

4588a, b

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Form 504
 DEPARTMENT OF COMMERCE
 U. S. COAST AND GEODETIC SURVEY

State: California

11-5613

DESCRIPTIVE REPORT.

Sheet No. 4588a

LOCALITY:

Cape Vizcaino

Rockport Landing

1926

CHIEF OF PARTY:

C.K. Green

DESCRIPTIVE REPORT

To accompany hydrographic sheet of Rockport Landing, California.

Instructions of May 29, 1926.

45882

The area where the small vessels moor was covered with soundings, and scattered soundings were taken in the southern part of the cove. The breaker off Island Knob, as shown on old topographic sheet # 1322, was searched for and the vicinity found to be covered with patches of kelp. Many soundings were taken in the kelp patches, and the shoaler ones are shown on the sheet. 29 feet was found a little to the north, and 24 feet to the south. It is recommended that the breaker as shown on the old topographic sheet be retained, as the area is kelp covered and the bottom is very irregular. In heavy weather swells lump up at the edge of the kelp, and they no doubt break in northwest storms.

The soundings were all taken from a pulling boat loaned to the party by the company.

Finkbine Official Here

J. W. Somerville, vice-president and general manager of the Finkbine-Guild Transportation Company of Gulfport, Miss., arrived in San Francisco during the week to inspect the preliminary activities of the company at Rockport on the Mendocino county coast, and at California City on the Marin side of San Francisco Bay. Somerville expects to be on the coast for about ten days. It is expected, according to Somerville, that the company will transport between 85,000,000 and 90,000,000 feet of redwood squares and cants annually from Rockport to the company's mills in Mississippi, where they will be sundried and rehandled for distribution. From San Francisco to the Gulf a fleet of five ships, owned by the company, will transport the lumber, the same to be brought from Rockport to California City in smaller vessels and reloaded on the Marin shore to the larger steamers. Each of the five vessels has a capacity for 4,000,000 feet and it is expected the movement will start for the Gulf early in the coming year. The carriers will, by arrangement with the Munson-McCormick Line, come westbound with a general cargo, and the turn-around will require about six days. During the summer months the company expects to load the large vessels at Rockport, where the lumber holdings are, and when the weather conditions will permit the loading of the steamers at Rockport the lumber will be transported to California City in smaller vessels and reloaded on the larger craft there. Details of the company's plans for the summer handling of lumber at Rockport will be given in a later issue of the Chronicle.

*Chas. K. Green
H. & G. Engrs.*

San Francisco Chronicle,
October 18, 1926.

STATISTICS: SOUNDINGS ROCKFORD CALIFORNIA.

<u>Date. 1926</u>	<u>Letter</u>	<u>Volume</u>	<u>Positions</u>	<u>Soundings</u>	<u>Miles Statute</u>
Sept. 11	A	1	52	205	3
Sept. 13	B	1	28	28	0.75
Sept. 15	C	1	25	26	0.25
Total			105	259	4

Soundings are plotted in feet.

Plane of reference, Mean Lower Low Water.

Mean Lower Low Water on tide staff is 0.83 ft. ✓

Lowest tide observed, reading on gauge ; 0.6 ft. at 5:15 A.M. on August 8, 1926.

Highest tide observed, reading on gauge ; 7.4 ft. at 10:00 A.M. on August 7, 1926, and 7.4 ft at 11:19 P.M. on August 9, 1926. ✓

Plain staff on landing rock. Only one tide staff used.

Hydrographic Sheet No. 4588^a

Rockport Landing, California.

The survey shown on this sheet covers but a small area and shows a good development to the 6 ft depth; Inshore from the 6 ft depth but few soundings are shown, if this inshore development is not required additional work appears unnecessary.

Plotting and platting by Field Party quite accurate.

John D. Torrey
Feb. 3/27

11
January 22, 1927.

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
1 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4586A

Locality: COAST OF CALIFORNIA.

