

4913

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Form 501
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic }
~~Hydrographic~~ } Sheet No. P

State CALIFORNIA

LOCALITY

California Coast

Davenport, California

1935

CHIEF OF PARTY

F. H. Hardy

Applied to Chart 5402 - Feb 25, 1936 - Lmz.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY
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APR 2 1935

REG. NO.

Acc. No. _____

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter P

REGISTER NO. **4913**

State California

General locality California Coast

Locality Davenport, California

Scale 1:10,000 Date of survey March 14, 1935

Vessel U.S.C. & G.S.S. GUIDE

Chief of Party F. H. Hardy

Surveyed by Chester J. Beyma

Inked by Chester J. Beyma

Heights in feet above _____ to ground to tops of trees

Contour Approximate contour Form line interval _____ feet

Instructions dated April 4, 1932: May 31, 1934, 19

Remarks: _____

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET FIELD LETTER P

Ship GUIDE

F. H. Hardy, Commanding.

INSTRUCTIONS DATED APRIL 4, 1932: MAY 31, 1934.

GENERAL DESCRIPTION

This sheet shows the location of the Santa Cruz Portland Cement Company's steel wharf at Davenport, California. The wharf is 25 feet wide, about 2000 feet long, and about 23 feet high^{Above Mean High Water.} At the outer end of the dock there are eight mooring buoys for vessels to moor to, so as to be free from the face of the dock because of the usual prevailing northwesterly swell. The dock is used only to enable vessels to load bulk cement.

Along the south side of the dock there is a 3 foot walk. Adjacent to the walk there are two 12 inch steel pipes and a broad gauge railroad track. The walk, pipes, and track extend along the entire length of the dock. At the shore end there is a 5 foot concrete tunnel extending to the large concrete silo. The 12 inch pipes extend thru the tunnel and connect to the silo. The bulk cement is blown from the silo thru the steel pipes to the outer edge of the dock, where the steel pipes are connected to flexible hoses. A derrick at the outer end of the dock handles the flexible hoses when loading a vessel. The electrical machinery which operates the derrick is housed in a small shack adjacent to the derrick. At night the outer end of the dock is marked by a red light suspended from the mast of the derrick.

METHOD OF LOCATION

Control for the topography consisted of triangulation stations

on the 1931 scheme which was executed by Lieutenant C. D. Meaney and recoverable topographic stations located by Ensign H. C. Applequist in 1932. All stations are plotted on the North American 1927 Adjusted Datum.

Marked topographic station JERY 1932, Latitude $37^{\circ} 00.8'$, was occupied and a traverse carried along the bluff line to the dock. Midway on the dock the traverse was checked by a three point fix using triangulation stations GLASS, S.W. CABLE TOWER DAVENPORT, and JARO. The three point fix checked the traverse position. All mooring buoys were located by three well defined cuts.

Distortion in this sheet was excessive, amounting to 6 meters per mile in latitude and 3 meters per mile in longitude, which is probably due to the inferior quality of the paper. Judging a topographic sheet to be a final record of the work, it appears that the field parties should be furnished paper of high quality so as to enable the topographer to do better and more accurate work. On this sheet, and on paper of like quality, distortion must be measured hourly because of the constant change in the paper which varies so frequently during the course of the day that a topographer is at a loss to be sure of what the variation of the paper is at every moment, thus impeding the progress of the work as well as the accuracy.

REMARKS

The shoreline adjacent to the dock was transferred from sheet T-4840 and was checked in the field. Its previous location checked very satisfactorily.

Respectfully submitted,

Chester J. Beyma.
Chester J. Beyma, Aid
C. & G. Survey.

Approved and forwarded,

F. H. Hardy
F. H. Hardy, H. & G. E.
Chief of Party, C. & G. Survey
Commanding Ship GUIDE.

APPROVAL NOTE OF CHIEF OF PARTY.

The completed topographic sheet field letter P has been inspected and is approved.

F. H. Hardy

F. H. Hardy, H. & G. E.
Chief of Party, C. & G. Survey
Commanding Ship GUIDE.

Survey No. T4913

Date. April 5, 1935

GEOGRAPHIC NAMES
CALIFORNIA

Chart No. 5402

Diagram No. 5402-2

Approved by the Division of Geographic Names, Department of Interior. ✱

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

[illegible]

REVIEW OF TOPOGRAPHIC SURVEY No. 4913

Title (Par. 56) *Davenport, California.*Chief of Party *F.H. Hardy* Surveyed by *C.J. Beyma* Inked by *C.J. Beyma*Ship *Guide* Instructions dated *April 4, 1932*
May 3, 1934 Surveyed in *Mar. 14, 1935*

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.) —

The scope of this survey is very limited

2. The character and scope of the survey satisfy the instructions. ✓

3. The control and closures of traverses were adequate. ✓ (Par. 12, 29.)

4. ~~The amount of vertical control that the Manual specifies for contours-formlines was accomplished. (Par. 18, 19, 20, 21, 22, 23.)~~

5. ~~The delineation of contours-formlines is satisfactory. (Par. 49, 50.)~~

6. ~~There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.)~~

7. ~~High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)~~

8. ~~The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)~~

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

See reverse side

10. ~~The span, draw and clearance of bridges are shown. (Par. 16c.)~~

11. ~~Locations and elevations of summits are given. (Par. 19, 51.)~~

12. ~~The tree line was shown on mountains. (Par. 16g.)~~

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.

Note:-

This survey was made to locate the dock
of the Santa Cruz Portland Cement Company. For other
information see T4840 (1932).

13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.) ✓
Distortion noted as excessive but no points placed on sheet to check same
14. ~~The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.~~
15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of IMs and DPs, 68.) *2 cards submitted*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) *None submitted*
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) *No magnetic meridian on this sheet. - Not necessary*
18. The geographic datum of the sheet is *N.A. 1927 (Adjusted)* and the reference station is correctly noted. (Par. 34.) ✓
19. Junctions with contemporary surveys are adequate. ✓
20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.) ✓
21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.) ✓
22. No additional surveying is recommended. ✓
23. The Chief of Party inspected and approved the sheet and the descriptive report ~~after review by~~

24. Remarks:

Reviewed in office by *Chas. R. Bush Jr.*

Examined and approved:

E. H. Green
Chief, Section of Field Records

L. O. Lobnitz
Chief, Division of Charts

Fred. R. Peacock
Chief, Section of Field Work

G. H. Hilde
Chief, Division of Hyd. and Top.