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Iss. No.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

W. T. Mann
Superintendent.

State: *Cal*

DESCRIPTIVE REPORT.

Topo Sheet No. *1321*

LOCALITY:

Port Harford

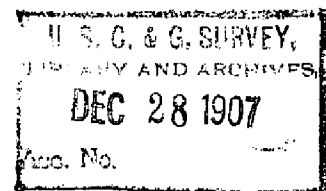
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CHIEF OF PARTY:

T. Morse

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Descriptive Report to Accompany Sheet showing Changes at
Port Harford, Cal., by Fremont Morse, Assistant, and Surveyed in
Compliance with the Superintendent's Instructions of Nov. 11, 1907.

The principal changes shown on this sheet are the Government Breakwater, the sunken rock near Whaler Island, the extension of the Port Harford wharf, the wharf built by the County of San Luis Obispo at Avila, and the California Petroleum Refinery Co.'s plant at the new Landing, Oilport.

The Breakwater extends from Whaler Point out to Whaler Island, shutting out the ocean swell that formerly rolled in through this gap, and is further extended in a Southeasterly direction towards the reef outside of Whaler Island, but not heading directly towards the reef. The present end of the breakwater lies inshore from the reef, and there is no indication that it was intended to include the reef as part of the breakwater. The breakwater has served to materially diminish the swell at the Port Harford Wharf; but there is still a great amount of motion, locally called an "undertow", at the wharf, and a vessel unloading has a very uneasy berth, even when the sea is apparently smooth outside. In heavy weather large vessels must either leave the dock, or run the risk of serious injury to both themselves and the dock.

The name Port Harford, so long applied to this place, has recently been changed to Port San Luis, probably to connect it with San Luis Obispo, the county seat, of which it is the port. Formerly the regular passenger steamers of the Pacific Coast Steamship Co.

touched here regularly on their way up and down the coast. Now only freight boats stop here. No doubt the completion of the Coast Line of the Southern Pacific R.R., which runs through San Luis Obispo has been the cause of this change.

The principal business of the Port of San Luis is the shipment of oil, both crude and refined, by the Union Oil Co. This company has a refinery located near the dock, and pipe line to neighboring oil fields. Carelessness in handling the oil has resulted in making Port San Luis the vilest, dirtiest place that I have seen on the coast. Crude oil covers everything. The piles of the dock, mooring buoys, and buoys planted by the Light House Board, as well as all boats as are unfortunate enough to be obliged to navigate the waters of the bay, are defiled with it.

The outer part of the dock at Port San Luis is given over to the loading of oil carriers. Freight boats of the Pacific Coast Steamship Co., and lumber schooners, land at the inner, old, part of the wharf.

At Avila the County has just completed a new wharf. It lies to the West of the old Peoples Wharf, which is no longer in existence.

Oilport is a new place. Here a fine plant has been erected for refining oil, and a wharf has been built out from shore near White Rock, at which steamers of 2000 or 3000 tons have been loaded. On December 9th heavy surf is reported to have completely wrecked the wharf. This report has been confirmed by the Oil Co.

Near Whaler Island is shown the newly discovered rock, which was reported to have 16 feet of water on it. The least sounding.

obtained was 18 feet. A tide reduction of 3.4 feet applied to this gives the least depth found on the rock 13.6 feet. Kelp - a small patch - surrounds and marks the location of this danger. The rock is a sharp pinnacle probably of not more than five or six meters extent in any direction. Soundings in a circle around it of about 10 meters diameter gave a reduced depth of 30 feet all around it.

Respectfully submitted,

Fremont Morse,

Assistant.