

4877

U. S. COAST & GEODETIC SURVEY  
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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
R. S. PATTON, DIRECTOR

## DESCRIPTIVE REPORT

*Topographic* Sheet No. **B 4877**  
~~Hydrographic~~

State CALIFORNIA

LOCALITY

CALIFORNIA COAST

Rat Creek to Partington Point

193 4

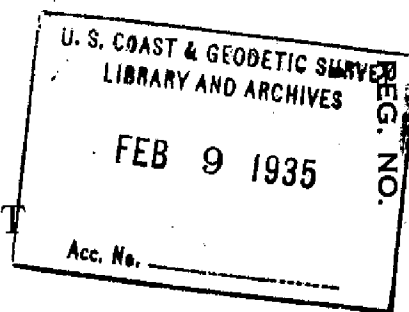
CHIEF OF PARTY

F. H. HARDY

U. S. GOVERNMENT PRINTING OFFICE: 1934

4877

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 No. B

REGISTER NO. 4877

State CALIFORNIA.

General locality California Coast  
~~SOUTH OF POINT SUR~~

Locality Rat Creek to Partington Point  
~~PARTINGTON POINT TO DOBANS CONE ROCK~~

Scale 1:10,000 Date of survey July - August, 1934

Vessel GUIDE

Chief of Party F. H. Hardy

Surveyed by John C. Ellerbe

Inked by John C. Ellerbe

Heights in feet above MHW to ground ~~to ground~~

Contour, ~~Appx 100 ft~~ Form line interval 100 feet

Instructions dated May 31, 1934

Remarks: \_\_\_\_\_

DESCRIPTIVE REPORT  
to accompany  
TOPOGRAPHIC SHEET FIELD No. B  
Coast of California,  
Project No. H.T. 184  
1934

AUTHORITY: Authority for this work was the Director's instructions for Project H. T. 184 to the Commanding Officer of the Ship GUIDE, dated May 31, 1934.

LIMITS: The northern limit of the sheet is triangulation station PARTINGTON POINT (1932), Latitude  $36^{\circ} 10' 34.9''$ , Longitude  $121^{\circ} 41' 50.4''$ . The survey includes the shoreline rocks and the contours as far inshore as could be seen from the coastline. The southern limit is triangulation station STUNG (1932), Latitude  $36^{\circ} 05' 14.1''$ , and Longitude  $121^{\circ} 36' 57.8''$ . This sheet joins topographic sheet, Field No. A, on the north and topographic sheet, Field No. C, on the south.

GENERAL DESCRIPTION: The entire coast line is characterized by an almost sheer bluff from 100 to 200 feet high, behind which is a sharp rise to the coastal range approximately one mile inshore. Between Burns Canyon and Rat Creek, there is a gently rising flat between the top of the bluff and the coast road. Numerous large gulches open along the coast from the mountain valleys, which act as water sheds in the wet season. Dry weather springs empty through many of them and there is a small waterfall at the mouth of McWay Canyon. In spots the bluff line extends as far inshore as the highway, its natural state having been augmented by excess dirt from the road cuts being dumped over the downhill side. Between these spots the steeper hillside is covered with sagebrush, small bushes and poison oak, and the flatter areas with grass which is used for grazing cattle. Above the road practically the entire hillside is brushy until the higher slopes are reached. Here the terrain changes to grazing land. The canyons contain a few large trees, usually redwood, in their lower reaches, the upper parts shading off to high brush. The slopes are in the main very rough and rocky, and can be traversed with only the greatest difficulty.

Between topographic signals PIN and CAL were found many hot sulphur springs seeping out of the side of the bluff. The largest has been piped and a small bath house rigged up with two bath tubs. This bath is used quite extensively by the people of the vicinity.

Approximately halfway between Partington Creek and McWay Canyon is a small camp, with more or less permanent wooden shacks, used by the California State Highway Commission Engineers. Another highway construction camp, used almost exclusively for convicts, is located at

✓

the mouth of Anderson Canyon. Both of these camps were located, though it is not recommended that they be charted as permanent land marks, since they will probably be wrecked when construction is finished. It is recommended that the camp at Anderson Canyon be charted temporarily.

