

10247

10247

Diagrams 1266-2 & 1267-2

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-20-2-87
Registry No. H-10247

LOCALITY

State Alabama
General Locality .. Gulf of Mexico
Sublocality Petit Bois Pass

19 87

CHIEF OF PARTY
LCDR. K. W. Perrin

LIBRARY & ARCHIVES

DATE January 4, 1989

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

GPEDDB

CHT

11373

11376

11374A

11378B

11360

11006

411

HYDROGRAPHIC TITLE SHEET

H-10247

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-20-2-87

State ALABAMAGeneral locality GULF OF MEXICOLocality ~~DAUPHIN ISLAND TO~~ PETIT BOIS PASSScale 1:20,000 Date of survey 18 JUNE 1987 - 05 NOV. 1987Instructions dated 29 NOVEMBER 1983 * Project No. OPR-J217-HFP-84Vessel NOAA LAUNCH 1257 (EDP 1257) & NOAA LAUNCH 0518 (EDP 0518)Chief of party LCDR KENNETH W. PERRINSurveyed by HYDROGRAPHIC FIELD PARTY #1 - LTJG D. W. MOELLER, OIC & LTJG B. A. LAKE, AOICSoundings taken by echo sounder, ~~hand level, pole~~Graphic record scaled by PARTY PERSONNEL: DWM, BAL, GSL, GLMGraphic record checked by DWM, GSL, BALProtracted by - ^{Smooth} Field Sheet XYNETICS 1201 PLOTTER
Automated plot by PDP/e Computer (AMC)Verification by AMC HYDROGRAPHIC SURVEYS BRANCHSoundings in ~~fathoms~~ feet at ~~MLLW~~ MLLW

REMARKS: * Change No. 1 - 06 AUG. 1984 DWM - David W. Moeller
Change No. 2 - 15 JAN. 1985 ^{ELIZABETH} BAL - Beth A. Lake
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

NOTES IN THE DESCRIPTIVE REPORT WERE MADE IN RED DURING OFFICEPROCESSING.ALUOIS/SURF ✓ - 3/6/89, 35✓3-25-99

T.G.
(873-7048)
MOBILE

OPR-J217
GULF OF MEXICO, ALABAMA

MOBILE BAY

Dauphin Is.

T.G.
(873-5180)
TOWER

1987

88° 15' W

HFP-20-2-87
H-10247

Gulf of Mexico

87° 55' W

30° 00'

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H-10247

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

DESCRIPTIVE REPORT
TO ACCOMPANY
HYDROGRAPHIC SURVEY H-10247
HFP-20-2-87

Scale: 1:20,000

Chief of Party: Lt. Cdr. Kenneth W. Perrin
Officer in Charge: Lt. (jg) David W. Moeller
Hydrographic Field Parties Section
Hydrographic Field Party #1
NOAA Launches 1257 & 0518

A. PROJECT

Hydrographic Survey, H-10247, designated Sheet Y, 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, Dauphin Island to Petit Bois Pass. The survey is bounded by Dauphin Island and the COLREGS Demarcation line on the north, on the east by 088°10'45"W, on the west by 088°20'00"W and on the south by 30°05'00"N.

This survey was conducted from 18 June to 05 November 1987.

C. SOUNDING VESSEL

NOAA Launches 1257 (EDP 1257) and 0518 (EDP 0518) were the only vessels used to gather data. No unusual sounding configurations were used. NOAA Launch 1257 experienced Fathometer power supply problems on DN's 299 - 306. These problems caused a degradation of the fathogram quality. All unacceptable data with poor trace quality was rejected and rerun.

D. SOUNDING EQUIPMENT AND CORRECTIONS TO ECHO SOUNDINGS

Soundings were recorded with the following Raytheon Model DE-719C and DSF-6000N Fathometers:

LAUNCH	UNIT	SERIAL NUMBER	INCLUSIVE DATES
0518	Model DE-719C Recorder	10348	DN 275 - DN 278
1257	Model DSF-6000N Recorder/Transcriber	K110 B037N A111N	DN 169 - DN 210 DN 219 - DN 260 DN 265 - DN 309
	TMU 7191	AB-221	DN 169 - DN 309

The DE-719C was used to measure depths ranging from approximately two (2) to forty (40) feet. The DSF-6000N was used to measure depths ranging from five (5) to seventy (70) feet.

The Raytheon DE-719C Fathometer was used aboard launch 0518. The instrument initial was monitored continuously and adjustments were made either on-line or when the fathograms were scanned.

The Raytheon DSF-6000N Fathometer was used by launch 1257. 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 were applied equally to both high and low frequency information.)

The DSF-6000N, S/N K110, developed a problem on DN 210. The Fathometer was replaced on DN 219 by S/N B037N. Fathometer S/N B037N had problems with the quality of its trace on DN's 234 and 260. Fathometer S/N B037N failed at the end of DN 260 and was replaced by Fathometer S/N A111N. Problems were encountered with Fathometer S/N A111N on DN's 299 - 306 due to low power supply voltage which caused a degradation of the Fathometer trace. The power supply problem was corrected on DN 307 and all unacceptable data was rejected and rerun.

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

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

Removed from the original Descriptive Report and filed with survey data.

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

Velocity Corrections

Daily 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. EDO checks were also conducted to verify Fathometer operation.

Twenty bar checks were obtained from launch 1257 and two bar checks from launch 0518. A copy of the lead line/bar line calibrations and bar check direct comparison forms are included in the accordion file (field records).

Corrections to echo soundings for velocity of sound through water were determined from ~~seven~~⁵ TDC casts and ~~twenty-two~~¹⁶ bar checks. An abstract of TDC cast dates and locations is appended.* The velocity corrector tables were generated by either PDP8/e program RK530, Layered Correctors for Velocity or NOS PC program VELTAB, using the data from these casts.

A Nansen cast TDC comparison was performed on DN 141 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 are located in the accordion file (field records).

Martek Mark VII, Model 167, S/N 233 was used for all TDC casts during this survey. Copies of the calibration data are included in the accordion file (field records).

The instrument corrections for launches 1257 and 0518 were determined from the graphs of bar check and velocity corrector data. These corrections have been applied to the soundings on the final field sheet via the field velocity corrector tapes. However, final field sheet data from DN's 265 - 309 were plotted using the smooth velocity tape so no instrument correction was applied. 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.

Settlement and Squat

Settlement and squat for launches 1257 and 0518 were 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.

* Removed from the original Descriptive Report and filed with survey data.

Draft Correction

A draft correction of 2.7 feet for launch 1257 and 1.1 feet for launch 0518 was applied.

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 (field records).

The Field Tide Note and copy of request for smooth tides are appended.*

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. Final field sheets and overlay sheets are included with this survey. Mainscheme, crossline, fairway, and split soundings are plotted on the final field sheet. 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 ORIGINAL DESCRIPTIVE REPORT AND FILED WITH THE FIELD DATA.

