

# 5863

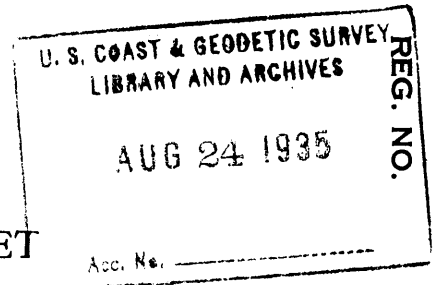
## WIRE DRAG SURVEY.

# 5863

## WIRE DRAG SURVEY.

<p>Form 504 Rev. Dec. 1933 DEPARTMENT OF COMMERCE U.S. COAST AND GEODETIC SURVEY R. S. PATTON, DIRECTOR</p> <h3>DESCRIPTIVE REPORT</h3> <p><del>Topographic</del> } Hydrographic } Sheet No. <u>8</u></p>	
<p>State <u>California</u></p> <p>LOCALITY</p> <p><u>California Coast</u></p> <p><u>Terrace Point to <del>Williams Landing</del> Liddell Creek</u></p>	
<p><u>1934</u></p> <p>CHIEF OF PARTY</p> <p><u>F.H.Hardy</u></p>	

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. 8 **5863 WIRE DRAG**

REGISTER NO.

State California

General locality California Coast

Locality Terrace Point Liddell Creek  
~~Two Miles West of Point Santa Cruz to Williams Landings~~

Scale 1 : 10,000 Date of survey October 4 to 7, 1934

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

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by C. A. Kester

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. McCarthy Jr.

Verified by Jamcormick

Instructions dated May March 31., 1934

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

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 8  
Project H. T. 184  
Coast of California  
U.S.C. & G.S.S. GUIDE  
1934

5863

INSTRUCTIONS: Instructions for the wire drag on this sheet are dated ~~March~~ <sup>May</sup> 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 all the work on this sheet. ✓

The effective depth range is from 19 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. ✓

This work includes that portion from two miles west of Point Santa Cruz to Williams Landing, and from approximately 1/3 mile off the shore to beyond the 20 fathom curve. ✓

The area of the work on this sheet is 12.3 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, plotted on the North American 1927 Adjusted Datum. ✓

Shoreline and Topographic signals "Marg" to "Non" were transferred from a photostat of Topographic Sheet T 4840, and Shoreline and Topographic signals "Din" to "Mor" were transferred from a photostat of Topographic Sheet T 4839. *Topo. signals on 74.5863 check O.K. R*

DATES OF SURVEY: The work on this sheet began October 4, 1934 and was completed October 7, 1934.

TIDAL REDUCERS: Tidal reducers for the work on this sheet 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 drag lines at the beginning and ending of days work on this sheet are good.

GROUNDINGS: There were no groundings on this sheet. ✓

COMPARISON WITH PREVIOUS SURVEYS: That portion of H 5312 and H 5373A falling within the limits of this survey, was dragged from the kelp line to beyond the offshore limits of each sheet. ✓

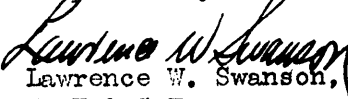
No shoals were found on either of the above mentioned sheets falling within the limits of this wire drag survey. ✓

COMPARISON WITH CHART NO.5402: Same as above. ✓


PERSONNEL AND LAUNCHES: Lieutenant Commander 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. ✓

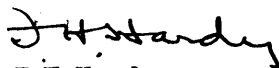
The launches used were the chartered launches POINT REYES (Guide Launch) and FLORENCE (End Launch). ✓

Respectfully submitted,

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

Forwareded,  
Approved,

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

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

LIST OF SIGNALS  
to accompany  
WIRE DRAG SHEET FIELD NO. 8

TRIANGULATION

Hydrographic Name	Location
Glass	Glass, 1931
Lag	Lag, 1931
Oil	Oil Derrick Near Pars, 1931
Pars	Pars, 1931
Der	Oil Derrick Near Bal, 1931
Bal	Bal, 1931

TOPOGRAPHIC

Located on Topographic Sheet T 4840

Marg	Jog
Fat	Pat
Gum	Non
Ton	

Located on Topographic Sheet T 4839

Din	Net
Cat	Mor (located by measured distance from $\Delta$ More.)

STATISTICS

DATE 1934	DRAG			DRAG LENGTH	TENDER	
	DAY	VOL.	STATUTE NO. POS. MILES		NUMBER SOUNDINGS	POSITIONS
Oct. 4	A	1	7.6	124	5200	-
6	B	1	5.4	74	9500	-
7	C	1	<u>4.0</u>	<u>34</u>	9000	-
	TOTALS		17.0	232		

AREA 12.3 SQUARE STATUTE MILES.

