

# 6454 WIRE DRAG

6454 WIRE DRAG

Form 504  
Rev. Dec. 1933  
DEPARTMENT OF COMMERCE  
U.S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Wire Drag  
~~Hydrographic~~ } Sheet No. 3  
~~Hydrographic~~ } Register No. H-6454

U.S. COAST & GEODETIC SURVEY  
LIBRARY AND ARCHIVES  
FEB 28 1940  
Acc. No. \_\_\_\_\_

State California

LOCALITY

Northern California Coast

South of Crescent City

Wilson Creek to Sisters Rocks

1939

CHIEF OF PARTY

I. E. Rittenburg

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. 3

**H6454** 11939 W.D.

REGISTER NO. H-~~4654~~<sup>6454</sup>

81081

State California

General locality Northern California Coast, So. of Crescent City

Locality Wilson Creek to Sister Rocks

Scale 1 : 10,000 Date of survey Aug. 8. to Sept. 5, 1939

Vessel Pacific Coast Wire Drag Party

Chief of Party I. E. Rittenburg

Surveyed by W. J. Chovan

Protracted by H. C. Applequist

Soundings penciled by H. C. Applequist

Soundings in fathoms ~~not~~ Drag Depths in Feet

Plane of reference M.L.L.W.

Subdivision of wire dragged areas by H. C. Applequist

Inked by H. C. Applequist

Verified by R. H. Carstens

Instructions dated March 3, 1939, 19

Remarks: Dual Control - Visual Fix, using Chartered Launches

FLORENCE (guide launch) and VIRGINIA (end launch).

DESCRIPTIVE REPORT  
to accompany  
WIRE DRAG SHEET FIELD NO. 3  
Office Register No. H-6454 *W.D.*  
California Coast  
Pacific Coast Wire Drag Party  
1939

INSTRUCTIONS: Authority for this survey is contained in the Director's Instructions, dated March 3, 1939; Project HT-230.

CHARACTER AND LIMITS OF WORK: This sheet covers the area from Wilson Creek to Sisters Rocks, about six miles south of Crescent City. The inshore limit of the work was governed by the safe inshore limit of operating the launches due to swell, offlying rocks and rocks awash. One strip, about a mile in width and paralleling the coastline was run. This sheet joins Wire Drag Sheet Field No. 2, Office Register No. H-6453, on the north, and Wire Drag Sheet Field No. 22, Office Register No. H-6456, on the west. No work was performed south of this sheet.

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

The position interval was five minutes practically throughout the sheet, except at beginning of lines and at radical changes of course.

Effective depths ranged from 11 to 77 feet.

CONTROL AND DATUM: This sheet is on the final adjusted North American 1927 Datum. Signals were taken from Topographic Sheets Field Letters "D" and "E", Office Register No.s T-6676b and T-4949. Triangulation control was established in 1871, 1872 and 1925. One hydrographic station was located by sextant cuts by this party. Shoreline, offlying rocks, etc., were transferred from the photostats of the topographic surveys executed in 1928 and 1929. None of the topographic features, offlying rocks, etc., were located by this party.

DATES OF SURVEYS: This work was done by the chartered wire drag launches on August 8, 30, and 31, and September 1, and 5, 1939. the positions of this work are shown in Blue capitals.

TIDAL REDUCERS: Tide reducers for this sheet were taken from the records of the standard automatic tide gage at Crescent City, California. These records were furnished this party by the Washington Office. For further tidal information see the attached Tidal Data Sheet.

JUNCTIONS AND OVERLAPS: This sheet joins Wire Drag Sheet Field No. 2, Office Register No. 6453 on the north and Wire Drag Sheet Field No. 22, Office Register No. 6456, on the west. These junctions are good. The overlaps of the adjacent and adjoining lines are also good.

1d

GROUNDINGS: At position 8D, the drag grounded between Buoys No.s 2 and 3, 100 feet from No. 2 and slipped over the ground at Position 9D, before the tender could sound. The effective depth of the drag, 15 feet, was plotted at this point. This grounding was close inshore and was not cleared.

