6547

Form 504
Rev. April 1935

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

~~Topographic~~
Hydrographic } *Sheet No.* H-6547

State LOUISIANA

LOCALITY

Gulf of Mexico

Southwest of Southwest Pass

*19~~3~~*40

CHIEF OF PARTY

G. C. Mattison

U. S. GOVERNMENT PRINTING OFFICE 102221

6547

Form 537
Ed. Dec. 1930

REG. NO. H-6547

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 161

H6547

REGISTER NO. H-6547

State LOUISIANA

General locality Gulf of Mexico

Locality Southwest of Southwest Pass

Scale 1:160,000 Date of survey May - July, 1940

Vessel HYDROGRAPHER

Chief of Party G. C. Mattison

Surveyed by Ship's Officers

Protracted by W. W. Feazel

Soundings penciled by W. W. Feazel

Soundings in fathoms ~~feet~~

Plane of reference M. L. W.

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated , 19

Remarks: This sheet was protracted and the soundings penciled at the Pensacola Processing Office.

KWW 12/8/92

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT

H6547

TO ACCOMPANY

SHEET NO. H - 6547

Project H-236

This is one of a series of hydrographic sheets which were sent to this office for completion by the Pensacola Processing Office.

This sheet was protracted and penciled previous to its receipt at this office. The depth curves were drawn at this office. Since no descriptive report was written by the field party or the Pensacola Processing Office, the following report is written in lieu of same.

LOCALITY:

This sheet comprises an area bounded on the north by Latitude 29° 49', on the south by Latitude 27° 52', on the east by Longitude 88° 57' and on the west by Longitude 90° 30'. This is an offshore sheet south and southwest of the Southwest Pass of Mississippi River off the coast of Louisiana in the Gulf of Mexico.

DISCREPANCIES:

Below is listed discrepancies in cross lines appearing on this sheet:

Latitude	Longitude	Crossing	Discrepancy Fathoms	
27° 54'.0	90° 01'.0	21-22 EE, 30-31 N	364 falls on 380	irregular steep slope
27° 40'.0	90° 02'.0	8-10 N, 38-40 N	See smooth sheet	unimportant, 8-10N inked
27° 47'.0	89° 59'.0	25-26 P, 34-35 N	360 falls on 410	" - slight displacement
27° 58'.5	90° 07'.5	42-43 G, 38-39 P	325 " " 355	deeper soundings not inked
27° 46'.0	89° 46'.0	41-42 K, 11 T	560 " " 585	✓
27° 45'.0	89° 57'.5	15 T, 15-16 N	550 " " 570	✓
27° 44'.0	90° 05'.0	23 P, 17-18 T	540 " " 560	✓
27° 05'.0	89° 34'.5	5-6 U, 16-17 M	1140 " " 1195	questionable shoal on 16-17M retained
27° 52'.0	89° 30'.0	40-41 V, 5-6 W	580 " " 600	✓
27° 39'.0	90° 21'.0	21-22 G, 27-28 X	570 " " 590	✓
27° 58'.0	89° 42'.5	52-53 G, 20-21 Y	405 " " 435	deeper line not inked
27° 44'.0	89° 21'.0	19-20 BB, 11-12 W	695 " " 715	✓
27° 43'.0	89° 37'.0	30-31 L, 22-23 BB	665 " " 690	✓
28° 30'.0	89° 12'.0	2-3-DD, 5-6 EE	265 " " 285	"DD" line rejected
27° 39'.5	89° 21'.0	12-13 W, 37-38 BB	770 " " 810	✓

(not a complete listing)

SMOOTH PLOTTING:

In the area roughly bounded by Latitude 27° 40' to Latitude 27° 55' and Longitude 89° 45' to Longitude 90° 10', returns from buoy YIP appeared to be too long and were rejected. This was probably due to the 335fm shoal northeast of buoy YIP at Latitude 27° 45'.0 and Longitude 90° 14'.0 interfering with the returns. This area was pratically wholly controlled by single arcs from buoy XAM.

In general, the control on this sheet appeared to be poor, and there seemed to be trouble at times with the functioning of the fathometer.

Where there was insufficient control, the lines were held to the nearest points of good control and run in by course, time and adjustment to adjacent hydrography.

Latitude 27° 55'.5 and Longitude 89° 40'.0, 96 - 98 S.

These positions were rejected, due to the fact that the sounding records did not state whether the line turned to the right or left, and because the area was sufficiently developed without these additional soundings.

