

6151 WIRE DRAG

6151 W.D.

WIRE DRAG

6151

Form 504
Ed. June, 1928

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

State: California

DESCRIPTIVE REPORT

WIRE DRAG
-Topographic- } Sheet No. 8
-Hydrographic- }

LOCALITY
California
Northern Coast ~~of California~~
Usal Jackass Ridge
~~Usal Rock North to Latitude 39-52' N~~

193 6

CHIEF OF PARTY
F. H. Hardy

U. S. COAST & GEODETIC SURVEY
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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. 8

REGISTER NO H6151 W.D.

State California

California

General locality Northern Coast of California

Jackass Ridge

Locality Usal Rock North to Latitude 39° 52' N

Scale 1:10,000 Date of survey Aug. 20, 25, 28, 1936

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by I. E. Rittenburg

Protracted by R. C. Bolstad

Soundings penciled by _____

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

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by R. C. Bolstad

Inked by R. C. Bolstad

Verified by J. a. mc Cormick

Chief, Div. H & T

Instructions dated May 31, 1934 & Letter from 1-21, 1936

Remarks: Dual Control-Visual Fixes using Chartered Launches

VIRGINIA AND CAPON

560

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 8
Project No. HT-206
U.S.C. & G.S.S. GUIDE
1936

INSTRUCTIONS: Instructions for this work were dated May 31, 1934, and the third paragraph of a letter from the Chief, Division of Hydrography and Topography dated January 21, 1936.

CHARACTER AND LIMITS OF WORK: This sheet covers the area from Usal Rock north to Latitude $39^{\circ} 52'$ and from about one-fourth to one-third mile offshore to well beyond the 20 fathom curve or $1\frac{1}{2}$ to 2 miles offshore. The inshore limit of the drag was governed by the kelp line or the safe inshore limit of operating the towing vessels safely. This sheet joins Wire Drag Sheet Field No. 9, 1936 on the north and Wire Drag Sheet Field No. 7, 1936 on the south.

The scale of this sheet is 1 : 10,000.

The position interval was five minutes practically throughout the sheet, except at the beginning and ends of lines and radical changes in course and speed.

Dual control and visual fixes were used throughout.

Effective depths ranged from 23 to 76 feet.

CONTROL AND DATUM: This sheet is on the final adjusted North American 1927 datum. Topographic signals were taken from topographic sheets A, B and C, 1935, this vessel. The basic triangulation was that of 1930. One hydrographic signal was used (H 1) and the cuts to this signal are indexed in the Guide Launch Volume. All topographic features and shoreline were taken from the above mentioned topographic sheets and none were either located or sketched in by this party. Therefore the topography and offlying rocks, etc. shown on this sheet should not be considered.

DATES OF SURVEY: Three day's work, August 20, 25, 28, 1936 were done on this sheet.

TIDAL REDUCERS: Tide reducers for this sheet were obtained from the records of a portable automatic tide gage at Shelter Cove, California. See attached Tidal Data Sheet for further information.

JUNCTIONS AND OVERLAPS: This sheet joins with Wire Drag Sheet Field No. 7, 1936 on the south, and Wire Drag Sheet Field No. 9, 1936 on the north. The junctions are good. The overlaps of adjoining and adjacent strips are also good. The bight of the drag at the beginning of B Day is shown on this sheet in pencil. This is because Wire Drag Sheet Field No. 7 had been sent in to the office so that the exact shape of the bight could not be shown. It will be necessary for the office force to transfer this bight from Sheet No. 7, 1936.

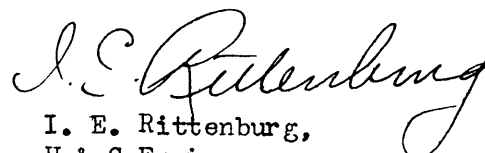
GROUNDINGS: None.

COMPARISON WITH PREVIOUS SHEETS AND CHART:

There are no soundings on either hydrographic sheets field Nos. 1, 2 and 42, 1935, this vessel, H-1643B or Chart 5602 which are shoaler than the dragged depths.


PERSONNEL AND LAUNCHES: Lieutenant I. E. Rittenburg was in charge of this work and in charge of the guide launch. Lieutenant (j.g.) Walter J. Chovan was in charge of the end launch. Chartered Launch VIRGINIA was used as guide launch and Chartered Launch CAPON as end launch. Standard wire drag equipment was used.

Respectfully submitted,



I. E. Rittenburg,
H & G Engineer,
C. & G. Survey

Forwarded and approved:

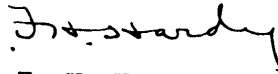

F. H. Hardy,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 8
1936

The plotting and protracting of buoy positions
was done by Lieutenant (j.g.) Roswell C. Bolstad.

The drag areas were subdivided and inked by
Lieutenant (j.g.) Roswell C. Bolstad.

The completed smooth sheet has been inspected
and is approved.



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

STATISTICS
to accompany
WIRE DRAG SHEET FIELD No. 8
1936

Date 1936	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	TENDER Soundings	Positions
Aug. 20	A	1	3.3	30	10,000	0	0
25	B	1	4.7	35	10,000	0	0
28	C	1	3.7	26	6,000	0	0
TOTALS			11.7	91			

AREA 11.0 SQUARE STATUTE MILES.

TIDE NOTE FOR HYDROGRAPHIC SHEET

February 23, 1937.

Division of Hydrography and Topography:

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

Tide Reducers are approved in
3 volumes of sounding ^{& wire drag} records for

HYDROGRAPHIC SHEET 6151

Locality Ussal Rock to Jackass Ridge, Northern Calif.

Chief of Party: F. H. Hardy in 1936
Plane of reference is mean lower low water reading
2.9 ft. on tide staff at Shelter Cove
7.1 ft. below B.M.1 A

Height of mean high water above plane of reference is 5.6 feet.

Condition of records satisfactory except as noted below:

Chief, Division of Tides and Currents.

Remarks

Decisions

	Remarks	Decisions
1		
2	<i>USGS 1:500,000 Base Map and Calif. Mineral Map use "Usal"</i>	<i>see T-6378, T-6379</i>
3		" "
4		" "
5		" "
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GEOGRAPHIC NAMES

Survey No. H-6151-W. D.

Name on Survey	On Chart No. 5602		On previous survey No. T-1223, T-1224		From local information	On local Maps	USCP P. O. Guide or Map	Rand McNally Atlas	U. S. Light List	
	A	B	C	D						
<u>California</u>	✓	✓								1
<u>Usal Rock</u>	✓ app'd	Usal RK					✓			2
<u>Big White Rock</u>	✓ app'd	✓					✓			3
<u>Anderson Cliff</u>	✓ app'd	✓					✓			4
<u>Jackass Ridge</u>	✓ app'd	✓								5
<u>Pacific Ocean</u>										6
										7
										8
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										25
Names underlined in red approved										26
by <u>ATE</u> on 2/24/37										27

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6151 W.D.**
.....

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

Number of positions on sheet91.
Number of positions checked7
Number of positions revised0
Number of soundings recorded0
Number of soundings revised0
Number of signals erroneously plotted or transferred0

Date: *March 1, 1937*

Verification by *J. A. McCornick*

Time: *3 hr.*

Review by *Harold W. Murray*

Time: *4 1/2 "*

HYDROGRAPHIC SURVEY NO. H-6151-W. D.

Smooth Sheet Yes

Boat Sheet Two

Sounding Records 3 Vols. _____

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) Yes

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 HYDROGRAPHY
Total Day Three Days
Last Date Aug. 28, 1936

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
 DESCRIPTIVE REPORT
~~PHOTOGRAPH~~



No. H-6151- W.D.

~~No. 7~~

{ received Feb. 11, 1937
 registered Feb. 12, 1937
 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			
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62			
63			
82			
83			
88			
90			

RETURN TO

82	C. K. Green
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Verifier's Report on H-6151 (Wire Drag)

Records:

Records are satisfactory.

Drafting:

Drafting is excellent.

Junctions:

This sheet is joined on the south end by H-6149 (1936) Wire Drag and on the north by H-6152 (1936) Wire Drag. Both junctions are satisfactory.

Control:

Shoreline and topographic signals originate with T-6377 (1935), 1:10,000; T-6378 (1935), 1:10,000; and T-6379 (1935), 1:10,000. One hydrographic signal was located and the cuts are indexed in Vol. 2 of the records for this sheet.

Remarks:

There were no groundings ^{nor soundings} on this sheet.

March 1, 1937.

Submitted,

J. A. Mc Cormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6151 (1936) W.D. FIELD NO. 8

Usal Rock to Jackass Ridge, Northern California Coast, California
Surveyed in August 1936 Scale 1-10,000
Instructions dated May 31, 1934 (GUIDE) and Letter dated Jan. 21,
1936 from Chief, Division of Hydrography and Topography

Wire Drag

Dual Control on Shore Signals

Chief of Party - F. H. Hardy.
Surveyed by - I. E. Rittenburg.
Protracted by - R. C. Bolstad.
Subdivision of wire dragged area by R. C. Bolstad.
Inked by - R. C. Bolstad.
Verified by - J. A. McCormick.

1. Condition of Records.

The records are neat, legible and conform to the requirements of the Hydrographic Manual and Special Publication No. 118.

The Descriptive Report is clear and comprehensive and satisfactorily covers all items of importance.

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project. The survey is well executed, such matters as overlap, proper speed and determination of lift having been given careful consideration.

3. Shoreline and Signals.

The shoreline and offlying detail as well as the signals originate with plane table surveys: T-6377 (1935), T-6378 (1935) and T-6379 (1935). One hydrographic signal was used and the cuts are recorded in volume 2 (pages 6 and 7).

4. Junctions with Contemporary Wire Drag Surveys.

- a. The junction on the north with H-6152 (1936) W. D. is satisfactory, the drag strip continuing from one sheet to the other.
- b. The junction on the south with H-6149 (1936) W. D. is satisfactory, the one drag strip being continuous from one sheet to the other.
- c. No offshore drag work outside the limits of the present survey is included under the present project.

5. Comparison with Latest Hydrographic Surveys.

H-5920 (1935), H-5945 (1935) and H-6138 (1935-36).

The present survey covers portions of the above 1 to 10,000 and 1 to 40,000 scale surveys. The effective drag depths are consistent with the depths on these surveys.

6. Comparison with Chart No. 5602 (New Print dated Aug. 6, 1936).

Within the area covered, the effective drag depths do not conflict with any of the charted depths.

7. Field Plotting.

Field protracting, plotting and subdivision of the various drag strips were exceptionally accurate.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

No shoals were found on this survey.

b. Effective depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation approximately 1/3 mile offshore.

c. Splits and insufficient overlaps.

No splits exist, the overlaps being very generous.

9. Additional Field Work Recommended.


No additional field work is required.

10. Reviewed by Harold W. Murray.

March 5, 1937.

Inspected by A. L. Shalowitz.

Examined and approved:


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


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


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


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