

6250 WIRE DRAG

U. S. COAST & GEODETIC SURVEY  
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(2 50 412)

Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

**DESCRIPTIVE REPORT**

WIRE DRAG  
~~TRAWL~~  
~~HYDROGRAPH~~ } Sheet No. 11

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State California

LOCALITY

Point Reyes

Drakes Bay

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193 7

CHIEF OF PARTY

F. H. Hardy

U. S. GOVERNMENT PRINTING OFFICE

✓ 01

WIRE DRAG

6250

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES  
MAR 7 1938  
Acc. No. \_\_\_\_\_

REG. NO.

WIRE DRAG  
~~HYDROGRAPHIC SHEET~~ 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. 11

REGISTER NO. H-6250 W.D.

State California

General locality Point Reyes

Locality Drakes Bay

Scale 1:10,000 Date of survey Oct. 27, 28 & Nov. 3, 4 and 17, 1937

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by Charles Shaw

Protracted by K. S. Ulm

Soundings penciled by K. S. Ulm

Soundings in fathoms ~~feet~~ Drag 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 J. A. McCormick  
May 2, 1935 (Project HT-206)

Instructions dated March 6, 1937

Remarks: Dual Control-Visual Fixes using chartered launches FLORENCE (guide Launch), VIRGINIA I (end launch) and No. 28 A 889 (tender).

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 11  
DRAKES BAY  
Project No. HT-206  
Coast of California  
U.S.C. & G.S.S. GUIDE  
1937

INSTRUCTIONS:

Instructions for Project No. HT-206 were dated May 2, 1935. Supplemental Instructions for this work were dated March 6, 1937. ✓

LIMITS OF WORK:

The dragging on this sheet is from about 3 1/2 miles northwest of Double Point<sup>(1)</sup> through Drakes Bay to Drakes Bay Lighted Bell Buoy No. 1 off Chimney Rock. The dragged area covered extends from about the 22 fathom curve, 2 to 3 miles offshore, to within 1/8 to 1/2 mile from the shore. The inshore limit was slightly outside the generalized foul area line but as close as practicable bearing in mind the attendant dangers in drag launch operations due to swell, offlying rocks awash, kelp, etc. ✓

Wire drag Field Sheet No. 23 joins to the westward. No drag work was done to the eastward this season. ✓

CHARACTER OF WORK:

The scale of the projection is 1:10,000. Dual control by sextant angle fixes was used with usual position interval of 5 minutes, except at sharp turns and at the western part of Drakes Bay where 2 1/2 minute intervals were used for closer control. ✓

Drag tests were made as often as appeared necessary and at least once a day and usually after every hook-up unless prevented by unavoidable circumstances. Drag speed was maintained as far as practicable at not over 1/2 miles per hour to minimize or eliminate lift. Effective drag depths ranged from 15 to 88 feet. ✓

DATUM AND CONTROL:

This sheet is on the adjusted North American 1927 datum. Triangulation stations were located in 1929 and 1930. Topographic stations are from 1937 topographic field sheets "F" and "G" - Ship GUIDE. All shoreline, offlying rocks, etc. were transferred from photostats or bromides of sheets T-4495, T-4517 and T-4518 and none of the topographic features such as offlying rocks ✓

(1) S.E. of limit of sheet

etc. were located by the 1937 field party, except Signal CHIM, (Chimney Rock).

DATES OF SURVEYS:

Wire drag work on this sheet was done on October 27, 28th, November 3, 4 and 17th, 1937. All work was done by the chartered launches. ✓

TIDAL REDUCERS:

Tidal reducers for this sheet were taken from the records of the standard automatic tide gage at San Francisco maintained by the San Francisco Field Station. See attached Tidal Data Sheet for further tidal information. ✓

JUNCTIONS AND OVERLAPS:

This sheet joins with Wire Drag Field Sheet No. 23, 1937 on the west, and there is no drag work as yet joining to the eastward. The junction between this sheet and Sheet No. 23 is good. The overlaps of the adjacent and adjoining lines are also good and with the sheet junction conforms to first class wire drag practice with the possible exception of a small split around Drakes Bay Lighted Bell Buoy No. 1 which is explained in detail on Page 2, Descriptive Report for Sheet No. 23, 1937. ✓  
H-6249  
H-6249

GROUNDINGS:

At positions 1 a and 10 b the groundings were on a charted submerged wreck. In grounding on it the second time dragging from the opposite direction the wreck became righted and a steel mast about 1 foot in diameter became bare about 6 feet at M.L.L.W. The wreck still remained in this position after a severe southeast storm later on, and it has been plotted with the wreck symbol. There is no split here except the wreck spot. ✓

At 38C the bight is plotted as shown on the boat sheet and by notes as in record book, Volume 1, Page 34. There was a strong southerly current which does not show up by regular office methods of plotting the drag strip. The bight was plotted normally up to Position 37C, then the bight at 38C was plotted according to notes in the record book and the buoy paths connected to this bight. As plotted the area is covered by the minimum effective drag depths. ✓

On "E" day the line was ended at 45E because between positions 45 and 46 the "F" buoy was aground on known charted depths. On "E" day the radio phones were out of order all day and investigating the ground at the "F" buoy was further prevented by being unable to contact the tender in time. No area is claimed, except before the grounding, and later that day the drag was again set out and covered the split caused by this grounding on charted depths. ✓

The groundings on the wreck are listed as follows:

| Pos. No. | Latitude & Longitude |      | Grounded Eff. Depth | Least Sdg. Depth | Cleared Eff. Depth | Depth Plotted | Remarks                   |
|----------|----------------------|------|---------------------|------------------|--------------------|---------------|---------------------------|
|          | °                    | '    | Feet                | Fms.             | Feet               | Fms.          |                           |
| 1 a      | 38                   | 00.8 | ✓ 39                | 7 4/6            | Not                | Wreck         | ✓                         |
|          | 122                  | 52.3 |                     |                  | Cleared            | Symbol        |                           |
| 10 b     | 38                   | 00.8 | ✓ 40                | 1 fm. MLLW       | Bare               | Wreck         | See Page 5, tender record |
|          | 122                  | 52.3 |                     |                  | Cleared            | Symbol        |                           |

FLOTTING "B" DAY:

Off Drakes Estero on "B" day there was a strong current which together with the end launch pull prevented the guide launch from getting as close to the shore as planned. So at Position 17B the drag was reversed to accomplish this. ✓

Several scattered soundings were taken hereabouts from the tender to check the charted depths and no appreciable shoaling was indicated. ✓

UNFINISHED WORK:

About 1/4 mile 98 degrees True from Chimney Rock outside the dragged area but near the generalized foul area of the shore there is a spot about 50 feet in diameter that swirls conspicuously in heavy southerly weather. So far as was observed it was manifested only in heavy weather. There was no kelp visible at the swirl. It is believed this is a submerged obstruction and not a current phenomena. It was planned to investigate this spot but the season ended prematurely by storms before the investigation was completed. ✓

27° 59' 4"  
122° 57' 5"  
22

This unfinished work should be completed when a field party returns to this locality.

COMPARISON WITH PREVIOUS SURVEYS AND CHARTS:

There are no soundings on hydrographic sheets H-4974 and H-4979 nor on charts 5599, 5402 and 5502 shoaler than the dragged depths shown on this sheet.

PERSONNEL AND LAUNCHES:

Lieutenant-Commander Charles Shaw was in charge of this work and in charge of the guide launch. Lieutenant W. H. Bainbridge and Lieutenant (j.g.) G. M. Marchand were in charge of the end launch on different days. ✓

Chartered launch FLORENCE was used as guide launch and chartered launch VIRGINIA I as end launch. Chartered launch No. 28 A 889 was used as tender. ✓

Respectfully submitted,

*Charles Shaw*  
Charles Shaw,  
H & G Engineer,  
C. & G. Survey.

