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Diag. Cht. No. 5302-1

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

A. H. Littmann
Superintendent.

State: *Calif*

DESCRIPTIVE REPORT.

Hyd^c Sheet No. *1550^a*

LOCALITY:

*Alert Bank
Off Pt. Sur.*

1910

CHIEF OF PARTY:

Walter C. Dibrell

1550^a

(1)

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COAST AND
GEODETIC SURVEY
FEB 17 1910

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC C. & G. SURVEY,
SHEET NO.....(FIELD NO. "C") ALERT BANK

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REFERRED TO:
Assistant in Charge

CALIFORNIA

SCALE 1 - 40 000

The Superintendents instructions of October 16, 1909 directed (item number one) that Alert Bank, off Point Sur, California, be examined and surveyed. The accompanying sheet shows soundings made in that locality in the course of the execution of those instructions. It is probable that more area has been covered by soundings than was contemplated at the time the instructions were written, but all of the work done is considered very necessary and of great value for the improvement of the chart.

2. Alert Bank does not exist in its charted position. The hundred-fathom curve makes a long reach to westward off Point Sur, its greatest distance from shore being 8 1/2 miles with the Point bearing 95°. This part of the curve is about in the direction of the charted position of Alert Bank. The missing part of the 100 fathom curve in that locality was completely developed and the area between it and the soundings shown along the shore was well covered with soundings.

3. Outside the area of the 100 fathom curve an area about 4 1/4 nautical miles square was explored. It is all deep water, the depth increasing regularly to over 400 fathoms at the outer limits of the work. The 48 fathom sounding of Alert Bank, as charted, is near the center of this area and the sounding nearest to its position as taken from chart # 5400 is 2⁶/₃ fathoms. The curves of depth greater than 100 fathoms follow, as far as developed, the general trend of the hundred fathom curve.

4. Four miles south-west of Point Sur there is what might be called a thirty-fathom bank. It is irregular in outline and the bottom is uneven. The depth however is not much less than thirty fathoms, the least sounding obtained being 26 fathoms. A 24 fathom sounding shown on our charts falls within this area, new soundings taken near it showing 27 fathoms. Extra lines of soundings were run over this bank and it is considered well developed. There is more water between the bank and the shore but off the eastern end the greatest depth appears to be only about 34 or 35 fathoms.

5. The 190 fathom sounding shown on chart # 5400, 7 miles off Kaslers Point in latitude $36^{\circ} - 25' N.$, longitude $122^{\circ} - 04' W.$ appears to be in error. A sounding taken $1/4$ mile east of that position gave 385 fathoms. The trend of the depth curves where developed led me to doubt the correctness of the 190 fathoms, and in running to Monterey from the working ground I took the sounding above mentioned to test it.

6. I also made two other soundings near the outer limits of chart # 5476 northward of the regular development off Point Sur, to fill in a blank space on the chart and to add further information in regard to the position and trend of the depth curves in that locality.

7. This report accompanies the boat sheet, no smooth sheet having been plotted. Chart # 5476, scale 1 -40 000, was used as a boat sheet with extensions of loose pieces of paper to take in that ~~part~~^{part} of the work falling outside the limits of the chart. The positions are well controlled by sextant angles taken to three objects on shore. All soundings are shown on boat sheet in pencil. A projection may be prepared if desired for plotting a smooth sheet, but the chart is considered quite accurate enough. If the work is replotted the boat sheet should ^{be} consulted, as the record may not be

entirely clear as to the part of the objects used. The boat sheet was carefully plotted and it is believed there are no mistakes of material importance, but more accurate work could doubtless be done on a chart that has not been folded and has not been exposed to the weather.

8. Soundings were made with Tanner, Cosmos or Sigsbee machines, stopping for each cast. Incidental checks obtained indicate that the measurement of depths is quite accurate.

