DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

DESRIPTIVE REPORT
Topographic Sheet No. K 4470

Locality
S. E. Coast of Hawaii
Homuplo Key

1929

Chief of Party
K. T. Adams
I. G. S. Eng.
DESCRPTIVE REPORT
to accompany
HYDROGRAPHIC SHEET NO. X
Scale 1:2500

Honuapo Bay, Hawaii, T. H.

Date of Instructions: June 17, 1929.
Date of Survey: October 10th to 23rd, 1929.
Chief of Party: K. T. Adams, H & G Engineer.
Topographer: V. M. Gibbens, Aid.

LIMITS:

This sheet consists of a complete shoreline survey from Latitude 19° 04' 430.2 Meters to the northeastward, including a detail survey of Honuapo Bay, Dock, railroads, buildings and other features, to Latitude 19° 05' 30" 490 Meters.

CONTROL:

Control for this survey was based on two triangulation stations, CHURCH HONUAPO 1914 and HONUAPO 1914. These stations are nearly in the center of the sheet and about ¹/₂ mile apart, which makes the control rather weak. Triangulation STACK HONUAPO 1914 has been taken down.

METHOD:

The party consisted of one officer and three men. The usual plane table method was used in this survey. In order that the hydrographic party might commence work as soon as possible, a party built the signals and they were all located by the topographic party before any of the other work was done.

The topography was started from the triangulation station HONUAPO, orienting the table on CHURCH HONUAPO, and running to the end of the sheet in each direction from Honuapo.

GENERAL DESCRIPTION:

Honuapo Bay is a small bay or depression in the shore line of about one half mile in and about one mile in length and is not protected from any easterly weather. Nearly all the shipping in this port is for the Hutchinson Sugar Plantation Co. and the Hawaiian
Agricultural Company. Ships can not tie up to the dock, but anchor off, and tie up to mooring-buoys, and the cargo is taken to the dock by small boats. The cargo is lifted in and out of the boats by a small derrick on the dock, run by a donkey engine.

The dock is owned by the Territory of Hawaii but the management of it has been turned over to the Matson Navigation Company by certain agreements, for a period of one year, during which time the Matson Navigation Company expects to widen the dock six feet on the northern side and rebuild and shift the derrick a short distance N.E. on the dock.

From signal POINT to the northern limit of the sheet there is a sheer rocky coastline from 15 to 20 feet in elevation. From signal POINT to the dock the shoreline is all rocky but slopes back rather gradually from the waters edge. From DOCK the shoreline is sheer and rocky, increasing in elevation from 20 feet just west of the dock to a little over 50 feet at signal ROCK and to a maximum elevation of 236 feet between the signals BOY and PAT. From signal CAN to END the shoreline varies from 30 to 40 feet in elevation.

All the changes on the blueprints of Homapao sugar mill and landing which accompany this sheet are completed or under construction at the present time. The topographer examined the blueprints and found them correct, for the corrections that are marked in red pencil.

LANDMARKS.

The most prominent landmarks are:
1. The 236 foot cliff one half mile southwest of the dock. It shows dark of black against the light brown hills in the background.
2. The five Standard Oil Company tanks in a row, painted aluminum in color and about .1 mile north of the dock.
3. The Homapao Sugar Mill stack surrounded by the mill buildings which are of corrugated iron and aluminum in color, .4 of a mile north of the dock. The stack is black and 70 feet high.
4. The triangulation station HONAPO which is a whitewashed cairn about eight feet in diameter and ten feet high.
5. The yellow church which is about .1 mile north of the dock. The S.E. corner of this church is signal YELL. This church has no steeple.

Respectfully submitted,

S. M. Gibbens
V. M. Gibbens, Aid.

Approved.

