6425 WIRE DRAG

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

DESCRIPTIVE REPORT

Topographic / *Hydrographic* } *Sheet No.* 11 - 1938.

State CALIFORNIA

LOCALITY

Greenwood

~~ONE MILE SOUTH OF WHITE~~

~~ROCK TO SADDLE POINT~~

Elk Creek to Saddle Point

*193*8

CHIEFS OF PARTY

F. H. Hardy & E. W. Eickelberg

U. S. GOVERNMENT PRINTING OFFICE

6425 WIRE DRAG

REG. NO.

orm 537
. Dec. 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET
(WIRE DRAG)

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 - 1938 H 6425 W.D.

REGISTER NO.

State CALIFORNIA

General locality ~~GREENWOOD LANDING, CALIFORNIA COAST.~~ ~~Northern~~ Greenwood.

Locality ~~ONE MILE SOUTH OF WHITE ROCK~~ TO SADDLE POINT Elk Creek

Scale 1:10,000 Date of survey Sept.25&27,Oct.8&9, 1938

Vessel Chartered launches FLORENCE(guide) VIRGINIA I(end)

Chiefs of Party F. H. Hardy, E. W. Eickelberg,

Surveyed by W. F. Malnate, Walter J. Chovan

Protracted by Walter J. Chovan

Soundings penciled by Walter J. Chovan

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

Plane of reference M. L. L. W.

Subdivision of wire dragged areas by Walter J. Chovan

Inked by Walter J. Chovan

Verified by Harold E. Stegman

Instructions dated May 31,1934,May 2,1935,March 6,1937. 1938

Remarks: Dual control wire drag

[redacted] Positions by visual fixes.

U. S. GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT
to accompany
WIRE DRAG SHEET FIELD NO. 11
Project H.T. - 206
Coast of California.
U.S.C. & G.S.S. GUIDE
1938.

INSTRUCTIONS: Directors Instructions dated May 31, 1934, and supplemental instructions dated May 2, 1935 and March 6, 1937.

CHARACTER AND LIMITS OF WORK: This work includes that portion from one mile south of White Rock to Saddle Point, and approximately one-third mile offshore to approximately two miles offshore.

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

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

The position interval was usually five minutes with supplemental positions at radical changes in course and speed.

The effective depth range is from seventeen to eighty-nine feet.

CONTROL: Control for the wire drag on this sheet was by means of visual fixes.

Dual control was used for all this work.

Control consists of hydrographic signals over triangulation stations on the 1926 and 1930 schemes, plotted on the Final Adjusted North American Datum of 1927.

Topographic signals were transferred from Topographic Sheet Field Nos. AA-1936, A-1938 and T-4502.
T-4346

Shore line was transferred from Topographic Sheet No. T-4502.

DATES OF SURVEY: Four days' work was done on this sheet between September 25 and October 9, 1938.

TIDAL REDUCERS: Tidal reducers for the work on this sheet were obtained from the North Jetty, Humboldt Bay, portable automatic tide gage and the San Francisco standard tide gage. For further information on this subject see Seasons Tidal Report.

JUNCTIONS: The overlaping junction of the drag strip with Sheet Field No. 10 on the north and with Sheet Field No. 12 on the south are good. H-6424 W.D. H-6426 W.D. The overlap junction with Wire Drag Sheet - 1926 (Greenwood, California) is good. H-4589 b

The overlap of drag strips at the beginning and ending of strips on this sheet are good.

GROUNDINGS:

Pos. No. Letter Day	Latitude & Longitude	Grounded Eff. Depth.	Least Sdg. Depth	Cleared Eff. Depth.	Depth Plotted	Remarks
	o '	Ft.	Fms	Ft.	Fms.	
2a	39 06.05 ✓ 123 43.34 ✓	46 ✓	5 4/6 ✓	28 ✓	5 4/6 ✓	Large rock about 30 meters in diameter ✓
4a	39 06.67 ✓ 123 43.32 ✓	37 ✓	3 1/2 ✓	17 ✓	3 1/2 ✓	Large shoal area, general depth 6-7 Fms. ✓
9a	39 06.57 ✓ 123 43.4 ✓	37 ✓	6 1/6 ✓	29 ✓	6 1/6 ✓	Sharp pinnacle rock. ✓
2b	39 09.69 ✓ 123 44.8 ✓	39 ✓	3 ✓	Not cleared ✓	3 ✓	Too close to reefs to clear ✓
3b	39 09.69 ✓ 123 45.19 ✓	~~48~~ 57	9 ✓	39 ✓	9 ✓	"G" on inclined section between 48 ft. & 57 ft. Near a 7 2/6 Fm. Sdg. ✓
1c	39 09.62 ✓ 123 45.1 ✓	49 ✓	7 2/6 ✓	38 ✓	7 2/6 ✓	Large rock ✓
5d	39 09.1 ✓ 123 44.58	28 ✓	4 2/6 ✓	Not cleared ✓	4 2/6 ✓	Certain that this is the shoalest Sdg. in this area. So close to the ✓ shore didnt warrant settin drag out again to cover.
4d	39 08.7 ✓ 123 45.22 ✓	87 ✓	9 1/6 ✓	48 ✓	9 1/6 ✓	

