

H11457

NOAA FORM 76-35A
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

DESCRIPTIVE REPORT

Type of Survey: Hydrographic Multibeam & 200% Sidescan

Field No. : Sheet A

Registry No. : H11457

LOCALITY

State: Louisiana

General Locality: Gulf of Mexico

Sublocality: Port Fourchon

2007

CHIEF OF PARTY
Scott Croft, Joseph Burke

LIBRARY & ARCHIVES

DATE: _____

HYDROGRAPHIC TITLE SHEET

FIELD NUMBER: Sheet A

State: Louisiana

General Locality: Gulf of Mexico

Locality: Port Fourchon

Scale: ~~1:40,000~~ **1: 20,000** Date of Survey: June 2006 to January 2007

Instructions Dated: June 7, 2005 Project Number: OPR-K362-KR -05

Vessels: R/V Brooks McCall

Chiefs of Party: Scott Croft, Joseph Burke

Surveyed by: S. Croft, J. Burke, D. Alleman, J. Baker, T. Levy, W. Carlon, L. Tomlinson, D. Fontenot

Soundings taken by echosounder, hand lead line, or pole: Simrad EM3002

Graphic record scaled by: N/A

Graphic record checked by: N/A

Protracted by: N/A Automated plot by: HP 1055 Plotter

Verification by: C&C Technologies Personnel , **Atlantic Hydrographic Branch Personnel**

Charted
Soundings in: Feet: X Fathoms: Meters: at MLW: MLLW: X

Remarks: Multibeam Hydrographic Survey of Sheet A
Data collection in meters, referenced to MLLW, later converted into feet
200% side scan sonar coverage
UTC time was used exclusively **UTM Zone 15N**
Grab samples were taken
Tidal Zones: CGM230, CGM231, CGM234, CGM235, CGM236, CGM247, CGM250
Tidal Station: 8762075

Bold, red, italic notes in the Descriptive Report were made during office processing.

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APPENDICES

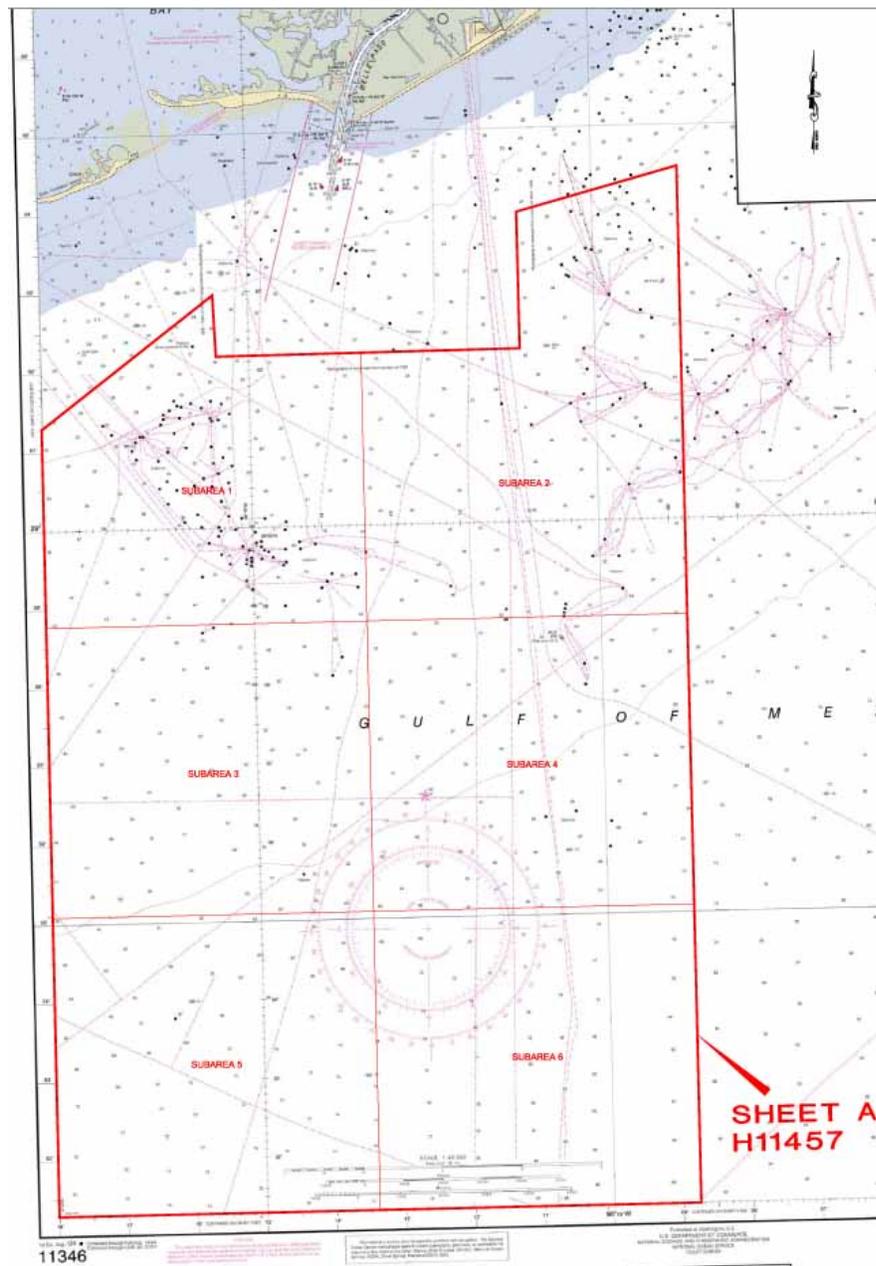
Appendix I	Danger to Navigation Reports
Appendix II	List of Geographic Names
Appendix III	Progress Sketch
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SEPARATES

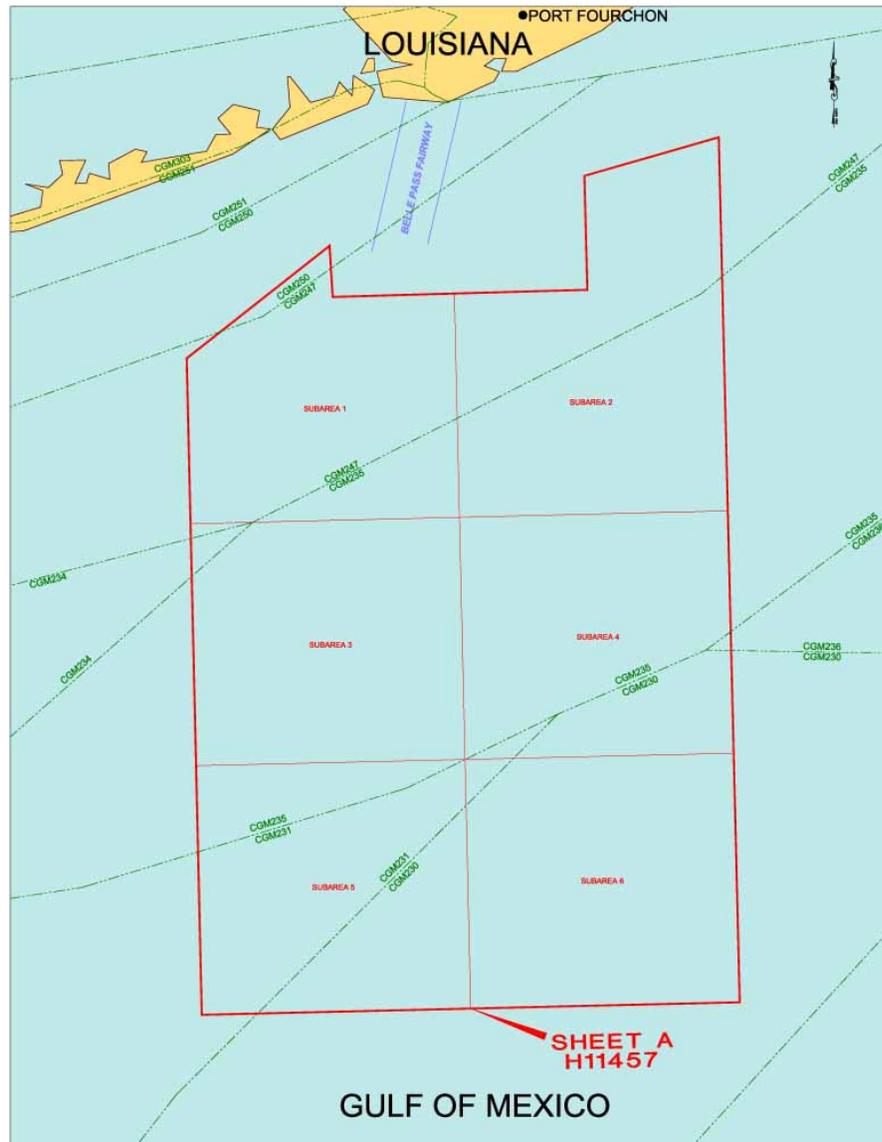
Separates I	Acquisition and Processing Logs
Separates II	Sonar Contact Table Side Scan Data Reproductions Correlator Sheets
Separates III	Sound Velocity Profile Data
Separates IV	Statement of Work
Separates V	Crossline Comparisons

A. AREA SURVEYED

The survey area is located south of Port Fourchon, Louisiana in the Gulf of Mexico. The sketch below shows the layout of the Project (OPR-K362-KR) and Sheet A (H11457). Water depths in the survey area range from 29 to 95 feet Mean Lower Low Water (MLLW).



The survey area was broken into six sub-areas to allow for more efficient data processing and data management. The sub-areas were defined based on the predicted data set sizes prior to survey commencement. Subarea 1 is ~~split~~ *split* by tidal zones CGM250, CGM247, and CGM235. Subarea 2 is split by tidal zones CGM247 and CGM235. Subarea 3 is split by tidal zones CGM247, CGM234, and CGM235. Subarea 4 is ~~split~~ *split* by tidal zones CGM235, CGM236, CGM231, and CGM230. Subarea 5 is split by tidal zones CGM230, CGM231, and CGM235. Subarea 6 is split by tidal zones CGM230 and CGM231. Tidal data from the Port Fourchon tide station (8762075) was used to process all of the tidal data. The following sketch shows the layout of the tidal zones and subareas.



B. DATA ACQUISITION AND PROCESSING *See also the Evaluation Report.*

B.1 EQUIPMENT

System	Manufacturer	Model
Multibeam Sonar	Simrad	EM3002
Side Scan Sonar	Klein	5000
Single Beam Sonar	Echotrac	3200
Motion Sensor	CODA	F180
Primary Positioning System	CODA	F180
Secondary Positioning System	CNAV	2050
Tertiary Positioning System	CNAV	2050
Sound Speed at Transducer	Endeco	YSI
Sound Velocity Profiler	Seabird	SBE19

See Data Acquisition and Processing Report* for a detailed description of the equipment used for hydrographic operations.

The S/V *Brooks McCall*, a 144-foot vessel, was used as the platform for all hydrographic operations. The vessel is 40 feet wide, with an approximate draft of 13 feet. A central reference point was established prior to the survey from which all relevant offsets were measured. The relevant offsets are presented in the following table where X is positive forward, Y is positive starboard, and Z is positive down.

