

# 5941

Diag. Cht. No. 5534-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Type of Survey Planimetric  
Air Photo. Compilation  
Field No. \_\_\_\_\_ Office No. T-5941

### LOCALITY

State California  
General locality Suisun Bay  
Locality Carquinez Strait

1941

### CHIEF OF PARTY

K.G. Crosby

### LIBRARY & ARCHIVES

DATE

June 16-1950

B-1870-1 (1)

# 5941

Applied to Cht. 5534 - May 1943 N. P. G.

Partially applied Cht 5525 9/14/50 P. G. G.

## DATA RECORD

T- 5941

Quadrangle (II):

Project No. (II): 262

Field Office: San Francisco, Cal Chief of Party: L. D. Graham

Compilation Office: Tampa, Fla. Chief of Party: K. G. Crosby

Instructions dated (II III):

Copy filed in *Division of*  
~~Report No. T~~ ~~(VI)~~  
*Photogrammetry Office*  
*Files.*

Completed survey received in office: 4-2-43

Reported to Nautical Chart Section:

April 43

Reviewed: 12-7-48 Applied to chart No. 5534 Date: May 1943

Redrafting Completed: 9-8-49

Registered: 4-27-50

Published: 4-20-50

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): *M.H.W.*  
M.S.L.

Reference Station (III): Bush Hill, 1851

Lat.: 38° 02' 59.897" (1846.74 m.) Long.: 122° 12' 18.057" (440.27 m.) Adjusted  
~~Unadjusted~~

State Plane Coordinates (VI):

*Cal. State Grid: Zone 3 primary*  
*Zone 2 secondary*

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

Number	Date	Time	Scale	Stage of Tide
5423 -	5/15/41	1:03	1:10,000	‡ .17
5424 -	"	1:04	"	‡ .18
5425 -	"	"	"	"
5426 -	"	1:05	"	‡ .19
5438 -	"	1:12	"	‡ .30
5439 -	"	1:13	"	‡ .35
5440 -	"	"	"	"
5444 -	"	1:18	"	‡ .40
5445 -	"	"	"	"
5446 -	"	1:19	"	‡ .42
5506 -	5/18/41	11:14	"	‡ 1.80
6416 -	9/3/41	2:36	"	‡ 3.95

Tide from (III): Carquinez Strait - mean of Crockett - Benicia (Army Point)

Mean Range: 4.3'

Spring Range: 5.8'

Field Inspection by: Lieut. (j.g.) W.J. Chovan      date: Sept. 1941  
Lieut. (j.g.) W. C. Russel

Field Edit by: *None*

date: \_\_\_\_\_

Date of Mean High-Water Line Location (III):  
Same as date of photographs

Projection and Grids ruled by (III) W.C.B. Wash.Off. date: 10/4/42

" " " checked by: " " " date: "

Control plotted by: R. Dossett, Sr. Photo. Aid      date: 10/8/42

Control checked by: J. Callahan      date: 10/8/42



STATISTICS (III)

Land Area (Sq. Statute Miles): 29.83

Shoreline (More than 200 meters to opposite shore): 11.22 stat. mi.

Shoreline (Less than 200 meters to opposite shore): 6.2 stat. mi.

Number of Recoverable Topographic Stations established: 8/4

Number of Temporary Hydrographic Stations located by radial plot: 12

Leveling (to control contours) - miles:

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:

MAP T. 5941 PROJECT NO. 262 A SCALE OF MAP 1:10 000 SCALE FACTOR 1.11

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $\lambda$ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927 - DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
VALLEJO 3, 1852	G.P.	N.A. 1927	38° 04' 11.755"	362.4			
			122° 13' 21.406"	521.8			
TEG, 1938	"	"	38° 04' 00.65"	20.0			
			122° 12' 13.98"	340.8			
BEACON 1, 1929	"	"	38° 04' 01.51"	46.6			
			122° 13' 50.68"	1235.4			
GREAT WESTERN POWER CO. NORTH TRANSMISSION TOWER, 1922	"	"	38° 03' 59.995"	1849.8			
			122° 13' 35.984"	877.1			
GREAT WESTERN POWER CO. SOUTH TRANSMISSION TOWER, 1922	"	"	38° 03' 16.999"	524.1			
			122° 13' 59.890"	1460.1			
PAC, 1938	"	"	38° 03' 54.02"	1665.5			
			122° 13' 25.45"	620.4			
TEL, 1938	"	"	38° 03' 56.71"	1748.5			
			122° 12' 32.62"	795.1			
CARQUINEZ BRIDGE AVIATION BEACON, 1932	"	"	38° 03' 39.662"	1222.9			
			122° 13' 28.928"	705.2			
CROCKETT, 1932	"	"	38° 02' 34.152"	1053.0			
			122° 13' 41.719"	1017.3			
CROCKETT, C. & H. SUGAR CO., STACK, 1932	"	"	38° 03' 24.999"	770.8			
			122° 13' 03.351"	81.7			
GRANGERS WHARF, TOWER, EAST GABLE, 1922	"	"	38° 03' 18.67"	575.6			
			122° 12' 17.88"	435.9			
FRANKLIN, 1932	"	"	38° 01' 11.014"	339.6			
			122° 12' 13.721"	334.7			

1 FT. = .3048006 METER  
COMPUTED BY:

DATE

CHECKED BY:

DATE

M-2388-12



MAP T. 5941

PROJECT NO. 262 A

SCALE OF MAP 1:10000

SCALE FACTOR 1.1

STATION	SOURCE OF INFORMATION (INDEX)	DATUM	LATITUDE OR $\psi$ -COORDINATE LONGITUDE OR $\chi$ -COORDINATE	DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD (BACK)	DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)	FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)
BUSH HILL, 1851	G.P.	N.A. 1927	38° 02' 59.897"	1846.7			
BUSH HILL, ECCENTRIC, 1922	"	"	122° 12' 18.057"	440.3			
			38° 03' 00.112"	3.5			
			122° 12' 17.312"	422.1			
PACIFIC GAS & ELECTRIC CO. NORTH TRANSMISSION TOWER, 1922	"	"	38° 03' 43.415"	1338.6			
			122° 11' 52.095"	1270.0			
			38° 03' 43.610"	1344.6			
DILLON (U.S.E.) 1922	"	"	122° 11' 36.103"	880.1			
			38° 03' 36.21"	1116.4			
DILLON'S POINT (U.S.E.) 1922	"	"	122° 11' 36.18"	882.0			
			38° 03' 58.960"	1817.9			
NORTH SIDE, 1922	"	"	122° 10' 46.509"	1133.7			
			38° 02' 35.743"	1102.0			
CARQUINEZ POINT 2, 1922	"	"	122° 10' 45.520"	1110.0			
RED BRICK CHIMNEY SOUTH SIDE, 1909	"	"	38° 02' 11.22"	345.9			
			122° 10' 29.29"	714.3			
DOPE (U.S.E.) 1922	"	"	38° 01' 41.868"	1290.9			
			122° 10' 02.365"	57.7			
OZOL, STACK, 1922	"	"	38° 01' 34.801"	1073.0			
			122° 09' 43.322"	1056.6			
BENICIA (U.S.E.) 1922	"	"	38° 03' 34.918"	1076.6			
			122° 09' 22.737"	554.3			
BENICIA, TANNERY TANK, 1922	"	"	38° 02' 48.582"	1497.9			
			122° 09' 32.511"	702.7			

*This station is not shown on manuscript,  
since its position is too close to station  
"BUSH HILL" to be shown.*

1 FT. = .3048006 METER  
COMPUTED BY:

Stations underlined in red were added during review.

DATE

CHECKED BY:

DATE

M. 2388-12



10.000 SCALE FACTOR 1.1

DATUM CORRECTION	N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS		FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS	
	FORWARD	(BACK)	FORWARD	(BACK)
lost or destroyed:				

## Field Inspection

Field inspection data for the area of  
T-5941 are contained in the "Field Inspection  
Report - Suisan Bay Area, California" submitted  
by W. C. Russell. <sup>in 1941</sup> This report is filed in the  
Division of Photogrammetry, General Files.



