

9257

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 ... WIRE DRAG
Field No. ... RH-20-3-71WD
Office No. ... H-9257

LOCALITY

State ... LOUISIANA
General Locality ... MISSISSIPPI RIVER DELTA
Locality ... ENTRANCE TO SOUTH PASS

1971

CHIEF OF PARTY
CDR. JAMES COLLINS

LIBRARY & ARCHIVES

DATE ... 6/20/72

9257

WIRE DRAG

HYDROGRAPHIC TITLE SHEET

H-9257

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 20-3-71WD

State LOUISIANA

General locality MISSISSIPPI RIVER DELTA

Locality ENTRANCE TO
NEAR SOUTH PASS

Scale 1:20,000 Date of survey Sept. 1 thru 14, 1971

Instructions dated 28 JULY 1971 Project No. OPR-479

Vessel NOAA SHIPS RUDE-HECK

Chief of party CDR JAMES COLLINS

Surveyed by G.R. SCHAEFER, A.Y. BRYSON, M.M. ETHERIDGE

Soundings taken by echo sounder, hand lead, ~~etc~~ WIRE DRAG SURVEY

Graphic record scaled by N.A.

Graphic record checked by N.A.

Protracted by B.J. STEPHENSON Automated plot by _____

DRAG STRIPS INKED BY: B.J. STEPHENSON

Soundings penciled by _____

Soundings in ~~fathoms~~ feet at MLW MLW

REMARKS: _____

*Applied to sheet 7/10/72
cab.*

ZWH 3/23/82

DESCRIPTIVE REPORT
TO ACCOMPANY
WIRE DRAG FIELD NO. RH-20-3-71 SHEET "A"
PROJECT OPR-479-RU/HE-71
MISSISSIPPI RIVER DELTA
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 Fairways and the anchorage area off the entrance to South Pass. ✓

The locality of the survey covered by C&GS Chart 1272 is the Safety Fairway and Anchorage Area from the entrance to South Pass to the 120 foot 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 on all days. Visual control was used in addition to raydist on C, E, F, and H days. ✓

A listing of signals used is given in Attachment I.

- D. DATE OF SURVEY - Dragging for OPR-479-RU/HE-71 on Sheet "A" began 1 September 1971 and was completed 14 September 1971. ✓
- E. TIDAL REDUCERS - Preliminary reduction of each day's data was made using predicted tides for the standard tide gage at Pensacola, Florida from Greenwich Mean Time. Actual tidal data was furnished by the Rockville Office from the standard tide gage at Pensacola, Florida. ✓

Tide data for all strips was corrected as follows:

HIGH WATER *~~23~~¹³35m -0.20 ft.
LOW WATER *~~23~~³⁵27m 0.0 ft.

- F. JUNCTIONS - Sheet A joins Sheet B, however wire drag surveys will not junction due to project limits. ✓
- G. SPLITS - All areas within the project limits were covered without splits. All strips have sufficient overlap. ✓
- H. GROUNDINGS AND HANGS - There were no unanticipated groundings or hangs. ✓

- I. GENERAL NOTES - Raydist calibration was made by circle calibrating EAST or taking three point fixes. ✓

Buoy R"2" and STORM, a temporary oil platform, were circle calibrated by the RUDE. These objects were later used as established positions for checking raydist lane count.

Reconnaissance hydrography was run by both ships strictly for the purpose of determining controlling depths. This hydrography should not be used for charting.

Daily strip description is recorded in the daily journal.

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

- K. DISCREPANCIES AND COMPARISON WITH PREVIOUS SURVEY AND CHARTS - None. See Review sections D and E-1 ✓

- L. PERSONNEL AND EQUIPMENT - During the 1971 field season the Ships RUDE & 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 feet while 4200 feet was the minimum.

Officers onboard during work on Sheet "A" were: CDR J. Collins, LT G.R. Schaefer, LTJG A.Y. Bryson, and LTJG M. M. Ethridge.

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

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

Submitted by,

Max M. Ethridge

Max M. Ethridge
LTJG NOAA

APPROVAL SHEET

All records of this survey prior to smooth plotting are hereby approved. The 1971 Field Work was personally supervised by the undersigned, and the boat sheet and records were inspected daily. This survey is considered complete and adequate for charting. No additional field work is recommended.

