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Form 504 Ed. June, 1928	
DEPARTMENT OF COMMERCE U. S. COAST AND GEODETIC SURVEY L. O. Colbert, <i>Director</i>	
State: CALIFORNIA	
DESCRIPTIVE REPORT	
Topographic Hydrographic	Sheet No: T 6733
LOCALITY	
CARQUINEZ STRAIT	
<i>Eckley for</i> MARE ISLAND to DILLON-POINT	
19 39	
CHIEF OF PARTY	
Roland D. Horne, H. & G. Eng.	

applied to drawing of chart 5533 June 21, 1940 J.S.P.
" " " " 5525 Feb. 1941 - H.S.P.

Applied to chart dwg. 5534 March 17, 1941 Lamm

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

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 Letter

REGISTER NO. T 6733

T6733

State CALIFORNIAGeneral locality CARQUINEZ STRAITLocality Eckley to Mare Island to Dillon Pt.Scale 1:10,000 Date of survey Oct. - Nov., 19³⁹Vessel U.S.C. & G.S. Ship PIONEERChief of Party Roland D. HorneSurveyed by Roswell C. BolstadInked by Roswell C. BolstadHeights in feet above none to ground to tops of treesContour Approximate contour Form line interval none feetInstructions dated September 26, 19³⁹

Remarks:

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET

REG. NO. T 6733 (1939)

Carquinez Strait, Calif.

SEASON OF 1939 U.S.C. & G.S. SHIP PIONEER R.D. HORNE, COM'D'G.

AUTHORITY

This survey was made in accordance with the Director's Instructions dated September 26, 1939, Project No. HT-239. The survey was conducted from Oct. 25 to Nov. 15, 1939.

LOCALITY

The area covered by this sheet includes only the waterfront at the western end of Carquinez Strait, from Mare Island to Dillon Pt.

CONTROL & METHOD

There is an abundance of previously established triangulation for the control of this sheet. As most of the triangulation stations are natural objects, excellent plane-table location was obtained by resection with checks to other visible stations. In several instances the planetable was set up at, or near, the station and location of all conspicuous objects was determined by cuts.

Recovery cards have been written for all triangulation stations within the boundary of this sheet with the exception of CROCKETT 1932. This station is on a hill well back from the waterfront and was not readily accessible.

JUNCTIONS

This sheet makes a satisfactory junction on the east end with the 1939 Topographic Sheet, Reg. No. T 6734. No junction with previous surveys was made on the west end. (See Comparisons with Previous Surveys).

COMPARISONS WITH PREVIOUS SURVEYS

1886 Surveys, Reg. Nos. 1696A and 1825.

Comparison shows that the south end of Mare Island has been filled in and new jetties added and extended. Both new and replacement docks, etc. have been built since 1886 and the point at the smeltery works at Selby has been built out by the continued dumping of slag.

1911 Survey, Reg. No. 3126

The south jetty at Mare Id., which extends to the westward, agrees with the 1911 survey and makes a satisfactory junction here. At Oleum considerable change has been made at the Union Oil Co. plant. A new dock replaces the old one, a bulkheaded fill was made on the west side; this new improvement consequently does not provide a suitable junction between the two surveys. Along the waterfront at Selby there has been considerable change due to new slag fills and dock changes.

1927 Survey, Reg. No. T 4270

The wooden fenders around the central pier of the Carquinez Bridge do not agree with the present survey nor does the bridge width as shown on the sheet. The width as shown on the 1939 survey represents the overall bridge width and not the effective highway width. The railroad spur track out on the dock to the west of the bridge has been discontinued and removed.

RECOVERABLE TOPOGRAPHIC STATIONS

A large number of objects of a permanent recoverable nature were located on the sheet. Descriptions have been submitted on Form 524.

NAMES

Well established names have been shown on the sheet in pencil.

MAGNETICS

Magnetic meridians were obtained at two control stations (TEG & TEL) where deemed least influenced by local disturbances.

AERIAL PHOTOGRAPHS

Single lens aerial photographs were obtained from the 91st. Observation Squadron, U.S. Army Air Corps, Fort Lewis, Washington. Photos Nos. 58 to 62 cover the south shore of Carquinez Strait from Eckley to Carquinez Bridge. Date of photos May 3, 1939. These photographs were obtained after completion of the planetable survey and were ~~not~~ used only for inspection purposes.

