

2888 2888a

2888 & 2888a I

Diag. Clt. No. 1272-2 Rm4 A

2888

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: La.

11-5613

DESCRIPTIVE REPORT.

Hyd. Sheet No. 2888+
2888a

LOCALITY:

Passes of the
Mississippi River
Mississippi Delta
South Pass

191

CHIEF OF PARTY:

POST-OFFICE ADDRESS: U.S.C. & G.S.S. HYDROGRAPHER, Gulfport, Miss.

TELEGRAPH ADDRESS: "

EXPRESS OFFICE: "

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

Str. HYDROGRAPHER, August 23, 1917.

Descriptive Report

to accompany

Hydrographic Sheet 2888.

LIMITS.

The soundings on this sheet include the off-shore soundings taken in the vicinity of the reported shoals off the mouth of South Pass, Mississippi River, and the inshore work inside of the 30 fathom curve from the Western limit of the hydrographic sheet of the Eastern approaches to the Mississippi Delta, westward to Meridian $89^{\circ} 15'$.

METHODS.

The inshore work between South Pass and Meridian $89^{\circ} 15'$, was done with hand lead with two sounding chains, as described in my annual report. The off shore work was done in the usual manner, correcting for currents and distributing error of closure. In securing currents, it was not practicable to anchor the ship for regular current observation, and the method of stopping the vessel and measuring drift at certain intervals was used. On ~~the~~ ^{one} of the off shore lines (1J - 6J), the soundings were so far from the starting and closing line, that the entire line was plotted by course and log distances, and the entire closure distributed by time. The ship was stopped and backed at each sounding. Each sounding was a vertical cast, ~~on~~ ^{by} small hand Cosmos machine was used, making the taking of these soundings a tedious and laborious work.

RESULTS.

The soundings, as taken, show, that the bottom is of a regular slope, deepening rapidly to the deep waters of the Gulf, that the bottom is very soft--~~or~~ grey mud--and that the probability of a shoal or shoals in the area covered is very remote.

On the smooth sheet, only the final positions of the off shore lines are plotted. The final positions

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Descriptive Report

to accompany

Hydrographic Sheet 2888

----- 2 -----

being transferred from the boat sheet. All corrections are shown on boat sheet. The final positions were either plotted or checked by myself. The positions I plotted were checked by Mr. Luce.

The soundings in the rectangle, bounded by parallels $28^{\circ} 50'$ and $29^{\circ} 00'$ and meridian $88^{\circ} 50'$ and $88^{\circ} 55'$ are in pencil--positions numbered in red ink, and corrected with pencil lines. The soundings in the area bounded by parallels $28^{\circ} 45'$ and $28^{\circ} 55'$ and meridian $88^{\circ} 55'$ and $89^{\circ} 05'$ are in black ink, and erect when looking toward north. By error, a few of the soundings in the work west of South Pass were inked in red ink-- the balance are in pencil

DATUM.

This work is all on Mobile and New Orleans datum.

TIDES.

The tidal observations for the reduction of the soundings west of South Pass were forwarded to the office in July -- 16th. See letter of transmittal of that date.

Respectfully submitted

H. A. Duran,
Chief of Party.

Table of Statistics
attached.

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POST-OFFICE ADDRESS: U.S.C. & G.S.S. HYDROGRAPHER, Gulfport, Miss.

TELEGRAPH ADDRESS: "

EXPRESS OFFICE: "

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Str. Hydrographer, Aug. 23, 1917.

Table of Statistics to accompany Sheet 2888.

Statistics for Sheet 2888 Day	A	B	C	D	E	F	G	H	J	K	Totals
Boat used	HYDROGRAPHER										
No. of Miles (statute)	23	31	40	31	27	7	48	58	26	60	351
No. of Soundings	232	475	926	110	40	27	54	39	4	17	1924
No. of Positions	110	126	152	100	42	29	54	42	8	25	688
No. of Angles	220	252	302	200	84	58	108	26	8	24	1282

Respectfully

Chief of Party.

Hyd. Sheet 2888.
(Additional Work)

Most of the additional work on this sheet is off-shore work. It was protracted by the Field Party and in verifying this sheet it was assumed that the positions were correct, although they were checked roughly to make certain that there were no serious errors.

Positions 6 to 15 E, inclusive, were not protracted and an effort to complete the line was useless, as not enough data was given.

Soundings in feet.

Protracted and plotted by Field Party.
Verified and inked by S. L. R.

Samuel L. Rosenberg,

Sept 18, 1917.

Hydrographic Sheet 2888 a

This sheet was originally protracted and plotted on Hyd. Sheet 2888 sub, but some of the soundings were inked in red, the same color which had been used for the position numbers, and the scale of Hyd. Sheet 2888 was too small to show the work adequately. Therefore the work of the first four days of this survey which fell near the shore was replotted on Hyd. Sheet 2888 a.

In sounding book no. 2, the following note appeared: "Soundings 3-8 inclusive not vertical and probably 2 or 3 fms. too deep. J.M.D." So these soundings were plotted 2 fms. less than given in the sounding book.

This sheet overlapped Hyd. Sheet 3908 very well, considering the roughness of the bottom in that vicinity.

