

4847

Rec'd June 13, 1934

U.S. COAST & GEODETIC SURVEY
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JUN 18 1934

Form 504
Ed. June, 1923

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R. S. Patton, Director

Acc. No.

State: California

DESCRIPTIVE REPORT

Topographic
~~Hydrographic~~

Sheet No. F 4847

LOCALITY

Santa Barbara Channel

San Buenaventura to Seacliff

19.33

CHIEF OF PARTY

Charles K. Green

U. S. GOVERNMENT PRINTING OFFICE: 1920

4847

Applied to drawing of Chart 5202 - Mar 1936 R.M.J.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

U. S. COAST & GEODETIC SURVEY
LIBRARY AND ARCHIVES

JUN 13 1934

Acc. No.

REG. NO.

4847

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 FREGISTER NO. 4847State CaliforniaGeneral locality Santa Barbara ChannelLocality San Buenaventura to SeacliffScale 1-10,000 Date of survey Feb-Mar., 1933Vessel Shore PartyChief of Party Chas K. GreenSurveyed by Harry T. KelshInked by Harry T. KelshHeights in feet above H.W. to ground ~~to tops of trees~~Contour Approximate contour Form line interval 50 feetInstructions dated October 31, 1932, 19

Remarks:

Descriptive Report
to accompany
Topographic Sheet 'F'
Santa Barbara Channel
California

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 M) area show at extreme minus ($-1\frac{1}{2}$ 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 Rap, 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 $1\frac{1}{2}$ miles and no adjustment was necessary.

GEOGRAPHIC NAMES

No changes.

(2)

Desc. report to acc sheet 'F'

CHANGES IN SHORLINE

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,

Harry T. Rehr

Chas. K. Green
Chief of Party #10

Applied to compilation of new Chart No 5006
Aug. Sept. 1934

J.F.

PLANE TABLE POSITIONS TO ACCOMPANY SHEET "F".

Object and Description	Latitude	D.M.	Longitude	D.P.	Height	Remarks.
MID-bridge	34-16	1273	119-18	1087		Center of R.R. bridge.
NER-tripod	34-16	1652	119-19	75		
TEL-pole	34-16	1807	119-19	182		
HAR-sign	34-17	326	119-19	843		Outer end large sign.
BOL-signal	34-17	617	119- 19	1438		R.R. block signal.
AIR-sign	34-17	609	119-19	1498		Arrow sign.
RUN-banner	34-17	839	119-20	288		
RAP-sign	34-17	1095	119-20	439		Black sign.
*POD-tripod	34-17	1597	119-20	728	126 ft.	
BET-ww	34-18	530	119-20	1385		East end of seawall.
WES-ww	34-18	872	119-21	191		West end of seawall.
PIL-pillar	34-18	1003	119-21	374		Outer stone pillar of sign.
Con-trap	34-19	309	119-21	1448		Oil trap at Continental Oil Co., refinery.
Lid-pole	34-19	178	119-22	0		
RIK-derrick	34-19	1140	119-22	117	940 Ft.	Derrick on hill-top.
FAR-chimney	34-19	725	119-22	1348		Green chimney on square house.
WIN-windmill	34-19	186	119-23	256		
SIN-sign	34-19	280	119-23	628		Outer end of sign.
TRI-tripod	34-19	1410	119-23	1133	194 ft.	
GON-ww	34-19	1735	119-24	105		East end of seawall.
BLOCK-signal	34-19	1838	119-24	203		R.R. block signal.

* Second station at 119-24.

PLANE TABLE POSITIONS TO ACCOMPANY SHEET "F".

Object and Description	Latitude D. M.	Longitude D. P.	Height	Remarks.
BAR-barn	34-20	77	119-24 83	South gable of unpainted gray barn.
PIP-pipe	34-20	26	119-24 317	Black pipe 5 ft. high.
DEN-ww	34-20	432	119-24 821	West end of seawall.
PAR-banner	34-20	518	119-24 1033	On post at edge of County Park.
NAT-tank	34-19	815	119-22 155	Red tank on side hill.
SIG-sign	34-19	513	119-22 786	Middle of V-shaped sign.

See description on page 534.

JUN 13 1934

Acc. No. _____

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 HAR 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 POD 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.

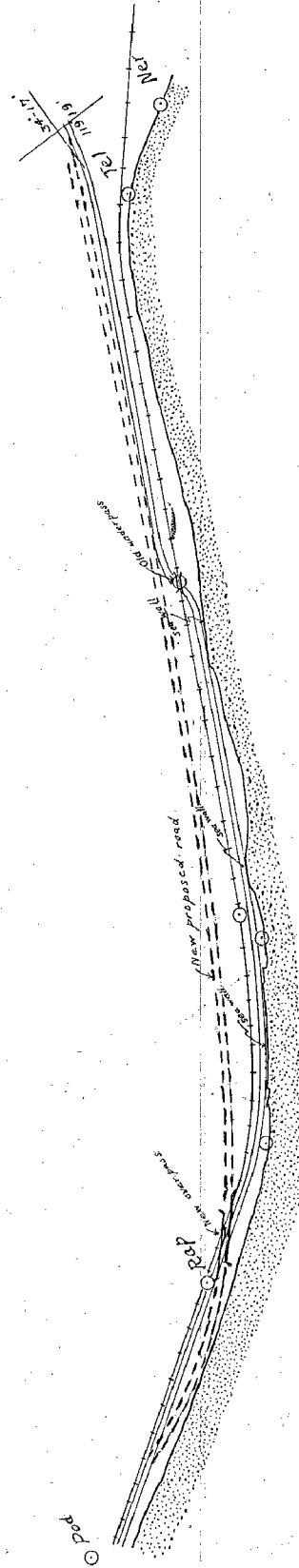
Chas. K. Green
Chas. K. Green,
Chief of Party #10.

*Applied to compilation of new chart No-5006
Aug. Sept. 1934.*

J.F.

Tracing of highway under construction
 To accompany Sheet F-7-4847
 Party No. 10

Dashed line shows new location of Coast highway now
 (May 1934) 50 percent complete. This location should be
 used in place of location as per topo sheet



Date. April 11, 1935

Survey No. 124847

Chart No. 5202

California

Diagram No. 5202-2

Approved by the Division of Geographic Names, Department of Interior. ✕

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

[illegible]

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)

Plane Table Survey

Cloth Mounted

Chief of Party - C. K. Green.

Surveyed and Inked by - H. T. Kelsh.

1. Condition of Records.

The Descriptive Report is clear and comprehensive and satisfactorily covers all matters of importance. A tracing showing a proposed highway was submitted. 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.

4. Comparison with Prior Surveys.

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. $37^{\circ}18.5'$, long. $119^{\circ}21.5'$ were not located 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) " "


8. Reviewed by - A. F. Jankowski, January 31, 1935.

Examined and approved:


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



Chief, Division of Charts.



Chief, Section of Field Work.



Chief, Division of H. & T.