

5943

Diag'd. on diag. ch. No. 5534

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Air Photo. Compilation

Field No. _____ Office No. T-5943

LOCALITY

State California

General locality Suisun Bay

Locality Port Chicago, Calif.

194 3

CHIEF OF PARTY

Lieut. Comdr. L. D. Graham

Lieut. Comdr. K. G. Crosby

LIBRARY & ARCHIVES

DATE

March 9 - 1948

8-1870-1 (11)

5943

2
applied to chart 5534. July 1943 - IV. P. 8.
applied to chart 5575 May 5, 1945 W. A. B. before verification and review
" " " 5575 April 26, 1948 ~~after~~ after " " "
suspected after review - compared with chart 5575 - no correction to chart 5534
H. F. Stegman Aug 5, 1948.

DATA RECORD

T- 5943

Quadrangle (II): Carquinez, Calif. Project No. (II): 262

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

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

Instructions dated (II III): 9-4-41

Div. of Photogrammetry
Office Files
Copy filed in Descriptive
Report No. T- (VI)

Completed survey received in office: 5-10-43

Reported to Nautical Chart Section:

Reviewed: 1-26-48 Applied to chart No. 5534 Date: July 1943
5575 5-5-45

Redrafting Completed:

Registered: ~~7-30~~²⁵-48

Published:

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.S.L.

Reference Station (III): Bay Point 1932 (USE)

Lat.: 38° 02' 03" 694(113.89) Long.: 122° 00' 58" 701(1431.54) Adjusted
~~Unadjusted~~

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI)

PHOTOGRAPHS (III)

| <u>Number</u> | <u>Date</u> | <u>Time</u> | <u>Scale</u> | <u>Stage of Tide</u> |
|---------------|-------------|-------------|--------------|----------------------|
| 6334 | 9/3/41 | 11:33 | 1:10,000 | + 3.3 |
| 6335 | " | " | " | " |
| 8512 | 5/18/41 | 11:51 | " | + 2.0 |
| 5514 | " | 11:52 | " | " |
| 5432 | 5/15/41 | 1:09 | " | + 1.3 |
| 5433 | " | 1:10 | " | " |
| 5434 | " | " | " | " |
| 6325 | 9/3/41 | 11:09 | " | + 3.0 |
| 5429 | 5/15/41 | 1:06 | " | + 1.4 |

Tide from (III): Bay Point (Reference Station: San Francisco)

Mean Range: 4.0 ft. Spring Range: 5.3 ft. (diurnal)

