Form 504

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

State: California

DESCRIPTIVE REPORT

Wire Drag
~~*Topographic*~~
~~*Hydrographic*~~ } *Sheet No.* 13.

LOCALITY
California Coast
Northern ~~Coast of California~~
Hadley Cr. to Cooskie Cr.
~~3 Miles North of Big Flat to~~

~~Rodgers Break Buoy~~

19236

CHIEF OF PARTY

F. H. Hardy

GOVERNMENT PRINTING OFFICE

Form 537
Ed. Dec. 1930

REG. NO.

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

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. 13

REGISTER NO. H6170 W.D.

State California

General locality Northern Coast of California

Locality ~~8 Miles North of Big Flat to Rodgers Break Buoy~~ Hadley Cr. to Cooskie Cr.

Scale 1:10,000 Date of survey July 27, Aug. 14 & 22, Sept. 11, 1936

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by L. P. Raynor and I. E. Rittenburg

Protracted by H. G. Conerly

Soundings penciled by H. G. Conerly

Soundings in fathoms ~~feet~~ Drag depths in feet.

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by H. G. Conerly

Inked by H. G. Conerly

Verified by J. A. McCormick

Instructions dated May 31 1934, & 2nd para. of letter of Chief, Div. of H & T January 21, 1936

Remarks: Dual Control-Visual Fixes using Chartered Launches VIRGINIA I (guide Launch) and CAPON (end launch) and Ship's launches; Starboard launch (guide launch) and Port launch (end launch).

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 13
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 January 21 1936.

CHARACTER AND LIMITS OF WORK: This sheet covers the area from about 2 miles north of Big Flat to a little northwest of Rodgers Break Buoy, (Latitude 40° 12'N) and from about 1/3 mile offshore to well beyond the 20 fathom curve or about 1½ to 2 miles offshore. The inshore limit of the drag was governed by the kelp line and the safe inshore limit of operating of the launches due to swell and offlying rocks awash, etc. This sheet joins Wire Drag Sheet Field No. 12 on the south and Wire Drag Sheet Field No. 14 on the north.

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

The position interval was five minutes practically throughout the portion of sheet done by the chartered Wire Drag Launches, except at beginning of lines and radical changes in course and speed.

Dual control and visual fixes were used throughout.

Effective depths ranged from 24 to 70 feet.

CONTROL AND DATUM: This sheet is on the final adjusted North American 1927 datum. Signals were taken from topographic sheets field letters H-1935, J and K, 1936, this vessel. Triangulation control was established in 1930. Shoreline, offlying rocks, etc., were transferred from these topographic sheets. None of the topographic features, offlying rocks, etc., were located by this party.

DATES OF SURVEYS: Parts of three day's work was done by the chartered wire drag launches on July 27, August 14 and 22, 1936. These positions are shown on the sheet as Blue Capitals. One day's work was done by ship's launches on September 11th. The positions of this work are shown in Red Capitals. The work by the ship's launches was done inshore from Rodgers Break Buoy.

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 No. 12, H-2106, 1936 on the south and Wire Drag Sheet No. 14, 1936 on the north. These junctions are good. The overlaps of the adjacent and adjoining lines are also good.

GROUNDINGS: At Position 22A, blue, the drag grounded near Buoy No. 12, effective depth of upright of 64 feet. The tender was unable to locate the grounding but in taking up the drag the End Launch part of the drag was fouled on the bottom but the spot could not be found. It is believed that this is a sharp pinnacle. This was cleared on B day with a section inclined from 49 to 54 feet. Several groundings were had by the ship's launches and are listed below.

Pos.No. Letter Day	Latitude & Longitude °	'	Grounded Eff. Depth Feet	Least Sdg. Depth Fms	Cleared Eff. Depth Feet	Depth Plotted Fms	Remarks
22A (blue)	40 124	10.53 16.86	64	15 5/6	49	10 4/6	
24A(red) 1a	40 124	11.7 17.5	48	8 1/6	32	8	Drag upright less than sounding.
2a,3a, 4a(red)	40 124	11.9 17.6	33	6 1/6 & 5 4/6	24	5½	-ditto-
16a,17a, 18a, (red)	40 124	11.7 17.5	48	8 2/6	32	8	-ditto- This grounding same as pos. 1a (red) above. gam
53A(red) 5a(red)	40 124	12.2 18.8	34	7	not cleared	5 4/6	Not cleared as season ended.