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 either the Coastal Surveys Unit, MOA2222 or HFP-1 personnel. All stations, except SPUDS (TEMP), 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. SEE ALSO SECTION 2.C. OF THE EVALUATION REPORT.

Station SPUDS (TEMP) does not meet 3rd order standards and was used only as a hydrographic station for shoreline verification.

A list of control stations used during this survey is included in the appendix. A copy of the Horizontal Control Report is included in the accordion file (field records).

* Removed from the original Descriptive Report and filed with survey data

Five stations are located seaward of the shoreline. They are as follows:

MBEPSI WELLHEAD BLK 822 (Signal Number 024). This station is a wellhead that was used for fixed point calibrations of the Mini-Ranger system and for a Mini-Ranger remote site.

EXXON WELLHEAD 616 (Signal Number 025). This station is a wellhead that was used for fixed point calibrations.

MOBIL OIL WELLHEAD 823 (Signal Number 026). This station is a wellhead that was used for fixed point calibrations.

EXXON WELLHEAD 868 (Signal Number 028). This station is a wellhead used for fixed point calibrations.

PASS AUX HERONS RANGE C REAR LIGHT (Signal Number 812). This is a fixed aid located in Mississippi Sound that was used as a Mini-Ranger remote site.

G. HYDROGRAPHIC POSITION CONTROL

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

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

VESSEL	UNIT	SERIAL NUMBER	DAY NUMBERS
=====	=====	=====	=====
1257	RPU	E0160	169 - 309
	CDU	E 009	169 - 309
	R/T	F3389	169 - 309
0518	RPU	E0162	275 - 278
	CDU	E 010	275 - 278
	R/T	E2921	275 - 278

Baseline calibrations were performed before, periodically during, and after the survey. Mean baseline correctors were applied to all Mini-Ranger data via the corrector tapes. Exceptions were when unit failure prevented a closing calibration, then opening baseline correctors were used. Fixed point system checks were conducted at the beginning and end of each day, except DN 234 when generator failure prevented a closing check. Baseline calibrations and daily system checks are included in the accordion file (field records).

Poor angle of intersection occurred on several positions when the intersection cut off was exceeded to accomplish splits and fill-ins of data in the Petit Bois Pass area. Additional developments in this

area were not accomplished due to poor intersection angle. Further development of this area will be attempted during the survey of sheet Z of this project. A more favorable control geometry should be available at that time.

EDM HP-3810B, S/N 1929A00438, was used to measure distances and azimuths for shoreline verification.

The ANDIST correctors for launches 1257 and 0518 are 0.0 meters. An Electronic Corrector Abstract is appended. *REMOVED FROM ORIGINAL DESCRIPTIVE REPORT AND FILED WITH ORIGINAL FIELD DATA.*

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

Shoreline verification of the western end of Dauphin Island was conducted on DN 288 utilizing positions located by EDM 3810B distance and azimuth.

Comparison between survey shoreline data and TP-00929 revealed that the shoreline of the west end of Dauphin Island had moved slightly south and extended to the west.

Comparison between survey shoreline data and the shoreline appearing on the Charts 11373, 11374 and 11376 showed the same discrepancies.

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

I. CROSSLINES *SEE ALSO SECTION 3.A. OF THE EVALUATION REPORT.*

Crosslines totaled 119 nautical miles or 13% 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.

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

This survey junctions with the following surveys:

H-10206, 1:40,000, 1985 (to the south),
H-10208, 1:20,000, 1985 (to the southwest).
H-14261 1:20,000 1987 (TO THE WEST)
H-14226 1:20,000 1986-88 (TO THE EAST)

Agreement with H-10206 was good with differences of one to three feet. The depths from this survey were consistently shoaler than H-10206. This difference may be due to velocity correctors for H-10206 being determined from casts taken further offshore, where the amount of estuarial mixing is much less than in the area of junction.

Agreement with H-10208 was very good with differences of less than two feet throughout the common area.

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

The survey area was previously covered by the following surveys:

H-261	1851	1:20,000
H-4020	1917-18	1:40,000
H-4171	1920	1:80,000
H-8647	1961-62	1:20,000
H-9118	1970	1:20,000
H-9374WD	1973	1:40,000

Comparison to prior survey H-4020 showed fair agreement with random differences of one to four feet in depths greater than twenty feet. The differences grew much larger in depths less than twenty feet and were extremely different in the area of Petit Bois Pass and the west end of Dauphin Island. The present west end of Dauphin Island is approximately one mile further west than is shown on this prior survey. The change in shoreline has caused a large amount of discrepancy between these surveys such that comparison of this area is futile. CONCUR

Comparison to prior survey H-4171 showed fair agreement with the prior being consistently deeper by up to five feet. The differences were least near shore and increased as comparisons were made further offshore. The quality of positional control for the prior survey may be the source of this increasing differences with distances from shore.

Comparison to prior survey H-8647 showed good agreement with random differences of less than three feet in areas deeper than twenty feet. These differences increase greatly in the areas shoaler than twenty feet and were greatest in the area around the west end of Dauphin Island where the shifting of the island had replaced depths of up to twenty feet with dry land. AWOIS item 3597 located at 30°13'28"N, 088°18'10"W originates with this survey. Visual (10 feet of vertical visibility) and Fathometer searches (fifty-meter line spacing) of this area revealed no evidence of the reported 175-foot steel hull with a least depth of five feet (later revised to three feet). ~~It is recommended that this item be deleted from the chart.~~ SEE SECTION 6. OF THE EVALUATION REPORT.

Comparison to prior survey H-9118 showed good agreement with random differences of less than three feet in areas deeper than twenty feet. These differences increase greatly in the areas shoaler than twenty feet and were greatest in the area around the west end of Dauphin Island where the shifting of the island had replaced depths of up to twenty feet with dry land.

L. COMPARISON WITH THE CHART *SEE ALSO SECTION 7.2. OF THE EVALUATION REPORT.*

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

11373, 30th Edition, Sept. 6, 1986,
11374, 20th Edition, Dec. 29, 1984,
11376, 39th Edition, May 30, 1987.

Agreement was generally good between the survey and chart in depths greater than twenty feet. Comparison was once again much worse in the Petit Bois Pass area of the survey. Comparison of bottom characteristics also showed discrepancies. Areas of hard bottom on the charts were found to be presently areas of sand or mud.

