

9272

Diag. Cht. No. 905.

NOAA FORM 76-35A

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

DESCRIPTIVE REPORT
(HYDROGRAPHIC)

Type of Survey .. HYDROGRAPHIC ..
Field No. WH-10-2-72 ..
Office No. H-9272 ..

LOCALITY

State VIRGIN ISLANDS ..
General Locality .. ST. THOMAS ..
Locality ... SOUTHWEST ... ROAD ..

19 72

CHIEF OF PARTY

C. H. Nixon

LIBRARY & ARCHIVES

DATE 5/7/76 ..

9272

HYDROGRAPHIC TITLE SHEET

H-9272

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.

WH 10-2-72

State Virgin Islands

General locality St. Thomas

Locality ~~Southern Coast~~ Southwest Road

Scale 1:10,000 Date of survey 2-20-72 ~~--- 3-28-72~~
16 Dec. 1971, undated change

Instructions dated No. 1, and change No. 2, Project No. OPR-423
dated 16 Feb. 1972

Vessel Ship WHITING, WH-1, WH-2

Chief of party CDR C. H. Nixon

Surveyed by CDR Nixon, LCDR Burke, LT LeRoy, LTJG Busman, LTJG Yeager,
LTJG Hoge, ENS Servais, ENS Kaiser, CST Hill

Soundings taken by echo sounder, ~~hand lead, pot~~

Graphic record scaled by Ship's personnel

Graphic record checked by ~~same~~ RRH (AMC)

Protracted by Calcom 610 AMC Automated plot by Calcom 610 AMC
~~WHITING system~~

Soundings penciled by WHITING shipboard system

Soundings in ~~fathoms~~ feet at MLW ~~XXXX~~

REMARKS:

The time meridian of this survey was 0°.

Corrections in Red by RRH (AMC)