DESCRIPTIVE REPORT  
TO ACCOMPANY  
SHEET NO. T-5941

CONTROL

There are 26 triangulation stations within the limits of this sheet. Many of these stations were objects which could be readily identified and picked directly on the photographs, such as stacks, transmission towers and water tanks. Several stations could not be picked by the field inspection party and these were located by Field Inspection Points.

The following stations could not be consistently held during the radial plot.

Dillons Point (U.S.E.D.) 1922  
- Ben (U.S.E.D.) 1939  
U.S.E.D. Harbor Line Mon. No. 29, 1939  
U.S.E.D. Harbor Line No. 25, 1939  
F.I.P. Kett

F.I.P. Tank (BUSH HILL, 1851) was not plotted on the survey sheet as control was adequate in that vicinity.

The topographic stations referred to in the paragraph HYDROGRAPHIC CONTROL, all had geographic positions. These positions were received after the main radial plot had been run. However, they were plotted on the survey sheet and used in addition to the plotted triangulation in cutting in additional radial points and recutting those that were doubtful. These hydrographic stations added considerably to the strength of the radial plot on this sheet.

Reference is hereby made to the Field Inspection Report of the Suisun Bay Area in which all triangulation stations on this sheet are listed. This report was submitted by Lieut. Comdr. L. D. Graham in 1941. *Div. of Photogrammetry General Files.*

Stations DILL (USED) 1939, and GRANGERS WHARF TOWER, EAST GABLE, 1922, were not tied in on the photographs by the field party and therefore were not used in the radial plot.

RADIAL PLOT

For a discussion of the radial plot covering this sheet reference is made to the compilation report for Sheet T-5945. *Filed in the Bureau Archives.*

DETAILING

The photographs used in detailing this sheet are clear with the exception of photo 5426 which is dark. The scale of all photographs is reasonably good.

The field inspection was thorough and complete along the shoreline, but was hardly adequate inshore. It is believed that by comparing inspected areas with those uninspected, a true interpretation has been obtained.



Form 5 524

T-5944 - Rec. Topo. Sta.

BM W-129, 1932 r 1941

" No. 2-1929, 1741 "

" V-129 1932 "

" 17 (USGS) "

USED Harbor Line 19A

BM T-129-1932

B. 64 U.S.G.S.

USED Harbor Line 17A

" " " 3.1 "

Transmission Tower on Knoll, 1942

Dill (USED) 1939 + 1942

Tank on Roof C & H. Sugar Co. 1942

H. L. <sup>MOFF</sup> No. 25 (USED) r 1941

H. L. Morr. 29 (U.S.E.D.) 1941



Accuracy of the detail along the southern and northern borders of this sheet is a bit questionable because inadequate photographs and hilly terrain.

#### SUPPLEMENTAL DATA

A comparison was made with topographic Survey Sheets Nos. T-6733 (1939) and T-6734 (1939). The shoreline is in general agreement.

#### DETAILS OFFSHORE FROM THE H. W. LINE

On the east side of Glen Cove there is a sunken wreck whose location on the sheet is approximate. About 300 meters southeast of this point the field inspection party indicated a sunken barge which sank September 1941. A 3" pipe shows 2 feet above H. W.

#### WHARVES AND SHORELINE STRUCTURES

A large warehouse, surrounding buildings and piers northwest of Port Costa which burned September 1941 appear on photographs. An accurate location of the H.W.L. could not be determined by the compiler since field inspection party failed to indicate it on field prints.

#### LANDMARKS AND AIDS TO NAVIGATION

The landmarks and aids to navigation which appear on this sheet are listed on Form 567 which is made part of this report.

#### HYDROGRAPHIC CONTROL

There are 12 unmarked stations located by the radial plot that fall on this sheet. These stations are listed at the bottom of the survey sheet. Also, they are listed in Lieut. Comdr. L. D. Graham's Field Inspection Report of the Suisun Bay Area.

In addition the hydrographic party may recover and use the 32 topographic stations plotted on this sheet which were established on sheets T-6733 and T-6734 in 1939.

