

The Seahorse



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The Hydrographic Society
of America



U.S. Branch of
The Hydrographic Society

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Spring 1997

Hydrographic surveying course presented at ODU

NOAA Ship RUDE provides systems demo

*by Gerald B. Mills, NOAA, Coast
Survey, Silver Spring, Md.*

Old Dominion University's Center for Coastal Physical Oceanography held its first "Hydrographic Surveying for Nautical Charting" short course from Feb. 24-28, 1997, in Norfolk, Va., in cooperation with NOAA's Office of Coast Survey.

The course was developed in response to the federal government's increased emphasis on contracting for hydrographic surveys to support nautical charting and the economic importance of such surveys in maximizing the draft of transiting vessels. Almost half of the twenty-four students attending the course were from private surveying companies with the remainder from various federal government agencies. Attendees traveled from as far as Alaska and Australia to participate in the course.

Key topics during the week-long course included special requirements

of surveys to support nautical charting and the utilization of modern technology (multibeam and side scan sonar systems and the Global Positioning System-GPS).

Instructors from ODU covered the theoretical aspects of many of the topics (GPS, acoustics, sound velocity and tides) while NOAA personnel addressed instrumentation and operational methods and procedures.

Additional topics included project planning, hydrographic survey standards, tide and water-level measurements, data analysis, quality control, survey reports and contractual issues.

While most of these topics are important to all hydrographic surveys, more rigorous procedures are required for nautical charting to ensure that the final products are fully "traceable and reconstructible" because of their critical importance to navigational safety.

The half day which had been scheduled aboard the NOAA survey vessel BAY HYDROGRAPHER to observe data acquisition methods was cancelled due to mechanical problems. Fortunately, the NOAA Ship RUDE

was in port and provided a more than adequate substitute. Attendees were able to observe the operation of the vessel's multibeam sonar system (Reson Seabat 9003) and side scan sonar (Edge Tech 272 towfish with 260T recorder) and the Triton ISIS system used to acquire the data from these systems. Critical to the proper field operation of these two sonar systems is the ability to correlate side scan features with multibeam data.

The other half of this non-lecture day included demonstrations of three software packages used by NOAA to assist hydrographic survey planning, multibeam data processing and nautical chart application-MapInfo, Caris HIPS (Hydrographic Information Processing System) and SCARS (Super Computer-Assisted Revision System).

Anyone interested in more information about future offerings of this course should contact Mr. Thomas Collins at (757) 683-5100 or by mail at Continuing Education, College of Sciences, Old Dominion University, Norfolk, VA 23529. ✪



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What goes around comes around

by Exec. Sec. Jack Wallace, THSOA

Spring has finally sprung and with it the April issue of *The Hydrographic Journal*. For those members who receive the *Journal*, you will notice that the "Reflections" column has become increasingly focused on "good natured" barbs about Americans, or the "residents of the colonies" as they are still referred to across the pond.

The April 1997 column is entitled "*Reflections—on finding your way around a rule or even the world.*" The first half contains a detailed description of the Society's policy restricting commercial access to member's mailing addresses. It seems that IHQ is piqued with the THSOA decision to provide member addresses gratis to GITC so that American hydrographer's could receive free copies of the first two issues of the new publication *Hydro International*. Perhaps we need a "tea party" reenactment in Boston to remind our English-speaking brethren that THSOA is completely independent and able to function in a manner that is in the best interests of our membership.



An interesting anecdote later in the column reads "*They know exactly where they are—I think ... ?*" A recent item in the (UK) Times newspaper caused ... much amusement. It seems

that a US manufacturer of (presumably large) steel huts intended to deliver a quantity of huts to Aberdeen, some 6 miles down the coast of Maryland, USA, but managed instead to send them to Aberdeen (Scotland) where they happened to have an agent."

To show that this type of geographic confusion is not exclusive to the colonies, it is interesting to note that a similar incident occurred to a "learned Society" (familiar to all of us) headquartered in the British Isles. It seems that the distributors of this Society's quarterly publication failed to recognize the change in the state code for a subscriber from MD (Maryland) to MS (Mississippi). As luck would have it, the journal was delivered to Diamondhead, Hawaii, where a street name identical to that in Diamondhead, MS, existed. Alas, the street number did not exist and the periodical was forwarded to a U.S. address for the learned Society with the notation "no such street number." To quote the April 1997 column, "It can happen to the best of us."

The April 1996 "Reflections" column included the following: "*Lying in Bed ... ?*" I was rather amused to read in a trade association magazine that the most common cause of absenteeism for the British worker was good old-fashioned backache, . . . while the American workers cited psychological problems . . . It might be conjectured that the American workers problems emanate from trying to get to grips with the World Wide Tangled Web and shopping by PC. I certainly would not recommend surfing the Internet, at least not after the frustrations I have experienced on my initial introduction to the WWTW."