	EM3002 Head	Side Scan Sonar Towpoint	Port F180 Antenna	Starboard F180 Antenna
X Offset	-0.721m	-28.392m	-0.692m	-0.692m
Y Offset	1.397m	1.771m	0.748m	2.052m
Z Offset	1.667m	-3.1m	-10.562m	-10.562m

Detailed vessel diagrams and patch test results are presented in the Data Acquisition and Processing Report.* *Filed digitally at the Atlantic Hydrographic Branch (AHB).*



B.2 QUALITY CONTROL

In order to most efficiently carry out this survey, the survey lines were oriented roughly east-west throughout the survey area. The line spacing was set at 90 meters based on the criteria of 200 percent side scan coverage using Technique 1 as set forth in Section 6.1 of the “Specifications and Deliverables” document for the majority of the survey. In the shallower water of subareas 1 and 2 (approximately 30 – 50 feet deep), the line spacing was tightened to 65 meters. The side scan sonar was operated at a 100 meter per channel range except for investigation lines where the range was typically reduced to 50 meters. The angular sector on the multibeam was set so that the criterion of two times water depth, as well as all accuracy, resolution, and detection criteria as set forth in Sections 5.2 and 5.3 of the “Specifications and Deliverables” document, were met.

The internal consistency of the multibeam depth values is quantified in the cross line statistics that were performed at the end of each main line. Cross lines were run prior to the collection of main line data so that quality control statistics could be performed on the data after each line. Based on pre-plot calculations, the total cross line miles was 121 nm, while the total main line miles was 2413 nm. The cross lines comprised about 5% of the total data set as compared to the main scheme lines. Rerun line miles are not included in these totals. As can be seen in the sample statistics found in Separates V,* the main lines and cross lines depth values showed very good agreement. Each main line was compared to all cross lines for which there was overlapping data. The graphs shown in Separates V are a random sample of the graphs that were produced. The graphs show the mean difference, RMS difference, and confidence interval for each beam. The results show that the multibeam data was repeatable with 90% of the soundings within about 5 to 20 centimeters across the swath.

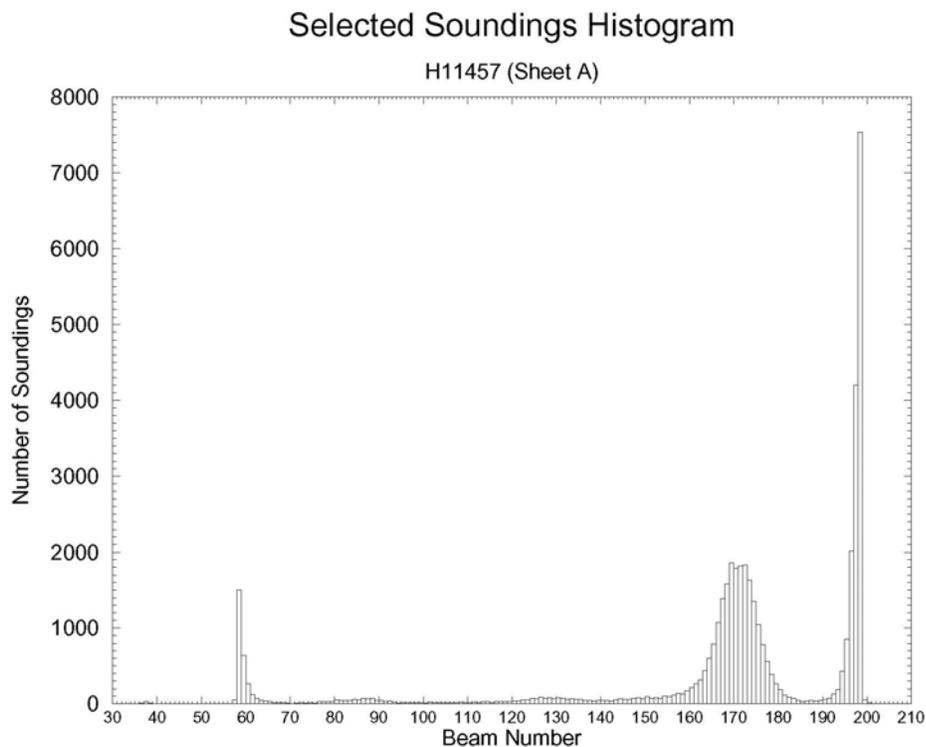
*** Filed digitally at AHB.**



On the following page is a histogram of the selected soundings for the smooth sheet. The chart shows the number of soundings that were selected per beam number. The sounding distribution is dominated by the spatial distribution of soundings on the seafloor. The probability of a sounding from a particular beam making its way to the smooth sheet is inversely proportional to its corresponding density on the seafloor. The sparser soundings near the inner and outer edges of the swath are more likely to be selected because there are fewer to choose from. Because only the shoalest of the shoals are selected for the smooth sheet, very minor biases in areas of swath data can lead to uneven beam distributions.

Multibeam quality control procedures are outlined in Section B.1 of the accompanying Data Acquisition and Processing Report. *

** Filed digitally at AHB.*



Sheet A (H11457) adjoins with Sheet B (H11537), which will be submitted in summer of 2007.

B.3 CORRECTIONS TO ECHO SOUNDINGS

No deviations from the Correction to Echo Soundings section in the Data Acquisition and Processing Report* occurred. * *Filed digitally at AHB.*

C. VERTICAL AND HORIZONTAL CONTROL

Tide and water level corrections were determined and applied in accordance with Attachment #7 of the Statement of Work.* Data from the Port Fourchon, LA (8762075) tidal station was used. Tidal zoning as set forth in the Statement of Work was applied. The following



table shows the tidal zone and correctors that were used for this sheet. Tidal data were processed using the 1983-01 epoch.

Tide Zone	Reference Station	Time Corrector (min)	Range Ratio
CGM230	8762075	-36	1.03
CGM231	8762075	-36	1.03
CGM234	8762075	-24	1.07
CGM235	8762075	-30	1.07
CGM236	8762075	-36	1.07
CGM247	8762075	-18	1.07
CGM250	8762075	-12	1.07
CGM251	8762075	-6	1.11

The horizontal datum for the survey is the North American Datum of 1983 (NAD 83). The projection is Universal Transverse Mercator (UTM) Zone 15 North. The vertical datum for the soundings is Mean Lower Low Water (MLLW).

D. RESULTS AND RECOMMENDATIONS *See also the Evaluation Report.*

D.1 CHART COMPARISON

D.1.1 CHARTS AND NOTICES TO MARINERS

The following charts were used for comparison purposes.

Chart Number	Scale	Edition	Edition Date
11346	1:40,000	1	August 2004
11357	1:80,000	37	March 2005
11358	1:80,000	53	November 2004

The Local Notices to Mariners were reviewed through Notice Number 10/07 dated March 7, 2007. During that time, one notice to mariners was issued for the charted area within the survey bounds. In LNM 31/06 8th district, an add platform at position 28.93811667°N, 90.17357306°W* on charts 11346 and 11358 was issued. The position of this new platform was confirmed by this survey.

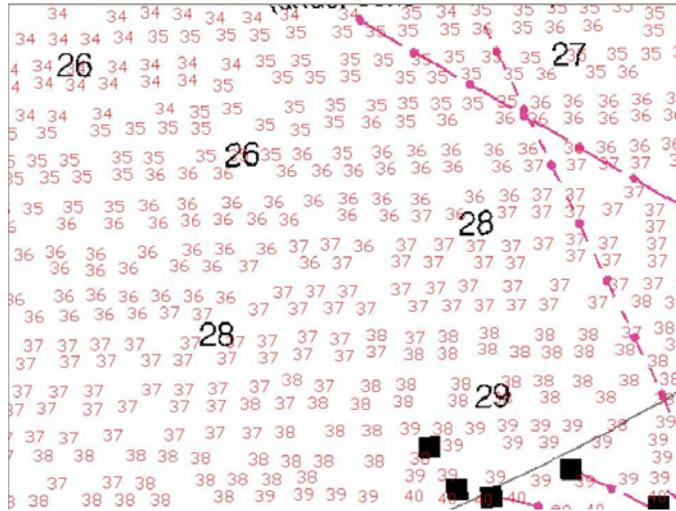
*** 28°56'17.220"N, 90°10'24.863"W**



D.1.2 CHARTED SOUNDINGS

11346

Survey soundings are deeper than charted soundings. The largest discrepancies are found in the Northwest corner of the survey. Charted depths in this area are between 26 and 30 feet. Survey depths are between 33 and 40 feet. The following image, located at 29.03212° N, 90.27121°* W displays a typical example of this discrepancy. The discrepancy between survey and charted soundings decreases as the depth increases. Survey and charted soundings do generally agree in the Southeast corner of the survey, where both charted and survey depths are 80 feet or greater, as well as in the area surrounding the safety fairway where recently surveyed depths are available. ****29°01'55.632"N, 90°16'16.356"W***



11357

Survey soundings are deeper than charted soundings. The largest discrepancies are found in the northwest corner of the survey. Charted depths in this area are between 26 and 30 feet. Survey depths are between 33 and 40 feet. The discrepancy between survey and charted soundings decreases as the depth increases. Survey and charted soundings do generally agree in the southeast



corner of the survey, where both charted and survey depths are 80 feet or greater, as well in the area surrounding the safety fairway where recently surveyed depths are available. This is the same pattern as seen on chart 11346.

11358

Survey soundings are deeper than charted soundings. The largest discrepancies are found in the northeast corner of the survey. Charte depths in this area are between 28 and 34 feet. Survey depths are between 36 and 42 feet. The discrepancy between survey and charted soundings decreases as the depth increases. Survey and charted soundings do generally agree in the southeast corner of the survey, where both charted and survey depths are 80 feet or greater, as well in the area surrounding the safety fairway where recently surveyed depths are available. This is the same pattern as seen on chart 11346 and 11357.

D.1.3 SHOALS AND HAZARDOUS FEATURES

A spanning pipeline with a least depth of ~~62~~ **60** feet was found between two offshore structures at 28.9353755° N, 90.1731817° W* (WGS84). This pipeline has a height off bottom of approximately 8 feet. It is recommended that this pipeline be charted as a dangerous ~~62~~ **60** foot obstruction. *Concur.*

** 28°56'07.057"N, 90°10'22.979"W*

D.1.4 AWOIS ITEMS

FULL INVESTIGATIONS

The following twelve AWOIS Items were assigned for full investigation. All of the following charted positions were taken from the lat83, long83 column of the AWOIS database.