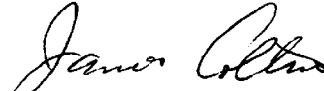

James Collins
CDR NOAA

TABLE OF ATTACHMENTS

- I. CONTROL SIGNALS
- II. TIDAL NOTE
- III. FLOATING AIDS TO NAVIGATION
- IV. STATISTICS

ATTACHMENT I

CONTROL SIGNALS

<u>NAME</u>	<u>STATION</u>	<u>SOURCE</u>	<u>YEAR</u>
RED	BRETON RAYDIST LAT 29°29'39.161" LONG 89°10'27.808"	AMC	1971
GREEN	BUGS LAT 29°16'25.968" LONG 89°56'33.542"	AMC	1971
REAR	SOUTH PASS LIGHT REAR 2 Lat. 29°00' 54.134", Long. 89°10' 00.514"	G-11039	1963 1955 r 65
EAST	SOUTH PASS EAST JETTY LTHO Lat. 28°59' 22.586", Long 89°08' 10.841"	G-3045	1934 1904 r 34
R2	R"2" BUOY RED 1265.4 GREEN 1926.8 LAT 28°58'44" LONG 89°06'32"	NOAA Ship RUDE	1971
STORM	J. STORM I (a temporary oil platform) LAT 28°59'18" LONG 89°05'08" RED 1249.84 GREEN 1965.72	NOAA Ship RUDE	1971 <i>(This platform was removed on 13 Sept. 1972 and area cleared by line 59 & 80H, 14 Sept. 1972</i> BJS

ATTACHMENT II ✓

TIDAL NOTE

Hourly tide heights were supplied by the Rockville Office, (Chief, Tides Section) for Pensacola, Florida, time meridian 90°W. Height is ft. below mean low water.

Tide corrections recommended by the Rockville Office are as follows:

See Tide Note (Form 712).

Tide corrector printout and table of hourly heights filed in cahier with Misc. Data.

ATTACHMENT III

FLOATING AIDS TO NAVIGATION

The following buoys were located and a general depth obtained.

R[#]2[#] Whis "2"

DATE 1 SEPT 1971
Raydist Location R 1265.4 G 1926.8
LAT - LONG 28°58'44" 89°06'32"
General Depth 75 feet

R[#]3[#] Bell "3"

DATE 1 SEPT 1971
Raydist Location R 1245.9 G 1875.5
LAT - LONG 28°59'07" 89°07'55"
General Depth 20 feet

BW BUOY

DATE 1 SEPT 1971
Raydist Location R 1098.85 G 2007.45
LAT - LONG 29°03'37" 89°02'19"
General Depth 30 feet

ATTACHMENT IV ✓

STATISTICS

DATE	DAY LETTER	STRIP NO.	VOLUME NO.	POSITIONS	LINEAL NAUTICAL MILES	SQUARE NAUTICAL MILES
1 SEPT 71	A		I	143	38.9	RECON HYDRO

2 SEPT 71	B	I	I	56	4.0	4.8
3 SEPT 71	C	I	I	28 ⁰	1.0	1.2
8 SEPT 71	D	I	I	11	1.6	1.0
	D	II	I	22 ¹	2.6	1.8
9 SEPT 71	E	I	I	11	<i>Not plotted</i>	---
	E	II	I	78	6.2	5.0
10 SEPT 71	F	I	II	30	2.3	2.0
13 SEPT 71	G	I	II	75	6.3	6.3
14 SEPT 71	H	I	II	58	3.3	3.3
	H	II	II	22	1.5	0.9

WIRE DRAG TOTALS	7	10	2	385 ²	28.8	26.3

10/2/75

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: September 2-14, 1971

HYDROGRAPHIC SHEET: H-9257 WD

OPR: 479

Locality: Mississippi River Delta

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

Height of Mean High Water above Plane of Reference: 1.1 ft.

Remarks: Zoning:

<u>Time Corrections</u>		<u>Height Corrections</u>	
<u>HW</u>	<u>LW</u>	<u>HW</u>	<u>LW</u>
-2 hr. 13 min.	-2 hr. 35 min.	-0.2 ft.	0.0 ft.

