

6760

WIRE DRAG

6760
WIRE DRAG

Form 504 Rev. June 1941	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY	
DESCRIPTIVE REPORT	
<i>Air Photographic</i> <i>Plane Table</i> <i>Hydrographic</i>	} Survey No. _____ (Field)
LOCALITY	
State <u>Texas</u>	
General locality <u>Tarrant County</u>	
Locality <u>Lake Worth</u>	
1942	
CHIEF OF PARTY	
<u>Max G. Rocketts</u>	

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.

REGISTER NO.

H6760
WIRE DRAG

State ~~TEXAS~~

General locality ~~TARRANT COUNTY~~

Locality ~~LAKE NORTH~~

Scale ~~1:10,000~~ App. Date of survey ~~Sept. & October~~, 19 ~~42~~

Vessel ~~Three chartered launches~~

Chief of Party ~~Max G. Ricketts~~

Surveyed by ~~Max G. Ricketts, Harry D. Reed, Jr., G. M. Anstead~~

Protracted by

Soundings penciled by

Soundings in fathoms feet

Plane of reference

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated ~~March 20, September 21 & 29~~, 19 ~~42~~

Remarks:

REG. NO. **H6760**
WIRE DRAG

(1 /

DESCRIPTIVE REPORT

H6760
WIRE DRAG

to accompany

LAKE WORTH, TEXAS

WIRE-DRAG SHEET

PROJECT CS-282

INSTRUCTIONS:

Director's instructions for Project CS-282 dated March 20, 1942, and his letters 22/MEK 1990 dated September 21 & 29, 1942.

CONTROL:

The control on this sheet is based on the air-photo positions of nine objects as shown on the boat-sheet furnished by Washington Office. These objects are circled in red on the boat-sheet. Control was carried by sextant angles and fixes from the southeast end of the sheet to the northeast end at the towers. Some displacement of signals with relation to the shoreline was noted along the east shore of the southeast channel and along the north shore of the northeast channel. Agreement between the south tower Signal OWE and the center pier Signal PIER was good when occupying the old windsock location Signal WIND; the north tower Signal NORD did not check.

Discrepancy
amounted to
15 meters.
Hydrographic
location used

SURVEY METHODS:

Standard wire-drag practice has been followed. A 22 foot and a 26 foot launch were used in towing the drag and an 18 foot launch was used as a tender. An 1800 foot drag was tried on the first two days, numerous groundings made it advisable to cut to a 1200 foot drag. The area among the mooring buoys was covered using a 400 foot drag. Ground wire was 1/8 inch, intermediate buoys carried 35 pounds while end buoys carried 70 pounds.

DANGERS:

This reservoir was not cleared prior to flooding, numerous groundings on stumps and poles occurred. A total of 57 of the groundings and hang-ups had soundings of 6 feet or less. The results of this survey have been reviewed by the Regional Manager, Civil Aeronautics Administration; a representative of the City Engineer; the City Manager; the President and Aircraft Representative of the Chamber of Commerce. The Regional Manager considers the base as dangerous and has so informed the City Manager, he also is making a report to his Washington Office. He is taking up the matter of clearing with the City Authorities. The City and Chamber of Commerce officials, it is believed, intend to arrange some clearing of obstructions. Prints of the field results of this survey were furnished to the Regional Manager, City Engineer's representative and the Chamber of Commerce as authorized in your letter of September 29, 1942.

H6760

WIRE DRAG

WIRE-DRAG GROUNDINGS:

A total of 88 positions were taken on groundings, shoals and hang-ups. A summary of those believed to be the most important is shown in this report.

