

5862

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

DESCRIPTIVE REPORT

~~Hydrographic~~ } Sheet No. 5862 WIRE DRAG  
3

State California

LOCALITY

California Coast

One Mile North of San Gregorio Creek to Pt. Miramontes Pt.

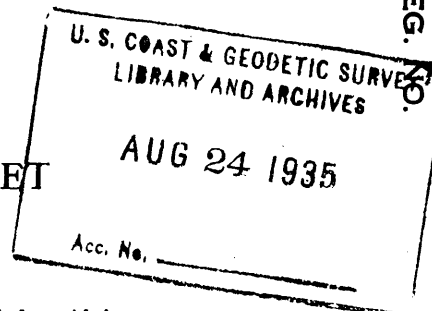
1934

CHIEF OF PARTY

F.H. Hardy

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. 3 **5862 WIRE DRAG**

REGISTER NO.

State California

General locality California Coast

Locality <sup>One Mile North of</sup> ~~One Mile North of~~ San Gregorio Creek to Point Miramontes Pt.

Scale 1:10,000 Date of survey Aug. 24 to Sept. 22 1934

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 and R. H. McCarthy Jr.

Soundings penciled by \_\_\_\_\_

Soundings in fathoms ~~SAID~~ 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. McCarthy Jr.

Verified by J. A. M. Cornish

Instructions dated March 31, 1934

Remarks: Dual Control Wire Drag, Positions by Visual Fixes.

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 3 5862  
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.

CHARACTER OF WORK: Control for the wire drag on this sheet was by means of visual fixes.

Dual control was used for the work on this sheet. Because of fog closing out the signals, the latter part of "G" day, this part was plotted with great care and all checked. Pencil cuts on either side of signal "Mex" are left on the smooth sheet to help in verification. Notes have been made so that the plotting of this work can be followed. You will note that in the area in which this occurs there are large overlaps. This is also plotted on the side of safty.

The effectivedepth range is from 13 to 84 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.

This work includes that portion from approximately 1 mile north of San Gregorio Creek to Point Miramontes, and from approximately 1/3 mile of the shore to beyond the 20 fathom curve.

The area of the work on this sheet is 26.0 square statute miles.

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 and triangulation station "Mex 2" located by the ship GUIDE 1932, plotted on the North American 1927 Adjusted Datum.

Shoreline and Topographic signals "Pod" to "Two" were transferred from a photostat of Topographic Sheet T 4786 and Shoreline and Topographic signals "Ban" to "Dip" were transferred from a photostat of Topographic Sheet T 4793.

DATES OF SURVEY: Work on this sheet began Augaust 24, 1934 and was completed September 22, 1934.

arbitrarily been applied to this days work for swell. The plotted depth is the sound~~ed~~ depth of  $4 \frac{1}{6}$  fathoms.

The drag was taken up after two unsuccessful attempts to clear it. It was put out again and this grounding was cleared with an effective depth of 19 feet.

COMPARISON WITH PREVIOUS SURVEYS:

Comparison with H.5365A: The southern part of H 5365A was dragged on this survey. The Descriptive Report of that sheet does not mention any shoal falling within the limits of this survey. The following shoals were cleared as follows.

The 10 fathom shoal in Latitude  $37^{\circ} 26.4'$  and Longitude  $122^{\circ} 27.8'$  was cleared with an effective depth of 39 feet.

The uneven bottom with depths from  $8 \frac{3}{4}$  fathoms to  $9 \frac{1}{2}$  fathoms in Latitude  $37^{\circ} 26.04'$  to  $37^{\circ} 26.08'$  and Longitude  $122^{\circ} 27.5'$  to  $122^{\circ} 27.6'$  was cleared with an effective depth of 40 feet.

The  $9 \frac{1}{2}$  fathom shoal in Latitude  $37^{\circ} 25.8'$  Longitude  $122^{\circ} 27.35'$  was cleared with an effective depth of 34 feet.

The shoal extending from Latitude  $37^{\circ} 24.0'$  to  $37^{\circ} 24.28'$ , Longitude  $122^{\circ} 25.9'$  to  $122^{\circ} 26.15'$  was cleared with an effective depth of 14 feet. *depths over shoal*

The grounding on this survey plotted as  $3 \frac{4}{6}$  fathoms falls in depths of  $5 \frac{5}{6}$  to  $6 \frac{1}{2}$  fathoms as shown on H 5365A.  *$3 \frac{1}{2}$  to 5 fathoms*

Comparison with H 5294: The one shoal mentioned in the Descriptive Report of H 5294 that falls within the limits of this survey is the  $6 \frac{5}{6}$  fathom sounding in Latitude  $37^{\circ} 23.2'$  and Longitude  $122^{\circ} 25.85'$ . This was cleared with an effective depth of 35 feet. The ridge upon which the above is the shoalest sounding was cleared with effective depths ranging from 34 to 37 feet.

Inshore 0.3 of a mile from this ridge and from Latitude  $37^{\circ} 23.2'$  to  $37^{\circ} 23.58'$  are four shoals  $4 \frac{4}{6}$  to 5 fathoms in depth. These were cleared with an effective depth of 19 feet.

