DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON
Director

State: CALIFORNIA

DESCRIPTIVE REPORT
Topographic Sheet No. 4496 to 4499
Hydrographic Sheet No. 4503 to 4508

LOCALITY

COAST OF
NORTHERN CALIFORNIA
Horseshoe Pt. to Rockport

1939

CHIEF OF PARTY
F. C. EMILE AND F. B. T. SIESS.

U. S. GOVERNMENT PRINTING OFFICE: 1939
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 Letter A, B, C, D, H, J, K, L, M, N.

REGISTER NO.

State CALIFORNIA

General locality NORTHERN CALIFORNIA

Locality ROCKPORT LANDING TO HORSESHOE POINT

Scale 1:10,000 Date of survey APRIL 22 - NOV. 6, 1929

Vessel STEAMER DISCOVERER

Chief of Party F.G. ENGLEY, F.R. THOMAS

Surveyed by A.C. THORSON

Inked by A.C. THORSON

Heights in feet above M.H.W. to ground to tops of trees

Contour Approximate contour Form line interval 20 feet

Instructions dated March 25, 1929

Remarks: The sheets A, B, C, D, H, J, K, L, M, N and E, F, G extend from Rockport Landing to Horseshoe Point (see descriptive report under "Limit of Bath")
DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEETS A, B, C, D, H, J, K, L, M and N.

COAST OF NORTHERN CALIFORNIA

FROM ROCKPORT SOUTH TO CABRILLO POINT AND FROM RED BLUFF

TO HORSESHOE POINT.

SCALE: 1:10,000——— STR. DISCOVERER.

This area was covered by previous surveys. The field numbers
that correspond with former Register Numbers are as follows:

A-- 1322   J-- 1228
B-- 1380b  K-- 1535b
C-- 1380a  L-- 1535a
D-- 1583b  M-- 1497b
H-- 1279   N-- 1497a

INSTRUCTIONS: The topography was executed in accordance with
instructions of the Director of the Coast and Geodetic Survey dated
March 25, 1929, covering combined operations of the Steamer Discoverer.

LIMITS OF WORK: The California coast-line covered by this survey
extends from Rockport Landing, Latitude 39° 43', joining sheet Reg.
No. 4209(1926) on the north, to Cabrillo Point Latitude 39° 21',
there joining Sheet "E" executed by Mr Fish also working from the
Steamer Discoverer. This stretch of coast-line is covered by Field
Sheets A, B, C, and D. Field Sheets H, J, K, L, M, and N cover the
extent of coast-line from a point south of Red Bluff, Latitude 39° 03'
to Horseshoe Point, Latitude 38° 36'. On the north this joins Field
Sheet "G" executed by Mr LeFever also operating from the Steamer
Discoverer.

OBJECT OF SURVEY: The topography consists of a resurvey of the
coastline, locating the high and low water lines, bluff line, rocks
and reefs, checking elevations of rocks and contours. Signals for use of hydrographic party were built and located. Some of the area adjacent to the coast was detailed.

**Organization of Party:** The party included one officer and three men. A government truck was used for transportation.

**General Description of Coast:** The description of the coast covered by this survey as found in the U.S. Coast Pilot is accurate with the following notes:

Field Sheet N: There is only one buoy marking channel to Cove at Stewart Point.

Field Sheet L: Gualala Point Island is connected to mainland by a sand and gravel spit covered at high water. Sand dunes at this point extend inland about 200 meters.

The sand beach at the Gualala River entrance extends south one half mile.

The name Bowen's Landing is known as Bournes Landing on old bromides and also is local name in use today.

Field Sheet J: There is only one small mooring buoy at Arena Cove. This buoy is the property of the Coast Guard and is not used for commercial vessels.

Cleone (Laguna Landing) has been abandoned.

**Landmarks:**

<table>
<thead>
<tr>
<th>Object and Description</th>
<th>Lat.</th>
<th>D.P.</th>
<th>Long.</th>
<th>D.H.</th>
</tr>
</thead>
</table>

The prominently landmarks on this stretch of coast are described in the U.S. Coast Pilot.
CONTROL:  Permanent triangulation stations were recovered and used for control in this survey. These triangulation stations were located in 1873, 1874, 1875, 1888, 1889, 1906, and 1919. Additional stations as needed were established and located by a triangulation party from the Steamer Discoverer in charge of C.M. Durgin. Ample control was had through the survey.

