

A	17013.0 N
B	15942.6 N
C	13240.6 N
D	12400.3 N
E	7067.1 N
F	13156.9 N
G	15752.8 N
H	10704.2 N
I	8126.5 N
J	1524.2 N
K	1976.6 S
L	657.7 S
M	3598.3 N
N	6234.6 N
O	9877.3 N
P	11410.4 N
Q	2974.6 N
R	0.0
S	7396.8 S
T	6026.3 S
U	4634.6 S
V	1658.1 S
W	1956.0 S
X	696.5 S
Y	1489.4 N
Z	3688.3 N
a	3681.0 N
b	3731.4 N
c	3973.9 N
d	4352.0 N

OUTER HARBOR		East Basin	
18	N 21-34-15 W 1202.7	40	N 17-45-26 E 1993.0
19	S 17-35 E 2250.0	41	N 17-45-26 W 635.0
217	N 17-35 W 3855.0	42	N 27-15 W 1060.5
233	S 72-25 W 400.0	520	N 17-45 E 3670.0
231	N 17-35 W 1500.0	512	S 86-15 W 1775.3
215	S 35-02-30 W 683.3	508	N 33-45 W 1312.9
214	N 54-37-30 W 1000.0	508	N 33-45 W 1300.0
218	N 17-35 W 3733.3	494	N 77-45 W 3500.0
225	S 72-25 W 600.0	494	N 7-08-20 E 1545.6
227	S 17-35 E 156.0	494	N 77-45 E 1635.6
224	S 84-18 W 750.4	494	N 28-30 E 590.0
L	N 74-10 W 114.5	494	N 47-45 E 2231.0
K	N 74-29 W 77.0	494	N 3-45 W 2251.6
222	N 17-35 W 1463.4	500	N 33-45 W 1700.0
222	S 17-35 E 3850.6		
213	S 35-02-30 W 790.1		
15	N 17-35 E 1250.0		
14	N 74-25 W 450.0		
242	N 17-35 W 2855.0		
211	S 17-35 E 2855.0		
210	S 35-02-30 W 1447.1		
222	S 17-35 E 2572.8		
211	S 35-02-30 W 1763.9		
209	N 76-40 W 1215.0		
INNER HARBOR			
West side of Entrance Channel			
16	N 35-02-30 E 1277.9		
16	N 25-45-45 W 3100.0		
M	S 73-45 E 2.5		
18	Curve 1583.5		
18	N 67-10-25 E 2827.0		
19	S 80-44-02 E 2827.0		
19	N 14-54-10 E 553.4		
20	N 26-42-30 E 1549.4		
21	N 23-00-30 E 703.0		
22	N 45-10-20 W 233.6		
24	N 72-14-34 W 30.0		
E	N 17-45-26 E 1081.0		
30	S 72-14-34 E 296.0		
29	N 17-45-26 E 883.8		
28	N 32-24 W 312.3		
27	N 17-45 E 778.4		
474	N 42-15 W 57.7		
476	N 17-45-26 E 2670.0		
E	N 17-45-26 E 5600.0		
East side of Entrance Channel			
290A	S 18-13 E 1386.0		
290	Curve 1067.7		
290	N 88-54-55 W 2292.0		
294	S 64-23-40 W 2292.0		
294	N 25-36-20 W 694.4		
Q	S 64-14-15 W 30.0		
296	S 32-39-45 E 700.0		
296	N 51-00-45 N 999.0		
301	N 25-45-45 N 333.2		
302	Curve 1267.8		
302	N 67-28-24 E 2327.0		
303	S 51-19-14 E 2327.0		
303	N 14-55-50 E 379.0		
304	N 26-49-15 E 1091.25		
103	S 32-39-45 E 700.0		
103	N 32-39-45 E 700.0		
104	N 59-48 N 720.0		
104	N 38-46-20 E 1048.8		
105	N 35-04 E 332.8		
106	N 41-30-40 E 1395.5		
107	S 39-31-45 E 850.0		
120	S 39-31-45 E 759.0		
West Basin			
25	N 72-25 W 10.0		
49	S 85-46 W 291.1		
50	N 68-26-10 W 300.6		
51	N 63-10 W 456.0		
52	N 46-45-40 W 237.0		
53	N 48-27-10 W 1284.2		
54	N 0-14 W 296.0		
486	J 3-37-46 W 87.0		
486	N 28-30 E 1166.2		
488	N 41-30 W 3000.2		
30	S 19-41-30 W 352.2		
31	N 55-57-40 W 654.4		
32	N 47-26-10 W 1365.6		
484	N 25-30 E 1450.0		
482	N 77-45 E 522.8		
480	S 64-45 E 933.1		
478	S 42-15 E 642.3		