Latitude 27° 23'.0 and Longitude 89° 48'.0, 22 - 24 M.

Soundings from time 12:58:00 to 13:46:00 were not plotted as the fathometer was apparently not operating properly. The soundings between the times mentioned above appear to be about 100 fathoms too shoal when compared with the adjacent hydrography.

Latitude 27° 00'.0 and Longitude 89° 20'.0, 48 - 52 T.

This line was plotted by dead reckoning and log, and fitted to the adjacent hydrography.

DANGERS:

No obstructions or dangers were found on this sheet. The shoal area around signals BUD and USE were developed on an insert which appears on this sheet and the least depth found was 33 fathoms 2 feet.

CHANNELS:

No channels were developed on this sheet.

JUNCTIONS WITH COMTEMPORARY SURVEYS:

This sheet joins H-6548 on the east, H-6546 on the ~~south~~west, H-6184 on the ~~north~~west ~~and~~ H-6185, ~~H-6549 and H-4213~~ on the north *and northwest, and H-6549 on the northeast*

COMPARISON WITH PREVIOUS SURVEYS:

H-4213,- This survey is in good agreement with the present survey. The present survey shows a depth of 33 fathoms 2 feet in the vicinity of buoys BUD and USE, while H-4213 shows a depth of 34 fathoms.

~~H-4100,- This survey is in fair agreement with the present~~ survey. *No junction*

H-6185,- This survey is in good agreement with the present survey. The present survey shows a depth of 33 fathoms 2 feet in the vicinity of buoys BUD and USE, while H-6185 shows a depth of 34 fathoms.

GEOGRAPHIC NAMES:

There are no new geographic names in the area covered by this sheet.

Respectfully submitted,

Isadore M. Zeskind

Isadore M. Zeskind,
Associate Cartographic Eng'r.

Norfolk, Va.
July 22, 1942

Approved and forwarded.

H. C. Warwick

H. C. Warwick
Officer in Charge
Norfolk Processing Office.

H6547

LIST OF R.A.R. SURVEY BUOYS

to accompany

DESCRIPTIVE REPORT FOR HYDROGRAPHIC SHEET H-6547

The R. A. R. survey buoys controlling hydrography on Sheet H-6547 are listed below in the order in which their positions were plotted on the sheet. Under the name of each buoy is listed all available data fixing its position, with pertinent notes regarding plotting on the sheet.

1. GUN - Position transferred from Sheet H-6549.

2. BUD - Located by comparing 1940 soundings taken in vicinity of the buoy with soundings on Sheet H-6185(1936). Apparently the shoal on which this buoy was planted is accurately located on Sheet H-6185 and its position should be excellent.

3. USE - Located by comparing 1940 soundings taken in vicinity of the buoy with soundings on Sheet H-6185(1936). The buoy was planted on the same shoal as BUD, and since the shoal was accurately located on Sheet H-6185 the position of USE should be excellent.

4. VEX - Located from following data:-

Bomb distance VEX - USE = 4.10 sec.(Mn.of 4). Vel.=1509 m/s. (5/26/40).
Bomb distance USE - VEX = 4.10 sec.(Mn.of 2). Vel.=1509 m/s. (5/29/40).
Bomb distance GUN - VEX =23.99 sec.(Mn.of 3). Vel.=1516 m/s. (7/16/40).
Sun azimuth USE - VEX = 152°- 58'. (5/29/40).

Buoy plotted using sun azimuth and bomb arcs from USE. The bomb arc from GUN obtained on 7/16/40 fails to check this position by about 2225 meters (long) and was rejected.

5. AGE - Located from following data:-

Bomb distance VEX - AGE = 31.08 sec.(Mn.of 3). Vel.= 1490 m/s. (7/10/40).
Bomb distance GUN - AGE = 22.82 sec.(Mn.of 3). Vel.= 1488 m/s. (7/16/40).
Bomb distance AGE - GUN = 24.18 sec.(Mn.of 3). Vel.= 1489 m/s. (7/24/40).
Bomb distance FIX - AGE = 48.75 sec.(Mn.of 6). Vel.= 1485 m/s. (7/17/40).

Buoy was plotted using the arcs from VEX and FIX and the arc from GUN obtained on 7/24/40. These three arcs give a small triangle of error at AGE, where they were given equal weight in selecting the most probable final position. The arc GUN - AGE obtained on 7/16/40 fails to check this position by about 2190 meters(short), and was rejected.

Since buoy FIX was not in the area covered by this sheet, the arc from FIX to AGE was plotted on Sheet H-6548 (Scale 1 : 160,000) and transferred directly to this sheet.

