

# 5936

Diag. Cht. No. 5530-4 & 5534-1

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

## DESCRIPTIVE REPORT

Planimetric  
Type of Survey Air Photo. Compilation  
Field No. \_\_\_\_\_ Office No. T-5936

### LOCALITY

State California  
General locality San Pablo Bay  
Locality Mare Island and Vallejo

194 1-'42

CHIEF OF PARTY

K.G. Crosby

LIBRARY & ARCHIVES

DATE

June 16-1950

B-1870-1 (1)

# 5936

## DATA RECORD

T- 5936

Quadrangle (II):

Project No. (II): CS 262

Field Office: San Francisco, Calif. Chief of Party: Lieut. Comdr. S.B. Grennell

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

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

Copy filed in <sup>Division</sup> Descriptive  
 Report No. ~~T~~ (VI)  
 of Photogrammetry  
 Office Files.

Completed survey received in office: 11-1-43

Reported to Nautical Chart Section: Nov. 43

Reviewed: 11-8-48 Applied to chart No. 5533 Date: 2-7-47

Redrafting Completed: 5-26-49

Registered: 4-26-50

Published: 4-18-50

Compilation Scale: 1:10,000

Published Scale: 1:10,000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927

Datum Plane (III): <sup>M.H.W.</sup> M.S.L.

Reference Station (III): VIEW, 1932

Lat.: 38°07'00"229 (7.06 m) Long.: 122°15'50"663 (1234.15)  
 m. ~~Unadjusted~~ <sup>Adjusted</sup> ~~xxx~~

State Plane Coordinates (VI): California, 2nd Zone

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>
6417-	9/3/41	2:37	1:10,000	3.8'
6418-	"	2:45	"	"
6432-	"	2:57	"	3.6'
6435-	"	2:58	"	"
5421-	5/15/41	1:03	"	0.5'
5441-	"	1:14	"	0.7'
5442-	"	1:16	"	"
5443-	"	1:17	"	"
5505-	5/18/41	11:40	"	1.3'

Tide from (III): Navy Yard, Mare Island Strait (Ref. Sta. San Francisco, Calif.)  
 Mean Range: 4.5 feet Spring Range: 6.0 ft. (Durnal)

Camera: (Kind or source) USC&GS 9 lens (8 $\frac{1}{4}$ " focal length)  
 Lieut. (j.g.) W.C. Russell  
 Lieut. (j.g.) W.J. Chovan

Field Inspection by: Ensign L.F. Woodcock date: May to Oct. 1942

Field Edit by: *None* date: \_\_\_\_\_

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

Projection and Grids ruled by (III) Wash. Office date: 4/8/43  
 " " " checked by: " " date: "

Control plotted by: J. L. White, Prin. Photo. Aid date: 4/17/43

Control checked by: R. Dossett, Prin. Photo. Aid date: 4/19/43

Radial Plot by: Tampa Office Personnel date: 5/19 to 5/29, 1943

Detailed by: J.L. White, Prin. Photo. Aid date: 6/15 to 10/8/43

Reviewed in compilation office by: F.H. Elrod  
 Sr. Photo. Aid date: Oct. 1943

Elevations on Field Edit Sheet  
 checked by: *Not applicable* date: \_\_\_\_\_

STATISTICS (III)

Land Area (Sq. Statute Miles); 12 sq. mi.

