

6898 a - b

Graphic Control

Graphic Control

Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE
DESCRIPTIVE REPORT
Type of Survey <u>Graphic Control (Topographic)</u>
Field No. Office No. <u>6898 A & B</u>
LOCALITY
State <u>California</u>
General locality <u>San Francisco Bay</u>
Locality <u>Bay Farm Island to East Bay Bridge</u>
Approach
<u>194 2</u>
CHIEF OF PARTY
<u>R.D.Horne, W.D. Patterson, L.D.Graham</u>
LIBRARY & ARCHIVES
DATE <u>March 4, 1942</u>

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

REG. NO.

Graphic Control

T6898 A+B

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

Field Letter

REGISTER NO. T-4670 & T-5670 (back to back
on aluminum-mounted sheets)

T6898 A+B

State CALIFORNIA

Graphic Control

General locality SAN FRANCISCO BAY

Locality BAY FARM ISLAND to EAST BAY BRIDGE APPROACH

Scale 1:10,000 Date of survey Dec. 26, '40 to Jan 15 1941
and January, 1942

Vessel U. S. C. & G. S. Ship PIONEER

Chief of Party R. D. Horne, Wm. D. Patterson, and L. D. Graham

Surveyed by E. E. Stohsner

Inked by E. E. Stohsner

Heights in feet above none to ground to tops of trees

Contour Approximate contour Form line interval n on e feet

Instructions dated Project #HT-256 November 16, 1940

Remarks: Projection on ruling machine.

Topographic details in blue transferred in map projector.

All details from T-4670 (1:10,000) except for bridge approach which were taken from the later survey T-6666 (1:20,000), details below Lat. 37° 45' from T-4650 (1:10,000)

DESCRIPTIVE REPORT

T6898 A+B

Graphic Control

to accompany

Field Nos.

TOPOGRAPHIC SHEETS Nos. T-4670 & T-5670
(back to back on aluminum-mounted sheet)

PROJECT No. H T - 256

Revision Surveys San Francisco Bay.

U.S.C. & G.S.S. PIONEER

Winters of 1940-41 & 1941-42

INSTRUCTIONS: Authority for this survey is contained in Instructions from the Director dated November 16, 1940, paragraphs 8 to 13 inclusive.

MEMORANDUM REGARDING PREPARATION OF THIS SHEET IN WASHINGTON OFFICE:

1. Projection on ruling machine.
2. Topographic details in blue transferred in map projector by Stone and checked by R. E. Elkins, October 1940.
(a) All details from T-4670 (1: 10,000) except for bridge approaches which were taken from the later survey T-6666 (1: 20,000), and details below Lat. 37° 45' from T-4650 (1: 10,000).

CHARACTER AND LIMITS OF WORK: The purpose of these sheets is to locate any supplementary control needed for hydrography ~~needed for hydrography~~, and to include any delineating changes that have occurred in the shoreline and adjacent topography. All shoreline changes surveyed are shown in black ink.

The limits of the two sheets include the east shore of San Francisco Bay from Bay Farm Island on the South, to the east approach of the Bay Bridge on the north.

These sheets were worked on during the winter of 1940-1941. Since the hydrography was not completed in that season, it was necessary to locate new signals during the Winter 1941-1942. Due to additional construction in vicinity of Alameda Air Base, many of the signals were destroyed during the year as well as new changes in shore line.

CHARACTER OF CONTROL USED: Triangulation established in 1910, 1932, 1913, 1916, 1919, 1929, and 1938 was used for control on these sheets. Everything reduced to, and all work on, North American 1927 adjusted datum.

SURVEYING METHODS: Practically all planetable positions were determined by resection and three-point fixes. A few setups were by short traverse when rodding in detail, these were checked immediately by resection - no adjustments.

On the northern part of sheet T-4670 there was no triangulation control as station "Alameda Steel Stack 1916" was destroyed in 1918. The recovery of this station was thoroughly investigated as one recovery note stated another stack had replaced the destroyed one. However satisfactory control was obtained by transferring the position of signal "BAN", a very strongly located topographic station, from sheet T-5670.

