

Applied to chart dwg. 5534. March 17, 1941. L.A.M.

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**

REGISTER NO. T 6734

State CALIFORNIA
General locality CARQUINEZ STRAIT
Locality DILLON PT to ARMY PT - ECKLEY to MARTINEZ to Dillon Pt.
Scale 1:10,000 Date of survey Nov. 7 to Dec. 12, 19 39
Vessel U.S.C. & G.S. Ship PIONEER
Chief of Party Roland D. Horne
Surveyed by J.L.
Inked by J.L.
Heights in feet above None to ground to tops of trees
Contour Approximate contour Form line interval None feet
Instructions dated September 26, 1939, 19
Remarks: Project H.T. 239

DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET

REG. NO. T 6734

Season of 1939

U.S.C. & G.S. Ship PIONEER

R.D. Horne, Com'd'g.

AUTHORITY

The Survey was made under Director's Instructions dated September 26, 1939, Project No. H.T. 239. ✓

LOCALITY

The sheet covers a waterfront area on the north side of Carquinez Strait from Dillon Pt. to Army Pt. and on the south side from Eckley to Martinez. ✓

JUNCTIONS

Satisfactory junctions were made on the west end of the sheet with Topographic Sheet, Reg. No. T 6733, 1939 and on the east end with Topographic Sheet, Reg. No. T 6735, 1939. ✓

CONTROL

Triangulation executed in previous years furnished adequate control for the survey. ✓

SURVEYING METHODS

The plane table and stadia were used throughout the survey. Numerous tape measurements were taken of piers and wharves in order to acquire their dimensions. ✓

Due to the numerous triangulation stations suitably situated, orientation of the plane table could be effected at most of the desired sites by solution of the three-point problem. As this procedure was used in executing the survey no traverse circuits were closed. ✓

COMPARISON WITH PREVIOUS SURVEYS

The comparisons are made with Topographic Sheet, Reg. No. 1696 B, 1886, 1922 Revisions.

The natural shoreline has no extensive changes. In marsh land areas pronounced discrepancies are noted. The survey of 1939 extends the limits in some localities as much as 150 meters to the seaward.

The shipyard and docks (Lat. 38-04.0, Long. 122-10.7) are non-existent.

The S.P.R.R. ferry slip at Port Costa has been demolished.

The C.P.R.R. ferry slip at Benicia has been partially demolished. The remaining structure is in a dilapidated condition. The site at this date is known as the old S.P.R.R. ferry site.

The wharf (Lat. 38-02.5, Long. 122-08.9) is no longer in existence.

The dock (Lat. 38-02.0, Long. 122-07.5) has been demolished.

The wharf (Lat. 38-01.4, Long. 122-08.2) has been extended about 160 meters.

The dock (Lat. 38-01.4, Long. 122-08.4) has only the pile remaining.

The dock (Lat. 38-01.6, Long. 122-09.7) has been extended about 200 meters.

The wharf (Lat. 38-02.2, Long. 122-10.4) is no longer in existence. A small slip for lighters has been constructed at the location.

The head of Southampton Bay has numerous wrecks above and below high water. The timber boom is no longer in use.

TOPOGRAPHIC STATIONS

Topographic stations that are recoverable and of a permanent nature are reported on Form 524. On the sheet they are distinguished by the small letter "d" placed beneath or near the name of the station.

MAGNETICS

Magnetic meridians were obtained at Tri. Stations NORTH SIDE and CARQUINEZ PT2. The stations are located in open areas and should be free of local disturbances.

GEOGRAPHIC NAMES

The names listed on the sheet have been obtained from Chart No. 5534.

MISCELLANEOUS

On the south shore of Carquinez Strait there are two heavy rail, mainline railroad tracks that extend throughout the area covered by the sheet. Only the inshore, heavy rail, main line track is shown even if in some areas a light rail track is closer to the shore.

The shoreline at the brick yard dump (Lat. 38-02.2, Long. 122-10.4) may be changed as time progresses due to the disposal of defective brick at this locality.

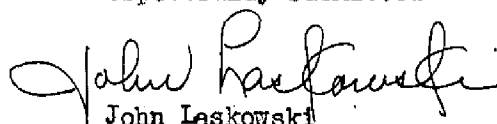
The positions of the two grounded vessels in the vicinity of Martinez are not permanent. The owner of one of the vessels offered the information that the vessels slowly are moving inshore.

Most of the small fishing piers shown on the sheet are poorly constructed and the mortality of these may be high within a few years.


STATISTICS

Statute miles of shoreline	13.1
Statute miles of railroad	5.2

Respectfully submitted


John Laskowski
Jr. H. E. G. Eng.

Approved and forwarded:


Roland D. Horne,
Commanding Officer,
Ship PIONEER.

Remarks

Decisions

1		380 212 U.S.G.B
2		380 221
3		"
4		" U.S.G.B
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GEOGRAPHIC NAMES

Survey No.

