

5953

13

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } ⁵⁹⁵³ 5953
Hydrographic } Sheet No. 12

State LOUISIANA

LOCALITY

GULF OF MEXICO

LOUISIANA COAST

SOUTHWEST OF ATCHAFALAYA BAY

1935

CHIEF OF PARTY

R. E. LUCE

U. S. GOVERNMENT PRINTING OFFICE: 1934

5953

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

HYDROGRAPHIC TITLE SHEET

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

Field No. 12

REGISTER NO. 5953

State LOUISIANA

General locality GULF OF MEXICO

Locality SOUTHWEST OF ATCHAFALAYA BAY

Scale 1:40,000 Date of survey Apr. 11 to June 8, 1935

Vessel Ship HYDROGRAPHER, Launches FARIS and PRATT.

Chief of Party R. F. Luce

A. P. Ratti. P. C. Doran. P. Taylor,
Surveyed by R. W. Woodworth. J. N. Jones. E. H. Maher.

Protracted by P. Taylor.

Soundings penciled by J. T. Jarman, P. Taylor.

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water.

Subdivision of wire dragged areas by -----

Inked by W. R. Jackson

Verified by W. R. Jackson

Instructions dated December 17, 1932

Remarks: -----

DESCRIPTIVE REPORT
to accompany
HYDROGRAPHIC SHEET, FIELD NO. 12
GULF OF MEXICO
LOUISIANA COAST

INSTRUCTIONS:

Instructions for this survey were dated December 17, 1932.

This is a continuation of the work done by this party in 1934.

SURVEY METHODS:

This sheet embodies work done by the ship Hydrographer and the launches Faris and Pratt. Fixes, for the most part, for the entire sheet were obtained by sextant angles on shore signals, water signals and buoys. However, a few lines are controlled by bearings and depression angles.

Control for this sheet consists of triangulation executed by Lieutenant E. R. McCarthy in 1933, topographic signals located by the ship Hydrographer in 1934 and buoys and water signals located by the latter party in 1935. ^{Library File No.} #876-545-5937-1135-L
(See par. below)

The positions of all buoys and water signals for this sheet were obtained from adjusted graphical plotting on an aluminum sheet and are summarized in a separate report entitled ; "Graphic Positions of Triangulation, Topographic signals, Water signals, Ship and Launch Buoys, 1935". See par. above for Library File.

The discrepancies noted between the plotted positions of signals on the Smooth sheet and Boat sheet are due ^{to} the adjustment

of control on the aluminum sheet from which positions of signals for the smooth sheet were obtained.

Depths were obtained on the Launches with the hand lead and on the Ship with the hand lead and the Dorsey Fathometer.

Bottom samples were obtained over the entire sheet by the soap lead method.

DISCREPANCIES:

1. In general there are very few large discrepancies noted, most of them being from one to two feet which are attributed to the strong currents encountered, and also to a possible difference in the actual tide and that registered on the gage at Eugene Island, from which all tide reductions were obtained direct.

←Several noted when sheet was reviewed. These have been adjusted. See Rev., par. 4 b.

2. As you will note from an inspection of chart number 199 this gage was located in a very narrow and deep channel through Point-Au-Fer Shell Reef with shoal water extending several miles out to sea which might possibly cause an appreciable lag in the actual tide on the working grounds with that recorded on the gage. From the strong currents encountered in this channel opposite the gage I would think that the stages of Atchafalaya River might also effect the gage readings.

3. The sounding line between latitudes 29 - 16.2N and 29-19.2 N along longitude 91-42 W is obviously wrong and due to careless and faulty reading of the leadline, despite the fact that every effort was made to watch the Leadsman and see that the soundings were taken correctly. I would recommend that this section of line be rejected as there are sufficient soundings to indicate that no such valley exists.

Line accepted
2/2/44

4. The line between latitudes 29-08 N and 29-16 N along longitude

91-46 W shows a little deeper than other soundings indicate; however, this can be attributed to the tide and current previously mentioned.

Line generally deeper
Sigs accepted except
those between pos.
61 to 65 Ugreen which
were reduced 2'
in office. 2/28/00.

5. The junction between the Hydrographer's work and that of the launches is very good, considering the fact that the hand-lead and Fathometer were used for soundings on the ship.

