

# 9256

## WIRE DRAG

Diag. Cht. No. 1272-2.

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

### DESCRIPTIVE REPORT (HYDROGRAPHIC)

Type of Survey ..... **HYDROGRAPHIC**  
Field No. .... **RH-20-2-71WD**  
Office No. .... **H-9256**

#### LOCALITY

State ..... **LOUISIANA**  
General Locality .. **MISSISSIPPI RIVER DELTA**  
Locality ..... **ENTRANCE TO SOUTHWEST PASS**

19 71

CHIEF OF PARTY  
**CDR JAMES COLLINS**

#### LIBRARY & ARCHIVES

DATE ..... **7/14/72**

9256

WIRE DRAG

FORM C&GS-537  
(8-68)

U.S. DEPARTMENT OF COMMERCE  
ENVIRONMENTAL SCIENCE SERVICES ADMINISTRATION  
COAST AND GEODETIC SURVEY

REGISTER NO.

HYDROGRAPHIC TITLE SHEET

H-9256

INSTRUCTIONS - 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.

RH 20-2-71WD

State LOUISIANA

General locality MISSISSIPPI RIVER DELTA

Locality ENTRANCE TO SOUTHWEST PASS

Scale 1:20,000 Date of survey Aug. 10 to Sept. 1, 1971

Instructions dated JULY 28, 1971 Project No. OPR-479

Vessel NOAA SHIPS RUDE & HECK

Chief of party CDR. JAMES COLLINS

Surveyed by JAMES COLLINS, M.N. WALTER, G.R. SCHAEFER, A.Y. BRWSON AND M.M. ETHRIDGE

Soundings taken by echo sounder, hand lead, ~~xxx~~

Graphic record scaled by WIRE DRAG SURVEY

Graphic record checked by " " "

Protracted by B.J. STEPHENSON ~~XXXXXXXXXXXX~~

Drag strips inked by:

~~XXXXXXXXXXXX~~ B.J. STEPHENSON

Soundings in ~~xxxxxx~~ feet at MLW ~~xxxx~~

REMARKS:

*Applied to stds 6/23/72  
CAB.*

*ZWH 3/22/73*

DESCRIPTIVE REPORT  
TO ACCOMPANY  
WIRE DRAG FIELD NO. RH-20-2-71  
PROJECT OPR-479  
SHEET B  
SOUTHWEST PASS, MISSISSIPPI RIVER, LOUISIANA  
1971  
CDR James Collins  
NOAA Ships RUDE & HECK

- A. AUTHORITY - Project instructions, OPR-479-RU/HE-71 Sea Lanes, Gulf of Mexico dated 28 July 1971. ✓
- B. CHARACTER AND LIMITS OF THE WORK - The purpose of this project is to clear the safety fairway and anchorage area at Southwest Pass. ✓
- The locality of the survey, covered by C&GS Chart 1272, is the safety fairways and anchorage area from the entrance at Southwest Pass of the Mississippi River out to the 20 fathom contour.
- The survey was conducted on a scale of 1:20,000 using visual and raydist fixes for control.
- C. CONTROL - Raydist control was utilized at all times except P day. A listing of all signals (visual and electronic) used is given in Attachment I. (Single Vessel control used on M day.) ✓
- D. DATE OF SURVEY - Work on OPR-479, Sheet B, began on 10 August 1971 and was completed 1 September 1971. ✓
- E. TIDAL REDUCERS - Preliminary reduction of each day's data was made using predicted tides for the standard tide gauges at Pensacola, Florida from Greenwich Mean Time. Actual tidal data were furnished by the Rockville Office from the standard tide gage at Pensacola, Florida. ✓
- Tide data for all strips were corrected - High Water (+ 3 h 35 m and 0.0 ft.) Low Water (+ 3 h 27 m and 0.0 ft.)  
(Boat Sheet corrections)
- F. JUNCTIONS - Sheet B joins Sheet A, but wire drag surveys will not junction due to project limits. ✓
- G. SPLITS - All areas within the project limits were covered without splits. All strips had sufficient overlap. See Review sect. F-1-a ✓
- H. HANGS - See Attachment III, List of Hangs. ✓  
IV

- I. GENERAL NOTES - Reconnaissance hydrography was run over the entire project on A Day plus supplemental strips on other days for determining controlling depths. This hydro should not be used for charting purposes. ✓

Daily strip description is recorded in the Daily Journal.

- J. CURRENTS - Currents ran predominantly southwest except when there was a steady northeast wind for several days. ✓

- K. DISCREPANCIES AND COMPARISON WITH PREVIOUS SURVEY AND CHARTS - See Attachment IV, Item Investigation. ✓

- L. PERSONNEL AND EQUIPMENT - During the 1971 Field Season, the ship RUDE and the HECK acted as guide and end vessels respectively. The RUDE & HECK launches, equipped with DE-723 fathometers, were alternated as the drag tender. During calm weather the RUDE or HECK skiff was used to tend the drag. At times both a launch and skiff were used to tend the drag, in order to speed raising or lowering of the drag when working shoals. ✓

Cuts to the end buoy and opposite vessel were made by Gyro repeaters.

