5907

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.* 14

State California

LOCALITY

California Coast

Vicinity of Point Pinos

1934

CHIEF OF PARTY

F. H. Hardy

U. S. GOVERNMENT PRINTING OFFICE: 1934

5907

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. 14

REGISTER NO.

State California

General locality California Coast

Locality ~~Point Joe to Monterey Bay~~ Vicinity of Point Pinos

Scale 1 : 10,000 Date of survey November 17 to 23, 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

Soundings penciled by

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

Plane of reference M L L W

Subdivision of wire dragged areas by T. M. Means

Inked by T. M. Means

Verified by James Comick

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. 14
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 Point Joe to Monterey Harbor, and from approximately 1/3 mile of the shore, in general along the kelp line, to beyond the 20 fathom curve.

The area ofthe work on this sheet is 9.5 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 82 feet.

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

Dual control was used for all of this work.

Control for this work consisted of hydrographic signals over triangulation stations of the 1910, 1930 and 1932 schemes plotted on the North American 1927 Adjusted Datum.

Shoreline and Topographic Signals were transferred from a photostat of topographic sheet T 4813.

Hydrographic signal "Mut" was located by this party.

DATES OF SURVEY: Work on this sheet began November 17 and was completed November 23, 1934.

TIDAL RECUCERS: 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.

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

OVERLAP OF BUOY PATH LINES: Cont.

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

JUNCTIONS: The overlapping junction with Wire Drag Sheet Field No. 13 on the south west is good.

There was no drag work east of this sheet in Monterey Bay.

GROUNDINGS:

Pos. No. Letter Day	Latitude & Longitude	Grounded Depth	Least Sounding Depth Fathoms	Cleared Eff. Depth Feet	Depth Plotted. Fathoms
7 A	36 37.41 121 57.13	Grounded on towline.	7 2/6	[illegible]33'	7 1/4
22 A	36 38.48 121 56.36	Grounded on towline	5 1/6	Not cleared	5 1/6

On position 7 A the drag grounded on the towline, the "N" buoy was also aground. No positions were taken by the Guide Launch that will bring the "N" buoy or bight to the position of the sounding taken by the Tender. This grounding is close inshore and near foul area, this grounding was cleared with an effective depth of 33 feet.

On position 22 A the drag grounded on the towline, the "N" buoy was also aground. No positions were taken by the Guide Launch that will bring the "N" buoy or bight to the position of the sounding taken by the Tender. This grounding is close inshore and near foul ground, for that reason it was not cleared.

It should be noted that on Guide Launch position 33 C day a sunken rock was found 20 meters inshore from the launch position.

COMPARISON WITH PREVIOUS SURVEYS: Comparison with H 5414.

The grounding on position 7 A, latitude 36 37.41, with a least depth of 7 2/6 fathoms plots on depths of 7 3/4 to 9 3/4 fathoms.

The grounding with the least depth of 5 1/6 fathoms, latitude 36 38.48, plots in depths of 8 1/2 to 9 1/4 fathoms.

The sunken rock located on this survey, plots approximately 75 meters offshore from Aumentos Rock as shown on the above survey.

COMPARISON WITH CHART 5402; Corrected to March 21, 1935

Neither of the groundings or the sunken rock found on this survey are charted, however because of the scale of this chart they are probably impractical to chart.

COMPARISON WITH CHART NO. 5403: Corrected to August 7 1935.

Neither of the groundings or the sunken rock found on this survey are charted.

The least depth of 7 2/6 fathoms in latitude 36 37.41 plots inside the ten fathom curve between charted 8 and 15 fathoms.

The least depth of 5 1/6 fathoms in latitude 36 38.48 plots on the ten fathom curve between charted 7 and 14 fathoms.

The sunken rock located on this survey plots offshore of Aumento Rock and just south of a charted 8 fathoms.

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), FLORENCE (End launch and the TENDER.

Respectfully submitted,

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

Forwarded
Approved

G. C. Jones,
Lieutenant Commander
In Charge, Wire Drag.

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

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 14
1934

TRIANGULATION

Hydrographic Name	Location.
Mont	Monterey Bay 3, 1910, 1932
Sea	Seaside, 1930, 1932
Pig	Monterey P G & E. Stack, 1932
Mon	Monterey Presidio Monument, 1932
Mer	Monterey American Can Co. Stack, 1932
Mus	Mussel, 1932
Sel	Mussel Point, 1875, 1910
Luces	Luces Point, 1875, 1932
Light	Point Pinos L. H. 1855, 1930
Sir	Point Pinos Siren, 1932
Club	Club, 1932

TOPOGRAPHIC
Located on Topographic Sheet T 4813

East	Sin	Abe	Can
Tin	Ran	Van	Pump
Bad	It	Ben	Wash
Tar			R

HYDROGRAPHIC
Location in Tender Volumn, Page 10.
Mut

STATISTICS

			Drag			Tender	
DATE 1934	DAY	VOL.	STATUTE MILES	NO.POS.	DRAG LENGTH	SOUNDINGS	POSITIONS
Nov. 17	A	1	3.5	50	5600	2	2
18	B	1	7.1	106	7000	-	-
19	C	1	4.2	87	5600	47	15
23	D	1	1.9	29	5600	-	-
TOTALS			16.7	272		49	17

AREA 9.5 SQUARE STATUTE MILES.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 14
1934

The protracting and plotting of buoy positions was done by Mr. T. A. Renton, drag areas were subdivided and inked by Mr. T. M. Means, draftsmen, 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.