SURVEY METHODS:  Traverses were run between triangulation stations and the plane-table setups marked. No details were located during progress of traverse. A check of the distortion in sheet was made each mile and correction was made for distortion and inclined distances. As the traverses were short and made without stopping to cut in details they checked within the allowable error in most cases. Where they did not check within the allowable error they were re-run. This method was used because of the numerous rocks off-shore necessitating a large amount of adjusting if the topography had been completed as the traverse progressed. It also assured accurate control and consequently more accurate location of signals and topographic detail. Errors within the allowable limit were adjusted.

All outlying rocks were located by three cuts or more. Inshore rocks were located by two or more cuts. Where inshore rocks were numerous some of them were sketched with reference to rocks close by that had been located.

The traverse was run on top of the bluff for the most part. The bluffs line and high water line and also the low water line (where possible) were rodded in. Signals were located by rod readings and cuts.

Elevations were determined with the use of the hypsograph. On each sheet the elevation of several prominent rocks or points was determined and other elevations determined from them.
Several tests were made during the season to determine the accuracy of the alidade. Distances were measured with a steel tape to check the accuracy of the stadia readings.

**DISCREPANCIES:** This resurvey when compared with bromides furnished by the Washington office showed that the original work was accurate for the most part. Numerous elevation were taken and checked contours on original work.

The shoreline and offshore rocks also checked the original surveys in most cases. There was some discrepancy in the location of inshore rocks indicating that they were sketched on the original sheets.

The comparison with the bromides indicated the following discrepancies:

<table>
<thead>
<tr>
<th>OBJECT</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.P.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunken rock</td>
<td>39-38</td>
<td>497.0</td>
<td>123-47</td>
<td>750.0</td>
<td>Shown on bromide not found.</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>39-35</td>
<td>560.0</td>
<td>123-47</td>
<td>98.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>39-35</td>
<td>600.0</td>
<td>123-47</td>
<td>1410.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Two rocks</td>
<td>38-50</td>
<td>1373.6</td>
<td>123-38</td>
<td>1220.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-49</td>
<td>1243.5</td>
<td>123-37</td>
<td>300.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Rock</td>
<td>38-49</td>
<td>687.0</td>
<td>123-36</td>
<td>783.0</td>
<td>&quot; &quot;</td>
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<tr>
<td>Rock</td>
<td>38-49</td>
<td>707.8</td>
<td>123-36</td>
<td>745.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-49</td>
<td>151.0</td>
<td>123-36</td>
<td>615.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Group of rocks</td>
<td>38-48</td>
<td>85.0</td>
<td>123-36</td>
<td>547.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Rock</td>
<td>38-47</td>
<td>1652.0</td>
<td>123-35</td>
<td>910.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Two sunken rocks</td>
<td>38-47</td>
<td>1600.0</td>
<td>123-35</td>
<td>875.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-48</td>
<td>72.0</td>
<td>123-35</td>
<td>132.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-48</td>
<td>38.0</td>
<td>123-35</td>
<td>83.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-47</td>
<td>762.0</td>
<td>123-33</td>
<td>1350.0</td>
<td>&quot; &quot;</td>
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</table>
DISCHARGE (CONT.):

<table>
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<tr>
<th>OBJECT</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.M.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunken rock</td>
<td>38-47</td>
<td>762.0</td>
<td>123-33</td>
<td>1186.0</td>
<td>Shown on bromide—found 20m. N.W. of this position.</td>
</tr>
<tr>
<td>Rock</td>
<td>38-45</td>
<td>1796.0</td>
<td>123-32</td>
<td>612.0</td>
<td>Not found</td>
</tr>
<tr>
<td>Rock(with? )</td>
<td>38-44</td>
<td>1733.0</td>
<td>123-31</td>
<td>1230.0</td>
<td>Not found by topo party</td>
</tr>
<tr>
<td>Rock (on bromide)</td>
<td>38-44</td>
<td>592.0</td>
<td>123-23</td>
<td>1165.0</td>
<td>&quot;    &quot;  &quot;  &quot;  &quot;</td>
</tr>
<tr>
<td>Sunken rock</td>
<td>38-36</td>
<td>1493.0</td>
<td>123-22</td>
<td>447.0</td>
<td>This rock was shown on the bromide outside of the red line indicating the outer limit of the rocks and verified by the topographic party.</td>
</tr>
</tbody>
</table>

MAGNETICS: The following magnetic observations were made using Declinometer No. 164.