6734

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>Dillon Point</u>									2
<u>Southampton Bay</u>									3
<u>Benicia</u>									4
<u>Port Costa</u>									5
<u>Martinez</u>									6
Names underlined in red approved by L. Heck on 5/2/40									7
									8
									9
									10
									11
									12
									13
<u>Alhambra Creek</u> Dp. 31825									14
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MEMORANDUM

IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
PHOTOSTAT OF

~~No. Hx~~

No. T **T6724**

received Feb. 5, 1940
registered March 2, 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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25	✓	1/1/40	Page 2
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90			

RETURN TO

82	T. B. Reed
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✓ *TBR*

DIVISION OF CHARTS

Section of Field Records

REVIEW OF TOPOGRAPHIC SURVEY NO. 6734 (1939) FIELD NO. 6734

California, Carquinez Strait, Martinez to Dillon Point

Surveyed 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 - John Laskowski.

Inked by - John Laskowski.

Reviewed by - Harold W. Murray - November 15, 1940.

Inspected by - H. R. Edmonston.

1. Junctions with Contemporary Surveys.

The junctions on the west with T-6733 (1939) and on the east with T-6735 (1939) are very good.

2. Comparison with Prior Surveys.

a. T-577 (1856) and T-1696 (1886); scale 1:10,000.

These surveys each cover the entire area of the present survey. The shoreline common to these surveys consists of either fast land or marsh areas. Aside from numerous artificial improvements, which have been made subsequently, the only differences noted are in the low land areas. The largest of the differences noted is at Martinez where the high water line on T-577 is shown about 500 m. inshore of the marsh limits on the present survey.

In latitude $38^{\circ}03.7'$, longitude $122^{\circ}10.6'$, both old surveys show two low bare islands. The one lying just outside of the mainland was verified. The other islet (not charted) lying in depths of 1 foot was not verified but a dock is shown extending out to the islet. This feature was carried forward on the present survey. The present survey with this addition supersedes the above surveys.

b. T-1696a (1921) and T-1696b (1922); scale 1:10,000.

These are revision surveys showing in general artificial improvements constructed subsequently to the prior basic survey, T-1696 (1886). The comparison given in the Descriptive Report, page 2 is adequate and no further comment is necessary. The present survey supersedes these surveys.

c. H-3656 (1914); scale 1:10,000.

This hydrographic sheet shows improvements in dock details in the vicinity of Martinez. This information is superseded by the present survey.

d. T-4231 (1926); scale 1:10,000.

This survey covers the vicinity of Benicia and Martinez. Changes in dock and piling details are noted throughout the common area. Northeast of Martinez, the marsh limits on the present survey are shown an additional 200 m. further offshore.

The charted wreck originating with this survey in latitude $38^{\circ}03'$, longitude $122^{\circ}10'$ lying in depths of about 2 feet was not verified by the topographer or the hydrographer of the present survey. It seems unlikely that this feature would continue to exist and not be seen and it should, therefore, be disregarded. The present survey supersedes this survey.

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

a. Topography.

Topography shown on the chart originates with surveys discussed in the preceding paragraphs and several outside sources.

- (1) Blueprint 31825 of 1938 covers the vicinity of Martinez. The present survey shows a few additional dock details and should supersede this blueprint.
- (2) Blueprint 26567 of 1933 covers the vicinities of both Martinez and Benicia. The present survey indicates that some of the docks have been either removed or destroyed and that changes and additions have been made to others. The present survey supersedes this survey.

b. Aids to Navigation.

The charted siren on the end of the Benicia Ferry Slip (signal Slip) and the fixed light on the east end of the Benicia City Wharf were not located on the present survey or mentioned in the Descriptive Report.

c. Magnetic Meridians.

The magnetic meridians determined at two localities agree closely with the charted value.

4. Condition of Survey.

- a. The inking of the shorelines and other details is satisfactory.
- b. The Descriptive Report is clear and satisfactorily covers all matters of importance.


5. Additional Field Work Recommended.

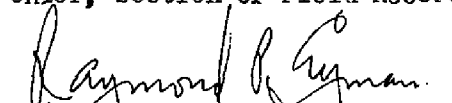
This is a satisfactory survey and no additional field work is necessary.


6. Superseded Surveys.

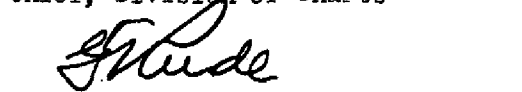
T-577 (1856)	In part
T-1696 (1886)	In part
T-1696a(1921)	In part
T-1696b(1922)	In part
H-3656 (1914)	In part, topography only
T-4231 (1926)	In part

Examined and approved:


T. B. Reed
Chief, Section of Field Records


Chief, Section of Hydrography


Chief, Division of Charts


Chief, Division of Coastal Surveys