The following AWOIS items were investigated during this survey:

Uncharted obstruction in Lat. 30° 13' 40" N, Long. 088° 19' 02.8" W from TP-00929.
AWOIS # 3592 - Obstruction. ^A Visual search of the area revealed no evidence of this item, however is insufficient to disprove. ~~Retain as charted.~~ *CONCUR*

charted in Lat. 30° 14' 03.8" N, Long. 088° 15' 50.5" W from TP-00929
AWOIS # 3593 - Visible Wreck. ^A Visual search of this area revealed no evidence of the item, however insufficient to disprove. ~~Revise to~~ ^{DANGEROUS} ~~sunken wreck, PA.~~

charted in Lat 30° 13' 00" N, Long. 088° 19' 13" W from LNM 38 of 1979
AWOIS # 3594 - Reported Shoaling. ^A Survey lines in this area verified that shoaling of the entire Petit Bois Pass area has occurred. ~~Recommend that it remain as charted until superseded by this survey.~~ *RECOMMEND DELETE NOTATION "SHL REP 1979" AND CHART AREA AS SHOWN ON PRESENT SURVEY.*

in the vicinity of Lat. 30° 12' 30" N, Long. 088° 19' 00" W from LNM 40 of 1979
AWOIS # 3595 - Reported Shoaling. ^A Survey lines in this area revealed extensive shoaling. ~~Recommend that it remain as charted until superseded by this survey.~~ *RECOMMEND DELETE NOTATION "SHL REP 1979" AND CHART AREA AS SHOWN ON PRESENT SURVEY.*

AWOIS # 3597 - Submerged Wreck. A visual (10 feet of vertical visibility) and Fathometer search of the area revealed no evidence of this item. Considering the size of the wreck (175-foot steel hull with a 3-foot least depth) location should have been easy. It is believed that corrosion, wave action, and shoaling may have broken up and covered this item. ~~Recommend it be deleted.~~ *SEE ALSO SECTION 6.2. (H-8647 (1967-62)) OF THE EVALUATION REPORT.*

AWOIS # 3598 - Reported Shoaling. Survey lines of this area revealed that extensive shoaling of Petit Bois Pass has occurred. ~~Recommend that it remain as charted until superseded by this survey.~~ *NO HYDROGRAPHY IN AREA OF AWOIS ITEM. - Limited*

charted in Lat. 30° 11' 00" N, Long. 088° 12' 30" W from LNM 37 of 1978
AWOIS # 3632 - Dangerous Submerged Wreck, PD. ^A Fathometer search of this area revealed no evidence of the wreck. Remain as charted. *CONCUR*

AWOIS # 4758 - Charted as Dangerous Obstruction, PD. at 30°13'30"N, 088°12'24"W. Fathometer search of the area revealed no evidence of this item. Remain as charted. *CONCUR*

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 were found.

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 ALSO SECTION 7.2.4 OF THE EVALUATION REPORT.*

No fixed aids to navigation exist within the boundaries of this survey.

Two buoys (Petit Bois Pass buoys "1" and "6") are located in the area of Petit Bois Pass at the west end of Dauphin Island. Observed characteristics matched the published descriptions in the Coast Guard Light List, Volume IV and the charted descriptions.*

Comparison of the charted position to observed position for buoy "1" was good with the observed position falling within the charted scope of this buoy. The comparison of the observed to charted position for buoy "6" showed a difference of 250 meters. However, this position error is not a danger to navigation as the buoys present position is correct in relation to the channel and present shoreline.

All aids to navigation in the area of Petit Bois Pass are scheduled for removal by the Coast Guard in early 1988. Petit Bois Pass is not maintained by the Army Corps of Engineers and requires local knowledge to safely navigate. It is the opinion of the Coast Guard that these aids would wrongly influence mariners as to the navigability of this pass. A copy of the Local Notice to Mariners is included in the accordion file (*field records*).

No bridges, overhead or submarine cables, pipelines, or ferry routes exist in the survey area.

O. STATISTICS

	LAUNCH	1257	0518	Total
Days of Production (Days at Sea).....		19	3	22
Number of positions.....		2375	124	2499
Nautical miles of sounding lines.....		910	16	926
Mainscheme.....		688	13	701
Crosslines.....		119	0	119
Development.....		103	3	106
Square nautical miles of hydrography....		75	2	77
Bottom samples.....		65	0	65
Tide stations.....		0	0	0
Current stations.....		0	0	0
Velocity casts.....		6	1	7
Magnetic stations.....		0	0	0

P. MISCELLANEOUS

All bottom samples were sent to the Smithsonian Institution. Copies of Oceanographic Log Sheet-M are appended.

No anomalous currents were observed in the survey area.

One uncharted Danger to Navigation was located during this survey. A visible wreck was located on DN 288, during shoreline verification. The wreck was located at 30°13'57.21"N, 088°18'56.08"W and uncovers 2.0 feet (corrected for predicted tides). A Danger to Navigation report is appended. *SEE ALSO SECTION 7.9.3) 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 due to antenna coupler or power supply problems.

The west end of Dauphin Island is locally known as West Point. This has been include with the geographic names list and it is recommended that it be charted as such.

Q. RECOMMENDATIONS

It is recommended that a designation of "Area Subject To Change" be charted in the area of Petit Bois Pass. It is further recommended that a note specifying the need for local knowledge to safely transit Petit Bois Pass be added to the applicable charts. *Concur*

No additional field work is necessary.

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
AM602	ELINDRE--Line Oriented Editor	12/08/82
RK606	Tape Duplicator	08/22/74
MI999	Utility Plot	05/30/73

NOS PC programs VELTAB and BARTAB

S. REFERENCE TO REPORTS

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

Respectfully Submitted,

Robert Snow for

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

SIGNAL TAPE LISTING
 OPR J217 HFP
 HFP 20-2-87
 H-10247

VESNO 1257
 VESNO 0518

024	6	30	11	05236	088	11	15370	250	0006	000000	MBEPSI WELLHEAD 822 QUAD 3008822, 1987	*
025	6	30	13	55099	088	11	10149	250	0000	000000	EXXON WELLHEAD 616 QUAD 3008822, 1987	*
* 026	6	30	11	20044	088	09	47279	250	0000	000000	MOBIL OIL WELLHEAD 823 QUAD 3008822, 1987	*
* 028	6	30	08	59674	088	06	14092	250	0000	000000	EXON WELLHEAD 868 QUAD 3008822, 1986	*
801	4	30	13	36005	088	01	30238	250	0007	000000	WHITING 82 ECC QUAD 3008812, 1986	*
809	6	30	13	47498	088	19	05206	252	0004	000000	SPUDS (TEMPORARY) QUAD 3008823, 1987	*
810	6	30	13	49573	088	18	15159	250	0008	000000	DAUPHIN STA # 1036 QUAD 3008823, 1935	****
812	6	30	15	27801	088	12	46966	250	0011	000000	PASS AUX HERONS RANGE C REAR LIGHT QUAD 3008821, 1985	**
816	1	30	14	59866	088	08	22624	250	0009	000000	PIRATE QUAD 3008822, 1986	*

* NOT IN SURVEY AREA.