While the use of the Internet has

(See **Goes**, page 3)

DISCLAIMER

Mention in *The Seahorse* of commercial companies or products does not constitute an endorsement or recommendation by The Hydrographic Society. ✪

Goes (from page 2)

become commonplace in the "colonies," even in elementary schools, it appears to be overly complex for many non-Yanks. In fact, some European "professional society's" (familiar to all of us) Web pages have been posted for 15 months with few, if any, changes or improvements! So much for web-site maintenance and the provision of up-to-date information. It makes one wonder if the leaders of such an organization are capable of keeping up with the times. On the other hand, perhaps the electrons in those non-American computers get confused with the different voltages and currents and metric units and do indeed produce a World Wide Tangled Web! If so, sincere apologies are in order. If not, some training on this modern technology or professional assistance is needed. ✧

IHO conference concluded

by Secretary Gerald B. Mills, THSOA

The XVth International Hydrographic Conference was recently held in Monaco, April 14-25. Representatives from 51 of the 62 Member States of the International Hydrographic Organization (IHO) attended the event which is held every five years to discuss important matters related to hydrographic surveying and nautical charting.

Prince Rainier III officially opened the conference which included a symposium of 23 technical papers, a commercial exhibition with representatives of 50 companies from around the world, a display of nautical charts from 34 of the Member States and eight hydrographic survey vessels from various nations. Among the visiting vessels was the USNS PATH-FINDER (AGS-60).

Of particular importance was the election of the Directing Committee of the International Hydrographic Bureau which will coordinate much of the IHO's business over the next five years. Rear Admiral Guiseppe Angrisano, Italian Navy (Ret.), a current member of the Directing Committee, was re-elected to the committee and chosen to serve as president. Joining him will be Commodore Neil Guy, South African Navy (Ret.), and Commodore John Leech, Royal Australian Navy (Ret.). ✧

**Troubled waters**

by Karl Wm. Kieninger, Hydro Marine, Inc. [also treasurer, THSOA—Ed.]

[This article appeared in "The Maritime Newsletter," the official publication of the Maritime Association of the Port of New York/New Jersey, Feb. 1997, and is reproduced with permission. —Ed.]

"Our nation's waters may not be as safe as most Americans think they are. In and surrounding many of our busiest ports, uncharted wrecks and obstructions silently wait to be discovered by hapless mariners.

Source: U.S. Dept. of Commerce ""Safe

Passage into the 21st Century"

U.S. maritime laws and international agreements require our government to provide charts and related information "adequate to ensure safe navigation in U.S. waters." National Oceanic and Atmospheric Administration (NOAA) charts, mandatory aboard all ships larger than 1,600 tons, are expected to be accurate and complete.

For all of the United States there are three NOAA survey vessels. These vessels are over 25 years old and for the most part use technologies that are outmoded. The National Ocean Survey has been able to outfit only one of its vessels with a modern multi-beam echo sounding survey system as a direct result of the grounding of the Queen Elizabeth II in Vineyard Sound. This vessel, the 90-foot NOAA Ship RUDE, will conduct survey operations in New York Harbor for several months starting in April of this year. The survey will be controlled by a Differential Global Positioning System (DGPS).

Mariners can now obtain much more accurate positions than hydrographers had when the surveys were made. Using older techniques under the best of circumstances, by the time a navigator fixed a plot on a chart the vessel may have sailed for several minutes. DGPS enables both surveyors and navigators to pinpoint their location within three to five meters in real time.

This means that while the navigator has a very accurate position he may not be able to relate it to the positions of objects on the chart. A very small part of our 95,000 miles of coast has been charted with state-of-the-art technologies. In fact there has never been a complete survey of all of the U.S. coastal waters, and

(See **Troubled**, page 4)

Troubled (from page 3)

about 60 percent of NOAA's charts are based on pre-1940 data collected with obsolete technologies.

NOAA has also withdrawn its tide and tidal currents charts from the Port of New York and New Jersey because they have become seriously outdated and misleading. Dredging and filling our harbors change the circulation patterns. Two thirds of the tidal predictions in the country are based on data over 40 years old, another 10 percent are over sixty years old, and a few date from the turn of the century.

