F00813

U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

DESCRIPTIVE REPORT

Type of Survey:	Navigable AreaNatural Disaster Response
Registry Number:	F00813

LOCALITY

State(s):	Louisiana
General Locality:	Approaches to Calcasieu, LA
Sub-locality:	Entrance to Calcasieu

2020

CHIEF OF PARTY
Jonathan L. Dasler, PE, PLS, CH

LIBRARY & ARCHIVES

Date:

U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	REGISTRY NUMBER:
HYDROGRAPHIC TITLE SHEET	**F00813**

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

State(s):	**Louisiana**
General Locality:	**Approaches to Calcasieu, LA**
Sub-Locality:	**Entrance to Calcasieu**
Scale:	**25000**
Dates of Survey:	**08/29/2020 to 09/27/2020**
Instructions Dated:	**08/28/2020**
Project Number:	**S-K378-KR-20**
Field Unit:	**David Evans and Associates, Inc.**
Chief of Party:	**Jonathan L. Dasler, PE, PLS, CH**
Soundings by:	**Teledyne RESON SeaBat T50-R (MBES)**
Imagery by:	**EdgeTech 4200 (SSS)**
Verification by:	**Atlantic Hydrographic Branch**
Soundings Acquired in:	**meters at Mean Lower Low Water**

Remarks:

Any revisions to the Descriptive Report (DR) applied during office processing are shown in red italic text. The DR is maintained as a field unit product, therefore all information and recommendations within this report are considered preliminary unless otherwise noted. The final disposition of survey data is represented in the NOAA nautical chart products. All pertinent records for this survey are archived at the National Centers for Environmental Information (NCEI) and can be retrieved via https://www.ncei.noaa.gov/. Products created during office processing were generated in NAD83 UTM 15N, MLLW. All references to other horizontal or vertical datums in this report are applicable to the processed hydrographic data provided by the field unit.

DESCRIPTIVE REPORT SUMMARY

A. Area Surveyed

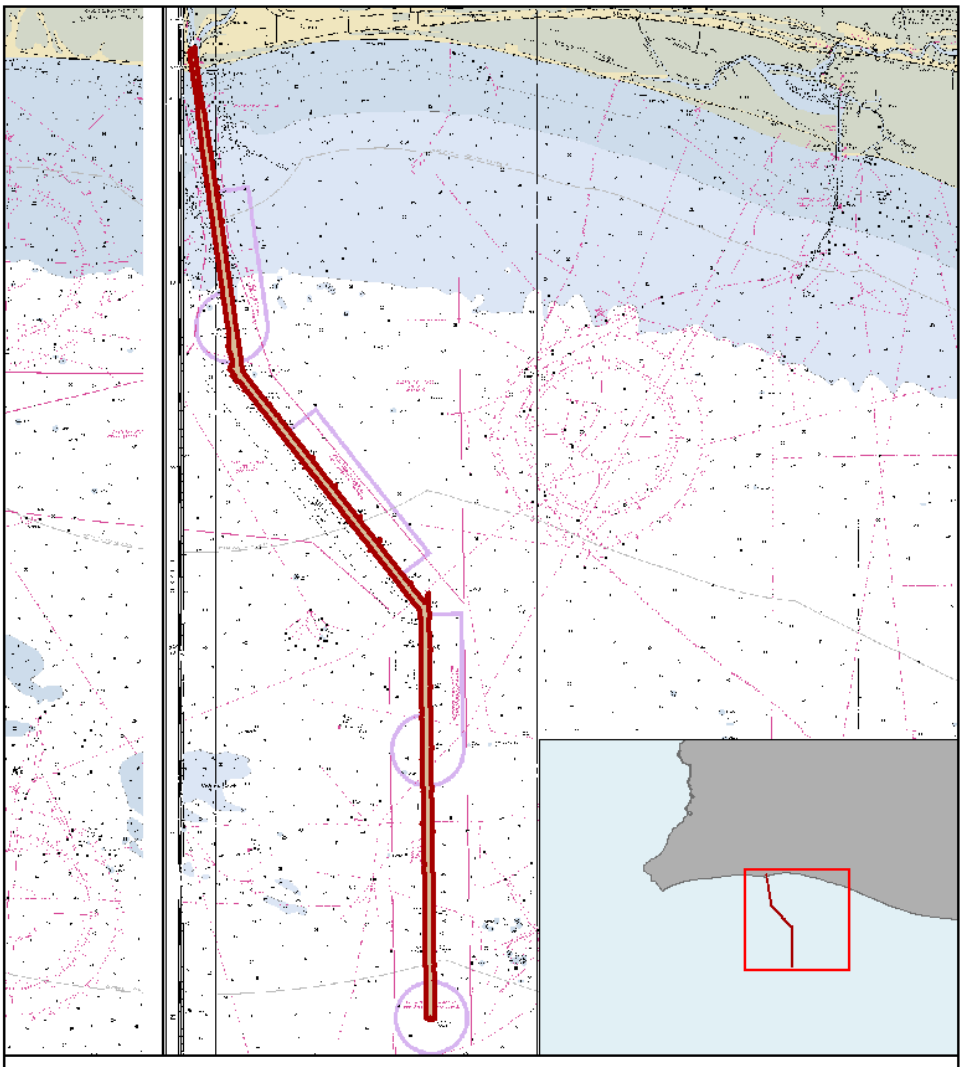
David Evans and Associates, Inc. (DEA) conducted a hydrographic survey of the assigned area in the Entrance to Calcasieu. Survey F00813 was conducted in accordance with the Statement of Work and Hydrographic Survey Project Instructions (August 28, 2020).

The Hydrographic Survey Project Instructions reference the National Ocean Service (NOS) Hydrographic Surveys Specifications and Deliverables Manual (HSSD) (May 2020) as the technical requirements for this project.

Survey Limits were surveyed in accordance with the requirements in the Project Instructions and the HSSD.

Data were acquired within the following survey limits:

Northwest Limit	Southeast Limit
29° 46' 23.79" N 93° 20' 48.36" W	29° 19' 55.78" N 93° 13' 10.49" W



General Locality: Calcasieu, TX

Registry No.	Sheet No.	Sublocality	State	Scale	Estimated SNM
F00813	1	Entrance to Calcasieu, TX	Louisiana	20000	1

Figure 1: S-K378-KR-20 Survey Area

B. Survey Purpose

The project's survey purpose, which was defined in the Project Instructions, is: "Emergency survey in response to a United States Coast Guard request for survey in the approaches to Calcasieu following Hurricane Laura. Survey data from this project is intended to supersede all prior survey data in the common area."

These data were for joint coordination between the National Oceanic and Atmospheric Administration (NOAA) and the U.S Army Corps of Engineers (USACE) with the primary objective to conduct a clearance survey suitable to open the navigation channel to Lake Charles, Louisiana.

In addition, DEA is responsible for secondary special requirements for this project for specified Dangers to Navigation (DTONs), including but not limited to the following instructions:

"Immediately, upon discovery, provide the location, least depth (feet at MLLW), brief description, and image of the DTON via email to Michael Sullivan (Michael.D.Sullivan@usace.army.mil) and the Navigation Manager (tim.osborn@noaa.gov@noaa.gov) with a CC to the assigned COR. An additional XYZ dataset over the feature may be required, as per directed by the COR. In addition, follow DTON reporting requirement per Section 1.6 of the HSSD.

Submit DTON reports to ahb.dton@noaa.gov with a CC to the COR, Navigation Manager (tim.osborn@noaa.gov@noaa.gov), and any additional personnel as identified by the COR during response. It is of paramount importance that DTONs be reported as soon as possible."

It is noted for Special Data Handling Instructions, the following instructions were provided for 24-hour response specified by the USACE in the vinicity of the grounded rig:

"ATTENTION: DEA Submit a MLLW-referenced and processed XYZ bathymetric file projected in NAD 83 State Plane Louisiana South to the Navigation Manager and COR within 24 hours of completing data acquisition. Depth values should be reported in feet and gridded to a 1 foot resolution. Additional guidance regarding datum reference and a coarser grid resolution may be provided by the COR."

C. Intended Use of Survey

The entire survey is adequate to supersede previous data.

Multibeam echosounder (MBES) data with time series backscatter was collected concurrently with side scan sonar (SSS) data to obtain Object Detection coverage in all waters in the survey area. This coverage type follows Option B of the Object Detection requirement specified in Section 5.2.2.2 of the 2020 HSSD.

Surveyed contacts and features were developed at Object Detection resolution as required by the coverage classification. Survey coverage was obtained within the survey area depicted in the Project Reference File (PRF) S-K368-KR-20_PRF_DRAFT.000 which was provided by NOAA to DEA on August 28th, 2020 along with verbal authorization to proceed with survey operations under the emergency action. Figure 1 depicts the survey outline that was obtained for F00813.

D. Data Acquisition and Processing

The S-K378-KR-20 Data Acquisition and Processing Report (DAPR), submitted with this survey F00813, details equipment and vessel information as well as data acquisition and processing procedures. There were no vessel or equipment configurations used during data acquisition that deviated from those described in the DAPR. Data reduction procedures for survey F00813 are detailed in the DAPR.

Side scan coverage consisted of 70-meter spaced lines using a frequency of 600 kHz and a range of 75 meters. Line spacing was 70 meters with concurrent bottom detection multibeam acquired to cover any minor offline gaps in each 100% coverage. This allowed for multibeam object detection coverage over side scan Nadir and outer ranges with multibeam gaps filled with solid 200% side scan coverage. The Teledyne Reson T-50 multibeam sonar was operated at 200 kHz, consistent with standard USACE navigation surveys, to obtain a reasonably strong bottom return on fluid mud (fluff). The sonar data was also impacted by the presence of biomass in the water column that impacted both multibeam and side scan sonar acquisition.

Multibeam crosslines were run across the entire survey area to provide a varied spatial and temporal distribution for analysis of internal consistency within the survey data.

Crossline analysis was performed using the CARIS Hydrographic Information Processing System (HIPS) Quality Control (QC) Report tool, which compares crossline data to a gridded surface and reports results by beam number. Crosslines were compared to a 50-centimeter CUBE surface encompassing mainscheme, fill, and investigation data for the entire survey area. Results from the QC report tool representing crossline difference analysis by beam number are depicted in Figure 2.

DEA performed an additional crossline analysis using the CARIS Difference Surfaces tool to analyze the differences between gridded mainscheme depths and gridded crossline depths. Input grids were 50-centimeter resolution CUBE surfaces of mainscheme and crossline depths. Results from the crossline to mainscheme difference analysis are depicted in Figure 3, units are represented in meters. The larger minimum and maximum values are on steeper slopes of the survey area and a result of comparing grid nodes at a 50-centimeter resolution on a slope of the channel.

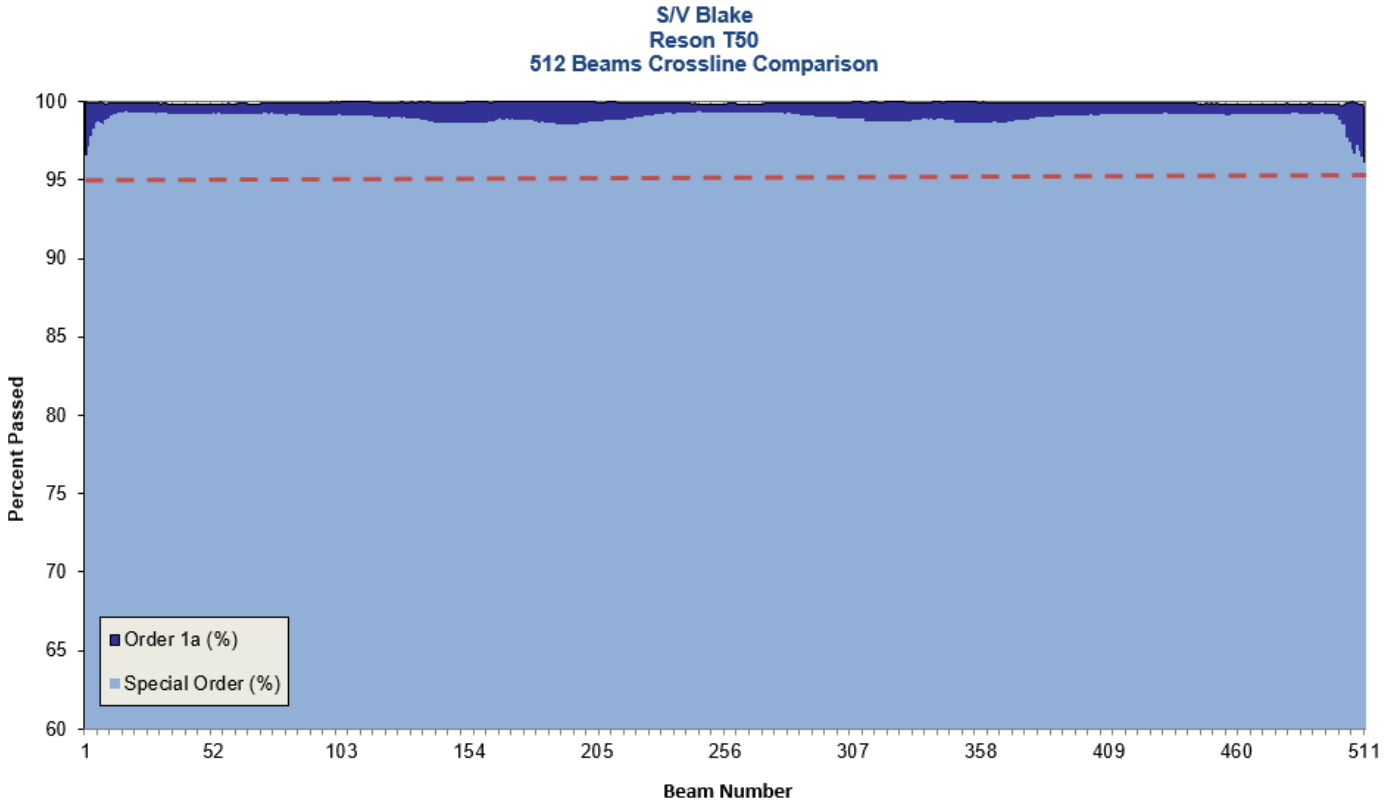
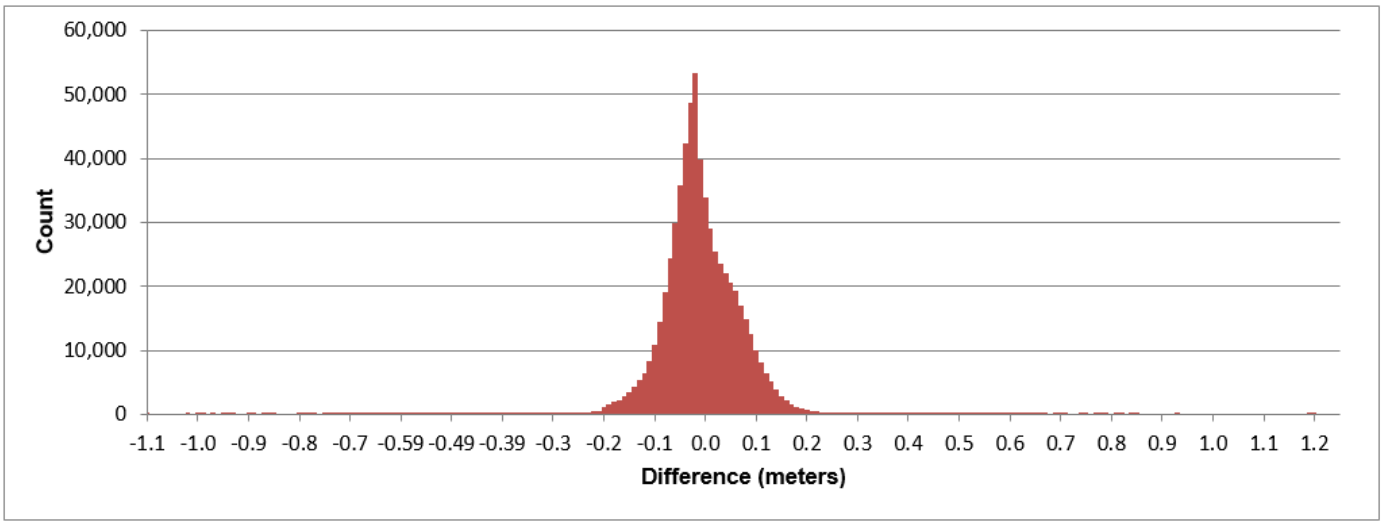


Figure 2: F00813 Crossline Beam Report



Mean:	0.02 m	Standard Deviation:	0.08 m
Minimum:	-1.09 m	Bin size:	m
Maximum:	1.26 m	Number of Nodes:	890,555

Figure 3: F00813 Crossline Difference Statistics

Quality control is discussed in detail in Section B of the DAPR. Results from a position check, multibeam bar check, and a sound speed check are included in the DAPR Appendices.

Multibeam data were reviewed at multiple levels of data processing including: CARIS HIPS conversion, subset editing, and analysis of anomalies revealed in CUBE surfaces.

Casts were collected as frequently as safe navigation operations allowed. For F00813 survey operations, casts were distributed both temporally and spatially based on observed changes in sound speed profiles. Sound speed readings were applied in CARIS using the nearest in distance within a two-hour interval. All sound speed measurements were made within 500 meters of the survey limits.

During F00813 survey operations, the S/V Blake did not consistently acquire a sound speed profile before starting acquisition each survey day. For August 30th (DN243), August 31st (DN244), September 1st (DN245), and September 27th (DN271) acquisition, the first sound speed cast of the day was not taken before bathymetry collection began. Due to a cast being deployed within a few minutes of the first bathymetric ping, a delayed sound speed cast had no discernible impact on data quality.

Survey speeds were maintained to meet or exceed along-track sounding density requirements and side scan sonar ensonification requirements.

Multibeam data and side scan mosaics were thoroughly reviewed for holidays and areas of poor-quality coverage due to biomass, vessel wakes, or other factors. Side scan sonar contacts were developed with multibeam sonar to obtain a least depth of the contact using Object Detection requirements. It is noted that MBES data has holidays in the final surface deliverables due to areas severely impacted by biomass. These areas have 200% SSS coverage, and are depicted in more detail in Section H of this report.

Object Detection multibeam was acquired over all new features that were accessible by the survey platform. Objects that were not able to safely be addressed by the vessel are noted in the Final Feature File (FFF) and Section H of this report. Additional discussion of coverage methods can be found in the DAPR.

A total of 26 soundings in F00813 were designated in bathymetric data to facilitate feature management for inclusion in the F00813 Final Feature File (FFF). No soundings are designated to override the gridded surface model.

The sounding density requirement of 95% of all nodes, populated with at least five soundings per node, was reviewed by analyzing the density layer of each finalized surface. Individual surface results are presented in Figure 4 and Figure 5. The 50-centimeter surface does not achieve object detection density requirements.

The 50-centimeter surface review for density identified 85% of the nodes pass object detection requirements. The outer beams of MBES acquisition in a skunk stripe line plan did not adequately meet the density specification, which is typical for skunk stripe object detection coverage at the depths ranges of this survey. No adjacent overlap was conducted to achieve MBES density.

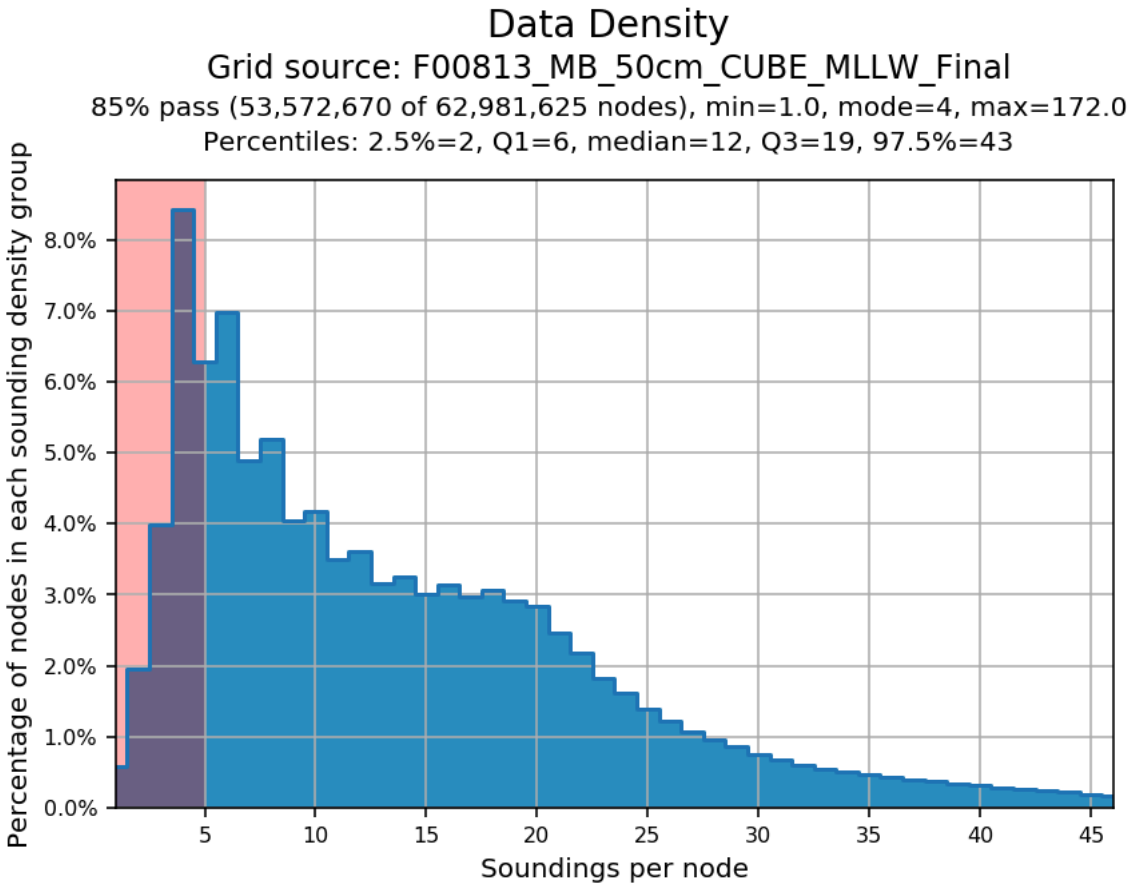


Figure 4: Node Density Statistics - 50-centimeter Finalized

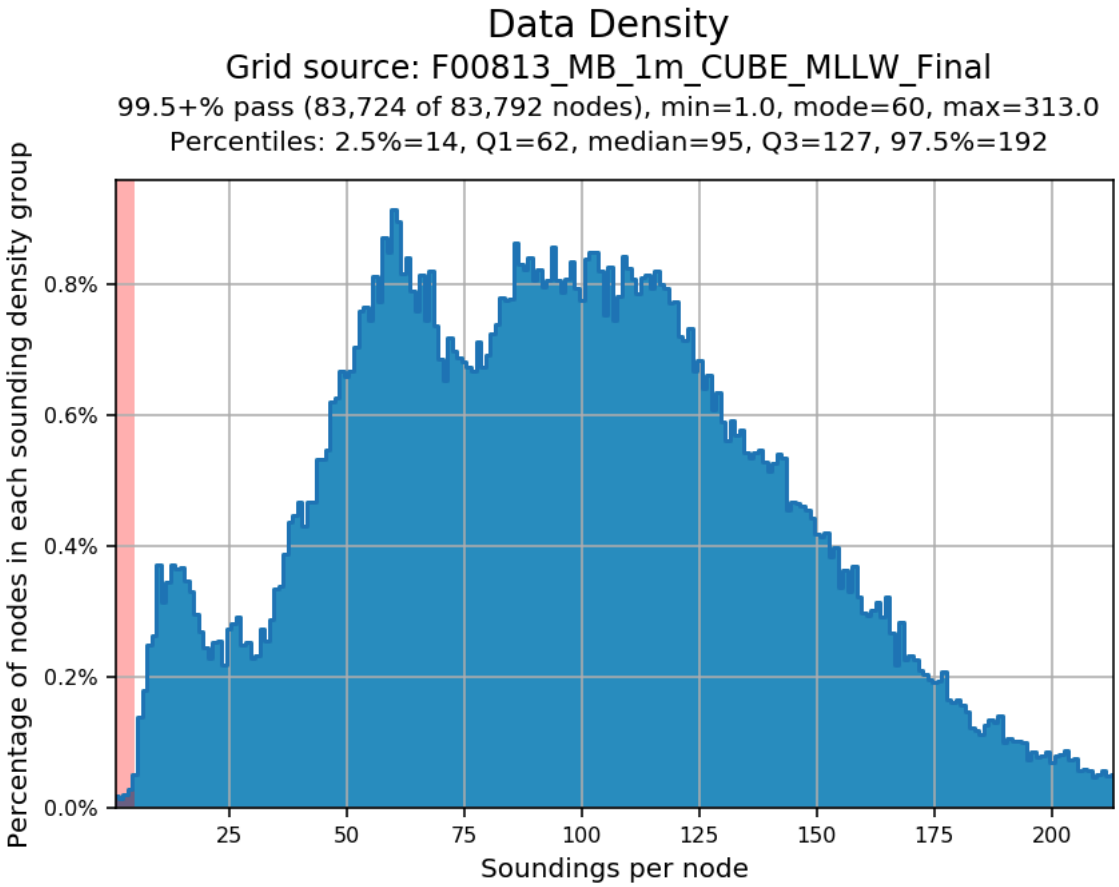


Figure 5: Node Density Statistics - 1 m Finalized

Multibeam backscatter was logged in Teledyne s7k format and is included with the F00813 digital deliverables. Data were processed periodically in CARIS HIPS to evaluate backscatter quality, but the processed data is not included with the deliverables.