Chief of Party: O. K. Green

Plane of reference is M L L W
0.9 ft. on tide staff at Rockport

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.



Chief, Division of Tides and Currents.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO No. 11-DRM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

June 23, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4588^a

Rockport Landing, Calif.

Surveyed in 1926

Instructions dated May 29, 1926 (Green)

Chief of Party, C.K.Green.

Surveyed by C.K.G.

Protracted and soundings plotted by W.J.Chovan.

Verified and inked by J.D.Torrey.

1. The records conform to the requirements of the General Instructions.
2. The character of development conforms to the requirements of the General Instructions.
3. The plan and extent of the survey satisfy the requirements of the specific instructions.
4. The information is sufficient for drawing the usual depth curves.
5. A comparison of adjacent lines shows a good agreement.
6. The usual field plotting was done by the field party and was well executed.
7. There are no adjacent contemporary surveys.

The depths agree well with the old survey, H. 1643^a.

8. No additional work is necessary for the purpose intended.
9. The sunken rock charted off Island Knob should still be retained on the charts as the examination here was not complete. (See Descriptive Report).

10. Character and scope of surveying - excellent.
Field drafting - excellent.
11. Reviewed by A. L. Shalowitz, ^{May}~~June~~, 1927.

Approved:

Chief, Section of Field Records (Charts)

L. O. Robert

Chief, Section of Field Work (H. & T.)

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.
45882

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 45882

REGISTER NO.

State CALIFORNIA

General locality ~~MENDOCINO COUNTY~~ Cape Vizcaino

Locality ROCKPORT LANDING

Scale 1:5000 Date of survey Sept., 1926

Vessel Shore Party

Chief of Party C.K.Green

Surveyed by C.K.Green

Protracted by W.J.Chovan

Soundings penciled by W.J.Chovan

Soundings in ~~fathoms~~ feet

Plane of reference Mean Lower Low Water

Subdivision of wire dragged areas by

Inked by J. D. Tarrey

Verified by J. D. Tarrey

Instructions dated May 29, 1926

Remarks:

4588b

4588b

Form 504

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

L. & A. SURVEY

State: California No. _____

11-5613

DESCRIPTIVE REPORT.

WIRE DRAG Sheet No. 4588b

LOCALITY:

Cape Vizcaino

Rockport Landing

1926

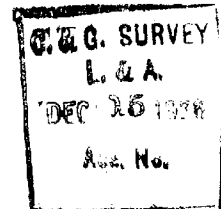
CHIEF OF PARTY:

C. K. Green

DESCRIPTIVE

REPORT

To accompany Wire Drag sheet of Rockport Landing, California,
Instructions of May 29, 1926.



4580b

General:

The approaches to the mooring buoys were covered to a depth of 35 feet, and the vicinity of the moorings covered as close to the bottom as practicable. The dragged area of the anchorage was limited by growing kelp, but includes the areas where both the large and small vessels moor.

Ten large moorings with chains and log buoys handicapped the drag work around the landing. The outside moorings average 16000 pounds (two anchors each) and the small vessel moorings are about 7000 pounds. The moorings are either in deep water or well inshore and have 90 fathoms of 2½ inch studded chains to the large log buoys. They are in no way a menace to shipping. Their size and locations prevented lifting them for the drag operations. The pick-up buoy, (not shown on drag sheet) was the only one removed for dragging. The drag was brought up on the buoy chains from two directions and, except for the small area shown as a split between the south buoys, the buoy area is considered free of splits.

Equipment:

The standard light wire drag was used with two 10 H. P. fishing launches. The launches were ideal for this type of work, as they could be throttled down to such an extent that there was seldom more than an 80 pound pull. There was no lift whatever due to excessive speed, the average speed being about one mile per hour in still water.

Shoals located:

The 18 foot pinnacle rock, position \dagger c, is extremely sharp. The peak is visible under favorable conditions, and it is practically certain that this is the least depth. The rock was covered with a drag of 15 feet, but as there is a small amount of submerged kelp on the rock, it cannot be definitely stated that there was no lift due to kelp. The Company expects to remove the rock. No split in the 31 foot drag is shown, as the drag was brought up on the rock from two directions.