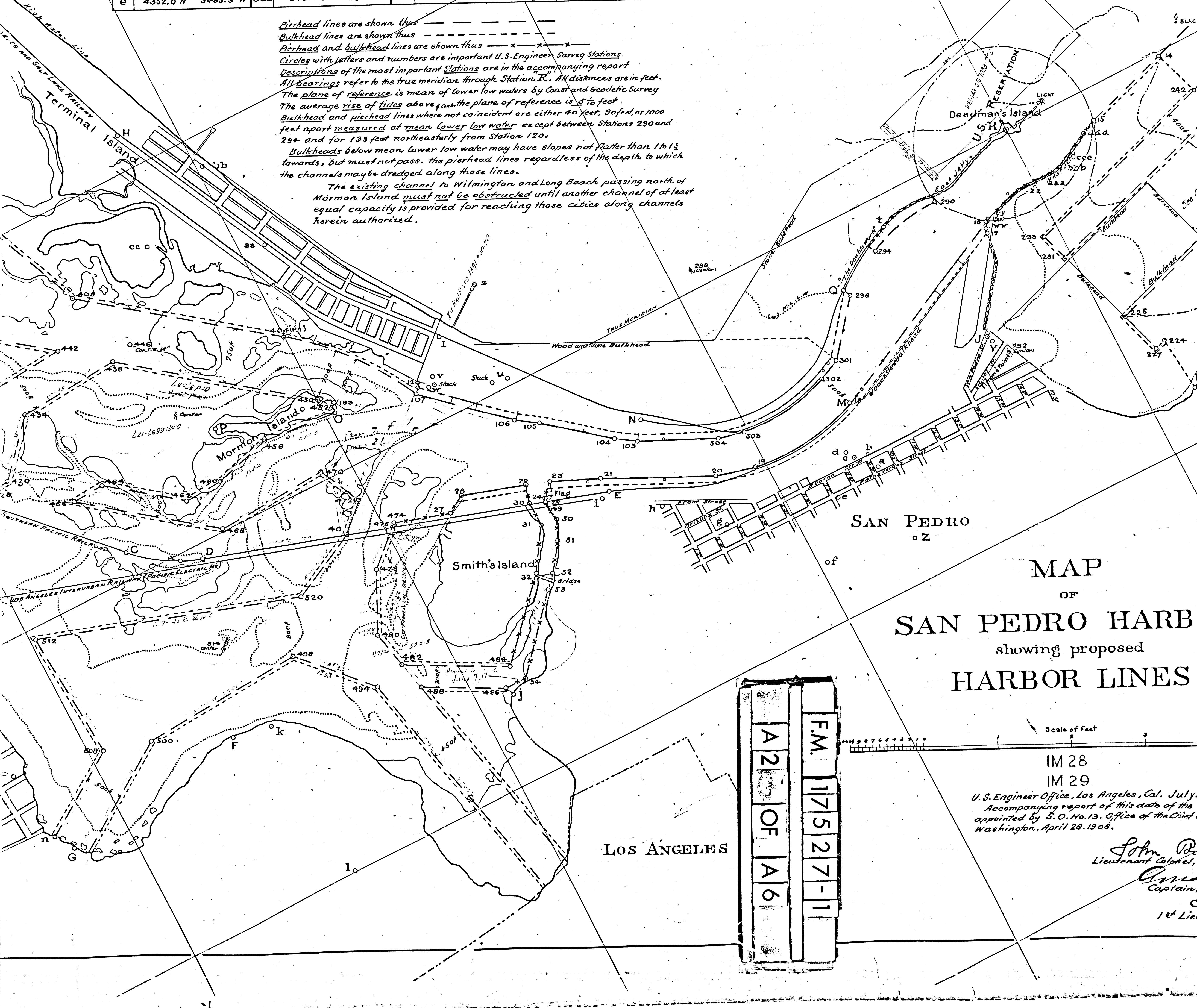
F.M. 1775 27-11
 ALL OF A 6

The accompanying Report contains further details.

Co-ordinates (in feet to the nearest tenth) of U.S. Engineer-Survey Stations, reference points and landmarks referred to Station R on Deadman's Island