<table>
<thead>
<tr>
<th>STATION</th>
<th>DATE</th>
<th>OBSERVED DECLINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardy Rock</td>
<td>March 17, 1929</td>
<td>54</td>
</tr>
<tr>
<td>Ten Mile River Bluff</td>
<td>May 16, 1929</td>
<td>55</td>
</tr>
<tr>
<td>Bell Point</td>
<td>May 10, 1929</td>
<td>00</td>
</tr>
<tr>
<td>Abalone Point</td>
<td>May 17, 1929</td>
<td>24</td>
</tr>
<tr>
<td>Laguna Point</td>
<td>May 29, 1929</td>
<td>24</td>
</tr>
<tr>
<td>Beaver</td>
<td>June 11, 1929</td>
<td>11</td>
</tr>
<tr>
<td>Mal Passo 3</td>
<td>Aug. 6, 1929</td>
<td>35</td>
</tr>
<tr>
<td>Lane</td>
<td>Aug. 13, 1929</td>
<td>00</td>
</tr>
<tr>
<td>Point Arena Lighthouse</td>
<td>July 25, 1929</td>
<td>45</td>
</tr>
<tr>
<td>Iverson Point</td>
<td>Sept. 9, 1929</td>
<td>44</td>
</tr>
<tr>
<td>Bournes Landing</td>
<td>Sept. 17, 1929</td>
<td>45</td>
</tr>
<tr>
<td>Knipp</td>
<td>Oct. 16, 1929</td>
<td>43</td>
</tr>
<tr>
<td>Horseshoe Point</td>
<td>Oct. 19, 1929</td>
<td>38</td>
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### Plane Table Positions: Field Sheet "A"

<table>
<thead>
<tr>
<th>Object Description</th>
<th>Lat. (ft)</th>
<th>D.P. (ft)</th>
<th>Long. (ft)</th>
<th>D.M. (ft)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOT (w.w. on rock)</td>
<td>39-43</td>
<td>206.0</td>
<td>123-49</td>
<td>610.0</td>
<td>Near base of bluff</td>
</tr>
</tbody>
</table>
| EDGE (" " " )     | 39-42     | 1502.5    | 123-48     | 1040.0    | " " "  
| TIP (" " bluff)    | 39-42     | 1078.8    | 123-48     | 556.5     | 15' above base of bluff |
| SHARP ROCK, Elev. 6' | 39-42 | 314.8     | 123-48     | 356.7     | Sharp rock off shore |
| SUP (superstructure on end of dock) | 39-41 | -- | 123-48 | 225.2 | Center of structure Elev. 95' |
| SQ (square tank)   | 39-41     | --        | 123-48     | 15.5      | S.W. corner of tank |
| ARCH (arched rock) | 39-41     | 1270.5    | 123-47     | 1346.1    | Highest point 24' |
| TANK (white round tank) | 39-41 | 760.0    | 123-47     | 659.2     | Center of tank 60' |
| SHAK (w.w. shack on top of bluff) | 39-40 | 1558.5 | 123-47 | 613.7 | " " shack |
| IS (w.w. near top of rock) | 39-40 | 721.5 | 123-47 | 651.6 | Elev. 25' |