TIDAL REDUCERS: Tidal reducers for the work on this sheet were obtained from the Princeton and Monterey Portable Automatic Tide Gages.

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 drag lines at the beginning and ending of days work, on this sheet are good.

JUNCTIONS: The overlapping junctions with Wire Drag Sheet Field No. 2 on the north and Wire Drag Sheet Field No. 4 on the south are more than sufficient. Several lines are continued from one sheet to the other. Common position numbers are noted in pencil on this sheet.

GROUNDINGS:

Pos. No. Letter Day	Latitude & Longitude	Grounded Eff. Depth.	Least Sounding Depth.	Cleared Eff. Depth.	Depth Plotted.
31 B	37 26.1 122 27.0	Sloping section 22 - 28ft.	4 4/6fms.	20 ft.	3 4/6 fms.
31 C	37 21.97 122 24.9	Sloping section 19 - 25	4 1/6	19	4 1/6

On position 31B day the drag grounded on a sloping section with effective depths of 22 and 28 feet. The least depth obtained with the lead was 4 4/6 fathoms. However when plotting the buoy path lines it appears that the drag apparently started grounding between #1 and #2 buoys, if there was a normal bight, and it seems there should be. The Guide launch evidently towed the ground wire about the obstruction to the sloping section. The depth plotted is the upright length of the shoaler upright, with an effective depth of 3 4/6 fathoms.

The drag tested shortly before the grounding showed no lift, however, 1 foot lift has been arbitrarily applied for swell, thus the upright effective depth might be somewhat deeper than plotted.

The grounding was cleared with an effective depth of 20 feet.

On position 31 C day the drag grounded on a sloping section between buoys # 2 and # 3 with effective depths of 19 and 25 feet. The grounding was near buoy # 3. The least sounding depth obtained was 4 1/6 fathoms. One foot lift has

Comparison with H 5294 Cont.: The 4 1/6 fathom grounding, falling within the limits of H 5294, on this survey is in depths of 6 4/6 to 7 1/4 fathoms.

COMPARISON WITH CHART 5402: Corrected to March 21, 1935.

The grounding on "B" day plotted as 3 4/6 fathoms is approximately 0.1 miles further offshore and slightly north of the sunken rock shown on this chart in this vicinity. Because of the scale of this chart it is probably impracticable to plot.

The 4 1/6 fathom grounding on "C" day is charted.

PERSONNEL AND LAUNCHES: Lieutenant Commander G.C. Jones was in charge of this work and also in charge of the Guide launch. 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,

*L. W. Swanson*  
L. W. Swanson  
Jr. H & G. E.  
C & G Survey.

*See general note  
accompanying des. report  
Forwarded, for sheet #4  
Approved,*

*G. C. Jones*  
G. C. Jones  
Lieutenant Commander,  
C & G Survey.

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

LIST OF SIGNALS  
to accompany  
WIRE DRAG SHEET FIELD NO. 3

TRIANGULATION

Hydrographic Name	Location
Moon	Moon 2, 1931
Gate	Moon South of, Gate Post, 1931
Ate	Water Tank North of Mex, 1931
Mex	Mex 2, 1932
Is	Isima, 1931
Gor	Gregorio, 1931

TOPOGRAPHIC

Located on Topographic Sheet T 4786

Pod	Top	Rat
On	Pole	Two
	Doe	

Located on Topographic Sheet T 4793

Ban	Barn	Slant
Sot	Pat	Tub
Sin	Gay	Die
Bel		Dip

STATISTICS

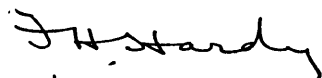
DATE 1934	DRAG				TENDER		
	DAY	VOL.	STATUTE NO. MILES	POS	DRAG LENGTH	SOUNDINGS	POSITIONS
Aug. 24	A	1	3.7	81	8500	-	-
25	B	1	2.4	60	4800	2	2
26	C	1	6.4	96	4800	2	2
27	D	1	3.7	65	8500	-	-
Sept. 11	E	1	4.6	73	4800	-	-
20	F	1	4.4	68	9000	-	-
21	G	2	3.5	55	10000	-	-
22	H	2	4.0	71	10000	-	-
	TOTALS		<u>32.7</u>	<u>573</u>		<u>4</u>	<u>4</u>

AREA 26.0 SQUARE STATUTE MILES.

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 3

The protracting and plotting of buoy positions was done by Mr. T. A. Renton and Mr. R. H. McCarthy Jr. draftsmen, drag areas were subdivided and inked by Mr. McCarthy, 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.



HYDROGRAPHIC SURVEY NO. 5862 W.D.