The coast road runs the entire length of the sheet. Between triangulation station PARTINGTON POINT and Anderson Canyon, the present road is to be relined and bridges or fills constructed across the canyons. It is also proposed to build a bridge over Burns Canyon. South of Anderson Canyon the present condition of the coast road is considered by the highway-engineers to be its final location.

There are no outstanding natural features along the entire length of the sheet.

From the sea when making landfall the country would appear as brown hills rising abruptly from the coast line to the coastal range, one or two miles inshore, and cut in many places by deep gorges extending all the way back to the range, and a few yellow bluffs below the highway where excess cut dirt was dumped over the side. It would be difficult to pick out any particular landmark with the exception of the series of highway bridges along the southern half of the sheet and the Anderson Canyon Prison Construction Camp, which is not permanent.

**LANDMARKS:** Anderson Canyon Bridge, 135 meters long, is a wood and concrete structure, 180 feet above M H W, and can be plainly seen from all directions. Situated directly inshore from the State Highway Prison Camp.

Buck Canyon Bridge, 100 meters long, is a wooden structure about 300 feet above M H W, and can be plainly seen from all directions.

Hot Springs Canyon Bridge, 130 meters long, was under construction when this survey was made. It was being built of wood with a concrete roadway and can be seen from all directions.

Lime Creek Bridge, 60 meters long, is an all wood structure about 400 feet above M H W, and is plainly seen from the south. It is cut off from the north by the brow of the hill on the north side.

Dolan Canyon Bridge is an all steel structure 150 meters long and about 320 feet above M H W. It was under construction when this survey was being made. When it is finished it will be in plain sight from all directions.

It is recommended that all these bridges be charted as land marks.

CHARTED GEOGRAPHICAL NAMES: PARTINGTON POINT;- A grayish steep bluff rising to a sharp point 390 feet high, is not very readily seen a great distance offshore, but is easily discernable by those vessels which hug the coast line fairly closely. Navigators may be assisted in locating this point by the fact that there is a deep gorge (Partington Creek) on the south side of the hill, and just south of that is a narrow inlet formerly used as a landing.

PARTINGTON LANDING;- Situated in the first inlet to the southeast of the mouth of Partington Creek. Four distinct names were found for this feature. According to general local usage the above name is correct. Chart 5302 gives Sea View Landing; the Coast Pilot, Pacific Coast, gives Partington or Sea View Landing and the topographer who surveyed the area in 1894, (Coast and Geodetic Survey), gives Partington's Sea View Landing. Inquiry in the vicinity seems to indicate that the only name locally used at present is Partington Landing and if this feature is continued on the chart this name is recommended.

However, it is further recommended that this feature be deleted from the chart and Coast Pilot for purposes other than as an aid to locating Partington Point, since all that remains of the landing is a badly damaged dock and a few rusty mooring rings in the side of the nearby cliffs. It is not used for any purpose at present. In the past tan-bark was brought down from the mountains inland and loaded on vessels here. The old road and tunnel through the cliff back of the dock still remain, though the road is partially overgrown. A foot trail leads down to the old road from the highway up above.

ANDERSON LANDING;- The landing is abandoned at the present time though the old cable and car remain and are used by local fishermen to reach the large rock offshore. This feature is practically indistinguishable offshore and it is recommended that it be deleted from the chart and Coast Pilot.

SLATE ROCK;- An 18 foot slate colored rock, not readily seen for any distance offshore, but valuable for close inshore navigation.

LITTLE SLATE ROCK;- A small rock awash, bareing 4 feet at M L L W, can only be seen from fairly close by.

CONTROL; The control for this sheet was furnished by a scheme of triangulation executed by C. Pierce in 1932.