Soundings in feet.

Samuel H. Rosenberg.
Sept. 18, 1917.

Protracted by S.L. Rosenberg.

Edgs. plotted and inked by S.L. Rosenberg.

SEP 24 1907

Memorandum to accompany Sheet (1)

June & July 1907.

The lines run were greatly influenced by strong and variable currents; the direction of their set and their velocity being uncertain as there was no way of determining them; an adjustment between the last angle determined position going out on a range and the first angle determined position coming back on the range is the only way practicable.

In plotting the lines, positions at turns are when the vessel was straightened out on her course with the helms steady. When turning, the current was a pronounced factor as the length of wire out, when the current was at different depths, interfered with the log line and the turn had to be regulated so as to keep the latter from fouling the current wire. Soundings could not be taken with the Cosmos machine when the current was down as the wires fouled and sounding was lost.

On 14 day an opportunity to get the set and drift of the current was taken advantage of, by letting the vessel drift when there was no wind and little sea. The result showed a northeasterly set of approximately 2 knots per hour in that particular locality. It is very probable that at times a velocity of 3 knots is attained by the currents between the mouths of the passes and at a distance of 15 to 20 miles off-shore.

During the time the vessel was engaged in running the lines, Pass & Outre Right was never sighted and Northeast Pass (Balize) old light tower was only seen for a short distance from the light vessel.

John Doe
N.E. C. & G. S.

2888



2888

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

C. A. Tamm
Superintendent.

State: *La*

DESCRIPTIVE REPORT.

Hyd Sheet No. *2888*

LOCALITY:

*Examination of
Reported Shoals of the
Passes of the Mississippi
River*

1907

CHIEF OF PARTY:

John Ross

June 21st = A day

U. S. C. & G. SURVEY,
LIBRARY AND ARCHIVES
SEP 24 1907

Dev. mag -

N. Ely set -

Dist by log
miles

The estimate of a N. E. $\frac{1}{2}$ set of .75 knots per hour is based on the courses steered to hold the range going out and to hold the bearing coming in.

9.45	to	11.29	=	1.44	S. Pass & E. Pt. 000 S. E. $\frac{1}{2}$ S.	$\frac{1}{4}$ N S. E. $\frac{1}{8}$ E.	1.3	13.3
11.29	"	11.38	=	.09	" S.	$\frac{1}{8}$ E. S. $\frac{1}{8}$ W.	.1	1.4
11.38	"	12.02	=	.24	" N. E. $\frac{1}{8}$ E.	$\frac{1}{8}$ W. N. E.	.33	3.3
12.02	"	12.06	=	.04	" N. W. $\frac{3}{4}$ W.	$\frac{3}{4}$ E. N. W.	.1	.55
12.06	"	12.29	=	.23	" S. W. $\frac{3}{4}$ S.	$\frac{3}{8}$ E. S. W.	.33	3.35
12.29	"	12.34	=	.05	" N. W. $\frac{1}{4}$ W.	$\frac{3}{8}$ E. N. W. $\frac{1}{8}$ W.	.1	.6
12.34	"	12.58	=	.24	" N. E. $\frac{1}{8}$ E.	$\frac{1}{8}$ W. N. E.	.33	3.3
12.58	"	1.02	=	.04	" N. W. $\frac{1}{4}$ W.	$\frac{3}{8}$ E. N. W. $\frac{1}{8}$ W.	.1	.6
1.02	"	1.26	=	.24	" S. W. $\frac{3}{8}$ S.	$\frac{3}{8}$ E. S. W.	.33	3.3
1.26	"	1.30	=	.04	" N. W. $\frac{1}{4}$ W.	$\frac{3}{8}$ E. N. W. $\frac{1}{8}$ W.	.1	.6
1.30	"	1.54	=	.24	" N. E. $\frac{1}{8}$ E.	$\frac{1}{8}$ W. N. E.	.33	3.3
1.54	"	2.00	=	.06	" N. W. $\frac{1}{4}$ W.	$\frac{3}{8}$ E. N. W. $\frac{1}{8}$ W.	.1	.6
2.00	"	2.20	=	.20	" S. W. $\frac{3}{8}$ S.	$\frac{3}{8}$ E. S. W.	.25	3.3
2.20	"	2.49	=	.29	" E. $\frac{3}{4}$ S.	$\frac{1}{4}$ W. E. $\frac{1}{2}$ S.	.4	.8
2.49	"	3.33	=	.44	ounding 168 S. E. $\frac{1}{2}$ E.	$\frac{1}{4}$ W. S. E. $\frac{3}{4}$ E.		
2.42	"			180				
2.57	"			195			.6	2.7
3.12	"			214				
3.25	"	3.33	=	.11	on S. E. $\frac{1}{2}$ E. course	$\frac{1}{4}$ W. S. E. $\frac{3}{4}$ E.		
3.33	"	3.44	=	.11	" S. W. $\frac{3}{8}$ S.	$\frac{3}{8}$ E. S. W.	1.15	1.3
3.44	"	5.30	=	1.46	on the N. W. by N. $\frac{1}{4}$ course	$\frac{3}{8}$ E. N. W. $\frac{1}{8}$ W.	1.3	15.5

So Pass Pt. bearing N. 57° W. (p.c.)