For data management purposes, the names of multibeam crosslines have been appended with the suffix _XL. This change was made to HIPS files only. The original file names of raw data files (Hypack HSX and s7k) have been retained.

During Hurricane Laura a production rig was blown ashore and grounded seaward of Calcasieu Channel Lighted Buoy 29 on the west side of Bar Channel. During the survey there were tugs actively trying to remove the rig (Figure 6). Both the rig and removal activity impacted coverage in the area, which left a large data gap in coverage.

Figure 6: Rig Grounded in Bar Channel

Following the removal of the rig, and at the request of NOAA and the USACE, a survey area was designated for object detection multibeam over the site of the grounded rig.

It is noted that DEA recognized a holiday surrounding the location of a partially submerged rig that was removed from the channel during survey operations that was incompletely filled during the initial response survey. DEA notified Operations Branch personnel that the S/V Blake would be retuning to the survey grounds to fill the holiday after discovering the coverage gap. The S/V Blake returned to the survey grounds to complete the data acquisition on September 26, 2020 (DN270) and September 27, 2020 (DN271). During the fill, acquisition backscatter was not acquired. For the raw data submission, DEA is only submitting raw HSX formats for DN270 and DN271.

As part of the response effort, DEA provided preliminary sounding data to the USACE on August 31, 2020 while survey operations were active. These soundings were reduced to chart datum with preliminary water levels from the National Water Level Observation Network (NWLON) station Calcasieu Pass, LA (8768094). A copy of the email submittal is included in Project Correspondence.

E. Uncertainty

Uncertainty values relevant for the submission of this survey include VDatum uncertainty of 12.1 centimeters as provided by the Project Instructions. Sound speed uncertainty values were 1.0 m/s for the

MVP system measuring the sound speed for the full depth of the water column. Surface sound speed uncertainty was 0.5 m/s for all data.

Additional discussion of these parameters are included in the DAPR.

During surface finalization in HIPS, the "Greater of the two values" option was selected, where the calculated uncertainty from Total Propagated Uncertainty (TPU) is compared to the standard deviation of the soundings influencing the node, and where the greater value is assigned as the final uncertainty of the node. The uncertainty of the finalized surfaces increased for nodes, where the standard deviation of the node was greater than the TPU. To determine if the surface grid nodes met IHO Special Order specification, a ratio of the final node uncertainty to the allowable uncertainty at that depth was determined. As a percentage, this value represents the amount of error budget utilized by the total vertical uncertainty (TVU) at each node. Values greater than 100% indicate nodes exceeding the allowable IHO uncertainty. The resulting calculated TVU values of all nodes in the submitted finalized surfaces are shown in Figures 7 and 8.

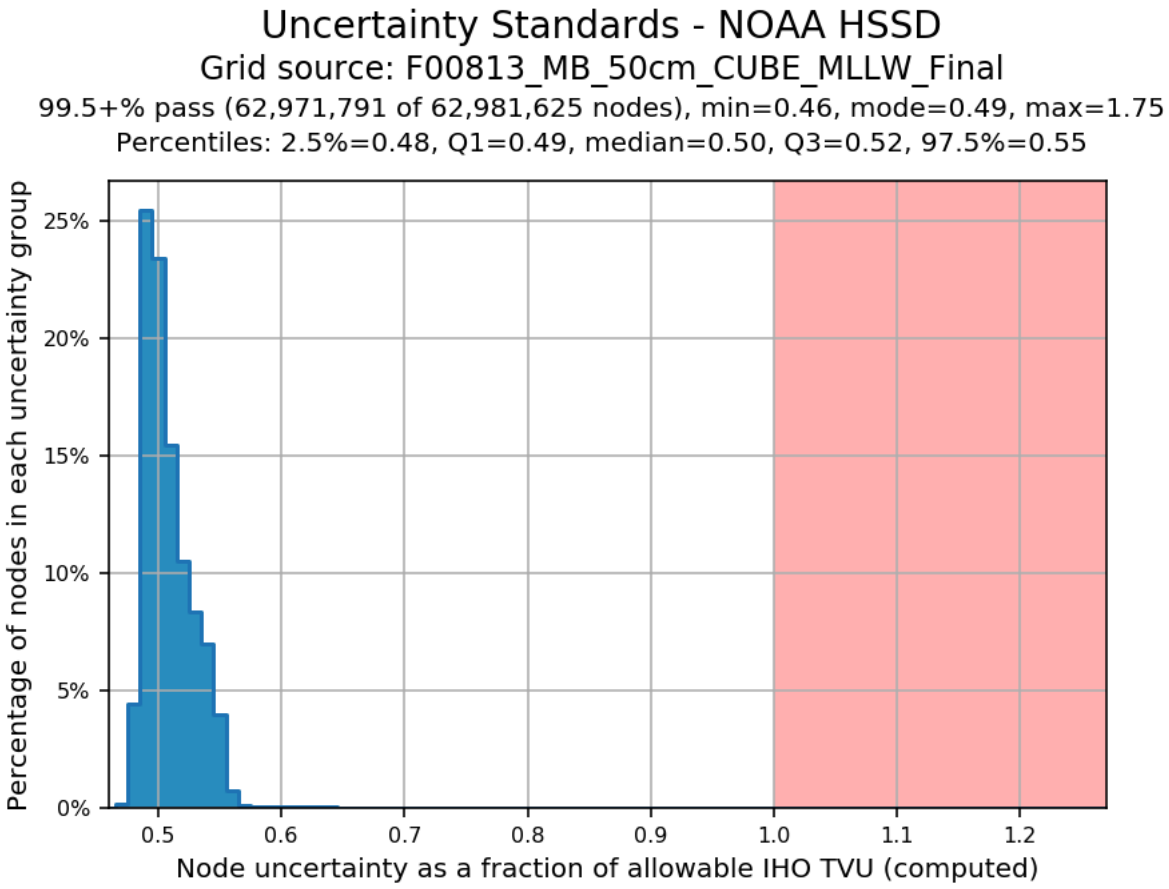


Figure 7: Node TVU Statistics - 50-centimeter finalized

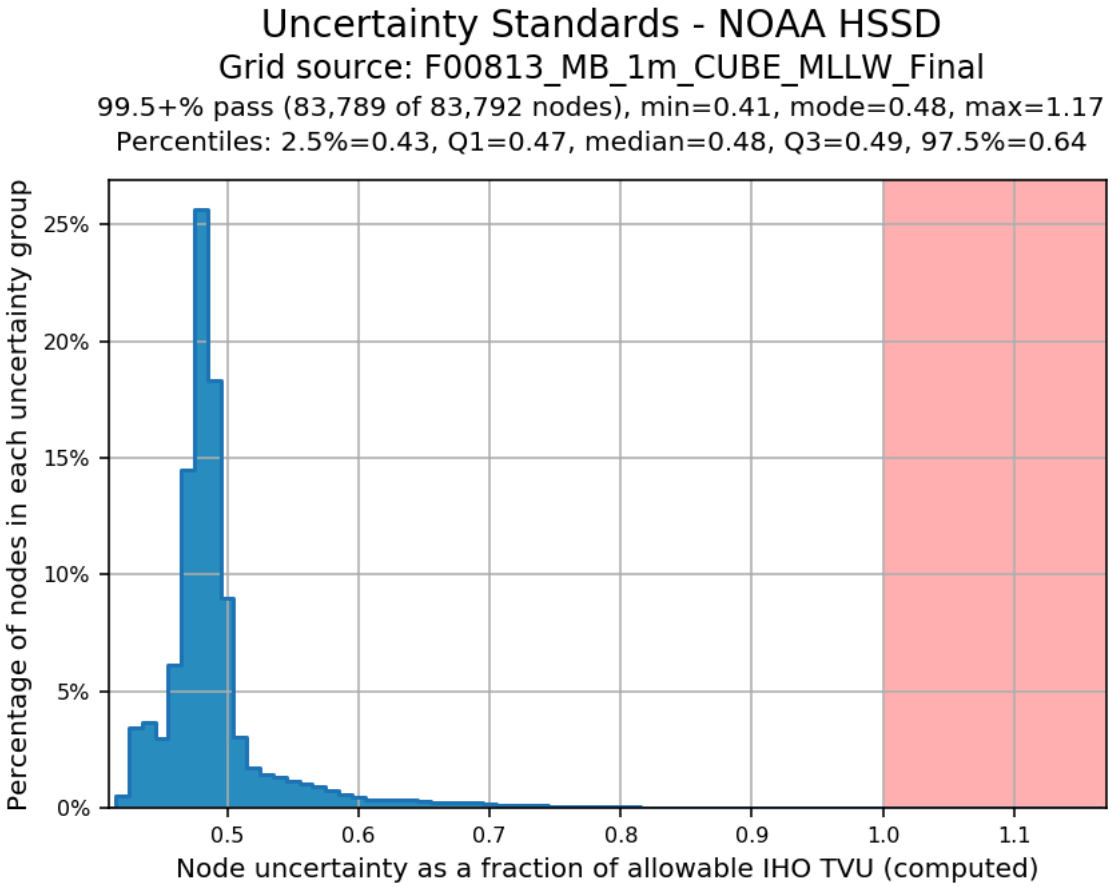


Figure 8: Node TVU Statistics - 1 m finalized

F. Results and Recommendations

The following are the largest scale ENCs, which cover the survey area:

ENC	Scale	Edition	Update Application Date	Issue Date
US5LA16M	1:50000	14	05/21/2020	09/18/2020

The following surfaces and/or BAGs were submitted to the Processing Branch:

Surface Name	Surface Type	Resolution	Depth Range	Surface Parameter	Purpose
F00813_MB_50cm_CUBE_MLLW	CARIS Raster Surface (CUBE)	0.5 m	6.327 m - 31.580 m	NOAA_0.5m	Object Detection
F00813_MB_50cm_CUBE_MLLW_Final	Finalized CARIS Raster Surface (CUBE)	.5 m	5.986 m - 20.000 m	NOAA_0.5m	Object Detection
F00813_MB_1m_CUBE_MLLW	CARIS Raster Surface (CUBE)	1 m	6.581 m - 31.569 m	NOAA_1m	Object Detection
F00813_MB_1m_CUBE_MLLW_Final	Finalized CARIS Raster Surface (CUBE)	1 m	18.000 m - 31.569 m	NOAA_1m	Object Detection
F00813_SSSAB_1m_600khz_1of2	SSS Mosaic	1 m	N/A	N/A	100% SSS
F00813_SSSAB_1m_600khz_2of2	SSS Mosaic	1 m	N/A	N/A	200% SSS

Bathymetric grids were created relative to Mean Lower Low Water (MLLW) in CUBE format using Object Detection resolution requirements as specified in the HSSD.

The chart comparison was performed by comparing F00813 survey depths to a digital surface generated from electronic navigational chart (ENC) US5LA16M as specified in the Project Instructions. A 10 meter product surface was generated from a triangular irregular network (TIN) created from the ENC's soundings, depth contours, the controlling depths of the dredged areas, and depth features. The 10-meter HIPS product surface of the entire survey area was generated from the 1-meter CUBE surface. The chart comparison was conducted by creating and reviewing a difference surface using the ENC surface and survey surface as inputs. The chart comparison also included a review of all charted features within the survey area. The results of the comparison are detailed below. The relevant chart used during the comparison was reviewed to check that all US Coast Guard (USCG) Local Notice to Mariners (LNMs) issued during survey acquisition, and impacting the survey area, were applied and addressed by this survey. Figures 9 through 16 show the magnitude of differences when the survey is compared to the ENC.

