

5680  
5680A

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

## DESCRIPTIVE REPORT

~~XXXXXXXX~~ } Sheet No. 24 - 1934  
Hydrographic }

State CALIFORNIA

LOCALITY

~~SOUTHERN CALIFORNIA~~

SAN DIEGO BAY (Large)

(Southern Part)

1934

CHIEF OF PARTY

ROBERT W. KNOX

U. S. GOVERNMENT PRINTING OFFICE: 1934

5680

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 24

REGISTER NO. 5680

State CALIFORNIA

General locality ~~SOUTHERN CALIFORNIA~~ San Diego Bay (Large)

Locality ~~SAN DIEGO BAY~~ (Southern Part)

Scale 1:10000 Date of survey October 11-31, 1934

Vessel Whaleboat and Navy Motor Sailer

Chief of Party ROBERT W. KNOX

Surveyed by K. McBEAN

Protracted by R.A. PHILLEO

Soundings penciled by J.W. PARSONS and J. M. McQueen

Soundings in ~~fathoms~~ feet

Plane of reference M L L W

Subdivision of wire dragged areas by None

Inked by L. M. Ewell

Verified by James M. McQueen

Instructions dated April 14, 1932

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

DESCRIPTIVE REPORT

To Accompany

SHEET (field) NO. 24

SAN DIEGO BAY

SOUTHERN CALIFORNIA

Scale 1:10000

1934

INSTRUCTIONS:

The authority for the execution of this survey was contained in the Director's Instructions dated April 14, 1932, Supplemental Instructions dated September 13, 1933, Supplemental Instructions dated March 9, 1934, and Telegraphic Instructions directed to Lieut.(j.g.) R.J. Sipe under date of December 22, 1933.

SURVEY METHODS:

This survey was made with a whaleboat powered by an outboard motor (a and b days) and with Motor Sailer No.13338 loaned for this purpose by the U.S. Navy. Sounding lines are spaced approximately 200 meters apart in the shallow, unimportant areas, and from 50 to 100 meters apart in channels and critical areas. Positions were obtained by the customary 3-point sextant fixes, or, in a few cases, by a distance and bearing from a single nearby signal. Signals were located either by triangulation or topography with the exception of Signals "ABC" and "Ben", which were transferred from Air-Photo Compilation Sheet No. T5372, compiled by this party.

Soundings were taken with a hand lead line graduated to fathoms and feet.

DISCREPANCIES:

The soundings for "a" and "j" days have not been plotted inasmuch as no tide reducers are available for these days, the Auto Portable Gauge in the vicinity of National City not having been in operation. Reducers will therefore have to be obtained from interpolated tides for the Standard Gauge on Municipal Pier No. 1 in San Diego, the simultaneous comparison with which has been forwarded to the Washington Office and the results are not available in the field.

*These are now reduced and plotted.*

There is an apparent inconsistency in Lat. 32-40.9, Long. 117-10.4 in Glorietta Bay, where a sounding of 14 feet falls inshore of -3 feet (Pos. 23f and 24f, pg.7, Vol.3). This is attributed by a member of the field party who has been consulted as due to dredging operations which were underway at this point at the time of the survey. At any rate, because of this dredging, the survey of this portion of the bay is now obsolete. The project calls for the dredging of the head of this small bay to varying depths, for the purpose of forming a yacht anchorage, and the dredging of the approach channel from the present entrance markers at Lat. 32-40.7, Long. 117-09.8, northeastward to the main ship channel. The spoil is to be used in extending the point in Lat. 32-40.8, Long. 117-10.1 to the southward to afford more shelter within the bight. This work is now in progress.

Another dredging project is planned and has been started in the vicinity of the U.S. Navy Destroyer Base. This work prevented the complete development of the channel into the Destroyer Base and the area just to northward. The plan calls for the dredging of two areas just north of the Base, and the placing of the spoil inshore in order to extend a civic development at this point.

The area centering in Lat. 32-41.3, Long. 117-09.1 was not sounded due to the fact that several Navy vessels were anchored in this area, this being an established anchorage for these craft.