CONTROL LOCATED BY:

* HYDROGRAPHIC FIELD PARTY # 1
 ** HYDROGRAPHIC FIELD PARTY # 2
 *** OPERATIONS DIVISION
 **** NATIONAL GEODETIC SURVEY

Replaces C&GS Form 567.

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

<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)	STATE	LOCALITY	DATE	<input type="checkbox"/> PHOTO FILED 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)	
		HFP - #1	Alabama	GULF of MEXICO	Nov. 87		
The following objects HAVE <input checked="" type="checkbox"/> HAVE NOT <input type="checkbox"/> 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)	
OPR - J217			H - 10247	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	FIELD
		° /	// D.M. Meters	° /	// D.P. Meters		
WELL	(EXXON WELLHEAD 616) Gas Well Pipe. It is 3 feet in dia. and has a private maintained FL W LT and Horn atop a platform that surrounds several valves. There are two steel mooring piles nearby. The well bears 61.7 feet above MLLW.	30 13	55.099	88 11	10.149	F-3-6-L	11374 11378 11376
WELL	(MBE PSI WELLHEAD 822) Gas Well Pipe. It is 3 feet in dia. and has a private maintained FL W LT and Horn atop a platform that surrounds several valves. The well bears 48.6 feet above MLLW.	30 11	05.236	88 11	15.370	F-3-6-L	11374

See L-1201(87)

RESPONSIBLE PERSONNEL		ORIGINATOR
TYPE OF ACTION	NAME	
OBJECTS INSPECTED FROM SEAWARD		<input type="checkbox"/> PHOTO FIELD PARTY <input type="checkbox"/> HYDROGRAPHIC PARTY <input type="checkbox"/> GEODETIC PARTY <input type="checkbox"/> OTHER (Specify)
POSITIONS DETERMINED AND/OR VERIFIED		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.)		
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>OFFICE</p> <p>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</p> <p>FIELD</p> <p>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</p> <p>A. Field positions* require entry of method of location and date of field work. EXAMPLE: F-2-6-L 8-12-75</p> <p>*FIELD POSITIONS are determined by field observations based entirely upon ground survey methods.</p> </div> <div style="width: 48%;"> <p>FIELD (Cont'd)</p> <p>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</p> <p>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</p> <p>III. POSITION VERIFIED VISUALLY ON PHOTOGRAPH Enter 'V-Vis.' and date. EXAMPLE: V-Vis. 8-12-75</p> <p>**PHOTOGRAMMETRIC FIELD POSITIONS are dependent entirely, or in part, upon control established by photogrammetric methods.</p> </div> </div>		

COAST PILOT REPORT
To Accompany
Hydrographic Survey
H-10247

The portions of the U. S. Coast Pilot 5, 19th Edition, August 1986, pertaining to Survey H-10247 were reviewed. The following previously unsubmitted changes are necessary:

Pg. 180, clm. 2, ln 35 to 40. Delete and replace with the following:

Petit Bois Pass is unmarked and not maintained by the Army Corps of Engineers. The frequent changes and strong currents in this area require local knowledge for safe navigation of Petit Bois Pass.

Respectfully Submitted,



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



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

NOAA LAUNCH 1257
PO Box 158
Dauphin Island, AL 36528

22 October 1987

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 hydrographic operations, by the National Ocean Service's Hydrographic Field Party 1 in the Gulf of Mexico, a Partially Submerged Wreck, Not Dangerous to Surface Navigation, was located. It is located at 30°13'57.21"N 088°18'56.08"W (NAD 1927) and uncovers 2.0 feet (corrected for predicted tides). The wreck is the remains of a wooden vessel buried at the low waterline of the north shore of Dauphin Island, Alabama approximately one mile from the western end of the island. The remains of the bow is all that is visible at this time.

This information affects NOS Charts 11373 and 11374. The preceding advance field information is subject to review and verification.

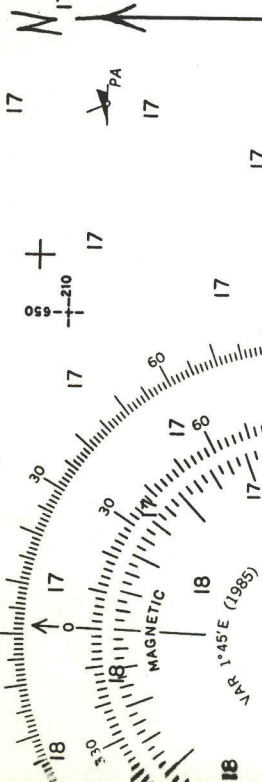
Sincerely,

David W. Moeller
LTJG, NOAA
Officer-in-Charge





PARTIALLY SUBMERGED WRECK
LAT - 30° 13' 57.21" N
LONG - 088° 18' 56.08" W
UNCOVERS 2.0' (corrected)



NOS CHART 11374

11374 20th Ed. 6/20/87 LAST LNM 42-87
DAUPHIN ISLAND TO DOG KEYS PASS

NAD 27

Add

Visible Wreck
(Unknown derelict -
approx. 2 ft. visible)

In

30-13-57N, 88-18-56W(PA) (CGD8) 44-87

(6)

ADVANCE NOTICES

1. ALABAMA - Dauphin Island to Dog Keys Pass - Petit Bois Pass - Aids to be Discontinued

1. Petit Bois Pass Lighted Gong Buoy 1 (LLNR 240/7380) and Petit Bois Pass Lighted Buoy 6 (LLNR 7395) will be discontinued between 1 January 1988 and 1 March 1988.

Chart: ~~11373~~ 11373, 11374

2. LOUISIANA - Vermilion Bay - Aid to be Established

Prior to 21 November 1987, Vermilion Bay Wreck Light "WR 2" (LLNR 19002) TR daymark on a pile, quick flashing red light with 3 mile nominal range will be established in approximate position 29-36-51N, 91-59-38W.

Charts: 11345, 11347

Ref: LNM 42-87

3. TEXAS - Intracoastal Waterway - Freeport - Port O'Connor - Aid to be Established

Prior to 1 December 1987, Matagorda Bay Wreck Light "JR" (LLNR 34767) TR daymark on a pile, quick flashing red light with 3 mile nominal range will be established in approximate position 28-28-21N, 96-19-12W. The temporary lighted buoy, previously reported established to mark the sunken fishing vessel JOLLY ROGER, will be discontinued.

Charts: 11311

Ref: LNM 14-87

(7)

PROPOSED CHANGES

None

USER EVALUATION REPORT
OPR-J217-HFP
H-10247

Interviews with local users were held throughout the survey period. With the exception of complaints on the increase in chart prices and opinions on the requirements for shrimp boats to carry Turtle Exclusion Devices (TED's) no previously unsubmitted requests were received.