9.45	am.	Leaving	set	to	10 fms
10.16	"	"	"	"	15 "
11.10	"	"	"	"	20 "
3.20	"	"	"	"	30 "

bearing of S. Pass Pt. on run back is N. 57° W. (p.c.)
3 $\frac{1}{2}$ E deviation
53 $\frac{1}{2}$ mag - N. W. $\frac{3}{4}$ W.

! allowance made for turns as vessel slowed on them

Between ¹⁹ and ²³ the adjustment was made; as between these positions the vessel was not always under control on account of rounding - on either side of these & the runs were uninterrupted and the line running out also the line running in were well determined one by the range & the other by frequent bearing of So Pass Pt.

N. 72. Between 2.20 & 2.49 the vessel was underway only 9 minutes & the log was hauled out and did not quite register the run

From 2.20. to 2.33 on the line where soundings were taken the vessel always headed to S. $\frac{1}{2}$ and had to be swung on line with starboard helm giving her less drift than when heading on course as she had to head S. $\frac{1}{2}$ in getting headway.

June 24 Day a.m.

Turns	P. Log	Elapsed Time	Dis. P. R.	Course by Comp.	Dev. P.	Mag. Course	Set. N.E.
1	7.26	62.35		S. 4 E. 00 S.E.	1/4 W	S.E. 1/4 E.	1/4 pt
2	7.35	63.45	9	" S.E.	1/4	S.E. 1/4 E.	1/4 "
3	7.41	64.15	6	" S.E. 1/8 S.	1/4	S.E. 1/8 E.	3/8 "
4	7.47	64.97	6	" "	1/4	"	3/8 "
5	8.03	66.64	16	" S.E. 1/4 S.	1/4	S.E.	1/2 "
6	8.17	68.6	14	" "	1/4	S.E.	1/2 N.E.
7	8.26	69.75	9	" S.E. 3/8 S.	1/4	S.E. 3/8 S.	5/8 "
8	8.34	70.8	8	" "	1/4	"	5/8 "
9	8.42	71.9	8	" "	1/4	"	5/8 "
10	8.47	72.55	5	" "	1/4	"	5/8 "
11	8.58	74.	11	" S.W. 3/8 S.	3/4 E.	S.W.	1/2 "
12	9.03	74.6	5	" S.E. 3/8 S.	1/4 W.	S.E. 1/8 S.	5/8 "
13	9.20	77.	17	" N.E. 1/8 E.	1/8 W.	N.E.	1/2 "
14	9.24	77.6	4	" S.E. 1/4 S.	1/4 W.	S.E.	5/8 "
15	9.45	80.6	21	" S.W. 3/8 S.	3/8 E.	S.W.	1/2 "
16	9.50	81.2	5	" S.E. 1/4 S.	1/4 W.	S.E.	5/8 "
17	10.08	83.7	18	" N.E. 1/8 E.	1/8 W.	N.E.	1/2 "
18	10.12	84.3	4	" S.E. 1/4 S.	1/4 W.	S.E.	5/8 "
19	10.33	87.3	19	" S.W. 3/8 S.	3/8 E.	S.W.	1/2 "
20	10.45	89.1	12	" N.W. 7/8 W.	3/8 E.	N.W. 1/2 W.	0
21	10.55	90.5	10	" "	"	"	0
22	11.10	92.65	15	" shortened 1/2 c	"	"	0
23	11.25	94.88	15	" in plotting "	"	"	0
24	11.40	96.88	15	" "	"	"	0
25	11.48	97.55	8	" "	"	"	0
26	12.00	99.35	12	" "	"	"	0
27	12.03	99.75	3	" no p.l. correction as shown	"	"	0
28	12.10	100.75	7	" "	"	"	0

The range mentioned here is South Pass Rr. and East Jetty Rr.

At vessel bearing N.E. 1/2 N (mag.)

North to 40 59.45

" 56.42

" 47.02 R

" on the range

" "

" "

" "

" "

" "

" "

Here changed course to S.W. 3/8 S. pt.

Here changed course to S.E. 3/8 S.

" " " N.E. 1/8 E.

" " " S.E. 1/4 S.

" " " S.W. 3/8 S.

" " " S.E. 1/4 S.

" " " N.E. 1/8 E.

" " " S.E. 1/4 S.

" " " S.W. 3/8 S.

" " " N.W. 1/2 W.

The current set must have been S.E. 1/4 or it must have let up altogether

For the N.W. 1/2 W. mag. course led in on the range of N. Jetty beam & S. Pass Rr.

from 25 to 28 having no other guide

At 11.40 it was noticed that the Rr. ship swung so as to be heading S.E.

but this cannot be accepted altogether as the currents at and away

from the Rr. vessel are not alike.

* N. Jetty beam & S. Pass Rr. 000 standing in on range

It will be noticed that when standing from the Rr. vessel on the range the current gradually increased as the ship stood eastward. This is shown by the courses steered to keep on the range.

7.23. a.m. sentry to 10 June

8.17 " " " 20 "

An allowance of .1 was made at turns - i.e. the distances between turns is shortened .1 on account of the vessel slowing to keep sentry clear of the log.

