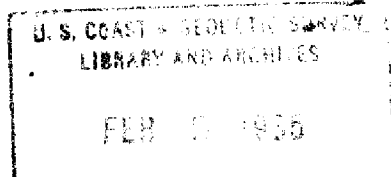


4878



Form 501
Rev. Dec. 1933
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
R. S. PATTON, DIRECTOR

DESCRIPTIVE REPORT

Topographic } Sheet No. 1
Hydrographic }

State California

LOCALITY

California Coast

Plaskett Rock to Rockland Landing

193

CHIEF OF PARTY

4878

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 DREGISTER NO. **4878**State CALIFORNIAGeneral locality CALIFORNIA COASTLocality Plaskett Rock to Rockland Landing
~~SOUTH OF LOPEZ POINT~~Scale 1-10,000 Date of survey JULY, 19 34Vessel U.S.C. & G.S.S. GUIDEChief of Party F. H. HARDYSurveyed by IRA R. RUBOTTOMInked by IRA R. RUBOTTOMHeights in feet above M.H.W. to ground *****~~Contour~~ Approximate contour ~~Form line~~ interval 100 feetInstructions dated APRIL 4 (May 31, 1935), 19 32Remarks CONTINUATION OF WORK UNDER INSTRUCTIONS TOFRED L. PEACOCK

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET FIELD NO. D

COAST OF CALIFORNIA

U.S.C.S.S. GUIDE

PROJECT H.T. NO. 184

1934

INSTRUCTIONS:

Instructions for the topography on this sheet are under date of April 4, 1932., and May 31, 1934.

LIMITS:

This sheet consists of a re-survey of the area adjacent to the shoreline from Plaskett Rock, (Lat. 35-55.2N) to Rockland landing, (Lat. 36-00.6 N). This sheet is bordered on the north by sheet "C", and on the south by sheet "E".

ORGANIZATION OF PARTY:

The personnel on the survey of this sheet consisted of one officer and three men, using Coast Survey truck no. 212 for transportation. The base of operations was at Cambria, California, and the average distance from this base was approximately 45 miles. Without complete camping equipment, Cambria was the closest place accommodations could be obtained for the party.

GENERAL DESCRIPTIONS OF THE COAST:

The majority of the shoreline on the sheet is of a jagged, rocky formation, with an abrupt bluff adjacent to the water-line. On the southern half of the sheet, this bluff ranges in height from 50 to 100 feet, and the inshore area of this bluff, slopes upwards gradually for a varying distance of approximately one quarter of a mile, where it begins to ascend more abruptly to the

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tops of rolling hills. This comparatively level area, back of the bluff line, is dotted by many outcrops of rock in cultivated fields and the prominent ~~points~~^{ones} have been located. Mansfield cone, the most prominent of these, is the highest, and on top of it is a triangulation station by the same name. As we proceed north on the sheet, the bluff line becomes generally higher, reaching a height of over 200 feet in places. Rolling hills extend closer to this bluff line, until near the northern end of the sheet, the hills extend up from the beach. For a distance of approximately one and one half miles south of Rockland Landing, the new coastal highway is cut in the side of a steep hill, leaving an almost sheer bluff, both above and below the highway. The top of the bluff line on the entire sheet has been rod-ded in, except that above the road, which was sketched in.

There are numerous offlying rocks, rocks awash, and breakers on the entire area covered by this sheet.

LAND MARKS:

There are a few farm houses on the southern end of the sheet that are more or less permanent,^{which} are visible from offshore and are valuable as Aids to Navigations, but it is not thought that any of these are prominent enough to be classed as Landmarks. The two clusters of houses at Kirk Creek and Wild Cattle Creek are Construction Camps. The group at Kirk Creek, consists of frail cabins that will probably be removed or destroyed within a year. The conventional symbol for ruins has been used on the sheet for this reason.

Rockland White Chimney- On the north end of the sheet there is a prominent stone chimney on a hill about 650 feet high, which is an excellent landmark and should be charted as such. It is triangulation station "ROCKLAND LANDING WHITE CHIMNEY"(1932). It is a lone

chimney, of a sturdy stone construction, approximately 50 feet high. The house that was originally around it has burned and the chimney stands well exposed to seaward.

Mansfield Cone- This is a lone conical shaped rock, approximately 100 feet high and 40 to 50 feet higher than the surrounding land level at the shoreline. It is very prominent from a north and south direction. It does not stand out boldly to seaward for more than about one mile. However during the 1933 season, a large amount of whitewash was placed on top of the cone, and it was used as a hydrographic signal for a distance of eight or ten miles offshore. During the 1954 season it was still distinctly white and was visible for several miles offshore. It is thought to be of sufficient value as an aid to navigation to be charted.