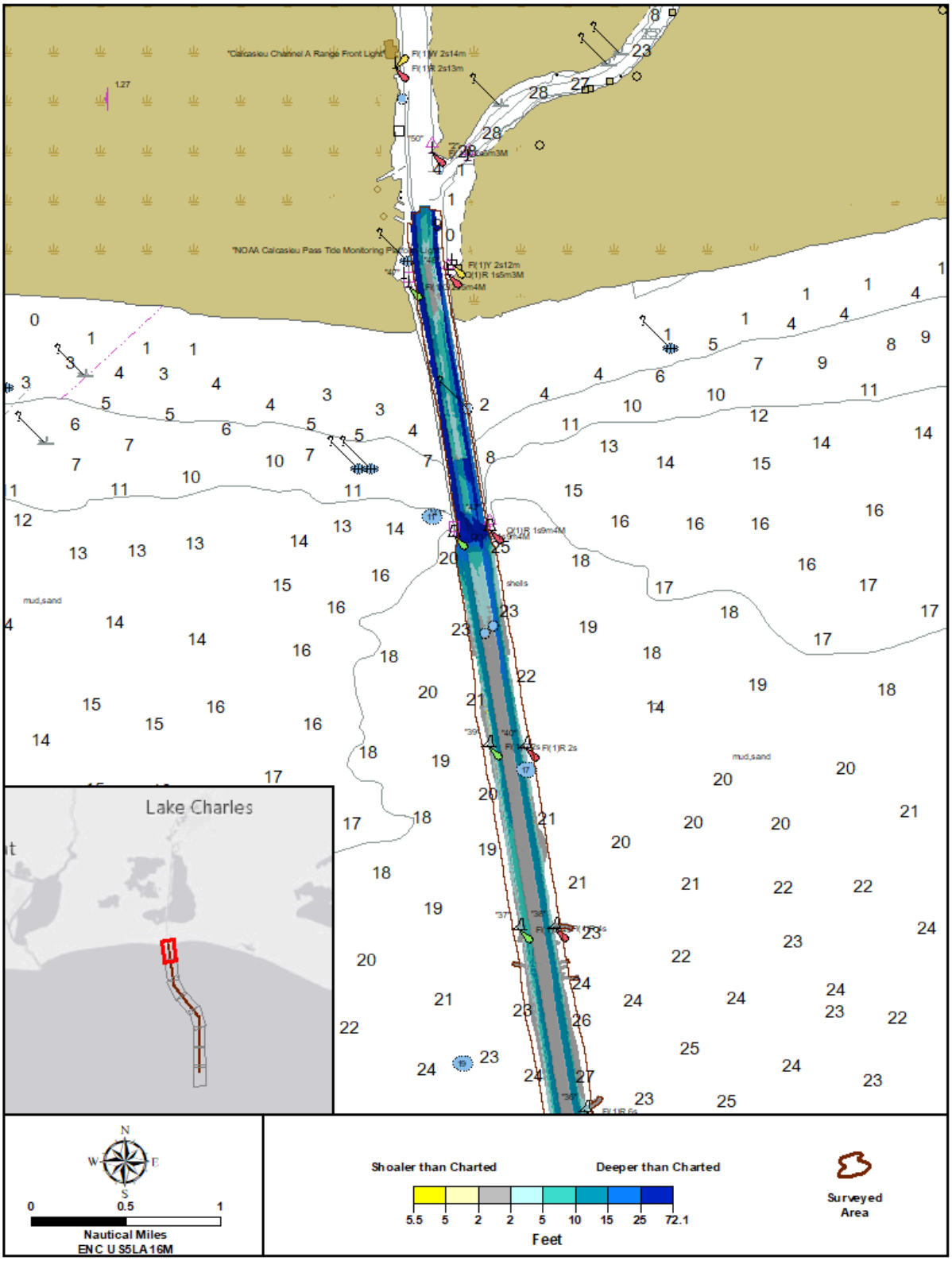


Figure 9: Depth difference between F00813 and chart US5LA16M 1 of 8

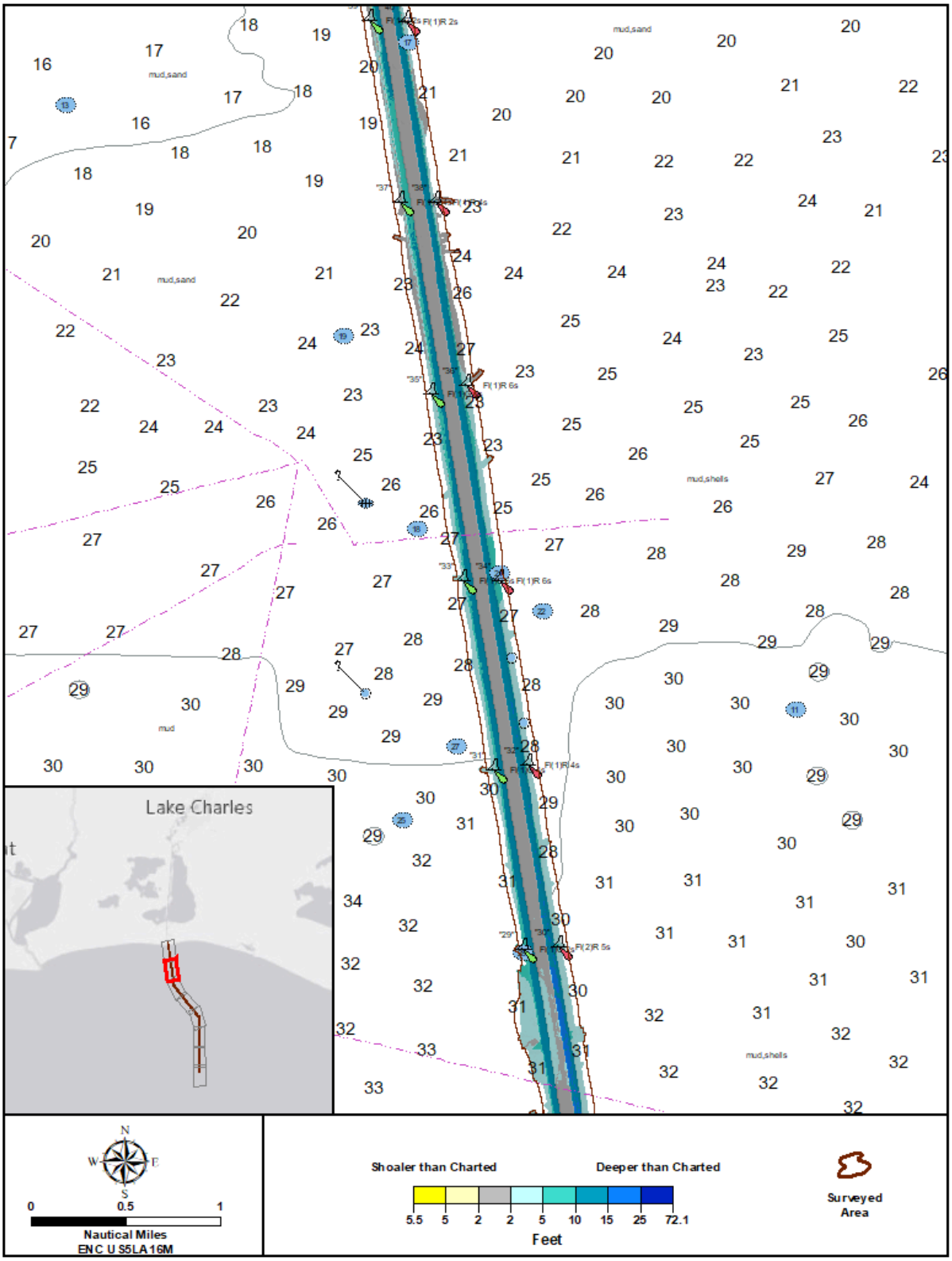


Figure 10: Depth difference between F00813 and chart US5LA16M 2 of 8

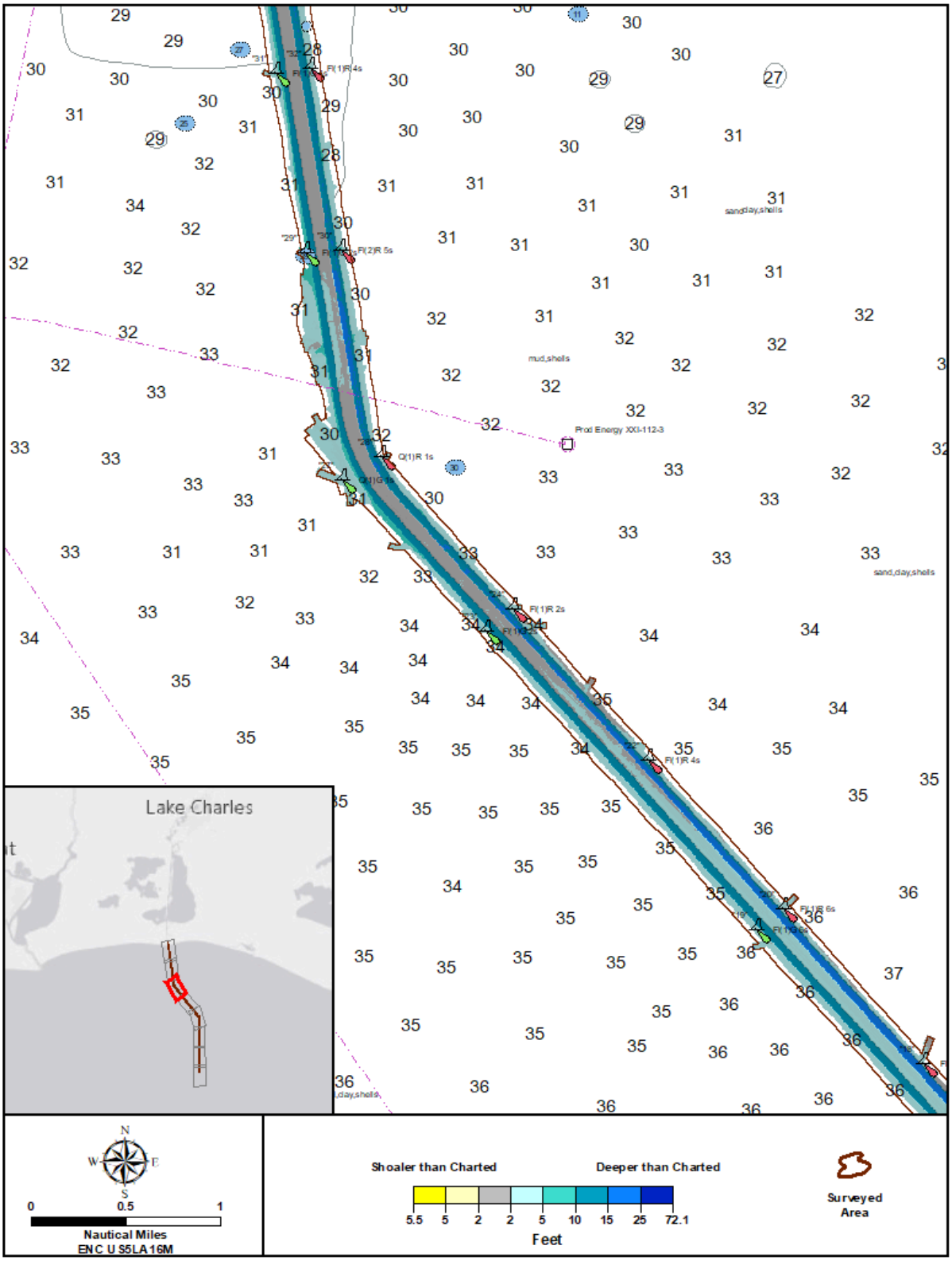


Figure 11: Depth difference between F00813 and chart US5LA16M 3 of 8

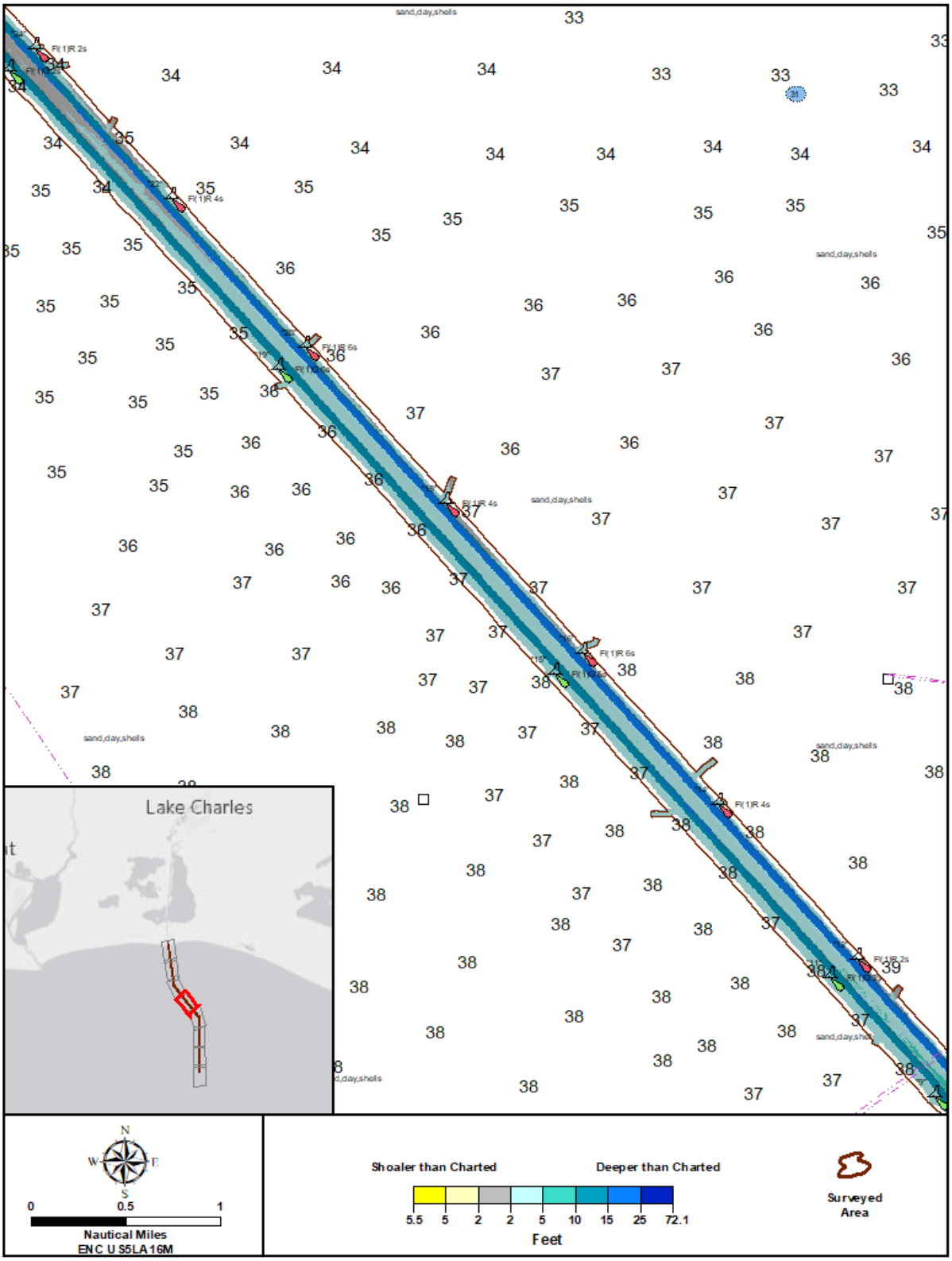


Figure 12: Depth difference between F00813 and chart US5LA16M 4 of 8

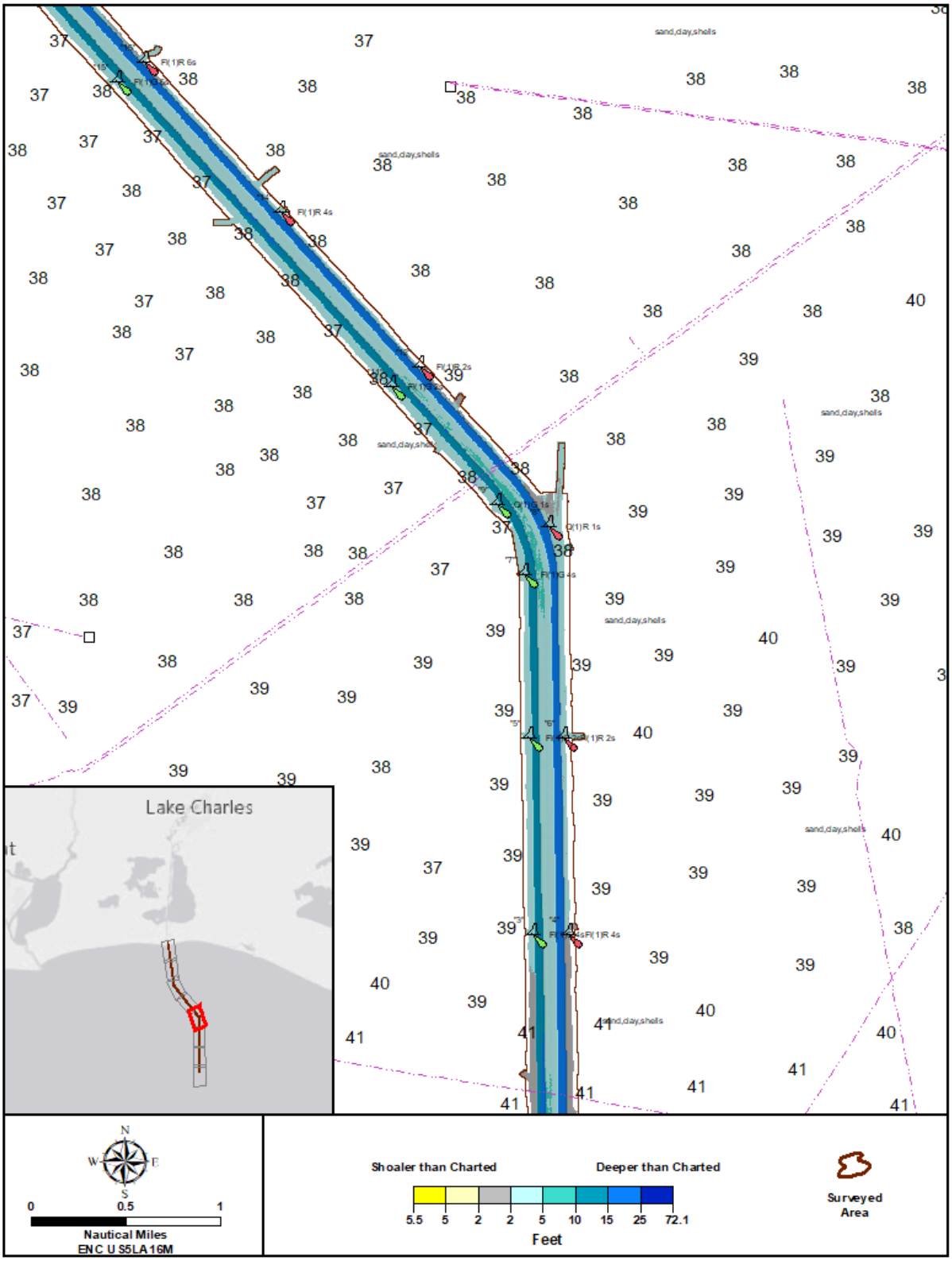


Figure 13: Depth difference between F00813 and chart US5LA16M 5 of 8

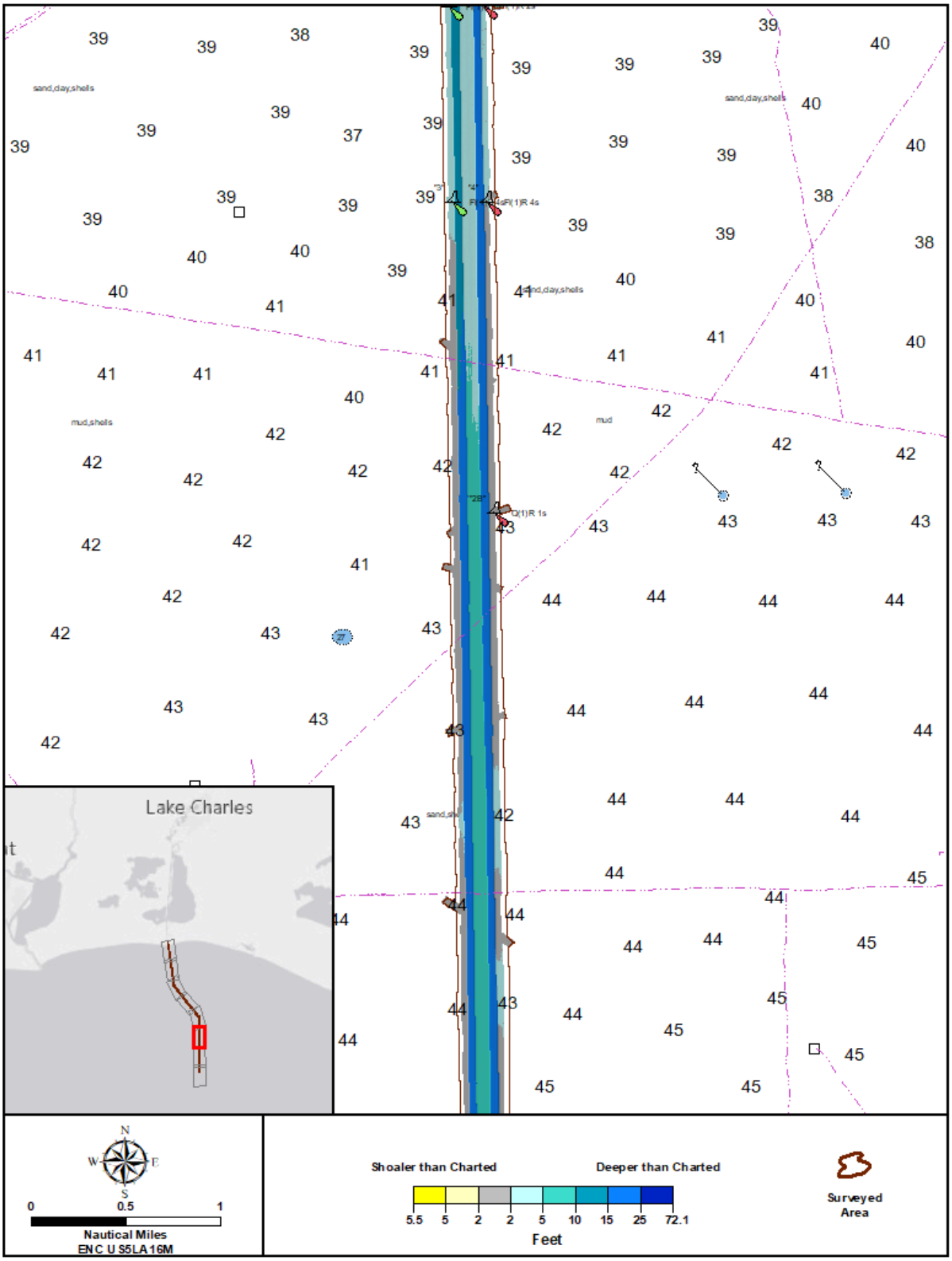


Figure 14: Depth difference between F00813 and chart US5LA16M 6 of 8

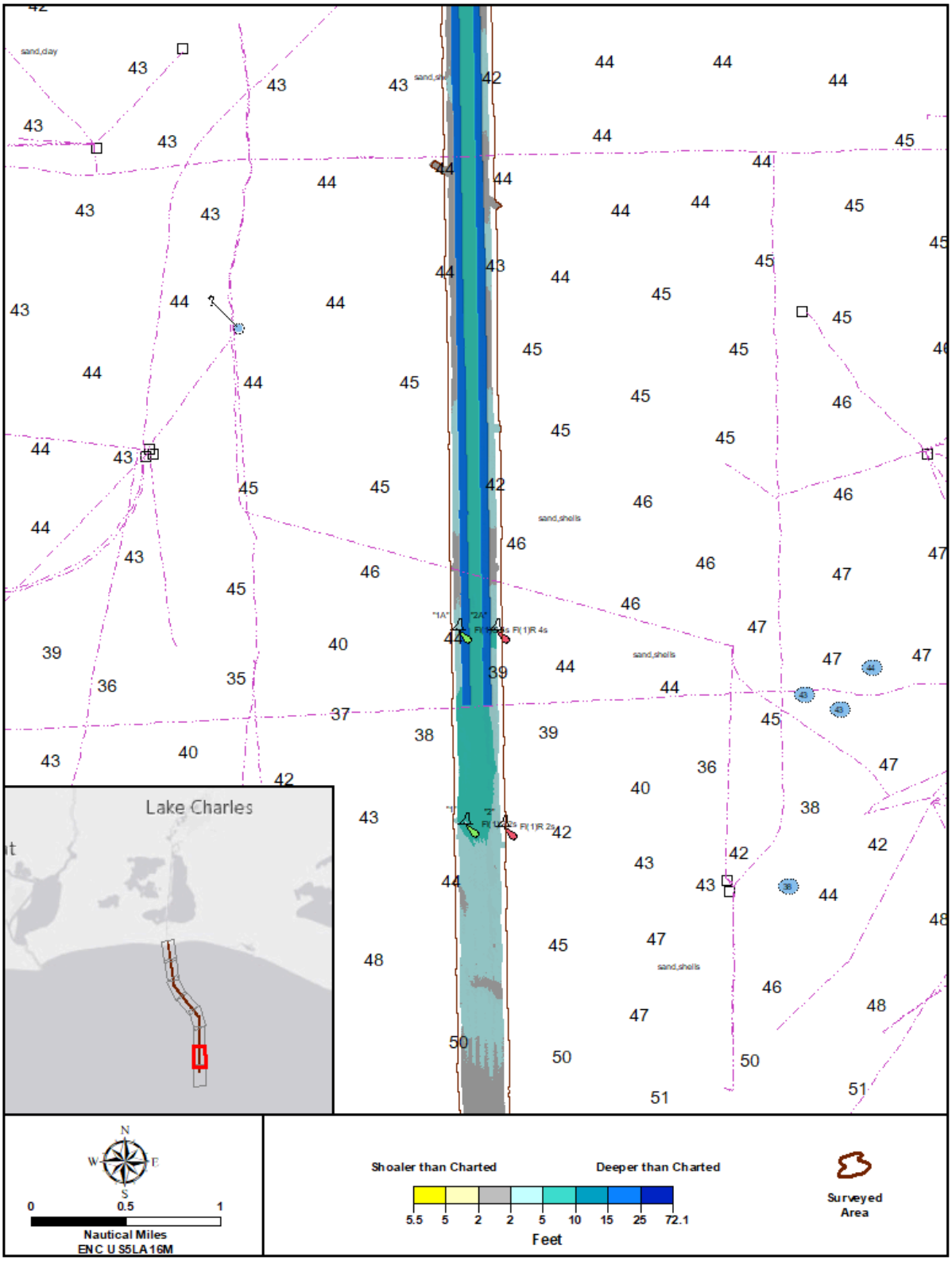


Figure 15: Depth difference between F00813 and chart US5LA16M 7 of 8

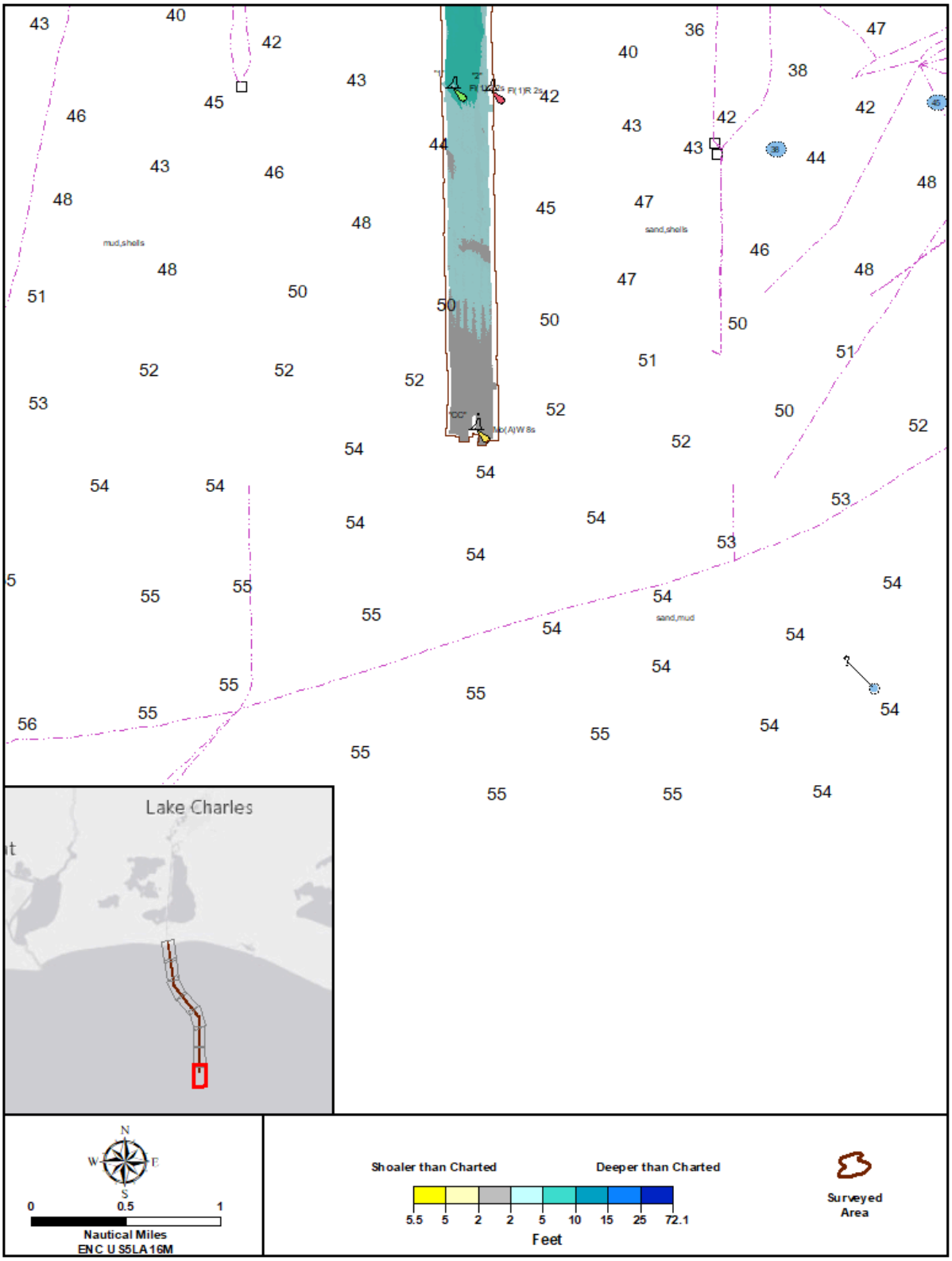


Figure 16: Depth difference between F00813 and chart US5LA16M 8 of 8

G. Vertical and Horizontal Control

The vertical datum for this project is Mean Lower Low Water. The vertical control method used was VDatum.

The vertical datum for the survey is MLLW, realized through ERS via VDatum methods. The separation model listed was provided with the Project Instructions and used for sounding correction within the assigned survey area. Realtime navigation for all MBES survey lines were overwritten with post-processed navigation solutions in SBET format. Post-processed solutions were generated with Applanix POSPac MMS software using single base processing methods. This process relied on GNSS data from base station Calcasieu Pass, LA (site id: CALC) operated by the Louisiana State University C4Gnet Real Time Network. Post processed trajectories were generated relative to NAD83(2011). Information on survey control is detailed in the DAPR.

The horizontal datum for this project is North American Datum of 1983 (NAD 83). The projection used for this project is Universal Transverse Mercator (UTM) Zone 15.

The POS MV was configured to receive real time corrections from the Federal Aviation Administration Wide Area Augmentation System (FAA WAAS) during data acquisition. All real-time navigation data were overwritten with the application of post-processed SBET files when processing multibeam data in CARIS HIPS.

H. Additional Results

Fluff Layer

During survey operations, the USACE conducted single beam cross-line surveys, when the weather window allowed. This data was downloaded and compared to multibeam data, multibeam data was significantly shoaler (5 to 6-feet) in some areas. Upon examination of USACE survey sheets produced during the survey and conferring with USACE Mississippi Valley Division, it was determined that the USACE surveys used a dual frequency single beam echosounder with a high frequency of 200 kHz and a low frequency of 20 kHz. The low frequency was used for bottom detection and presented as the sounding from the survey. If the fluff layer was more than one foot, as determined by the 200 kHz high frequency, than the fluff layer was plotted next to the low frequency soundings in green (Figure 17).

Figure 18 illustrates the difference at the grounded rig between preliminary multibeam data in blue and USACE low frequency soundings in red. It was noted that the fluff layer was typically 4 to 6-feet as reported in the USACE survey, with the higher 200 kHz frequency (top of fluff) approximatley matching the multibeam surface.