COMPARISON WITH PREVIOUS SURVEYS:

Comparison with Sheet No. H-4985, 1929: The sounding of 5 4/6 fathoms, Position 2a, falls in a blank space about 50 meters south from a 14 fathom ✓ sounding.

The sounding of 3 1/2 fathoms, Position 4a, falls in a blank space about 50 meters outside of the 10 fathom curve, and between 11 and 13 fathom ✓ sounding.

The sounding of 6 1/6 fathom, Position 9a, falls about 30 meters south ✓ of a 14 fathom sounding.

Comparison with Sheet No. H-4984, 1929: The sounding of 3 fathoms, Position 2b, falls in a blank space about 50 meters south of a 12 fathom sounding. ✓

The sounding of 9 fathoms, Position 3b, falls in a blank area between a 13 and 18 fathom sounding. The 13 fathom sounding is a good indication ✓ that shoal area exists, but was not developed in 1929.

The sounding of 7 2/6 fathoms, Position 1c falls in a blank space about ✓ 50 meters south of a 16 fathom sounding.

The sounding of 4 2/6 fathoms, Position 5d, falls in a blank space about 50 meters outside the 10 fathom curve and about 30 meters north of a 11 fath- ✓ om sounding.

The sounding of 9 1/6 fathoms, Position 4d, falls in a blank space about ✓ 50 meters inside the 20 fathom curve and about 50 meters west of a 19 fathom sounding.

Comparison with Chart No. 5703(corrected to March 11, 1938): The 3 fathom sounding, Position 2b,is not shown on this sheet, It falls in a blank area just outside the 10 fathom curve.

See par. 5, review.

The 9 fathom sounding, Position 3b, is not shown on this sheet. It falls near a 13 fathom sounding.

The 7 2/6 fathom sounding, Position 1c, is not shown on this sheet. It falls in a blank area between 11 and 19 fathom soundings.

The 4 2/6 fathom sounding, Position 5d, is not shown on this sheet. It falls between the 10 fathom curve and a 13 fathom sounding.

The 9 1/6 fathom sounding, Position 4d, is not shown on this sheet. It falls in a blank area just outside a 19 fathom sounding.

See par. 5, review.

PERSONNEL AND LAUNCHES: Lieutenant W. F. Malnate and Lieutenant (j.g.) Walter J. Chovan were in charge of this work, also in charge of the guide launch (chartered launch FLORENCE). Lieutenant (j.g.) Harry F. Garber was in charge of the end launch (chartered launch VIRGINIA I).

Respectfully submitted,

Walter J. Chovan

Walter J. Chovan,
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.

LIST OF SIGNALS
WIRE DRAG SHEET FIELD NO. 11,
1938.

TRIANGULATION

Hydrographic name	Location.
SAD	Saddle Point, 1871
WAT	Watson$_2$, 1930
COVE	Cove Rock, 1926
CUF	Cuffy Cove, 1871
TANK	White Tank, 1926
POLE	Schoolhouse Flagpole, 1926
CATH	Catholic Church Base of Cross, 1926
MET	Methodist Church Belfry, 1930
NOSE	Nose Rock, 1926
CLIFF	Cliff, 1926
WHITE	White Rock, 1870
RED	Red Bluff$_2$, 1919

TOPOGRAPHIC

Located on Topographic Sheet Field Letter "A", 1938.
SUE, LON, AMY.

Located on Topographic Sheet Field Letter "AA", 1936.
GAB, CN

Plotted from list of Planetable Pos. Sheet T-4502.
CUP, BRD.

Field Records Section (Charts)

H6425 W.D.

HYDROGRAPHIC SHEET NO. .....

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

Number of positions on sheet	280
Number of positions checked	42
Number of positions revised	0
Number of soundings recorded	18 (9 plotted)
Number of soundings revised	None (Fractions changed on 3)
Number of soundings erroneously spaced	—
Number of signals erroneously plotted or transferred	None

Date: April 11, 1939

Verification by H.F. Stegman Time: 7¾ hours

Review by J.A. Mc Cormick 4/13/39 Time: 4 hrs.

