DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R.G. Patton, Director

State: California

DESCRIPTIVE REPORT

Topographic

Sheet No. F 4847

LOCALITY
Santa Barbara Channel
San Buenaventura to Seaciff

19.35

CHIEF OF PARTY
Charles K. Green
Ampleid by Drauzg of Chart 5202 - Mar 1938  R. M. Z.
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: F

REGISTER NO. 4847

State: California

General locality: Santa Barbara Channel

Locality: San Buenaventura to Sealiff

Scale: 1:10,000 Date of survey: Feb-Mar., 1933

Vessel: Shore Party

Chief of Party: Chas. K. Green

Surveyed by: Harry T. Kelsh

Inked by: Harry T. Kelsh

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

Contour Approximate contour Form line interval 50 feet

Instructions dated: October 31, 1932

Remarks:
INSTRUCTIONS

October 31, 1932

LIMITS AND SCALE

This sheet embraces the north shore of Santa Barbara channel from just west of Ventura to a point 7 miles up the coast (long. 119-19 W to 119-25 W).

GENERAL DESCRIPTION

Except for a sharp bend at Pt. Las Pitas, the shoreline shown on this sheet is nearly a straight line running in a general NW-SE direction. The coastal mountain range rises almost directly from the shore, and except for a small strip of cultivated fields at the foot of the hills, and a small summer camp, consisting of a single line of small cabins at Pt. Las Pitas, the country has remained undeveloped, so that with the exception of the Coast highway, (a broad concrete road) with a few retaining walls, and the railroad just behind it, and a small amount of oil development, the general appearance of the country remains as when last surveyed.

The shoreline is a continuous sand beach for the entire length of the sheet, with occasional patches of small boulders at the extreme low water line.

SPECIAL NOTES

500 meters offshore at Signal Carl there is a continuous break even in calm weather, and tips of rock over a small (10-15 ft) area show at extreme minus (-0.5 ft) tides.

PROMINENT OBJECTS

There are no artificial objects of prominence. The overpass for the highway now being erected 2 mile from the east end of the sheet at Signal Map, a concrete bridge, should show well from the sea.

The high ridge of hills is rather uniform in height with a general elevation of 900-1100 ft.

CONTROL

Triangulation signals Venus, Carl, and Point are located directly on the beach. Traverses from each station towards the next on each side were run so that the maximum traverse was about 1.5 miles and no adjustment was necessary.

GEORGRAPHIC NAMES

No changes.
CHANGES IN SHORELINE

The shoreline on this sheet remains substantially unchanged from that shown on the previous work. A small area on the west side of the rounding point a mile and a half from the east end of the sheet shows a maximum increase of about 30 meters in the flat sand beach.

CONTOURS.

The country here, with a uniform ridge of hills, as to elevation, but with numerous canyons, arroyos, and sharp cliffs, is difficult to delineate from the beach. The elevations shown were taken to check the old work. Careful comparison of the old work, in the field, showed a very complete and accurate survey had been made on the original work, with all scars, cliff lines etc., as well as elevations appearing as shown, so that duplication of the work appeared unnecessary.

respectfully submitted,

[Signature]