Some differences
noted in Revy
par. 4

6. The line of ship's handlead soundings between positions 8-J and 22-J were rejected and not plotted on this sheet due to the fact that the ship was bucking a strong current and the soundings were from three to six feet deeper than indicated by cross lines. This line was re-run at a later date using the Dorsey Fathometer. (see note on page 48, vol. 2)

7. The line between 41-J and 58-J, which was run on the same day and in the same direction, is also obviously too deep as indicated by cross lines and lines on either side. This was known at the time of running the line, and it had been intended to re-run this line, as well as the one mentioned in the preceding paragraph, but through some oversight only the first one was re-run. This line, however, is shown on the sheet. By correcting the soundings on this line by an amount as indicated by the cross lines, that is two feet in depths below forty feet, three feet in depths below fifty feet, and four feet in depths greater than fifty feet, I arrived at a line which confirms with the soundings on cross lines and also the lines on either side. The soundings, after the above corrections were applied, are shown in light pencil to the right of the original line. It is recommended that this line be rejected or the soundings after the above corrections were applied be accepted.

Note to Hydrographer -
Take this matter up
with Capt. Ellis before entering
C. K. G.
Corrections applied to this line in office (see Revy, par. 4 b)

8. There is some reason for believing that the distance between signals BAT and COT may be 185 meters short and the distance between signals COT and DIP the same amount long. This could be caused by an error in reading the Taut Wire machine. However, the machine was read separately by two officers and the records and abstracts of buoy distances show no such error. The sounding lines to the eastward of these buoys, however, have numerous jumps in time and course out of proportion to the actual changes which would indicate that the above might be true.

Accepted ✓

DANGERS:

No dangers, other than the general shoals as indicated by depth curves, were found.

✓

COMPARISON WITH PREVIOUS SURVEYS:

A comparison of this sheet with chart no. 199 shows very good agreement in soundings and bottom characteristics. Soundings agree within two or three feet with a tendency of deepening on most of the two outer shoals. See Rev. for more detailed account.

✓

CHANNELS AND ANCHORAGES:

This sheet comprises an offshore area with no protected anchorages and no channels other than that between the two outer shoals.

✓

Respectfully submitted,

Paul Taylor
Paul Taylor, Ensign,
U.S. Coast and Geodetic Survey.

Examined and approved

R. F. Luce

R. F. Luce, Commander,
U. S. Coast and Geodetic Survey,
Chief of Party.

STATISTICS FOR SHEET, FIELD NO. 12

Statute miles soundings	2,580
Number soundings	32,099
Number positions	5,637
Area, square statute miles	637

LIST OF SIGNALS

for

HYDROGRAPHIC SHEET, FIELD No. 12

NAME	LATITUDE			LONGITUDE			HOW LOCATED
	deg.	min.	meters.	deg.	min.	meters.	
Abe	29	19	499	91	39	439	hydrography
Ant	29	16	308	91	48	1260	do
At	29	14	440	91	31	860	do
Bar	29	24	1802	91	42	723	do
Bat	29	14	488	91	48	1137	do
Be	29	17	353	91	39	514	do
Be ₂	29	17	638	91	39	710	do
Bol	29	22	630	91	49	605	do
Co	29	30	252	91	51	1121	Topography
Cot	29	12	466	91	48	1015	Hydrography
Cut	29	20	366	91	37	1569	do
Cur	29	19	575	91	40	302	do
Dee	29	13	49	91	39	260	do
Dip	29	10	332	91	48	884	do
Eel	29	08	44	91	48	743	do
End	29	07	568	91	39	284	do
Fish	29	09	79	91	39	242	do
Fun	29	03	731	91	43	1430	do
Gas	29	04	1111	91	46	502	do
Gin	29	20	476	91	46	1404	do
Gob	29	03	673	91	31	111	do
Gol	29	11	252	91	39	261	do
Gun	29	20	216	91	49	888	do
Hi	29	17	201	91	35	101	do