SURVEY METHODS: In order to furnish the hydrographic party with the locations of topographic signals, the shore line was run in before the road and contours. A transverse was started at triangulation station PARTINGTON POINT and run along the road to triangulation station MCWAY,

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cutting in the shoreline and signals. It was impossible to rod in the shoreline due to inability of the rodmen to get along the beach. A second traverse was begun at triangulation station MCWAY and run along the edge of the bluff, cutting in the shoreline and rocks. This traverse was closed on triangulation station SPRING. A third traverse was started at this point, running along the top of the bluff as far as topographic signal PIN, where it was possible to run along the top of the rocks at high water line. This traverse was closed on a stake previously set about 50 meters north of triangulation station STUNG, it being impossible to see the station from the beach. Frequent resections and checks on orientation were taken while running these traverses. The road was run in and elevations inshore taken on a traverse begun at triangulation station MCWAY, checking in on triangulation station SPRING, continuing south to triangulation station RAT, and thence to triangulation station STUNG. To run in the road between triangulation stations MCWAY and PARTINGTON POINT, the original traverse was reoccupied, starting at MCWAY and running north. The greatest care was taken to check on triangulation stations when possible.

CLOSING ERRORS: Closing errors well within the limits specified were gotten in this survey. The first traverse from PARTINGTON to MCWAY closed flat on the latter station. The traverse from MCWAY south closed in two meters on SPRING. In running along the beach south of SPRING it was impossible to close on RAT, since that station could not be seen from the beach, therefore, no check other than resection and several three point fixes were obtained until the end of the traverse was reached at the stake set at STUNG. However, this traverse, approximately three miles long, closed in 6 meters. The traverse run along the road from MCWAY south closed in 6 meters on SPRING, on RAT flat, and on STUNG flat. In re-occupying the traverse between MCWAY and PARTINGTON POINT the traverse was checked, and a flat closure obtained on the latter station.

All necessary adjustments of traverse were made according to instructions in the Topographic Manual.

COMPARISONS WITH PREVIOUS SURVEYS: The 1891 survey was checked and found to be decidedly out. In places, the cliff line was taken as the high water line, while in others it is impossible to say how the shoreline was located. The high water line was found to be off as much as 60 meters, and the rocks apparently were, in the main, merely sketched in by eye. Many of the latter were out of position or the wrong shape and size, and a number of the important offshore rocks were not located. Rocks awash were shown as above high water and as sunken rocks, and the smaller inshore rocks were, in the main, disregarded altogether.

In the new survey particular care was taken to locate accurately, by means of three or more cuts, all important rocks, then the relatively unimportant ones in between were sketched in. All discrepancies with the old work (which was transferred to this sheet by means of common points) were checked thoroughly, and the present location of shoreline and rocks may be taken as correct. It is possible that poor control could be responsible for many of the errors encountered in the old survey, tho it appears that much more attention was paid to contours than to the shoreline

and rocks. Since it is impossible to enumerate all changes occurring, a tracing of the old survey is attached to this sheet, with appropriate notes made thereon.

The contours were found fairly accurate in the main, tho several changes were necessary. The 1000 foot contour just north of Buck Canyon was moved approximately 500 meters, and the stream line of McWay Canyon slightly. The construction of the coastal highway necessarily changed a number of the contours along its right of way. Practically all changes in elevation seemed to show the country slightly higher than the old survey indicated. All changes of contour lines are shown on the sheet in red ink.

#### LIST OF NAMES:

PARTINGTON CREEK - The local name for the first creek south of Partington Point. This name also appears on the U. S. Geological Survey Quadrangle map of that vicinity. Partington Ranch is located on the high slopes above the creek on the north side. This name is well established and is recommended for official adoption.

MCWAY CANYON - This name is well established locally, and appears on the U. S. Geological Survey Quadrangle map of that vicinity. A state highway name sign stands along the coast highway where it crossed the canyon. The name is recommended for official adoption.

BURNS CANYON - This name, derived from the surname of the owner of the land on the ridges above, is well established locally. It is used on the State Highway surveys of that vicinity. It is recommended for official adoption.

BUCK CANYON - So named because it was at one time the bedding ground of a large buck deer. The name is well established locally, is used by the State Highway engineers, and is recommended for official adoption.

HOT SPRINGS CANYON - So named because of the numerous hot sulphur springs in the vicinity. The name is well established locally and appears on the U. S. Geological Survey Quadrangle map of that vicinity. It is also used on the State Highway road maps. On chart 5302, the name appears as Hot Spring Canyon. However, the former seems, by common usage, to be correct, and it is recommended that it be changed.

LIME CREEK - This name originated by reason of the sulphur springs situated around the mouth of the canyon, which were misinterpreted as hot lime springs. The name, however, altho erroneous in its origin, has become well established locally. It is used on the U. S. Geological Survey Quadrangle maps of this vicinity, and by the California State Highway Department. It is recommended that it be officially adopted.

DOLAN CANYON - This canyon is named for the owner of the land on the slopes above. The name is well established locally, appears on the U. S. Geological Survey Quadrangle maps of the vicinity, and by

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the State Highway Department. It is recommended that it be officially adopted.

RAT CREEK - This name is well established locally, is used by the State Highway engineers, and appears on the U. S. Geological Survey Quadrangle maps of this vicinity. It is recommended for official adoption.

ANCHORAGE: No anchorages were observed on this sheet.

PHOTOGRAPHS: Pictures showing the general characteristics of the coast line are attached to this sheet and report.

DISTORTION: The sheet was checked at least once daily in the field, and never more than 3 meters to the mile distortion was observed.

MAGNETIC DECLINATIONS: Magnetic observations for declination were made with the compass declinometer and declinator at triangulation stations MCWAY and RAT. Results of declinometer observations are included in a separate report on magnetics.

DATUM: North American, 1927 datum, adjusted, was used on this survey.

STATISTICS:

Shoreline	14.6 Statute miles		
Roads	11.3	"	"
Elevations	233	"	"

Respectfully submitted:

*John C. Ellerbe*  
John C. Ellerbe,  
Aid, C. & G. Survey

Approved and forwarded:

*F. H. Hardy*

F. H. Hardy,  
Captain, C. & G. Survey,  
Chief of Party, Cmdg. Ship GUIDE.



# LIST OF RECOVERABLE PLANE-TABLE POSITIONS.

3	MAY	36 - 09 -	791.5 (1057.8)	121 - 40 -	477.7 (1022.2)	100'	no mark
	AUG	36 - 08 -	1790.3 ( 59.0)	121 - 39 -	1392.8 <sup>9</sup> ( 107.0)	41'	no mark
	SEPT	36 - 08 -	1671.5 ( 177.8)	121 - 39 -	1153.5 ( 346.4)	36'	no mark
	SAG	36 - 08 -	48.8 (1800.5)	121 - 38 -	1448.3 ( 51.9)	19'	no mark
	PIN	36 - 07 -	694.1 (1155.2)	121 - 38 -	273.8 (1226.8)	35'	no mark

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

## LANDMARKS FOR CHARTS

Oakland, CaliforniaJanuary 10, 1935

DIRECTOR, U. S. COAST AND GEODETIC SURVEY:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

F. H. Hardy

Chief of Party.