The distance from the mast to the end buoy was 265 meters when an 800 ft. towline was used.

Standard wire drag equipment was used throughout the survey. Maximum length of drag used was 9600 ft. while 3600 ft. was the minimum.

Officers onboard while working on this sheet were:  
CDR J. Collins, LCDR M.N. Walter, LT G.R. Schaefer, LTJG A.Y. Bryson, LTJG M.M. Ethridge.

- M. MISCELLANEOUS - Greenwich Mean Time was used throughout the project. ✓

- N. RECOMMENDATIONS - The survey is considered adequate with respect to the wire drag requested. ✓

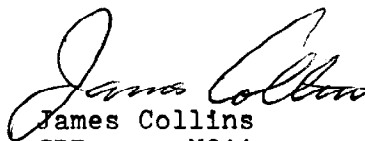
Submitted by,

*A.Y. Bryson*

A.Y. Bryson  
LTJG NOAA

APPROVAL SHEET

All records of this survey, prior to smooth plotting are hereby approved. This Field Work was personally supervised by the undersigned. The boat sheet and records were inspected daily. This survey is considered complete and adequate for charting. No additional field work is recommended. ✓



James Collins  
CDR NOAA

TABLE OF ATTACHMENTS

- I CONTROL SIGNALS
- II TIDAL NOTE
- III FLOATING AIDS TO NAVIGATION
- IV LIST OF HANGS
- V ITEM INVESTIGATION
- VI STATISTICS

## ATTACHMENT I ✓

## CONTROL SIGNALS

| <u>NAME</u>  | <u>STATION</u>   | <u>SOURCE</u>                            | <u>YEAR</u> |
|--------------|--|--|-------------|
| SHELL        | SHELL BLK. 42<br>Lat. 28° 54' 29.80386"<br>Long. 89° 22' 04.19636" | OFFSHORE OIL WELL<br>PLATFORMS, LA.      | 1963        |
| ABD. LT. HO. | SW PASS L.H.<br>Lat. 28° 58' 17.721" Long. 89° 23' 31.169"         | G-3045                                   | 1904-1960   |
| LT. HO.      | NEW SW PASS L.H.   | NOAA SHIP HECK<br>Vol IV Page 1 Pos. 4-Q | 1971        |
|              | RED 1537.3 GREEN 1422.5<br>LAT 28° 54' 19"N LONG 89° 25' 44"W      |  |             |
| MO(A)        | <i>Lt. Whis "13W"</i><br><del>MO(A)</del> BUOY                     | NOAA SHIP HECK<br>Vol IV Page 1 Pos 1-Q  | 1971        |
|              | RED 1600.15 GREEN 1459.16<br>LAT 28° 52' 44"N LONG 89° 25' 55"W    |  |             |
| RED          | BRETON RAYDIST<br>LAT 29° 29' 39.161" LONG 89° 10' 27.808"         | AMC                                      | 1971        |
| GREEN        | BUGS RAYDIST<br>LAT 29° 16' 25.968 LONG 89° 56' 33.542"            | AMC                                      | 1971        |

ATTACHMENT II

TIDAL NOTE

Hourly tide heights were supplied by the Washington Office,  
Chief, Tides Section C3312-133 - NOAA, for Pensacola, Florida.

Tide data for all strips were corrected as follows:

HIGH WATER }  
LOW WATER } See Tide Approval Note

Tide hourly heights and the smooth tide corrector printout are filed in the cahier of misc data.



## ATTACHMENT III

## FLOATING AIDS TO NAVIGATION

The following buoys were located and a general depth obtained.

~~MO(A)~~ Southwest Pass Entrance Mid Channel Lighted Whis. Buoy.

DATE 1 SEPTEMBER 1971  
RAYDIST LOCATION R 1600.15 G. 1459.16  
LAT - LONG 28°52'44"N - 89°25'55"W  
GENERAL DEPTH 60'

✓"1"

DATE 1 SEPTEMBER 1971  
RAYDIST LOCATION R 1566.54 G 1431.92  
LAT - LONG 28°53'40"N - 89°26'01"W  
GENERAL DEPTH 25'

✓"3"

DATE 1 SEPTEMBER 1971  
RAYDIST LOCATION R 15<sup>4</sup>86.00 G 1417.65  
LAT - LONG 28°5<sup>4</sup>8'<sup>11</sup>43"N - 89°2<sup>6</sup>7'02"W  
GENERAL DEPTH 25'

## ATTACHMENT IV ✓

## LIST OF HANGS

Only one hang occurred on this sheet. This was position #9 on J DAY between 7 - F at LAT  $28^{\circ}54'04''$ N, LONG  $89^{\circ}25'41''$ W. There was no effective depth because the hang occurred before any tests were taken. Least depth by leadline was 26'. ~~MLW based on predicted tides;~~ The general bottom was 34' by ship's fathometer. The obstruction was not cleared due to hazardous ship navigation. A good leadline was obtained by divers verifying the least depth.

