### Descriptive Report

**Type of Survey**: Shoreline (Photogrammetric)

**Field No.**: Ph-5903  
**Office No.**: T-11640

**Locality**

<table>
<thead>
<tr>
<th>State</th>
<th>California</th>
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<tr>
<td>General locality</td>
<td>Los Angeles</td>
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<tr>
<td>Locality</td>
<td>Wilmington</td>
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**Chief of Party**

Fred Natella

**Library & Archives**

**Date**: Sept. 1963
DESCRIPTIVE REPORT - DATA RECORD

T - 11640

Project No. (II): PHQ908  Quadrangle Name (IV):

Field Office (II): SANTA ANA, CALIFORNIA
Photogrammetric Office (III): PORTLAND, OREGON
Instructions dated (II) (III): 6 JANUARY 1960
AMENDMENT 1: 13 APRIL 1960

Chief of Party: LORNE G. TAYLOR & FRED NATELLA
UNIT CHIEF: R. B. MELBY
Officer-In-Charge: LORNE G. TAYLOR & FRED NATELLA
Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): KELLEN INSTRUMENT
Manuscript Scale (III): 1:10,000  Stereoscopic Plotting Instrument Scale (III): 1:5000
Scale Factor (III): NONE  PANTOGRAPH SCALE:

Date received in Washington Office (IV): FEB 18 1965
Date reported to Nautical Chart Branch (IV):

Applied to Chart No.
Date:
Date registered (IV):

Publication Scale (IV):
Geographic Datum (III): N.A., 1927
Vertical Datum (III):
Mean sea level except as follows: X
Elevations shown as (29) refer to mean high water
Elevations shown as (32) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): BAG, 1949

Lat.: NO GEOGRAPHIC POSITION PUBLISHED
Long.:

Adjusted
Unadjusted

Plane Coordinates (IV): State: CALIFORNIA Zone: VII

Y = 4,030,145.82  X = 4,211,479.02

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(ii) (iii)
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): R. B. Melby & L. L. Riggers
Date: APRIL - MAY 1960

Planimetric contouring by (II):

Completion Surveys by (II):

Mean High Water Location (III) (State date and method of location): APRIL 1960 by FIELD INSPECTION.
Compilation by Kelsh Instrument.

Projection and Grids ruled by (IV): R.A.C.
Date: 9-27-60

Projection and Grids checked by (IV): J.D.C.
Date: 10-12-60

Control plotted by (III): C. H. Bishop
Date: 11-6-61

Control checked by (III): L. L. Graves
Date: 11-9-61

Radial Plot or Stereoscopic
Control extension by (III):

Stereo
copic Instrument compilation (III):
Contours

Manuscript delineated by (III):
J. L. Harris, Scribing
C. C. Harris, Stick-up
Date: 9-17-62
12-12-62

Photogrammetric Office Review by (III):
J. L. Harris, Rough Draft
J. L. Harris, Advance
Date: 6-8-62
12-12-62

Elevations on Manuscript
checked by (II) (III):

COMM-Dc-57642
DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): C&GS SINGLE LENS "S"

PHOTOGRAPHS (III)

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(COLORED TRANSPARENCIES)

Tide (III)

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<td>Computed from predicted tide tables</td>
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<th>Spring Range</th>
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<td></td>
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</table>

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 11
Shoreline (More than 200 meters to opposite shore) (III): 7
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 21 Recovered: 8 Identified: 2
Number of BMs searched for (II): 22 Recovered: 21 Identified: 21
Number of Recoverable Photo Stations established (III): 16
Number of Temporary Photo Hydro Stations established (III):

Remarks:
2. Areal Field Inspection:

The area along the Pacific Coast in the vicinity of Point Fermin is mostly bluffs, about 100 feet in height. The bluffs are of an unstable composition and slides are frequent. Near Cabrillo Beach the bluffs give way to a low shoreline and the highly developed harbor facilities of Los Angeles Harbor.

The area is served by a vast network of highways, streets and railroads.

An extensive import/export trade is conducted at the various port facilities. Much of the marine commerce is petroleum products.

Near the southwest end of Terminal Island is a small craft basin that caters to the fishing trade. There are numerous fish canneries and processing plants in the area, and it is known as Fish Harbor.

