

# 5951

WIRE DRAG

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

MAR 10 1936

Acc. No. \_\_\_\_\_

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. 7

State California

LOCALITY

California Coast

Ragged Point to White Rock No. 2.

1935

CHIEF OF PARTY

F. H. Hardy

U. S. GOVERNMENT PRINTING OFFICE: 1934

WIRE DRAG

# 5951

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

REG. NO.

WIRE DRAG  
~~HYDROGRAPHIC SHEET~~ TITLE SHEET

Acc. No.

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. 7

REGISTER NO. **H5951**

State California

General locality California Coast

Locality Ragged Point to White Rock No. 2.<sup>29</sup>

Scale 1:10,000 Date of survey August 12 -27, 19 35

Vessel Chartered Launches FLORENCE (Guide); POINT REYES (End)

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by C. A. Kester

Soundings penciled by W. J. Chovan

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

Plane of reference MLLW

Subdivision of wire dragged areas by W. J. Chovan

Inked by W. J. Chovan

Verified by J. A. Mc Cormick

Instructions dated May 5, 1935

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

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD No. 7  
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 Ragged Point to White Rock No. 2, and from approximately one-third mile offshore (in general along the kelp line) to approximately two miles offshore.

The area of the work on this sheet is 10 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 in course and speed.

The effective depth range is from 19 to 80 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 on the 1932 scheme, plotted on the North American 1927 Adjusted Datum.

Shoreline and signals were transferred from the following topographic sheets: Signal ELF to Signal WHITE ROCK No. 2, from Topographic Sheet Field Letter "E", 1934; Signal WHITE ROCK No. 2, to Signal RAGGED POINT, from Topographic Sheet Field Letter "F", 1934; Signal RAGGED POINT to Signal KIP, from Topographic Sheet Field Letter "G", 1934.

DATES OF SURVEY: Four days work was done on this sheet between August 12 to August 27, 1935.

TIDAL REDUCERS: Tidal reducers for the work on this sheet were obtained from San Simeon Bay Portable Automatic Tide Gage and San Francisco Standard Gage.

For further information on this subject see Season's Tidal Report.

JUNCTIONS: The drag strips on the north end of this sheet are continued from Wire Drag Sheet Field No. 6, 1935. The offshore drag strip on the southern end on the sheet continues on to Sheet No. 8, 1935, and the overlapping junction of the inner strip is very good.  
 H-5958 (1935)

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

Pos.No. Letter Day	Latitude & Longitude		Grounded Effective Depth Feet	GROUNDINGS:		Depth Plotted Fms.	Remarks
				Least Sounding Depth Fms.	Cleared Effective Depth Feet		
32 A	35 47.17	121 20.55	38 ✓	3 1/8 ✓	Not Cleared	3 1/8 ✓	Kelp to heavy to pull drag through. ✓
15 B	35 46.48	121 20.6	63 ✓	5 1/8 ✓	28 ✓	5 1/8 ✓	This is a large shoal area. There is a 8 1/8 fm.sounding 55 meters S.W. of, and a 10 1/2 fm.sounding 43 meters N.E. of, the 5 1/8 fm.sdg.
<del>14 B</del>	35 46.35	121 20.49	—	7 ✓	26 ✓	7 ✓	Rejected, Pos. 14 C Page 24. G.L. Record. <small>Record 24 Tender's Com Res 3c</small>
12 C	35 46.27	121 20.4	26 ✓	3 5/8 ✓	19 ✓	3 5/8 ✓	Very steep. Drops off abruptly to 13 fms. ✓
36 D	35 45.8	121 20.08	57 ✓	4 5/8 ✓	22 ✓	4 5/8 ✓	

COMPARISONS WITH PREVIOUS SURVEYS:

The following comparisons are based on sheets H-5642 and H-5671 A.

The 3 1/8 fathom sounding in Latitude 35° 47.17, Longitude 121° 20.55, falls in a blank area between 8 3/4 and 9 3/4 fathom soundings.

The 5 1/8 fathom sounding in Latitude 35° 46.48, Longitude 121° 20.6, falls in a blank area between 15 and 16 fathom soundings. However, this shoal area is large in extent and a 8 1/8 fathom sounding was found 15 meters to the north of a 16 fathom sounding, and a 10 fathom sounding was found 15 meters to the south of a 15 fathom sounding.

The 7 fathom sounding in Latitude 35° 46.35, Longitude 121° 20.49, falls in a blank area between 14 and 15 fathom soundings.

The 3 5/8 fathom sounding in Latitude 35° 46.27, Longitude 121° 20.4, falls in a blank area between 14 fathom soundings.

The 4 5/8 fathom sounding in Latitude 35° 45.8, Longitude 121° 20.08, falls in a blank area between 13 fathom soundings.