There are several other hangs recorded in the volumes. Investigation by ships fathometer showed all to be submerged mud lump type shoals. These appeared to be hangs <sup>instead of</sup> ~~ice~~ groundings because the drag formed a "V" without toppling buoys.

Since most of these lumps had steep slopes, the drag apparently dug into the soft mud instead of sliding over the shoal allowing the buoys to topple. Toggles and weights near the hang were usually covered with mud when they were brought aboard.

## ATTACHMENT V

## ITEM INVESTIGATION

- ✓ ITEM 47 - No investigation. Due to restricted navigation, excessive currents, heavy ship traffic and doubtful existence wire dragging for this item is not practical. ✓ ?
- ✓ ITEM 48 - <sup>Not</sup> Located; ~~but~~ not cleared. Restricted navigation, excessive currents and heavy ship traffic make this a difficult item to clear. It\* is located outside the shipping channel and a good leadline sounding was obtained. Divers were able to locate the shoalest position, because the obstruction protruded above the muddy river water into a layer of clear sea water. ~~Recommend~~ this obstruction be charted with a known depth of 26'. *This located obstr. is not item 48 of the P.S.R. Falls 400 meters north of position of Item 49.*
- ✓ ITEM 49 - Fifty per cent cleared in two directions. Lower 25% of a one mile circle was cleared in one direction only, because the shoalest depth was over 100 ft. and project instructions only require clearing to 80 ft. Upper 25% of one mile circle was cleared in one direction only since it was well outside the project limits and in too shoal water for deep draft shipping. Recommend this wreck be charted and cleared by wire drag to 68'. Concur ✓
- ✓ ITEM 8A - Since currents run predominantly SW and the <sup>charted position of the</sup> wreck is located well outside the project limits on a steep slope to shoal water, it was cleared in only one direction. ~~Re-~~ <sup>The charted position</sup> ~~commend~~ this wreck <sup>was</sup> be ~~charted~~ and cleared by wire drag to 52'. <sup>4</sup> ✓  
See Review Section E-1-c.
- ✓ ITEM 9A - Not investigated. Due to its location near two oil platforms, this wreck would not be a hazard to deep draft vessels. It's location is well outside the project limits and marked by adjacent lighted structures. ✓

\* Refers to obstr. located on J-day (D.P. 1-J)

## ATTACHMENT VI

## STATISTICS

| <u>DATE</u> | <u>DAY LETTER</u> | <u>STRIP NO.</u> | <u>VOL. NO.</u> | <u>POSITIONS</u>  | <u>LINEAL NAUTICAL MILES</u> | <u>SQUARE NAUTICAL MILES</u> |
|-------------|-------------------|------------------|-----------------|---|------------------------------|------------------------------|
| 10 AUG 71   | A                 |                  | I               | 216   | 35.0                         | (RECON HYDRO)                |
| 11 AUG 71   | B                 | I                | I               | 47 <sup>8</sup>   | 3.6                          | 4.3                          |
| 12 AUG 71   | C                 | I                | I               | 55  | 4.2                          | 5.0                          |
| 16 AUG 71   | D                 | I                | I               | 78 <sup>7</sup>   | 4.7                          | 4.7                          |
| 17 AUG 71   | E                 | I                | I               | 16  | 1.9                          | 1.9                          |
| 18 AUG 71   | F                 | I                | II              | 15  | —                            | —                            |
|             | F                 | II               | II              | 12 <sup>0</sup>   | 1.0                          | 0.5                          |
| 19 AUG 71   | G                 | I                | II              | 23 <i>(not smooth plotted BJs)</i>                                  | 2.6                          | 2.6                          |
|             | G                 | II               | II              | 13  | 1.7                          | 1.6                          |
|             | G                 | III              | II              | 24 <sup>5</sup>   | 2.3                          | 2.3                          |
| 20 AUG 71   | H                 | I                | II              | 23  | 3.1                          | 1.9                          |
| 23 AUG 71   | J                 | I                | II              | 9 <i>strip not plotted. Only used L.L. sdy. and — Raydist posn.</i> |                              |                              |
|             | J                 | II               | II              | 17 <sup>6</sup>   | 1.7                          | 1.1                          |
| 24 AUG 71   | K                 | I                | II              | 18  | 2.1                          | 1.5                          |
|             | K                 | II               | II              | 14  | 1.5                          | 0.7                          |
|             | K                 | III              | III             | 11  | 1.2                          | 0.5                          |
| 25 AUG 71   | L                 | I                | III             | 29  | 1.1                          | 0.6                          |
|             | L                 | II               | III             | 33  | 2.1                          | 1.9                          |
| 26 AUG 71   | M                 | I                | III             | 10  | 0.7                          | 0.4                          |
|             | M                 | II               | III             | 26  | 1.7                          | 1.4                          |