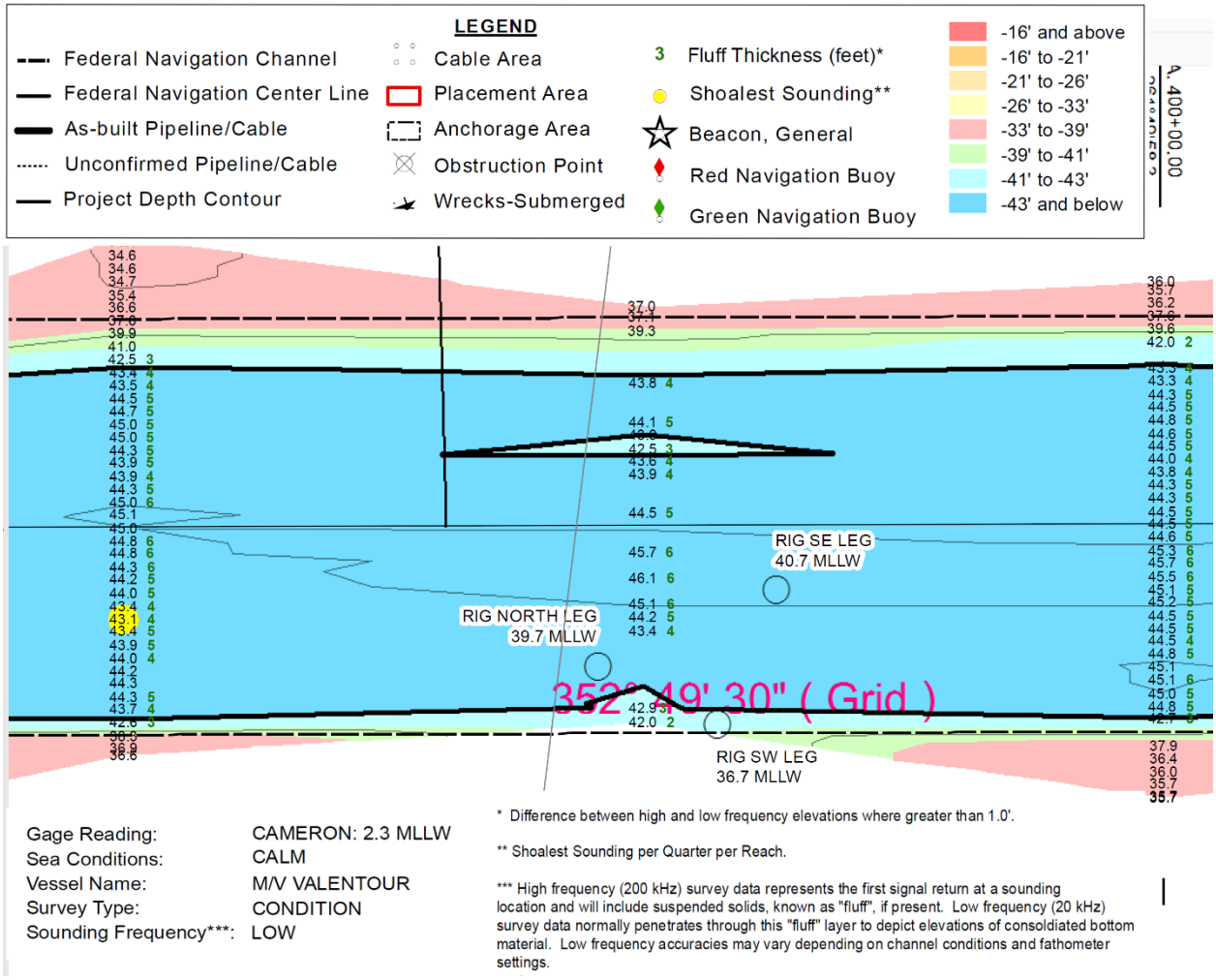


Figure 17: USACE surveys at grounded rig with low frequency soundings and fluff thickness in green

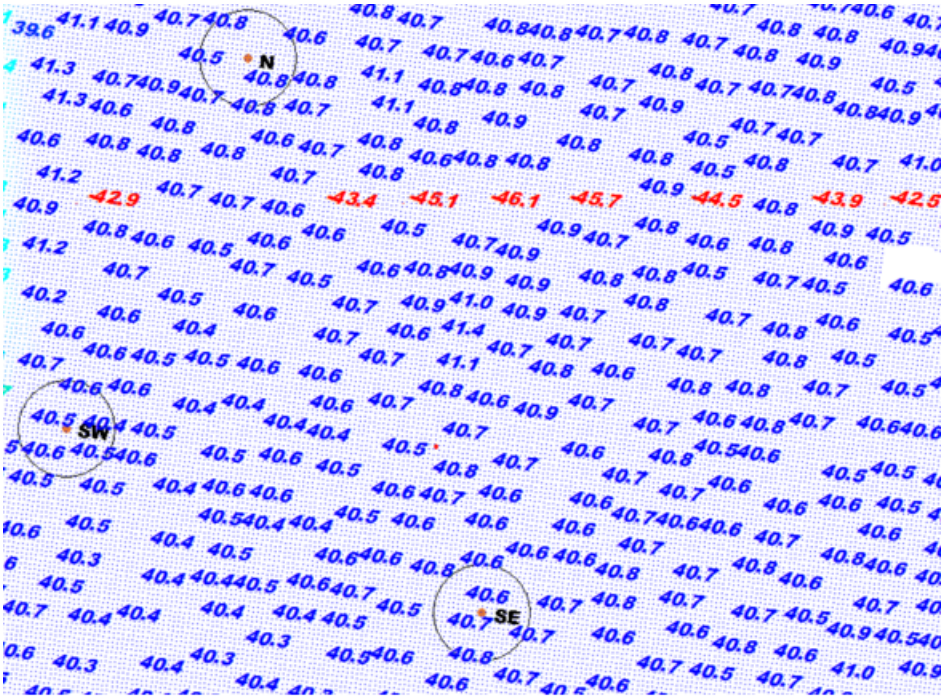


Figure 18: Preliminary multibeam data at rig in blue vs. USACE low frequency in red

Charted Features

Numerous charted features exist within the limits of sheet F00813. All assigned features included in the project Composite Source File (CSF) have been addressed by the survey and are included in the FFF.

The survey area includes two assigned charted features labeled as Position Approximate (PA).

- The two Obstruction PA(s) with depth unknown charted mid channel nearest Calcasieu Channel Lighted Buoy were disproved by the survey.

All disproved features have been included in the FFF with a description of ‘Delete’. All new features have been included in the FFF depicting the feature as surveyed and with a description of ‘New’. The FFF includes assigned features, both baring and submerged, charted shoreward of the PSF boundary that were too hazardous to survey. Features outside of the channel do not contain a perpendicular investigation pass due to maintaining safe vessel operations. These features have additional notes in the FFF addressing the least depth.

Two AtoNs in the vicinity of the jetty wall were not verified during field operations. These features are included in the FFF with a description of 'Not Addressed'.

All uncharted features discovered during survey acquisition are addressed in the FFF. Refer to the FFF for additional information.

While in transit to the start of the survey area at the Calcasieu Sea Buoy, the Blake crew noted that the Calcasieu Sea Buoy was 8.5 nautical miles off station. The approximate position was relayed to NOAA, and information was passed on by NOAA to the USCG (Figure 19). During the survey, a record was kept a of missing or off station floating AToNs. This list was provided to NOAA during the survey and the USCG buoy tendered was observed replacing AToNs during the survey. At the end of the survey it was noted that the Calcasieu Sea Buoy was back on station.

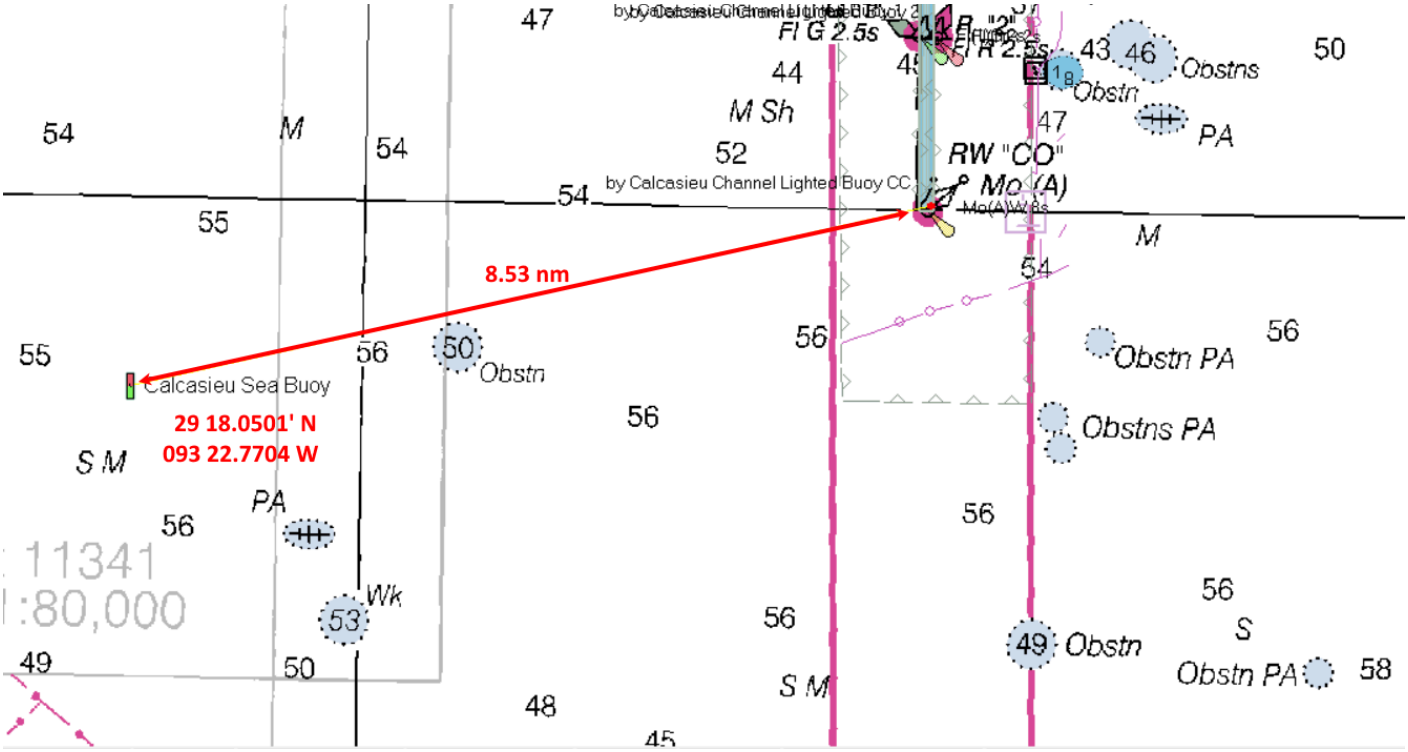


Figure 19: Reported Location of Calcasieu Sea Buoy

USACE Feature Investigation

The USACE ran side scan on the inshore end of Bar Channel between the jetties. Their survey detected a side scan sonar anomaly that was investigated with multibeam by the S/V Blake. Figure 20 shows multibeam data on the side scan anomaly. The feature was below the Bar Channel authorized depth of 43 feet MLLW.

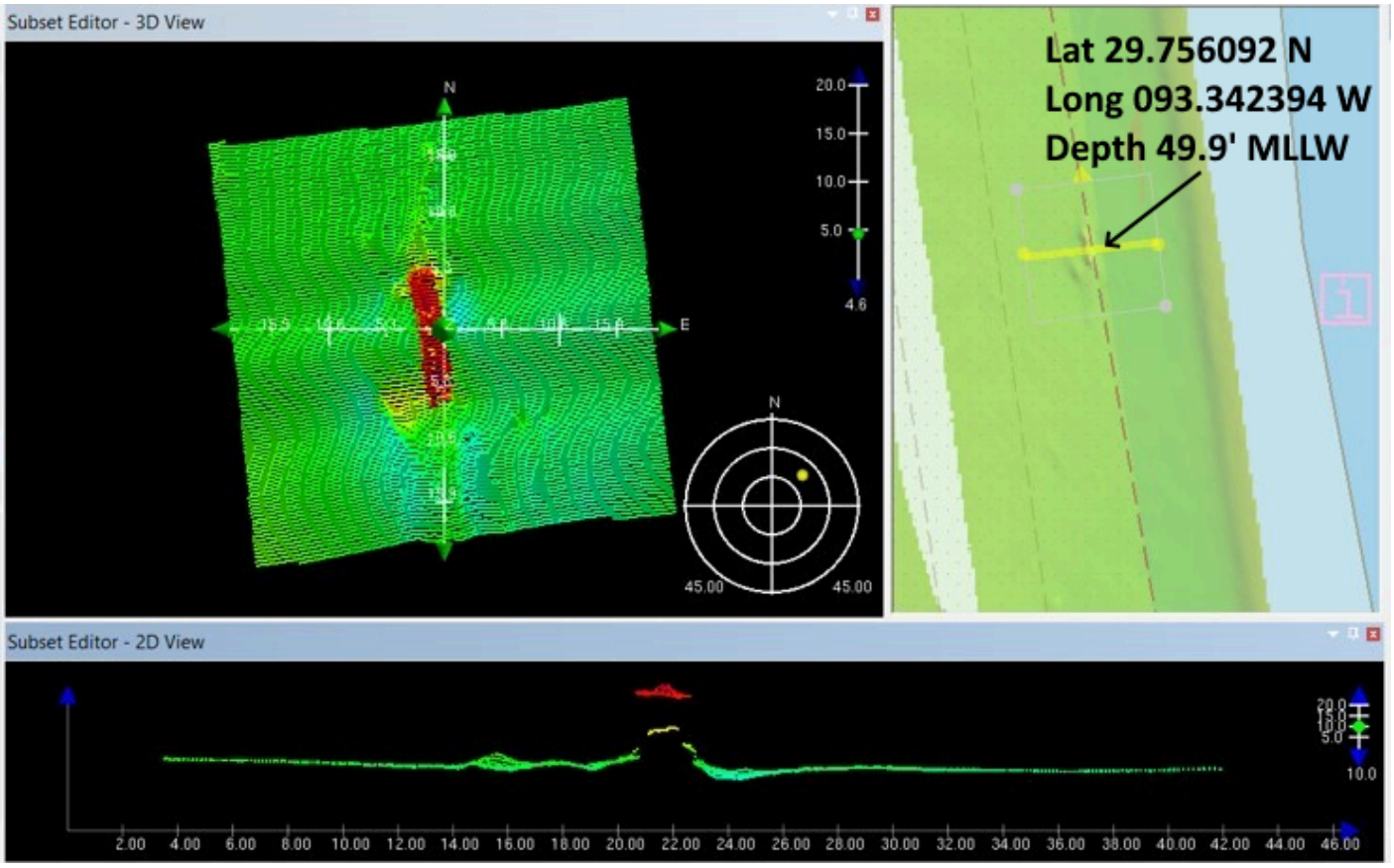


Figure 20: USACE Side Scan Feature Investigated with MBES

Skunk Stripe Density

The Teledyne Reson T-50P multibeam sonar was operated at a lower frequency of 200 kHz in order obtain a strong bottom return though a water column impacted by the presence of biomass and sediment. The outer beam density of the object detection MBES surface did not pass the required 5 soundings per node due to a high number of nodes failing density requirement along the edges of the skunk stripe coverage. Additional swath width filters were not applied during processing to improve the surface node density results.

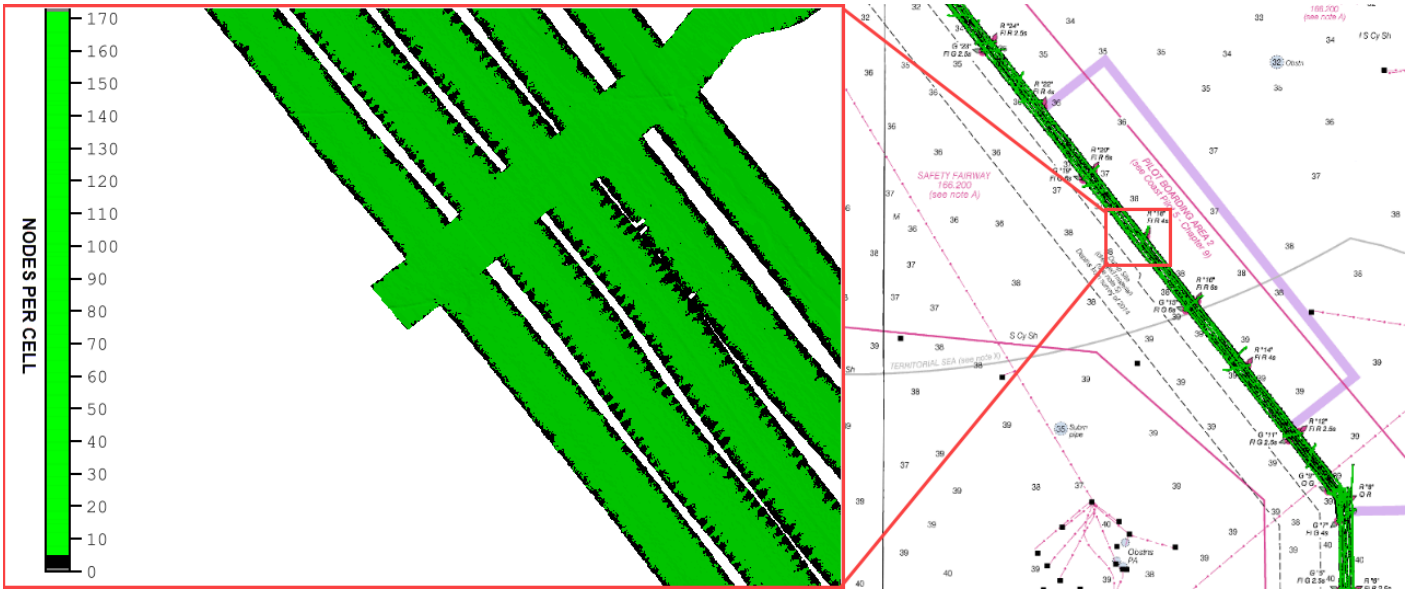


Figure 21: Outer Beam Density on 50-centimeter Surface

Dredging Differences

Nearing completion of the survey, DEA Hydrographers observed the USACE dredge Wheeler operating in the Bar Channel on AIS. It was also brought to DEA's attention that specific sections of the Bar Channel were dredged post-storm. DEA returned to complete contractual obligations after dredging had been conducted. There is significant offset in bottom depth in the dredged areas. These data do impact the 50-centimeter and 1-meter surfaces. DEA has not rejected post-storm or after-dredge bathymetric data. These data were extensively reviewed and determined that each pass was an accurate portrayal of the bottom at the time of acquisition. This includes two features present in MBES data collected during the original response that were not observed in investigation data acquired after dredging occurred. Based on previous guidance from HSD Operations Branch on this subject, the features were retained in the MBES data (including a sounding designation) during processing and are included in the final feature file. An example is shown in Figure 22.

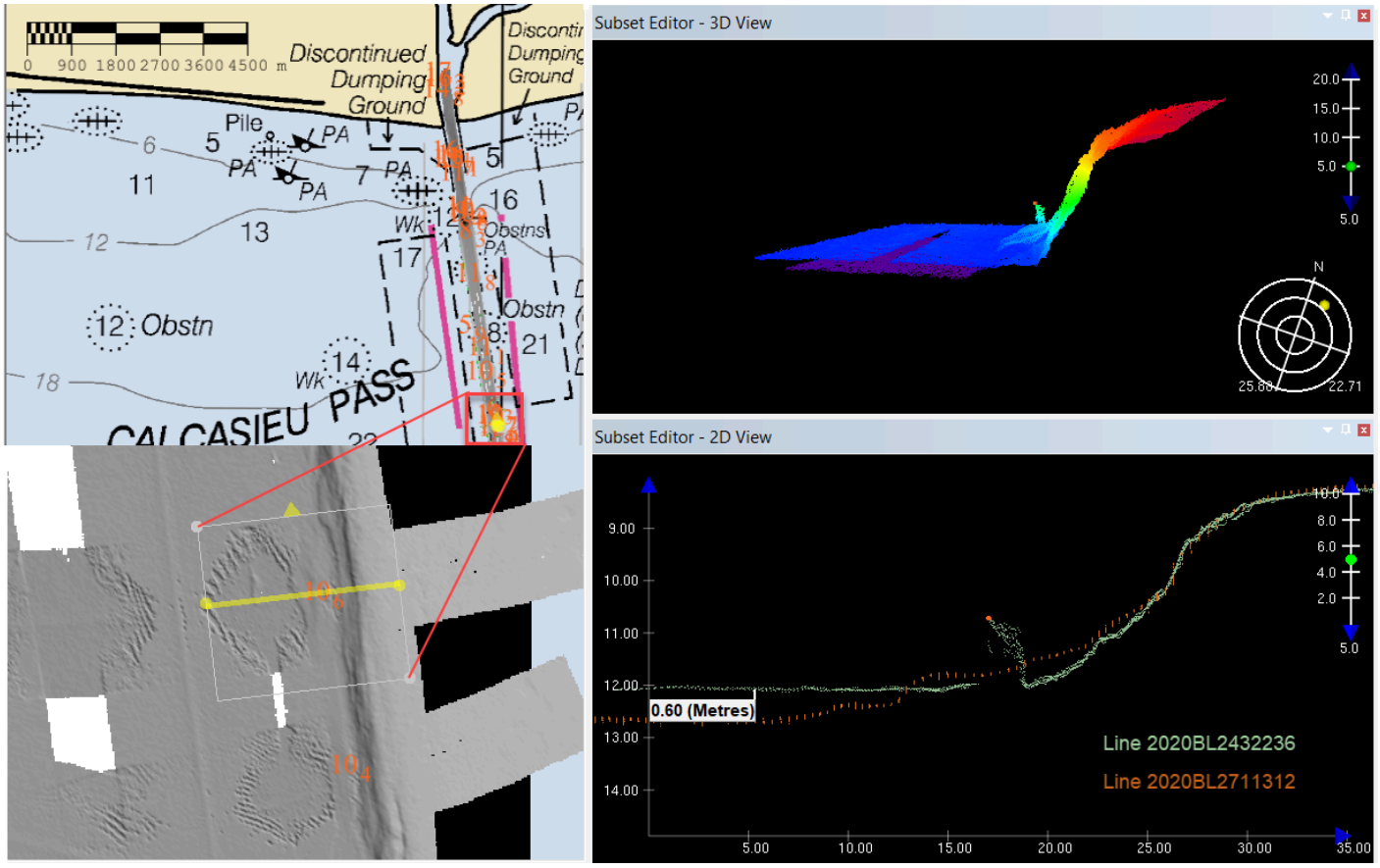


Figure 22: Bottom Differences from Post-storm Dredging

MBES Coverage Quality

The primary detection method was 200% side scan coverage with concurrent multibeam with some areas covered by object detection multibeam. The MBES surface has various areas were biomass and/or suspended sediment in the water column from post-storm runoff prevented the multibeam from reliably detecting the bottom. There are holidays in the 50-centimeter surface per Object Detection requirements, but the poor return is an indication that no strong return hazard is present in these areas. Due to the nature of the rapid response survey to open the shipping lane to Lake Charles, DEA did not fill bio holidays in the MBES surface as 200 percent SSS coverage provided adequate redundant imagery of the bottom in these areas to determine that there were no features present.