Applied to stds 8/31/76
CH

DESCRIPTIVE REPORT

To Accompany Hydrographic Survey H-9272

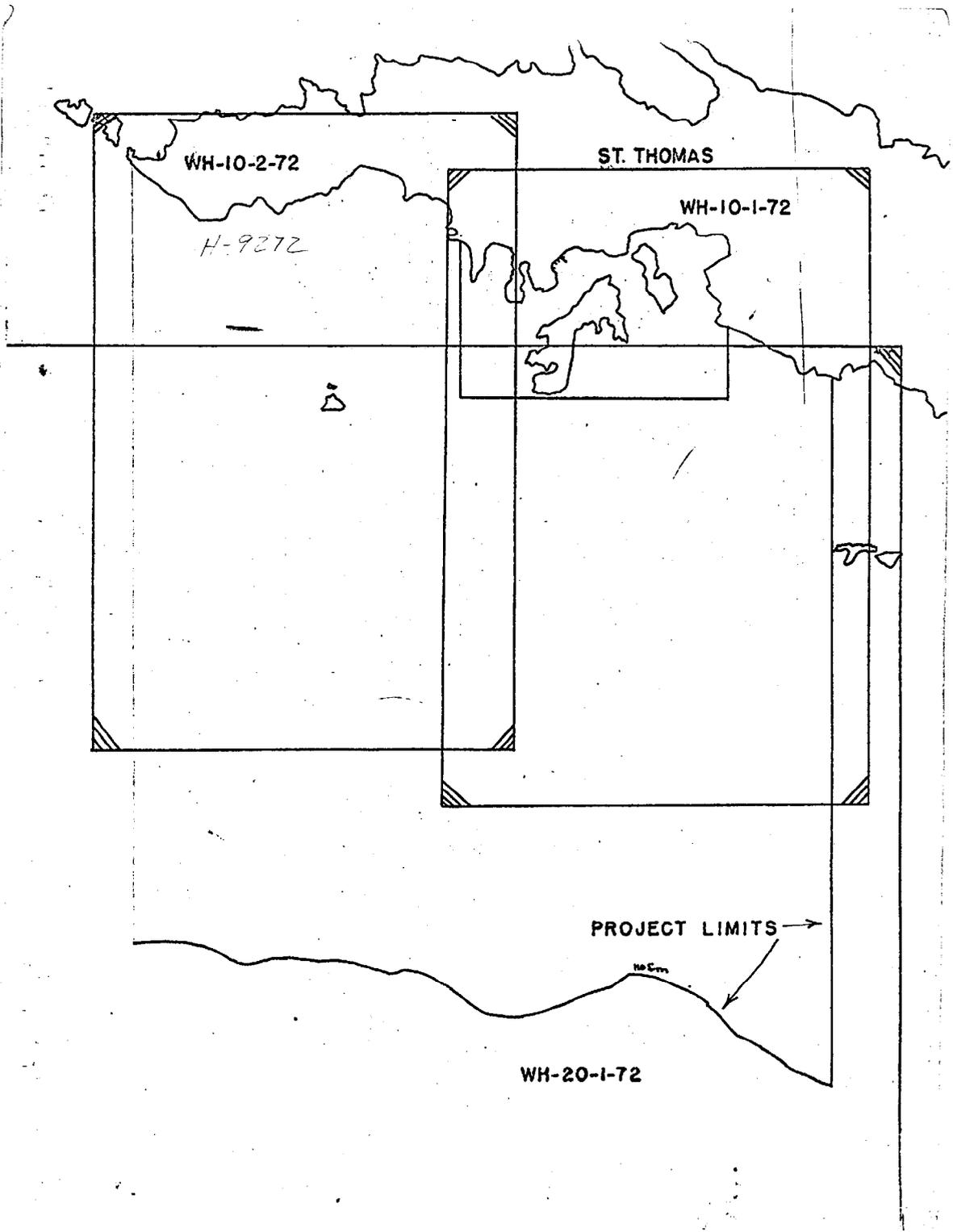
Field No. WH-10-2-72

St. Thomas, Virgin Islands

Scale 1:10,000

NOAA Ship WHITING

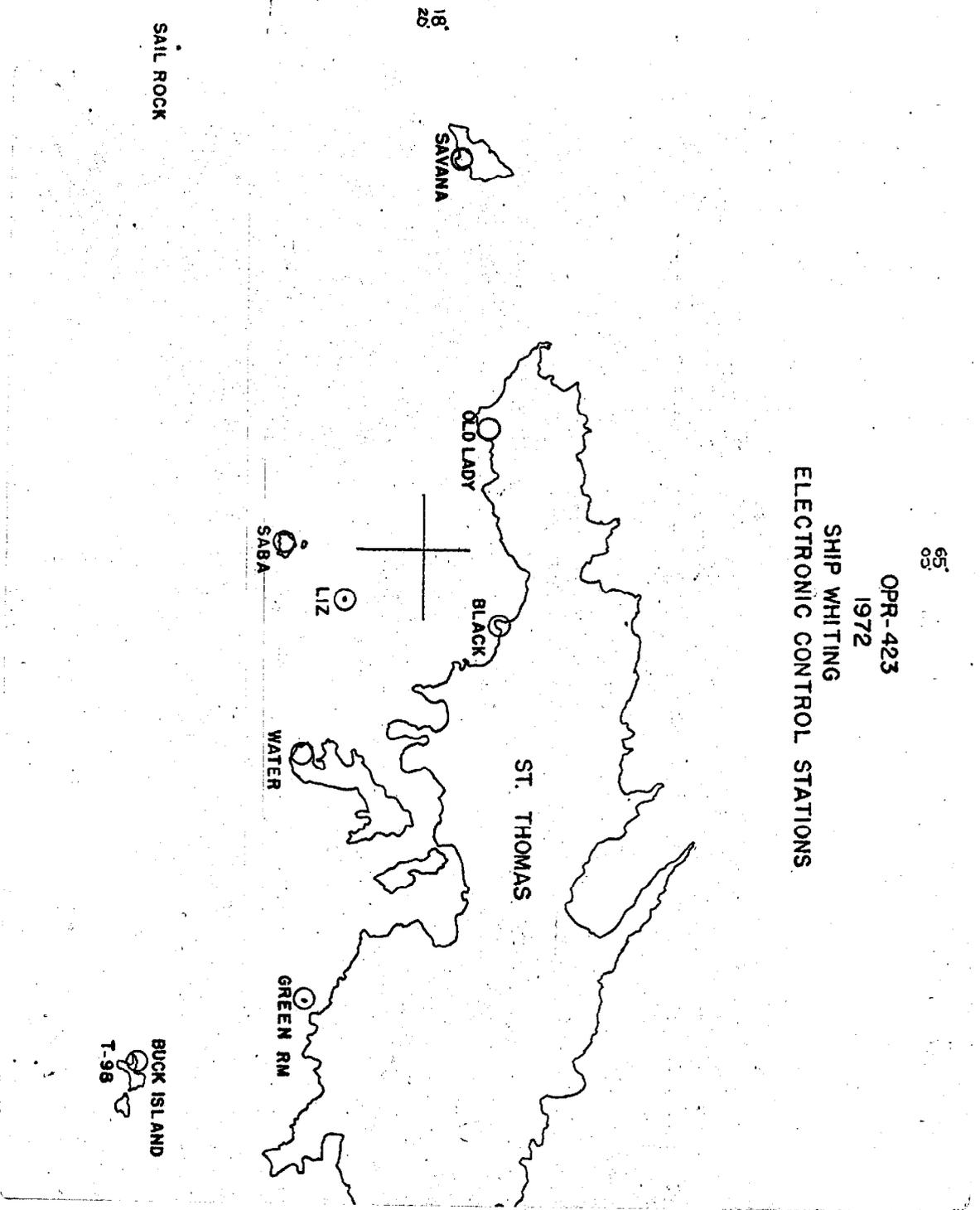
Charles H. Nixon, CDR, NOAA, Commanding



65
83

OPR-423
1972

SHIP WHITING
ELECTRONIC CONTROL STATIONS



A. PROJECT:

This survey was accomplished in accordance with Project Instructions OPR-423-WH-72, dated December 16, 1971; Change No. 1: Supplement to Instructions, no date; and Change No. 2: Supplement to Instructions, dated February 16, 1972.

B. AREA SURVEYED:

The area surveyed is the south shore of St. Thomas, Virgin Islands, and extends from shoreward to latitude $18^{\circ}18'00''N$ and from longitude $64^{\circ}58'30''W$ to $65^{\circ}02'30''W$. This sheet junctions on the east with H-8877, 1:5,000, 1966, and contemporary survey WH 10-1-72. It junctions with contemporary survey WH 20-1-72 on the south.

C. SOUNDING VESSELS:

In this survey, WHITING launches WH-1 and WH-11, and the NOAA Ship WHITING were used exclusively.

D. SOUNDING EQUIPMENT:

The sounding instruments used were Raytheon DE-723D survey fathometers, serial numbers 37018 in launch WH-1 and 37019 in launch WH-11, and a Ross Model 5000 Fineline, serial number 1055 used by the NOAA Ship WHITING. The "D" suffix on the Raytheon fathometers denotes a unit with a digitized output which was used in completing this survey.

Velocity corrections were determined by Nansen casts and TDC observations (see report "Corrections to Echo Soundings"). Bar checks were used only for verification. The launch fathometer operators continually checked for proper initial settings, stylus arm length, and A-F Scale checks.

Whenever rough sea conditions and the irregular bottom caused an undue number of corrections to be made to the digitized raw output, the entire fathogram was scanned twice. Experienced personnel also made random checks on fathogram scanning to certify that all work was being carried out properly.

The WHITING's computer plotter system plotted all soundings after reducing them for predicted tides. TRA corrections are on tape but have not been applied. Velocity corrections have not been applied and should be before plotting the smooth sheet.

A Table of Velocity Corrections is in the Corrections to Echo Soundings Report.

E. SMOOTH SHEET:

The smooth sheet ^{was} will be plotted on the computer plotter system at the Atlantic Marine Center, Norfolk, Virginia. Position corrections have not been applied to the smooth boatsheet.

F. CONTROL:

The basic method of control used during the survey was electronic. Almost all of the survey was controlled electronically using Del Norte distance measuring equipment. This equipment is a microwave, range-range, line of sight system that was leased and loaned to the NOAA Ship WHITING for testing and evaluation. The launches followed the range arc that was most perpendicular to the shoreline; a second range arc fixing the launch's exact position on that arc. A more complete description of the system may be found in the Electronic Control Report.

Some additional work was done using the visual "See Boatsheet" techniques when close into the beach in blind areas around Saba Island.

Detached positions for shoreline delineations, rocks and aids to navigation used electronic and visual control and are listed in printouts and volumes.

All transmitter locations were existing third order stations or were located by third order methods and are as follows:

<u>NAME</u>	<u>LATITUDE</u>	<u>LONGITUDE</u>
407 Black	18°20'50.44"N. ✓	64°59'09.64"W. ✓
401 Buck (T-98 in 1946)	18°16'48.60"N.	64°53'34.82"W.
411 Green	18°18'42.58"N.	64°54'31.29"W.
421 Old Lady	18°20'36.91"N. ✓	65°01'35.22"W. ✓
420 Liz	18°19'08.77"N. ✓	64°59'25.73"W. ✓
402 Saba	18°18'23.12"N. ✓	65°00'07.84"W. ✓
412 Savana	18°20'19.04"N.	65°04'41.68"W.
408 Water	18°18'35.03"N. ✓	64°57'26.21"W. ✓

G. SHORELINE:

Shoreline for the boat sheet was taken from T-Sheet TP-12941, Salt Cay to Turtle Cove Cay, and T-12942, Santa Maria Bay to Magens Bay. No difference between the T-Sheets and the actual shoreline was found.

The shoreline was run as close to the beach as possible without endangering the survey launch and crew on the abundant rocks and coral which extended from the shoreline.

H. CROSSLINES:

Crosslines composed 11.6% of the total length of sounding lines. The agreement between the crosslines and the main system of sounding lines was excellent. Scattered differences of 1-2' may be found, but can be attributed to the hard coral and rock bottom and non-coincidence of the soundings.

I. JUNCTIONS:

Junction with H-8877, 1:5,000, ^{H-9272 (1972)} 1966 on the east is excellent - two to three feet. WH 10-2-72 junctioned on the south with contemporary survey WH 20-1-72 within one to two feet.
_{H-9273 (1972)}

J. COMPARISON WITH PRIOR SURVEYS:

Prior surveys H-4544, 1:10,000, 1923 - 1925, and H-4651a, ^{H-9272 (1972)} 1:20,000, 1923 - 1926, compared favorably with WH 10-2-72. Agreement with H-4544 in the eastern portion is very good; within two to three feet. H-4651a, which covers all of this sheet, gave agreement to within three to four feet. This was in generally deeper waters and the application of velocity correctors would account for this.

Pre Survey Review Items

Item #1: The wreck charted on the outer rocks of Flat Cay at latitude 18°19'06"N and longitude 64°59'12"W was investigated by WH-1. According to the Coast Guard in 1959, 3 feet of its hulk was breaking water, however, at the time of this survey no visible sign of the wreck could be seen. Since no evidence could be found visually, the area was drifted upon by WH-1 and the results showed no sign of the wreck. The area was later inspected on a calm day by Whaler 1 which also could find no sign of the wreck. It is recommended by the hydrographer that this wreck be ~~deleted from the chart.~~

revised to a sunken wk on

Item # 56: The area surrounding the two charted 5' soundings at latitude $18^{\circ}20'18''N$ and longitude $64^{\circ}58'29''W$ was developed by WH-II on 075 day by drifting over the area. A 7' sounding was found at latitude $18^{\circ}20'18''N$ and longitude $64^{\circ}58'31''W$ at 150500Z. Since the last survey in 1966, a bulkhead has been constructed nearby and the area dredged to allow small island freighters to dock there. In addition, this area is an active fill area from the north shore as part of the airport enlargement.

