

5959

WIRE DRAG

WIRE DRAG

5959

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Topographic } Sheet No. 2 **5959**
Hydrographic }

State California

LOCALITY

California Coast

San Simeon Bay to Point

Piedras Blancas

1935

CHIEF OF PARTY

F. H. Hardy

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DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 9

REGISTER NO. ⁵⁹⁵⁹ **5959**

State California

General locality California Coast

Locality San Simeon Bay to ^{Point} Piedras Blancas Lighthouse

Scale 1:10,000 Date of survey Aug. 29-Sept. 14, 19 35

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 Walter J. Chovan

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

Plane of reference MLLW

Subdivision of wire dragged areas by Walter J. Chovan

Inked by Walter J. Chovan

Verified by Jamelornick

Instructions dated May 5, 19 35

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

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 9
Project 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 San Simeon Bay to Piedras Blancas Light House, 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 15 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 25 to 78 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: Signals PADRE to PIEDRAS BLANCAS LIGHTHOUSE from Topographic Sheet Register No. T-4850, 1933. Signal PIEDRAS BLANCAS LIGHTHOUSE to Signal SIG, from Topographic Sheet Field No. "G", 1934.

DATES OF SURVEY: Five days work was done on this sheet between August 29 to September 14, 1935.

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

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

JUNCTIONS: The junctions with Wire Drag Sheet Field No. 8 on the northwest, and Wire Drag Sheet Field No. 10 on the southeast, are good. ✓

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

GROUNDINGS:

Pos.No. Letter Day	Latitude & Longitude o ' "	Grounded Effective Depth Feet	Least Sounding Depth Fms.	Cleared Effective Depth Feet	Depth Plotted Fms.	Remarks
35 A	35 38.23 121 14.18	39 ✓	6 1/2 ✓	30 ✓	6 1/2 ✓	Very small area. ✓
43 C	35 37.55 121 14.02	50 ✓	5 2/6 ✓	27 ✓	5 2/6 ✓	Sounding alongside patch of kelp. ✓
20 B	35 37.63 121 13.05	35 ✓	5 4/6 ✓	25 ✓	5 4/6 ✓	Pinnaele Rock. Grounded on inclined section 35 to 40 feet. ✓
61 C	35 37.07 121 12.62	52 ✓	7 1/2 ✓	36 ✓	7 1/2 ✓	

COMPARISON WITH PREVIOUS SURVEYS:

Comparison with Sheet H-5476, 1933:

The 6 1/2 fathom sounding in Latitude 35° 38' 23" ~~and~~ Longitude 121° 14' 18", falls in a blank area between 11 fathom soundings. There is a 8 1/2 fathom sounding 155 meters to the southeast of the 6 1/2 fathom sounding. ✓

The 5 2/6 fathom sounding in Latitude 35° 37' 55", Longitude 121° 14' 02", falls about 200 meters outside the last sounding line on this sheet. That line has an indication of shoaling as there are two soundings, 15 and 16 fathoms, between 18 fathom soundings. The 1:40000 offshore sheet was not available for comparison. ✓

The 5 4/6 fathom sounding in Latitude 35° 37' 63", Longitude 121° 13' 05", falls in a blank area between 12 and 13 fathom soundings. There is a 11 fathom sounding 190 meters southwest of the 5 4/6 fathom sounding. ✓

The 7 1/2 fathom sounding in Latitude 35° 37' 07", Longitude 121° 12' 62", falls in a blank area between 17 and 18 fathom soundings. There is a large shoal area about 400 meters to the south entirely enclosed in a 15 fathom curve. The soundings in this shoal area range from 13 to 15 fathoms. ✓

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

All these groundings are shown on this chart in the correct position. This chart was corrected from advance notice of these groundings sent to Washington, D. C. by this field party. The 5 4/6 fathom sounding in Latitude 35° 37'.63, Longitude 121° 13'.05, was plotted as 5 1/2 fathoms.

