H11831

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

Project No. : OPR-K977-CC-08

Registry No. : H11831

LOCALITY

State: Louisiana

General Locality: Gulf of Mexico

Sublocality: Calcasieu Pass to Peveto Beach

2010

CHIEFS OF PARTY
Scott Croft, John Baker

LIBRARY & ARCHIVES

DATE:

NOAA FORM 77-28 (11-72)	U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION	REGISTRY No: H11831
	HYDROGRAPHIC TITLE SHEET	
		FIELD NUMBER: Sheet D

State: Louisiana

General Locality: Gulf of Mexico

Locality: Calcasieu Pass to Peveto Beach

Scale: 1:10,000 Date of Survey: 12 Jan 2009 to 25 June 2011

Instructions Dated: May, 2008 Project Number: OPR-K977-CC-08

Vessels: *M/V Inez McCall, R/V C-Wolf*

Chiefs of Party: Scott Croft, John Baker

Surveyed by: C&C Technologies Personnel

Soundings taken by echosounder: Simrad EM3002 Multibeam Echosounder

Verification by: ***Atlantic Hydrographic Branch***

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

Remarks: Multibeam Hydrographic Survey
Data collection in meters, referenced to MLLW
200% side scan sonar coverage
UTC time was used exclusively
Grab samples were taken
Tidal Zones: WGM 79, 80, 83, 84, 84A, 85, 86, 91, 92, 93, 94, 95, 96, 97
98, 99, 100, 100A, 286, 375, 376
Tidal Stations: 8768094 (Calcasieu Pass, LA), 8766072 (Freshwater Canal Locks, LA),
8771510 (Galveston Pleasure Pier, TX)
UTM Zone 15N

NOAA FORM 77-28 SUPERSEDES FORM C & GS - 537

The purpose of this survey is to provide contemporary surveys to update National Ocean Service (NOS) nautical charts. All separates are filed with the hydrographic data. Revisions and Rednotes were generated during office processing. The processing branch concurs with all information and recommendations in the DR unless otherwise noted. Page numbering may be interrupted or non-sequential. All pertinent records for this survey, including the Descriptive Report, are archived at the National Geophysical Data Center (NGDC) and can be retrieved via http://www.ngdc.noaa.gov/.

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

LIST OF TABLES

APPENDICES

Appendix I	Danger to Navigation Reports
Appendix II	Survey Feature Report
Appendix III	Reserved
Appendix IV	Tides and Water Levels
Appendix V	Supplemental Survey Records and Correspondence

SEPARATES

Separates I	Acquisition and Processing Logs
Separates II	Sound Speed Data
Separates III	Hydrographic Survey Project Instructions and Statement of Work
Separates IV	Crossline Comparisons
Separates V	Side Scan Contact Listing and Images of Significant Contacts

A. AREA SURVEYED

The survey area is located from Calcasieu Pass to Peveto Beach, LA in the Gulf of Mexico. The following sketch shows the layout of Sheet D (H11831) of Project (OPR-K977-CC-08). Water depths in the survey area range from 7 feet to 28 feet Mean Lower Low Water (MLLW). Depths in the Calcasieu Pass Navigation Channel are up to 75 feet.

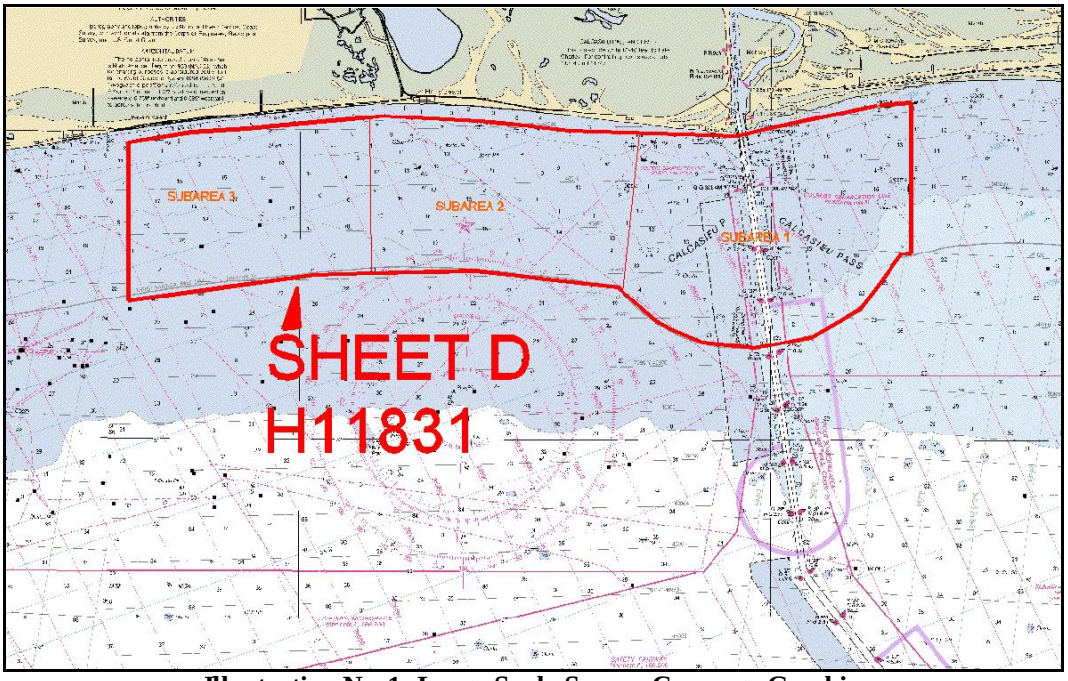


Illustration No. 1: Large Scale Survey Coverage Graphic

Table No. 1: Survey Statistics

	C-Wolf	*Inez McCall*	*Total*
LNM Side Scan + Multibeam	59.67	1409.85	1469.52
LNM Side Scan + Single Beam	59.67	1332.34	1392.01
LNM Crosslines	0.00	77.51	77.51
LNM Investigations	0	6.75	6.75

Number of bottom samples collected	44
Number of items investigated	16
Total square nautical miles	41.6

ACQUISITION DATES
Jan *12-15, 29-30 2009*
Feb *3, 5-6, 13-16, 20-21, 23-25 2009*
Mar *3-9, 11-12 2009*
Apr *5, 7-8, 10-11, 30 2009*
May *16-17, 21-30 2009*
June *4 2009*

Aug *27 2009*
Sept *2-4, 9 2009*
June *25, 2011*

B. DATA ACQUISITION AND PROCESSING

B.1 EQUIPMENT

Table No. 2: Equipment List

System	Manufacturer	Model
Multibeam Sonar	Simrad	EM3002
Side Scan Sonar (Inez McCall)	Klein	5000
Side Scan Sonar (C-Wolf)	GeoAcoustics	159D
Single Beam Sonar (Inez McCall)	ODOM	Echotrac DF3200 MK II
Single Beam Sonar (C-Wolf)	ODOM	Hydrotrac
Motion Sensor (Inez McCall)	Applanix	POS MV
Motion Sensor (C-Wolf)	CODA	F180
Primary Positioning System	CNAV	2050
Secondary Positioning System	CNAV	2050
Tertiary Positioning System(C-Wolf)	CODA	F180
Sound Speed at Transducer	Endeco	YSI
Sound Velocity Profiler	Seabird	SBE19 Plus

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

Two different vessels were used to collect survey data for this sheet. Those vessels are: the *M/V Inez McCall*, the *M/V C-Wolf*. Descriptions of these vessels are included in the DAPR submitted in conjunction with this report.

The *M/V Inez McCall*, a 33.5-meter vessel, conducted survey operations in subareas 1, 2, and 3. The vessel is 7.5 meters wide with an approximate draft of 2.75 meters. A central reference point was established prior to the survey from which all relevant offsets were measured. Relevant offsets are presented in the following table.

Table No. 3: Inez McCall Equipment Offsets (pre-2011)

LOCATIONS FORM CRP	Y (FORWARD)	X (STARBOARD)	Z (VERTICAL)
PRIMARY C-NAV	2.977m	-0.457m	-6.491m
SECONDARY C-NAV	3.052m	0.476m	-6.490m
PRIMARY POS/MV	2.990m	-0.971	-6.500m
SECONDARY POS/MV	3.044m	0.965m	-6.478m
SINGLEBEAM DUCER	14.589m	ON ℄	2.476m
MULTIBEAM DUCER	14.800m	ON ℄	2.475m
POS/MV IMU	14.976m	ON ℄	-1.205m
DRAFT TUBE	-8.953m	2.621m	0.655m
SHIVE	-17.976m	ON ℄	-2.722m

The Inez McCall was sent back out to the survey area on June 25th, 2011 to perform additional multibeam investigation work. Equipment offsets at this time are presented in the table below. Note: Only the position of the transducers was changed.

Table No. 4: Inez McCall Equipment Offsets (2011)

LOCATIONS FROM CRP	Y (FORWARD)	X (STARBOARD)	Z (VERTICAL)
PRIMARY C-NAV	2.977m	-0.457m	-6.491m
SECONDARY C-NAV	3.052m	0.476m	-6.490m
PRIMARY POS MV	2.990m	-0.971	-6.500m
SECONDARY POS MV	3.044m	0.965m	-6.478m
SINGLEBEAM DUCER	14.304m	0.170m	3.098m
MULTIBEAM DUCER	14.518m	0.170m	3.048m
PRIMARY POS MV IMU	14.976m	ON ℄	-1.372m
DRAFT TUBE	-8.953m	2.621m	0.655m
SSS SHEAVE	-18.730m	ON ℄	-5.452m
MAG SHEAVE	-18.955m	2.133m	-4.480m
SBP SHEAVE	-14.485m	-4.85m	-3.100m
DF SINGLEBEAM DUCER	14.426m	-0.265m	3.090m
SECONDARY POS MV IMU	14.976m	ON ℄	-1.157m

The *M/V C-Wolf*, an 8.9-meter vessel, conducted survey operations in subareas 1 and 3. The vessel is 2.7 meters wide, with an approximate draft of .5 meters. A central reference point was established prior to the survey from which all relevant offsets were measured. Relevant offsets are presented in the following table.

Table No. 5: C-Wolf Equipment Offsets

LOCATIONS FORM CRP	Y (FORWARD)	X (STARBOARD)	Z (VERTICAL)
C-NAV 1	0.858m	-0.435m	2.540m
C-NAV 2	0.845m	0.437m	2.530m
F180 1	0.860m	-0.750m	2.530m
F180 2	0.850m	0.735m	2.540m
IMU	3.975m	ON ℄	0.070m
EM3002 TRANSDUCER	-0.30m	ON ℄	-0.570m
SINGLE BEAM	-2.834m	0.015m	-0.345m

Detailed vessel descriptions, vessel diagrams, and patch test results are presented in the Data Acquisition and Processing Report.

B.2 QUALITY CONTROL

In order to efficiently carry out this survey, the survey lines were oriented roughly east west throughout the survey area. The side scan was operated with a range of either 100, 75, or 50 meters per channel, with line spacing of 90, 60, and 40 meters respectively. These parameters allowed us to effectively meet the criteria of 200 percent side scan coverage, using Technique 2, as set forth in Section 6.1 of the "Specifications and Deliverables" document. 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 crossline statistics that were performed at the end of each main line. Crosslines 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 crossline miles were 78 nm, while the total main line miles were 1332 nm. The cross lines comprised about six percent 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 percent of the soundings within 8 to 14 centimeters across the swath.

Sheet D (H11831) adjoins with Sheet C (H11830) to the east, and Sheet E (H11832) to the west. The BASE surface for Sheet D was created at a scale of 1:10000 with a resolution of 2 meters. Soundings between the two survey areas agree to within 1 foot in all areas, with no visible draft or tidal errors between the survey junctions. No further correction to soundings is necessary.

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

B.3 CORRECTIONS TO ECHO SOUNDINGS

No corrections to echo soundings were necessary for the survey.

C. VERTICAL AND HORIZONTAL CONTROL

Tide and water level corrections were determined and applied in accordance with Attachment #7 of the Statement of Work. Tidal zoning as set forth in the Statement of Work was applied. Data from Calcasieu Pass, LA (8768094) was used. Data gaps in October 2008 required additional zoning for this project. A new .zdf file was provided by COOPs in March of 2009

that incorporated the Freshwater Canal Locks (8766072) and Galveston Pleasure Pier (8771510) gauges. It is named K977KR2008_March09RevCORP.zdf. Because there were no gauge outages observed during survey operations in H11831, data from gauge number 8768094 was used to correct all of the soundings for this sheet.

D. RESULTS AND RECOMMENDATIONS

See Appendix III of this Report for final charting recommendations.

D.1 CHART COMPARISON

D.1.1 CHARTS AND NOTICES TO MARINERS

The following charts were used for comparison purposes.

Table No. 6: Nautical Charts used for Comparison

Chart Number	Scale	Edition	Edition Date
11341	1:80,000	42	Jun 08
11344	1:80,000	38	Apr 08

Note: The most recent versions of chart number 11341 and 113414 were used for the June 2011 data collection.
11341 43rd Edition April/2011
11344 38th Edition April/2008

The following table shows the last corrected NM and LNM for each digital chart.

Table No. 7: Nautical Chart Correction Dates

Chart Number	Corrected Through	
	NM	LNM
11341	Jun. 14/08	Jun. 03/08
11344	Apr. 12/08	Apr. 01/08

D.1.2 CHARTED FEATURES

Seven charted features were found as charted during survey operations. These features were found with sidescan sonar and later developed with multibeam echo sounder. The least depth of each of these features has been marked as a designated sounding within the H11831_developements CARIS project, and S57 feature files have been created. These features are further discussed in Appendix II of this report.

Investigation Name	Charted Feature	Latitude	Longitude	Recommendations
US 0000663980 00001	8ft Wreck	29-45-00.803N	093-17-40.883W	Update to 11ft Obstn
US 0000663978 00001	Obstn PA (8ft Rep)	29-44-36.657N	93-17-06.205W	Update to 17ft Obstn
US 0000663963 00001 US 0000663964 00001 US 0000663977 00001	16ft Obstn	29-43-25.725N	093-20-09.703W	Update to 18ft Obstn
US 0000663973 00001 US 0000663982 00001	18ft Wreck PA	29-41-52.859N	093-20-30.282W	Update to 20ft Obstn
US 0000663976 00001 US 0000663965 00001	8ft Obstn	29-43-06.282N	093-21-58.155W	Update to 14ft Wreck
US 0000663971 00001	7ft Obstn	29-44-49.639N	093-28-37.044W	Update to 10ft Obstns
US 0000663969 00001 US 0000663970 00001 US 0000663968 00001 US 0000663967 00001	12ft Obstn (rep 2009)	29-43-56.163N	093-32-45.628W	Update to 13ft Obstns

No evidence of the following charted features was found during this survey. It is recommended that these features be removed from the chart. All positions were taken from the chart.

Table No. 8: Charted features no longer present

Charted Feature	Chart Number	Latitude	Longitude
Awash Wreck PA	11341	29.7500586°N	93.4585076°W
Obstruction PA	11341	29.7576201°N	93.4513055°W
Obstruction PA	11341	29.7565025°N	93.4376723°W
Obstruction PA	11341	29.7451469°N	93.3871294°W
Submerged Wreck PA	11341	29.7251791°N	93.3785946°W
Submerged Wreck PA	11341	29.7251867°N	93.3786040°W
Submerged Wreck PA	11341	29.7502871°N	93.3512559°W
Submerged Wreck PA	11341 & 11344	29.7502313°N	93.3501005°W
Submerged Wreck PA	11341 & 11344	29.7399871°N	93.3366433°W
Obstructions	11341 & 11344	29.7460656°N	93.3439983°W
Obstruction	11341 & 11344	29.7437147°N	93.3429007°W
Mast PA	11344	29.7402375°N	93.2950918°W

D.1.3 NOTICES TO MARINERS

The Notices to Mariners were reviewed from the last updated notice for each digital chart, to Sept 09/2009. During that time, three notices to mariners were issued for the charted area within the survey bounds.

In "LNM 20/09, 8th Dist", issued on 6/4/2009. A “relocate” Calcasieu Channel Lighted Buoy 38 at position N29°42'35.406", W093°20'01.582" on charts 11344 and 11341 was issued. The Buoy was found at this position at the time of survey.

In "LNM 33/09, 8th Dist", issued on 8/29/2009. A “relocate” Calcasieu Channel West Jetty Light 41 at position N29°44'39.428", W093°20'33.231" on charts 11344 and 11341 was issued. The beacon was found at this position at the time of survey.

