4610

Form 504

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

R.S.Patton, Director

State: California

DESCRIPTIVE REPORT

Topographic
~~Hydrographic~~ } Sheet No. 4610
#C

LOCALITY

South Santrancisco Bay

San Mateo-Haywards to Mulfords Ldg.

1930-31

CHIEF OF PARTY

G.C.Jones

GOVERNMENT PRINTING OFFICE

DESCRIPTIVE REPORT

TO ACCOMPANY SHEET No.

PROJECT No. 70, INSTRUCTIONS DATED SEPT. 6, 1930.

TOPOGRAPHY ALONG EAST SHORE OF SOUTH SAN FRANCISCO BAY,

OAKLAND MUNICIPAL AIRPORT TO SAN MATEO-HAYWARDS BRIDGE.

G. C. Jones, H. & G. E.
Chief of Party.

Edwin C. Baum,
Jr. H. & G. E.

DESCRIPTIVE REPORT

TO ACCOMPANY SHEET No.

INSTRUCTIONS DATED SEPT. 8, 1930.

a. This sheet was accomplished in accordance with instructions dated Sept. 8, 1930.

The topography covers the eastern shore of South San Francisco Bay between Oakland Municipal Airport and the San Mateo-Haywards Bridge and runs back to solid ground thru-out.

This territory is low, flat and marshy, with scarcely any trees.

The major portion of this area is covered with salt ponds, the greater part of which are in use, some being abandoned and now classed as marsh land.

b. LANDMARKS:

c. CHARACTER OF CONTROL: Control was by △ Tel 1931, △ Bar 1931, △ Roberts' landing 1925, △ Tide 1930, △ Haywards 1925, △ Cupola on Warehouse on Point 1931 and △ Salt 1925.

d. CLOSING ERRORS OF TRAVERSES RUN AND HOW ADJUSTED: Traverse was started at △ Salt and run northward.

Between △ Salt and △ Haywards an error of 1½ meters in distance and no error in azimuth was found. This was adjusted back to Marsicano Landing. △ Cupola on Warehouse on Point 1931 was located by triangulation after topography was run. The topographic location agreed with the triangulation location. As the traverse was run, topographic points were located about 500 meters inshore.

A traverse was run eastward along road from ⊕ Pole and followed the marshline as far north as latitude 37° 38'.8 and back to △ Hayward. Cross traverses were run in east to west directions and found to be short about 5 to 7 meters. This constant error was adjusted proportionately. Three-point fixes aided in determining the error while on the eastern portion.

Between △ Roberts' Landing and △ Hayward 1925 the traverse was run southward and found to be short 3 meters, which was adjusted proportionately. Traverse was run eastward along ditch at latitude 37° 40' and completed a loop around to transmission lines at latitude 37° 39'.5 and then along transmission lines in a southerly direction to highway and along highway to △ Haywards Landing 1925.

The transmission line in this section was first located by cuts from △ Roberts' landing 1925, △ Tide 1930 and △ Haywards 1925. The end of transmission line opposite △ Roberts' Landing was rodded in with a single reading. The south end of transmission line straightaway was

rodded in from △ Hayward 1925, running along highway in an easterly direction. A line was drawn between these rodded positions and all cuts from triangulation station (three per tower) intersected on line.

The remainder of this area was rodded by setting up ~~any~~ under any transmission tower.

Between △ Roberts' Landing 1925 and △ Bar 1931, the traverse was run in a northward direction. Here the distance was 7 meters long and 8 meters to westward in azimuth.

The adjustment was made proportionately thruout.

The inshore area was traversed along transmission line, running northward to ditch at approximately 37° 41'.5 and then westward to △ Bar. This traverse was 5 meters long in distance and adjusted thruout. No error was found in azimuth.