At Position 27E, the fix of the ground at Position 3e, was taken by the end launch while picking up the drag. No sounding was taken and the effective depth of the drag, 69 feet, was plotted. This area had previously been dragged at 50 feet.

Pos.No. Letter Day	Latitude & Longitude o	Grounded Eff. Depth Feet	Least Sdg. Depth Fms.	Cleared Eff. Depth Feet	Depth Plotted Fms.	Remarks
17A 1a	41 35.99 124 07.54	60 ✓	8 2/6 ✓	45 ✓	8 2/6 ✓	15 to 16 fms. on H-4965 ✓
17C 1c	41 39.48 124 08.97	43 ✓	3 4/6 ✓	15 ✓	3 4/6 ✓	10 to 13 fms. on H-4965 (1929) ✓
17C 2c	41 39.39 124 08.95	43 ✓	6 4/6 ✓	15 ✓	6 4/6 ✓	Close to Pos. 1c ✓ controlling depth. 10 to 13 fms on H-4965 ✓
17C 3c	41 39.25 124 10.00	67 ✓	8 2/6 ✓	42 ✓	8 2/6 ✓	16 to 18 fms. on H-4852 (1928) ✓
8D 1d	41 39.38 124 08.96	15 ✓	-	-	2 3/6 ✓	Drag depth, see above paragraph. 10 to 13 fms on H-4965 ✓
30D 2d	41 37.89 124 08.00	27 ✓	3 ✓	12 ✓	3 ✓	8 to 8 1/2 fms on H-4965 ✓
30D 3d	41 37.98 124 08.20	27 ✓	2 5/6 ✓	11 ✓	2 5/6 ✓	11 to 12 fms on H-4965 ✓
29E 1e	41 37.48 124 07.94	39 ✓	5 1/6 ✓	12 ✓	5 1/6 ✓	11 to 15 fms on H-4965 ✓
38E 2e	41 37.78 124 07.81	12 ✓	1 1/6 ✓	-	1 1/6 ✓	Not cleared, close inshore. 5 1/2 to 6 1/2 fms on H-4965 ✓
29E 3e	41 37.34 124 08.70	69 ✓	-	50 ✓	11 3/4 ✓	Fix taken by end launch while picking up drag. 15 to 18 fms on H-4965 ✓

NOTES ON PLOTTING: On C day the line was ended at Position 14C. The light was straight around three grounds and after position 14C the drag would not reach between the plotted positions.

On D day the section between Buoys 8 and 10 assumes the depth of the section between Buoys 6 and 8 up to Position 18.6, in accordance with Rule 3, Page 37 of the Wire Drag Manual.

At Position 27 D day the wheel on the guide launch was thrown out of gear in order to let the tender come alongside. It was not put back in gear and the end launch pulled the drag around the grounds.

On E day, Positions 11 to 17.2, the 41 and 51 feet depths (29 and 39 feet plus 2 1/2 percent of width of section) was not

plotted on the sheet while shown in the effective depths diagram. The shoaler depths were carried back to the line of depth change. ✓  
 This is on the safe side and simplified the plotting of the sheet as the area of 41 and 51 feet was negligible.

COMPARISON WITH PREVIOUS SURVEYS AND CHART: There are no soundings on Chart No. 5702, or on Hydrographic Sheet Office Register No. 4965, shoaler than the dragged depths shown on this sheet. ✓

EQUIPMENT: The Chartered Launch FLORENCE was used as guide launch and the Chartered Launch VIRGINIA as end launch. ✓

Standard wire drag equipment was used.

Respectfully submitted,

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

Forwarded and approved:

*I. E. Rittenburg*

I. E. Rittenburg,  
 Chief of Party, C. & G. Survey,  
 Pacific Coast Wire Drag Party.

STATEMENT  
to accompany  
WIRE DRAG SHEET FIELD NO. 3  
Office Register No. H-6454  
1939

The plotting and protracting of buoy positions was done  
by Ensign H. C. Applequist.