Dashed Circle Items

The dashed circle 8 fathom ^{47 feet on H-46516 (1923-26) carried forward} (48') sounding charted in latitude $18^{\circ}19'36''N$ and longitude $64^{\circ}59'19''W$ was developed by WH-II on 077 day to 50 meter spacing and was later drifted upon. The shoalest soundings encountered were several of 50 feet at 150030Z which would be reduced to 8 fathoms on the chart.

The dashed circle 8 fathom ^{51 feet on H-46516 (1923-26)} (48') sounding charted in latitude $18^{\circ}19'52.5''N$ and longitude $64^{\circ}58'59''W$ was developed by WH-II on 077 day to 50 meter spacing which failed to show any significant difference from those soundings already on the boatsheet. An hour was then spent drifting over the area which also was unsuccessful in finding any evidence of a shoal. Since none of these efforts were successful, none of these developments were plotted on the boatsheet. It is recommended that this item be deleted from the chart. see Verifiers Report page 4

Supplement Pre Survey Review Item

The 10 fathom sounding charted at latitude $18^{\circ}18'30''N$ and longitude $65^{\circ}02'10''W$ was investigated by WH-I on 075 day. This area was developed to 50 meter spacing and a 55' foot sounding was found at latitude $18^{\circ}18'25''N$ and longitude $65^{\circ}02'09''W$ at 162035Z which would reduce to 9 fathoms upon charting. See Verifiers Report page 4

While developing this area in search of the 10 fathom sounding, WH-I encountered a 55' foot sounding at latitude $18^{\circ}18'20''N$ and longitude $65^{\circ}02'09''W$ at 162110Z. Additional development of the area by drifting failed to show any shoaler depth. The hydrographer recommends deletion of the 10 fathom sounding in favor of either of the 55 foot soundings found. see Verifiers Report page 4

Item #38: The area surrounding the charted 22 and 23 foot sounding at latitude $18^{\circ}19'40''N$ and longitude $64^{\circ}58'43''W$ was developed by WH-I to 50 meter spacing. Following that development, the launch drifted in the area and found a 22' foot sounding at latitude $18^{\circ}19'41''N$ and longitude $64^{\circ}58'43.5''W$ at 112355Z on 068 day. see Verifiers Report Page 4

Pos # 856A

*retained from H-4651 (1924) WD
44' see Verifier's Report page 5*

The dashed circle 7 fathom (42') sounding charted at latitude 18°18'06"N and longitude 65°00'46"W southwest of Dry Rock was developed by WH-11 to 100 meter spacing. During the development, a 44 foot sounding was found at latitude 18°18'10"N and longitude 65°00'46"W. This 44 foot sounding will reduce to 7 fathoms on the chart. *Least depth found in area is 46ft. Pos'n 1567-1568*

The dashed circle sounding of 44 feet charted in latitude 18°20'19"N and longitude 64°58'43"W was developed by WH-1 on 068 day while running basic sounding lines. A 27 foot sounding was found at 170620Z on the charted 44 foot location. It should be noted that this area just west of the airport is an active fill area and the depth curves on WH 10-2-72 are considerably different from those currently charted on NOS 933. *See Verifier's Report page 5
57' retained from H-4651 (1924) WD*

The dashed circle sounding of 9 fathoms (54') on Chart 905, charted in latitude 18°18'31.5"N and longitude 64°59'40"W was developed by WH-11 on 067 day to the normal 100 meter spacing. A 55 foot and 56 foot sounding was located at 162330Z in latitude 18°18'32"N and longitude 64°59'43"W. These soundings will reduce to 9 fathoms. *See Verifier's Report page 5*

K. COMPARISON WITH THE CHART:

933, 12th edition May 6, 1976
Soundings from C&GS 905, 9th edition of May 1, 1971 1:100,000, were transferred to the sheet. Greatest discrepancies were four feet. The fact that these soundings were rounded off to the nearest fathom, plus the difference in scale, accounts for the discrepancies. No new dangers to navigation were found.

L. ADEQUACY OF SURVEY:

The survey is complete and adequate and may supersede all prior surveys.

M. AIDS TO NAVIGATION:

<u>Description</u>	<u>Position</u>
Red "2" FL R 4 Sec	Latitude 18°18'31.5"N. Longitude 65°58'35"W.

This buoy adequately serves the purpose for which it was established.

Black Can "3"

Latitude 18°19' 27.0"
Longitude 64°58' 23.8"

N. STATISTICS:

Number of Positions	1,742
Nautical Miles of Sounding Lines	263.9
Total Square Miles	12
Bottom Samples	26

O. MISCELLANEOUS:

None

P. RECOMMENDATIONS:

None

Q. REFERENCE TO REPORTS:

- (1) Corrections to Echo Soundings Report
- (2) Electronic Control Report
- (3) Chart Investigation Report (Sent to 3233)
- (4) Coast Pilot Report (Sent to C.3233)
- (5) Horizontal Control Report

GEOGRAPHIC NAMES
WH 10-2-72

Black Point

Brewers Bay

David Point

Dry Rock

Flat Cays

Lucas Point

Perseverance Bay

Porpoise Rocks

Range Cay

Saba Island

Southwest Road

Water Island

1/31/74

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

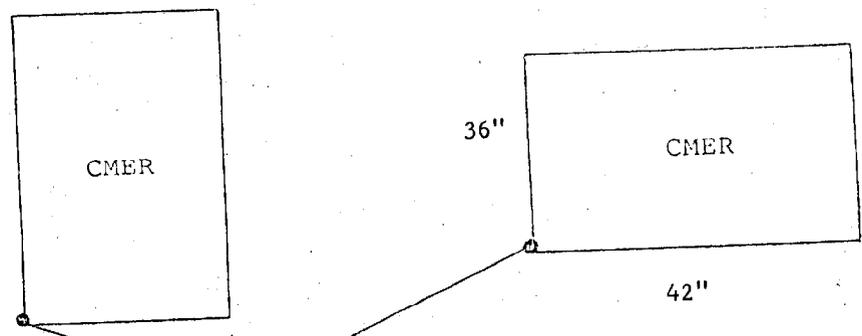
POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

- 1. Project No. 423
- 2. Reg. No. H-9272
- 3. Field No. WH-10-2-72
- 4. Requested By R. Hill
- 5. Ship or Office Verification
- 6. Date Required ASAP

- 7. Polyconic Modified Transverse Mercator
- 8. Central Meridian of Projection 65 ° 00 ' 00 "
- 9. Survey Scale: 1: 10,000

- 10. Size of Sheet (check one):
 36 x 54 36 x 60 Other Specify 36x42

- 11. Sheet Orientation (check one):
 NYX = 1 NYX = 0
 N N



- 12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)

Latitude 18 ° 17 ' 00 "
 Longitude 65 ° 03 ' 15 "

- 13. G.P.'s of Triangulation and/or signals attached
- 14. Material Desired: Tracing Paper Mylar
 Smooth Sheet Other Specify _____

15. Remarks: _____

ATLANTIC MARINE CENTER

ELECTRONIC CONTROL PARAMETERS

1. Project # OPR- 423 2. Reg. # H- 9272 3. Field # WH10-2-72
 4. Type of Control: Del Norte (Hi-Fix, Raydist, EPI, etc.)
 5. Frequency ~~9,300 MHz~~ (for conversion of electronic lanes to meters)
 6. Mode of Operation (check one):

Range-Range

Range One (R₁)
 Station I.D. SABA
 Range Two (R₂)
 Station I.D. Savana

Range-Visual

Lat.	<u>18</u> °	<u>18</u> '	<u>23.12</u> "
Long.	<u>65</u> °	<u>00</u> '	<u>07.84</u> "
Lat.	<u>18</u> °	<u>20</u> '	<u>19.04</u> "
Long.	<u>65</u> °	<u>04</u> '	<u>41.68</u> "

Hyperbolic (3-station)

Slave One
 Station I.D. _____
 Master
 Station I.D. _____
 Slave Two
 Station I.D. _____

Hyper-Visual

Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "

7. Location of Survey:

Range-Range

Imagine an observer is standing at R₁ Station and looking directly at R₂ (check one):

Survey area is to observer's Right A=0

Survey area is to observer's Left A=1

Hyperbolic

Looking from survey area toward Master Station:

Slave One must be to observer's Left;

Slave Two must be to observer's Right.