[Name]
Chief Fattig #10

Appended to completion of new Chart No. 5306
Aug. Sept. 1934
<table>
<thead>
<tr>
<th>Object and Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>D.P. Height</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>MID-bridge</td>
<td>34-16</td>
<td>1273</td>
<td>119-18</td>
<td>1087. Center of R.R. bridge.</td>
</tr>
<tr>
<td>ME-tripod</td>
<td>34-16</td>
<td>1652</td>
<td>119-19</td>
<td>75</td>
</tr>
<tr>
<td>TEL-pole</td>
<td>34-16</td>
<td>1807</td>
<td>119-19</td>
<td>182</td>
</tr>
<tr>
<td>HAR-sign</td>
<td>34-17</td>
<td>326</td>
<td>119-19</td>
<td>843. Outer end large sign.</td>
</tr>
<tr>
<td>AIR-sign</td>
<td>34-17</td>
<td>609</td>
<td>119-19</td>
<td>1498. Arrow sign.</td>
</tr>
<tr>
<td>RUN-banner</td>
<td>34-17</td>
<td>839</td>
<td>119-20</td>
<td>268</td>
</tr>
<tr>
<td>FOD-tripod</td>
<td>34-17</td>
<td>1587</td>
<td>119-20</td>
<td>728. 126 ft.</td>
</tr>
<tr>
<td>BET-ww</td>
<td>34-18</td>
<td>530</td>
<td>119-20</td>
<td>1365. East end of seawall.</td>
</tr>
<tr>
<td>WES-ww</td>
<td>34-18</td>
<td>872</td>
<td>119-21</td>
<td>191. West end of seawall.</td>
</tr>
<tr>
<td>PIL-pillar</td>
<td>34-18</td>
<td>1003</td>
<td>119-21</td>
<td>374. Outer stone pillar of sign.</td>
</tr>
<tr>
<td>Con-trap</td>
<td>34-19</td>
<td>309</td>
<td>119-21</td>
<td>1448. Oil trap at Continental Oil Co., refinery.</td>
</tr>
<tr>
<td>Lid-pole</td>
<td>34-19</td>
<td>178</td>
<td>119-22</td>
<td>0</td>
</tr>
<tr>
<td>RIK-derrick</td>
<td>34-19</td>
<td>1140</td>
<td>119-22</td>
<td>117. 940 Ft. Derrick on hill-top.</td>
</tr>
<tr>
<td>FAB-chimney</td>
<td>34-19</td>
<td>725</td>
<td>119-22</td>
<td>1348. Green chimney on square house.</td>
</tr>
<tr>
<td>WIN-windmill</td>
<td>34-19</td>
<td>186</td>
<td>119-23</td>
<td>256</td>
</tr>
<tr>
<td>SIN-sign</td>
<td>34-19</td>
<td>280</td>
<td>119-23</td>
<td>628. Outer end of sign.</td>
</tr>
<tr>
<td>TRI-tripod</td>
<td>34-19</td>
<td>1410</td>
<td>119-23</td>
<td>1133. 194 ft.</td>
</tr>
<tr>
<td>Object and Description</td>
<td>Latitude D. M.</td>
<td>Longitude D. P.</td>
<td>Height</td>
<td>Remarks</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------</td>
<td>----------------</td>
<td>--------</td>
<td>---------</td>
</tr>
<tr>
<td>BAR-barn</td>
<td>34-20</td>
<td>77</td>
<td>119-24</td>
<td>63</td>
</tr>
<tr>
<td>PIP-pipe</td>
<td>34-20</td>
<td>26</td>
<td>119-24</td>
<td>317</td>
</tr>
<tr>
<td>DEN-ww</td>
<td>34-20</td>
<td>432</td>
<td>119-24</td>
<td>821</td>
</tr>
<tr>
<td>PAR-banner</td>
<td>34-20</td>
<td>518</td>
<td>119-24</td>
<td>1033</td>
</tr>
<tr>
<td>NAT-tank</td>
<td>34-19</td>
<td>815</td>
<td>119-22</td>
<td>155</td>
</tr>
<tr>
<td>SIG-sign</td>
<td>34-19</td>
<td>513</td>
<td>119-22</td>
<td>786</td>
</tr>
</tbody>
</table>
PARTY #10

Santa Barbara, Calif.,
June 7, 1934.

Topographic Sheet "F", submitted herewith, has been inspected and approved by me, together with data listed below.

List of data forwarded with Topographic Sheet "F"

- Title sheet
- Descriptive Report
- Plane Table positions
- Tracing of section of highway under construction

The enclosed tracing of a change in location of the highway in the vicinity of signal 16A should be used in place of that section of the highway as shown on the topo sheet. The new location is 50% complete this date and will be completed during 1934. The 126 foot hill (on which signal 16A is located) will be razed to make fill for the new highway and will therefor no longer be a feature for the chart.

The 50-foot contour was located on the sheet. Its position checks with the old survey [Sheets Nos. 1189 and 1190], and these old sheets should be used for the contour detail.

Chas. E. Green,
Chief of Party #10.

Approved to completion of new chart No. 5096

[Signature]
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔</td>
<td>Santa Barbara Channel</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>✔</td>
<td>Pt Las Vitas</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>✔</td>
<td>Southern Pacific R.</td>
<td>************</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>✔</td>
<td>Seaciff</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>✔</td>
<td>San Buenaventura(Ventura)</td>
<td>Ventura</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>✔</td>
<td>Padre Juan Canyon</td>
<td>************</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 4847 (1933) - FIELD LETTER F

San Buenaventura to Seacliff, Santa Barbara Channel, California
Surveyed: February - March, 1933
Instructions dated: October 31, 1932 (C. K. Green)

Plaint Table Survey

Chief of Party - C. K. Green.
Surveyed and Inked by - H. T. Kelsh.

Cloth Mounted


The Descriptive Report is clear and comprehensive and satisfactorily
covers all matters of importance. A tracing showing a proposed
highway was admitted. This was transferred to the sheet and is
shown in pencil. The tracing is filed with the Descriptive Report.

The records conform to the requirements of the Topographic Manual in
every respect.

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junction was made with T-4817 (1933) on the southeast
and with T-4854 (1933) on the northwest.


a. T-1189 (1870) and T-1190 (1870).

A comparison of these surveys with the present survey shows good
agreement. The change in shoreline since 1870 is negligible.
The rocks awash in lat. 37°18.5', long. 119°21.5' were not loca-
cated on the previous survey, T-1189.

5. Field Drafting.

The field inking is satisfactory.

6. Additional Field Work Recommended.

No additional field work is required.
7. **Superseding Old Surveys.**

Insofar as the topography actually included on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-1189 (1870) in part.
T-1190 (1870) " "


Examined and approved:

C. K. Green, Chief, Section of Field Records.

R. D. Gibb, Chief, Division of Charts.

S. Borden, Chief, Section of Field Work.

[Signature]

Chief, Division of H. & T.