LIST OF R.A.R. SURVEY BUOYS

5. AGE - (continued):

The following data obtained while on sounding line (S day, this sheet) was plotted to check the position of AGE as determined above:

Position	To Buoy	Time in secs.	Velocity used.	True bearing.
69-S	AGE	15.41	1485 m/s	
"	BUD	19.07	1498 m/s	
70-S	AGE	12.86	1485 m/s	
"	BUD	21.35	1498 m/s	
71-S	AGE	10.11	1485 m/s	123.0°
"	BUD	24.37	1496 m/s	
---	AGE	12.56	1485 m/s	
"	BUD	21.87	1498 m/s	

The resulting arcs at AGE check closely with respect to each other, but the mean fails to check the accepted position of AGE by about 300 meters(short). This was considered a fair check in view of the fact that the velocities used may not have been great enough. A velocity curve for the vicinity and the date (6/23/40) in question was not available.

6. IKE - Position transferred from Sheet H-6546.

7. OAR - Position transferred from Sheet H-6546.

8. MAN - Position transferred from Sheet H-6546.

9. SEA - Located by comparing 1940 soundings taken in vicinity of the buoy with soundings on Sheet H-6185(1936). This comparison fixes the buoy in a general north and south direction.

Bomb distance SEA - MAN = 22.82 sec.(Mn.of 3). Vel.=1490 m/s. (5/29/40).

Buoy plotted on bomb arc for control in east and west direction.

10. WIG - Located from following data:-

Sun azimuth SEA - WIG = 141°- 43'. (5/29/40).
Bomb distance WIG - SEA = 9.00 sec.(Mn.of 4). Vel.=1500 m/s. (5/27/40).
Bomb distance WIG - MAN = 24.21 sec.(Mn.of 2). Vel.=1488 m/s. (5/27/40).

11. XAM - Located from following data:-

Bomb distance SEA - XAM = 41.84 sec.(Mn.of 2). Vel.=1485 m/s. (5/29/40).
Bomb distance AGE - XAM = 50.21 sec.(Mn.of 3). Vel.=1485 m/s. (6/22/40).
Bomb distance BUD - XAM = 53.26 sec.(Mn.of 2). Vel.=1484 m/s. (6/23/40).
Bomb distance VEX - XAM = 49.66 sec.(Mn.of 3). Vel.=1484 m/s. (7/10/40).

The bomb distance between buoys VEX and XAM is also obtained by plotting the following data for controlling hydrography on F day, 5/29/40:-

LIST OF R.A.R. SURVEY BUOYS

11. XAM - (continued):

Position	To Buoy	True Bearing	Time in Secs.	Velocity used
11-F	VEX	07.8°	4.77	1497 m/s.
"	XAM	----	46.17	1484 m/s.
14-F	VEX	05.5°	6.31	1487 m/s.
"	XAM	----	44.53	1484 m/s.
15-F	VEX	05.0°	7.38	1487 m/s.
"	XAM	----	43.35	1484 m/s.
16-F	VEX	04.8°	8.24	1486 m/s.
"	XAM	----	42.69	1484 m/s.
18-F	VEX	340.3°	7.28	1488 m/s.
"	XAM	----	44.83	1484 m/s.
19-F	VEX	331.3°	4.16	1497 m/s.
"	XAM	----	47.74	1484 m/s.

The resulting arcs at XAM agree closely with respect to each other and a mean was selected as giving a probable distance from buoy VEX .

The bomb distance between buoys MAN and XAM was obtained by plotting the following data which controls hydrography on F day, 5/29/40:-

Position	To Buoy	True Bearing	Time in Secs.	Velocity used
56-F	MAN	267.3°	8.70	1485 m/s.
"	XAM	-----	46.61	" "
57-F	MAN	269.3°	7.79	" "
"	XAM	-----	47.44	" "
58-F	MAN	269.8°	6.77	" "
"	XAM	-----	48.40	" "
59-F	MAN	270.3°	5.83	" "
"	XAM	-----	49.39	" "
61-F	MAN	280.0°	5.26	" "
"	XAM	-----	50.10	" "

The resulting arcs at XAM agree closely with respect to each other and a mean was selected as giving the distance from buoy MAN.

After plotting all of the above data on the sheet, it was found that the arc SEA - XAM (5/29/40), the arc AGE - XAM (6/22/40), the arc VEX - XAM (5/29/40), and the arc MAN - XAM (5/29/40) gave a triangle of error at XAM which was almost negligable in size. A mean point was selected as being the final position of the buoy.

