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

State: CALIFORNIA

DESCRIPTIVE REPORT

Topographic Sheet No. M

LOCALITY

Central California Coast
Shell Beach to San Luis Obispo Creek
San Luis Obispo Bay (Arila)

1934

CHIEF OF PARTY

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  

REGISTER NO.  

State  California  

General locality  California Coast  

Locality  Shell Beach to San Luis Obispo  

Scale  1:10,000  Date of survey  September 1934  

Vessel  U.S.C.S. PIONEER  

Chief of Party  O. W. Swinson  

Surveyed by  Harold Clarke  

Inked by  Harold Clarke  

Heights in feet above  Contour line interval  

Instructions dated  November 19, 1932  

Remarks:  

U. S. GOVERNMENT PRINTING OFFICE: 1934
DESCRIPTIVE REPORT

TO ACCOMPANY TOPOGRAPHIC SHEET NO. M.

San Luis Obispo Bay, California Coast,
Latitude 35° 09' to 35° 11'.

AUTHORITY

This work was done in accordance with instructions dated November 18, 1932, to the Commanding Officer of the PIONEER, for Project No. 120, and also those dated April 4, 1932, to the Commanding Officer of the GUIDE, Project No. 101. Work was done during the month of September, 1934.

CONTROL

The control was furnished by the triangulation points located previously by Chas. Pierce in 1933, at an approximate maximum distance of two miles along the coast line. Traverses were run between these stations with the following errors of closure:

△ Smith Point-2, 1933, to △ Valley View-2, 1933 Flat
△ Valley View-2, 1933, to △ Union, 1933 Flat

Offlying rocks and backlying land features were located by cuts. Elevations of prominent peaks and knolls were determined and contours were checked from a form line standpoint.

All features in this area were located with particular care and therefore this survey with the exception of the contours is complete in every detail and supersedes other surveys.

GENERAL DESCRIPTION

This section consists in general of a low rock cliff with gently sloping land under cultivation immediately back thereof and then steep slopes up to the higher peaks.

At △ South Point-2, 1933, and northward the cliff varying from 20 to 35 feet high is composed of approximately half rock and the remainder sandy black or brown soil. Offlying rocks, kelp patches and close-in reefs characterize this to △ Valley View-2, 1933. The highway, U. S. No. 101, lies a few hundred meters back of the cliff and represents the start of the steep slopes up to the peaks. The hills are covered with low brush, with oaks at the peaks and in the draws.
Valley View 2, 1933, elevation 728 feet, is located on a hill with sparse growth of chaparral on top and some oaks. The cliff opposite increases to over a hundred feet maximum with a sand beach in the bight. The point at the west end of this bight has the remains of the Mallagh Landing, now abandoned.

From this landing to the sand beach is a section of ragged cliffs varying 50 to 200 feet in elevation and a profusion of inlying islands and rock patches.

The large group of oil tanks just east of Avila from 100 to 270 feet in elevation is very prominent. From this point on the cliff rapidly diminishes until it disappears at Avila. At Avila is a flat sand beach ending in San Luis Obispo Creek. The pier, indicated by Avila Dock, Elevation 16 feet, 1933, extends out from the main highway. The west side of San Luis Obispo Creek is a cliff, about half rock and half dark sandy soil, continuing to the shore end of the Union Oil Co. pier. Close in islands and rocks feature this section. The Union Oil Co. Pier, designated by Oil Pier, 1933, is very extensive with the Pacific Coast Railroad (narrow gage) extending clear out. An oil pipe line runs along the west side of the pier.

CHANGES IN COAST LINE

The cliff line and offlying rocks follow very closely the old survey.

The major change is in the shift of the mouth of San Luis Obispo Creek. This was caused in part by the railroad fill across the marshy ground.

A cave-in southwest of Valley View 2, 1933, caused a change in the cliff line.

U. S. Route No. 101 added.

Pacific Coast Railroad to Union Oil Co. pier and pier itself added.

Avila Dock added.

STATISTICS

<table>
<thead>
<tr>
<th>Description</th>
<th>Miles</th>
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<tr>
<td>Shore Line</td>
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<tr>
<td>Highways and Roads</td>
<td>6.4 statute miles.</td>
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<td>Linear Miles Creeks</td>
<td>1.1 statute miles.</td>
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<td>Railroad</td>
<td>1.6 statute miles.</td>
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<td>Piers</td>
<td>0.9 statute miles.</td>
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Note: This constitutes a complete resurvey of the area and will supersede previous surveys excepting contours.
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<thead>
<tr>
<th></th>
<th>Lat</th>
<th>Long</th>
<th>Age</th>
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<th>Long</th>
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<td>1104 m.</td>
<td>35°40'</td>
<td>891</td>
<td>35°43'</td>
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<td>Ello</td>
<td>35°09'</td>
<td>1501</td>
<td>35°10'</td>
<td>1167</td>
<td>35°43'</td>
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<td>875</td>
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<td>554</td>
<td>35°10'</td>
<td>1713</td>
<td>35°44'</td>
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<td>Water Tank</td>
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<td>1061</td>
<td>35°10'</td>
<td>1283</td>
<td>35°44'</td>
<td>705</td>
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LANDMARKS

Double Water Tank, El Pismo Beach, 1935.

