DESCRIPTIVE REPORT

Topographic Sheet 193 H, V, W, X & Y
Hydrographic

State CALIFORNIA

LOCALITY
Santa Margarita River to Corona del Mar

1934

CHIEF OF PARTY
Robert W. Knox

H. C. Engr
U.S. GOVERNMENT PRINTING OFFICE: 1935
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 U...1234 4892

REGISTER NO.

State .......................... California.

General locality Southern California COAST.

Santa Margarita River to Harno Canyon.

Locality .......................... [Illegible Text]

Scale 1:10,000  Date of survey April 1934

Vessel .......................... Shore party.

Chief of Party Robert W. Knox.

Surveyed by ....................... N. E. Skansen

Inked by .......................... N. E. Skansen

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

Contour Approximate contour Form line interval 19

Instructions dated January 10, 1934

Remarks: 

U. S. GOVERNMENT PRINTING OFFICE 1934
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 .....W..1934
REGISTER NO. 4893

State. California.

General locality. Southern California COAST
Locality. Haro Canyon to San Mateo Creek.

Scale. 1:10,000 Date of survey. April, 1934

Vessel. Shore Party.

Chief of Party. Robert W. Knox.

Surveyed by. N. C. Skansen.

Inked by. N. C. Skansen.

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

Contour Approximate contour Form line interval feet

Instructions dated. January 10, 1934. 19

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 Letter...W...1934...

REGISTER NO. 4894

State...California...

General locality...Southern California COAST...

Locality...San Mateo Creek to San Juan Creek...

Scale...1:10,000... Date of survey...May, 1934; 19

Vessel...Shore party...

Chief of Party...Robert W. Knox...

Surveyed by...N. C. Skansen...

Inked by...N. C. Skansen...

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

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

Instructions dated...January 10, 1934...19...

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 Letter \[X\] 1934

REGISTER NO. 4895

State \[California\].

General locality \[Southern California COAST\].

Locality \[San Juan Creek to Laguna\].

Scale \[1:10,000\]. Date of survey \[June 1934\].

Vessel \[Shore party\].

Chief of Party \[Robert W. Knox\].

Surveyed by \[N. C. Skansen\].

Inked by \[N. C. Skansen\].

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

Contour Approximate contour Form line interval feet.

Instructions dated \[January 10, 1934\].

Remarks: 

\[U. S. GOVERNMENT PRINTING OFFICE: 1939\]
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 X-1934

REGISTER NO. 4896

State _______________ California.

General locality _______________ Southern California COAST.

Locality _______________ Corona del Mar.

Scale _______________ 1:10,000 Date of survey _______________ July 1934.

Vessel _______________ Shore Party.

Chief of Party _______________ Robert W. Knox.

Surveyed by _______________ N. C. Skansen.

Inked by _______________ N. C. Skansen.

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

Contour Approximate contour Form line interval _______________ feet.

Instructions dated _______________ January 10, 1934.

Remarks: ____________________________________________

U.S. GOVERNMENT PRINTING OFFICE, 1934
INSTRUCTIONS:
The Instructions for this project were dated Jan. 10, 1934.

GENERAL DESCRIPTION:
The description of the area covered by these topographic sheets will be found in the report covering Air-Photo sheets T-5414 to T-5418 inclusive.

CONTROL:
The control on sheets U to Y inclusive is from the triangulation done by Charles Pierce in 1933. Also a few of the 1884 and 1885 triangulation stations were used.

SURVEY METHODS:
Before field work was begun the rods were stood on a measured base and longer rods were graduated, so as to make longer half interval sights possible.

Plane-table traverses were run between triangulation stations or three point fixes.

The tops of the bluffs of sheets U to W inclusive, were determined by rod shots. Sheets X and Y, only the base of the bluff was determined and the top is to be plotted by air-photo compilation.