The arc BUD - XAM (6/23/40), and the arc VEX - XAM (7/10/40) fail to check this final position by about 2030 meters(short), but agree closely as regards each other. Both arcs were disregarded, it being assumed that a faulty velocity was used in plotting them. A velocity approaching surface value would have to be used in order to make them check the position of XAM as plotted.

12. YIP - Located from following data:-

Bomb distance YIP - WIG = 34.36 sec.(Mn.of 3). Vel.=1484 m/s. (6/7/40).
Bomb distance YIP - XAM = 55.34 sec.(Mn.of 3). Vel.=1482 m/s. (6/7/40).

LIST OF R.A.R. SURVEY BUOYS

12. YIP - (continued):-

Bomb distance YIP - MAN = 20.30 sec.(Mn.of 2). Vel.=1484 m/s. (6/7/40).
Bomb distance YIP - MAN = 20.45 sec.(Mn.of 2). Vel.=1484 m/s. (6/7/40).

The arcs YIP - WIG and YIP - XAM, and the arc YIP to MAN of 20.30 secs. give a very small triangle of error at YIP, where a mean point was selected as the final position of the buoy. The arc YIP to MAN of 20.45 secs. is slightly long and was disregarded.

Both the arc YIP to MAN of 20.45 secs. and that of 20.30 secs. were bombed directly from buoy to buoy on the same day and at approximately the same time. Of the four returns recorded two agreed closely to give a mean value of 20.30 while the other two agreed closely to give a mean value of 20.45. Because of the natural grouping of the returns, it was considered logical to reject the two greater values and accept those giving a smaller triangle of error at YIP.

13. TUG - Located from following data:-

Bomb distance TUG - VEX = 31.08 sec.(Mn.of 3). Vel.=1484 m/s. (5/27/40).
Bomb distance TUG - XAM = 35.15 sec.(Mn.of 3). Vel.=1486 m/s. (5/29/40).
Bomb distance TUG - SEA = 26.32 sec.(Mn.of 3). Vel.=1512 m/s. (5/27/40).

These three arcs give a perfect intersection at buoy TUG, and a comparison of 1940 soundings taken in vicinity of the buoy with soundings on Sheet H-6185 checks the position so determined. The comparison of soundings in itself did not fix the position of TUG rigidly enough, therefore it was first necessary to determine positions of other buoys on the sheet before TUG could be plotted.

The three returns TUG - SEA which were meaned to give the bomb distance noted above were all questioned at the time obtained. They agree closely, however, as regards each other, and the fact that their mean checks perfectly at TUG with arcs from two other buoys is believed to justify their acceptance and use in plotting the position of TUG.

Initial positions plotted by E. L. Jones and James C. Tison, Jr.
Positions checked and revised by E. C. Baum and James C. Tison, Jr.
Revision checked by E. C. Baum and James C. Tison, Jr.

Data for plotting assembled by James C. Tison, Jr.
Data checked by A. J. Campagna.

H6547

STATISTICS FOR SHEET H-6574

HYDROGRAPHER 1940

Letter Day	Date 1940	Statue Miles	Soundings	Positions
A	May 23	6.0	32	6
B	25	21.4	228	12
C	26	124.6	1213	103
D	27	128.0	932	68
E	28	133.0	802	61
F	29	138.3	1201	70
G	30	150.4	769	56
H	June 7	100.0	540	39
J	8	167.1	865	35
K	9	172.0	917	45
L	10	164.0	903	40
M	11	145.0	792	39
N	12	156.4	810	48
P	13	150.6	739	57
Q	14	51.5	318	20
R	22	31.8	214	11
S	23	134.4	1090	98
T	24	163.8	854	52
U	25	143.0	706	40
V	26	206.0	1056	50
W	27	158.9	809	46
X	28	140.3	763	30
Y	29	40.2	581	39
Z	July 9	135.0	711	48
AA	10	169.1	857	46
BB	11	175.3	882	43
CC	12	76.5	442	29
DD	14	11.0	58	5
EE	16	56.0	378	21
	Total	3449.6	20462	1257

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

August 11, 1942.

~~Division of Hydrography and Topography~~:

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in
9 volumes of sounding records for

HYDROGRAPHIC SHEET 6547

Locality Southwest of Southwest Pass, Gulf of Mexico.

