

6815a&b

U. S. COAST & GEODETIC SURVEY
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Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
L. O. Colbert, Director

State: California

DESCRIPTIVE REPORT

Topographic } Sheet No. "U-a"
Hydrographic } "U-b"

LOCALITY

10 Miles North of Eureka
Eureka and vicinity

1939

CHIEF OF PARTY

E. W. Eickelberg

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. "U-a"

REGISTER NO. T6815a

State California

General locality Eureka

Locality 10 Miles North of Eureka

Scale 1 : 20,000 Date of survey December, 19 39

Vessel GUIDE

Chief of Party E. W. Rickelberg

Surveyed by C. A. Schoene

Inked by C. A. Schoene

Heights in feet above to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated September 29, 19 39

Remarks:

DESCRIPTIVE REPORT
To accompany
TOPOGRAPHIC SHEET FIELD NO. "U-a"

DATE OF INSTRUCTIONS: September 29, 1939.

PROJECT: H.T. 238.

PURPOSE OF SURVEY: To locate signals for hydrographic work in the vicinity.

LIMITS: This sheet covers the area along the California Coast from Mad River to Trinidad Head or from Latitude 40 - 55 to Latitude 41 - 03.

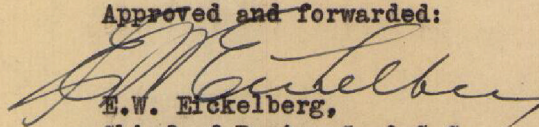
GENERAL DESCRIPTION OF COAST: The beach is sandy from Mad River to a point about 2 miles south of Trinidad Head and then rocky from there north. There are high bluffs behind the beach and higher hills covered with timber in the back ground to the east. White signals on the bluffs show up well against the green background of the timber-covered hills.

METHODS: Standard topographic methods of traverse, intersections, and three-point fixes were used on this sheet. There were no closed traverses on this sheet.

Respectfully submitted,

Charles A. Schoene,
Aid, C. & G. Survey.

Approved and forwarded:


E.W. Eickelberg,
Chief of Party, C. & G.S.,
Commanding Ship "GUIDE".

*Inspected, no review necessary.
Harold W. Munnay 4/16/41*

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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. "U-b"

REGISTER NO. T6815b

State California

General locality Eureka

Locality Eureka

Scale 1 : 20,000 Date of survey December, 1939

Vessel GUIDE

Chief of Party E. W. Rickelberg

Surveyed by C. A. Schoene

Inked by C. A. Schoene

Heights in feet above - - - - - to ground to tops of trees

Contour, Approximate contour, Form line interval - - - feet

Instructions dated September 29, 1939

Remarks:

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEET FIELD NO. "U-b"

DATE OF INSTRUCTIONS: September 29, 1939.

PROJECT: H.T. 238

PURPOSE OF SURVEY: To locate signals for hydrographic work in the vicinity and landmarks for charts.

*Chart Letter
162 (1941)*

Also to check the positions of various triangulation intersection stations in the vicinity of Eureka.

LIMITS: This sheet covers the city of Eureka and the outside coast from the entrance to Humboldt Bay to the north end of Humboldt Bay or from Latitude 40 - 46 to Latitude 40-53.

GENERAL DESCRIPTION OF COAST: The beach is all sandy with low dunes extending inshore. Some of the dunes are covered with scrub trees and bushes. The hills begin several miles back from the beach and make it difficult to identify signals along the coast.

METHODS: Standard topographic methods of traverse, intersections, and three-point fixes were used on this sheet.

There were no closed traverses on this sheet. The signals on this sheet were located by the intersection of at least three cuts from triangulation stations or good planetable positions.

The steel hull of a wreck at Latitude 40 - 48.8 & Longitude 124 - 11.9 was relocated to use as a hydrographic signal. The two wrecks shown at Latitude 40 - 49 are not important as they are between the high and low water lines.

The positions of the following triangulation intersection stations were checked by cuts and found to be all right within the limits of topographic precision: "SAMOA TALL-EST LONE TANK", "CARSONS RESIDENCE TOWER", "CATHOLIC CHURCH SPIRE", "BAYSIDE MILL CONCRETE CHIMNEY".

φ 40° 48', λ 124° 11'
"BAYSIDE MILL CONCRETE CHIMNEY" is now the shorter of two concrete stacks close together. The taller stack was built after the short stack was located; it was located by cuts. Triangulation station "NORTH BUCKSPORT, WHARF TANK, 1919" is lost. This tank was near the present location of a flat-topped wooden tank at the Holmes-Eureka Lumber Co. plant at Bucksport, and was taken down several years ago. The stack and tank at the Dolbeer & Carson Lumber Co. Plant are near the location of "HAUGHEYS MILL TANK 1919" which is lost.

Respectfully submitted,

Charles A. Schoene,
Aid, C. & G. Survey.

Forwarded and Approved:

E. W. Eickelberg
E.W. Eickelberg,
Chief of Party, C. & G.S.
Commanding Ship "GUIDE".

*Inspected. No review necessary.
Harold W. Murray 4/16/41*

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
~~PHOTOSTATIC~~

~~No. 1000~~

No. T **T6815** a & b

Graphic Control

received Mar. 28, 1941
registered Apr. 29, 1941
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

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82	T. B. Reed
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✓ *TBR*