

5651

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 5 5651
Hydrographic }

State California

LOCALITY

California Coast

Alder Creek to Tide Rock

1934

CHIEF OF PARTY

F.H. Hardy

5651

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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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. 5

REGISTER NO. 5651

State California

General locality California Coast

Locality Alder Creek to Tide Rock
~~Tide Rock to Villa Canyon~~

Scale 1-10,000 Date of survey WIRE DRAG OCT. 18 & 19, 1934
Sept. 7. to Sept. 23, 1934

Vessel GUIDE

Chief of Party E.H. Hardy

Surveyed by WIRE DRAGGING G.C. JONES
R.E.A. Studds and I.R. Rubottom

Protracted by WIRE DRAGGING C.A. KESTER
T.M. Means

Soundings penciled by T.M. Means

Soundings in fathoms **feet** DRAG DEPTHS IN FEET

Plane of reference MLLW

WIRE DRAG INKED BY R.H. MCCARTHY

Subdivision of wire dragged areas by

Inked by E. Knapp

Verified by G. H. Everett

Instructions dated April 4, 1932 May 31, 1934, 19

Remarks: Visual fix Hydrography. Soundings by Fathometer,

Wire, and Hand-Lead. DRAG DEPTHS IN FEET.

DESCRIPTIVE REPORT
to accompany

HYDROGRAPHIC SHEET FIELD NO. 5
PROJECT H.T.184
COAST OF CALIFORNIA
U.S.C. AND G.S.S. GUIDE
1934

INSTRUCTIONS:

Instructions for the hydrography on this sheet are dated April 4, 1932. The work was performed in accordance with the season's instructions dated May 31, 1934.

CHARACTER OF WORK:

The control for the hydrography on this sheet was by means of visual fixes. The soundings were obtained by the fathometer, by the wire, and by the hand lead. Eighteen (18) wire soundings were taken by the ship for comparison with the fathometer.

The depth range is from less than 2 fathoms to 46 fathoms with the majority of the work being inside the 39 fathom curve.

Sounding line spacing is approximately 100 meters inside the 10 fathom curve, and 150 to 200 meters outside the 10 fathom curve.

The position interval was usually two to three minutes, with supplemental positions at all radical changes of speed and course.

The scale of this sheet is 1-10,000/.

LIMITS:

The hydrography on this sheet covers an area of approximately 12.0 square statute miles, extending from Latitude 35-57 (Tide Rock) to Latitude 35-51 (Villa Canyon).

The sheet is joined on the north by Launch Sheet Field No. 4, and on the south by Launch Sheet Field No. 6 completed during the 1934 season, and on the west by Ship Sheet Field No. 42 completed in 1933-34.

CONTROL:

Control for the hydrography on this sheet consisted of hydrographic signals over triangulation stations of the 1932 scheme executed by Lieutenant Charles Pierce, plotted on the North American 1927 Adjusted Datum, and Topographic signals located by the topographic unit of the party of the Ship GUIDE.

DATES OF SURVEY:

Work on this sheet began on September 7, 1934 and was concluded on September 23, 1934.

A small area in Latitude 35-51.8 was wire dragged on October 18, 1934. Five soundings were taken this date.

TIDAL REDUCERS:

Tidal reducers for the work on this sheet were obtained from the Monterey Portable Automatic Tide Gage.

Wire Drag and the soundings taken in conjunction with that work were referred to the San Simeon Portable Automatic Tide Gage.

For further information on the subject of tides the reader is referred to the Season's Tidal Report which will be forwarded at a later date.

APPARATUS CORRECTION:

The apparatus corrections on this sheet were applied only to the fathometer soundings. These consisted of corrections for temperature, salinity, and comparative vertical casts.

The leadlines and wire sheave were checked throughout the season and found to be correct.

A report on this subject will be forwarded at a later date.

BOTTOM CHARACTERISTICS:

In general, the bottom is rocky to the ten fathom curve.

