

5712

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

DESCRIPTIVE REPORT

~~Hydrographic~~
Wire Drag } Sheet No. 7
Hydrographic }

State CALIFORNIA

LOCALITY

California Coast

Respini Creek to Grayhound Rock

1934

CHIEF OF PARTY

E. H. Hardy

5712

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

REG. NO.

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

APR 9 1935

Acc. No. _____

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. 7

REGISTER NO. **5712**

State California

General locality California Coast

Locality Respiri Creek to Greyhound Rock
~~From 4 miles North of Davenport to 2 miles South of Davenport~~

Scale 1-10,000 Date of survey Aug. 18 to Oct. 6, 1934

Vessel POINT REYES and FLORENCE

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by C. A. Kester

Soundings penciled by R. H. McCarthy

Soundings in fathoms ~~fast~~

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by L. W. Swanson and R. H. McCarthy, Jr.

Inked by L. W. Swanson and R. H. McCarthy, Jr.

Verified by J. A. McCormick

Instructions dated May 31
~~March 31~~, 19 34

Remarks: Dual control Wire Drag, positions by visual fixes.

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 7
Project H. T. 184
Coast of California
U.S.C. & G.S.S. GUIDE
1934

INSTRUCTIONS: Instructions for the wire drag on this sheet are dated March 31, 1934, and office letter dated April 2, 1934. ✓

^{May}
CHARACTER OF WORK: The control for the wire drag on this sheet was by means of visual fixes. ✓

Dual control was used for all the work on this sheet. ✓

The effective depth range is from 17 to 88 feet. ✓

The position interval was usually five minutes, with supplemental positions at radical changes of course and speed. ✓

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

CONTROL: Control for the wire drag on this sheet consisted of hydrographic signals over triangulation stations of the 1931 scheme executed by Lieutenant C. D. Meany, and triangulation station SILO, located by the party of the Ship GUIDE 1934, plotted on the North American 1927 Adjusted Datum. ✓

Topographic signals "SAN" to "BUL" were transferred from a photostat of Topographic Sheet T 4812 and topographic signals "BAN" to "GUN" were transferred from a photostat of Topographic Sheet T 4840. ✓

DATES OF SURVEY: Work on this sheet began on August 18, and was completed on October 6, 1934. ✓

TIDAL REDUCERS: Tidal reducers for this work were obtained from the Monterey Portable Automatic Tide Gage. ✓

For further information on the subject of tides the reader is referred to the Season's Tidal Report. ✓

OVERLAPS: The overlap of buoy path lines is more than sufficient throughout this sheet. ✓

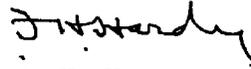
The overlap of lines at the beginning and ending of days work on this sheet are good. ✓

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 7

The protracting and plotting of buoy positions was done by Mr. C. A. Kester, draftsman, under the direct supervision of Lieutenant (j.g.) L. W. Swanson.

Drag areas were subdivided and inked by Mr. R. H. McCarthy, Jr., and Lieutenant Swanson.

The completed smooth sheet has been inspected and is approved.



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

Oakland, California
April 3, 1935.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **.57.12**

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

Number of positions on sheet	..545
Number of positions checked14
Number of positions revised0
Number of soundings recorded6
Number of soundings revised0
Number of signals erroneously plotted or transferred0

Date: May 9, 1935.

Verification by J. A. Mc Cormick

Time: 6 hrs.

Review by Harry T. Rakak

Time: 5 hrs.

Lac

April 12, 1935.

WD

Division of Hydrography and Topography:

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

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

HYDROGRAPHIC SHEET 5712

Locality, Respini Creek to Greyhound Rock, California Coast

Chief of Party: F. H. Hardy in 1934
Plane of reference is mean lower low water reading
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 5.3 feet.

Condition of records satisfactory except as noted below:


Chief, Division of Tides and Currents.

Verifier's Report on H-5712.

Records:

Records were found to be in fairly good shape.

Drafting:

Drafting was very good. Verifier made very few changes.

Junctions:

Where drag sheets executed by this same party adjacent H-5712 on the north and south. They have not been received as yet in this office.

Remarks:

A strict interpretation of the Ulrie drag manual would demand that the 18' effective depth from positions 1-20 A be carried over an additional section which would automatically eliminate the 30' effective depth.

Note after position 16 A says "start at buoy '2' and end at buoy 'N'." Evidently meant "start at buoy '1' and end at buoy 'N'."

Tide change should have been made at position 26 A instead of 27 A. It was considered too unimportant to change.

Line begins at position 22 C. Field party has plotted a reverse curve as the line of the drag. The line of the drag really should be shown as a straight line at 23.5 C. As there is no danger of a split verifier did not change it.

Tide changes should have been made as follows:

25 C	instead of	26 C.
29 D	"	30 D
53 D	"	54 D
7 E	"	8 E.

Verifier changed buoy paths on E. day.