Shoreline (More than 200 meters to opposite shore); 18 miles

Shoreline (Less than 200 meters to opposite shore); 29 miles

Number of Recoverable Topographic Stations established; ~~20~~ 28

Number of Temporary Hydrographic Stations located by radial plot; 11

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. 5936

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)
FRONT RANGE BREAKWATER, WEST END NAVAL BEACON, 1952	G.P.	N.A. 1927	38° 04' 10.71"	330.2			
CARQUINEZ STRAIT, LIGHTHOUSE, 1911	"	"	38° 04' 13.879"	427.9			
FIRST PILE OFF NEW DIKE, 1911	"	"	122° 14' 30.826"	751.4			
SECOND PILE OFF NEW DIKE, 1911	"	"	38° 04' 01.118"	34.5			
DOLPHIN OFF END OF NEW DIKE, 1911	"	"	122° 16' 10.989"	267.9			
CARQUINEZ STRAITS RANGE TARGET No. 1, 1932	"	"	38° 04' 00.683"	21.1			
MARE ISLAND S.E. 1852	"	"	122° 16' 16.530"	402.9			
SPERRY FLOUR CO., WATER TANK, 1932	"	"	38° 04' 03.590"	110.7			
GOLF, 1932	"	"	122° 16' 06.570"	160.2			
MARE ISLAND RED WATER TANK, 1911	"	"	38° 04' 17.051"	525.7			
NORTHEAST RADIO TOWER, 1922	"	"	122° 17' 17.533"	427.4			
WEST RADIO TOWER, 1922	"	"	38° 04' 36.356"	1120.9			
	"	"	122° 15' 14.139"	344.6			
	"	"	38° 04' 53.57"	1651.7			
	"	"	122° 14' 32.30"	787.2			
	"	"	38° 05' 02.542"	78.4			
	"	"	122° 15' 56.015"	1365.1			
	"	"	38° 05' 15.54"	479.1			
	"	"	122° 15' 58.35"	1421.9			
	"	"	38° 06' 00.176"	5.4			
	"	"	122° 16' 33.615"	819.0			
	"	"	38° 05' 52.440"	1616.8			
	"	"	122° 16' 41.396"	1008.7			

1 FT. = 3048008 METER

COMPUTED BY:

DATE

CHECKED BY:

DATE

M. 2386-12

MAP T- 5936 PROJECT NO. 262 A SCALE OF MAP 1:10000 SCALE FACTOR 1.1

[illegible]

1 FT. - 3048006 METER

COMPUTED BY: 1

DATE:

**CHECKED BY:**

DATE \_\_\_\_\_

M-2388-12

## Field Inspection

Field inspection data for the area of T-5936 are contained in the "Field Inspection Report - San Pablo Bay Area, California" submitted by L. F. Woodcock<sup>in 1942</sup>. This report is filed in the Division of Photogrammetry, General Files.

COMPILATION REPORT  
TO ACCOMPANY  
SHEET NO. T-5936

CONTROL

Nineteen triangulation stations are plotted inside the limits of this sheet. One additional triangulation station "TRANSMISSION TOWER, SOUTH" is located approximately 2 meters outside the limits of this sheet but was considered to be within the limits and used as such. Two of the above nineteen stations have field inspection points established since the station monuments could not be identified on the photograph. These stations are GOLF 1932 and SLAUGHTERHOUSE POINT 3, 1921.

The geographic position of station "MARE ISLAND POWER HOUSE STACK 1932" could not be held in the main radial plot. Radial line intersections, indicating a position approximately 25 meters S.W. of the plotted geographic position, indicated that the stack had been moved since 1932. A letter from this office, dated September 9, 1943, to The Director, requesting further information on this station was referred to The Supervisor, Western District, U.S.C. & G.S., Reference 67-b.c.f., September 15, 1943. In a letter from Comdr. H. W. Baumer, U.S.N.R., Mare Island Navy Yard, Mare Island, California to The Supervisor, Western District, U.S.C. & G.S., Reference No. N7-9 (525-12321), a copy of which was forwarded to this office by The Acting Director October 11, 1943, Reference 67-b.c.f., the moving of the above stack is confirmed.

*Copies attached.*

The existing stack at the Central Power Plant on Mare Island is approximately South  $31^{\circ} 05'$  West, a distance of 80.5 feet from the location of the stack in use in 1932.

In accordance with the above information this stack is carried in this report as an unmarked H & T station and is shown as such on the compilation.

Station "CARQUINEZ STRAIT RANGE TARGET NO. 1, 1921-1932" could not be held on photographs 5443, 6416 and 6417. Due to the fact that this station is located in San Pablo Bay, at a considerable distance offshore, it is possible that the junction lines on the above photographs are badly matched in the chambers covering this area.

Station "MARE ISLAND STRAIT, FRONT RANGE BREAKWATER, WEST END, NAVAL BEACON, 1932" could not be held on photographs 5505 and 5423. Information on the picking card indicates there was some doubt by the field party as to whether this was the same light cut in in 1932. The light appeared to the field party (W. D. Patterson, Chief of Party, 1941) to be of a temporary nature.