Signals "HIGH" and "CONE"^{C.}, two concrete stacks near the old position of "Alameda Steel Stack 1916", were cut in from triangulation stations "BAY" and "Alameda Grand Boat Club Concrete Pillar" and topographic station "BAN". The new location of these stacks both fell about 10 meters northeast of the old position shown in blue.

During January 1942, signal "HIGH", i.e. "Alameda Pipe Works Highest of Two Concrete Stacks 1942", was cut in by triangulation. This verified the new location by about 2 meters and no adjustment was made.

Due to insufficient overlap of the sheets, it was necessary to make a small insert for the location of signals "CENT" and "LONE". This was left in pencil as the signals were of a temporary nature, being used for dredging operations, however they were used for hydrographic control. In January 1942, both of these signals had been removed as dredging was completed.

LANDMARKS: The only prominent new landmarks noticed on Sheet No. 4670 are at the New Alameda Naval Air Base. These landmarks are a red and white elevated steel tank and N.E. and W.W. radio towers in vicinity and the same height. The three objects form a good group for identification and stand out well in back of the low airbase buildings when viewed from the Bay. (Westward).

On sheet No. 5670 a new tank was built during 1941. This high elevated steel tank painted red and white is now the most prominent land mark in the vicinity. It is located at the north central portion of the new Naval Supply Depot at Oakland Middle Harbor. Landmarks are submitted on form #567.

Included in tentative plans is the removal of landmark shown on chart 5535 as "BU & YEL TANK" just north of the new tank mentioned above. This tank was still standing in January 1942.

AIDS TO NAVIGATION: The six non-floating Oakland Harbor range lights; (2 entrance range - 2 east range - 2 west range) were located as shown. The 3 black buoys, C3, C5, and C7 were also cut in at high slack water.

Oakland Shoal light and Oakland Harbor South Jetty light were also cut in. These are also submitted on form 567.

DETAILED DISCUSSION OF SHORE LINE CHANGES SURVEYED: Starting at the south-end of sheet T-4670, at Lat. $37^{\circ} 44'10''$ the high water line was rodded in again all the way up to Lat. $37^{\circ} 45'5''$. The recession of the shoreline was a maximum in the vicinity of triangulation stations Farm 2 and BAY, the most receded was 30 meters. The bay is shoal in this vicinity and the old high water line can be easily followed during half or low tide by a mud ledge. The shoreline in this vicinity is practically the outside edge of the dyke that keeps high water off the Bay Farm Island.

Just north of triangulation station "BAY", hulls of ten old destroyers lie grounded in the mud. They are so placed as to protect the dyke from wave action. They will probably be there for some time as they all seem to be firmly imbedded in the mud and sand.

In vicinity of triangulation station "BAY", two objects marked by topo symbols on old sheet lettered R.T. (probably radio towers), are no longer there.

Starting at Lat. $37^{\circ} 45'10''$, a new concrete sea wall has been constructed that extends northwest about 450 meters. Changes in the shoreline were rodded in until a good junction with the old work was obtained about 900 meters northwest of the sea wall. The area behind the wall is now being filled in, eliminating the slough and marsh shown on the old sheet.

From Lat. $37^{\circ} 45'8''$ to Lat. $37^{\circ} 46'6''$ the shore line was rodded in showing a few minor changes due to construction and also some displacement of shore line due to survey methods. Location of "Alameda Pipe Works Highest of Two Concrete Stacks" in 1942 by triangulation, substantiated the position of the new location of shore line in this area.

From Lat. $37^{\circ} 46'6''$ and Long. $122^{\circ} 17'6''$, to the north end of the sheet, there are extensive changes of shoreline due to the construction of the new Alameda Naval Airbase. Highwater line was rodded in as exists at present.

Turning over to sheet T-5670 (back of T-4670), shoreline was carried north until good junction was obtained at Alameda Mole. Object identified by topo symbol Lat. $37^{\circ} 47'6''$, Long. $122^{\circ} 19'0''$ named "Air Beacon" no longer exists.

State of California
Department of Public Works
Division of Highways
SAN FRANCISCO - OAKLAND BAY BRIDGE
Administration Building
Oakland, Calif.