A	17013.0 N	4759.8 E	f	4895.9 N	4185.6 W	9	2627.3 S	1065.5 W	209	5879.5 S	3342.7 W	416	17112.9 N	5361.2 E	498	11927.1 N	1989.2 W
B	15942.6 N	3245.7 E	h	6553.1 N	2431.8 W	14	2310.1 S	64.6 W	211	4430.3 S	2329.0 W	418	16344.0 N	4138.2 E	500	14173.9 N	2106.5 W
C	13240.6 N	350.5 E	i	7184.7 N	1935.8 W	15	1118.5 S	442.2 W	213	5629.8 S	1549.8 W	420	15744.6 N	4177.5 E	508	14824.3 N	1926.1 W
D	12400.3 N	180.1 W	j	9522.4 N	3775.8 W	16	805.7 N	891.9 W	214	4386.3 S	1077.7 W	422			512	14940.4 N	154.6 W
E	7067.1 N	1898.0 W	k	12631.7 N	2679.8 W	18	3597.6 N	2339.3 W	215	3826.8 S	685.4 W	424	14416.8 N	3140.1 E	514	12682.4 N	1388.0 W
F	13156.9 N	2541.4 W	l	12542.7 N	4990.3 W	19	5149.5 N	2523.8 W	217	3457.8 S	382.1 W	426			520	11445.1 N	1273.5 W
G	15752.8 N	2959.7 W	m	15915.9 N	2635.5 W	20	5684.1 N	2380.7 W	218	3812.1 S	1896.4 W	430					
H	10704.2 N	5471.9 E	n	16028.4 N	1673.3 W	21	7068.2 N	1684.3 W	219	3263.4 S	237.5 E	434	13625.6 N	2690.8 E			
I	8126.5 N	1020.5 E	o	15552.2 N	2752.1 E	22	7880.0 N	1575.2 W	224	583.2 S	3549.1 W	442	12820.3 N	3244.7 E			
J	1524.2 N	2381.1 W	p	15496.8 N	2920.5 E	25	7895.3 N	1622.8 W	225	253.2 S	3024.2 W	446	11920.2 N	2872.5 E			
K	1976.6 S	3910.4 W	q	18035.6 N	7823.4 E	27	8849.9 N	1012.6 W	231	94.3 N	1928.0 W	452	9837.5 N	853.2 E			
L	657.7 S	4295.8 W	r	2097.4 N	431.2 W	28	8008.2 N	1550.3 W	242	2506.5 S	684.2 W	460	11677.3 N	651.9 E			
M	3598.3 N	2341.7 W	s	8476.3 N	573.2 E	29	8096.3 N	1550.3 W	242	1316.5 N	433.3 W	462	12222.3 N	616.2 E			
N	4234.6 N	1225.8 W	t	8580.9 N	472.9 E	30	8094.7 N	1910.5 W	290	1359.9 N	2724.9 W	464	13128.5 N	1524.2 E			
O	3877.3 N	769.9 E	u	12678.9 N	81.1 W	31	10246.9 N	1009.0 E	40	10502.3 N	787.9 W	294	2330.4 N	658.0 W	466	13578.1 N	1294.7 E
P	11410.4 N	1303.2 E	v	7376.8 N	1409.6 E	40	10502.3 N	787.9 W	294	2937.5 N	1039.2 W	468	11961.8 N	31.9 E			
Q	2974.6 N	358.1 W	w	9660.1 N	3229.8 E	49	7838.3 N	1632.3 W	296	4694.3 N	246.3 E	470	10415.1 N	133.3 E			
R	0.0	0.0	aa	9917.6 N	4571.8 E	50	7876.8 N	1922.6 W	298	3502.7 N	1738.1 W	472	10132.2 N	942.8 W			
S	7396.8 S	7135.2 W	bb	11080.0 N	3347.7 E	51	7987.3 N	2202.2 W	301	3802.9 N	1883.1 W	474	9854.8 N	942.8 W			
T	6024.3 S	7097.4 W	cc	12261.2 N	10137.8 E	52	8243.1 N	2739.9 W	303	5045.5 N	2034.0 W	476	9897.0 N	981.6 W			
U	4634.6 S	7191.0 W	dd	8661.1 N	1073.4 W	53	8243.1 N	2739.9 W	303	5412.1 N	1935.9 W	478	10373.0 N	1413.5 W			
V	7251.1 S	7251.1 W	ee	808.6 N	998.4 W	54	9274.8 N	3701.0 W	304	10086.7 N	1998.3 E	480	10771.0 N	2257.4 W			
W	1958.0 S	3984.6 W	ff	770.4 N	971.7 W	103	6394.4 N	3760.6 W	404	12509.4 N	3797.4 E	482	10660.1 N	2768.3 W			
X	696.5 S	4403.5 W	gg	224.8 N	815.4 W	104	6652.1 N	1299.7 W	406	13880.0 N	7529.5 E	484	9383.8 N	3446.2 W			
Y	1489.4 N	2489.9 W	hh	807.8 W	105	7469.8 N	642.9 W	408	13880.0 N	7529.5 E	484	9564.8 N	3702.3 W				
Z	3688.3 N	4334.3 W	ii	156.2 S	807.8 W	106	7742.2 N	451.7 E	410	14461.4 N	7139.6 E	486	10576.1 N	3155.3 W			
a	3731.0 N	3300.5 W	jj	408.6 S	791.8 W	108	8782.1 N	479.5 E	412	15762.5 N	6266.9 E	488	10576.1 N	3155.3 W			
b	3573.9 N	2912.9 W	kk	543.5 S	741.5 W	107	8782.1 N	479.5 E	412	16260.8 N	5932.7 E	494	11098.1 N	2871.9 W			
c	4352.0 N	3435.9 W	ll	818.8 S	534.6 W	207	6274.7 S	2403.3 W	414								

Pierhead lines are shown thus
 Bulkhead lines are shown thus
 Pierhead and bulkhead lines are shown thus
 Circles with letters and numbers are in the accompanying report
 Descriptions of the most important Stations
 All bearings refer to the true meridian through Station R. All distances are in feet.
 The plane of reference is mean of lower low waters by Coast and Geodetic Survey
 The average rise of tides above plane of reference is 5 to 6 feet
 Bulkhead and pierhead lines where not coincident are either 40 feet, 90 feet, or 100 feet apart measured at mean lower low water except between Stations 290 and 294 and for 133 feet northeasterly from Station 120.
 Bulkheads below mean lower low water may have slopes not flatter than 1 to 1 1/2 towards, but must not pass, the pierhead lines regardless of the depth to which the channels may be dredged along those lines.
 The existing channel to Wilmington and Long Beach passing north of Mormon Island must not be obstructed until another channel of at least equal capacity is provided for reaching those cities along channels herein authorized.



