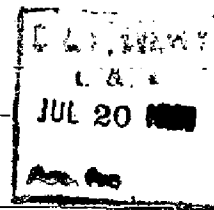


Sheet Canceled  
3795



Form 501  
DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

State: *California*

11-5013

DESCRIPTIVE REPORT.

Sheet No. *2*

LOCALITY:

*San Francisco Bay*

*East shore. Mulford's*

*Landing to San Leandro*

*Bay*

191

CHIEF OF PARTY:

*F. G. Engle*

3795

Sheet Canceled  
3795

## Descriptive Report

To accompany Topographic Sheet #2.

San Francisco Bay - E. Shore - Mulford's Landing to  
San Leandro Bay and San Antonio Creek to Government  
Island.

Revision under instructions dated July 25, 1919.

The topography in the localities covered by this sheet was done by R. F. A. Studde, then Deck Officer, and two men from the deck.

Between Bay Farm Island and Mulford's Landing, very few changes have occurred, a traverse was carried along the shoreline and those changes which were deemed important made and the shoreline run in. In San Antonio Creek, the detailed shoreline on both sides was practically entirely run. A number of positions of signals were determined for the use of the launch and ship in hydrography. Those positions which are recoverable are shown by red circles. Those, whose recovery is unlikely, such as, dressed tripods, banners nailed to trees, etc., are denoted by pencilled circles. All positions, both recoverable and non-recoverable are given in an attached list of planetable positions.

A number of traverses were run. The first, from  $\Delta$  Bay to  $\Delta$  Mulford's Landing 2; the second, a circuitous traverse around Bay Farm Island, starting and ending at  $\Delta$  Bay. As this traverse had a zero closing error, a station was picked up, and a traverse carried to  $\Delta$  Melrose Smelting Works Stack. In the next traverse which comprised the work along San Antonio Creek, difficulties were experienced, due to a scarcity of triangulation stations. A traverse was started from  $\Delta$  Concrete Pillar, orienting on  $\Delta$  Bay and a line run straight across Alameda. This line was run a second time for check and a stake driven in the ground on the north side of Alameda. From this stake a traverse was carried along the Alameda shoreline of the Creek to San Leandro Bay, closing on an adjusted topographic station of the previous traverse. A rather large error was discovered on closing, and the traverse, therefore, was run, getting a very good closure the second time. The error was due mostly to line and so the topography was easily swung in. The traverse was then continued back along the Oakland side of the Creek, and across Government Island, closing on the stake driven in the north side of Alameda. This traverse was also continued along the Oakland shore to the extremity of the sheet, closing on a stake whose position had been determined in a traverse run on another sheet, - a bromide copy showing Alameda waterfront. This sheet has no register number. A traverse was then begun on the Alameda shore from the above mentioned stake and carried to the extremity of the sheet on the Alameda shore, closing on a stake previously determined on the bromide copy spoken of above. The

positions of these two last mentioned stakes, as determined by the traverses run on this sheet, were transferred to the other sheet and the positions as determined on the latter sheet were transferred to this sheet, thereby showing the error of closure on both sheets. All closing errors are shown by small double headed arrows.

For a portion of the time the working grounds were reached by making use of the ship's dinghy, running to and from the ship which was anchored off Bay Farm Island. This proved very unsatisfactory as usually a strong westerly breeze was blowing, and at low tide water too shallow for the boat would extend out for two or three hundred yards from shore. After a short time, therefore, this method was abandoned, and the topographer and his two men were quartered ashore, leaving the ship Monday morning and reporting back Friday night.

On the charts it is noted that the creek between Alameda and Oakland is named San Antonio Creek. Having heard it called San Antonio Creek, Oakland Creek, Oakland Estuary and The Estuary, the topographer inquired as to its official name. The launch and river boat men agree that its real name is "San Antonio Creek", but that the name "Oakland Creek" is used much more often.

At the south entrance to San Leandro Bay, there is a hand operated draw bridge used almost exclusively by members of the Aeolian Yacht Club. This club is located in San Leandro Bay, as shown on the sheet. The boats belonging to this club are mostly power launches and small sailing yachts.

In San Antonio Creek, and at the northern extremity of the sheet is an island. The formation of this island has been due largely to deposits from dredges working in the creek. The U. S. Government has erected a ship building plant on the island. Details of this plant are shown on an accompanying blue print. The island has been named "Government Island". It is connected to the mainland (Oakland) by a wooden bridge.

Changes in streets and railroad tracks, for both Alameda and Oakland, are shown on prints which are attached to the topographic bromide copy of Alameda waterfront.

*Approved.*

*F. G. Engle*  
HYDROGRAPHIC & GEODETIC ENGINEER  
CHIEF OF PARTY, U. S. G.