Respectfully Submitted,



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

Form 9-1343

UNITED STATES BOARD ON GEOGRAPHIC NAMES DOMESTIC GEOGRAPHIC NAMES REPORT	Controversial name	Recommended name WEST POINT
	<input checked="" type="checkbox"/> Name change	State ALABAMA
	Changed application	County MOBILE
	Other	

Lat. **30° 13' 50" N.** Long. **88° 19' 12" W.** Mouth ☒ End Center (Circle one)
 Lat. _____ " N. Long. _____ " W. Heading _____ End (Circle one)

Description of feature: where appropriate, give shape, length, width, direction of flow or trend, direction and distance of extremities from points with established names, and section, township, range, meridian where useful, also elevation if known.

WESTERN MOST END OF DAUPHIN ISLAND, AL. KNOWN LOCALLY AS WEST POINT.

Published Maps Using Recommended Name (Map name, date, agency, & scale)	Variant Name or Application	Map or Source Using Variant (Map name, date, agency, & scale)
NONE	NONE	NONE

Available information as to origin, spelling, and meaning of the recommended name and/or statement concerning nature of difference in usage or application:

Original origin unknown. Name is used by local vessels as a positional reference. Proper spelling is "WEST POINT".

AUTHORITY FOR RECOMMENDED NAME	MAILING ADDRESS	OCCUPATION
Clinton A. Collins	P.O. Box 203	Boat Builder
	Dauphin Island, AL 36528	
Tony K. Brevito	P.O. Box 84	BOAT CAPTAIN
	Dauphin Island, AL 36528	

Submitted by Name **David W Moeller** LTJG NOAA Title **OIC, HEP-1** Date **30 Nov 87**
 Agency **NOS** Address **439 W. YORK ST. NORFOLK, VA**

CHART # 11373

ITEM # AWOIS 3592

ITEM DESCRIPTION : OBSTRUCTION

SOURCE : HFP-1

INVESTIGATION DATE: 05 OCT 1987 TIME: VESSEL: 0518

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:

LATITUDE
30°13'40"

LONGITUDE
088°19'02.8"

OBSERVED:

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

VISUAL SEARCH

CHARTING RECOMMENDATION:

NO EVIDENCE OF CHARTED OBSTRUCTION REMAINS. REMAINS AS CHARTED.
CONCUR

Compilation use only

CHART

APPLIED AS

CHART # 11373

ITEM # AWOIS 3593

ITEM DESCRIPTION : VISIBLE WRECK

SOURCE : HFP-1

INVESTIGATION DATE: 30 OCT 1987 TIME: VESSEL: 1257

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2 -87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:
OBSERVED:

LATITUDE
30°14'03.8"

LONGITUDE
088°15'50.5"

POSITION DETERMINED BY:

METHOD OF ITEM INVESTIGATION:

VISUAL SEARCH

CHARTING RECOMMENDATION:

NO EVIDENCE OF WRECK REMAINS FOUND. REVISE TO ^{DANGEROUS} SUNKEN WRECK
POSITION APPROXIMATE.

Compilation use only

CHART

APPLIED AS

CHART # 11373

ITEM # AWOIS 3594

ITEM DESCRIPTION : REPORTED SHOALING

SOURCE : HFP-1

INVESTIGATION DATE: 05 OCT 1987 TIME: VESSEL: 0518

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:
OBSERVED:

LATITUDE
30°13'00"

LONGITUDE
088°19'13"

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

FATHOMETER SEARCH

CHARTING RECOMMENDATION:

EXTENSIVE SHOALING OF THIS AREA AS WELL AS CHANGES IN THE
SHORELINE HAVE TAKEN PLACE. ~~REMAIN AS CHARTED UNTIL SUPERSEDED BY~~
~~SURVEY H-10247. RECOMMEND DELETE NOTATION "SHL REP 1979" AND CHART AREA~~
AS SHOWN ON PRESENT SURVEY.

Compilation use only

CHART

APPLIED AS

CHART # 11373

ITEM # AWOIS 3595

ITEM DESCRIPTION : REPORTED SHOALING

SOURCE : HFP-1

INVESTIGATION DATE: 05 OCT 1987 TIME: VESSEL: 0518

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETIC POSITION:

CHARTED:
OBSERVED:

LATITUDE
30°12'30"

LONGITUDE
088°19'00"

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

FATHOMETER SEARCH

CHARTING RECOMMENDATION:

EXTENSIVE SHOALING OF THIS AREA AS WELL AS CHANGES IN THE
SHORELINE HAVE TAKEN PLACE. ~~REMAIN AS CHARTED UNTIL SUPERSEDED BY~~
~~SURVEY H-10247. RECOMMEND DELETE NOTATION "SHIC^{REP} 1979" AND CHART AREA AS~~
SHOWN ON PRESENT SURVEY.

Compilation use only

CHART

APPLIED AS

CHART # 11373

ITEM # AWOIS 3597

ITEM DESCRIPTION : SUBMERGED WRECK

SOURCE : HFP-1

INVESTIGATION DATE: 02 OCT 1987 TIME: VESSEL: 0518

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:

LATITUDE
30°13'28"

LONGITUDE
088°18'10"

OBSERVED:

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

VISUAL AND FATHOMETER SEARCH

CHARTING RECOMMENDATION:

NO EVIDENCE OF WRECK REMAINS FOUND. IT IS BELIEVED THAT CORROSION, WAVE ACTION, AND SHOALING HAVE BROKEN UP AND COVERED THIS ITEM. ~~DELETE FROM CHART.~~ CONCUR SEE SECTION 6.9. (H-8647 (1961-62)) OF THE EVALUATION REPORT.

Compilation use only

CHART

APPLIED AS

CHART # 11373

ITEM # AWOIS 3598

ITEM DESCRIPTION : REPORTED SHOALING

SOURCE : HFP-1

INVESTIGATION DATE: 05 OCT 1987 TIME: VESSEL: 0518

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:

LATITUDE
30°13'46"

LONGITUDE
088°19'51"

OBSERVED:

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

FATHOMETER SEARCH

CHARTING RECOMMENDATION:

EXTENSIVE SHOALING OF THIS AREA AS WELL AS CHANGES IN THE
SHORELINE HAVE TAKEN PLACE. REMAIN AS CHARTED. ~~UNTIL SUPERSEDED BY~~
~~SURVEY H-10247. ~~NO~~ HYDROGRAPHY IN AREA OF AWOIS ITEM.~~
Limited

See also section 6.2. (H-8647(1961-62)) 2).

