5809 and Additional work (1935)

WIRE DRAG SURVEY

5809 and Additional work (1935)

WIRE DRAG SURVEY

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

Topographic
Hydrographic } Sheet No. 6

State California

LOCALITY

California Coast

Greyhound Rock to Franklin Point

1934

CHIEF OF PARTY

F. H. Hardy

U.S. GOVERNMENT PRINTING OFFICE: 1934

Form 537

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. 6

REGISTER NO. 5809

State CALIFORNIA

General locality CALIFORNIA COAST

Locality ~~MIDWAY BETWEEN EL JARRO PT & PT ANO NUEVO~~ Greyhound Rock TO FRANKLIN PT.

Scale 1-10,000 Date of survey Sept. 8 to Sept. 28, 19 34

Vessel Chartered Launches PT. REYES (Guide Launch) & FLORENCE (End Launch)

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by T.A. Renton

Soundings penciled by

Soundings in fathoms ~~FEET~~ DRAG DEPTHS IN FEET.

Plane of reference M L L W

Subdivision of wire dragged areas by R.H. McCarthy Jr.

Inked by R. H. Mc Carthy Jr.

Verified by James Cormick

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

Remarks: Dual Control Wire Drag. positions by visual fixes.

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 6
Project H. T. 184
Coast of California
U.S.C. & G.S.S. GUIDE
1934

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

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 13 to 90 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 work on this sheet consisted of hydrographic signals over triangulation stations of the 1931 scheme executed by Lieutenant C.D.Meany, plotted on the North American 1927 Adjusted Datum.

Topographic signals "Top" to "Nel" were transferred from a photostat of Topographic Sheet T 4800 and topographic signals "Nel" to "Tuf" were transferred from a photostat of Topographic Sheet T 4812.

DATES OF SURVEY: Work on this sheet began September 8, 1934, and was completed September 28, 1934.

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

For further information on this subject 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, except between 17 D and 72 E.

(over)

OVERLAPS CONT.: In Latitude 37-07.8 and Longitude 122-22.2 where "E" day overlaps "D" day, as plotted and inked on this sheet there is an overlap of one half section. Because of the grounding on "D" day the line of drag as plotted is practically the worst condition that can be assumed. Because of this it is felt that there is sufficient overlap of these two days work. It is also probable that end launch pulled ahead after pos 17 D, which would have increased this overlap.

JUNCTIONS: The overlapping junctions with Wire Drag Sheet Field No. 5 on the north and Wire Drag Sheet Field No. 7 on the south are more than sufficient. (not yet received)

CORRECTION: From Descriptive Report Wire Drag Sheet Field No. 7, Page 2; 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. corrected

Beyond the 20 fathom curve "G" Day of this sheet does not make a junction with "E" Day on Sheet Field No. 6.

THE ABOVE TWO PARAGRAPHS ARE IN ERROR AND SHOULD BE STRICKEN FROM THAT REPORT. "F" DAY OF THIS SHEET CONTINUED AS "G" DAY SHEET FIELD NO. 7.

GROUNDINGS:

Number Letter Day	Latitude & Longitude	Grounded Eff. Depth.	Least Sounding Depth	Cleared Eff. Depth.	Depth Plotted.
17D	37-07.8 122-21.8	31ft.	6 4/6fms.	25ft.	5 1/6fms.
23D	Same	32	Same	25	Same
17C	37-05.7 122-20.1	Grounded on sloping section 14 - 22ft.	9½fms.	17	3 fms.

At positions 17 and 23 D day, the drag grounded on the same shoal. The least depth obtained by sounding was 6 4/6 fathoms. The depth plotted on this shoal is the effective depth of the upright at point of grounding, which was 5 1/6 fathoms, on 17 D day.

It should be noted that between positions 40 and 41 C day, the path of the Far buoy is approximately 18 meters outside of this shoal. The effective depth at the time was 35 feet. The drag evidentally slipped over the shoal, it being so near the Far buoy. A drag test, being taken at the time, shows only a one foot lift.

