DESCRIPTIVE REPORT
To Accompany
WIRE DRAG SURVEY FE-243 WD
Field Number RH-20-01-83

A. AUTHORITY

This survey is part of OPR-K667-RU/HE-83, Calcasieu Pass and Sabine Bank, Louisiana and Heald Bank, Texas. This project was conducted in accordance with project instructions dated 6 January 1983, issued by the Chief, Nautical Charting Division, and forwarded via the Director, Atlantic Marine Center. There were no changes issued during this survey.

B. CHARACTER AND LIMITS OF THE WORK

The purpose of this survey was to determine the status of the submerged pilings charted just east of the red buoy line of Calcasieu Pass Channel. The following area was covered by wire drag survey:

- 29°39'39"N 093°19'33"W True to 29°44'29"N 093°20'20"W
- 29°44'29"N 093°20'12"W True to 29°44'30"N 093°20'20"W
- 29°44'30"N 093°20'12"W True to 29°39'41"N 093°19'22"W
- 29°39'41"N 093°19'22"W True to 29°39'39"N 093°19'33"W

NOS Charts 11341, 11344, 11345, and 11346 are affected by this survey.

C. CONTROL AND SHORELINE

Control for this survey was accomplished with ARGO electronic position control equipment. The ARGO was operated on a frequency of 1646.7 KHz in the range-range mode.

Datum used was NAD 1927. All electronic and visual control stations used during this survey were of Third Order, Class I positional accuracy standards or better. See section 4 of the Evaluation Report.

D. DATE OF SURVEY

This survey was begun on 4 May 1983 (JD124) and completed on 5 May 1983 (JD125).

E. TIDAL REDUCERS

Tidal tidal stations have been applied to this survey. See the Appraisal note attached to this report.

The Galveston (Galveston Channel), Texas tide station served as a reference for predicted tides. The operating station at Galveston Pleasure Pier, Texas (877-1510) provided datum control for reduction of soundings. The predicted tide record used
for this survey was generated by the Predicted Tides Program, provided by AMC, on
the ship's PDP 11/34 computer. Correctors applied to generate predicted tides
were as follows:

<table>
<thead>
<tr>
<th>Time Correctors</th>
<th>Height Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Water</td>
<td>Low Water</td>
</tr>
<tr>
<td>-2 hrs 00 min.</td>
<td>-1 hr 30 min.</td>
</tr>
</tbody>
</table>

F. JUNCTIONS AND SPLITS

Not Applicable.

G. Same as F. above.

H. INCOMPLETE ITEMS

All items assigned were completed.

I. CURRENTS AND WINDS

Currents encountered during the time of survey were slight, generally less
than 1.0 kt., and had no real effect upon drag operations. Winds were less than
10 kts. and seas were less than 2 feet on both days. Conditions were therefore
very favorable for wire drag during this survey.

J. EQUIPMENT AND TECHNIQUES

1. Survey Operations

Survey operations consisted of standard ship wire drag and testing. Drags
were small and allowed to ground out as the purpose of the drags were to locate or
disprove the existence of the charted submerged pilings.

2. Diving Operations

No diving was done during this survey.

K. DISCREPANCIES AND COMPARISONS WITH RECENT CHARTS

There was only one hang encountered during wire drag coverage of the survey
area. This hang was determined to be in the position of the submerged piling
charted at 29°43'25''N, 093°22'07''W. This hang was cleared by subsequent wire
drags to a least depth of 13.5 feet, reduced for predicted tides. See Attachment
6 for additional information.

L. PERSONNEL

The officers participating in this survey were: LCdr Russell C. Arnold, LCdr
Donald D. Winter, LTJg Jonathan W. Bailey, and ENS Thomas G. Callahan.