NAME	LATITUDE			LONGITUDE			HOW LOCATED
	deg.	min.	meters.	deg.	min.	meters.	
Hip	29	05	1180	91	48	601	Hydrography
Hit	29	18	998	91	44	1366	do
Hot	29	21	159	91	34	519	do
Island, 1933	29	30	968	91	36	12	Triangulation
Ike	29	00	164	91	38	879	Hydrography
Imp	29	12	376	91	44	909	do
Jag	29	14	579	91	44	1076	do
Kin	28	55	1340	91	38	920	do
Lap	28	53	1164	91	38	1012	do
Low	29	09	1783	91	44	901	do
Low ₂	29	10	206	91	44	975	do
Mac	29	01	442	91	45	637	do
May	29	08	172	91	44	858	do
Mid	29	² 04	684	91	46	1596	do
Mic	29	19	1058	91	36	1377	do
Nac	29	22	1744	91	38	330	do
Nip	28	59	306	91	45	647	do
Nig	29	20	160	91	42	616	do
Oke	28	57	113	91	45	624	do
Oz	29	15	720	91	34	1496	do
Pet	29	13	1113	91	34	1470	do
Pin	28	55	137	91	45	632	do
Quo	29	11	564	91	34	1432	do
Rat	29	09	958	91	34	1400	do
Reef, 1890, 1933	29	23	955	91	30	393	Triangulation
Rip	29	08	1259	91	52	136	Hydrography

S.W. Tower.

NAME	LATITUDE			LONGITUDE			HOW LOCATED.
	deg.	min.	meters.	deg.	min.	meters.	
Sam	29	06	936	91	52	49	Hydrography
Sap	29	19	1365	91	45	1315	do
See	29	14	1825	91	39	445	do
Shell ₃ , 1934.	29	24	1432	91	51	602	Topography
Sit	29	07	1078	91	34	1371	Hydrography
Sog	29	22	434	91	46	1534	do
South, 1933.	29	29	838	91	45	1558	Triangulation
Sun	29	06	154	91	44	816	Hydrography
Tel	29	24	1456	91	33	406	do
Toe	29	01	792	91	31	262	do
Top	29	04	1004	91	51	1563	do
Ump	29	02	943	91	51	1461	do
Up	28	59	758	91	31	460	do
Van	29	22	302	91	42	558	do
Vex	29	00	835	91	51	1429	do
Vow	29	06	540	91	36	828	do
Wax	28	58	922	91	51	1381	do
Win	29	05	26	91	38	268	do
Xit	28	56	252	91	51	1318	do
Xray	29	03	1239	91	39	1467	do
Yet	29	02	571	91	41	1128	do
Zed	29	19	439	91	48	1456	do
Job	28	57	1581	91	38	897	do
Keg	29	16	880	91	44	1330	do

HYDROGRAPHIC SURVEY NO. 5953

Smooth Sheet 1

Boat Sheet 3

Sounding Records 18 Vols. _____

Descriptive Report yes

Title Sheet yes

List of Signals yes

Landmarks for Charts (Form 567) No

Statistics yes

Approved by Chief of Party yes

Recoverable Station Cards (Form 524) No

Special Chart for Lighthouse Service No
(Circular Nov. 30, 1933)

Remarks _____

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **5953**

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.5637
Number of positions checked	...53
Number of positions revised11
Number of soundings recorded	32,099
Number of soundings revised	...7.6
Number of signals erroneously plotted or transferred0.

Date: *Oct. 1936*

Verification by *W. R. Jackson*

Time: *189 Hrs.*

Review by *Harold W. Murray*

Time: *36 "*

Ver. Corrections by *"*

2 "

Report on H-5953

1. ^{1/}The records conform to the requirements of the general Instructions except as noted in this review.
2. ^{2/}There is no shore line on this sheet. ^{See rev. for all control.} The control was from hydrographic ^{buoys}.

3. ^{3/}The cross lines were generally satisfactory except: (It is suggested that the following ^{edges} be rejected.)

(a) Where the work of the "Faris" crossed the work of the "Pratt", and vice-versa. These lines are on every minute of latitude from 29-06 north, and vary in depth from 1-3 ft.

In every instance the edge taken by the "Faris" was from 1-3 ft. deeper.

Lat. 29-18

Long. 91-(34-39) ^{32-39 S} _{depth = 7.3} too deep by from 1-3 ft.

(b) Lat. 29-20
Long. 91-(33.8-43) ^{36-54 K} too deep by from 1-4 ft.

(c) Lat. ²⁸29-56 ^{116-134 H} These hand lead edge appears to be from 2-4 ft. too deep.

(d) Long. 91-37.5 ^{59?}
Lat. 28-(~~54~~ 29-00) ^{41-58 J} These edge are too deep by from 2-6 ft. See D.R. P7

(e) Lat. 28-53.5
Long. 91-37 ^{95-96 J} Hand lead edge appears to be too deep.

(f) Lat. 28-54
Long. 91-38 ^{23-26 J} Hand lead edge appears to be too deep. Left in pencil.