In "LNM 20/09, 8th Dist", issued on 6/4/2009. A “relocate” Calcasieu Channel Lighted Buoy 38 at position N29°42'35.424", W93°20'01.572" on chart 11339 was issued. The buoy was found at this position at the time of survey.

D.1.4 CHARTED SOUNDINGS

<u>11341</u>

In the area surrounding the Calcasieu Pass navigation channel, the charted soundings are 3-5 feet shoaler than surveyed depths. Charted soundings in the rest of the survey area agree within a foot of surveyed depths.

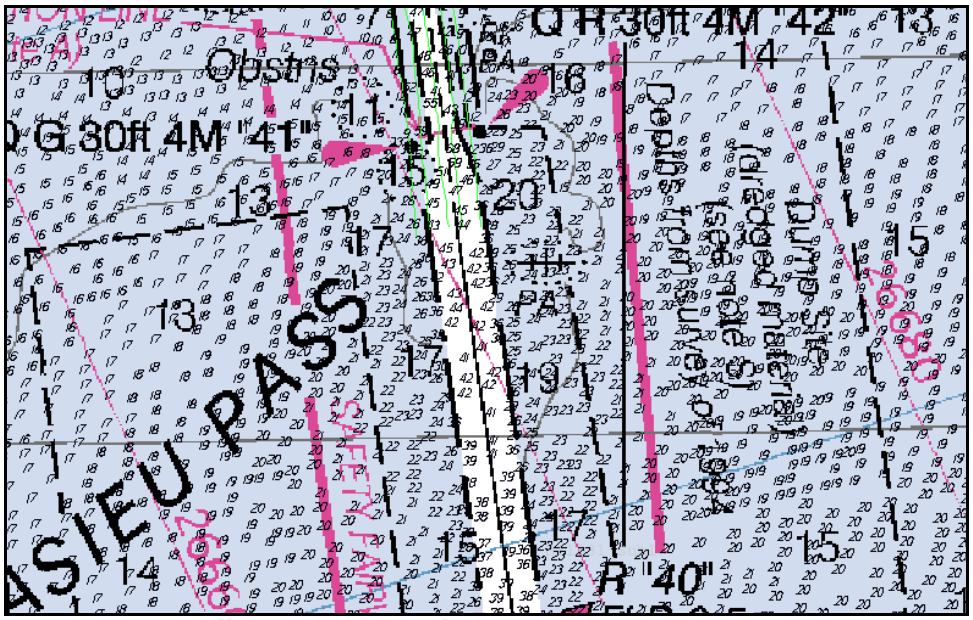


Illustration No. 2: Chart No. 11341 Comparison

11344
Charted soundings are 3-6 feet shoaler than surveyed depths.

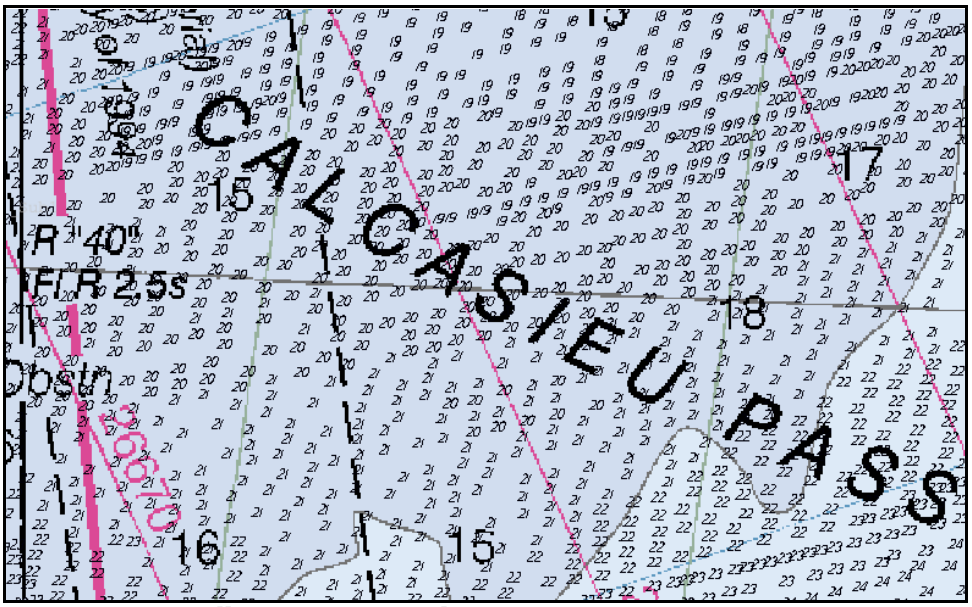


Illustration No. 3: Chart No. 11344 Comparison

D.1.5 SHOALS AND HAZARDOUS FEATURES

There are not charted shoals in the survey area, and all hazardous features have been discussed in section D.1.2 and D.1.7 of this report.

D.1.6 AWOIS ITEMS

There were no AWOIS items assigned for investigation. All charted features have been addresses in section D.1.2 of this report.

D.1.7 INVESTIGATION ITEMS

After submittal of this project, NOAA requested that C&C return to the field and investigate sixteen significant contacts that were not developed with multibeam at the time of survey. No investigations were performed before this request was made.

Table No.9 shows the names of the requested investigations, and the charted features they are associated with. Some of these investigations fall under the same charted feature.

Table No. 9: NOAA assigned investigations

Investigation Name	Associated Charted Feature
US 0000663980 00001	8-foot Wreck
US 0000663978 00001	Obstruction PA 8-feet (rep)
US 0000663962 00001	Uncharted
US 0000663963 00001 US 0000663964 00001 US 0000663977 00001	16-foot Obstruction
US 0000663973 00001 US 0000663982 00001	18-foot Wreck PA
US 0000663976 00001 US 0000663965 00001	8-foot Obstruction
US 0000663966 00001	Uncharted
US 0000663971 00001	7-foot Obstruction
US 0000663969 00001 US 0000663970 00001 US 0000663968 00001 US 0000663967 00001	12-foot Obstruction (rep 2009)

At least 6 additional multibeam and side scan lines were run over each of these targets. Of the sixteen targets investigated, fourteen are associated with charted features and are addressed in section D.1.2 of this report. Of the two remaining investigations, one was found to be insignificant and has been discussed in Appendix II, while the other was submitted as a danger to navigation, which is discussed in section D.1.8.

D.1.8 DANGER TO NAVIGATION REPORTS

Two danger to navigation report were issued for the H11831 survey. One report was submitted by AHB during the initial survey review, the other was submitted by C&C. A copy of these reports can be found in Appendix I.

Dton Name	Charted Feature	Latitude	Longitude	Recommendations
H11831_DTON#1	8ft Wreck	29-44-49.639N	093-28-37.044W	Update to 10ft Obstns
H11831_DTON#1b	Uncharted	29-43-28.543N	093-24-56.822W	Add 12ft Obstn

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

All the charted aids to navigation were found as charted. Position and descriptions of these ATONs are below.

Table No. 10: H11831 ATONs

Charted Position Calcasieu Pass		
Latitude	Longitude	Name
29°44'38.974"N	93°20'32.822"W	Green beacon #41
29°44'40.857"N	93°20'21.799"W	Red beacon #42
29°43'32.425"N	93°20'21.966"W	Green light buoy #35
29°43'31.807"N	93°20'10.250"W	Red light buoy #40
29°42'34.622"N	93°20'12.467"W	Green light buoy #37
29°42'34.879"N	93°20'00.924"W	Red light buoy #38

D.2.3 EXISTING INFRASTUCTURE

The following charted structures were found as charted. No uncharted platforms were present at the time of survey.

Table No. 11: Charted Platforms – Found as Charted

Charted Position			
Latitude	Longitude	Structure Type	Structure Name
29°43'35.041"N	93°32'05.727"W	Platform	WC21 TC OIL LLC
29°43'58.431"N	93°30'52.347"W	Platform	WC9 Hunt Oil

The following is a list of structures that are currently charted, but were no longer present at the time of the survey.

Table No. 12: Charted Platforms – Disproved

Charted Position	
Latitude	Longitude
29°44'24.106"N	93°30'36.132"W

D.2.4 OTHER PERTINENT INFORMATION

Due to shallow water depths throughout the majority of the survey, a significant number of reruns were required in order to collect usable side scan sonar data.

Draft corrections were verified on a daily basis, and entered into the multibeam collection software to be applied in real-time. Draft was entered directly into the single beam topside, which was used as a realtime quality control comparison of the multibeam.

Navigation Statistics were not calculated for the *C-Wolf*. These vessels checked in to a known location (NOAA weather station #8768094 in Calcasieu Pass, LA) and performed lead-lines on a daily basis in order to verify the accuracy of both the navigation and bathymetry.

Four separate BASE surfaces were created for this project, one for each subarea and one for the multibeam developments. The three BASE surfaces for the subareas were created at 2-meter resolution. And the multibeam development surface was created at a 50cm resolution.

All of the side scan data collected for this project has been layback corrected. Data should be imported into Caris using fish position and zero layback correction.

S57 feature files for significant contacts, oil and gas infrastructure, hazardous shoals, and bottom samples have been submitted in a Caris Notebook project.

The following is a list of acronyms that may be found in the DR, DAPR, project logs, sidescan sonar logs and sonar contact listing.

HM	Harmonic mean
WD	Water depth
LL	Lead line
MB	Multibeam
SB	Singlebeam
WOW	Wait on weather
EOL	End of line
SOL	Start of line
SSS	Side scan sonar
RR	Re-run
SS	Ship Shoal (block name)
ST	South Timbalier (block name)
PL	South Pelto (block name)
SSP	Sound Speed Profile
C/I	Cable in
C/O	Cable out
Wpt	Waypoint
P/L	Pipeline
P/F	Platform

All TPU values were calculated using the following settings in CARIS.

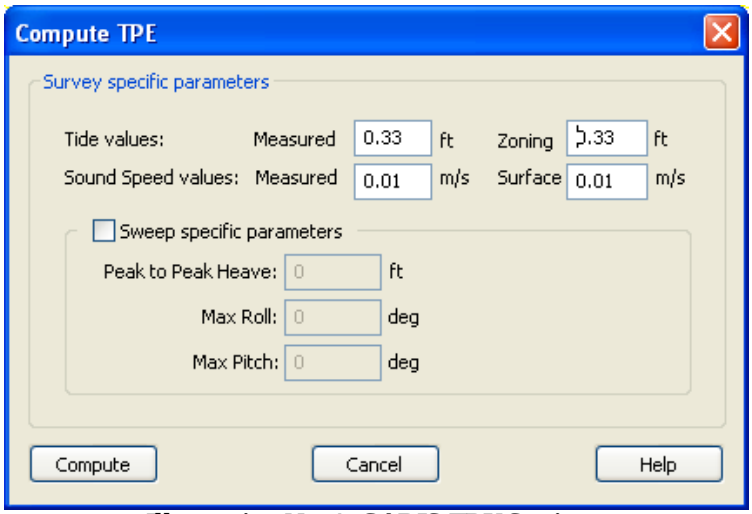


Illustration No. 4: CARIS TPU Settings

LETTER OF APPROVAL

REGISTRY NUMBER H11831

This report and the accompanying smooth sheet are respectfully submitted.

Field operations contributing to the accomplishment of the survey H11831 were conducted under my direct supervision with frequent personal checks of progress and adequacy. This report and CARIS project have been closely reviewed and are considered complete and adequate as per the Statement of Work.

This report is accompanied by the Data Acquisition and Processing Report for project OPR-K977-CC-08.

John Baker
Chief of Party
C&C Technologies
August 2011

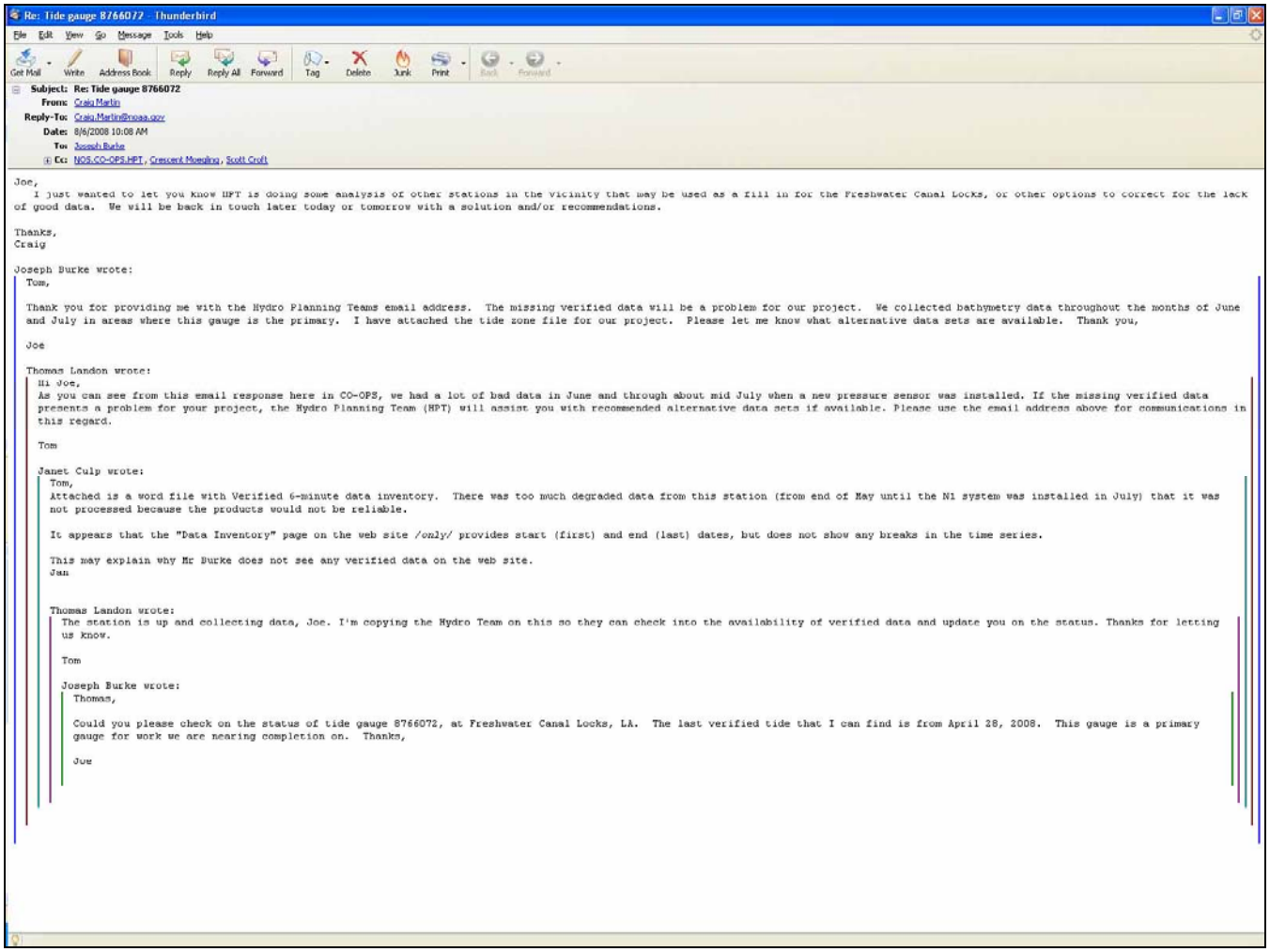
APPENDIX I

TIDES AND WATER LEVELS

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

http://tidesandcurrents.noaa.gov/data_menu.shtml?stn=8768094%20Calcasieu%20Pass,%20LA&type=Historic%20Tide%20Data

The following images display a series of emails outlining the request and receipt of new tidal zoning for project OPR-K387-KR-07.