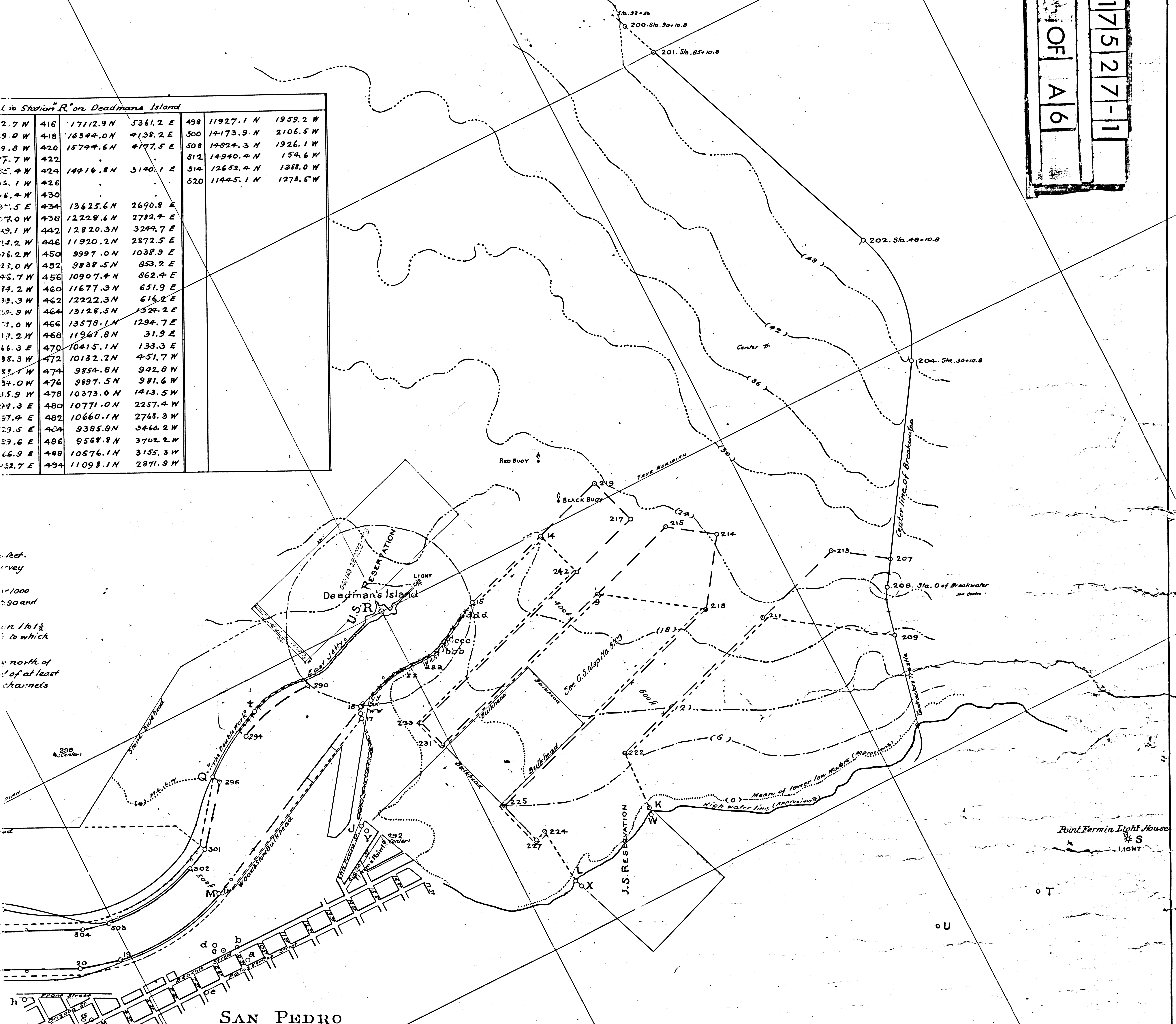
Scale of Feet
 IM 28
 IM 29
 U.S. Engineering Office, Los Angeles, Cal., July 1, 1908.
 Accompanying report of this date of the Board of Engineers appointed by S.O. No. 13, Office of the Chief of Engineers, Washington, April 28, 1908.
 John P. ...
 Lieutenant Colonel, U.S. Army
 Captain, U.S. Army
 1st Lieut.