9. One cast of 50 fathoms surrounded by deeper water was obtained near the margin of the chart. The spot was afterward examined and nothing less than 62 fathoms was found, that depth being obtained very close to the first sounding. It was assumed therefore that the first sounding was misread and that it should be 60.

Respectfully submitted,
Walter Wilson,
Asst. C. & G. Survey,
Chief of Party.

San Francisco, Cal.,
February 3, 1910.

DEPARTMENT OF COMMERCE LABOR

Coast and Geodetic Survey

O. H. Tittmann, Supt.

Hydrographic Sheet No. _____

(Field No. "C")

Alert Bank, Off Point Sur

California

Steamer EXPLORER

Assistant Walter C. Dibrell, Chief of Party.

Begun: January 12th.

Completed: January 20th.

1910.

Scale 1 - 40 000

Hydrography in charge of Walter C. Dibrell, Ass't.

Positions plotted by Walter C. Dibrell, Ass't.

Soundings " " " " " "

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COAST AND GEODETIC SURVEY

OBSERVERS

Walter C. Dibrell, Assistant
 F. H. Hardy, "
 A. R. Hunter, Watch Officer
 S. W. Tay, Aid
 W. B. Dunning, Aid
 Asa C. Baldwin, Aid

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RECORDERS

H. L. Hansen, Ch'f Writer
 William Duker, Writer 2 cl.

LEADSMEN

Emil Moen, Q. M. 1cl.
 B. Ramberg, " " 2cl.
 John G. Hanson, " " 2cl.
 Oscar Hanson, " " 2cl.

No tides observed.

10710

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STATISTICS

C. & G. SURVEY,
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Date	Vol.	Let.	Miles Statute	Sdgs.	Angles	Boat
Jan. 12	1	A	27.6	51	102	EXPLORER
" 14	1	B	23.0	55	110	"
" 17	1	C	32.2	77	154	"
" 18	1	D	43.7	101	202	"
" 19	1&2	E	25.3	94	133	"
" 20	2	F	33.0	38	76	"
Totals	2		190.0	416	832	"

Total area square miles 74

Hyd Sheet No 1530^e

Mar. 16, 1910.

The area within the limits of the survey is well covered. The least water found on the charted 24 fath spot about 4 mi. southwest of Pt. Sur was 26 fath.

The records are clear and well kept.

H. L. Simms

Comptroller General California

Wyo. Office Coast Survey

Original sheets
by Comdr Johnson
party



Naval Academy, Annapolis

29th Dec 1875

Dear Captain.

In compliance with your request I have looked over the charts and endeavored to recall the circumstances under which the Hassler worked at the points of difference, and the character of the coast at those points.

This, in fact, is all that I could do, as the subsequent reduction and plotting of the survey were done, under Captain Johnson's supervision, by other officers. The reconnaissance was not made continuously from the north farther than Abrejos Point. The remainder of the work was from San Jose del Cabo as a point of departure. I will commence, however, and name the Astronomical Stations as they occur from San Diego southward

San Diego. This port and the coast to the Boundary line were copied from the Coast Survey Chart, including the Coronados Islands.

Jodos Santos Bay. The station was on the northern side of the Grajero peninsula at about the point marked by the anchorage in the Hassler Chart. The Harrapansett work

throws this station on the southern side of the Peninsula, necessitating an error of a mile or more in ~~the~~ ~~latitude~~ latitude.

This difference appears to cause, in a great degree, the discrepancy in the shore line of Todos Santos Bay and vicinity. Cape Cochett, - was intended for an Astronomical Station, but bad weather and surf prevented landing instruments. The latitude and longitude of the Cape had been determined by the English.

San Martín Islands. The bay of San Quentin was not entered, an English survey being already published.

San Geronimo Islands. An observer was landed at Point San Antonio and a signal erected. Geronimo Islands, Sacramento Reef & Wreck, and Pt. San Antonio were inter-visible. The discrepancy at Canvas Pt appears to be mostly in longitude.

Playa María Bay. An English map of this bay had also been published.