2629

STATISTICS
to accompany
WIRE DRAG SHEET FIELD NO. 11

Date 1938	Day Letter	Vol.	Statute Miles	Positions	Drag Length Ft.	Tender Soundings	Tender Positions
Sept. 25	A	1	4.0	84	10,000	9	9
Sept. 27	B	1	1.6	38	10,000	3	3
Oct. 8	C	1	0.9	25	10,000	1	1
Oct. 9	D	1	6.2	133	(10,000) (&) (7,200)	5	5
TOTALS			12.7	280		18	18

AREA IS 10 SQUARE STATUTE MILES.

STATEMENT
to accompany
WIRE DRAG SHEET FIELD NO. 11

The plotting and protracting of buoy positions was done by Lieutenant (j.g.) Walter J. Chovan.

The drag areas were subdivided and inked by Lieutenant (j.g.) Walter J. Chovan.

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.

HYDROGRAPHIC SURVEY NO. H6425 W.D.

Smooth Sheet Yes

Boat Sheet Two

Records; Sounding One Vols., Wire Drag Two Vols., Bomb ___ Vols.

Descriptive Report Yes

Title Sheet Yes

List of Signals D. R.

Landmarks for Charts (Form 567) No.

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) ---

Special Chart for Lighthouse Service--- (Circular Nov.30, 1933)

Hydrography: Total Days Four ; Last Date October 9, 1938

Remarks

3776

	Remarks	Decisions
1		File No. 390 237
2		" 390 237
3		" 391 237
4		" 391 237
5		" 391 237
6		" 391 237
7		" 391 237
8		" 391 237
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M 234		

GEOGRAPHIC NAMES

Survey No. H-6425 W.D.

Name on Survey	A, On Chart No. 5602	B, On previous survey No.	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	
Red Bluff										1
Elk Rock										2
Elk Creek	✓									3
Greenwood	✓									4
Nose Rock	5703									5
Cove Rock	5703									6
Cuffey Cove	✓									7
Saddle Point	✓									8
										9
										10
										11
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										27

Names underlined in red approved

by GHE on 8/31/39

M 234

FORM M-238

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTAT OF~~

No. H-6425 W.D.
~~No.~~

received Mar. 21, 1939
registered Mar. 28, 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	✓		Page 2 Groundings
88			
90			

RETURN TO

82	T. B. Reed

rae

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

TIDE NOTE FOR HYDROGRAPHIC SHEET

April 1, 1939

Division of Hydrography and Topography:

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

Plane of reference
~~Tide reducers are~~ approved in
volumes of sounding/records for
and wire drag

HYDROGRAPHIC SHEET 6425

Locality Elk Creek to Saddle Point, Greenwood, Northern California Coast.

Chief of Party: F. H. Hardy in 1938
Plane of reference is mean lower low water reading
2.0 ft. on tide staff at North Jetty, Humboldt Bay
11.5 ft. below B.M. 1
3.4 ft. on tide staff at Shelter Cove
7.1 ft. below B.M. 1 A

Note: For the work on October 8-9, when North Jetty and Shelter Cove records were not available, San Francisco observations were used with a time and height correction to reduce to Shelter Cove.

Height of mean high water above plane of reference is 5.8 feet at North Jetty; 5.6 feet at Shelter Cove.

Condition of records satisfactory except as noted below:

Paul T. Whitney

Chief, Division of Tides and Currents.

U. S. GOVERNMENT PRINTING OFFICE

VERIFICATION REPORT ON H-6425 (1938) WD

1. CONDITION OF RECORDS

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

Soundings within the depth range of 7 to 11 fathoms were penciled ✓ in fathoms and sixths.

Bottom characteristics were not penciled on the sheet. ✓

2. SHORELINE AND SIGNALS

Shoreline originates with T-4501 and T-4502 (1929) ✓

Signals originate with T-4502 (1929), T-4946 (1936), and Sheet "A" 1938, ✓ (not yet received in the office.)

3. JUNCTIONS

The overlap of adjacent Wire Drag Sheets is satisfactory. These sheets ✓ are:

H-6424 (1938) WD on the north.

H-6426 (1938) WD on the south. ✓

H-4589 b (1926) WD inshore, in the vicinity of Greenwood, Calif. Soundings were transferred to H-4984, H-4985, ~~and H-4990 (1929)~~

4. FIELD PLOTTING

Field plotting was excellent, and no corrections were made by the ✓ verifier except as noted in paragraph 1. above.