Position:	Depth:	Location:	Remarks:
1 a'	9 ft. ✓	400' NE of ABE	In 18 ft. of water, wood; <i>on edge of drag area</i> not cleared.
2 c	7 ft.	1050' SW of RAG	In 11 ft. of water, wood; ✓ in attempt to clear this on C day, drag set at 5 ft. touched between buoys 3 & F, positions 6-7 C, and pulled free. Not in excess of 5 ft. should be used. <i>Groundings of 5 ft shown</i>
4 c	4½ ft.	400' SW of ACE	In 21 ft. of water, tree, ✓ dragmaster stood on top; lean of this tree permitted <i>Not cleared</i> 6 ft. drag to slide over on F day. <i>Portion of strip on F day containing discrepancy was rejected.</i>
1 - 4 j	5 ft.	1700' WSW of RAG	In 9 to 10 feet, a group ✓ <i>on edge of drag area</i> of stubs; not cleared.
4 e.	6 ft.	700' SSE of GOAT	In 15 ft. pulled off, clear- ed at 6 ft. on E day. <i>Grounding may have been caused by sag in wire</i>
6 h	6 ft.	1300' SW of ACE	In 15 ft., stub; cleared ✓ at 6 ft. on F day. <i>Depth not less than 6'</i>
3 e	3½ ft.	300' ESE of GOAT	In 7 ft., stub; not cleared. ✓ <i>on edge of drag area</i>
9 d	5 ft.	500' NNE of GOAT	In 23 ft., large tree; ✓ not cleared. <i>split near edge of drag area</i>
2 f	4½ ft.	1150' SSW of EGG	In 13 ft., tree, not sure ✓ of top; cleared at 4 ft. on H day.
f & g	4½ ^{5-5½} 6 ft.	1050' SW of EGG	In 7 to 9 feet, a group ✓ of stubs; cleared at 4 ft. on H day.
1 - 4 h	3 - 4 ft.	1000' WSW & W of EGG	In 6 to 9 ft., a group ✓ of stubs on shoal ground; not cleared. <i>on edge of drag area</i>
5 g	4½ ft.	1300' SW of CHIM	In 13 ft., pole; cleared ✓ at 4 ft. on H day.

(3)

H6760

WIRE DRAG

Position:	Depth:	Location:	Remarks:
5 f	4½ ft.	500' S of EGG	In 9 ft., stub; cleared at 4 ft. on H day. ✓
5 d	3½ ft.	750' S of DOCK	In 13 ft., post, rotten on top, dragmaster stood on post; not cleared. <i>on edge of dragged area</i>
4 d	5 ft.	900' SSE of DOCK	In 12 ft., posts; cleared at 4 ft. on D day. ✓
5 j	5 ft.	150' W of SLAT	Shoal of 5 ft., hard bottom; not cleared. <i>on edge of dragged area</i>
1,2,3 k	5 - 6 ft.	500' NW of SLAT	Group of stubs in 10 ft. not cleared. <i>on edge of dragged area</i>
4 k	5 ft.	1000' SSE of FAN	In 11 ft., stub; 6 ft. passed over on D day. <i>Next edge of stub. 5 ft. not considered cleared.</i>
1 - 2 d	4 - 5 ft.	800' NNW of SLAT	In 10 ft., stubs; not cleared. <i>Area not dragged</i>
3 d	6 ft.	900' SSW of FAN	Unable to touch top, use drag depth; cleared at 5 ft. on D day. ✓
1 a	6 ft.	350' NW of POST	In 10 ft., stub; not cleared. <i>on edge of dragged area</i>
8 k	4½ ft.	350' NNW of LOW	In 10 ft., stub, not certain of top; not cleared. <i>on edge of dragged area</i>
10 k	4½ ft.	300' NE of LOW	In 11 ft., stub; not cleared. <i>on edge of dragged area</i>
11 k	7 ft.	700' NE of LOW	Shoal mud bottom. <i>on edge of dragged area</i>
12 k	6 ft.	600' ENE of LOW	In 18 ft., stub; cleared at 4 ft. on K day. ✓

COMPARISON WITH PREVIOUS SURVEYS: The City Engineers Office had taken a few soundings in the area as shown on their small landing chart. These soundings were spotted on ranges between points and natural objects and seem to agree quite well with soundings taken during present work.