The following reducers have been revised in red and verified:

<u>Volume</u>	<u>Day</u>	<u>Position</u>
II	G	32-61 /
II	H	1-23 /

James R. Hubbard
for Chief, Tides Branch

ELECTRONIC CONTROL PARAMETERS

1. Project # OPR-479 2. Reg. # H- 9257 3. Field # RH-20-3-71 WD
4. Type of Control: RAYDIST (Hi-Fix, Raydist, EPI, etc.)
5. Frequency 3300.4 kcs ^{KHz} (for conversion of electronic lanes to meters)
6. Mode of Operation (check one):

Range-Range

Range-Visual

Range One (R₁)
 Station I.D. BRETON
 Range Two (R₂)
 Station I.D. BUGS

Lat.	<u>29</u> °	<u>29</u> '	<u>39.161</u> "
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>33.512</u> "

Hyperbolic (3-station)

Hyper-Visual

Slave One
 Station I.D. _____
 Master
 Station I.D. _____
 Slave Two
 Station I.D. _____

Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "
Lat.	_____ °	_____ '	_____ "
Long.	_____ °	_____ '	_____ "

7. Location of Survey:

Range-Range Imagine an observer is standing at R₁ Station and looking directly at R₂ (check one):

Survey area is to observer's Right A=Ø

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 EDP #	From Time Day	To Time Day	Position Numbers (inclusive)
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____
_____	_____	_____	_____ to _____

9. Remarks: MYLAR - SMOOTH SHEET

2-18-71

ATLANTIC MARINE CENTER

PROJECTION PARAMETERS

POLYCONIC OR MODIFIED TRANSVERSE MERCATOR

- 1. Project No. OPR -479 4. Requested By Billy J. Stephenson
- 2. Reg. No. H-9257 5. Ship or Office Verification Branch
- 3. Field No. RH-20-3-71 WD 6. Date Required ASAP

7. Polyconic Modified Transverse Mercator

8. Central Meridian of Projection 89 ° 03 ' 00 "

9. Survey Scale: 1: 20,000

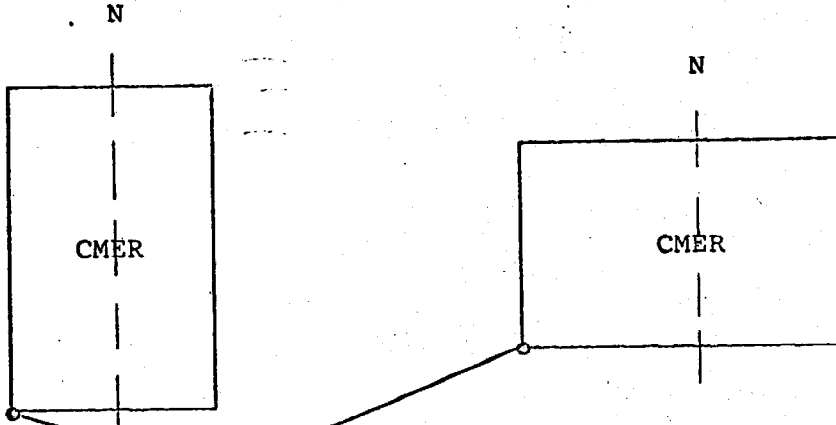
10. Size of Sheet (check one):

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 ° 55 ' 18 "

Longitude 89 ° 11 ' 00 "

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

14. Material Desired: Tracing Paper Mylar

Smooth Sheet Other Specify _____

15. Remarks: _____

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. *H-9257 (RH-20-3-71WD)*

Records accompanying survey:

boat sheets *2*....; sounding vols. *2*....; wire drag vols. *4*....; *Smooth sheets 1- Daily Journal, 1- Smooth Tender*
 Descriptive Reports *1*....; *2- Rough Tenders Volans*
 special reports, etc. *1- Folder, Tide Corrections (attached to Descr. Report)*
graphic recorder envelopes calibration sheets
4-W.D. Vols., 1-Smooth A&D Sheet, 1-Boat Sheet A&D & 1-Roll W.D. Strip Tracings.