Station "F.I.P. White Tank" could not be held on Photograph 6417.

Station "VIEW, 1932" could not be held on photographs 6418 and 5443. Due to the "hazy" appearance of photographs in the vicinity, the station was difficult to pick definitely, and, since there was adequate control on 6418 and 5443 in addition to this station, it was not "held to" on these photographs.

Fourteen additional graphic control stations used in the main radial plot, formed additional control and are within the limits of this sheet. Geographic Positions of these stations were furnished this office and were obtained from Graphic Control Sheet No. T-6733. Twelve of these geographic positions proved to be very satisfactory control. However, radial intersections for two stations, VENT 1, 1939 and VENT 7, 1939 indicated a slight difference in position from that given on graphic control sheet No. T-6733. The positions, taken from Graphic Control Sheet No. T-6733, are: VENT 1, 1939 Latitude  $38^{\circ} 03'$  (105 meters), Longitude  $122^{\circ} 15'$  (970 meters). VENT 7, 1939 Latitude  $38^{\circ} 04'$  (860 meters), Longitude  $122^{\circ} 15'$  (713 meters). The positions indicated by radial line intersections are: VENT 1, 1939 Latitude  $38^{\circ} 03'$  (103 meters), Longitude  $122^{\circ} 15'$  (969 meters). VENT 7 1939 Latitude  $38^{\circ} 04'$  (F. 856 meters), Longitude  $122^{\circ} 15'$  (F. 714 meters).

In addition to control within the limits of this sheet, there were thirteen triangulation stations, along the east, west and north margins of the sheet, used in helping to "fix" the photographs for cutting in radial points. However, it was not possible to consistently "hold" all marginal stations on all photographs, due to the presence of distortion and bad chambers in the photographs. In those instances where distortion and mismatched chamber lines were obvious in the areas covering these marginal stations, this control was "shaded" in favor of those stations inside the limits of this sheet.

As a whole, with a total of forty-six control points of satisfactory accuracy throughout the limits and margins of this sheet, the control is considered to be adequate and fairly evenly distributed. In the central and southern portions, along Mare Island and Carquinez Straits, control was especially strong, and radial line intersections "cut in" with tight intersections. While the control in the northern portions of this sheet was not so numerous as in the southern portions, the control was considered to be adequate and identification was definite. No difficulty was encountered in holding control in this area and radial line intersections were very tight. The numerous additional radial points "cut in" throughout the limits of this sheet, with resultant tight intersections, furnished a secondary

frame work of control that insured a rigid base for detail throughout this sheet.

#### MAIN RADIAL PLOT

A discussion of the main radial plot has been made a part of the descriptive report of sheet T-5934. Radial and graphic control points, used in the main radial plot, were useful as a check on additional points cut in by the draftsman.

#### DETAILING

All photographs used for detailing were fairly clear. In the Central and Southern portions of this sheet the draftsman was able to do all detailing from or near the center chamber of different photographs available, with the exception of small inland areas east of the city of Vallejo. The delineating of vegetation, shoreline and marshes was not difficult.

Three series of photographs were used in this compilation. The 5400 series were taken on May 15, 1941. The 5500 series were taken May 18, 1941 while the 6400 series were taken September 3, 1941.

Photographs 6417 and 6418 were used, for the most part, in detailing the northern portion of Mare Island. Detailing in the southern portion of Mare Island was done from 6417, 5443 and 5442. The City of Vallejo was detailed mostly from 6417, while South Vallejo was detailed from 6443 and 5505. The area South of Carquinez Strait was detailed from photograph 5441. The north portion of this sheet was detailed from photographs 6431, 6432 and 6435. Although the center of 6431 is outside the limits of this sheet, this photograph was useful for detailing in the locality of Slaughterhouse Point, which area is near the center of this photograph. Although the center of photograph 5582 is outside the limits of this sheet, it is the nearest center to the marsh area along the western boundary, north of Mare Island. However, this photograph is badly tilted, is difficult to orient and has a bad scale, so that it was used very little for detailing. Generally, all detailing was done from the photograph having its center nearest to the area to be detailed. Photographs 6417, 6418, 5441 and 5443 were considered to have a good scale. The scale on other photographs was only fair.

