DESCRPTIVE REPORT.
To accompany Sheet "B", Kalihi Pt. to Paauiilo.
Hawaii Co., Th.
1913.
Eoline R. Hand, Asst. Chief of Party.

The entire coast line, excepting where the big gulches break through, is sheer cliff of varying height up to 400 ft. and behind, the land, which is cut by frequent gulches, rises with gentle slope to the mountain; every available bit of land, from the actual cliff edge to the timber line, is cane covered.

A fringe of evergreens will be seen along cliff edge in places. These were planted to protect the cane from the N.E. trade.

No offlying dangers were found in the steamer track: they generally pass close in. The landings however should be approached with caution, Hau, and Laupahoehoe especially.

There is a derrick landing at Honohina and an inclined railway, belonging to Hakalau Plant. Co. There is an excellent derrick landing at Laupahoehoe: small boats can here make a landing at almost any time, passing up under the lee of the rock point on which the derrick and freight house are situated. The next landing is at Ookaka, this is the highest cable landing in the island, the cliffs here being 300 ft. Here are five mooring buoys, the four outer are red cans, centre is spar. Vessels moor fore and aft, the cable passes from cable house ashore a thwartships and is made fast to centre buoy. Vessel thus rolls freely beneath cable. Two tons are about the limit, heavier freight is handled at the derrick landings.

There is a derrick landing at Kukiaho, and an inclined railway to top of cliffs. Also one mooring buoy, red can.

There is an excellent landing at Kohololele Landing. Small boats lie at the derrick pier and have a lee from the N.E. trade. This is an excellent place for getting ashore since the inclined c.r. cut offers easy access to top of cliffs. One mooring buoy, red can.

There is a rumor that this landing will be abandoned because the railroad is going to handle all freight.

The Hilo Railroad traverses entire sheet. Paauiilo is the terminus, there is no present intention of extending it farther, one reason being that the plantations beyond could give no business, having contracts with the Inter Island S.S. Co. for several years ahead.

A light is at Laupahoehoe, fixed white, 34 ft. this is to be replaced by an automatic light but there is no authority as to when it is to be done or where placed.

There are two arc lights at Paauilo mill which navigators find useful, they are behind the mill as indicated by red dots.

One is at end of roof, other is at junction of wagon and rail roads near office door, Approx. height 240 ft. they are shining whenever mill is running, Jan. to about August.

At one or two places there will be noticed a paucity of inshore hyd. signals. This was unavoidable on account of extreme difficulties encountered in locating shoreline.