5960 WIRE DRAG

Form 504
Rev. Dec. 1933

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

DESCRIPTIVE REPORT

Topographic }
Hydrographic } Sheet No. 10 5960
WIRE DRAG

State California

LOCALITY

Cambria Rock to San Simeon Bay

1935

CHIEF OF PARTY

F. H. Hardy

U. S. GOVERNMENT PRINTING OFFICE: 1934

5960 WIRE DRAG

Form 537

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY
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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. 10

REGISTER NO. ~~5960~~ 5960

State California

General locality California Coast

Locality ~~Vicinity Von Helm Rock~~ Cambria Rock to San Simeon Bay

Scale 1:10,000 Date of survey Aug. 30 - Sept. 15, 1935

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

Chief of Party F. H. Hardy

Surveyed by G. C. Jones

Protracted by G. E. Logan

Soundings penciled by Curtis Le Fever

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

Plane of reference MLLW

Subdivision of wire dragged areas by Curtis Le Fever

Inked by Curtis Le Fever

Verified by J.A. Mc Cormick

Instructions dated May 5, 1935

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

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 10
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 with drag work as per instructions of May 31, 1934.

CHARACTER OF WORK: This work includes that portion from one-half mile north of Von Helm Rock to San Simeon Point and from approximately one-half mile offshore (in general along the kelp line) to approximately two and a fourth miles offshore.

The area of the work on this sheet is twelve 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 or speed.

The effective depth ranges from 17 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.

The control consisted of hydrographic signals over triangulation stations on the 1932 scheme, plotted on the North American 1927 Adjusted Datum.

T-4901

The shore line and signals from the south end of this sheet to Triangulation Station CREEK 1885 were transferred from Topographic Sheet Field Letter "J" 1934. Shore line and signals from Triangulation Station CREEK 1885 to Triangulation Station PADRE 1932 were transferred from Topographic Sheet Field Letter "H" 1934. Shore line and

T-4900

signals from Triangulation Station PADRE, 1932 to north boundary of the sheet were transferred from Sheet T-4850.

DATE OF SURVEY: Four days work was done on this sheet August 30, September 14, 15 and 16th, 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 south end of this sheet joins Wire Drag Sheet Field No. 11, 1935. The two drag strips being continued onto Sheet 11. On the north this sheet joins Wire Drag Sheet Field No. 9, 1935. The two offshore drag strips are continued from one sheet to the other. The overlap with Sheet 9 on the inshore drag strip is more than sufficient.

H-5959

On the outer drag strip on the north end of this sheet positions 1C to 5C were transferred to the volume for Wire Drag Sheet Field No. 9, 1935, "E" Day, and plotted on that sheet in order to properly show the bight.

In general the inshore limits of the area dragged on this sheet was determined by the kelp line. The kelp extended into the first and second sections in two instances.

GROUNDINGS:

Latitude & Longitude		Grounded Effective Depth	Least Sounding Depth	Cleared Effective Depth	Depth Plotted
°	'	Feet	Fms	Feet	Fms
34	34.6	57	~~7 2/6~~ 7 1/4	39	~~7 2/6~~ 7 1/4
121	08.4				
34	34.4	39	4	17	4
121	07.9				

COMPARISONS WITH PREVIOUS SURVEYS:

This sheet is compared with sheets H-5476 and H-5681.

The following comparisons are noted:

The 9 fathom sounding on the rocky shoal extending off Pico Rock, Latitude 35° 35.6' Longitude 121° 08.6' was cleared by 31 feet. This sounding is on the edge of a kelp patch.

The two soundings of 9 3/4 fathoms, Latitude 35° 35'.25, Longitude 121° 08'.3, was cleared by 32 feet. This shoal is also indicated by kelp beds.

The sounding of 4 fathoms in Latitude 35° 34'.4, Longitude 121° 07'.9, is surrounded by twelve to fifteen fathoms. This shoal was indicated on the previous survey by an 8 fathom sounding and was mentioned in the descriptive report of Sheet Field No. 8, 1934. This shoal is cleared by 17 feet. H-5681

The sounding of 7 2/6 fathoms in Latitude 35° 34'.6, Longitude 121° 08'.4, is surrounded by 17 fathoms and apparently even bottom. This shoal is cleared by 39 feet.

COMPARISONS WITH CHART 5302:

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

The sounding of 4 fathoms in Latitude 35° 34'.4, Longitude 121° 07'.9, is charted as 3 3/4 fathoms.

The sounding of 7 2/6 fathoms in Latitude 35° 34'.6, Longitude 121°08'.4, is charted as 7 1/2 fathoms.

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,

Curtis Le Fever

Curtis Le Fever,
Jr. H & G Engr.,
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.10

Date 1935	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	TENDER Soundings	TENDER Positions
Aug. 30	A	1	5.7	41	7200	3	3
Sept. 13	B	1	1.1	10	7200	-	-
14	C	1	6.7	57	9500	-	-
15	D	1	3.5	29	9500and7200	4	4
Total			17.0	137		7	7

AREA 2 SQUARE STATUTE MILES.