Camera: (Kind or source) U.S.C.&G.S 9 lens (8 $\frac{1}{4}$ " focal length

Field Inspection by: W.J.Chovan, W.C.Russell date: 1942

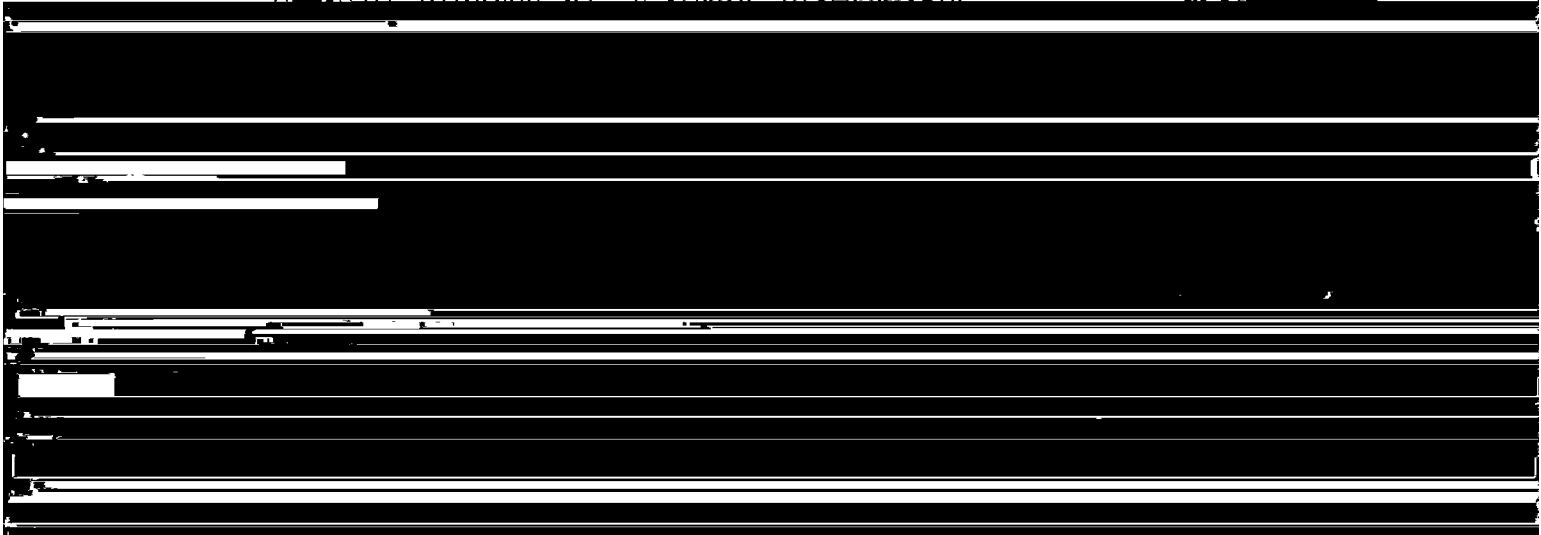
Field Edit by: *None* date:

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

Projection and Grids ruled by (III) W.C.B. Wash.Offc. date: 10/3/42

" " " checked by: " " date: "

Control plotted by: H.V.Reid Sr. Photo Aid date: 10/7/42



STATISTICS (III)

Land Area (Sq. Statute Miles): 20.75

Shoreline (More than 200 meters to opposite shore): 19.9

Shoreline (Less than 200 meters to opposite shore): 29.4

Number of Recoverable Topographic Stations established: 5

Number of Temporary Hydrographic Stations located by radial plot: 17

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:

DESCRIPTIVE REPORT
TO ACCOMPANY
SHEET NO. T-5943

26 CONTROL

There was adequate control on this sheet to insure a good radial plot. Fifteen triangulation stations appear on this sheet. The following stations could not be consistently held during the radial plot:

Pole Seal Island (1939) ✓
-Tank, Garnet Point (1939) ✓
-Tripod, Preston Point (1934) ✓
Roe Island Nav. Beacon (1932) ✓
Bay Point (USED) 1932

Bay Point (USED) 1932 could not be identified on photographs by the field party, therefore "F.I.P. Tower", which is a field inspection point relating to this triangulation station, was used instead. Station "Outer Gable of Red House on Dock" could not be used. The field party recovery does not check with the plotted position furnished by unchecked computation of 1939. Therefore, it was taken off of the sheet and is considered as being lost.

See Review Report

27 MAIN RADIAL PLOT

The discussion of the radial plot which includes this sheet has been made a part of descriptive report for sheet T-5945.

Filed in Division of Photogrammetry - General Files.

28 DETAILING

The photographs used in detailing this sheet were generally clear and the scale was found to be reasonably good. Field inspection was adequate along the shore line. Inland areas were not fully covered. However, questionable areas were classified by consulting experienced personnel of this office, and it is believed that an accurate interpretation has been obtained. Shoal areas are shown by a dashed line indicating their approximate limits. The exact limits of these areas will have to be determined by the hydrographer. There are two flights of photographs showing this area. The 5500 series taken in May 1941 and 6300 series taken in September 1941. There were only three of the 6300 series that fell on this sheet, and as they were taken at a different time (different tide) they were not used for detailing except to assist in locating approximate limits of shoal areas.