Detailed plans of the Mare Island Navy Yard were not available. Reference is hereby made to a letter from The Acting Director, dated August 3, 1943, (Ref. No. 826-R.C.R.) regarding detailing of this area. This letter directs that no details, other than shoreline, roads, streets and landmarks, shall be shown on this compilation; nor on nautical charts, within the Naval Reservation. Further reference to the

above letter indicates that, upon receipt of this sheet in the Washington Office, a copy will be sent to the Supervisor of the Western District for inspection of shoreline changes since the date of the photography. A generalized railroad system on Mare Island was assumed to be a desirable feature to supplement the road and street system of this area. It is believed that this generalization is in conformity with the intent of instructions contained in the above letter.

Details of the shoreline of the extreme south end of Mare Island, with two newly constructed piers, was traced from "Nautical Chart No. 525 "MARE ISLAND STRAIT". This chart, compiled since the photographs were taken, was published in December 1942 and shows details of shoreline and location of the two piers which do not appear on the photographs. This area is in approximate Latitude 38° 04' 30", Longitude 122° 15' 00".

The above statement also applies to the waterfront area in approximate Latitude 38° 05' 15" N., Longitude 122° 15' 25" west. At the time the photographs were taken, extensive construction was in progress in this area. The South three piers, in a group of four in this area, as shown on this sheet, were traced from the above chart No. 525.

The detailed plans of railroads on the eastern side of Mare Island Strait and in the vicinity of Vallejo and South Vallejo were not available. These switch yards servicing these railroads are somewhat generalized, as per instructions in above letter (Ref. 826-R.C.R.).

The railroads and yard systems in the area south of Carquinez Straits were drafted to conform with alignment maps furnished this office by The Southern Pacific R.R. Co., San Francisco, California.

#### SUPPLEMENTAL DATA

The following maps and charts were used to supplement field inspection:

City Map of Vallejo and Vicinity  
Southern Pacific R.R. Co. Alignment maps No. V35  
and No. V35 20  
21  
Southern Pacific R.R. Co. Plan of Selby Vallejo  
Junction (Alignment)<sup>Solano</sup>  
General Highway Map, Solano Co. Calif., Sheet No. 2  
General Highway Map Contra Costa Co., Calif. Sheet #2  
U.S.C. & G.S. Graphic Control Topographic Survey  
No. 6733 (no important changes are noted on  
this sheet)

U.S.C. & G.S. Mare Island Strait Nautical  
Chart No. 5525  
U.S.C. & G.S. Chart No. 5534  
Mare Island Quadrangle, War Dept., Corps of  
Engineers, U. S. Army  
California, Napa Quadrangle, Department of the  
Interior, U.S. Geological Survey  
California Mare Island Quadrangle, Dept. of the  
Interior, U.S.G.S.  
California Carquinez Quadrangle, War Department,  
Corps of Engineers, U. S. Army  
U.S.C. & G.S. Chart No. 5533

#### LANDMARKS AND AIDS TO NAVIGATION

Seven new landmarks recommended for charting are listed on Form 567, which is made a part of this report.

Aids to navigation which appear on this sheet are listed on form 567 which is made a part of this report. Attention is called to new lights which have been added since the photographs were field inspected in 1941. Coast Survey Harbor Chart No. 5525 shows two lights on the south end of Mare Island which are not shown on this compilation nor listed on Form 567. Also, it is believed that other lights have been added in Mare Island Strait. A further probability is that some of the numbers of those lights listed on Form 567 have been changed. A 1943 Light List was not available in this office.

*All original copies of Form 567 on file in Div. of Charts.*

#### HYDROGRAPHIC CONTROL

There are twenty unmarked H & T stations, located by the main radial plot, which fall within the limits of this sheet. These stations are noted in the supplementary list at the bottom of the survey sheet. Nineteen of these stations are also listed in the following field inspection reports:

(1) Ensign Lorin F. Woodcock's Field Inspection Report of the San Pablo Bay area, 1942 as:

No. 64  
No. 65  
No. 66  
No. 67

(2) Lieut. William C. Russell's Field Inspection Report of the Suisun Bay area, 1942, as:

No. 233	No. 506
No. 234	No. 509
No. 235	No. 510
No. 501	No. 511
No. 502	No. 528
No. 503	No. 529
No. 504	No. 530
No. 505	

One unmarked H & T station, "White Cross on Square Red Brick Tower of Church", was not listed in either of the above reports. This station has been assigned the number "512" by this office and is listed on survey sheet and in this report accordingly.