Plasskett Rock- This is a large light colored rock that stands out boldly about 300 meters offshore. It is a few feet higher than the bluff line in the immediate vicinity inshore. It makes an excellent landmark for steamers passing comparatively ^{well} inshore.

SURVEY METHODS:

Only standard survey methods were used, and set-up positions were determined by traverse. On the southern half of the sheet it was nearly always possible to check the position by resection on offlying rocks, located by triangulation, or to inshore triangulation stations on the hills. There were many available for this purpose on the sheet, because the original observing signals were still standing, although the stations were never actually visited.

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On the northern half of the sheet it was necessary to run straight traverses throughout. The closing error from station WILD to station KIRK, a distance of one and one half miles, was five meters. The error from KIRK to ROCKLAND LANDING (tripod), a distance of two miles, was six meters. These errors were not considered excessive, and were corrected in the usual manner.

Proceeding southward from station WILD, it was possible to obtain checks as explained above, and the closing error on station MANSFIELD CONE was negligible.

From MANSFIELD CONE southward to PLASKETT ROCK, numerous checks were available as mentioned above. The traverse was ended on the point east of Plaskett Rock and was checked by the table being set up at a point where Mansfield Cone and Kirk were on range and the distance checked by resection on Plaskett Rock. This closed with the partially checked traverse south from Mansfield Cone, with an error of only two meters.

All features that were not located by rod readings were located by three or more cuts. Seperate traverses were run in surveying the road, except on the north end of the sheet, where only one traverse was run.

All offlying rocks awash and breakers that were visible during the progress of the work, were definately located, and these are enclosed in small dotted circles on the sheet. Also all offshore rocks and those prominent inshore, that are bare at all stages of the tide, were definately located and have their elevations shown on the sheet. The remainder of the less prominent and unimportant inshore rocks were placed on the sheet by inspection.

COMPARISON WITH OLD WORK:

The shoreline, all rocks and the contours were transferred to the sheet from the bromides of the old sheets before the survey was started. A new survey of the shoreline and the rocks checked as close as it was possible to make the transfer with this exception, In nearly all cases where a stretch of beach is found at the foot of the bluff line along the coast, the old survey shows the high water line as being at the base of the cliff. It is not known if this is due to deposits of sand at these points since the old survey was made, or due to the tendency of the Previous Topographer to show the Storm High Water Line as being the High Water Line along stretches of sand beaches of this type.

The prominent rocks and some of the important rocks awash offshore, checked very well with the old work. Very few rocks awash, were located on the old survey, and the smaller rocks inshore were, no doubt, spotted in only by inspection, as many of them were on this survey. However the old survey does not show as many rocks as are actually present along the shoreline. On the new survey, a special effort was made to locate all prominent rocks, all rocks awash offshore and breakers, then to spot in as accurately as possible the remainder and the less important rocks inshore. Tracings of the old sheets, used in transferring, are enclosed for reference with this sheet.

Numerous elevations were taken along the shore bluff line and Coastal Highway, and new contours run up to and including this highway. These agreed very closely with the old contours. However there are numerous changes where the new highway has been cut on an even grade along the side hills. Consequently, up to and including this

road, the contours have been inked as new.

Elevations were taken to as many peaks or definite points on ridges as could be seen from the shoreline. On the northern part of the sheet, these checked very closely with the old positions and elevations. While on the southern part of the sheet, discrepancies of as much as 100 feet or more were found. Where these were found, the contours have been changed slightly and these changes have been inked on the sheet. It would appear that a large amount of time and ~~work~~ ^{effort} was spent on the old contours and they could not be improved upon in the time allotted for the new survey except for the minor changes as mentioned above.

Elevations from the old survey are entered on this sheet in pencil.

GEOGRAPHIC NAMES:

All names used on this sheet are in general use locally and agree ~~and agree~~ with those shown on the U.S. Geological Survey Quadrangle maps of this area, with the exception of MANSFIELD CONE, which is only a triangulation station name and does not seem to have been used as a geographic name on any of the old surveys. But, since this is a prominent, conical outcrop of rock, some 40 or 50 feet higher than the surrounding land, and very prominent from a southeasterly and northwesterly direction, it is considered appropriate to give it the geographical name of Mansfield Cone. This name has been entered in pencil on the sheet.

Rockland Landing-- Chart 5302 shows this as TWIN PEAK COVE, but local residents and highway engineers were not familiar with this name at all. They knew it only as Rockland Landing. It was used as a landing to load vessels with lime from a kiln in Limekiln creek. Remains

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of these facilities are still on the point. Rockland Landing seems to be the accepted local name.

Pacific Valley- This name refers to the low cultivated area between Plaskett^{St.} and Mansfield Cone. This area is known by this name, although it is not a valley in the true sense of the word.

Hare Canyon- Chart 5302 shows the canyon as Redwood Canyon, but according to information gathered from local residents and engineers, the main canyon is known as Limekiln Creek, while the south fork is known as Hare Canyon. These names have been used on this sheet.