29 SUPPLEMENTAL DATA See review report

A comparison with U.S.C. & G.S. graphic control sheet "D" was made with this sheet. There were no important discrepancies to be found between them.

T-6902a

A general highway map of Contra Costa County, California, was used to assist in labeling highways of this area.

Survey plans of the Southern Pacific Railroad were used to determine the number of tracks, spurs, sidings and labeling of the names of other railroads in this area.

The Tampa office was also furnished with a set of single lens photographs taken by the 91st Observation Squadron, U. S. Army Air Force. These assisted in interpreting the southern shoreline along Suisun Bay.

39 LANDMARKS AND AIDS TO NAVIGATION See review report

There are no uncharted landmarks on this sheet and the aids to navigation which should be charted or deleted are listed on form 567 which is made a part of this report.

Four new lights appear on Navigation Chart #5534 which has been corrected to August 1942, at the southeast end of Roe Island. Two of the lights appear at the south end and two at the north end of an apparent newly cut channel. As these lights have been constructed since photographs were taken, and apparently since field inspection was done they could not be identified on photographs to be "cut in" by the radial plot.

35 HYDROGRAPHIC CONTROL

Four

Five recoverable topographic stations appear on this sheet and are listed on form 524.

Fourteen

Seventeen unmarked ^{photo-hydro}topographic stations appear on this sheet and are listed on the survey sheet. The position of these stations were determined by the radial plot.

A description of hydrographic control for this area, including unmarked stations, is listed in the "Field Inspection Report" for Suisun Bay Area, made in 1941 by L. D. Graham, Lieut. Comdr., U. S. C. & G. S. Filed in Div. of Photogrammetry- General Files.

38 GEOGRAPHIC NAMES 814V Approved list filed in Div of Charts, Geographic Names Section.

Only those geographic names considered so well established as to be correct beyond question are shown on this sheet. This was done in accordance with a letter from the Acting Director dated December 2, 1942, Reference 28-PFA-1990.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

A comparison was made with the following quadrangles:

California, Antioch Quadrangle, edition of November 1908, reprinted 1936, published by Department of the Interior, U.S.G.S.

California, Honker Bay Quadrangle, edition of 1918,
published by Dept. of the Interior, U.S.G.S.

California, Carquinez Quadrangle, edition of July
1901, reprinted 1933, published by Department of
Interior, U.S.G.S.

In general the detail was found in good agreement, but due to
the scale difference only a visual comparison was made.

45 COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C. & G.S. West Coast, California
Nautical Chart #5534 corrected to August 1942. There were no notice-
able discrepancies in position of shoreline or shoreline structures.
There are no charted features that should require immediate correction
on this sheet.

Respectfully submitted;

Ben O. Bryant

Ben O. Bryant,
Sr. Photogrammetric Aid

Forwarded by:

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

Division of Photogrammetry
Review Report of
Planimetric Map Manuscript T-5943

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


26. Control.--The triangulation station, Nichols, 1922, was added to the map manuscript.

The names of the triangulation stations on the map manuscript were changed to agree with the names shown in the published lists of geographic positions.

The five triangulation stations that are noted in the descriptive report as not consistently held during the radial plot were re-cut during the review. It was determined that the stations held within the limits of accuracy with the following exceptions:

The substitute station "Tower" for the station, Bay Point USE, 1932, could not be held. Evidently the angle furnished on the pricking card is in error.

Difficulty was encountered in locating the station "Ryer Island. Garnet Pt.. Higher of Two Tanks". 1939. on



The map manuscript is in good agreement with the survey with the following exceptions:

The shoreline, piers and the channel to the yacht harbor, north of Port Chicago. The map manuscript shows the extensive construction work that changed this area since the time of the hydrographic survey.