#### LANDING FIELDS AND AERONAUTICAL AIDS

Two airports appear within the limits of this sheet. One, located at approximately Latitude  $38^{\circ} 08' 30''$ , Longitude  $122^{\circ} 15' 30''$ , appears to be a small commercial, and or City airport.

The airport located in approximate Latitude  $38^{\circ} 07' 40''$ , Longitude  $122^{\circ} 16' 00''$  appears to be of a temporary nature, or an emergency landing field. No field inspection data was furnished regarding this airport.

#### GEOGRAPHIC NAMES

Only those geographic names considered so well established as to be correct beyond question are listed on this sheet. This was done in accordance with a letter from The Acting Director dated December 2, 1942, Reference 28-P.F.A. 1990. Note: Attention is hereby called to the following discrepancy in names of the railroad along the waterfront in the city of Vallejo, California. On the City map of Vallejo it is listed as "Northern Electric Ry. (R.R. to Napa)". On the "General Highway map Salono Co. Calif., Sheet 2", "U.S.C. & G.S. Nautical Chart 5525", "Department of the Interior U. S. Geological Survey Calif. Mare Island Quadrangle 1927" and "War Department, Corps of Engineers, U. S. Army, Calif. Mare Island Quadrangle 1942" this railroad is listed as "San Francisco Napa and Calistoga Railroad." No name was shown on this compilation. *See Geographic Names list attached.*

#### COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

- A comparison was made with the following quadrangles:
- "War Department Corps of Engineers, U. S. Army, Calif. Mare Island Quadrangle, 1942".
  - "Department of the Interior U. S. Geological Survey Calif. Mare Island Quadrangle 1927".
  - "Department of the Interior U. S. Geological Survey Calif. Napa Quadrangle 1932".

Considerable change in coastline is noted on the east and south sides of Mare Island. Construction work was being carried forward in this area at the time the photographs were taken in 1941. Reference is hereby made to a letter from The Acting Director, dated August 3, 1943, Reference No. 826-R.C.R., regarding coastline in this area.

A notable difference occurs along the east coast line at the northern extremities of Mare Island Strait. This area now has considerable marsh and grass along the coast line from approximate Latitudes  $38^{\circ} 06' 20''$  to  $38^{\circ} 07' 15''$ . On the east shoreline of Napa River in approximate Latitude  $38^{\circ} 07' 30''$ , two spoil banks were being built in 1941, and projected from the shore line approximately 265 meters westward into Napa River. Large clumps of off shore grass are immediately north and south of these two spoil banks for an approximate distance of 300 meters on either side. A small fringe of marsh is noted for approximately 400 meters along the east coastline of Napa River, northward from Sears Point Causeway.

In approximate Latitude  $38^{\circ} 08' 45''$ , Longitude  $122^{\circ} 16' 50''$ , near SLAUGHTERHOUSE POINT, clumps of tall grass, growing offshore, appear and extend approximately 450 meters N.W. and S.E. by 150 meters N.E. and S.W. in Napa River.

A small portion of inshore terrain, shown on Department of the Interior U. S. Geological Survey, California Napa Quadrangle 1932 as marsh, in approximate Latitude  $38^{\circ} 08'$ , Longitude  $122^{\circ} 16'$ , has been reclaimed and is now used for cultivation. No change regarding this area is noted on War Department Corps of Engineers, U. S. Army California Mare Island Quadrangle, nor on Department of the Interior U. S. Geological Survey California Mare Island Quadrangle 1927.