The drag areas were subdivided and inked by Ensign H. C.  
Applequist.

The completed smooth sheet has been inspected and is  
approved.



I. E. Rittenburg,  
Chief of Party, C. & G. Survey,  
Pacific Coast Wire Drag Party.

STATISTICS  
 to accompany  
 WIRE DRAG SHEET FIELD NO. 3  
 Office Register No. H-6454  
 1939

Date 1939	Day Letter	Volume	Statute Miles	Positions	Drag Length Feet	Tender Soundings	Positions
Aug. 8	A	1	1.9	34	10,000	1	1
Aug. 30	B	1	1.2	20	5,200	-	-
Aug. 31	C	1	1.6	35	10,000	3	3
Sept. 1	D	1	3.4	68	10,000	2	2
Sept. 5	E	1	5.2	111	10,000 5,200	3	3
TOTALS			13.3	268		9	9

AREA 6.2 SQUARE STATUTE MILES.

L.A.C.  
7112

TIDE NOTE FOR HYDROGRAPHIC SHEET

March 11, 1940

Division of Hydrography and Topography:

✓ Division of Charts: Attention: Mr. H. R. Edmonston

Plane of reference approved in  
3 volumes of sounding records for  
wire drag and sounding

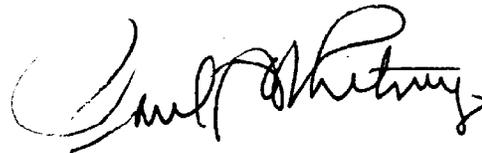
HYDROGRAPHIC SHEET 6454

Locality Wilson Creek to Sister Rocks, Northern California Coast.

Chief of Party: I. E. Rittenburg in 1939  
Plane of reference is mean lower low water reading  
3.7 ft. on tide staff at Crescent City *off limit of survey (5702)*  
12.8 ft. below B. M. 2

Height of mean high water above plane of reference is 6.2 feet.

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. **H6454**  
Wire tag

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

Number of positions on sheet	..277
Number of positions checked	..41..
Number of positions revised	...1..
Number of soundings recorded	...8..
Number of soundings revised	...0..
Number of soundings erroneously spaced	....0.
Number of signals erroneously plotted or transferred	....0.

Date: *March 23, 1940*

Verification by *R.H. Carstens*

Time: *32<sup>2</sup> hrs*

Review by *J.A. McCormick 4/2/40.*

Time: *7 hrs.*

HYDROGRAPHIC SURVEY NO. H6454  
Wire Drag

Smooth Sheet Yes

Boat Sheet 2

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

Descriptive Report Yes

Title Sheet Yes

List of Signals Yes

Landmarks for Charts (Form 567) No

Statistics Yes

Approved by Chief of Party Yes

Recoverable Station Cards (Form 524) No

Special Chart for Lighthouse Service No  
(Circular Nov.30, 1933)

Hydrography: Total Days 5 ; Last Date Sept. 5, 1940

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

Remarks

Decisions

	Remarks	File No.
1		416 241
2		415 240
3	<i>Not shown on this survey</i>	416 241
4		416 241
5		
6		
7		
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25		
26		
27		

GEOGRAPHIC NAMES

Survey No.

**H6454**

Wire Drag  
Name on Survey

On Chart No. 5702  
On previous survey No.  
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
<u>Wilson Creek</u>	✓								1
<u>False Klamath Rock</u>	✓								2
<u>Footsteps Rocks</u>	✓								3
<u>Sister Rocks</u>	✓								4
									5
									6
									7
									8
									9
									10
									11
									12
									13
									14
									15
									16
									17
Names underlined in red approved									18
by <i>SHE</i> on 4/17/40									19
									20
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									25
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									27

# MEMORANDUM

## IMMEDIATE ATTENTION

SURVEY  
DESCRIPTIVE REPORT  
PHOTOSTAT OF

No. H **HC 454**  
~~No. 4~~ Wire tag

received Feb. 28, 1940  
registered March 2, 1940  
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		
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63		
82		
83		
88		
90		

RETURN TO

82	T. B. Reed
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*TBR*

Verification Report on H-6454(1939) W.D.