*See Rev. for charting in this area. very*

The shoal centering in Lat. 32-41.3, Long. 117-08.7 is probably not sufficiently developed in view of the fact that the least depth obtained was 3 feet more than in previous surveys and present charts. See discussion under "Dangers" and "Comparison with Previous Surveys".

Position 112b, pg.39, Vol.1, is recorded as "Alongside Dock" without distances or bearings being given. This point cannot be distinguished on the Boat Sheet. It has therefore been plotted at the face of the dock on a continuation of the course between Positions 110 and 111, which is believed to be the probable location.

DANGERS:

This portion of San Diego Bay is in general very shallow, and shipping must carefully follow the established channels. These, however, are well marked and if closely followed

no difficulty should be encountered.

In Lat. 32-41.3, Long. 117-08.7 there is a shoal on which a least depth of 14 feet was found (sounding before Pos. 191e, pg.68, Vol.2, and second sounding after Pos. 113g, pg.58, Vol.3). This shoal lies directly in the fairway, a short distance off the Standard Oil Company's Pier, and must be carefully avoided. It is marked by a red and black horizontal banded spar buoy (Pos. 15k, pg.68, Vol.4). There is a project to remove this shoal to a depth of 26 feet as soon as funds are made available.

There is an old hulk, baring several feet, in Lat. 32-40.3, Long. 117-07.1 (Pos. 64h, pg.14, Vol.4). It is well inshore and in shoal water. It has the appearance of a partially rotted wooden hulk, without superstructure, about 40 meters in length as estimated from shore. Its location on the smooth sheet is from Air-Photo Compilation Sheet No. T5372, compiled by this party.

CHANNELS:

The main ship channel follows the east side of the Bay from the northern limit of this sheet as far south as Lat. 32-38.3; it then follows the center of the Bay to Lat. 32-37.1 where it gradually disappears in a general depth of 4-5 feet. The channel is well buoyed as far south as can Buoy No.17 in Lat. 32-38.6, Long. 117-07.2. There was formerly a range established for running the course past this buoy and on to southward, and is still shown on the latest edition of chart 5107 available at this office. The southern range marker has,

however, been removed so that only the northern one in Lat. 32-38.3, Long. 117-07.3 remains. The long pier now shown on the chart as projecting out from the eastern shore in Lat. 32-38.3 has been entirely removed, so that there is now practically no commercial traffic south of the piers in Lat. 32-39.9. Plans have been projected for the development of terminal facilities further to the southward, and it is probable that at some future time the channel will be in use throughout most of its length. Detailed investigation of the controlling depths of the channels is not possible until the soundings for "a" and "j" days have been plotted.

There is a narrow channel leading into Glorietta Bay. The entrance is marked by two markers in Lat. 32-40.7, Long. 117-09.8. The channel is used by yachts and pleasure craft, and is well marked by day markers and ranges which are maintained by private interests. Extensive changes are projected and underway for this area. (See under "Discrepancies".)

#### ANCHORAGES:

Anchorage in this area is covered in detail in the 1934 edition of the Coast Pilot. It may be noted that the Navy has established permanent moorings at the points shown on present charts. Navy craft are moored here at practically all times, and when not occupied, the areas are marked by the mooring buoys.

#### COMPARISON WITH PREVIOUS SURVEYS:

Previous surveys covering this area are: Sheet 3924 (1916), 1:10000; Sheet 4269 (1923), 1:10000; Sheet 4269a (1928), 1:10000; and Sheet 4782 (1928), 1:5000. Of these, copies of

Sheets 3924 and 4269 are available for comparison.

Sheet 3924 (1916) embraces essentially the same area as the present sheet. The soundings in general agree very well except in the areas changed by subsequent dredging, such as Glorietta Bay, and around the U.S. Navy Destroyer Base, which was not then built. The old survey shows a least depth of 11 feet on the shoal in Lat. 32-41.3, Long. 117-08.7, against 14 feet in the present survey (as noted under "Dangers"). The latter work, however, does not completely develop the shoal. Present maps prepared by the Harbor Department of the City of San Diego show a least depth of 11.9 feet on this shoal, so it is believed that the 11 foot depth is still correct. Sheet 3924 shows a shoal with a least depth of 13 feet in Lat. 32-41.3, Long. 117-09.1. This has subsequently been dredged away as shown on present editions of charts..