The 16 foot rock, position \dagger e, is surrounded by soundings 5 feet deeper, and is about 6 feet in diameter. It is near the breaker line in heavy weather, and is near the stern of small steamers when moored in position for loading.

These rocks were reported by this party in letter to the Director of October 11, 1926.

A sounding of 5 feet was obtained on the breaker north-west of the landing rock, position 1d.

Tides:

A plane tide staff on the landing rock was used. .83 feet on the staff is mean lower low water, as determined by comparative readings with the San Francisco automatic gauge.

Plotting:

The plotted positions of line 13e - 17e show the drag length apparently too long where the drag is laid around the plotted positions of mooring buoys. This is caused by the strain of the drag against the chains, shifting the positions of mooring buoys temporarily. The line 15c - 19c, across the north ends of the drag strips, was inadvertently run without positions on the end launch. The drag strip was plotted with a much shorter width than was actually covered, as a safety factor. This line only serves to even up the strip ends, and may be omitted.

Chas. K. Green,
H. & S. Engrs.

STATISTICS, WIRE DRAG ROCKPORT CALIF.

DATE	LETTER	VOLUME.	LENGTH DRAG	POS.	MILES STAT.	SOUND INGS
Sept 7., 1926	A	1	1200	59 ✓	4.5 ✓	0 ✓
8	B	1	1500	29 ✓	1.5 ✓	0 ✓
9	C	1	1200	54 ✓	2.5 ✓	4 ✓
10	D	1	800	47 ✓	2.0 ✓	1 ✓
14	E	1	400	32 ✓	1.0 ✓	1 ✓
Total				221 ✓	11.5 ✓	6 ✓

Soundings and depths are in feet.

Plane of reference - Mean lower low Water.

Mean Lower Low Water on tide staff is 0.83 ft.

Lowest tide observed, reading on gauge ; 0.6 ft. at 5:15 A. M. on August 8, 1926.

Highest tide observed, reading on gauge ; 7.4 ft. at 10:00 A.M. on August 7, 1926 and 7.4 ft. at 11:19 P.M. on August 9, 1926.

Plain staff on landing rock. Only one tide staff used.

Verification Report on Wire Drag Sheet No. 45884.

The records conform to the requirements of the General Instructions except that it would have been advisable to have noted the time when recording drag notes. There are no indications of any drag tests having been made.

The smooth sheet was completed to the extent prescribed in the Wire Drag Manual.

The plotting was very carelessly done. Approximately 30% of the positions were checked and 1/4 of these were in error. The majority of the errors were in plotting the drag buoys.

In two instances there is insufficient overlap.

At position 40D where N buoy grounded and no soundings were obtained 16 ft. was plotted.

C. E. Christopherson

Feb. 24, 1927.

January 25, 1927.

~~111~~ //

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in
3 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4588B

Locality: COAST OF CALIFORNIA

Chief of Party: C. K. Green

Plane of reference is M L L W
0.9 ft. on tide staff at Rockport

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

J. V. Rude

Chief, Division of Tides and Currents.

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

June 24, 1927.

SECTION OF FIELD RECORDS

Report on Wire Drag Sheet No. 4588^b

Rockport Landing, Calif.

Surveyed in 1926

Instructions dated May 29, 1926 (Green)

Chief of Party, C. K. Green.

Surveyed by C. K. G.

Plotted and inked by I. E. Rittenberg.

Verified and Area and Depth Sheet by C. E. Christopherson.