K. T. Adams
K. T. Adams
Commanding,
Steamer GUIDE.
STATISTICS.

Statute miles of high water line .................. 3.4
Statute miles of road and trails .................. 0.7
Statute miles of shoreline of ponds .............. 0.4
Square miles of area ................................ 0.5
Working days ....................................... 6
Number of men in party ............................ 3
<table>
<thead>
<tr>
<th>STATION</th>
<th>LATITUDE</th>
<th>METERS</th>
<th>LONGITUDE</th>
<th>METERS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>ND</td>
<td>19 04 32.1</td>
<td>420.8</td>
<td>155 33 00</td>
<td>653.1</td>
<td>Flag on rocky point.</td>
</tr>
<tr>
<td>SAM</td>
<td>19 04 32.5</td>
<td>690.8</td>
<td>155 33 30</td>
<td>699.9</td>
<td>Flag and W W cairn on point</td>
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<td>ABE</td>
<td>19 04 32.5</td>
<td>918.8</td>
<td>155 33</td>
<td>697.5</td>
<td>W W cairn</td>
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<tr>
<td>JEB</td>
<td>19 04 30</td>
<td>721.4</td>
<td>155 33</td>
<td>694.5</td>
<td>W W cairn on face of cliff</td>
</tr>
<tr>
<td>CAN</td>
<td>19 04 30</td>
<td>424.4</td>
<td>155 33</td>
<td>678.6</td>
<td>W W cairn and flag</td>
</tr>
<tr>
<td>PAT</td>
<td>19 04 30</td>
<td>308.2</td>
<td>155 33 30</td>
<td>4.4</td>
<td>Flag on fence post</td>
</tr>
<tr>
<td>BOY</td>
<td>19 04 30</td>
<td>614.4</td>
<td>155 33 30</td>
<td>584</td>
<td>W W cairn and small flag</td>
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<tr>
<td>ROCK</td>
<td>19 05</td>
<td>915.9</td>
<td>155 33</td>
<td>620.6</td>
<td>W W cairn</td>
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<tr>
<td>HUN</td>
<td>19 05</td>
<td>294.0</td>
<td>155 33</td>
<td>619.6</td>
<td>W W cairn</td>
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<tr>
<td>WHITE</td>
<td>19 05</td>
<td>422.7</td>
<td>155 33</td>
<td>466.8</td>
<td>W W on cliff</td>
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<tr>
<td>DOCK</td>
<td>19 05</td>
<td>455.6</td>
<td>155 33</td>
<td>340.1</td>
<td>Upright beam of derrick on dock</td>
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<tr>
<td>WARE</td>
<td>19 05</td>
<td>537.2</td>
<td>155 33</td>
<td>363.8</td>
<td>Most seaward corner of government warehouse</td>
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<td>POLE</td>
<td>19 05</td>
<td>555.6</td>
<td>155 33</td>
<td>309.8</td>
<td>Rag on pole</td>
</tr>
<tr>
<td>TTN</td>
<td>19 05</td>
<td>621.7</td>
<td>155 33</td>
<td>232.5</td>
<td>Seaward gable of small tin hut</td>
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<tr>
<td>DOG</td>
<td>19 05</td>
<td>279.2</td>
<td>155 33</td>
<td>300.5</td>
<td>Flag</td>
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<td>DER</td>
<td>19 05</td>
<td>249.5</td>
<td>155 33</td>
<td>664.0</td>
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<td>708.0</td>
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<td>655.2</td>
<td>W W cairn</td>
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<tr>
<td>POINT</td>
<td>19 05</td>
<td>753.4</td>
<td>155 32 30</td>
<td>508.4</td>
<td>Cross banner</td>
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<tr>
<td>CAT</td>
<td>19 05</td>
<td>745.9</td>
<td>155 32 30</td>
<td>398.1</td>
<td>Flag</td>
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<tr>
<td>ZAG</td>
<td>19 05</td>
<td>897.5</td>
<td>155 32 30</td>
<td>376.6</td>
<td>Flag</td>
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<tr>
<td>BAN</td>
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<td>902.9</td>
<td>155 32 30</td>
<td>545.9</td>
<td>Half banner</td>
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<tr>
<td>RAG</td>
<td>19 05 30</td>
<td>236.8</td>
<td>155 32 30</td>
<td>286.1</td>
<td>Rag around rock</td>
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<tr>
<td>FLAG</td>
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<td>435.2</td>
<td>155 32 30</td>
<td>217.8</td>
<td>Flag</td>
</tr>
<tr>
<td>CAIRN</td>
<td>19 05 30</td>
<td>435.2</td>
<td>155 32 30</td>
<td>154.5</td>
<td>W W cairn</td>
</tr>
<tr>
<td>ROT</td>
<td>19 05 30</td>
<td>490.8</td>
<td>155 32 30</td>
<td>801.2</td>
<td>Flag</td>
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<tr>
<td>YELL</td>
<td>19 05</td>
<td>536.0</td>
<td>155 33</td>
<td>461.2</td>
<td>S E corner of small yellow church</td>
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<tr>
<td>STACK</td>
<td>19 05 30</td>
<td>269.4</td>
<td>155 33</td>
<td>176.6</td>
<td>Stack on Honuspo sugar mill, 1929</td>
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</table>
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  

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 No.  

Hawaiian Is.  
State Hawaii  

General locality  
S. E. coast of Hawaii Island  

Locality  
Honuapo  

Scale 1/2000  
Date of survey October 10 to 23rd 1929  

Vessel  
Steamer Guide  

Chief of Party  
K. T. Adams  

Surveyed by  
V. M. Gibbons  

Inked by  
V. M. Gibbons  

Heights in feet above M. S. L. to ground to tops of trees  

Contour Approximate contour, 50 feet interval  

Instructions dated  
June 17 1929  

Remarks  

G F O