1. The records are neat and legible and conform to the requirements of the Wire Drag Manual. The bottom characteristic and <sup>the</sup> check angle were not taken on pos 3 e.
2. The shore line originates with T-4488(1929) and T-4403(1928). The signals originate with T-4949(1939) and T-66766(1939)
3. The overlap with H-6456(1939) W.D. has been made and is satisfactory.

The overlap with H-6455(1939) W.D. and H-6453(1939) W.D. will be discussed in the reports for those sheets when they have been verified

Soundings from H-6454(1939) W.D. have been transferred to H-4965(1929) and H-4852(1928)

4. The field plotting was well done. A few minor changes in the strip division were made. One sounding on pos 1 d, was changed in position to agree with the cut from the Guide launch on pos. 8 D
5. An area and depth diagram was prepared by the verifier. Rough copy. Destroyed after review.

Respectfully submitted,  
R.H. Carstens

3/28/40

DIVISION OF CHARTS

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 6454 (1939) W.D. FIELD NO. 3

California, Northern Coast, Wilson Creek to Sister Rocks  
Surveyed in August - September 1939, Scale 1:10,000  
Instructions dated March 3, 1939 (I.E. Rittenburg)

Wire Drag

Dual Control

Chief of Party - I. E. Rittenburg.  
Surveyed by - W. J. Chovan.  
Protracted by - H. C. Applequist.  
Subdivision of wire dragged areas by - H. C. Applequist.  
Inked by - H. C. Applequist.  
Verified by - R. H. Carstens.  
Reviewed by - J. A. McCormick, April 8, 1940.  
Inspected by - H. R. Edmonston.

1. Shoreline and Signals.

Authorities for shoreline and signals are discussed in the descriptive report, page 1.

2. Junctions with Wire Drag Surveys.

The junction with H-6456 (1939) W.D. on the west is satisfactory. Junctions with H-6453 (1939) W.D. and H-6455 (1939) W.D. on the north will be considered in the reviews of those surveys. The area on the south has not yet been dragged.

3. Results of Survey.

a. Groundings.

The several groundings of the drag during the course of the survey are discussed in detail in the descriptive report, page 2. Shoals noted as not cleared are the 2-1/2 fathom grounding in lat. 41°39.46', long. 124°08.96' and the 1-1/6 fathom sounding in lat. 41°37.78', long. 124°07.81'. As the drag slipped over the 2-1/2 fathom spot after momentarily hanging, the investigation is considered satisfactory. The 1-1/6 fathom spot is so shoal and so close inshore as to make clearance unnecessary. Clearance depths on other shoals are satisfactory. It is noted that the 5-5/6 fathom least depth on Courtes Shoal in lat. 41°37.4' long. 124°08.6' on H-4965 (1929) was cleared with an effective depth of 29 feet on the present survey.

b. Effective Depths.

Effective depths over portions of the present survey do not appear at first glance to be as close to bottom as would seem proper in relation to depths on H-4852 (1928) and H-4965 (1929). The bottom configuration is such, however, that greater effective depths could have been employed on the inshore ends of the strips only with considerable difficulty. There are no conflicts between hydrography and effective drag depths.

c. Splits.

There are no splits on the survey and overlaps are ample.

4. Comparison with Chart 5702 (New Print of Oct. 14, 1939).

There are no conflicts between charted depths and effective drag depths.

5. Condition of Survey.

Satisfactory.

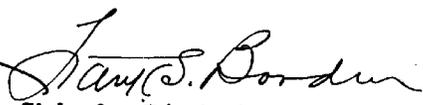
6. Compliance with Instructions for the Project.

Satisfactory.

7. Additional Field Work Recommended.

None.

Examined and approved:

	
T. B. Reed, Chief, Section of Field Records.	Chief, Division of Charts.
	
Chief, Section of Field Work.	Chief, Division of H. & T.

No corr on chit 5052 - P.B.E.  
No corr on chit 5895 J.A.M.