

4024

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Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
State: <u>California</u>
31-5613
DESCRIPTIVE REPORT.
Topographic Sheet No. <u>4</u> <u>4024</u>
LOCALITY:
<u>Suisun Bay</u>
<u>Simmons Island to Van Sickle Island</u>
<u>1923</u>
CHIEF OF PARTY:
<u>O. W. Swainson</u>

TOPOGRAPHIC SHEET #4
SURVEY OF SUISUN BAY, CALIFORNIA
Under Instructions Dated March 1, 1922

This sheet covers both shores of the bay from Middle Point and Freeman Island on the west to Pittsburg and the entrance of Montezuma Slough on the east. Work on this sheet was started on Jan. 16, 1923 and completed on Feb. 28, 1923.

Before entering the field, the shore line and main features on the old bromide covering this area, were transferred to the sheet. This made it easier to check the present chart and also to note the changes that have taken place.

Practically all the shore line on this sheet is low and marshy. Several new levees have been built, reclaiming some of the marsh areas. Part of Wheeler Island has been put under cultivation. The whole of Simmons Island is used for grazing purposes. A good levee has been built around Chipps Island but the interior is still swampy. Van Sickle Island has a couple sloughs which are not shown on the chart.

The most noticeable change occurs between Dutton and Wheeler Islands. Mud Slough is nothing but a strip of tules due to the levee which dams it off a short distance from its mouth. Tules extend farther out into the head of Honker Bay and Rack Creek has also been dammed off by the levee.

Attention is called to the change in the main highway between Nichols and McAvoy and for a few miles just west of Pittsburg. The highway is a first-class concrete road. The three railways, the Southren Pacific, the Santa Fe and the San Francisco-Sacramento, have the same location as given on the chart.

Outside of a week at Dutton's Landing, the work on this sheet was done from the ship lying at Pittsburg. The topographic party consisted of one officer and three men, or four men if necessary. The boat used was either the motor-sailer or dinghy according to which was the most efficient. The usual plane table methods were used. No traversing was necessary due to the great number of triangulation positions which made a three point fix available at all times.

A chart to accompany all the sheets on Suisun Bay is marked in red and blue ink to assist in making the work as clear as possible. A list of plane table positions is attached to this report.

Robert H. Burns
Aid, U. S. C. & G. Survey

PLANE TABLE POSITIONS

TOPOGRAPHIC SHEET #4

Object	Lat.	D. M.	Long.	D. P.	Remarks
Windmill Tower, "Mill"	38 02	845	121 53	1108	Center of top
Mallard Slough Echo					
Board, "Mal"	02	936	54	902	Banner on board
New York Slough Echo					
Board, "York"	02	1002	53	3	Light on board
Black Tank, "Fer"	02	1074	55	263	Center of tank
					on S. ferry slip
Signal, "Sim"	03	392	55	1421	Hydrographic sig.
Signal, "Sick"	03	501	53	216	" "
Tree, "Doc"	03	663	53	979	Top
Tower, "Kil"	03	1065	54	183	Center of top
Signal, "Snag"	04	588	58	895	Hydrographic sig.
White House, "Rail"	04	1133	122 00	303	Center of rail-
					ing around top
Tree, "Tall"	04	1305	121 58	81	Top
Signal, "Bob"	04	1627	59	743	Hydrographic sig.
Windmill Tower, "Old"	04	1642	56	1243	Center of top
Windmill	04	1794	58	827	" of wheel
Windmill	05	1209	55	153	" " wheel

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TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 4024 4

State California

General locality . Suisun Bay

Locality . Simmons Island to Van Sickle Island

Chief of party . . O. W. Swainson

Surveyed by . . . R. W. Byrns

Date of survey . . Jan.-Feb, 1923

Scale 1:10 000

Heights in feet above

Contour interval feet.

Inked by R. W. B. . . . Lettered by R. W. B.

Records accompanying sheet (check those forwarded): Photographic,

Descriptive report, Horizontal-angle-books, Field-computations,

Data from other sources affecting sheet

Remarks: