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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Littenmann
Superintendent.

State:

DESCRIPTIVE REPORT.

Hyd S Sheet No. *2999*

LOCALITY:

*Ship Channel
and Old Morgan
Channel*

1909

CHIEF OF PARTY:

H. J. Beck

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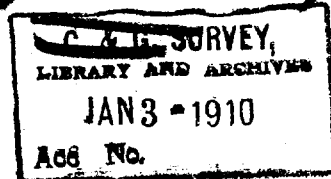
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Hyd 2999

Atchafalaya Bay



Atchafalaya Bay Ship Channel and

Old Morgan Channel

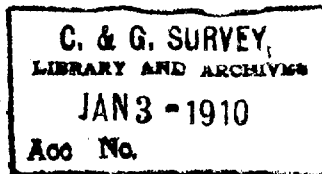
Hydrography by H. L. Beck, Asst.

May 10, 1909. to May 13, 1909.

Schooner Transit

H. L. Beck, Asst.

Com'd.

Sheet 2999
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Descriptive Report

This sheet covers a part of Atchafalaya Bay, showing the "Atchafalaya Bay Ship Channel" and the old Morgan channel.

The instructions in regard to the work on the Louisiana coast included the following: "Incidental to the hydrography you will examine the dredged channels in Atchafalaya Bay in regard to their location and depth."

Later a letter from the Office stated "Your work in the channel is to be restricted to a single line of soundings along it."

The Atchafalaya Bay Ship Channel is marked by a line of piles on the starboard hand when entering. Originally there were 100 piles, each pile having its number painted on a board nailed to it. Some of the

piles are now missing, having been carried away during rough weather. The positions of all that remained were determined. A few of the positions were determined by triangulation. Sextant angles were taken at all of the others.

There are a few piles on the port hand when entering the channel.

These were also determined.

Lines of soundings were run between the piles on each side of the channel; one line was run outside of the channel on the north west side of it to show the depths where the material dredged from the channel was dumped. This seems to indicate that in most places the currents have carried the material away. One line of soundings follows the middle of the dredged channel. The channel was

dredged to a width of only 100 ft. The narrowness of the channel and the strong currents, which in places are across the channel, made it a difficult matter to keep the launch in mid channel at all times.

After plotting the line of soundings on the smooth sheet it seems probable that the depths obtained are not in every case the maximum depths of the channel on account of the launch having been at the time slightly to one side of mid channel. For instance: near position 96 b day the soundings were not in mid channel. The cross channel line from 131 b to 132 b shows this to be the case. It was said, ^{by officials of the company,} "at the time this survey was being made, that it was the intention of the channel company to begin, in a short time, the work of deepening the channel."

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to its original depth of 14 ft.

The old morzan channel is still marked by beacons in Alchafalaya Bay (Bn. 7 has disappeared however). The beacons marking its course through the Pt. au Fer Shell Reef no longer exist. This part of the old channel is said to be filled up. The beacons which remain were determined by triangulation.

For the reason that the beacons which marked the channel through the reef no longer exist an attempt was made to follow the old channel in the following manner:

The position of Bn. 1 was ~~determined by triangulation taken from the chart~~ and plotted on the boat sheet.

The course of the channel through the reef was assumed to be correct on the chart and laid down the same way on the boat sheet.

An attempt was then made to follow the old channel as thus defined but when the reef was reached the water was too shoal for the launch to continue. A way across the reef was finally found but it seems that this was the old "Anne Channel". Later, upon comparing the position of Bn. 1 as determined by triangulation, with its position as taken off the chart it appeared that its charted position was incorrect. It appears therefore that the course of the old channel through the Pt. au Fer Shell Reef was not followed.

It was stated however, by a number of persons, that that portion of the channel has filled up and is no longer navigable.

Report on Hyd. Sheet 2999

This sheet comprises an examination of Atchafalaya Bay Ship Channel and a few lines in the Old Morgan Channel.

The work agrees very well and is sufficient to answer the purpose of the survey.

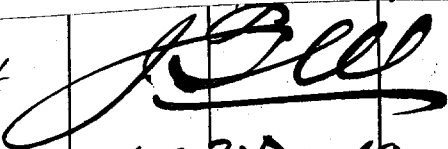
The middle line of soundings which is supposed to be run in mid channel may not always be the maximum depth, as it is stated in the Descriptive Report that the launch sometimes swerved from the center of the channel, which is only one hundred feet wide. In any case eight ft could be safely carried, in the Atchafalaya Bay Ship Channel. The Old Morgan channel is practically unnavigable.

The position of Bn 1 is incorrect on the chart and Bn. 7 has disappeared.

In protracting the sheet the colors used for the different days work should be the same on the sheet as in the records and the holes pricked at positions should have been filled with ink of the same color.

The curves are only sketched in pencil and may be inked by the verifier.

The accompanying sheets should now be placed in a yellow tube.

Verified	by	
		1-25-10

R. L. Johnston

Draftsman

10/22/09