CLOSING ERROR OF TRAVERSE:

SHEET U SPade to fix 957 meters S.E. of signal DOM 2080

Traverse, Closure.
SPADE to SHINGLE BLUFF

SHINGLE BLUFF to PULGAS

PULGAS to DON

DON to PIĘDRA

SHALT V. PIĘDRA to ONOFRE BLUFF

ONOFRE BLUFF to MÉDIO

MÉDIO to AIRWAY # 5

SHALT W. AIRWAY # 5 to COTTON

COTTON to fix west of CUPOLA R&D

3 point fix W. of CUPOLA to Fix S. of signal INK

3 point fix S. S. of INK to N. LIGHT POLJ, and San Clemente Pier

N. LIGHT POLJ, and San Clemente pier to SÉÑORA

SÉÑORA to PRIJA

PRIJA to CENTER LIGHT POLJ

CENTER LIGHT POLJ, and of Doheny Pier to Doheny

DOHENY to fix S. of signal NON

SHALT X Fix S. of signal NON to DANA

DANA to JUAN

JUAN to JUSSĂL COVE

<table>
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<tr>
<th>Letters</th>
<th>Traverse</th>
<th>Closure</th>
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<tr>
<td>SPADE to SHINGLE BLUFF</td>
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<td>PULGAS to DON</td>
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<td>DON to PIĘDRA</td>
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<td>PIĘDRA to ONOFRE BLUFF</td>
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<td>AIRWAY # 5 to COTTON</td>
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</tbody>
</table>

COTTON to fix west of CUPOLA R&D

3 point fix W. of CUPOLA to Fix S. of signal INK

3 point fix S. S. of INK to N. LIGHT POLJ, and San Clemente Pier

N. LIGHT POLJ, and San Clemente pier to SÉÑORA

SÉÑORA to PRIJA

PRIJA to CENTER LIGHT POLJ

CENTER LIGHT POLJ, and of Doheny Pier to Doheny

DOHENY to fix S. of signal NON

SHALT X Fix S. of signal NON to DANA

DANA to JUAN

JUAN to JUSSĂL COVE

This traverse was run five times, three one way and two back and still the same error. Great care was taken each time a set up was established, that the rod was held vertical, and when there was any difference in elevation, corrections were made. The plane-table was set up on both these stations and on the triangulation stations on both sides of JUAN and JUSSĂL COVE, all visible triangulation stations fell very close to positions. This error was probably due to distortion. The traverse was proportionally adjusted.
LUSSAT COWE to Traverse. Closure.
3 point fix N. Signal Line 1650 4

5 point fix N. signal Line to GOFF ID. 2.
GOFF ID. 2 to CACTUS PT. 2117 5

CACTUS PT. to N. LIGHT POLE, and Laguna Pier 2460 4

SHEET Y N. LIGHT POLE, and Laguna Pier, to RECREATION PT. 2.
RECREATION PT. 2 to EXTRA 2450 4

EXTRA to ABALONE PT. 0 0

ABALONE PT. to ROCKY BIGHT 2872 2

ROCKY BIGHT to PELICAN PT. 1566 2

PELICAN PT. to ARCH ROCK 1200 2

ARCH ROCK to BREAKWATER LIGHT 2112 2

All of the above traverses that were in error, were proportionally adjusted.

NOTES ON INDIVIDUAL SHEETS:

SHEET U The previous survey in this area was covered by sheet Registry No. 2015, made in 1889. A comparison of high water line shows slight differences now and then, possibly due to erosion or the redman's interpretation of the high water line. Approximately 125 meters S.S. of signal IAM, the previous survey shows high water line extending up this valley, where as now the high water line continues in a relatively straight line. This is probably due to the mouth having been filled by silt deposited by the creek in the winter months.

Neither this or the previous survey show any offlying rocks or reefs in this territory.

The U. S. Highway No. 101 and the Sante Fe R.R. were located
by numerous three point fixes. The blue points encircled are objects tied in for photo compilation, the description of which are in pencil.

