5906

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

WIRE DRAG SURVEY.

Topographic,
Hydrographic } *Sheet No.* 13

State California

LOCALITY

California Coast

Carmel Bay to Point Pinos

193 4

CHIEF OF PARTY

F. H. Hardy

U.S. GOVERNMENT PRINTING OFFICE: 1934

5906

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

WIRE DRAG

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. 13

REGISTER NO.

State California

General locality California Coast[14]

Locality Carmel Bay to Point Pinos[23]

Scale 1 : 10,000 Date of survey November 20 to 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 C. J. Beyma

Soundings penciled by

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

Plane of reference M L L W

Subdivision of wire dragged areas by C.J.Beyma and T.M.Means

Inked by C. J. Beyma and T. M. Means

Verified by

Instructions dated ~~March~~ May 31, 1934

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

U. S. GOVERNMENT PRINTING OFFICE, 1932

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 13
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: This work includes that portion from Carmel Bay to Point Pinos, and from approximately 1/3 mile of the shore, in general along the kelp line, to beyond the 30 fathom curve.

The area ofthe work on this sheet is 8.0 square statute miles.

The scale of this sheet is 1 : 10,000.

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

The effective depth range is from 24 to 81 feet.

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

Dual control was used for all this work.

Control for this work consisted of hydrographic signals over triangulation stations of the 1930 and 1932 schemes plotted on the North American 1927 Adjusted Datum.

Shoreline and Topographic Signals were transferred from photostats of topographic sheets T 4813 and T 4814.

Signals were verified from original sheets in office.

DATES OF SURVEY: Work on this sheet began November 20 and was completed November 22, 1934.

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

For futher information on this subject the reader is referred to the Season's Tidal Report.

OVERLAP OF BUOY PATH LINES: The overlap of buoy path lines is more than sufficient throughout this sheet.

The overlap of drag strips at the beginning and ending of days work are good.

JUNCTIONS: The overlapping junctions with Wire Drag Sheet Field No. 12 on the south and Wire Drag Sheet Field No. 14 on the north are good, the drag strip on the south is continued from one sheet to the other.

GROUNDINGS: There were no groundings on this sheet.

COMPARISON WITH PREVIOUS SURVEYS: That portion of H 5453 and H 5414 falling within the limits of this survey, was dragged from the kelp line to beyond the 30 fathom curve on 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 NOS. 5402 and 5476: Same as above.

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.

Forwarded,
Approved,

G. C. Jones

G. C. Jones,
Lieutenant Commander
In Charge, WIRE DRAG.

F. H. Hardy

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

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 13

TRIANGULATION

Hydrographic Name	Location
Light	Pt. Pinos Lighthouse 1855,1930
Joe	Point Joe, 1932
Bird	Bird, 1932
Press	Cypress Rock, 1932
Club	Club, 1932
Fox	Fox, 1932
Stack	Pebble Beach, White Stack, 1932
Flag	Pebble Beach Golf Course Flagpole, 1932
Mis	New Carmel Mission Spire, 1932
Tit	Carmel Point, Rock Tit on, 1932

TOPOGRAPHIC

Located on Topographic Sheet T 4813

Ox	Cat	Fan	Rat
Wash	Dog	Tower	White
Able	Eat	Has	Three
Boy		Wall	

Located on Topographic Sheet T 4814

Tan	Con
Ad	Ear
Bus	Nip
	Oar

STATISTICS

DATE 1934	DAY	VOL.	DRAG STATUTE MILES	DRAG NO.POS.	DRAG LENGTH	TENDER SOUNDINGS	TENDER POSITIONS
NOV. 20	A	1	4.6	45	7000	-	-
21	B	1	3.5	37	6000	-	-
22	C	1	6.5	89	6000	-	-
	TOTALS		14.6	171			

AREA 8.0 SQUARE STATUTE MILES.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 13

The protracting and plotting of buoy positions was done Ensign C. J. Beyma.

The drag areas were subdivided and inked by Ensign Beyma and Mr. T. M. Means, draftsman.

The completed smooth sheet has been inspected and is approved.

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

Oakland, California.

WIRE DRAG

HYDROGRAPHIC SURVEY NO. 5906

Smooth Sheet 1

Boat Sheets 2

Sounding Records 3 Vols. 1-Soundings, "2-W.D.