The Department of Commerce publication (quoted above) contains the following statement:

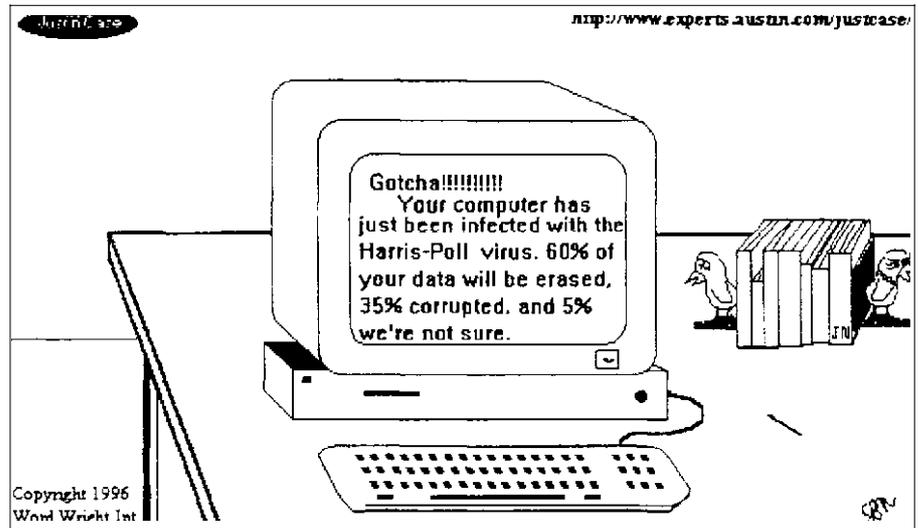
"Under the current system, NOAA is barely treading water. Groundings, collisions, and spills are damaging and polluting our coastal environments, the backlogs of requests for new surveys and charts are growing relentlessly, and NOAA's charting budgets are steadily eroding."

The Maritime Association must continue to take a strong position in support of NOAA to ensure that our government provide the navigation products required by U.S. law and stop the erosion of the NOAA budget. ✧

UNB Coastal Multibeam Training Course to be offered

by Secretary Gerald B. Mills, THSOA

At the request of the United States/Canada Hydrographic Commission, the fourth Coastal Multibeam Training Course will be offered in St. Andrews, New Brunswick, Canada, on June 16-27, 1997. As in past years, the course is being organized by the University of New



Brunswick's Ocean Mapping Group and will provide training in the theory, operations and processing procedures related to shallow-water multibeam sonar systems for application to hydrographic surveying. In addition to the intensive classwork, there will be practical experiences aboard vessels with currently available multibeam sonar systems.

The course is fully enrolled at this time, but registrations are being accepted for a waiting list to cover any cancellations. More information can be obtained by visiting the UNB's web page at: <http://www.omg.unb.ca/mbc/> or by contacting the Ocean Mapping Group at the following address:

Ocean Mapping Group
University of New Brunswick
P.O. Box 4400
Fredericton, NB, CANADA
E3B5A3
Fax: 506-453-4943
Phone: 506-453-4568/5147/3577

Other opportunities to obtain valuable training in this new technology are available in conjunction with upcoming symposia and conferences: Australasian Hydrographic Sympo-

sium in Fremantle, Western Australia, Dec. 1-3, 1997, (see related article in this issue) and the Canadian Hydrographic Conference in Victoria, British Columbia, March 10-12, 1998, (see article in the winter 1996-97 issue of *The Seahorse*).

While single-beam hydrographic surveys will continue to be used in the foreseeable future, there will be a dramatic increase in the number of multibeam sonar surveys that will be conducted to ensure full coverage of the seafloor. Hydrographers will undoubtedly need a thorough understanding of this new technology in the near future to remain competitive with their peers. ✧

Corporate member press release

AT&T selects TSS cable survey system

TSS (UK) Ltd. is pleased to announce that they have received an order from AT&T for a TSS 350 Cable Survey System, Type 2.

(See **TSS**, page 5)

TSS (from page 4)

The TSS 350 System is designed specifically for the detection and survey of tone-carrying cables, providing accurate survey data, and verifying location and burial status, as well as providing operators with fault location, vehicle skew angle and look-ahead information.

Designed to be installed onto a wide range of subsea vehicles, in this case the SCARAB 2 ROV, it will complement AT&T's existing TSS 340 System to provide a combined active and passive cable survey system.

The TSS 350 continues to demonstrate its ability to provide cost-effective, accurate and reliable cable survey and position data for cable installation, repair and maintenance operations. ✪

HI subscription price reduced for THSOA members

by Secretary Gerald B. Mills, THSOA

Earlier this year, all THSOA members should have received a complimentary copy of the first issue of *Hydro International* and an option to subscribe to the magazine through April 1, 1997, at 25 percent off the regular subscription rate. If you wanted to take advantage of this discounted rate, but didn't get around to it, you will be pleased to learn that the publisher has agreed to offer THSOA members a one-year subscription for \$34 in lieu of the usual rate of \$49 (this is a 30 percent savings). Simply forward your name, company name, address, city, state, zip code, telephone number and fax number to GITC, Attention: Mr. Ruud Groothuis via one of the following:

- (1) E-mail: mailbox@gitc.nl
 (2) Fax: (+ 31 514 56 3898)

Microsoft Chief Bill Gates finds himself at the Pearly Gates (no relation)

[adapted from the Internet]

"Well Bill," says St. Peter in some confusion., "I'm not sure where to send you. After all, you helped society enormously by putting a computer in almost every home, yet you also created that ghastly Windows 95. So, I think what I'll do is let you decide whether you want to go to Heaven or Hell. And I'm willing to let you visit both places briefly, if it will help."