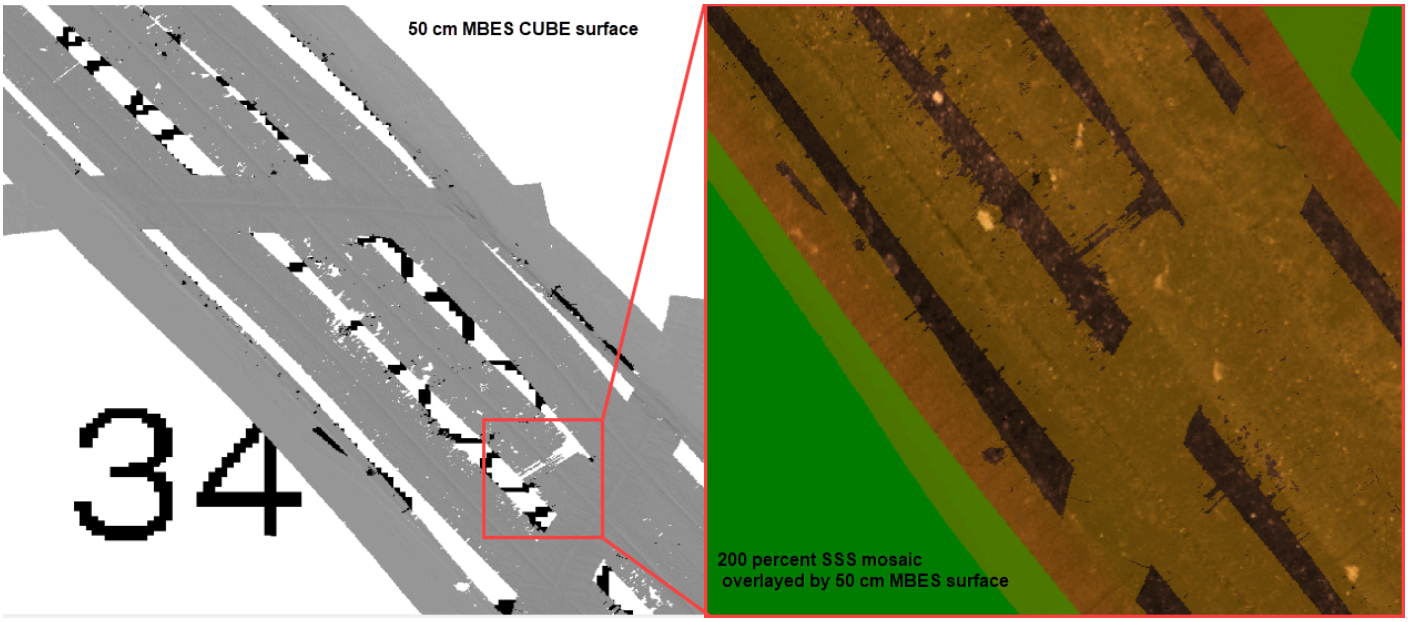


Figure 23: Bio Holidays in 50-centimeter Surface

Fluid Mud Resulting in Differing Bottom Returns

Due to the fine and fluid nature of the sediments a few artifacts in the data were observed due to bottom detection at different levels in the fluid mud (fluff).
A minor Nadir artifact is present in the T-50 sonar data, which DESA has observed before under similar conditions. This artifact is approximately 8 centimeters in height relative to the remainder of the swath as depicted in Figure 24.

Other artifacts in the surface associated with fluid mud included bottom detection at varying levels in the fluff layer. Figure 25 depicts a slice of a single swath of sonar data with different bottom detection elevations using 200 kHz as the density of the active fluid mud varied.

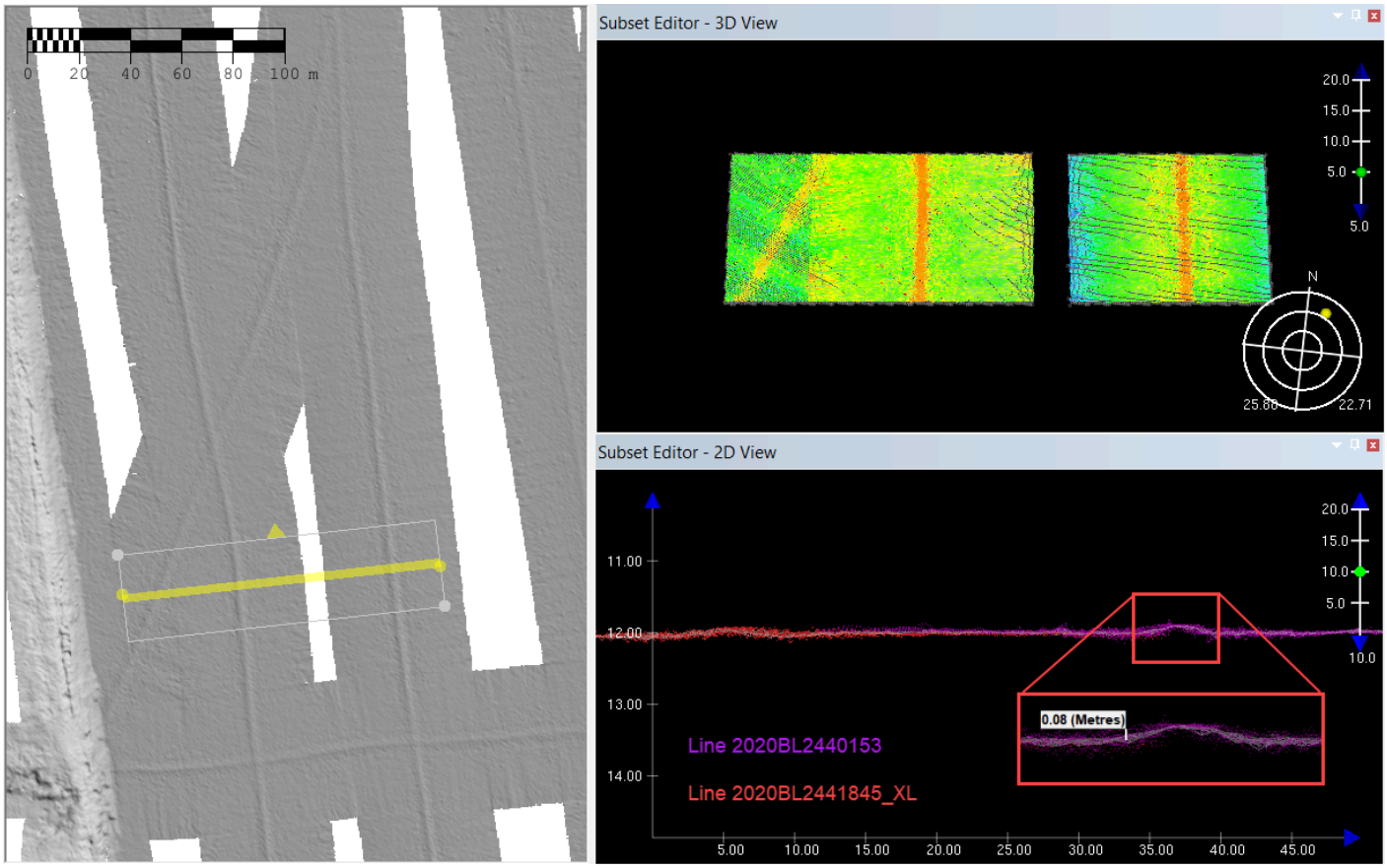


Figure 24: T50 Sonar Artifact

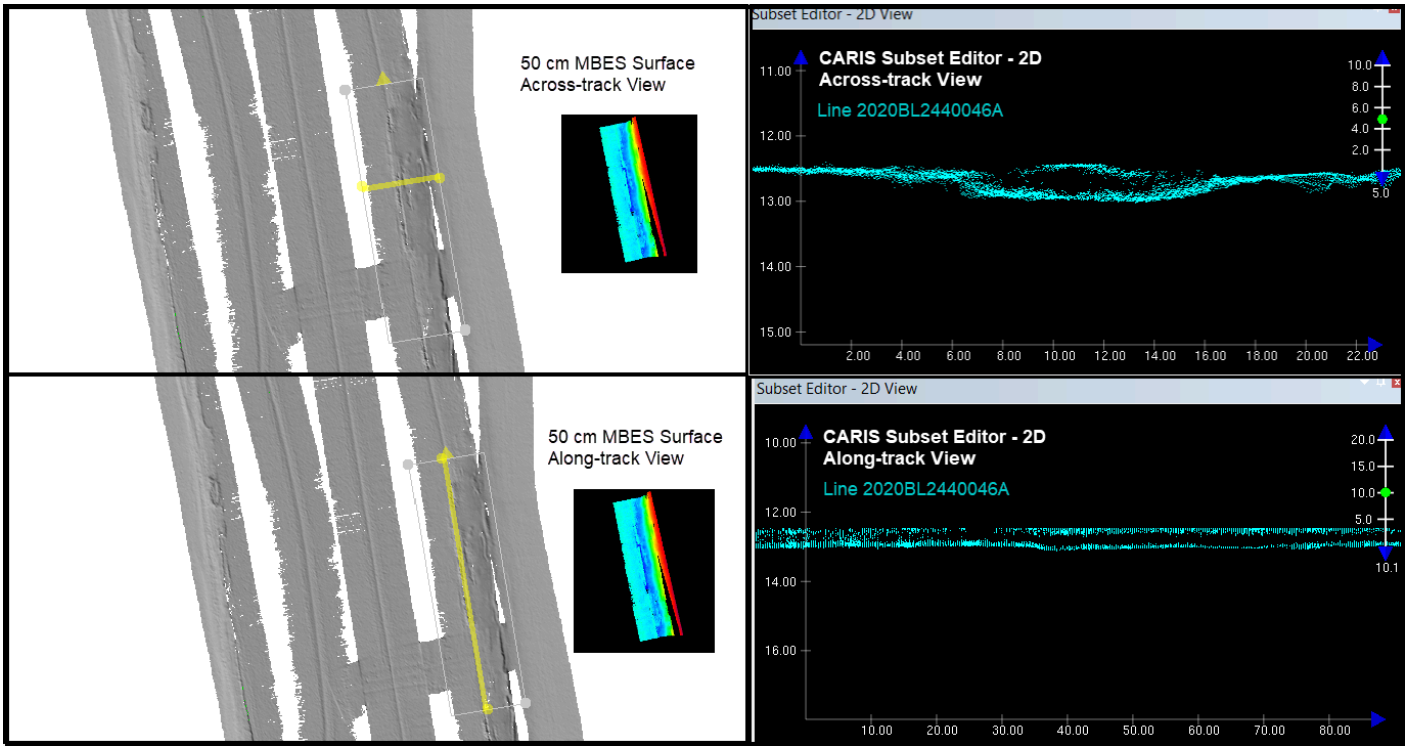


Figure 25: T-50 Sonar Bottom Detection in Fluid Mud

I. Approval

As Chief of Party, field operations for this hydrographic survey were conducted under my direct supervision, with frequent personal checks of progress and adequacy. I have reviewed the attached survey data and reports.

All field sheets, this Survey Summary Report, and all accompanying records and data are approved. All records are forwarded for final review and processing to the Processing Branch.

The survey data meets or exceeds requirements as set forth in the NOS Hydrographic Surveys Specifications and Deliverables, Field Procedures Manual, Standing and Letter Instructions, and all HSD Technical Directives. These data are adequate to supersede charted data in their common areas. This survey is complete and no additional work is required with the exception of deficiencies noted in the Survey Summary Report.

Approver Name	Title	Date	Signature
Jonathan L. Dasler, PE, PLS, CH	NSPS/THSOA Certified Hydrographer, Chief of Party	12/17/2020	Digitally signed by Jon L. Dasler Date: 2020.12.17 13:37:28 -08'00'
Jason Creech, CH	NSPS/THSOA Certified Hydrographer, Charting Manager / Project Manager	12/17/2020	Digitally signed by Jason Creech Date: 2020.12.17 13:38:13 -08'00'
Michael Redmayne	IHO Cat-A Hydrographer, Lead Hydrographer	12/17/2020	Digitally signed by Michael Redmayne Date: 2020.12.17 13:39:17 -08'00'
James Guilford	IHO Cat-A Hydrographer, Lead Hydrographer	12/17/2020	Digitally signed by James Guilford Date: 2020.12.17 13:39:59 -08'00'
Callan McGriff	IHO Cat-A Hydrographer, Processing Manager	12/17/2020	Digitally signed by Callan McGriff Date: 2020.12.17 13:41:48 -08'00'

Jason Creech

From: Jon Dasler
Sent: Saturday, August 29, 2020 10:24 AM
To: Nicole Lawson - NOAA Federal
Cc: Jason Creech; Christina Fandel - NOAA Federal; Corey Allen - NOAA Federal; Martha Herzog - NOAA Federal; Alexandra Dawson - NOAA Federal; Stacy Dohse - NOAA Federal; Osborn Tim
Subject: Re: *EMERGENCY ACTION: Verbal Authorization for 1305M220DNCNJ0052 Task Order - Calcasieu, LA

Christy
An approximate position of the sea buoy follows,
Latitude 29 18.0501N
Longitude 093 22.7704 W

Can you forward the PowerPoint for DtoN reporting and do you want us to submit this as a DtoN?

Jon Dasler, PE, PLS
Director of Marine Services
David Evans and Associates, Inc.
360-314-3200
Direct: 360-314-3202
Mobile: 503-799-0168
Email: jld@deainc.com
www.deamarine.com

Sent from my iPad

On Aug 29, 2020, at 8:58 AM, Jon Dasler <Jld@deainc.com> wrote:

> The Blake is arriving at the sea buoy and it is off station by 8 miles. They will log a position and complete their transit to start the survey.
> <image1.png>
>
> Jon Dasler, PE, PLS
> Director of Marine Services
> David Evans and Associates, Inc.
> 360-314-3200
> Direct: 360-314-3202
> Mobile: 503-799-0168
> Email: jld@deainc.com
> www.deamarine.com
>
> Sent from my iPad

Jason Creech

From: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Sent: Saturday, August 29, 2020 10:49 AM
To: Jon Dasler
Cc: Nicole Lawson - NOAA Federal; Jason Creech; Corey Allen - NOAA Federal; Martha Herzog - NOAA Federal; Stacy Dohse - NOAA Federal; Osborn Tim; Alexandra Dawson - NOAA Federal
Subject: Re: *EMERGENCY ACTION: Verbal Authorization for 1305M220DNCNJ0052 Task Order - Calcasieu, LA

Jon,

Thank you for the update - happy to hear Blake made it safely to Calcasieu Pass. Tim recently reached out and provided Michael Sullivan's contact information, who is the USACE POC coordinating the response effort in Calcasieu. I've provided his contact information below, he has requested you reach out to him to alert him of your planned operations.

Michael (Mike) Sullivan
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

Regarding the off station sea buoy, I will provide the reporting template momentarily. For off-station ATONs, I think it would be best to report the feature to Michael Sullivan with a CC to Tim and myself per the project instructions and request confirmation from Mike that the USCG plans to reposition the buoy. If repositioning is expected, then we do not need to submit a formal DTON report to AHB.

Also, the project number for this task order is S-K3**6**8-KR-20, I believe the project instructions note S-K378-KR-20, my apologies.

Christy

On Sat, Aug 29, 2020 at 9:59 AM Jon Dasler <Jld@deainc.com> wrote:

> The Blake is arriving at the sea buoy and it is off station by 8 miles. They will log a position and complete their transit to start the survey.

Callan McGriff

From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Sunday, August 30, 2020 10:42 AM
To: Jon Dasler
Subject: FW: Post Laura Survey Response - Calcasieu 30 Aug 2020 1200 Hrs
Attachments: CR_33_BAR_20200829_CS_POSTSTORM.pdf; CSC_MB_SS_SURVEYSTATUS_20200830_1200.pdf

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA)
Sent: Sunday, August 30, 2020 11:45 AM
To: scott.k.whalen@uscg.mil; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Calix, Yojna S CIV USARMY CEMVN (USA) <Yojna.Calix@usace.army.mil>; Landry, Victor A III CIV USARMY CEMVN (USA) <Victor.A.Landry@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>; Jimmy Chustz <jchustz@chustz.com>; lhines@chustz.com; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>; Swayze, Robert L III CIV USARMY CEMVN (USA) <Robert.L.Swayze@usace.army.mil>; Varisco, Jeffrey J CIV USARMY CEMVN (USA) <Jeffrey.J.Varisco@usace.army.mil>; Park, Michael F CIV USARMY CEMVN (US) <Michael.F.Park@usace.army.mil>; Mujica, Joaquin CIV USARMY CEMVN (US) <Joaquin.Mujica@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; John Lomnicky - NOAA Federal <john.lomnicky@noaa.gov>
Cc: CEMVN-EOC MVN <CEMVN-EOC@usace.army.mil>
Subject: Post Laura Survey Response - Calcasieu 30 Aug 2020 1200 Hrs

All,

Please see attached Calcasieu Survey Status map that has been updated as of 30 AUG 20, 0800Hr.

Clearance Surveys: Multibeam/SIdescan Surveys

CLEARED:
Calc. Inland Mi.34 to Mi.1 (Top of Jetties) GIWW Inter to Devil's Elbow Before Turning Basin Calc. Bar Mi.32 to Mi.19

Condition Surveys: Single Beam

Calc. Bar Mi.0 to -20 (Still Processing)

Today's Surveys:

The Survey Status Map will be updated and sent out every evening or following morning.

Also, Attached Conditon survey of Bar Sheet 33, where the Rig is located showing XY location of (3) Rig legs with water depths near each.

Additional bar channel sheets are being processed at this time and will be sent out later this evening by email and they will also be uploaded to our survey website below.

https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.mvn.usace.army.mil%2FMissions%2FNavigation%2FChannel-Surveys%2F&data=02%7C01%7CJld%40deainc.com%7Ceac016926b964190f06e08d84d0c4795%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637344062967018417&sdata=xTGxlmZTz7Zem2I3IkgqCvf97LyEh71%2B%2BSJo07Cv6zo%3D&reserved=0

If you have any questions please let me know.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

Callan McGriff

From: Jon Dasler
Sent: Monday, August 31, 2020 10:36 PM
To: Christy Fandel; tim.osborn@noaa.gov; Sullivan, Michael D CIV USARMY CEMVN (USA)
Cc: CDR Rick Brennan (Richard.T.Brennan@noaa.gov); Michael Redmayne; Steven Loy; Nicole Lawson - NOAA Federal
Subject: Daily Progress Report for August 31 (Day 244) Project S-K378-KR-20 Approaches to Calcasieu, LA

Christy

Following is an overview of todays operations ending at 2400 hours CDT on Day Number 244.

- S/V Blake completed all side scan sonar with concurrent multibeam for the project.
- Object detection multibeam was run inside of the jetties, on investigations, and fill on the offshore leg.
- An AtoN report of navigation buoys was submitted noting buoys off station and buoys that were on-station serving their intended purpose.
- An investigation was run using object detection multibeam after the drilling rig was removed from the channel and multibeam data processed and survey graphic submitted.
- Plan for DN245: Blake is secured to the fuel dock in Cameron tonight and will proceed to Galveston down the ICWW in the morning baring any other tasks.

Please let me know if you have any questions or concerns.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

Jon Dasler

From: Jon Dasler
Sent: Monday, August 31, 2020 10:44 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA)
Cc: Christy Fandel; Corey Allen - NOAA Federal (corey.allen@noaa.gov); Michael Redmayne
Subject: ASCII Point file from Rig Survey
Attachments: Rig_Area_LASouth_3USFoot.xyz

Mike

Attached is an ASCII text file of the multibeam data from the survey. Let me know if you need anything further.

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

Callan McGriff

From: Jon Dasler
Sent: Monday, August 31, 2020 11:02 PM
To: Christy Fandel
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov); CDR Rick Brennan; Michael Redmayne
Subject: USACE Sounding Sheet at Rig
Attachments: CR_33_BAR_20200829_CS_POSTSTORM.pdf; Multibeam Soundings - USACE Rig Location.png; Rig_Area _Multibeam_Survey.jpg

Christy

I want to point out the discrepancy between the USACE survey and our multibeam survey at the rig site. Attached is the USACE sounding sheet for the rig site. They use a low frequency transducer for single beam coverage and then list the depth in feet of penetration next to the sounding. This is listed in the legend and defined as the difference between high (typically 200 kHz) and low frequency (typically 24 kHz but Galveston uses 40 kHz) that is shown in feet when greater than one foot. Our survey showed depths at 40 feet in this area while USACE surveys show 45 feet and the project depth is 43 feet. In the end we did not see any debris at the site but there is a significant difference in soundings given the USACE methods.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

Jason Creech

From: Michael Redmayne
Sent: Tuesday, September 8, 2020 3:48 PM
To: Jason Creech
Subject: FW: MV Blake Reports Rig Moved out of Channel
Attachments: Calc Bar Channel_Buoy_Reporting.txt

Michael Redmayne MSC, IHO/FIG Cat. A | Director of Gulf Operations David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
c: 225.999.2817 | mxre@deainc.com

-----Original Message-----
From: Jon Dasler <Jld@deainc.com>
Sent: Monday, August 31, 2020 8:55 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: MV Blake Reports Rig Moved out of Channel

Attached is a buoy report they did while cruising in.

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

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DEA's commitment to our employees, clients, partners, and communities remains our priority during the COVID-19 pandemic. Our teams are continually adapting, with a great many working remotely. All of us are focused on achieving and exceeding our clients' expectations. Our mail correspondence is currently routed through our corporate headquarters. Please email me with urgent items to ensure timely response.

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Monday, August 31, 2020 6:42 PM
To: Jon Dasler <Jld@deainc.com>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: MV Blake Reports Rig Moved out of Channel

Sounds great Jon. Thank you for the update.

You can use this email distribution for future survey progress.

V/R
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Monday, August 31, 2020 8:15 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Whalen, Scott K CIV <Scott.K.Whalen@uscg.mil>; Mak, Morgan R CIV <Morgan.R.Mak@uscg.mil>; Park, Michael F CIV USARMY CEMVN (US) <Michael.F.Park@usace.army.mil>; CEMVN-EOC MVN <CEMVN-EOC@usace.army.mil>
Subject: [Non-DoD Source] RE: MV Blake Reports Rig Moved out of Channel

The Blake is on station and about to start the survey.

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division |
Blockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Monday, August 31, 2020 4:01 PM

To: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; Jon Dasler <Jld@deainc.com>
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Whalen, Scott K CIV <Scott.K.Whalen@uscg.mil>; Mak, Morgan R CIV <Morgan.R.Mak@uscg.mil>; Park, Michael F CIV USARMY CEMVN (US) <Michael.F.Park@usace.army.mil>; CEMVN-EOC MVN <CEMVN-EOC@usace.army.mil>
Subject: MV Blake Reports Rig Moved out of Channel

Christi,

If at all possible, please have the Blake perform the multibeam of the Rig's original position on the westside of the channel extending 100ft North and South as soon as the area is safe for surveying?

As discussed, if a simple screenshot of the MB image like the one turned in for the jetties target showing shoalest depth in area should suffice.

Please let me know if you have any questions or concerns and please keep me posted on status.

Thank you,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Christy Fandel - NOAA Federal [mailto:christina.fandel@noaa.gov]
Sent: Monday, August 31, 2020 5:48 PM
To: Jon Dasler <Jld@deainc.com>
Cc: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>
Subject: Re: [Non-DoD Source] Re: Feature at edge of channel

Jon,

That is great news, how many more hours of acquisition do you believe you have to finalize crosslines and investigations?

Christy

On Mon, Aug 31, 2020 at 6:38 PM Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> > wrote:

> The Ocean Sun just radioed the Blake and said they have removed the rig from the channel.

Do you want us to divert from investigations and cross-lines if tugs are clear of the area?

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
David Evans and Associates, Inc. | Marine Services Division |
BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0
<BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0>
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com <mailto:jld@deainc.com>

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> >
Sent: Monday, August 31, 2020 3:21 PM
To: Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> >; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> >
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov>) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> >; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil <mailto:Tracy.A.Falk@usace.army.mil> >
Subject: RE: [Non-DoD Source] Re: Feature at edge of channel

Jon, Christy,

After talking with CDR Scott from USCG, their intent is to want just a MB survey of the Rig's original position as we discussed to ensure no debris is laying on the bottom of the channel.