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

Number of positions on sheet	388
Number of positions checked	50 0
Number of positions revised	0 0
Number of positions revised (refers to depth only)
Number of soundings/erroneously spaced	N.A.
Number of signals erroneously plotted or transferred	0 0
Topographic details	Time 0 0
Junctions	Time 0 0
Verification of soundings from graphic record	Time 0 0
Special adjustments	Time 58

Verification by *B.J. Stephenson* *10 hrs.* Date *5-19-72*
W.W. Fozzell *57 hrs* Date *6-8-72*
 Total time *67 hrs*
 Reviewed by *Kenneth W. Wellman* Time *58 hrs* Date *10-20-75*
 Inspected by *A.L. Engle* *16* *03-02-76*
Passed RMC 14/76

OFFICE OF MARINE SURVEYS AND MAPS
MARINE SURVEYS DIVISION
HYDROGRAPHIC SURVEY REVIEW

REGISTRY NO. H-9257 W.D.

FIELD NO. RH-20-3-71WD

Louisiana, Mississippi River Delta, Entrance to South Pass

SURVEYED: September 1 - 14, 1971

SCALE: 1:20,000

PROJECT NO.: OPR-479

SOUNDINGS: Wire Drag

CONTROL: Raydist (Range-
Range) and
Sextant Fixes
on Fixed and Float-
ing Signals

Chief of Party	J. Collins
Surveyed by	G. R. Schaefer
.....	A. Y. Bryson
.....	M. M. Ethridge
Protracted by	B. J. Stephenson
Drag Strips Inked by	B. J. Stephenson
Verified and Inked by	B. J. Stephenson
.....	W. W. Feazel
Reviewed by	K. W. Wellman
.....	October 20, 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 South Pass.

B. Shoreline and Control

No shoreline is shown on this 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-6513	(1939)	1:20,000
H-6553	(1939-40)	1:40,000

There are several soundings on these prior surveys in conflict with cleared effective depths on the present survey. Eleven prior soundings, ranging from 7 to 9 feet, conflict with present cleared depths of 10 and 11 feet in the vicinity of latitude $28^{\circ}58.60'$, longitude $89^{\circ}08.00'$. These soundings are located outside of the charted Safety Fairways in an area of shifting shoals. In addition, there are three soundings of 48, 49, and 50 feet in the vicinity of latitude $28^{\circ}59.60'$, longitude $89^{\circ}06.51'$ which fall within an area cleared to an effective depth of 52 feet.

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 Feb. 15, 1975

1. Hydrography

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

The 48- and 49-foot soundings charted respectively in latitude $28^{\circ}59.55'$, longitude $89^{\circ}06.56'$ and latitude $28^{\circ}59.66'$, longitude $89^{\circ}06.56'$ originate with H-6553 (1939-40). Being cleared by wire drag to an effective depth of 52 feet, they are considered disproved by the present survey and should be deleted from the chart.

EDWA
7-90

2. Aids to Navigation

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

F. Condition of the Survey

1. Field Work

The field work is satisfactory except for a few areas where cleared depths are not in conformity with the Wire Drag Manual or the project instructions. Two 52-foot groundings (latitude 28°59.43', longitude 89°06.68' and latitude 28°59.63', longitude 89°06.61') were cleared by only 38 feet, and three 55-foot groundings (vicinity of latitude 28°58.25', longitude 89°06.98') were cleared by 39 feet. These cleared depths are well above the grounding depths and are not in compliance with sections 3-20 of the Wire Drag Manual or paragraphs 11 and 13 of the project instructions.

GMW
7-90

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 except that the notes referring to groundings were unnecessarily detailed, providing reference to every strip clearing the grounding instead of indicating the maximum cleared depth only.

G. Compliance with Project Instructions

Except as noted in section F-1 above, this survey adequately complies with the project instructions.

H. Additional Field Work

This is an adequate wire drag survey and no additional field work is recommended.