### Field Sheet "B"

<table>
<thead>
<tr>
<th>Object Description</th>
<th>Lat. (ft)</th>
<th>D.P. (ft)</th>
<th>Long. (ft)</th>
<th>D.M. (ft)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHIG (w.w.on rocky bluff)</td>
<td>39-39</td>
<td>1600.0</td>
<td>123-47</td>
<td>364.5</td>
<td>(1066.5)</td>
</tr>
<tr>
<td>GABLE (on barn)</td>
<td>39-39</td>
<td>1208.8</td>
<td>123-47</td>
<td>28.8</td>
<td>Southern of two 60'</td>
</tr>
<tr>
<td>TAN (w.w. on bluff)</td>
<td>39-39</td>
<td>392.6</td>
<td>123-47</td>
<td>71.7</td>
<td>Near base of bluff</td>
</tr>
<tr>
<td>ON (w.w. on rocky point)</td>
<td>39-38</td>
<td>1708.5</td>
<td>123-47</td>
<td>152.4</td>
<td>Elev. 45'</td>
</tr>
<tr>
<td>CX (w.w. on rocky point)</td>
<td>39-39</td>
<td>1012.6</td>
<td>123-47</td>
<td>144.2</td>
<td>Near top of bluff</td>
</tr>
<tr>
<td>DOCK (shack on dock)</td>
<td>39-39</td>
<td>518.5</td>
<td>123-47</td>
<td>367.0</td>
<td>At Westport Landing</td>
</tr>
<tr>
<td>WAT (water tank)</td>
<td>39-39</td>
<td>470.0</td>
<td>123-47</td>
<td>96.7</td>
<td>&quot; &quot; &quot;</td>
</tr>
<tr>
<td>DO (church steeple)</td>
<td>39-39</td>
<td>259.7</td>
<td>123-47</td>
<td>80.7</td>
<td>&quot; &quot; &quot;</td>
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<tr>
<td>SCHOOL (school house)</td>
<td>39-38</td>
<td>342.5</td>
<td>123-46</td>
<td>1283.2</td>
<td>Gable of school house</td>
</tr>
<tr>
<td>BAY (w.w. on bluff)</td>
<td>39-37</td>
<td>1705.0</td>
<td>123-47</td>
<td>90.0</td>
<td>Near base of bluff</td>
</tr>
<tr>
<td>OBJECT DESCRIPTION</td>
<td>LAT.</td>
<td>D.P.</td>
<td>LONG.</td>
<td>D.M.</td>
<td>REMARKS</td>
</tr>
<tr>
<td>--------------------</td>
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<td>---------</td>
</tr>
<tr>
<td>VIR (w.w. on bluff)</td>
<td>39-37</td>
<td>406.8</td>
<td>123-46</td>
<td>1277.5</td>
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<tr>
<td></td>
<td>(553.0)</td>
<td>(71.2)</td>
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<td></td>
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<tr>
<td>GIN (w.w. on bluff)</td>
<td>39-36</td>
<td>1514.2</td>
<td>123-46</td>
<td>1359.7</td>
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<tr>
<td></td>
<td>(930.2)</td>
<td>(1167.5)</td>
<td></td>
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<tr>
<td>YA (w.w. on bluff)</td>
<td>39-36</td>
<td>915.5</td>
<td>123-47</td>
<td>265.2</td>
<td>Near top of bluff</td>
</tr>
<tr>
<td></td>
<td>(1327.5)</td>
<td>(1115.2)</td>
<td></td>
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<tr>
<td>POST (telephone post)</td>
<td>39-36</td>
<td>517.5</td>
<td>123-47</td>
<td>318.5</td>
<td>On top of bluff</td>
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<td></td>
<td>(1610.9)</td>
<td>(1089.5)</td>
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<td></td>
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<tr>
<td>BAL (pole and banner)</td>
<td>39-36</td>
<td>35.5</td>
<td>123-47</td>
<td>345.8</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>WASH (w.w. on rocky</td>
<td>39-35</td>
<td>1068.2</td>
<td>123-47</td>
<td>130.2</td>
<td></td>
</tr>
<tr>
<td>ledge)</td>
<td>(781.4)</td>
<td>(1302.6)</td>
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<td>(1554.8)</td>
<td>(410.3)</td>
<td></td>
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<td></td>
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<tr>
<td>ING (w.w. on bluff)</td>
<td>39-35</td>
<td>295.3</td>
<td>123-46</td>
<td>1021.5</td>
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<tr>
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<td>(789.3)</td>
<td>(505.8)</td>
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<td></td>
</tr>
<tr>
<td>TON (w.w. on point)</td>
<td>39-34</td>
<td>1057.2</td>
<td>123-46</td>
<td>928.8</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NCR (w.w. on rocky</td>
<td>39-34</td>
<td>526.5</td>
<td>123-46</td>
<td>447.4</td>
<td></td>
</tr>
<tr>
<td>bluff)</td>
<td>(856.5)</td>
<td>(1409.0)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>HI (high rock)</td>
<td>39-33</td>
<td>990.5</td>
<td>123-46</td>
<td>25.0</td>
<td></td>
</tr>
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Field Sheet "G"

<table>
<thead>
<tr>
<th>OBJECT DESCRIPTION</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.M.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIRT (w.w. on point)</td>
<td>39-33</td>
<td>483.3</td>
<td>123-45</td>
<td>1384.4</td>
<td>Ten Mile River</td>
</tr>
<tr>
<td></td>
<td>(199.2)</td>
<td>(1364.5)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POLE (pole and banner)</td>
<td>39-32</td>
<td>1651.2</td>
<td>123-46</td>
<td>68.8</td>
<td>Ten Mile River Beach</td>
</tr>
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<td></td>
<td>(674.3)</td>
<td>(1240.0)</td>
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<td></td>
</tr>
<tr>
<td>TRI (tripod)</td>
<td>39-32</td>
<td>1175.5</td>
<td>123-45</td>
<td>192.8</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>(1105.0)</td>
<td>(1128.2)</td>
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<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>BAN (pole and banner)</td>
<td>39-32</td>
<td>745.2</td>
<td>123-46</td>
<td>303.5</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>(1674.2)</td>
<td>(968.8)</td>
<td></td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>STA (&quot;&quot;&quot;&quot;)</td>
<td>39-32</td>
<td>177.0</td>
<td>123-46</td>
<td>463.7</td>
<td>&quot;</td>
</tr>
<tr>
<td></td>
<td>(399.5)</td>
<td>(811.7)</td>
<td></td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
<td>PED (tripod)</td>
<td>39-31</td>
<td>1448.0</td>
<td>123-46</td>
<td>620.5</td>
<td>&quot;</td>
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<td>(828.4)</td>
<td>(695.6)</td>
<td></td>
<td></td>
<td>&quot;</td>
</tr>
<tr>
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### Plane Table Positions (Cont.)