Rig Update: HE said they have multiple tugs pushing and personnel is trying to re-float the (3) footings ,but are running into some issues. They are trying to left the footings up t o-25' depths with the intentions of moving the Rig back to the West side of the waterway, outside the channel. He did not give a time table, but it seems they are working around the clock.

So, if you can ensure the Blake stays on standby until the rig is moved, ready to take MB surveys, I'd really appreciate it.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil>

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com <mailto:Jld@deainc.com>]
Sent: Monday, August 31, 2020 4:35 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> >; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> >
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov>) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> >
Subject: RE: [Non-DoD Source] Re: Feature at edge of channel

Photo attached
Position Yesterday: 29 38.28309N 093 19.46555W Apparently the tug does not know the intent. On AIS it is the Ocean Sun. There is also a USCG Cutter on station.

Looks like they are trying to tow to SE. Blake is no longer in the vicinity.

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division | BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2FBlockedwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=tb%2FQs2EiJ0FVuim%2BhDD0VWNyKANh7IOk8E0niVEQIcM%3D&reserved=0 <BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0>
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com <mailto:jld@deainc.com>

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To: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> >; Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> >
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov>) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> >
Subject: RE: [Non-DoD Source] Re: Feature at edge of channel

Jon,

Can you forward any photos the crew might have of the tugs working on the freeing the rig?

Also - Any details of whether they're moving it N-S or E-W would be beneficial as well.

Thanks again!
Mike

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From: Christy Fandel - NOAA Federal [mailto:christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov>]
Sent: Monday, August 31, 2020 3:20 PM
To: Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> >
Cc: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> >; Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov>) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> >
Subject: [Non-DoD Source] Re: Feature at edge of channel

Jon - thank you for this update.

Mike - is there anyone we could reach out to to determine when they think the rig will be removed?

On Mon, Aug 31, 2020 at 4:15 PM Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> <mailto:Jld@deainc.com <mailto:Jld@deainc.com> > > wrote:

Mike/Christy

The Blake went near the rig to position the legs with multibeam but it is now under tension from the tug and is slowly moving along the bottom as they are attempting to break it free. It is not in the same position as yesterday and they were told not to approach as it may break free at any moment. The Blake is headed offshore to run cross lines and run perpendicular lines on buoy blocks without buoys. They are hoping the rig will be gone on their inbound trip and can run an investigation at that time.

Jon, Christina,

Thank ya'll for previous update.

Our Sidescna boat picked up a possible object inside the jetties.

Ca nyou have the Blake do a MB survey focused on that feature to hel pus get a shoalest depth on top the object?

Attached sidescan image shows info on target.

Looks like the rig will not be moved to tomorrow.

Please let me know if you have any questions.

Thanks,
Mike

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com <mailto:Jld@deainc.com> <mailto:Jld@deainc.com <mailto:Jld@deainc.com> >]
Sent: Monday, August 31, 2020 11:37 AM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> <mailto:Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> > >
Cc: Christina Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> <mailto:christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> > >; Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> > >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> <mailto:tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> > ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> <mailto:Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> > >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> <mailto:Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> > >
Subject: [Non-DoD Source] Feature at edge of channel

Mike

Attached are images and location of the feature you identified as a side scan anomaly. It is not a danger to navigation as the least depth is 49.9 feet MLLW. We have a few other features in the area they are developing but teports are that they are below project depth. We did identify some shoaling near Buoy 37 (Mile -4) that extends from Mile -3 to -5. They are working up an image but let me know if you need more detail on that shoal or if you have any questions.

Jon

Callan McGriff

From: Jon Dasler
Sent: Monday, August 31, 2020 10:36 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA); Christy Fandel - NOAA Federal
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov); tim.osborn@noaa.gov; Michael Redmayne; CDR Rick Brennan; Falk, Tracy F CIV USARMY CEMVN (USA); Oakman, Andrew T CIV USARMY CEMVN (USA)
Subject: RE: MV Blake Reports Rig Moved out of Channel
Attachments: Rig_Area _Multibeam_Survey.jpg; Multibeam Soundings - USACE Rig Location.png

All

Attached are images from the multibeam survey. Multibeam sonar data is reporting a uniform seabed with evidence of drag marks from moving the rig. We noticed USACE low frequency soundings in the area are reporting depths at 45 feet MLLW with 4-6 feet of fluff. We are reporting what appears to be the top of the fluff at 40 feet MLLW but drag marks indicate a more cohesive material. Let me know if you have any questions.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division | www.deamarine.com
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Monday, August 31, 2020 6:42 PM
To: Jon Dasler <Jld@deainc.com>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: MV Blake Reports Rig Moved out of Channel

Sounds great Jon. Thank you for the update.

You can use this email distribution for future survey progress.

V/R
Mike

Christi,

If at all possible, please have the Blake perform the multibeam of the Rig's original position on the westside of the channel extending 100ft North and South as soon as the area is safe for surveying?

As discussed, if a simple screenshot of the MB image like the one turned in for the jetties target showing shoalest depth in area should suffice.

Please let me know if you have any questions or concerns and please keep me posted on status.

Thank you,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

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From: Christy Fandel - NOAA Federal [mailto:christina.fandel@noaa.gov]
Sent: Monday, August 31, 2020 5:48 PM
To: Jon Dasler <Jld@deainc.com>
Cc: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil>
Subject: Re: [Non-DoD Source] Re: Feature at edge of channel

Jon,

That is great news, how many more hours of acquisition do you believe you have to finalize crosslines and investigations?

Christy

On Mon, Aug 31, 2020 at 6:38 PM Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> > wrote:

> The Ocean Sun just radioed the Blake and said they have removed the rig from the channel.
>
> Do you want us to divert from investigations and cross-lines if tugs are clear of the area?
>
> Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
> David Evans and Associates, Inc. | Marine Services Division |
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9b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0
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t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com <mailto:jld@deainc.com>

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Subject: RE: [Non-DoD Source] Re: Feature at edge of channel

Jon, Christy,

After talking with CDR Scott from USCG, their intent is to want just a MB survey of the Rig's original position as we discussed to ensure no debris is laying on the bottom of the channel.

Rig Update: HE said they have multiple tugs pushing and personnel is trying to re-float the (3) footings ,but are running into some issues. They are trying to left the footings up t o-25' depths with the intentions of moving the Rig back to the West side of the waterway, outside the channel. He did not give a time table, but it seems they are working around the clock.

So, if you can ensure the Blake stays on standby until the rig is moved, ready to take MB surveys, I'd really appreciate it.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil>

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<BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617548250&sdata=UmHRZnxZeHjx7pkrUSxUAEL6skHFRw5n9FbDg77%2Fq%2BI%3D&reserved=0>
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Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov>) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> >
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In regard to least depth on the second side scan feature, the Blake will relay a depth and position with associated time and I will tide correct. I expect to get that shortly over satellite.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services
David Evans and Associates, Inc. | Marine Services Division |
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<BlockedBlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2FBlockedwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617558250&sdata=%2FhllH1ofhucUeo6W5FN%2F4HvQrznGvNoswc1GVdd9hzM%3D&reserved=0
<BlockedBlockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7Cf8b7055bd4144708e2c808d84e184f75%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637345213617558250&sdata=OQjpVm8fO6JWdiAaTQcw8%2BuS7s%2FRZqf%2FJ7u7oF9H8OM%3D&reserved=0> >

t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com <mailto:jld@deainc.com> <mailto:jld@deainc.com <mailto:jld@deainc.com> >

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Sent: Monday, August 31, 2020 10:24 AM

To: Jon Dasler <Jld@deainc.com <mailto:Jld@deainc.com> <mailto:Jld@deainc.com <mailto:Jld@deainc.com> > >; Christina Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> <mailto:christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> > >

Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> > >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> <mailto:tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> > ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> <mailto:Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> > >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> <mailto:Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> > >

Subject: RE: Feature at edge of channel

Jon, Christina,

Thank ya'll for previous update.

Our Sidescna boat picked up a possible object inside the jetties.

Ca nyou have the Blake do a MB survey focused on that feature to hel pus get a shoalest depth on top the object?

Attached sidescan image shows info on target.

Looks like the rig will not be moved to tomorrow.

Please let me know if you have any questions.

Thanks,
Mike

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com <mailto:Jld@deainc.com> <mailto:Jld@deainc.com <mailto:Jld@deainc.com> >]
Sent: Monday, August 31, 2020 11:37 AM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> <mailto:Michael.D.Sullivan@usace.army.mil <mailto:Michael.D.Sullivan@usace.army.mil> > >
Cc: Christina Fandel - NOAA Federal <christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> <mailto:christina.fandel@noaa.gov <mailto:christina.fandel@noaa.gov> > >; Corey Allen - NOAA Federal (corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> >) <corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> <mailto:corey.allen@noaa.gov <mailto:corey.allen@noaa.gov> > >; tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> <mailto:tim.osborn@noaa.gov <mailto:tim.osborn@noaa.gov> > ; Michael Redmayne <Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> <mailto:Michael.Redmayne@deainc.com <mailto:Michael.Redmayne@deainc.com> > >; CDR Rick Brennan <Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> <mailto:Richard.T.Brennan@noaa.gov <mailto:Richard.T.Brennan@noaa.gov> > >
Subject: [Non-DoD Source] Feature at edge of channel

Mike

Attached are images and location of the feature you identified as a side scan anomaly. It is not a danger to navigation as the least depth is 49.9 feet MLLW. We have a few other features in the area they are developing but teports are that they are below project depth. We did identify some shoaling near Buoy 37 (Mile -4) that extends from Mile -3 to -5. They are working up an image but let me know if you need more detail on that shoal or if you have any questions.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services

David Evans and Associates, Inc. | Marine Services Division |
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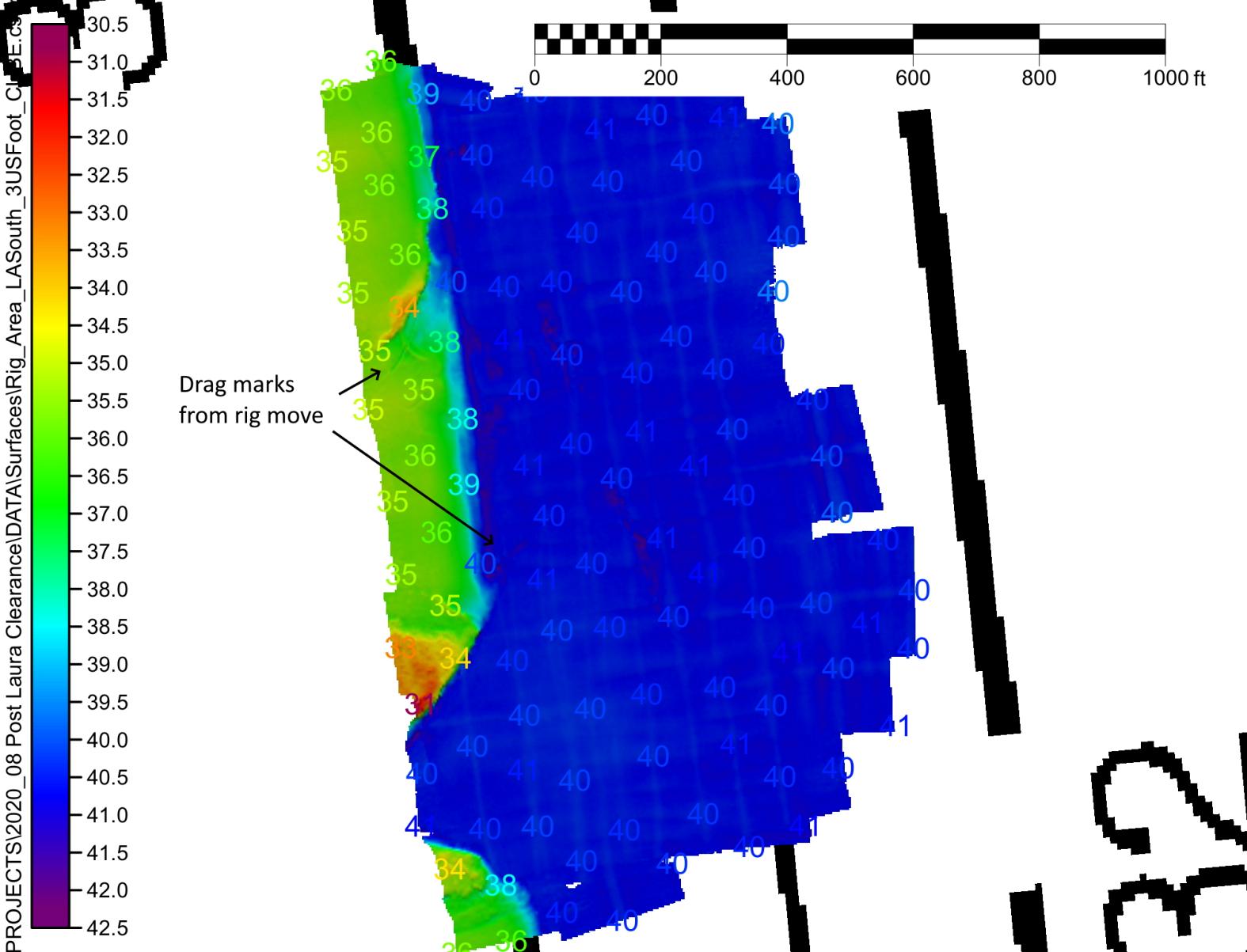
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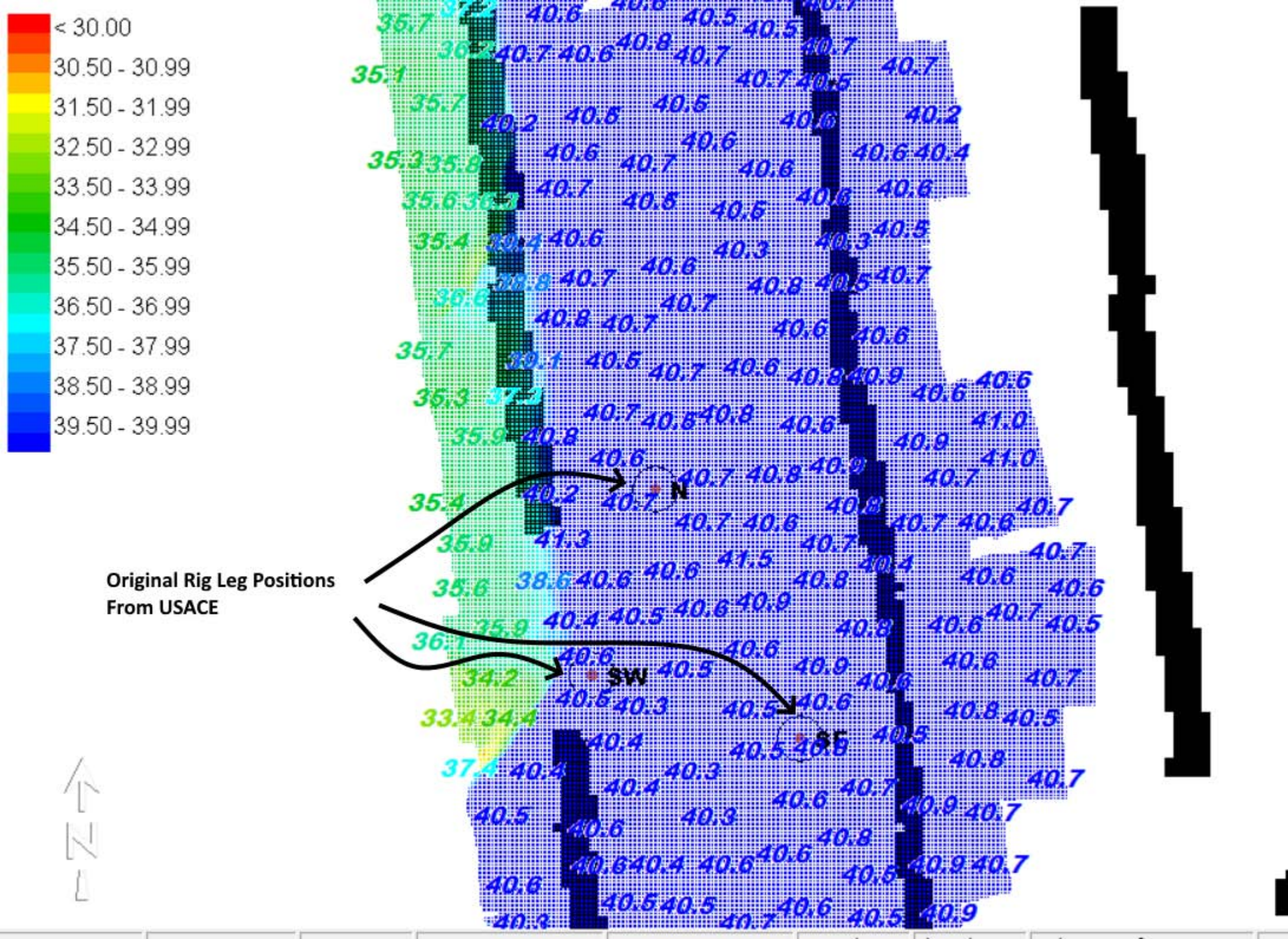
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36.50 - 36.99
37.50 - 37.99
38.50 - 38.99
39.50 - 39.99
Original Rig Leg Positions
From USACE
N
SW
SE

Callan McGriff

From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Monday, August 31, 2020 3:12 PM
To: scott.k.whalen@uscg.mil
Cc: Mak, Morgan R CIV; Falk, Tracy F CIV USARMY CEMVN (USA); Calix, Yojna S CIV USARMY CEMVN (USA); Stack, Michael J Jr CIV USARMY CEMVN (USA); Jon Dasler; Christy Fandel - NOAA Federal
Subject: FW: Feature at edge of channel (Unknown Object inside Jetties)
Attachments: image003.jpg; Feature 1.png; Feature 1 Multibeam.png; contact_jetties_unknown1.png

Scott,

As discussed, here's the MB survey over the unknown object inside the jetties that was first found by our sidescan boat.

The shoalest depth reported by the Blake shows -49.9'MLLW over it and it appears it had been marked on a NOAA chart before Laura.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Monday, August 31, 2020 11:37 AM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Cc: Christina Fandel - NOAA Federal <christina.fandel@noaa.gov>; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>
Subject: [Non-DoD Source] Feature at edge of channel

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Callan McGriff

From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Monday, August 31, 2020 10:24 AM
To: Jon Dasler; Christina Fandel - NOAA Federal
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov); tim.osborn@noaa.gov; Michael Redmayne; CDR Rick Brennan
Subject: RE: Feature at edge of channel
Attachments: Sidescan_Anomaly_Mi.-1_STA.5242+00.PNG; contact_jetties_unknown1.png; contact_jetties.png

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Thank ya'll for previous update.

Our Sidescna boat picked up a possible object inside the jetties.

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Cc: Christina Fandel - NOAA Federal <christina.fandel@noaa.gov>; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>; tim.osborn@noaa.gov; Michael Redmayne <Michael.Redmayne@deainc.com>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>
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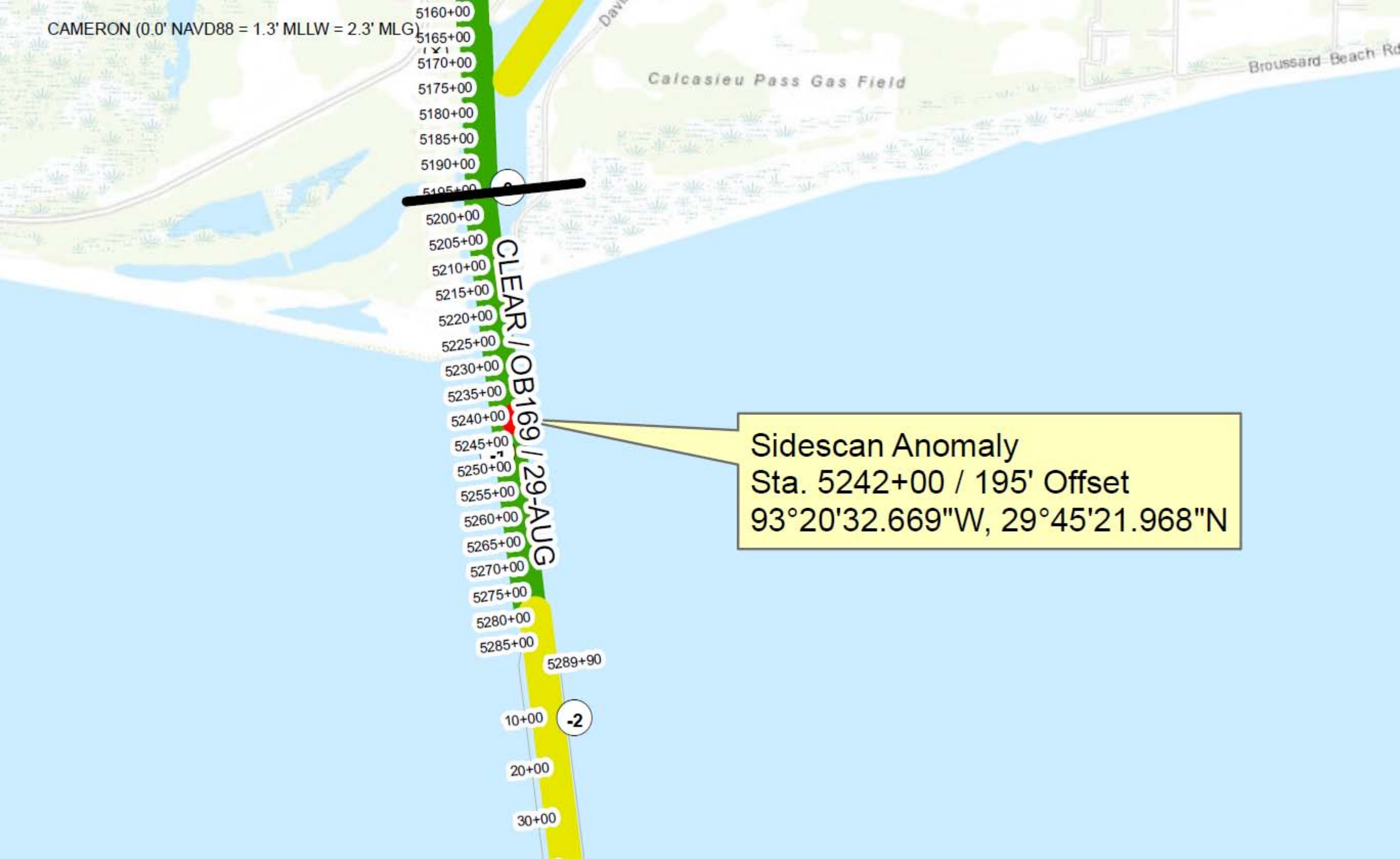
Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services


CAMERON (0.0' NAVD88 = 1.3' MLLW = 2.3' MLG)
Calcasieu Pass Gas Field
Broussard Beach Rd
5160+00
5165+00
5170+00
5175+00
5180+00
5185+00
5190+00
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5215+00
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CLEAR / OB169 / 29-AUG
Sidescan Anomaly
Sta. 5242+00 / 195' Offset
93°20'32.669"W, 29°45'21.968"N