Chief of Party: G. C. Mattison in 1940
Plane of reference is mean low water reading
5.3 ft. on tide staff at Port Eads
3.6 ft. below B. M. 1

Height of mean high water above plane of reference is 1.3 feet.

Condition of records satisfactory except as noted below:

Ham

Acting Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE 154327

GEOGRAPHIC NAMES

Survey No. H6547

Name on Survey	On Chart No. A,	On previous survey No. B,	On U. S. quadrangle Maps C,	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Gulf of Mexico										1
Southwest Pass										2
										3
										4
										5
										6
Port Eads										7
										8
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Names underlined in red approved by La Heck on 10/27/42

M 234

	Remarks	Decisions
1	For title	
2	" "	
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7	Location of tide staff	
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M 234

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. H6547

Records accompanying survey:

Boat sheets one.; sounding vols. (9)...; wire drag vols. ....;

bomb vols. (3)..; graphic recorder rolls .....;

special reports, etc. 1 Cahier containing R.A.R. and Dead Reckoning abstracts.

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

Number of positions on sheet		1257
Number of positions checked		0
Number of positions revised		0
Number of soundings recorded		20462
Number of soundings revised (refers to depth only)		18
Number of soundings erroneously spaced		0
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	24.
Verification of soundings from graphic record	Time	0.

Verification by G.F.Jordan Total time 115 Date Aug 10 1943

Review by G.F.Jordan Time 19. Date Aug 10, 1943

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~ } No. H H6547

received July 28, 1942
registered August 6, 1942
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			
22			
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62			
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83			
88			
90			

RETURN TO

82	R. W. Knox

VRLOK

DIVISION OF CHARTS

REVIEW SECTION - SURVEYS BRANCH

REVIEW OF HYDROGRAPHIC SURVEY — REGISTRY NO. 6547

Field No. 161

Gulf of Mexico, Southwest of Southwest Pass
Surveyed May -July 1940, Scale 1:160,000
Instructions dated June 24 and October 13, 1939

Soundings:	Control:
Dorsey Fathometer	Dead-reckoning R.A.R.

Chief of Party - G. C. Mattison
Surveyed by - Ship's Officers
Protracted by - W. W. Feazel
Soundings plotted by - W. W. Feazel
Verified and inked by - G. F. Jordan
Reviewed by - G. F. Jordan
Inspected by - H. R. Edmonston, August 11, 1943

1. Shoreline and Signals

This offshore deep water survey is controlled by R.A.R. and dead-reckoning. No shoreline is included.

2. Sounding Line Crossings

In general, the crossings are satisfactory considering that the survey covers a deep water area from 200 to 1500 fathoms with the greater part of the sounding lines controlled by single arcs and dead-reckoning.

An incomplete list of discrepancies is given in the descriptive report. The disagreements are usually not over 25 fathoms. As the bottom is irregular in many sections, these discrepancies are considered relatively unimportant. In the lesser depths, under 300 fathoms, some lines were not inked where the soundings were in disagreement with crossline soundings and adjacent hydrography. Both inadequate control and poor fathometer receptions are the cause of the discrepancies.

3. Depth Curves

The bottom within most of the area of the present survey is so irregular that penciled depth curves were drawn every 25 fathoms to evaluate more clearly the accuracy of the hydrography.

In many sections of the survey the deep valleys and shoals are satisfactorily outlined by the depth curves, showing agreement in soundings. One such irregular area is at Lat. 27°35', Long. 90°05'. However, the position or existence of some of the other submarine features appears questionable.

The 1010-fm. lump at Lat. 27°09', Long. 89°42' appears questionable. The soundings on line immediately north are irregular and no shoaling is indicated on adjacent lines.

Similar agreements and disagreements are discussed in considering junctions with the inshore surveys.

4. Junctions with Contemporary Surveys

H-6546 (1939-1940), scale 1:120,000

This survey on the west has not been verified. The junction will be considered in the review of that survey.

H-6548 (1940), scale 1:160,000; H-6549 (1940) scale 1:80,000

The junction with these surveys on the east and northeast is satisfactory. Certain apparent erroneous lines were not inked in order to satisfy the junction. There were sufficient adjacent soundings to support the rejections. These lines are near buoys AGE and GUN.

H-6184 and H-6185 (1936), scales 1:80,000

The present survey makes a large overlap on the north and northwest with these recent surveys; however, except for the 33-2/6-fm. shoal shown in the insert and area immediate to the buoys, the present survey does not develop the overlapping area. Only a few lines were run between the R.A.R. buoys.