The double tank, elevation 80 feet, ground 53 feet, composed of two galvanized iron tanks, the lower about 12 feet in diameter and the upper about 8 feet, mounted on steel framework, is visible from all directions and should be charted.

Brick Refinery

This is a large red brick building visible from all directions and prominent because of its size and color and should be charted as a refinery.

Office Building, S, Avila Beach, 1935.

This large office building of stucco and brick pilasters stands out because of its height and size, is visible from all directions and should be charted as a house.

South Tank, Avila Beach, 1935 (Elevation 271 feet).

West Tank, Avila Beach, 1935 (Elevation 259 feet).

North Tank, Avila Beach, (AGCH) (Elevation 255 feet) Type: Sig: AGCH

The above form the outer limits of the large group of tanks and buildings, refinery, etc. at the Union Oil Co. of California, are visible from all directions and should be charted. Note that South Tank is actually the West Tank and West Tank is actually the South Tank.

Bird Rock, 1935.

White Rock, 1935.

Avila Rock, 1935.

These rocks are visible from all directions and should be charted.

Avila Dock, 1935

This dock, elevation 16 feet, is about 500 meters long and should be charted.

Oil Pier, 1935.

This pier, elevation 12 feet, is about 900 meters long with large platform at the offshore end, a narrow gage railroad leading to it, is visible from all directions and should be charted.

Chimney on house near Avila, 1935.

This house about 40 meters by 50 meters, elevation 419 feet, assuming the proportions of a castle, constructed of white stucco with red mission tile roof, looks up from every direction and should be charted.
GEOGRAPHIC NAMES
Sheet M.

The following should be removed from the charts:

S. E. Stack.

Oilport (and buildings except as indicated on topo sheet).

Shore Line Road - Avila to Oilport (see topo sheet).

Fossil Point (now Union Oil Pier location).

The following should be added to the charts:

Shell Beach (settlement)

/ Avila

/ San Luis Obispo County Dock

/ E. Stack should be retained on the chart.
LANDMARKS FOR CHARTS


February 28, 1935.

C. W. Swainson,
Chief of Party.

<table>
<thead>
<tr>
<th>Topo Sheet M.</th>
<th>DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD OF DETERMINATION</th>
<th>CHARTS AFFECTED</th>
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<td>D. P. Meters</td>
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<td>BIRD ROCK (7')</td>
<td>35 08</td>
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<td>120 40</td>
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<td>(△ Bird Rock, 1933)</td>
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<td>DOUBLE TANK (Elevated) (△ Double Water Tank, N. Pismo 35 09 1019 120 40 1344)</td>
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<td>OIL TANK (East) (△ S. Tank Avila Beach, 1933)</td>
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<td>OIL TANK (Northeast) (△ Signal &quot;Age&quot;)</td>
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A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
Approved by the Division of Geographic Names, Department of Interior. *
Referred to the Division of Geographic Names, Department of Interior. R
Under investigation. Q

<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>
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REVIEW OF TOPOGRAPHIC SURVEY No. 6285

Title (Par. 56) Shell Beach to San Luis Obispo Creek, California

Chief of Party O.W. Swaim Surveyed by H. Clarke Inked by H. Clarke

Ship Pioneer Instructions dated Nov. 18, 1832 Surveyed in Sept. 1834

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

2. The character and scope of the survey satisfy the instructions.

3. The control and closures of traverses were adequate. (Par. 12, 29.)

4. The amount of vertical control that the Manual specifies for -contours-formlines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.) Contours from previous survey 1831 (1877) used. Several check elevations taken.

5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.)

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) None submitted.

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.)

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.)

See reverse side.

10. The span, draw and clearance of bridges are shown. (Par. 16c.)

11. Locations and elevations of summits are given. (Par. 19, 51.) Check elevations taken.

12. The tree line was shown on mountains. (Par. 16g.) Not shown.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
Paragraph 9

T1321 (1871-2)

The present survey is in good agreement with 51321 except for one rock wash at Lat. 45° 16' 8'/', Long. 107° 56' 7'/' which was brought forward to T6285. The chart of the shoreline and rocks check very closely. Survey T1321 used the bare rock symbol where the rock awash symbol should have been used. There is much more detail back of the H.W. line on T6285 than on T1321. Other changes in changeable areas are noted in the Descriptive Report. Survey T6285 supersedes T1321 in part.

Chart 5386

The chart was evidently taken from T1321. Changes are noted under T1321 above.
REVIEW OF TOPOGRAPHIC SURVEY No. 6285

13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of DEs and DPs, 68.) 11 cards submitted.

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.)

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) No evidence of having checked declination.
Declination at Aumen 3° East of that at A South. Evidently local attraction of Amin

18. The geographic datum of the sheet is N. A. 1927(Adjusted) and the reference station is correctly noted. (Par. 34.)

19. Junctions with contemporary surveys are adequate.

   Joins T 6286 on the North and T 6274 on the South

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.)

21. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.)

22. No additional surveying is recommended.

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by

24. Remarks:

Reviewed in office by Chas. R. Bush J. May 29, 1936.

Examined and approved:

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

* Fred. L. Peacock
  Chief, Section of Field Work

* L. D. Lobdell
  Chief, Division of Charts

* Chief, Division of Hyd. and Top.