8. This form is submitted as an aid in preparing a boat sheet.

This form applies to all data on this survey.

This form applies to part of the data on this survey.

Vessel EDP #	From Time Day	To Time Day	Position Numbers (inclusive)
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____

9. Remarks: See Position Abstract Data.

ATLANTIC MARINE CENTER
ELECTRONIC CONTROL PARAMETERS

1. Project # OPR- 423 2. Reg. # H- 9272 3. Field # WH-10-2-72
 4. Type of Control: Del Norte (Hi-Fix, Raydist, EPI, etc.)
 5. Frequency 9,300 MHz (for conversion of electronic lanes to meters)
 6. Mode of Operation (check one):

Range-Range

Range-Visual

Range One (R₁)
 Station I.D. Savana
 Range Two (R₂)
 Station I.D. SABA

Lat.	<u>18</u> °	<u>20</u> '	<u>19.04</u> "
Long.	<u>65</u> °	<u>04</u> '	<u>41.68</u> "
Lat.	<u>18</u> °	<u>18</u> '	<u>23.12</u> "
Long.	<u>65</u> °	<u>00</u> '	<u>07.84</u> "

Hyperbolic (3-station)

Hyper-Visual

Slave One
 Station I.D. _____
 Master
 Station I.D. _____
 Slave Two
 Station I.D. _____

Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "

7. Location of Survey:

Range-Range

Imagine an observer is standing at R₁ Station and looking directly at R₂ (check one):

Survey area is to observer's Right A=0

Survey area is to observer's Left A=1

Hyperbolic

Looking from survey area toward Master Station:

Slave One must be to observer's Left;

Slave Two must be to observer's Right.

8. This form is submitted as an aid in preparing a boat sheet.

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This form applies to part of the data on this survey.

Vessel EDP #	From Time Day	To Time Day	Position Numbers (inclusive)
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____

9. Remarks: See Position Abstract Data.

10/10/73

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center

Hourly heights are approved for Form 362

Tide Station Used (NOAA form 77-12): Hassel Island, St. Thomas

Period: February 1 - March 29, 1972

HYDROGRAPHIC SHEET: H-9271, H-9272, H-9273

OPR: 423

Locality: St. Thomas, Virgin Islands

Plane of reference (mean ~~XXXXX~~ low water): 2.4 feet

Height of Mean High Water above Plane of Reference is 0.92 feet

Remarks:

No correction for time and range, use Hassel Island gage direct.

Robert A. Cummings

Chief, Tides Branch

Project OPR-423-WH-72, Virgin Islands
 WH-10-2-72, H-9272
 Control Data

Whiting

Julian Day	pos.# from to	time from to	Stations: Slave 1	Slave 2
073	5000-5175	195521-232121	Old Lady	Saba

Sharp Whiting (Bottom Samples)

074	9925-9927	120000-122000	Saba	Savanna
080	9928-9937	123000-140000	Saba Savanna	Savanna Saba
080	9938-9940	120000-122000	Saba	Savanna
080	9941-9945	123000-131000	Savanna	Saba

Launch 1

Julian Day	pos.# from to	time from to	Stations: Slave 1	Slave 2
063	0481-0547	120410-155640	Saba Black	Black Saba
068	0846-0856	105900-111830	Water	Saba
068	0857-0887	115010-124320	Saba	Black
068	0890-0892	155600-155900	Water	Saba
068	0893-0916	160810-171320	Saba	Black
069	0963-0977	172640-174550	Black	Water
069	1055-1063	103520-104230	Saba	Black
069	1064-1131	105850-130850	Black	Water
069	1132-1223	152530-174410	Water	Saba
075	1476-1489	161500-163140	Savanna	"
076	1493-1501	112040-113140	Saba	Savanna
087(bot. sam.)	9946	120000	"	Old Lady
088 " "	9947-9950	120000-123000	Black	Saba
088 " "	9951	124000	Saba	Black

Launch 2

Julian Day	pos.# from to	time from to	Station: Slave 1	Slave 2
051	0001-0102	114040-163750	Water	Liz.
052	0103-0262	103350-164520	"	"
053	0263-0386	102840-172410	"	"
063	0387-0480	125100-174250	Black	Saba
066	0548-0584	120010-133720	"	Water
066	0585-0656	134130-180600	"	Saba water
067	0657-0801	104000-182330	"	Water
068	0803-0844	104000-115000	Saba	"
068	0978-1028	122520-161410	Black	Saba
068	1029-1036	170120-171300	Water	"
068	1037-1060	173020-180450	Black	Water
069	1224-1267	104000-153600	"	"
069	1268-1273	154440-155200	Saba	"
069	1274-2303	160100-173520	Black	Saba
075	1304-1475	105030-164700	Saba	Savanna
076	1502-1588	105540-171410	Savanna	Saba
077	1589-1628	145610-165320	Saba	Savanna
087	1629-1654	154800-184330	"	Old Lady
087	1658-1674	171610-174900	Old Lady	Saba
088	1675-1681	111710-112500	Black	"
088	1682-1688	182430-184030	Water	"
088	1692-1707	191320-194140	Saba	Water

SIGNAL TAPE LISTING OPR-423

401 18 16 4857 064 53 3468 Buck
 402 18 18 2312 065 00 0784 Saba
 403 18 19 4597 064 57 5166 Brush ✓
 404 18 19 3947 064 55 5884 Mast ✓
 405 18 20 4745 064 56 0194 St. Thomas Rear Range ✓
 406 18 19 4944 064 51 3431 Benner ✓
 407 18 20 3215 064 55 2806 Blue ✓
 408 18 18 3503 064 57 2621 Water
 409 18 17 0680 065 06 0415 Sail Rock ✓
 410 18 13 5974 064 51 0901 Top ✓
 411 18 18 4258 064 54 3129 Green ✓
 412 18 19 1036 064 56 2684 Sprat ✓
 413 18 16 4860 064 53 3482 T-98 ✓
 414 18 21 2801 065 01 2978 Vory ✓
 415 18 21 1634 064 58 3383 Radio Mast ✓
 416 18 20 2178 065 05 0017 Savana Light ✓
 417 18 20 5044 064 59 0964 Black ✓
 418 18 18 5648 065 13 4014 Culebrita Light ✓
 419 18 19 0454 064 59 2406 Cactus ✓
 420 18 19 0877 064 59 2573 Liz
 421 18 20 3691 065 01 3522 Old Lady
 422 18 20 1904 065 04 4168 Savana

65-3

TC/TI TAPE LAUNCH 1 & 2

PROJECT OPR-423-WH-72, VIRGIN ISLANDS

WH-10-2-72, H-9272

114040 0 0000 0004 051 293200 009272
172410 0 0000 0004 053 293200 009272
125100 0 0000 0006 063 293200 009272
173100 0 0000 0006 069 293200 009272
105030 0 0000 0008 075 293200 009272
115540 0 0000 0008 089 293200 009272

120410 0 0000 0006 063 293100 009272
174220 0 0000 0006 069 293100 009272
161500 0 0000 0008 075 293100 009272
113140 0 0000 0008 076 293100 009272