Terminal Island is the location of a U.S. Naval Air Station, now inactive as the airfield is closed. Various naval activities are still in operation in the buildings of the air station.

There are numerous oil wells on Terminal Island, as well as the mainland in the vicinity of Wilmington. Most of the oil derricks have been removed and only the pumping facilities remain. Wilmington has several petroleum refineries to process the large amounts of crude oil obtained locally.

San Pedro, Wilmington and the western portion of Terminal Island are incorporated in the City of Los Angeles.

A large portion of the harbor is in a subsidence area. The subsidence consists of both vertical and horizontal shift in the land mass. The center and most affected area appears to be on Terminal Island, near triangulation station EDISON, 1933. Southern California Edison Co. reports nearly 27 feet of vertical displacement since 1928 in the center area.
The field photographs were satisfactory. The color photography furnished the field unit was used in conjunction with the black and white photography during field inspection. The color photography appear to offer good possibilities as some shoreline and offshore features are easily distinguishable. Aids to navigation are easily discernible on the color photography.

3. **Horizontal Control:**

   (a) The following supplemental control station was established by traverse methods:

   **POINT FERMIN LIGHT**

   (b) No datum adjustments were made in the field.

   (c) Only the stations established by the bureau were searched for.

   (d) All stations required for photo-control were identified.

   (e) The following stations were reported as lost on form 526:

   **Sheet 11640**

   BRIGHTON BEACH HOTEL, FLAGSTAFF, (no date)
   DHUM, 1872
   LONG BEACH, YACHT CLUB TOWER, 1933
   RATTLENAKE ISLAND, 1859
   SAN PEDRO, LOS ANGELES SHIP BUILDING CO., TANK, 1920
   SAN PEDRO, LOS ANGELES SHIP BUILDING CO., TANK, 1944 U.S.E.
   SAN PEDRO, PIERA, Berth 155-156, Round Bottom Tank, 1933
   SAN PEDRO, WAREHOUSE, EAST GABLE, 1907
   SEPULVEDO, 1859
   WILMINGTON, PATTEN-BLNN LUMBER CO., STACK, 1933
   WILMINGTON TANK, 1907

   **Sheet 11646**

   EAST SLOPE, 1870
   FARLEY, 1921
   FISH HARBOR, BEACON NO. 1, 1934
   FISH HARBOR, BEACON NO. 2, 1934
   HOTEL, 1899
   NAVY SIGNAL NO. 1, 1920
   NAVY SIGNAL NO. 2, 1920
   POINT FERMIN, RADIO COMPASS INSTRUMENT, 1920
   SAN PEDRO, BLACK BEACON, 1899
   SAN PEDRO, CATHOLIC CHURCH SPIRE, 1899
SAN PEDRO, CITY HALL DOME, 1907
SAN PEDRO, CLARENCE HOTEL, CUPOLA, 1899
SAN PEDRO, EPISCOPAL CHURCH, WHITE SPIRE, 1910
SAN PEDRO, GENERAL PETROLEUM CO., SOUTH TANK, 1920
SAN PEDRO, HAMMOND LUMBER CO., STACK, 1920
SAN PEDRO, HARBOR, LIGHT ON END OF JETTY, 1912
SAN PEDRO, HARBOR, OUTER RED BEACON, 1912
SAN PEDRO HARBOR, INNER RED BEACON, 1912
SAN PEDRO HARBOR, OUTER HARBOR, BEACON NO. 2, 1933
SAN PEDRO, MARCONI HIGH WIRELESS, 1913
SAN PEDRO, MARCONI LOW WIRELESS, 1913
SAN PEDRO, METHODIST CHURCH, GRAY SPIRE, 1899
SAN PEDRO, MILL STACK, 1907
SAN PEDRO, PAVILION CUPOLA, 1899
SAN PEDRO, PAVILION CUPOLA 2, 1899
SAN PEDRO, PIER 1, FLASHING LIGHT, 1933
SAN PEDRO, PILE DRIVER, 1907
SAN PEDRO, PRESBYTERIAN CHURCH SPIRE, 1899
SAN PEDRO, PUBLIC LIBRARY DOME, 1907
SAN PEDRO, RED BEACON, 1899
SAN PEDRO, RED BEACON, 1920
SAN PEDRO, RED BEACON LIGHT, 1907
SAN PEDRO, SCHOOLHOUSE CUPOLA, FLAGSTAFF, 1899
SAN PEDRO, SUBMARINE BASE, FLAGSTAFF, 1920
SAN PEDRO, TERMINAL ISLAND PLANING MILL, IRON STACK, 1899
SAN PEDRO, TERMINAL ISLAND WATER WORKS, GRAY TANK, 1933
SAN PEDRO, TERMINAL WHARF, FLAGSTAFF ON EXTREME END, (no date)
SAN PEDRO, THREE TANKS, MIDDLE TANK, 1920
SAN PEDRO, TRONA STACK, 1920
SAN PEDRO, UNION OIL CO., STACK, 1907
SAN PEDRO, YACHT CLUB, FLAGSTAFF, 1912
TIMMS POINT FLAGSTAFF, 1912
TIMMS POINT TELEGRAPH POLE, 1912
TIMMS WINDMILL, 1870