Approved, forwarded:


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

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 11  
1937

The plotting and protracting of buoy positions was done by  
Lieutenant (j.g.) K. S. Ulm.

The drag areas were subdivided and inked by Lieutenant (j.g.) ✓  
K. S. Ulm.

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. 11**  
**1937**

| Date<br>1937  | Day<br>Letter | Volume | Statute<br>Miles | Positions  | Drag Length<br>Feet | Tender<br>Soundings | Positions |
|---------------|---------------|--------|------------------|------------|---------------------|---------------------|-----------|
| Oct. 27       | A             | 1      | 3.2              | 52         | 7,200               | 1                   | 1         |
| 28            | B             | 1      | 7.1              | 113        | 7,200               | 9                   | 10        |
| Nov. 3        | C             | 1      | 5.2              | 86         | 7,200               | 0                   | 1         |
| 4             | D             | 1      | 3.2              | 60         | 4,500               | 0                   | 0         |
| 17            | E             | 1 & 2  | 10.2             | 134        | 7,200 & 10,000      | 0                   | 0         |
| <b>TOTALS</b> |               |        | <b>28.9</b>      | <b>445</b> |                     | <b>10</b>           | <b>12</b> |

AREA = 19 SQUARE STATUTE MILES.

LIST OF SIGNALS  
for  
WIRE DRAG SHEET FIELD NO. 11  
1937

TRIANGULATION

Hydrographic Name

Location

|      |                         |
|------|-------------------------|
| BEAR | Bear, 1929              |
| BILL | Bill, 1929              |
| CAB  | Cabesa, 1930            |
| LAG  | Lagoon, 1930            |
| MUD  | Muddy, 1930             |
| PAC  | Pacific, 1930           |
| EAST | Pt. Reyes East-2, 1930. |

TOPOGRAPHIC

| <u>Name</u> | <u>Sheet</u> | <u>Name</u>          | <u>Sheet</u> |
|-------------|--------------|----------------------|--------------|
| ABE         | G            | ILL                  | F            |
| BARN        | F            | IT                   | G            |
| BIG         | G            | JAG                  | F            |
| BOAT        | G            | KEN                  | F            |
| CHIM        | G            | LA                   | F            |
| CON         | G            | LOOK (Lookout Tower) | G            |
| DID         | G            | MAT                  | F            |
| ELK         | G            | PAU                  | G            |
| FAT         | G            | TEX                  | G            |
| GO          | G            | YOU                  | G            |
| GUN         | G            |                      |              |
| HOT         | G            |                      |              |



Field Records Section (Charts).

H6250 W. D.  
HYDROGRAPHIC SHEET NO. ....

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

|   |         |
|---|---------|
| Number of positions on sheet                            | ..457.  |
| Number of positions checked                             | ....16. |
| Number of positions revised                             | ....3.  |
| Number of soundings recorded                            | ....10. |
| Number of soundings revised                             | .....0. |
| Number of signals erroneously<br>plotted or transferred | .....0. |

Date: April <sup>20</sup>~~19~~, 1938.

Verification by *J. A. Mc Cormick*

Time: 4 hrs.

Review by *J. A. Mc Cormick*

Time: ~~2~~<sup>3</sup> hrs.

HYDROGRAPHIC SURVEY NO. H-6250 W.D.

Smooth Sheet Yes

Boat Sheet Two

Control Sheets - Two

Records; Sounding One Vols., Wire Drag 3 Vols., Bomb --- Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) None