Lagoon Head. The Maumela wreck and breakers of the mouth of the lagoon were in sight from the head-land and cut in by cross-bearings.

The Hassler went from Lagoon Head direct to Tenos Islands. The intervening shore line to within a short distance of Point Eugenio was not surveyed.

The Black Warrior and Scammon Lagoons were put in from sketches and information furnished by

Captain Scammon, of the Revenue Service, who had entered them in whale-ships. The shore-line in the lagoon region is low and sandy, with but few available landmarks. The beach is flat and surf generally heavy.

Cerro Island, was occupied twice, going out and returning. An English survey included this island, the San Benito, Atividade and Point Eugenio. San Bartolome Bay was also from an English Chart.

Asuncion Island I can recall no reason for uncertainty near San Hipolito Point.

Abrujos Point. The dangerous character of the neighborhood may have led to errors in the shore line of the point.

The old chart (Murray's) gives Ballenas Bay similar to that of the Narraquett. Our impression was that the bay was not so deep. The Hassler did not enter Ballenas Lagoon. The sketch came, I think, from Captain Scammon.

Pequeña Bay. The greater portion of the coast from Point San Juanico to Cape Lazaro is a range of barren sand dunes, separating the lagoons from the sea. A flat beach and heavy surf prevent a near approach, and the lack of prominent features on shore may have caused errors.

Magdalena Bay. As is stated upon the Hassler Chart, Magdalena Bay was taken from the survey of Mr. Bradford.

Sub. Asst. Coast Survey. An English Sheet, published
previously, contained also a sketch of the lagoons
northward.

Leaf St. Lucas and San José del Cabo were the two remain-
ing Astronomical Stations. For the discrepancies in the
heights north and south of Todos Santos village I can assign
no cause.

I have no doubt that more complete and accurate
information in regard to the reconnaissance will be
found in the written reports of Comdr. Johnson to the
former Superintendent. I herewith return the
charts and tracings you left with me, and hope
they will arrive safe.

In the mean time, I remain

Respectfully yours
Charles W. Kennedy

Comdr. E. P. Lull, U. S. Navy.

Hydrographic Inspector
U. S. Coast Survey.

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EXTENSION # 3

(Join sheet # 2, see intersecting lines)