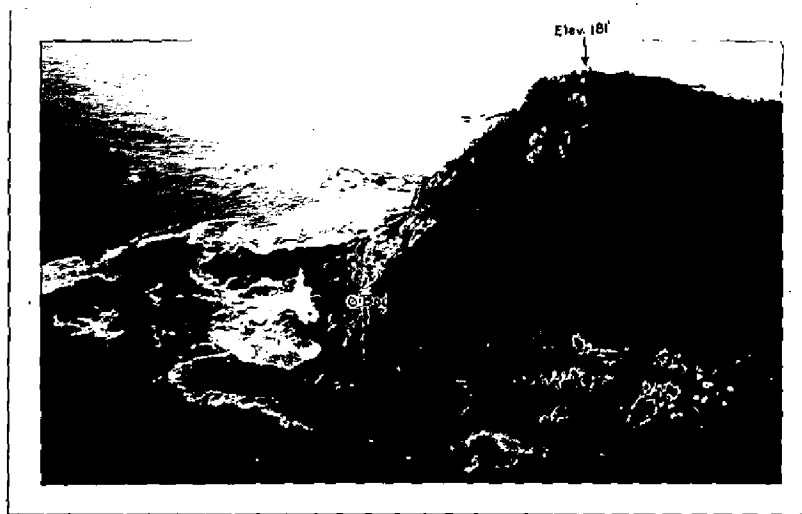
Chief of Party.

DESCRIPTION	POSITION						METHOD OF DETERMINATION	CHARTS AFFECTED	
	LATITUDE			LONGITUDE					DATUM
	°	'	D.M. METERS	°	'	D.P. METERS			
* BRIDGE, Anderson Canyon, north end	36	09	462	121	39	1428	NA 1927 adj.	Plane-table 5302 ✓	
* BRIDGE, Buck Canyon, north end	36	08	269	121	38	1170	" "	" ✓	
* BRIDGE, Hot Springs Canyon, north end	36	07	1027	121	38	404	" "	" ✓	
* BRIDGE, Lime Creek, north end	36	07	427	121	37	1150	" "	" ✓	
* BRIDGE, Dolan Canyon, north end	36	06	788	121	37	557	" "	" ✓	
PRISON CAMP, Calif. State Hwy. Dept., center	36	09	415	121	39	1458	" "	" ✓	
It is certified that the positions of the above features have been checked by plotting back to the survey from which they were taken.									
							John C. Ellerbe, Aid.		
</									

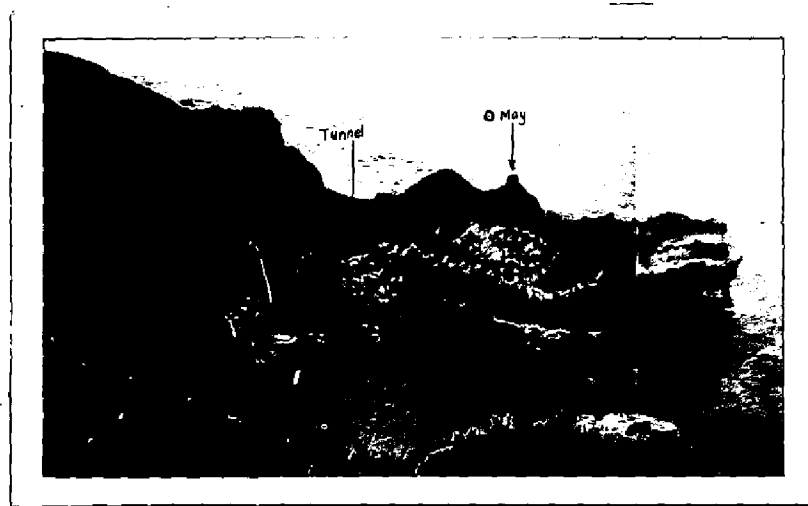
A list of objects carefully selected because of their value as landmarks as determined from seaward, together with individual descriptions, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report.

The selection, determination, and description of these points are an important factor in the value of the chart. Landmarks selected at appropriate intervals can be clearly charted. However, when none is outstanding, a group of two or three objects may by their interrelationship provide positive identification. A group so selected should be indicated.