BOTTOM CHARACTERISTICS CONTD:

interspersed with fine gy S

In Latitudes 35-56.5 and 35-54.2 to 35-55 the bottom is rocky to the twenty fathom curve. Offshore from the above the bottom is in general course black and white gravel or sand.

DANGERS AND SHOALS:

There is relatively deep water close to the shore throughout the length of this sheet. There are numerous sunken rocks and rocks awash from approximately the six fathom curve inshore. Several offshore rocks dangerous to navigation are found in deeper water.

In Latitude 35-55.2, 200 meters off Plaskett Rock in 13 fathoms of water there is a sunken rock. There are breakers here in all but calm weather.

The rocks off Cape San Martin are located by triangulation.

In Latitude 35-51.8 in 15 fathoms of water a rocky pinnacle was found by the wire drag. (Reference Chart Letter No. 340, ¹⁹³¹ ~~1957~~). The least depth on this pinnacle was found to be one and five sixths fathoms, (1 5/6) fms.

A heavy growth of kelp extends to approximately the ten fathom curve throughout the length of the sheet. A light bed of kelp extends to rocky shoal developed from Latitude 35-54.3 to Latitude 35-54.7. The least depth found on this shoal was 11 fathoms, approximately 3/4 of a mile offshore.

ANCHORAGES:

*at 35° 5-4.4 ✓
121 28.8 ✓*

There are no suitable anchorages on this sheet.

JUNCTIONS:

The junctions with Launch Sheet Field No. 4 on the north, Launch Sheet Field No. 6 on the south, and Ship Sheet Field No. 42 on the west are uniformly good.

DISCREPANCIES:

The comparisons with photostat H 2076 are generally good. Differences from 1 to 2 fathoms, and in a few places, as much as 3 fathoms where the bottom is rocky and irregular, may be found.

In Latitude 35-52.7, several soundings on photostat H 2076 show a lesser depth by three or four fathoms than was found on the present survey. These soundings were in a depth of 14 fathoms approximately midway between

Whaleboat Rock and Outer Rock and about the same distance offshore as these two rocks. *These sdgs on H-2076 were in wrong position due to erroneous location of sig 'Fall' on that sheet.*

It was felt that sufficient time was spent in this area due to the fact that it will, in all probability, be wire dragged in the near future as per instructions.

BOATS AND EQUIPMENT:

The inshore work was done by I.R. Rubottom in charge of the Motor-sailer. In general, lines beyond the 20 fathom curve were run by the ship, R.F.A. Studs in charge.

The large oscillator and the port forward hydrophone bank was used for all fathometer soundings.

The starboard sounding machine was used for all vertical casts taken for fathometer comparisons.

Angles were taken on the bridge of the ship on the inshore side.

Respectfully submitted,

L.W. Swanson

Jr. H. and G.E.
Coast and Geodetic Survey

Forwarded

Approved,

F.H. Hardy

H. and G.E.

Coast and Geodetic Survey

Examination of the depths in the vicinity of the 15/20 fm. rock found by the wire drag emphasizes the importance of this work along the California coast extending at least to the 20 fm curve. F.H. Hardy

STATISTICS
to accompany
HYDROGRAPHIC SHEET FIELD NO.5

Date	Day	No. Soundings		No. Positions		Stat. M. Sdgs.		Stat. M.		Boat
1934	Letter	Mach.	H.L.	Mach.	H.L.	Mach.	H.L.	to and From		
9-8	a		454		134			16.0	2.0	M.S.
9-9	b		441		124			14.4	2.0	
9-10	c		102		24			2.2	1.5	
9-11	d	79	529	30	124	5.0		16.4	1.5	
9-12	e	145	80	97	20	14.7		2.0	0.7	
9-13	f	199		75		12.6			5.0	
9-14	g	290	141	110	40	14.1		7.0	0.5	
9-20	h	315	47	164	18	13.0		2.2	2.2	
9-23	j	69	46	34	20	3.6		1.5	1.5	
Total		1097	1840	510	504	63.0		61.7	16.9	
M.S.										

