

# 5958

WIRE DRAG

# 5958

WIRE DRAG

|   |   |
|---|---|
| <p>Form 504<br/>Rev. Dec. 1933<br/>DEPARTMENT OF COMMERCE<br/>U.S. COAST AND GEODETIC SURVEY<br/>R. S. PATTON, DIRECTOR</p> |   |
| <h2>DESCRIPTIVE REPORT</h2>   |   |
| Topographic }<br>Hydrographic }   | Sheet No. <u>5958</u><br><b>WIRE DRAG</b> |
|   |   |
| State <u>California</u>   |   |
| LOCALITY  |   |
| <u>Point Piedras Blancas to Ragged Pt.</u>  |   |
|   |   |
| 193 <u>5</u>  |   |
| CHIEF OF PARTY  |   |
| <u>F. H. Hardy</u>  |   |

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

WIRE DRAG  
~~HYDROGRAPHIC SHEET~~ TITLE SHEET

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

MAR 17 1936

REG. NO.

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. 8

REGISTER NO. <sup>5958</sup> **5958**

State California

General locality California Coast

Locality Point Piedras Blancas to Ragged Point

Scale 1:10,000 Date of survey Aug. 24-Sept. 1, 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

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

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 8  
Project No. HT 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 Point Piedras Blancas to Ragged Point 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 12 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 21 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.

The shoreline from the southern end of this sheet to Point Piedras Blancas was transferred from Sheet T-4850; shoreline and signals from Point Piedras Blancas to Ragged Point were transferred from Topographic Sheet Field Letter G, 1934; shoreline and signals from Ragged Point to Signal BEACH were transferred from Topographic Sheet Field Letter F, 1934.

**DATES OF SURVEY:** Six days work was done on this sheet between August 24 to September 1, 1935.

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

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

**JUNCTIONS:** The north end of this sheet joins Wire Drag Sheet Field No. 7, 1935. The offshore drag strip is continued from Wire Drag Sheet Field No. 7, 1935, to this sheet, and the overlapping junction of the inner strip is good. On the south this sheet joins Wire Drag Sheet Field No. 9, 1935. The overlapping junction is more than

sufficient. The offshore strip between La Cruz Rock and Point Piedras Blancas joins Wire Drag Sheet H-5671 b. The overlapping junction is very good.

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

GROUNDINGS:

| Pos.No.<br>Letter<br>Day | Latitude<br>&<br>Longitude | Grounded<br>Effective<br>Depth | Least<br>Sounding<br>Depth | Cleared<br>Effective<br>Depth | Depth<br>Plotted | Remarks   |
|--------------------------|----------------------------|--------------------------------|----------------------------|-------------------------------|------------------|---|
|                          | o   '   "                  | Feet                           | Fms                        | Feet                          | Fms              |   |
| 11 A                     | 35 44.25<br>121 19.46      | 26 ✓                           | 3 2/6                      | Not<br>Cleared ✓              | 3 2/6            | Kelp too heavy to pull drag through.  |
| 27 A                     | 35 43.17<br>121 19.87      | 32 ✓                           | 4 4/6                      | 21 ✓                          | 4 4/6            |   |
| 21 E                     | 35 41.776<br>121 18.90     |                                | 9 4/6 ✓                    | 36 ✓                          | 9 4/6<br>9 3/4   | See Note 1 below.   |
| 21 E                     | 35 41.78<br>121 18.90      |                                | 10 ✓                       | 36 ✓                          | 10               | See Note 1 below.   |
| 46 C                     | 35 40.73<br>121 19.43      | 75 ✓                           | 13 2/6                     | 58 ✓                          | 12 1/2<br>12     | Grounded on a sloping section from 75 to 80 feet. Upright length plotted. See Note 2 below. |

NOTE 1: On E Day, positions 15 to 21 E were rejected in the field because area was previously covered by other drag strips. The drag grounded on the 9 4/6 fathom sounding (Position 21 E), but the depth of drag at the time of grounding is not known. The upright depths and length of drag on this hook up were not recorded.

NOTE 2: This grounding was cleared on Sheet H-5671 b with an effective depth of 58 feet. Paragraph 8 of the review of Sheet H-5671 b (W.D.) states, that the wire drag work shown on that sheet may serve as a junction for wire drag work in this area. A tracing of Sheet H-5671 b is being forwarded with the smooth sheet. *See Addendum in this report.*

COMPARISONS WITH PREVIOUS SURVEYS:

The following comparisons are based on Sheet H-5671 a.

The 3 2/6 fathom sounding in Latitude 35° 44'.25, Longitude 121° 19'.46, falls on the outer edge of a kelp patch. Soundings in this vicinity are very irregular, and range in depths from 7 1/4 to 10 1/4 fathoms, showing indications of a shoal.

