of chart
11378*

with Notice to Mariners 3 of 1920 (NM 3/20). The prior survey cleared the area to 38 feet in one direction. There was not enough information to disprove the item by prior survey FE-276WD (1974), but it was recommended that the item be given a legend, position doubtful (PD). The present survey performed a fathometer search of the area with negative results. It is recommended the dangerous sunken wreck, PD be charted as recommended in the Modified Evaluation Report for FE-276WD (1974). *CONCUR*

2) AWOIS item #3646, a charted wreck with a depth of 52.5 feet cleared by wire drag, identified as F/V "GRACIE L", in Latitude 30°07'19.8"N, Longitude 88°01'03.0"W, originates with Chart Letter 517 of 1973 (CL 517/73). The prior survey location is a 62 foot hang in Latitude 30°07'18.8"N, Longitude 88°01'02.9"W with an effective clearance depth of 52.5 feet. The prior survey position is approximately 30.9 meters from the charted position. A fathometer search was performed by the present survey with negative result. It is recommended the wreck with a depth of 52.5 feet cleared by wire drag be retained as charted. Sixty-two (62) foot hang was brought forward from prior survey to supplement present survey. *CONCUR* ✓ off the chart 11378

Except as noted above the present survey is adequate to supersede the above prior surveys within the common area.

7. COMPARISON WITH CHART 11360 (29th Edition, 15 June 1985)
11376 (38th Edition, 26 Oct. 1985)
11378 (21st Edition, 22 Mar. 1986)

a. Hydrography

The charted hydrography originates with the previously discussed prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in section L. and pages 101 to 106 of the Descriptive Report. In addition to the charting recommendations in the Descriptive Report the following should be noted:

1) AWOIS item #2659, a dangerous sunken wreck with a notation Mast, PA, identified as F/V "PEGGY G", in Latitude 30°12'00.0"N, Longitude 88°01'00.0"W, originates with Notice to Mariners 33 of 1969 (NM 33/69). The item was not investigated by prior survey FE-276WD (1974). A fathometer search was performed by the present survey within the area of the AWOIS item with negative result. It is recommended the notation Mast be deleted and the dangerous sunken wreck, PA be retained as charted. ✓ ok on 11378

2) An uncharted submerged obstruction in Latitude 30°07'19.28"N, Longitude 88°00'35.70"W was detected during office processing. The submerged obstruction has an echo sounder least depth of fifty-two (52) feet in general depths of sixty (60) to sixty-one (61) feet. The fifty-two (52) foot depth is not considered the least depth on this obstruction. ✓ ok on chart 11378

It is recommended that the submerged obstruction (52 obstr) be charted as shown on present survey. It is also recommended that this obstruction be investigated ~~by wire drag/side scan~~ sonar at an opportune time. *CONCUR*

Except as noted above the present survey is adequate to supersede the charted hydrography in the common area.

b. Dangers to Navigation

There were no Dangers to Navigation submitted by the field unit on this survey. One danger to navigation was discovered during office processing and a letter to the Commander, Eighth Coast Guard District, New Orleans, Louisiana, and N/CG 222, Chart Information Section is being submitted. A copy of the letter is appended. *CONCUR*

c. 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. ✓

9. ADDITIONAL FIELD WORK

This is a good basic survey. Additional work is recommended for item discussed in section 7.a.2) of this report. ✓

Franklin L. Saunders
Franklin L. Saunders
Cartographic Technician
Verification of Field Data

Norris A. Wike
Norris A. Wike
Cartographer
Evaluation and Analysis

Robert R. Hill
Robert R. Hill
Senior Cartographic Technician
Verification Check

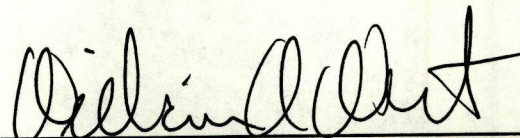
Inspection Report
H-10179

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, development of critical depths, cartographic symbolization, and verification or disproval of charted data. 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

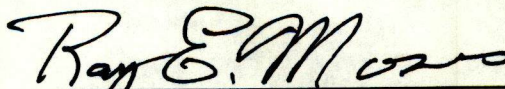


Robert G. Roberson
Chief, Evaluation and Analysis Group
Hydrographic Surveys Branch