		Fath		Fath		Fath		V.C.		
		RLD		RLD		RLD				
9-7	A	244		50		15.7		6	6.0	SHIP
9-9	B	564		108		33.8		6	16.5	
9-11	C	498		88		25.1		6	19.5	
Total		1306		246		74.6		18	42.0	
SHIP										

	Soundings	Positions	Stat. Miles	Sdgs.
Total Sheet	4243	1260	199.3	

Area of Sheet 12.0 square statute miles

LIST OF SIGNALS
to accompany

HYDROGRAPHIC SHEET FIELD NO. 5

TRIANGULATION

Hydrographic Name	Location
CONE	Mansfield Cone 1932
KETT	Plaskett Rock 1932
OUT	Outer 1932
MID	Middle Rock Cape San Martin 1932
IN	Inner Rock Cape San Martin 1932
RUCE	Spruce 1932-1934

TOPOGRAPHIC SIGNALS

Topo Sheet D	Topo Sheet E
My	Lip
Low	Mix
AX	Num
Bad	Ox
Can	Pad
Doe	Ran
Eat	Sin
Fin	Tug
Gal	Us
Hot	We
Ike	Cape
Joy	Top
Kid	Ad
	But
	Cry
	Dog
	Elk
	Fox
	Go
	Hit
	Ill
	Jim
	Lot
	Men
	Ned
	Bar
	Up

STATEMENT
to accompany
HYDROGRAPHIC SHEET FIELD NO. 5

The smooth plotting and the pencilling of the soundings on this sheet was done by Mr. T.M. Means, Draftsman, under the general supervision of Lieutenant (jg) L.W. Swanson.

Lieutenant Swanson has drawn the depth curves.

The completed smooth sheet has been inspected and is approved.

F.H. Hardy

F.H. Hardy

Chief of Party
Coast and Geodetic Survey
Commanding Ship GUIDE

SUPPLEMENTAL WIRE DRAG DATA

Chart letter (Reference No. 340 - 1932¹) reported a shoal in Latitude 35° 51'3" Longitude 121° 26'4". Added development was done in the vicinity without any indications of a shoal. ←

In order to verify the existence of such a shoal near the reported position an area was dragged on October 18, 1934. The Drag used was made up of fourteen five hundred foot sections. The first two sections set at an effective depth of 48 feet the remaining at 53 feet.

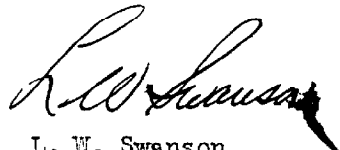
The drag grounded between Buoy No. 2 and Buoy No. 3 after 38 minutes of dragging. Here soundings were taken. The least depth found was 1 5/6 fathoms. Only three of the soundings are plotted. This grounding was 750 meters north of the reported location. ←

In order to be more certain that the only possible shoal in this location was found the area was covered again on October 19, 1934. There was no grounding on this days work.

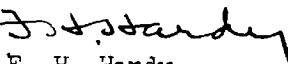
It is felt that the shoal referred to in the above mentioned chart letter is developed and that its least depth was found. ←

Because this was supplemental to the hydrographic survey, this work has been plotted on an insert, on the hydrographic sheet. The hydrographic boat sheets were used in the field for this work. Wire drag records were made in the usual manner and are forwarded with this sheet.