T6898 A+B

~~Graphic Control~~

February 18, 1942

Please Refer to:

BBO-3/AA
700.50

The Commanding Officer
U. S. Coast and Geodetic Survey
Ship Pioneer, Box 1197
Oakland, California

Dear Sir

This will acknowledge your letter of February 16, addressed to the California State Highway Patrol, relative to the removal of triangulation stations in the vicinity of the San Francisco-Oakland Bay Bridge.

The dolphins which formerly supported the triangulation stations to which you refer, namely, "L.M." and "North", have been removed to the mud line.

Very truly yours

Signed:

Howard C. Wood

Howard C. Wood
Senior Bridge Engineer

DETAILED DISCUSSION OF SHORE LINE CHANGES SURVEYED:

A wreck located in 1941, Lat. $37^{\circ} 47'6$, Long. $122^{\circ} 19'5$ no longer exists in 1942.

In vicinity of Lat. $37^{\circ} 48'2$, there are extensive changes in shoreline due to construction of Naval Supply Depot. Details existing Jan. 1942 in the vicinity inked in solid black lines, dashed black lines represent proposed docks to be constructed. Entire area inshore from this is being filled in. The two Channel ranges located in this vicinity shown by topo symbols are of a temporary nature.

In vicinity of Lat. $37^{\circ} 49'3$, Long. $122^{\circ} 18'5$, changes in shore line were rodded in as shown due to new fills and construction.

North of the bridge approach are two changeable areas. They were originally spoil areas from nearby dredging operations. The west area is disappearing, former structures on it are now gone. The East area or island, is of more permanent nature and is now used as a duck club. Numerous hunting shacks built on piles and connected by walks have been constructed on it since last surveyed as shown. Additional duckblinds east of this island located as shown.

The two dolphins, position Lat. $37^{\circ} 49'6$, Long. $122^{\circ} 20'9$ and Lat. $37^{\circ} 49'6$, Long. $122^{\circ} 20'2$, shown in blue are no longer visible at high water. It could not be determined if these have been completely removed or not. The seven piles shown in blue in the vicinity of the spoil areas mentioned above are not visible at high water.

The ferry slips on the west side of Treasure Island have been removed as shown. Improvements and docks on the east side of Treasure Island were rodded in on a 1:5,000 scale sheet during Jan. 1942. This was a special survey requested by the Navy through the Inspector, San Francisco Field Station. The sheet was forwarded to that office.

The six non-floating channel range lights in Oakland Outer Harbor mentioned under "Aids to Navigation", were cut in from strong planetable positions. The planetable positions were determined by three-point fixes on triangulation stations, "Tower of the Sun", "Oakland High Tank", and "Oakland North Power Tower" with a check cut to "Yerba Buena Light House". Buoys C3, C5 and C7 were located by cuts at high slack water and are also strong locations.

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Graphic Control

FUTURE CHANGES: As the Bureau of Aeronautics is opposed to the release for publication details of U. S. Naval Air Stations, only the high water line and landmarks were located. However, a proposed layout print of shore facilities was obtained and is herewith submitted. Four points whose coordinates are known on the print were located by topography - they are - triangulation station "PENN" 1941, "MON" #36 at the northwest corner of the Lagoon, "MON" #34 at the northeast corner of the Lagoon, and "RED" and white elevated steel tank. This forms a good tie to the airbase coordinate system and details or future construction may be added without further field work if desired.

Respectfully submitted.

E. E. Stohsner

E. E. Stohsner,
Aid, Coast & Geodetic Survey.

This graphic control survey has been compared with contemporary hydrographic surveys. No further review by the Hydrographic Survey Section is necessary at the present time.

R. H. Carstens 6/13/46

APPROVED AND FORWARDED:

L. D. Graham

L. D. Graham,
Lieut. Commander, C&GS.
Commanding Ship PIONEER.

T6898 A-B

Graphic Control

PLANETABLE POSITIONS

List of signals on sheets T-4670 and 5670, other than those submitted on form #524. This list includes all signals, those located in the Winter of 1940-41 as well as those located in the Winter 1941-42. As this project may not be completed this season it was thought advisable to prepare this list.