Left Ship Whiting, WH-10-2-72, H-9272

000000 0 0014 0005 073 293000 009272

000000 0 0000 0005 080 293000 009272

Velocity Table 5, Ship Whiting H, 9272

000023 0 0000 0005 000 293000 009272

000058 0 0002

000098 0 0004

000137 0 0006

000177 0 0008

000217 0 0010

000257 0 0012

000295 0 0014

000334 0 0016

000373 0 0018

000412 0 0020

000451 0 0022

000487 0 0024

000527 0 0026

000568 0 0028

000607 0 0030

000645 0 0032

000684 0 0034

000724 0 0036

000764 0 0038

000803 0 0040

000840 0 0042

000878 0 0044

000917 0 0046

000956 0 0048

000996 0 0050

001638 0 0060

001838 0 0072

002238 0 0084

Velocity Table # 5, Ship Whiting, H-9272 Co

002538 0 0096
002832 0 0108
003132 0 0120
003438 0 0132
003738 0 0144
004032 0 0156
004332 0 0168
004644 0 0180
004944 0 0192
005238 0 0204
005538 0 0216
005738 0 0228
006390 0 0240
007110 0 0270
007860 0 0300
008610 0 0330
009360 0 0360
010110 0 0390
000000 0 0000

Velocity Table #6, LAUNCH I, H-9272

000058 0 0000 0006 000 293100 009272

000095 0 0002

000136 0 0004

000176 0 0006

000214 0 0008

000253 0 0010

000293 0 0012

000332 0 0014

000371 0 0016

000409 0 0018

000447 0 0020

000485 0 0022

000524 0 0024

000564 0 0026

000602 0 0028

000640 0 0030

000680 0 0032

000718 0 0034

000758 0 0036

Velocity Table #6, LAUNCH I, H-9272, Cont.

000797 0 0038

000836 0 0040

000876 0 0042

000913 0 0044

000952 0 0046

000991 0 0048

001638 0 0060

001938 0 0072

002238 0 0084

000000 0 0000

Velocity Table # 6, LAUNCH 2, H-9272

000058 0 0000 0006 000 293200 009272

000085 0 0002

000136 0 0004

000176 0 0006

000214 0 0008

000253 0 0010

000293 0 0012

000332 0 0014

000371 0 0016

000409 0 0018

000447 0 0020

000485 0 0022

000524 0 0024

000564 0 0026

000602 0 0028

000640 0 0030

000680 0 0032

000718 0 0034

000758 0 0036

000797 0 0038

000836 0 0040

000876 0 0042

Velocity Table #6, LAUNCH 2, H-9272, Cont.

000913 0 0044

000952 0 0046

000991 0 0048

001638 0 0060

001938 0 0072

002238 0 0084

000000 0 0000

Velocity Table # 7, Ship Whiting H-9272

000023 0 0000 0007 000 293000 009272

000061 0 0002

000099 0 0004

000138 0 0006

000178 0 0008

000216 0 0010

000256 0 0012

000295 0 0014

000334 0 0016

000373 0 0018

000412 0 0020

000451 0 0022

000488 0 0024

000528 0 0026

000567 0 0028

000605 0 0030

000644 0 0032

000683 0 0034

000723 0 0036

000762 0 0038

000800 0 0040

000838 0 0042

000877 0 0044

000915 0 0046

000954 0 0048

000994 0 0050

001638 0 0060

001938 0 0072

Velocity Table #7, Ship Whiting H-9272 Cont.

002238 0 0084

002538 0 0096

002832 0 0108

003132 0 0120

003438 0 0132

003738 0 0144

004032 0 0156

004332 0 0168

004644 0 0180

004944 0 0192

005238 0 0204

005538 0 0216

005738 0 0228

006390 0 0240

007110 0 0270

007860 0 0300

008610 0 0330

009360 0 0360

010110 0 0390

000000 0 0000

Velocity Table #8, LAUNCH I, H-9272

000050 0 0000 0008 000 293100 009272

000088 0 0002

000128 0 0004

000168 0 0006

000206 0 0008

000246 0 0010

000284 0 0012

000323 0 0014

000360 0 0016

000400 0 0018

000438 0 0020

000476 0 0022

000514 0 0024

000554 0 0026

000592 0 0028

000630 0 0030

000668 0 0032

000708 0 0034

000747 0 0036

000786 0 0038

000825 0 0040

000863 0 0042

000903 0 0044

000941 0 0046

000978 0 0048

001638 0 0060

Velocity Table #8, LAUNCH 2, H-9272

000050 0 0000 0008 000 293200 009272

000088 0 0002

000128 0 0004

000168 0 0006

000206 0 0008

000246 0 0010

000284 0 0012

000323 0 0014

000360 0 0016

000400 0 0018

000438 0 0020

000476 0 0022

000514 0 0024

000554 0 0026

000592 0 0028

000630 0 0030

000668 0 0032

000708 0 0034

000747 0 0036

000786 0 0038

000825 0 0040

000863 0 0042

000903 0 0044

000941 0 0046

Velocity Table #8, LAUNCH 2, H-9272, Cont.

000978 0 0048

001638 0 0060

001938 0 0072

002238 0 0084

000000 0 0000

APPROVAL SHEET

Submitted by

Robert C Hoge

Robert Hoge
LTJG NOAA

Supervision of field and office work on this hydrographic survey was continuous on a day to day basis to insure completeness of the survey and that the work done was in accordance with the instructions.

Approved/Forwarded

Charles H. Nixon

Charles H. Nixon
CDR NOAA
Commanding Officer, NOAA Ship WHITING

Verifier: Robert Hill

Norfolk, Va.
Sept. 10, 1975

Survey H-9272 (WH-10-2-72)

The sounding overlay for this survey (H-9272), has been verified by this office. No major errors or problems were found. There are a few areas where the control used by the field was considered questionable. In most cases this was a scanning or control error, which changed the normal contour of the bottom. The positions in question were either moved or deleted from the records as follows:

Position Nos.--575,767-768, 667 and 691	These positions were deleted due to weak control. (land mass between sig. & pos.)
Position Nos.--910-923	These positions were moved. (weak control)
Position Nos.--1114-1116	These positions were deleted. (weak control)
Position Nos.--1647-1648, 1650-1651	These positions were deleted due to weak control. (land mass between sig. & pos.)
Position No.--881	This position was moved. (logging error)

The Pre-survey Review Item number 38, was developed and drifted onto by the field. The least depth found was a 21 foot sounding. This sounding was plotted correctly by the field on its ~~small~~ plot, but not included in the raw data tapes and printouts correctly. It was not given a position number and the control type was incorrect. This sounding has been placed into the record as position number 856A. Due to the limitations of existing program, the vessel ID (2931) and velocity table number (#6) should be added to this new record, (record #1421) by EDP.

The excess level of 1074 soundings were changed. Most of the soundings were on level #1 and are being moved to level zero.

There were 37 soundings changed. Most changes were made to smooth out depth curves, but five were made due to incorrect scanning.

The shoreline used by the field was taken from T-sheets T-12941 and T-12942. Because these sheets were not available to this office at the time the sounding overlay was being worked on, the shoreline on the fields ~~smooth~~ plot was used.

After receiving the unreviewed manuscripts for this survey, this office found a few differences in the shorelines. The problem found in each case, was sounding plotted on top of either a reef or rock awash symbol.

A reef located at Lat. $18^{\circ} 18' 14''$, Long. $65^{\circ} 00' 36''$ was found to be questionable. After examining photographs of the area, this office and the Photogrammetric Branch agree that the manuscripts should be changed to coincide with the field's hydro. Three soundings were excessed because they plotted on top of rock awash symbols.

1. A 19 foot sounding (Record #10656) at Lat. $18^{\circ} 20' 35''$,
Long. $65^{\circ} 01' 39''$.
2. A 27 foot sounding (Record #02718) at Lat. $18^{\circ} 20' 36''$,
Long. $65^{\circ} 01' 20''$.
3. A 06 foot sounding (Record #09017) at Lat. $18^{\circ} 18' 36''$,
Long. $65^{\circ} 00' 12''$.