This work was done by the Wire Drag Party of the Ship GUIDE, Commander Jones in charge using the chartered launches POINT REYES and FLORENCE. ←


L. W. Swanson,
Jr. H & G Engineer,
C. & G. Survey.

Approved:
Forwarded:


F. H. Hardy,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **5651**

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

Number of positions on sheet	.1260.
Number of positions checked	..87.
Number of positions revised	...2.
Number of soundings recorded	.4243.
Number of soundings revised	..156.
Number of signals erroneously plotted or transferred

Date:

Verification by <i>G. H. Everett, F. Knapp</i>	Time: <i>39 hrs.</i>
Inked by - <i>Bowers (52 hrs)</i>	
Review by <i>Harry T. Kelsch</i>	Time: <i>18½ hrs</i>

LIST OF HYDROGRAPHIC SIGNALS
to accompany
WIRE DRAG WORK; PLOTTED ON
LAUNCH HYDROGRAPHIC
SHEET FIELD NO. 5, 1934

HYDROGRAPHIC NAME	LOCATION
OUT	OUTER 1932
RUCE	SPRUCE 1932-34
DEL	WHITE ROCK NO. 2 1933
TOPOGRAPHIC	
	CAPE
	BUT
	FOX
	GO
	HIT
	ILL
	JIM
	NED
	BAR
	UP
	ABE

WIRE DRAG STATISTICS

	"A" DAY	"B" DAY
NUMBER OF STATUTE MILES	0.8	1.8
NUMBER OF GUIDE LAUNCH ANGLES	9	13
NUMBER OF END LAUNCH ANGLES	10	11
TOTAL MILES	2.6	
TOTAL ANGLES	43	

REPORT ON H-5651

General Instructions.

The records conform to the requirements with the exception of the omission of Beginning and Ending of lines. (only 1 or 2 omissions)

Color of day-letter not used on title pages. ✓

Field Drafting.

The plotting of the smooth sheet was very good. Practically all revised soundings were due to the dropping of fractions on soundings between 10 and 11 fathoms.

The delineation of the depth curves was satisfactory, ~~excepting the 4 and 8 fathom curves.~~

Curves.

All curves above 5-fathoms may be completed. ✓

The 5-fathom is for the most part complete. ✓

The one, two, and three-fathom curves can not be completed. ✓

Junctions.

Junction of this sheet has been made on H-5642 and is satisfactory. ✓

Junctions to H-5567 and H-5641 have not been made as they are not available to date. ✓

Notes. Vol. I pg. 12, Pos. 71a. Note "Rock bare 2 ft." does not give the location of rock. The B.S. shows 3 rocks awash in this vicinity and these have been transferred to the smooth sheet. ✓

Vol. I. pg. 15, Pos. 95a. Note "6 ft. rock, 20 m to port." Assumed to be "Bird Rock." Distance scales 40 m. No other rock shown on B.S. ✓

Vol. I. pg. 23, Pos. 16. Note. "Line bends around rock." Unable to determine just what this note means. Nothing shown on B.S. ✓

Vol. I pg. 50, Pos. 12d. ~~that~~ "The sunken rock located by Topo is not mentioned in the record. State of sea recorded as Smooth. Rock probably located by breaker in rough weather." ✓

See review re. this rock.

Lat 35 56.79

Long 121 28.77

Reference unnecessary, but refers to bare rocks shown.

Vol. I. pg. 36, Pos. 112 b. Note "Sunken Rock visible under boat"
The symbol for sunken rock has been used in place of the sounding.
See Lat. $35^{\circ}-55.3'$, Long. $121^{\circ}-28.5'$.

Lat. $35^{\circ}-51.8'$, Long $121^{\circ}-25.9'$ Rock awash. Topo shows this rock bare 3ft. at M.L.L.W. Vol. I, Pos. 1a records it as bare 5ft at M.L.L.W. and Pos. 40a-41a records it as bare 7ft. at M.L.L.W. It has been inked as "bares 5ft. at M.L.L.W."

topo chart
to be on top of
✓

Vol. II. pg. 63, Pos. 55 Note "Whale boat rock baring 4 ft." Tide at time of sounding is 5ft. Chart shows the rock as one awash. No note has been applied to this rock. (additional information requested from field party)

Vol. IV pg. 30, Pos 91B. Bottom characteristic indefinite as to whether clay or coral. See Lat. $35^{\circ}-55.2'$, Long. $121^{\circ}-30.2'$. The field interpretation as clay has been accepted.