ATTACHMENT VI  
 Continued

| <u>DATE</u>                       | <u>DAY LETTER</u> | <u>STRIP NO.</u> | <u>VOL. NO.</u> | <u>POSITIONS</u>             | <u>LINEAL NAUTICAL MILES</u> | <u>SQUARE NAUTICAL MILES</u> |
|-----------------------------------|-------------------|------------------|-----------------|------------------------------|------------------------------|------------------------------|
| 30 AUG 71                         | N                 | I                | III             | 22                           | 2.1                          | 1.7                          |
|                                   | N                 | II               | III             | 22 <sup>2</sup>              | 2.0                          | 1.4                          |
| 31 AUG 71                         | P                 | I                | III             | 19                           | 2.5                          | 2.3                          |
|                                   | P                 | II               | III             | 28                           | 2.1                          | 2.1                          |
| 1 SEPT 71                         | Q                 | --               | IV              | 3                            | (Buoy Calibration)           |                              |
| <hr/>                             |                   |                  |                 |                              |                              |                              |
| WIRE DRAG<br>TOTALS (Each Vessel) | 14                | 23               | 4               | 56 <sup>5</sup> <del>8</del> | 45.9                         | 40.4                         |



U.S. DEPARTMENT OF COMMERCE  
 National Oceanic and Atmospheric Administration  
 NATIONAL OCEAN SURVEY  
 Rockville, Md. 20852

Date:  
 Reply to  
 Aka of:  
 Subject:  
 To:

January 7, 1972

C3312-13-SIPO

Pensacola

**SOUTH WEST PASS**  
**MISSISSIPPI RIVER**  
**H-9256**

Rude & Heck  
 Atlantic Marine Center  
 National Ocean Survey  
 439 West York Street  
 Norfolk, Virginia 23510

In reply to your phone request of January 7, 1972, I enclose tidal data for Pensacola for August and September 1971. To reduce tabulated heights to mean low water, subtract 8.21 feet.

For corrections to South Pass and Southwest Pass, use time and height differences for station numbers 3225 and 3227, East Coast Tide Tables.

*Saul C. Berkman*

Saul C. Berkman  
 Acting Chief, Processing Section  
 Tides Branch  
 Oceanographic Division

Enclosures

*Station No. 3225, South Pass*  
 H.W. - 2:13 - 0.2 ft  
 L.W. - 2:35 0.0 "

*Station No. 3227, Southwest Pass*  
 H.W. - 2:34 0.0 ft  
 L.W. - 2:31 0.0 ft

*R.L.L.  
 Rty BJS*

ELECTRONIC CONTROL PARAMETERS

1. Project # OPR-479    2. Reg. # H-9256    3. Field # RH 20-2-71 WD  
 4. Type of Control: RAYDIST (Hi-Fix, Raydist, EPI, etc.)  
 5. Frequency 3300.4 kcKHz (for conversion of electronic lanes to meters)  
 6. Mode of Operation (check one):

Range-Range                       Range-Visual

|                             |                                  |   |
|-----------------------------|----------------------------------|---|
| Range One (R <sub>1</sub> ) | Station I.D. <u>BRETON</u> (red) | Lat. <u>29</u> ° <u>29</u> ' <u>39.161</u> "  |
| Range Two (R <sub>2</sub> ) | Station I.D. <u>BUGS</u> (blue)  | Long. <u>89</u> ° <u>10</u> ' <u>27.808</u> " |
|                             |                                  | Lat. <u>29</u> ° <u>16</u> ' <u>25.968</u> "  |
|                             |                                  | Long. <u>89</u> ° <u>56</u> ' <u>33.542</u> " |

Hyperbolic (3-station)                       Hyper-Visual

|           |                    |                            |
|-----------|--------------------|----------------------------|
| Slave One | Station I.D. _____ | Lat. _____° _____' _____"  |
| Master    | Station I.D. _____ | Long. _____° _____' _____" |
| Slave Two | Station I.D. _____ | Lat. _____° _____' _____"  |
|           |                    | Long. _____° _____' _____" |

7. Location of Survey:

Range-Range  Imagine an observer is standing at R<sub>1</sub> Station and looking directly at R<sub>2</sub> (check one):

Survey area is to observer's Right  A=β

Survey area is to observer's Left  A=1

Hyperbolic  Looking from survey area toward Master Station:

Slave One must be to observer's Left;

Slave Two must be to observer's Right.