The 4 4/6 fathom sounding in Latitude 35° 43'.17, Longitude 121° 19'.87<sup>5</sup> falls in a very irregular bottom. 50 meters north of this grounding there are two shoals with least depth of 6 4/6 fathoms and 8 fathoms.

The 9 4/6 and 10 fathom soundings in Latitude 35° 41'.77, Longitude 121° 18'.90, agrees with the soundings shown in that locality.

The ~~6 1/2~~ fathom, effective upright depth in Latitude 35° 40'.73, Longitude 121° 19'.43, is in surrounding depths of 16 fathoms.

COMPARISON WITH CHART NO. 5302: The following comparisons are based on Chart No. 5302 corrected to January 18, 1936.

The 3 2/6 fathom sounding in Latitude 35° 44'.25, Longitude 121° 19'.46, is not charted. About 200 meters southeast of this grounding there is a charted 2 fathoms. Hydrographic Sheet H-5671 a, shows a 2/6 fathom sounding surrounded by numerous sunken rock symbols.

Paragraph 7, Subitem b in the review of Sheet H-5671 a, refers to the same discrepancy.

The 4 4/6 fathom sounding in Latitude 35° 43'.17, Longitude 121° 19'.87 is charted as 4 1/2 fathoms.

The 9 4/6 fathom sounding in Latitude 35° 41'.77, Longitude 121 18.90 plots just outside of 8 fathoms.

The effective upright depth of 12 1/2 fathoms in Latitude 35° 40'.73, Longitude 121° 19'.43 is not charted.

PERSONNEL AND LAUNCHES: Lieutenant-Commander G. C. Jones was in charge of this work, 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 FLORENCE (Guide Launch) and POINT REYES (End Launch).

Respectfully submitted,

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

Forwarded, approved:

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

ADDENDUM:

It was originally planned to redrag the area covered by Sheet H-5671 b during the 1935 field season. While dragging the outside strip of this area, fog set in at Position 15, D Day. The drag was continued without control for approximately 2 hours until the drag grounded on the 11 fathom shoal in Latitude  $35^{\circ} 41.05$ , Longitude  $121^{\circ} 20.1$ , found on Sheet H-5671 b, as per notes in drag record No. 1, Page 34, D Day.

This area was not recovered during the 1935 field season inasmuch as the review of Sheet H-5671 b states that the work shown on that sheet may serve as a junction for the wire drag work in this area, and the work referred to above undoubtedly covered the area, but could of course could not be plotted owing to inability to obtain fixes.

*J. S. Sanderly*

*(see par. 8c - Review)*

LIST OF SIGNALS  
to accompany  
WIRE DRAG SHEET FIELD No. 8  
1935

TRIANGULATION

| <u>Hydrographic Name</u> | <u>Location</u>  |
|--------------------------|--|
| LARGE                    | Large Rock South of Lighthouse, 1933.  |
| BLAN                     | Piedras Blancas Lighthouse, 1932.  |
| OFF                      | Large Rock off Lighthouse 1933.  |
| IN                       | Hiway, Large Rock Inshore 1/2 Mile north of Piedras Blancas Lighthouse 1933. |
| TANK                     | Evans Water Tank, 1933.  |
| LA                       | La Cruz Rock, 1933.  |
| CHINA                    | China, 1932.   |
| SHARP                    | Sharp Rock off Breakers Point, 1933.   |
| LAR                      | Large Rock 1/2 Mile South of Ragged Point, 1933.                             |
| DOUBLE                   | Sharp Double Rock 1/2 Mile South of Ragged Point, 1933.                      |
| RAG                      | Ragged Point, 1932.  |

TOPOGRAPHIC

Located on Topographic Sheet Field Letter G, 1934.

|     |     |      |       |
|-----|-----|------|-------|
| ALL | SIG | POD  | CUP   |
| BUT | DUD | QUIT | GUL   |
| SIN | GUN | BAN  | NOME  |
| COP | ON  | AX   | POINT |

Located on Topographic Sheet Field Letter F, 1934.