F.M. 17527-1
 OF
 A 3
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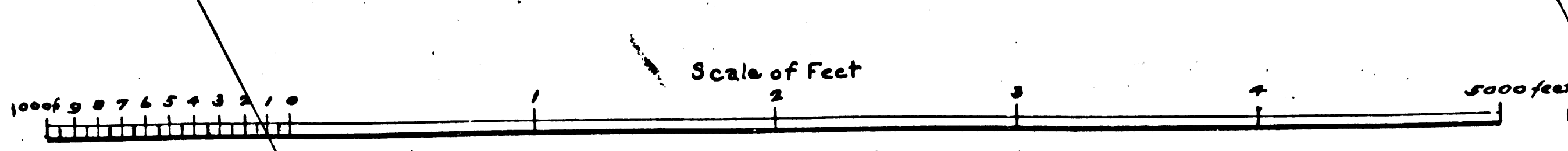
to Station R on Deadman's Island

2.7 W	416	17112.9 N	5361.2 E	498	11927.1 N	1959.2 W
9.0 W	418	16544.0 N	4138.2 E	500	14173.9 N	2106.5 W
9.8 W	420	15747.6 N	4177.5 E	508	14824.3 N	1926.1 W
7.7 W	422			512	14940.4 N	154.6 W
5.4 W	424	14416.8 N	3140.1 E	514	12652.4 N	1388.0 W
5.1 W	426			520	11445.1 N	1273.5 W
4.4 W	430					
3.5 E	434	13625.6 N	2690.8 E			
0.7 W	438	12228.6 N	2782.4 E			
49.1 W	442	12820.3 N	3244.7 E			
14.2 W	446	11920.2 N	2872.5 E			
16.2 W	450	9997.0 N	1038.9 E			
23.0 W	452	9838.5 N	853.2 E			
45.7 W	456	10907.4 N	862.4 E			
34.2 W	460	11677.3 N	651.9 E			
39.3 W	462	12222.3 N	616.2 E			
13.9 W	464	13128.5 N	1324.2 E			
7.0 W	466	13578.1 N	1294.7 E			
37.2 W	468	11947.8 N	31.9 E			
46.3 E	470	10415.1 N	133.3 E			
38.3 W	472	10132.2 N	451.7 W			
82.1 W	474	9854.8 N	942.8 W			
34.0 W	476	9897.5 N	981.6 W			
15.9 W	478	10373.0 N	1413.5 W			
99.3 E	480	10771.0 N	2257.4 W			
37.4 E	482	10660.1 N	2768.3 W			
29.5 E	484	9385.9 N	3446.2 W			
59.6 E	486	9548.8 N	3702.2 W			
66.9 E	488	10576.1 N	3155.3 W			
32.7 E	494	11098.1 N	2871.9 W			

Ref. to
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MAP
 OF
SAN PEDRO HARBOR
 showing proposed
HARBOR LINES



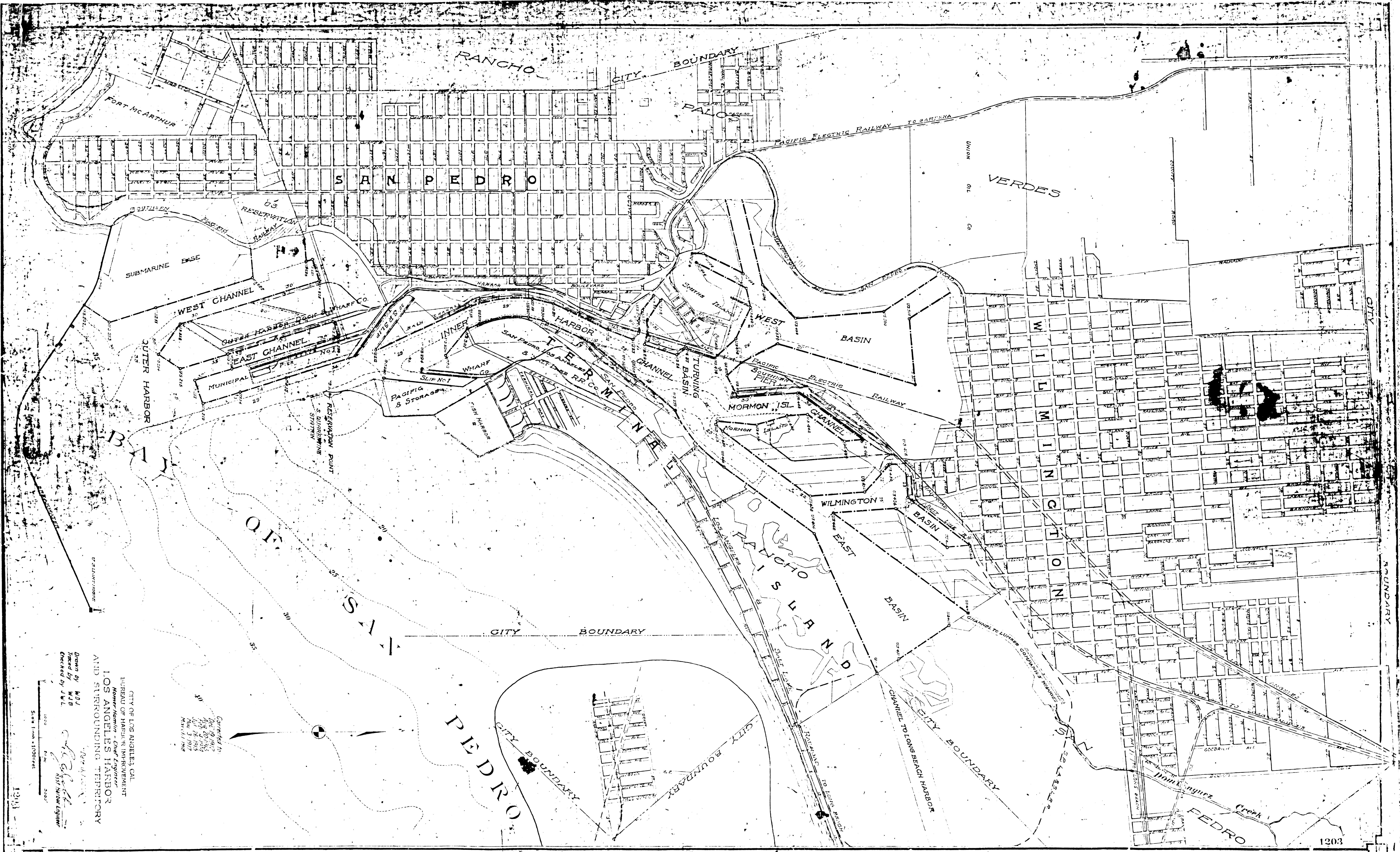
IM 28
 IM 29
 U.S. Engineer Office, Los Angeles, Cal. July 17, 1908
 Accompanying report of this date of the Board of Officers
 appointed by S.O. No. 13. Office of the Chief of Engineers,
 Washington, April 28, 1908.