"O.K.," says Bill. "Let's try Hell first." So Bill goes to Hell. It's a beautiful sandy beach with clear water and lots of bikini-clad women running around, playing in the water, laughing and frolicking about. The sun's shining, the temperature's perfect. Bill is pleased.

"This is great!" he tells St. Peter. "If this is Hell, I really want to see Heaven!"

"Fine," says St. Peter, and off they go. Heaven is full of angels drifting about playing harps and singing. It's nice but not as enticing as Hell. Bill thinks for a minute, then decides.

"Hmm. I think I'd prefer Hell." he says.

"As you desire." says St. Peter. So Bill goes to Hell.

Two weeks later, St. Peter decides to check on the late billionaire to see how he's doing in Hell. He finds Bill shackled to a wall, screaming among hot flames in a dark cave, being burned and tortured by demons. "How's everything going?" he asks.

Bill says, his voice filled with anguish and disappointment, "This is awful! This is nothing like the Hell I visited two weeks ago! I can't believe this is happening! What happened to that other place with the beautiful beaches and the gorgeous women playing in the water?"

"That," St. Peter replies, "was a demo." ✪

- (3) Telephone: (+31 514 56 1854)
 (4) Mail: International Freepost
 Number 200
 8500 XE LEMMER
 The Netherlands

From the initial advertisement, it is apparent that GITC does accept credit cards which may prove less troublesome than converting to Dutch Guilders. ✪

Diver's locator sonar tested

from an article written by David Elliot in the Jan. 1997 issue of "The Hydrographer"

One of the major missions of NOAA's hydrographic surveying field units is the determination of the location and least depth of objects projecting above the seafloor. The usual method of identifying the exist-

tence of such objects is through the use of side scan sonar which also yields an approximate position. (A precise position is not possible without sophisticated motion sensors and accurate positioning of the fish.)

While vessels equipped with high-resolution multibeam sonar systems can be used to accurately position objects and determine their least depth, field units without such systems must rely on other methods. Traditionally, this has been accomplished by conducting searches about the object's estimated position using a line held tautly between two divers on the seafloor, one of whom swims a circle around the other.

When the object is found, often after several circle searches, its least depth is measured by a specially NOAA-designed diver's least-depth gage and its position is determined by

(See **Sonar**, page 6)

Sonar (from page 5)

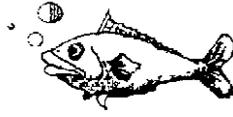
the positioning of a surface buoy which is tightly tethered to the object. Needless to say, this task is very time-consuming and inefficient, often requiring multiple dives per object.

Over the past year, NOAA's Atlantic Hydrographic Party has tested a small, inexpensive (less than \$10,000) portable underwater device which protects narrow beam sonar waves parallel to the seafloor and provides an audible return from objects to the operator. One search resulted in the location of a wreck 170 meters from the initial search position, a full 50 meters beyond the manufacturer's projected range limit.

The device, a SeaBeam DLS-1 Diver's Locator Sonar, weighs approximately eight pounds and operates in active mode at 115-145 kHz with a manufacturer's stated bearing resolution of two degrees. Tests to date have indicated a 98 percent success rate in correlating with over 100 side scan sonar contacts. Rapidly moving water volumes containing debris have proven to be the main source of false contacts.

This technology, coupled with newly-adopted underwater communication devices for diver-to-diver and diver-to-surface voice contact, have greatly increased the efficiency and productivity of the field unit in resolving investigation items. ✪

Salty Facts



from "Naval Meteorology and Oceanography Command News,"
Cathy L. Willis, Ed.

The term "admiral" had its origin in the Middle East where the Arabic word *amir* or *emir* means chieftain or leader. A commander of the sea was called *amir-al-bahr*. This title was brought across the Mediterranean to Spain where it became *Almirante*, to France where it was changed to its English form. Most navies have these grades—rear admiral, vice admiral and admiral. In the United States, the rank of rear admiral was established in 1862. CAPT David Farragut was designated the first rear admiral. He was also the first to hold the titles of vice admiral in 1864 and admiral in 1866.

TOOK THE WIND OUT OF HIS/HER SAILS: Often we use this phrase to describe beating an opponent in an argument. It simply means that one noble adversary presented such a sound argument that his/her worthy opponent was unable to continue the verbal pugilistics. Originally, the phrase described a battle maneuver of sailing vessels. One ship would pass close to windward usually

ahead of another and thereby blanket or rob the breeze from the enemy's canvas causing that ship to lose headway.