COMPARISON WITH CHART NO. 5302, (Corrected to January 18, 1936):

The only grounding shown on this chart, is the 3 5/6 fathom shoal in Latitude 35° 46.27, Longitude 121° 20.4, which is shown as 3 3/4\* fathoms.

\*The 3 3/4 fathom  
shoal is shown as  
Charter from  
advance information  
taken from this  
survey. Letter 7 18 (1935)  
from F.H. Hardy

PERSONNEL AND LAUNCHES:

Lieutenant-Commander G. C. Jones was in charge of this work, also in charge of the Guide Launch (Chartered Launch FLORENCE). Lieutenant (j.g.) W. J. Chovan was in charge of the End Launch (Chartered Launch POINT REYES).

Respectfully submitted,

*Walter J. Chovan*  
Walter J. Chovan,  
Jr. H & G Engineer,  
C. & G. Survey.

Forwarded, approved:

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

STATISTICS  
TO ACCOMPANY  
WIRE DRAG SHEET NO. 7

TENDER

Date 1935	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	Soundings	Positions
Aug. 12	A	1	4.6	32	7200	3	3
13	B	1	2.2	15	7200	7	7
14	C	1	3.7	26	7200and3000	3	3
26	D	1	5.7	36	10,500	2	2
27	E	1	3.5	23	4500	-	-
Total			19.7	132		15	15

AREA 10 SQUARE STATUTE MILES

LIST OF SIGNALS  
to accompany  
WIRE DRAG SHEET FIELD NO. 7  
1935

TRIANGULATION

<u>Hydrographic Name</u>	<u>Location</u>
DEL	White Rock No. 2, 1933
ISA	White Rock No. 1, 1933
CO	County, 1932-1933
LUIS	Luis, 1932-33
HI	Large white rock off Luis, 1933
GED	Sharp rock off Ragged Point, 1933
RAG	Ragged Point, 1873-1932
DOUBLE	Sharp double rock $\frac{1}{2}$ mile south of Ragged Point, 1933
LARGE	Large rock $\frac{1}{2}$ mile south of Ragged Point, 1933.
SHARP	Sharp rock off Breakers Point, 1933.

TOPOGRAPHIC

Located on Topographic Sheet Field Letter E, 1934.

ELF  
SUE

Located on Topographic Sheet Field Letter F, 1934

FUN	MY	WET	GOT
GO	OLD	AT	JIB
HAT	PAD	BUT	BEACH
ILL	RAN	CAL	SAN
JOY	SUN	DO	
KID	USE	FOX	

Located on Topographic Sheet Field Letter G, 1934

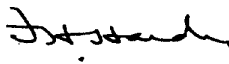
POINT  
NOME  
GUL  
KIP

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 7  
1935

The plotting and protracting of buoy positions  
was done by C. A. Kester, Surveyor.

The drag areas were subdivided and inked by  
Lieutenant (j.g.) Walter J. Chovan.

The completed smooth sheet has been inspected  
and is approved.

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



## TIDE NOTE FOR HYDROGRAPHIC SHEET

March 27, 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  
and wire drag

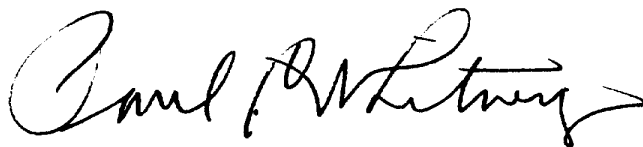
HYDROGRAPHIC SHEET 5951

Locality **Ragged Point to White Rock No. 2, Calif. coast**

Chief of Party: **F. H. Hardy in 1935**  
Plane of reference is **mean lower low water reading**  
2.2 ft. on tide staff at **San Simeon**  
20.9ft. below B.M.1

**Height of mean high water above plane of reference is 4.5 feet.**

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. **15951**

Name on Survey

On Chart No.  
 On previous survey No.  
 On U. S. quadrangle Maps  
 From local information  
 On local Maps  
 P. O. Guide or Map  
 Rand McNally Atlas  
 U. S. Light List

Name on Survey	A	B	C	D	E	F	G	H	K
<u>RAGGED POINT</u>									1
<u>WHITE ROCK No. 2</u>									2
<u>CALIFORNIA.</u>									3
									4
									5
									6
									7
									8
									9
									10
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									23
									24
									25
									26
									27

Names underlined in red approved  
 by *[Signature]* Mar. 20 36

H5951

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Remarks

Decisions

	Remarks	Decisions
1		
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27		

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. ...**H5951**

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

Number of positions on sheet	...147
Number of positions checked	....18
Number of positions revised	....0
Number of soundings recorded	....15
Number of soundings revised	....0
Number of signals erroneously plotted or transferred	....0

Date: *march 30, 1936*

Verification by *J. A. Mc Cormick*

Time: *3 hr.*

Review by *George Pasigari*

Time: *8 hrs.*

HYDROGRAPHIC SURVEY NO. 5951 W.D.