8.  This form is submitted as an aid in preparing a boat sheet.  
 This form applies to all data on this survey.  
 This form applies to part of the data on this survey.

| Vessel<br>EDP # | From  |       | To    |       | Position Numbers<br>(inclusive) |
|-----------------|-------|-------|-------|-------|---------------------------------|
|                 | Time  | Day   | Time  | Day   |                                 |
| _____           | _____ | _____ | _____ | _____ | _____ to _____                  |
| _____           | _____ | _____ | _____ | _____ | _____ to _____                  |
| _____           | _____ | _____ | _____ | _____ | _____ to _____                  |

9. Remarks: \_\_\_\_\_

2-18-71

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

- 1. Project No. OPB 479 4. Requested By WJL
- 2. Reg. No. H-9256 5. Ship or Office Verification Br., AMC
- 3. Field No. RH 20-2-71 WD 6. Date Required ASAP

7. Polyconic  Modified Transverse Mercator

8. Central Meridian of Projection 89° 25' 00"

9. Survey Scale: 1: 20,000

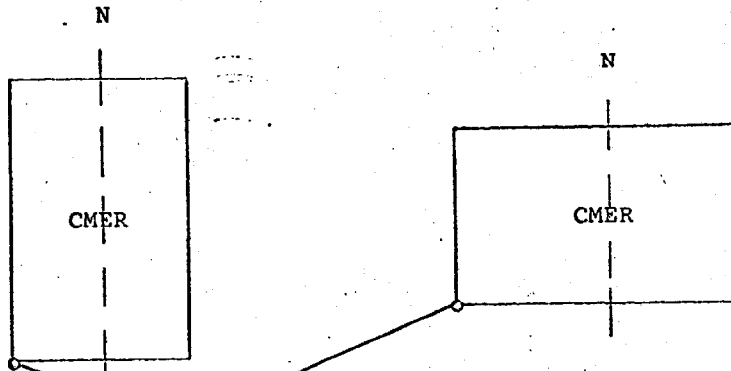
10. Size of Sheet (check one):

36 x 54  36 x 60  Other  Specify \_\_\_\_\_

11. Sheet Orientation (check one):

NYX = 1

NYX = 0



12. Plotter Origin: S.W. Corner of Sheet (not necessarily a grid intersection)

Latitude 28° 49' 12"

Longitude 89° 31' 25"

13. G.P.'s of triangulation and/or signals attached

14. Material Desired: Tracing Paper  Mylar

Smooth Sheet  Other  Specify \_\_\_\_\_

15. Remarks: Plot RAYDIST arcs and visual control



9/18/75

U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SURVEY

TIDE NOTE FOR HYDROGRAPHIC SHEET

Processing Division: Atlantic Marine Center:

Hourly heights are approved for Form 411

Tide Station Used (NOAA Form 77-12): Pensacola

Period: August 10 - September 1, 1971

HYDROGRAPHIC SHEET: H-9256 WD

OPR: 479

Locality: Southwest Pass, Mississippi River

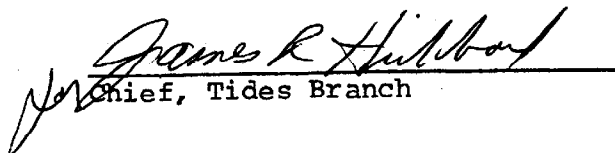
Plane of reference (mean lower low water): 8.21 Ft.

Height of Mean High Water above Plane of Reference: 1.3 Ft.

Remarks: Time corrections applied: HW - 2hr. 25min., LW - 2hr. 33min.

The following reducers have been revised in blue and verified.

| <u>Volume</u> | <u>Position</u> |
|---------------|-----------------|
| II            | 10-23 (J-Day) ✓ |

  
Chief, Tides Branch



Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. *H-9256 WD* (RH-20-2-71 WD)

Records accompanying survey:

boat sheets *2*; sounding vols. *2*; wire drag vols. *7*; Smooth sheets *1*;  
 Descriptive Reports *1*; *1-Daily Journal, Smooth Tended* *4*;  
*2-Rough Tended (okima) 7*; *Accordion file, Miscellaneous Data* *1*;  
*graphic recorder envelopes* *1*;  
 special reports, etc. *1* ~~*Folder, T. L. C. conditions*~~

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

|  |                 |    |
|--|-----------------|----|
| Number of positions on sheet                         | <i>568</i>      |    |
| Number of positions checked                          | <i>89</i>       | 16 |
| Number of positions revised                          | <i>1</i>        | 12 |
| Number of positions revised (refers to depth only)   |                 |    |
| Number of soundings erroneously spaced               | <i>N.A.</i>     |    |
| Number of signals erroneously plotted or transferred |                 |    |
| Topographic details                                  | Time <i>0.0</i> | 0  |
| Junctions  | Time <i>0.0</i> | 0  |
| Verification of soundings from graphic record        | Time <i>0.0</i> | 0  |
| Special adjustments                                  | Time <i>77</i>  |    |

Verification by *B.J. Stephenson* Total time *40* Date *4-31-72*  
*N.W. Feazel* *72* *5-30-72*  
*112*

Reviewed by *Kenneth W. Wellman* Time *77* Date *9-25-75*

Inspect by *DR Eingle* *22* *2-18-76*

*Passed Captain 3/4/76*

*77*  
*156*  
*30*

OFFICE OF MARINE SURVEYS AND MAPS

MARINE CHART DIVISION

HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-9256 W.D.