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) None

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

Hydrography: Total Days 5; Last Date Nov. 17, 1937

Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Remarks

Decisions

|    |  |                   |
|----|--|-------------------|
| 1  |  | <i>See H-6249</i> |
| 2  | <i>For Title only</i>                            | <i>see H-6249</i> |
| 3  |  | <i>See H-6249</i> |
| 4  |  |                   |
| 5  | <i>* Not necessary to be inked on this sheet</i> |                   |
| 6  |  |                   |
| 7  | <i>* off sheet</i>                               |                   |
| 8  |  |                   |
| 9  |  |                   |
| 10 |  |                   |
| 11 |  |                   |
| 12 |  |                   |
| 13 |  |                   |
| 14 |  |                   |
| 15 |  |                   |
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| 20 |  |                   |
| 21 |  |                   |
| 22 |  |                   |
| 23 |  |                   |
| 24 |  |                   |
| 25 |  |                   |
| 26 |  |                   |
| 27 |  |                   |

GEOGRAPHIC NAMES  
 Survey No. **H6250** W. D.

| Name on Survey  | <div style="display: flex; justify-content: space-between;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On Chart No. 5502</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On previous survey No.</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On U. S. quadrangle Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">From local information</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">On local Maps</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">P. O. Guide or Map</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">Rand McNally Atlas</div> <div style="writing-mode: vertical-rl; transform: rotate(180deg);">U. S. Light List</div> </div> |        |   |   |   |   |   |   |   |  |    |
|---|---|--------|---|---|---|---|---|---|---|--|----|
|   | A   | B      | C | D | E | F | G | H | K |  |    |
| <u>Point Reyes</u>  | ✓   |        |   |   |   |   |   |   |   |  | 1  |
| <u>Drakes Bay</u>   | ✓   |        |   |   |   |   |   |   |   |  | 2  |
| <u>Chimney Rock</u>   | GNS   |        |   |   |   |   |   |   |   |  | 3  |
| <u>Drakes Estero</u>  | ✓   | T-805  | ✓ |   |   |   |   |   |   |  | 4  |
| <u>Drakes Head</u> *  | on 5599   |        | ✓ |   |   |   |   |   |   |  | 5  |
| <u>Estero de Limantour</u>  | on 5599   |        | ✓ |   |   |   |   |   |   |  | 6  |
| <u>Double Point</u> *   | ✓   | T-4519 | ✓ |   |   |   |   |   |   |  | 7  |
|   |   |        |   |   |   |   |   |   |   |  | 8  |
|   |   |        |   |   |   |   |   |   |   |  | 9  |
|   |   |        |   |   |   |   |   |   |   |  | 10 |
|   |   |        |   |   |   |   |   |   |   |  | 11 |
|   |   |        |   |   |   |   |   |   |   |  | 12 |
|   |   |        |   |   |   |   |   |   |   |  | 13 |
|   |   |        |   |   |   |   |   |   |   |  | 14 |
|   |   |        |   |   |   |   |   |   |   |  | 15 |
|   |   |        |   |   |   |   |   |   |   |  | 16 |
|   |   |        |   |   |   |   |   |   |   |  | 17 |
|   |   |        |   |   |   |   |   |   |   |  | 18 |
|   |   |        |   |   |   |   |   |   |   |  | 19 |
|   |   |        |   |   |   |   |   |   |   |  | 20 |
|   |   |        |   |   |   |   |   |   |   |  | 21 |
|   |   |        |   |   |   |   |   |   |   |  | 22 |
|   |   |        |   |   |   |   |   |   |   |  | 23 |
|   |   |        |   |   |   |   |   |   |   |  | 24 |
| <div style="border: 1px solid black; padding: 5px; width: fit-content;">           Names underlined in red approved<br/>           by <u>JRE</u> on <u>3/21/38</u> </div> |   |        |   |   |   |   |   |   |   |  | 25 |
|   |   |        |   |   |   |   |   |   |   |  | 26 |
|   |   |        |   |   |   |   |   |   |   |  | 27 |

## TIDE NOTE FOR HYDROGRAPHIC SHEET

Division of Hydrography and Topography:

March 19, 1938.

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

Plane of reference

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

HYDROGRAPHIC SHEET 6250

Locality Drakes Bay (Point Reyes), Coast of Calif.