A small split was necessary around Rodgers Break Buoy.

COMPARISON WITH PREVIOUS SURVEYS AND CHART: There are no soundings on either Chart 5602 or Hydrographic Sheet Field No. 3-1936 shoaler than the dragged depths shown on this sheet.

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.

Lieutenant L. P. Raynor was in charge of the ship's launches using the starboard launch as guide launch. Lieutenant (j.g.) Walter J. Chovan was in charge of the port launch (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. 13
1936

The plotting and protracting of buoy positions was done by Ensign H. G. Conerly.

The drag areas were subdivided and inked by Ensign H. G. Conerly.

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. 13.
1936

Date 1936	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	Tender Soundings	Tender Positions
July 27	A (blue)	1	4.3	22	10,000	1	1
Aug. 14	B	1	6.5	38	9,600	0	0
22	C	1	1.8	13	10,000	0	0
Sept.11	A(red)	2	3.1	53	3,000	8	8
TOTALS			15.7	126		9	9

AREA 12.8 SQUARE STATUTE MILES.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. H6170 W.D.

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

Number of positions on sheet	126
Number of positions checked	19
Number of positions revised	0
Number of soundings recorded	9
Number of soundings revised	0
Number of signals erroneously plotted or transferred	0

Date: May 29, 1937

Verification by J. A. McCormick Time: 5 hr.

Review by J. A. McCormick Time: 5 hr.

HYDROGRAPHIC SURVEY NO. H6170 W.D.

Smooth Sheet Yes

Boat Sheet Two

Sounding Records 6 Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol#3

Landmarks for Charts (Form 567) Yes

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 4
Last Date Sept. 11, 1936

705

	Remarks	Decisions
1		
2		see H-6169
3		after Rodgers
4	"New Break" on H-1681 Probably charted as "Rodgers Break" ~~Asst USGS~~ who discovered the rock or first located (See T-1239)	
5		App'd on basis that
6		"~~Little~~ Coastie Mt" at headwaters of creek is so called on
7		Trinity Nat'l Forest Map by Forest Service, 1930
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M 234

GEOGRAPHIC NAMES

Survey No. H6170 W.D.

Name on Survey	A On Chart No. 5602	B On previous survey No. T-12-39	C On U. S. quadrangle Maps	D From local information	E On local Maps	F P. O. Guide or Map	G Rand McNally Atlas	H U. S. Light List	K USCP	
California	✓									1
Hadley Cr	✓ appd									2
Reynolds Rk	✓	✓							✓	3
Rodgers Break	✓	New Break	Not Located on Sheet						✓	4
Cooskie Cr	✓	Couskie Cr.		✓ see D.R. T-6512 pg. 5						5
										6
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Names underlined in red approved by [illegible] on 3/17/37

M 234

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H 6170 W.D.
~~No. T~~

received Mar. 9, 1937
registered Mar. 13, 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			
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62			
63			
82			
83			
88			
90			

RETURN TO

82	C. K. Green

✓

RCC

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 19, 1937.

Division of Hydrography and Topography:

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

Tide Reducers are approved in
6 volumes of sounding and wire drag records for

HYDROGRAPHIC SHEET 6170

Locality Hadleys Creek to Cooskie Creek, Northern California Coast

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.

U. S. GOVERNMENT PRINTING OFFICE

Verifier's Report on H-6170 (1936) Wire Drag.

Comment other than that contained in the review is not considered necessary.

May 29, 1937.

J. A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6170 (1936) W. D. FIELD NO. 13

Hadley Creek to Cooskie Creek, Northern California Coast, California
Surveyed in July-Sept. 1936, Scale 1:10,000
Instructions dated May 31, 1934 (GUIDE) and letter from Chief, Division of H. & T. Jan. 31, 1936

Wire drag. Dual control on shore signals.