1. The records conform to the requirements of the General Instructions except that no tests for lift are recorded.
2. The depth and extent of dragging satisfy the specific instructions.
3. The least water was found (within 3 feet) over all important shoals discovered by the drag.
4. The overlaps are sufficient except two places offshore in deep water.
5. A small split was left in the work around the 2 southern buoys of the anchorage.
6. The field plotting was completed to the extent prescribed in the General Instructions except that the drag soundings should not have been inked by the field party. The verifier had to make numerous corrections to the field plotting as is evidenced by an inspection of the sheet. (See verifier's report attached hereto.)
7. Attention is called to the following:
 - a. The 5 foot rock about 266 meters south of Sealion Rock does not exactly agree with the charted sunken rock in this area (auth. H. 1643^a). Since no complete examination was made by the present party in this locality, it is recommended that the old rock be retained.
 - b. At position 40 D the record says "N & F aground". A note also appears in the record to the effect that they were unable to clear F and the drag had to be picked up. No position was taken on the

end launch at this time and the available data plots the position of F about 20 meters from one of the mooring buoys. No investigation was made here and it is possible that the drag fouled the anchor chain of the mooring buoy, but no note appears in the record to that effect. The hydrographic examination in this area (H.4588^a) * shows 22 to 25 feet. According to the customary practice the ground-
ing depth of 16 feet should be charted,* but on account of the doubt *Do not Chart 16.*
existing this matter should be first referred to the Chief of Party *Sea letter attached hereto.*
before any final action is taken. The N end of the drag grounded in *from Coff.*
known depths.

8. No additional work is necessary.
9. Character and scope of field operations - very good.
Field drafting - fair.
10. Reviewed by A. L. Shalowitz, May, 1927.

Approved:

Chief, Section of Field Records (Charts)

Chief, Section of Field Work (H. & T.)

POST-OFFICE ADDRESS: 202 Burke Building, Seattle, Wash.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

SEP 12 9 28 AM '27

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

August 25, 1927.

To: The Director, U. S. Coast and Geodetic Survey.

Through: Inspector, Seattle Field Station. *J. J. ...*
Commanding Officer, Steamer Explorer. *Nac.*

From: Lieutenant C. K. Green, Coast and Geodetic Survey,

Ref. Your 10-McC of August 6, 1927.

Subject: Survey of Rockport Landing.

At drag strip 36D to 40D, survey of Rockport Landing, the end launch was to run as close as possible to the five mooring buoys in the vicinity, and to the southward and eastward of them. The drag was to continue until it grounded in the vicinity of position 40D.

It is my recollection that N grounded first, in shoal water as intended, but that the end launch, in coming in sharp to clear the two eastern mooring buoys, dropped the bight of her towline and fouled the buoy chains with her towline and big weight. The chains of the mooring buoys in question extend south to their anchors, some 200 yards away; the buoys being held in place by back anchors to the north.

After N grounded, further information is unreliable, due to the cramped position of the end launch releasing the strain on the drag, and to the fact that the launches were then where the swells lump-up for breaking on the foul ground to the Southeast. F may have been aground in shoaler water before the drag was cleared, but not at its position as shown at 40D, and a sounding of 16 feet should not be charted.

Chas. K. Green
Chas. K. Green,
H. & G. Engineer.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

C. & G. SURVEY
L. & A.
DEC 25 1926
Ann. No.

REG. NO. 4588b

HYDROGRAPHIC TITLE SHEET

WIRE DRAG

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No.

REGISTER NO. 4588b

State.....CALIFORNIA.....

General locality.....~~MENDOCINO COUNTY~~ Cape Vizcaino.....

Locality.....ROCKPORT LANDING.....

Scale 1:5000..... Date of survey.....Sept....., 1926

Vessel.....Shore Party.....

Chief of Party.....Chas. K. Green.....

Surveyed by.....Chas. K. Green.....

Protracted by.....I. E. Rittenburg.....

Soundings penciled by.....I. E. Rittenburg.....

Soundings in ~~fathoms~~ feet at Mean Lower Low Water

Plane of reference.....Mean Lower Low Water.....

Subdivision of wire dragged areas by.....I. E. Rittenburg.....

Inked by.....I. E. Rittenburg.....

Verified by.....

Instructions dated.....May 29....., 1926

Remarks:.....