44. Comparison with Existing Topographic Surveys.---

| | | |
|----------------------------|----------|------|
| USGS Carquinez Quadrangle | 1:62,500 | 1901 |
| USGS Honker Bay Quadrangle | 1:31,680 | 1918 |
| T-1029 | 1:20,000 | 1866 |
| T-4023 | 1:10,000 | 1922 |
| T-6902a (Graphic Control) | 1:10,000 | 1939 |

The map manuscript is in good agreement with the surveys with the following exceptions:

Piers, railroads, ditches, levees, buildings, a power line, a pipe line and a canal that are shown on the map manuscript, do not appear on the surveys.

45. Comparison with Nautical Charts.---

| | | |
|----------------|----------|------|
| Chart No. 5534 | 1:40,000 | 1946 |
| Chart No. 5575 | 1:10,000 | 1945 |

The map manuscript is in excellent agreement with the nautical charts with the following exceptions:

A wreck and a pier that are shown on the charts southwest of Sealbluff Landing are not shown on the map manuscript.

The foul area that is shown on the map manuscript at Sealbluff Landing, is not shown on the charts. *Range of from Little information on chart*

The map manuscript has been applied to the nautical charts.

Reviewed by:

Charles Theurer
C. Theurer
1-26-48

Reviewed under direction of

S. V. Griffith
S. V. Griffith
Chief, Review Section

APPROVED:

B. J. Jones 2/48
Technical Assistant to the
Chief, Div. of Photogrammetry

K. T. Adams
Chief, Div. of Photogrammetry

Robert Green
Chief, Nautical Chart Br.
Division of Charts
C. K. Green
Chief, Div. of Coastal Surveys

NONFLOATING AIDS OR LANDMARKS FOR CHARTS

TO BE CHARTED } STRIKE OUT ONE

Washington Office

Jan. 26 1948

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

The positions given have been checked after listing by

S. V. Griffith *Chief of Party.*

[illegible]

GEOGRAPHIC NAMES

Survey No. T-5943

[illegible]

GEOGRAPHIC NAMES

Survey No.

T-5943

2 Name on Survey

| | On Chart No. | On previous survey No. | On U. S. quadrangle Maps | From local information | On local Maps | P. O. Guide or Map | Rand McNally Atlas | U. S. Light List | |
|---|---|------------------------|--------------------------|------------------------|---------------|--------------------|--------------------|------------------|----|
| A | B | C | D | E | F | G | H | K | |
| ✓ State Road No. 4. | ✓ Arnold Industrial Highway | | | | | | | | 1 |
| State Road No. 106 ✓ | NB: this number is not in agreement on the manuscript with the 1946 California Highway Map, the latter making it in part identical with No. | | | | | | | | 2 |
| | | | | | | | | | 3 |
| ✓ State Road No. 24. | 4 | | | | | | | | 4 |
| <u>Pacheco Creek.</u> | | | | | | | | | 5 |
| Names underlined in red are approved 1/29/48. L. Heck | | | | | | | | | 6 |
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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 - Pinalo Point
T-5936 Vallejo, California

Provided minor deletions are made as indicated on each map, there is no objection to publication of the following maps as unclassified:

T-5922 (M&S) San Francisco Bay and Oakland Area, California
T-5923 San Francisco Bay and Oakland Area, California
T-5924 (E&W) San Francisco Bay and Oakland Area, California
T-5928 San Francisco Bay and Oakland Area, California
T-5939 San Pablo Bay Area, California
T-5941 Suisan Bay Area, California
T-5942 (2 sheets) Suisan Bay Area, California
T-5943 Suisan Bay Area, California

The remainder of the maps forwarded with your memorandum have not yet been returned from the field agencies where they were sent for examination. Follow up action has been taken requesting that the return of the maps be expedited.

Sincerely,

1 Incl
12 maps
(as listed above)

ERNEST A. BARLOW
Colonel, GSC
Chief, Security & Training Division
of the Assistant Chief of Staff, G2