FIELD NO. RH 20-2-71WD

Louisiana, Mississippi River Delta, Entrance to Southwest Pass

SURVEYED: Aug. 10 - Sept. 1, 1971

SCALE: 1:20,000

PROJECT NO: OPR-479

SOUNDINGS: Wire Drag, Divers and  
Leadline

CONTROL: Raydist (Range-  
Range) and Sext-  
tant Fixes on  
Fixed and Floating  
Signals

|                           |                          |
|---------------------------|--------------------------|
| Chief of Party.....       | J. Collins               |
| Surveyed by.....          | J. Collins               |
| .....                     | M. N. Walter             |
| .....                     | G. R. Schaefer           |
| .....                     | A. Y. Bryson             |
| .....                     | M. M. Etheridge          |
| Protracted by.....        | B. J. Stephenson         |
| Drag Strips Inked by..... | B. J. Stephenson         |
| Verified by.....          | B. J. Stephenson         |
| .....                     | W. W. Feazel             |
| Reviewed by.....          | K. W. Wellman            |
| .....                     | Date: September 25, 1975 |
| Inspected by.....         | D. R. Engle              |

A. Purpose of the Survey

The purpose of this survey is to clear the safety fairway and anchorage area at the entrance to Southwest Pass.

B. Shoreline and Control

No shoreline is shown on the offshore survey. The source of control for this survey is adequately described in the Descriptive Report.

C. Junctions

No other wire drag surveys junction with the present survey.

D. Comparison with Hydrographic Surveys

H-4175 (1921-22) 1:40,000  
 H-6157 (1936) 1:40,000  
 H-6174 (1936) 1:20,000  
 H-6553 (1939-40) 1:40,000

Comparison with H-4175 was made only in the area not covered or superseded by the reviews of the more recent prior surveys listed above.

Numerous soundings on these prior surveys conflict with cleared effective depths on the present survey. Most conflicts occur in depths cleared at effective depths of 28 to 34 ft. in the vicinity of lat.  $28^{\circ}54.40'$ , long.  $89^{\circ}24.00'$ , with prior soundings as much as 8 ft. shoaler than present cleared depths. In addition, there are a few prior depths in conflict with areas cleared to depths greater than 50 ft. More significantly, however, are the various groundings in the western section of the present survey which fall in prior depths generally 20 to 50 ft. deeper than the grounding depths on the present survey.

The area of the present survey is subject to constant shifting, erosion, and deposition of bottom sediments thereby rendering the continued validity of these prior soundings highly questionable. All soundings on these prior surveys in conflict with present cleared depths are considered disproved and should be disregarded in future charting.

E. Comparison with Chart 11361 (formerly chart 1272)  
 (latest print date February 15, 1975).

1. Hydrography

Except as noted below there are no conflicts between the charted depths and the effective wire drag depths on the present survey.

Attention is directed to the following:

a. The submerged wreck P.A. (Presurvey Review Item 49) charted in lat.  $28^{\circ}53.50'$ , long.  $89^{\circ}23.60'$  originates with NM 47/67. The wreck was not located by the wire drag development in the area. Its charted position, however, was cleared to an effective depth of 68 ft. legged

b. The submerged wreck P.A. (Presurvey Review Item 9-A) charted in lat.  $28^{\circ}54.80'$ , long.  $89^{\circ}22.40'$  originates with LNM 96/70. It was not located or cleared by the present survey and should be retained as presently charted.

c. The submerged wreck (Presurvey Review Item 8-A) <sup>1055-7</sup> charted on chart 1116 in lat. 28°52.50', long. 89°27.30' originates with a not readily ascertainable source prior to 1948. Its charted position has been cleared by wire drag to an effective depth of 54 ft.

d. The following soundings, originating with indicated sources, fall in deeper cleared effective depths on the present survey. They are considered disproved by the present survey and should be deleted from the chart.