John Biddle
 Lieutenant Colonel, Corps of Engineers, U.S.A.
Arnold Fries
 Captain, Corps of Engineers, U.S.A.
Chas. T. Leeds
 1st Lieutenant, Corps of Engineers, U.S.A.

For change of street names see ord. 33239 and 38850
 For vac. of Government Alley, Dock St. and Marine Ave. ord. 36548
 For vac. of streets see ord. 38866 and M.R. 232-136 to 142
 For vac. of por. of Water St. see ord. 38943

J. R. Maurer, Del.

ANGELES



CITY OF LOS ANGELES, CAL.
 BUREAU OF HARBOR IMPROVEMENT
 Homer Fleming - Chief Engineer
 LOS ANGELES HARBOR
 AND SURROUNDING TERRITORY
 Drawn by W.O.J.
 Checked by W.B.
 Checked by J.W.L.
 1914

Corrected to
 the 20th
 of
 May 1917
 by
 J.W.L.

F.M. 17527-1
 A.4 OF A.6

ROLL WITH FILED MAP NO. 17527

UNITED STATES HARBOR LINES FOR INNER AND OUTER HARBORS, SAN PEDRO, CAL.

Description for the Purpose of Modifying and More Clearly Defining the position of the lines approved by the Secretary of War December 30, 1906, and for the establishment of additional lines for the outer harbor and inner harbor, promulgated July, 1908, by Board of Officers appointed by S. O. No. 13, Office of the Chief of Engineers, Washington, April 25, 1908.

Note 1. The reference stations, indicated by letters in the description and on the map, are described below under the heading of "Reference Stations."
Note 2. The initial point of the survey is "R", the U. S. Coast and Geodetic Survey Station on Dredmans Island. The coordinates (in feet) to the nearest foot of "R" are given below and are referred to as "Coordinates."

Pierhead line.—Beginning at Station 15, which is 217.7 feet W, 1292.7 feet from "R", and on the south end of the wharf (14); thence S 17° 35' E, 2250 feet to Station 219; thence S 72° 25' W, 650 feet to Station 217; thence N 17° 35' W, 3852 feet to Station 233; thence S 72° 25' W, 400 feet to Station 231, from which "J" bears N 17° 35' W, 1500 feet; thence S 17° 35' E, 4113.3 feet to Station 215; thence S 33° 02' 30" W, 683.8 feet to Station 214; thence N 44° 57' 30" W, 1000 feet to Station 218; thence N 17° 35' W, 3733.3 feet to Station 225; thence S 72° 25' W, 500 feet to Station 227; thence S 17° 35' E, 125 feet to Station 224, from which bulkhead Station "L" on the north boundary of U. S. Reservation, and hereinafter described, bears S 47° 18' W, 750.4 feet; thence S 47° 18' W, 40.9 feet to a point on the bulkhead line hereinafter described.

Beginning again at a point from which bulkhead Station "K" on south boundary of U. S. Reservation, and hereinafter described, bears N 89° 53' W, 761.4 feet; thence S 89° 53' E, 42 feet to Station 222, from which Station 224 bears N 17° 35' W, 1463.3 feet; thence S 17° 35' E, 3830.8 feet to Station 213; thence S 35° 02' 30" W, 790.3 feet to Station 207 on the axis of the breakwater.

Bulkhead line.—The Bulkhead line as established is 1000 feet from the outer pierhead line, and 40 feet from the pierhead lines defining the channels (the 40 feet being the minimum distance, measured at

(1)

again at Station 114, from which Station 412 bears S 33° 51' E, 600 feet, and an old 4 x 4 post, Station 416, marked "1B 12", bears N 33° 51' W, 1026 feet; thence S 38° W, 4356 feet to Station 442, which is 500 feet distant from line joining Stations 438 and 434, and from which Station 438 bears S 38° W, 750.9 feet; thence N 3° 45' W, 1090 feet to Station 421; thence N 38° E, 1685 feet to Station 426; thence N 3° 45' W, 604.7 feet to Station 418, at intersection with the south line of Water Street, Wilmington; thence westerly along the south line of Water Street 890 feet more or less to pierhead Station 426 above described.