*BP 22402 (1925) (11.8)*  
*the 11.9' sdg is 45m. SW of the 11.7m.*

Sheet 4269 (1923) covers only the channel around the northeast section of the present sheet, and carries a single line of soundings into Glorietta Bay. This latter indicates depths in agreement with the present sheet insofar as they can be compared. A shoal sounding of 19 feet in general depths of 21-24 feet is shown on Sheet 4269 in Lat. 32-41.2, Long. 117-08.7. This was not found in the present survey. The shoal shown centering in Lat. 32-41.<sup>3</sup>, Long. 117-08.<sup>1</sup> has been dredged away as noted in the preceding paragraph. Other soundings are in good general agreement.

There have been numerous changes in the topography, maritime structures, and aids to navigation in this area within recent years. These are covered in detail in the



Descriptive Reports accompanying Air-Photo Compilation  
Sheets Nos. T5371 and T5372, submitted by this party.

GEOGRAPHIC NAMES:

Conflicting geographic names in this area are reviewed  
in detail in the Descriptive Reports accompanying Air-Photo  
Compilation Sheet No. T 5372, submitted by this party.

PLOTTING NOTE:

This sheet was plotted and this report written sub-  
sequent to the departure of the hydrographic party, so that  
it was not possible to consult with the hydrographer. Several  
features, such as the Navy anchorages, and dredging operations,  
have been verified by personal observation.

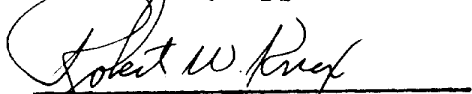
Respectfully submitted,



---

R.A. Philleo,  
Surveyor, C.&G.S.

Forwarded, approved,

---

Robert W. Knox,  
H.&G.E., Chief of Party

Statistics

Sheet (field) No.24

Day	Date	Volume	No. Soundings		Sta. Miles		Positions
			Hand	Lead	Hand	Lead	
a	Oct.11	1		325		11.2	83
b	" 12	1		1009		37.1	223
c	" 16	1-2		856		44.0	220
d	" 17	2		21		00.3	6
e	" 18	2		760		31.5	210
f	" 19	3		609		23.8	186
g	" 22	3		569		18.6	166
h	" 23	4		557		15.5	156
j	" 31	4		522		18.3	184
k	Nov.14	4					17*

\*(locating buoys )

Totals 5228 200.3 1451

VERIFICATION  
REPORT  
To Accompany  
HYDROGRAPHIC SHEET NO. 24  
CALIFORNIA COAST

Hydrographic Sheet No. 24, and accompanying records have been inspected and approved by me. The field work was done by K. McBean, Surveyor, under the occasional supervision of Lieut. (j.g.) John C. Mathisson. The office work was done by civilian personnel under the supervision of Lieut. Mathisson.

No additional work is considered necessary.



---

Robert W. Knox  
H.&G.E., Chief of Party

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. .5680

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.....	1451
Number of positions checked	.....	100
Number of positions revised	.....	0
Number of soundings recorded	.....	5228
Number of soundings revised	.....	5
Number of signals erroneously plotted or transferred	.....	0

Date: May 23, 1935

Verification by

Inked by

Review by

*Jama M. McQueen Jr.*

*L. M. Swell*

*H. W. Murray*

*R. J. Christman*

Time: 2 3 $\frac{1}{4}$  hrs.

Time: 3 1 $\frac{1}{2}$  hrs

Time: 2 5 $\frac{1}{2}$  "

10 "

54 $\frac{3}{4}$



LAC

May 7, 1935.

FE

Division of Hydrography and Topography:

✓ Division of Charts: Attention Mr. E. P. Ellis

Tide Reducers are approved in  
4 volumes of sounding records for

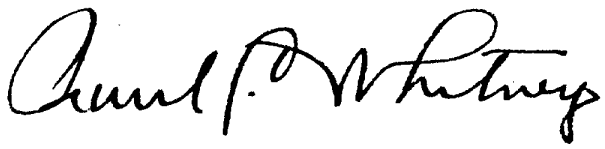
HYDROGRAPHIC SHEET 5680

Locality San Diego Bay, Southern Part, California

Chief of Party: Robt. W. Knowlton in 1934  
Plane of reference is mean lower low water reading  
1.6 ft. on tide staff at National City  
10.5 ft. below B.M. 1

Height of mean higher high water above plane of reference is 5.9 feet

Condition of records satisfactory except as noted below:



Chief, Division of Tides and Currents.