Compilation use only

CHART

APPLIED AS

CHART # 11376

ITEM # AWOIS 3632

ITEM DESCRIPTION : SUNKEN WRECK, PD

SOURCE : HFP-1

INVESTIGATION DATE: 23-24 SEPTEMBER 1987 TIME: VESSEL: 1257

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:
OBSERVED:

LATITUDE
30°11'00"

LONGITUDE
88°12'30"

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

FATHOMETER SEARCH

CHARTING RECOMMENDATION:

SURVEY LINES IN THIS AREA REVEALED NO EVIDENCE OF THE WRECK.
REMAIN AS CHARTED. *CONCUR*

Compilation use only

CHART

APPLIED AS

CHART # 11376
~~UNKNOWN~~

ITEM # CHARTED, AWOIS NUMBER
~~UNKNOWN~~ 4758

ITEM DESCRIPTION : OBSTRUCTION, PD

SOURCE : HFP-1

INVESTIGATION DATE: 24 SEPTEMBER 1987 TIME: VESSEL: 1257

OIC: LTJG DAVID W. MOELLER

REFERENCE: OPR-J217-HFP, HFP-20-2-87, H-10247

POSITION #: VOLUME: PAGE:

CORRECTORS APPLIED:

VELOCITY

TRA CORRECTOR

XX PREDICTED OR

ACTUAL TIDE CORRECTORS

GEODETTIC POSITION:

CHARTED:

LATITUDE
30°13'30"

LONGITUDE
88°12'24"

OBSERVED:

POSITION DETERMINED BY: MINI-RANGER

METHOD OF ITEM INVESTIGATION:

FATHOMETER SEARCH

CHARTING RECOMMENDATION:

SURVEY LINES IN THIS AREA REVEALED NO EVIDENCE OF THE
OBSTRUCTION. REMAIN AS CHARTED. *CONCUL*

Compilation use only

CHART

APPLIED AS

APPROVAL SHEET

FOR

H-10247

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
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 SURVEY

DATE: January 25, 1988

MARINE CENTER: Atlantic

OPR: J217

HYDROGRAPHIC SHEET: H-10247

LOCALITY: Alabama, Gulf of Mexico

TIME PERIOD: June 8, 1987 - November 5, 1987


TIDE STATION(S) USED: 873-5180 Dauphin Island, AL

PLANE OF REFERENCE (MEAN LOWER LOW WATER): 2.68 ft.

HEIGHT OF HIGH WATER ABOVE PLANE OF REFERENCE: 1.2 ft.

REMARKS: RECOMMENDED ZONING

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

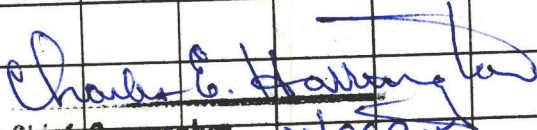

CHIEF, TIDAL DATUM QUALITY
ASSURANCE SECTION

GEOGRAPHIC NAMES

H-10247

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 P.O. GUIDE OR MAP	G RAND McNALLY ATLAS	H U.S. LIGHT LIST	K
ALABAMA (title)									1
DAUPHIN ISLAND									2
MEXICO, GULF OF									3
PETIT BOIS PASS									4
WEST POINT									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25

Approved:



Chief Geographer - N/CG 2x5

AUG 5 1988

LETTER TRANSMITTING DATA

MOA23-109-88

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

DATE FORWARDED

24 DEC 1988

NUMBER OF PACKAGES

Three (3)

TO:

Chief, Data Control Branch, N/CG243
Room 151, WSC-1
National Ocean Service - NOAA
Rockville, MD 20852

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-10247 (HFP-20-2-87)
OPR-J217-HFP-84, Alabama, Gulf of Mexico,
Petit Bois Pass to Petit Bois Island

PKG. 1 (TUBE)

- 1 FINAL SMOOTH SHEET
- 1 FINAL POSITION OVERLAY
- 1 FINAL EXCESS OVERLAY
- 1 ORIGINAL DESCRIPTIVE REPORT
- 6 FINAL FIELD SHEET

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

FROM: (Signature)

NORRIS A. WIKE



Return receipted copy to:

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

RECEIVED THE ABOVE
(Name, Division, Date)

D. S. Clark
1-4-87

MOA23-109-88

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

24 DEC 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-10247 (HFP-20-2-87)

OPR-J217-HFP-84, Alabama, Gulf of Mexico,
Petit Bois Pass to Petit Bois Island

PKG. 2 (BOX) CONT:

1 ENVELOPE containing SUPPLEMENTAL FIELD DATA

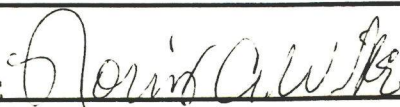
PKG. 3 (BOX):

1 ACCORDION FILE containing MASTER TAPE PRINTOUTS,
CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for
following VESNO 1257: DOY: 169, 173-174, 181-182,
196, 198, 205, 210, 219 (bar check fathogram only),
234, 260, 265-268, 299, 303, 306, 309,
1 slot containing predicted tide tape listings

1 ACCORDION FILE containing MASTER TAPE PRINTOUTS,
CORRECTOR TAPE PRINTOUTS, and FATHOGRAMS for
following VESNO 1257: DOY: 275, 278
1 slot containing horizontal field computation data
and master printout for DOY 288

FROM: (Signature)

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

09/14/88

HYDROGRAPHIC SURVEY STATISTICS
REGISTRY NUMBER: H-10247

NUMBER OF CONTROL STATIONS

6

NUMBER OF POSITIONS

2502

NUMBER OF SOUNDINGS

17898

TIME-HOURS

DATE COMPLETED

* PREPROCESSING EXAMINATION

75

01/21/88

VERIFICATION OF FIELD DATA

234

06/21/88

QUALITY CONTROL CHECKS

72

EVALUATION AND ANALYSIS

52

08/25/88

FINAL INSPECTION

12

08/12/88

TOTAL TIME

370

MARINE CENTER APPROVAL

08/25/88

* Preverification time is not considered as part of total verification time.

ATLANTIC MARINE CENTER
EVALUATION REPORT

SURVEY NO.: H-10247

FIELD NO.: HFP-20-2-87

Alabama, Gulf of Mexico, Petit Bois Pass

SURVEYED: 18 June through 5 November 1987

SCALE: 1:20,000

PROJECT NO.: OPR-J217-HFP-84

SOUNDINGS: RAYTHEON DE-719C Fathometer, RAYTHEON DSF-6000N Fathometer

CONTROL: MOTOROLA Falcon 484 Mini Ranger (Range/Range), HP-3810B Total Station

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

Surveyed by.....D. W. Moeller
.....E. A. Lake
.....G. S. Lloyd
.....G. L. Merrill
.....M. Mangual-Ortiz

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

1. INTRODUCTION

a. One (1) page size plot of an uncharted item outside of the survey area was generated during office processing and is attached to this report. The plot shows only the uncharted item and a discussion is found in section 7.a.3) of this report.