Re: Tide gauge 8766072 - Thunderbird

File Edit View Go Message Tools Help

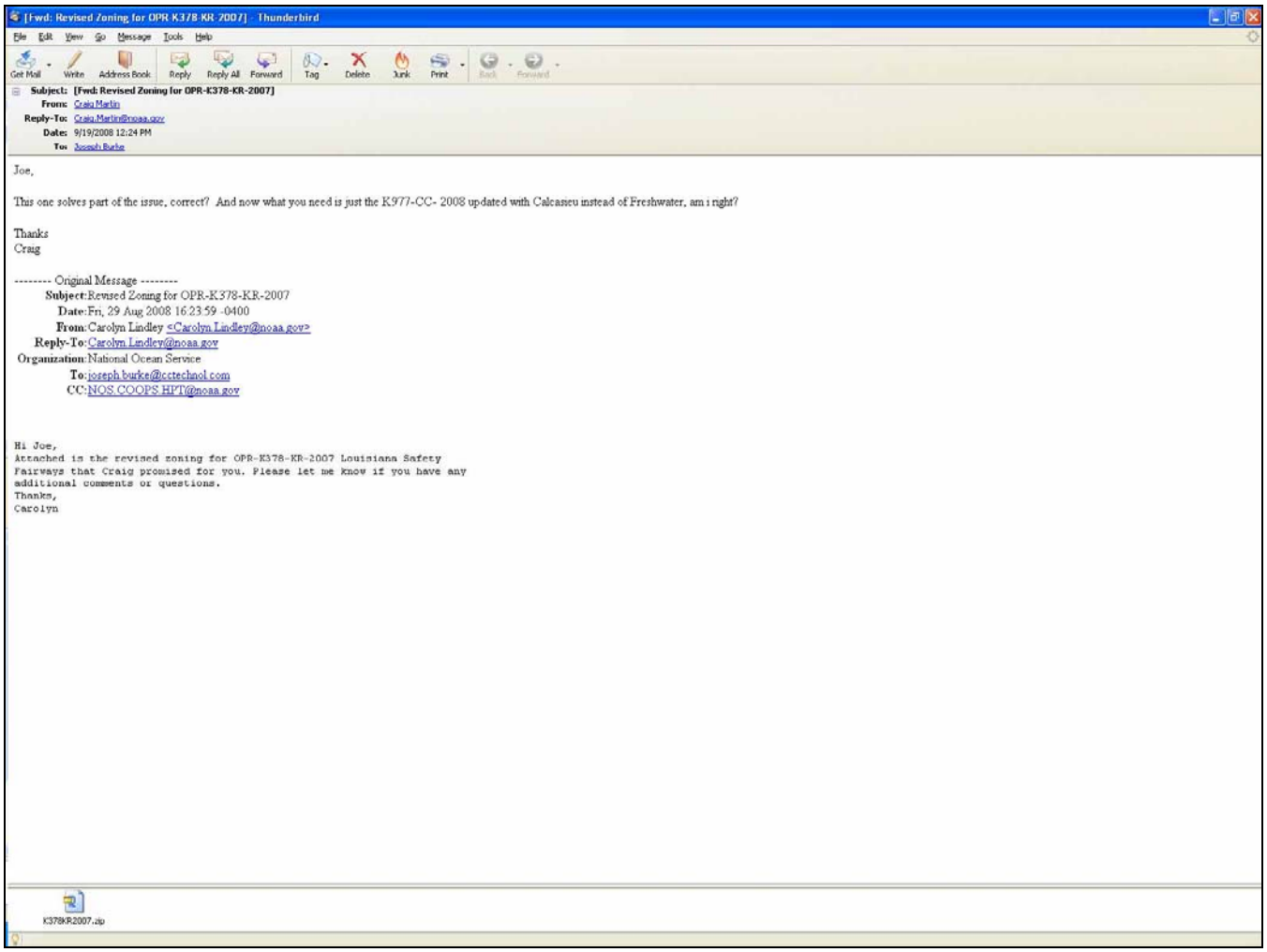
Get Mail | Write | Address Book | Reply | Reply All | Forward | Tag | Delete | Junk | Print | Back | Forward

Subject: Re: Tide gauge 8766072
From: Craig Martin
Reply-To: Craig.Martin@noaa.gov
Date: 8/6/2008 10:08 AM
To: Joseph Burke
Cc: NOS.CO-OPS.HPT, Crescent Mowaling, Scott Croft

Joe,
I just wanted to let you know HPT is doing some analysis of other stations in the vicinity that may be used as a fill in for the Freshwater Canal Locks, or other options to correct for the lack of good data. We will be back in touch later today or tomorrow with a solution and/or recommendations.

Thanks,
Craig

Joseph Burke wrote:
> Tom,
>
> Thank you for providing me with the Hydro Planning Teams email address. The missing verified data will be a problem for our project. We collected bathymetry data throughout the months of June and July in areas where this gauge is the primary. I have attached the tide zone file for our project. Please let me know what alternative data sets are available. Thank you,
>
> Joe
>
> Thomas Landon wrote:
> > Hi Joe,
> > As you can see from this email response here in CO-OPS, we had a lot of bad data in June and through about mid July when a new pressure sensor was installed. If the missing verified data presents a problem for your project, the Hydro Planning Team (HPT) will assist you with recommended alternative data sets if available. Please use the email address above for communications in this regard.
> >
> > Tom
> >
> > Janet Culp wrote:
> > > Tom,
> > > Attached is a word file with Verified 6-minute data inventory. There was too much degraded data from this station (from end of May until the N1 system was installed in July) that it was not processed because the products would not be reliable.
> > >
> > > It appears that the "Data Inventory" page on the web site *only* provides start (first) and end (last) dates, but does not show any breaks in the time series.
> > >
> > > This may explain why Mr Burke does not see any verified data on the web site.
> > > Jan
> > >
> > >
> > > Thomas Landon wrote:
> > > > The station is up and collecting data, Joe. I'm copying the Hydro Team on this so they can check into the availability of verified data and update you on the status. Thanks for letting us know.
> > > >
> > > > Tom
> > > >
> > > > Joseph Burke wrote:
> > > > > Thomas,
> > > > >
> > > > > Could you please check on the status of tide gauge 8766072, at Freshwater Canal Locks, LA. The last verified tide that I can find is from April 28, 2008. This gauge is a primary gauge for work we are nearing completion on. Thanks,
> > > > >
> > > > > Joe



[Fwd: Revised Zoning for OPR-K378-KR-2007] - Thunderbird

File Edit View Go Message Tools Help

Get Mail | Write | Address Book | Reply | Reply All | Forward | Tag | Delete | Junk | Print | Back | Forward

Subject: [Fwd: Revised Zoning for OPR-K378-KR-2007]
From: Craig Martin
Reply-To: Craig.Martin@noaa.gov
Date: 9/19/2008 12:24 PM
To: Joseph Burke

Joe,

This one solves part of the issue, correct? And now what you need is just the K977-CC- 2008 updated with Calcasieu instead of Freshwater, am i right?

Thanks
Craig

-------- Original Message --------
Subject: Revised Zoning for OPR-K378-KR-2007
Date: Fri, 29 Aug 2008 16:23:59 -0400
From: Carolyn Lindley <Carolyn.Lindley@noaa.gov>
Reply-To: Carolyn.Lindley@noaa.gov
Organization: National Ocean Service
To: joseph.burke@cctechnol.com
CC: NOS.COOPS.HPTI@noaa.gov

Hi Joe,
Attached is the revised zoning for OPR-K378-KR-2007 Louisiana Safety
Fairways that Craig promised for you. Please let me know if you have any
additional comments or questions.
Thanks,
Carolyn

K378KR2007.zip

ABSTRACT OF TIMES OF HYDROGRAPHY

Project: OPR-K977-CC-08
Contractor Name: C & C Technologies, Inc.
Inclusive Dates: Jan 1st, 2009 - Sept 9th,2009
Registry No.: H11831
Date: Feb 2010
Sheet Letter: D
Field Work is Complete
Time (UTC)

Date	Julien Day	Time Start	Time Stop	Year
1/12/2009	012	1843	2400	2009
1/13/2009	013	0000	0916	2009
1/14/2009	014	0829	2400	2009
1/15/2009	015	0000	2137	2009
1/29/2009	029	1639	2400	2009
1/30/2009	030	0000	2400	2009
1/31/2009	031	0000	2400	2009
2/3/2009	034	0808	2400	2009
2/4/2009	035	0639	0833	2009
2/5/2009	036	0250	2400	2009
2/6/2009	037	1441	2400	2009
2/7/2009	038	0000	0129	2009
2/13/2009	044	0720	2400	2009
2/14/2009	045	0000	2400	2009
2/15/2009	046	0000	2400	2009
2/16/2009	047	0000	0209	2009
2/20/2009	051	0944	2400	2009
2/21/2009	052	0000	0259	2009
2/23/2009	054	1248	2400	2009
2/24/2009	055	0000	2400	2009
2/25/2009	056	0000	2216	2009
3/3/2009	062	0706	0834	2009
3/4/2009	063	0002	0046	2009
3/5/2009	064	1340	2322	2009
3/6/2009	065	0235	2400	2009
3/7/2009	066	0000	0259	2009
3/8/2009	067	1235	2400	2009
3/9/2009	068	0000	2131	2009
3/11/2009	070	1345	2400	2009
3/12/2009	071	0000	0410	2009
4/8/2009	098	0000	0842	2009
4/10/2009	100	2334	2400	2009
4/11/2009	101	0000	0500	2009
4/30/2009	120	1756	1859	2009
5/16/2009	136	1446	2400	2009
5/17/2009	137	0000	0925	2009
5/21/2009	141	2208	2400	2990
5/22/2009	142	0000	2400	2009
5/23/2009	143	0000	2400	2009
5/24/2009	144	0000	2558	2009
5/25/2009	145	0206	2400	2009
5/26/2009	146	0000	1351	2009
5/28/2009	148	0358	1540	2009
5/29/2009	149	0549	2400	2009
5/30/2009	150	0415	2242	2009
6/4/2009	155	0554	0939	2009
8/27/2009	239	2118	2255	2009
9/2/2009	245	1651	2229	2009
9/3/2009	246	1343	1752	2009
9/4/2009	247	2015	2145	2009
9/9/2009	252	1612	2127	2009

APPENDIX II

SUPPLEMENTAL SURVEY RECORDS AND CORRESPONDENCE

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

APPENDIX III

SURVEY FEATURES REPORT

H11831_AWOIS Items

Registry Number: H11831
State: Louisiana
Locality: Gulf of Mexico
Sub-locality: Calcasieu Pass to Peveto Beach
Project Number: OPR-K977-CC-08
Survey Dates: 20090112 - 20110625

Charts Affected

Number	Edition	Date	Scale (RNC)	RNC Correction(s)*
11347	39th	07/01/2011	1:50,000 (11347_1)	USCG LNM: 3/13/2012 (3/20/2012) NGA NTM: 8/22/2009 (3/31/2012)
11339	3rd	02/01/2010	1:50,000 (11339_2)	USCG LNM: 2/14/2012 (3/6/2012) NGA NTM: 8/22/2009 (3/17/2012)
11344	38th	04/01/2008	1:80,000 (11344_1)	[L]NTM: ?
11341	43rd	04/01/2011	1:80,000 (11341_1)	USCG LNM: 2/14/2012 (3/6/2012) NGA NTM: 3/19/2005 (3/17/2012)
11345	34th	04/01/2008	1:175,000 (11345_1)	[L]NTM: ?
11330	19th	08/01/2008	1:250,000 (11330_1)	[L]NTM: ?
11340	73rd	08/01/2008	1:458,596 (11340_1)	[L]NTM: ?
1116A	73rd	08/01/2008	1:458,596 (1116A_1)	[L]NTM: ?
411	52nd	09/01/2007	1:2,160,000 (411_1)	[L]NTM: ?

* Correction(s) - *source: last correction applied (last correction reviewed--"cleared date")*

Features

No.	Name	Feature Type	Survey Depth	Survey Latitude	Survey Longitude	AWOIS Item
1.1	AWOIS #8944 - Charted Visible Wreck PA	GP	[None]	29° 45' 00.0" N	093° 27' 30.0" W	8944
1.2	AWOIS #8957 - Charted dangerous Obstruction PA, depth unknown	GP	[None]	29° 45' 24.8" N	093° 27' 04.6" W	8957
1.3	AWOIS #8958 - Charted dangerous Obstruction PA, depth unknown	GP	[None]	29° 45' 21.8" N	093° 26' 15.6" W	---
1.4	AWOIS #8937 - Dangerous Obstruction PA depth unknown	GP	[None]	29° 44' 42.8" N	093° 23' 13.5" W	8937
1.5	AWOIS #8936 - Charted Submerged wreck PA	GP	[None]	29° 43' 30.8" N	093° 22' 42.5" W	8936
1.6	AWOIS #8939 - Charted Submerged wreck PA	GP	[None]	29° 43' 30.8" N	093° 22' 30.6" W	8939

1.7	AWOIS #9920 - Charted 8ft dangerous Obstruction	Wreck	4.26 m	29° 43' 06.3" N	093° 21' 58.2" W	9920
1.8	AWOIS #9921-Charted 15 ft Obstr; AWOIS #9922-Non-charted Obstr	GP	[None]	29° 44' 38.6" N	093° 20' 34.2" W	9921
1.9	AWOIS #1326 - Charted 16ft dangerous obstruction	Obstruction	5.57 m	29° 43' 25.7" N	093° 20' 09.7" W	1326
1.10	AWOIS #8927 - Charted dangerous wreck Masts PA	GP	[None]	29° 44' 24.8" N	093° 17' 42.6" W	8927
1.11	AWOIS #8924 - Charted 8ft WRECK	Wreck	3.42 m	29° 45' 00.8" N	093° 17' 40.9" W	8924

1.1) AWOIS #8944 - Charted Visible Wreck PA

Primary Feature for AWOIS Item #8944

Search Position: 29° 45' 00.0" N, 093° 27' 30.0" W
Historical Depth: [None]
Search Radius: 2000
Search Technique: BD,DI,VS,ES,SD
Technique Notes: [None]

History Notes:

HISTORY
LNM24/93--CGD8(#132-93); REPORTS THE VISIBLE WRECK (PA) OF AN ì
UNIDENTIFIED 20 FT. F/V. (ENTERED 6/94 MBH)

Survey Summary

Survey Position: 29° 45' 00.0" N, 093° 27' 30.0" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037720 00001(0226000093580001)
Charts Affected: 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037720 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8944	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Wreck

NTXTDS - H11831,Chart#11341,Ed#43,20110401

Office Notes

SAR: No evidence of AWOIS feature was found within the survey coverage. AWOIS search radius was mostly met by survey coverage (inshore 20% of radius not covered).

COMPILATION: Concur. The inshore area of the search radius was not covered by SSS because it was outside the scope and resources of this survey. The likelihood is minimal that the feature, as described in the history, is in this shoal inshore area and that it poses a hazard. The wreck is considered disproved. It is recommended that the visible wreck PA is deleted from the chart.

Update area with present survey data.

1.2) AWOIS #8957 - Charted dangerous Obstruction PA, depth unknown

Primary Feature for AWOIS Item #8957

Search Position:	29° 45' 24.8" N, 093° 27' 04.6" W
Historical Depth:	[None]
Search Radius:	500
Search Technique:	BD,DI,ES,SD,##
Technique Notes:	[None]

History Notes:

SURVEY REQUIREMENTS COMMENT
CENTER THE INVESTIGATION AROUND THE LORAN-C RATES PROVIDED.

HISTORY
CL1027/82--STATE OF LA-DNR; REPORTS A SUBMERGED OBSTRUCTION ì
(PA) IDENTIFIED AS A "36-INCH CAISSON; 18 INCHES ABOVE PAD". ì
ORIGINALLY THIS LOCATION WAS THE SITE OF AN OIL RIG AND THE ì
FOUNDATION PAD (CONSTRUCTED OF SAND AND SHELLS) REMAINS. THIS ì
OBSTRUCTION WAS DIVER VERIFIED. IT IS NOTED AS BEING .63 NM FROM ì
THE BEACH. LORAN-C WAS OBSERVED ON THIS OBSTR.; 7980-W-11026.9, ì
7980-X-26612.4, 7980-Y-46979.3. (ENTERED 6/94 MBH)

Survey Summary

Survey Position:	29° 45' 24.8" N, 093° 27' 04.6" W
Least Depth:	[None]
TPU (±1.96σ):	**THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp:	1981-001.00:00:00.000 (01/01/1981)
Dataset:	H11831_PYDRO_AWOIS.000
FOID:	US 0000037719 00001(0226000093570001)
Charts Affected:	11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037719 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8957	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Obstruction

NTXTDS - H11831,Chart#11341,Ed#43,20110401

Office Notes

SAR: Charted AWOIS feature was considered as disproved by 200% SSS. AWOIS search requirement was not completed. 42m on the north side of the radius was not completed.

