DESCRIPTIVE REPORT.

Locality:
Marri N. Y. Coast
Kekaa Pt to Kahakuloa Pt

1912

Chief of Party:
Ganger & Lutz
Kahakuloa Point to Kekaa Point

Plan and Table Surveying & Recording by J.C. Banger, Asst., C. & G. Survey, Chief of Party

January 1912
Scale: 1:20000

Projection by J.C. Banger, Asst., Oct. 3

Showing: 220 statute miles.
Descriptive Report: Accompany Sheet 3269

Kahakuloa Point to Makaha Point

The coast line tends northwesterly from Rapo Head or Kahakuloa Head 3.3 miles to Hanonougo Point. The three intervening points, Nokola, Papapalala, & Nakalele are not very distinctive. The mountain ridges from the interior project to the water's edge terminating in abrupt instances in bold bluffs one to two hundred feet high. The region is deeply eroded & differs from the area east of Kahakuloa by presenting many bare reddish billows, banks & bluffs. The area between Kahakuloa & Nakalele Point is particularly intricate whereas that immediately back of Nakalele & Hanonougo Point appears more like a grassy plateau or tableland. The gullies break through the bluffs to practically sea level between the headlands & landings can here be made on thelokemore beaches during calm or southerly weather — all the coves being exposed to the E.E. trades.

Nakalele Point Right, 170 ft. above sea level and the rocks off Hanonougo Point, the largest having an elevation of 62 ft. are the only distinctive land marks in this territory. The rainfall in this section is very slight & all the gullies are dry. The country is used for grazing, the stock being wintered at Kahanu, Ilaua & Ahoakahane.

From Hanonougo Point the coast line trends W.2.4 N.2 miles to Lipoa Point. It is steep & abrupt for the greater part, similar to that
lying to the eastward. A bit of sand beach lies
immediate west of Honokahua Gulch. The
Gulch, itself, terminates in a sand and cobbles
stone beach. Heavy breakers funnel into
this area during the regular trades and make
landing here practically impossible during
that season

Puna Point is a rounded headland
with an abrupt rocky shoreline fringed with
ledges and submerged rocks. The ridge forming
the point is gently sloping and flat and grassy.

From Puna Point the light line trends
S. W. 2 miles to Hawea Point with a low
narrow peninsula, known as Honokahua
interserting. The shoreline becomes less ab-
rupt as you go to the westward and sand
meanders edge of the head of the coves.

Hawaia Cove directly adjacent and west
of Puna Point is fringed by a reef on either side
restricting the entrance for admitting only
very light draft vessels. A cobble stone beach
and the old deplorated boat wharf now barely
used are at the head of the cove! The cove
however offers a good landing for pulling
boats during most weather.

Hawea Point has an abrupt rocky
shoreline fringed with ledges and boulders. The
ridge forming the point gradually slopes
upward toward the mountains. The grassy
Hawea Point Light is an automatic sectric
white light 70 ft above sea level. The skeleton
pyramidal steel frame work is rectangular to
from which the light is mounted is about
15 ft. high and painted white.

From Hawea Point the shoreline trends
3 miles N. W. to Honokaiawi and then 3 X W.
2 miles to Honakaaoo Point. From Hawea.
Point two miles southward, the shoreline continues to be more or less rocky & abrupt with fringing ledges, rocks & sand beaches in the inter and gradually becoming less abrupt. South of this point there is a continuous sand beach to the southern limit of the sheet interrupted only by Keaka Head, a dark rocky hill rising to a height of 80 ft. forming the most conspicuous landmark in the vicinity. Keaka Loe about 1/3 mile north of Keaka Point, light offers a good landing place for pulling boats from being protected by reefs from all except the northwest weather & has a good beach for landing out.

Ainalahali Landing on the north side of Keaka Head is the best landing place for salt maras even though it is an easy roadstead. Deep water makes it close to the landing so that the sea does not break in front of the landing & small boats can approach within reach of the breakwater even in comparatively rough weather. Load & passengers are often landed here when it is impossible to land at Lahaina. All the sugar & heavy freight from & to the Olowalu & Lahaina Sugar Plantations is handled at this landing. The large freighters anchor close in as indicated by the moving booms & the freight & sugar jet lighted to & from the landing. The large warehouse & the two oil & molasses tanks, the former of galvanized iron, the latter painted white, are conspicuous landmarks from the sea.

A narrow belt of algaroa trees fringes the southern three miles of coast land to the sheet. The interior adjacent to the coast line is devoted to sugar cane. North of Monokawa
The country is largely used for grazing purposes, although attempts to start being made to raise pineapples on the vicinity of Honolulu.

A primitive wagon road, more or less paralleling the coast line, has been built from Kahului to Waihe'e, which is then followed to Kahakuloa.

Considerable variation in the magnetic declination was noted in different sections, due to local attractions.

The survey was controlled by triangulation data furnished by the Territorial Survey Office, by recent supplementary triangulation. This latter triangulation proved that the Territorial Station at Mo'okahau re-established in recent years by a land surveyor was approximately sixty meters in error.

John C. Gage
Acting Territorial Survey
### Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/4/46</td>
<td>4124</td>
<td>G.K. Emminger</td>
<td>Before After Verification and Review N.W. Elashe on chart 4124 which is the extreme eastern part of the survey.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Before After Verification and Review</td>
</tr>
</tbody>
</table>

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.