Chief of Party: F. H. Hardy in 1937

Plane of reference is mean lower low water reading

5.55ft. on tide staff at Presidio

10.3 ft. below B.M. 165

Time of tide used is 45 minutes earlier than San Francisco, with  
the range the same.

Height of mean high water above plane of reference is 5.1 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Verifier's Report on H-6250 (1937) W.D.

No comments other than those contained  
in the review are considered necessary.

April 20, 1938.

J.A. McCormick.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6250 (1937) W. D. FIELD NO. 11

Drakes Bay, Point Reyes, California  
Surveyed in Oct.-Nov. 1937, Scale 1:10,000  
Instructions dated May 2, 1935 and March 6, 1937 (GUIDE)

Wire Drag with Hand Lead Soundings.      Dual control on shore signals.

Chief of Party - F. H. Hardy.  
Surveyed by - Charles Shaw.  
Protracted by - K. S. Ulm.  
Subdivision of wire dragged areas by - K. S. Ulm.  
Inked by - K. S. Ulm.  
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 of S. P. 118.

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

2. Compliance with Instructions for the Project.

The survey satisfies the instructions for the project.

3. Shoreline and Signals.

- a. Shoreline on this survey originates with T-4495 (1929), T-4517 (1929) and T-4518 (1929).
- b. Topographic signals originate with control sheets CS-6250 (1937) (2 sheets), only one of which has at present been received in the office. Second control sheet received and compared  
J.A.M. 8/10/38

4. Junctions with Wire Drag Surveys.

- a. The junction on the west with H-6249 (1937) WD is satisfactory except for the split between the two surveys at the navigational buoy in latitude  $37^{\circ} 58.93'$ , longitude  $122^{\circ} 57.25'$ .
- b. There are no wire drag surveys adjoining on the east. Such surveys are contemplated, however, in the near future.

5. Comparison with Latest Hydrographic Surveys.

H-4974 (1929), 1:20,000; H-4979 (1929), 1:40,000.

This survey covers portions of the above hydrographic surveys. There is no conflict between the effective drag depths and the hydrography.

6. Comparison with Chart 5599 (New Print dated Oct. 9, 1936).

a. Hydrography.

The chart contains no soundings which conflict with the effective drag depths.

b. Aids to Navigation.

The position obtained on the present survey for Bell Buoy "1" in latitude  $37^{\circ} 58.93'$ , longitude  $122^{\circ} 57.25'$  falls 100 meters south of the charted position. The aid in either location adequately marks the features intended.

7. Field Plotting.

The plotting, protracting and subdivision of dragged areas was satisfactory.

8. Results of Survey.

a. Shoals discovered and clearance depths obtained.

There were no groundings in the accepted work other than those on the wreck in latitude  $38^{\circ} 00.81'$  longitude  $122^{\circ} 52.28'$ . The wreck falls in depths of 10 fathoms on H-4974 (1929), the top of the mast projecting 1 foot above MHW. The drag also grounded on E day with an effective depth of 88 feet while being towed inside the 15 fathom curve. This portion of the work was rejected. Several check soundings obtained on B day fell in similar depths on H-4974 (1929).

b. Effective Depths.

The effective depths of the various drag strips are sufficient to insure safety to surface navigation to within  $1/4$  to  $1/2$  mile of the shore.

c. Splits and insufficient overlaps.

(1) A split exists at the position of the wreck in latitude  $38^{\circ} 00.81'$ , longitude  $122^{\circ} 52.38'$  (see page 2, Descriptive Report groundings).

(2) There is a split approximately 300 meters by 75 meters in dimension at the junction with H-6249 (1937) WD caused by the navigational buoy in latitude  $37^{\circ} 58.93'$ , longitude  $122^{\circ} 57.25'$ .



9. Additional Field Work Recommended.

The survey is in general very satisfactory. Additional drag strips to reduce the size of the split at the navigational buoy (see par. 8c (2), this review) have been recommended in the review of H-6249 (1937) W. D. The swirl noticed by the field party in approximate latitude 37° 59.4', longitude 122° 57.5' (see Descriptive Report, page 3) should also be investigated if feasible.