April 11, 1939

Respectfully submitted
Harold F. Stegman

SECTION OF FIELD RECORDS

REVIEW OF HYDROGRAPHIC SURVEY NO. 6425 (1938) W.D. FIELD NO. 11

Elk Creek to Saddle Point, Greenwood, California.
Surveyed in September-October, 1938,
Scale 1-10,000

Instructions dated May 31, 1934; May 2, 1935;
March 6, 1937 (GUIDE)

Wire Drag. Dual control.

Chief of Party - F. H. Hardy, E. W. Eickelberg
Surveyed by - W. F. Malnate, W. J. Chovan
Protracted by - W. J. Chovan
Subdivision of wire dragged areas by - W. J. Chovan
Inked by - W. J. Chovan
Verified by - H. F. Stegman

1. Shoreline and Signals.

   a. Shoreline originates with T-4501 (1929) and T-4502 (1929).

   b. Topographic signals originate with T-4502 (1929), T-4946 (1936) and T-Field Letter A (1938).

2. Junctions with Wire Drag Surveys.

   Junctions with H-6424 (1938) W. D. on the north, H-4589b (1929) W.D. off Cuffey Cove, and H-6426 (1938) on the south are satisfactory.

3. Results of Survey.

   a. Shoals discovered and clearance depths obtained.

      (1) A 3 fathom sounding in latitude 39° 09.69', longitude 123° 44.80' falls in depths of 12 fathoms on H-4984 (1929). Not cleared because of proximity to foul area.

      (2) A sounding of 9 fathoms in latitude 39° 09.69', longitude 123° 45.18' falls in depths of 13 fathoms on H-4984 (1929). Cleared with an effective depth of 39 feet.

(3) A sounding of 7¼ fathoms in latitude 39° 09.62', longitude 123° 45.10' falls in depths of 16 fathoms on H-4984 (1929). Cleared with an effective depth of 38 feet.

(4) A sounding of 4-2/6 fathoms in latitude 39° 09.12', longitude 123° 44.58' falls in depths of 11 to 12 fathoms on H-4984 (1929). Not cleared because of proximity to shore.

(5) A sounding of 9-1/4 fathoms in latitude 39° 08.70', longitude 123° 45.22' falls in depths of 19 to 20 fathoms on H-4984 (1929). Cleared with an effective depth of 48 feet.

(6) A sounding of 3½ fathoms in latitude 39° 06.65', longitude 123° 43.33' falls in depths of 11 to 13 fathoms on H-4985 (1929). Cleared with an effective depth of 17 feet.

(7) A sounding of 6-1/6 fathoms in latitude 39° 06.57', longitude 123° 43.41' falls in depths of 13 to 14 fathoms on H-4985 (1929). Cleared with an effective depth of 29 feet.

(8) A sounding of 5-4/6 fathoms in latitude 39° 06.04', longitude 123° 43.34' falls in depths of 13 to 14 fathoms on H-4985 (1929). Cleared with an effective depth of 28 feet.

b. Splits and insufficient overlaps.

There are small splits at shoal soundings discussed in paragraph 3a(1) and 3a(4). Coverage is not recommended because of proximity to shore. Overlaps are otherwise satisfactory.

4. Comparison with Latest Hydrographic Surveys. H-4984 (1929), H-4985 (1929), H-4990 (1929).

There are no conflicts between soundings on the above surveys and effective drag depths on the present survey.

5. Comparison with Chart 5602 (New Print dated Nov. 5, 1938)
Chart 5703 (New Print dated Sept.28,1937)

The more important of the shoal soundings obtained on the present survey have been applied to the charts from advance information in Chart Letter 638 of 1938. The bearing from Cove Rock of the 3 fathom sounding in latitude 39° 09.69', longitude 123° 44.80' as reported was 180° in error, causing the sounding to be charted approximately 2½ miles out of position. The Nautical Chart Section has been advised of the error.

6. Condition of Survey.

a. The drag records are neat and legible.

b. The descriptive report satisfactorily covers all items of importance.

c. The field drafting was very good.

d. Effective depths are satisfactory.

7. Compliance with Instructions for the Project.

Satisfactory.

8. Additional Field Work Recommended.

None.

9. Reviewed by - J. A. McCormick, April 13, 1939.

Inspected by - E. P. Ellis

Examined and approved:

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

K.T. Adams
Chief, Division of Charts.

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

G Rude
Chief, Division of H. & T.