May 23, 1935.

Verification Report of

H-5680.

1. The soundings were neat and legible and conformed to the General Instructions given in the Hydrographic Manual. *except as noted in the review.* ✓
2. The one, two, three and five fathom curves could be completely drawn but the zero was broken in places by lack of soundings. ✓
3. Field plotting was complete as far as possible with a minimum of mistakes. ✓

All soundings for "a" and "j" days were penciled in by the verifier as <sup>undinked</sup> tide reducers were not available in the field for these two days. ✓

Buoy N4 plotted out of position. Vol. 4, Page 49. *{ two locations in records. location of pos. 4k accepted as it was obtained 15 days after that of pos. 93j. Former pos. is verified by a cut. Xerm.*

A buoy was called for at position 180e, Vol. 2, Page 66 but was not shown on smooth sheet. *was plotted. Xerm.*

Channel marker called for at 60f, Vol. 3, Page 13 was not plotted. *Plotted. Xerm.*

Mooring buoy No. 19 called for at 124g, Vol. 3, Page 61 was not plotted. *Plotted. Xerm.*

Beacons marking channel into Glorietta Bay put on smooth sheet by verifier from air-topo. compilation. ✓

~~Beacons 3 and 4 at entrance to Glorietta Bay are marked 1 and 2 on Chart No. 5107.~~

Positions 31 to 32a are given in fathoms but after inspection it is believed that they were taken in feet. *Content verified by depths on first survey. Xerm.* ✓

4. The sheet was compared with the boat sheet and checked very closely. A number of positions were retracted and found to be correct. Only five soundings were in error. ✓

5. There is a holiday at the entrance to San Diego Bay so it was impossible to make an overlap. ✓

6. Good crossings were obtained at all places except 23f and 24f, Vol. 3, Page 7 which showed the positions reversed from the boat sheet. ✓

*James M. McQueen, Jr.*

Submitted by - James M. McQueen, Jr.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5680 (1934) - FIELD NO. 24

San Diego Bay, Southern Part, California  
Surveyed in 1934

Instructions dated Apr. 14, 1932 (SURVEYOR); Dec. 22, 1933 (R. J. Sipe)

Hand Lead Soundings.

3 Point Fixes on Shore Signals.

Chief of Party - R. W. Knox.

Surveyed by - K. McBean.

Protracted by - R. A. Philleo.

Soundings penciled by - J. W. Parsons and J. M. McQueen, Jr.

Verified and Inked by - J. M. McQueen, Jr. and L. M. Ewell, Jr.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual except as follows:

- a. A number of channel markers and buoys noted in the sounding records and on the contemporary topographic surveys were not shown on the smooth sheet. These were added in the office.
- b. No copy of "Landmarks for Charts" on Form 567 accompanied this particular sheet. (Par. 168). Landmarks for area submitted.
- c. No chart containing objects for locating "Aids to Navigation" for use by the Lighthouse Bureau was received by this office.
- d. Tide reducers should have been entered in the records to the nearest half foot instead of whole feet. (Par. 134). No change was made in the office. This is desirable for a more accurate determination of the depth curves.

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

2. Compliance with Instructions for the Project.

The plan, character and extent of the survey satisfy the instructions for the project.

3. Sounding Line Crossings.

Such cross lines as were run or those that result from the work, are in good agreement with the main system of lines.

4. Depth Curves.

Within the limits of the survey, the usual depth curves may be satisfactorily drawn, including the major portions of the low water, 6 and 12 foot curves.



5. Junctions with Surveys.

No contemporary surveys join this sheet but the junction with H-4268 (1922-23) to northward is in good agreement in the deeper areas. On the shoal areas on the eastern side of the channel, changes have been caused by dredging and shore improvements.