Chief of Party - F. H. Hardy.
Surveyed by L. P. Raynor and I. E. Rittenburg.
Protracted by - H. G. Conerly.
Subdivision of wire dragged areas by - H. G. Conerly.
Inked by - H. G. Conerly.
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 Special Publication No. 118 except as follows:

a. Three of the six volumes had the day letters shown in a color which did not correspond with that shown on the smooth sheet. (Par. 138 of H. M.)

b. No bottom characteristic was recorded for one of the shoal soundings.

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 comply with the instructions for the project except:

a. Clearance depths over shoals are insufficient, differences of 11 to 16 feet being noted in paragraph 9 of this review.

b. Effective depths in general are not reasonably commensurate with soundings shown on the latest hydrographic survey of this area. (See par. 8b, this review and S. P. 118, page 25.)

3. Shoreline and Signals.

The shoreline and offlying rock detail as well as the topographic signals originate with T-6511 (1936), T-6512 (1936) and T-6516 (1935). One hydrographic signal was used and the cuts are recorded in Volume 1 (pages 35 and 39) of the records for H-6163 (1936).

4. Junctions with Contemporary Wire Drag Surveys.

a. The junction on the southeast with H-6169 (1936) W.D. is satisfactory, both drag strips being continued from sheet to sheet.

b. The junction on the northwest with H-Field No. 14 (1936) W.D. will be considered when that sheet has been received from the field.

5. Comparison with Latest Hydrographic Surveys.

a. H-6162 (1936), H-6163 (1936).

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

b. H-Field No. 41 (1936).

Comparison will be made with this survey when it is received from the field.

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

a. Hydrography.

This chart contains no soundings which conflict with the effective drag depths shown on the present survey.

b. Aids to Navigation.

The whistle buoy in Lat. 40°11.9' long 124°18.7' was transferred from H-6163 (1936) to show the reason for the split in this area. (See paragraph 8c, this review.)

7. Field Plotting.

The field plotting was well done.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

(1). A grounding of 10 3/4 fms. in lat. 40°10.53' long.

124°16.86' falls in depths of 15 to 17 fms. on H-6163 (1936) and was cleared with an effective depth of 49 feet. (See par. 9b, this review.)

(2). A grounding of 8 fms. in lat. 40°11.7' long. 124°17.5' falls in depths of 11 fms. on H-6163 (1936) and was cleared with an effective depth of 32 feet. (See paragraph 9b, this review.)

(3). A grounding of 5½ fms. in lat. 40°11.9' long. 124°17.6' falls in depths of 8¼ fms. on H-6163 (1936) and was cleared with an effective depth of 24 feet. (See paragraph 9b, this review.)

(4). A grounding of 5 4/6 fms. in lat. 40°12.2' long. 124° 18.8' falls in depths of 7 to 8 3/4 fms. on H-6163 (1936) and was not cleared. The importance of this shoal is lessened somewhat by a rock, covered with 3 fathoms, 500 meters north northwest, and Rogers Break, a rock covered with 1/2 fathoms, 700 meters east southeast, (See paragraph 9c, this review.)

b. Effective depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation to within approximately one mile of the shore. (See S. P. 118, p. 25.) Effective depths more commensurate with the sounded depths shown on H-6163 (1936) should have been attempted. (See par. 9a, this review.)

c. Splits and insufficient overlaps.

A split exists in lat. 40°11.9' long. 124°18.7' because of the navigational buoy shown here. This split falls in depths of 20 to 21 fathoms on H-6163 (1936).

9. Additional Field Work Recommended.

No additional field work is recommended for immediate attention. However, the following points should be considered when planning future surveys in this area:

a. Deeper effective depths more commensurate with the sounded depths should be attempted.

b. Shoals should be cleared with effective depths more commensurate with the depth of the grounding. (See paragraph 2a and 8a (1, 2 and 3) of this review.)

c. The 5 4/6 fathom grounding in lat. 40°12.2' long. 124° 18.8' should be cleared. (See paragraph 8a(4), this review.)

10. Reviewed by J. A. McCormick, June 1, 1937.

Inspected by Harold W. Murray.

Examined and approved:

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

L. O. Colbert
Chief, Division of Charts.

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

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

Applied to Chart 5602 - Aug 3, 1937