#### Field Sheet "H"

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T-4503

T-4504
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**PLANE TABLE POSITIONS: (Cont.)**

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### PLANE TABLE POSITIONS: (Cont.)

**Field Sheet "L" (Cont.)**

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</table>

**Field Sheet "M"**

<table>
<thead>
<tr>
<th>OBJECT DESCRIPTION</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.M.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHU (banner)</td>
<td>38-44</td>
<td>827.8</td>
<td>123-30</td>
<td>879.7</td>
<td>On middle of abandoned chute.</td>
</tr>
<tr>
<td>AL (pole and banner)</td>
<td>38-44</td>
<td>849.5</td>
<td>123-30</td>
<td>371.0</td>
<td>Top of cliff</td>
</tr>
<tr>
<td>EX (large square ban.)</td>
<td>38-44</td>
<td>702.5</td>
<td>123-30</td>
<td>76.0</td>
<td>On log-top of bluff</td>
</tr>
<tr>
<td>JAN (pole and banner)</td>
<td>38-44</td>
<td>266.4</td>
<td>123-29</td>
<td>695.5</td>
<td>On point Elev. 38'</td>
</tr>
<tr>
<td>PAD (tripod)</td>
<td>38-45</td>
<td>1609.2</td>
<td>123-29</td>
<td>378.0</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>HED (pole and banner)</td>
<td>38-43</td>
<td>1217.0</td>
<td>123-28</td>
<td>1395.2</td>
<td>At end of cedar hedge</td>
</tr>
<tr>
<td>WAS (tripod)</td>
<td>38-43</td>
<td>513.5</td>
<td>123-38</td>
<td>961.4</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>HI (pole and banner)</td>
<td>38-43</td>
<td>462.0</td>
<td>123-28</td>
<td>10.0</td>
<td>&quot; of mound</td>
</tr>
<tr>
<td>BAK (w.w. on rock)</td>
<td>38-43</td>
<td>284.7</td>
<td>123-27</td>
<td>791.7</td>
<td>Ledge back from shore</td>
</tr>
<tr>
<td>TRI (tripod)</td>
<td>38-42</td>
<td>1620.0</td>
<td>123-27</td>
<td>619.3</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>POL (pole and banner)</td>
<td>38-42</td>
<td>1184.4</td>
<td>123-27</td>
<td>352.7</td>
<td>End of hedge</td>
</tr>
<tr>
<td>FOG (tripod)</td>
<td>38-42</td>
<td>663.3</td>
<td>123-27</td>
<td>61.0</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>UP (pole and banner)</td>
<td>38-42</td>
<td>460.5</td>
<td>123-26</td>
<td>1240.0</td>
<td>&quot; &quot; &quot;</td>
</tr>
<tr>
<td>LO (w.w. on bowlder)</td>
<td>38-42</td>
<td>337.3</td>
<td>123-26</td>
<td>920.4</td>
<td>In sight</td>
</tr>
<tr>
<td>TELL (w.w. on rock)</td>
<td>38-42</td>
<td>71.0</td>
<td>123-26</td>
<td>693.5</td>
<td>Near top of bluff</td>
</tr>
<tr>
<td>ME (w.w. on top of bluff)</td>
<td>38-41</td>
<td>236.6</td>
<td>123-26</td>
<td>887.3</td>
<td></td>
</tr>
<tr>
<td>NOT (pole and banner)</td>
<td>38-41</td>
<td>1288.7</td>
<td>123-26</td>
<td>461.0</td>
<td>On top of bluff</td>
</tr>
</tbody>
</table>
## PLANE TABLE POSITIONS: (Cont.)