TOPO NAME	LAT.	D.M.	LONG.	D.M.	REMARKS & DESCRIPTION
CLOTH	37°43'	1651 (199)	122°14' ⁰ (199)	888 (581)	Large white cross shaped # of signal cloth on the corner of a high 30' wooden windbreak.
FLAG	37°43'	1678 (172)	122°14' (172)	1067 (402)	Stick with flag na-iled on the north-west corner of small shed on end of dock.
N.W.PILE	37°43'	1761 (89)	122°14' (89)	1221 (248)	The northwest corner pile under small shed on end of dock.
WINDMILL	37°44'	59 (1791)	122°16' ⁴ (1791)	823 (646)	Windmill on small elevated tank in group of buildings.
CLOTH	37°44'	193 (1657)	122°14' (1657)	1421 (48)	Two vertical strips of signal cloth on tall wooden windbreak.
RED TANK	37°44'	210 (1640)	122°14' (1640)	1435 (33)	Large red tank behind trees. Ref. mark #1 for triang. sta. Farm ₂ is under this tank and about 1 meter south-west of the center of the tank.
CLOTH	37°44'	309 (1541)	122°15' (1541)	33 (1436)	White cross 'X' of signal cloth on face of high wooden windbreak.
BANNER	37°44'	641 (1209)	122°15' (1209)	84 (1385)	Cross banner 11' high dressed with cloth. This signal is nailed to the face of a heavy 3' high bulkhead.
RUST	37°44'	1218 (632)	122°15' (632)	33 (1436)	Rusty steel bridge 6' square on old grounded destroyer, No. 8 is still visible painted on her. The bridge is the highest of the several destroyer hulls grounded there. This was located in 1941 and its position checked and found the same in 1942.
LEV	37°44'	1449 (401)	122°14' (401)	1112 (357)	Black post 11' high with cross pieces at bottom and dressed with cloth. It is located at top of levee.
TILE	37°45'	194 (1656)	122°14' (1656)	271 (1198)	Small tile chimney on yellow frame house with spotted green roof.
END	37°45'	328 (1522)	122°14' (1522)	541 (928)	End of concrete wall and abutment 4' above street level. The last post which is also the end of the wall is the signal.

(cont.)

TOPO NAME	LAT. D.M.	LONG. D.M.	REMARKS & DESCRIPTION
FACE (S.E.)	37°45' 459 (1391)	122°15' 1 (1468)	At mouth of Sanleandro Bay - about 1400 meters SE of Alameda Yatch Club pier. At end of a line of piling extending 450 meters from the shore. This signal is the south east dolphin that forms the face of the end of the pier.
FACE (N.W.)	37°45' 471 (1379)	122°15' 18 (1451)	Same as Face (S.E.) except that it is the north west dolphin. The two dolphins are prominent.
LAST	37°46' 65 (1785)	122°16' 628 (840)	Last pile of row of piling, a cross banner was nail on this pile in 1941 but was partly removed in 1942.
PINK	37°46' 647 (1203)	122°16' 1050 (418)	Square pink cupola bell fower with tile roof. Not very prominent.
DOCK	37°46' 535 (1315)	122°17' 167 (1301)	Center of face of small 10'x 10' dock with small boats hoisted. A piece of signal cloth tacked on the center face is the signal.
LOW (tank)	37°46' 953 (897)	122°17' 740 (729)	Center of water tank about 15 yards in from high water line. This tank is not elevated and only one in immediate vicinity.
BLIND	37°46' 377 (1473)	122°17' 646 (823)	Duck blind about 6' square thatched with grass.
REAR	37°46' 852 (998)	122°17' 772 (697)	Temporary signal located in 1941 but destroyed in 1942.
DOWN	37°46' 894 (956)	122°17' 1409 (60)	Temporary Signal located in 1941 but destroyed before 1942,
PILE	37°46' 1017 (833)	122°18' 691 (777)	Temporary signal located in 1941 but destroyed before 1942.
S.W. CORNER	37°46' 841 (1009)	122°18' 323 (1145)	The south west corner of the building on the end of the new dock constructed during 1941.
CENT	37°46' 1265 (585)	122°19' 221 (1247)	Temporary signal located in 1941 but destroyed by 1942.
LONE	37°46' 1077 (773)	122°19' 134 (1334)	Temporary signal located in 1941 but destroyed by 1942.