The area around SLAUGHTERHOUSE POINT, lying south of an East and West levee in approximate Latitude  $38^{\circ} 09' 40''$ , is shown on this sheet as marsh and is verified by the field inspection party. In this area the levee along the coast-line has been abandoned and is not readily identifiable on the photographs except for short sections. This corresponds to that area as shown on Department of the Interior U. S. Geological Survey California Napa Quadrangle 1932. However, it does not correspond with the area as shown on Department of the Interior U. S. Geological Survey, California Mare Island Quadrangle 1927, nor with War Department Corps of Engineers U. S. Army California Mare Island Quadrangle 1942.

Numerous small mosquito control ditches are noted in this locality which do not appear on any of the above quadrangles.

The area north of the east and west levee above mentioned is protected along the shoreline by a levee system and the inshore terrain has been reclaimed for pasture land and cultivation. This corresponds with the area as shown on Department of the Interior U. S. Geological Survey, California Mare Island Quadrangle 1927, and with War Department Corps of Engineers, U. S. Army, California Mare Island Quadrangle 1942. On the Department of the Interior U. S.

Geological Survey, California Napa Quadrangle this area is shown as marsh.

The inshore land area north of Mare Island, along the western limits of this sheet, have been partially reclaimed by a levee system roughly paralleling the Napa River and its tributary waters. Except for a narrow marsh area, extending roughly 300 meters inland along the coast line, this reclaimed area is in various stages of cultivation. This area, as shown on this sheet corresponds with War Department Corps of Engineers, U. S. Army California Mare Island Quadrangle 1942 with the exception that no marsh fringe is shown on the above quadrangle.

This entire area is shown as marsh on Department of the Interior U. S. Geological Survey, California Napa (1932) and Mare Island (1927) Quadrangles.

A narrow strip of marsh and grass, roughly 150 meters wide, on the west side and paralleling Mare Island is shown on this sheet. This feature is not shown on any of the above quadrangles.

*area appears to be reclaimed 1934 300 m.*

#### COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C. & G.S. West Coast, California Nautical Charts #5533 and #5525. The most notable changes, as shown on this sheet, occur along the west shoreline at Mare Island Strait and southern and western shoreline of Mare Island. Reference is hereby made to letter from The Acting Director, dated August 3, 1943, Reference 826-R.C.R. regarding final action as to coast line in this area.

The narrow strip of marsh and grass, approximately 150 meters wide, adjacent to and paralleling the west coast line of Mare Island, is not shown on either of the above charts. Neither is the marsh and grass area along the eastern side of Mare Island Strait at its northern extremities shown on these charts.

Whereas, the inshore land area, north of Mare Island and in the western limits of this sheet, are shown on this sheet as largely reclaimed and cultivated land, Nautical Chart #5533 shows this area to be marsh.

The narrow marsh Island chain, approximately 40 meters in width, and extending from the mouth of DUTCHMAN SLOUGH up to, and thence into SOUTH SLOUGH, as shown on this sheet, to form the western shoreline of Napa River is not shown on Nautical Chart #5533.

The area, shown as marsh on this sheet, in the immediate vicinity of SLAUGHTERHOUSE POINT is indicated to be firm land on Nautical Chart #5533.

The two spoil banks on the east shore line of Napa River in approximate Latitude  $38^{\circ} 07' 30''$ , which extend offshore, and adjacent clumps of tall grass are not shown on Nautical Chart #5533.

The tall clumps of grass growing offshore near SLAUGHTERHOUSE POINT in approximate Latitude  $38^{\circ} 08' 45''$  Longitude  $122^{\circ} 16' 50''$  as shown on this sheet do not appear on Nautical Chart #5533.

The items covered by last above five paragraphs are outside the limits of Nautical Chart #5525.

In general, except for the features above noted and minor indentations of coast line, this sheet is in agreement with the above charts and quadrangles.

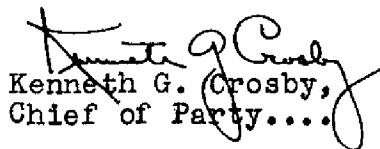
This compilation should supersede the charted information.

Respectfully submitted,



John L. White,  
Principal Photogrammetric Aid

Forwarded by:



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





DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

TO BE CHARTED  
~~FOR DESTRUCTION~~ STRIKE OUT ONE

LANDMARKS FOR CHARTS  
Tampa Photogrammetric Office  
Tampa, Florida

October 8, 1943

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (~~destroyed~~) the charts indicated.  
The positions given have been checked after listing.