CHANGES IN COAST LINE:

No apparent changes could be determined by comparison with the old work, except, along sand beaches where the sand shifts and the high-water line shifts slightly from season to season.

COMPARISON WITH HYDROGRAPHIC SHEET:

A careful comparison with the hydrographic sheet reveals that all rocks and breakers on this sheet were carefully checked by the hydrographic party, when they were sufficiently offshore to be encountered.

A few additional sunken rocks were located by the hydrographic party and will no doubt be covered in the hydrographic report.

STATISTICS:

Statute miles of shoreline	9.2
Statute miles of road	7.5
Area in square statute miles	12.0

No. of recoverable topographic stations recovered and located	8
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Control: *Control for this survey was executed by Lt. Charles Pierce, 1932.
Adjusted North American 1927 Datum.*

Approved
Forstandy
Chief of Party

Respectfully submitted,
Ira R. Rubottom
Ira R. Rubottom.
Jr. H. & G. Engo.

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LIST OF RECOVERABLE TOPOGRAPHIC SIGNALS

to accompany

TOPOGRAPHIC SHEET FIELD D*

1934

HYDRO. NAME	OBJECT AND GENERAL DESCRIPTION	REMARKS
IKE	A large pinnacle rock in the middle of the large bight just N. of Plaskett Rock, at the top of the bluffline. About 40 feet higher than the surrounding land.	High point
GAL	a rock outcrop on the north side of the large bight north of Plaskett Rock. It is 10 or 15 feet higher than the surrounding ground level.	High point
DOE	In the point north of Prewitt Creek, partially detached from the mainland. Marked by a land office mark set in a galvanized pipe.	High point
CAN	High point of a rocky knob, one half mile southeast of Mansfield Conc.	High point
AX	A lone rock back of the bluff line one half mile southeast of Mansfield Cove.	High point
PAU	On the high point of the rocky knob on the immediate north side of the mouth of Mill Creek.	High point
COP	A detached rock 18 feet high, one half mile north of Kirk Creek.	High point
ALL	South east corner of the first retaining wall of stone, along the highway north of Kirk Creek.	S. E. corner

NOTE:

These stations have all been listed on form #524, and submitted with this report.

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

8-10-66 - **Oakland, California**

February 2, 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:

Chief of Party.

[illegible]

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, flagstaves and like objects are not sufficiently permanent to chart.

Diagram No. 5302-2

GEOGRAPHIC NAMES
CALIFORNIA

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

(M-136)

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 4878 (1934) FIELD LETTER "D"

Plaskett Rock to Rockland Landing, California

Surveyed July 1934

Instructions dated April 4, 1932 - May 31, 1934 (GUIDE)

Plane Table Survey.

Cloth Mounted.

Chief of Party - F. H. Hardy.

Surveyed and Inked by - I. R. Rubottom.

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 for distortion measurement.
- b. A sunken rock in latitude $35^{\circ} 56.49'$, longitude $121^{\circ} 28.77'$ was changed to a rock awash because of evidence that it bares at M.L.L.W. (see Review H-5651, Par. 6a(2)).

2. Compliance with Instructions for the Project.

The survey complies with the instructions.

3. Junction with Contemporary Surveys.

Satisfactory junction was made with T-4874 (1934) on the north and with T-4879 (1934) on the south.

4. Comparison with Prior Surveys.

a. T-1896 (1888).

This survey is in good agreement with the present survey in the high water line. Contours and elevations check very satisfactorily with very few exceptions where changes were made in red on the present survey. The agreement in offlying islets and rocks is good except that additional rocks sunken and awash are now shown. A sunken rock formerly shown in latitude $35^{\circ} 55.20'$, longitude $121^{\circ} 28.47'$, is carried forward to the present survey in red.

b. T-2076 (1890), T-2089 (1890), T-2090 (1890).

These surveys are contemporary and join at their limits to include most of the area covered on the present survey. The present survey is considered excellent because of the field

party's practice of transferring former work to the sheet and checking contours, rocks and shoreline on the sheet. In addition to a very good discussion in the Descriptive Report of differences found, tracings with notes regarding each discrepancy were submitted. For that reason it is not necessary to discuss differences here, except that the field party's recommendation regarding a rock awash shown on T-2076 (1890) about 200 meters offshore in latitude $35^{\circ} 59.23'$, longitude $121^{\circ} 29.80'$, is accepted and the rock is not carried forward.

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 included on the present survey is concerned, it supersedes the following surveys for charting purposes:

T-1896 (1888)	in part
T-2076 (1890)	" "
T-2089 (1890)	" "
T-2090 (1890)	" "

8. Reviewed by - A. F. Jankowski, August 14, 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. Hude
Chief, Division of H. & T.

Applied to drawing of Chart 5302 - Feby. 15, 1936 - JFW.