June 24 B. day p.m.

3

Time	Pat Log	Elapsed Time	Dist. Per L.	Course Comp	Dev	Course Mag	St. to
29	1.07	1.87		SE. 1/2 E.	1/4 W	SE. 3/4 E.	1/4 S
30	1.16	2.92	9	"	"	"	"
31	1.22	3.7	6	"	"	"	"
32	1.29	4.7	7	SE. 3/8 E.	"	SE. 1/2 E.	1/8 S
33	1.40	6.85	11	SE. 1/2 E.	"	SE. 3/8 E.	1/8 W
34	1.47	7.1	7	SE. 1/8 S	"	SE. 1/8 E.	3/8 W
35	1.57	8.4	10	"	"	"	"
36	2.06	9.6	9	"	"	"	"
37	2.14	10.5	8	"	"	"	"
38	2.21	11.55	7	SE. by S.	1/4 W.	SE. 3/4 S.	1/4 W.
39	2.27	12.35	6	"	"	"	"
40	2.33	13.1	6	"	"	"	"
41	2.39	13.9	6	"	"	"	"
42	2.45	14.68	6	"	"	"	"
43	2.51	15.48	6	"	"	"	"
44	2.56	16.	5	"	"	"	"
45	3.01	16.75	6	SW 3/8 S.	3/8 E.	SW.	1/8 W
46	3.13	18.45	12	NW. 5/8 W.	3/8 E.	NW 1/4 W.	1/4
47	3.19	19.3	6	"	"	"	"
48	3.25	20.1	6	"	"	"	"
49	3.31	20.9	6	"	"	"	"
50	3.37	21.7	6	"	"	"	"
51	3.43	22.55	6	"	"	"	"
52	3.49	23.4	6	"	"	"	"
53	3.56	24.1	7	W.	0	W.	1/2 S
54	4.02	24.8	6	W.	0	W.	"
55	4.08	25.9	8	N. by W.	3/8 E.	NW 1/8 W.	1/8 W
56	4.19	27.05	9	"	"	"	"
57	4.27	28.15	8	"	"	"	"
58	4.33	28.95	6	"	"	"	"
59	4.36	29.35	3	"	"	"	"

Smith & East 400 62.15 1. North

Standing on SE 200 from 29 to 37

" 58.03 "

" 54.53 "

* From 29 to 37 a logged dist of 8.63

" 11.30 R vessel

miles the vessel under way her log .36 miles about 4 1/2 c.

" 8.22 "

" 6.57 "

" 5.41 "

" 4.52 "

Changed C. to SE. by S. 4.19 " *

Mag Course made good SE 1/4 S. 2

Changed course to SW 3/8 S.

Changed " " NW 1/8 W.

Mag course made good allowing 1/4 pt for current is NW.

Changed course to N.

Changed course to NW. by W. on the range of La Jette R. & So Pass R.

Mag bearing of range is NW 1/2 W.

It will be seen that the current near the R-vessel is different from that off shore and that it increases in velocity as the dist. from R-vessel increases.

Running down to 20 fms.

June 25. C day

Pos No.	Comp. Bearing	Var E	Dev	True Bearing	Angle South to West	Course	Dev	Mag Course
4	N 71° W	5°	2 E	N. 64° W.				
5	N 16.52 W	5	2 "	N. 9.52 W	67.11			
6	N. 9° W	5	2.	N. 2 W	70.12			
7	N. 75° W	5	2 "	N. 68. W.	70.43	SSW 3/4 W	1/8 E	SSW 1/2 W.
8	N. 67. W	5	2	N. 60 W.	69.32			
9	N. 61 W.	5	2	N. 54 W.	66.56			
10	N. 56. W	5	2	N. 49 W	64.28			
11	N. 51 W.	5	2	N. 44 W.	60.51			
12	N. 51 W.	5	3 1/2	N. 42 1/2 W	62.30	NW 1/2 W.	3/8 E	NW 1/8 W
13	N. 54 W.	5	0	N. 49 W.	66.26	NE by N.	1/8 W	NNE 1/8 E.
14	N. 57. W	5	0	N. 52 W.	68.38			
15	N. 62. W	5	0	N. 57 W.	72.00			
16	N. 66 W.	5	3 1/4	N. 57 1/4 W	75.33	N. 66 W.	3/8 E.	NW by N. 1/8 W
17	N. 58 W.	5	2 E.	N. 51. W.	73.40	SSW 1/4 W	1/8 E.	SSW 3/8 W
18	N. 56° W	5	2 "	N. 49 W	71.48			
19	N. 53.30 W.	5	2	N 46.30 W	70.00			
20	N. 48 W.	5	2 1/4 W	N 45 3/4 W	66.20	SE 1/2 S.	1/4 W	SE 1/4 S.
21	N. 54 W.	5	3 1/4 E.	N. 45 1/4 W	68.27			
22	N. 45 W	5	2 1/4 W	N. 42 3/4 W	65.40	SE 1/4 E.	1/4 W	SE 1/8 E.
23	N. 50 W	5	0	N 45 W	64.43	NE by N	1/8 W	NNE 1/8 E.
24	N. 51. W	5	0	N 46 W	65.40	NE by N.	"	"
25	N. 56. W	5	0	N. 51 W	68.47			
26	N. 62. W	5	0	N. 57 W.	72.48			
27	N. 63 W	5	1 3/4 E.	N 56 1/4 W	70.47	SSW 1/4 W.	1/8 E.	SSW 3/4 W
28	N. 58 W	5	1 3/4 "	N 51 1/4 W	68.12			