Search for rock (Chart ^{letter} ~~no~~ 340-1931) Vol. III. pg. 47 Pos. 21j.

Lat. $35^{\circ}-51.5'$, Long. $121^{\circ}-25.1'$. 100m. So. of Signal Ned. B.S. shows 2 rocks awash where topo shows only one. Both have been inked in. Neither are mentioned in Records. Since the 1st rock was inked on sheet before the hydrographer must have seen 2 rocks as

Elevations of rocks above M.H.W. were inked on this sheet 2nd put on in blue before date of posting new instructions concerning such rocks and have not been changed.

H.T.K.

submitted July 8, 1935

Everett

Verfies's Report on Wire Drag on H-5651.

Records: Records conform with General Instructions. ↓

Drafting: Field drafting is excellent. Verfies checked trundle length and drag length ↓ in several places. Shoal soundings were checked and transferred.

Remarks: Verfies made only one change. Field party showed a straight line between ↓ end buoy at position 13 B. Verfies changed to a curve.

June 10, 1935.

Submitted,

Jamel Carmick

200

March 29, 1935.

E

Division of Hydrography and Topography:

✓ Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in
5 volumes of sounding ~~records~~ and wire drag records for

HYDROGRAPHIC SHEET 5651

Locality Alder Creek to Tide Rock, California Coast

Chief of Party: F. H. Hardy in 1934
Plane of reference is mean lower low water reading
1.3 ft. on tide staff at San Simeon
20.0 ft. below B.M. 1
2.5 ft. on tide staff at Monterey
12.5 ft. below B.M. 3

Height of mean higher high water above plane of reference is 5.2 feet
at San Simeon; ^{4.6} 5.3 feet at Monterey.

Condition of records satisfactory except as noted below:

Ham
Acting Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5651 (1934) - FIELD NO. 5

Alder Creek to Tide Rock, California Coast
Surveyed in September - October, 1934
Instructions dated April 4, 1932 - May 31, 1934

Hand Lead and Machine Soundings.
Fathometer Soundings.
Wire Drag.

3 Point Fixes on Shore Signals.

Chief of Party - F. H. Hardy.
Surveyed by - F. H. Hardy, R. Studds, I. Rubottom.
Wire Drag by - G. C. Jones.
Protracted by - C. A. Kester - T. M. Means.
Soundings penciled by - T. M. Means.
Verified and Inked by - G. H. Everett and F. Knapp.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. Position numbers and day letters on covers and title pages of sounding records were not in color to conform with the records.
- b. No copy of landmarks for charts on form 567 accompanied this particular sheet.

The Descriptive Report is clear and comprehensive and adequately covers all matters of importance.

2. Compliance with Instructions for the Project.

The plan, extent and development of the survey adequately comply with the instructions for the project except that no system of cross lines was run.

3. Sounding Line Crossings.

Such crossings as occur in the work are in good agreement.

4. Depth Curves.

All the usual depth curves may be drawn, including most of the five fathom curve and a few portions of the three fathom curve. This, in view of the foul area along the entire coast line included in the survey, is ample.

5. Junctions with Contemporary Surveys.

The junctions with H-5641 (1934) on the north, H-5642 (1934) on the south, and H-5567 offshore, will be considered in the reviews of those sheets.

6. Comparison with Prior Surveys.

a. H-2076 (1890-91), H-2077 (1890-91).

These surveys on a 1-20,000 scale cover the area of the present survey with moderate development.

There is in general a good agreement with H-5651 (1934), both as to soundings and offshore rocks. Where differences exist, it is due to a slight generalization of close inshore areas of numerous rocks, to an error in a small section of the shoreline on T-2076 (1890) at lat. 35° 51' to 52' and to wrong location of hydrographic signals on the prior surveys.