10. Reviewed by - J. A. McCormick, April 20, 1938.

Inspected by - A. L. Shalowitz.

Examined and approved:

*T. B. Reed*

T. B. Reed,  
Chief, Field Records Section.

*K. T. Adams*

Chief, Division of Charts.

*Fred. L. Pearson*

Chief, Section of Field Work.

*G. H. Hude*

Chief, Division of H. & T.

~~Correction to Ch 5402 - JFW 6/26/39~~  
Applied to drawing of

Applied to C.P. of Ch. 5599 10/5/39 Chas R. Osborn  
applied to New det 5672 thru det 5599. Subrogant 4-20-64

# CONTROL SHEET

# 6250

 (Sheet 1 of 2)

U. S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES

MAR 7 1938

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

6250 CONTROL SHEET (Sheet 1 of 2)

Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## DESCRIPTIVE REPORT

Topographic }  
Hydrographic } Sheet No. F-37

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State California

LOCALITY

North of San Francisco Bay

Drake s. Bay

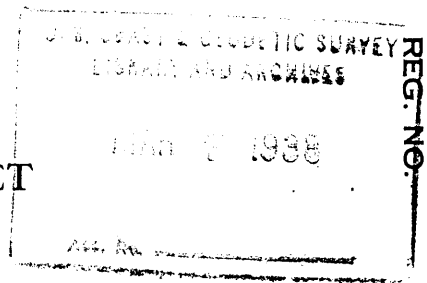
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193 7

CHIEF OF PARTY

F. H. Hardy

DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY



TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. F-37

REGISTER NO.

State California

General locality North of San Francisco Bay

Locality Drakes Bay

Scale 1:10,000 Date of survey October, 19 37

Vessel GUIDE

Chief of party F. H. Hardy

Surveyed by H. G. Conerly

Inked by H. G. Conerly

Heights in feet above --- to ground to tops of trees

Contour, Approximate contour, Form line interval ----- feet

Instructions dated May 31, 19 34

Remarks: Sheet for Graphic Control of Wire Drag only.

DESCRIPTIVE REPORT  
to accompany F-37  
TOPOGRAPHIC SHEET FIELD NO. F-37  
U.S.C. & G.S.S. GUIDE  
1937

DATE OF INSTRUCTIONS: May 31, 1934.

PROJECT: H.T. 206.

PURPOSE OF SURVEY: To locate signals for the wire drag operations in the vicinity.

LIMITS: Sheet covers area at Drakes Bay from Estero de Limantour to Double Point.

GENERAL DESCRIPTION OF COAST: The area in general is low hills along the coast, and on the southeast end higher hills back from the coast. There are bluffs along the whole distance from 50 to 100 feet high. The land is partly cultivated and partly used for pasture. There are no trees except in the valleys and even those are very small and scarcely visible from offshore.

METHODS: Standard survey methods for traverses and intersections were used.

Topographic Station KEN was located by intersection from triangulation stations LAGOON, MUDDY, BILL and BEAR. The position of ILL was obtained by cuts from triangulation stations LAGOON and MUDDY and Topographic Station KEN. JAG was located by cuts from triangulation stations LAGOON, MUDDY and BILL and Topographic Station KEN. The position of LA was determined by one cut from Triangulation Station BILL and cuts from three setups, all determined by stadia distances from Station BILL. MAT was located by a cut from Triangulation Station BILL, a traverse from same station, checked by resection on LA at the last setup before the end. The planetable was set up at the station and the directions to stations BILL and BEAR checked. The stadia distance to the last setup was checked. BARN was located by cuts from triangulation stations GLEN and BEAR with a stadia distance from the latter. The position of FLAT was determined by a cut from Triangulation Station GLEN and a cut from a setup north of same station. Further work was prevented by weather and it was not considered necessary to spend three or four hours to get there on another day to get a check on this position.