COMPILATION: Concur. Feature is considered disproved. Deleted charted dangerous Obstruction PA, depth unknown. Update area with present survey data.

1.3) AWOIS #8958 - Charted dangerous Obstruction PA, depth unknown

Survey Summary

Survey Position: 29° 45' 21.8" N, 093° 26' 15.6" W

Least Depth: [None]

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 1981-001.00:00:00.000 (01/01/1981)

Dataset: H11831_PYDRO_AWOIS.000

FOID: US 0000037711 00001(02260000934F0001)

Charts Affected: 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037711 00001	0.00	000.0	Primary

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Obstruction

NTXTDS - H11831,Chart#11341,Ed#43,20110401

Office Notes

SAR: Charted AWOIS feature was considered as disproved by 200% SSS. AWOIS search requirement was not completed. 22m on the north side of the radius was not completed.

COMPILATION: Concur. Feature is considered disproved. Deleted charted dangerous Obstruction PA, depth unknown. Update area with present survey data.

1.4) AWOIS #8937 - Dangerous Obstruction PA depth unknown

Primary Feature for AWOIS Item #8937

Search Position: 29° 44' 42.8" N, 093° 23' 13.5" W
Historical Depth: [None]
Search Radius: 500
Search Technique: BD,DI,ES,SD,##
Technique Notes: [None]

History Notes:

SURVEY REQUIREMENTS COMMENT
CENTER THE INVESTIGATION AROUND THE LORAN-C RATES PROVIDED.

HISTORY
CL1027/82--STATE OF LA-DNR; REPORTS AN UNKNOWN SUBMERGED ì
OBSTRUCTION (PA) NOTED AS BEING LARGE WITH SHARP EDGES. THIS ì
OBSTRUCTION WAS NOT DIVER VERIFIED. LORAN-C RATES WERE OBSERVED ì
ON THIS WRECK; 7980-X-26644.1, 7980-Y-46977.5. (CGD8 WK #310-82) ì
(ENTERED 6/94 MBH)

Survey Summary

Survey Position: 29° 44' 42.8" N, 093° 23' 13.5" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037695 00001(02260000933F0001)
Charts Affected: 11339_2, 11347_1, 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037695 00001	0.00	000.0	Primary

AWOIS_EXPORT	AWOIS # 8937	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Obstruction

NTXTDS - H11831,Chart#11341,Ed#43,20110401

Office Notes

SAR: Charted AWOIS feature disproved by 200% SSS. AWOIS search radius was met by survey coverage.

COMPILATION: Concur. Delete charted dangerous obstruction PA, depth unknown.

1.5) AWOIS #8936 - Charted Submerged wreck PA

Primary Feature for AWOIS Item #8936

Search Position: 29° 43' 30.8" N, 093° 22' 42.5" W
Historical Depth: [None]
Search Radius: 500
Search Technique: S2,ES,BD,DI,SD,##
Technique Notes: [None]

History Notes:

SURVEY REQUIREMENTS COMMENT
CENTER THE INVESTIGATION AROUND THE LORAN-C RATES PROVIDED.

HISTORY
CL1027/82--STATE OF LA-DNR; REPORTS THE SUNKEN WRECK (PA) OF A ì
60 FT. TUGBOAT. THIS WRECK WAS NOT DIVER VERIFIED. LORAN-C ì
RATES WERE OBSERVED ON THIS WRECK; 7980-X-26644.0, ì
7980-Y-46974.7. (CGD8 WK #309-82) (ENTERED 6/94 MBH)

Survey Summary

Survey Position: 29° 43' 30.8" N, 093° 22' 42.5" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037723 00001(02260000935B0001)
Charts Affected: 11339_2, 11347_1, 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037723 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8936	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1:	Cartographic symbol ($CSYMB)
Attributes:	NINFOM - Delete Wreck
	NTXTDS - H11831,Chart#11347,Ed#39,20110701

Office Notes

SAR: Charted AWOIS feature disproved by 200% SSS. AWOIS search radius was met by survey coverage.

COMPILATION: Concur. Delete submerged wreck PA and update area with present survey findings.

COMPILATION: Concur. Feature should be considered disproved. Delete submerged wreck PA and update area with present survey findings.

AWOIS item 8936, described in the AWOIS system as an unknown sunken wreck PA of a 60 ft. tugboat; and AWOIS item 8939 described in the AWOIS system the sunken wreck (PA) of the tug bull are both located to the northwest of AWOIS item 9920 and both are charted as dangerous wrecks. The cartographer believes that AWOIS item 9920 which is described in the AWOIS listing as a wreck-like feature found during survey H10560 in 1964, and items 8936 and 8939 are all the same item. This item verified during the present survey also has a tug-like appearance.

1.6) AWOIS #8939 - Charted Submerged wreck PA

Primary Feature for AWOIS Item #8939

Search Position: 29° 43' 30.8" N, 093° 22' 30.6" W
Historical Depth: [None]
Search Radius: 3000
Search Technique: S2,ES,BD,DI,SD
Technique Notes: [None]

History Notes:

HISTORY
NM23/65(6/5/65)-(#3237); REPORTS THE SUNKEN WRECK (PA) OF THE ì
TUG BULL IN 17 FT. OF WATER. (CGD8 WK #DMA475) (ENTERED 6/94 ì
MBH)
H10560/94--OPR-K171-MI-94; INVESTIGATION INCOMPLETE. RETAIN AS ì
CHARTED. (UPDATED 4/97 BY MBH)

Survey Summary

Survey Position: 29° 43' 30.8" N, 093° 22' 30.6" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037724 00001(02260000935C0001)
Charts Affected: 11339_2, 11347_1, 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037724 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8939	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Wreck

NTXTDS - H11831,Chart#11347,Ed#39,20110701

Office Notes

SAR: No evidence of AWOIS feature was found within the survey coverage. AWOIS search radius was mostly met by survey coverage (offshore SW 10% of radius not covered).

COMPILATION: Concur. Feature should be considered disproved. Delete submerged wreck PA and update area with present survey findings.

AWOIS item 8936, described in the AWOIS system as an unknown sunken wreck PA of a 60 ft. tugboat; and AWOIS item 8939 described in the AWOIS system the sunken wreck (PA) of the tug bull are both located to the northwest of AWOIS item 9920 and both are charted as dangerous wrecks. The cartographer believes that AWOIS item 9920 which is described in the AWOIS listing as a wreck-like feature found during survey H10560 in 1964, and items 8936 and 8939 are all the same item. This item found during the present survey also has a tug-like appearance.

1.7) AWOIS #9920 - Charted 8ft dangerous Obstruction

Primary Feature for AWOIS Item #9920

Search Position: 29° 43' 06.4" N, 093° 21' 58.1" W
Historical Depth: 2.40 m
Search Radius: 0
Search Technique: [None]
Technique Notes: [None]

History Notes:

HISTORY
H10560/94--OPR-K171-MI-94; FOUND A CONTACT WITH A WRECK-LIKE ì
APPEARANCE IN LAT. 29/43/06.41N, LONG. 093/21/58.13W (NAD83). ì
THE DIVE INVESTIGATION WAS UNSUCESSFUL IN IDENTIFYING THE ITEM ì
DUE TO ZERO VISIBILITY. A LEAST DEPTH OF 2.4 METERS MLLW WAS ì
OBTAINED ON THIS ITEM. (ENTERED 4/97 BY MBH)

Survey Summary

Survey Position: 29° 43' 06.3" N, 093° 21' 58.2" W
Least Depth: 4.26 m (= 13.98 ft = 2.330 fm = 2 fm 1.98 ft)
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 2011-176.00:00:00.000 (06/25/2011)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037735 00001(0226000093670001)
Charts Affected: 11339_2, 11347_1, 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

WRECKS/remrks: 14 foot wreck located where 8 foot obstruction is charted

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037735 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 9920	3.99	190.0	Secondary (grouped)

Hydrographer Recommendations

Update to 14 foot Wreck

Cartographically-Rounded Depth (Affected Charts):

14ft (11339_2, 11347_1, 11341_1, 11330_1)

2 ¼fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1:	Wreck (WRECKS)
Attributes:	CATWRK - 2:dangerous wreck
	CONVIS - 2:not visual conspicuous
	EXPSOU - 2:shoaler than range of depth of the surrounding depth area
	NINFOM - Add Wreck
	QUASOU - 6:least depth known
	SORDAT - 20110625
	SORIND - US,US,graph,H11831
	TECSOU - 2,3:found by side scan sonar,found by multi-beam
	VALSOU - 4.262 m
	WATLEV - 3:always under water/submerged

Office Notes

SAR: Feature located at survey position by 200% SSS and ODMB. Feature interpreted as wreck based on sidescan imagery and multibeam data.

COMPILATION: Concur. Delete charted 8 ft dangerous obstruction. Add 14 ft dangerous wreck.

AWOIS item 8936, described in the AWOIS system as an unknown sunken wreck PA of a 60 ft. tugboat; and AWOIS item 8939 described in the AWOIS system the sunken wreck (PA) of the tug bull are both located to the northwest of this item and both are charted as dangerous wrecks. The cartographer believes that AWOIS item 9920 which is described in the AWOIS listing as a wreck-like feature found on survey H10560 in 1964, and items 8936 and 8939 are all the same item. This item found during the present survey also has a tug-like appearance.

Feature Images

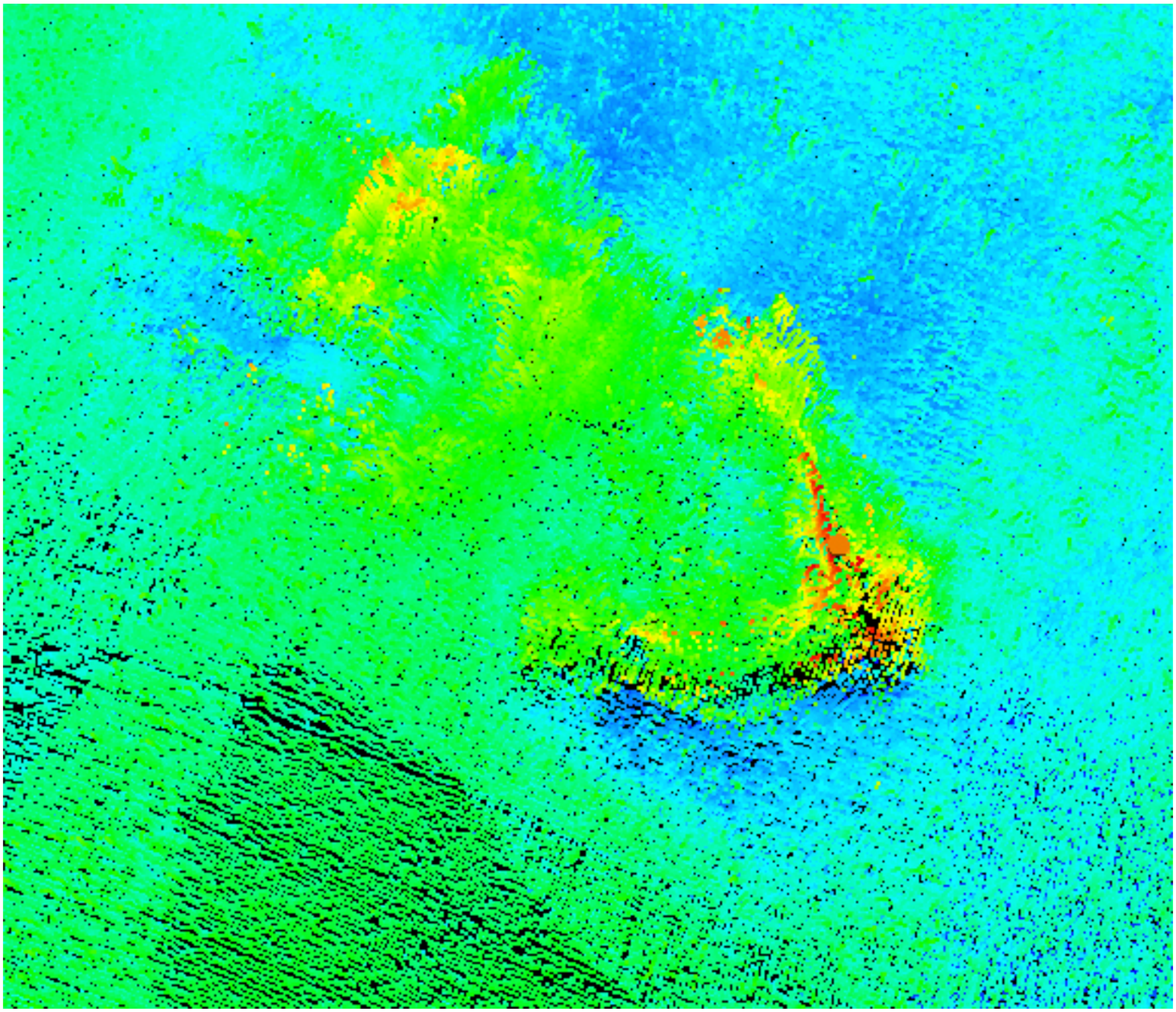


Figure 1.7.1

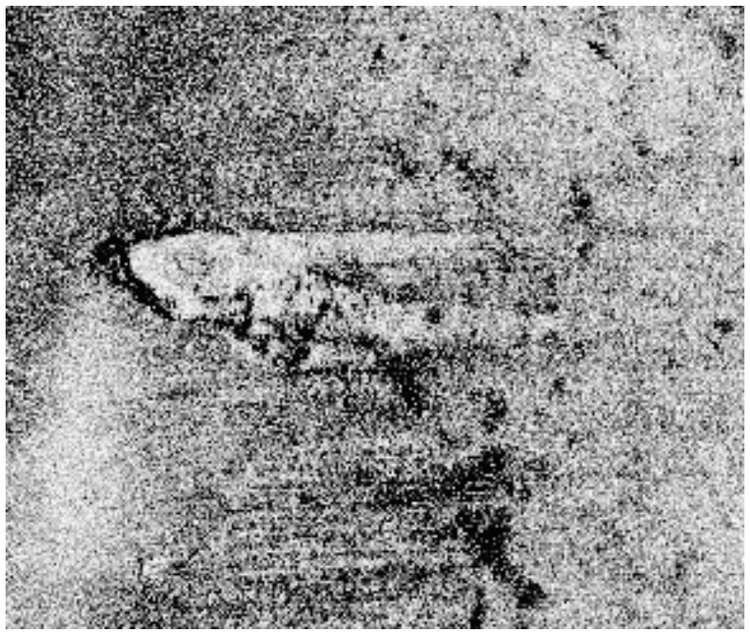


Figure 1.7.2

1.8) AWOIS #9921-Charted 15 ft Obstr; AWOIS #9922-Non-charted Obstr

Primary Feature for AWOIS Item #9921

Search Position: 29° 44' 38.6" N, 093° 20' 34.2" W
Historical Depth: 4.70 m
Search Radius: 75
Search Technique: S2,MB,ES,DI,SD
Technique Notes: [None]

History Notes:

H10560/94--OPR-K171-MI-94; FOUND AN UNIDENTIFIED OBSTRUCTION IN LAT. 29/44/38.64N, LONG. 093/20/34.20W (NAD83). A DIVE INVESTIGATION WAS NOT ATTEMPTED DUE TO TRAFFIC, WEATHER, CURRENTS, AND LOW VISIBILITY. THE LEAST DEPTH OF 4.7 METERS MLLW AND THE POSITION WAS OBTAINED ON THIS ITEM FROM NUMEROUS PASSES WITH SIDE SCAN SONAR ONLY. (ENTERED 4/97 BY MBH)

Survey Summary

Survey Position: 29° 44' 38.6" N, 093° 20' 34.2" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037696 00001(0226000093400001)
Charts Affected: 11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037696 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 9921	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Obstruction

NTXTDS - H11831,Chart#11347,Ed#39,20110701

Office Notes

SAR: Charted AWOIS 9921: feature disproved by 200% SSS. Uncharted AWOIS 9922 feature disproved by 200% SSS. AWOIS search radius was met by survey coverage.AWOIS search radius was met by survey coverage.

COMPILATION: Concur. Delete AWOIS 9921: Charted dangerous 15 ft Obstruction. No change in charting to AWOIS 9922. Both items considered disproved. Update area with present survey depths.

