

6735

6735

Form 504
Ed. June, 1928

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

L. O. Colbert, Director

State: CALIFORNIA

DESCRIPTIVE REPORT

Topographic
Hydrographic

Sheet No. T 6735

LOCALITY

SUISUN BAY

ARMY PT. TO POINT EDITH

19--39

CHIEF OF PARTY

Roland D. Horne, H. & G. Eng.

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

T6734

T6735

REGISTER NO. T 6735

State CALIFORNIAGeneral locality SUISUN BAYLocality Army Pt. to Pt. EdithScale 1:10,000 Date of survey Nov. - Dec. 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 6735 (1939)

Suisun Bay, 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 Director's Instructions dated September 26, 1939, Project HT 239. The survey was conducted from Nov. 16 to Dec. 28, 1939.

LOCALITY

The area covered by this sheet includes only the area adjacent to the waterfront at the south end of Suisun Bay from Army Pt. to Pt. Edith.

CONTROL & METHOD

Previous control was supplemented by 1939 triangulation along the north shore where all of the old stations are lost with the exception of GOODYEAR TANK 1922. This was reobserved on in 1939 and found to closely check the old position.

The usual planetable procedure was adhered to with the exception of the indefinite marsh line along the south side between Longitudes 122-05.5 and 122-06.5; here sextant fixes (with check angle) were taken to triangulation stations at intervals along the marsh line.

JUNCTIONS

This sheet makes a satisfactory junction on the west end with the 1939 Topographic Sheet, Reg. No. T 6734.

No junction with previous surveys was made on the east end. (See Comparisons with Previous Surveys)

COMPARISONS WITH PREVIOUS SURVEYS

1886 Survey, Reg. No. 1696A. Comparison of the old survey with the recent survey shows slight change at Army Pt. The marsh line has been extended out; the small point at the south side has been extended out to provide for a pumping station for the Arsenal. In addition the S.P.R.R. bridge over the strait connects to Suisun Pt. where marsh now exists at the west side.

1922 Surveys, Reg. Nos. 4023 & 4026. At Army Pt. the single track railroad on the present survey replaces the previous double track; the road bed checks closely. On the east side of Army Pt. there is now rip-rap up to the start of the marsh line; the old survey shows the H.W.L. and marsh line as existing offshore about 25 meters from the 1939 survey. The definite marsh line on the north side of the bay on the old survey agrees closely with the present marsh limits. However on the south side the 1939 survey shows the marsh to be extending offshore considerably. (About 200 meters) At Edith Pt. the general shape of the point agrees but considerable more irregularity exists on the 1939 survey. The easterly limits of the 1939 survey terminate at Pt. Edith at which locality a proper junction could not be made with the 1922 survey.

Docks agree fairly with the exception of construction changes.

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. The name "Bulls Head Pt." as shown on chart No. 5534 was not established as being well known by local parties questioned; however elderly natives may still refer to the indefinite point by such name.

MAGNETICS

Magnetic meridians were obtained at two control stations (ECHO & SUN) on opposite sides of the bay where deemed least likely to be 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. Photographs No. 34 to 41 cover the south shore from Pt. Edith to Suisun Pt. Photographs were taken May 3, 1939; no time of flight was obtained. The photographs were obtained after completion of the planetable survey and were used only for inspection purposes.

LANDMARKS

Landmarks are submitted on Form 567.

AIDS TO NAVIGATION

The following non-floating aids to navigation (lights) are shown on this survey and have been listed on Form 567.

<u>Topo or Tri Name</u>	<u>Light List Name</u>	<u>Character</u>	<u>Method of Location</u>
GIN	Associated Oil Wharf West	F.R.	Topo 1939
POP	Associated Oil Wharf East	F.R.	Topo 1939
LEB	Associated Oil Wharf East*	Bell	Topo 1939
S.P.RR Av. Bn.	Suisun Bay Bridge Aviation	Fl.R. 30 sec.	Tri. 1932
TOL	Avon Wharf**	2 F.W.	Topo 1939
ED	Pt. Edith Light & Echo Board***	Fl.R. 3 sec.	Topo 1939

Note: * Bell is listed in Light List as at Associated Oil Wharf East (0 POP). This is in error as it is on separate tower, (See 0 LEB)

** In Light List it states one at east and one at west end of wharf. Topographer did not notice lights except usual illuminating lights and search light. (See 0 SER) Bell tower has been moved from 1914 position to present 0 TOL.