On position 17 C day, the drag grounded on a sloping section, between buoys No. 5 and No. 6. The effective depth of buoy No. 5 was 13 feet, and that at buoy No. 6 was 21 feet. The grounding was approximately in the middle of the section. This would make the

GROUNDINGS CONT.
effective depth around 17 feet. The shoal was cleared with an effective depth of 17 feet. The depth on this shoal is plotted as 3 fathoms.

COMPARISON WITH PREVIOUS SURVEYS: The two shoal groundings on this sheet were not found on H 5287.

The 5 1/6 fathom shoal in Latitude 37 07.8 is evidentally part of the shoal developed on that survey, with a least depth found of 7 3/4 fathoms.

The 3 fathom shoal in Latitude 37 05.7 is in 12 to 14 fathoms of water on H 5287. This shoal is south of Point Ano Nuevo, the bottom in this vicinity is very irregular.

The following shoals listed on Page 2, Descriptive Report H 5287, falling on this sheet, were cleared with the following depths.

Latitude	Longitude	Least Depth Found H 5287	Effective Depth Cleared.
37 07.8	122 21.8	7 3/4 fms.	35 ft.
08.5	21.5	5 1/2	19
08.2	21.2	5 4/6	19
07.4	21.3	5 1/6	22
06.2	19.6	1/6	Not dragged over.
05.8	19.8	3 4/6	13 ft.
05.9	20.5	7 1/4	13
07.1	21.1	4 4/6	18
06.3	20.3	2 4/6	Not dragged over.

There were no groundings on that part of H 5366 falling on this sheet.

The one shoal mentioned in the Descriptive Report, Page 2 H 5366, in Latitude 37 05.6 and Longitude 122 18.9 with a least depth of 5 5/6 fathoms, was cleared with an effective depth of 28 feet.

COMPARISON WITH CHART: Comparing this survey with chart 5402, published December 1934, and corrected to March 21, 1935, the following has been noted.

The 3 fathom shoal in Latitude 37 05.7 is not shown on this chart. This shoal plots very close to a 9 fathom sounding on this chart, approximately 0.9 of a mile south of Ano Nuevo light, due to error in chart letter 705 (1934)

The 5 1/6 fathom shoal, as shown on this survey, is plotted as 5 3/4 fathoms on the above mention chart. due to error in chart letter 705 (1934) from the field party.

PERSONNEL, BOATS AND EQUIPMENT: Lieutenant Commander Jones was in charge of this work and also in charge of the GUIDE launch.

PERSONNEL, BOATS AND EQUIPMENT: Cont.
Lieutenant (j.g.) 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).

Respectfully submitted,

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

Forwarded,
Approved,

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

ADDITIONAL NOTES BY
LIEUTENANT COMMANDER G. C. JONES.

The 3 fathom shoal south of Ano Nuevo Light described in this report was hit at first with a sloping section as stated in the body of this report. After spending much time trying to locate with the handlead it was decided that the obstruction was too sharp to find the top although considerable less than the depth shown on sheet H 5287 was eventually found. It was decided to drag again with a level section and hook near th e top so that, if it could not be located at the second grounding, the upright length could be used as a sounding. Due to rising tide the obstruction was cleared unexpectedly. As half of the slope was eliminated by the 17 foot level section and the position of the original ground wasm as stated, near the middle of the sloping section it was decided that uncertainty as to depth was eliminated with the exception of not over 1 foot and the spot was not redragged.

The other shoal 1.1 miles south of Franklin Point was covered with a level section at 6 feet less than the upright at grounding and 15 feet less than sounding secured. It also appeared extremely sharp on top and after spending considerable time searching, it was decided to use upright length as sounding.

G. C. Jones

G. C. Jones, H & G. E. by Lt.
In charge wire drag party,

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 6

Hydrographic Name	Location
Frank	Frank, 1931
Oil	Oil Derrick, 1931
Ano	Ano, 1931
Nuevo	Ano Nuevo Island Lighthouse, 1931
Grey	Grey, 1931

TOPOGRAPHIC

Located on Topographic Sheet T- 4800

Top	Stripe	Silo
Ram	Nop	Abe
Rat	Pen	Don
Fen		Dot

Located on Topographic Sheet T 4812

Nel	San	Sig
Whi	Shed	Tip
Tre		Tuf

STATISTICS

DRAG Date 1934	Day	Vol.	St.	Miles	Pos.	Drag Length	TENDER Soundings	TENDER Pos.
Sept. 8	A	1		3.1	57	4800	--	--
9	B	1		3.0	64	4800	--	--
10	C	1		6.4	107	4800	1	1
25	D	1		1.1	45	10000	3	4
26	E	1		7.6	146	9900	--	--
28	F	2		2.5	40	9500	--	--
	TOTALS			23.7	459		4	5

AREA 16.7 square statute miles.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 6

The protracting and plotting of buoy positions was done by Mr. T. A. Renton, draftsman, drag areas were subdivided and inked by Mr. R. H. McCarthy Jr., under the direct supervision of Lieutenant (J.G.) L.W. 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.

SUPPLEMENTAL
DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 6
Project H. T. 184
Coast of California
U.S.C. & G.S.S. GUIDE
1935

5809 W.D. Add'l Work (1935)

This report is supplemental to the desgriptive report to accompany wire drag sheet field No. 6 (1934) and the work on this sheet was not smooth plotted in the field it being thought that office reviewers would prefer that it be plotted on the original smooth sheet.

A short drag (2100 feet) was taken over the questionable 18 foot spot off Ano Nuevo Light with a draft of 30 feet (effective 25 feet). That line cleared and a reverse line was taken with a draft of 40 feet (effective 34 feet). It grounded on another spot about 110 meters Northwest. A sounding of 36 feet (reduced) was secured and the drag cleared by reversing. A third strip set at 34 feet (effective 28feet) cleared both spots.

No ready explanation of the behavior of the drag in grounding once then clearing with a deeper draft presents itself except that the obstruction originally struck no longer exists at the same depth. The ground last year was positive and all evidence indicated it to be on a rigid object. A check on remembered ranges indicates last years sextant fix to have been correct. The ranges were not close and intersected at an acute angle and for that reason an absolute verification was not obtained.

Respectfully submitted,

G. C. Jones

G. C. Jones, H. & G. E.
U. S. C. & G. Survey.

J. T. Hardy

List of Signals
to accompany
SUPPLEMENTAL WIRE DRAG SHEET FIELD NO. 6 5809 W.D. Add'l Work (1935)

TRIANGULATION

Hydrographic name.	Location.
Oil	Oil Derrick, 1931
Lite	Ano Nuevo Island Lighthouse, 1931.

TOPOGRAPHIC

Located on Topographic Sheet T 4800
Stripe
Nob
Silo
Located on Topographic Sheet T 4812.
Shed.

ADDITIONAL STATISTICS

	DRAG					TENDER	
Date 1935	Day	Vol. No.	Statute Miles	Pos. No.of.	Drag Length	Soundings	Positions.
July 31	A	1	2.1	20	2100	3	3

AREA 0.25 square statute miles.

TIDAL DATA

Tidal reducers were obtained from the records of the Monterey Portable Automatic Tide Gage.

A plus three minute time correction was applied, it was not necessary to correct for range.

Corrected hourly heights taken from the record for the time ofthis work are included with this report.

M L L W as determined during the 1934 season is 2.5 feet on the staff at Monterey.

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

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. SUPPLEMENTAL TO 6 (1934) 5809 W.D. Add'l Work (1935)

REGISTER NO.

State CALIFORNIA

General locality CALIFORNIA COAST

Locality OFF ANO NUEVO ISLAND LIGHT

Scale 1 : 10,000 Date of survey July 31, , 1935

Vessel Chartered launches FLORENCE(Guide L.) POINT REYES(End L.)