See Review for observations.

(g) Lat. 28-59 132-140 J These edge. are too deep by
Long. 91-36 from 2-4 ft. The ship was traveling
at an excessive speed. 4.3 knots minimum.
8.2 knots maximum.

(h) Lat. 28-58.5 33-34 K. These hard lead edge are
Long. 91-41 evidently 3 ft. too deep. *omitted, not needed*

(i) Lat. 29-00 139-144 P The fathometer was not
Long. 91-53.5 working properly and the hard lead is questionable.

(k) Lat. 29-01 1-8 J These edge. are from 2-4 ft. to
Long. 91-42 deep. The remainder of the line
was rejected by the field party. See D.R.

(l) Lat. 29-05 22-32 W This line appears to be
Long. 91-45 from 1-3 ft. too deep and it is doubtful
if any such valley exists.

Revised by Reviewing Officer

4. ⁴The usual depth curves were completely drawn except:

(a) Lat. 28-54 The 60 ft. curve. The edge of this sheet
Long. 91-37 are too deep as shown by both adjoining sheets. See also TP 62

(b) Lat. 28-56 The 60 ft. curve. It is suggested the ends
Long. 91-42 of this curve be connected, disregarding the intervening
line of edge.

(c) Lat. 29-05 and 08 The same suggestion as in (b). ^{18' curve}
Long. 91-45

5. ^{5.} There are no floating aids to navigation located ^{3.} on this sheet.

6. ^{6.} The junctions with contemporary adjacent surveys are satisfactory except:-

(a) Around the 60 ft. curve at the junction with H-5954 and H-5938. See Also IP 4a

(b) Lat. 29-16 Long. 91-33 The junction with H-5954. It is suggested the line of sds. 1-5 to be rejected as too deep.

7. ^{7.} The field plotting was completed as prescribed in the Hydrographic Manual.

8. ^{8.} The discrepancies on this sheet seemed to be caused by a combination of indefinite tide reducers and excessive speed of the sounding boat.

In many cases the speed of the boat was found to be in excess of 7 knots, and one place was found where the ship was going over 8 knots while taking hand lead sds.

From 65-89 J both hand lead and fathometer sds. were taken, showing the fathometer sds. from 2-4 ft. shallower than the hand lead.

Respectfully submitted,

William R. Jackson

H5953

Remarks

Decisions

	Remarks	Decisions
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26	⊕ no names: South Point of	
27	MARSH Marsh I would come in upper edge of sheet.	

GEOGRAPHIC NAMES

Survey No. **H5953**

Name on Survey	Source										No.
	A	B	C	D	E	F	G	H	K		
											1
											2
											3
											4
											5
											6
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⊕
 Names underlined in red approved
 by CRH on 4/14/36

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOSTATIC~~

} No. H - 5953
 } ~~No. J~~

{ received *Mar 13, 1936*
 { registered *Mar 30, 1936*
 { verified
 { reviewed
 { approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
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62			
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82			
83			
88			
90			

RETURN TO

82	
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~~CONFIDENTIAL~~

C. K. Green *April 1, '36*

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 7, 1936.

Division of Hydrography and Topography:

✓ Division of Charts: Att: Mr. E. P. Ellis

Tide Reducers are approved in
18 volumes of sounding records for

HYDROGRAPHIC SHEET 5953

Locality South of Atchafalaya Bay, Louisiana.

Chief of Party: R. F. Luce in 1935
Plane of reference is mean low water reading
1.4 ft. on tide staff at Eugene Island
4.2 ft. below B.M.1

Height of mean high water above plane of reference is 1.4 ft.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5953 (1935) FIELD NO. 12.

Southwest of Atachafalaya Bay, Gulf of Mexico, La.

Surveyed in 1935, Scale 1:40,000.

Instructions dated Dec. 17, 1932 (HYDROGRAPHER)

Hand Lead and Dorsey
Fathometer Soundings

3 Point fixes on shore
and buoy signals.

Chief of Party - R. F. Luce

Surveyed by - A. P. Ratti, R. W. Woodworth, P. C. Doran,
J. N. Jones, P. Taylor, and E. H. Maher.

Protracted by - P. Taylor

Soundings plotted by - J. C. Jarman and P. Taylor

Verified and inked by - W. R. Jackson

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. The name of the geographic datum was not indicated on the smooth sheet. This was accomplished in the office.
- b. On the cover label and title page of the sounding records for the work of the launch "Faris," the position numbers and day letters were in black ink. These were changed to the proper color in the office.
- c. Fixes were not obtained at the comparative soundings. Only one of the five taken was close enough in point of time to a recorded fix to permit plotting on the smooth sheet.