SPECIAL NOTICE: (Reference Director's letter ^{of April 13, 1935} 80-SD^A Hydrographic Sheet H-5476)

Elevations were obtained of the following rocks:

* North Entrance Rock, San Simeon Bay 1933, 10 foot elevation above MHW.

These elevations have been applied to T-4850 set.

* Rock East of San Simeon Dock 1933, 7 foot elevation above MHW.

The character and extent of these rocks ^{except for Height} are as reported in letter dated April 18, 1935.

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.

* These elevations were determined during the field season and should be used for clearing rather than the heights reported in my letter of April 18, 1935

F. H. Hardy
Chief of Party

STATISTICS
TO ACCOMPANY
WIRE DRAG SHEET NO.9

Date 1935	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	TENDER	
						Soundings	Positions
Aug.29	A	1	4.7	35	7200	3	16
Sept.11	B	1	5.4	46	7200and3000	8	8
	12 C	1	7.2	62	10,000and7200	5	5
	13 D	1	2.0	16	7200	-	-
	14 E	1	2.0	15	9500	-	-
Total			21.3	174		16	29

AREA 15 SQUARE STATUTE MILES

LIST OF SIGNALS
to accompany
WIRE DRAG SHEET FIELD NO. 9
1935

TRIANGULATION

Hydrographic Name

Location

TANK	Evans Water Tank, 1933.
OFF	Large Rock off Lighthouse, 1933.
BLAN	Piedras Blancas Lighthouse, 1883-90
LARGE	Large Rock South of Lighthouse, 1933.
REEF	Reef, 1932.
SIM	Simeon, 1932.
VEN	Hearst Barn West Ventilator, 1933.
WARE	San Simeon Warehouse West Gable, 1933.
DOCK	Dock, 1932.
PAD	Padre, 1932.

TOPOGRAPHIC

Located on Topographic Sheet Field Letter G, 1934.

SIG
SIN
BUT
ALL

Located on Topographic Sheet No. T-4850

DER
POST
CHINK
CAT
TAN
BAR
PLAT
LIM
MAN
RAT
EAST
TREE
YES

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 9
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
F. H. Hardy,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE.

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 5959

Locality San Simeon Bay to Point Piedras Blancas, 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 Whitney
Chief, Division of Tides and Currents.

GEOGRAPHIC NAMES

Survey No. H - 5959 WIRE DRAG

Name on Survey	Source										
	A	B	C	D	E	F	G	H	K		
<u>San Simeon Bay</u>	*✓		✓					✓			1
<u>Point Piedras Blancas</u>	*✓		✓					✓	✓		2
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Names underlined in red approved
 by E.P.W. on 4/21/36

H - 5959 WIRE DRAG

	Remarks	Decisions
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Field Records Section (Charts).

HYDROGRAPHIC SHEET NO. 5959

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

Number of positions on sheet	.....	203
Number of positions checked	.....	17
Number of positions revised	.....	0
Number of soundings recorded	.....	16
Number of soundings revised	.....	0
Number of signals erroneously plotted or transferred	.....	0

Date: April 21, 1936

Verification by J. A. McCormick

Time:

5 hrs.

Review by S. Pisgari

Time:

6 hrs.

HYDROGRAPHIC SURVEY NO. 5959 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

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 } No. H *5959 W.D.*
~~PHOTOSTAT OF~~ } No. T

{ received ✓
 { registered ✓
 { 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
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63			
✓ 82	<i>A.L. Shalowitz</i>	<i>A.L.S.</i>	<i>"Special notice" page 3 - D.R.</i>
83			
88			
90			

RETURN TO

82	
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*see H-5960 for correct location of buoy
 off San Simon Pt., attended to Jam.
Qanso*

C K Green - April 1 - 36

Verifier's Report on H-5959 Wire Drag)

Records: Records are complete. ✓

Drafting: Field drafting is excellent. ✓

Junctions: This sheet is joined on the southeast by H-5960 and on the northwest by H-5958. ✓ Junctions were made and were satisfactory. ✓ H-5671b also joins on the northwest but was not shown by the verifier. ✓

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

Remarks: Shoal soundings obtained were transferred to H-5476 and H-5566. ✓ The drag party obtained a new position of the bell buoy (Pr. 2a) off San Simeon Point. This position was transferred to H-5476. ✓ Kelp symbols shown ~~xx~~ by drag party were also transferred to H-5476. ✓

April 21, 1936.