Item 319

Description: Wreck (*Benjamin Brewster*)



Charted Position: 29°03'00.83"N, 090°09'00.27" W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This item is listed as the wreck of a gas and oil cargo ship that was sunk by a submarine in 1942, and has a listed least depth of 36 ft. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "(36ft rep)".**

Item 13214

Description: Wreck (*Flying Fish*)

Charted Position: 28°53'00.84"N, 090°13'30.28"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This item is listed as the wreck of the Flying fish, reported sunk in LNM 44/78. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "PA".**

Item 13215

Description: Wreck (*Pye Theriot*)

Charted Position: 28°58'00.84"N, 090°15'00.28"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Pye Theriot*, a fishing vessel, was reported sunk in 46 feet of water. No evidence of this wreck was found during the survey. It is



recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "PA".**

Item 13216

Description: Wreck (*Miss Jesslyn*)

Charted Position: 28°59'00.84"N, 090°15'00.28"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Miss Jesslyn*, a fishing vessel, was reported sunk in 40 feet of water in LNM 34/82. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "PA".**

Item 13217

Description: Unknown Wreck

Charted Position: 29°00'00.84"N, 090°15'00.28"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This unknown wreck is listed as a fishing vessel sunk in 50 feet of water in LNM 21/83. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "PA".**

Item 13218

Description: Unknown

Charted Position: 29°00'54.07"N, 090°16'22.8"W

Search Radius: 200 meters



Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This unknown item is listed a blue rotorcraft helicopter in LNM 11/05. No evidence of this helicopter was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. ***Concur. Delete charted visible wreck and notation "PA".***

Item 13221

Description: Unknown

Charted Position: 29°00'58.8"N, 090°08'50.4"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This unknown item is listed as a wreck of a 20 foot long personal craft in LNM 22/94. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. ***Concur. Delete charted wreck and notation "PA".***

Item 13222

Description: Obstruction

Charted Position: 28°58'29.82"N, 090°10'34.32"W

Search Radius: 100

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: This obstruction is listed as a submerged pipe covered by 52 feet of water in LNM 38/91. No evidence of this pipe was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. ***Concur. Delete charted pipe and notation "(cov 52 ft)".***



Item 13219

Description: Wreck (*Murmanill*)

Charted Position: 29°01'10.83"N, 090°16'48.29"W **Original charted position**

Search Radius: 750 meters **29°01'04.50"N, 90°16'47.56"W current charted pos.**

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Murmanill*, a drilling tender, was reported sunk in 32 feet of water in LNM 36/57, and further updated to be awash in LNM 8/58. This wreck was identified in the side scan and multibeam data, and included in the smooth sheet as a 32-foot wreck at 29.0183333° N, 90.2811111° W. It is recommended that this wreck be charted as a 32-foot wreck at the current survey position. The wreck of the *Murmanill* is further discussed as investigation item 1contact14. **Concur. Delete charted wreck and notation "ED". Chart a 32ft dangerous sunken wreck in Latitude 29°01'06.385"N, Longitude 90°16'51.958"W, as shown on the present survey.**

Item 13224

Description: Wreck (*Cheremie Botruc*)

Charted Position: 28°54'00.85"N, 090°16'00.28"W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Cheremie Botruc* was reported sunk in LNM 52/75. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation "PA".**

Item 13220

Description: Wreck (*Marie Smith*)

Charted Position: 29°02'12.84"N, 090°10'42.28"W

Search Radius: 300 meters



Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Marie Smith*, a tug boat, was reported sunk in LNM 21/72. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation “Mast PA”.**

Item 13223

Description: Wreck (*Gulf Haze*)

Charted Position: 28°55’46.85”N, 090°10’33.27”W

Search Radius: 300 meters

Investigation Method: 200% Side Scan Sonar, Multibeam Echosounder

Position Determined By: Differential GPS

Investigation Summary: The *Gulf haze* a shrimp boat, was reported sunk in LNM 28/75, and its position was later updated in LNM 33/75. No evidence of this wreck was found during the survey. It is recommended that this feature be removed from the chart, and the chart be updated with the current survey. **Concur. Delete charted wreck and notation “PA”.**

D.1.5 INVESTIGATION ITEMS

Additional investigation work was performed for forty-four significant sonar contacts. A set of two to six additional multibeam and side scan lines were run over each of these targets. In order to more easily manage contacts, they were named based upon the subarea that they were found in. For example, item 1contact1 is the first contact marked in subarea 1. Item 2contact1 is the first contact marked in subarea 2, and so on. Of the forty-four contacts investigated, the following twenty-~~two~~ **three** were verified and determined to be significant.

Item 1contact2

Description	Sunken Barge
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Descriptive Report to Accompany Hydrographic Survey H11457



Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	221/005246p (1058-2) 221/013955p (1059-1)
	Investigation	337/211928s (1contact2-1) 29°00'59.166"N 350/220333p (1contact2-6) 90°16'09.087"W
Least Depth		11.662 11.66 meters (38.25 feet) (38.261)
Charting Recommendation		It is recommended that this item be charted as a 38 foot wreck at 29.0164352° N, 90.2691909° W. Concur.

Item 1contact5

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	192/121437s (1084-1) 192/132248s (1083-1)
	Investigation	336/191251p (1contact5-3) 29°00'05.148"N 336/192023s (1contact5-4) 90°14'14.348"W
Least Depth		13.968 13.97 meters (45.83 feet) (45.827)
Charting Recommendation		It is recommended that this item be charted as a 46 foot obstruction at 29.0014301° N, 90.2373190° W. Concur.

Item 1contact6

Description		Submerged Wreck
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	192/171104s (1078-1) 192/174953s (1077-1)
	Investigation	328/171500p (1contact6-1) 29°00'18.873"N 328/173030p (1contact6-2) 90°16'12.977"W
Least Depth		12.137 12.14 meters (39.83 feet) (39.820)
Charting Recommendation		It is recommended that this item be charted as a dangerous 40 foot wreck at 29.0052425° N, 90.2702714° W. Concur.

Item 1contact7

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	191/172143s (1086-1) 192/115924s (1085-1)

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	Investigation	328/125046p (1contact7-1) 29°00'01.786"N 329/174746p (1contact7-6) 90°13'33.162"W
Least Depth	14.087	14.09 meters (46.23 feet) (46.217)
Charting Recommendation		It is recommended that this item be charted as a 46 foot obstruction at 29.0004961° N, 90.2258784° W. Concur.

Item 1contact8

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	190/144927p (1095-1) 190/152958p (1094-1)
	Investigation	328/204907p (1contact8-1) 28°59'41.883"N 328/215240p (1contact8-3) 90°14'59.514"W
Least Depth	14.135	14.14 meters (46.39 feet) (46.375)
Charting Recommendation		It is recommended that this item be charted as a 46 foot obstruction at 28.9949674° N, 90.2498650° W. Concur.

Item 1contact9

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	189/180759s (1098-1) 190/130427s (1097-1)
	Investigation	328/134847s (1contact9-1) Nothing seen on 328/141735s (1contact9-3) SSonar or
Least Depth		13.96 meters (45.80 feet) multibeam at AHB
Charting Recommendation		It is recommended that this item be charted as a 46 foot obstruction at 28.9932454° N, 90.2460592° W. Do not concur.

Item 1contact10

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	190/131127s (1097-1)
	Investigation	328/151846p (1contact10-1) 28°59'37.550"N 328/153724p (1contact10-3) 90°14'02.071"W
Least Depth	14.817	14.81 meters (48.59 feet) (48.612)

Descriptive Report to Accompany Hydrographic Survey H11457



Charting Recommendation	It is recommended that this item be charted as a 48 foot obstruction at 28.9937638° N, 90.2339085° W. Concur.
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Item 1contact13

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	187/161832s (1120-1) 187/183620s (1019-2)
	Investigation	337/010708p (1contact13-1) 28°58'49.281"N 337/011843p (1contact13-2) 90°14'52.658"W
Least Depth 14.129		14.11 meters (46.29 feet) (46.355)
Charting Recommendation		It is recommended that this item be charted as a 46 foot obstruction at 28.9803559° N, 90.2479604° W. Concur.

Item 1contact14

Description		AWOIS 13219 (<i>Murmanill</i>)
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	213/121856P (1055-1) 213/133117P (1054-1)
	Investigation	024/121918P (1contact14-02) 29°01'06.385"N, 90°16'51.958"W
Least Depth 9.748		9.75 meters (32 feet) (31.982)
Charting Recommendation		It is recommended that this item be charted as a 32 foot wreck at 29.0183333° N, 90.2811111° W. Concur.

Item 2contact1

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	199/065311s (2163-1) 199/075247p (2162-1)
	Investigation	336/105744p (2contact1-4) 28°58'41.701"N 336/111617p (2contact1-5) 90°10'47.535"W
Least Depth 17.064		17.06 meters (55.97 feet) (55.984)
Charting Recommendation		It is recommended that this item be charted as a 56 foot obstruction at 28.9782503° N, 90.1798707° W. Concur.

Descriptive Report to Accompany Hydrographic Survey H11457



Item 2contact3

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	199/111010P (2159-1) 199/122453p (2158-2)
	Investigation	329/005134s (2contact3-13) 28°58'58.444"N 329/010745s (2contact3-14) 90°11'29.778"W
Least Depth		14.942 14.94 meters (49.02 feet) (49.022)
Charting Recommendation		It is recommended that this item be charted as a 49 foot obstruction at 28.9829011° N, 90.1916050° W. Concur.

Item 2contact8

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	202/193648s (2140-1) 202/221652s (2139-1)
	Investigation	329/042628s (2contact8-4) 28°59'38.295"N 329/043750s (2contact8-5) 90°10'14.334"W
Least Depth		15.677 15.68 meters (51.44 feet) (51.434)
Charting Recommendation		It is recommended that this item be charted as a 51 foot obstruction at 28.9939709° N, 90.1706485° W. Concur.

Item 2contact9

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	202/211722s (2138-1) 203/001940s (2137-1)
	Investigation	329/060101s (2contact9-2) 28°59'41.843"N 329/061427p (2contact9-3) 90°10'33.038"W
Least Depth		15.819 15.82 meters (51.90 feet) (51.900)
Charting Recommendation		It is recommended that this item be charted as a 52 foot obstruction at 28.9949565° N, 90.1758440° W. Concur.

Item 2contact10

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan

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Sonar Contacts	Original Survey	203/001646p (2137-1) 203/010256p (2136-1)
	Investigation	336/131352p (2contact10-2) 28°59'45.183"N 336/132926p (2contact10-4) 90°10'56.037"W
Least Depth		15.727 15.73 meters (51.61 feet) (51.598)
Charting Recommendation		It is recommended that this item be charted as a 51 foot obstruction at 28.9958842° N, 90.1822326° W. Concur.

Item 2contact14

Description		Exposed Pipeline
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	205/025857p (2071-1) 205/034124p (2070-1)
	Investigation	329/113124s (2contact14-6) 29°02'04.196"N 329/114351p (2contact14-7) 90°10'03.419"W
Least Depth		12.982 12.98 meters (42.59 feet) (42.592)
Charting Recommendation		It is recommended that this item be charted as a 42 foot obstruction at 29.0344988° N, 90.1676166° W. Concur.

Item 3contact1

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	321/200616p (3006-1) 321/212240s (3007-1)
	Investigation	328/053906p (3contact1-2) 28°58'28.750"N 328/061531p (3contact1-4) 90°14'02.756"W
Least Depth		16.243 16.24 meters (53.28 feet) (53.291)
Charting Recommendation		It is recommended that this item be charted as a 53 foot obstruction at 28.9746528° N, 90.2340990° W. Concur.

Item 3contact2

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	321/221139s (3008-1)
	Investigation	323/090835p (3contact2-1) 28°58'23.621"N 323/092205p (3contact2-2) 90°17'22.356"W

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Least Depth	14.905	14.90 meters (48.88 feet) (48.901)
Charting Recommendation		It is recommended that this item be charted as a 48 49 foot obstruction at 28.9732281° N, 90.2895433° W. Concur.