4. Vertical Control:

Only the recovery of tidal bench marks were required by the project instructions. All tidal bench marks were searched for. All tidal bench marks recovered were identified on field photographs or located by sextant fix.

5. Contours and Drainage:

Contours are not applicable.

Drainage has been indicated on the field photographs. The drainage is quite light as the area is semi-arid.
6. **Woodland Cover:**

The area is almost devoid of woodland cover, except for shade and ornamental trees as planted. No growths of trees were considered to be of significant importance to classify.

7. **Shoreline and Alongshore Features:**

(a) The mean highwater line has been denoted on the field photographs. A large portion of the shoreline has been stabilized by the construction of piers, wharves and concrete-masonry seawalls and bulkheads.

(b) The low water line was not indicated on the field photographs. This feature is apparent on the color photography, as the time of photography was near the low water stage of the tide.

(c) The character of the foreshore was indicated on the field photographs.

(d) The only bluff is Point Fermin, which rises about 100 feet above the ocean.

(e) Docks, wharves, piers, landings, etc. were indicated on the field photographs. Berth numbers can be obtained from a Los Angeles Harbor Department map that will be submitted with this report.

(f) Submarine cable and pipeline crossings were indicated on the field photographs.

(g) The major part of Los Angeles Harbor is highly developed with many piers, wharves, etc. Extending in an eastward direction from Cabrillo Beach is an effective breakwater, consisting of irregular blocks of granite. This breakwater affords protection for Los Angeles Harbor. Los Angeles Lighthouse is located at the extreme east end of the breakwater. Four short boulder jetties and a concrete mole protects the entrance to Fish Harbor. A new pier is under construction along the northwest shore of Los Angeles East Basin Channel. The proposed outline of the pier has been delineated on a field photograph. There are numerous small craft moorings at Los Angeles East Basin and at San Pedro West Channel.

8. **Offshore Features:**

Rock ledges are common along the base of the bluffs at Point Fermin. A sunken wreck was located north of Cabrillo Beach and is visible on the color photography. Piles and dolphins were indicated on field photographs. All piles and dolphins indicated are visible above the waters' surface at mean highwater.
9. Landmarks and Aids:

(a) All charted landmarks in the area were inspected and identified on the field photographs. This includes both new landmarks and landmarks previously charted. Charted landmarks no longer in existence were recommended for deletion from charts. Heights of all existing landmarks were determined by direct vertical measurements or by trigonometric leveling from established bench marks or from the water surface corrected to mean high water. All landmarks were listed on Form 567.

(b) Interior landmarks were selected and located by photogrammetric methods or from previously determined triangulation positions. These have been listed on Form 567.

(c) No aeronautical aids are located in the area covered by this report.

(d) All fixed aids to navigation that were not previously located by triangulation methods were located photogrammetrically, except Point Fermin Light which was located by traverse methods. All aids to navigation were either identified or indicated on the field photographs. All aids were listed on Form 567.

(e) Floating Aids to Navigation - Not applicable.

10. Boundaries, Monuments and Lines:

The lines of three city parks were indicated on the field photographs; Point Fermin Park, Cabrillo Beach Park and San Pedro Plaza Park. Boundaries are not applicable.