CHEWING THE FAT: "God made the vittles, but the devil made the cook," was a popular saying used by seafaring men in the last century when salted beef was the staple diet aboard ship. This tough cured beef, suitable only for long voyages, required prolonged chewing to make it edible. Men often chewed one hunk for hours, just as if it were chewing gum, and referred to this practice as "chewing the fat." ✪

Third Australasian Hydrographic Symposium announced

Secretary Gerald B. Mills, THSOA

The Australasian Branch of The Hydrographic Society is sponsoring the third Hydrographic Symposium at the Esplanade Hotel in Fremantle, Western Australia, Dec. 1-3, 1997. Authors are invited to submit abstracts for papers that address the symposium theme of "Marine Resource Development." Topic areas include:

(See **Australasian**, page 7)



Australasian (from page 6)

- Hydrographic surveying techniques
- Electronic charting systems
- Positioning for geophysical exploration
- Environmental impact of development
- Resource data management
- Interpretation of acquired data
- Data integration and visualization
- Technology directions

Abstracts should contain 200-300 words, double spaced in A4 format and should be forwarded to the Symposium Secretary Roger Loweth at P.O. Box 90, Jolimont, WA 6913, Australia.

The deadline for abstracts, May 7, will likely have passed by the time that you receive this issue of *The Seahorse*. However, special consideration may be given to late submissions which should be forwarded by e-mail as soon as possible to Roger at:

eccles@echidna.id.au

Any other questions about the symposium, accommodations or tourist attractions should also be directed to Roger.

Immediately following the symposium, staff from the Ocean Mapping Group of the University of New Brunswick (UNB), Canada, will conduct a 5-day Coastal Multibeam Training Course (December 4-8, 1997). This is a condensed version of the 11-day course offered by UNB in St. Andrews, New Brunswick each June (see related article in this issue). The course is designed for those already experienced in conventional single-beam hydrographic surveying and focuses on the theory and operation of shallow water (less than 200 meters) multibeam sonar systems. If you are interested in obtaining additional information about this course, please contact Mr. Lindsay Gee at:

Nautronix Ltd
108 Marine Terrace
Fremantle,
Western Australia 6160
Fax: +61 9 430 5901
Phone: +61 9 430 5900
e-mail:
lindsay.gee@nautronix.com.au

While the expense of such travel from North America may be cost prohibitive to many, there are undoubtedly some THSOA members that have the financial means to attend these events, and I encourage you to do so. Western Australia is a wonderful place to visit; the people are especially friendly to "Yanks" and the weather is sure to be pleasantly warm during the beginning of the "down under" summer. ☼

From the Editor's Desk



by Dale Westbrook

Once in a while we get a late notice of a meeting or a conference that occurs *before* the next issue of *The Seahorse* goes to press. Unfortunately, this happened in the case of Hydrofest 1997 at King's College Conference Centre, Aberdeen, Scotland. The two-day technical conference on April 2-3, 1997, was put on by The Hydrographic Society in Scotland. Please remember that this publication is a quarterly and requires a few weeks after the deadline to get it out to the mailing list. If you have an upcoming meeting or conference you want publicized, please let us know far enough in

advance so we can include it in the next issue with time to spare.

It was announced in the *Naval Meteorology and Oceanography Command News*, Jan. 1997, that RADM Paul G. Gaffney, II, USN, commander of METOC and Dr. D. James Baker, undersecretary of commerce for oceans and atmosphere and administrator of the National Oceanic and Atmospheric Administration were among environmental experts present when Vice President Gore announced the release of a joint U.S.-Russian CD-ROM atlas containing data on the Arctic Ocean. Through an agreement reached by the vice president and the Russian prime minister, the previously restricted data are now officially released for scientific research. It is a pleasure for me to hear such news as this. Maybe there is hope for this world after all, notwithstanding Tom Clancy and his novels. ☼

Announcements . . .

THSOA web page

Thanks to our president, Pat Sanders, THSOA has a web page on the Internet at:

<http://www.usahydrosoc.org>

Pat has made numerous modifications and improvements to the site since it was first posted in February. One section entitled "Contract Opportunities" under "The Hydrographic Society of America News" may be of particular interest to many members. There are also links to Corporate Member pages and sources of U.S. Government hydrographic data. The Houston Chapter's newsletter is also posted in its entirety. Additional features will be added over the next few months. If you have any

(See **Announcements**, page 8)

SPEED BUMP DAVE COVERLY**Announcements** (from page 7)

suggestions for further developments on the web page, please forward them to Pat or THSOA via the e-mail or post office address indicated elsewhere in this issue.