NOTE: Attention is called to the apparent discrepancy in the description of topographic station Traf 4, 1939. The station appears to be just south of the S.P.R.R. tracks instead of "just to the north of the railroad tracks" as stated in the description. It is shown just south on Topo. sheet T-6733 and just south on this compilation (T-5941). Hydrographic station Flag, 1934 was lost when the building burned (Sept. 1941) on which it was located.

*See opposite page for topo. sta. listing. Form 524 cards on file in Div. of Photogr. General files K.H.M. under No. T-5941 also " T-6733 (not listed on app. p.)*

#### GEOGRAPHIC NAMES

Reference is made to a letter from the Acting Director dated Dec. 2, 1942, Reference 28-PFA, 1990, in which this office is authorized to omit the geographic names, except those so well established as to be correct beyond question, and that other names will be added by the Washington Office at a later date. *List of names approved by Geographic Names Section attached.*



COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

A comparison was made with the U. S. Geological Survey Carquinez Quadrangle and the U. S. Engineers Carquinez Quadrangle. Due to the difference in scale, an accurate comparison could not be made but in general, they are in agreement.

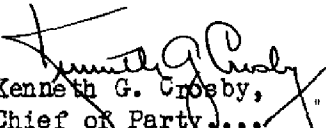
COMPARISON WITH NAUTICAL CHARTS

This sheet was compared with the U. S. Coast and Geodetic Survey Charts No. 5525 (Mare Island Strait) and No. 5534 (Suisun Bay). The comparison is favorable and no important changes have been noted.

Respectfully submitted,

19c Robert D. Eis  
Sr. Photogrammetric Aid

Forwarded by:

  
Kenneth G. Crosby,  
Chief of Party....



## LANDMARKS FOR

I recommend that the following objects which have (have not) been be charted on (~~not charted on~~) the charts indicated.  
The positions given have been checked after listing.

[illegible]

This form shall be prepared in accordance with 1934 Field Memorandum No. 10, "Instructions for the Preparation of Navigational Aids," and shall include all landmarks and nonfloating aids to navigation, if redetermined, shall be included in the charts of the area and not by individual field survey sheets. Information



SUPPLEMENTAL REPORT  
TO ACCOMPANY  
T-5941

DELINEATING:

The portion of this map manuscript that lies between latitudes  $38^{\circ} 00'$  to  $38^{\circ} 03'$  and longitude  $122^{\circ} 12'$  to  $122^{\circ} 14'$  was redelineated after a plot was run on this and the adjoining map manuscript No. T-5931. (Reference Radial Plot report for T-5931).

Much redrafting was necessary in this area when new detail points were cut in.

It was decided to delete all of the detail in the lower portion of this map manuscript (marked off in red) for lack of photograph coverage.

A transmission line extending between latitudes  $38^{\circ} 03'$  and  $38^{\circ} 01'$  along the western edge of this map manuscript was established from "two cut" intersections as a third photograph was not available. "Cuts" nearing latitude  $38^{\circ} 01'$  were too flat to use for control, so the line was drafted directly to the original line which terminated at a transformer bank at latitude  $38^{\circ} 02' 15''$ , longitude  $122^{\circ} 14'$ .

A transmission line at latitude  $38^{\circ} 01'$  longitude  $122^{\circ} 12'$  was moved about 130 meters after cutting-in all identifiable towers. Apparently, misidentification of one or two towers during the first compilation resulted in this error.

At approximately latitude  $38^{\circ} 02' 25''$ , longitude  $122^{\circ} 12'$  a Rd.2 appears to be incomplete for 160 meters. No connection of road ends, at this point, could be determined by use of the stereoscope.

There is also apparently no connection of trail ends at latitude  $38^{\circ} 01' 30''$ , longitude  $122^{\circ} 13' 40''$ .

Respectfully submitted,

*Russell J. Pate*

R.J. Pate, Photo. Aid

Approved and forwarded:

---

George E. Morris, Jr.  
Chief of Party.

