WIRE DRAG SURVEY.

5937

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Wire Drag
~~Topographic~~
~~Hydrographic~~ } Sheet No. 2

State California

LOCALITY

California Coast

~~From~~ one mile north of Slate

Rock to Grimes Point.

1935

CHIEF OF PARTY

F. H. Hardy, H. & G. E.

U.S. GOVERNMENT PRINTING OFFICE: 1934

5937
WIRE DRAG SURVEY.

Form 537

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WIRE DRAG ~~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. 2 5937

REGISTER NO.

State California

General locality California Coast

Locality One Mile North of Slate Rock to Grimes Point

Scale 1 : 10000 Date of survey May 26-June 7, 1935

Vessel Chartered Launches Florence(Guide Launch);Pt. Reyes(E. Launch)

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by T. A. Renton

Soundings penciled by C. J. Beyma

Soundings in fathoms ~~feet~~ Drag Depths in Feet

Plane of reference MLLW

Subdivision of wire dragged areas by C. J. Beyma

Inked by C. J. Beyma

Verified by James Cormick

Instructions dated May 5, 1935, 19

Remarks: Dual Control Wire Drag, Positions by Visual Fixes

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT
to accompany
Wire Drag Sheet Field No. 2
PROJECT H.T. 206
Coast of California
U.S.C.& G.S.S.GUIDE
1935

INSTRUCTIONS: Instructions for the wire drag work on this sheet were authorized by telegram dated May 5, 1935, to continue wire drag work as per instructions of May 31, 1934.

CHARACTER OF WORK: This work includes that portion from One Mile North of Slate Rock to Grimes Point, and from approximately 1/3 mile offshore(in general along the kelp line) to approximately one mile offshore.

The area of the work on this sheet is 9 square statute miles.

The scale of this sheet is 1: 10000.

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

The effective depth range is from 41 to 87 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 consisted of hydrographic signals over triangulation stations of the 1932 scheme, plotted on the North American 1927 adjusted datum.

Shoreline and topographic signals from signal LAD to Partington Point were transferred from topographic Sheet Field Letter B, 1934, and shoreline and signals from Partington Point to signal BAN were transferred from Topographic Sheet Field Letter A, 1934.

DATES OF SURVEY: Work on this sheet began on May 26, 1935, and was completed on June 7, 1935.

TIDAL REDUCERS: Tidal reducers for the work on this sheet were obtained from the Monterey Bay portable automatic tide gage.

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

H.5936(1934)W.D. H.5936(1935)

JUNCTIONS: The North end of this sheet joins Wire Drag Sheet Field No. 1, 1935. The line is continued from Field Sheet No. 1, 1935 to this sheet. On the south this sheet joins Wire Drag Sheet Field No. 3, 1935, and the overlapping junction is more than sufficient.

The overlap of drag lines at the beginning and ending of lines on this sheet are good.

H.5940(1935)

GROUNDINGS:

Pos.No. Letter Day	Latitude & Longitude	Grounded Effective Depth	Least Sounding Depth	Cleared Effective Depth	Depth Plotted	Remarks
	° '	feet	fms	feet	fms	
16 G A	*36° 09.4' 121° 40.5'	57	6 4/6	not cleared	6 4/6	*See note 1 below.
32 G A	*36° 08.8' 121° 39.9'	56	9 1/4	not cleared	9 1/4	*See note 2 below.

*Note 1. This grounding was not cleared due to the extremely heavy Northwesterly swell which prevailed during the months of May and June, when this work was accomplished. This grounding is approximately 200 meters off the beach, and with a heavy swell it was too dangerous to attempt to clear it.

*Note 2 . This ground was intended to have been cleared. The drag was hooked for a 15 foot clearance with the intention of dragging over the grounding. The Guide Launch was held as close inshore as was deemed safe but the path of the "N" buoy plotted just outside of the grounding. The lower end of the towline passed over the ground, proving no dangerous depth. This ground is approximately 300 meters off the beach and it was considered unsafe to attempt to cover the ground by dragging closer inshore.