1.9) AWOIS #1326 - Charted 16ft dangerous obstruction

Primary Feature for AWOIS Item #1326

Search Position:	29° 43' 25.7" N, 093° 20' 09.7" W
Historical Depth:	4.88 m
Search Radius:	100
Search Technique:	S2,MB
Technique Notes:	[None]

History Notes:

BP36326-27/1940--COE DWG; 18 PILES (DREDGE-SURVEY MARKERS), SURVEYED AT 1:6000 SPACED 1000FT APART IN A ROW, FURTHEST OFFSHORE SCALED IN LAT 29-41-19.4N, LONG 93-19-49.6W(NAD27).

CL290/42--COE DWG; 22 STEEL PILES (D-SM), SPACED 1000FT APART IN A ROW,(UNC

8FT), 500FT EAST OF AND PARALLEL TO C/L OF CHANNEL. FURTHEST O/S IN LAT

29-41-08.2N, LONG 93-19-46.8W(NAD27).

BP42983-84/46--COE DWG; 18 PILES (D-SM), SURVEYED AT 1:6000, SPACED 1000FT

APART IN A ROW. FURTHEST O/S SCALED IN LAT 29-41-19.4N, LONG 93-19-49.6W ìNAD27).

H8796/64--OPR-427; 22 STEEL PILES, NOT VER. OR DIS. WITH EXCEPTION OF ONE PILE LOCATED IN LAT 29-44-25.0N, LONG 93-20-17.5W(NAD27). FIRST APPEARS ON CL270/42. A SURVEY MARKER (SHOWN AS A SURVEY TWR ON BP69218) WAS LOCATED IN LAT

29-42-35.4N, LONG 93-20-01.2W(NAD27).

BP69218/65--(CL272/66) COE DWG; 16 TIMBER PILES (D-SM), SPACED 2000FT APART

IN A ROW. FURTHEST O/S SCALED IN LAT 29-39-49.8N, LONG 29-19-33.9W(NAD27). A ì

SURVEY TWR IS SHOWN IN LAT 29-42-35.4N, LONG 93-20-01.2W(NAD27). (CHART HISTORY ì

INDICATES 11 PILES WERE ADDED TO CHART FROM THIS BP).

FE326/75WD--SUBM PILES NOT DIS. SURVEY CLEARS THE CHARTED FIVE SOUTHERNMOST

PILES, HOWEVER THE POSSIBILITY OF SUBM PILES, EXISTS.

FE243/83WD--OPR-K667-RU/HE-83; OBSTR (UNIDENTIFIED), HUNG 16FT IN ONE DIR. ì

NOT CLEARED, LD NOT ACQUIRED, IN LAT 29-43-24.7N, LONG 93-20-09.5W(NAD27), ì

(NUMBER 9 BELOW). THIS OBSTR IS WITHIN 30M OF PRE. CHARTED PILE. VER. CONTENDS ì

THAT THE PRE. CHARTED PILES WERE NOT DIS. IN AS MUCH AS THE AREA WAS ONLY SWEPT

IN ONE DIR. AND HAD INSUF. OVERLAP. A REJECTED WIRE DRAG STRIP SHOWED A ì

GROUNDING IN LAT 29-44-25N, LONG 93-20-18W(NAD27), NO INVEST. WAS FURTHER ì

ACCOMPLISHED. THIS GROUNDING APPEARS IN THE VIC. OF THE PILE SHOWN ON H8796. ì

(ENTERED 12/85 RWD)

FE352SS/90-- PILE NO.1 WAS NOT INVESTIGATED BECAUSE OF ITS ì

CLOSE PROXIMITY TO THE JETTY. PILE NO.2 AND OBSTR NO.3 WERE NOT ì
DOVE ON AND HAVE ESTIMATED DEPTHS DETERMINED FROM COMPUTATIONS ì
DERIVED FROM THE SS SONARGRAMS. PILES NO. 4 AND 23 WERE NOTED ì
DURING OFFICE PROCESSING, THERE HEIGHTS COULD NOT BE DETERMINED ì
BECAUSE OF POOR QUALITY SONARGRAMS. PILES NO. 5 AND 9 WERE ì
VERIFIED (DEPTHS DETERMINED BY PDG). THE REMAINING 21 OF THE 28 ì
SUBM PILES WERE DISPROVED BY 200 TO 400% SS AND ECHOSOUNDER ì
INVESTIGATION, THEY ARE ADDRESSED IN THE DESCRIPTIVE REPORT. THE FOLLOWING ì
TABULATION ARE THE PILES EITHER VERIFIED OR NOT DISPROVED BY THE ì
PRESENT SURVEY, THE POSITIONS ARE SHOWN IN NAD83.
LAT (N) LONG (W) SURVEY COMMENTS
1)29-44-45.01 93-20-22.43 BP69218 NOT INVEST, CLOSE PROX TO JETTY
2)29-44-35.42 93-20-22.24 FE352SS/90 STEEL PILE (SUBM 7.8M(25FT)) (A)
3)29-44-24.60 93-20-19.50 FE352SS/90 OBSTR (SUBM 6.9M((22FT)) (A)
4)29-44-15.20 93-20-17.80 FE352SS/90 PILE (SUBM)
5)29-44-05.31 93-20-16.70 FE352SS/90 STEEL PILE (SUBM 6.6M(21FT))
9)29-43-25.72 93-20-09.71 FE352SS/90 PILE (SUBM 5.0M(16FT))
23)29-41-20.30 93-19-47.80 FE352SS/90 PILE (SUBM) (UPDATED 9/93 RWD)

H10560/94--OPR-K171-MI-94; PILES 1, 2, 3 WERE FOUND TO BE ì
INSIGNIFICANT AND NOT HAZ. TO NAV. AND HAVE BEEN DELETED FROM THE ì
CHART. PILES 4, 5, 23 WERE DISPROVED AND HAVE BEEN DELETED ì
FROM THE CHART. PILE 9 WAS FOUND TO EXIST IN LAT. 29/43/25.72N, ì
LONG. 093/20/09.71W (NAD83) WITH A SSS COMPUTED DEPTH OF 5.0 ì
METERS AND IS CHARTED AS A 16 FT. OBSTR. THE ITEM IS NOT ì
CONSIDERED COMPLETE SINCE PILE 9 WAS INVESTIGATED BY SSS ONLY. ì
(UPDATED 4/97 BY MBH)

Survey Summary

Survey Position:	29° 43' 25.7" N, 093° 20' 09.7" W
Least Depth:	5.57 m (= 18.28 ft = 3.046 fm = 3 fm 0.28 ft)
TPU (±1.96σ):	**THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp:	2011-176.00:00:00.000 (06/25/2011)
Dataset:	H11831_PYDRO_AWOIS.000
FOID:	US 0000037734 00001(0226000093660001)
Charts Affected:	11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

OBSTRN/remrks: 18 foot Obstructions

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037734 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 1326	0.28	180.0	Secondary (grouped)

Hydrographer Recommendations

Update to an 18 foot Obstructions

Cartographically-Rounded Depth (Affected Charts):

18ft (11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1)

3fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Obstruction (OBSTRN)

Attributes:

CATOBS - 1:snag / stump

EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Obstructions (Submerged Piles)

QUASOU - 6:least depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 5.571 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Feature located at survey position by 200% SSS and ODMB.

COMPILATION: Concur with conditions. Delete charted 16 foot dangerous obstruction.

Multibeam trace indicates more than one obstruction in this general location. Add 18 foot dangerous obstructions (submerged piles) in the present survey location.

Feature Images

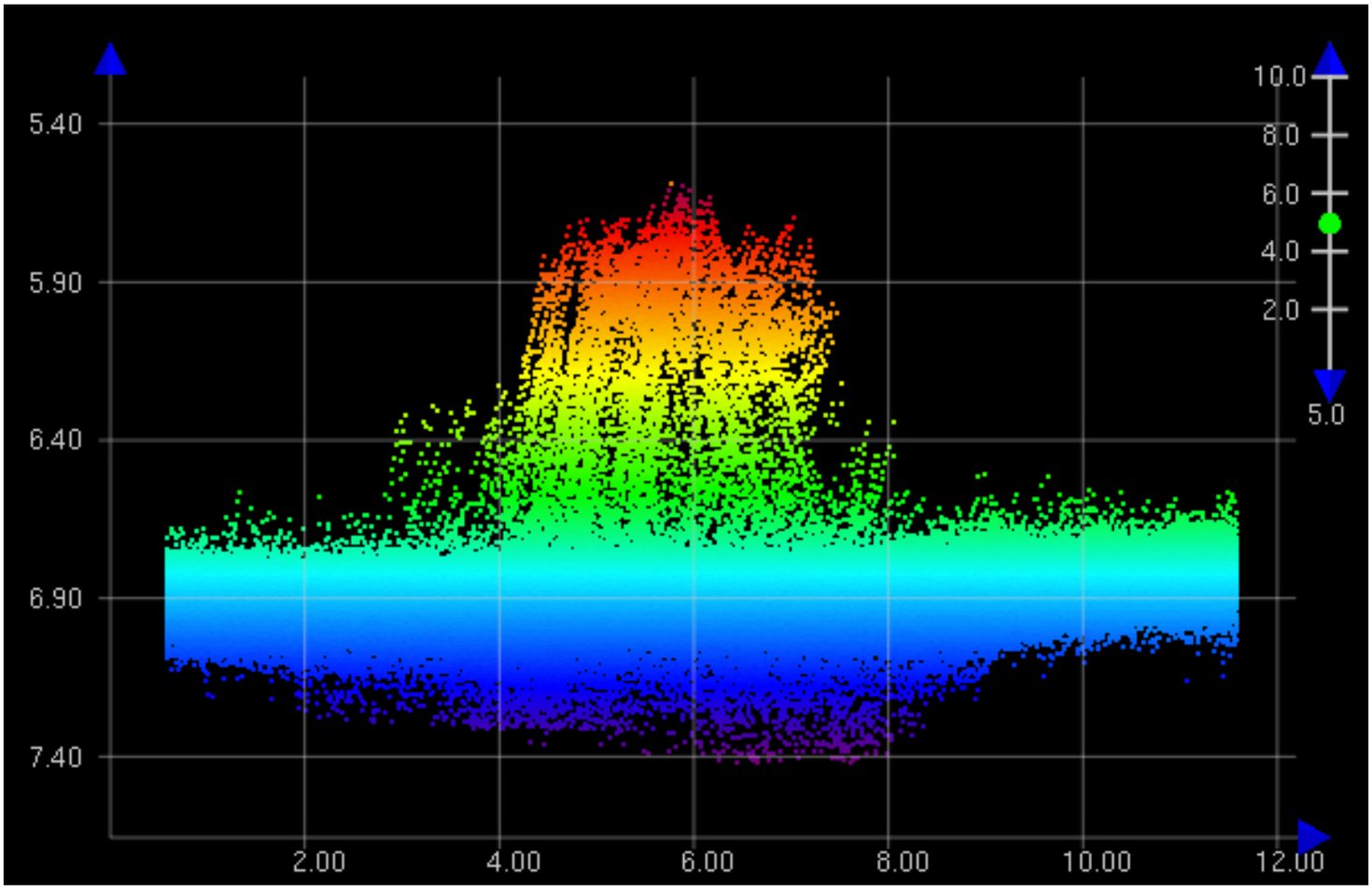


Figure 1.9.1

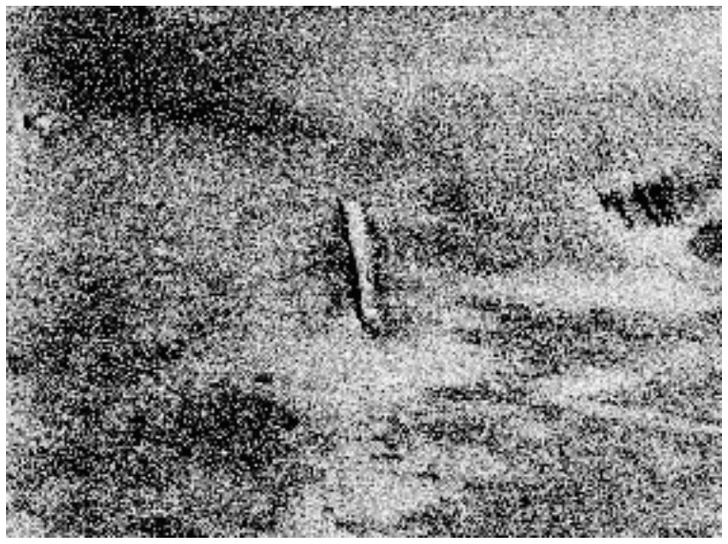


Figure 1.9.2

1.10) AWOIS #8927 - Charted dangerous wreck Masts PA

Primary Feature for AWOIS Item #8927

Search Position: 29° 44' 24.8" N, 093° 17' 42.6" W
Historical Depth: [None]
Search Radius: 3000
Search Technique: S2,BD,ES,DI,VS,SD
Technique Notes: [None]

History Notes:

HISTORY
LNM26/89--CGD8(#112-89); REPORTS A DANGEROUS SUNKEN WRECK WITH ì
MASTS VISIBLE (PA). WRECK IDENTIFIED AS THE 50 FT. F/V BELL B. ì
(ENTERED 6/94 MBH)

Survey Summary

Survey Position: 29° 44' 24.8" N, 093° 17' 42.6" W
Least Depth: [None]
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 1981-001.00:00:00.000 (01/01/1981)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037700 00001(0226000093440001)
Charts Affected: 11339_2, 11347_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

$CSYMB/remrks: DR Section D.1.2 (p.9): "No evidence of this charted feature was found during the survey"

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037700 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8927	0.00	000.0	Secondary (grouped)

Hydrographer Recommendations

DR Section D.1.2 (p.9): "It is recommended that this feature be removed from the chart"

S-57 Data

Geo object 1: Cartographic symbol ($CSYMB)

Attributes: NINFOM - Delete Wreck

NTXTDS - H11831,Chart#11347,Ed#39,20110701

Office Notes

SAR: No evidence of AWOIS feature was found within the survey coverage. AWOIS search radius was mostly met by combined coverage from H11831 and junction survey H11830 (inshore 5% and offshore 5% of radius not covered).

COMPILATION: Concur. Feature should be considered disproved. Delete charted dangerous wreck Mast PA. Update area with present survey data.

1.11) AWOIS #8924 - Charted 8ft WRECK

Primary Feature for AWOIS Item #8924

Search Position: 29° 45' 00.7" N, 093° 17' 41.0" W
Historical Depth: 2.44 m
Search Radius: 3000
Search Technique: S2,BD,DI,ES,VS,SD
Technique Notes: [None]

History Notes:

HISTORY
NM38/66 (9/17/66)--(#5944); F/V CAPTAIN HARRY REPORTED SUNK ì
(PA) IN 18 FT. OF WATER. (CGD8 WK #DMA482) (ENTERED 6/94 MBH)
H10560/94--OPR-K171-MI-94; FOUND A WRECK THAT THE HYDROGRAPHER ì
ASSUMS TO BE THE CAPTAIN HARRY IN LAT. 29/45/00.75N, LONG. ì
093/17/40.99W (NAD83) WITH A LEAST DEPTH OF 8 FT. MLLW. (UPDATED ì
4/97 BY MBH)

Survey Summary

Survey Position: 29° 45' 00.8" N, 093° 17' 40.9" W
Least Depth: 3.42 m (= 11.21 ft = 1.868 fm = 1 fm 5.21 ft)
TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]
Timestamp: 2011-176.00:00:00.000 (06/25/2011)
Dataset: H11831_PYDRO_AWOIS.000
FOID: US 0000037730 00001(0226000093620001)
Charts Affected: 11339_2, 11347_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

WRECKS/remrks: 11 foot Obstruction located on a charted 8 foot wreck

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_AWOIS.000	US 0000037730 00001	0.00	000.0	Primary
AWOIS_EXPORT	AWOIS # 8924	3.29	059.2	Secondary (grouped)

Hydrographer Recommendations

Update to 11 foot Obstruction

Cartographically-Rounded Depth (Affected Charts):

11ft (11339_2, 11347_1, 11344_1, 11345_1, 11330_1)

1 ¾fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1:	Wreck (WRECKS)
Attributes:	CATWRK - 2:dangerous wreck
	NINFOM - Add Wreck
	QUASOU - 6:least depth known
	SORDAT - 20110625
	SORIND - US,US,graph,H11831
	TECSOU - 2,3:found by side scan sonar,found by multi-beam
	VALSOU - 3.417 m
	WATLEV - 3:always under water/submerged

Office Notes

SAR: Feature located at survey position by 200% SSS and ODMB. Although the sidescan and multibeam data do not indicate that this feature is a wreck, AWOIS information indicates it is the wreck of the 'Captain Harry'.