Before shoreline is put on smooth sheet, these areas should be checked on reviewed T-sheets, if available.

There is only ~~one~~^{two} aid to navigation located on this survey, a red lighted buoy. The only positional data given by the field, was a G.P. found in the Descriptive Report (page 5). Assuming that the field did locate this buoy, this G.P. is being inserted into the records as position #1708. *G.P.'s located in sounding volume Buoys R 'L+2' & C '3'*
Page 9

All corrections have been keypunched and checked by this office. After these changes have been applied please furnish this office with a smooth sheet, smooth position overlay and excess overlay #1.

Robert R. Hill

Robert R. Hill

ATLANTIC MARINE CENTER
APPROVAL SHEET
FOR
AUTOMATED SURVEY H-9272

- A. All revisions and additions made on the smooth sheet during verification have been entered in the magnetic tape records for this survey. A new final position printout has/~~has not~~ been made. A new final sounding printout has/~~has not~~ been made.

Date: April 1, 1976

Signed: William L Jones

Title: Chief, Verification Branch

- B. The verified smooth sheet has been inspected, is complete, and meets the requirements of the Hydrographic and AMC Manuals. Exceptions are listed in the verifier's report.

Date: 1 April 1976

Signed: C. Dan North

Title: Chief, Processing Division

GEOGRAPHIC NAMES

H-9272

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
	ON CHART NO.	ON PREVIOUS SURVEY NO.	ON U.S. QUADRANGLE MAPS	FROM LOCAL INFORMATION	ON LOCAL MAPS	P.O. GUIDE OR MAP	RAND McNALLY ATLAS	U.S. LIGHT LIST			
BLACK POINT ✓											1
BOTANY BAY ✓											2
BREWERS BAY ✓											3
DAVID POINT ✓											4
DRY ROCK ✓											5
FLAT CAYS ✓											6
LUCAS POINT ✓											7
MAR CARIBE											8
PERSEVERANCE BAY ✓											9
PORPOISE ROCKS ✓											10
RANGE CAY ✓											11
RUNNEL BAY ✓											12
SABA ISLAND ✓											13
ST. THOMAS											14
SANDY BAY ✓											15
SOUTHWEST ROAD											16
TURTLEDOVE CAY											17
WEST CAY											18
											19
											20
											21
											22
											23
											24
											25

Approved
Chas. E. Harrington
 Staff Geographer
 13 July 1976

HYDROGRAPHIC SURVEY STATISTICS
HYDROGRAPHIC SURVEY NO. H-9272

WH-10-2-72

RECORDS ACCOMPANYING SURVEY: To be completed when survey is registered.

RECORD DESCRIPTION		AMOUNT	RECORD DESCRIPTION		AMOUNT	
SMOOTH SHEET & 2-Overlays		1	BOAT SHEETS		2	
DESCRIPTIVE REPORT		1	OVERLAYS		3	
DESCRIPTION	DEPTH RECORDS	HORIZ. CONT. RECORDS	PRINTOUTS	TAPE ROLLS	PUNCHED CARDS	ABSTRACTS/SOURCE DOCUMENTS
Accordion ENVELOPES	2		2			1
CAHIERS	1 & P/O?		2			
VOLUMES	2					
BOXES			1			
T-SHEET PRINTS (List)						
SPECIAL REPORTS (List)						

OFFICE PROCESSING ACTIVITIES

The following statistics will be submitted with the cartographer's report on the survey

PROCESSING ACTIVITY	AMOUNTS			
	PRE-VERIFICATION	VERIFICATION	REVIEW	TOTALS
POSITIONS ON SHEET				1825
POSITIONS CHECKED		200		
POSITIONS REVISED		80		
DEPTH SOUNDINGS REVISED		85		
DEPTH SOUNDINGS ERRONEOUSLY SPACED		40		
SIGNALS ERRONEOUSLY PLOTTED OR TRANSFERRED		0		
	TIME (MANHOURS)			
TOPOGRAPHIC DETAILS		30		
JUNCTIONS		8		
VERIFICATION OF SOUNDINGS FROM GRAPHIC RECORDS		16		
SPECIAL ADJUSTMENTS		48		
ALL OTHER WORK		282		
TOTALS		384	28	
PRE-VERIFICATION BY	BEGINNING DATE		ENDING DATE	
J.T. Murphy, R.R. Hill	11/30/72		11/30/72	
VERIFICATION BY	BEGINNING DATE		ENDING DATE	
R.R. Hill	07/31/74		03/30/76	
REVIEW BY	BEGINNING DATE		ENDING DATE	
AMC Hydrographic Inspection Team	04/01/76		04/05/76	

g.c. Insp. D.J. Romeburg 6-3-76 41 hrs.
CAF 3042018 7/7/76 124

Items for Future Presurvey Reviews

More extensive investigations should be accomplished at some opportune time to verify the 51-ft. sounding and the 71-ft. sounding in latitude 18°19.87', longitude 64°59.03' and latitude 18°19.7', longitude 65°02.31', respectively.

<u>Position Index</u>		<u>Bottom Change</u>	<u>Use</u>	<u>Resurvey</u>
<u>Lat.</u>	<u>Long.</u>	<u>Index</u>	<u>Index</u>	<u>Cycle (Years)</u>
181	0651	1	2	50
182	0651	2	1	50
181	0650	3	2	50
182	0650	2	1	50

Some inshore changes can be expected, especially in the vicinity of the airport construction in latitude 18°20.3', longitude 80°58.5'.

HYDROGRAPHIC INSPECTION TEAM
ATLANTIC MARINE CENTER
HYDROGRAPHIC SURVEY REVIEW

DATE:

REGISTRY NO.: H-9272

FIELD NO.: WH-10-2-72

GENERAL LOCALITY and SPECIFIC LOCATION:

St. Thomas, Virgin Islands, Southwest Coast

SURVEYED: February 20, 1972 through March 28, 1972

PROJECT NO.: OPR-423

SCALE: 1:10,000

SOUNDINGS BY: Raytheon DE-723D
(WH-1 and WH-2)
Ross 5,000 (WHITING)

CONTROL: Electronic
(Del-Norte)
Visual (see boatsheet)

Chief of Party CDR Nixon
Surveyed by LCDR Burke
..... LT Leroy
..... LTJG Busman
..... LTJG Yeager
..... LTJG Hoge
..... ENS Servais
..... ENS Kaiser
Automated Plot by Calcomp Plotter #618 (AMC)
Verified and Inked by Robert R. Hill

1. Description of the Area

The area surveyed covers the southern ^{western} coast of St. Thomas Island, and extends from shoreward to latitude 18° 18' 00"N and from longitude 64° 58' 30"W to 65° 02' 30"W.

The bottom slopes rather rapidly along the main coastline to the sixty foot curve. This inshore area is quite irregular; containing numerous rocks awash and submerged coral heads. These conditions also exist surrounding three small offshore islands. The bottom beyond the sixty foot curve is gradually sloping.

The general bottom composition of the survey area is sand, shell, and coral.

2. Control and Shoreline Type-Source-Origin

The basic method of control used during the survey was electronic Del-Norte. This equipment is a microwave, range-range, line of sight system.

Whenever possible, the hydrographic vessels followed the range arc that was most perpendicular to the shoreline. Some additional work was done using visual "See Boatsheet" techniques when close inshore and in blind areas around Saba Island. All Del-Norte locations were located by third order methods.

The shoreline west of longitude 65° 00.0'W originates with Class I (unreviewed) photogrammetric manuscript TP-12941⁽¹⁹⁷¹⁻⁷⁵⁾. The shoreline east of longitude 65° 00.0'W originates with Class I (unreviewed) photogrammetric manuscript TP-12942⁽¹⁹⁷¹⁻⁷⁵⁾.