The holidays in the work in lat.  $32^{\circ}41.4'$ , long.  $117^{\circ}09.1'$  and in lat.  $32^{\circ}40.8'$ , long.  $117^{\circ}07.7'$  are covered by BP. 26985 (1933) and BP. 27895 (1934), respectively. See Descriptive Report, page 3, for the reason for omitting soundings in these areas.

6. Comparison with Prior Surveys.

- a. H-565 (1856), H-1420 (1878), H-3924 (1916-17), H-4268 (1922-23), and H-4269 (1923).

Soundings of the above surveys are generally in good agreement with the present survey, however, a number of areas on the present survey vary 1 to 10 feet deeper in some cases and 1 to 4 feet shoaler in others. The larger differences are due principally to dredging operations. In addition, numerous changes in shoreline and dock detail are noted. A number of discrepancies in soundings noted are as follows:

- (1) The small shoal with least depth of 19 feet (charted) in lat.  $40^{\circ}41.2'$ , long.  $117^{\circ}08.6'$ , originating with H-4269 (1923) and falling in depths of 23 to 24 feet on the present survey has not been conclusively confirmed nor disproved. (Also see H-4269a (1928) W. D. and H-4782 (1928) considered in subsequent paragraphs of this review.) In view of the small extent of the shoal and the slight shoaling indication on the present survey, the sounding has been carried forward.
- (2) The line of zero foot soundings (charted as a spit) originating with H-3924 (1916-17) in lat.  $40^{\circ}36.5'$ , long.  $117^{\circ}06.9'$  falls in an undeveloped area on the present survey and in estimated depths of 1 to 2 feet. The soundings were identified in the original sounding records and found to be actually 0.7 foot soundings. They are therefore in better agreement with the present survey than is indicated by the plotting on the 1916-17 survey and should be disregarded in future chartings.
- (3) The 11 foot sounding (charted) in lat.  $32^{\circ}41.4'$ , long.  $117^{\circ}08.6'$  originating with and fully developed on H-3924 (1916-17), falls in depths of 14 feet on the present survey but was not adequately developed. The shoal is of a shifting nature, for an 11.8 foot sounding was obtained on an Engineers' survey (Bp. 22402 (1925) discussed in paragraph 7a

of this review) about 45 m. to the southwestward, whereas the entire shoal area as defined on the present survey has shifted, when compared with the Engineers' survey, about 55 m. to the eastward, which shift, broadly speaking, places the 11 foot spot of the 1916-17 survey back in its original position. The 11 has been carried forward on the present survey.

b. H-4269a (1928) W. D.

The few soundings and groundings of this survey in the vicinity of lat.  $32^{\circ}41'$ , long.  $117^{\circ}09'$  have been carried forward on the present survey in red. However, the 20 and two 21 foot soundings in lat.  $32^{\circ}41.2'$ , long.  $117^{\circ}08.7'$ , as well as the two 21's in lat.  $32^{\circ}41.2'$ , long.  $117^{\circ}08.6'$  were not carried forward as they agree within one foot or less with soundings on the present survey. This fact, together with the fact that a slight but general deepening is indicated on the present survey, was considered sufficient reason for disregarding these soundings. No soundings on the present survey are in conflict with the effective drag strips on the 1928 survey.

c. H-4782 (1928).

This survey is in excellent agreement with the present survey, differences in depth being limited to 1 foot or less, except in the northwestern section of the area where depths have increased 2 to 4 feet on account of dredging operations.

The detached 18 foot spot (charted) in lat.  $32^{\circ}41.1'$ , long.  $117^{\circ}08.55'$  falling in depths of 20 to 21 feet on the present survey, originates with this survey and has been retained. All other information on the sheet should be superseded by H-5680 (1934).

7. Comparison with Chart No. 5107 and 5105 (scale 1-10,000).

a. Hydrography.