***New position since 1914.

In addition the four buoys shown on the topographic sheet were located by sextant fixes (with check angle) on triangulation stations. Tidal conditions at the time of obtaining the buoy positions are as follows:

Suisun Bay Lighted Buoy 1 Slight ebb tide.
Suisun Bay Lighted Buoy 3 Slight flood tide.
Suisun Bay Lighted Buoy 5 Strong ebb tide.

The red and black nun buoy off Pt. Edith was located at slight ebb tide by telemeter reading with plane-table at Tri. Station ECHO.

The S.P.R.R. bridge is well covered with lights, both on each side of the piers about 20 ft. above H.W. and on the center of the top of each span of bridge. Topographer could not determine character of lights but note of Chart 5534 is probably correct.

Sirens on S.P.R.R. bridge were not noticed by topographer by special search, and their non-existence is not proved.

Along portions of both the north and south shores on this sheet no definite line has been shown to represent the marsh edge. In accordance with Field Memorandum No. 1, 1938 the symbol was used to represent short grass (mostly flooded at high water) growing outside of an indefinite high marsh which was the actual condition encountered. The approximate boundary lines of the short thin grass or rushes are defined by the isolated tuft symbol; the outer boundary of the firm marsh symbol, where not bounded by a fine line, represents an indefinite jagged outer boundary of the thick tall rushes. Inland detail (drainage ditches, creeks, etc.) have not been shown on this sheet as such detail was inaccessible to the rodmen.

The clearances of the S.P.R.R. bridge were not determined in the field by this party and consequently have not been shown on the sheet. All supporting piers were rodged in from both sides of the shore; in the case of the large ones which are bounded by wooden fenders (horizontal and vertical timber frameworks outside of the pier proper) these were taken as the boundaries.

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		380 220
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GEOGRAPHIC NAMES

Survey No.

T6735

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>Suisun Bay</u>									1
<u>Army Point</u>									2
<u>Suisun Point</u>									3
<u>Point Edith</u>									4
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L Heck 5/21/40

MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. 11~~

No. T T6735

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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✓ JOR

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6735 (1939) FIELD NO. 6735

California, Suisun Bay, Army Point to Point Edith
Surveyed in November - December 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 16, 1940.
Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

- a. The junction on the west with T-6734 (1939) is satisfactory.
- b. No contemporary sheets have been received to the eastward of the present survey limits.

2. Comparison with Prior Surveys.

T-577 (1856)	T-1029 (1866)	T-1696 (1886)
T-1696b (1922)	T-1892 (1888)	H-2990 (1909)
H-3656 (1914)	T-4023 (1922)	T-4026 (1922)

The above surveys are on a scale of 1:10,000, except T-1029 which is on a scale of 1:20,000. The area common to the old surveys and the present survey is characterized by low marsh land with several wharves along the south shore. The comparison noted in the descriptive report, page 2 is sufficient for most purposes. It is to be noted, however, that the marsh limits have been steadily extending offshoreward and that the present survey limits are several hundred meters further offshore of the limits shown on T-577 and T-1029. The present survey, within the area covered, supersedes these surveys.

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

a. Topography.

Topography shown on the charts originates principally with surveys discussed in the preceding

paragraphs. Blueprint 31825 of 1938 covers a small part of the southwestern limits of the present survey. The present survey indicates minor differences and should superseded this blueprint.

b. Aids to Navigation.

Buoys 1, 2 and 3 marking the main channel are accompanied by the notation "Bell". These bells are not listed in the current 1940 Light List nor shown on the chart.

*Notation "Bell"
removed from
T-6735 to agree
with H-6525 (1940)
9/8/41 H.F.S.*

c. Magnetic Meridians.

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

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 an excellent survey and no additional field work is necessary.

6. Superseded Surveys.

T-577 (1856) in part
T-1029 (1866) in part
T-1696 (1886) in part
T-1696b (1922) in part
T-1892 (1888) in part

H-2990 (1909) in part
topography only
H-3656 (1914) in part
topography only
T-4023 (1922) in part
T-4026 (1922) in part.

Examined and approved:

Thos. B. Reed

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

Raymond P. Gorman
Chief, Section of Hydrography.

J. S. Borden

Chief, Division of Charts.

Stude
Chief, Division of Coastal
Surveys.