11. Other Control: Not applicable.

Buildings were classified in accordance with Photogrammetric Instruction 54, except the classification of the buildings were indicated by the abbreviations "CL 1 or CL 2", written on the images of the buildings on the photographs to denote Class 1 or Class 2 structures in lieu of circling because most of the buildings were in a congested area and circling the building on the photographs might cause confusion with the indication of adjacent railroad tracks or nearby features.

Maps of the street network with their respective names was obtained from the Los Angeles County Engineers Office and has been previously submitted to the Portland Photogrammetric Office. The network of railroad tracks were delineated in detail on the field photographs. Numerous storage tanks were also noted on the field photography.
13. Geographic Names:

Geographic Names is the subject of a separate report to be submitted for the area completed by field work this season.

14. Special Reports and Supplemental Data:

No special reports are submitted.

Supplemental Data:

(a) Street Network of San Pedro and Adjacent Areas, Los Angeles Engineers Office.

(b) Los Angeles Harbor and Vicinity Map, Los Angeles Harbor Commission.

Approved:  

\[Signature\]  
Lorne G. Taylor  
CDR, C&GS  
Officer-in-Charge

Respectfully submitted:

\[Signature\]  
Robert B. Melby  
Cartographic Survey Aid  
C&GS
Camera (kind or source) (III):

PHOTOGRAPHS (III)

Number Date Time Scale Stage of Tide

Tide (III)

Reference Station:
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):
Final Drafting by (IV):
Drafting verified for reproduction by (IV):
Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III):
Shoreline (More than 200 meters to opposite shore) (III):
Shoreline (Less than 200 meters to opposite shore) (III):
Control Leveling - Miles (II):

* Number of Triangulation Stations searched for (II): 95
** Number of BMs searched for (II): 72
*** Number of Recoverable Photo Stations established (III): 33
Number of Temporary Photo Hydro Stations established (III):

Search

* 11640 21 8 2
11646 74 17 11

** 11640 22 20 23
11646 50 47 37

*** 11640 17
11646 16

Ratio of Ranges Mean Range Spring Range

Date:

Date:

Date:

Date:

Recovered: 25 Identified: 13
Recovered: 67 Identified: 60
PHOTOGRAMMETRIC PLOT REPORT
LONG BEACH TO LAGUNA BEACH
PH - 5908

October 1960

21. **Area Covered**
   T-11640 through T-11659

22. **Method**
   Aerotriangulation was performed on the C-5 stereoplanigraph and consisted of five separate bridges, four of which were adjusted by IBM methods. The shortest of these five, a two model bridge, was adjusted by linear computation. All horizontal control held in bridging.

   Pass points for use in Kelsh compilation were established, and numerous landmarks and aids to navigation were positioned.

23. **Adequacy of Control**
   Horizontal control provided complied with project instructions, and was adequate.

24. **Supplemental Data**
   None

25. **Photography**
   The photography was adequate in all aspects pertaining to aerotriangulation.

26. **Sketch and Control List**
   These are appended to this report. It will be noted that a plethora of control was available for some areas and it was not practicable to show all stations on the sketch.

Submitted by

[Signature]
Robert E. Fueschel

Approved:

[Signature]
Everett H. Ramey
Chief, Aerotriangulation Section
Each stereoplanigraph bridge on this project has been marked on the project diagram in a particular, distinctive color. This color coding includes the IBM printed coordinate sheets and the contact prints, all of which carry the color designation for their respective bridges.

Model 59-3, 8152 and 8153 should be set on Kelah to get the small segment of shoreline not appearing on the adjacent yellow and orange lines. Pass points useable on this model are circled on Photo 8153. See photos in yellow and orange lines for pin pricking and description of these points. Also available are numerous triangulation points.