GENERAL INFORMATION: The area is seriously obstructed by stumps, trees and poles underwater. Shoal around north of signal SLAT and W & WSW of EGG. Additional foul, uncleared areas are indicated on the boatsheet. To aid in charting and in removal of obstructions

H6760

WIRE DRAG

GENERAL INFORMATION (continued):

soundings were taken for bottom depth at most of the groundings. The system of sounding lines run at the beginning of this work show ample water if the runways were cleared. The Regional Manager, CAA, has suggested lowering the lake level 10 feet and clearing all obstructions. This would insure clearing of leaning trees which it is possible the drag may have slid over. It is not believed that his suggestion will be followed by the City Authorities. At present Eagle Mountain Lake has been lowered to permit construction of a Marine Glider Base.

According to City records, over 1100 planes have used the area with only one accident. The first plane handled landed in the foul area shown on their chart. Present mooring buoys are located and shown on the boat sheet of our work. The majority of these are regular Navy buoys.

The area between the mooring buoys and the fuel piers could not be covered by the drag. Cables extend from the piers to the buoys for use in handling planes.

Most planes using the area have landed in the sector marked by signals SLAT, ACE and SAD on the east; GUN, GOAT and EGG on the west. The bay GOAT, EGG, RED, PIG and END has been used in some cases by large four motor planes.

The following data regarding the two power line towers, signals OWE and NORD, was furnished by the City Engineers. Signal OWE stands 100 feet above ground; signal NORD stands 125 feet above ground and the base is about 15 feet above present water level. The wires suspended between these towers have a clearance of 43 feet above spillway level for the low wires and 53 feet above spillway level for the high wires.

WATER LEVEL DATA: The lowest level reached by this lake, since completion of the dams above, is 2 feet below spillway elevation. This is in the period since 1933. Water level is maintained nearly constant by regulation of flow from the reservoirs above.

*2 ft above
spillway Elev.*

Spillway elevation is 594.2 feet, the daily levels are in hundredths of a foot above or below spillway elevation.

Sept. 20, 1942 --	+.72 ft.	Sept. 30, 1942 --	+.10 ft.
Sept. 21, 1942 --	+.74 ft.	Oct. 1, 1942 --	+.07 ft.
Sept. 22, 1942 --	+.68 ft.	Oct. 2, 1942 --	+.07 ft.
Sept. 23, 1942 --	+.57 ft.	Oct. 3, 1942 --	+.02 ft.
Sept. 24, 1942 --	+.53 ft.	Oct. 4, 1942 --	+.04 ft.
Sept. 25, 1942 --	+.46 ft.	Oct. 5, 1942 --	+.04 ft.
Sept. 26, 1942 --	+.34 ft.	Oct. 6, 1942 --	-.01 ft.
Sept. 27, 1942 --	+.21 ft.	Oct. 7, 1942 --	-.04 ft.
Sept. 28, 1942 --	+.17 ft.	Oct. 8, 1942 --	-.07 ft.
Sept. 29, 1942 --	+.13 ft.	Oct. 9, 1942 --	-.10 ft.

H6760

WIRE DRAG

CORRECTIONS AND ADDITIONS TO CHECK SHEET PROJECT "LOVE":

AIRCRAFT SERVICING FACILITIES: 25 mooring buoys are in place. ✓

DOCKS AND BOATS AVAILABLE: The City has constructed three fuel piers and floats. The resident manager, Tom Wade, who operates a charter boat service at the pier adjacent, has three launches available. ✓

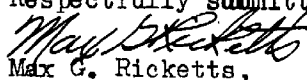
WATER OBSTRUCTIONS: See boat sheet.