Listings of employment opportunities

There has been some discussion among THSOA officers in recent weeks regarding the inclusion of employment opportunities in *The Seahorse* and on the THSOA web page. As a practical matter, it is somewhat unfair to our Corporate Members for us to advertise job openings for surveying companies that have not joined The Hydrographic Society. However, occasional listings from headhunters will be permitted in *The Seahorse* as they have been in the past. If your company has not yet joined THSOA as a Corporate Member, and is looking for employees with hydrographic surveying experience, consider corporate membership. The annual dues of \$270 is a minimal expense for finding valuable new employees in addition to the free advertising available through links from the THSOA web page's Corporate Member list.

Welcome to new Corporate Member
Manson Construction, Seattle, Washington

Upcoming conference reminder

Aug. 18-22, 1997. Tri-Service CADD/GIS/FM Symposium'97 and U.S. Army Corps of Engineers/NOAA Surveying, Mapping and Remote Sensing Conference. Concurrent conferences at Adam's Mark Hotel, St. Louis, Mo. For more information, contact: Robert Mesko, U.S. Army Engineer District, St. Louis, MO 63103-2833, Tel. (314) 331-8385, FAX (314) 331-8346, e-mail: conference@smtp.lms.usace.army.mil

Website:

<http://www.lms.usace.army.mil> or
<http://mr2.wes.army.mil>. ☼

The deadline for
submission of
articles for
The Seahorse
is July 18, 1997

**NEWS FROM
THE
CHAPTERS****HOUSTON**

Secretary Phil Summerfield reports that, during the February meeting, Dr. Frank van Diggelen of Ash-tech gave a paper on the integration of GPS and GLONASS. Frank explained the similarities and differences between the U.S. and Russian systems.

Whereas the similarities between the two systems are striking, the real issues are the differences. The distribution of the GLONASS constellation

greatly increases satellite coverage for the users of dual function receivers—there is a potential for 48 available satellites.

The GLONASS satellites are configured for individual transmission frequencies set up in satellite pairs that take advantage of satellites being at opposite sides of the Earth. The history of GLONASS frequency allocations made for interesting listening as we learned that the Russians have been re-assigning the base frequencies to avoid interference from Earth-based systems. The fundamental time base and geodetic reference systems are not the same for GPS and GLONASS, and Frank gave warning of the potential errors being introduced due to poor handling of this type of data.

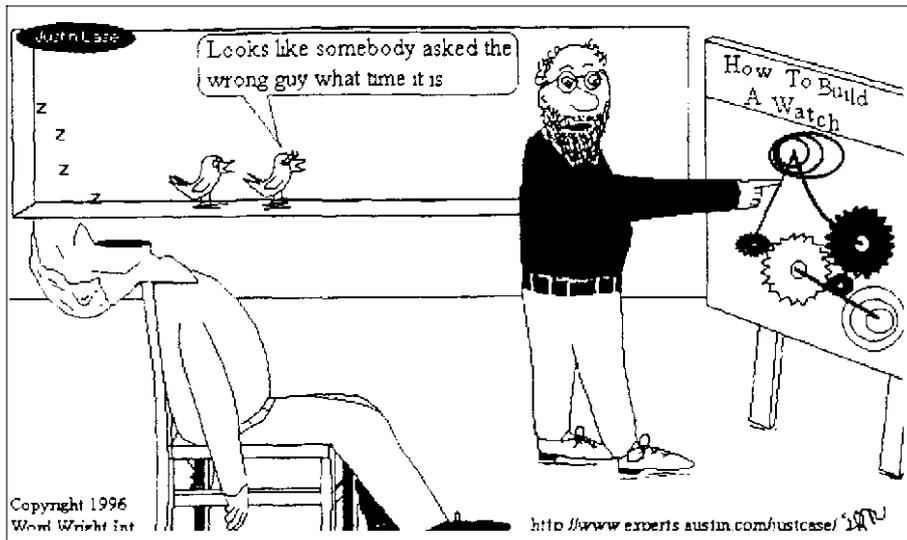
The 30-minute presentation generated much interest with the audience and several discussions took place.

During the March meeting, Kerry Campbell of Fugro-McClelland Marine Geosciences gave a presentation entitled "3-D Data for Engineering Applications." Mr. Campbell gave the members and guests of the chapter the benefit of his 20-years experience in a very educational presentation. He has been involved in a wide variety of marine geohazards and engineering-geological projects and explained the key issues involved.

Recently, he has been involved in applying 3-D seismic exploration data for drilling and regional engineering-geological assessments. A comprehensive set of interesting examples were presented. One striking example of mud slides near a major Conoco development in U.S. Gulf Deepwater was highlighted.

The 45-minute presentation was well received by the audience. Our thanks to Kerry for a polished presentation on High Resolution Surveys that tied together the diverse profes-

(See **Chapters**, page 9)



Chapters (from page 8)

sional activities of many members of the Chapter.