POST-OFFICE ADDRESS:

TELEGRAPH ADDRESS:

EXPRESS ADDRESS:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

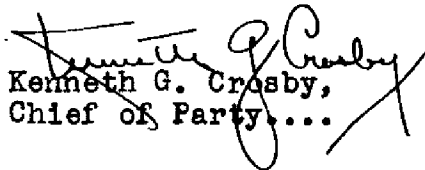
October 15, 1943

MEMORANDUM TO ACCOMPANY T-5941 (Project 262) California

This manuscript has previously been submitted to the Washington Office. It was returned to the Tampa Office for the purpose of making a proper junction between this sheet and T-5936.

As a result of a recheck there have been minor corrections made to T-5941 along the junction with the above mentioned sheet. These changes consist of moving several streets, deleting houses in a new housing development and a slight correction to the shoreline on the northern side of Carquinez Strait.

This memorandum is submitted for the purpose of clarifying the discrepancy which may appear between the ozalid prints which were made at the time of the original transmittal and any prints which may be taken of T-5941 now or at some future date.

  
Kenneth G. Crosby,  
Chief of Party....





## GEOGRAPHIC NAMES

Survey No.

Name on Survey	A	B	C	D	E	F	G	H	K	
<u>South Vallejo</u>										1
<u>Lake Herman</u>										2
<u>Sulphur Springs Creek</u>										3
<u>Solano County</u>										4
<u>Contra Costa County</u>										5
<u>California*</u>			(for title)							6
<u>State Highway #74</u>			<i>leave out</i>							7
<u>Semple Point</u>										8
<u>Glencove</u>			(town)							9
<u>Glen Cove</u>			(cove)							10
<u>Slough Channel</u>										11
<u>Carquinez Strait*</u>										12
<u>Benicia*</u>										13
<u>Southampton Bay</u>										14
<u>Dillon Point</u>										15
<u>Benicia City Wharf</u>										16
<u>Southern Pacific R.R.</u>										17
<u>Morrow Cove</u>										18
<u>Carquinez Bridge</u>										19
<u>Valona</u>										20
<u>Crockett</u>										21
<u>Port Costa</u>										22
<u>Eckley</u>										23
<u>Bush Hill</u>										24
<u>Point Carquinez*</u>										25
<u>State Highway #14</u>			<i>not SURE?</i>		<i>leave out</i>					26
<u>Ozol</u>										27

M 234



GI APHIC NAMES  
vey No.

On Survey	A	B	C	D	E	F	G	H	K
• <u>U.S. Highway #40</u>									1
• <u>State Highway #106</u> (4)									2
• <u>Atchison Topeka &amp; Santa Fe R.R.</u>									3
• <u>Rodeo Creek</u>				not shown					4
• <u>Franklin Creek</u>									5
• <u>Franklin Canyon</u>									6
• <u>State Highway</u> (21)			* - Decis of BGN.						7
			Underlined names approved.						8
				10-6-48.					9
				A.J.W.					10
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17 March 1950

Rear Admiral K.T. Adams  
Acting Director  
United States Coast and Geodetic Survey  
Department of Commerce

Dear Admiral Adams:

Your memorandum, file No. 731-aal, dated 12 December 1949, addressed to the Director of Intelligence, United States Air Force, forwarding seventeen (17) maps for security clearance, was referred to the Assistant Chief of Staff, G-2 for action.

There is no objection to the publication of the following maps as unclassified:

T-5920 Point Avisadero - Point San Bruno  
T-5929 San Quentin - California City  
T-5931 Davis Point - Pinole Point  
T-5936 Vallejo, California

Provided minor deletions are made as indicated on each map



Sunken Barge and 3" iron pipe shown on T-5941 in  
lat  $38^{\circ}03.80'$ , long.  $122^{\circ}12.25'$ , not found on Hydro Survey H-7785 (1949-50)  
IMZ 10/31/51



Division of Photogrammetry  
Review Report of  
Planimetric Map Manuscript T-5941

Subject numbers not used in this report have been adequately covered in other parts of the descriptive report.

