

6417

WIRE DRAG

U. S. COAST & GEODETIC SURVEY
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Form 504
Rev. April 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESCRIPTIVE REPORT

WIRE DRAG
~~1888~~
~~1888~~

Sheet No. 6-38

State California

LOCALITY
Northern California Coast

~~From Abalone Point northward~~

Sea Lion Rk
to Rockport.

1938

CHIEF OF PARTY

F. H. Hardy.

U. S. GOVERNMENT PRINTING OFFICE

WIRE DRAG

6417

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. 6-1938

REGISTER NO. H6417

State CALIFORNIA

General locality NORTHERN CALIFORNIA COAST.

Locality ~~From~~ Abalone Point ~~northward~~ ^{Sea Lion Rk} to Rockport.

Scale 1:10,000 Date of survey August 13, 15 & 16, 1938

Vessel GUIDE

Chief of Party F. H. HARDY

Surveyed by Walter J. Ghovan

Protracted by Kenneth S. Ulm

Soundings penciled by Kenneth S. Ulm

Soundings in fathoms ~~feet~~ Drag depth in feet

Plane of reference M. L. L. W.

Subdivision of wire dragged areas by Kenneth S. Ulm

Inked by Kenneth S. Ulm

Verified by H. F. STEGMAN

Instructions dated May 31, 1934, May 2, 1935 & March 6, 1937

Remarks: Dual control wire drag

Positions by visual fixes.

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 6 - 38.H6417
PROJECT HT - 206
COAST OF CALIFORNIA
1938

INSTRUCTIONS: Director's Instructions dated May 31, 1934 and supplemental instructions dated May 2, 1935 and March 6, 1937. ✓

CHARACTER AND LIMITS OF WORK: This sheet includes the area from Abalone Point northward to Rockport, and approximately one-third mile offshore to two miles offshore. ✓

The area of the work on this sheet is nine square statute miles. ✓

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

The position intervals were usually five minutes with supplemental positions at radical changes in course and speed. ✓

The effective range depth is from eleven to ninety-three feet. ✓

CONTROL AND DATUM: This sheet is on the ~~Fixed Adjusted~~ North American Datum of 1927. ✓

Triangulation Stations COTTANEVA, CHRIS and HARDY ROCKS were field adjusted. ✓

Topographic Signals were taken from Topographic Sheets (field letters) "CC" and "A". q
T-4944 T-4208

Control for the wire drag on this sheet was by visual fixes. ✓

Dual control was used for all this work. ✓

Shore line came from a photostat of Sheet H-4982 ~~B~~, provided by the Washington Office. These photostats were quite badly distorted so the shore line should not be used for charting purposes. See par. 1a.
review.

DATES OF SURVEY: Three days work was done on this sheet, August 13, 15 and 16, 1938. ✓

TIDAL REDUCERS: Tidal reducers for this sheet were obtained from the portable automatic gage at Shelter Cove. See Season's Tidal Report at end of this report for further information. ✓

H-6149 W.D.

JUNCTIONS: This sheet joins with Sheet No. 7-36 on the north end and with Sheet No. 7-38 on the south end. The drag strips on this sheet overlap Sheet No. 4588B-1926 near Rockport. The overlaps with adjoining sheets, and beginning and ending of strips, are good.

GROUNDINGS:

