

6152

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WIRE DRAG

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WIRE DRAG

Form 504  
Ed. June, 1928

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

State: California

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES  
FEB 11 1937

Acc. No. \_\_\_\_\_

DESCRIPTIVE REPORT

WIRE DRAG  
~~Hydrographic~~ } Sheet No. 9  
~~Hydrographic~~

LOCALITY  
CALIFORNIA  
NORTHERN COAST OF CALIFORNIA  
^  
~~LAT. 39 51.5 N to LAT. 39 57 N~~  
JACKASS RIDGE to Pt. No. 795.  
Whale Gulch

193 6

CHIEF OF PARTY  
F. H. HARDY

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. H6152 W.D.

State California

General locality Northern California Coast

Jackass Ridge to Pt. No. 2 Whale Gulch  
Locality Latitude ~~39° 51.5' N~~ to Latitude ~~39° 57' N~~

Scale 1:10,000 Date of survey August 8, 11 & 20, 19236

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  
from Chief, Div.

Instructions dated May 31, 1934 & Letter H.&T. Jan. 21, 19236

Remarks: Dual Control-Visual Fixes using Chartered Launches  
VIRGINIA and CAPON.

5602-7

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 9  
Project No. HT-206  
U.S.C. & G.S.S. GUIDE  
1936

INSTRUCTIONS: Instructions for this work were dated May 31, 1934 and in 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 a junction with Wire Drag Sheet Field No. 8 on the south (approximate Latitude  $39^{\circ} 15.5'N$ ) to a junction with Wire Drag Sheet Field No. 10 on the north (approximate Latitude  $39^{\circ} 57'$ ) and from about  $1/3$  mile offshore to well beyond the 20 fathom curve or about  $2 \frac{1}{2}$  miles offshore. The inshore limit of the drag was governed by the kelp line and the safe inshore limit of operation of the launches due to swell, etc. This sheet joins Wire Drag Sheet Field No. 8 on the south, and Wire Drag Sheet Field No. 10 on the north.

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

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

Dual control and visual fixes were used throughout the sheet.

Effective depths ranged from 20 to 79 feet.

CONTROL AND DATUM: This sheet is on the final adjusted North American 1927 datum. Signals and shoreline were taken from topographic sheets D and C, 1935, this vessel. The basic triangulation control was that of 1872, 1883 and 1930. In this connection none of the topography, offlying rocks, etc. shown on this sheet were located by this party. Therefore the topographic features shown on this sheet should not be considered but should be taken from the above mentioned topographic sheets.

DATES OF SURVEY: Three day's work was done on this sheet on August 8, 11 and 20th.

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

JUNCTIONS and OVERLAPS: This sheet joins with Wire Drag Sheet Field No. 8, 1936 on the south and Wire Drag Sheet Field No. 10, 1936 on the north. The junctions with these sheets are good as are also the overlaps of the adjoining and adjacent drag strips. The drag strip of "C" day is continued onto Sheet No. 8 as "A" day Sheet 8, and the drag strip of "B" day continues onto Sheet No. 10 as "G" day Sheet 10.

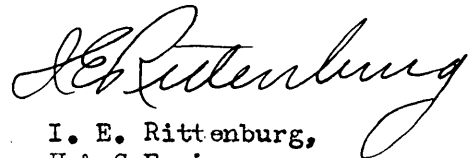
GROUNDINGS AND SPLITS: None.

COMPARISON WITH PREVIOUS SURVEYS AND CHART:

There are no soundings shown on either sheets H 1643b and H 4136 or Chart 5602 which are shallower than the dragged depths.

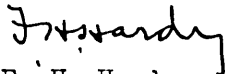
PERSONNEL and LAUNCHES: Lieutenant I. E. Rittenburg was in charge of this work and in charge of the guide launch. Lieutenant Walter J. Chovan was in charge of the end launch. Chartered Launch VIRGINIA was used as guide launch and Chartered Launch CAPON as end launch. Standard wire drag equipment was 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. 9  
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. 9  
1936

Date 1936	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	TENDER	
						Soundings	Positions
Aug. 8	A	1	6.5	59	8,000	0	0
11	B	1	7.0	44	8,000	0	0
20	C	1	2.0	19	10,000	0	0
TOTALS			15.5	122			

AREA 14.0 SQUARE STATUTE MILES.