As the overlapping lines were not in consistant agreement with the 1936 surveys, the lines on the present survey were not inked. These uninked lines contribute little to the satisfactorily controlled hydrography on the larger scale surveys; however, some lines near buoys SEA, WIG and VEX were inked and are in satisfactory agreement.

No conclusion is made as to the junctional disagreements. On the smooth slopes of 70 to 100 fms. a line crossing the lines of the junctional survey may agree perfectly at one point and disagree 2 to 5 fms. at another crossing. This is not a large disagreement but definitely conflicts with the gradually sloping bottom on the larger scale surveys. Similar conditions exist in the deeper depths. The junction near buoy WIG, shown on H-6184, is very good with satisfactory alignment of depth curves on an irregular bottom of 250 fms. However, there is a 75-fm. discrepancy in 425 fms. in the junction with H-6185 at Lat. 28°07', Long. 89°36'.

5. Comparison with Prior Surveys

H-1350 (1875-1877) 1:600,000; H-1351 (1875-1877 (1:400,000)

The agreement with these two only prior surveys is satisfactory. In fact many soundings from these prior surveys which remain charted are in agreement with soundings taken from the present unverified survey.

H-4213 (1922) 1:80,000

This prior survey touches on the northeast edge of the present survey where the agreement is satisfactory.

6. Comparison with Chart 1115 (Latest print 11-20-42)
Chart 1116 (" " 5-14-43)

No authority was found for the 300-fm. sounding charted between the 300 and 400-fm. curves at Lat. 28°24', Long. 89°26'. This sounding has been charted since the first issue of these charts.

Chart 1115

No authority was found for the 142-fm. sounding charted 7 miles NNE. of the above 300-fm. sounding and falling on the 200-fm. curve on the present survey.

Chart 1116

Most of the charted soundings are from the present unverified survey. Other charted soundings from the prior surveys are in agreement.

The 360-fm. sounding charted at Lat. 28°09', Long. 89°42' and the 385-fm. sounding 6 miles ~~southwest,~~ NORTHEAST are from lines rejected on the present survey.

The 37 fm. sounding charted at Lat. 28°40, Long. 89°32' is from a line of Soundings erroneously plotted on the present survey. The 37 actually falls on the 33 fm shoal
G.R.J.
12/2/43

The 955-fm. sounding charted at Lat. 27°27', Long. 89°32.5' and the 1130-fm. sounding at Lat. 27°14', Long. 89°34' are from lines of soundings rejected on the present survey.

The 91-fm. sounding charted at Lat. 28°34', Long. 89°28' and the 101-fm. sounding 2-1/2 miles southeast are from a line rejected on the present survey. Rejection of this line was recommended in the sounding records as the fathometer was not working properly.

Aids to Navigation

There are no aids to navigation within the area of the present survey.

7. Condition of the Survey

The sounding records and field plotting are satisfactory.

The descriptive report written by the Norfolk Processing Office is principally a summary on the plotting done by the Pensacola Processing Office. No report is made here or in the season's report on the R.A.R. control or fathometer operation.

Notes in the sounding records indicate use of the 312 oscillator in the deeper depths with a change to the transceiver in depths under 200 to 150 fathoms. Poor and erroneous reception was noted on several lines where this change was made. In some cases the soundings from the transceiver appeared to flatten out while traversing a slope. For instance, the soundings from 73 to 75S, twenty minutes of time, remained at 116 and 117 fms. while actually covering 150 to 250 fms. These soundings were not inked on the boat sheet but were not rejected in the records.

This same type of discrepancy was also noted on the contemporary survey H-6548 (1940).

It is considered more satisfactory for the field party to adequately dispose of obvious discrepancies and to submit a complete report on operational features than for a processing office or reviewer to present an overall summary of a survey for interested parties in the following decades.

8. Compliance with Instructions for the Project

Satisfactory.

9. Additional Work

No additional field work is recommended.

10. Superseded Surveys

The following surveys are superseded in part:

H-1350 (1875-1877)
H-1351 (1875-1877)
H-4213 (1922)

Examined and approved:

Robert W. King
Chief, Surveys Branch

T. B. Borden
Chief, Division of Charts

Earl O. Hooton
Chief, Section of Hydrography

E. F. Rude
Chief, Division of Coastal Surveys

Applied to chart 1116 before verification and review. January 30, 1943. L.A.M.

Applied to chart 1116 after verification and review. 4/19/44. L.A.M.

" " " 1115 " " " " 5/1/44 L.A.M.

Applied to new chart 11366 10-30-91 John Pierce