

4874

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Form 504
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. "C" 4874.
Hydrographic }

State California

LOCALITY

Southern California Coast,

Rockland Landing to Dolan Rock.

1934

CHIEF OF PARTY

F. H. Hardy.

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 Letter "C"

REGISTER NO. 4874

State California

General locality Southern California Coast

Locality Rockland Landing to Dolan Rock
Lopez Point

Scale 1:10,000 Date of survey September, 19 34

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by G. C. Mast

Inked by G. C. Mast

Heights in feet above MHW to ground ~~to tops of trees~~~~Contours~~ Approximate contour ~~Form line~~ interval 100 feet

Instructions dated May 31, 19 34

Remarks:

GEOGRAPHIC NAMES

Survey No. T-4874.

Chart No. 5302 - 2

Diagram No. 5302-2

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

Under investigation. Q

Names, underlined in red approved Mar 28, '35

Harlow Bacon

[illegible]

DESCRIPTIVE REPORT
to accompany
TOPOGRAPHIC SHEET FIELD NO. C
Coast of California
Project No. HT 184
1934.

AUTHORITY: Authority for the work, was the Director's instructions for Project No. HT 184 to the Commanding Officer of the U.S.C. & G.S.S. GUIDE, dated May 31, 1934.

LIMITS: The northern limit of the sheet is Triangulation Station STUNG (1932), Latitude $36^{\circ} 05.3$, Longitude $121^{\circ} 37$, (and includes the offshore rocks and the contours to the top of the first knolls that could be seen from close to the beach), to Triangulation Station TRIPOD ROCKLAND LANDING (1932). This sheet joins Topographic Sheet "B" at the northern limit and Sheet "D" 1934 at the southern limit.

GENERAL DESCRIPTION: The bluff rises from the high water line to an elevation of from one to three-hundred feet for almost the entire length of the sheet. On part of the sheet the bluff extends to the road. The dirt and rocks that are shoveled out of the road, sliding into the water,

The area between the road and cliff that is not covered by slides is covered by a kind of sage brush and larger bushes for the entire length of the sheet, except for two places. The larger bushes are thorn, crab-apple, scrubby pine and such varieties. The first place that is not covered by bushes is just south of Gamboa Point. The other is around Lopez Point. These two places are covered by grass.

The cliff along the shoreline is mostly dirt with sage brush and weeds growing on parts of it. There are a few sharp rocky points.

The road is more or less a pilot road for the entire length of the sheet. When finished it will be changed considerable,

At the present time there are five power shovels working within the limits of the sheet, and other kinds of road equipment. The engineers in charge figure it will be two years before the road is opened to the public. When the sheet was surveyed the road lacked about 500 meters of being cut through, about one-half mile south of Big Creek.

The mountains are steep and rough and are covered with brush and grass. A few trees are growing in some of the canyons, and there are trees around the tops of a few of the higher mountains.

LANDMARKS: Southeast of Lopez Point there are two rounding rocky points. The first is a mile east of Lopez Point and is a gray colored cliff. The other halfway between Lopez Point and Rockland Landing is a very dark cliff and vertical.

Dolan Rock is 77 feet ^{high} and comes to a triangle shaped point at the top and is covered with bird line. Black Rock is 62 feet high and gives the appearance of being almost square. However, when viewed from an east and west direction it gives the appearance of being two rocks. A picture of the rock accompanies this report. Lopez Rock is 51 feet high and runs in a north and south direction. When viewed from either of these directions it gives the appearance of having only one top. Viewed from the east or west it has three tops with large openings between each of them.

CONTROL: The control was furnished by a scheme of triangulation executed by Charles Pierce in 1932.

SURVEY METHODS: The survey was executed by running a traverse along the road and cutting in the shore line and offshore rocks.

In a good many places the shore line and rocks close inshore could not be seen from the road. In these cases setups were taken on the bluff line, and the shore line and rocks out in. Very little of the shore line areas were rodded in, as it was impossible in most cases for the rodder to get along the beach. Where setups were taken on the bluff line, the party usually had to go back to the road and go down to the next one. It was usually impossible to get around the bluffs.

CLOSING ERRORS: The traverse run from Triangulation Station STUNG (1932) to Triangulation Station GAMBOA POINT DERRICK (1932) was 12 meters too long in distance. The shoreline and rocks were run for only a short distance south of Big Creek. The traverse was run on around the road until the closure was made. It was then adjusted in accordance with the instructions in the Topographic Manual. The rest of the shoreline and rocks was then run in.

There was an error of 20 meters made in the traverse from GAMBOA POINT DERRICK (1932) to LOPEZ ROCK (1932), and part of the traverse was rerun until the error was found and everything checked. Three point fixes were obtained at Lopez Point and there was no closing error between there and LOPEZ ROCK and LOPEZ POINT MAST (1932).