COMPARISONS WITH PREVIOUS SURVEYS: In the review of hydrographic Sheet H- 5620, paragraph 6a states that a 6 1/2* and an 8 1/2 fathom sounding in Lat. 36°- 09.4', Long. 121°- 40.46' were carried forward from H - 2078(1891). Part of this area was dragged. The drag grounded, and a least depth of 6 4/6 fathoms was obtained. This sounding plots about 75 meters north from the 6 1/2* fathom sounding transferred to sheet H-5620 from H-2078(1891). Due to a change in Datum and the stronger control, it is deemed that this is one and the same shoal. The 8 1/2 fathom sounding transferred from H-2078(1891) to H-5620, was not verified. The "N" buoy path plots about 30 meters outside of the 8 1/2 fathom sounding. Attention is called to paragraph 10 of the hydrographic review of sheet H-5620. The original paragraph was cancelled and was superseded by the following: "9 1/2 fathom sounding disproved by wire drag- effective depth 70 ft.+. Authority letter of June 5, 1935 from Chief of Party, attached to Descriptive Report". This area was covered by an effective depth of 74 feet.

* The 6 1/2 Sdg. was erroneously transferred on H. 5620 (1934). Its corrected position on H. 5620 falls farther away from drag limits and does not agree with the position of the 6 1/2 on the drag sheet.

COMPARISON WITH CHART NO. 5302: On chart 5302, date of issue March 15, 1935, a 6* fathom sounding is shown in Lat. 36°- 09.4', Long. 121°- 40.5'. A 6 4/6 fathom sounding was obtained by this survey. The 9 1/4 sounding in Lat. 36°08.8', Long. 121°-39.9' obtained by this survey, is not charted.

* The 6 is nearer shore, shown on H 5620 (1934), + is 100 meters outside the drag limit.

PERSONNEL AND LAUNCHES: Lieutenant-Commander G. C. Jones was in

charge of this work, and was in charge of the Guide Launch.
Lieutent (j.g.)Walter J. Chovan was in charge of the End Launch.
The Launches used were the chartered launches;
FLORENCE(guide launch), and Point Reyes(end launch).

Respectfully submitted,

Chester J. Beyma.
Chester J. Beyma
Aid
C. & G. Survey

Forwarded, approved:

G. C. Jones, H & G Engineer,
In charge of Wire Drag Party.

F. H. Hardy, Chief of Party,
Commanding Ship GUIDE.

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 2
1935

Triangulation

Hydrographic Name	Location
Field	Field, 1932
Peter	Peter 1890-1932
Grimes	Grimes Point 1932
North	Rock off Point 1 mile north of Steep 1932
Steep	Steep 1932
Ton	Partington Point 1932
Lea	McWay 1/2 mile north Leaning White Rock 1932
Way	McWay 1932
Kaw	McWay, Rock Awash West 1932
Lone	McWay lone Rock 1 mile South 1932

Topographic

Located on Topographic Sheet Field Letter "A", 1934

Ban
Long
Pt
One
Say
Can
Tues
Lay
Pea
Kay
Go
Car
They

Located on Topographic Sheet Field Letter "B", 1934

Pan
Rag
Hoe
Wed
Thur
Frid
Day
July
Sept
Nov
Rum
Lad
Hen
Jan
Feb
Mar
Apr
May
June
Aug
Oct
Dec
Nor

Statistics

			DRAG			TENDER	
Date-1956	Day	Vol	No. of pos.	Drag length	Statute Miles	Sdgs	Pos.
May 26	A	1	66	6000	2.3	4	4
June 7	B	1	129	8000	7.5	-	-

Area

9 Square Statute Miles

Statement
to accompany
WIRE DRAG SHEET FIELD NO. 2
1935

The plotting and protracting of buoy positions was done by T. A. Renton, Observer.

The drag areas were subdivided and inked by Ensign C. J. Beyma.

The completed smooth sheet has been inspected, and is approved.

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

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

February 13, 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 5937

Locality One mile north of Slate Rock to Grimes Point, California coast.