AIDS TO NAVIGATION

The following aids to navigation(lights) are shown on this sheet and have been listed on Form 567.

<u>Topo or Tri. Name</u>	<u>Light List Name</u>	<u>Character</u>	<u>Methods of Location</u>
END	Oleum Wharf West	F.R., F.W.	Topo.
PUP	Oleum Wharf East	F.R., F.W.	Topo.
		(bell)	
LIT	Mare Id. Dike 14	F.W.	Topo
NAVAL BN., Front	Mare Id. Dike 9	F.R.(Siren)	Tri. 1932
Range, Breakwater			
W. End.			
Carquinez Strait	Carquinez Strait	Occ. W., 10 sec.	Tri. 1911
L.H.			
Vallejo, Carquinez	Carquinez Bridge	Fl. R., 10 sec.	Tri. 1932
Br. Av. Bn.	Aviation		
PILE	Carquinez Strait2	Fl. R., 3 sec.	Topo. ✓
AERO	- - - - -	Revolving, red	
		aviation beacon.	Topo.

The Carquinez Strait Bridge Pier Fog Signal sets back on the pier from ~~BE~~; also the bell on the north side sets back on the pier from ~~BY~~. The bell on the south side of Pier2 as listed in the Light List was unnoticed by the topographer but it probably still exists.

There are four fixed red lights on the central bridge pier of the Carquinez Bridge; these have been rodded in and shown on the sheet. (See Topo. Sig. Ba, By, Bo, and Be.)

The black can buoy 13 south of Mare Id. was not located by the topographer. *Located on H-6524 (1939-40)*

LANDMARKS

Landmarks are submitted on Form 567.

MISCELLANEOUS

The clearances of transmission lines and Carquinez Bridge above M.H.W. was not determined by field observation and therefore has been omitted on the sheet.

The numerous short docks along the north shore shown on this sheet with a slight enlargement at the outer end are fishing platforms about 2 meters square connected to the main-land usually with single planking. They are of semi-permanent nature.

The grounded ferry at Eckley is well secured and a dock leads out to each end; it is now used as the "Grangers Hotel".

The isolated platform at Lat. 38-04.2, Long. 122-14.4 is a pile supported fishing platform. *Blue Print 33767*

Blue prints, obtained from the Oleum Branch of the Union Oil Co. and the Selby Plant of the American Smelting & Refining Co., are forwarded herewith.

Respectfully submitted

Roswell C. Bolstad
Roswell C. Bolstad
Jr. H. & G. Eng.

Approved and forwarded:

Roland D. Horne
Roland D. Horne
Commanding Officer,
Ship PIONEER.

Remarks

Decisions

1		380222 U.S.G.B
2		"
3		"
4		"
5		"
6		"
7		"
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GEOGRAPHIC NAMES

Survey No.

T6733

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	
<u>Carquinez Strait</u>									1
<u>Mare Island</u>									2
<u>Glen Cove</u>									3
<u>Glencove</u>									4
<u>Semple Point</u>									5
<u>Morrow Cove</u>									6
<u>Davis Point</u>									7
<u>Oleum</u>									8
<u>Selby</u>									9
<u>Crockett</u>									10
<u>Eckley</u>									11
<u>Bush Hill</u>									12
Names underlined in red approved									13
by L. Heck on 5/21/40									14
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. H~~
~~xxxxxxx~~

No. T **T6733**

received Feb. 13, 1940
registered March 7, 1940
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	T. B. Reed
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✓ *TBR*

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6733 (1939) FIELD NO. 6733

California, Carquinez Strait, Eckley to Mare Island
Surveyed in October - November 1939, Scale 1:10,000
Instructions dated September 26, 1939 (PIONEER)

Plane Table Survey

Aluminum Mounted

Chief of Party - Roland D. Horne.
Surveyed by - Roswell C. Bolstad.
Inked by - Roswell C. Bolstad.
Reviewed by - Harold W. Murray, November 14, 1940.
Inspected by - H. R. Edmonston.