Bulkhead line.—Beginning at Station 120 of bulkhead line; thence N 41° 30' 40" E, 1313.3 feet to a point 40 feet distant from the pierhead line; thence parallel to and 40 feet shoreward from the pierhead line throughout, being discontinuous where the pierhead line is discontinuous, for distances of 700 feet and 600 feet at the southeast corner and northeast corner respectively of the east basin.

The distance given between bulkhead lines and pierhead lines in the inner harbor, whether 20 feet or 40 feet, is to be the minimum distance, measured at mean lower low water level, from the pierhead line to the bulkhead, whose construction below that level may approach but not pass the pierhead line.

Bulkheads below mean lower low water may have slopes not flatter than 1 to 14 towards, but must not pass, the pierhead lines regardless of the depth to which the channels may be dredged along those lines.

Provided, That no obstruction to navigation shall be placed in the existing channel passing west of Morano Island to Wilmington and Long Beach Harbor until another channel of equal navigable capacity shall have been provided in its stead.

Provided further, that all lines heretofore approved are superceded by lines herein described.

(6)

end of the "single work" of the east jetty, bears S 55° 45' 40" E, 284 feet; thence N 31° 58' 43" E, 303.8 feet to Station 104, from which "E" bears N 64° 48' W, 720 feet; thence N 28° 46' 30" E, 1048.8 feet to Station 105, a point 1003 feet from the line "DE" on the west side of the harbor, measured at right angles to "DE" from a point 753.25 feet northerly of "E"; thence N 35° 04' E, 332.8 feet to Station 106, a point 1162 feet from the line "DE", measured at right angles to "DE" from a point therein 1081 feet northerly of "E"; thence N 41° 50' 15" E, 1295.5 feet to Station 107, from which "I" bears S 39° 31' 47" E, 850 feet.

East side bulkhead line.—Beginning at a point in the east jetty 1386 feet northerly from "R"; thence northerly along the axis of the east jetty to a point therein, from which pierhead Station 294 bears S 61° 11' 15" W.

Beginning again at station "Q"; thence northwesterly along the east jetty to a point 90 feet distant from the pierhead line joining Stations 296 and 291; thence northerly parallel to the pierhead line and 20 feet easterly therefrom, to Station 120, from which "I" bears S 39° 31' 47" E, 750 feet.

INNER HARBOR—WEST BASIN.

Pierhead line.—Beginning at Station 25, a point in line "DE" 869.6 feet northerly of "E"; thence N 72° 25' W, 10 feet to Station 49; thence S 85° 46' W, 291.1 feet to Station 50; thence N 08° 26' 10" W, 300.6 feet to Station 51; thence N 53° 10' W, 456 feet to Station 24; thence N 45° 45' 40" W, 237 feet to Station 53; thence N 48° 27' 10" W, 1284.2 feet to Station 24; thence N 00° 14' W, 224 feet to Station 486, from which "J" bears S 57° 46' W, 87 feet; thence N 28° 30' E, 1146.2 feet to Station 488; thence S 77° 45' W, 3000 feet more or less to the high water line on the west shore of the bay.

Beginning again on the south side of Smiths Island at Station 30, a point in the line "DE" 1081 feet northerly of "E"; thence S 80° 41' 30" W, 324.2 feet to Station 31; thence N 45° 57' 40" W, 656.4 feet to Station 32; thence N 47° 26' 10" W, 1365.6 feet to Station 484; thence N 28° 30' E, 1450 feet to Station 482; thence N 77° 45' E, 522.8 feet to Station 480; thence S 64° 45' E, 934.1 feet to Station 478; thence S 42° 15' E, 642.3 feet to Station 476, a point in line "DE" 2528 feet southerly of "D".

Beginning again at Station 40, a point in line "DE" 1993 feet southerly of "D"; thence N 27° 15' W, 1090.5 feet to Station 820; thence N 17° 45' E, 3670 feet to Station 512; thence S 46° 15' W, 1775.3 feet to Station 508, from which "n" bears N 38° 45' W, 1312.9

(4)

REFERENCE STATIONS.

[All bearings are from the true meridian passing through U. S. C. & G. S. station on Dredmans Island, which station is herein designated "R".]