WIRE DRAG

HYDROGRAPHIC SURVEY NO. 5907

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 No
(Circular Nov. 30,1933)

Remarks

Field Records Section (Charts)

WIRE DRAG

HYDROGRAPHIC SHEET NO. 5907.

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

Number of positions on sheet	289
Number of positions checked	27
Number of positions revised	0
Number of soundings recorded	49
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: January 21, 1936

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

Review by G. Riegari Time: 17 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 5907

Locality Vicinity of 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:

Ham

adg Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

Verifier's Report on H-5907 (Wire Drag)

Records: Records are in good shape.

Drafting: Drafting is excellent. Field party did not plot line of soundings obtained on c day.

Junctions: Junction was made with H-5906 on the south. There are no other adjoining drag sheets.

Control: Shoreline and topographic signals are from T-4813. Verifier checked transfer of topographic signals.

Remarks: Verifier transferred soundings obtained on this sheet to H-5414 and H-5415.

Drag grounded at positions 7A and 22A. In both cases the tender obtained soundings ahead of the plotted positions of the end buoy at which the groundings were supposed to have occurred. The records specifically state that the drag was grounded at the end buoy although the descriptive report says that the groundings were on the towline.* Verifier plotted the soundings obtained by the tender and also plotted a grounding at the end buoy in each case.

A note in the guide launch record calls attention to a sunken rock 20 meters inshore from guide launch position 33C. It is mentioned in the descriptive report. It looks as if it might be an erroneous position in which case it is entirely possible that the rock observed might have been Aumentos Rock. It has been plotted according to the notes.

The two navigational buoys shown in pencil — Point Bruno and Mussel Point were apparently transferred from the hydro sheets by the field party. The buoy off Mussel Point could not have been in position as this area is covered by drag strips. The buoy off Point Bruno is mentioned in the records but the notes are rather vague. Neither one should be used.

January 21, 1936. Submitted,

J. A. McCormick.

J. A. McCormick

Disregard this note. Field party has acceptable locations of both buoys. Drag party left a small splt around buoy off Mussel Point.

James

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5907 (1934) W.D. FIELD NO. 14

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

Wire Drag with Hand Lead Sounding. Dual Control on shore signals.

Chief of Party - F. H. Hardy.
Surveyed by - G. C. Jones.
Protracted by - T. A. Renton.
Subdivision of dragged areas by - T. M. Means.
Inked by - 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:

a. No bottom characteristics were recorded on the soundings obtained at drag groundings.

b. The drag position at which groundings occurred were not entered in the remarks column of the sounding record. (Page 36, S. P. 118). This was accomplished in the office.

c. No cuts to the groundings were recorded. (Page 32, S. P. 118).

d. Position angles on shoals were not checked by taking an angle to a fourth object. (Page 33, S. P. 118).

e. The degree and minute symbols which accompany the projection line numbers were omitted on the sheet. This was accomplished in the office.

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 survey is well executed and such matters as overlaps, proper speed, as well as the determination of lift have been given careful attention.

3. Shoreline and Signals.

The shoreline and topographic signals originate with T-4813 (1933). Hydrographic signal "Mut" was located by the field party and is recorded in the sounding record.

4. Junctions with Wire Drag Surveys.

The junction with H-5906 (1934) on the southwest is satisfactory. There was no drag survey east of this sheet in Monterey Bay.

5. Comparison with Latest Hydrographic Surveys.

H-5414 (1933) and H-5415 (1933).

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

6. Comparison with Chart No. 5402 (New Print dated Aug. 6, 1935).
Chart No. 5403 (New Print dated July 31, 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 lines and such offlying rocks and reefs that limits the inshore extent of the drag area.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

(1) No new shoals were discovered. The 5-1/6 and the 7-1/4 fathom soundings taken near the groundings in latitude 36°38.5', longitude 121°56.4', and 36°37.4', long. 121° 57.1' respectively, appear to be extensions of the shoals indicated on H-5414 (1933).

The former depth falls outside the inshore edge of the drag. The latter depth falls at the edge of the drag.

(2) A sunken rock in latitude 36°38.05', longitude 121°55.1' was found by the field party and is recorded in the guide launch volume, pos, 33c, as a "sunken rock 20 meters inshore". This is also referred to in the descriptive report and approved by the Chief of Party.

b. Effective depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation in the normal steamer lanes.

c. Splits and insufficient overlaps.

A small split exists in latitude 36°37.5', longitude 121° 53.8' around navigation buoy "Bell No. 4". H-5414 (1933) shows the buoy in depths of 120 feet with no indication of a shoaling in a generally sandy bottom. It is not likely that a danger exists here.

The overlaps on the sheet are satisfactory.

9. Additional Field Work Recommended.

This survey is complete and satisfactory and no additional work is required.

10. Doubtful Sunken Rock.

There is some doubt as to whether the sunken rock mentioned in paragraph 8a(2) of this review, is separate and distinct from Aumentos rock, 75 meters shoreward. It is possible that launch position 33C, to which the rock is referred, was taken after the launch had started swinging offshore and subsequent to the first observance of the rock. The records do not show that Aumentos Rock was also visible at the time the sunken rock was observed.

11. Reviewed by - G. Risegari, Jan. 23, 1936.

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.

GEOGRAPHIC NAMES
WIRE DRAG
Survey No. 5907

Name on Survey	A On Chart No.	B On previous survey No.	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K	
Point Pinos	5403									1
Monterey Bay	5403									2
MONTEREY HARBOR	5403									3
		Names approved Dec. 9 1935								4
				C.H. Eagan						5
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M 234

Applied to Chart 5402 – Feb 26, 1936 L.M.J
" " " 5403 – April 21, 1936 L.M.J.