The chief differences are as follows:

- (1) A bare rock is shown on H-2076 (1890-91) at lat. 35° 56.49', long. 121° 28.77', originating with T-2076 (1890). This falls close to the north overlap on this sheet and a small section of shore line and rocks was not inked in but appears on the sheet in pencil. No mention of this rock was made in the sounding records. The position checks close to a submerged rock located on the present topographic survey, T-4878 (1934); but not mentioned in the present sounding records, although it falls midway between two lines of soundings. Both present and prior survey were run with 4 feet of tide. It is considered probable that this rock is awash, and it is shown accordingly, the present location being accepted as correct.
- (2) A bare rock shown at lat. 35° 55.9', long. 121° 28.8' is about 30 meters farther offshore than shown on H-5651, and the bare rock 240 meters farther inshore, should be charted as rock awash, as shown on H-5651 (1934).
- (3) A sunken rock at lat. 35° 55.2', long. 121° 28.7' checks with its present location on H-5651 (1934) but pos. 93d makes this rock bare 2 ft. at M.L.L.W. and it should therefore be shown as a rock awash.
- (4) Two 10 fathom soundings at lat. 35° 54.6', long. 121° 28.4' were not disapproved by present hydrography, and as the surrounding soundings are in agreement these were carried forward to H-5651 (1934).

- (5) A rock awash, originating with T-1896 (1888) and located at lat. $35^{\circ} 53.22'$, long. $121^{\circ} 27.80'$ in an area of offshore rocks was carried forward as the present hydrography was accomplished during a six foot tide in this area.
- (6) Just south of Cape San Martin at lat. $35^{\circ} 52.9'$, long. $121^{\circ} 27.5'$ (approx.) H-2076 (1890-91) indicates an area several fathoms shoaler than found by the present survey. The differences were all found to occur on positions using hydrographic signal "Fall", and a shift of this signal to its probable location on the point 170 meters northwest brings all the soundings in this area into general agreement with the present hydrography, so that it is evident that these soundings are out of position and should be disregarded in charting.
- (7) A generalized group of sunken rocks at lat. $35^{\circ} 53.3'$, long. $121^{\circ} 27.9'$ making out from Cape San Martin were carried forward, as they were not disproved by the present hydrography, which indicated rocky bottom. *They originate with T-1896 (1888)*
- (8) Whale Boat Rock in lat. $35^{\circ} 52.3'$, long. $121^{\circ} 27.2'$ was charted as a bare rock on Chart 5400 and subsequently changed to a rock awash when that chart was superseded by Chart 5302 in March, 1915. The character of this rock on T-1896 (1888) and H-2076 (1890-91) is somewhat doubtful and could be interpreted either as a bare rock or an awash reef. On T-4879 (1934) it is shown as a rock awash "baring 5 ft. at MLW" but on H-5651 (1934) it was observed during a 5 foot tide as "baring 4 feet" which note would make the rock a bare rock baring 4 ft. at M. H. W. It is barely possible that the recorded note (pos. 55g, red) was reduced at time of entry, which would then agree within one foot with the contemporary topographic notation. The correct disposition of this rock is uncertain and the matter has been referred to the field party.
- (9) A 17 fathom^{*} sounding in a 20 fathom area at lat. $35^{\circ} 51.7'$, long. $121^{\circ} 27.1'$ was carried forward as it was not disproved by present hydrography, which indicates a slight shoaling at that place. **This should be covered by 61 foot drag strip on H-5457 (1935) W.D. e.*

*Rock bars
5ft. MLW.
See letter at-
tached, dated
Nov. 2, 1935*

7. Comparison with Chart No. 5302.

Within the area of the present survey the chart is based on surveys discussed in the foregoing paragraphs with the exception of the sunken rock shown in lat. $35^{\circ} 51.5'$, long. $121^{\circ} 26.5'$ which originated with chart letter No. 340/1931 reporting the grounding of the Str. WHITTIER. The drag work accomplished in conjunction with the present hydrographic survey to search for this rock, located it with minimum depth of 1-5/6 fathoms about 500 meters north of the reported location, at lat. $35^{\circ} 51.80'$, long. $121^{\circ} 26.60'$ and the chart should be corrected accordingly.