- "A" Two-inch round iron 36 inches long, with top 9 inches below top of tie, 4.5 feet south of center of main track of Southern Pacific Company at switch about 2500 feet easterly of entrance to railroad station at Wilmington. From "A" a switch-stand bears N 37° W, 13.75 feet distant, and an old well casing 18 inches diameter and projecting 18 inches bears S 54° W, 107.3 feet.
"B" Two-inch round iron 36 inches long, in center of main track of Southern Pacific Company near easterly end of long trestle, 442 feet easterly of entrance to railroad station at Wilmington. From "B", "C" bears S 46° 58' 37" W, 2602.2 feet distant.
"C" Two-inch round iron 36 inches long, set in concrete in center of main track of Southern Pacific Company and 100 feet southerly of south end of third trestle from Wilmington. From "C", "B" bears N 46° 58' 37" E, 2602.2 feet.
"D" Two-inch round iron 36 inches long, set in concrete in center of main track of Southern Pacific Company 19 feet northerly of the northerly end of the fifth trestle from Smiths Island. From "D", "E" bears S 17° 45' 26" W, 5600 feet.
"E" Two-inch round iron 36 inches long, in center of main track of Southern Pacific Company 500.0 feet southerly of south end of trestle between Smiths Island and Smiths Island near first point of curve south of Smiths Island. From "E", "D" bears N 17° 45' 26" E, 5600 feet, and white 6 x 8 post on bluff, marked "S. P. L. Co.", bears N 29° 58' W, 135.7 feet.
"F" Two-inch round iron 36 inches long, with rocks around it, 12 feet east of center of public wagon road from Wilmington to San Pedro. From "F", 150 north of 12 sewer-pipe culvert marked "500" bears N 34° 22' E, 14.5 feet, and "G" bears N 09° 16' W, 369.2 feet.
"G" Two-inch round iron 36 inches long, 12 feet east of center of public wagon road from Wilmington to San Pedro. From "G", the mouth of 34 sewer-pipe culvert bears S 41° 30' W, 14.7 feet, and center of fresh water well near edge of marsh bears N 01° 45' E, 343.3 feet.
"H" Two-inch round iron 36 inches long, on north side of main track of San Pedro, Los Angeles & Salt Lake Railroad Company and 7.7 feet from its center, marking point of intersection of the two tangents northeast of Brighton Beach 59' 45".
"I" Two-inch round iron 36 inches long, with top 54 inches below top of rails in center of main track of San Pedro, Los Angeles & Salt Lake Railroad Company near Terminal Island Station. From "I" the northwest corner of store and post-office bears N 84° 03' E, 32.4 feet, and the base of easterly post supporting station shed bears S 19° 34' W, 31.4 feet.
"J" Two-inch round iron 36 inches long, near roof of west jetty near foot of San Pedro Street between the double tracks of the Pacific Electric Railway Company, 2 feet west of west rail of east main track. From "J", U. S. C. & G. S. station "Timm" ("Y") bears S 72° 15' 47" W, 114.25 feet, and station "R" bears S 57° 22' 34" E, 2027.2 feet.

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- "k" One-inch pipe 36 inches long, driven 33 inches, 15 feet from foot of stone pile line, all of county road. A 4 x 4 stake pipe 36 inches marked "M H W" bears N 7° 32' W, 33.1 feet distant.
"l" One-inch pipe 36 inches long, driven 3 feet vertically in foot of bank 21 feet west of center of county road and 4 feet above it, 100 feet from stone piling on east side of road, 83 feet N 22° W from outlet of wooden culvert.
"m" Stand pipe on San Pedro water supply main, on summit of hill westerly from stations "k" and "l".
"n" A fresh water well between county road and bay, square wooden walls, A windmill over its center. A tank and public water tap trough near by. One-inch pipe 36 inches long driven 21 inches in ground in rock grass near marsh grass. No near witness.
"o" South gable of old "U. S. Warehouse" in Wilmington.
"p" Apex of roof of high railroad water tank in Wilmington, N 71° 41' W, 172.4 feet from "l".
"q" Station "Bench" of 1897 survey made for Deep Water Harbor Board, south of Southern Pacific railroad in Wilmington and east of road leading to wharf. A wooden stake with tack, surmounted by four-legged signal. Iron pipe with brass cap marked "Geod. B. M. 7 ft." bears N 14° E, 2.5 feet.
"r" A one-inch pipe 36 inches long driven 2 feet in bare spot surrounded by marsh grass, from which old 4 x 4 stake marks "U. S. Warehouse" bears N 50° E, about 500 feet distant. No near witness.
"s" A copper nail in top center of E. sheet piling forming south end of double work of east jetty.
"t" One-inch pipe 36 inches long driven 9 inches in sand dune 567.94 feet N 51° 58' 25" W from "l".
"u" One-inch pipe 36 inches long driven 30 inches on site of old U. S. C. & G. S. signal "Hydro" below high-water mark 144.92 feet N 49° 47' 32" W from "v".
"v" One-inch pipe 36 inches long, driven 3 feet in rocks near westerly edge of railroad embankment 314 feet northerly from trestle "54 C", 301 feet easterly from line "ED" produced, measured at right angles to that line, and distant 250.07 feet N 19° 45' 45" E from "D".
"w" Stake on ship yard mill, Morano Island.
"x" U. S. C. & G. S. station "Terminal", flagstaff on center of outer end of Terminal wharf.
"y" U. S. C. & G. S. station "Battle-ship Island" of 1872, between Brighton Beach and Seventh Street railroad station and 2 feet north westerly from track, now marked by 4 x 2 sewer pipe set 2 feet in the ground above an undisturbed inverted bottle buried in 1872, and by new flagstaff signal.
"z" Flagstaff on Brighton Beach Hotel.
"aa" A one-inch pipe 36 inches long driven 22 inches, on sand ridge surrounded by marsh. No near witness.
"ab" Station "Beach" of 1897 survey made for Deep Water Harbor Board, between Brighton Beach and Chapel 625 feet southerly of Salt Lake Railroad track, now marked by 4 x 2 sewer pipe set 2 feet in the ground and covered with stone.

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