Item 3contact3

Description		Sunken Barge
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	321/232417p (3010-1) 322/004448p (3011-1)
	Investigation	328/074212p (contact3-1) 28°58'16.502"N 328/090223s (contact3-6) 90°14'27.196"W
Least Depth	15.349	15.35 meters (50.36 feet) (50.358)
Charting Recommendation		It is recommended that this item be charted as a 50 foot wreck at 28.9712507° N, 90.2408876° W. Concur.

Item 4contact1

Description		Exposed Pipeline
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	314/173614s (4056-1) 314/185410s (4055-1)
	Investigation	340/052928s (4contact1-6) 28°56'05.220"N 340/054125p (4contact1-7) 90°10'19.063"W
Least Depth	19.780	20.12 meters (66.00 feet) (64.895)
Charting Recommendation		It is recommended that this item be charted as a 66 65 foot obstruction at 28.9347212° N, 90.1718607° W. Concur.

Item 4contact2

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	212/124021s (4053-1) 314/194009s (4054-1)
	Investigation	340/023921p (4contact2-6) 28°56'09.717"N 340/030136p (4contact2-8) 90°10'26.308"W
Least Depth	20.435	20.44 meters (67.06 feet) (67.044)

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Charting Recommendation	It is recommended that this item be charted as a 67 foot obstruction at 28.9360326° N, 90.1739745° W. Concur.
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Item 5contact2

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	284/015633p (5051-1) 284/024851p (5050-1)
	Investigation	339/200601p (5contact2-1) 28°52'39.315"N 339/201957p (5contact2-2) 90°15'34.750"W
Least Depth		22.194 22.19 meters (72.80 feet) (72.815)
Charting Recommendation		It is recommended that this item be charted as a 73 foot obstruction at 28.8775875° N, 90.2596527° W. Concur.

Item 6contact1

Description		Sunken Barge
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	302/235217s (6002-1) 303/005142p (6003-1)
	Investigation	337/115213p (6contact1-5) 28°55'01.914"N 337/120624p (6contact1-6) 90°10'38.670"W
Least Depth		20.267 20.27 meters (66.50 feet) (66.493)
Charting Recommendation		It is recommended that this item be charted as a 66 foot wreck at 28.9171985° N, 90.1774084° W. Concur.

Item 6contact3

Description		Oil Field Debris
Investigation Method		100% multibeam and 400% side scan
Sonar Contacts	Original Survey	304/145542p (6018-1) 304/160210p (6019-1)
	Investigation	337/141940p (6contact3-2) 28°54'12.973"N 337/143216p (6contact3-3) 90°09'39.200"W
Least Depth		22.927 22.93 meters (75.23 feet) (75.220)
Charting Recommendation		It is recommended that this item be charted as a 75 foot obstruction at 28.9036036° N, 90.1608891° W. Concur.



D.1.6 DANGER TO NAVIGATION REPORTS

No Danger to Navigation Reports were issued. *Concur.*

D.2 ADDITIONAL RESULTS

D.2.1 PRIOR SURVEYS

Comparison with prior surveys was not required under this Task Order. See Section D.1 for comparison to nautical charts.

D.2.2 AIDS TO NAVIGATION

There are no aids to navigation within the survey area. *Do not concur. There is a private buoy located in approximate Latitude 28°58'30.14"N, Longitude 90°10'33.85"W, and a mooring buoy located in approximate Latitude 28°58'44.97"N, Longitude 90°11'22.20"W. Retain both as charted.*

D.2.3 EXISTING INFRASTRUCTURE

This survey encompasses a very active oil and gas production ~~field~~ *field*, supported by a large number of offshore oil and gas platforms. Due to the large number of platforms within the survey area, positions of these platforms were determined with side scan sonar data rather than traditional detached positions.

The following charted platforms were found as charted. *See the ER for DMS Latitude, Longitude for all of the following pages of platforms.*

Survey Position		Platform Name
Latitude	Longitude	
29.027178°N	90.268124°W	ST21 "28"
29.026798°N	90.259122°W	UNKNOWN
29.026231°N	90.256326°W	ST21 "85"
29.023796°N	90.255016°W	ST21 "79"
29.022647°N	90.257604°W	UNKNOWN
29.022076°N	90.263514°W	ST21 "20"
29.024122°N	90.270748°W	UNKNOWN
29.022001°N	90.271419°W	ST21 "124"

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29.014842°N	90.256498°W	ST21 "27"
29.009799°N	90.269847°W	ST21 "108"
29.008944°N	90.263544°W	ST21 "18"
29.008686°N	90.259463°W	ST21 "19"
28.995061°N	90.241906°W	ST21 "88"
28.993438°N	90.250321°W	ST21 "99"
28.992147°N	90.250456°W	ST21 "101"
28.992603°N	90.251341°W	ST21 "76"
28.986833°N	90.250297°W	ST28 "F"
28.983247°N	90.242272°W	ST28 "10"
28.986737°N	90.233629°W	ST27 "IA"
28.937413°N	90.181300°W	ST41 "A"
28.995390°N	90.165264°W	ST23 "CI"
29.007275°N	90.159181°W	ST23 "CC"
29.009542°N	90.146567°W	ST24 "CM"
29.028192°N	90.155039°W	ST23 "S"
29.031316°N	90.144409°W	BM2 "CG"
29.054153°N	90.174320°W	UNKNOWN
29.058552°N	90.152814°W	UNKNOWN
29.064385°N	90.160181°W	UNKNOWN
29.066665°N	90.156621°W	UNKNOWN
29.020127°N	90.182358°W	ST23 "SD"
29.020529°N	90.170242°W	ST23 "EE"
28.938256°N	90.173817°W	ST41 "B PROD"
28.999576°N	90.253641°W	ST21 "GA"
28.999373°N	90.257260°W	UNKNOWN

An error in the position of the following charted platforms was found. The following table displays the currently charted position, as well as the correct position as determined by this survey.

Charted Position		Survey Position		Platform Name
Latitude	Longitude	Latitude	Longitude	
29.02558333°	90.26690667°	29.026238°N	90.266839°W	UNKNOWN
29.02536667°	90.266015°	29.025922°N	90.266221°W	UNKNOWN
29.02608167°	90.26378333°	29.026563°N	90.264140°W	UNKNOWN
29.02508333°	90.26112167°	29.025637°N	90.261411°W	ST21 "59"
29.02279°	90.25908667°	29.024169°N	90.259550°W	ST21 "22"
29.02219167°	90.25878°	29.023272°N	90.259728°W	UNKNOWN
29.023135°	90.26654167°	29.024248°N	90.266714°W	ST21 "31"

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29.024685°	90.26883333°	29.025163°N	90.269120°W	UNKNOWN
29.02282667°	90.270395°	29.023330°N	90.270766°W	UNKNOWN
29.01977833°	90.26784667°	29.020424°N	90.268194°W	ST21 "8"
29.02169167°	90.28498°	29.022124°N	90.285183°W	UNKNOWN
29.01910167°	90.27617167°	29.019737°N	90.276369°W	ST21 "H"
29.01919167°	90.27535667°	29.019721°N	90.276019°W	ST21 "D"
29.01809167°	90.27724333°	29.018730°N	90.277268°W	ST21 "58"
29.01430667°	90.27701°	29.014916°N	90.277435°W	ST21 "95"
29.01402333°	90.27177°	29.014791°N	90.272123°W	ST21 "I"
29.01670833°	90.26502833°	29.017168°N	90.265662°W	UNKNOWN
29.013245°	90.25857833°	29.013837°N	90.258908°W	ST21 "15"
29.01264333°	90.25410833°	29.013130°N	90.254204°W	ST21 "32"
29.00809°	90.271605°	29.009015°N	90.271928°W	ST21 "21"
29.007735°	90.26742333°	29.008957°N	90.267787°W	ST21 "17"
29.01019667°	90.261035°	29.011263°N	90.261330°W	ST21 "13"
29.011095°	90.257295°	29.011285°N	90.258023°W	ST21 "25"
29.00524°	90.25685333°	29.006607°N	90.257060°W	ST21 "38"
29.00251°	90.26262333°	29.003078°N	90.262881°W	ST21 "62"
29.00196167°	90.255215°	29.002664°N	90.255519°W	ST21 "45"
29.00148167°	90.25206167°	29.001802°N	90.252708°W	UNKNOWN
29.00134667°	90.24641167°	29.001877°N	90.247202°W	UNKNOWN
29.000525°	90.24141167°	29.001014°N	90.241850°W	UNKNOWN
28.99777167°	90.25770333°	28.998283°N	90.258312°W	UNKNOWN
28.99658667°	90.26000833°	28.996872°N	90.260490°W	ST21 "116"
28.99393°	90.25709833°	28.994333°N	90.257640°W	ST21 "94"
28.99549833°	90.25191333°	28.996086°N	90.252199°W	ST21 "55"
28.99475167°	90.25043°	28.995536°N	90.251445°W	ST21 "86"
28.99621333°	90.24871667°	28.996542°N	90.249469°W	ST21 "91"
28.996515°	90.24753833°	28.997159°N	90.247875°W	ST21 "110"
28.99533°	90.24741167°	28.995883°N	90.248034°W	ST21 "87"
28.994595°	90.24670333°	28.994827°N	90.247191°W	ST21 "75"
28.99429167°	90.24577333°	28.994739°N	90.245998°W	ST21 "102"
28.99280333°	90.24747833°	28.993153°N	90.248111°W	UNKNOWN
28.99302833°	90.24470833°	28.993537°N	90.244784°W	ST21 "82"
28.99187167°	90.25505°	28.992517°N	90.255755°W	UNKNOWN
28.99140833°	90.24221667°	28.992051°N	90.243039°W	ST21 "81"
28.99205°	90.24146333°	28.992486°N	90.242312°W	ST21 "71"
28.99479833°	90.23813333°	28.995179°N	90.238529°W	ST22 "7"
28.99630833°	90.23832°	28.996993°N	90.238819°W	ST22 "F"
28.99576333°	90.23454333°	28.996498°N	90.234981°W	ST22 "B"
28.97846333°	90.259455°	28.979011°N	90.260022°W	ST28 "13"
28.98927833°	90.23059167°	28.989841°N	90.231014°W	ST27 "4"