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) No

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

Remarks

GEOGRAPHIC NAMES
WIRE DRAG
Survey No. 5906

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
Carmel Bay ✓	5402 5476		✓							1
Pt. Cypress ✓	5402 5476		✓							2
Sunset Pt. D.G.N.										3
Point Pinos ✓	5402		✓							4
Pt. Carmel	5402 5476		CARMEL PT.							5
PESCADERO Pt.	5476 5402		✓							6
Names approved Dec. 9 1935										7
										8
			O.T. Eglin							9
										10
CARMEL BY THE SEA	5402 5476		✓							11
~~PEBBLE BEACH~~										12
~~STILLWATER COVE~~										13
~~ARROWHEAD PT.~~										14
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Field Records Section (Charts)

WIRE DRAG

HYDROGRAPHIC SHEET NO. 5906

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

Number of positions on sheet	171
Number of positions checked	7
Number of positions revised	0
Number of soundings recorded	0
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: January 10, 1936

Verification by J. A. McCormick Time: 4 hr.

Review by G. Ricciardi Time: 7 hrs.

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

January 9, 1936.

Division of Hydrography and Topography:

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

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

HYDROGRAPHIC SHEET 5906

Locality Carmel Bay to Point Pinos, 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 high water above plane of reference is 4.6 feet.

Condition of records satisfactory except as noted below:

Harm
etg Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Verifier's Report on H-5906 (Wire Drag).

Records: Records are complete.

Drafting: Drafting is excellent.

Junctions: Junctions were made with H-5891 on the south and H-5907 on the north.

Control: Topography is from T-4813 and T-4814. Signals were checked by verifier as field party transferred signals from photostats of these sheets.

Remarks: Field party plots reverse curves at beginning of line on A and C days. It makes no particular difference on C day as there is plenty of overlap. Some question may arise concerning A day as it falls in the overlap with H-5907 and is not completely covered by the overlap of that sheet. *

No soundings were obtained by the field party.

January 20, 1936.

Submitted,

J. A. McCormick.

J. A. McCormick

* The portion of the strip that is not covered by the overlap with H-5907 falls in 180 feet approximately, (H-5906) This is the limit of the drag and furthermore since the area under discussion is in such deep water it is unlikely a danger exists here.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5906 (1934) W.D. FIELD NO. 13

Carmel Bay to Point Pinos, California Coast, California
Surveyed in Nov. 1934
Instructions dated May 31, 1934 (GUIDE)
Office letter dated April 2, 1934.

Wire Drag. Dual Control on shore signals.

Chief of Party - F. H. Hardy.
Surveyed by - G. C. Jones.
Protracted by - C. J. Beyma.
Subdivision of dragged area by - C. J. Beyma, T. M. Means.
Inked by - C. J. Beyma, T. M. Means.
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:

The latitude and longitude symbols which accompany the projection numbers were omitted on the sheet. This addition was accomplished in the office.

The Descriptive Report is clear 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. This survey is well executed and such matters as overlaps, proper speed, and determination of lift have been given careful attention. However, from the study of the depths on H-5414 (1933) and H-5453 (1933) it would appear that a deeper drag could have been used in the inshore areas.

3. Shoreline and Signals.

The shoreline and topographic signals originate with T-4813 (1933) and T-4814 (1933).

4. Junctions with Wire Drag Surveys.

The junction on the north with H-5907 (1934) is satisfactory.

The junction on the south with H-5891 (1934) is satisfactory. The drag strip continues from one sheet to the other.

5. Comparison with Latest Hydrographic Surveys.

H-5414 (1933), H-5453 (1933).

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 (New Print dated Aug. 6, 1935)
Chart No. 5476 (New Print dated Feb. 15, 1935)

None of the soundings on either chart conflict with the effective depths of the drag.

7. Field Plotting.

The field plotting, protracting, and the subdivision of areas were well done. On wire drag surveys such as this, it is unnecessary to transfer to the smooth sheet all the rocky detail along shore. It will usually be sufficient to show all the high water line and such offlying rocks or reefs that limit the inshore extent of the drag area.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

No new shoals were found on this survey.

b. Effective depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation in the normal steamer lanes. However, from a study of H-5414 (1933) and H-5453 (1933), it would appear that the drag could have been set to a greater effective depth in the inshore areas.

c. Splits and insufficient overlaps.

There are no splits within the limits of the work and the overlaps within the sheet are sufficient.

9. Additional Field Work Recommended.

No additional field work is required.

10. Reviewed by - G. Risegari, Jan. 25, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

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

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

20 - Dec 30 - 35
C.&D.

Applied to Chart 5402 - Feb 24, 1936 - L.M.Z.
" " " 5403 - ~~Mar~~ Apr 21, 1936 L.M.Z.

No Correction to drawing of chart 5476 - May 29, 1936 - J.F.W.