The bluff line was left in pencil awaiting the compilation of the photo maps of this area.

**SH 5** In comparison with sheet Registry No. 2016 surveyed in 1989 it is very good except for two or three places. S. S. of OROKA BLUFF for about 500 meters the high water line is about 15 meters inshore from the present survey. This portion being backed by high dirt bluffs, has in all probability been filled in.

L. W. of signal PIN is a very similar example. Here the previous survey shows the high water line extending up a small narrow valley. This has been filled in, establishing a high water line some 20 meters farther south.

At the mouth of the San Mateo Valley the previous survey has the high water line extending up in the valley with a narrow sandspit across the mouth, leaving a narrow channel. This has been all filled in establishing a high water line across the mouth of the valley and yet some 50 meters inshore. The high water line in the locality is no doubt changing year by year, the cause being obvious.

No offlying rocks or reefs are shown by either survey.

The highway and railroad were located by a number of three point fixes and all beginnings and ends of curves were accurately located as on sheet U.

The blue circled dots are objects located for photo compilation, with description of each in pencil.

The top of the bluff line was determined by rod shots and were left in pencil, awaiting compilation of photo work.

**SH 5** The former surveys in this area are on sheet Registry No 1733
surveys in 1886 and Registry No. 1645 surveyed in 1885. The two high water lines parallel each other up to the San Juan Capistrano Valley, except that the present one established is from 5 to 30 meters off shore. The small indentations in the old high water line at the mouths of small ravines are now all filled in. The first point west of signal NCN is shown to project out farther to sea a few meters but otherwise checks very good.

The highway and railroad were located from the beach traverse when possible. The rest was located from three point fixes.

The blue circled dots are objects located for photo maps, with description of each in pencil.

The top of the high steep dirt bluffs were located by rod shots. These were left in pencil until the photo maps of this area are made.

The San Clemente Pier is owned by the City of San Clemente.

The Doheny Pier is the property of the Doheny Palisade Land Company.

The position of the San Mateo Rocks in the old survey check very close to true position, as the highest of this group is now a triangulation station. A new rock swash was located 200 meters east of the largest rock in this group.

The group of rocks, shown as submerged, about 1000 meters S. of SENSEDO were located by cuts to each one, shows a slight difference in position. These rocks referred to in paper.

A new rock was located about 680 meters due S. of WINDVANE atop plunge.

The rock shown 150 meters W. of the end of Doheny Pier was not verified. There is no rock in this area.

The descriptive report of 7-54/6.
The two groups of rocks 250 meters S. of signal HON were checked but slight difference in location. These are now rocks awash.

The three sunken rocks shown off the first point W. of signal HON were shown in the previous survey as two sunken rocks and but slight difference in position.

The two groups of rocks one 270 meters and the other 325 meters, directly S. of signal HON were shown in the old survey above M. H. W. This survey shows these rocks awash.

The reefs W. of signal HON are about the same latitude as on the old survey, but are located about 10 meters off shore of the old position.

The previous survey shows break in the high-water line, and extending up the San Juan Capistrano Valley. This is now closed in and the shore line is 100 meters North. About 300 meters E. of signal HON the high-water line checks very close. The cause for these changes are undoubtedly the deposits brought down the creek by winter rains.

The black lines crossing M. H. W. line S. of signal OIL are sheet metal piling groins.

The San Diego and Orange County line monuments could not be found, but the surveyor at San Clemente reported the fence is on the county line and the bearing of the county line as S. 12° 26' 00" W.

Sheet X. A comparison with sheets, Registry No. 1645 surveyed in 1885 and Sheet Registry No. 1646 also surveyed in 1885 show a very good agreement in delineation. The high water line and offshore rocks and reefs shown on the previous survey check very close to the present ones, except, the point where signal OIL is located. This can be verified by the San Juan Rocks group, the highest of which was cut in by triangu-
The note on the opposite page means that the rocks above MHW, on T-1495, at Lat 33° 29.7', Long 117° 43.2', and at Lat 33° 29.3', Long 117° 43.4' (block projection on T-1495) were not found by this survey on T-4895.