I. Miscellaneous

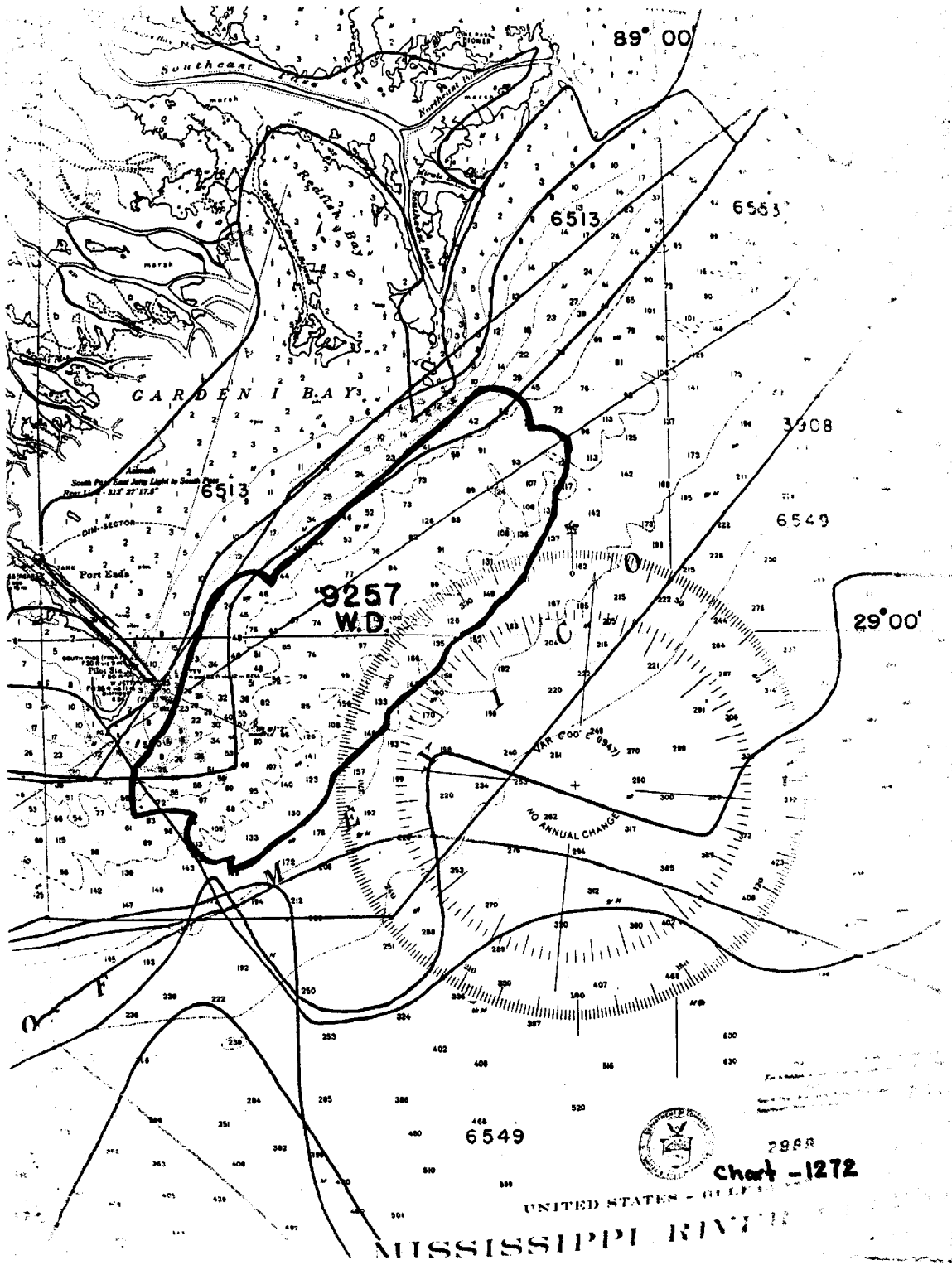
The verifier failed to obtain the Tide Note (Form 712) thus necessitating an examination of the survey records by the

Tides Branch as a condition to its acquisition during review. As a result of this examination, significant revisions were made to the tide correctors utilized on G and H days thus necessitating the replotting of the affected portions of the effective depth diagrams.

Examined and Approved:

A. J. Patrick
Chief
Marine Surveys Division

Robert C. Munson
Associate Director
Office of Marine Surveys
and Maps



89° 00'

GARDEN BAY

9257
W.D.

29° 00'

South Port East Jetty Light to South Port River Light - 315° 29' 17.8"

VAN GOO (2834)
10 ANNUAL CHANGE



2958
Chart - 1272

UNITED STATES - COAST AND GEODETIC SURVEY

MISSISSIPPI RIVER