Verifier could find no description of

merline sweep used on 7 day. ✓ Effective
depths were verified but there was no data
with which to check length of drag.
No boat sheet was received with this
sheet. No overlay is submitted.

May 9, 1935.

Submitted,

J. A. McCormick.

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 7

TRIANGULATION

Hydrographic Name	Location
Ocean	Ocean R.M. Nov.1, 1931
Jaro	Jaro, 1931
North	N.W. Cable Tower at Davenport, 1931.
South	S.W. Cable Tower at Davenport, 1931.
Silo	Davenport Silo, 1934.
Glass	Glass, 1931.

TOPOGRAPHIC

Located on Topographic Sheet No. T-4812.

San	Gab
Sig	Ben
Tuf	Cat
Pot	Tall
Dog	Bul

Located on Topographic Sheet No. T-4840

Ban	Marg
Fay	Cut
Tank	Fat
Jery	Gun
Sou	

STATISTICS

Vol.	Day	Date 1934	Miles of Drag	Drag length Feet	Pos. No.	Soundings	Pos.
1	A	8-18	3.1	4000	80	-	-
1	B	8-19	1.2	4000	18	1	1
1	C	8-20	2.6	4000	69	3	3
1	D	8-21	9.0	7000	129	-	-
1	E	8-22	3.5	4000	70	-	-
1	F	9-8	0.5	Marlin	39	1	1
2	G	9-28	3.4	9500	60	-	-
2	H	10-6	4.3	9500	58	-	-
		10-4				1	17
Total			27.6		523	6	22
					22		
					<u>545</u>		

PERSONNEL, BOATS AND EQUIPMENT: Lieutenant-Commander Jones was in charge of this work and also in charge of the Guide Launch. W. J. Chovan was in charge of the End Launch.

The launches used were the chartered Launches POINT REYES, (Guide Launch), and FLORENCE (End Launch).

A special report on the equipment used will be forwarded.

Respectfully submitted,

Lawrence W. Swanson

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

Report checked by
G. C. Jones
H & G Engr

Forwarded,
Approved:

F. H. Hardy

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

Four mooring bays at the end of oil
line operated by General Petroleum Co were
located on Aug 22¹⁹³⁴ shown on this sheet
as well as three 55 gal oil drums which it
is thought marks the end of the oil line.
approx. Lat 37-02.1 N - 122-14.0 W.

F.H.S.

- Under vol - Pg 13 -

It is felt that the above overlaps are good and sufficient as the line of drag was definitely known at such times. It is not felt that the example mentioned on Page 32, latter part of Paragraph 2, Special Publication No. 118 is applicable to any of the overlaps on this sheet.

JUNCTIONS: The junctions with Wire Drag Sheet Field No. 6 on the north, inside the 20 fathom curve has overlaps well within the allowable limits.

Beyond the 20 fathom curve "G" Day of this sheet does not make a junction with "E" Day on Sheet Field No. 6. *Corrected in desc report H-5809 page 2.*
 The junction with Wire Drag Sheet Field No. 8 on the south is good. *6 north (H5809) is good.*

No.	Groundings: Latitude	Longitude:	Effective Drag Depths:	Least Depth: Hand Lead:	Cleared, Effec- tive Drag Depths:
1	37° 01'.3	121° 13'.4	21 ft.	3 4/6 fms.	17 ft.
2	37 01.7	121 13.8	37 ft.	5 5/6 fms.	20 ft.
3	37 01.8	121 13.8	27 ft.	4 4/6 fms.	18 ft.

COMPARISON WITH PREVIOUS SURVEYS: The above groundings numbered 2 and 3 fall on H 5366. They are inshore in an uneven bottom ~~bottom~~ and are not of any great importance.

The one shoal mentioned in the Descriptive Report of H 5366 which falls on this sheet, (Latitude ~~37° 04'.3~~), was cleared with an effective depth of 22 feet. *37° 03.4 long 122 15.45*

The above grounding Numbered 1, falls on H 5312, it also is inshore in an uneven bottom.

DANGERS: There were no important dangers found on this sheet.

WORK WITH MARLINE SWEEP: In Latitude ~~37° 05'~~ *00.8* around the end of the new dock at Davenport, a small amount of work was done with the marline sweep. This work is shown in broken lines to distinguish it from wire drag work.

The dory was used as the Guide Launch and the Tender as the End Launch.

It will be noted that eight mooring buoys are located on this sheet, in the vicinity of this work. These buoys were planted after the drag and marline sweep work was finished in this area. They were located on October 4, 1934.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5712 (W. D.)

Respini Creek to Greyhound Rock, California

Surveyed in Aug. - Oct., 1934

Instructions dated May 31, 1934

Wire Drag, with Hand Lead Soundings 3 Point fixes on shore signals

Chief of Party - F. H. Hardy.

Surveyed by - G. C. Jones.

Protracted by - C. A. Kester.