From LOPEZ POINT MAST a traverse was run along the beach to the first rocky point (here we had to go to the road and down on to the beach on the other side). It was impossible to get around the second high rocky cliff. The point had been cut in and the traverse was closed on the cuts.

A traverse was then run from TRIPOD ROCKLAND LANDING (1932) to the high rocky cliff half-way to Lopez Point, and checked by a resection on the last setup before closing on the rocky point with the traverse run from the north.

COMPARISON WITH PREVIOUS SURVEY: The old survey was remarkably accurate. There was no appreciable difference in the location of prominent offshore rocks. There were a few minor changes in rocks close inshore. The first was in Latitude $36^{\circ} 03.3$, Longitude $121^{\circ} 35.5$. These rocks were not shaped

right. This is believed to be due to the fact that the original topographer was not able to get out on them where he could get a good view. At the present time there is a foot log from the shore to the one that has the signal on it. This afforded the topographer a good view.

The next place is in Latitude $36^{\circ} 02'.6$, Longitude $121^{\circ} 35'.1$. Here the present location is a little to the south and west of the old location. However, the bromide gives the appearance of these rocks as being spotted more or less by eye. There was little change in the shoreline. In a few places the shoreline extended to seaward. This is readily seen to be caused by the dirt and rock that were taken out of the road and thrown over the cliff. In some cases this was as much as 20 meters. There is one exception to this. The small rocky point in Latitude $36^{\circ} 00'.9$, Longitude $121^{\circ} 32'.0$ did not extend out far enough. It was out in this time and checked.

The contours that could be seen along the traverse that was run, were carefully checked and one mistake found. The 200 foot contour around Lopez Point was a little out of position.

Building the road changed some of the contours where it went through, and the contours between the bluff line and road were inked.

DISTORTION: There was very little distortion on the sheet at any time in the field. It was measured frequently and at no time exceeded 3 meters to the mile.

STATISTICS:

Shoreline	10.3 Statute Miles
Road	9.5 Statute Miles
Elevations	34

Respectfully submitted,

J. C. Mast
J. C. Mast,
Jr. H & G Engineer,
C. & G. Survey.

Respectfully forwarded,
approved:

F. H. Hardy
F. H. Hardy,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE.



Easterly view of Square Black Rock

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 4874 (1934) FIELD NO. "C"

Rockland Landing to Dolan Rock, S. California Coast, California
Surveyed in September, 1934
Instructions dated May 31, 1934 (GUIDE)

Plane Table Survey.

Cloth Mounted.

Chief of Party - F. H. Hardy.
Surveyed and inked by - G. C. Mast.

1. Condition of Records.

The Descriptive Report is clear and comprehensive and satisfactorily covers all matters of importance.

The records conform to the requirements of the Topographic Manual with the following exceptions:

- a. Scaled one-half meter distances were not laid off for distortion checking although distortion was frequently checked in the field by projection lines (see D. R., page 3).

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-4877 (1934) on the north and with T-4878 (1934) on the south.

4. Comparison with Prior Surveys.

a. 2077 (1891)

A comparison of this survey with the present survey shows good agreement both in high water line and in the contours which were checked and only a few differences were found. These differences were due almost entirely to the new highway which is now built along the coast. The agreement in off-lying rocks is good except for some differences in unimportant rocks near shore which are fully discussed in the Descriptive Report (pages 2 and 3). The agreement in the important off-lying rocks is good except for minor differences in elevations and characteristics, such as rocks awash which were shown as sunken rocks. Also a sunken rock, formerly shown in latitude $36^{\circ} 02.7'$, longitude $121^{\circ} 35.5'$, is not carried forward because of evidence that it does not exist (see Review H-5640 (1934) Par. 7a).

b. T-2090 (1890).

The high water line as shown on this survey is in very good agreement with the present survey with the exception of a slight point which was found to be in error about 40 meters (see D. R. page 3). The contours were found to be well located with the exception of a small error in the 200 foot contour at Lopez Point. The present survey verifies all rocks formerly shown and in addition shows many new sunken rocks.

5. Field Drafting.

The field inking is satisfactory.

6. Additional Field Work Recommended.

No additional Field Work is required.

7. Superseding Old Surveys.

In so far as the topography actually covered on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-2077 (1891) in part

T-2090 (1890) in part

8. Reviewed by - A. F. Jankowski, August 12, 1935.

Examined and approved:

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

K. T. Adams
Acting Chief, Division of Charts.

F. B. Borden
Chief, Section of Field Work.

G. H. Hilde
Chief, Division of H. & T.

Applied to drawing of chart 5302 - Feb. 12, 1936 - J.F.W.