LAC  
✓

## 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 <sup>& wire drag</sup> records for

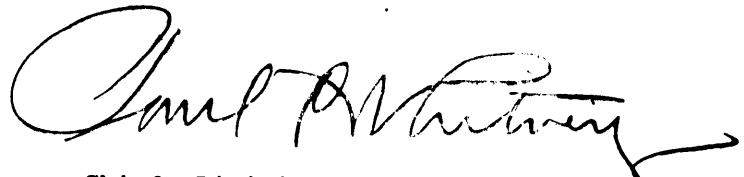
HYDROGRAPHIC SHEET 6152

Locality Jackass Ridge to Pt. No Pass, 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. 1A

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

1		<i>see T-6378, 6379, 6485</i>
2		" "
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GEOGRAPHIC NAMES

Survey No. H-6152-W. D.

Name on Survey	Source of Name										
	A	B	C	D	E	F	G	H	K		
<u>Jackass Ridge</u>	✓ appd										1
<u>Anderson Cliff</u>	✓										2
<del>Ht. No Pass</del>	off sheet										3
<u>whale Gulch</u>	✓										4
<u>Needle Rock</u>	✓										5
<u>California</u>											6
<u>Pacific Ocean</u>											7
											8
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<div style="border: 1px solid black; padding: 5px; display: inline-block;">                 Names underlined in red approved                  by <u>JHE</u> on 2/24/37             </div>											25
											26
											27

Field Records Section (Charts).

HYDROGRAPHIC SHEET NO. **H6152** W.D.

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

Number of positions on sheet	.....127
Number of positions checked	.....7
Number of positions revised	.....0
Number of soundings recorded	.....0
Number of soundings revised	.....0
Number of signals erroneously plotted or transferred	.....0

Date: *march 2, 1937*

Verification by *J. A. Mc Cormick*

Time: *2 hrs.*

Review by *Harold W. Murray*

Time: *44 "*

HYDROGRAPHIC SURVEY NO. H-6152-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 Days Three Days

Last Date August 20, 1936

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
 DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

No. H-6152-W. D.  
~~NO. 1~~

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			
24			
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26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	C. K. Green
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Verifier's Report on H-6152 (Wire Drag)

Records:

Records are satisfactory. ✓

Drafting:

Drafting is excellent. ✓

Control:

Shoreline and topographic signals originate with T-6379 (1935), 1:10,000; and T-6485 (1935), 1:10,000. ✓

Junctions:

This sheet is joined on the south by H-6151 (Wire Drag) and on the north by H-6153 (Wire Drag). The junctions are satisfactory. ✓

Groundings:

There were no groundings, <sup>nor soundings</sup> on this sheet. ✓

March 2, 1937.

Submitted,

J. A. McCormick

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6152 (1936) W.D. FIELD NO. 9

Jackass Ridge to Whale Gulch, 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 areas 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 overlaps, proper speed, and determination of lift having been given careful attention.

3. Shoreline and Signals.

The shoreline and offlying detail as well as the signals originate with plane table surveys: T-6379 (1935) and T-6485 (1935).

4. Junctions with Contemporary Wire Drag Surveys.

a. The junction on the south with H-6151 (1936) W. D. is satisfactory, the easternmost drag strip continuing from one sheet to the other.

b. The junction on the north with H-6153 (1936) W. D. is satisfactory, one strip in lat.  $39^{\circ} 56'$ , long.  $124^{\circ} 00'$  being continuous from one sheet to the other and the other strips being characterized by generous overlaps.

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-5945 (1935), H-5956 (1935) and H-6138 (1935-36).

The present survey covers portions of the above hydrographic surveys. The effective drag depths are consistent with the depths shown on these surveys.

6. Comparison with Chart 5602 (New Print dated Aug. 6, 1936).

None of the soundings shown on this small scale chart conflict with the effective drag depths shown on the present survey.

7. Field Plotting.

The plotting, protracting and subdivision of dragged areas were 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.

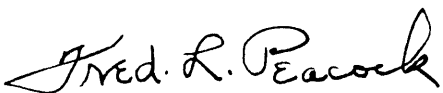
March 5, 1937.

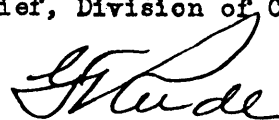
Inspected by - A. L. Shalowitz.

Examined and approved:

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

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

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

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