

6272

U. S. COAST & GEODETIC SURVEY
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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton *Director*

State: CALIFORNIA

DESCRIPTIVE REPORT

Topographic

~~Hydrographic~~ Sheet No. J.

LOCALITY

~~Central California Coast~~

~~Point Sal North~~

Oso Flaco River & Vicinity

1934

CHIEF OF PARTY

O. W. Swainson, H. & G. Engr.

U. S. GOVERNMENT PRINTING OFFICE: 1923

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REG. NO.

Acc. No. _____

TOPOGRAPHIC TITLE SHEET

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 J

REGISTER NO. **6272**

State California

General locality California Coast
Point Sal North (Oso Flaco River)

Locality Oso Flaco River & Vicinity

Scale 1:10,000 Date of survey July, 1934

Vessel U.S.C. & C.S.S. PIONEER.

Chief of Party O. W. Swainson

Surveyed by Harold Clarke

Inked by Harold Clarke

Heights in feet above MHW to ground ~~to tops of trees~~

~~Contours~~ Approximate contour Form line interval 100 feet

Instructions dated November 18, 1932, 19

Remarks: _____

DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET NO. J.

California Coast,
Point Sal North (Oso Flaco River)
Latitude $35^{\circ} 01'$ to $35^{\circ} 04'$.

AUTHORITY

This work was done in accordance with instructions dated November 18, 1932, to the Commanding Officer of the PIONEER for Project No. 120, and also those dated April 4, 1932, to the Commanding Officer of the GUIDE, Project No. 101. Work was done during the month of July, 1934.

CONTROL

The control was established by taking cuts on and occupying triangulation points located previously by F. G. Johnson and Chas. Pierce in 1933 at an approximate maximum distance of two miles along the coast line. Traverses were run between these stations with the following errors of closure:

- △ Oso Flaco 2, 1933, to △ Boca, 1933 - Flat.
- △ Boca, 1933 to △ Redwood, 1933 - Flat for orientation, 9 meters long in distance.
- △ Bromela, 1933 to △ Black, 1933, Flat.

GENERAL DESCRIPTION

This section is characterized by an undulating high water line on a flat beach with a narrow stretch of low grassy dunes just back of it, followed by bare sand of gradually increasing elevation up to the higher back-lying dunes. The lakes and marshes at the Oso Flaco River and the broad valley under cultivation back of the high dunes, as well as the Lakes near △ Black, 1933, are noteworthy.

The sand beach is increasingly flat from the south to north end of the sheet and is generally of fine sand.

The high brushy dunes at the southerly end of the sheet extend from △ Oso Flaco 2, 1933, about a mile in a northeasterly direction ending there at the Oso Flaco River Valley. Between these high dunes and the low grassy dunes paralleling the shore is a broad stretch of bare sand gradually rising from the low dunes (25' elevation approximately) to the high dunes (100 to 150 feet elevation approximately). With the exception of the Oso Flaco River and Lake breaking through just north of △ Boca, 1933, these dunes continue to △ Redwood, 1933, and △ Black, 1933, in nearly the same character.

The north end of the Oso Flaco Valley is just south of △ Dune 2, 1933, and △ Bromela, 1933, and is approximately a mile in width. The Oso Flaco River is in the northern portion of the valley, culminating in a large

lake and then winding through low bare dunes to its outlet into the ocean.

The Southern Pacific Railroad main line between Los Angeles and San Francisco runs just east of \triangle Bromela, 1933, and \triangle Black, 1933. Near \triangle Black, 1933, the railroad and highway travel over a broad fill separating Laguna Negra from Black Lake. Just east of \triangle Black, 1933, is one of the lakes belonging to Dune Lakes, Incorporated, Mud Lake. The elevation of the water in this lake is controlled by pumps and inter-connecting pipe lines with the other lakes (see Topographic Sheet K)

CONTOURS

The contours were checked by numerous elevations and by inspection. Unless inked in red on the new sheet, they are the same as shown on original survey.

CHANGES IN COAST LINE

The high water line as compared with the old topographic sheet lies about 90 meters offshore at \triangle Oso Flaco, 1933. It decreases more or less uniformly to about 15 meters offshore at \triangle Redwood, 1933.

The easterly movement of the dunes has changed both the channel of the Oso Flaco River and the Oso Flaco Lake, with the outlet maintaining relatively the same position.

The Southern Pacific Railroad main line, between San Francisco and Los Angeles has been added.

As this is a complete new survey the old survey should be disregarded entirely except the contours.

STATISTICS

Shore line 4.0 statute miles.
Lakes and sloughs 10.7 statute miles.
Railroad 2.0 statute miles.
Highway and roads 1.5 statute miles.

Harold Clarke
Harold Clarke,
Topographer.

Forwarded:

O. W. Swainson
O. W. Swainson,
Chief of Party,
Commanding PIONEER.

LANDMARKS

Sheet J.

OIL DERRICK

This derrick, 135 feet high, stands out above all surrounding land and the tops of trees, is the only derrick in this vicinity, is visible from all directions and should be charted.

GEOGRAPHIC NAMES

Sheet J.

The following should be added to the Charts:

Oso Flaco Lake (not named on the chart).

RECOVERABLE PLANE TABLE POSITIONS

Oil Derrick	35° 02'	1278 m.
	120 35	857
Barn Gable	35 01	1085
	120 37	287
Windmill	35 01	1696
	120 36	1136
Block Signal #2711	35 02	189
	120 35	852
Block Signal #2712	35 02	188
	120 35	858
Block Signal #2707	35 02	889
	120 35	938
Block Signal #2708	35 02	888
	120 35	944
Block Signal #2697	35 03	683
	120 35	1122
Block Signal #2696	35 03	682
	120 35	1128
Block Signal #2694	35 03	1300
	120 35	1200

Diagram No. 5302-2

Under investigation. Q

REVIEW OF TOPOGRAPHIC SURVEY No. 6272

Title (Par. 56) *Oso Flaco River & Vicinity, California*Chief of Party *O.W. Swainson* Surveyed by *H. Clarke* Inked by *H. Clarke*Ship *Pioneer* Instructions dated *Nov. 18, 1932* Surveyed in *July 1934*

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.) ✓
Stamp No 25 not completely filled out on sheet.
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.)
No new contours drawn - Contours from previous surveys adequate
5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.)
See par. 4
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.) *None submitted*
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.)
Several Check elevations taken
12. The tree line was shown on mountains. (Par. 16g.)
No mountains on this survey

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.

Paragraph 9

T1596 (1879)

The present survey is in good agreement with T1596 except as noted under "Changes in Coast Line" on page 2 of the Descriptive Report.

Chart 5302

The present survey is in good agreement.

T6272 supersedes T1596 in part.

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.) ✓
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 DMs and DPs, 68.) *10 cards submitted*
16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.) ✓
17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) ✓ *No indication of having checked declination*
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. ✓
Joins T 6273 on the North
Joins T 6271 on the South
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.* May 29, 1936

Examined and approved:

E. H. Green
Chief, Section of Field Records

L. O. Lohut
Chief, Division of Charts

Fred. L. Peacock
Chief, Section of Field Work

Grude
Chief, Division of Hyd. and Top.