*P. A. Stubble*  
*Jr. Lt. J. G. U. S. C. & G. S.*

# Planetable Positions

To accompany Topographic Sheet #2.

Object & Description.	Hyd. Name	Latitude	D.M. Meters	Long.	D.P. Meters	Remarks
Signal	Dyke	37°-41'	936	122°-11'	60	Not recoverable
Cupola, Barn	Bo	37 41'	1557	122 -11	380	Recoverable
" Collins Oyster House	Cup	37 41	990	122 -11	965	"
Windmill with balustrade	Egg	37 42	509	122 -11	274	"
White Windmill	White	37 42	1283	122 -10	673	"
Red Water Tank	Bill	37 42	984	122 -11	640	"
Tree Trunk	Trunk	37 43	95	122 -11	353	"
House with square cupola	Square	37 42	1727	122 -11	1099	"
Yellow Tank & Windmill	Yel	37 43	765	122 -11	1143	"
So. Gable, White House	Con	37 43	669	122 -11	1254	"
Tall Tree	Tall	37 43	1229	122 -11	1410	"
Signal	Ruff	37 43	971	122 -12	1086	Not Recoverable
Signal	Tony	37 43	1133	122 -13	388	"
Tank, edge of swamp	Disc	37 43	1438	122 -13	1207	Recoverable
Piledriver	Drive	37 43	1359	122 -14	398	Not Recoverable
Signal	Ride	37 43	1557	122 -14	803	"
Signal	Nad	37 44	96	122 -14	1239	"
Red Tank	Tank	37 44	245	122 -14	1464	Recoverable
Signal	Sig	37 44	1448	122 -14	1225	Not Recoverable
Telephone Pole	Pole	37 44	1648	122 -14	255	"
Cupola, Aeolian Yacht Club.	Lub	37 45	120	122 -14	116	Recoverable
School-house cupola & flag.	Bo	37 45	1021	122 -14	85	"
Alameda Park flag.	Al	37 45	1236	122 -14	892	"
Piledriver	Est	37 45	1055	122 -13	313	Not Recoverable
High Tank	Dig	37 46	342	122 -13	538	Recoverable
Tall White stack	Mut	37 45	1675	122 -12	1060	"
Transformer	Deg	37 44	1398	122 -13	573	"
S. P. Stack	-	37 46	429	122 -13	1139	"
Dow Tanks (Center)	-	37 46	614	122 -14	522	"

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
WASHINGTON

SECTION OF FIELD RECORDS

REPORT ON TOPOGRAPHIC SHEET No. 3795.

Surveyed in 1919 - 1920.

Chief of Party: F. C. Engle.

Surveyed by R. F. A. Studds.

Inked by R. F. A. Studds.

1. The plan and character of the work conform to the requirements of the General Instructions.
2. The plan and extent of the work satisfy the specific instructions except that the survey includes the entrance only of San Leandro Bay, the upper part of the bay apparently not having been examined. The existence of the railroad trestle across San Leandro Bay to Alameda is somewhat in doubt.
3. The junctions with adjacent sheets are satisfactory.
4. No additional surveying is required within the area covered by this sheet, unless a new survey of San Leandro Bay is considered necessary.
5. The character and scope of the surveying and field drafting are good.
6. Reviewed by E. P. Ellis, October, 1921.


*See cumulative notes on following page and in the plot*

A comparison with aerotopographic sheet No. 4670 (1931) shows discrepancies in this survey in the location of the shoreline, wharves and bridges in San Antonio Creek (Oakland Creek). The error is due to lack of triangulation control and dependence upon traverse.

It is recommended that this survey sheet be canceled to avoid the use of it as a permanent record of conditions in 1920.

Approved:

  
Chief, Section of Field Records

  
Chief, Section of Field Work

  
Chief, Division of Charts

  
Chief, Division of H. and T.

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

REVISION                      Register No. 3795 #2.

State . . . . . California . . . . .

General locality . . . San Francisco Bay - E. Shore .

Locality Mulford's Landing to San Leandro Bay and  
San Antonio Creek to Government Island.

Chief of party . . . . . F.G. Engle . . . . .

Surveyed by . . . . . R.F.A. Studda . . . . .

Date of survey . . . December, 1919; January, 1920. . . .

Scale . . . . . 1 to 10,000 . . . . .

Heights in feet above . . . . . 77 . . . . .

Contour interval . . . 77 . . feet.

Inked by . . R.F.A.S. . Lettered by . R.F.A.S. . . . . .

Records accompanying sheet (check those forwarded): Photographs,  
✓ Descriptive report, Horizontal angle books, Field computations,  
✓ List of planetable positions  
Data from other sources affecting sheet ✓ one print. . . . .

Remarks:      Two prints attached to Bromide copy of Alameda  
waterfront and not accompanying this sheet, affect the  
changes in streets and railroads on this sheet.