ADDENDUM:

The San Simeon Bell Buoy, Latitude 35° 37.8, Longitude 121° 11.4, was inadvertently plotted on the wrong position on Sheet 9. The correct position as found by the drag is recorded on Page 2, Volume I* for the sheet and shown on the sheet as such. The buoy should be replotted on Sheet 9.(H-5959)

* See verifies Report. Buoy is O.K. on H-5959(9)

BR

Satisfactory

Buoy was correctly plotted. Why the above statement?

Jam

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 8
1935

The plotting and protracting of buoy positions was done by G. E. Logan, , Surveyor.

The drag areas were subdivided and inked by Lieutenant (j.g.) Curtis Le Fever.

The completed smooth sheet has been inspected and is approved.

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

R2C

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

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 5960

Locality **Cambria Rock to Simson Bay, 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.

U. S. GOVERNMENT PRINTING OFFICE

GEOGRAPHIC NAMES

Survey No. H-5960 WIRE DRAG

Name on Survey	On Chart No. 5302 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	
San Simeon Pt.	*		/				—			1
										2
										3
										4
										5
										6
										7
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										26
										27

Names underlined in red approved by C.R.T. on 4/18/36

M 234

H-5960 WIRE DRAG

	Remarks	Decisions
1		
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M 234		

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5960

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

Number of positions on sheet	144
Number of positions checked	12
Number of positions revised	0
Number of soundings recorded	7
Number of soundings revised	0
Number of signals erroneously plotted or transferred	9

Date: April 20, 1936

Verification by J. A. McCormick Time: 4 hr.

Review by G. Pierpont Time: 6½ hrs.

HYDROGRAPHIC SURVEY NO. 5960 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 (Circular Nov. 30, 1933) No

Remarks

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H ~~A~~ 5960 WIRE DRAG

~~No. I~~

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
20			
22			
24			
25			
26			
30			
40			
62			
63			
✓ 82	Capt. Ellis	E.R.	Page 5 — D. R
83			
88			
90			

RETURN TO

82	

C. K. Green April 1, '36

Verifier's Report on H-5960 (Wire Drag)

Records: Records are satisfactory.

Drafting: Field drafting is excellent.

Control: Shoreline and topographic signals are fromT-4850, T-4900 and T-4901.

Junctions: This sheet is joined on the north by H-5959. Junction was made and is satisfactory. The sheet adjoining on the south has not been received from the field party.

Remarks: Shoal soundings were transferred to H-5681.

Field party has taken a cut to buoy 4 when the drag grounded at Po. 41A. The soundings were obtained at Buoy 9. There is no indication in the records as to why this cut was taken.

Position of San Simeon Bell Buoy was correctly plotted on H-5959* contrary to statement by Chief of Party on D.S.

April 20, 1936.

Submitted,

*Position of Buoy is recorded on page 2 Vol. 1

J.A.McCormick.

J.A.McCormick

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5960 W.D. (1935) FIELD NO. 10

Cambria Rock to San Simeon Bay, California Coast, California
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 - G. E.LOgan.
Subdivision of wire dragged areas by - C. LeFever.
Inked by - C. LeFever.
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 items 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-4850 (1934), T-4900 (1934), and T-4901 (1934).

4. Junctions with Wire Drag Surveys.

The junction with H-5959 (1935) on the northeast is satisfactory. Two of the drag strips continue from one sheet to the other.

The junction with Field Sheet No. 11 (1935) on the south will be considered in the review of that sheet.

5. Comparison with Latest Hydrographic Surveys.

H-5476 (1933), H-5566 (1933) and H-5681 (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).

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

a. Hydrography.

The following soundings were charted from advanced information in Chart Letter No. 844 (1935).

The 3-3/4 fathom sounding in latitude 34°34.4', longitude 121°07.9', The actual depth is 4 fathoms.

The 7-1/2 fathom sounding in latitude 34°34.6', longitude 121°08.4'. The actual depth is 7-2/6 fathoms.

The present survey's positions of the above soundings as shown on the sheet should be used in preference to the Chart Letter's positions which were scaled from the boat sheet.

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 shoals noted below fall on H-5681 (1934) in depths as follows:

(1) The 4 fathom shoal in latitude 35°34.4', longitude 121°07.9', in depths of 8 to 16 fathoms. Cleared by 17 foot drag.

(2) The 7-1/4 fathom shoal in latitude 35°34.6', longitude 121°08.4', in depths of 17 fathoms. Cleared by 39 foot drag.

b. Effective Depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation in the normal steamer lanes. However, the 4 fathom shoal noted in par. 8b(1), above should have been cleared by a deeper drag.

c. Splits and insufficient overlaps.

No splits exist and overlaps are good.

9. Additional Field Work Recommended

No additional work is required.

10. Reviewed by - G. Risegari, May 1, 1936.

Inspected by - A. L. Shalowitz.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

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

Chief, Division of H. & T.

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