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28.97170167°	90.22880167°	28.968536°N	90.232091°W	ST27 "18"
28.97172667°	90.22880333°	28.972215°N	90.229409°W	ST27 "19"
28.98608333°	90.202185°	28.986648°N	90.201829°W	ST27 "D"
28.89603167°	90.271075°	28.896545°N	90.271036°W	ST46 "#2"
28.930555°	90.16570167°	28.931410°N	90.166502°W	ST41 "D"
28.93583167°	90.16524833°	28.935816°N	90.166067°W	ST41 "C"
28.98191167°	90.17491667°	28.982404°N	90.175391°W	ST26 "F"
28.984905°	90.16142833°	28.985643°N	90.161739°W	ST26 "A"
28.99178833°	90.16192667°	28.992273°N	90.161990°W	UNKNOWN
29.01226167°	90.14779167°	29.013233°N	90.147730°W	ST24 "SC"
29.02563°	90.14188333°	29.026126°N	90.142149°W	UNKNOWN
29.03576667°	90.16917833°	29.036309°N	90.169769°W	BM3 "FLR"
29.043655°	90.15538667°	29.044178°N	90.155343°W	UNKNOWN
29.05140167°	90.17314°	29.052012°N	90.173078°W	UNKNOWN
29.05145333°	90.17217333°	29.051697°N	90.172674°W	UNKNOWN
29.06484333°	90.17161°	29.065853°N	90.171742°W	UNKNOWN
29.06391833°	90.16497833°	29.064779°N	90.164949°W	UNKNOWN
29.06123°	90.16021167°	29.062590°N	90.160155°W	UNKNOWN
29.05658333°	90.15815833°	29.057893°N	90.158617°W	UNKNOWN
29.06515167°	90.15166833°	29.065861°N	90.151656°W	UNKNOWN
29.06846333°	90.15797333°	29.069398°N	90.157839°W	UNKNOWN
29.06983167°	90.159465°	29.070311°N	90.159691°W	UNKNOWN
29.07000833°	90.16805°	29.070531°N	90.168362°W	UNKNOWN
29.068405°	90.17229667°	29.069358°N	90.172103°W	UNKNOWN
29.07103°	90.16059°	29.071798°N	90.160838°W	UNKNOWN
29.07218°	90.15683167°	29.072748°N	90.156825°W	UNKNOWN
29.02496667°	90.160895°	29.025573°N	90.161068°W	ST23 "SJ"
29.026165°	90.16949667°	29.026689°N	90.169516°W	ST23 "CW"
29.00488167°	90.269635°	29.005429°N	90.269884°W	ST21 "44"
28.96479333°	90.17067333°	28.965213°N	90.170887°W	ST26 "E"

The following charted platforms were no longer present at the time of the survey.

Charted Position		Platform Name
Latitude	Longitude	
29.03807167°	90.26336833°	UNKNOWN
29.01974333°	90.28290333°	UNKNOWN
29.022235°	90.25880833°	UNKNOWN
29.01681667°	90.25898167°	UNKNOWN
29.01589333°	90.26948333°	ST21 "7"

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29.00909833°	90.25506667°	ST21 "23"
29.00095667°	90.26575833°	UNKNOWN
28.99976167°	90.26171°	ST21 "47"
28.99845667°	90.24886333°	UNKNOWN
28.99892833°	90.24180333°	ST21 "90"
28.98933°	90.26189°	UNKNOWN
28.98771667°	90.23183667°	UNKNOWN
28.97744833°	90.262165°	ST28 "8"
28.92592167°	90.23916167°	UNKNOWN
28.98094333°	90.18937333°	UNKNOWN
29.024245°	90.18959167°	UNKNOWN
29.03648667°	90.21498167°	UNKNOWN
29.01901833°	90.15617167°	UNKNOWN
29.02374333°	90.16256833°	UNKNOWN
29.02431167°	90.17268°	UNKNOWN
29.024425°	90.18933°	UNKNOWN
29.03180167°	90.16865333°	UNKNOWN
29.04177333°	90.15280667°	UNKNOWN
29.056775°	90.16671167°	UNKNOWN
29.057405°	90.16845167°	UNKNOWN
29.06027167°	90.15727667°	UNKNOWN
29.06849°	90.162125°	UNKNOWN
28.991795°	90.25104333°	UNKNOWN
28.96909833°	90.17093333°	UNKNOWN
29.02692°	90.15474833°	UNKNOWN

Platforms found in the following locations are currently uncharted.

Survey Position		Platform Names
Latitude	Longitude	
29.020347°N	90.277050°W	UNKNOWN
28.934515°N	90.160534°W	ST41 "6"
28.930103°N	90.159637°W	ST41 "5"
28.985599°N	90.162651°W	UNKNOWN
29.052666°N	90.170269°W	UNKNOWN
28.994141°N	90.222848°W	ST22 "C"
28.989695°N	90.225211°W	ST27 "8"
28.986946°N	90.224597°W	ST27 "12"

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The platform charted at 29.01625167°N, 90.27797667°W is actually three structures found at the following locations. Two are satellites and one is a pipe.

Survey Position		Platform Name
Latitude	Longitude	
29.016808°N	90.278330°W	ST21 "136"
29.016757°N	90.278297°W	ST21 "136"
29.016425°N	90.278388°W	ST21 "136"

The platform charted at 28.99972833°N, 90.25758667°W is actually four structures found at the following locations.

Survey Position		Platform Name
Latitude	Longitude	
28.999953°N	90.258250°W	UNKNOWN
28.999930°N	90.258121°W	ST21 "48"
28.999802°N	90.258082°W	ST21 "48"
28.999823°N	90.258217°W	ST21 "48"

The platform charted at 28.991745°N, 90.168215°W is actually three structures found at the following locations.

Survey Position		Platform Name
Latitude	Longitude	
28.992229°N	90.169172°W	ST23 "SB"
28.992431°N	90.168894°W	UNKNOWN
28.992392°N	90.168711°W	UNKNOWN

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The platform charted at 29.04707°N, 90.16287833°W is actually two structures found at the following locations.

Survey Position		Platform Name
Latitude	Longitude	
29.047824°N	90.162748°W	BM3 "KN"
29.047877°N	90.162573°W	BM3 "13"

The platform charted at 28.98828333° N, 90.25118833° W is actually two structures found at the following locations.

Survey Position		Platform Name
Latitude	Longitude	
28.988854°N	90.251728°W	ST28 "1"
28.988128°N	90.250782°W	ST28 "1"

The two platforms charted at 29.05498167°N - 90.17097667°W and 29.05455667°N - 90.170095°W is actually one structure at the following location.

Survey Position		Platform Name
Latitude	Longitude	
29.054925°N	90.170534°W	UNKNOWN

A charted cluster of three platforms at 28.98099833°N - 90.17520667°W, 28.97997333°N - 90.17577667°W and 28.97928667°N - 90.17549833°W is actually a pair of platforms at the following locations.

Survey Position		Platform Name
Latitude	Longitude	
28.977747°N	90.176772°W	ST26 "D"
28.978608°N	90.176194°W	ST26 "C"



D.2.4 OTHER PERTINENT INFORMATION

Due to the large number of platforms located within the survey area, platform names were not included in the smooth sheet. The list of known platform names is included in section D.2.3 of this report. *Concur.*

This survey was originally registered as survey H11455. The registry number was changed to H11457 at the request of COTR Crescent Moegling.



LETTER OF APPROVAL

REGISTRY NUMBER H11457

This report and the accompanying smooth sheet are respectfully submitted.

Field operations contributing to the accomplishment of the survey H11457 were conducted under my direct supervision with frequent personal checks of progress and adequacy. This report and smooth sheet have been closely reviewed and are considered complete and adequate as per the Statement of Work.

This report is meant to be accompanied by the Data Acquisition and Processing Report for project OPR-K362-KR revised and submitted July, 2007.

Joseph Burke
Chief of Party
C&C Technologies
July 2007



APPENDIX I

DANGER TO NAVIGATION REPORTS



No Danger to Navigation Reports were issued.



APPENDIX II

LIST OF GEOGRAPHIC NAMES



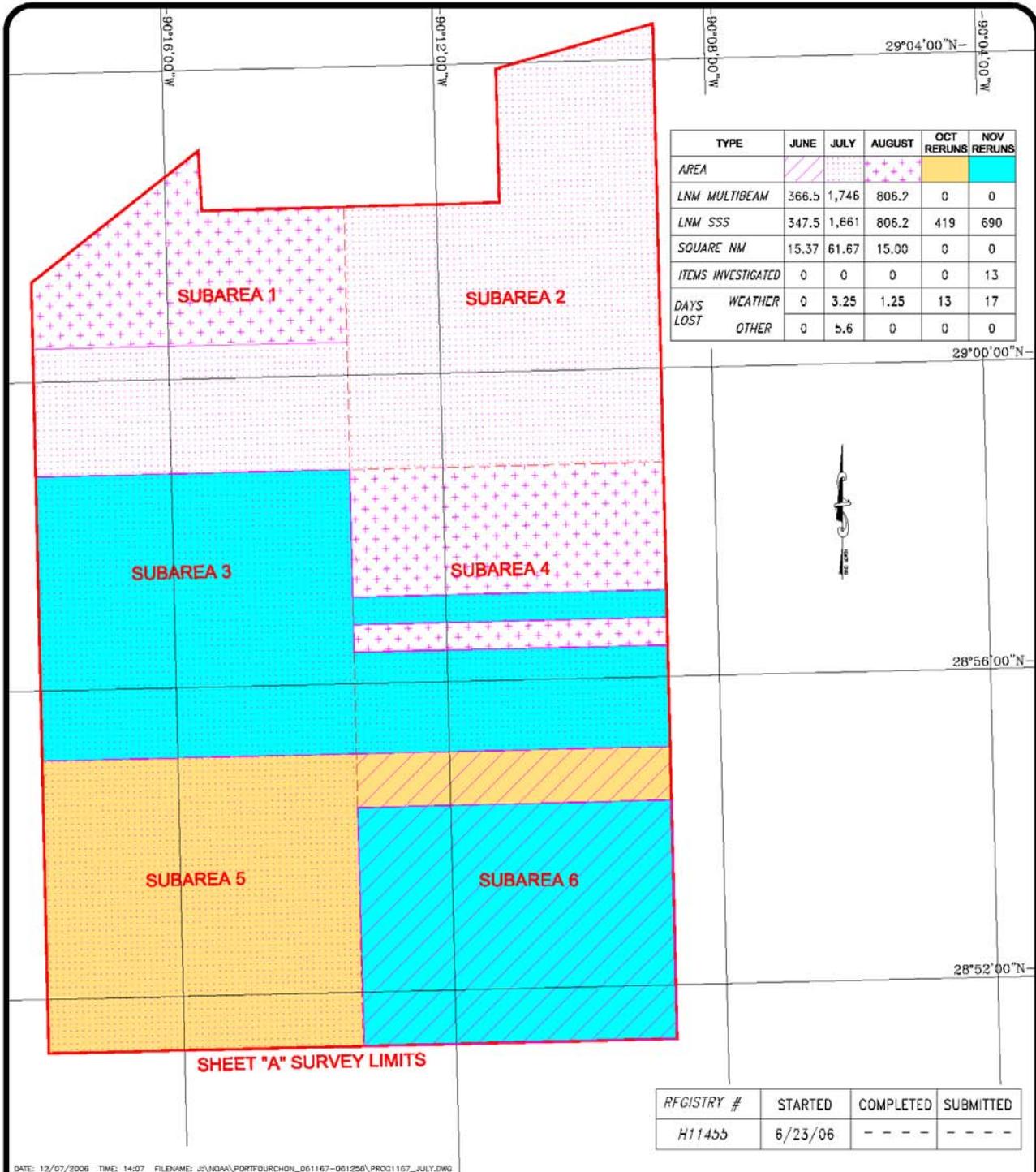
No new geographic names were found within the survey area. No corrections to the currently charted geographic names within the survey area are needed.