1. Junction with Surveys.

- a. The junction on the east with T-6734 (1939) is satisfactory.
- b. There are no contemporary surveys to the westward of the present survey limits. Agreement on the north with the charted topography is satisfactory. On the south, the bulkhead limits of the present survey fall about 70 m. westward of the charted natural shoreline. The bulkhead is a subsequent improvement and is shown in its entirety on blueprint 33969 of 1927.

2. Comparison with Prior Surveys.

- | | | | |
|----|---------------|---------------|---------------|
| a. | T-316 (1851) | T-562 (1856) | T-563 (1856) |
| | T-577 (1856) | T-1696 (1886) | T-1696a(1921) |
| | T-1696b(1922) | T-1697 (1886) | T-1697a(1921) |
| | T-1825 (1886) | T-3126 (1911) | H-3655 (1914) |
| | T-4270 (1927) | | |

These surveys, on scales of 1:10,000, taken singly or in groups, cover the area of the present survey. The shoreline area in general consists of either low land subject to natural changes or fast land which is subject to change only when modified by artificial improvements. The descriptive report, page 2 enumerates a number of changes noted in the more recent surveys and further detailed comparisons are not considered necessary. Mention is made, however, of the fact that the outstanding differences between the older surveys and the new survey are the construction of a bridge, dock improvements and low land additions to the shoreline. The land changes are particularly apparent off

Mare Island and the towns of Oleum and Selby. The addition to Mare Island consisting of marsh land has a maximum of 400 m. and is caused in part by the construction of a dike on the south side of the island. The present survey, within the area covered supersedes the above surveys.

3. Comparison with Chart 5525 (New Print dated Mar. 16, 1940)
Chart 5534 (New Print dated July 26, 1940)

a. Topography.

Topography shown on the charts originates mostly with prior surveys discussed in the preceding paragraphs and several miscellaneous sources.

- (1) The charted structure (in ruins) extending about 500 m. offshore in general depths of 1 foot in lat. $38^{\circ}03.2'$, long. $122^{\circ}15.2'$ originates with T-1696a (1921). Chart Letter 102 of 1931 received from the Army Engineers and forwarded by T. J. Maher of this office, states that the structure is gone. The only correction made to the charts was to represent the structure in ruins by a broken line. This feature was not verified nor noted by the present survey topographer nor by the hydrographer of H-6524 (1939-40) who ran sounding lines in the immediate vicinity during a 4 foot tide and is furthermore not indicated on blueprint 33969 (1927). The feature should be removed from the chart.
- (2) Blueprint 33969 of 1927 of the Union Oil Company and blueprint 33970 of 1937 of the American Smelting and Refining Company cover the vicinities of Oleum and Selby respectively. The blueprints are essentially property maps and may be used to supplement the charted inland details.
- (3) Triangulation station Beacon 1 (not lighted) in lat. $38^{\circ}04'$, long. $122^{\circ}15'$, is charted on Chart 5525 as a "Target" and on Chart 5534 as a "Tripod". The correct representation is "Target".

b. Magnetic Meridians.

The two magnetic meridian determinations agree closely with the charted value.

4. Condition of Survey

- a. The inking of the shoreline and other details is satisfactory.
- b. The descriptive report is clear and comprehensive and satisfactorily covers all matters of importance.

5. Additional Field Work Recommended.

This is a satisfactory survey and no additional field work is necessary.

6. Superseded Surveys.

T-316	(1851) in part	T-1697	(1886) in part	
T-562	(1856) in part	T-1697a	(1921) in part	
T-563	(1856) in part	T-1825	(1886) in part	
T-577	(1856) in part	T-3126	(1911) in part	
T-1696	(1886) in part	H-3655	(1914) in part	- topog-
T-1696a	(1921) in part			raphy
T-1696b	(1922) in part			only
		T-4270	(1927) in part	

Examined and approved:

Thos. B. Reed
Thos. B. Reed,
Chief, Section of Field Records.

J. S. Borden
Chief, Division of Charts.

Raymond L. Egan
Chief, Section of Topography.

W. H. Hilde
Chief, Division of
Coastal Surveys.