

6165

WIRE DRAG

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

State: California

DESCRIPTIVE REPORT

WIRE DRAG  
~~Topographic~~  
~~Hydrographic~~

Sheet No. 1C-36

LOCALITY

~~Southern California~~

~~Pyramid Cove~~ - San Clemente I.

~~Pyramid Cove~~ Pyramid Cove

19236

CHIEF OF PARTY

F. H. Hardy

GOVERNMENT PRINTING OFFICE

WIRE DRAG

6165

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

~~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. 1C-36

REGISTER NO. H6165 W.D.

State California

General locality ~~Southern California~~ - San Clemente Island

Locality Pyramid Cove

Scale 1:10,000 Date of survey November 4, 19 36

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by I. E. Rittenburg

Protracted by K. S. Ulm

Soundings penciled by Harold W. Murray

Soundings in fathoms ~~feet~~ Effective depths in feet.

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by K. S. Ulm

Inked by K. S. Ulm

Verified by Harold W. Murray

Instructions dated May 31, 1934, 3rd para. letter of Chief,  
Div. of H. & T. August 31, 19 36

Remarks: Dual Control- Visual Fixes using Chartered Launches  
VIRGINIA I (guide launch) and CAPON (end launch).

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 1C  
Project No. HT-206  
Coast of California  
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 August 31, 1936.

CHARACTER AND LIMITS OF WORK: This sheet is a wire drag survey of Pyramid Cove, on the south side of San Clemente Island, from about 1/3 mile offshore to about 1.1 miles offshore or well beyond the 40 fathom curve. The inshore limit of the drag was governed by the kelp line and the mooring buoys used by the Navy. This sheet joins Wire Drag Sheet Field No. 22 on both the east and the west. The 4 2/6 and 9 fathom shoals circled on boat sheet could not be dragged because of kelp. The scale of this sheet is 1 : 10,000.

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

Effective depths ranged from 39 to 86 feet.

Dual control and visual fixes were used throughout.

CONTROL AND DATUM: This sheet is on the final adjusted North American 1927 datum. Triangulation was that of 1933 and 1934. Signals were traced from a tracing of Topographic Sheet No. T-4857 by R. W. Knox in 1933. Shoreline detail was all traced from the above tracing.

DATE OF SURVEY: Part of one day's work was done on this sheet on November 4, 1936.

TIDAL REDUCERS: Tide reducers for this sheet were obtained from the records of the automatic tide gage operated at Los Angeles Outer Harbor. M.L.L.W. on staff is 3.6 feet. See attached Tidal Data Sheet.

JUNCTIONS AND OVERLAPS: This sheet joins with Wire Drag Sheet Field No. 22-1936 both on the east and on the west. These junctions are good as the drag strip is continued from Sheet 22 on the west and is continued to Sheet 22 on the east.

SPLITS: None.

GROUNDINGS: At Position 7A the drag apparently grounded between N and 1. However, upon investigation by the tender it was found that  
Lat. 32° 47.8'  
Long. 118° 24.95'

the ground wire was fouled in kelp. This is the same condition found on sheets 22 and 23, 1936 only not quite as noticeable. It was necessary to pick up the drag to clear this ground wire.

**COMPARISON WITH PREVIOUS SURVEYS AND CHART:** There are no soundings shown on either Hydrographic Sheet No. H-5459 or Chart No. 5111 shoaler than the dragged depths.

**PERSONNEL AND EQUIPMENT:** 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.

*Note; See note on boat sheet about non dragging of shoals in Pyramid Cove*

Respectfully submitted,

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

Forwarded and approved:

*F. H. Hardy*  
F. H. Hardy, Chief of Party,  
Coast and Geodetic Survey,  
Commanding Ship GUIDE.

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 1C  
1936

The plotting and protracting of buoy positions was done  
Ensign K. S. Ulm.

The drag areas were subdivided and inked by Ensign K. S. Ulm.

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.

STATISTICS  
to accompany  
WIRE DRAG SHEET FIELD No. 1C  
1936

Date 1936	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	Tender Soundings	Positions
Nov. 4	A	1	56	35	6,000	1	1

AREA 5.6 SQUARE STATUTE MILES.

Field Records Section (Charts).

HYDROGRAPHIC SHEET NO. **H6165** W.D. ....

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

Number of positions on sheet	35 (70)
Number of positions checked	17
Number of positions revised	.....
Number of soundings recorded	1
Number of soundings revised	0
Number of signals erroneously plotted or transferred	2 A's

Date: *March 23, 1937*

Verification by *Harold W. Murray*

Review by "

Time: *10 1/4 hrs.*

Time: *3 "*

HYDROGRAPHIC SURVEY NO. H6165 W.D.

Smooth Sheet Yes

Boat Sheet Two

Sounding Records 3 Vols. \_\_\_\_\_

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol#1

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

Special Chart for Lighthouse Service None  
(Circular Nov. 30, 1933)

Remarks HYDROGRAPHY

Total Days ..... 0.138 .....

