



# 3358

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Department of Commerce and Labor  
COAST AND GEODETIC SURVEY

Superintendent.

State: *Cal*

## DESCRIPTIVE REPORT.

*P. Syd.* Sheet No. *3358*

LOCALITY:

*San Luis Obispo Bay*

1902

CHIEF OF PARTY:

*W. L. Harmer*

# 3358

Hyd. 3358

Title

3358

Wine Drag Work in  
San Luis Obispo Bay,  
California.

By the party of J. L. Warner, Astor,  
in March and April, 1912

Scale  $\frac{1}{20000}$

Plotted by J. A. Smith, Astor.

# 3358

Month	Day	Letter	Book	Soundings	Angles	Miles
March	14	a	1.		120	2 1/4
"	15	b		3	186	4
"	16	c		2	246	4 1/2
"	18	d		3	72	1
"	19	e		3	156	1
"	21	f		3	102	1
"	22	g	2	1	150	1
"	23	h		2	36	1/2
"	25	j		6	144	1 1/4
"	26	k		3	276	3 1/4
"	27	l		2	174	2 1/4
"	28	m			324	7
"	30	n	3	1	60	1/2
April	1	o			306	6 1/4
"	2	p			366	7 1/4
"	3	q			390	6 1/4
"	4	r	4	1	210	4
"	5	s		1	108	1 3/4
"	8	t		3	198	3 1/4
"	12	u		2	168	2 1/2
"	13	v		2	168	2 1/4
"	15	w	5	1	186	3
"	16	x		1	96	1 1/2
"	17	y		2	168	2 1/2
"	18	z		2	142	1
"	19	a'		1	66	1
"	20	b'		3	162	1 1/4
"	22	c'	6	2	258	3 3/4
"	23	d'		3	366	5 3/4
"	24	e'		2	78	1 1/4

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The dock of the Pacific Coast Railroad Co. was relocated by sextant cuts and plotted in pencil. It was impossible to avoid confusion with the hydrographic work if plotted in ink.

Location of signals.

The signals used on this work were located by triangulation with Valley View, White Rock, Whaler 1910 and Mar as the main quadrilateral all of which had been determined previously with the exception of Mar. From these four stations, the signals, which are mostly natural objects were cut in as intersection stations. The stacks located for hydrographic use are valuable land-marks and should be shown on the chart.

Course for vessels.

A considerable number of dangerous rocks were found in the customary path of vessels leaving the harbor. The course as laid out by the Union Oil Co., the principal user of this port, for their ships to follow when leaving the wharf loaded, and which is hereby recommended for all loaded ships, is as follows: take a course from the middle of the east side of the outer part of the wharf at Port San Luis towards the red can buoy no. 2 until signal "Stack" at Avila is abeam, then due south (true) until the whistling buoy is abeam, and then take course as marked by navigation buoys. At low water the first course of this channel is not safe for ships drawing more than 24 feet of water. This course is laid down as running out of the harbor rather than into it because the only ships of deep draft using the harbor at present are those carrying oil, they entering light and leaving loaded.

Mooring buoys.

There are eight mooring buoys at Port San Luis, all of which will be found on the smooth sheet. With the exception of the two abreast of the P. C. Ry. wharf-house, about half way out to the end of the wharf, they are all large cans, well anchored and therefore it would

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seem best to show them on the chart as aids to navigation.

#### Anchorage.

For large ships there is fine anchoring ground between the outer breast mooring buoys and the red can buoy no. 2 and inside of a line from the break-water to red buoy no. 2. They have fine protection from all storms except from the south and southeast. There is excellent mooring ground for small boats and launches on either side of the P. C. Ry. wharf and well inshore. Only a heavy southeast wind bothers boats in this position.

#### Break-water.

The break-water which is nearing completion, is a great protection to the harbor, but its usefulness seems to be somewhat diminished with so many rocks close to the wharf, as located at present.

#### Approach to Oilport.

Considering the number of shoals found and the character of the bottom in the vicinity of Oilport and the heavy swell that is usually running it appears to be very unsafe for vessels of any size to run in as far as the position of the old wharf at Oilport. This was wrecked a few years ago and as yet has not been rebuilt, although there is an immense but idle oil refinery at that place.

#### Reported shoal.

The existence of a rock with 24 feet on it has recently been reported about  $\frac{1}{2}$  mile west of black buoy no. 1. Not being exactly in the path of ships it is not especially dangerous. If time and weather had permitted it would have been searched for.

#### Smith's Island.

The small island lying north of Whaler Island is locally known as Smith's Island.

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Pacific Coast Ry.

The railroad shown on the chart should be labeled "Pacific Coast Ry." rather than "South Pacific Coast R. R. "

Respectfully submitted,

*J. L. Warner*

Assistant, C. & G. Survey.

VEC  
May 27, 1912.

HYDROGRAPHIC SHEET 3358.

San Luis Obispo Bay, California, by Asst.

T. L. Warner in 1912.

TIDES.

	Port San Luis ft.
Mean lower low water, or plane of reference on staff	3.0
Lowest tide observed " "	1.3
Highest " " " "	10.0
Mean range of tide	3.7

Coast and Geodetic Survey

MAY 28 1912

TIDAL DIVISION.

Geol Sheet No. 9358

June 1 1912

A number of rocks were found the positions of which were not from 10 to 30 meters as plotted by the field party. This is probably due to a faulty protractor.

The area was well covered by the day.

This work should have been plotted on a larger scale.

H. L. Simons