APPENDIX III

PROGRESS SKETCH

Descriptive Report to Accompany Hydrographic Survey H11457



DATE: 12/07/2006 TIME: 14:07 FILENAME: J:\NOAA\PORTFOURCHON_061167-061258\PROG1167_JULY.DWG

 <p>National Oceanic and Atmospheric Administration U.S. DEPARTMENT OF COMMERCE</p>	<p>OPR-K362-KR-05 REG: H11455 Port Fourchon, Gulf of Mexico</p>		
	<p>PREPARED BY:  C&C Technologies SURVEY SERVICES 200 E. AIRSIDE DRUM ROAD LARABEE, LA (504) 261-0880</p>	<p>JOB No: 061258-061167 FILENAME: PROG1167.DWG</p>	<p>REVISED: DECEMBER 7, 2006</p>



APPENDIX IV

TIDES AND WATER LEVELS



The tidal data applied to all single beam echosounder data was downloaded from the following website:

http://www.tidesandcurrents.noaa.gov/olddata/data_retrieve.shtml?input_code=100111111vwl

ABSTRACT OF TIMES OF HYDROGRAPHY
FOR SMOOTH SHEET

Project: OPR-K362-KR

Registry No.: H11457

Contractor Name: C & C Technologies, Inc.

Date: July 2007

Inclusive Dates: June 15, 2006 - January 26, 2007

Sheet Letter: A

TIME (UTC)

Julian Day	Start	End	Year
166	13:51	22:52	2006
167	15:15	23:59	2006
173	14:02	23:59	2006
174	0:00	23:59	2006
175	0:00	12:00	2006
176	15:10	23:59	2006
177	0:00	22:53	2006
178	3:10	23:59	2006
180	0:00	23:59	2006
181	0:00	21:30	2006
182	0:00	23:59	2006
183	0:00	23:59	2006
184	0:00	6:50	2006
185	13:00	23:59	2006
186	0:00	23:59	2006
187	0:00	23:59	2006
188	0:00	23:59	2006
189	0:00	23:59	2006
190	0:00	23:59	2006
191	0:00	23:59	2006
192	0:00	23:59	2006
193	0:00	1:45	2006
194	2:15	23:59	2006
195	19:30	23:59	2006
196	0:00	23:59	2006
197	0:00	23:59	2006
198	0:00	16:00	2006
201	2:30	23:59	2006

15-Jun-06

Julian Day	Start	End	Year
202	0:00	23:59	2006
203	0:00	23:59	2006
204	0:00	23:59	2006
205	0:00	23:59	2006
206	0:00	5:50	2006
208	11:02	23:59	2006
209	0:00	23:59	2006
210	0:00	23:59	2006
211	0:00	21:45	2006
212	2:30	23:59	2006
213	0:00	23:59	2006
214	0:00	6:30	2006
215	0:00	23:59	2006
216	0:00	23:59	2006
217	0:00	23:59	2006
218	0:00	23:59	2006
219	0:00	23:59	2006
220	0:00	23:59	2006
221	0:00	6:09	2006
283	0:00	23:59	2006
284	0:00	11:05	2006
292	17:30	23:59	2006
293	0:00	16:54	2006
297	13:51	23:59	2006
298	0:00	12:00	2006
302	1534	23:59	2006
303	0:00	23:59	2006
304	0:00	23:59	2006
305	0:00	23:59	2006
306	0:00	13:50	2006
312	1800	23:59	2006
313	0:00	23:59	2006
314	0:00	23:59	2006
315	0:00	23:59	2006
316	0:00	23:59	2006
317	0:00	23:59	2006
318	0:00	18:35	2006
321	5:45	23:59	2006
322	0:00	23:59	2006
323	0:00	14:05	2006
328	0:00	23:59	2006

Julian Day	Start	End	Year
329	0:00	18:30	2006
336	5:00	23:59	2006
337	0:00	22:17	2006
338	13:01	23:59	2006
339	0:00	23:59	2006
340	0:00	23:30	2006
348	13:20	23:59	2006
350	22:03	23:59	2006
351	9:40	18:43	2006
25	18:00	23:59	2007
26	0:00	15:50	2007

26-Jan-07



APPENDIX V

**SUPPLEMENTAL SURVEY RECORDS
AND CORRESPONDANCE**



There are no supplemental survey records or correspondence accompanying this report.



APPENDIX V

AWOIS



Twelve AWOIS Items were assigned for full investigation. They are discussed in section D.1.4 of this report.

**ATLANTIC HYDROGRAPHIC BRANCH
EVALUATION REPORT to ACCOMPANY
SURVEY H11457 (2006-2007)**

This Evaluation Report has been written to supplement and/or clarify the original Descriptive Report. Sections in this report refer to the corresponding sections of the Descriptive Report.

B. DATA ACQUISITION AND PROCESSING

B.1 DATA PROCESSING

The following software was used to process data at the Atlantic Hydrographic Branch (AHB):

CARIS HIPS/SIPS version 6.1 SP2 HF 1
CARIS Bathy Manager version 2.1 SP1
DKART INSPECTOR, version 5.0 Build 732 SP1
CARIS HOM version 3.3 SP3 HF 1-8
CARIS S-57 Composer version 2.0

B.2. QUALITY CONTROL

B.2.1. H-Cell

This survey sources a DGN Preliminary Smooth Sheet provided by the contractor. A sounding XYZ file for SGSL import was used to create the DGN. AHB PS Parker used the XYZ file and modified the format to create an ASCII XYZ file that contained only X, Y, and Z values. This ASCII file was imported into Caris Base Editor to create a Stand Alone HOB file. The survey scale SAHOB was imported into Caris HOM from which sounding suppression was performed. The soundings were suppressed at a interval of 17mm (0.017m) @ 1:40,000 scale. This reduced the SS interval down and yielded a CS interval of approximately 680m. This CS background layer was exported to a SAHOB file that will be used in Base Editor during compilation. The selected sounding set is approximately 135 times the number of charted depths. The chart scale selected soundings are a subset of the survey scale selected soundings. The surface model was referenced when selecting the chart scale soundings, to ensure that the selected soundings portrayed the bathymetry within the common area.

The 60 foot depth curve was created from the smooth sheet. It was hand digitized and is for reference only.

The pre-compilation products or components (Stand Alone HOB files (SAHOB)) are detailed in the Pre-Compile Process Log attached at the end of this document. The SAHOB files include sounding selections (SOUNDG), features (SBDARE, OBSTRN), Meta objects (M_COVR, M_QUAL), and cartographic Blue Notes. The individual SAHOB files were inserted into one BASE Manager feature layer and exported to S57 format in order to create the H-Cell deliverable.

The completed H-Cell was exported as a Base Cell File (ENC.000) in S-57 format with all values in metric units. The metric equivalent ENC.000 file was then converted to NOAA chart units (ENC_CS.000) with all values measured in feet following NOAA sounding rounding rules.

Chart compilation was performed by Atlantic Hydrographic Branch personnel in Norfolk, Virginia. Compilation data will be forwarded to Marine Chart Division, Silver Spring, Maryland.

The H11530 CARIS H-Cell final deliverables include the following products:

US511457_CS.000	1:40,000 Scale	H11457 H-Cell with Chart Scale Selected Soundings
US511457_SS.000	1:20,000 Scale	H11457 Selected Soundings (Survey Scale)
H11457_BlueNotes.000	1:40,000 Scale	H11457 Cartographic Notes

B.2.4 Junctions

Survey H11457 (2006-2007) junctions with survey H11537 (2006-2007). Present survey soundings agree within 0-1 feet of H11537 soundings, with the latter being generally shoaler. The only exception is a 50ft sounding in approximate Latitude 29°01'08.38"N, Longitude 90°08'54.77"W surrounded by 53ft soundings. See also the Descriptive Report.

D. RESULTS AND RECOMMENDATIONS

D.1 CHART COMPARISON

11346 (1st Edition, Aug/04)

Corrected through NM Aug 14, 2004
Corrected through LNM Jul 27, 2004
Scale 1:40,000

11357 (39th Edition, Feb/08)

Corrected through NM Feb 16, 2008
Corrected through LNM Feb 12, 2008
Scale 1:80,000

11358 (54th Edition, Feb/07)

Corrected through NM Feb 24, 2007
Corrected through LNM Feb 20, 2007
Scale 1:80,000

ENC Comparison

US5LA26M

Port Fourchon and Approaches
Edition 9
Application Date 2008-07-24
Issue Date 2008-07-24
Chart 11346

US4LA31M

Timbalier and Terrebonne Bays

Edition 14
Application Date 2008-08-07
Issue Date 2008-08-07
Chart 11357

US4LA32M
Barataria Bay and Approaches
Edition 18
Application Date 2007-07-10
Issue Date 2007-07-10
Chart 11358

D.1.1 Hydrography

The charted hydrography originates with prior surveys and requires no further consideration. The hydrographer makes adequate chart comparisons in section "D" and Appendix 2 of the Descriptive Report (DR), with exception of features noted in the following sections:

D.1.5

There are eleven Obstrn PA's on chart 11346, none of which have been investigated in the field. There were no multibeam lines run over these features, so SSS data is all we have. AHB personnel reviewed the SSS data in the office. It was decided that six of the eleven are to be retained as charted due to poor side scan quality in those areas. The other five should be removed from the chart. See also the blue notes.

Two obstructions were added to the H-cell in the office. One is located in Latitude 28°56'19.332"N, Longitude 90°10'23.237"W with a least depth of 18.131m (59ft), and the other is located in Latitude 28°55'42.688"N, Longitude 90°09'39.883"W with a least depth of 20.511m (67ft).

D.2.3

All of the positions for platforms in the DR were submitted by the hydrographer in decimal degrees. Below are the DMS equivalents. They are blocked out to match up with the different categories of platforms in the DR.