Last Date ..... Nov 4 1936 .....



Remarks

Decisions

	Remarks	Decisions
1	<i>For Title</i>	<i>For Title</i>
2	" "	<i>see T-6089</i>
3		<i>see T-4857</i>
4		" "
5		" "
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GEOGRAPHIC NAMES

Survey No. **H6165 W.D.**

On Chart  
No. 5701

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>California</u>	✓ app'd										1
<u>San Clemente I.</u>	✓ app'd										2
<u>Pyramid Cove</u>	✓ app'd										3
<u>Pyramid Head</u>	✓ app'd										4
<u>China Pt</u>	✓ app'd										5
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Names underlined in red approved											26
by <u>SWE</u> on 2/18/37											27

## TIDE NOTE FOR HYDROGRAPHIC SHEET

March 17, 1937

Division of Hydrography and Topography:

✓ Division of Charts: Attention: <sup>Mr.</sup> E. P. Ellis

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

HYDROGRAPHIC SHEET 6165

Locality Northern Part, San Clemente Island, Calif. coast.

Chief of Party: F. H. Hardy in 1936

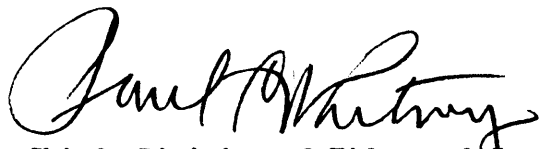
Plane of reference is mean lower low water reading

3.6 ft. on tide staff at Los Angeles Harbor

14.0 ft. below B.M. 8

Height of mean high water above plane of reference is 4.4 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Verification Report on H-6165(1936)W.D.

Verification of this drag survey was accomplished  
in connection with the review.

Harold W. Munnay

March 22, 1937

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6165 (1936) W. D. FIELD NO. 1 C

Pyramid Cove, San Clemente Island, California

Surveyed in Nov. 1936, Scale 1:10,000

Instructions dated May 31, 1934, (GUIDE) and Letter dated Aug. 31, 1936  
(F. H. Hardy)

Wire Drag with Hand Lead Soundings. Dual Control on Shore Signals.

Chief of Party - F. H. Hardy.

Surveyed by - I. E. Rittenburg.

Protracted by - K. S. Ulm.

Subdivision of wire dragged areas by - K. S. Ulm.

Inked by - K. S. Ulm.

Verified by - Harold W. Murray.

1. Condition of Records.

The records are neat, legible and conform to the requirements of the Hydrographic Manual and Special Publication 118.

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

2. Compliance with Instructions for the Project.

In view of the use of this cove for anchorage purposes by naval vessels, the drag work should have been extended further inshore in the vicinity of Long.  $118^{\circ}24.5'$ . This could have been accomplished with a short drag carried between and up to, the anchorage buoy cables. The offshore limits should have been extended to at least Lat.  $32^{\circ}48'$  in the vicinity of Long.  $118^{\circ}23'$ . Only one drag strip was used in the Cove, and this was not supplemented by additional strips where necessary to adequately cover the area.

3. Shoreline and Signals.

The shoreline, offlying rock detail and signals are from a tracing of T-4857 (1933) which was furnished to the field party by this office.

4. Junctions with Contemporary Wire Drag Surveys.

a. The junctions to the east with H-6166 (1936) W.D. and to the west with H-6166 (1936) W.D. is satisfactory, the drag strip continuing from one sheet to the other.

5. Comparison with Latest Hydrographic Surveys.

H-5758 (1933-34 & 35), H-5459 (1933-34), H-5474 (1933) and H-6159 (1936).

The present survey covers portions of the above 1:20,000 and 1:10,000 scale surveys. The effective drag depths are consistent with the depths shown on these surveys.

6. Comparison with Chart 5111 (New Print dated July 30, 1936).

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

7. Field Plotting.

Field protracting, plotting and subdivision of the various drag strips were satisfactorily done.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

No shoals were found on the present survey. (See D.R., page one, "Groundings").

A 39 foot drag strip grounded in lat. 32°47.8' long. 118°24.95'. The records state that kelp was holding the wire. A 14 fm. sounding obtained here is in agreement with the depths on H-5459 (1933-34). No grounding is shown on the smooth sheet, the field parties explanation that the grounding was on kelp being accepted. (See D.R., page one, "Groundings").

b. Effective drag depths.

The effective depth of the drag strips on the present survey are sufficient to insure a safe track for surface navigation for a distance of approximately 1/2 mile from the kelp line.

c. Splits and insufficient overlaps.

There are no splits on the present survey, the overlaps being very generous.

9. Additional Field Work Recommended.

No additional field work is required, but attention is directed to paragraph two of this review.

10. Reviewed by Harold W. Murray, March 24, 1937.

Inspected by A. L. Shalowitz.

Examined and approved:

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

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

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

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

Dragged area compared with chart 5117. J.M.A. June 18, 1937

Applied to chart 5111 J.H.S. Sept. 9, 1937