GULF COAST

The Gulf Coast Chapter reported on their April 1997 meeting held at Semolina's restaurant in Slidell, Louisiana. Approximately 20 members and guests were present. A new slate of officers was nominated at the meeting. They were: Jeff Lillycrop (USACE) to continue as president, Wade Jumonville (John E. Chance) as vice president, John Iwachiw (NAVOCEANO) as officer-at-large, and Arthur Najjar (NAVOCEANO) as Secretary. The terms of the other officer-at-large and treasurer will not end until next year.

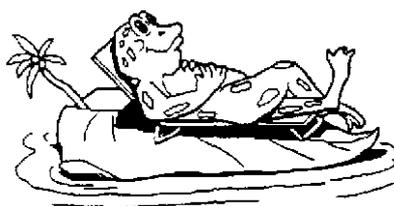
The guest speaker was Captain James Etro, USN, program manager of the joint Program Office for HYSAS (Hydrographic Source Assessment System). Captain Etro, a boat officer and executive officer aboard hydrographic ships in the 1970s, discussed HYSAS and the evolution of the Bathymetric Database. He talked fondly of how he came to appreciate hydrography. He emphasized the importance of databasing not only

soundings, but features. A sound database of all data, features and imagery is vital to the delivery of complete products to the customer.

☆☆☆☆

No report was received from the Texas A&M Student Chapter. ✪

On the next!



by Goldbrick

Have you seen the new magazine *Hydro International*? It is SLICK! Love that multi-color printing! It is amazing how color can enhance a publication. This is what *The Hydrographic Journal* should have done years ago. This new magazine makes THJ (especially its cover) look sick. If you were writing a paper, which publication would you prefer to be seen in? Now the international

office of The Hydrographic Society has the challenge in front of it to enhance THJ so that it will remain competitive. Can the Brits do it?

Hydro International is published by a company called GITC (whatever that stands for) in The Netherlands. From the look of the names of the personnel on staff, one can infer that it is basically a Dutch publication. The design elements, photos and reproduction are excellent. With only two issues under their belts, they seem to have begun on a straight and sure course. Most important—they seem to be receiving excellent support from advertisers.

One of the things they need to improve, however, is their editing of the papers. When papers are written by a multinational group of hydrographers whose English is not perfect, the editors must be sure that sufficient editing is done to prevent a stilted form of the language in the final printing.

That reminds me of a pet gripe. The worst examples of stilted English are perpetrated by some of the huge Asian electronics companies. You know the ones. It seems they can afford to put the best effort and monetary resources into their products, but when it comes to the users manuals, forget it. You would think they could easily afford to hire someone with a good knowledge of English grammar and idiomatic speech. It would help to prevent them from looking foolish.

The editing scenario would go something like this: Original manual written by an Asian in an Asian language. First translation by an Asian who has a good working knowledge of English. Second translation and edit by an occidental whose native language is English or who was reared in English schools.

(See **Goldbrick**, page 10)

Goldbrick (from page 9)

It is also disconcerting when new paragraphs begin in *Hydro International* and there are neither line spaces to separate the paragraphs nor tab indents. Hence, most of the magazine looks like a giant run-on sentence.

In a lighter vein, *HI* (Apr. 1997, page 14) graciously notes the upcoming USACE/NOAA conference set for St. Louis, Mo., Aug. 18-22, 1997. However, the source of the announcement was noted as *Seahoarse THSOA (USA)*. Perhaps *The Seahorse* does become *The Seahoarse* after I get up on my soapbox, I don't know. I do know that, though the new magazine seems to have more than its share of glitz, careful editing is what *HI* now needs most. ✧

Timely tornado tips

from "ideas unlimited." Used with permission

In addition to the damage they do, tornadoes are fearsome because you can't know when and where one will strike. You may have only a few minutes of warning to take cover. So with twisters occurring in so many parts of the country, it's critical for people to know how to react without panicking. Here's some advice on how to protect yourself.

Before a tornado

Assemble an emergency kit, including candles, matches, a battery-powered radio, a flashlight, extra batteries, and simple first-aid items.