Pos No.	Comp. bearing	Var E.	Dev.	True Bearing	Angle South to West	Course	Dev	Mag
29	N. 52 W	5	1 3/4 E.	N 45 1/4 W.	64.43	SSW 1/4 W.	1/8 E.	SSW 3/4 W
30	53	5	0	48	63.15	NNE 3/4 E.	0	NNE 3/4 E.
31	55	5	0	50	64.40	"		
32	59	5	0	54	67.06	"		
33	63	5	0	58	69.45	"		
34	63	5	1 3/4 E.	56 1/4	68.67	SSW	1/8 E.	SSW 1/8 W.
35	59	5	1 3/4 "	52 1/4	66.25	"		
36	56	5	1 3/4 "	49 1/4	64.20	"		
37	53	5	1 3/4 "	46 1/4	62.52	"		

At 8.35 am. set entry at 25 fms.

At 12.30 reeled in entry & stopped work

July 8 - P.M. Eday

6.42
42

5

Time	P. Log reading	Elapsed Time	Dist. P.C.	Course by Compass	Dev.	Mag. Course	Set	Mag. Current Made good
21 12.37	7.2	5	.6	S.E. $\frac{1}{4}$ E.	$\frac{1}{4}$ E.			
22 42	7.8	9	1.05	"	$\frac{1}{4}$			
23 57	8.95	3	.35	S.E. $\frac{3}{4}$ E.	$\frac{1}{4}$			
24 54	9.2	16	2.00	S.E. $\frac{3}{4}$ E.	$\frac{1}{4}$			
25 1.10	11.2	30	4.00	S.E. $\frac{1}{2}$ E.	$\frac{1}{4}$		allowed $\frac{1}{4}$ ft. prob. $\frac{1}{2}$ ft.	
28 1.40	15.2	7.30	1.00	"	$\frac{1}{4}$			
29 1.47.30	16.2	7.30	1.00	S.W. $\frac{3}{8}$ E.	$\frac{1}{4}$ E.	S.W. $\frac{7}{8}$ S.		
30 1.55	17.2	38	5.00	N.W. by N.			$\frac{1}{2}$ ft.	
35 2.33	22.5	8	1.1	"				
36 2.41	23.6			N.W. $\frac{3}{4}$ W. 000				
Rain ends								
37 2.57.30	25.0	6.30	.75	S.E. $\frac{1}{2}$ E.			allowed $\frac{3}{4}$ ft.	
38 58	25.75	3.30	.5	S.E. $\frac{7}{8}$ E.			allowed	
39 3.01.30	26.25	21.30	2.75	"			allowed $\frac{3}{4}$ ft. correct $\frac{7}{8}$ ft.	
40 3.23	29	7.30	1.00	S.E. $\frac{1}{4}$ E.				
41 3.30.30	30	23.30	3.25	S.W. $\frac{3}{8}$ S.			allowed $\frac{3}{4}$ correct $\frac{5}{8}$ ft.	
44 3.54	33.25	6	.85	N.W. by N.				
45 4.00	34.1	9	1.3	N.	$\frac{1}{16}$ E.			
46 4.09	35.4	10	1.4	N.W. $\frac{3}{4}$ N.				
47 4.19	36.8	20	1.9	"				
48 4.39	38.7	8	1.1	"				
49 4.47	39.9							

21 R ship to 000 6.21

22 " 5.37

23 " 4.49

24 " 4.37

Pat log 2 m. 7 cpc. overran the log.

25 to S.W. $\frac{3}{8}$ S.

to N.W. by N.

²⁵ ²⁸ ¹⁶ ¹⁵ ¹⁴ ft southerly set was allowed to keep on the range. but this evidently was not enough and $\frac{1}{2}$ ft is allowed in plotting. It was evident that the current increased as the distance from R ship was increased.

²⁹ ¹⁶ ³⁵ The southerly set is about $\frac{1}{2}$ ft. and there is evidently some E. by set also as it is apparent on the line from ²⁵ to 24.

35 R ship to 000 4.08

36 R ship to 000 4.42

P.R. 1.1 no pat log corr.

37 " 4.23

38 " 4.02

Pat log dist. 9 cpc. overran the log.

C.R. S.E. $\frac{1}{4}$ E.

" S.W. $\frac{3}{8}$ S.

" N.W. by N.

" N.

An adjustment of lines from 39 to 45 calls for a shortening of line from 39 to 40 and lengthening of line from 41 to 42. The tide rip noted at 3.12 pm and 3.40 pm. may have caused some change in speed or direction - this rip had a peculiar appearance the water looking as if a comb had been drawn through it. The wake of the ship was quickly obliterated in the rip.