### Field Sheet "U" (Cont.)

<table>
<thead>
<tr>
<th>OBJECT DESCRIPTION</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.M.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN (tripod)</td>
<td>38-41</td>
<td>886.4</td>
<td>123-26</td>
<td>263.2</td>
<td>On point</td>
</tr>
<tr>
<td>MORN (w.w. on bluff)</td>
<td>38-41</td>
<td>411.3</td>
<td>123-25</td>
<td>1263.7</td>
<td>In bay</td>
</tr>
<tr>
<td>MUL (&quot; &quot;)</td>
<td>38-41</td>
<td>64.0</td>
<td>123-25</td>
<td>1249.0</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>NUM (pole and banner)</td>
<td>38-40</td>
<td>1758.2</td>
<td>123-26</td>
<td>56.7</td>
<td>On Bihler Point</td>
</tr>
<tr>
<td>BER (w.w. on rock)</td>
<td>38-40</td>
<td>1338.5</td>
<td>123-25</td>
<td>913.0</td>
<td>Ledge top of bluff</td>
</tr>
<tr>
<td>OFF (pole and banner)</td>
<td>38-40</td>
<td>1055.8</td>
<td>123-25</td>
<td>592.3</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>STE (w.w. on rock)</td>
<td>38-40</td>
<td>719.5</td>
<td>123-25</td>
<td>145.2</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>HA (pole and banner)</td>
<td>38-40</td>
<td>505.8</td>
<td>123-24</td>
<td>1221.8</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>BEN (tripod)</td>
<td>38-39</td>
<td>---</td>
<td>123-24</td>
<td>1176.5</td>
<td>Near edge of bluff</td>
</tr>
<tr>
<td>MOUND (w.w. on rock)</td>
<td>38-39</td>
<td>1495.7</td>
<td>123-24</td>
<td>702.0</td>
<td>Rocky mound</td>
</tr>
<tr>
<td>ILL (w.w. on point)</td>
<td>38-39</td>
<td>1091.0</td>
<td>123-24</td>
<td>696.8</td>
<td>Near top of bluff</td>
</tr>
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</table>

### Field Sheet "W"

<table>
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<tr>
<th>OBJECT DESCRIPTION</th>
<th>LAT.</th>
<th>D.P.</th>
<th>LONG.</th>
<th>D.M.</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAP (pole and banner)</td>
<td>38-39</td>
<td>195.0</td>
<td>123-24</td>
<td>500.0</td>
<td>On fence post</td>
</tr>
<tr>
<td>RIC (banner) ELEV. 63'</td>
<td>38-38</td>
<td>1821.0</td>
<td>123-24</td>
<td>169.7</td>
<td>On mooring post</td>
</tr>
<tr>
<td>BAY (w.w. on rock) 15'</td>
<td>38-38</td>
<td>1680.8</td>
<td>123-23</td>
<td>1348.0</td>
<td>On point in bay</td>
</tr>
<tr>
<td>FISH (pole and banner)</td>
<td>38-38</td>
<td>1515.5</td>
<td>123-24</td>
<td>05.0</td>
<td>On point</td>
</tr>
<tr>
<td>MIR (w.w. on bowlder)</td>
<td>38-38</td>
<td>1154.4</td>
<td>123-23</td>
<td>1272.5</td>
<td>Top of bluff</td>
</tr>
<tr>
<td>TEL (w.w. on rock)</td>
<td>38-38</td>
<td>914.3</td>
<td>123-23</td>
<td>985.3</td>
<td>Near top of bluff</td>
</tr>
<tr>
<td>GLA (pole and banner)</td>
<td>38-38</td>
<td>506.8</td>
<td>123-23</td>
<td>892.5</td>
<td>On point</td>
</tr>
<tr>
<td>DIS (w.w. on rocky point)</td>
<td>38-38</td>
<td>92.8</td>
<td>123-23</td>
<td>394.3</td>
<td>Near top of bluff</td>
</tr>
<tr>
<td>NOR (w.w. on bluff)</td>
<td>38-37</td>
<td>1146.5</td>
<td>123-23</td>
<td>1434.3</td>
<td>&quot; &quot;</td>
</tr>
<tr>
<td>ME (pole and banner)</td>
<td>38-37</td>
<td>852.8</td>
<td>123-22</td>
<td>1209.2</td>
<td>On top of bluff</td>
</tr>
<tr>
<td>NAN (w.w. on rock)</td>
<td>38-37</td>
<td>396.5</td>
<td>123-22</td>
<td>878.5</td>
<td>&quot; &quot;</td>
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PLANE TABLE POSITIONS: (Cont.)

Field Sheet "N" (Cont.)

<table>
<thead>
<tr>
<th>CY (tripod)</th>
<th>36-36</th>
<th>123-22</th>
<th>598.4</th>
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<tbody>
<tr>
<td>(12.2)</td>
<td>(845.0)</td>
<td>24.5</td>
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</tbody>
</table>

CAR (w.w. on bluff) 36-36 1200.0 123-21 1419.4 Near top of bluff

The hydrographic names were used for plane table positions.
These names were given to the signals and objects by the hydrographic party.