Within the area of the present survey, the chart is based on surveys discussed in the foregoing paragraphs of this review and on several U. S. Engineers' surveys (Bp's. 26,985, 1933; 23548, 1930; 25410, 1932; 27895, 1934; 26210, 1932; 22402, 1925; and 24750, 1931). Soundings of those blueprints which fall within the limits of the present survey are generally in good agreement and contain no important shoals not adequately covered by the present survey. However, in lat.  $32^{\circ}42.1'$ , long.  $117^{\circ}09.6'$  marked changes are noted between soundings of Bp. 22905 (1925) and the present survey (4, 5, 11 and 13 foot soundings charted

on chart 5105) and in which soundings of the present survey vary up to 9 feet shoaler in some cases and 15 feet deeper in others. With the exception of the charted 4 and 5 foot soundings originating with Sp. 22905 (1925), which are not adequately disproved on the present survey and should be retained on the chart, the present survey, within the area covered, should supersede previous chartings from the above blueprints. In this connection, Sp. 22388 which covers the area inshore of the 11 foot shoal in lat.  $38^{\circ}41.4'$ , long.  $117^{\circ}08.6'$  could not be found nor a comparison made at this writing.

b. Aids to Navigation.

Buoys and beacons shown on the present survey are located in practically the same positions as shown on chart 5107 except buoys N3, S, (Fl R) 14, (Fl G) 1, N20, N22, C17 and red beacon No. 12, which are located in positions varying 25 to 70 m. from their charted positions but adequately mark the features intended. However, buoy N4 in lat.  $38^{\circ}41.2'$ , long.  $117^{\circ}09.7'$ , if moved about 300 m. in a SEWS direction, would indicate clear depth of 7 feet leading into Glorietta Bay instead of 6 feet at its present location. The aids on chart 5105 agree substantially with those of Chart 5107 except that all beacons in Glorietta Bay shown on the present survey vary 10 to 25 m. from their charted positions, which positions originate with chart letter 140 (1922). The positions are shown on a blueprint (scale 1-20,000) and are determined by 2 intersecting cuts from shore stations varying from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  miles distant. The positions shown on the present survey and originating with T-5572 (1933), which is on a scale of 1-10,000, are undoubtedly the more accurate and should be used in future chartings.

- c. The controlling depth in Glorietta channel is 7 feet as compared with the charted depth of 8 feet originating with H-4269 (1925).

see Sp. 29177  
(1935)-  
channel extended  
and dredged to  
10 1/2 feet

8. Field Plotting.

Field protracting and plotting were accurate and conform to the requirements of the Hydrographic Manual.

9. Additional Field Work Recommended.

This survey is complete and no additional work is required. The lack of soundings in the vicinities of lat.  $38^{\circ}41.4'$ , long.  $117^{\circ}09.1'$  and lat.  $38^{\circ}40.8'$ , long.  $117^{\circ}07.7'$  are due to vessels at anchor and to dredging operations. The areas in question are covered by recent Engineers' surveys which are discussed in paragraph 5b of this review. However, when work is continued in this locality, these holloways should be sounded and an examination should be made of the following and their correctness ascertained:

- a. The 11 foot sounding originating with H-3924 (1916-17) and discussed in paragraph 6a(3) of this review.
- b. The 18 foot sounding originating with H-4782 (1928) in lat. 32° 41.1', long. 117°08.5'.
- c. A wire drag examination of the 19 foot sounding originating with H-4269 (1923) and discussed in detail in paragraph 6a(1) of this review. Relative to this recommendation, the following is quoted from the report on H-4269a (1928, W. D.): "Should it be desirable in the future to definitely establish the existence or non-existence of the 19, a drag set at an effective depth of 22 or 23 feet could be grounded on the 19 and 21 and a leadline examination for least water made at the point of grounding."

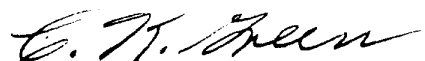
10. Superseding Prier Surveys.

Within the area covered, the present survey, with the indicated additions from previous surveys, supersedes the following surveys for charting purposes:

H- 565 (1856)	in part.
H-1420 (1878)	" "
H-3924 (1916-17)	" "
H-4268 (1922-23)	" "
H-4269 (1923)	entirely.
H-4782 (1928)	entirely except for an 18 carried forward.