45 R ship to 000 4.12

46 " 4.49

47 " 5.43

48 " 7.32

49 " 9.42

C.C. to N.W. $\frac{1}{4}$ N. } p log dist 5.8 actual 5.1 underam p. log 11 cpc.

Putting down to 30 fms -

G day July 11

Var 5° E.

Pos.	Time	Per Log	Elapsed Time	Dist. P.R.	Course Compass	Dev.	Course Mag	Set points
10	9.29	78.35			at pos. S.E. 1/4 S.			
11	9.09	84.1	40 m.	5.75	cc. to S.E. by E.	2 1/4° N.		3/4 pt.
12	9.15.30	84.85			S.E. 1/4 S.			5/8 pt.
13	9.50	90.05			N.W. by W.	2 1/2° E.		
21	9.54	90.6						
22	9.54	90.6						
23	9.58	91.2			N.W. 7/8 W.	3 1/2° E.		
24	10.07						on range -	
30	10.50	93.75			S.E. by E. 1/2 E.	2 1/2° N.		
36	11.34	99.45			cc. to S.W.	3 3/4° E.		
39	11.43	0.75						
40	12.18	5.65						
45	12.21	6.15			S.W.	Var 5° E. 23 3/4° E.	True S. 58° W.	
53	1.39	15.2			cc. to S.W.	"	S. 58° W.	
61	2.56	15.8						
62								
66								

1 to 10 inclusive are plotted by angles and need no explanation
the range is South Pass & E. Jetty Pass

6

course was changed 1 1/2 pt. easterly of the course started to keep on range.

Swung with port helm and at 16 were straightened out on a N.W. by W. course - p.c.

vessel was heading to return nearly parallel to the line from 1 to 10

was swinging with star helm to get on range } for a position

" " " port helm " " " " }

23 on range of South & East - Port log fouled the sentry wire and had to be hauled in and cleared it was put over again at 25
24 found no reading to be obtained

1 to 30 incl located by range & ✓ where possible squall interfered

line from 30 to 36 was run 1 1/2 pt. more E. than the course necessary to keep on the range -
from 25 to 30 it is seen that the vessel overruns her p. log a little.

Line from 39 to 44 is run on same course as from 16 to 24 and is slightly shortened to allow for some E. set as shown by port log on line from 25 to 30

2.56 to 41 p. log read 1.7 - 11 f/c. = 1.5 (approx)

61 to 62 p. log read 4.1 miles - 11 f/c. = 3.6 (approx)

16 to 66 p. log reading is 4.9 miles the measured dist is 4.3 miles an under run of 11 f/c. (approx)

At day July 12 -
Var. 5° E.

Obs	Time	P. Log	E. Time	Dist P. L.	Compass Course	Dev.	Mag Course	Set pts	Time dist
10 ✓	8.33	38.			S by W. 1/2 W.	1 3/4 E.	True S 24 W		1.1
12 ✓	8.44	39.6	11.	1.6	"				
15 ✓	8.52	40.75							
17 ✓	8.58.30	41.7	6.30	.95	WNE.	-	True N. 27. E.	1/2 pt.	1.02
18 ✓	9.06	42.8	7.30	1.1	WNE.	-	True N. 27 E.	1/2 pt.	1.2
21 ✓	9.13	43.75							
23 ✓	9.27.30	45.85	14.30	2.1					1.5
25 ✓	9.45.	48.35	17.30	2.50	S by W. 1/2 W.	1 3/4 E.	True S. 24 W.	1/2 pt.	1.75
28 ✓	9.51.30	49.3	10.30						
29 ✓	10.02	50.75	10.30	1.45	WNE.		True N. 27 1/2 E.	1/2 pt	1.56
30 ✓	10.10	51.95	8.00	1.2	WNE.		True N. 27 1/2 E.	1/2 pt	1.3
33 ✓	10.16.30	52.85							
34 ✓	10.31	54.95	14.30	2.1	S by W. 1/2 W.	1 3/4 E.	True - S. 24. W.	1/2 pt.	
36 ✓	10.52	57.9	19.00	2.95	S 5 W. 1/2 W.	2 1/4 E.	True S. 35.20 W.	1/2 pt	
39 ✓	10.58	58.7							
41 ✓	11.10	60.45	12.00	1.75	N. by E. 1/2 E.	0	True - N. 22. E.	1/2 pt.	1.9
42 ✓	11.16	61.3	6	.85	"	0	do.	1/2 pt.	.92
45 ✓	11.22.30	62.15							1.23
46 ✓	11.34.30	63.9	12.00	1.75					
48 ✓	11.53.	66.45	18.30	2.55					

See the notes below where courses could be checked on ranges -

From 33 to 34 - 30 yds is taken from log reading -

N.B. it is evident that on S by courses there is an E by set of 5 1/2° (approx.) it is also seen that there is a strong set against the vessel of 1.9 miles in 2 miles distance, or 30 yds approx.

N.B. it is evident that on N by courses there is an E by set of 6° (approx.) the pat log on N by courses reads 1.75 while true dist is 1.9 - allowance 8 yds on log reading

1.54 while pounding the ship down to port and drifted N of range it took some time to get her back to the range -

2888a

2888

III



U. S. G. & G. SURVEY
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SEP 24 1907
COL. NO.

IV 1

EXAMINATION OF HYDROGRAPHIC SHEETS
by the
DIVISIONS OF FIELD WORK AND FIELD RECORDS.