Pos. No. Letter Day	Latitude & Longitude	Grounded Eff Depths	Least Sdg. Depths	Cleared Eff. Depth	Depth plotted	Remarks
	o ' "	Ft.	Fms.	Ft.	Fms	
1A a	39 42.83 123 49.70	30 ✓	4 5/6 ✓	11 ✓	4 5/6 ✓	Near 2 5/6 Fathoms
2A a	39 42.85 123 49.83	30 ✓	2 5/6 ✓	11 ✓	2 5/6 ✓	
1B b	39 41.41 123 48.91	51 44 ✓	7 1/2 ✓	35 ✓	7 1/2 ✓	Grounded on incline section.
2B b	39 41.38 123 48.92	51 ✓	8 1/2 ✓	35 ✓	8 1/2 ✓	Near 7 1/2 Fathoms
1C c	39 40.88 123 48.08	34 ✓	5 1/2 ✓	25 ✓	5 1/2 ✓	
2C c	39 40.70 123 48.33	42 ✓	8 5/6 ✓	34 ✓	7 ✓	Grounded on incline section ✓
3C c	39 40.68 123 48.42	47 ✓	7 1/2 ✓	34 ✓	7 1/2 ✓	Grounded on incline section.

NOTES ON PLOTTING:

At 1B, the bight of the drag was normal to the north but was plotted as a straight line because overlap was good and additional area covered by plotting bight has already been covered by deeper depths.

On C day, the end launch had difficulty in obtaining a fix and did not get one until the Guide launch had taken position 4C. However, the end launch was towing south from the time the Guide launch had begun the line. The Guide launch recorded the bight as straight at the beginning of the line so the bight was plotted as a straight line between Positions 1C, Guide Launch, and 1C, End launch. This is plotting on the safe side as the end launch was north of the Position 1C at the beginning of the day.

At 18C, the bight was normal to the north but was plotted as a straight line as overlap was good and additional area covered by bight had already been covered by deeper depths.

On B day, the 2 1/2 ^{per cent} ~~degree~~ change in depths is omitted, the shoaler depth being carried up to where the deeper depth becomes effective (see Page 21, Guide launch record).

SPLITS: There are no splits on this sheet.

COMPARISON WITH PREVIOUS SURVEYS: This work was compared with Sheet ✓
H-4982 and no discrepancies were noted.

PERSONNEL AND LAUNCHES: Lieutenant (j.g.) Walter J. Chovan was in
charge of this work and the Guide Launch (chartered launch FLORENCE). ✓
Lieutenant (j.g.) Harry F. Garber was in charge of the End Launch (chart-
ered launch VIRGINIA I).

Respectfully submitted,

Kenneth S. Ulm

Kenneth S. Ulm,
Jr. H & G Engineer,
C & G Survey.

Approved and forwarded:

E. W. Eickelberg

E. W. Eickelberg
Chief of Party, C. & G. S.,
Commanding Ship GUIDE from October 3, 1938;
Preceded by Captain F. H. Hardy from 6-15-38 to 10-3-38;
Preceded by Comdr. O. W. Swainson from 5-1-38 to 6-15-38.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 6-38 H6417
1938.

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

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

The completed smooth sheet has been inspected and is approved.



E. W. Eickelberg,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE from October 3, 1938;
Preceded by Captain F. H. Hardy from 6-15-38 to 10-3-38;
Preceded by Comdr. O. W. Swainson from 5-1-38 to 6-15-38.

STATISTICS
 to accompany
 WIRE DRAG SHEET FIELD NO. 6 **H6417**
 1938

Date 1938	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet.	Soundings	Tender Positions
Aug.13	A	1	2.9	49	10,000	2	2
" 15	B	1	3.1	72	10,000	2	2
" 16	C	1	4.7	83	10,000	3	3
TOTALS			10.7	204		7	7

Area is nine square statute miles.

TIDE NOTE FOR HYDROGRAPHIC SHEET

February 23, 1939

Division of Hydrography and Topography:

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

Plane of reference

~~Tide Reference~~ approved in
3 volumes of sounding/records for
and W. D.

HYDROGRAPHIC SHEET 6417

Locality From Abalone Point to Rockport, Northern California Coast.

Chief of Party: F. H. Hardy in 1938


Plane of reference is mean lower low water reading

3.4 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.