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.

b. Shoreline originates with final reviewed Class III Photogrammetric Manuscript TP-00929 of 1981-83. Shoreline revisions from the field data are shown in red on the smooth sheet.

c. Horizontal control used for this survey during data acquisition is based upon the North American Datum of 1927 (NAD 27). 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 the North American Datum of 1983 (NAD 83). To place this survey on the NAD 83 datum move the projection lines 0.730 seconds (22.5 meters or 1.125 mm at the scale of the survey) south in latitude, and 0.013 seconds (0.3 meters or 0.015 mm at the scale of the survey) east 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 curves were drawn in their entirety. Some brown and dashed curves were also drawn to delineate bottom relief.

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-10206 (1985) 1:40,000 to the south
H-10208 (1985) 1:20,000 to the southwest
H-10261 (1987) 1:20,000 to the west
H-10226 (1986-88) 1:20,000 to the east

A junction was effected between the present survey and surveys H-10261 (1987) and H-10226 (1986-88).

Junctions could not be effected with junctional surveys H-10206 (1985) and H-10208 (1985). 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 of the present survey and junctional surveys H-10206 (1985) and H-10208 (1985) will have to be made at headquarters on the chart during compilation.

6. COMPARISON WITH PRIOR SURVEYS

a. Hydrography

H- 261 (1851) 1:20,000
H-4020 (1917-18) 1:40,000
H-4023 (1917-18) 1:40,000

H-4171 (1920)	1:80,000
H-8647 (1961-62)	1:20,000
<u>H-9118 (1970)</u>	<u>1:20,000</u>

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

Prior survey H-261 (1851) has been superseded by prior survey H-4020 (1917-18) and no comparison was necessary.

Prior survey depths from H-4020 (1917-18) compare favorably with the present survey soundings and show a general trend of being one (1) to two (2) feet shoaler than the present survey depths greater than twenty (20) feet. A meaningful comparison in depths of less than 20 feet is not considered worthwhile because extensive natural change has occurred to Dauphin Island and the surrounding area since the prior survey was conducted. The west end of the island has accreted approximately 3100 meters. East of Longitude 88°13'54"W there is no island shown on the prior survey. Several small islands are shown on the prior survey east of Longitude 88°13'54"W. The shoreline shown on the present survey shows a continuous island to the eastern limit of the present survey.

Prior survey H-4023 (1917-18) covers a small portion of the present survey in the northeast section of the present survey. The prior survey H-4023 (1917-18) compares favorably with the present survey soundings and show a general trend of being one (1) foot deeper than present survey. Depths from survey H-4023 (1917-18) less than twenty (20) feet are four (4) to nine (9) feet shoaler than present survey soundings.

Prior survey depths from H-4171 (1920) compare favorably with the present survey soundings and show a general trend of being one (1) to three (3) feet deeper than the present survey. There are some scattered depths from prior survey H-4171 (1920) that are four (4) to five (5) feet deeper than present survey soundings.

Prior survey depths from H-8647 (1961-62) compare favorably with the present survey soundings and show a general trend of being one (1) to two (2) feet shoaler than the present survey. The following should be noted:

1) AWOIS item # 3597, a charted dangerous sunken wreck with a depth of 3 feet and a danger curve, in Latitude 30°13'28.00"N, Longitude 88°18'10.00"W originates with prior survey H-8647 (1961-62). The wreck was located by the prior survey in Latitude 30°13'28.00"N, Longitude 88°18'10.00"W with a least depth of 5 feet. Prior survey H-9118 (1973) also located the wreck. The position found by H-9118 (1973) was in Latitude 30°13'33.6"N, Longitude 88°18'10.8"W with a least depth of 3 feet. A fathometer search was performed during present survey operations with negative results. Present

survey depths in the area of AWOIS item # 3597 range from fifteen (15) to sixteen (16) feet. Survey requirements found in the AWOIS listing were not completed by the field unit. It is recommended that the dangerous sunken wreck with a depth of 3 feet and a danger curve be retained as charted. The wreck was brought forward from survey H-8647 (1961-62) to supplement the present survey.

2) Shoreline from survey H-8647 (1961-62) in the vicinity of Latitude 30°13'48"N, Longitude 88°19'15"W has accreted approximately 950 meters to the southwest.

3) Shoreline from survey H-8647 (1961-62) between Longitude 88°16'30 and Longitude 88°18'30" has receded approximately 100 meters to the north.

Prior survey depths from H-9118 (1973) compare favorably with the present survey soundings and show a general trend of being one (1) to three (3) feet shoaler than the present survey. There are some scattered depths from survey H-9118 (1973) that range from five (5) feet shoaler to five (5) feet deeper than present survey soundings. Seven (7) to nine (9) foot depths from survey H-9118 (1973), in the vicinity of Latitude 30°12'19"N, Longitude 88°19'27"W are five (5) to nine (9) feet shoaler than present survey soundings. Shoreline from survey H-9118 (1973) in the vicinity of Latitude 30°13'50"N, Longitude 88°19'07"W has accreted approximately 750 meters to the southwest.

The differences between the above prior surveys and the present survey depth can be attributed to improved hydrographic surveying methods and equipment, numerous hurricanes and tropical storms in the area, and to subsidence due to the withdrawal of gas and oil from the region.

b. Wire Drag

H-9374WD (1973) 1:40,000

Comparison between the present survey and prior survey H-9374WD (1973) reveals no hangs within the common area. There are no conflicts between prior survey H-9374WD (1973) effective clearance depths and the present survey soundings.

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

7. COMPARISON WITH CHART 11373 (30th. Edition, 6 Sept. 1986)
11374 (20th. Edition, 29 Dec. 1984)
11376 (39th. Edition, 30 May 1987)

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 54 to 61 of the Descriptive Report. The following should be noted:

1) AWOIS item # 3627, a charted Obstruction Fish Haven which runs along the sixty (60) foot depth curve protrudes into the present survey area approximately 450 meters in the vicinity of Latitude 30°08'15"N, Longitude 88°11'00"W. The Obstruction Fish Haven originates with Chart Letter 921 of 1959 (CL 921/59) and is described as 50 to 100 cars placed at approximately 1/2 mile intervals. No indication of the items were noted by the field unit or during office processing of the survey data. It is recommended that the Obstruction Fish Haven be retained as charted.

2) AWOIS item # 6824, a charted visible wreck, in Latitude 30°13'38.00"N, Longitude 88°19'15.00"W originates with Local Notice to Mariners 21 of 1986 (LNM 21/86). The wreck was neither verified nor disproved by the field unit. It is recommended that the visible wreck be retained as charted.

3) An uncharted visible wreck, in Latitude 30°13'57.21"N, Longitude 88°18'56.09"W, baring 2 feet at MLLW was located by the field . The wreck is not in the survey area and is included with the Evaluation Report on a page size plot. It is recommended that a visible wreck be charted as shown on the page size plot of the present survey.

4) An uncharted platform was located by the field unit in Latitude 30°11'01.64"N, Longitude 88°12'21.36"W. The platform was determined to be a gas well. It is recommended that a platform be charted in present survey location.