Sheet No. 2888

1. + Are numbers of hydrographic sheets adjoining limits of work shown?
2. Are transferred soundings of adjacent hydrographic sheets made to show that ground has been covered? *Yes*
3. + Is sheet of proper size?
4. + Is sheet well laid out, no additions required?
5. Are limits of hydrography regular?
6. + Are positions of signals accentuated by light dot of black ink to assist plotting? *No*
7. + Are tidal stations plotted on sheet?
8. Is area of work completely covered?
9. Are critical soundings and dangers shown distinctly?
10. + Is the control good?
11. + Are positions of signals clearly shown?
12. Are soundings well distributed?
13. Are shoals carefully and sufficiently developed?
*Not sufficient soundings on reported shoal
near Lat 29° 57' long 88° 58' & southeastward
of reported shoal.*
14. Do soundings cross satisfactorily?

15. Is existence or non-existence of a reported shoal determined?
No. see 13-
16. Is least sounding over bar probably determined by check soundings or diagonal sounding lines crossing same?
.....
.....
- 17.+ Are projection and plotting checked?
18. Is the scale of this sheet sufficient to show the necessary details in the navigable channels?
.....
19. +Is the shoreline shown?
- 20.+ Is there an accompanying list of plane table or sextant positions of signals? *No*
21. Has sufficient attention been given to the development of channel?
.....
22. Are sufficient bottom characteristics shown? *Yes*
23. Are sounding lines normal to coast?
.....
24. Have suspicious soundings been investigated?
.....
25. Are ranges or bearings given for important shoals?
.....
- 26.. Are sailing directions given?

27. Is the general hydrography in the entire area properly developed?
28. Are shallow channels for motor boats sounded?
29. Is there a note as to coloration of water in or near mouths of rivers and bays? *No.*
30. Is there any information given as to obtaining fresh water?
31. Are there proper intervals between soundings?
32. Are projecting points of land and reefs determined by sufficient lines with soundings at close intervals run at right angle to direction of points?
33. Is there sufficient data to draw depth curves?
34. Are shoal areas remote from shore properly developed by independent system of buoy signals placed in the vicinity of shoal?
35. Are soundings obtained at docks in harbor?
36. * Is there a full list of data effecting sheet given? *No*
37. Are description of hydrographic signals and marking of same recorded?
38. Is there a list of land marks given?

39. + Does descriptive report give date of instructions?
40. Are small islets and rocks distinctly shown?
41. Is information relative to anchorage given?
42. + Are survey methods explained sufficiently? *Yes*
43. Are geographical names given on sheet?
44. Are coast pilot notes given?
45. Is the unit of soundings given in title?
46. Are sufficient depth curves shown?
47. Are aids to navigation shown?
48. Are grass or kelp indications shown?
49. Are sailing courses shown on sheet?
50. Is descriptive note given as to visibility of shoals?
51. Are dangers fully described in descriptive report?
52. Is the character of reefs described on sheet?
53. Are beaches indicated where vessels in distress could be safely beached?
54. Are standard symbols used in drafting? *Yes*
55. Is information relative to currents given? *Yes*
56. Is there a statement as to certainty or probability of least depth over dangers given? *Current observations made during progress of hydrography*
57. Is the existence of certain shoals doubtful?
58. Is a general description of coast given?

59. Is information relative to commercial importance given?
.....
60. Does the descriptive report cover one or a moderate number of
sheets?
.....
61. Are descriptions of headlands given?
.....
62. Is the nature of shoals whether coral rock or sand shown on
sheet?
.....
- 63.+ Is the position of the tide gauge well selected? Is the tidal
data sufficient for the reduction of soundings over the area
of the sheet?
.....
- 64.+ Have projection lines been numbered around all the edges? ...
.....
- 65.+ Has the geographic position of one of the triangulation points
on the sheet been inked near the bottom edge of the sheet?
.....
66. Was the speed of the sounding boat such as to allow vertical
readings of the leadline?
.....
67. Were lines of soundings run along the axis of narrow channels?
.....
68. Have rocks or shoals seen from the sounding boat in passing
been definitely located?
.....
69. Have charted shoals reefs, or rocks been investigated?
.....
- 70.+ Have sounding records been kept in approved form?
.....

71. Are Wire drag surveys required?

72. Is the area between the soundings taken and the shore indicated or described as being covered by reefs, etc. as the case may be?

Other Remarks

The foregoing points marked by a cross (+) and the following additional points are to be considered for wire drag hydrographic sheets.

73. What additional areas, if any, in the locality covered by the sheet should be dragged?

74. Number of small areas inside limits of work missed by drag (few, moderate number, numerous)

75. Are shoals discovered with drag clearly shown?

76. Were shoals later covered by drag set at suitable depth?

77. Are all areas missed by drag clearly shown?

78. Are overlaps ample?

79. Do effective depths conform to instructions under which the work was done?

80. If work was done before present practice as regards effective depths was adopted, should the area be re-dragged to conform to the present practice?