COMPILATION: Concur with conditions. Delete charted 8 foot dangerous wreck. Add 11 foot dangerous wreck in present survey location.

Feature Images

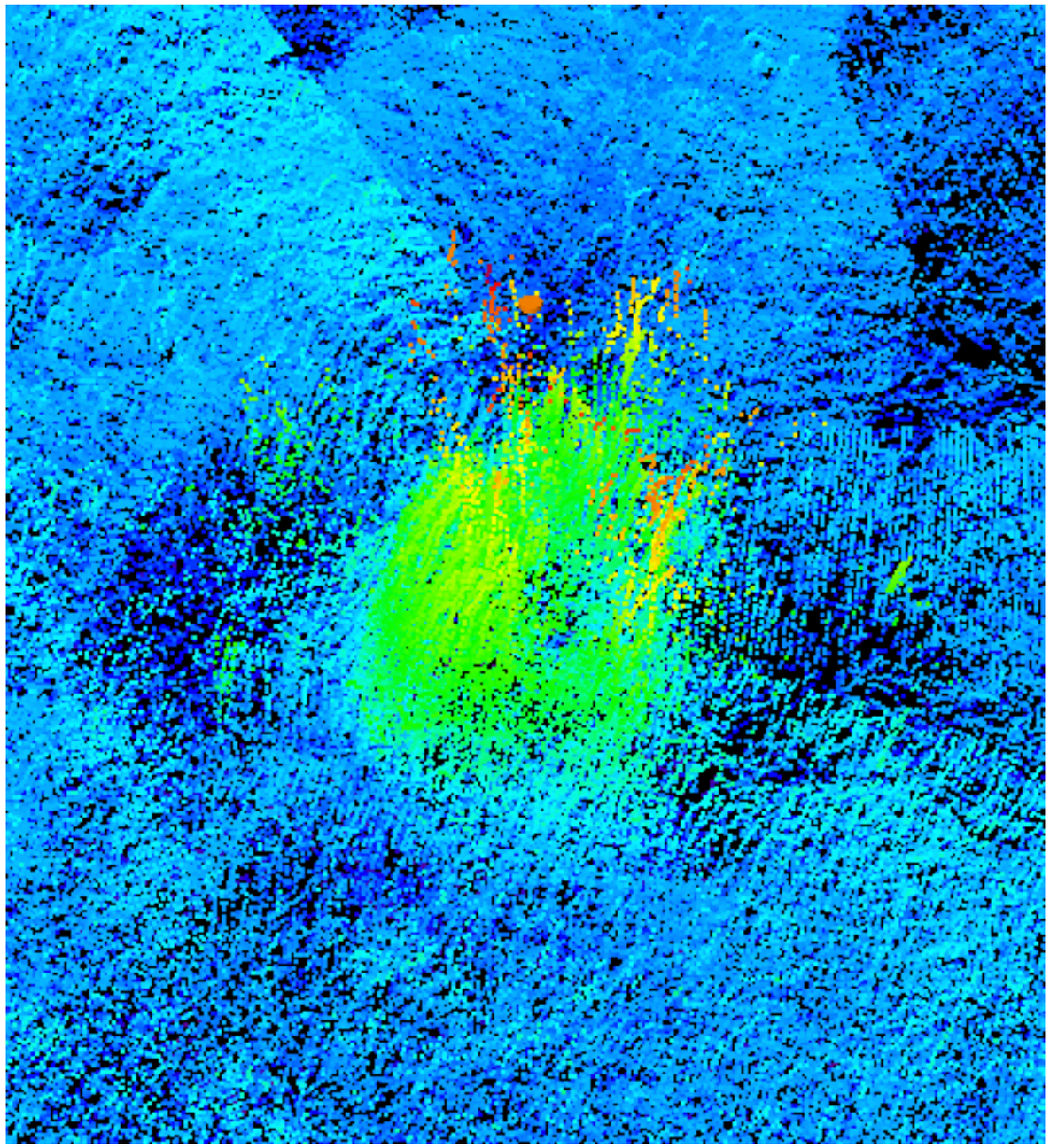


Figure 1.11.1

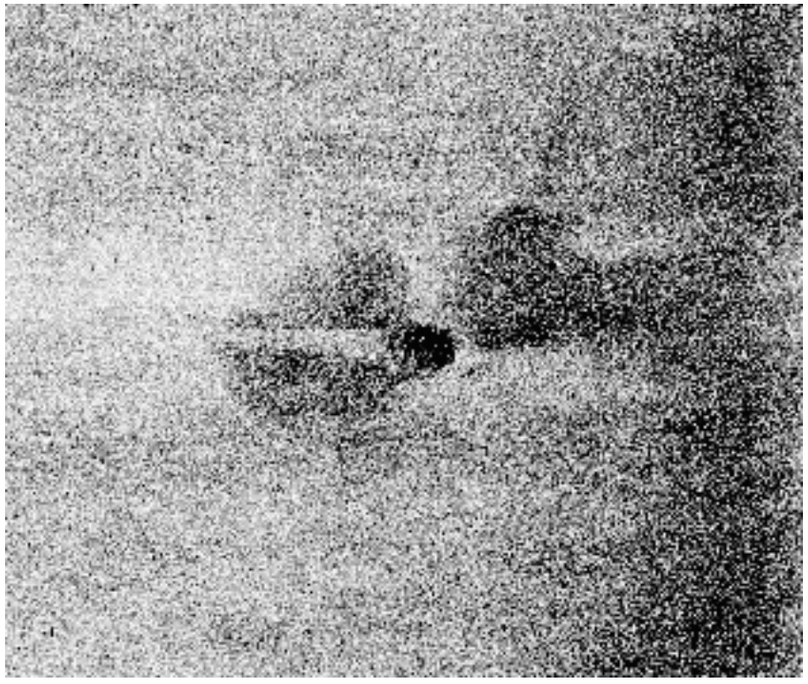


Figure 1.11.2

H11831_DTON Report

Registry Number: H11831

State: Louisiana

Locality: Gulf of Mexico

Sub-locality: Calcasieu Pass to Peveto Beach

Project Number: OPR-K977-CC-08

Survey Date: 20090112 - 20110625

Charts Affected

Number	Edition	Date	Scale (RNC)	RNC Correction(s)*
11341	43rd	04/01/2011	1:80,000 (11341_1)	USCG LNM: 2/14/2012 (3/6/2012) NGA NTM: 3/19/2005 (3/17/2012)
11330	19th	08/01/2008	1:250,000 (11330_1)	[L]NTM: ?
11340	73rd	08/01/2008	1:458,596 (11340_1)	[L]NTM: ?
1116A	73rd	08/01/2008	1:458,596 (1116A_1)	[L]NTM: ?
411	52nd	09/01/2007	1:2,160,000 (411_1)	[L]NTM: ?

* Correction(s) - *source: last correction applied (last correction reviewed--"cleared date")*

Features

No.	Name	Feature Type	Survey Depth	Survey Latitude	Survey Longitude	AWOIS Item
1.1	DTON #1.1 - 13ft OBSTRNs	Obstruction	4.12 m	29° 43' 54.2" N	093° 32' 43.7" W	---
1.2	DTON #1.2 - 10ft OBSTRNs	Obstruction	3.08 m	29° 44' 49.6" N	093° 28' 37.0" W	---
1.3	DTON #1b - 12ft OBSTRN	Obstruction	3.75 m	29° 43' 28.5" N	093° 24' 56.8" W	---

1.1) DTON #1.1 - 13ft OBSTRNs

DANGER TO NAVIGATION

Survey Summary

Survey Position: 29° 43' 54.2" N, 093° 32' 43.7" W

Least Depth: 4.12 m (= 13.50 ft = 2.251 fm = 2 fm 1.50 ft)

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 2011-176.00:00:00.000 (06/25/2011)

Dataset: H11831_PYDRO_DTON.000

FOID: US 0000036589 00001(022600008EED0001)

Charts Affected: 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

OBSTRN/remrks: Submerged obstruction located with SSS.

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_DTON.000	US 0000036589 00001	0.00	000.0	Primary

Hydrographer Recommendations

Recommend charting 13ft obstruction at surveyed position.

Cartographically-Rounded Depth (Affected Charts):

13ft (11341_1, 11330_1)

2 ¼fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Obstruction (OBSTRN)

Attributes: CATOBS - 2:wellhead

EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Obstructions

QUASOU - 6:least depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 4.116 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Charted DTON located at survey position by 200% SSS and ODMB. Field unit identified a group of uncharted submerged wellheads, spaced across an area 25x130m. This feature is the position and least depth of the shoalest of these wellheads.

COMPILATION: Concur. Delete 12 ft dangerous Obstruction (rep 2009). Add 13 ft dangerous Obstruction in present survey location.

Feature Images

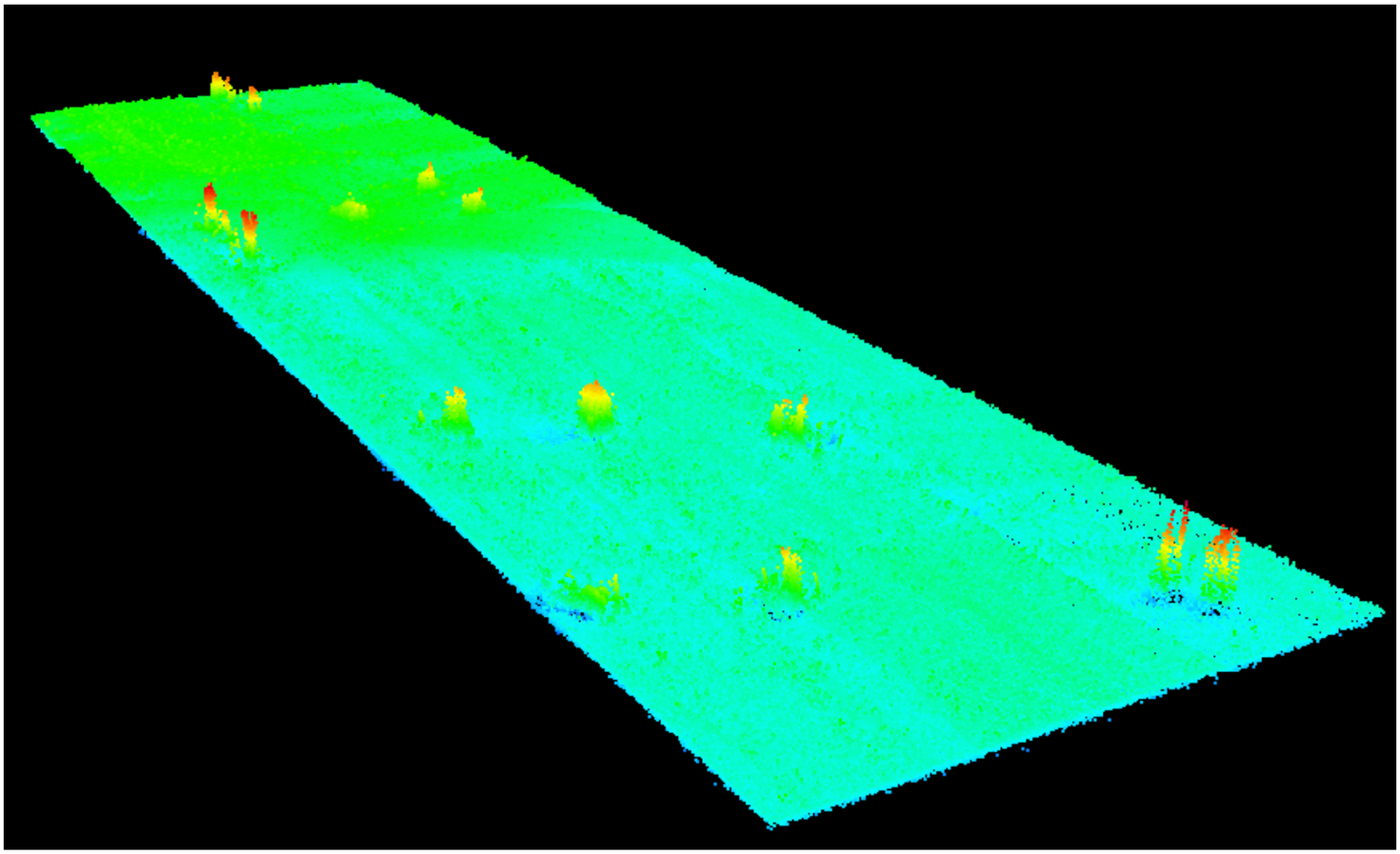


Figure 1.1.1

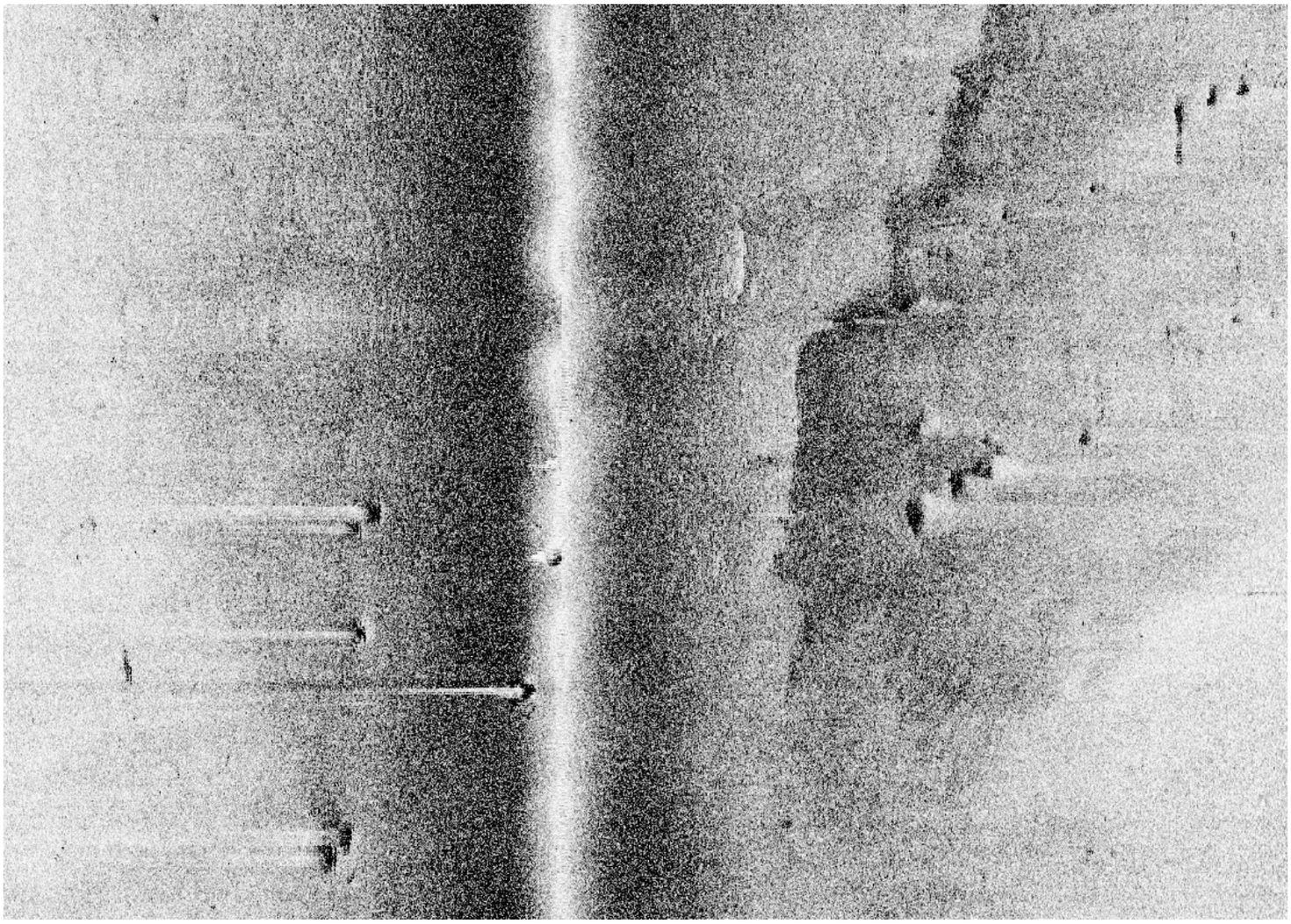


Figure 1.1.2

1.2) DTON #1.2 - 10ft OBSTRNs

DANGER TO NAVIGATION

Survey Summary

Survey Position: 29° 44' 49.6" N, 093° 28' 37.0" W

Least Depth: 3.08 m (= 10.10 ft = 1.684 fm = 1 fm 4.10 ft)

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 2011-176.00:00:00.000 (06/25/2011)

Dataset: H11831_PYDRO_DTON.000

FOID: US 0000036594 00001(022600008EF20001)

Charts Affected: 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

OBSTRN/remrks: Submerged obstruction located with SSS.