11. Reviewed by - Harold W. Murray, June 18, 1935, and R. J. Christman, July 26, 1935.

Examined and approved:

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

  
J. S. Borden,  
Chief, Section of Field Work.

  
L. O. Lobbut,  
Chief, Division of Charts.

  
G. W. Wade,  
Chief, Division of H. & T.

Applied to Chart 5107 Z.M.A. Jan. 1936

" " " 5105 Z.M.A. Feb. "

" " " 5101 May 1936 R.M.3

25 f-15, 1936  
E.M.C.

5680a

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

DESCRIPTIVE REPORT

~~XXXXXXXXXX~~ } Sheet No. 39  
Hydrographic }

State California

LOCALITY

San Diego

Municipal Pier No. 1

1934

CHIEF OF PARTY

R.W. Knox

5680a

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO. 56802

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 26

REGISTER NO. 56802 - 56802a

State California

General locality San Diego

Locality Municipal Pier No. 1

Scale 1:10,000 Date of survey November 12, 1924

Vessel Whale Boat

Chief of Party Robert W. Knox

Surveyed by K. McB

Protracted by R.A.P.

Soundings penciled by

Soundings in ~~fathoms~~ feet

Plane of reference Mean Lower Low Water

Subdivision of wire dragged areas by

Inked by

Verified by

Instructions dated 1924

Remarks: Descriptive Report executed in the Office, none rec'd.

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. 5595

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	.44.
Number of positions checked	..13.
Number of positions revised	...0.
Number of soundings recorded	...119.
Number of soundings revised	...0.
Number of signals erroneously plotted or transferred	.....0.

Date: APRIL 20, 1935

Verification by F. A. KNAPP

Review by

*L. C. Straw*

Time: 3 1/2

Time: 1 1/2 hr.



Verifiers Report - H-5595

April 20, 1935

The records conform to the requirements of the general instructions.

Instructions from Capt. Ellis was to draw only the 6, 18, and 30 ~~fathoms~~<sup>foot</sup> depth curves.

Only the positions were on the field plotting it was necessary for the verifier to plot the soundings, buoys and beacons.

There are no contemporary adjacent sheets.

In the title it is stamped "Soundings in Fathoms" this should read Soundings in Feet <sup>changed to</sup>

J. D. Knapf



LAC

March 28, 1935.

E

Division of Hydrography and Topography:

✓ Division of Charts: Attention E. P. Ellis

Tide Reducers are approved in  
1 volume of sounding records for

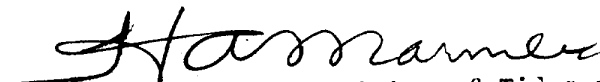
HYDROGRAPHIC SHEET 5595

Locality Municipal Pier No. 1, San Diego, California

Chief of Party: R. W. Knox in 1934.  
Plane of reference is mean lower low water reading  
3.3 ft. on tide staff at Municipal Pier No. 1  
12.9 ft. below B.M. 13 M

Height of mean higher high water above plane of reference is 5.8 ft.

Condition of records satisfactory except as noted below:

  
Acting Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5680a (1934)

Municipal Pier No. 1, San Diego, California  
Surveyed November 12, 1934  
For Instructions see Chart Letter 780 - 1934

Hand Lead Soundings - 3 Point Fixes on Shore Signals

Chief of Party - R. W. Knox  
Surveyed by - Field Party  
Protracted by - " "  
Soundings plotted by - F. A. Knapp (Office)  
Verified and inked by - F. A. K.

1. Purpose of Survey.

The purpose of this work was to examine the reported shoaling in the channel along the north side of Pier No. 1, San Diego, California.

2. Results of Survey.

The development is sufficient to definitely disprove the reported slide abreast of Pier No. 1. The conditions are practically the same as shown on the present chart.

3. Reviewed by - Leo Straw, April 29, 1935.

Inspected by - A. L. Shalowitz

Examined and approved:

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

*J. S. Borden*  
Chief, Section of Field Work.

*L. O. Lobnitz*  
Chief, Division of Charts.

*G. W. Rude*  
Chief, Division of H & T.

Applied to chart 5107 J.M.A. Jan. 1936  
" " " 5101 May 1936 R.M.Z.

25 Jan 15, 1936  
L.H.