(cont.)

TOPO NAME	LAT.	D.M.	LONG.	D.M.	REMARKS & DESCRIPTION	
BAN	37°46'		122°18'	662 ✓ (293)✓	Temp. signal located in 1941 but destroyed by 1942.	
TEM	37°46'		122°18'	803 ✓ (108)✓	Temp. signal located in 1941 but destroyed by 1942.	
GLASS (obs. Tower)	37°46'		122°18'	802 ✓ (117)✓	Glass enclosed watch tower on building.	
LOW	37°46'		122°19'	671 ✓ (238)✓	Temp. signal located in 1941 but destroyed by 1942.	
CROSS	37°46'		122°19'	373 ✓ (239)✓	Temp. signal located in 1941 but destroyed by 1942.	
MOUND"A"	37°46'		122°19'	457 ✓ (353)✓	West vent on second mound east (1011) from S.W. Cor. field.	
MOUND"B"	37°46'		122°19'	297 ✓ (362)✓	West vent on first mound east (1171) from S.W. corner field.	
MOUND"C"	37°47'	32	122°19'	✓ (1818)	610 ✓ (858)	Vent on first mound north from S.W. corner of field.
MOUND"D"	37°47'	637	122°19'	✓ (1213)	571 ✓ (897)	Vent on first mound South of the north west corner of the field.
WRECK	37°47'	1019	122°19'	✓ (831)	727 ✓ (741)	Located in 1941 - Completely gone in 1942.
YELLOW	37°48'	57	122°19'	✓ (1793)	1017 ✓ (451)	Small yellow square observation tower with peaked roof.
BLACK (STACK)	37°47'	⁴¹ 1859 (09)	122°19'	✓ (09)	864 ✓ (604)	Most prominent and largest black stack on mole. Not very large.
FRONT CHAN.RANGE	37°48'	604	122°19'	✓ (1246)	709 ✓ (759)	Temporary front channel range at Navy Supply Sta.
REAR CHAN.RANGE	37°48'	659	122°19'	✓ (1191)	466 ✓ (1008)	Temporary rear channel range at Naval Supply Sta.
BOLLARD	37°48'	603	122°19'	✓ (1247)	767 ✓ (701)	Large black iron bollard about 3½ ft. high mushroom shape. There are several along the face of the docks at the Naval Supply Sta. but this one is at the corner or angle point of the main dock where the faces intersect at an angle of 60°

T6898 A+B

Graphs Corp.

Remarks

Decisions

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GEOGRAPHIC NAMES

Survey No.

T6898A+B

Graphic Control

Name on Survey

	A, On Chart No.	B, On previous survey No.	C, On U. S. quadrangle Maps	D, From local information	E, On local Maps	F, P. O. Guide or Map	G, Rand McNally Atlas	H, U. S. Light List	K	
<u>San Francisco Bay</u>										1
<u>Bay Farm Island</u>										2
<u>Bay Bridge East Approach.</u>										3
<u>East Bay Bridge (Approach)</u>										4
<u>Yerba Buena I.</u>										5
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Names underlined in red approved
by L. Heck on 12/30/42

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED

STRIKE OUT ONE

LANDMARKS FOR CHARTS

Oakland, California

Graphic Control T6898 A-B

Jan. 15, 193

I recommend that the following objects which have (~~been~~) been inspected from seaward to determine their value as landmarks, be charted on (~~the~~) the charts indicated.

The positions given have been checked after listing.

Wm. D. Patterson
Wm. D. Patterson Chief of Party.