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by

Soundings penciled by

Soundings in fathoms feet

Plane of reference M L L W

Subdivision of wire dragged areas by ~~Jones~~

Inked by Jame Cornick

Verified by Jame Cornick

Instructions dated , 19

Remarks: Dual Control Wire Drag. positions by visual fixes.

U. S. GOVERNMENT PRINTING OFFICE. 1932

Verifier's Report on H-5809 (Wire Drag)

Records:

Records were in good shape.

Drafting:

Drafting was excellent.

Remarks:

In many cases the end launch has taken more positions than the guide launch. Field party has plotted all these extra positions and drawn rays from them to interpolated rays on the guide launch side of the strip. This gives the appearance of wrong position numbers but it will be noted that these interpolated rays do not have the blue dots which indicate actual observed positions on the guide launch.

Depth change at 12.2 - 14.2 C has been changed slightly by verifier.

Drag grounded between 16 - 17 C. Actual sounding obtained was 9 3/6 fathoms (reduced for tide). Grounding was in a sloping section (14 - 22 feet effective depth) Field party plotted the grounding as 3 fathoms which was accepted by verifier as shoal was later cleared with an effective depth of 17 feet.

Field party showed a reverse curve at beginning of line on 18 C. Verifier changed this to a straight line tangent to the curve at its farthest advanced point which was at 18.6 C.

Depth change at 25.0 - 30.4 C is not made quite in accordance with instructions. Verifier did not change it as the error is slightly on the safe side in the shoaler areas and the deeper area is covered later with deeper strips.

Drag grounded at position 17 D. Least sounding obtained was 6 4/6 fathoms at position 3d. This is shown on the sheet. Grounding occurred in a sloping section with an effective depth of 31 to 41 feet.

Drag grounded again on the same shoal at position 23 D with a uniform effective depth of 3x feet. Accordingly a grounding of 5½ fathoms was plotted at position 2d (although actual sounding was 8 fathoms). 2d and 4d are very close and the plotted grounding covers both positions. As plotted, this grounding satisfies the conditions imposed by strips 18-5-5 C, 1-17 D and 18-23 D. Positions 18-23 D were then removed from the sheet by the verifier as the drag had a large reverse curve in it at position 18 D and had barely straightened out when it grounded again at 23 D. The strip 18-23 D as shown by the field party was confusing and served no purpose other than to verify the previous grounding.

This change should have been made at 4 F instead of 5 F.

Attention is called to the scant overlap at ~~and~~ 7 E (end of line) and 17 D (end of line). Slight shifting of paths of drag might leave a split. (See descr. report page 2)

Satisfactory junction was made with H-5712 on the south. Sheet to the north has not yet been received in this office.

Shoreline and signals were compared with T-4800 and T-4812.

July 6, 1935 Submitted,
James Carmichael

LCC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

June 18, 1935

Division of Hydrography and Topography:

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

Tide Reducers are approved in
1 volume of sounding records for
3 wire drag

HYDROGRAPHIC SHEET 5809

Locality Greyhound Rock to Franklin Point, 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

2.2 ft. on tide staff at Princeton (Half Moon Bay)
13.7 ft. below B. M. 4

Height of mean high water above plane of reference is 4.5 feet at Monterey; 4.9 feet at Princeton (Half Moon Bay).

Condition of records satisfactory except as noted below:

Paul J. Whitney

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

HYDROGRAPHIC SURVEY NO. 5809

Smooth Sheet 1

Boat Sheet 2

Sounding Records _____ Vols. 4 Vols. Wire Drag

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes in Vol. 1

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party F. H. Hardy

Recoverable Station Cards (Form 524) _____

Special Chart for Lighthouse Service _____
(Circular Nov. 30,1933)

Remarks _____

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5809

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

Number of positions on sheet	459
Number of positions checked	20
Number of positions revised	0
Number of soundings recorded	4
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: July 6, 1935

Verification by James Connick Time: 11 hr.

Review by Harry T. Walsh Time: 13 hrs.