Kenneth G. Crosby

Chief of Party

GENERAL LOCALITY	NAME AND DESCRIPTION	POSITION			METHOD OF LOCATION	DATE OF LOCATION	CHARTS AFFECTED		
		LATITUDE	LONGITUDE	DATUM			HARBOR CHART	INSHORE CHART	OFFSHORE CHART
		0 1	D. M. METERS	0 1	D. P. METERS				
	STACK, orange and black	38 06	1273	122 17	43	N.A. 1927	Att Photo Comp.	May 43	5525 5533
	RADIO MAST, Steel, southerly of three, (305 ft. high)	38 06	797	122 17	241	"	"	"	"
	STACK, concrete	38 05	1007	122 15	1269	"	"	"	"
	STACK, yellow	38 05	802	122 15	1223	"	"	"	"
	RADIO MAST, steel, north-westerly of three (305 ft. high)	38 06	839	122 17	388	"	"	"	"
	RADIO MAST, steel, north-easterly of three (305 ft. high)	38 06	899	122 17	279	"	"	"	"
	TANK, southerly of two	38 04	1587	122 15	776	"	"	"	"
	TANK, northerly of two	38 04	1678	122 15	775	"	"	"	"
	STACK, (MADE ISLAND POWER HOUSE) (previously Mare Island Power House Stack now moved and destroyed)	38 06	26	122 16	329	"	"	"	"

This form should be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, should be reported on this form. The data should be considered for charts of the area and not by individual field survey sheets. Information under each column heading, should, be given.



# GEOGRAPHIC NAMES

Survey No.

Name on Survey	GEOGRAPHIC NAMES									
	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	
Napa River *										1
Mare Island										2
Mare Island Strait										3
San Pablo Bay										4
Dutchman Slough										5
South Slough										6
Carquinez Strait *										7
Slaughterhouse Point										8
Vallejo										9
South Vallejo										10
Southern Pacific R.R.										11
State Highway #74 L.H. Not correct										12
Selby WITH T-5931										13
Oleum " "										14
Torney " "										15
U.S. Highway #40 & State Highway #14 off limits										16
California* (for title)										17
State No. 29										18
State No. 48										19
San Francisco & Napa Valley										20
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Comdr. K. T. Adams

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY

WASHINGTON

67-bcf

October 11, 1943.

To: Lieut. Comdr. Kenneth G. Crosby,  
U. S. Coast and Geodetic Survey,  
1101 E. Broadway,  
Tampa 5, Florida.

From: The Director,  
U. S. Coast and Geodetic Survey.

Subject: Position Mare Island Stack.

Enclosed is copy of a letter from Comdr. H. W. Bauger of the Mare Island Navy Yard which was forwarded to this office by the Supervisor, Western District. It gives the approximate position of the Power House stack in relation to that of the stack in use in 1932. The distance and direction apparently agree very closely with those taken from the main radial plot for Sheet T-5936 as noted in your letter of Sept. 9, 1943.

(Signed) J. H. HAWLEY

Acting Director.

Comdr. K. T. Adams

In reply address  
THE PUBLIC WORKS OFFICER  
and refer to letter

No. N7-9  
(525-12321)

UNITED STATES NAVY YARD  
MARE ISLAND, CALIFORNIA

October 1, 1943

The Supervisor, Western District  
U. S. Coast and Geodetic Survey  
114 Customhouse 26  
San Francisco, California.

Subject: Position of Mare Island Power House Stack.

Reference: Supervisor, Western District ltr G-1(469)  
to Public Works Officer dated Sept. 25, 1943.

Dear Sir:

In answer to your referenced request, you are advised  
that the existing stack at the Central Power Plant on Mare  
Island is approximately South  $31^{\circ} 05'$  West, a distance of  
80.5 ft. from the location of the stack in use in 1932.