Smooth Sheet yes

Boat Sheets 2

Sounding Records 5 Vols. Drag

Descriptive Report yes

Title Sheet yes

List of Signals yes

Landmarks for Charts (Form 567) no

Statistics yes

Approved by Chief of Party yes

Recoverable Station Cards (Form 524) none

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

Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. *5862 W. D.*

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

Number of positions on sheet	<i>577</i>
Number of positions checked	<i>10</i>
Number of positions revised	<i>0</i>
Number of soundings recorded	<i>4</i>
Number of soundings revised	<i>0</i>
Number of signals erroneously plotted or transferred	<i>0</i>

Date: *Oct. 26, 1935*

Verification by *J. A. Mc Cormick*

Time: *5 hr.*

Review by *R. L. Johnston*

Time: review *11 1/2 hrs*  
verification *1 3/4 hrs.*



Verifier's Report on H-5862 Well Drag.

Records:

Records are in excellent condition.

Drafting:

Drafting was excellent. Verifier found it necessary to change color scheme for E day. Field plotter had made a mistake in his colors.

Remarks:

See note on Position 31 D. End of line shown on this sheet is evidently an interpolation. As the adjoining sheet has not been received in this office, this interpolation cannot be checked. Note on 30 D says "end of line" but if a straight line is drawn between buoy positions at 30 D a split will be the result, providing that penciled strips from adjoining sheet are correct. Field party evidently changed their minds concerning notes at end of D day after plotting the smooth sheet.

\*

End launch control for G day is very good due to foggy weather. Verifier has accepted their plotting.

Oct. 26, 1935

Submitted.

James McCormick

\* When guide launch pos. 30 D is connected by a straight line with the last end launch position which falls on the sheet, as the note in the record directs, there is no split.

Possibility of a split was eliminated by towing the drag well into the area of H-5872 (1934) W.D.

R.L. Johnston

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5862 (W. D.) FIELD NO. 3

One Mile North of San Gregorio Creek to Miramontes Pt.  
California Coast

Surveyed in Aug. - Sept. 1934  
Instructions dated May 31, 1934 (GUIDE).  
Office letter dated April 2, 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 and soundings penciled by - R. H. McCarthy, Jr.  
Subdivision of dragged areas by - R. H. McCarthy, Jr.  
Inked by - 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. No bottom characteristics were recorded on the critical soundings at drag groundings.
- b. Position angles on shoals were not checked by taking an angle to a fourth object. (page 33 S. P. 118).
- c. At position 31B a cut to the grounding was not recorded, nor was the nearest buoy to grounding recorded. (page 32 S.P.118)
- d. The drag position number at time of grounding was not entered in the remarks column opposite sounding position number in sounding record on B day. (3rd par. page 36, S. P. 118).

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 which shows careful consideration of such matters as overlaps and proper speed. However, from a study of the depths on the last hydrographic surveys it would appear that a deeper drag could have been used in some of the inshore areas. For clearances over the principal shoal areas see page 2 of the descriptive report.

- b. No description of equipment was contained in this descriptive report but the descriptive report of H-5712 (1934) 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.

The junction on the north with H-5872 (1934) W. D. is satisfactory. The overlap on the strip ending at position 30D does not appear large. However, the drag was towed well into the area of H-5872 (1934) W. D. to insure sufficient overlap. The portion of the strip falling on H-5872 (1934) W. D. not being plotted because the control was weak and the area was covered with a deeper drag strip on H-5872 (1932) W. D. The junction on the south with H-5854 (1934) W. D. is satisfactory. Most of the drag strips continue from one sheet to the other.

4. Comparison with Latest Hydrographic Surveys.

H-5245 (1932-3), H-5294 (1932), H-5365a (1932), H-5395 (1932-4).

The present survey covers portions of the above hydrographic surveys and the effective drag depths are consistent with the depths shown on these surveys.

5. Comparison with Chart No. 5402 (corrected to Aug. 6, 1935), and Chart No. 5520 (corrected to Feb. 8, 1935).

The area of the present survey falls within chart No. 5402 which is on too small a scale to afford a comparison of much value. The survey covers only a narrow strip on the southern limits of Chart No. 5520. None of the charted soundings on either chart conflict with the effective depths of the drag.

The 3-4/6 fathom grounding in latitude 37° 26.1', longitude 122° 27.0', was reported as 4-4/6 fathoms, the actual sounding, in the advance report. (Chart letter No. 708 (1934)). It has not been charted on the small scale Chart No. 5402 because of its close proximity to a 3 fathom sounding from H-5365a (1932), which falls inshore from the drag limits.

The 4-1/6 fathom sounding charted in latitude 37° 21.96', longitude 122° 24.9', originates with advance information from the present field party. The charted position checks with the position given on the present survey.

6. Field Plotting.

The prescribed amount of field plotting was neatly and accurately done.

7. Results of Survey.

The survey shows the area to be clear of offshore dangers to navigation. Only two shoals (described in par. 5) were located on the survey in areas close inshore.

8. Additional Field Work Recommended.

This survey is complete and no additional work is required.

9. Reviewed by - R. L. Johnston, November 4, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, *C. K. Green*, K. T. Adams  
Chief, Section of Field Records. *Acting* Chief, Division of Charts.

*J. Borden*  
Chief, Section of Field Work.

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

25 Jan 31, 1935  
E.A.B.

Applied to Chart 5402 - Feb 21, 1936 R.M.J.