

5957

WIRE DRAG

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES
MAR 4 1936
Ac. No.

Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

WIRE DRAG
~~Topographic~~ } Sheet No. **5957**
~~Hydrographic~~ }

WIRE DRAG

State **California**

LOCALITY

California Coast

White Rock No. 2. to

Cape San Martin.

1935

CHIEF OF PARTY

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

U. S. GOVERNMENT PRINTING OFFICE: 1934

5957
WIRE DRAG

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

MAR 4 1936

REG. NO.

WIRE DRAG
~~HYDROGRAPHIC~~ 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. 6

REGISTER NO. ⁵⁹⁵⁷
5957

State California

General locality California Coast

Locality White Rock No. 2 To Cape San Martin

Scale 1 : 10,000 Date of survey August 11 - 26, 1935

Vessel Chartered Launches Florence (Guide Launch) Point Reyes (End Launch)

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by C. A. Kester

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 Cornick

Instructions dated May 5, 1935, 19

Remarks: Dual Control Wire Drag, Positions By Visual Fixes.

DESCRIPTIVE REPORT
to accompany
Wire Drag Sheet Field No. 6
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 White Rock No. 2 to Cape San Martin and from approximately one third mile offshore (in general along the kelp line) to approximately one and a half miles offshore.

The area of the work on this sheet is 9 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 29 to 79 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 from signal Kid to White Rock No. 2 were transferred from Topographic Sheet Field Letter F 1934; and shoreline and signals from White Rock No. 2 to signal Nun were transferred from Topographic Sheet Field Letter E 1934.

DATES OF SURVEY: Work on this sheet began on August 11, 1935 and was completed on August 26, 1935.

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

For further information on this subject the reader is referred to the Seasons Tidal Report.

JUNCTIONS: The north end of this sheet joins Wire Drag Sheet Field No. 5, 1935. The overlapping junction is more than sufficient. On the south this sheet joins Wire Drag Sheet Field No. 7, 1935. The drag lines are continued from this sheet to Sheet Field No. 7, 1935.

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

H-5951(W.D.)

GROUNDINGS:

Pos.No. Letter Day	Latitude & LONGITUDE		Grounded Effective Depth	Least Sounding Depth	Cleared Effective Depth	Depth Plotted	Remarks
	0	1	Feet	Fms	Feet	Fms	
58 A	35	50.00	37 ✓	6 1/2	29	6 1/6	Upright Length Plotted ✓
	121	24.17					

COMPARISONS WITH PREVIOUS SURVEYS: In the review of hydrographic Sheet - 5651 Page 3 paragraph (9) states that "A 17 fathom sounding in 20 fathoms area in Lat. 35 - 51.7 Long. 121 - 27.1 was carried forward as it was not disproved by present survey, which indicates a slight shoaling at that place." This slight shoaling was covered by this survey with a sloping section of 51 to 67 feet effective. **Made note in review of H-5651 (1934) regarding coverage of shoal by this survey with 6 1/6 effective depth. (R)*

In the review of hydrographic sheet H-5642 Page 2 paragraph 6 subitem (1) states that "in Lat. 35 - 50.05 Long. 121 - 24.15 a 6 5/6 fathom sounding and a 7 1/2 fathom sounding falls in a blank area between depths of 9 1/2 and 12 fathoms on the present survey. In view of the fact that the surrounding depths on the old and new surveys are in good agreement, these soundings have been carried forward". About 100 meters south of the 7 1/2 fathom sounding mentioned above, a 6 1/2 fathom sounding was found by the wire drag. The drag grounded on this shoal with an effective depth of 37 feet, two feet less than the least sounding obtained and cleared the shoal with an effective depth of 29 feet. *Full outside of inshore limits of drag. G.R.*

The sub plan of sheet H-5651 shows wire drag work off triangulation station Spruce 1932 with a sounding of 1 5/8 fathoms. The inshore effective drag depths on sheet H 5651 are slightly deeper than those obtained by this survey. The "N" buoy path line of this survey extends offshore about 150 meters from the 1 5/8 fathom sounding shown on H-5651.

COMPARISONS WITH CHART NO 5302.

The groundings shown on this survey is not charted on chart No. 5302, date of issue ~~March 15, 1935~~. January 18, 1936.

PERSONNEL AND LAUNCHES: Lieutenant Commander G. C. Jones was in charge of this work, also in charge of the GUIDE Launch. Lieutenant (jg) W. J. Chevan was in charge of the End Launch.

The launches used were the chartered launches Florence (Guide Launch) and Point Reyes (End Launch).

Respectfully submitted,

C. B. Beyma
C. B. Beyma
Aid
C&G Survey

Forwarded, Approved

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

List of Signals
To Accompany
Wire Drag Sheet Field No. 6
1935

TRIANGULATION

Hydrographic Name	Location
Eva	Evans 1932
Del	White Rock No.2 1932
Ruse	Spruce 1932
Inner	Inner Rock Cape San Martin 1932
Out	Outer 1932

TOPOGRAPHIC

Located on Topographic Sheet Field Letter F 1934.

Kid
Joy
Hat
Go
Fun

Located on Topographic Sheet Field Letter E 1934

Sue	Lot	But
Elf	Jim	Top
Dub	Hit	Cape
Ben	Got	Us
Abe	Fox	Sin
Big	Elk	Ox
Bar	Dog	Num
Mem	Cry	

STATISTICS
TO ACCOMPANY
WIRE DRAG SHEET NO. 6

Date 1935	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	TENDER	
						Soundings	Positions
Aug. 11	A	1	6.6	58	10,000	2	2
12	B	1	1.2	8	7200	-	-
26	C	1	1.3	8	10,500	-	-
Total			9.1	74		2	2

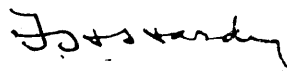
AREA 9 SQUARE STATUTE MILES.