8. Field Plotting.

Field protracting and plotting were excellent and conform to the requirements of the Hydrographic Manual.

9. Additional Field Work Recommended.

This survey is complete and no additional hydrographic examination is required. *A wire drag examination of the whole strip of coast line from the limits of the foul area to at least the 20 fathom curve is planned when feasible.

10. Superseding Old Surveys.

Within the area covered, the present survey with the indicated additions from prior surveys supersedes the following surveys for charting purposes.

H-2076 (1890-91) in part.
H-2077 (1890-91) " "

11. Reviewed by - Harry T. Kelsh, July 30, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green*
Chief, Section of Field Records.

R. O. Polbut
Chief, Division of Charts.

F. S. Borden
Chief, Section of Field Work.

G. F. ...
Chief, Division of H. & T.

→ Oct. 19, 1935

* At the time of inspecting this sheet this section of the coast had been dragged. A dangerous rock was found in Latitude $35^{\circ} 54' 1005m$, Longitude $121^{\circ} 28' 1489m$. The report is given in Chart Letter No. 744 (1935). The drag sheet has not as yet come in.

F. S. Borden

Form 167
Ed. Jan., 1929

11-633

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

Washington, Dec 19, 1935

Referred to: Mr. Shallowitz

For:

Applying a time and height correction to the observations from our primary tide station at Los Angeles Outer Harbor the height of the tide at Whaleboat Rock at 8 a.m. on Oct. 21, 1935 was found to be approx. 4 ft. This will make the rock stand 5.0 ft. above M.L.L.W. and 0.5 ft above M.H.W.

"bars 5' M.L.L.W." plotted.

Hum.

1/17/36

L. A. Cole

Section Datum Planes

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

*80 KTA
82-6-12-02
G.K.G.*

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
Ship GUIDE, P. O. Box No. 1197,
Oakland, California,
Nov. 2, 1935.

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

From: The Commanding Officer, U.S.C. & G.S.S. GUIDE.

Subject: Whaleboat Rock, Sheet H 5651.

Reference: Director's letter dated Sept. 3, 1935, 82 LEF.

A check was made on the height of Whaleboat Rock by the drag party when returning from their working grounds at Port San Luis to Oakland. The following data was submitted by them: Whaleboat Rock was bare 1 ft.+ at 8:00 a.m. October 21, 1935. That information fixes the height of the rock at 6 ft. above M.L.L.W. and bare approximately 2 ft. at M.H.W.

570

*See memorandum from Lids^{U.S.}
attached.*

F. H. Hardy

F. H. Hardy,
Captain, U. S. Coast and Geodetic Survey,
Commanding Ship GUIDE.

82-LEF

September 3, 1935.

To: Commanding Officer,
Coast and Geodetic Survey,
Ship GUIDE,
510 Customhouse,
San Francisco, California.

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

Subject: Whaleboat Rock, Sheet H-5651.

In reviewing your survey H-5651 (Field No. 5), an apparent discrepancy in the character of Whaleboat Rock (latitude $35^{\circ} 52.3'$, longitude $121^{\circ} 27.2'$) is disclosed. On the contemporary topographic survey the rock carries a note "bears 5 feet at M.L.L.W.". On the hydrographic survey at position 55G the records contain the note "rock bearing 4 feet". Since there was a 5 foot tide at the time of the hydrographic survey this note would indicate that the feature is a rock which bears 4 feet at M.H.W.

Since this rock was formerly shown on chart No. 5400 as a bare rock and subsequently changed to a rock awash, there still remains a doubt as to its correct elevation and you will, therefore, please submit any information which will clarify this apparent discrepancy.

(Signed) J. H. HAWLEY,
Acting Director.

25 - Jan 17, 1936
Call -

Applied to drawing of Chart 5302 - Feb 19, 1936 - J.W.