GENERAL LOCALITY		NAME AND DESCRIPTION		POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED
				LATITUDE		LONGITUDE		DATUM							
°	'	D. M. METERS	°	'	D. P. METERS										
Red and white elevated tank		37	47	133	122	17	1158	N.A. '27	Topo	Jan. '41	X				
Alameda Naval Airbase		37	47	204	122	17	1259	"	"	"	X				
Southwest radio tower		37	47	258	122	17	1149	"	"	"	X				
Alameda Naval Airbase		37	47	258	122	17	1149	"	"	"	X				
Northeast radio tower		37	47	258	122	17	1149	"	"	"	X				
Alameda Naval Airbase		37	47	258	122	17	1149	"	"	"	X				
THE FOLLOWING AIDS TO NAVIGATION IN OAKLAND HARBOR WERE CUT IN		37	49	366	122	19	78	N.A. '27	Topo	Jan. '41	X			5532	
Entrance Range Front		37	49	366	122	19	78	N.A. '27	Topo	Jan. '41	X			5532	
Entrance Range Rear		37	49	660	122	18	1126	"	"	"	X			5532	
East Side Range Front		37	48	1776	122	19	620	"	"	"	X			5535	
East Side Range Rear		37	49	98	122	19	366	"	"	"	X			5535	
West Side Range Front		37	48	1750	122	19	918	"	"	"	X			5535	
West Side Range Rear		37	49	58	122	19	659	"	"	"	X			5535	
Buoy C3		37	48	1843	122	19	299	"	"	"	X			5535	
Buoy C5		37	49	202	122	19	92	"	"	"	X			5535	
Buoy C7		37	49	399	122	18	1581	"	"	"	X			5535	

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

~~TO BE DELETED~~

STRIKE OUT ONE

LANDMARKS FOR CHARTS

Burbank Postcard T6898 A & B

Oakland, California

February 11, 1964

I recommend that the following objects which have ~~(been)~~ been inspected from seaward to determine their value as landmarks, be charted on ~~(charts)~~ the charts indicated.

The positions given have been checked after listing.

Chief of Party.

L. D. Cruikshank,

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY~~TO BE CHARTED~~
TO BE DELETED

STRIKE OUT ONE

LANDMARKS FOR CHARTS

~~San Francisco Bay~~
T6898 A 98

Oakland, California

February 11, 1942

I recommend that the following objects which have (*have not*) been inspected from seaward to determine their value as landmarks, ~~be~~
~~marked on (deleted from)~~ the charts indicated.

The positions given have been checked after listing.

L. D. Graham, Chief of Party.														
GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION						METHOD OF LOCATION	DATE OF LOCATION	HARBOR CHART	INSHORE CHART	OFFSHORE CHART	CHARTS AFFECTED	
		LATITUDE		LONGITUDE										
		D. M. METERS		° ' "		D. P. METERS								DATUM
		°	'	°	'	D. P.	METERS							
	Tower (north cable crossing)	37	47	1150	122	17	1366	NA 27	---	X			5532	
	Tower (south cable crossing)	37	47	816	122	18	107	"	---	X			5535	
	Tower (of the Sun, Treasure I.)	37	49	410	122	22	330	"	---	X			2	
	Tank (gone)	37	47	1521	122	19	1102	"	---	X			"	
	(Note: These three towers													
	torn down during 1941)													
	*Dolphin	37	49	1078	122	20	1422	"	---	X			"	
	*Dolphin	37	49	1106	122	20	318	"	---	X			"	
	*(see attached letter dated Feb. 18, 1942			from San Francisco-Oakland										
	Office. These two dolphins have been removed to the mud line and formerly supported													
	triangulation stations)													

L. D. Graham, Chief of Party.

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.

MEMORANDUM

IMMEDIATE ATTENTION

T6898A-B

Graphic Control

SURVEY
DESCRIPTIVE REPORT
~~PHOTO STATION~~

~~No. T6898~~

No. T6898 A & B

received Nov. 18, 1942
registered Dec. 16, 1942
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

ROUTE		Initial	Attention called to
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RETURN TO

82	R. W. Knox
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W. R. K.

NAUTICAL CHARTS BRANCH

SURVEY NO. T-6898 G46

Record of Application to Charts

[illegible]

M-2168-1

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.