William A. Wert, LCDR, NOAA
Chief, Hydrographic Surveys Branch

Approved: 10 May 1988



Ray E. Moses, RADM, NOAA
Director, Atlantic Marine Center



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF CHARTING AND GEODETIC SERVICES
ROCKVILLE, MARYLAND 20852
APR 3 1989

MEMORANDUM FOR: Russell C. Arnold
Chief, Hydrographic Surveys Branch

FROM: *George K. Myers, Jr.*
George K. Myers, Jr.
Chief, Standards Section

SUBJECT: Examination of Hydrographic Survey H-10179
(1985-87), Alabama, Gulf of Mexico,
Southeast of Mobile Point

Chief of Party	K. W. Perrin
Officers in Charge	R. M. Kenul
	D. W. Moeller
Field Unit	Hydrographic Field
	Party No. 1
Processed by	Atlantic Marine Center
Examined by	L. Quinlan

An examination of hydrographic survey H-10179 (1985-87) was accomplished to monitor the survey for adequacy with respect to data acquisition, conformance with applicable project instructions, delineation of the bottom, determination of least depths, navigational hazards, junctions, sounding line crossings, smooth plotting, shoreline transfer, decisions made and actions taken by the evaluator, and the cartographic presentation of data.

Cartographic deficiencies and constructive comments are noted on a half-scale copy of the survey smooth sheet which will be forwarded to the marine center. Digital data on magnetic tape were not available during the examination of this survey. An inspection of a graphic plot from the certified tape was not performed.

In general, the survey was found to conform to National Ocean Service standards and requirements except as stated in the Evaluation Report and as follows:

1. The hydrographer should have extended the revised shoreline to conform to the limits of hydrography at approximate Latitude $30^{\circ}13'21''N$; Longitude $88^{\circ}01'02''W$. (See Hydrographic Manual, section 7.3.4.).
2. Two groundings from wire-drag survey H-9374(1973)WD were brought forward to the present survey during the examination for the following reasons:

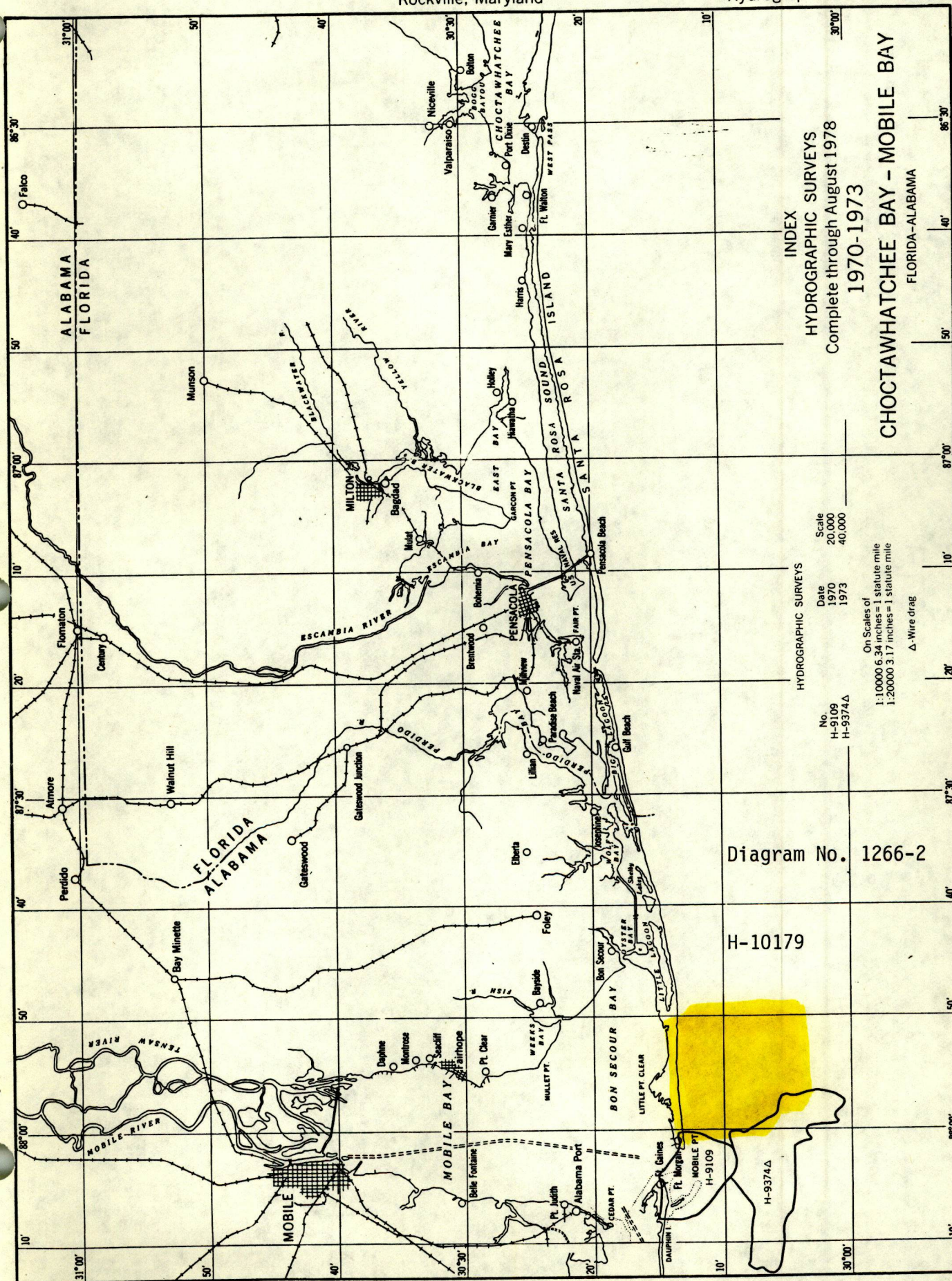


The 61-foot grounding, cleared by 56 feet, in Latitude 30°06'33.0"N, Longitude 88°00'47.0"W, is AWOIS item #3624. An echo-sounder investigation, called for in the presurvey review (line spacing unspecified), was conducted by the hydrographer and no feature was found. However, the 100-meter line spacing actually accomplished is considered insufficient for item disproval in these depths. The "cleared by 56 feet" should remain as charted.

The 59-foot grounding in Latitude 30°02'32.0"N, Longitude 87°55'30.5"W was not investigated on the present survey; only the regular 200-meter line spacing was conducted in the area. Although this grounding falls in present depths of only 62-63 feet, lacking an investigation, it cannot be considered disproved.

DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Ocean Survey
Rockville, Maryland

Hydrographic Index No. 85 F



INDEX
HYDROGRAPHIC SURVEYS
Complete through August 1978
1970-1973

HYDROGRAPHIC SURVEYS

Date
1970
1973

Scale
20,000
40,000

No.
H-9109
H-9374Δ

On Scales of
1:10000 6.34 inches = 1 statute mile
1:20000 3.17 inches = 1 statute mile

Δ - Wire drag

Diagram No. 1266-2

H-10179

H-9374Δ

H-9109

MARINE CHART BRANCH

RECORD OF APPLICATION TO CHARTS

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10179

INSTRUCTIONS

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

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

CHART	DATE	CARTOGRAPHER	REMARKS
11378	8/11/89	ALMACEN	Full Part Before After Marine Center Approval Signed Via Drawing No. full application of soundings from SS.
11376	9/21/89	ALMACEN	Full Part Before After Marine Center Approval Signed Via Drawing No. full application of soundings from SS & in agreement with 11378.
H377	12/21/89		Full Part Before After Marine Center Approval Signed Via Drawing No.
11377	12/21/89	Cartter	Full Part Before After Marine Center Approval Signed Via Drawing No. New Chart. Apply soundings in METERS & DECIMETERS
11360	3/7/91	DAN BLACK	Full Part Before After Marine Center Approval Signed Via Drawing No. 45 APP'D THRU 11376
11006	3/7/91	DAN BLACK	Full Part Before After Marine Center Approval Signed Via Drawing No. 37 APP'D THRU 11360
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.
			Full Part Before After Marine Center Approval Signed Via Drawing No.