Statement
to accompany
Wire Drag Sheet Field No. 6.
1935.

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

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.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5957

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

Number of positions on sheet76
Number of positions checked4
Number of positions revised0
Number of soundings recorded2
Number of soundings revised0
Number of signals erroneously plotted or transferred0

Date: April 24, 1936

Verification by J. A. Mc Cormick Time: 3 hr.

Review by Time:

HYDROGRAPHIC SURVEY NO. 5957 WIRE DRAG

Smooth Sheet 1

Boat Sheet 2

Sounding Records 1, Soundings Vols. 2 Wire Drag Records.

Descriptive Report yes

Title Sheet yes

List of Signals Yes (in 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 _____

H- 5957 WIRE DRAG

Remarks

Decisions

	Remarks	Decisions
1		
2		
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GEOGRAPHIC NAMES

Survey No. **H-5957 WIRE DRAG**

On Chart No. **5302**
 On previous survey No. **T 4890**
 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>Salmon Head</u>	*	✓								1
<u>Cape San Martin</u>	*		✓					—	—	2
										3
										4
										5
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										27

Names underlined in red approved
 by *[Signature]* on 4/29/36

Names underlined in red approved
 on

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~XXXXXXXXXXXX~~

No. H - 5957 WIRE DRAG
~~XXXX~~

received *Mar 4, 1936*
 registered *Mar 30, 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	
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C. K. Green *Mar. 2, '36*

TIDE NOTE FOR HYDROGRAPHIC SHEET

April 10, 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 **5957**

Locality **White Rock No. 2 to Cape San Martin, California 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**
20.9 ft. 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:

Paul C. Whitney

Chief, Division of Tides and Currents.

Original copy missing. xdc

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5957 (1935) W.D. FIELD NO. 6

White Rock No. 2 to Cape San Martin, California Coast, Cal.

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.
Soundings penciled by - C. J. Beyma.
Verified and inked 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.

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, and determination of lift have been given careful attention.

3. Shoreline and Signals.

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

4. Junctions with Wire Drag Surveys.

The junction with H-5943 (W.D.) on the north is satisfactory.

The junction with H-5951 (W.D.) on the south is satisfactory.
The drag strips continue from one sheet to the other.

5. Comparison with latest hydrographic surveys.

H-5642 (1934), H-5651 (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 hydrography on the chart conflicts with the effective depths of the drag, except the sunken rock in latitude $35^{\circ}51.5'$ longitude $121^{\circ}26.5'$, which falls on the present survey in an effective depth area of 67 feet. This rock originates with Chart Letter 340 of 1931 in which was reported the striking by the Steamer HELEN WHITTIER of an uncharted rock with about 12 feet over it. This rock was searched for by a wire drag party in 1934 (H-5651) and covered the reported position with a 53 foot effective depth drag without grounding. An 11 foot rock, however, was found about 500 meters to the northward and it was assumed to be the rock on which the vessel struck. (See Par. 7 review H-5651). The present survey fully corroborates the non-existence of a rock in the reported position and the charted rock should, therefore, be expunged.

7. Field Plotting.

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

8. Results of Survey.a. Shoals discovered and clearance depths obtained.

The shoals noted below fall on H-5642 (1934) and H-5651 (1934) in greater depths as follows:

- (1) The 7 fathom shoal in latitude $35^{\circ}53.26'$, longitude $121^{\circ}28.3'$, in depths of 15 to 18 fathoms. This shoal originates with the adjoining sheet H-5943 (1935) but was not cleared by the drag work on that sheet. However, it was cleared on the present survey with an effective depth of 30 feet. This shoal lies fairly close to the San Martin Rocks and the clearance depth is probably adequate for vessels using this area.
- (2) The $6\text{-}1/6$ fathom grounding ($6\text{-}1/2$ fathom actual sounding) in latitude $35^{\circ}50'$, longitude $121^{\circ}24.17'$, in depths of $9\text{-}1/2$ to 12 fathoms was cleared by a 29 foot drag. This shoal lies fairly close inshore.

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.

No splits exist and overlaps are good.


9. Additional Field Work Recommended.


No additional field work is required within the limits of the present drag work. However, attention is called to the fact that the 11 foot rock transferred from H-5651 (1934), in latitude $35^{\circ}51.8'$, longitude $121^{\circ}26.6'$, has never been cleared. From the standpoint of small boat navigation this may be desirable.

10. Reviewed by - G. Risegari, April 30, 1936.


Inspected by - A. L. Shalowitz.

Examined and approved:


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


Chief, Division of Charts.


Chief, Section of Field Work.


Chief, Division of H. & T.

Verifier's Report on H-5957 (Wire Drag)

Records: Records are satisfactory. ✓

Drafting: Drafting is excellent. ✓

Junctions: This sheet is joined on the north by H-5943 and on the south by H-5951. Junctions were made and are satisfactory. ✓

Control: Shoreline and topographic signals are from T-4879 and T-4890. ✓

Remarks: Shoal soundings were transferred to H- 5642. ✓

April 24, 1936.

Submitted,

J.A. McCormick

J.A. McCormick.

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