BEACH

STATISTICS  
TO ACCOMPANY  
WIRE DRAG SHEET NO. 8

TENDER

| Date<br>1935 | Day<br>Letter | Volume | Statute<br>Miles | Positions | Drag Length<br>Feet | Soundings | Positions |
|--------------|---------------|--------|------------------|-----------|---------------------|-----------|-----------|
| Aug. 24      | A             | 1      | 4.1              | 27        | 7600                | 4         | 4         |
| 25           | B             | 1      | 2.7              | 18        | 7600                | -         | 1         |
| 27           | C             | 1      | 5.7              | 50        | 10,500              | 1         | 1         |
| 28           | D             | 1      | 3.8              | 19        | 10,500              | -         | -         |
| 31           | E             | 1      | 1.6              | 14        | 7200                | 2         | 2         |
| Sept. 1      | F             | 1      | 2.4              | 17        | 7200                | -         | -         |
| Total        |               |        | 20.3             | 145       |                     | 7         | 8         |

AREA 12 SQUARE STATUTE MILES



STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 8  
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*

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

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **5958**

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

|  |        |
|--|--------|
| Number of positions on sheet                         | ...153 |
| Number of positions checked                          | ...11  |
| Number of positions revised                          | .....0 |
| Number of soundings recorded                         | .....7 |
| Number of soundings revised                          | .....0 |
| Number of signals erroneously plotted or transferred | .....0 |

Date: *April 22, 1936*

Verification by *J. A. McCune*

Time: *6 hr.*

Review by *R. L. Johnston*

Time: *11  $\frac{1}{4}$  corrections made*

HYDROGRAPHIC SURVEY NO. 5958 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- 5958 WIRE DRAG

Remarks

Decisions

|    | Remarks | Decisions |
|----|---------|-----------|
| 1  |         |           |
| 2  |         |           |
| 3  |         |           |
| 4  |         |           |
| 5  |         |           |
| 6  |         |           |
| 7  |         |           |
| 8  |         |           |
| 9  |         |           |
| 10 |         |           |
| 11 |         |           |
| 12 |         |           |
| 13 |         |           |
| 14 |         |           |
| 15 |         |           |
| 16 |         |           |
| 17 |         |           |
| 18 |         |           |
| 19 |         |           |
| 20 |         |           |
| 21 |         |           |
| 22 |         |           |
| 23 |         |           |
| 24 |         |           |
| 25 |         |           |
| 26 |         |           |
| 27 |         |           |

GEOGRAPHIC NAMES

Survey No. H-5958 WIRE DRAG

On Chart No. 5302

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 Pt.</u>          | * |   |      |               |   |   | - |   |   | 1  |
| <u>Pt. Piedras Blancas</u> | * |   |      |               |   |   | ✓ |   |   | 2  |
|                            |   |   | F.B. | Apr. 19, 1936 |   |   |   |   |   | 3  |
|                            |   |   |      |               |   |   |   |   |   | 4  |
|                            |   |   |      |               |   |   |   |   |   | 5  |
|                            |   |   |      |               |   |   |   |   |   | 6  |
|                            |   |   |      |               |   |   |   |   |   | 7  |
|                            |   |   |      |               |   |   |   |   |   | 8  |
|                            |   |   |      |               |   |   |   |   |   | 9  |
|                            |   |   |      |               |   |   |   |   |   | 10 |
|                            |   |   |      |               |   |   |   |   |   | 11 |
|                            |   |   |      |               |   |   |   |   |   | 12 |
|                            |   |   |      |               |   |   |   |   |   | 13 |
|                            |   |   |      |               |   |   |   |   |   | 14 |
|                            |   |   |      |               |   |   |   |   |   | 15 |
|                            |   |   |      |               |   |   |   |   |   | 16 |
|                            |   |   |      |               |   |   |   |   |   | 17 |
|                            |   |   |      |               |   |   |   |   |   | 18 |
|                            |   |   |      |               |   |   |   |   |   | 19 |
|                            |   |   |      |               |   |   |   |   |   | 20 |
|                            |   |   |      |               |   |   |   |   |   | 21 |
|                            |   |   |      |               |   |   |   |   |   | 22 |
|                            |   |   |      |               |   |   |   |   |   | 23 |
|                            |   |   |      |               |   |   |   |   |   | 24 |
|                            |   |   |      |               |   |   |   |   |   | 25 |
|                            |   |   |      |               |   |   |   |   |   | 26 |
|                            |   |   |      |               |   |   |   |   |   | 27 |

Names underlined in red approved  
 by E.C.P. on 4/28/36

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~XXXXXXXXXXXX~~

} No. H - 5958 WIRE DRAG  
~~XXXXXXXX~~

{ received *Mar 17, 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 |  |
|----|--|

*G. K. Green April 1, '36*

TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

April 10, 1936.

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

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

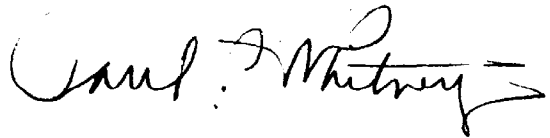
HYDROGRAPHIC SHEET 5958

Locality Point Piedras Blancas to Ragged Point, 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:



Chief, Division of Tides and Currents.

Verifier's Report on H-5958 (Wire Drag)

Records: Records are satisfactory.