On the red bridge, numerous triangulation points were hit, many of which were not included on the bridging sketch due to the problem of congestion. On the other bridges, also, there may be instances of a few triangulation points not being shown due to a superfluity of such points in a given area.
LONG BEACH TO LAGUNA BEACH
PH - 5906
OCTOBER 1960

1. POINT VICENTE LH 1926 - VICENTE, MTH SUB STA, A&B
2. NEBRASKA (PACOS VERDES ESTATES) 1933
   SUB STA A&B
3. SEA BENCH 1930 SUB STA, A&B
4. CAYUCOS 1930 SUB STA, A&B
5. POINT PEGMONT LT 1930 H/E 03 (44)
6. SAN PEDRO PACIFIC COAST BORAX CO. STAKL, 1933
7. WILMINGTON BERTH 1937-199 & TANK, 1937
8. WILMINGTON, TEXACO OIL CO STAKL, 1933
9. CENTER INDIANA ASSOCIATED OIL CO. STAKL, 1933
10. LONG BEACH FEDERAL BLD FASCIPLE, 1933
11. LONG BEACH BREAKERS HOTEL, TOWER, 1932
12. LONG BEACH J-4, 1940 - LA COUNTY SUB STA C
13. LONG BEACH J-30, 1955 - LA COUNTY SUB STA C
14. STAKL 16, 1937 SUB STA A&B
15. CHICA 16, 1937 SUB STA, A&B
16. MARINA BLEND INDIAN CORP. SPIRE, 1933
17. STANTON NO. 1, 1937 SUB STA, A&B
18. ORANGE COAST COLLEGE TANK, 1933
19. NEWPORT OIL LEAD STD D/P, 1933
20. OCEANA 124, SUB STA A&B
21. NEWPORT HARBOR HIGH SCHOOL, TOWER, 1933
22. GOLF, 1967 MTH SUB STA A&B
23. PELICAN POINT, 1934 SUB STA A&B
24. BALBOA POINT, 1934 SUB STA
25. CASTOR POINT 2, 1933 SUB STA A&B
26. NOSER OF THE BLACK WATER TANKS EAST OF DANA POINT, 1933
27. DANA POINT, DANA VILLA AUTO CAM TOWER SUB STA, 1933
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<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
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<th>LONGITUDE OR ( x )-COORDINATE</th>
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<th>DATUM CORRECTION</th>
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1 FT. = 304.8006 METER, J.L.H. 3-10-60 D.N.W. 3-10-60
31. **Delineation:**

The planimetry was delineated by use of the Kelsh Stereoscopic Instrument.

32. **Control:**

Supplementary control established by stereoplanigraph bridging was adequate.

33. **Supplemental Data:**

Map of Los Angeles County No. 28, Scale 1 inch = 600 feet, compiled by the County Engineer, June 1958.

Map of Los Angeles Harbor, Scale 1 inch = 1600 feet, compiled by Board of Harbor Commissioners, September 1959.

34. **Contours and Drainage:**

Contours are not applicable.

No drainage was field inspected and none was evident upon examination of the U.S.G.S. 7½ minute Torrance, California quadrangle.

35. **Shoreline and Alongshore Details:**

The major portion of the mean high-water line is man-made consisting of piers, wharves, sea walls, etc. The field inspection of these features was adequate. No low-water line was delineated.

36. **Offshore Details:**

The approximate extent of a shoal in the West Basin area were delineated from office inspection of the low-water color transparencies.

A small mud island awash at M.L.L.W. located at the southern limits of this shoal is the subject of a letter to the Director, dated 3 May 1962.
37. **Landmarks and Aids:**

Six aids are shown on this map manuscript. Five were located by the stereoplaniograph bridge and one by sextant fix.

Fourteen landmarks were recommended for charting. Four are previously located intersection stations. The positions of the remaining ten landmarks were obtained from the Stereoplaniograph control extension.

38. **Control for Future Surveys:**

None.

39. **Junctions:**

Satisfactory junctions were made with T-11641 to the east and with T-11646 to the south. There are no contemporary surveys on the north or west.

40. **Horizontal and Vertical Accuracy:**

46. **Comparison with Existing Maps:**

Comparison was made with the U.S.G.S. 7½ minute Torrance, California quadrangle, scale 1:24,000, edition 1951.

47. **Comparison with Nautical Charts:**

Comparison was made with the following Nautical Charts:

Nautical Chart 5148, scale 1:18,000 at Lat. 33° 43' 3rd Ed. May 1957, revised Feb. 1962.

Nautical Chart 5142, scale 1:80,000 at Lat. 33° 31'. 1st Ed. Mar. 1957, revised Nov. 1959.