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_DTON.000	US 0000036594 00001	0.00	000.0	Primary

Hydrographer Recommendations

Recommend charting 7ft obstruction at surveyed position.

Cartographically-Rounded Depth (Affected Charts):

10ft (11341_1, 11330_1)

1 ½fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Obstruction (OBSTRN)

Attributes: CATOBS - 2:wellhead

EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Obstruction

QUASOU - 6:least depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 3.079 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Charted DTON located at survey position by 200% SSS and ODMB. Field unit identified a group of uncharted submerged wellheads, spaced across an area 20x40m. This feature is the position and least depth of the shoalest of these wellheads.

COMPILATION: Delete charted 7 ft dangerous Obstruction (rep 2009). Add 10 ft dangerous Obstructions in present survey location.

Feature Images

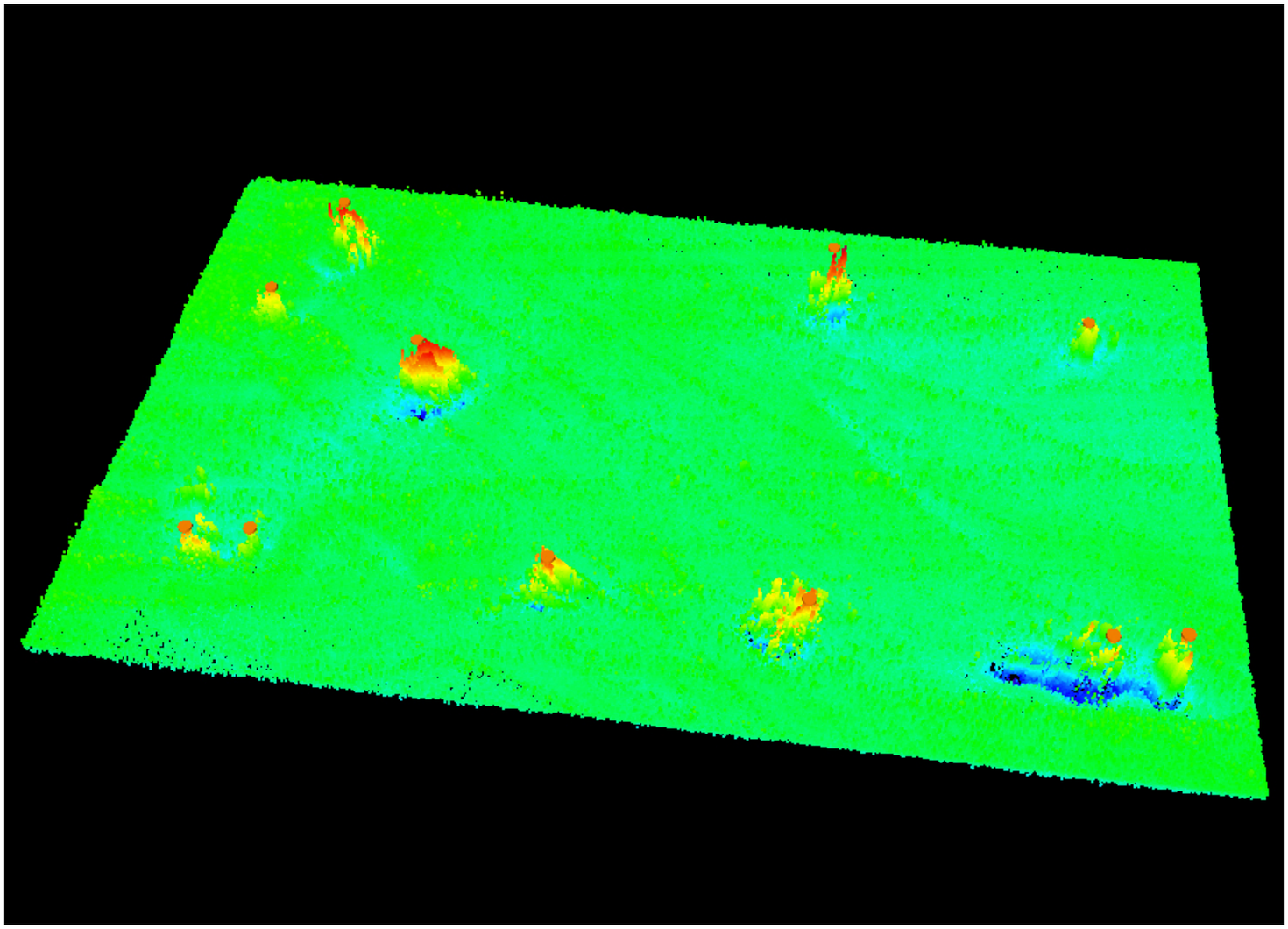


Figure 1.2.1

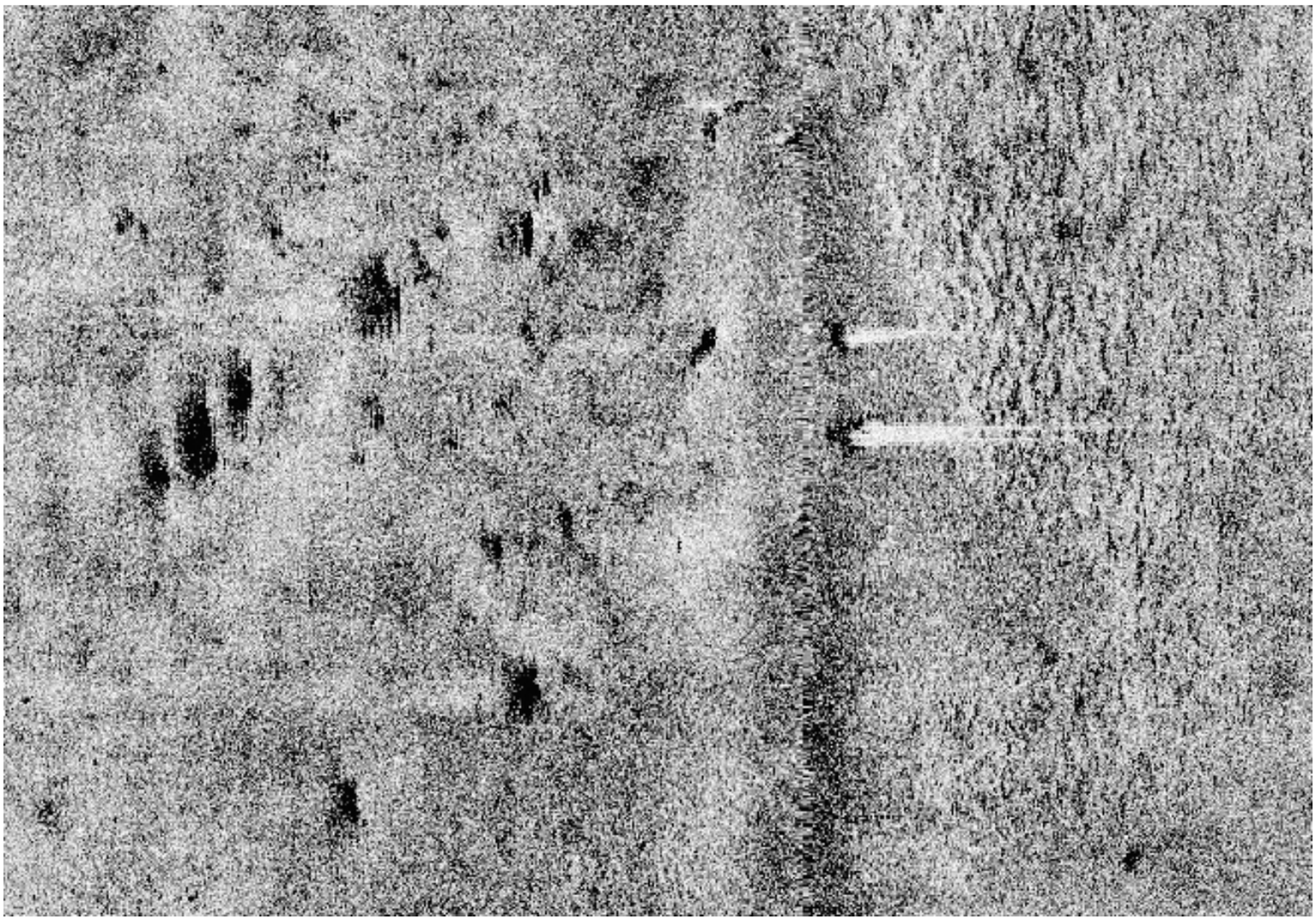


Figure 1.2.2

1.3) DTON #1b - 12ft OBSTRN

DANGER TO NAVIGATION

Survey Summary

Survey Position: 29° 43' 28.5" N, 093° 24' 56.8" W

Least Depth: 3.75 m (= 12.30 ft = 2.051 fm = 2 fm 0.30 ft)

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 2011-176.00:00:00.000 (06/25/2011)

Dataset: H11831_PYDRO_DTON.000

FOID: US 0000036593 00001(022600008EF10001)

Charts Affected: 11341_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

OBSTRN/remrks: Least depth measurement of this obstruction is 12.303ft in charted 16-17ft depths. After observed tide corrections, the surveyed depths in this area are 15ft, meaning this obstruction protrudes 2.7ft above the seafloor. The obstruction was located with sidescan sonar and developed with a multibeam echosounder.

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_DTON.000	US 0000036593 00001	0.00	000.0	Primary

Hydrographer Recommendations

It is recommended that this item be charted as a 12ft obstruction at the survey position.

Cartographically-Rounded Depth (Affected Charts):

12ft (11341_1, 11330_1)

2fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Obstruction (OBSTRN)

Attributes: EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Obstruction

QUASOU - 6:least depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 3.750 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Charted DTON located at survey position by 200% SSS and ODMB.

COMPILATION: Delete charted 12 foot dangerous obstruction. Add dangerous 12 foot obstruction in present survey location.