The sunken rock is at Lat 33° 31.84', Long 117° 46.75' and there is also rock awash just south of this position. Contrary to the statement on the opposite page T-4895 shows the rock awash but does not show the sunken rock which is on M-5402.
lation in 1933 by Charles Pierce.

The group of rocks 230 meters S. of signal OUH were not verified, also the rock just off shore from signal TAR.

The entire area covered by this sheet shows the points to be shorter and more narrow, and the bays and coves more shallow.

A new rock was charted 200 meters N. W. of signal BAN.

The point USS. N. COWE 2, 1933, is now located on a reef that was previously shown as an island. This short strip has been filled in with sand forming a square nosed point.

The rock 150 meters S.W. of signal ROOF, previously plotted as a high rock is now rock awash.

A rock 270 meters directly south of signal NIN was newly plotted.

Two rocks and a reef just off shore from signal AFA, were also newly plotted.

A reef and a rock awash were located directly south of GOFF ISLAND. These were not shown on the old survey.

Two rocks 150 meters S. W. of signal FOR are newly located.

Two new sunken rocks 200 meters N. of GOFF ISLAND 2, 1933, were located.

Goff Island, previously shown as such, is now connected to the mainland by a narrow neck of sand.

The three sunken rocks S. of CACTUS PT. 2, 1933, are now designated as rocks awash.

The group of rocks 350 meters N. N. W. of signal TWO are shown as rocks awash, and a sunken rock plotted some 150 meters to the l. l. of this group. There was no sign of this sunken rock on the old survey.
Two rocks awash N. W. of CACTUS PT. 2, were not shown before.

The blue circled points are objects tied in for photo compilation, the description adjacent in pencil.

Neither the highway or the top of the bluff was located on this sheet, due to the compilation of photo maps of this area. Only the bottom of the bluff was determined.

The triangulation station HIGHEST OF TWO BLACK STACKS, N. OF DANA PT. 1933, should be changed to tanks. They are two tall black tanks, not stacks.

Sheet X This area is covered by previous survey sheets Registry No. 1646, surveyed in 1885, and Registry No. 1392, surveyed in 1875. In comparing the new with the old survey, the points agree very good except in the vicinity of of TWO ROCK POINT, and the point HIGH ROCK is located on. The former is shown about 20 meters S. by E. of the present position, while the latter is N. by W. of the recent location.

The bays, coves, and relatively straight shore line is shown as being built out from 15 to 40 meters since the last survey.

The previous survey shows a sunken rock 280 meters due S. of RECREATION POINT 2. This is now shown as rock awash with a very close check as to position. There is shown a short line of breakers 150 meters west of this rock which was not located by the old survey.

The rocks off RECREATION POINT were checked with one added a little farther off shore.

A new rock awash was located 120 meters south of signal RED.

The two large high rocks, known as Two Rocks check flat.

The reef and two rocks, S. and W. of Abalone Pt., was not located before.
The reefs S. W. of signal T.X were checked, with one additional rock awash, added on this survey to the south about 100 meters, and three to the N. W. of the reefs, about 50 meters.

The reef and several rocks shown off shore from signal ABE, are newly located.

Two sets of breakers are now located, one 400 meters S. W. of PAILICA PT. and the other 300 meters S. W. of signal DOG. These were not shown on the old survey.

A group of rocks 270 meters south of ARCH ROCK were not shown on the old work.

The rocks and reefs between ARCH ROCK and TRI, and TRI to JIM were not located before.

The large high rock locally known as Arch Rock, just off shore of ARCH ROCK was not shown before.

Three new rocks are located close to low water line west of NEL.

The entrance to Newport Bay has been changed by dredging and breakwaters having been built. The mole on the east side of the entrance has caused the high water line directly east of it to be some 150 meters farther south.