Drafting: Field drafting is excellent.

Junctions: This sheet is joined on the north by H-5951 and on the south by H-5959. These junctions were made and are satisfactory. This sheet also covers an area previously dragged on H-5671b. The field party depended on the work on H-5671b to cover an area which was not covered on this sheet due to fog. ~~There is a small split resulting from this junction.~~ See review par 8c

Remarks: Shoal soundings obtained were transferred to H-5671a and H-5567. Kelp symbols were transferred to H-5671a in areas where they had not already been shown.

Control: Shoreline and topographic signals are from T-4850, T-4891 and T-4890.

April 22, 1936.

Submitted,

*J.A. McCormick*

J.A. McCormick.



Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5958 W.D. (1935) FIELD NO. 8

Point Piedras Blancas to Ragged Point, California Coast  
Surveyed in August - September, 1935  
Instructions dated May 31, 1935, (GUIDE), and Telegram  
of 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 - 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.

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 shows that careful consideration was given to such matters as overlaps, proper speed, and determination of lift.

3. Shoreline and Signals.

The shoreline and topographic signals originate with T-4850 (1934), T-4890 (1934) and T-4891 (1934).

4. Junctions with Wire Drag Surveys.

The junction on the north with H-5951 W.D. (1935) is satisfactory. The offshore drag strip is continued from H-5951 W.D. (1935) to this sheet and the overlapping area of the inner strip is ample.

The junction on the south with H-5959 W.D. (1935) is satisfactory.

Most of the area of H-5671b W.D. (1934) was covered on the present survey. Because the signals were shut out by fog on the latter part of D day, a portion of this drag strip could not be plotted. This left a small area covered only by the drag work of 1934.

5. Comparison with Latest Hydrographic Surveys.

H.5667 (1934), H-5671a (1934).

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. 5302 (New Print dated Feb. 25, 1936).

No soundings shown on the present chart conflict with the effective depths of the drag.

The 4-1/2 fathom sounding in latitude 35°43.16', longitude 121° 19.85', was charted from advance information derived from the present survey and contained in Chart Letter No. 844 of 1936. This depth is actually 4-4/8 fathoms. The positions of shoals given in Chart Letter No. 844 of 1936 were scaled from the boat sheet and this letter should not be used for charting any soundings of the present survey.

7. Field Plotting.

The pretracting, plotting 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-5671a (1934) in greater depths as follows:

- (1) The 3-2/8 fathoms in latitude 35°44.25', longitude 121°19.46' in irregular depths of 7-3/4 to 10-1/4 fathoms. It falls on the outer edge of a thick kelp patch, fairly close inshore, and could not be cleared with the drag.
- (2) The 4-4/8 fathoms in latitude 35°43.17', longitude 121°19.85', in depths of 12 to 13 fathoms, with two shoals of 6-4/8 fathoms and 8 fathoms about 50 meters northward. Cleared by 21 foot drag.
- (3) The 9-3/4 fathoms and 10 fathoms in latitude 35°41.76' longitude 121°18.90', in depths of 10-1/4 to 13 fathoms. Cleared by 36 foot drag.
- (4) The 12 fathom grounding in latitude 35°40.73', longitude 121°19.43', in depths of 16 to 17 fathoms. Cleared by 58 foot drag in 1934.

b. Effective depths.

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

c. Splits and insufficient overlaps.

Because of fog the signals were not visible to the end launch on D day after pos. 15 and the drag strip on the smooth sheet was ended at pos. 15D, although it was continued without control for approximately two hours. (See Addendum by Chief of Party in the Descriptive Report). This resulted in a small split in latitude  $35^{\circ}40.0'$ , longitude  $121^{\circ}19.2'$  between the present drag work and that of 1934. As this split was unquestionably covered and as guide launch positions 16D and 17D were given in the record, it was decided to plot the corresponding positions of the end launch approximately by time and course. This plotting carries the drag strip far enough northward to cover the split. It actually went about one mile further northward.

No other splits exist and overlaps are satisfactory.

9. Additional Field Work Recommended.

No additional field work is necessary.

10. Note to Compiler.

The compiler's attention is called to the erroneous 2 fathom sounding on Chart 5302 at latitude  $35^{\circ}44.3'$ , longitude  $121^{\circ}19.4'$ , which is discussed under par. 7b of the review of H-5671a (1934).

11. Reviewed by - R. L. Johnston, May 2, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

*L. O. Robert.*  
L. O. Robert,  
Chief, Division of Charts.

*Fred. R. Pease.*  
Fred. R. Pease,  
Chief, Section of Field Work.

*W. H. H. H.*  
W. H. H. H.,  
Chief, Division of H. & T.

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