3. Hydrography

A. Crossings: The agreement between the crosslines and the main system of sounding lines was good.

B. Depth Curves: The standard depth curves are adequately delineated. However, a supplemental ninety foot brown curve was drawn to further delineate the bottom.

C. Low-water Line: The low-water line was not defined by the hydrographer due to the abundant rocks and coral which extends from the shorelines.

D. Developments: Developments run on this survey were adequate to delineate shoal areas as required by the Pre-survey Review Items.

4. Condition of the Survey

The sounding records, automated plotting and the Descriptive Report are adequate and conform to the requirements of the Hydrographic Manual, supplemented by the Atlantic Marine Center Manual with the following exceptions:

The sounding volume forwarded by the field did not contain appropriate remarks nor sufficient information as prescribed by the Project Instructions or Hydrographic Manual.

5. Junctions

An adequate junction was effected with H-9271 ^{not verified} (1972) and H-8877 (1966) on the east and H-9273 (1972) on the south.

To date no contemporary surveys have been received to the west. However, present survey depths agree adequately with the charted depths.

6. Comparisons

A. Prior Surveys:

(a) The prior survey H-4651a (1923-26) provided complete coverage of the area of the present survey. A comparison between the present and prior surveys reveals minor variations in bottom configuration and shoreline.

(b) A 47 foot sounding from the prior survey, H-4651b (1924), located at latitude $18^{\circ} 19' 36''$ N and longitude $64^{\circ} 59' 29''$ W is five feet shoaler than the shoalest depth obtained in the present survey. A 51 foot sounding from prior survey (H-4651b - 1923-26), located at latitude $18^{\circ} 19' 52.5''$ N and longitude $64^{\circ} 59' 02''$ W, was not found by the hydrographer during this survey. (See Wire Drag section of this report.)

With the exception of the soundings noted above, the present survey is adequate to supersede the prior survey. *see Quality Control Report Item 5*

B. Wire Drag: H-4651a (1924) 1:20,000 and H-4651b (1924) 1:20,000

(a) The wire drag surveys provide complete coverage of the area of the present survey. A comparison between the wire drag survey and the present survey reveals differences in two areas. Hangs on obstructions in these areas conflict with the present survey's hydrography.

(b) It is recommended that the 47 foot sounding located at latitude $18^{\circ} 19' 36''$ N and longitude $64^{\circ} 59' 29''$ W and the 51 foot sounding located at latitude $18^{\circ} 19' 52.5''$ N, longitude $64^{\circ} 59' 02''$, both from prior survey H-4651 (1923-26), be retained to supplement the present survey. These depths are shown on the Smooth Sheet in green.

C. Published Chart #25641 (905), 13th edition, dated May 24, 1975. #25649 (933), 12th edition, dated May 6, 1976

(a) Hydrography

The charted hydrography originates with the previously discussed prior surveys and requires no further consideration, ^{and with the best sheet of the present survey} Only minor differences were noted between charted depths and present survey depths.

(b) Attention is directed to the following:

- (1) The wreck charted on the outer rocks of Flat Cay at latitude $18^{\circ} 19' 06''$ N and longitude $64^{\circ} 59' 12''$ W was investigated by WH-1. According to the Coast Guard, in

1959, three feet of its hulk was breaking water; however, at the time of this survey no visible sign of the wreck could be seen. Since no evidence could be found visually, the area was investigated by drifting with the Launches and the results showed no sign of the wreck.

It is recommended that this wreck be ^{revised to a sunken wreck on} ~~deleted from~~ the chart.

(2) The area surrounding the two charted five foot soundings at latitude 18° 20' 18"N and longitude 64° 58' 29"W was developed on day 075 by drifting over the area. A ^{five} ~~seven~~ foot sounding was found at latitude 18° 20' 28"N and longitude 64° 58' 31"W. Since the last survey in 1966, the shoreline has been altered by the construction of a bulkhead and dredging to allow small island freighters to dock there. In addition, this area is an active fill area from the north shore as part of the airport enlargement.

It is recommended that ^{present survey depths be charted in this area} ~~this seven foot sounding be substituted as charted~~

(3) The dashed circle eight fathom (⁴⁸ ~~48~~ feet) sounding charted at latitude 18° 19' 36"N and longitude 64° 59' 19"W was developed on day 077 to fifty meter spacing and was investigated by drifting in the area. The shoalest depth encountered was a 52 foot sounding; however, it is recommended that the charted ⁴⁸ ~~48~~ foot sounding be retained.

(4) The dashed circle eight fathom (⁵¹ ~~48~~ feet) sounding charted at latitude 18° 19' 52.6"N and longitude 64° 59' 02"W was developed on day 077 to fifty meter spacing which failed to show any significant shoaling in this area.

Based upon the ^{determination} ~~verification~~ of this sounding by the Wire Drag survey H-4651d (1924), it is recommended that the charted sounding be retained.

(5) The ten fathom sounding charted at latitude 18° 18' 30"N and longitude 65° 02' 10"W was investigated on day 075. This area was developed to fifty meter spacing. A 57 foot and a 58 foot sounding were found in the vicinity of the charted depth.

It is recommended that the shoaler depth of 57 feet be charted.

(6) The area surrounding the charted 22 and 23 foot soundings at latitude 18° 19' 40"N and longitude 64° 58' 43"W was developed to fifty meter spacing. A ²⁴ ~~23~~ foot sounding was located at latitude 18° 19' 41"N and longitude 64° 58' 43.5"W.

It is recommended that ^{the 22-23} ~~this~~ ^{remain} depths be charted.

44 feet on H-4651 (1924) W.D.
 The seven fathom (~~42-foot~~) sounding charted at latitude 18° 18' 06"N and longitude 65° 00' 46"W southwest of Dry Rock was developed to 100 meter spacing. During the development, a 46 foot sounding was found at latitude 18° 18' 10"N and longitude 65° 00' 46"W.

The charted ^{7 fathom}~~42-foot~~ depth is from an earlier Wire Drag survey, H-4651 (1924), and it is recommended that it be retained.

(8) The 44 foot depth charted at latitude 18° 20' 19"N and longitude 64° 58' 43"W was developed. A 27 foot sounding was found at charted 44 foot location. It should be noted that this area just west of the airport is an active fill area.

It is recommended that the 27 foot depth be charted.

(9) The depth of 9 fathoms charted at latitude 18° 18' 31.5"N and longitude 64° 59' 40"W was developed. The shoalest depth located was 57 feet.

It is recommended that ^{present depths}~~shoaler 9 fathom depth~~ be charted.

(10) The shoal area in the vicinity of Porpoise Rocks was delineated by a few lines run on H-9271 (1972) and on the present survey. These lines along with a few soundings taken from H-8877 (1966) are shown on the present survey.

Except as noted above the present survey is adequate to supersede the charted hydrography within the common area.
 C. Aids to Navigation

The two aids from the present survey are in substantial agreement with the charted positions and adequately mark the features intended.

7. Compliance With Instructions

The present survey adequately complies with the Project Instructions except that sounding lines in the southwestern section of this sheet were run at 200 meter intervals. However, sufficient hydrography is provided to delineate the bottom in this area and no additional work is recommended.

8. Additional Field Work

This is a good basic survey. Additional field work is not recommended.

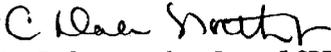
9. Hydrographic Inspection Team Comments

Hydrographic Inspection Team comments are included within this report and Verification deficiencies found, if any, have been corrected on the Smooth Sheet.