The "Descriptive Report" is clear and comprehensive and satisfactorily covers all items of importance.

The Statistics Sheet accompanying the Descriptive Report is in accordance with the Hydrographic Manual (par. 164.) However, the usual practice is to itemize the information for each day including the date, volume and type of sounding used.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey conform to the requirements of the Instructions for the Project.

3. Shoreline and Signals.

This is an offshore survey and contains no topography.

The signals are mainly buoys or water signals located by taut wire

measurements, bomb distances and sun azimuths plotted on an aluminum mounted sheet and from which the geographic positions were scaled. Several topographic signals from T-6325 (1935) and T-4926 (1934) were also used.

4. Sounding Line Crossings.

Generally speaking, agreement of cross lines as well as parallel systems of lines is not as good as on other contemporary surveys in this locality. In the southwestern portions of the sheet, (mainly fathometer work) the lines agree very well. In the southeastern portions (fathometer and hand lead work), differences of 1 to 4 feet occur. In the middle and northern portions (all hand lead work), general agreement is within 1 to 2 feet or less. The exact cause or combination of factors which brought about the larger discrepancies is uncertain; however, the Descriptive Report (page 2) cites the possible effect of strong currents and an appreciable lag in the tide. Other contributing factors may possibly be the recording of tidal data to the nearest whole feet and the obtaining of hand lead soundings during unusually high boat speeds, speeds of 6 to 8 knots being noted in several instances. Among the important differences noted are:

- a. Cross lines run by the launch "Faris" (green day letters) either agree with the main system of lines (launches: Faris and Pratt) or vary consistently deeper. Of the latter, line 36 to 54 k (lat. $29^{\circ}20.1'$, long. $91^{\circ}33.7'$ to long. $91^{\circ}42.9'$) varies 1 to 4 feet deeper and line 32 to 37 and 38 to 39 s (lat. $29^{\circ}18.1'$, long. $91^{\circ}34.1'$ to long. $91^{\circ}39.8'$) varies 1 to 3 feet deeper. These are hand lead soundings obtained during boat speeds of 8 and 7.3 knots respectively. In view of the excessive speeds and the good agreement noted in the main systems of lines, these soundings have been omitted from the sheet.
- b. Several hand lead sounding lines consistently vary 1 to 4 feet deeper than the adjoining hand lead or fathometer parallel system of lines. Some of these are discussed in the Descriptive Report (pages 2 and 3) wherein it is recommended that arbitrary corrections be applied in order to improve the agreement. The retention of these soundings as recorded would have introduced improbable irregularities in the depth curves. In order to show that shoal spots do not exist in the areas covered, arbitrary corrections of 1 to 3 feet have been applied to these soundings. The corrected soundings have been entered in the sounding volumes and are shown on the smooth sheet in brown.

5. Depth Curves.

The usual depth curves may be completely drawn.

6. Junctions with Contemporary Surveys.

- a. The junctions on the north and northeast with H-5837 (1935), H-5852 (1935) and H-5825 (1935) and on the west with H-5766 (1934-35) are satisfactory.
- b. The junction on the east with H-5954 (1935) is satisfactory except that a portion of the hand lead sounding on line 1 to 5-t (green) on the present survey (lat. $29^{\circ}16.2'$, long. $91^{\circ}31.8'$ to $91^{\circ}33.8'$) vary 1 to 2 feet deeper than the fathometer depths on H-5954 (1935). Inasmuch as the line was run at a speed of 7 knots (see par. 4, this rev.) and the deeper depths cause an unnatural protrusion in the 18 foot curve which curve is adequately developed on H-5954 (1935), the deeper soundings on the present survey have been omitted.
- c. The junction on the southeast with the small scale sheet, H-5938 (1935) is not entirely satisfactory, a portion of the depths on H-5938 (1935) varying 2 to 4 feet shoaler than those on the present survey. The inclusion of these soundings on the present survey would have introduced improbable irregularities in the 60 foot curve and they are therefore not shown in the overlapping area. Because of its larger scale, the present survey (including the overlapping soundings retained) should be used to its southern limit and charting to the southward continued from the smaller scale survey. No soundings from H-5938 (1935) that fall within the common area should be used unless they are shown on H-5938 (1935).
- d. The junction on the southwest with the smaller scale survey, H-5767 (1934) is satisfactory except that soundings of line 34 to 38 R in lat. $28^{\circ}57'$, long $91^{\circ}52'$ on H-5767 (1934) consistently vary 1 to 3 feet deeper than depths on the present survey. Inasmuch as this deeper line falls just eastward of line 74 to 76 P, red on the larger scale present survey, it is not needed nor shown in the overlapping area and should be omitted in future charting.