Platforms that were found as charted:

	Latitude (N)		Longitude (W)
29.02717800	29° 1' 37.8408"	90.26812400	90° 16' 5.2464"
29.02679800	29° 1' 36.4728"	90.25912200	90° 15' 32.8392"
29.02623100	29° 1' 34.4316"	90.25632600	90° 15' 22.7736"
29.02379600	29° 1' 25.6656"	90.25501600	90° 15' 18.0576"
29.02264700	29° 1' 21.5292"	90.25760400	90° 15' 27.3744"
29.02207600	29° 1' 19.4736"	90.26351400	90° 15' 48.6504"
29.02412200	29° 1' 26.8392"	90.27074800	90° 16' 14.6928"

29.02200100	<i>29° 1' 19.2036"</i>	90.27141900	<i>90° 16' 17.1084"</i>
29.01484200	<i>29° 0' 53.4312"</i>	90.25649800	<i>90° 15' 23.3928"</i>
29.00979900	<i>29° 0' 35.2764"</i>	90.26984700	<i>90° 16' 11.4492"</i>
29.00894400	<i>29° 0' 32.1984"</i>	90.26354400	<i>90° 15' 48.7584"</i>
29.00868600	<i>29° 0' 31.2696"</i>	90.25946300	<i>90° 15' 34.0668"</i>
28.99506100	<i>28° 59' 42.2196"</i>	90.24190600	<i>90° 14' 30.8616"</i>
28.99343800	<i>28° 59' 36.3768"</i>	90.25032100	<i>90° 15' 1.1556"</i>
28.99214700	<i>28° 59' 31.7292"</i>	90.25045600	<i>90° 15' 1.6416"</i>
28.99260300	<i>28° 59' 33.3708"</i>	90.25134100	<i>90° 15' 4.8276"</i>
28.98683300	<i>28° 59' 12.5988"</i>	90.25029700	<i>90° 15' 1.0692"</i>
28.98324700	<i>28° 58' 59.6892"</i>	90.24227200	<i>90° 14' 32.1792"</i>
28.98673700	<i>28° 59' 12.2532"</i>	90.23362900	<i>90° 14' 1.0644"</i>
28.93741300	<i>28° 56' 14.6868"</i>	90.18130000	<i>90° 10' 52.68"</i>
28.99539000	<i>28° 59' 43.404"</i>	90.16526400	<i>90° 9' 54.9504"</i>
29.00727500	<i>29° 0' 26.19"</i>	90.15918100	<i>90° 9' 33.0516"</i>
29.00954200	<i>29° 0' 34.3512"</i>	90.14656700	<i>90° 8' 47.6412"</i>
29.02819200	<i>29° 1' 41.4912"</i>	90.15503900	<i>90° 9' 18.1404"</i>
29.03131600	<i>29° 1' 52.7376"</i>	90.14440900	<i>90° 8' 39.8724"</i>
29.05415300	<i>29° 3' 14.9508"</i>	90.17432000	<i>90° 10' 27.552"</i>
29.05855200	<i>29° 3' 30.7872"</i>	90.15281400	<i>90° 9' 10.1304"</i>
29.06438500	<i>29° 3' 51.786"</i>	90.16018100	<i>90° 9' 36.6516"</i>
29.06666500	<i>29° 3' 59.994"</i>	90.15662100	<i>90° 9' 23.8356"</i>
29.02012700	<i>29° 1' 12.4572"</i>	90.18235800	<i>90° 10' 56.4888"</i>
29.02052900	<i>29° 1' 13.9044"</i>	90.17024200	<i>90° 10' 12.8712"</i>
28.93825600	<i>28° 56' 17.7216"</i>	90.17381700	<i>90° 10' 25.7412"</i>
28.99957600	<i>28° 59' 58.4736"</i>	90.25364100	<i>90° 15' 13.1076"</i>
28.99937300	<i>28° 59' 57.7428"</i>	90.25726000	<i>90° 15' 26.136"</i>

The positions of the following platforms were revised:

Charted Position		Survey Position	
Latitude (N)	Longitude (W)	Latitude (N)	Longitude (W)
<i>29° 1' 32.1"</i>	<i>90° 16' 0.864"</i>	<i>29° 1' 34.4568"</i>	<i>90° 16' 0.6204"</i>
<i>29° 1' 31.32"</i>	<i>90° 15' 57.654"</i>	<i>29° 1' 33.3192"</i>	<i>90° 15' 58.3956"</i>
<i>29° 1' 33.894"</i>	<i>90° 15' 49.62"</i>	<i>29° 1' 35.6268"</i>	<i>90° 15' 50.904"</i>
<i>29° 1' 30.3"</i>	<i>90° 15' 40.038"</i>	<i>29° 1' 32.2932"</i>	<i>90° 15' 41.0796"</i>
<i>29° 1' 22.044"</i>	<i>90° 15' 32.712"</i>	<i>29° 1' 27.0084"</i>	<i>90° 15' 34.38"</i>
<i>29° 1' 19.89"</i>	<i>90° 15' 31.608"</i>	<i>29° 1' 23.7792"</i>	<i>90° 15' 35.0208"</i>
<i>29° 1' 23.286"</i>	<i>90° 15' 59.55"</i>	<i>29° 1' 27.2928"</i>	<i>90° 16' 0.1704"</i>
<i>29° 1' 28.866"</i>	<i>90° 16' 7.8"</i>	<i>29° 1' 30.5868"</i>	<i>90° 16' 8.832"</i>
<i>29° 1' 22.176"</i>	<i>90° 16' 13.422"</i>	<i>29° 1' 23.988"</i>	<i>90° 16' 14.7576"</i>

29° 1' 11.202"	90° 16' 4.248"	29° 1' 13.5264"	90° 16' 5.4984"
29° 1' 18.09"	90° 17' 5.928"	29° 1' 19.6464"	90° 17' 6.6588"
29° 1' 8.766"	90° 16' 34.218"	29° 1' 11.0532"	90° 16' 34.9284"
29° 1' 9.09"	90° 16' 31.284"	29° 1' 10.9956"	90° 16' 33.6684"
29° 1' 5.13"	90° 16' 38.076"	29° 1' 7.428"	90° 16' 38.1648"
29° 0' 51.504"	90° 16' 37.236"	29° 0' 53.6976"	90° 16' 38.766"
29° 0' 50.484"	90° 16' 18.372"	29° 0' 53.2476"	90° 16' 19.6428"
29° 1' 0.15"	90° 15' 54.102"	29° 1' 1.8048"	90° 15' 56.3832"
29° 0' 47.682"	90° 15' 30.882"	29° 0' 49.8132"	90° 15' 32.0688"
29° 0' 45.516"	90° 15' 14.79"	29° 0' 47.268"	90° 15' 15.1344"
29° 0' 29.124"	90° 16' 17.778"	29° 0' 32.454"	90° 16' 18.9408"
29° 0' 27.846"	90° 16' 2.724"	29° 0' 32.2452"	90° 16' 4.0332"
29° 0' 36.708"	90° 15' 39.726"	29° 0' 40.5468"	90° 15' 40.788"
29° 0' 39.942"	90° 15' 26.262"	29° 0' 40.626"	90° 15' 28.8828"
29° 0' 18.864"	90° 15' 24.672"	29° 0' 23.7852"	90° 15' 25.416"
29° 0' 9.036"	90° 15' 45.444"	29° 0' 11.0808"	90° 15' 46.3716"
29° 0' 7.062"	90° 15' 18.774"	29° 0' 9.5904"	90° 15' 19.8684"
29° 0' 5.334"	90° 15' 7.422"	29° 0' 6.4872"	90° 15' 9.7488"
29° 0' 4.848"	90° 14' 47.082"	29° 0' 6.7572"	90° 14' 49.9272"
29° 0' 1.89"	90° 14' 29.082"	29° 0' 3.6504"	90° 14' 30.66"
28° 59' 51.978"	90° 15' 27.732"	28° 59' 53.8188"	90° 15' 29.9232"
28° 59' 47.712"	90° 15' 36.03"	28° 59' 48.7392"	90° 15' 37.764"
28° 59' 38.148"	90° 15' 25.554"	28° 59' 39.5988"	90° 15' 27.504"
28° 59' 43.794"	90° 15' 6.888"	28° 59' 45.9096"	90° 15' 7.9164"
28° 59' 41.106"	90° 15' 1.548"	28° 59' 43.9296"	90° 15' 5.202"
28° 59' 46.368"	90° 14' 55.38"	28° 59' 47.5512"	90° 14' 58.0884"
28° 59' 47.454"	90° 14' 51.138"	28° 59' 49.7724"	90° 14' 52.35"
28° 59' 43.188"	90° 14' 50.682"	28° 59' 45.1788"	90° 14' 52.9224"
28° 59' 40.542"	90° 14' 48.132"	28° 59' 41.3772"	90° 14' 49.8876"
28° 59' 39.45"	90° 14' 44.784"	28° 59' 41.0604"	90° 14' 45.5928"
28° 59' 34.092"	90° 14' 50.922"	28° 59' 35.3508"	90° 14' 53.1996"
28° 59' 34.902"	90° 14' 40.95"	28° 59' 36.7332"	90° 14' 41.2224"
28° 59' 30.738"	90° 15' 18.18"	28° 59' 33.0612"	90° 15' 20.718"
28° 59' 29.07"	90° 14' 31.98"	28° 59' 31.3836"	90° 14' 34.9404"
28° 59' 31.38"	90° 14' 29.268"	28° 59' 32.9496"	90° 14' 32.3232"
28° 59' 41.274"	90° 14' 17.28"	28° 59' 42.6444"	90° 14' 18.7044"
28° 59' 46.71"	90° 14' 17.952"	28° 59' 49.1748"	90° 14' 19.7484"
28° 59' 44.748"	90° 14' 4.356"	28° 59' 47.3928"	90° 14' 5.9316"
28° 58' 42.468"	90° 15' 34.038"	28° 58' 44.4396"	90° 15' 36.0792"
28° 59' 21.402"	90° 13' 50.13"	28° 59' 23.4276"	90° 13' 51.6504"

28° 58' 18.126"	90° 13' 43.686"	28° 58' 6.7296"	90° 13' 55.5276"
28° 58' 18.216"	90° 13' 43.692"	28° 58' 19.974"	90° 13' 45.8724"
28° 59' 9.9"	90° 12' 7.866"	28° 59' 11.9328"	90° 12' 6.5844"
28° 53' 45.714"	90° 16' 15.87"	28° 53' 47.562"	90° 16' 15.7296"
28° 55' 49.998"	90° 9' 56.526"	28° 55' 53.076"	90° 9' 59.4072"
28° 56' 8.994"	90° 9' 54.894"	28° 56' 8.9376"	90° 9' 57.8412"
28° 58' 54.882"	90° 10' 29.7"	28° 58' 56.6544"	90° 10' 31.4076"
28° 59' 5.658"	90° 9' 41.142"	28° 59' 8.3148"	90° 9' 42.2604"
28° 59' 30.438"	90° 9' 42.936"	28° 59' 32.1828"	90° 9' 43.164"
29° 0' 44.142"	90° 8' 52.05"	29° 0' 47.6388"	90° 8' 51.828"
29° 1' 32.268"	90° 8' 30.78"	29° 1' 34.0536"	90° 8' 31.7364"
29° 2' 8.76"	90° 10' 9.042"	29° 2' 10.7124"	90° 10' 11.1684"
29° 2' 37.158"	90° 9' 19.392"	29° 2' 39.0408"	90° 9' 19.2348"
29° 3' 5.046"	90° 10' 23.304"	29° 3' 7.2432"	90° 10' 23.0808"
29° 3' 5.232"	90° 10' 19.824"	29° 3' 6.1092"	90° 10' 21.6264"
29° 3' 53.436"	90° 10' 17.796"	29° 3' 57.0708"	90° 10' 18.2712"
29° 3' 50.106"	90° 9' 53.922"	29° 3' 53.2044"	90° 9' 53.8164"
29° 3' 40.428"	90° 9' 36.762"	29° 3' 45.324"	90° 9' 36.558"
29° 3' 23.7"	90° 9' 29.37"	29° 3' 28.4148"	90° 9' 31.0212"
29° 3' 54.546"	90° 9' 6.006"	29° 3' 57.0996"	90° 9' 5.9616"
29° 4' 6.468"	90° 9' 28.704"	29° 4' 9.8328"	90° 9' 28.2204"
29° 4' 11.394"	90° 9' 34.074"	29° 4' 13.1196"	90° 9' 34.8876"
29° 4' 12.03"	90° 10' 4.98"	29° 4' 13.9116"	90° 10' 6.1032"
29° 4' 6.258"	90° 10' 20.268"	29° 4' 9.6888"	90° 10' 19.5708"
29° 4' 15.708"	90° 9' 38.124"	29° 4' 18.4728"	90° 9' 39.0168"
29° 4' 19.848"	90° 9' 24.594"	29° 4' 21.8928"	90° 9' 24.57"
29° 1' 29.88"	90° 9' 39.222"	29° 1' 32.0628"	90° 9' 39.8448"
29° 1' 34.194"	90° 10' 10.188"	29° 1' 36.0804"	90° 10' 10.2576"
29° 0' 17.574"	90° 16' 10.686"	29° 0' 19.5444"	90° 16' 11.5824"
28° 57' 53.256"	90° 10' 14.424"	28° 57' 54.7668"	90° 10' 15.1932"