Approval Sheet for Survey H-9272

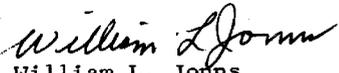
Examined and Approved:
Hydrographic Inspection Team
Date: 4/5/76


CAPT Ronald M. Buffington, NOAA
Chief, Operations Division


C. Dale North, Jr., LCDR, NOAA
Chief, Processing Division


CDR Jeffrey G. Carlen, NOAA
Chief, Coastal Mapping Division


Gregory B. Bass, LT, NOAA
Chief, Electronic Data Branch


William L. Johns
Chief, Verification Branch

Approved/Forwarded


Alfred C. Holmes
RADM, NOAA
Director, Atlantic Marine Center



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SURVEY
Rockville, Md. 20852

June 3, 1976

TO: A. J. Patrick, Chief *ajp*
Marine Surveys Division

THRU: Chief, Quality Control Branch

FROM: D. J. Romesburg *DJ Romesburg*
Quality Evaluator

SUBJECT: Quality Control Report, H-9272 (1972), Virgin
Islands, St. Thomas, Southwest Road

A quality control inspection of H-9272 has been accomplished to evaluate the accuracy and adequacy of the survey with respect to data acquisition, delineation of the bottom, determination of least depths and navigational hazards, junctions, shoreline transfer, decisions and actions taken by the verifier, and cartographic presentation of data.

The following deficiencies were noted:

1. The supplemental 90-ft. depth curve did not agree within the junctional area with survey H-9273 (1972). This curve was brought into agreement during quality control inspection.
2. The junction with H-8877 (1966) on the east was completed during quality control inspection. The area denoted by a dashed limit line in the vicinity of latitude $18^{\circ}20.25'$, longitude $65^{\circ}58.45'$ on junctional survey H-8877 (1966) is superseded by the present survey as it is being filled for the extension of an airport runway.
3. A separate standard electronic control arc sheet would have been preferable to the one control arc for each electronic control station plotted on the smooth position overlay.
4. Several fathograms were not marked with position numbers thereby restricting an efficient verification and utilization of the survey records.



5. Several soundings from H-4651a (1923-26) were carried forward in brown by the verifier to supplement the present survey. Additional soundings and rocks awash were brought forward from this prior survey in the vicinity of Saba Island and Flat Cay during quality control inspection.
6. A least depth from wire-drag survey H-4651b (1923-26) was transferred incorrectly to the smooth sheet by the verifier.
7. Several islets and a rock awash were not transferred to the present survey from photogrammetric manuscript T-12941.
8. Several islets were shown on the smooth sheet as baring 1 foot at mean high water. Elevations of bare rocks must be 2 feet or greater above mean high water on the Atlantic and Gulf coasts to be shown as bare islets. Refer to sections 7.3.7.3, 7.3.7.4 and figures B-1 through B-4, appendix B of the Provisional Manual.
9. No statement was made in the verifier's report to indicate that the present survey was adequate to supersede the charted hydrography thereby necessitating a chart comparison be made during quality control inspection. Refer to section 6.6 of the Provisional Manual.
10. The sewer charted in lat. 18°20.0', long. 64°58.50' is not shown on the present survey and should be retained as charted.
11. Chart 933 (25649), a large-scale chart that covers a portion of the present survey, was not listed in the hydrographer's or verifier's reports under "Comparison with Charts" even though these reports included discussions of items on this chart.
12. Not all of the charted hydrography originated with the prior surveys mentioned in the verifier's report. Several charted soundings discussed under "Comparison with Charts," originate with data from the boat sheet of the present survey. Charted preliminary survey data from the boat sheet should be superseded after the survey data becomes qualified.

cc:
C351

REGISTRY NO. _____

The Computer and Excess Sounding Cards for this survey have not been corrected to reflect the changes made to the Computer Card and Excess Card Printouts at this time of the review.

When the cards have been updated to reflect the final results of the survey, the following shall be completed:

CARDS CORRECTED

DATE _____ TIME REQUIRED _____ INITIALS _____

REMARKS:

REGISTRY NO. 9272

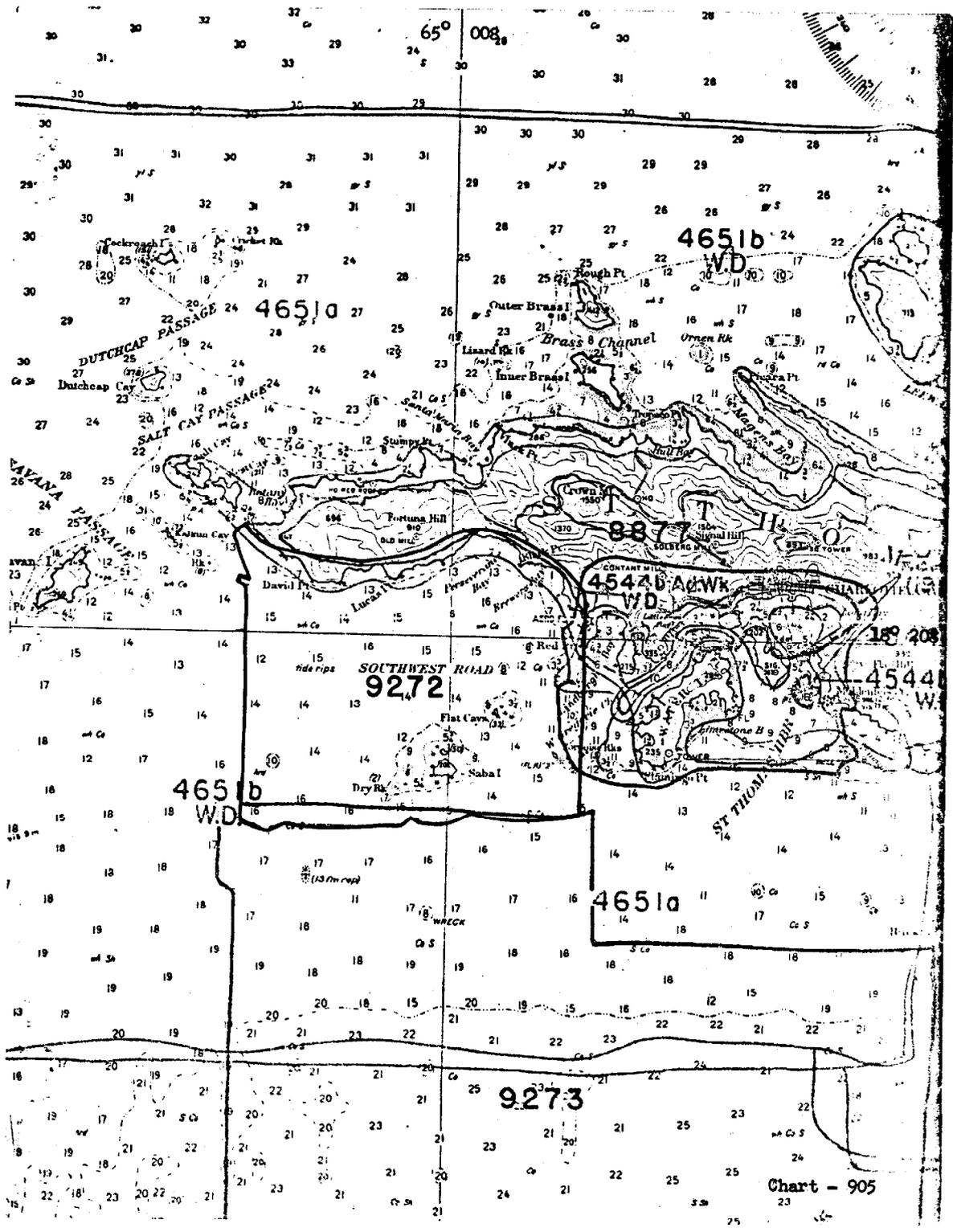
The magnetic tape containing the data for this survey has not been corrected to reflect the changes made during evaluation and review.

When the magnetic tape has been updated to reflect the final results of the survey, the following shall be completed:

MAGNETIC TAPE CORRECTED

DATE 2/26/81 TIME REQUIRED _____ INITIALS JAC

REMARKS:



65° 00'

DUTCH CAP PASSAGE
SALT CAY PASSAGE

4651a

4651b

SOUTHWEST ROAD
9272

4651b

4544b Ad Wr
WD

4544a

4651a

9273

Chart - 905