Survey No. H5808

GEOGRAPHIC NAMES

Date. June 13, 1935 CALIFORNIA

Chart No. 5402

Diagram No. 5402-2

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	----------	Greyhound Rock			
	----------	Franklin Point			
		APPROVED NAMES UNDERLINED IN RED H.L.Flemer.			

(M-136)

HYDROGRAPHIC SURVEY NO. 5809 W.D. Add'l Work(1935)

Smooth Sheet Plot on original

Boat Sheets 2

Sounding Records 3 Vols.

Descriptive Report yes

Title Sheet yes

List of Signals yes in D.R.

Landmarks for Charts (Form 567) none

Statistics yes

Approved by Chief of Party no

Recoverable Station Cards (Form 524) none

Special Chart for Lighthouse Service no
(Circular Nov. 30,1933)

Remarks

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5809 W.D. Add'l. Work (1935)

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

Number of positions on sheet	20
Number of positions checked	6
Number of positions revised	0
Number of soundings recorded	3
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: Oct. 28, 1935

Verification by James Cormick Time: 2 hr.

Review by Time:

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5809 (1934) W. D. - FIELD NO. 6

Greyhound Rock to Franklin Pt., California Coast
Surveyed in September, 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 - T. A. Renton.
Soundings penciled by - T. A. Renton.
Verified and Inked 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. Position angles on shoals were not checked by taking an angle to a fourth object. This is especially important as these are isolated positions (page 33, S. P. 118).

b. The drag position number at time of grounding was not entered in the remarks column opposite sounding position.number in sounding record (3rd par., page 36, S. P. 118).

c. No angle to buoy nearest grounding (pos. 17c) was recorded (next to last par., page 32, S. P. 118).

d. Bottom characteristics were not entered with soundings obtained.

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

2. Compliance with Instructions for the Project.

The plan, character, and extent of the survey comply with the instructions for the project.

3. Junctions with Wire Drag Surveys.

This work is joined on the south by H-5712 (1934) W. D. with an ample overlap and consistent effective depths.

The junction with the sheet on the north with H-5855 (1934) W. D. will be considered in the review of that sheet.

4. Comparison with Latest Hydrographic Surveys.

H-5366 (1932), H-5287 (1932), H-5245 (1932-33).

The present survey covers a portion of these contemporary surveys from the junction with H-5712 W. D. at lat. 37° 04' to lat. 37° 08' (approx.).

The effective drag depths are consistent with the soundings on these sheets. However, the use of a long drag for inshore areas of this type sometimes results in a considerable area being covered with an effective depth materially less than the charted soundings.

5. Comparison with Chart No. 5005 (Scale 1-40,000) and 5402.

Drag depths are nowhere in conflict with the charted soundings.

6. Field Plotting.

The field plotting is very satisfactory.

7. Results of Survey.

a. This survey covers the area outside the general foul area and kelp limits to an average distance of 2½ miles offshore covering the north end of H-5366 (1932), the south half of H-5287 (1932) and an inshore strip of H-5245 (1932-33).

b. The following shoals were located:

(1) A 5-1/6 fathom grounding at lat. 37° 07.80', long. 122° 21.80' and cleared by a 25 foot drag.

(2) A 3 fathom grounding at lat. 37° 05.75', long. 122° 20.10' and cleared by a 17 foot drag.

In connection with this 3 fathom grounding, it should be noted that the least actual sounding depth obtained at this spot was 9½ fathoms. There was no check angle on the sounding and no angle to the grounding was recorded. A change of 10° in one of the angles locating the 9½ fathoms would throw this sounding and grounding on the 3-2/6 fathom shoal located on H-5287 (1932) about two-tenths mile to the northward. The 9½ fathoms would also better agree with the surrounding depths on this shoal. While there is some doubt as to the correct position of the grounding, the 3 fm. depth should nevertheless be charted as plotted on this sheet pending a further examination.

See review of additional work of 1935

c. Effective Depths.