The following platforms have been disproved:

	Latitude (N)		Longitude (W)
29.03807167	29° 2' 17.058"	90.26336833	90° 15' 48.126"
29.01974333	29° 1' 11.076"	90.28290333	90° 16' 58.452"
29.02223500	29° 1' 20.046"	90.25880833	90° 15' 31.71"
29.01681667	29° 1' 0.54"	90.25898167	90° 15' 32.334"
29.01589333	29° 0' 57.216"	90.26948333	90° 16' 10.14"
29.00909833	29° 0' 32.754"	90.25506667	90° 15' 18.24"

29.00095667	<i>29° 0' 3.444"</i>	90.26575833	<i>90° 15' 56.73"</i>
28.99976167	<i>28° 59' 59.142"</i>	90.26171000	<i>90° 15' 42.156"</i>
28.99845667	<i>28° 59' 54.444"</i>	90.24886333	<i>90° 14' 55.908"</i>
28.99892833	<i>28° 59' 56.142"</i>	90.24180333	<i>90° 14' 30.492"</i>
28.98933000	<i>28° 59' 21.588"</i>	90.26189000	<i>90° 15' 42.804"</i>
28.98771667	<i>28° 59' 15.78"</i>	90.23183667	<i>90° 13' 54.612"</i>
28.97744833	<i>28° 58' 38.814"</i>	90.26216500	<i>90° 15' 43.794"</i>
28.92592167	<i>28° 55' 33.318"</i>	90.23916167	<i>90° 14' 20.982"</i>
28.98094333	<i>28° 58' 51.396"</i>	90.18937333	<i>90° 11' 21.744"</i>
29.02424500	<i>29° 1' 27.282"</i>	90.18959167	<i>90° 11' 22.53"</i>
29.03648667	<i>29° 2' 11.352"</i>	90.21498167	<i>90° 12' 53.934"</i>
29.01901833	<i>29° 1' 8.466"</i>	90.15617167	<i>90° 9' 22.218"</i>
29.02374333	<i>29° 1' 25.476"</i>	90.16256833	<i>90° 9' 45.246"</i>
29.02431167	<i>29° 1' 27.522"</i>	90.17268000	<i>90° 10' 21.648"</i>
29.02442500	<i>29° 1' 27.93"</i>	90.18933000	<i>90° 11' 21.588"</i>
29.03180167	<i>29° 1' 54.486"</i>	90.16865333	<i>90° 10' 7.152"</i>
29.04177333	<i>29° 2' 30.384"</i>	90.15280667	<i>90° 9' 10.104"</i>
29.05677500	<i>29° 3' 24.39"</i>	90.16671167	<i>90° 10' 0.162"</i>
29.05740500	<i>29° 3' 26.658"</i>	90.16845167	<i>90° 10' 6.426"</i>
29.06027167	<i>29° 3' 36.978"</i>	90.15727667	<i>90° 9' 26.196"</i>
29.06849000	<i>29° 4' 6.564"</i>	90.16212500	<i>90° 9' 43.65"</i>
28.99179500	<i>28° 59' 30.462"</i>	90.25104333	<i>90° 15' 3.756"</i>
28.96909833	<i>28° 58' 8.754"</i>	90.17093333	<i>90° 10' 15.36"</i>
29.02692000	<i>29° 1' 36.912"</i>	90.15474833	<i>90° 9' 17.094"</i>

The following platforms are new and uncharted:

	Latitude (N)		Longitude (W)
29.02034700	<i>29° 1' 13.2492"</i>	90.27705000	<i>90° 16' 37.38"</i>
28.93451500	<i>28° 56' 4.254"</i>	90.16053400	<i>90° 9' 37.9224"</i>
28.93010300	<i>28° 55' 48.3708"</i>	90.15963700	<i>90° 9' 34.6932"</i>
28.98559900	<i>28° 59' 8.1564"</i>	90.16265100	<i>90° 9' 45.5436"</i>
29.05266600	<i>29° 3' 9.5976"</i>	90.17026900	<i>90° 10' 12.9684"</i>
28.99414100	<i>28° 59' 38.9076"</i>	90.22284800	<i>90° 13' 22.2528"</i>
28.98969500	<i>28° 59' 22.902"</i>	90.22521100	<i>90° 13' 30.7596"</i>
28.98694600	<i>28° 59' 13.0056"</i>	90.22459700	<i>90° 13' 28.5492"</i>

The following positions match random platforms and structures on pages 27 and 28 of the DR:

	Latitude (N)		Longitude (W)
29.01625167	29° 0' 58.506"	90.27797667	90° 16' 40.716"
29.01680800	29° 1' 0.5088"	90.27833000	90° 16' 41.988"
29.01675700	29° 1' 0.3252"	90.27829700	90° 16' 41.8692"
29.01642500	29° 0' 59.13"	90.27838800	90° 16' 42.1968"
28.99972833	28° 59' 59.022"	90.25758667	90° 15' 27.312"
28.99995300	28° 59' 59.8308"	90.25825000	90° 15' 29.7"
28.99993000	28° 59' 59.748"	90.25812100	90° 15' 29.2356"
28.99980200	28° 59' 59.2872"	90.25808200	90° 15' 29.0952"
28.99982300	28° 59' 59.3628"	90.25821700	90° 15' 29.5812"
28.99174500	28° 59' 30.282"	90.16821500	90° 10' 5.574"
28.99222900	28° 59' 32.0244"	90.16917200	90° 10' 9.0192"
28.99243100	28° 59' 32.7516"	90.16889400	90° 10' 8.0184"
28.99239200	28° 59' 32.6112"	90.16871100	90° 10' 7.3596"
29.04707000	29° 2' 49.452"	90.16287833	90° 9' 46.362"
29.04782400	29° 2' 52.1664"	90.16274800	90° 9' 45.8928"
29.04787700	29° 2' 52.3572"	90.16257300	90° 9' 45.2628"
28.98828333	28° 59' 17.82"	90.25118833	90° 15' 4.278"
28.98885400	28° 59' 19.8744"	90.25172800	90° 15' 6.2208"
28.98812800	28° 59' 17.2608"	90.25078200	90° 15' 2.8152"
29.05498167	29° 3' 17.934"	90.17097667	90° 10' 15.516"
29.05455667	29° 3' 16.404"	90.17009500	90° 10' 12.342"
29.05492500	29° 3' 17.73"	90.17053400	90° 10' 13.9224"
28.98099833	28° 58' 51.594"	90.17520667	90° 10' 30.744"
28.97997333	28° 58' 47.904"	90.17577667	90° 10' 32.796"
28.97928667	28° 58' 45.432"	90.17549833	90° 10' 31.794"
28.97774700	28° 58' 39.8892"	90.17677200	90° 10' 36.3792"

28.97860800

28° 58' 42.9888"

90.17619400

90° 10' 34.2984"

D.6 MISCELLANEOUS

Chart compilation was done by Atlantic Hydrographic Branch personnel, in Norfolk, Virginia. Compilation data will be forwarded to Marine Chart Division, Silver Spring, Maryland. See Section D.1. of this report for a list of the Raster Charts and Electronic Navigation Charts (ENC) used for compiling the present survey:

D.8 ADEQUACY OF SURVEY

The present survey is adequate to supersede the charted bathymetry within the common area. Any features not specifically addressed either in the H-Cell BASE Cell File or the Blue Notes should be retained as charted. Refer to the Descriptive Report for further recommendations by the hydrographer.

This Document is for Office Process use only and is intended to supplement, not supersede or replace, information/recommendations in the Descriptive or Evaluation Reports

Depth List:

- b. Output Options:
 - i. Create contour lines:
 - 1. Line Object: DEPCNT
 - 2. Value Attribute: VALDCO

- V. SOUNDING SELECTION:
 - a. Selection Criteria: Chart Scale Sounding Selection
 - i. Radius: 17mm@40k Scale (interval approximately 680m)
 - ii. Shoal biased Yes
 - iii. Use Single-Defined Radius: N/AFilter: N/A

- VI. FEATURES:
 - a. Brought in from Survey
Total No. _____
 - b. Brought in from ENC
ENC: _____ # _____
Total No. _____

- VII. META-OBJECTS:
 - a. M_COVR attributes

Acronym	Value
INFORM	
SORDAT	20070126
CATCOV	Available
SORIND	US,US,Survy,H11457

- b. M_QUAL attributes

Acronym	Value
CATZOC	
INFORM	H11457,OPR-K362-KR-05,R/V <i>Brooks McCall</i>
POSACC	10 m
SORDAT	20070126
SORIND	US,US,survy,H11457
SUREND	20070126
SURSTA	20060615
TECSOU	MBES

- c. DEPARE attributes

Acronym	Value
DRVAL1	9.400 m
DRVAL2	28.700 m
SORDAT	20070126
SORIND	US,US,nsurf,H11457
INFORM	

- d. M_CSCL attributes

Acronym	Value
CSCALE	
INFORM	
SORDAT	
SORIND	

Version 1.0

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VIII. NOTES:

This survey sources a DGN Preliminary Smooth Sheet provided by the contractor. A sounding XYZ file for SGSL import was used to create the DGN. AHB PS Parker used the XYZ file and modified the format to create an ASCII XYZ file that contained only X,Y, and Z values. This ASCII file was imported into Caris Base Editor to create a Stand Alone HOB file. The survey scale SAHOB was imported into Caris HOM from which sounding suppression was performed. The soundings were suppressed at a interval of 17mm (0.017m) @ 1:40,000 scale. This reduced the SS interval down and yielded a CS interval of approximately 680m . This CS background layer was exported to a SAHOB file that will be used in Base Editor during compilation.

APPROVAL SHEET
H11457

Initial Approvals:

The completed survey has been inspected with regard to survey coverage, delineation of depth curves, representation of critical depths, cartographic symbolization, and verification or disproval of charted data. All revisions and additions made to the H-Cell files during survey processing have been entered in the digital data for this survey. The survey records and digital data comply with National Ocean Service and Office of Coast Survey requirements except where noted in the Descriptive Report and the Evaluation Report.

All final products have undergone a comprehensive reviews per the Hydrographic surveys Division Office Processing Manual and are verified to be accurate and complete except where noted.

Marilyn L. Schlüter
Cartographer
Atlantic Hydrographic Branch

Castle E. Parker
Physical Scientist, Team Lead
Atlantic Hydrographic Branch

I have reviewed the H-Cell files, accompanying data, and reports. This survey and accompanying Marine Chart Division deliverables meet National Ocean Service requirements and standards for products in support of nautical charting except where noted.

Approved: _____

Shepard M. Smith
Lieutenant Commander, NOAA
Chief, Atlantic Hydrographic Branch