STATISTICS:

FIELD SHEET "A"

Statute miles of shoreline ---------------------- 5.64

" " " " of islands ---------------------- 0.50

" " " roads ---------------------- 4.14

" " " creeks ---------------------- 1.50

Square statute miles of topography ------------ 2.00

FIELD SHEET "B"

Statute miles of shoreline ---------------------- 12.36

" " " " of islands ---------------------- 2.50

" " " roads ---------------------- 9.83

" " " creeks ---------------------- 3.45

Sq" " " topography ---------------------- 4.00

FIELD SHEET "C"

Statute miles of shoreline ---------------------- 10.35

" " " " of islands ---------------------- 0.50

" " " foads ---------------------- 3.68

" " " railroads ---------------------- 7.48

" " " creeks and rivers ---------------------- 5.96

Square statute miles of topography ------------ 3.75
<table>
<thead>
<tr>
<th>Location</th>
<th>Statute Miles</th>
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<tbody>
<tr>
<td>Field Sheet &quot;D&quot;</td>
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<td>Statute miles of shoreline</td>
<td>19.90</td>
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<tr>
<td>of islands</td>
<td>6.33</td>
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<tr>
<td>Rivers</td>
<td>1.61</td>
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<tr>
<td>Creeks</td>
<td>3.00</td>
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<tr>
<td>Roads</td>
<td>10.26</td>
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<tr>
<td>Railroads</td>
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<td>Square statute miles of topography</td>
<td>4.72</td>
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<table>
<thead>
<tr>
<th>Location</th>
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<td>Field Sheet &quot;H&quot;</td>
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<tr>
<td>Statute miles of shoreline</td>
<td>5.98</td>
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<tr>
<td>Creeks and rivers</td>
<td>2.76</td>
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<td>Roads</td>
<td>6.10</td>
</tr>
<tr>
<td>Square statute miles of topography</td>
<td>2.20</td>
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</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Statute Miles</th>
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<tbody>
<tr>
<td>Field Sheet &quot;J&quot;</td>
<td></td>
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<tr>
<td>Statute miles of shoreline</td>
<td>15.30</td>
</tr>
<tr>
<td>of islands</td>
<td>2.20</td>
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<tr>
<td>Rivers</td>
<td>1.70</td>
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<tr>
<td>Creeks</td>
<td>3.12</td>
</tr>
<tr>
<td>Roads</td>
<td>15.76</td>
</tr>
<tr>
<td>Square statute miles of topography</td>
<td>5.20</td>
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</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Statute Miles</th>
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<tbody>
<tr>
<td>Field Sheet &quot;K&quot;</td>
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<tr>
<td>Statute miles of shoreline</td>
<td>12.42</td>
</tr>
<tr>
<td>of islands</td>
<td>1.73</td>
</tr>
<tr>
<td>Roads</td>
<td>8.40</td>
</tr>
<tr>
<td>Rivers and creeks</td>
<td>1.38</td>
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<tr>
<td>Square</td>
<td>3.20</td>
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<tr>
<td>Field Sheet</td>
<td>Description</td>
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<tr>
<td>&quot;L&quot;</td>
<td>Statute miles of shoreline</td>
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<tr>
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<td>&quot; &quot; &quot; of islands</td>
</tr>
<tr>
<td></td>
<td>&quot; &quot; &quot; roads</td>
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<tr>
<td></td>
<td>Square statute miles of topography</td>
</tr>
<tr>
<td>&quot;M&quot;</td>
<td>Statute miles of shoreline</td>
</tr>
<tr>
<td></td>
<td>&quot; &quot; &quot; of islands</td>
</tr>
<tr>
<td></td>
<td>&quot; &quot; &quot; roads</td>
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<td>&quot; &quot; &quot; creeks</td>
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<tr>
<td></td>
<td>Square statute miles of topography</td>
</tr>
<tr>
<td>&quot;N&quot;</td>
<td>Statute miles of shoreline</td>
</tr>
<tr>
<td></td>
<td>&quot; &quot; &quot; of islands</td>
</tr>
<tr>
<td></td>
<td>&quot; &quot; &quot; creeks</td>
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<td></td>
<td>&quot; &quot; &quot; roads</td>
</tr>
<tr>
<td></td>
<td>Square statute miles of topography</td>
</tr>
</tbody>
</table>
To: The Director,  
U.S. Coast & Geodetic Survey,  
Washington, D.C.

Through: The Commanding Officer,  
U.S.C.& G.S.S. DISCOVERER.

From: A.C. Thorson,  
Jr. H. & G. Engineer,  
U.S.C.& G.S.S. DISCOVERER.

Subject: Descriptive Report.