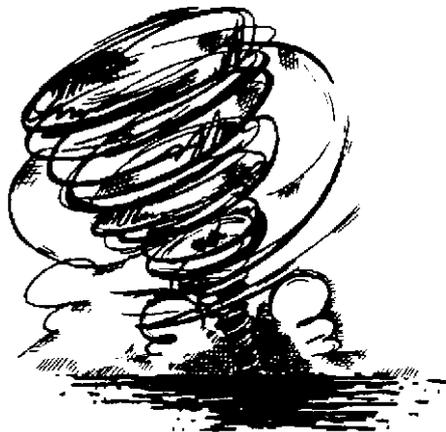
- ▶ Make a complete inventory of your possessions in case you need to file an insurance claim. Keep the list in a bank deposit box, or other safe place away from home.
- ▶ Take "watches" seriously. (A tornado watch means that conditions are conducive for tornadoes to develop.) When one is issued, take precautions to protect yourself and your property. Move cars inside a garage or carport to avoid damage from hail or flying debris. Move lawn furniture and yard equipment inside. Keep your emergency kit with you, and listen to the radio for updates.
- ▶ When a tornado "warning" (meaning one has actually been sighted) is issued, seek shelter immediately.
- ▶ At work, go to an interior hallway on the lowest floor. Stay clear of windows and glass walls or doors.
- ▶ In the open, move away from the tornado's path at a right angle. If there is no time to escape—and remember that tornadoes are erratic and difficult to outrun—lie flat in the nearest depression, such as a ditch or ravine. Cover your head with your arms.

After A Tornado

- ▶ Check utility lines and appliances for damage as quickly as you can. If you smell gas, open the windows and turn off the main valve.
- ▶ If your property has been damaged, temporary repairs will prevent further loss from rain, wind, or looting.
- ▶ Contact your insurance representative as soon as possible with a detailed list of damaged or destroyed property.

Funnel Facts

Here are some general characteristics of tornadoes that might be useful in preparedness planning. There are no absolutes, however, when it comes to tornadoes. (Except that they are *always* unpredictable!)

*When A Tornado Strikes*

- ▶ At home, go to the lowest floor or the central part of your house, away from the windows—to a small room, a closet or under a staircase, for example. Crawling under heavy furniture, such as a bed or table, can also provide protection. If you live in a mobile home, get out! Go to a pre-selected shelter, a culvert beneath a bridge, or even a ditch.
- ▶ Most tornadoes usually occur during midafternoon, generally between 3 p.m. and 7 p.m.
- ▶ Tornadoes usually move from southwest to northeast.
- ▶ The average length of a tornado's path is four miles, but some have been as long as 300 miles.
- ▶ The average width of the path is 300 yards, but can be more than a mile. Tornadoes usually travel at speeds ranging from 25 to 40 miles per hour. ✧

Application for Membership



**The Hydrographic Society
of America
and the
U.S. Branch of The Hydrographic
Society**

Membership in The Hydrographic Society is open to any individual or organization with an interest in surveying afloat. No formal qualifications are required.

The Hydrographic Society of America (THSOA) serves as the focal point for activities in America. Members of THSOA receive *The Seahorse* newsletter, are eligible for membership in local chapters, and receive a discount on registration at THSOA sponsored events. Local chapters have been formed in Houston, Tx., Seattle, Wash., and Bay St. Louis, Miss. THSOA also provides administrative support to the U.S. Branch of The Hydrographic Society.

The Hydrographic Society (THS) was founded in 1972 at the Northeast London Polytechnic in London, England. Membership numbers over 1800 individual and 270 corporate members from 66 countries. For those members interested in the international aspects of the organization, the U.S. Branch provides a convenient way to pay dues directly in U.S. dollars. Members of the U.S. Branch receive all the benefits of THS, including quarterly issues of *The Hydrographic Journal*, an annual Diary, and a discount on registration at sponsored international events.

The dues structure allows individual and retired members to opt for THSOA alone or both THSOA and THS. Individual, Retired, and Student Memberships begin on entry and are renewed on April 1. Corporate Memberships are renewed on January 1. Dues are not prorated, but members joining in the middle of the year receive all copies of the publications for that year.

Corporate Members receive two copies of *The Hydrographic Journal*, reduced rates for advertising in the *Journal* and Diary, a listing in the October issue of the *Journal*, and access to the mailing list of those members who have consented to have their names included.

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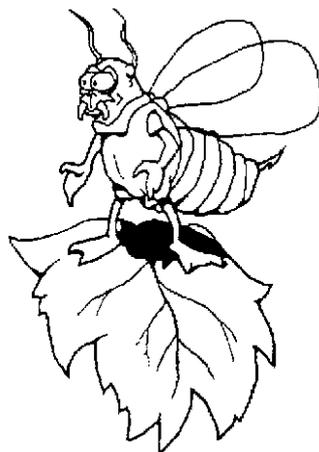
STATEMENT: I wish to make application for membership in The Hydrographic Society. I agree to abide by the Articles of Association and to further its aims and objectives. I declare that the answers to the above are accurate to the best of my knowledge and belief. I agree that the decision of The Hydrographic Society Executive in regard to this application is final.

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The Butterfly and the Bee

Once upon a time, a handsome honey bee
Fell in love with a butterfly.
They met in a tulip tree.



He said, "I love you madly and want to share your life.
Let's fly away together... will you be my wife?"
She shook her head in sorrow... "No, no, no," cried she.
"For I am a Monarch's daughter,
And you're just a son of a bee."

(Author unknown)



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