AERIAL OBSTRUCTIONS: See data regarding towers listed under General Information, this report. ✓

STATISTICS:

<u>Date:</u>	<u>Letter:</u>	<u>Volume:</u>	<u>Drag Length:</u>	<u>Positions:</u>	<u>Statute Miles:</u>	<u>Sdgs:</u>
<u>WIRE DRAG</u>						
Sept. 21	A	1	1800	20(11)	0.3	11
Sept. 23	A'	1	1800	12(5)	0.1	5
Sept. 24	B	1	1200	42(5)	1.6	5
Sept. 25	C	1	1200	28(9)	0.9	9
Sept. 28	D	1	1200	49(9)	1.1	9
Sept. 29	E	1	1200	63(8)	1.7	8
Sept. 30	F	1	1200	35(5)	0.7	5
Oct. 1	G	1	1200	52(7)	1.5	7
Oct. 2	H	1-2	1200	72(9)	1.7	9
Oct. 5	J	2	1200	30(8)	1.1	8
Oct. 7	K	2	1200 & 400	84(12)	1.0	12
TOTALS - - - - -				487(88)	11.7	88
<u>HYDROGRAPHY</u>						
Sept. 22	a			109	18.5	600
Oct. 3	b			16	--	16
Oct. 6	c			17	1.0	54
TOTALS - - - - -				142	19.5	670

Area: - - 2.0 square stat. miles Wire-Drage.

Respectfully submitted,

 Max G. Ricketts,
 Lieut., USC & GS.

(6)

H-6760 (1942) W.D. - Survey of Lake Worth

This survey reveals numerous obstructions which prevent an effective depth of 6 feet from being carried over the complete area of runway and only a relatively small area could be dragged to an effective depth of 10 feet below the lowest water level of the lake. A large number of submerged posts and trees would need to be cleared away before a clear depth of 6 feet would be available over any considerable area.

The soundings and effective depths are not reduced for the change in water level. During the time the survey was in progress the variation in water level amounted to only 0.78ft. and was considered insufficient to seriously affect the results of the survey.

The records were carefully examined and all pertinent information was transferred to the boat sheet. No smooth sheet or formal review is considered necessary for this survey.

Submitted by
R. H. Carstens

Approved
Robert W. Knox

Robert W. Knox
Chief, Surveys Section

H6760

Surveys Section (Chart Division)

HYDROGRAPHIC SURVEY NO. **H6760** WIRE DRAG

Records accompanying survey:

Boat sheets ~~two~~; sounding vols. (2)..; wire drag vols. (4)..; bomb vols.; graphic recorder rolls; special reports, etc. (2). photographs. (4). blueprints. (3). mosaics... (1). sextant control folder. (1). set of photostats. Project "LOVE"..... (1) overlay tracing

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

Number of positions on sheet	717.
Number of positions checked	32.
Number of positions revised	0.
Number of soundings recorded	757.
Number of soundings revised (refers to depth only)	39.
Number of soundings erroneously spaced	0.
Number of signals erroneously plotted or transferred	0.
Topographic details	Time 0.
Junctions	Time 0.
Verification of soundings from graphic record	Time 0.
Verification by <i>R.H. Casatano</i> Total time	48 ^{hr} 0.
Date	<i>Nov. 12, 1942</i>
Review by <i>R.H. Casatano</i> Time	10 ^{hr} 0.
Date	<i>Nov. 13, 1942</i>

Remarks

Decisions

	Remarks	Decisions
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
M 234		

GEOGRAPHIC NAMES

Survey No.

H6760

WIRE DRAG
Name of Survey

A. On Chart No.
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.

	A.	B.	C.	D.	E.	F.	G.	H.	K.
Lake Worth									
Tarrant County									1
									2
									3
									4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
									18
									19
									20
									21
									22
									23
									24
									25
									26
									27

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTATIC~~

No. H **H6760**
~~MOON~~ **WIRE DRAG**

received Oct. 26, 1942
registered Oct. 29, 1942
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		<i>JNR</i>	<i>See report</i>
24			
25			
26			
30			
40			
62			
63			
82			
83			
88			
90			

RETURN TO

82	R. W. Knox
----	------------

✓ RWC