Between △ Bar 1931 and △ Tel 1931 the traverse was run in a northerly direction and checked with an error of 3 meters short in distance and 2 meters to westward in azimuth, both being adjusted. A loop was run southward from △ Tel 1931 along highway 37° 43' and then westward and tied in without error.

e. DESCRIPTION OF AUXILIARY SURVEYING METHODS: All off-lying duck blinds were located by cuts; three or more in each instance determined location.

f. FORM LINES: The shore is low and flat and no form lines are necessary.

g. At △ Tide 1930 there are approximately 12 concrete piles, covering an area of 10 meters square inshoreward, that bare except at high tide. These are a menace to navigation for small boats in this vicinity.

h. This area is thoroughly surveyed in accordance with instructions and needs not further examination.

Several of the larger salt pond areas south of latitude 37° 38'.5 do not show all the dikes, the outer limits being carefully rodded in.

The marsh area, triangular- shaped, at latitude 37° 41' is drained by by two irregular sloughs emitting at latitude 37° 40'.8

i. Standard methods were used thru-out.

j. The north end of sheet failed to agree with ⊙ Pelorus Oakland Airport (T4429). This distance was rodded from △ Tel 1931 with one reading and was found to be 13 meters south and 4 meters to west of old topographic location.

k. Thruout this sheet the high water line is shown. No attempt was made to get low water line as this bares out to 1000 meters more or less.

LIST OF PLANE TABLE POSITIONS TO ACCOMPANY TOPOGRAPHIC SHEET # C.

Name:	Lat.	D.M. Bot/Top	D.M. Corrected	Long.	D.P. East/West	D.P. Corrected	Remarks
Tank, south silo of three	37 41	1736 (103)	1746.2 (103.6)	122 11	325 (1139)	326.3 (1143.6)	Top Center
Der derrick	37 40	824 (1018)	827.5 (1022.3)	122 09	1056 (409)	1060.0 (410.5)	Top Center
Rick derrick	37 40	835 (1019)	837.2 (1012.6)	122 09	900 (565)	903.4 (567.1)	Top Center
Oil derrick	37 40	839 (1002)	843.0 (1006.8)	122 09	728 (737)	730.7 (737.8)	Top Center
Red water tank	37 40	1581 (257)	1591.1 (258.7)	122 09	982 (463)	985.7 (464.8)	Center
Low derrick	37 40	577 (1262)	580.4 (1269.4)	122 09	685 (779)	688.0 (782.5)	Center
Mid derrick	37 40	398 (1440)	400.6 (1449.2)	122 09	648 (814)	651.8 (818.7)	Center
High derrick	37 40	235 (1608)	235.9 (1613.9)	122 09	604 (860)	606.7 (863.8)	Center
End	37 39	1032 (805)	1039.2 (810.6)	122 09	764 (703)	765.8 (704.7)	———
Pole telephone	37 37	216 (1626)	216.9 (1632.9)	122 08	1422 (42)	1429.5 (42.0)	Center
Leslie, salt shaker	37 37	401 (1441)	402.7 (1447.1)	122 08	916 (548)	921.5 (550.0)	Center
Pox, wind mill	37 38	1670 (167)	1681.6 (168.2)	122 08	915 (547)	920.8 (550.4)	Center

S/ Edwin C. Eaton,
Jr. H. & G.E.

APPROVED:

S/ G. C. Jones,
H. & G. E., Chief of Party.

Note:

Original descriptive report forwarded to office when sheet was submitted for photostating for airplane control.

G.C.J

Form 537a
11—5813

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4610

TOPOGRAPHIC TITLE SHEET

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

Field No. C

REGISTER NO. 4610

State California

General locality South San Francisco Bay

Locality San Mateo - Haywards Bridge to Mulfords Ldg.

Scale 10,000 Date of survey 12/8/30 to 2/7/31, 192

Vessel Project #70

Chief of Party G. C. Jones

Surveyed by E. C. Baum

Inked by E. C. Baum

Heights in feet above MTL to ground to tops of trees

Contour, Approximate contour, Form line interval feet

Instructions dated September 8, 1930, 192

Remarks:

GPO