Items to be Applied to Nautical Charts Immediately:

None.

Items to be Carried Forward:

None.

Approved:

RESPECTFULLY SUBMITTED:

FRED NATELLA, CAPT, C&GS
PORTLAND DISTRICT OFFICER
JAMES L. HARRIS
CARTOGRAPHER
49. **Notes for the Hydrographer:**

None.
# PhotoGRAMMETRIC Office Review

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<th>Description</th>
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<td>Manuscript Numbers</td>
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<td>4.</td>
<td>Manuscript Size</td>
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</tr>
<tr>
<td>5.</td>
<td>Control Stations</td>
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<tr>
<td>6.</td>
<td>Recoverable Horizontal Stations of Less Than Third-Order Accuracy (Topographic stations)</td>
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<td>Bench Marks</td>
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<td>Plotting of Sextant Fixes</td>
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<td>Detail Points</td>
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<td>12.</td>
<td>Alongshore Areas (Nautical Chart Data)</td>
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<td>13.</td>
<td>Shoreline</td>
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<td>15.</td>
<td>Bridges</td>
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<td>16.</td>
<td>Aids to Navigation</td>
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<td>17.</td>
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<td>18.</td>
<td>Other Alongshore Physical Features</td>
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<tr>
<td>19.</td>
<td>Other Alongshore Cultural Features</td>
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<td>20.</td>
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<tr>
<td>21.</td>
<td>Natural Ground Cover</td>
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<td>22.</td>
<td>Planetable Contours</td>
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<td>Stereoscopic Instrument Contours</td>
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<td>Contours in General</td>
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<td>26.</td>
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<td>27.</td>
<td>Roads</td>
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<td>Buildings</td>
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<td>31.</td>
<td>Boundary Lines</td>
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<td>34.</td>
<td>Junctions</td>
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<td>35.</td>
<td>Legibility of the Manuscript</td>
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<tr>
<td>36.</td>
<td>Discrepancy Overlay</td>
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<td>37.</td>
<td>Descriptive Report</td>
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<td>38.</td>
<td>Field Inspection Photographs</td>
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<td>39.</td>
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<td>40.</td>
<td>Reviewer</td>
<td>James L. Harris</td>
</tr>
<tr>
<td>41.</td>
<td>Remarks (See attached sheet)</td>
<td></td>
</tr>
<tr>
<td>42.</td>
<td>Field Completion Additions and Corrections to the Manuscript</td>
<td></td>
</tr>
</tbody>
</table>

Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

Compiler: [Signature]

Supervisor: [Signature]
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be the charts indicated.

The positions given have been checked after listing by J. L. Harris.

Fred Natella
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CALIFORNIA</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<td>(Elev) (San Pedro, Los Angeles Shipbuilding Co. Tank Use, 1944)</td>
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<td></td>
<td></td>
<td>TOWER</td>
<td>(Long Beach Yacht Club Tower)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
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<td>(Wilmingtown, Pattern - Blinn Lumber Co., Stack)</td>
<td></td>
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<td></td>
<td></td>
<td>LIGHT</td>
<td>(Los Angeles, West Basin Junction Light)</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>POSITION</th>
<th>LATITUDES</th>
<th>LONGITUDES</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td></td>
<td>o ° f</td>
<td>D.METERS</td>
<td>° f</td>
<td>D.F.METERS</td>
<td></td>
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<tr>
<td>TANK</td>
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</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, Publication 20.2, Sec. 1-53, 2-39, 6-36, 7-18 to 22 inclusive, and Fig. 79. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. Revisions shall show both the old and new positions. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

* TABULATE SECONDS AND METERS
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by J. L. Harris

<table>
<thead>
<tr>
<th>STATE</th>
<th>CALIFORNIA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Turning Basin Light</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Mormon Island Light</td>
</tr>
<tr>
<td>LIGHT</td>
<td>Los Angeles East Basin Channel Light 2</td>
</tr>
<tr>
<td>DAYBEACON</td>
<td>Los Angeles West Basin Daybeacon 1</td>
</tr>
<tr>
<td>DAYBEACON</td>
<td>Los Angeles West Basin Daybeacon 4</td>
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<tr>
<td>DAYBEACON</td>
<td>Los Angeles West Basin Daybeacon 6</td>
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</table>