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.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

GEOGRAPHIC NAMES

Survey No. **5937**

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	
PARTINGTON PT.	5302									1
GRIMES PT	5302									2
PACIFIC OCEAN	5302									3
										4
										5
										6
										7
										8
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										26
										27

Names underlined in red approved by C. A. Egner on 2-6-36

M 234

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. ..5937

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

Number of positions on sheet	199
Number of positions checked	6
Number of positions revised	0
Number of soundings recorded	4
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: March 13, 1936.

Verification by J.A. McCormick Time: 3 hr.

Review by L. Pisegari Time: 7½ hrs.

HYDROGRAPHIC SURVEY NO. 5937-W.D.

Smooth Sheet Yes

Boat Sheet 2

Sounding Records Yes Vols. 3

Descriptive Report Yes

Title Sheet Yes

List of Signals See D.R.

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

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

5937 WIRE DRAG SURVEY.

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H
~~No. T~~

received Feb. 4 ,1936
registered Feb. 5, 1936
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
20			
22			
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	

O. K. Green Feb. 6, 1936.

Verifier's Report on H-5937 (Wire Drag)

Records: Records are complete with this exception. No check angles were taken on the two shoals located. Three positions of varying depths were taken on the first shoal (6 4/6 fathoms at Lat. 36-09.4, Long. 121-40.5) but the position is open to question in view of the soundings transferred to H-5620 from H-2078. A check angle would have helped.

Drafting: Drafting is excellent.

Control: Topographic signals and shoreline are from T-4876 and T-4877.

Junctions: This sheet is joined on the north by H-5936 WD and on the south by H-5940 WD. Both junctions were made and are satisfactory.

Remarks: Shoal soundings obtained were transferred to H-5620. See above paragraph "records" for comment on shoals.

March 13, 1936.

Submitted,

James Cormick

J.A.McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5937 W.D. (1935) FIELD NO. 2

One Mile North of Slate Rock to Grimes Point, California Coast, California.
Surveyed in May - June 7, 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 - T. A. Renton.
Soundings penciled by - C. J. Beyma.
Inked by - C. J. Beyma.
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. The drag positions at which groundings occurred were not entered in the remarks column of the sounding record. (Page 36, S. P. 118).

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

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. 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-4876 (1934) and T-4877 (1934).

4. Junctions with Wire Drag Surveys.

The junction with H-5936 (1935) on the north is satisfactory. The drag strip continues from one sheet to the other.

The junction with H-5940 (1935) on the south is satisfactory.

5. Comparison with Latest Hydrographic Surveys.

H-5619 (1934), H-5620 (1934).

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

6. Comparison with Chart No. 5302 (New Print Feb. 2, 1936).

None of the charted soundings conflict with the effective depths of the drag.

7. Field Plotting.

The field plotting, protracting and the subdivision of areas were well done.

8. Results of Surveys.

a. Shoals discovered and clearance depths obtained.

A new shoal, with 9-1/4 fathoms over it, was found in latitude 36°08.8', longitude 121°39.9', in depths of 12 fathoms. The 9-1/4 fathom was not cleared as it was considered too close inshore, but the lower end of the towline passed over the ground with drag set at an effective depth of 41 feet, proving no dangerous depth. (See Descriptive Report page 2, Note 2).

The 6-4/6 fathom shoal in latitude 36°09.42', longitude 121°40.5', falls between 11 and 18 fathom depths, and appears to be an extension of the 6-1/2 fathom shoal in this area approximately 75 meters southeast. This shoal is close inshore and was not cleared.

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°08.8', longitude 121° 39.9', as a result of the grounding on the 9-1/4 fathom shoal mentioned above. All overlaps are satisfactory.

9. Additional Field Work Recommended.

The survey is complete and no additional work is required.

10. Reviewed by - G. Risegari, Mar. 18, 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.

Fred. L. Peacock
Chief, Section of Field Work.

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

Applied to Chart 5302 - May 19, 1936 L. M. Jenkins