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

b. Dangers to Navigation

The hydrographer identified a danger to navigation and submitted information for inclusion in Local Notice to Mariners to the Commander, Eighth Coast Guard District, New Orleans, Louisiana and to N/CG222, Chart Information Section. After office processing it is recommended that the Notice to Mariners be retained.

c. Aids to Navigation

The hydrographer located two (2) floating aids to navigation in the survey area. The following charted buoys were discussed in section N. of the hydrographer's report as being scheduled for removal in 1988. A telephone conversation with Chief Petty Officer Smith, (1-504-589-6234), Eighth Coast

Guard District, Aids to Navigation Section, determined that the following buoys have been removed.

<u>Buoy</u>	<u>Latitude (N)</u>	<u>Longitude (W)</u>
Petit Bois Pass Lighted Gong Buoy 1	30°12'23.32"	88°18'30.16"
Petit Bois Pass Buoy 2	30°12'45"	88°19'06"
Petit Bois Pass Buoy 4	30°13'18"	88°19'13"
Petit Bois Pass Lighted Gong Buoy 6	30°13'44.79"	88°19'54.12"


It is recommended that the buoys listed above be deleted from the chart.

8. COMPLIANCE WITH INSTRUCTIONS

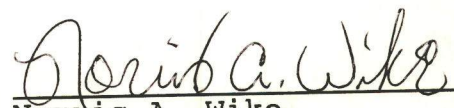
This survey complies with the Project Instructions.

9. ADDITIONAL FIELD WORK

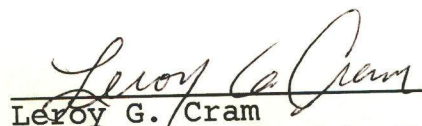
This is a good basic survey. Additional work is requested for the items discussed in sections 6.a. (H-8647 1961-62) and 7.a.2) of this report at an opportune time.



Harry R. Smith
Cartographic Technician
Verification of Field Data



Norris A. Wike
Cartographer
Evaluation and Analysis



Leroy G. Cram
Senior Cartographic Technician
Verification Check

Inspection Report
H-10247

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: 25 August 1988



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

30° 15' 88° 20' 88° 19' 88° 18' 30° 15'

30° 14' 30° 14'

(2)

88° 20' 00"

30° 13' 00"

30° 13'

NAD 83
8/11/88 NAW
✓BY

ALABAMA
GULF OF MEXICO
PETIT BOIS PASS
18 JUNE - 5 NOVEMBER 1987
SCALE - 1:20,000
SOUNDINGS IN FEET AT MLLW
HORIZONTAL DATUM NAD 27

88° 20'

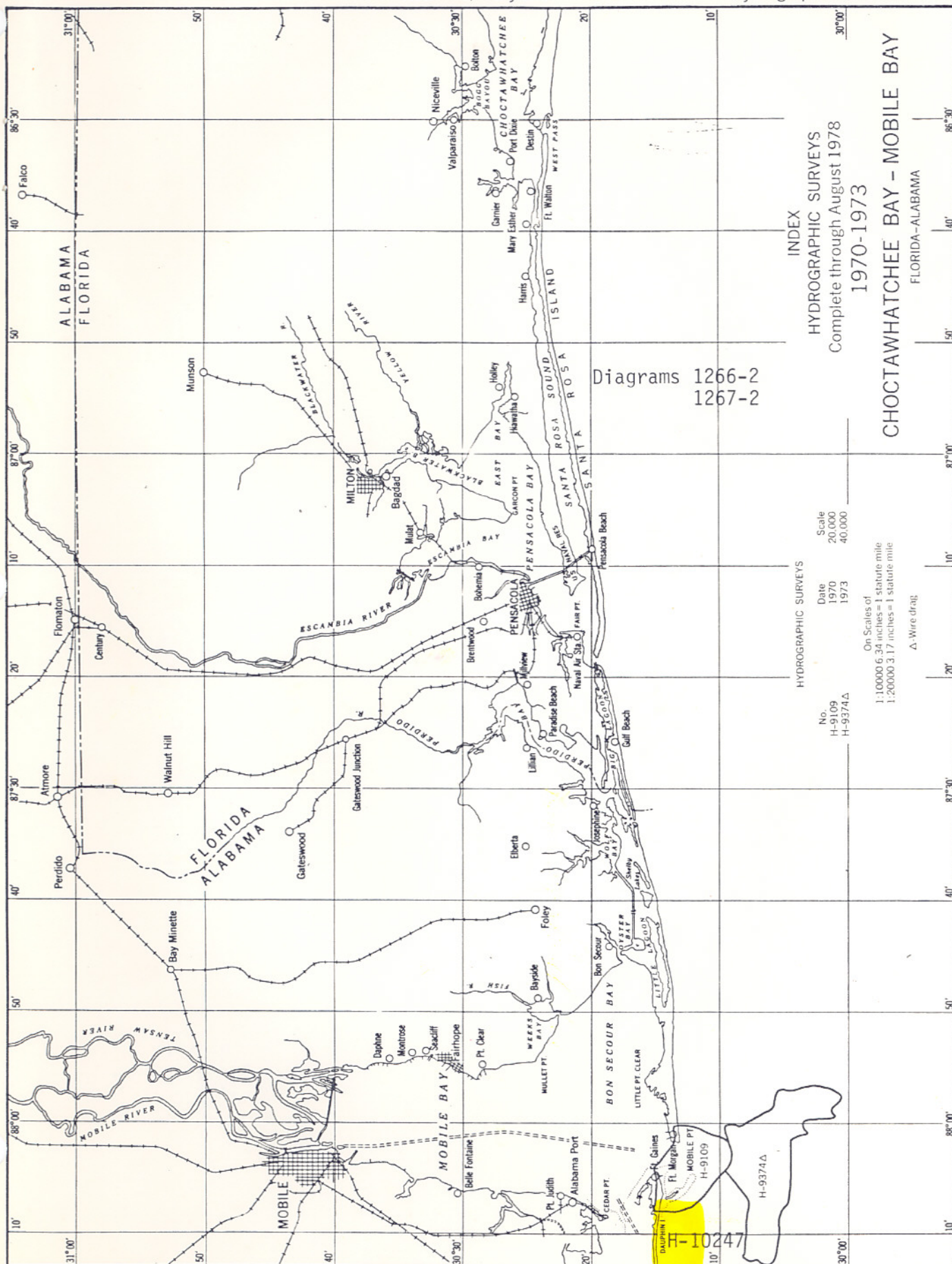
88° 19'

88° 18'

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
CHOCTAWHATCHEE BAY - MOBILE BAY
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HYDROGRAPHIC SURVEYS
No. H-9109
H-9374Δ
Date 1970
1973
Scale 20,000
40,000

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

H-10247

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-10247

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