There is respectfully submitted herewith the following descriptive report to accompany topographic sheets A, B, C, D, H, J, K, L, M and N, covering a portion of the California coast required in your instructions of March 25, 1929.

[Signature]

A.C. Thorson,  

Approved and forwarded:  

[Signature]

F.B.T. Siems,  
Chief of Party,  
U.S.C.& G.S.S. DISCOVERER.
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. A

REGISTER NO. 4496

State California

General locality Cape Vizcaino

Locality Abalone Pt to Cape Vizcaino

Scale 10,000 Date of survey 192

Vessel Discoverer

Chief of Party F.G. Engle

Surveyed by A.C. Thorson

Inked by A.C.T.

Heights in feet above M.H.W to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Mar 25 192

Remarks:
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. B

REGISTER NO. 4497

State California

General locality Cape Vizcaino

Locality Ten Mile River to Abalone Pt.

Scale 10,000 Date of survey 1929

Vessel Discoverer

Chief of Party F.G.Engle

Surveyed by A.C.Thorsen

Inked by A.C.T.

Heights in feet above M.H.W to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Mar. 25 1929

Remarks: 

6FO
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. C

REGISTER NO. 4498

State California

General locality Pt. Cabrillo

Locality Pudding Creek to Ten Mile River

Scale 10,000 Date of survey 1929

Vessel Discoverer

Chief of Party F.G. Engle

Surveyed by A.C. Thorson

Inked by A.C.T

Heights in feet above M.H.W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Mar. 25 1929

Remarks:
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. D

REGISTER NO. 4499

State California

General locality Pt. Cabrillo

Locality Pt. Cabrillo to Pudding Creek

Scale 1:10,000 Date of survey 1929

Vessel Discoverer

Chief of Party F. G. Engle

Surveyed by A. C. Thorson

Inked by A. C. T.

Heights in feet above M. H. W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated Mar. 25, 1929

Remarks:

-----------------------------------------------------------------------------------

-----------------------------------------------------------------------------------
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. ______________

REGISTER NO. 4503

State  California

General locality  Pt. Arena

Locality  Alder Creek to Bridgeport Landing

Scale  10,000  Date of survey  ______________, 1923

Vessel  Discoverer

Chief of Party  F.G. Engle

Surveyed by  A.C. Thorson

Inked by  A.C.T.

Heights in feet above M.H.W. ______________ to ground to tops-of-trees

Contour, Approximate contour, Form line interval ______________ feet

Instructions dated  Mar. 25 ______________, 1923

Remarks: ______________

__________________________

600
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. J

REGISTER NO. 4504

State...California

General locality...Pt. Arena

Locality...Pt. Arena

Scale...10,000

Date of survey...1929

Vessel...Discoverer

Chief of Party...F.B.T.Siemens

Surveyed by...A.C.Thorson

Inked by...A.C.Thorson

Heights in feet above M.H.W. to ground tops of trees

Contour...Approximate contour, Form line interval 20 feet

Instructions dated...Mar.25

Remarks:...
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. K

REGISTER NO. 4505

State California

General locality Pt. Arena

Locality North of Havena Neck

Scale 10,000 Date of survey 1929

Vessel Discoverer

Chief of Party F.B.T. Siems

Surveyed by A.C. Thorsen

Inked by A.C.T.

Heights in feet above M.H.W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 25 1929

Remarks: ________________________________
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. 

REGISTER NO. 4506

State California

General locality Pt. Arena

Locality Del Mar Landing to Havens Neck

Scale 1:0,000 Date of survey 1929

Vessel Discoverer

Chief of Party F.B.T. Slem a

Surveyed by A.C. Thorson

Inked by A.C.T.

Heights in feet above M.H.W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 25, 1929

Remarks:

...
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. __M_____

REGISTER NO. 4507

State California

General locality Pt. Arena

Locality Stewarts Pt. to Del Mar Landing

Scale 1:0,000 Date of survey 1929

Vessel Discoverer

Chief of Party F.B.T. Siems

Surveyed by A.C. Thorson

Inked by A.C.T.

Heights in feet above M.H.W. to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated March 25, 1929

Remarks: 

__________________________________________________________
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. N

REGISTER NO. 4508

State. California

General locality. Pt. Arena

Locality. Horseshoe Pt. to Stewarts Pt.

Scale. 10,000 Date of survey. 1929

Vessel. Discoverer

Chief of Party. F.B.T.Siems

Surveyed by. A.C.Thorson

Inked by. A.C.T.

Heights in feet above M.H.W. to ground to tops of trees

Contour, Approximate contour. Form line interval. feet

Instructions dated. March 25, 1929

Remarks:

G.F.O.