GEOGRAPHIC NAMES
Survey No. **H6417**

Name on Survey	On Chart No. 5602		On previous survey		On U. S. quadrangle Maps		From local information		On local Maps		P. O. Guide or Map		Rand McNally Atlas		U. S. Light List	
	A.	B.	C.	D.	E.	F.	G.	H.	K.							
X <u>Abalone pt.</u>	✓															1
✓ <u>Switzer Rock</u>	✓															2
✓ <u>Hardy Rock</u>	✓															3
✓ <u>Chris Rock</u>																4
X <u>Hardy Creek</u>	✓															5
✓ <u>Cottaneva Rock</u>	✓															6
✓ <u>Cape Vizcaino</u>	✓															7
Rockport																8
X <u>Sea Lion Rock</u>	✓															9
X <u>Cottaneva Needle</u>	✓															10
<u>Shelter Cove</u>	✓															11
																12
																13
																14
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																27

W JHE 2/18/39

Remarks

Decisions

	Remarks	Decisions
1		File No. 396 237
2		" " "
3		" 397 238
4		" " "
5		" " "
6		" " "
7		" " "
8	Local Inquiry made Rockport vs Rockport Bay and Cottaneva Cove 2/15/39	" " "
9		" " " "
10		" " " "
11	Location of T.G. - Off limit of survey.	" 400240
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Field Records Section (Charts).

HYDROGRAPHIC SHEET NO **H6417**

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

Number of positions on sheet	<i>.211..</i>
Number of positions checked	<i>..29..</i>
Number of positions revised	<i>None..</i>
Number of soundings recorded	<i>....7..</i>
Number of soundings revised	<i>None..</i>
Number of signals erroneously plotted or transferred	<i>None..</i>

Date: *Feb. 27, 1939*

Verification by *H. F. STEGMAN*

Time: *8 1/4 hours*

Review by *J. A. Mc Cormick, Feb. 28, 1939*

Time: *5 hrs.*

HYDROGRAPHIC SURVEY NO. H6417

Smooth Sheet Yes

Boat Sheet Yes

Records; Sounding 1 Vols., Wire Drag 2 Vols., Bomb Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals Vol. #1

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)

Hydrography: Total Days 3 ; Last Date Aug. 16, 1938

Remarks _____

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY }
 DESCRIPTIVE REPORT } No. H -6417
 PHOTOSTAT OF } ~~No. J~~

{ received Feb. 2, 1939
 { registered Feb. 10, 1939
 { 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			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	T. B. Reed
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✓ JBR

VERIFICATION REPORT ON H-6419 (1938) WD

1. CONDITION OF RECORDS

The records are neat and legible, and conform to the requirements of the Wire Drag Manual. ✓

2. SHORELINE AND SIGNALS

The shoreline was transferred from a photostat of H-4982. }
 See page one of the Descriptive Report. } See par. 1,
 Signals originate with T-4944 (1938) Graphic Control. } review. ✓

3. JUNCTIONS WITH CONTEMPORARY SURVEYS.

This sheet joins H-6149, (1936)^{WD} and H-45886 (1926) WD on the north. The limits of these two surveys are shown on H-6417 WD. ✓

This sheet joins H-6418 (1938) WD on the south. The limits of H-6418 WD are shown on H-6417 WD. ✓

All soundings and bottom characteristics were transferred to H-4982 (1929) ✓

4. Field Plotting

Field plotting was neat and did not have to be done over in the office. ✓

It was noted that, on A day, a 1 foot lift was used. The tender made a test at 11 to 11:30 on this day and recommended no lift. 1 ft. allowed for swell. See record. J.A.M.

There was a tide increase at pos 31C which was omitted from the plotting, see page 36-Guide launch Record. This area was dragged to greater depths except

for the part of the drag between buoys 15 to F. The area affected is small, and since the depth is 90 feet it was not changed by the verifier.

Respectfully submitted

Feb. 27, 1939

Harold J. Stegman

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6417 (1938) W.D. FIELD NO. 6

Abalone Point to Sea Lion Rock, Northern California Coast, Calif.
Surveyed in August 1938, Scale 1:10,000
Instructions dated May 31, 1934; May 2, 1935; March 6, 1937 (GUIDE)

Wire Drag

Dual control on shore signals.