Smooth Sheet Yes

Boat Sheets 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 No  
(Circular Nov. 30, 1933)

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

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY DESCRIPTIVE REPORT PHOTOSTAT OF	}	No. H 5951    W.D. No. T	{	received    March 10, 1936 registered    March 16, 1936 verified reviewed approved
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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	
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C. K. Green    *March 19, 1936.*

Verifier's Report on H-5951 (Wire Drag)

Records: Records are complete with exception: There is no check angle on 7 fathom sounding on pos. 3c (blue) See below. ✓

Drafting: Drafting is excellent. ✓

Junctions: This sheet is joined on the south by H-5958, not as yet verified. The adjoining sheet on the north has not been registered at this date. Field party shows black dashed lines on ends of strips which are continuous from sheet to sheet. These will be changed by verifier when the junctions are made with the adjoining sheets. ✓

Control: Topographic signals and shoreline are from T-4879 and T-4890. T-4891 (1938) ✓

Remarks: Shoal soundings were transferred to H-5642 and H-5671a. Reviewer's attention is called to the 7<sup>f</sup> fathom sounding at Lat. 35-46.35, Long. 121-20.49. This sounding was obtained on a drag position which was rejected. The tender obtained a ~~XXXX~~ sounding and a position but no check angle. Plotting the cut from the rejected drag position checks the sounding in direction but not in distance. The question of effective depth also enters into it. ✓

*The 7 fathom is accepted and was obtained by a good fix*

March 30, 1936.

Submitted, (R)

*J. A. McCormick*

J. A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5951 W.D. (1935) FIELD NO. 7

Ragged Point to White Rock No. 2, California Coast, California.

Surveyed in August 1935

Instructions dated May 31, 1934 (GUIDE); May 5, 1935.

Wire Drag with Hand Lead Soundings.

Dual Control on Shore Signals.

Chief of Party - F. H. Hardy.

Surveyed by - G. C. Jones.

Protracted by - C. A. Kester.

Subdivision of wire dragged areas by - W. J. Chovan.

Inked by - W. J. Chovan.

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 that the position angle on shoal in latitude  $35^{\circ}46.35'$ , longitude  $121^{\circ}20.49'$ , was 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 is a well executed survey which shows careful consideration of such matters as overlaps and proper speed, as well as the determination of lift.

3. Shoreline and Signals.

The shoreline and topographic signals originate with T-4879 (1934), T-4890 (1934) and T-4891 (1934).

4. Junctions with Wire Drag Surveys.

The junctions on the north with W. D. Sheet, Field No. 6, 1935, and on the south with H-5958 (1935) will be considered in the reviews of those sheets.

5. Comparison with Latest Hydrographic Surveys.

H-5642 (1934) and H-5671a, (1934).

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



6. Comparison with Chart No. 5302 (New Print dated Feb. 25, 1936).

None of the soundings on the chart 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 Survey.a. Shoals discovered and clearance depths obtained.

The following new shoals were located in the inshore area in depths of from 5 to 11 fathoms greater:

- (1) A 3-1/6 fathom rocky shoal was found in latitude 35°47.17' longitude 121°20.55', in depths of 9 fathoms on H-5642, (1934). Because of the heavy kelp the drag could not be pulled through and no clearance depth was obtained. The shoal is fairly close inshore.
- (2) A 5-1/6 fathom rocky shoal was found in latitude 35°46.48' longitude 121°20.6', in depths of 15 fathoms on H-5642 (1934). The shoal was cleared with 26 feet effective depth.
- (3) A 7 fathom rocky shoal was found in latitude 35°46.35', longitude 121°20.49', in depths of 14 fathoms on H-5642 (1934). The shoal was cleared with 26 feet effective depth.
- (4) A 3-5/6 fathom rocky shoal was found in latitude 35°46.27' longitude 121°20.4', in depths of 14 fathoms on H-5642 (1934). The shoal was cleared with an effective depth of 19 feet.
- (5) A 4-5/6 fathom rocky shoal was found in latitude 35°45.8' longitude 121°20.08', in depths of 13 fathoms on H-5671a (1934). The shoal was cleared with 22 feet effective depth.

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.

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

9. Additional Field Work Recommended.

This survey is satisfactory and no additional drag work is required. The shoals noted in paragraph 8a(2), (3), (4) and (5) of this review indicate the possible existence of a narrow ridge of 1/2 to 3/4 mile long that parallels the coast and with depths of 5 to 10 fathoms shoaler than the general depths surrounding it. This feature is not sufficiently brought out by the detached shoals found with the drag. When opportunity affords it would be desirable to run several sounding lines in this vicinity. The finding of these shoals with the wire drag emphasize the great need for drag work in this general locality. One hundred meter lines on the hydrographic survey failed to show the slightest indication of dangerous shoals in this area.

10. Reviewed by - G. Risegari, April 8, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

*K.T. Adams*  
Acting Chief, Division of Charts.

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

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