Soundings penciled by - R. H. McCarthy, Jr.

Inked by - L. W. Swanson and R. H. McCarthy, Jr.

Verified by - J. A. McCormick.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual and S. P. 118, except as follows;

- a. In some cases the drag position number at time of grounding was not entered in the remarks column opposite sounding position number in sounding record (3rd paragraph, page 36-SP 118).
- b. In some cases a cut to the grounding was not recorded, nor was the nearest buoy to grounding recorded (next to last paragraph, page 32-SP 118).
- c. Position angles on shoals were not checked by taking an angle to a fourth object (page 33-SP 118).
- d. Where a drag strip is continued on another sheet, the accepted practice of showing the junction is by a long dash and dot line at the last position with a pencil note stating: "Continued as Pos. 1a on sheet No. ____."

The descriptive report is clear and comprehensive and adequately covers all matters of importance.

2. Compliance with Instructions for the Project.

- a. The plan, character, and extent of the survey comply with the instructions for the project. This is a well executed survey, and shows careful consideration of such matters as overlaps and proper speed. However, a deeper drag should have been used in re-dragging the shoals found (page 34, SP 118). In this connection, attention is called to the 35 foot shoal found by the drag (see par. 7 a (2) this review) and later cleared by a drag set at only 20 feet.
- b. The Descriptive Report (page 3) states that a report on equipment used will be forwarded. It is assumed that standard drag equipment was used.

3. Junctions with Wire Drag Surveys.

This work is joined on the north and south by contemporary drag sheets, but these have not as yet been received in the office.

4. Comparison with Latest Hydrographic Surveys.

H-5312 (1932); H-5366 (1932)
H-5245 (1932-33); H-5266 (1932-33).

The present survey (H. 5712) covers portions of the above surveys. The effective drag depths are consistent with the depths shown on these surveys.

5. Comparison with Chart No. 5402.

The chart is on a scale too small to make comparison of any value.

6. Field Plotting.

The field plotting is satisfactory, except as follows:

- a. The position numbers and letters are in general somewhat too small, and in many cases are placed too far from the drag positions which they were intended to mark.
- b. At position 22C the drag strip starts with N. and F connected with a reverse curve. The drag should have been reversed a sufficient distance to allow all sections of the drag to be astern of the launches when "line begins," thus permitting N and F to be connected by a straight line. Otherwise a straight line should be drawn between the two end buoys at furthest advanced point of the drag. In this particular case the line was not changed in the office, as there is no possibility of a split.
- c. In some cases of change of effective depth (due either to upright changes or tides), the changes were not plotted in such a way as to give preference to the lesser effective depth. (Page 30 and page 36, SP 118).
- d. The notes "Lift", "D. C.", and "T. C." were inked on the smooth sheet. Such notes should not be inked but if put on should be left in pencil.

7. Results of Survey.

a. Drag Work.

The survey shows the area to be clear of offshore dangers to navigation. The following shoals were located in the inshore area in depths averaging 1 to $1\frac{1}{2}$ fms. greater:

- (1) 22 feet with a clearance depth of 17 feet in lat. $37^{\circ}01.3'$, long. $121^{\circ}13.4'$.
- (2) 35 feet with a clearance depth of 20 feet in lat. $37^{\circ}01.7'$, long. $121^{\circ}13.8'$.
- (3) 28 feet with a clearance depth of 18 feet in lat. $37^{\circ}01.8'$, long. $121^{\circ}13.8'$.

b. Mooring Buoys.

A number of mooring buoys have been placed off the Davenport pier, and just offshore at a point 2 miles farther up the coast, since the contemporary hydrographic survey. These were located by sextant fixes on the present survey.

c. Unverified Reported Shoal.

Off the new pier at Davenport, erected since the survey of H-5312 (1932), the diver on that project reports a pinnacle at least 10 feet above the average bottom, at lat. $37^{\circ}00.55'$, long. $122^{\circ}12.18'$. (See sounding volume #1, page 21, position 17g'- H-5712). The field party reports that weather conditions prevented verification, 5 fms. being the least depth obtained, agreeing with the general depths in this immediate vicinity as obtained on H-5312, but recommend (in the sounding volume) the retention of the rock. The bottom here is quite irregular and 3 fathoms should be charted pending further investigation. A note to this effect has been added to both the present survey and to H-5312 (1932). **See note below*

8. Additional Field Work Recommended.

The work in the general area is complete. On account of its proximity to the new pier at Davenport, the 3 fathom rock discussed in paragraph 7 c should be verified or disproved by the present field party.

9. Reviewed by - H. T. Kelsh, May, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

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

A. C. DeLoach
Chief, Division of Charts.

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

* 3 fathom depth not to be charted
See review of H-5312 Additional Work of 1935

CKG

25 Jan 17, 1936
LMS

Applied to Chart 5402 - Feb 21, 1936 L.M.Z.
" " " 5005 May 3, 1939 g.K.S.