\* \* \* \* \*

Very truly yours,

/s/ H. W. Baumer  
Comdr. OEO-V-S-USNR

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, 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, OSC  
Chief, Security & Training Division  
the Assistant Chief of Staff, G2

DIVISION OF PHOTOGRAMMETRY  
Review Report of  
Planimetric Map Manuscript T-5936

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 were added during review. Station MARE, 1929 has not been added to the map manuscript, since its position is within 2 meters of MARE ISLAND S.E., 1852. DOLPHIN, OFF END OF NEW DIKE, 1911, is improperly named now. Since the establishment of the station, the dike has been extended approximately 2400 meters and is no longer at end of new dike. This has been reported to Geodesy (5 November 1948).

28 Detailing

Of the nine photographs covering the area of the map manuscript only three field inspection photographs were available. Most of the shoreline, however, was covered and completed as well as possible. in

Naval installations falling/the area of the map manuscript were not shown in accordance with instructions contained in a letter from the Acting Director dated 3 August 1943 (Reference No. 826-R.C.R.). A copy of this letter was not available at the time of review.

With the exception of the aforementioned restriction, the map manuscript is now completely detailed. The compilation of detailing below Latitude  $38^{\circ}04'$  is to be disregarded, since this portion is already shown and made a part of Shoreline Survey T-5931.

29 Supplemental Data

The following three supplemental maps have been added to the large envelope of T-5936, should additional street names etc. be desirable for the final publication of this map manuscript:

- 1 Commercial Map Directory of Vallejo
- 1 Map of Vallejo and vicinity
- 1 Larger Scale Map of Vallejo and vicinity.

37 Security Status

By authority of the Security Classification map dated 16 December 1946, all photographs covering the area of MARE ISLAND are classified as "Restricted".

All photographs listed on page 2 of the Data Record in the report are classified as "Restricted".

*Restrictions removed - area is unclassified. Refer to  
attached letter of 17 March 1950 on removal of restrictions.*

*E.H.M.  
3/16/50*



#### 44 Comparison with Existing Topographic Surveys

T-316	1:10,000	1851	T-3126	1:10,000	1911
T-563	1:10,000	1856	T-4270	1:10,000	1927
T-1696	1:10,000	1886	T-4021	1:10,000	1922
T-1696a	1:10,000	1886	T-6733	1:10,000	1939
T-1825	1:10,000	1886			

These surveys are superseded by T-5936 <sup>for nautical charting purposes.</sup> in all common areas, except for contours.

#### 45 Comparison with Nautical Charts

5533	1:40,000	1940 (48 - 3/8)
5525	1:10,000	1946 (46 - 6/1)

Periodical Blueprints of Mare Island Strait received by the Nautical Chart Branch have been responsible for considerable changes of much later dates, than the 1941 photographs used for the compilation of T-5936. The corrections and changes, however, apply only to a portion of these nautical charts and it is apparent, that map manuscript T-5936 has never been considered for the revision of the two Nautical Charts. There are extensive disagreements too numerous to list and a thorough examination of T-5936 is suggested prior to the revision or re-publication of these nautical charts.

#### 51 Application to Nautical Charts

This map manuscript has only partially been applied to Nautical Chart 5533 as of the date of this review report (See recommendation under No. 45).

Reviewed by:

J. J. Streifler  
J. J. Streifler 8 Nov. 1948

Under the direction of:

A. V. Griffith  
Chief, Review Section R.N.M.

Approved by:

B. J. Jones 5/50  
Technical Asst. to the Chief,  
Division of Photogrammetry

H. P. Edmonston  
Chief, Nautical Chart Branch  
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

W. M. Scaife  
Chief, Div. of Coastal Surveys

## NAUTICAL CHARTS BRANCH

SURVEY NO. T5936

## Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
7/47	5533	J.Walker	Before <del>X</del> After Verification and Review Partially
9/14/50	5525	N.F. Heyman	<del>Before</del> After Verification and Review - Examined for critical com to shoreline and top features in water area - none made See Exhibit paragraph 45 Remarks and aids were corrected as necessary. <del>Before After Verification and Review</del>
2/14/57	5534	J.Walker	<del>Before</del> After Verification and Review - Obsolete Consider as completely applied
5/26/77	5525	R.A. Lillis	<del>Before</del> After Verification and Review Fully applied Drg. aid proof #30 <del>Before After Verification and Review</del>  <del>Before After Verification and Review</del>  <del>Before After Verification and Review</del>  <del>Before After Verification and Review</del>

M.2168

A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.