Submitted,

J. A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5959 W.D. (1934) FIELD NO. 9

San Simeon Bay to Pt. Piedras Blancas, California Coast, Cal.

Surveyed in August - September 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.

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. However, some of the shoals discovered should have been cleared by a greater depth. These are referred to in par. 8a, this review.

3. Shoreline and Signals.

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

4. Junctions with Wire Drag Surveys.

The junction with H-5958 (1935) on the northwest is satisfactory.

The junction with H-5960 (1935) on the southeast is satisfactory.

Two of the drag strips continue from one sheet to the other.

5. Comparison with Latest Hydrographic Surveys.

H-5476 (1933), H-5566 (1933), and H-5671 (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).

a. Hydrography.

None of the soundings on the chart conflict with the effective depths of the drag.

The following shoals found on the present survey were charted from advance information (Chart Letter No. 844 of 1935). They should be revised to agree in depth and position with the present survey.

- (1) The 6-1/2 fathom sounding in latitude 35°38.23', longitude 121°14.18'.
- (2) The 5-1/4 fathom sounding in latitude 35°37.55', longitude 121°14.02'. The actual depth is 5-2/8 fathoms.
- (3) The 5-1/2 fathom sounding in latitude 35°37.63', longitude 121°13.05'. Actual depth is 5-4/8 fathoms.
- (4) The 7-1/2 fathom sounding in latitude 35°37.07', longitude 121°12.62'.

b. Aids to Navigation.

Bell Buoy (Vicinity of San Simeon Bay) was located approximately 100 meters northeast of its charted position.

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 following important shoals were discovered as a result of the drag work. They are all considerably shoaler than the depths obtained on the latest hydrographic surveys H-5476 (1933) and H-5568 (1933):

- (1) The 6-1/2 fathom shoal in latitude 35°38.23', longitude 121°14.18' falls in depths of 10-3/4 to 11 fathoms. The shoal was cleared by a 30 foot drag.

- (2) The 5-2/8 fathom shoal in latitude 35°37.55', longitude 121°14.02', in depths of 18 to 19 fathoms. Cleared by 27 foot drag.
- (3) The 5-4/8 fathom shoal in latitude 35°37.63', longitude 121°13.05', in depths of 12 to 13 fathoms. Cleared by 25 foot drag.
- (4) The 7-1/2 fathom shoal in latitude 35°37.07', longitude 121°12.62' in depths of 17 to 18 fathoms. Cleared by 36 foot drag.

b. Effective Depths.

The effective depths of the various drag strips along the outside coast are in general sufficient to insure safety to surface navigation in the normal steamer lanes. However, the shoals noted under par. 8a (1), (2), and (3) of this review should have been dragged ~~ix~~ closer to the bottom in order to safeguard the larger vessels. The 6-1/2 fathom shoal (par. 8a (1), is noted as a pinnacle rock in the Descriptive Report and the 5-4/8 fathom shoal (par. 8a(3)) is described as of "very small area". Both may have less water on them.

c. Splits and insufficient overlaps.

No splits exist and overlaps are ample.

9. Additional Field Work Recommended.

When feasible, the shoals noted in par. 8b, this review, should be dragged to a greater effective depth.

10. Reviewed by - G. Risegari, May 1, 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. Peacock
Fred. R. Peacock,
Chief, Section of Field Work.

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

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