Respectfully submitted,

*H. G. Conerly*  
H. G. Conerly,  
Aid,  
C. & G. Survey.

Approved, forwarded:

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

# MEMORANDUM IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
~~PHOTOSTAT OF~~

} No. H -6250 W.D.  
~~No. 17~~

{ received Mar. 7, 1938  
registered Mar. 15, 1938  
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    | ✓ | rep     | Page 3              |
| 24    |   |         |                     |
| 25    |   |         |                     |
| 26    |   |         |                     |
| 30    |   |         |                     |
| 40    |   |         |                     |
| 62    |   |         |                     |
| 63    |   |         |                     |
| 82    |   |         |                     |
| 83    |   |         |                     |
| 88    |   |         |                     |
| 90    |   |         |                     |
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RETURN TO

|    |            |
|----|------------|
| 82 | T. B. Reed |
|----|------------|

✓

CONTROL SHEET (2 of 2)

8250

WIRE DRAG

WIRE DRAG

8250

CONTROL SHEET

(2 of 2)

Form 504  
Rev. April 1935  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

Topographic }  
~~Hydrographic~~ } Sheet No. G-37

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State California

LOCALITY

Northern California

Point Reyes

---

1937

CHIEF OF PARTY

F. H. Hardy

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter G-37

REGISTER NO.

**H6289** W.D.

Control Sheet

State California

General locality Northern California

Locality Point Reyes

Scale 1:10,000 Date of survey Oct. & Nov., 1937

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by H. G. Conerly

Inked by H. G. Conerly

Heights in feet above -- to ground to tops of trees

Contour Approximate contour Form line interval \_\_\_\_\_ feet

Instructions dated May 31, \_\_\_\_\_, 1934

Remarks: Graphic Control of wire drag in vicinity.

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEET FIELD NO. G-37

INSTRUCTIONS: May 31, 1934.

PROJECT: H. T. 206.

DATES OF SURVEY: October and November 1937.

LIMITS: Sheet covers area from Estero de Limantour, around Point Reyes to Latitude  $38^{\circ} 05'$ .

GENERAL DESCRIPTION OF COAST: The coast from the eastern end of the sheet to Triangulation Station POINT REYES EAST is low hills with bluffs along the coast. From POINT REYES EAST to Point Reyes Lighthouse the bluffs extend to the top of the hills and are almost vertical. From Point Reyes Lighthouse north are mostly high sand dunes with sand beach.

METHODS: To locate signals from eastern end of the sheet <sup>To signal Chim</sup> cuts were taken from Triangulation Station CABESA to stations KILL and TEX. Then cuts were taken from Triangulation Station POINT REYES EAST 2 to IT, PAU, KILL, TEX, CON, DID, ELK, FAT, GUN, and HOT. A cut was taken from Station DRAKE to GUN. From GUN a traverse was run to TEX taking cuts on all signals south of Station CON to Station CHIM. More than three cuts were taken on each signal. The traverse closed very closely and needed no adjustment.

BIG and LOOKOUT TOWER were located by cuts from triangulation stations POINT REYES EAST 2 and CABESA and a cut from Topographic Station GUN.

MEX was located by cuts from CABESA and Point Reyes Radio Compass Station. A check was obtained by a resection on Point Reyes Lighthouse.

BEN was located by a cut from a three point fix and a rod reading from Set Up No. 1 near the three point fix.

CUPS was built near CUP 1931 and located by intersection of cuts from Point Reyes Radio Compass Station, and Set Up No. 2 near Station PATTON. For a check a wide traverse was measured from Point Reyes Radio Compass Station to a point northwest of station and the planetable set up on the point.



LOOKOUT TOWER was destroyed and rebuilt very near  
the same position as in 1931 when it was located before.

Respectfully submitted,

*H. G. Conerly*  
H. G. Conerly,  
Aid,  
U.S.C. & G. Survey.

Approved, forwarded:

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

~~Applied to C.P. of Chart 5599 10/5/39 Chas. P. Bushy~~