| Charted Sounding (ft.) | Lat.       | Long.     | Source               | Cleared Eff. Depth (ft.) |
|------------------------|------------|-----------|----------------------|--------------------------|
| 12                     | ✓28°54.10' | 89°26.29' | BP59881-83(1960)CofE | 15                       |
| 13                     | 28°53.91'  | 89°26.45' | "                    | 15                       |
| 13                     | 28°53.64'  | 89°26.63' | "                    | 15                       |
| 22                     | 28°53.38'  | 89°26.12' | "                    | 29                       |
| 26                     | 28°53.08'  | 89°26.19' | "                    | 34                       |
| 32                     | 28°53.11'  | 89°26.05' | "                    | 38                       |
| 65                     | 28°52.48'  | 89°26.16' | "                    | 67                       |
| 61                     | 28°52.67'  | 89°26.49' | "                    | 65                       |
| 58                     | ✓28°53.10' | 89°24.90' | BP73806(1968)CofE    | 65                       |
| 30                     | 28°54.17'  | 89°24.54' | "                    | 34                       |
| 34                     | 28°54.00'  | 89°24.25' | "                    | 37                       |
| 44                     | 28°53.87'  | 89°23.95' | "                    | 55                       |
| 22                     | 28°54.32'  | 89°24.90' | H-6174(1936)         | 29                       |
| 24                     | 28°54.30'  | 89°24.70' | "                    | 29                       |
| 21                     | 28°54.94'  | 89°23.62' | "                    | 28                       |
| 29                     | 28°54.70'  | 89°23.40' | "                    | 32                       |
| 59                     | 28°54.37'  | 89°22.50' | "                    | 63                       |
| 76                     | 28°53.26'  | 89°23.75' | "                    | 83                       |

In this highly changeable area due care should be exercised in charting soundings from prior surveys. Those soundings on prior surveys which conflict with cleared depths on the present survey are considered disproved and should not be charted. (See section D of this review).

## 2. Aids to Navigation

The floating aids to navigation on the present survey are in substantial agreement with their charted positions and adequately serve their intended purpose.

## F. Condition of Survey

### 1. Field Work

The field work is satisfactory with the following exceptions:

a. Three splits remain on the smooth sheet in the following vicinities:

| <u>Lat.</u> | <u>Long.</u> |
|-------------|--------------|
| 28°53.15'   | 89°27.40'    |
| 28°53.95'   | 89°23.07'    |
| 28°54.42'   | 89°22.00'    |

b. Presurvey Review Item No. 48, an obstr.-30ft., charted in lat. 28°53.82', long. 89°25.72' was not located or cleared by the present survey wire drag development.

c. There is no reference to the determination of a gyro compass error on M day when single vessel control was utilized. In several cases, however, the relationships of the recorded angles suggest such an error.

## 2. Records

The records are complete and comprehensive.

## 3. Descriptive Report

The Descriptive Report is complete and comprehensive.

## 4. Field Plotting

The field plotting is satisfactory with the following exceptions:

a. Strip 1 - M day, utilizing single vessel control, was erroneously smooth plotted. This strip was replotted during review and the smooth and A and D sheets were revised accordingly.

b. The notes referring to groundings were unnecessarily detailed, providing reference to every strip clearing the grounding instead of indicating the maximum cleared depth only. In addition, the depths, when inked on the smooth sheet, were superimposed over the system of drag lines thereby introducing unnecessary clutter and, thus, hampering the ready interpretation of grounding depths. In several cases the grounding depth was not inked on the smooth sheet.

## G. Compliance with Project Instructions

This survey adequately complies with the project instructions with the following exceptions:

1. A few groundings were not cleared by other drag strips in the area.

2. Presurvey Review Items No. 47 and 48 were not located or cleared as required by par. 24 of the project instructions.


H. Additional Field Work

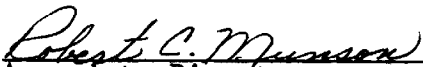
This is considered to be a good wire drag survey and to serve the purpose for which it was intended. No additional field work is recommended. However, the obstr.-30 ft. (P.S.R. Item 48) charted in lat.  $28^{\circ}53.82'$ , long.  $89^{\circ}25.72'$  and the submerged wreck (P.S.R. Item 47) charted in lat.  $28^{\circ}54.30'$ , long.  $89^{\circ}25.80'$  were not located or cleared on the present survey. They should be investigated during future work in the area.