Drag depths are nowhere in conflict with depths obtained by sounding. However, between 50 and 100 feet they are somewhat less than called for by S. P. 118, page 25.

8. Additional Field Work Recommended.

a. The survey is in general complete. The overlap at lat. 37° 07.7', long. 122° 22.3' (approx.) is rather short for safety, but undoubtedly the end launch continued ahead sufficiently to increase this overlap.

b. No special trip should be made to further investigate the 3 fathom grounding at lat. 37° 05.75', long. 122° 20.10' (discussed in par. 7b(2), this review), since equally shoal water appears 300 meters inshore from this position, but if any additional work is done in the immediate vicinity, a short drag verification of the position of the grounding should be made.

See par. 3 review of additional work of 1935

9. Note to Compiler.

The shoals mentioned in par. 7b have already been incorporated in Chart 5402.

10. Reviewed by - Harry T. Kalsh, July 12, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

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

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

Lac.

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Ed. Feb. 1935

TIDE NOTE FOR HYDROGRAPHIC SHEET

September 24, 1935

Division of Hydrography and Topography:

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

Tide Reducers are approved in 3 volumes of sounding records and wire drag for

HYDROGRAPHIC SHEET 5809 additional work

Locality Off Ano Nuevo Island Light, Coast of California

Chief of Party: F. H. Hardy in 1935
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 high water above plane of reference is 4.6 feet at Monterey.

Condition of records satisfactory except as noted below:

Ham

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Verifier's Report on H-5809 Wire Drag (Additional Work)

Records:

Records are complete.

Drafting:

Boat sheet only was submitted by field party. Verifier made a tracing of this and transferred it to the smooth sheet. The transfer was then verified in critical spots directly on the smooth sheet. Soundings were plotted directly on the smooth sheet. Tide change at 11 A was ignored by verifier.

Remarks:

Descriptive report discusses the work in detail. Verifier has changed none of the original work.

Oct. 28, 1935 Submitted,

James Cormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5809 (1934-5) FIELD NO. 6
W. D. Add'l. Work of 1935.

Greyhound Rock to Franklin Pt., California Coast
Surveyed in July, 1935
Instructions dated May 31, 1934 (GUIDE)

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 - J. A. McCormick.
Verified and inked by - J. A. McCormick.

1. Purpose of Survey.

The purpose of the additional work of 1935 was to investigate a questionable 3 fathom grounding at latitude 37° 05.75', longitude 122° 20.10', from the season's work of 1934. (Discussed in par. 7b (2) and par. 8b of the original review).

2. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual and S. P. 118.

The Descriptive Report is clear.

3. Results of Survey.

The additional work of 1935 definitely proves that the 3 fathom grounding at latitude 37° 05.75', longitude 122° 20.10' no longer exists. Its position was cleared by two drag strips, run in opposite directions, with effective depths of 25 and 28 feet. A new grounding of 5-4/6 fathoms with actual soundings of 6 and 6-1/2 fathoms was located about 120 meters ENE from the 1934 position of the grounding. The sounding of 9-1/2 fathoms (pos. 1c records of 1934), at the supposed position of the 3 fathom grounding, was not disproved by the additional work and has been retained.

4. Note to Compiler.

While H-5809 (1934-5) has not been applied either to Chart No. 5005 (corrected to Sept. 1, 1934), or to Chart No. 5402 (corrected to Aug. 6, 1935), attention is called to the fact that the 3 fathom grounding at latitude 37° 05.75', longitude 122° 20.10' was carried forward on H-5287 (1932) and has been charted on

Chart No. 5402 from that sheet. This grounding has been discredited by the additional work of 1935 and should be removed from the chart. It has been removed from H-5287 (1932), but an appropriate note has been left on the sheet as a matter of record.

5. Reviewed by - R. L. Johnston, November 19, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

T. D. Borden
Chief, Section of Field Work.

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

25 Jan. 2, 1936
CAS

Applied to Chart 5402 - Feb 21, 1936 LMJ.