Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Kitts
Superintendent.

State: ____________________________

DESCRIPTIVE REPORT.

Hyd. ______ Sheet No. 2999

LOCALITY:
Ship Channel
and Old Morgan Channel

1909

CHIEF OF PARTY:
M. S. Beck
Atchafalaya Bay
Atchafalaya Bay Ship Channel and Old Morgan Channel

Hydrography by H. L. Beck, Asst.
May 1919 to May 13, 1909

Schooner Transit
H. L. Beck, Asst.
Com'd.
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 mailed to it. Some of the
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
dug 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 chart 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 to day, the soundings were not in mid-channel. The cross channel line from 131 to 132 b shows this to be the case.

It was said, 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.
to its original depth of 14 ft.
The old Morgan 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 this
defined but when the reef was
reached the water was too shallow
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 Fox Shell
Reef was not followed.
It was stated known,
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 prolonging the sheet the colors used for the different days work should be the same on the sheet as in the records and the holes picked 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 R. L. Johnston

1- 25- 10

Draftsman
10/22/09