I. Miscellaneous

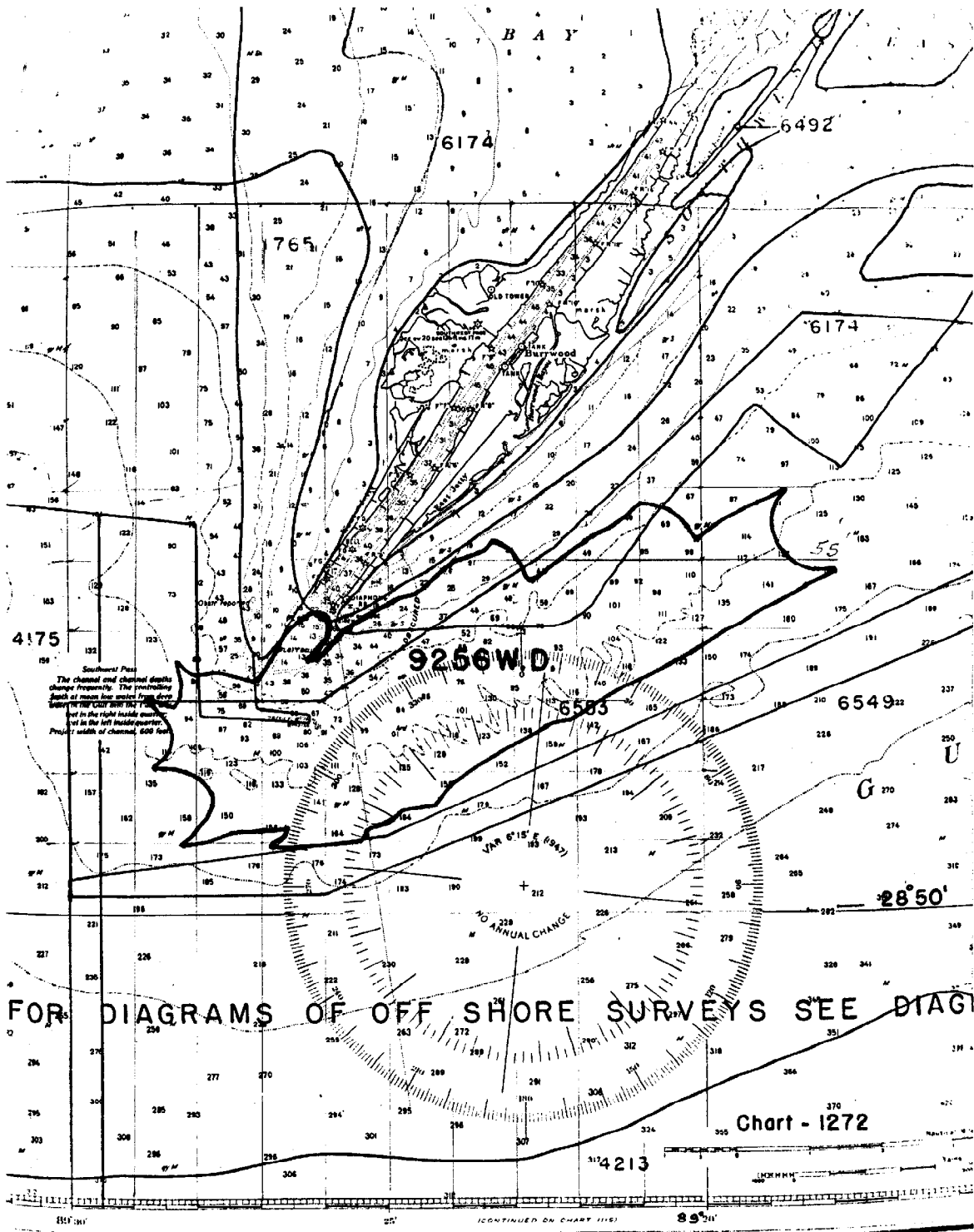
The verifier failed to obtain the Tide Note (form 712), thus necessitating an examination of the survey records by the Tide Division as a condition to its acquisition during review.

Examined and Approved:

  
\_\_\_\_\_  
Chief  
Marine Chart Division

  
\_\_\_\_\_  
Associate Director  
Office of Marine Surveys  
and Maps





Southwest Pass  
 The channel and channel depths  
 change frequently. The controlling  
 depth at mean low water from the  
 buoy in the center and the  
 buoy in the right hand quarter  
 set in the left hand quarter.  
 Proper width of channel, 600 feet

FOR DIAGRAMS OF OFF SHORE SURVEYS SEE DIAG

Chart - 1272

1174213

(CONTINUED ON CHART 1152)

89° 11'

**RECORD OF APPLICATION TO CHARTS**

FILE WITH DESCRIPTIVE REPORT OF SURVEY NO. H-9256 W. D.

**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

| CHART | DATE    | CARTOGRAPHER | REMARKS   |
|-------|---------|--------------|---|
| 1272  | 8/1/72  | Helmmer      | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 42 Proof               |
| 1115  | 8/3/72  | J. Sunday    | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 29 Proof               |
| 1116  | 8/3/72  | J. Sunday    | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 45                     |
| 1003  | 8/4/72  | J. Sunday    | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 23                     |
| 1007  | 8-4-72  | J. Sunday    | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 48                     |
| 1272  | 3-12-76 | OWYANG       | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. 42 PROOF               |
| 1115  | 3-24-76 | OWYANG       | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. APPLIED THRU AID PROOF |
| 1116  | 3-24-76 | OWYANG       | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. APPLIED THRU AID PROOF |
| 1003  | 3-24-76 | OWYANG       | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. APPLIED THRU AID PROOF |
| 1007  | 3-24-76 | OWYANG       | <del>Full Part Before</del> After Verification Review Inspection Signed Via<br>Drawing No. APPLIED THRU AID PROOF |
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