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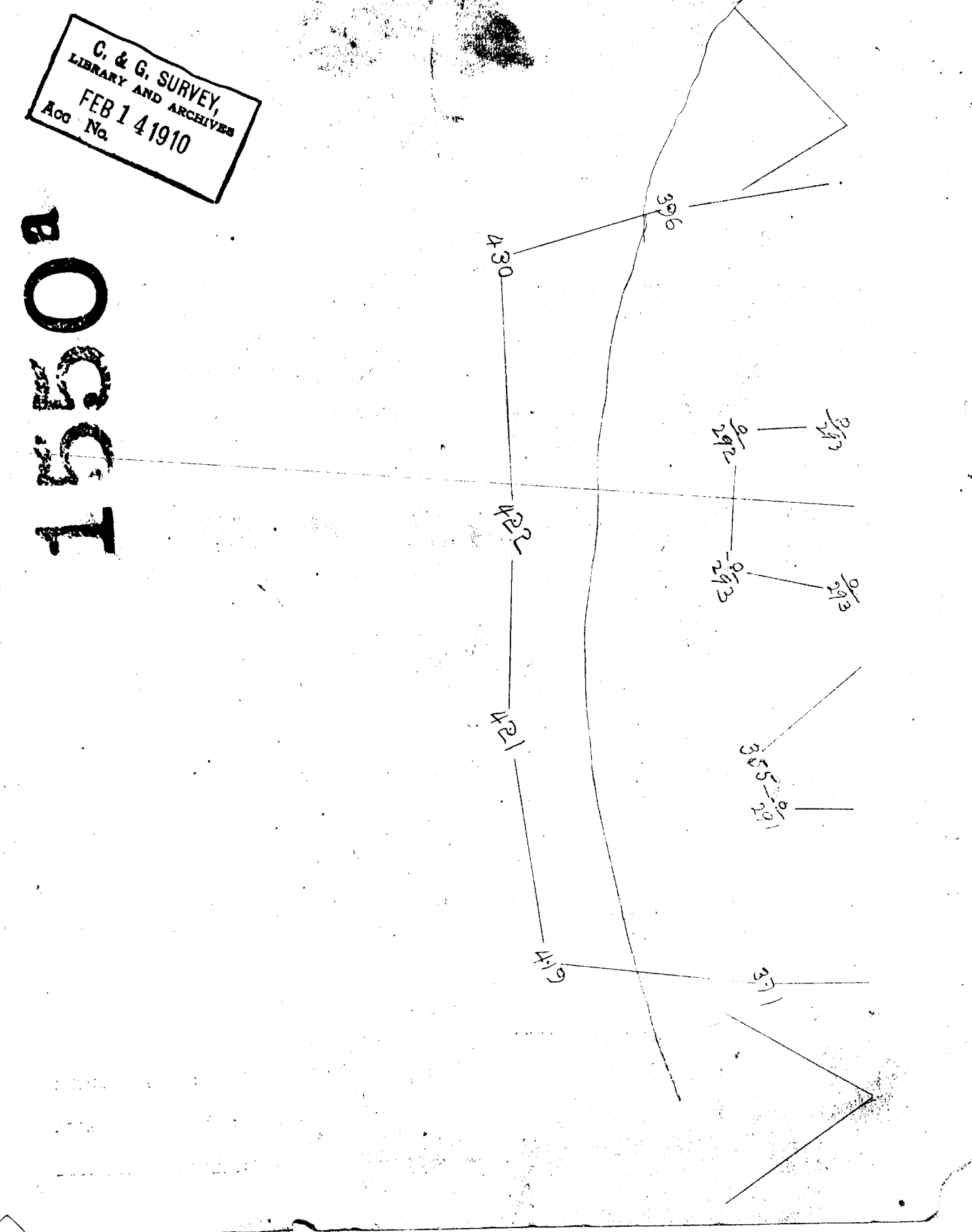
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EXPRESS OFFICE:

Department of Commerce and Labor
COAST AND GEODETIC SURVEY

Astronomical Stations

between San Diego & San Jose del Cabo, Western coast of S. Ca.

Name	Position	Authority	Remarks
San Diego	32° 43' 06" 117 09 40	U. S. G. S.	
Los Coronados	32 24 55 117 15 00	Admiralty	
Todos Santos Bay	31 43 10 116 40 48	U. S. G. S.	
Colnett Bay	30 59 45 116 20 02 (correct)	Admiralty	
San Martin's Id.	30 28 59 116 06 36	U. S. G. S.	
Port San Quentin	30 21 53 116 00 03 (correct)	Admiralty	
San Jeronimo Id.	29 47 20 115 47 51	U. S. G. S.	
Playa Maria Bay	28 56 06 114 30 12	"	Also determined by Admiralty
Lagoon Head	28 14 26 114 05 29	"	
Scammon Lagoon	-	Capt. Scammon	
Berros Island	28 03 52 115 10 56	U. S. G. S.	Same spots occupied by Admiralty differing +1' 36" in Longitude
Port San Bartolome	27 29 53 114 53 10 (corr)	Admiralty	
Asuncion Id.	27 06 21 114 17 41	U. S. G. S.	
Abrejos Point	26 42 50 113 34 32	"	
Ballenas Lagoon	-	Capt. Scammon	
Pequeña Bay	26 14 33 112 28 50	U. S. G. S.	
Magdalena Bay	24 28 23 112 08 20	"	
Cape San Lucas Bay	22 53 09 109 53 59	"	
San Jose del Cabo	23 03 37 109 39 52	"	