Calcasieu08282020.mml - SonarWiz 6 V6.01.0008 Idle

View Tools Help

Style About

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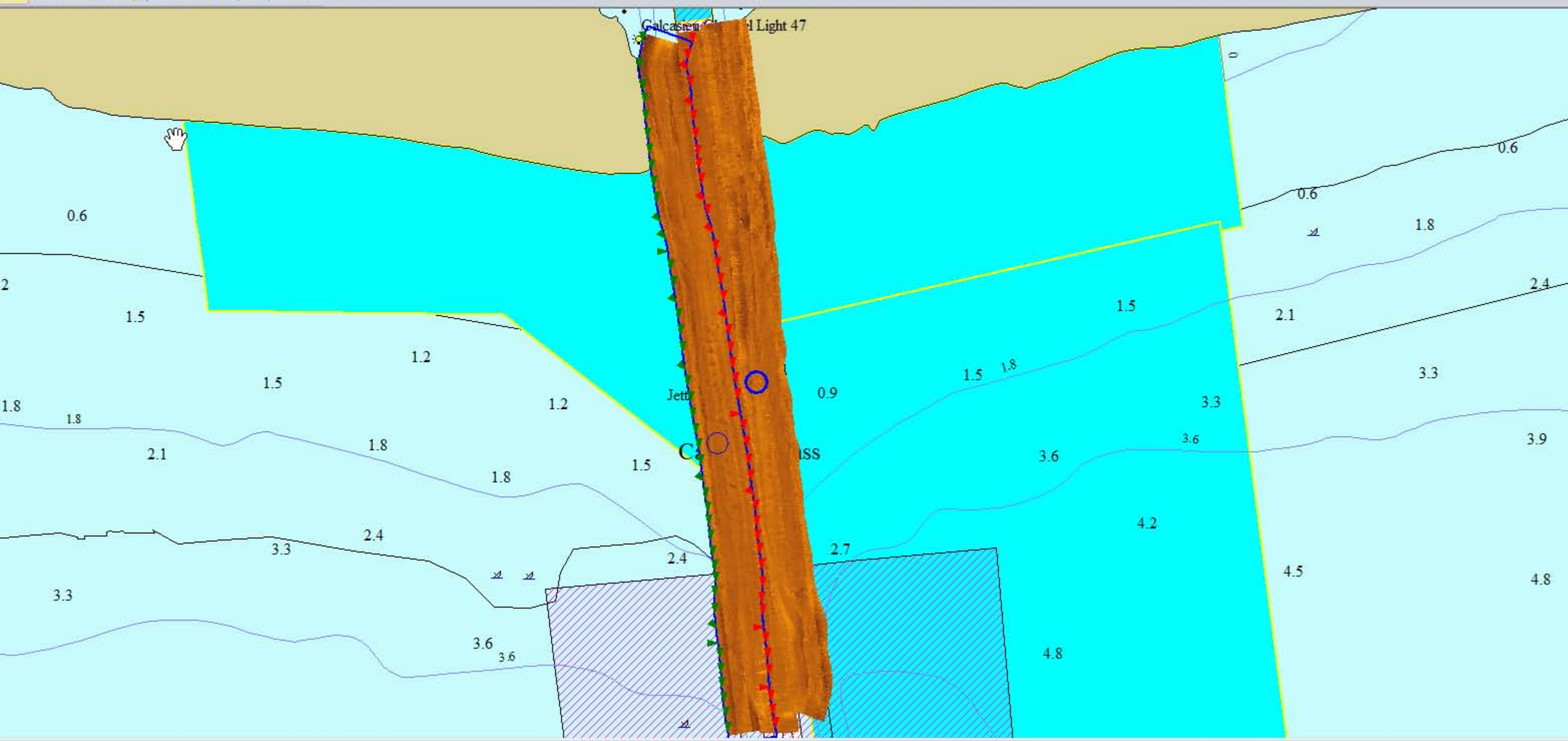
nsor Payout

Add Line | Line Manager... | Line Tools — Survey Lines

Record... | Quick Record | Record Turn | Stop Recording | Real-time Mosaic | Thermal Printer — Data Recording

Sidescan... | Sub-bottom... | Bottom Tracker... | Event Setup... | Event Now! — Controls



Output

08/29/20 21:24:09: Deleting contact Contact0003 (ID 3)
08/29/20 21:24:18: Process a new contact (V5)...POST-PROC (CWaterfallDigitizer)
08/29/20 21:24:18: New contact-Success...name=>Contact0004< ID=4
08/29/20 21:26:30: TargetEditorDlg: Cancelled

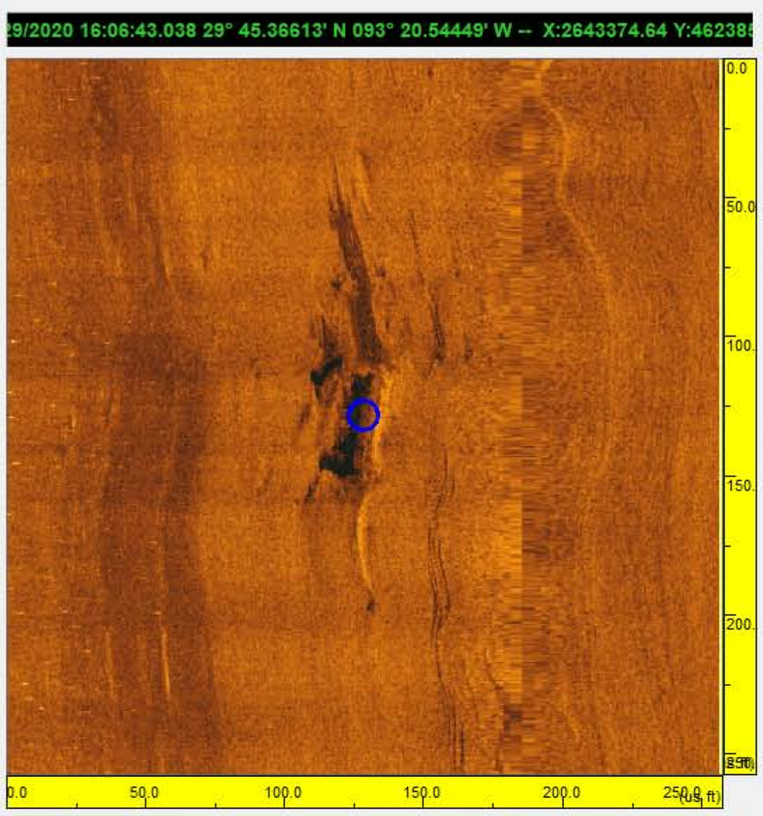
System Log

29° 45.80607' N 093° 21.76581' W X:2636964.0 Y:465165.8 Z: ?

box - Souksavath.P... | Calcasieu08282020.m...

9:28 PM

Sidescan Contact: Contact0002 (Port)



Point | Create Feature | Delete Feature

[F1]: Measure [Length] [Width] [Shadow]

Search Other Files for this Target.

Histogram Equalize | Invert | Stretch Intensity | Gamma Correct...

Contrast 0 | Brightness 0 | Restore | Move Contact...

Previous | Next

Name Contact2

Info at Cursor

08/29/20 16:06:38 | Ping: 18501 | DEP:10.94 (us ft)
29° 45.36812' N | N:462395.76
093° 20.52031' W | E:2643502.68
HDG:0.00 | CMG:343.20
ALT: 49.19 (us ft) | SPD:0.00
Rng:68.8/84.6 (us | CBL: 0.00 (us ft)
EVT: 0 | MAG: 0.00
0000_1052.jsf

Draw Label | Rotate Label | Draw Symbol | Fit to Window | Variable Zoom

Mensuration

Length:0.0 | Shadow: 0.00
Width: 0.0 | Scour: 0.00
Clear | Target Height ?? | >

Hollow Circle

User Entries

Class 1 | Class 2 | Area | Block | Avoid | Mag Anomaly | Target Description

Delete | OK

Style | About

Sub-bottom... | Bottom Tracker... | Event Setup... | Event Now!

Controls

Jetty Channel LOQ

Jetty Channel LIQ

0000_1233-CH34.CSF
0000_1233.001-CH34.CSF
0000_1233.002-CH34.CSF
0000_1317-CH34.CSF
0000_1317.001-CH34.CSF
0000_1317.002-CH34.CSF
Contacts (2)
Features
Sub-bottom Files
Magnetometer Files
Tide Files
Sound Velocity Files
External Navigation Files

Output

08/29/20 21:06:24: Applying EGN to: 0000_1052
08/29/20 21:06:30: Drawing trimmed file C:\SonarWiz-Projects\Calcasieu08282020\CSF\0000_1052-CH34.CSF from 374 to 14706
08/29/20 21:07:42: Process a new contact (V5)...POST-PROC (CWaterfallDigitizer)
08/29/20 21:07:44: New contact-Success...name=>Contact0002< ID=2

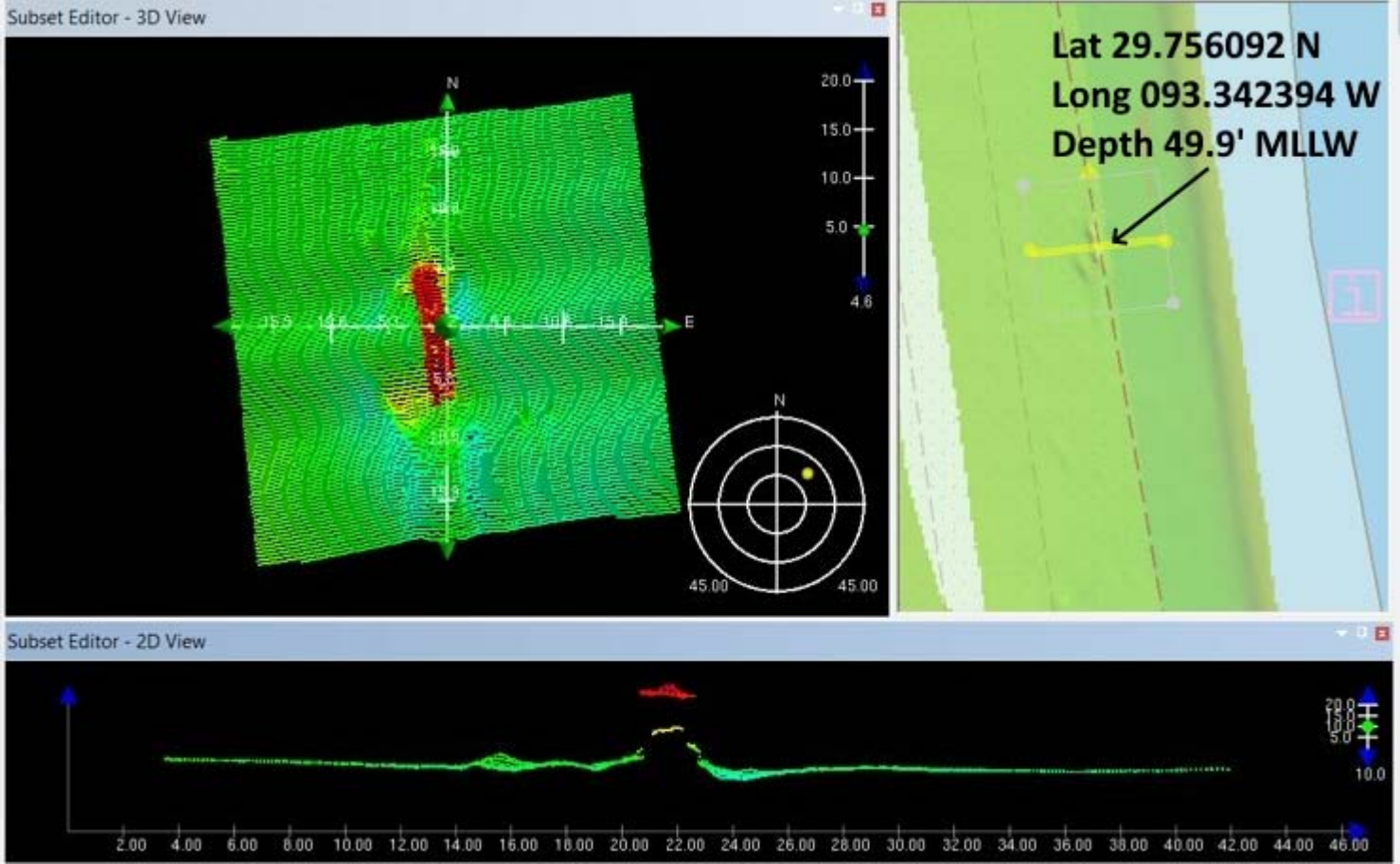
System Log

Redraw

29° 45.35974' N 093° 20.52106' W X:2643497.8 Y:462345.1 Z: 3

Inbox - Souksavath.P... | Calcasieu08282020.m...

9:08 PM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Long 093.342394 W
Depth 49.9' MLLW
Subset Editor - 2D View
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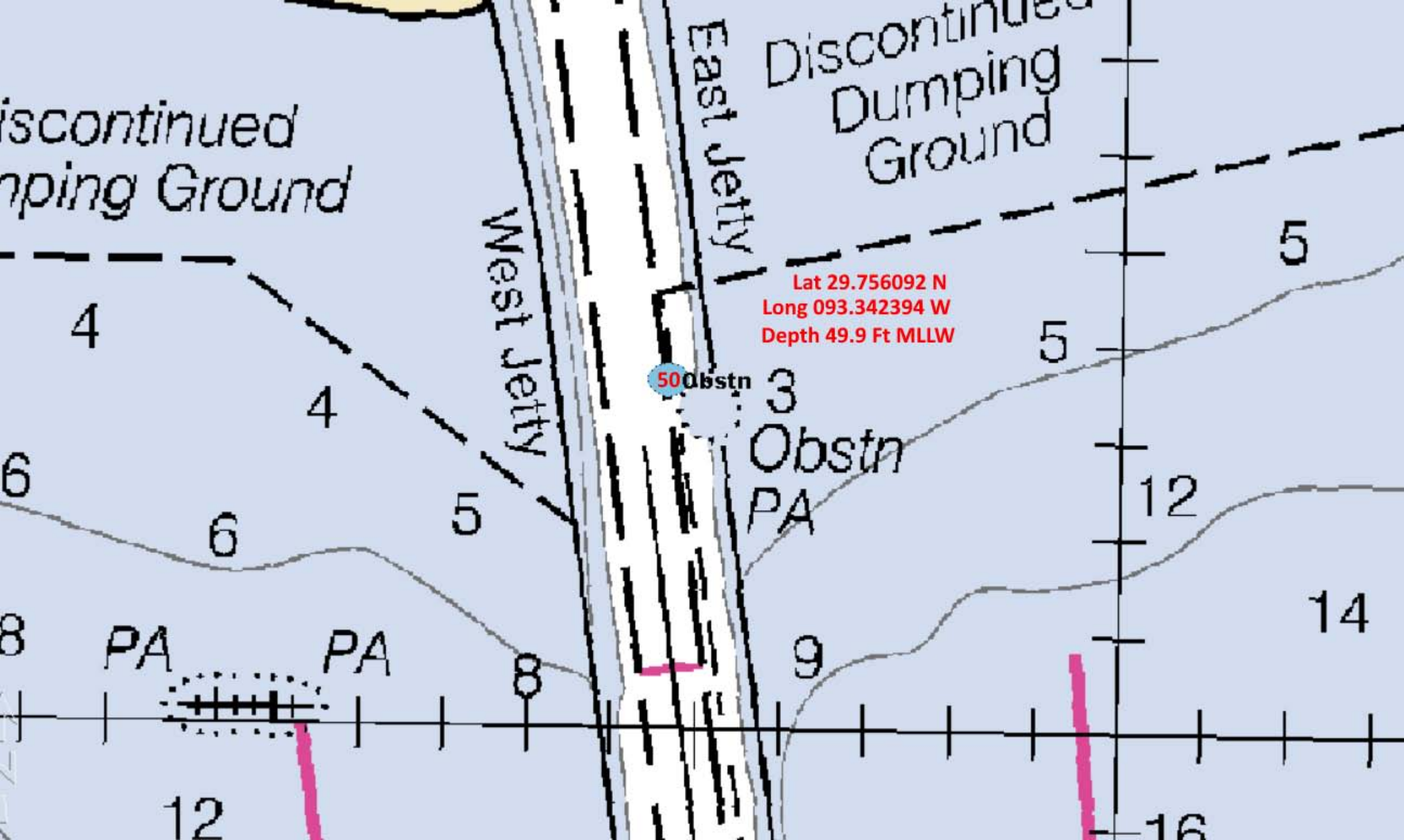
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nping Ground
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East Jetty
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Ground
Lat 29.756092 N
Long 093.342394 W
Depth 49.9 Ft MLLW
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PA
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16

Callan McGriff

From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Sunday, August 30, 2020 10:53 AM
To: Jon Dasler; Tim Osborn - NOAA Federal
Cc: Christy Fandel - NOAA Federal; CDR Rick Brennan; Michael Redmayne; Steven Loy; Oakman, Andrew T CIV USARMY CEMVN (USA)
Subject: RE: Bake Update 1130 CDT August 30
Attachments: Shrimp_net_BarMi.4.2_EastsideToe.jpg

Jon,

Our MV Valentour just reported this, wanted to get it out to your crew.

Thanks,
Mike

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Sunday, August 30, 2020 12:39 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: [Non-DoD Source] RE: Bake Update 1130 CDT August 30

Mike

I don't think I received that survey. All I received was a DXF and LNW file of the centerline and kmz files of miles and map grids. Attached is a photo of the sonar station on the Blake and the moving vessel sound speed profiler out the aft window.

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division |
Blockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.deamarine.com%2F&data=02%7C01%7CJld%40deainc.com%7C9dbc3d85eb434b18f8f808d84d0d90ef%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637344067960018660&sdata=pvVq46MV%2FJbS%2FrMLlQWCyBB79n%2F2CDOvASZPAN%2FsLLY%3D&reserved=0
t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Sunday, August 30, 2020 10:29 AM
To: Jon Dasler <Jld@deainc.com>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: Bake Update 1130 CDT August 30

Jon,

Just asked the question on the noon Nav. Call and the pilots who have been out there and reported no debris or obstructions North of the rig.

I think they may have been some confusion because it was reported originally at Mi.6, but it is at Mi.9 near Station 400 on west side of channel. Details are on the CR SH.33 survey I sent out earlier.

Please give me a call if you have any questions.

Thanks,
Mike
Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Sunday, August 30, 2020 12:16 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: [Non-DoD Source] RE: Bake Update 1130 CDT August 30

Mike

My understanding is that the rig is at Mile 9 with possible debris to Mile 6. Is that correct? I assume we need to be mindful of snagging our side scan towfish as we run this section.

Jon

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA)
Sent: Sunday, August 30, 2020 12:01 PM
To: Jon Dasler <Jld@deainc.com>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>

Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: Bake Update 1130 CDT August 30

Update on Rig: They are doing only preparation work today and will not be trying to move it until tomorrow.

Please have the Blake skip the MB detail survey of the Rig and continue North to the Mi.10-0 reach up to the top of the jetties.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Sunday, August 30, 2020 11:35 AM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: [Non-DoD Source] Bake Update 1130 CDT August 30

First 100% pass completed in middle leg from Mile 19.2 to 9.8. No significant contacts observed. Starting second 100% coverage.
Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division |
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t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

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Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: Bake Update

Mike

We have plenty of fuel and provisions so will not need to take on fuel. We may need to run in to process and transmit data as we need to POSPac CenterPoint RTX or PPK from C4G stations for height data. Our cell antenna is high so we will likely get coverage where they have to stand on the roof or further out. We can do it through our sat connection but it is clunky. Completion by tomorrow afternoon is a safe estimate.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services David Evans and Associates, Inc. | Marine Services Division |
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t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

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DEA's commitment to our employees, clients, partners, and communities remains our priority during the COVID-19 pandemic. Our teams are continually adapting, with a great many working remotely. All of us are focused on achieving and exceeding our clients' expectations. Our mail correspondence is currently routed through our corporate headquarters. Please email me with urgent items to ensure timely response.

-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Sunday, August 30, 2020 6:15 AM
To: Jon Dasler <Jld@deainc.com>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: RE: Bake Update

Thank you for the Update Jon.

RIG: I have not received any additional info on the removal plans at this time, but I have a 930 call and will brief out any info I find.

Our guys barely have cell service inshore in Cameron. They literally have to get on top of the boat to try in get a signal.

Valentour is heading in to Calc Lock to send in files and get fuel at Martin's fuel.

Martin Fuel in Devil's Elbow (GIWW) by Calc. Point - Phone: JoAnn Edwards - 337-309-7132, Main Office: 409-926-2358 (Robert) or just try them on CH.13/16.

Will they be able to finish up surveying to jetties before needing fuel?

So, baring any issues, Blake should be complete sidescanning up to jetties by tomorrow afternoon?

Thanks,
Mike

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From: Jon Dasler [mailto:Jld@deainc.com]
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To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: [Non-DoD Source] Bake Update

Mike/Christy

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Cc: Jon Dasler <Jld@deainc.com>; Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>; CDR Rick Brennan <Richard.T.Brennan@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>; Steven Loy <Steven.Loy@deainc.com>; Oakman, Andrew T CIV USARMY CEMVN (USA) <Andrew.T.Oakman@usace.army.mil>
Subject: FW: [Non-DoD Source] Grounded Drilling Rig

Please see updated info below on possible plans to move the rig tomorrow.

Jon,

I received your update and appreciate the info.

Did the Blake find any obstructions (contacts) today of significance, Ex. Possible boat, etc?

If the rig is not there when the Blake gets to Mi.9, we should have good XY locations on the SB surveys we did today and once the data is processed, I'll be sure to forward those to you.

Just a reminder, we only need a edited or processed data set if the Blake comes across a sunken obstruction in the channel.

If they do in fact move the Rig tomorrow, a great deal of pressure will begin to get us to get the channel clear.

For tomorrow, please direct the crew to continue North up to the Mi. 0 (Jetties) if they're able to complete the MB coverage at the site of the Rig.

- I'll send details on location when surveys are processed.

We sure do appreciate ya'lls help out there!

R,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Mujica, Joaquin CIV USARMY CEMVN (US)
Sent: Saturday, August 29, 2020 9:52 PM
To: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Subject: FW: [Non-DoD Source] Grounded Drilling Rig

FYI

Joaquin Mujica
Deputy Chief Operations Division

504-862-2245

From: Mujica, Joaquin CIV USARMY CEMVN (US) <Joaquin.Mujica@usace.army.mil <mailto:Joaquin.Mujica@usace.army.mil> >
Date: Saturday, Aug 29, 2020, 9:50 PM
To: Murphy, Stephen F COL USARMY CEMVN (USA) <Stephen.F.Murphy@usace.army.mil <mailto:Stephen.F.Murphy@usace.army.mil> >, Park, Michael F CIV USARMY CEMVN (US) <Michael.F.Park@usace.army.mil <mailto:Michael.F.Park@usace.army.mil> >, Falk, Tracy F CIV USARMY CEMVN (USA) <Tracy.A.Falk@usace.army.mil <mailto:Tracy.A.Falk@usace.army.mil> >, Michael Sullivan <Michael.W.Sullivan@usace.army.mil <mailto:Michael.W.Sullivan@usace.army.mil> >
Subject: FW: [Non-DoD Source] Grounded Drilling Rig

Good news below!

Joaquin Mujica
Deputy Chief Operations Division
504-862-2245

From: Channing Hayden <chayden@portlc.com <mailto:chayden@portlc.com> >
Date: Saturday, Aug 29, 2020, 9:45 PM
To: Mujica, Joaquin CIV USARMY CEMVN (US) <Joaquin.Mujica@usace.army.mil <mailto:Joaquin.Mujica@usace.army.mil> >
Cc: Channing Hayden <chayden@portlc.com <mailto:chayden@portlc.com> >
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We've been advised by the governor's office that the rig should be moved tomorrow.