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 8

The protracting and plotting of buoy positions was done by Mr. C.A.Kester, draftsman, drag areas were subdivided and inked by Mr. R.H. McCarthy Jr. draftsman, under the direct supervision of Lieutenant (j.g.) L.W.Swanson.

The completed smooth sheet has been inspected and is approved.

*F.H. Hardy*

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

Oakland, California.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5863 W.D.

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

Number of positions on sheet	..... <sup>232</sup>
Number of positions checked	..... <sup>6</sup>
Number of positions revised	..... <sup>0</sup>
Number of soundings recorded	..... <sup>0</sup>
Number of soundings revised	..... <sup>0</sup>
Number of signals erroneously plotted or transferred	..... <sup>0</sup>

Date: Oct. 26, 1935.

Verification by *Jamecormick*

Time: 2 hr.

Review by

*G. Risegari*

Time: ~~8 1/2~~ hr.

8 1/2 hr.

HYDROGRAPHIC SURVEY NO. 5863 W-D.

Smooth Sheet yes

Boat Sheets 2

Sounding Records 3 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 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





2a

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 \_\_\_\_\_ and wire drag  
3 volumes of sounding/records for \_\_\_\_\_

HYDROGRAPHIC SHEET 5863

Locality Terrace Point to Williams Landing, Coast of California

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 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.

Kemper's Report on H-5863 where Dray.

Records:

Records were in excellent condition. ✓

Drafting:

Drafting was excellent. ✓

Junctions:

Satisfactory junction was made with H-5712 (1934) adjoining sheet\* to the southeast has not been received in this office. ✓

Dec. 26, 1935. Submitted,

Jamestown

\* H. 5886 (1934)

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5863 W.D. FIELD NO. 8

Terrace Point to Liddell Creek, California Coast, Cal.

Surveyed in Oct. 1934

Instructions dated May 31, 1934 (GUIDE)

Office letter dated April 2, 1934.

Wire Drag.

3 Point fixes on shore signals.

Chief of Party - F. H. Hardy.

Surveyed by - G. C. Jones.

Protracted by - C. A. Kester.

Subdivision of wire dragged area 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, with the exception that there is some confusion between signals MOR and MORE (triangulation) on the sheet.

Signal MOR was indicated on the hydrographic sheet as a topographic signal and is listed on the Descriptive Report as originating with T-4839 (1932). There is no indication, however, of such signal on the latter sheet. Neither is the signal shown on the boat sheets, but a note near signal MORE says "Banner on Mast 5 meters south of reference mark".

Signal MORE, though not listed in the Descriptive Report as a used signal,<sup>is</sup> nevertheless shown in the drag records as used by the end launch. The original entry in the guide launch record was also signal MORE, but was later corrected to MOR.

Since the two signals are only 20 meters apart, the use of either one will not materially affect the plotting of the drag work. The signal (MOR) has been changed to a hydrographic signal on the sheet.

Except as noted above the Descriptive Report is clear and adequately covers all items of importance.

2. Comparison 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, as well

as the determination of lift. However, from the study of the depths on H-5312 (1932-35) and H-5373a (1932-33) it would appear that a deeper drag could have been used in the inshore areas.

It also appears that both the field and office work could have been greatly simplified if a more uniform drag depth would have been used in the various drag strips. For example, between the 18 and 30 fathom depth curves, one uniform depth could have been used instead of the six different depths ranging from 74 to 87 feet.

- b. No description of equipment was contained in the descriptive report but the descriptive report of H-5712 (1934), page 3, states that a report on the equipment used will be forwarded. It is assumed that standard drag equipment was used.

3. Shoreline and Signals.

The shoreline and topographic signals originate with T-4839 (1932) and T-4840 (1932). Hydrographic signal MOR was located by a measured distance from triangulation station MORE (from note on boat sheet).

4. Junctions with Wire Drag Surveys.

The junction on the northwest with H-5712 (1934) is satisfactory. One of the drag strips continues from one sheet to the other.

The junction on the southeast with H-5886 (1934) will be considered in the review for that sheet.

5. Comparison with Latest Hydrographic Surveys.

H-5266 (1932-33), H-5312 (1932-35), H-5373a (1932-33).

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

6. Comparison with Chart No. 5402 (corrected to Aug. 6, 1935) and Chart No. 5403 (corrected to July 31, 1935).

Chart No. 5402 is on a scale too small to make a comparison of any value. The present survey covers only a small portion of the northern part of Chart No. 5403, between longitudes 122° 04' and 122° 06.3'. None of the soundings on either chart conflict with the effective depths of the drag.

7. Results of Survey.

The survey shows the area to be clear of offshore dangers to navigation.

8. Additional Field Work Recommended.

This survey is complete and no additional work is required.

9. Reviewed by - G. Risegari, November 14, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

*L. O. Robert*  
Chief, Division of Charts.

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

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

25 Feb. 31, 1936

*LAG*

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