81. Are all shoals discovered shown on current issue of chart?

3011
FEB 1919

EXAMINATION OF HYDROGRAPHIC SHEETS
by the
DIVISIONS OF FIELD WORK AND FIELD RECORDS.

Sheet No. 2888^a

1. + Are numbers of hydrographic sheets adjoining limits of work shown?
2. Are transferred soundings of adjacent hydrographic sheets made to show that ground has been covered?
3. + Is sheet of proper size?
4. + Is sheet well laid out, no additions required?
5. Are limits of hydrography regular?
6. + Are positions of signals accentuated by light dot of black ink to assist plotting? *yes*
7. + Are tidal stations plotted on sheet?
8. Is area of work completely covered? *yes*
9. Are critical soundings and dangers shown distinctly?
10. + Is the control good?
11. + Are positions of signals clearly shown?
12. Are soundings well distributed?
13. Are shoals carefully and sufficiently developed?
14. Do soundings cross satisfactorily? *yes quite well*

15. Is existence or non-existence of a reported shoal determined?
.....
16. Is least sounding over bar probably determined by check sound-
ings or diagonal sounding lines crossing same?
.....
.....
- 17.+ Are projection and plotting checked?
18. Is the scale of this sheet sufficient to show the necessary
details in the navigable channels?
.....
19. +Is the shoreline shown?
- 20.+ Is there an accompanying list of plane table or sextant posi-
tions of signals? *No note as to determination of Hyd. sig
shed.*
21. Has sufficient attention been given to the development of
channel?
.....
22. Are sufficient bottom characteristics shown? *Yes*
23. Are sounding lines normal to coast?
24. Have suspicious soundings been investigated?
25. Are ranges or bearings given for important shoals?
- 26.. Are sailing directions given?

27. Is the general hydrography in the entire area properly developed?
28. Are shallow channels for motor boats sounded?
29. Is there a note as to coloration of water in or near mouths of rivers and bays? *No*
30. Is there any information given as to obtaining fresh water?
31. Are there proper intervals between soundings?
32. Are projecting points of land and reefs determined by sufficient lines with soundings at close intervals run at right angle to direction of points?
33. Is there sufficient data to draw depth curves?
34. Are shoal areas remote from shore properly developed by independent system of buoy signals placed in the vicinity of shoal?
35. Are soundings obtained at docks in harbor?
36. *Is there a full list of data effecting sheet given? *No*
37. Are description of hydrographic signals and marking of same recorded?
38. Is there a list of land marks given?

- 39.+ Does descriptive report give date of instructions?
40. Are small islets and rocks distinctly shown?
41. Is information relative to anchorage given?
- 42.+ Are survey methods explained sufficiently? *Yes*
43. Are geographical names given on sheet?
44. Are coast pilot notes given?
45. Is the unit of soundings given in title?
46. Are sufficient depth curves shown?
47. Are aids to navigation shown?
48. Are grass or kelp indications shown?
49. Are sailing courses shown on sheet?
50. Is descriptive note given as to visibility of shoals?
51. Are dangers fully described in descriptive report?
52. Is the character of reefs described on sheet?
53. Are beaches indicated where vessels in distress could be safely beached?
54. Are standard symbols used in drafting?
55. Is information relative to currents given? *No*
56. Is there a statement as to certainty or probability of least depth over dangers given?
57. Is the existence of certain shoals doubtful?
58. Is a general description of coast given?

59. Is information relative to commercial importance given?
.....
60. Does the descriptive report cover one or a moderate number of
sheets?
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61. Are descriptions of headlands given?
.....
62. Is the nature of shoals whether coral rock or sand shown on
sheet?
.....
- 63.+ Is the position of the tide gauge well selected? Is the tidal
data sufficient for the reduction of soundings over the area
of the sheet?
.....
- 64.+ Have projection lines been numbered around all the edges? ...
.....
- 65.+ Has the geographic position of one of the triangulation points
on the sheet been inked near the bottom edge of the sheet?
.....
.....
66. Was the speed of the sounding boat such as to allow vertical
readings of the leadline?
.....
67. Were lines of soundings run along the axis of narrow channels?
.....
.....
68. Have rocks or shoals seen from the sounding boat in passing
been definitely located?
.....
69. Have charted shoals reefs, or rocks been investigated?
.....
- 70.+ Have sounding records been kept in approved form?
.....

71. Are Wire drag surveys required?
72. Is the area between the soundings taken and the shore indicated or described as being covered by reefs, etc. as the case may be?

Other Remarks

*Position of 132 ft sounding in
Long 89° 12' doubtful*

The foregoing points marked by a cross (+) and the following additional points are to be considered for wire drag hydrographic sheets.

73. What additional areas, if any, in the locality covered by the sheet should be dragged?
74. Number of small areas inside limits of work missed by drag (few, moderate number, numerous)
75. Are shoals discovered with drag clearly shown?
76. Were shoals later covered by drag set at suitable depth?
77. Are all areas missed by drag clearly shown?
78. Are overlaps ample?
79. Do effective depths conform to instructions under which the work was done?
80. If work was done before present practice as regards effective depths was adopted, should the area be re-dragged to conform to the present practice?
81. Are all shoals discovered shown on current issue of chart?

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6191
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