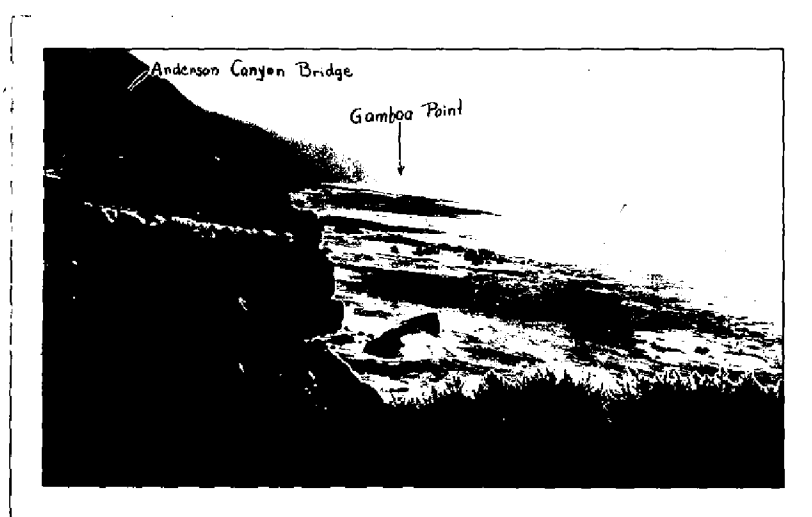
The description of each object should be short, but such as will clearly identify it; for example, a standpipe, elevated tank, gas tank, church spire, tall stack, red chimney, radio mast, etc. Assign numerals to landmarks to indicate: (1) Offshore, (2) inshore, (3) harbor, 1, 2, 3 would be a mark useful on all charts. Generally, flagstaffs and like objects are not sufficiently permanent to chart.



Partington Landing - now abandoned. Note the old road from the dock along the edge of the cliff to the tunnel entrance on the right hand side of the photo. Taken from the Coast Highway above and to the southward of the landing.



The mouth of McWay Canyon, with the only noticeable waterfall in the vicinity. Taken from the Coastal Highway above and to the northward of the canyon mouth.



Showing the Anderson Canyon Prison Camp and the general characteristics of the coast southward. Gamboa Point is in the distance. Taken from  $\Delta$  McWay, looking southward.

To: H.M. Strong  
From C.F.M.

Survey No. T 4877

Date. Feb. 16, 1935

GEOGRAPHIC NAMES  
CALIFORNIA

Chart No. 5302

Diagram No. 5302-2

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

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

Under investigation. Q Names underlined in red approved Mar 26, 1935  
Harlow Bacon

[illegible]

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 4877 (1934) FIELD LETTER "B"

Rat Creek to Partington Point, California  
Surveyed July - August 1934  
Instructions dated May 31, 1934 (GUIDE)

Plane Table Survey.

Cloth Mounted.

Chief of Party - F. H. Hardy.  
Surveyed and Inked by - J. C. Ellerbe.

1. Condition of Records.

The Descriptive Report is clear and very 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 along the edges of the sheet for distortion measurement. Distortion was checked, however, by means of the projection lines (see D. R. page 5).

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junctions were made with T-4874 (1934) on the south and with T-4876 (1934) on the north.

4. Comparison with Prior Surveys.

- a. T-2077 (1891) - T-2078 (1891).

A comparison of these surveys with the present survey shows that differences which were found are as represented in the Descriptive Report (page 4). Contours check very closely except for a few differences which are corrected on the present survey in red. The shoreline was found to be in error as much as 60 meters in several places due probably to surveying along the bluff tops at the time of the old survey. Many of the rocks were found to have been out of position but it is not necessary to treat any individually because the differences are not radical and because the tracing which was furnished by the field party gives an excellent picture of differences and errors which were found. The present survey shows great care and thoroughness and is considered correct as sent in from the field. There are no rocks which require carrying forward to the present survey.

5. Field Drafting.

The field inking is good.

6. Additional Field Work Recommended.

No additional field work is required.

7. Superseding Old Surveys.

Insofar 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-2078 (1891) " "

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

. Examined and approved:

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

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

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

*G. H. Hude*  
Chief, Division of H. & T.

*applied to drawing of Chart 5302 - Feb 11, 1936 - J.W.*  
*" " " " 5402 - Feb 25, 1936 R.M. J.*