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* Tabulate seconds and meters
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by J. L. Harris

<table>
<thead>
<tr>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE °</th>
<th>LONGITUDE °</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>STACK</td>
<td>STACK HT=154'(160') (SAN PEDRO, PACIFIC COAST PROCO, STACK. 1933)</td>
<td></td>
<td>33 45</td>
<td>26.661</td>
<td>N.A. 1927</td>
<td>TRIANG. 1933</td>
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</tr>
<tr>
<td>TANK</td>
<td>TANK, ELEV. HT=116'(117') (WILMINGTON BERTH 176-177, TANK, 1933)</td>
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<td>TANK, ELEV. HT=126'(132') (WILMINGTON BERTH 188-189, WATER TANK, 1933)</td>
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<td>DOME</td>
<td>DOME ON BUILDING HT=72'(85')</td>
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<tr>
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</table>

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* TABULATE SECONDS AND METERS
<table>
<thead>
<tr>
<th>Compilation Record</th>
<th>Completion Date</th>
<th>Remarks</th>
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</tr>
<tr>
<td>Interior details added - Compilation complete</td>
<td>12/12/62</td>
<td></td>
</tr>
</tbody>
</table>
48. Geographic Names List

Cerritos Channel
East Basin
East Basin Channel
Los Angeles
Mormon Island
Terminal Island
Turning Basin
West Basin
Wilmington

Geographic Names Section
5 April 1963
Review Report
Shoreline Maps
T-11640 and T-11644 thru T-11646
August 1963

61. General Statement

There are four (4) shoreline maps of project PH-5908, Long Beach to Laguna Beach, California. These maps were prepared primarily for the location of all nonfloating aids and landmarks for use in the revision of our Nautical Charts.

62. Comparison with Registered Topographic Surveys

<table>
<thead>
<tr>
<th>Map</th>
<th>Scale</th>
<th>Year</th>
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<tbody>
<tr>
<td>T-4825</td>
<td>1:10,000</td>
<td>1933</td>
</tr>
<tr>
<td>T-4826</td>
<td>1:10,000</td>
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</tr>
<tr>
<td>T-5034A</td>
<td>1:10,000</td>
<td>1934</td>
</tr>
</tbody>
</table>

There are numerous major shoreline and cultural changes due to the time interval. These maps are to supersede the above surveys for common area for nautical charting.

63. Comparison with Maps of Other Agencies

San Pedro, Calif.  1:24,000  U.S.G.S.  1951
Redondo Beach, Calif.  1:24,000  U.S.G.S.  1951
Torrance, Calif.  1:24,000  U.S.G.S.  1951

There are cultural and shoreline changes due to the difference in survey dates.

64. Comparison with Contemporary Hydrographic Surveys

None

65. Comparison with Nautical Charts

<table>
<thead>
<tr>
<th>Map</th>
<th>Scale</th>
<th>Date</th>
<th>Revised</th>
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<tr>
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<td>1:80,000</td>
<td>Nov. 1960</td>
<td>Dec. 1962</td>
</tr>
<tr>
<td>5147</td>
<td>1:18,000</td>
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</tr>
<tr>
<td>5148</td>
<td>1:12,000</td>
<td>Feb. 1963</td>
<td></td>
</tr>
</tbody>
</table>

Differences exist. However, there are no items to be applied immediately.
66. Adequacy of Results and Future Surveys

These maps comply with the National Map Accuracy Standards and meet Bureau requirements.

Reviewed by:

L. C. Lande

Approved by:

Charles Swan  
Chief, Cartographic Branch

Lorett A. Daylan  
Chief, Nautical Charts Division

Jeff Burke 9/10/63  
Chief, Photogrammetry Division

Frank E. Conley  
Chief, Operations Division
**INSTRUCTIONS**

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart.

1. Letter all information.
2. In "Remarks" column cross out words that do not apply.
3. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.

<table>
<thead>
<tr>
<th>CHART</th>
<th>DATE</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tr>
<td>5/42</td>
<td>10/2/63</td>
<td></td>
<td>Full Janus Before After Verification Review Inspection Signed Via Drawing No. /</td>
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