7. Comparison with Prior Surveys.

- a. H-1831 (1888-89) and H-1933 (1889).

These two contemporary surveys are on scales of 1 to 80,000 and 1 to 20,000 respectively and cover the entire area of the present survey, the latter covering but a small portion on the northeast. Changes noted are varied in character and generally localized in extent.

- (1) On the extreme north and westward of long. $91^{\circ}44'$, a consistent shoaling of 1 to 2 feet is noted, the 12 foot curve now

being 1 mile further offshore. However, at the southern edge of the shoal in lat. $29^{\circ}24'$, long. $91^{\circ}51'$, a deepening of about 2 feet has occurred, the old surveys showing depths of 5 to $6\frac{1}{2}$ feet here. In the northeastern portion of the present survey, a marked shoaling of 2 to 5 feet has occurred, the 12 foot curve being about $3\frac{1}{2}$ miles further offshore. This shoaling also extends to the vicinity of lat. $29^{\circ}18'$, long. $91^{\circ}36'$ where the 18 foot curve has shifted about $1\frac{1}{2}$ miles further offshore.

- (2) The extensive shoal area enclosed within the 18 foot curve in lat. $29^{\circ}13'$, long. $91^{\circ}43'$, as well as the protrusion in lat. $29^{\circ}17'$, long. $91^{\circ}45'$, are practically unchanged in depth and extent. The closer development on the present survey, however, shows a number of small areas on the west varying 1 to 3 feet deeper and indicates that these shoal areas may possibly be wearing away.

The shoal area in lat. $29^{\circ}07'$, long. $91^{\circ}42'$ is practically unchanged. On the eastern portion, however, the present survey shows a number of minimum depths of 12 to 13 feet. But three sounding lines were run here on H-1831 (1888-89) and these show minimum depths of $14\frac{1}{2}$ feet.

- (3) In the vicinity of lat. $28^{\circ}58'$, long. $91^{\circ}39'$, a general shoaling of 1 to 5 feet has occurred. No appreciable changes are noted in the southwest portion of the present survey.
- (4) The detached 17 foot spot (charted on chart 199) in lat. $29^{\circ}05.4'$, long. $91^{\circ}46.2'$, originates with H-1831 (1888-89). The sounding was obtained on line and falls in depths of 20 to 25 feet on the present survey. No depths were obtained close to the 17 on the present survey, but comparison of other nearby soundings on both surveys shows a general deepening of 2 to 3 feet. The shoal spot has probably worn away and should be disregarded in future charting.

8. Comparison with Charts 199 (New Print dated Sept. 18, 1935), 1277 (New Print dated March 13, 1936) and 1116 (New Print dated Aug. 6, 1936).

Within the area of the present survey, the chart is based on surveys discussed in the foregoing paragraphs and contains no additional information that needs consideration in this review.

9. Field Plotting.

Field protracting and plotting of soundings were accurate and conform to the requirements of the Hydrographic Manual.

10. Additional Field Work Recommended.

With the arbitrary corrections applied to several sounding lines discussed in paragraph 4 of this review, this survey is complete and no further field work is required.

11. Note to Compiler.

Attention is called to the special treatment of overlapping soundings on the south from H-5938 (1935) and H-5767 (1934) discussed in paragraphs 6-c and 6-d respectively of this review.

12. Superseding Previous Surveys.

Within the area covered, the present survey supersedes the following surveys for charting purposes:

H-1831 (1888-89)	In part.
H-1933 (1889)	" "

13. Reviewed by Harold W. Murray Oct. 29, 1936.

Inspected by A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

Fred. L. Peacock
Chief, Section of Field Work.

J. O. Robert
Chief, Division of Charts.

G. H. Hude
Chief, Division of H. & T.

Applied to chart 1276 Aug-1937 - J.S.B.
" " " 1276 Oct 1937 J.S.B.
Applied to chart 1116 Feb 1938 J.S.B.