The reef previously shown in this little cove is now designated as a rock awash, the location of which agrees perfectly.

The blue circled points are objects located to assist in the compilation of air photo maps, the descriptions of which are in pencil.

The bell buoy outside the Newport Bay entrance was located by three cuts.

The bottom of the bluffs was located and left in pencil.
LANDMARKS:
See the descriptive reports for Air-Photo sheets T-5414 to T-5418, inclusive, for the list of landmarks for charts.

INKING:
The inking was done by the topographer, except the lettering, which was done by D. L. Aukland.

Respectfully submitted:

[Signature]

N. C. Skansan

N. C. Skansan,
Topographer.

Approved and forwarded:

[Signature]

Robert W. Knox,
Chief of Party.
STATISTICS

SHEET U

S. W. of Stuart railroad siding to PIEDRA.

Statute Miles of shore line, 7.53
" " highway, 8.4
" " railroad, 8.1

SHEET V. PIEDRA to San Mateo Creek.

Statute Miles of shore line, 6.7
" " highway 7.4
" " railroad, 6.9

SHEET W. San Mateo Creek to San Juan Creek.

Statute miles of shore line, 8.3
" " highway, 7.9
" " railroad, 7.5

SHEET X. San Juan Creek to Laguna Beach.

Statute miles of shoreline, 9.54

SHEET Y. Laguna Beach to Newport Bay entrance.

Statute miles of shoreline, 7.82

no area claimed for these sheets.
VERIFICATION REPORT

I have reviewed the sheets covered by this report and have supervised the field and office work on the sheets insofar as it was possible to do so without interference with the progress of the field work.

The sheets are hereby approved.

Robert W. Knox,
Chief of Party.

Additional notes by Chief of Party.

A comparison between the air-photo compilation and topographic sheet of the shore line in the vicinity of Emerald Bay (sheet Y) showed a discrepancy of such magnitude as to warrant investigation. The traverse was re-run on an aluminum mounted sheet, and the original sheet changed to show the correct detail. The former sheet will be submitted in the near future.

Slight changes in the position of several offshore breakers and rocks were made in order to make them agree with positions as obtained by the hydrographic party, the latter position being thought to be more accurate in those cases. The air-photo topographic sheets show the rocks in their original location, and it is respectfully suggested that they be changed to agree with the positions as now appear upon the topographic and hydrographic sheets. For further information, see page 13 of the General Descriptive Report of Air-Photo Sheets Register No. T-5375 and T-54.10 to T-54.18 inclusive.

RWK

See descriptive report of T-54.16
Date of Review

1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-54/6, , with particular attention to the following details:

(a) Projection has been checked in the field.

(b) Accuracy of location of plane table control points.

(c) Discrepancies between detail on this survey and the air photo compilations listed above.

(d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-54/6, , for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.  

Andrews

B.G. Jones

The blue circle stations in T-4892, 3, 4, 5, 6 were located by plane table for air photo control. 11/12/50.
1. This survey has been reviewed in connection with Air Photo Compilation Nos. T-5417, with particular attention to the following details:

   (a) Projection has been checked in the field.

   (b) Accuracy of location of plane table control points.

   (c) Discrepancies between detail on this survey and the air photo compilations listed above, in review for compilation T-5417.

   (d) Discrepancies found in descriptions submitted on Form 524 when compared with the air photo compilations listed above.

2. Refer to the reviews and descriptive reports of air photo compilations Nos. T-5417, for a more complete discussion of any errors or discrepancies found.

Any material errors found on this survey are noted in subsequent paragraphs of this review, and these have been reported to the Field Records Section and the Cartographic Section.

Notes and corrections resulting from the review are shown on this survey in green.

Leonard A. Jackson
DE. Jones

The blue circle stations shown on T-4842, 2/4-5/6 were located by plane table for air photo control.