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Channing Hayden

Director of Navigation

Lake Charles Harbor and Terminal District

P.O. Box 3753

Lake Charles, LA 70602

Office - (337) 493-3620

Mobile - (337) 912-9817

Physical Address:

1611 West Sallier Street

Lake Charles, LA 70601

Callan McGriff

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To: Sullivan, Michael D CIV USARMY CEMVN (USA); Tim Osborn - NOAA Federal
Cc: Christy Fandel - NOAA Federal; CDR Rick Brennan; Michael Redmayne; Steven Loy; Oakman, Andrew T CIV USARMY CEMVN (USA)
Subject: RE: Bake Update

Mike

We have plenty of fuel and provisions so will not need to take on fuel. We may need to run in to process and transmit data as we need to POSPac CenterPoint RTX or PPK from C4G stations for height data. Our cell antenna is high so we will likely get coverage where they have to stand on the roof or further out. We can do it through our sat connection but it is clunky. Completion by tomorrow afternoon is a safe estimate.

Jon

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Channing Hayden

Director of Navigation

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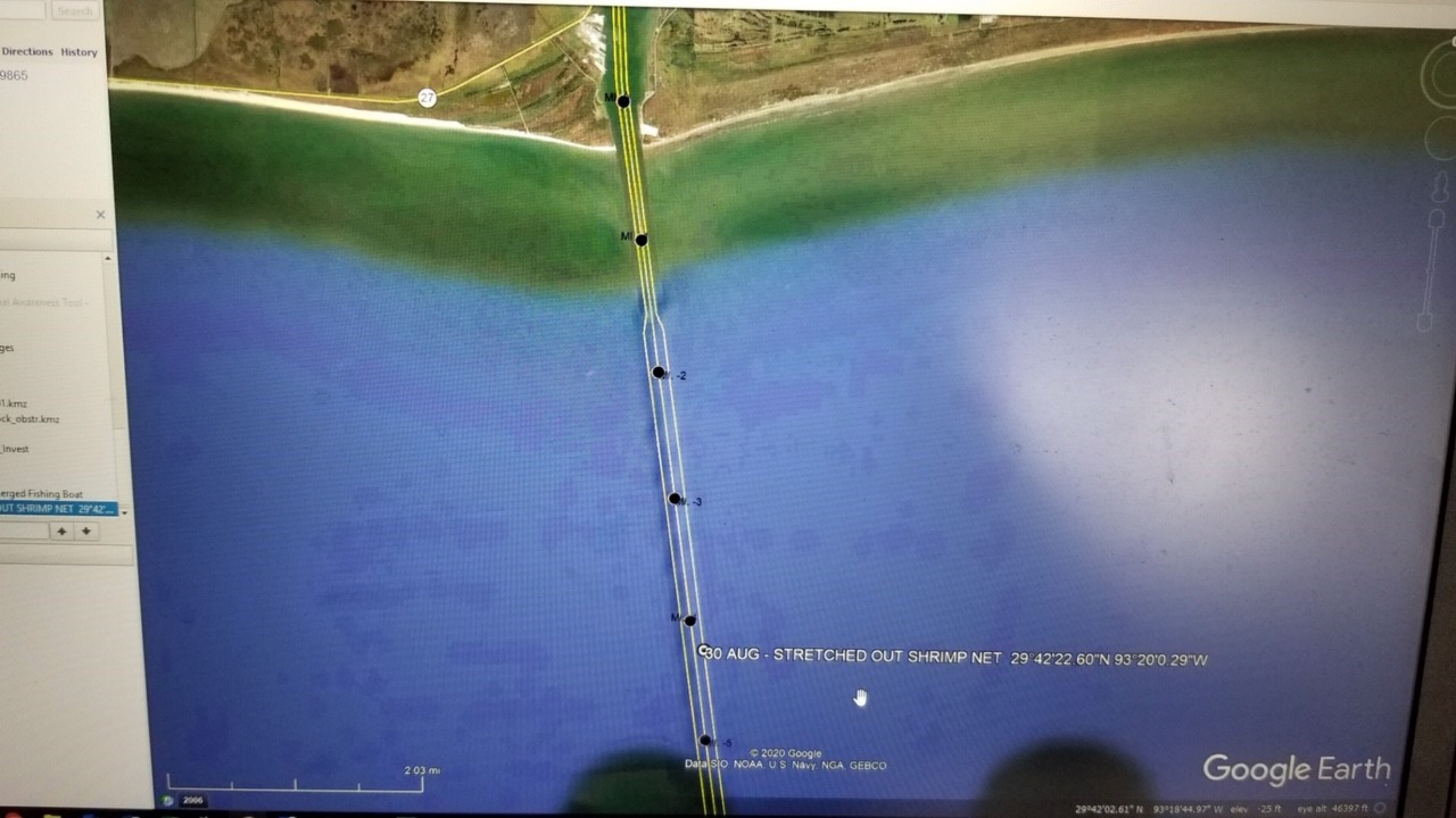
Directions History
9865
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© 2020 Google
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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2006
Google Earth
29°42'02.61" N 93°18'44.97" W elev -25 ft eye alt 46397 ft

Callan McGriff

From: Jon Dasler
Sent: Saturday, August 29, 2020 10:35 AM
To: Christy Fandel - NOAA Federal
Subject: RE: S-K368-KR-20: Update on DTON/Daily Reporting
Attachments: Coverage Progression.png

Michael is going to break at the angle points in the channel and not run side scan through the turns. See attached image for breakout or areas. Apparently he did this area after a hurricane when he was with Fleet Survey.

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From: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Sent: Saturday, August 29, 2020 10:21 AM
To: Jon Dasler <Jld@deainc.com>
Subject: Re: S-K368-KR-20: Update on DTON/Daily Reporting

Jon,

I think the proposed approach with an initial position and approximate height, with later development is a good approach. When sending the initial notification, I would recommend noting that further development will take place on subsequent passes and a processed grid will be provided at that time.

For the three block acquisition approach, does that mean offshore, central, and nearshore block?

Christy

On Sat, Aug 29, 2020 at 12:24 PM Jon Dasler <Jld@deainc.com> wrote:

> Christy
>
> This does raise the question of workflow in the context of "immediately". If we see a large contact in side scan is the request to break line and immediately develop the feature with MBES as we find it or is it adequate to report a contact

and approximate height and follow with a processed grid over the feature as it is developed in a uniform workflow? Our intent was to process the data in three blocks and report as investigations are completed per area. To develop a feature we would need to recover the side scan. I would propose the later. That is, run the side scan in each area; recover the side scan; run MBES investigations; process and report while surveying next block. Does that meet the requirement?

Jon

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From: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Sent: Saturday, August 29, 2020 8:49 AM
To: Jon Dasler <Jld@deainc.com>
Subject: S-K368-KR-20: Update on DTON/Daily Reporting

Hi Jon,

I just got off the phone with Mike Sullivan. He requested that any obstructions found within the channel be reported immediately and include a 1 foot x 1 foot sounding selection over the feature, which is inline with the PIs.

Regarding the rig, they expect it to be dead center within the channel and extend 200-500 m. He also noted that seas have started to pick up inshore (3 ft) and their deployed small boats have returned to dock.

Christy

--

Christy Fandel

Operations Branch | Hydrographic Surveys Division

Office of Coast Survey | NOAA

704 - 995 - 6481

Check out NOAA's 2020 Hydrographic Survey Projects &

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--
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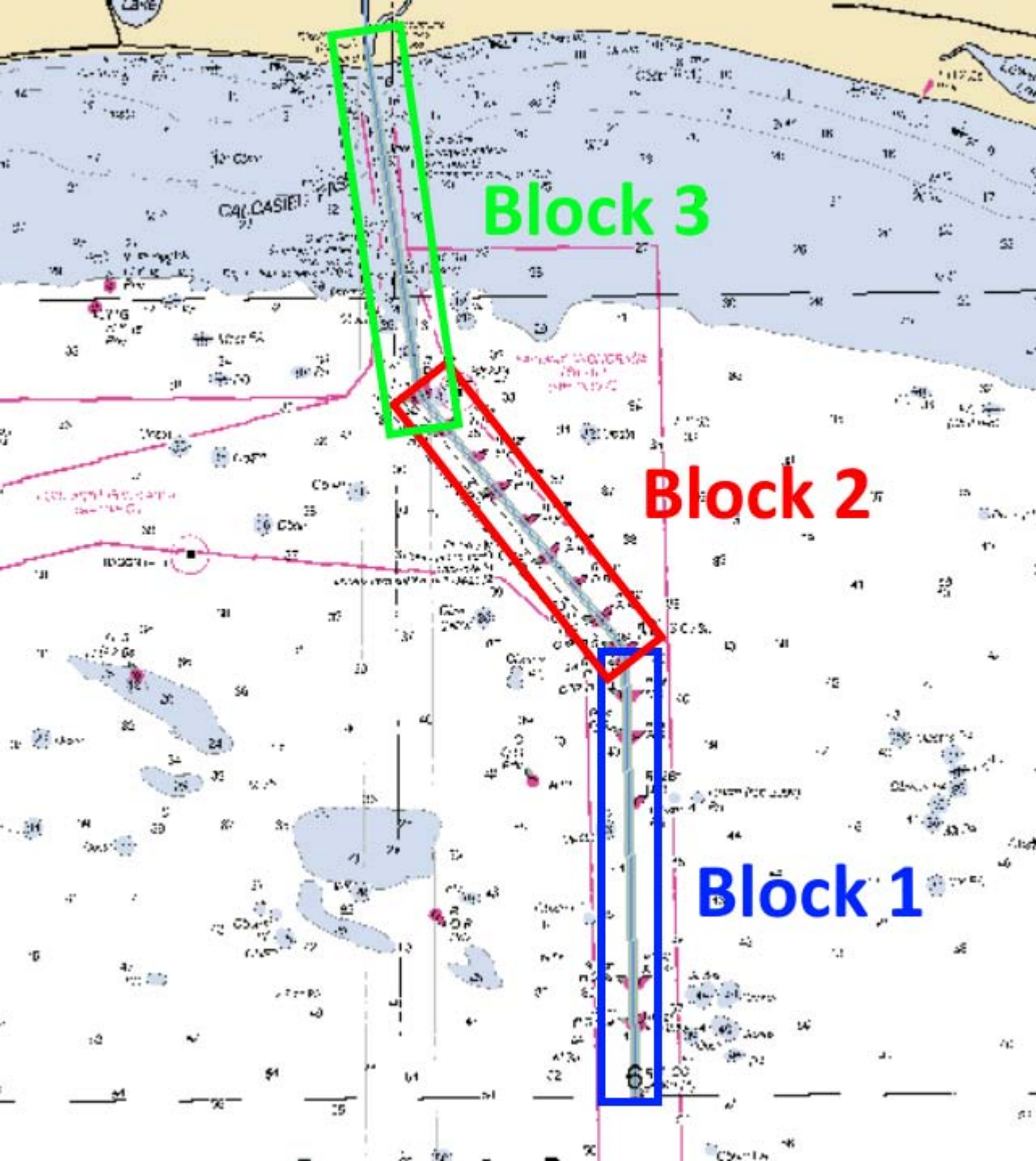
Block 3
Block 2
Block 1

Jon Dasler

From: Jon Dasler
Sent: Monday, August 31, 2020 11:02 PM
To: Christy Fandel
Cc: Corey Allen - NOAA Federal (corey.allen@noaa.gov); CDR Rick Brennan; Michael Redmayne
Subject: USACE Sounding Sheet at Rig
Attachments: CR_33_BAR_20200829_CS_POSTSTORM.pdf; Multibeam Soundings - USACE Rig Location.png; Rig_Area _Multibeam_Survey.jpg

Christy

I want to point out the discrepancy between the USACE survey and our multibeam survey at the rig site. Attached is the USACE sounding sheet for the rig site. They use a low frequency transducer for single beam coverage and then list the depth in feet of penetration next to the sounding. This is listed in the legend and defined as the difference between high (typically 200 kHz) and low frequency (typically 24 kHz but Galveston uses 40 kHz) that is shown in feet when greater than one foot. Our survey showed depths at 40 feet in this area while USACE surveys show 45 feet and the project depth is 43 feet. In the end we did not see any debris at the site but there is a significant difference in soundings given the USACE methods.

Jon

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t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

Jason Creech

From: Christy Fandel - NOAA Federal <christina.fandel@noaa.gov>
Sent: Saturday, August 29, 2020 11:30 AM
To: Jon Dasler; Tim Osborn - NOAA Federal; Corey Allen - NOAA Federal (corey.allen@noaa.gov); Michael Redmayne; Jason Creech; CDR Rick Brennan; Nicole Lawson - NOAA Federal
Subject: Re: Calcasieu Sea Buoy

Hi Jon,

Thank you for the phone call and providing this email reference - as discussed, please continue to work from the offshore portion of the assigned project area inshore. I apologize for the confusion, any direction from a non-HSD/AGO party should be brought to our attention before any action is taken and we appreciate you doing that in this situation.

Tim and I both spoke with Mike and verified that the requested area for survey is as depicted within the project reference file. For reference, they expect the partially submerged rig to be located around mile marker 9, although other reports indicate it's presence at mile marker 6, please be on the lookout as you progress inshore and report your findings as appropriate.

Thank you and please do not hesitate to reach out to me directly on my cell,

Christy

On Sat, Aug 29, 2020 at 11:23 AM Christy Fandel <clfandel@gmail.com> wrote:

> # Forwarded Conversation
> **Subject: Calcasieu Sea Buoy**
> ---
>
> From: **Jon Dasler** <Jld@deainc.com>
> Date: Sat, Aug 29, 2020 at 10:46 AM
> To: Christy Fandel <clfandel@gmail.com>, tim.osborn@noaa.gov <tim.osborn@noaa.gov>, Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>
> Cc: Nicole Lawson - NOAA Federal <nicole.lawson@noaa.gov>, michael.D.Sullivan@usace.army.mil <michael.D.Sullivan@usace.army.mil>, Michael Redmayne <Michael.Redmayne@deainc.com>
>
> Tim
>
> The Blake has reported the Calcasieu Sea Buoy being 8.5 miles off station. Attached is a snapshot of it's position. Also they tried to raise VTS by radio and sat phone but did not get a response. I received a message from Christy and will contact Mike Sullivan at USACE MVN. I will give him a call now.
>
> Jon

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Cc: Nicole Lawson - NOAA Federal <nicole.lawson@noaa.gov>, Michael Redmayne <Michael.Redmayne@deainc.com>

Please have crew start surveying multibeam or sidescan at Mi. 36 of bar channel STA.1590+00 and work North on Calc. Bar Channel.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
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Subject: [Non-DoD Source] Calcasieu Sea Buoy

Tim

The Blake has reported the Calcasieu Sea Buoy being 8.5 miles off station. Attached is a snapshot of it's position. Also they tried to raise VTS by radio and sat phone but did not get a response. I received a message from Christy and will contact Mike Sullivan at USACE MVN. I will give him a call now.

Jon

Jon L. Dasler, PE (OR, MS), PLS (OR, CA, MS), CH | Senior Vice President, Director of Marine Services

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t: 360.314.3200 | c: 503.799.0168 | jld@deainc.com

From: **Jon Dasler** <Jld@deainc.com>
Date: Sat, Aug 29, 2020 at 11:05 AM
To: Christy Fandel <clfandel@gmail.com>, tim.osborn@noaa.gov <tim.osborn@noaa.gov>, Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>
Cc: Nicole Lawson - NOAA Federal <nicole.lawson@noaa.gov>, Michael Redmayne <Michael.Redmayne@deainc.com>, Jason Creech <Jasc@deainc.com>, CDR Rick Brennan <Richard.T.Brennan@noaa.gov>

Christy/Tim

I just had a broken call from Mike Sullivan at USACE and it sounds like he wants us to start at the south end of the jetty and work north. He said he has several files with river miles for directing us. Are we to follow his direction? I am sure his files are in Louisiana South US Feet and per NOAA spec we are running NAD83 UTM Zone 15 N. Not a big deal and we can convert his files but I need to know who is providing direction and is we need to pull in our sonar and steam 25 nautical miles in to the jetty. Can you call Mike and sort this out?

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To: Christy Fandel <clfandel@gmail.com>; tim.osborn@noaa.gov; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>

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To: Christy Fandel <clfandel@gmail.com>

FYI...

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-----Original Message-----
From: Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>
Sent: Saturday, August 29, 2020 7:56 AM
To: Jon Dasler <Jld@deainc.com>; Christy Fandel <clfandel@gmail.com>; tim.osborn@noaa.gov; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>
Cc: Nicole Lawson - NOAA Federal <nicole.lawson@noaa.gov>; Michael Redmayne <Michael.Redmayne@deainc.com>
Subject: RE: Calcasieu Sea Buoy

Please have crew start surveying multibeam or sidescan at Mi. 36 of bar channel STA.1590+00 and work North on Calc. Bar Channel.

Thanks,
Mike

Michael Sullivan
USACE-MVN-ODT-C
Office: 504-862-2373
Cell: 504-258-1134
Michael.D.Sullivan@usace.army.mil

-----Original Message-----
From: Jon Dasler [mailto:Jld@deainc.com]
Sent: Saturday, August 29, 2020 9:47 AM
To: Christy Fandel <clfandel@gmail.com>; tim.osborn@noaa.gov; Corey Allen - NOAA Federal (corey.allen@noaa.gov) <corey.allen@noaa.gov>
Cc: Nicole Lawson - NOAA Federal <nicole.lawson@noaa.gov>; Sullivan, Michael D CIV USARMY CEMVN (USA) <Michael.D.Sullivan@usace.army.mil>; Michael Redmayne <Michael.Redmayne@deainc.com>
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<Blockedhttps://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.youtube.com%2Fuser%2FDEAMarineServices&data=02%7C01%7CJld%40deainc.com%7Cf06cf26fecfc49d7894508d84c2beba8%7C75fc6250a5034863ab0060c7035d49b2%7C0%7C0%7C637343099173346623&sdata=04%2BXo50z0TxBgBCxSgQ0FviQ6RZv53MLY%2BE1j8QCZOs%3D&reserved=0>

Callan McGriff

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Sent: Saturday, August 29, 2020 8:05 AM
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Jon

Buoys 39 & 40 - Both off station 0.25mi west of charted pos.
Buoys 37 & 38 - Both off station 0.25mi west of charted pos.
Buoys 35 & 36 - Both on station.
Buyos 33 & 34 - Both on station.
Buoys 31 & 32 - Both off station. Not within sight.
Buoys 29 & 30 - Both off station. Not within sight.
Buoys 27 & 28 - Both off station. Not within sight.
Buoys 23 & 24 - Both off station. Not within sight. USCG enroute with 24 for replacement.
Buoy 22 - Off station. Not within sight.
Buoys 19 & 20 - Both off station. Not within sight.
Buoy 18 - Off station. Not within sight.
Buoys 15 & 16 - Both off station. Not within sight.
Buoy 14 - Off station. Not within sight.
Buoys 11 & 12 - Both off station. Not within sight.
Buoys 8 & 9 - Both on station.
Buoy 7 - On station
Buoy 5 & 6 - Both on station
Buoy 3 & 4 - Both on station
Buoy 2B On station
Buoy 2A & 1A on station
Buoy 1 & 2 on station
CC Buoy on station

Jeffery Marshall - NOAA Federal <jeffery.marshall@noaa.gov>

Reporting, Post Hurricane Laura Obstructions within Calcasieu Entrance Channel

1 message

Tim Osborn - NOAA Federal <tim.osborn@noaa.gov> Tue, Aug 10, 2021 at 1:15 PM
To: Jeffery Marshall - NOAA Federal <jeffery.marshall@noaa.gov>
Cc: AHB Chief - NOAA Service Account <ahb.chief@noaa.gov>, Castle Parker - NOAA Federal <Castle.E.Parker@noaa.gov>, Alexandra Dawson - NOAA Federal <alexandra.dawson@noaa.gov>, Christina Fandel - NOAA Federal <christina.fandel@noaa.gov>, Andrew Oakman USACE NOD <Andrew.T.Oakman@usace.army.mil>, "Michael.D.Sullivan@usace.army.mil" <Michael.D.Sullivan@usace.army.mil>, Tracy Falk USACE NOD <Tracy.A.Falk@usace.army.mil>, "Capt. Brett Palmer (President Lake Charles Pilots)" <bpalmer@lakecharlespilots.com>, Jon Gagne <jgagne@lakecharlespilots.com>, George Mowbray Lake Charles Pilots <gmowbray@lakecharlespilots.com>

Jeff

Thank you for the reporting from the post hurricane work last year.

The USACE project managers for this channel are copied, as well as the Pilots.

With the extensive dredging work and restoration efforts, post Laura and Delta, these areas may have been addressed in the work of the USACE.

Thank you and best regards to all.

From: **Jeffery Marshall - NOAA Federal** <jeffery.marshall@noaa.gov>
Date: Tue, Aug 10, 2021 at 11:58 AM
Subject: Obstructions within Calcasieu Entrance Channel
To: Tim Osborn - NOAA Federal <tim.osborn@noaa.gov>
Cc: AHB Chief - NOAA Service Account <ahb.chief@noaa.gov>, Castle Parker - NOAA Federal <castle.e.parker@noaa.gov>, Alexandra Dawson - NOAA Federal <alexandra.dawson@noaa.gov>, Christina Fandel - NOAA Federal <christina.fandel@noaa.gov>

Good day Tim,

During the AHB survey acceptance review of F00813 - a response survey acquired post Hurricane Laura (8/29 to 9/27/20) spanning the Calcasieu Entrance channel - nine (9) obstructions were identified in the federal channel. Please find attached a report in PDF format highlighting feature position, least depth, supporting digital image, and AHB charting recommendation.

Given their position within the federally maintained channel, and more specifically within channel dredge areas having authorized minimum depths, AHB is forwarding this information for review by the USACE source authority. Three (3) of the nine (9) obstructions exceed the reported dredge area controlling depth documented on ENC US5LA16M. Position, least depth and charted controlling depth of each are:

29-46-08.845N and 93-20-43.726W; 15.160m least depth; dredge area minimum depth = 15.3m
29-27-20.758N and 93-13-21.142W; 12.236m least depth; dredge area minimum depth = 13.0m
29-21-49.167N and 93-13-24.656W; 12.946m least depth; dredge area minimum depth = 13.8m

At this time AHB is recommending all nine (9) features be charted, with the final cartographic decision left to cartographers at MCD Production Branch G.

Upon review by the USACE, AHB requests feedback from the source authority regarding:

1. Should AHB maintain these features in the FFF to be delivered to MCD for application to the chart as part of our standard charting procedure?
2. Should AHB standby until a search of these areas can be conducted by USACE personnel and make a determination of the current status of these features?

If AHB does not receive a response within 30 days, we will proceed as normal with submission of the features to MCD.

Respectfully,
Jeff Marshall

--
Jeff Marshall
Certified Hydrographer/Physical Scientist
NOAA's Office of Coast Survey
Atlantic Hydrographic Branch
439 West York St.
Norfolk, VA 23435
Office Phone: 757-364-7464

Telework Phone: 908-601-2940
Email: jeffery.marshall@noaa.gov

--

Tim Osborn, NOAA
337-254-5933
tim.osborn@noaa.gov

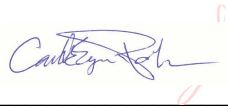
F00813_New_Obstructions_in_Calcasieu_Federal_Channel.pdf
1249K

APPROVAL PAGE

F00813

The survey data meet or exceed the current requirements of the Office of Coast Survey hydrographic data review process and may be used to update NOAA products. The following survey products will be archived at the National Centers for Environmental Information:

- Descriptive Report
- Collection of Bathymetric Attributed Grids (BAGs)
- Collection of acoustic backscatter mosaics
- Bottom samples
- Geospatial PDF of survey products

Approved: 

Commander Meghan McGovern, NOAA
Chief, Atlantic Hydrographic Branch