Feature Images

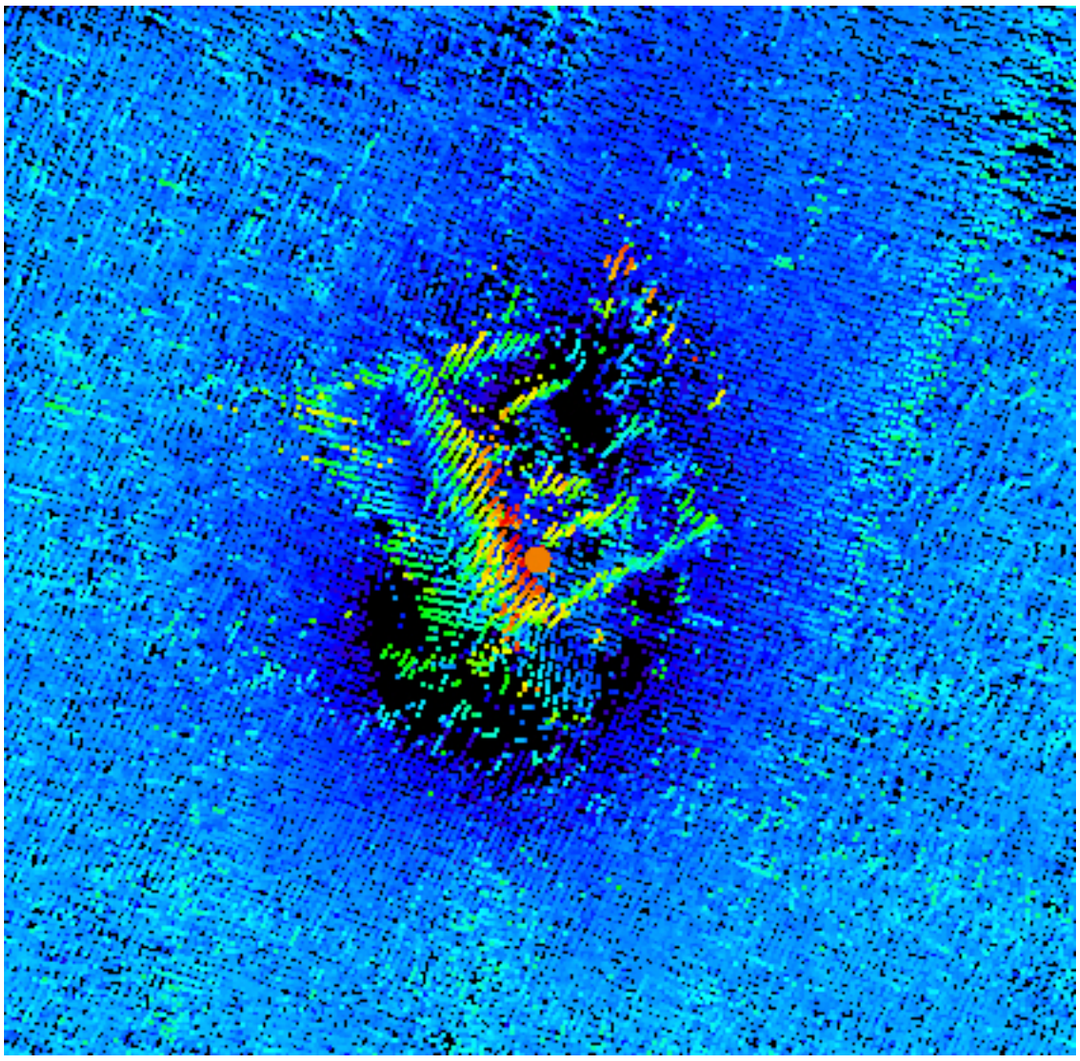


Figure 1.3.1

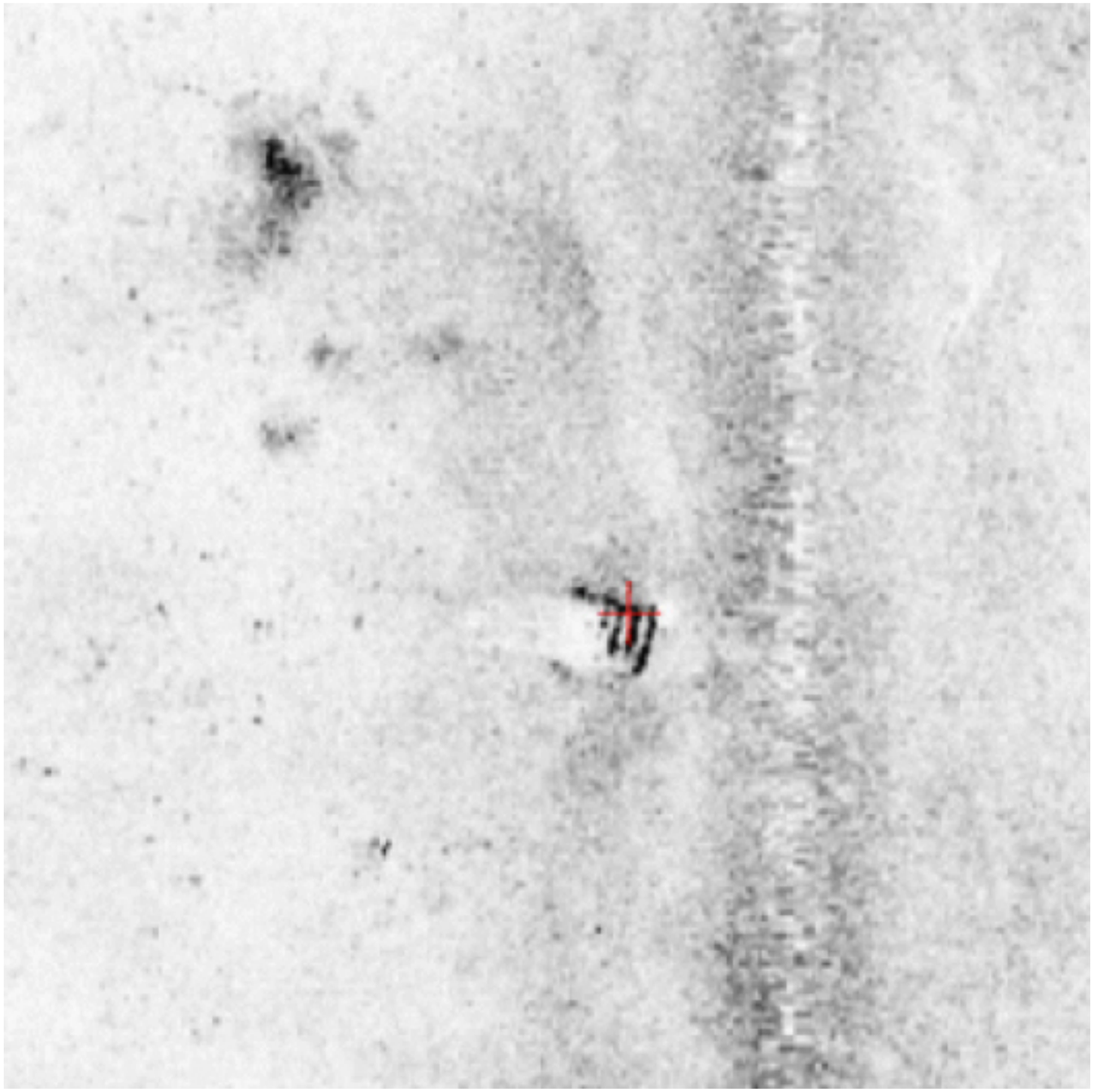


Figure 1.3.2

H11831_Wrecks

Registry Number: H11831

State: Louisiana

Locality: Gulf of Mexico

Sub-locality: Calcasieu Pass to Peveto Beach

Project Number: OPR-K977-CC-08

Survey Date: 20090112 - 20110625

Charts Affected

Number	Edition	Date	Scale (RNC)	RNC Correction(s)*
11347	39th	07/01/2011	1:50,000 (11347_1)	USCG LNM: 3/13/2012 (3/20/2012) NGA NTM: 8/22/2009 (3/31/2012)
11339	3rd	02/01/2010	1:50,000 (11339_2)	USCG LNM: 2/14/2012 (3/6/2012) NGA NTM: 8/22/2009 (3/17/2012)
11344	38th	04/01/2008	1:80,000 (11344_1)	[L]NTM: ?
11341	43rd	04/01/2011	1:80,000 (11341_1)	USCG LNM: 2/14/2012 (3/6/2012) NGA NTM: 3/19/2005 (3/17/2012)
11345	34th	04/01/2008	1:175,000 (11345_1)	[L]NTM: ?
11330	19th	08/01/2008	1:250,000 (11330_1)	[L]NTM: ?
11340	73rd	08/01/2008	1:458,596 (11340_1)	[L]NTM: ?
1116A	73rd	08/01/2008	1:458,596 (1116A_1)	[L]NTM: ?
411	52nd	09/01/2007	1:2,160,000 (411_1)	[L]NTM: ?

* Correction(s) - *source: last correction applied (last correction reviewed--"cleared date")*

Features

No.	Name	Feature Type	Survey Depth	Survey Latitude	Survey Longitude	AWOIS Item
1.1	Charted dangerous Wreck PA	Wreck	3.78 m	29° 44' 45.4" N	093° 20' 40.6" W	---
1.2	Charted 18 ft dangerous wreck PA	Wreck	6.06 m	29° 41' 52.9" N	093° 20' 30.3" W	---

1.1) Charted dangerous Wreck PA

Survey Summary

Survey Position: 29° 44' 45.4" N, 093° 20' 40.6" W

Least Depth: 3.78 m (= 12.41 ft = 2.069 fm = 2 fm 0.41 ft)

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 2011-176.00:00:00.000 (06/25/2011)

Dataset: H11831_PYDRO_Wrecks.000

FOID: US 0000036597 00001(022600008EF50001)

Charts Affected: 11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

[None]

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_Wrecks.000	US 0000036597 00001	0.00	000.0	Primary

Hydrographer Recommendations

[None]

Cartographically-Rounded Depth (Affected Charts):

12ft (11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1)

2fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Wreck (WRECKS)

Attributes: CATWRK - 3:distributed remains of wreck

CONVIS - 2:not visual conspicuous

EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Wreck

QUASOU - 1:depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 3.783 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Feature located at survey position by 200% SSS and MB. Least depth of feature not adequately determined due to partial MB coverage.

COMPILATION: Concur. Delete charted dangerous Wreck PA, depth unknown. Add 12 ft dangerous Wreck in the present survey location.

Feature Images

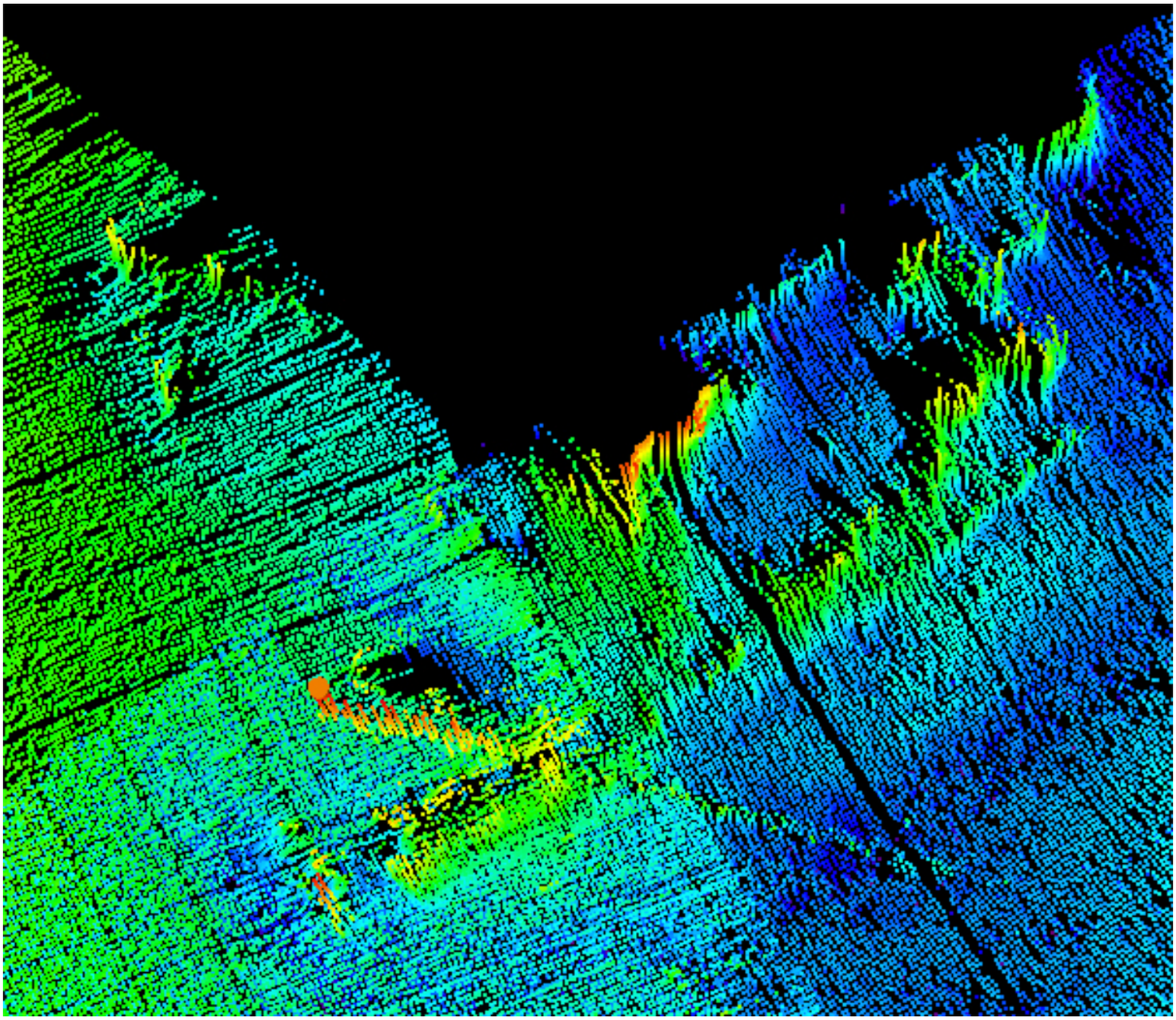


Figure 1.1.1

Figure 1.1.2

1.2) Charted 18 ft dangerous wreck PA

Survey Summary

Survey Position: 29° 41' 52.9" N, 093° 20' 30.3" W

Least Depth: 6.06 m (= 19.88 ft = 3.314 fm = 3 fm 1.88 ft)

TPU (±1.96σ): **THU (TPEh)** [None] ; **TVU (TPEv)** [None]

Timestamp: 2011-176.00:00:00.000 (06/25/2011)

Dataset: H11831_PYDRO_Wrecks.000

FOID: US 0000036596 00001(022600008EF40001)

Charts Affected: 11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1, 1116A_1, 11340_1, 411_1

Remarks:

WRECKS/remrks: 20 foot obstruction located where 18 foot wreck is charted

Feature Correlation

Source	Feature	Range	Azimuth	Status
H11831_PYDRO_Wrecks.000	US 0000036596 00001	0.00	000.0	Primary

Hydrographer Recommendations

Update to 20 foot Obstruction

Cartographically-Rounded Depth (Affected Charts):

20ft (11339_2, 11347_1, 11341_1, 11344_1, 11345_1, 11330_1)

3 ¼fm (1116A_1, 11340_1, 411_1)

S-57 Data

Geo object 1: Wreck (WRECKS)

Attributes:

CATWRK - 3:distributed remains of wreck

CONVIS - 2:not visual conspicuous

EXPSOU - 2:shoaler than range of depth of the surrounding depth area

NINFOM - Add Wreck

QUASOU - 6:least depth known

SORDAT - 20110625

SORIND - US,US,graph,H11831

TECSOU - 2,3:found by side scan sonar,found by multi-beam

VALSOU - 6.060 m

WATLEV - 3:always under water/submerged

Office Notes

SAR: Charted wreck located at survey position by 200% SSS and ODMB. Feature interpreted as distributed remains of wreck based on sidescan imagery and multibeam data. DREG source document L1448-2007 located in the DR Appendices at the following AHB network path: T:\H11831_K977_CC\AHB_H11831\Reports\DR\Appendices\L1448-2007(1).pdf.

COMPILATION: Concur with conditions. Delete charted 18 ft dangerous wreck PA. Add 20 ft dangerous wreck in present survey location.

Feature Images

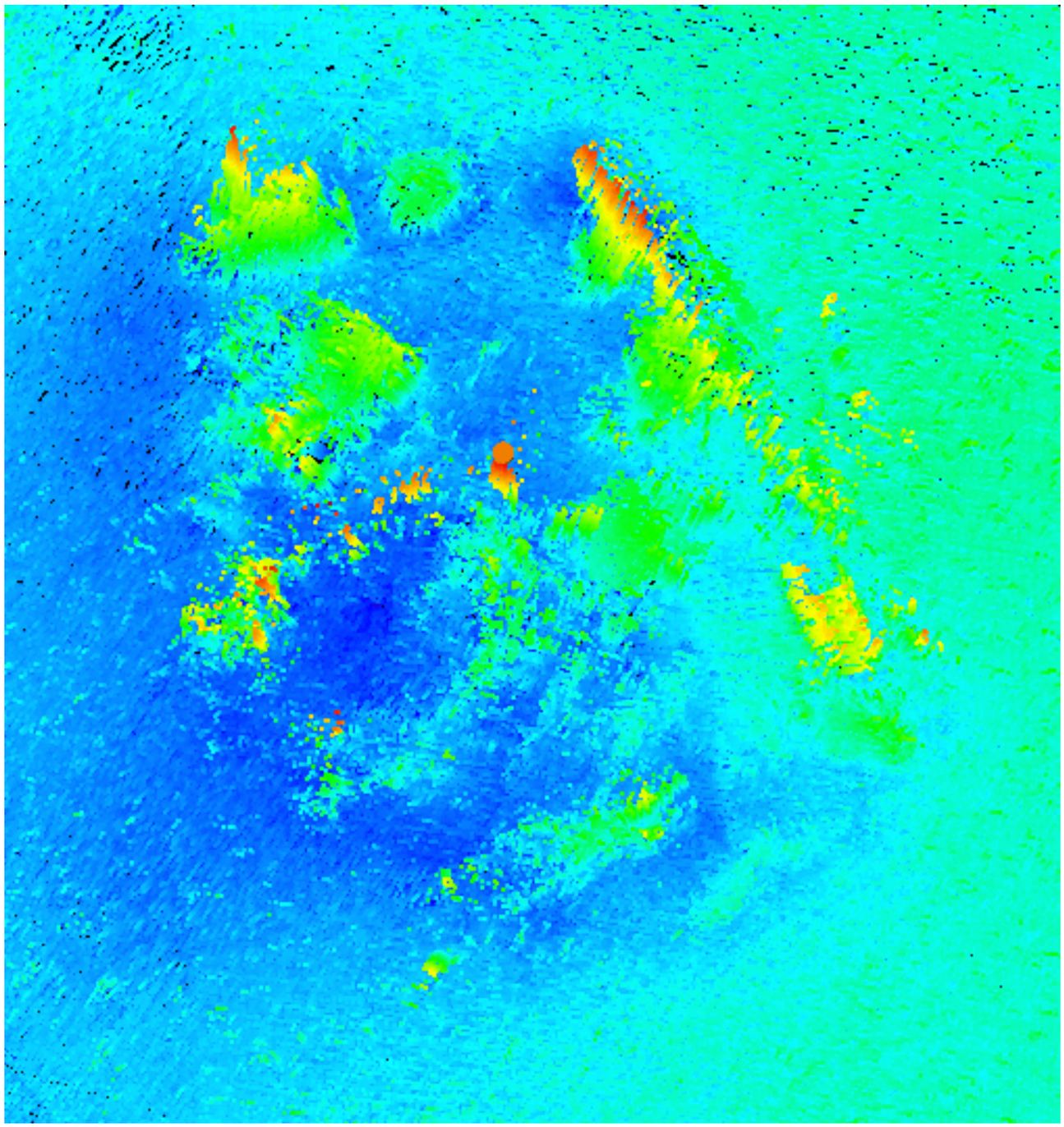


Figure 1.2.1

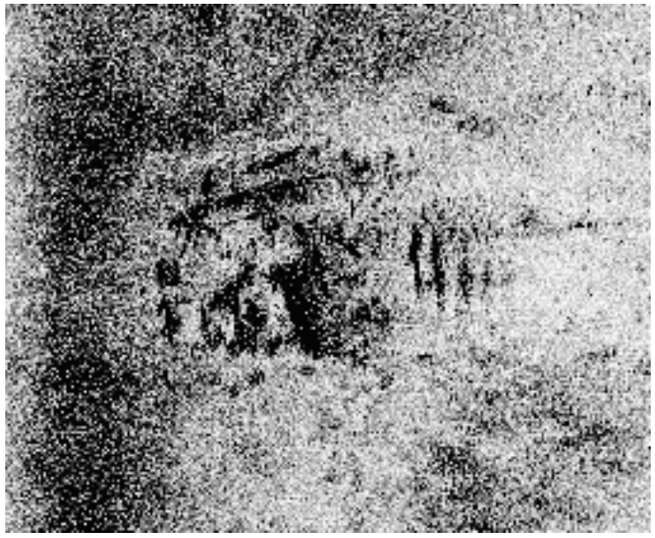


Figure 1.2.2

APPROVAL PAGE

H11831

Data meet or exceed current specifications as certified by the OCS survey acceptance review process. Descriptive Report and survey data except where noted are adequate to supersede prior surveys and nautical charts in the common area.

The following products will be sent to NGDC for archive

- H11831_DR.pdf
- Collection of depth varied resolution BAGS
- Processed survey data and records
- H11831_GeoImage.pdf

The survey evaluation and verification has been conducted according current OCS Specifications, and the survey has been approved for dissemination and usage of updating NOAA's suite of nautical charts.

Digitally signed by Abigail Higgins
DN: cn=Abigail Higgins, o=NOAA, ou=Office of Coast Survey, email=abigail.higgins@noaa.gov, c=US
Date: 2012.06.29 11:43:21 -04'00'

Approved: _____

LT Abigail Higgins, NOAA
Chief, Atlantic Hydrographic Branch