26. Control.--All triangulation stations falling within the limits of the map manuscript are listed on form M-2388-12, attached to this descriptive report. Stations underlined in red (4) were added during review. Station BUSH HILL, ECCENTRIC, 1922 was not added to the map manuscript due to its proximity to station BUSH HILL, 1851. Stations, TRANS-MISSION TOWER ON KNOLL, 1942 and DILL, (U.S.E.D.), 1939, are considered as not being of third order triangulation accuracy and these two stations were changed to topographic stations on the map manuscript. In addition, the following triangulation stations U.S.E.D. HARBOR LINE 31, 1941, U.S.E.D. HARBOR LINE MONUMENT NO. 29, 1941, HARBOR LINE NO. 25, U.S.E.D., 1941 and U.S.E.D. HARBOR LINE 19A, 1941, were changed to topographic stations, since they are recorded on form 524 and not listed under California Geographic Positions. Ten stations, reported by Geodesy as lost or destroyed have been listed separately on form M-2388-12, attached to this descriptive report. These stations are not shown on the map manuscript. Station BEN, U.S.E.D., 1939 was removed from the map manuscript as its position was coincidental with BENICIA, (U.S.E.D.), 1922. The latter station appears on the map manuscript.

28. Detailing.--Minor corrections and additions were necessary to complete the map manuscript.

29. Supplemental Data.--One map of the Town of Port Costa and one of the City of Benicia have been added to the large file envelope, and a map of Vallejo and vicinity may be found in the large file envelope of T-5936, should additional street names, etc. be desirable for the final publication of this manuscript. *Maps filed in Div. Photogrammetry General Files.*

37. Security Status.--By authority of the Security Classification map dated 16 December 1946, all photographs covering the area of Benicia Arsenal are classified as "Restricted".  
*Restrictions removed-- see copy of letter attached to this report. L.K.M. 4/27/50*

Of the photographs listed on page 2, the following were classified as "Restricted": 5425, 5426, 5438, 5439, 5445, 5446 *All photographs have been cleared.*

43. Comparison with Contemporary Hydrographic Surveys.--

H-6524

1:10,000

1939-40

There are some new wharf and pier structures near the city of Benicia, not shown on this Hydrographic Survey.



These changes, however, appear on Nautical Chart 5534.

44. Comparison with Existing Topographic Surveys:

T-316	1:10,000	1851
T-577	1:10,000	1856
T-1676	1:10,000	1886
T-1676a	1:10,000	1921
T-1676b	1:10,000	1922
T-4231	1:10,000	1926
T-4270	1:10,000	1927
T-6733	1:10,000	1939
T-6734	1:10,000	1939

These surveys are superseded by T-5941 <sup>for nautical charting purposes.</sup> in all common areas, except for contours.

45. Comparison with Nautical Charts.-

5525	1:10,000	1946	(46-6/1)
5534	1:40,000	1948	(48-9/6)

\* Only a narrow portion of the area (between 122°13'30" to 122°14' longitude and between 38°03' to 38°04'30") is common to both the map manuscript and chart 5525. There is, however, sufficient disagreement between the two to warrant correction of the Nautical Chart for the next printing.

51. Application to Nautical Charts.-This map manuscript has been applied to Nautical Chart 5534 only and not to Nautical Chart 5525 as of the date of this review report (See recommendation under No. 45).

Reviewed by:

J. J. Streifler  
J. J. Streifler  
7 December 1948

Under direction of:

S. V. Griffith  
S. V. Griffith *R.N.M.*  
Chief of Review Section

APPROVED:

B. G. Jones 5/50  
B. G. Jones, Technical Assit.  
to the Chief, Div. of Photo.

H. R. Edmonston  
Chief, Nautical Chart Branch  
Div. of Charts.

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scäife  
Chief, Division of Coastal Surveys

# NAUTICAL CHARTS BRANCH

SURVEY NO. 5941

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
5/10/51	5574	E.M. Wilson	<del>Before</del> After Verification and Review <i>New Chart</i>
11/20/51	5534	H.W. Burgoyne	<del>Before</del> After Verification and Review <i>Completely applied - No Correction</i>
5/9/52	5533	H.F. Stegman	<del>Before</del> After Verification and Review <i>Examined</i> <i>revised &amp; amended in book</i>