Chief of Party- F. H. Hardy.
Surveyed by - W. J. Chovan.
Protracted by - K. S. Ulm.
Subdivision of wire dragged areas by - K. S. Ulm.
Inked by - K. S. Ulm.
Verified by - H. F. Stegman.

1. Shoreline and Signals.

- a. Shoreline originates with T-4209 (1926), T-4496 (1929) and T-4497 (1929). It was transferred to the present survey from distorted photostats and should not be used for charting purposes.
- b. Topographic signals originate with T-4209 (1926) and T-4944 (1936).
- c. Hydrographic signal NUB (lat. 39°43', long. 123°49') originates with H-4982 (1929).

2. Junctions with Wire Drag Surveys.

Junctions with H-4588b (1926) W.D. and H-6149 (1936) W.D. on the north and with H-6418 (1938) W.D. on the south are satisfactory.

3. Results of Survey.

a. Shoals discovered and clearance depths obtained.

- (1) A 2-5/6 fathom sounding in lat. 39° 42.85', long. 123° 49.83' falls in depths of 6-1/2 to 7-1/2 fathoms on H-4982 (1929). Cleared with an effective depth of 11 feet.
- (2) A 4-5/6 fathom sounding in lat. 39°42.83', long. 123° 49.70' falls in depths of 9 to 11 fathoms on H-4982 (1929). Cleared with an effective depth of 11 feet. A deeper clearance is not recommended because of close proximity to 2-5/6 fathom shoal discussed in preceding paragraph.

- (3) A 7-1/2 fathom sounding in lat. 39° 41.41', long. 123° 48.92' falls in depths of 9-1/4 to 9-3/4 fathoms on H-4982 (1929). Cleared with an effective depth of 35 feet.
- (4) A 5-1/2 fathom sounding in lat. 39° 40.87', long. 123° 48.08' falls in depths of 8-1/4 to 9-1/4 fathoms on H-4982 (1929). Cleared with an effective depth of 25 feet.
- (5) A 7 fathom grounding and a 7-1/2 fathom sounding in lat. 39° 40.7', long. 123° 48.4' fall in depths of 10 to 14 fathoms on H-4982 (1929). Cleared with an effective depth of 34 feet.

b. Splits and insufficient overlaps.

There are no splits and overlaps are ample.

4. Comparison with Latest Hydrographic Surveys.

H-4982 (1929), H-4989 (1929), H-5920 (1935), H-5944 (1935).

These hydrographic surveys contain no soundings which conflict with the effective drag depths on the present survey.

5. Comparison with Chart 5602 (New Print dated Nov. 5, 1938).

The more important of the soundings obtained on the present survey have already been charted from advance information furnished by the field party (Chart Letter 556 of 1938). The charted positions and depths differ slightly from those on the verified survey and should be revised accordingly. There are no other conflicts between chart and survey.

6. Condition of Survey.

- a. The drag volumes are neat and legible.
- b. The descriptive report satisfactorily covers all items of importance.
- c. The field plotting was excellent.
- d. The effective depths employed are satisfactory.

7. Compliance with Instructions for the Project.

The survey satisfies the instructions for the project.

8. Additional Field Work Recommended.

No additional field work is required.

9. Reviewed by - J. A. McCormick, Feb. 28, 1939.

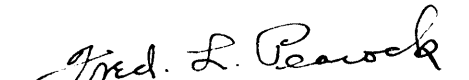
Inspected by - E. P. Ellis

Examined and approved:

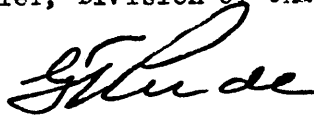


T. B. Reed,
Chief, Section of Field Records.

K.T. Adams
Chief, Division of Charts.



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



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