

# 7135

# 7135

Form 504	
U. S. COAST AND GEODETIC SURVEY	
DEPARTMENT OF COMMERCE	
DESCRIPTIVE REPORT	
Type of Survey	Graphic Control
Field No. BO - C - 49	Office No. T-7135
LOCALITY	
State	California
General locality	Carquinez Strait-Suisun Bay
Locality	Benicia Point to Southern Pacific Railroad Bridge
194 9	
CHIEF OF PARTY	
C. A. George	
LIBRARY & ARCHIVES	
DATE	JUL 12 1951

FORM 537a  
(9-24-47)

DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

REGISTER NO. T-7135

TOPOGRAPHIC TITLE SHEET

FIELD NO. BO-C-49

Each Planetable and Graphic Control Sheet should be accompanied by this form, completed so far as practicable, when forwarded to the Washington Office.

STATE

California

GENERAL LOCALITY

Carquinez Strait - Suisun Bay

LOCALITY

Benicia Point to Southern Pacific Railroad Bridge

SCALE

1:10,000

DATE OF SURVEY

July November, 1949

VESSEL

Ship BOWIE

CHIEF OF PARTY

C. A. George

SURVEYED BY

H. W. Keith, Jr.

INKED BY

H. W. Keith, Jr.

HEIGHTS IN FEET ABOVE MHW OR

☐ TO GROUND

☐ TO TOPS OF TREES

CONTOUR

APPROXIMATE CONTOUR

FORM LINE INTERVAL FEET

PROJECT NUMBER

CS 256

REMARKS

Notes to Accompany

Graphic Control Sheet T-7135

February 1950

Instructions dated 12 April 1949

The purpose of this survey was to verify control taken from planimetric maps, to establish additional hydrographic control, and to locate waterfront improvements and landmarks for charts.

CONTROL:

The existing control for this sheet consisted of the following triangulation stations:

CARQUINEZ POINT 2, 1922  
RED BRICK CHIMNEY, SOUTH SIDE, 1909  
DOPE (USE), 1922  
OZOL STACK, 1922  
GROVE (USE), 1922  
MARTINEZ COURTHOUSE, 1922  
BULLS HEAD POINT, MOCOCO FERTILIZER CO. STACK, 1922  
ZINC, 1922  
ARMY POINT 2, 1886  
CLOCK TOWER FLAGSTAFF, 1909  
BENICIA, TANNERY TANK, 1922 *gone L. 181 (1950)*

During the course of the field work it was found necessary to establish two additional control stations BUCK, 1949 and DOCK, 1949. BUCK, 1949, was located by standard triangulation methods of concluded triangles using a 7" repeating theodolite with one set of 6 D. & R. DOCK, 1949, was located by standard triangulation methods with all three angles observed with a 7" repeating theodolite using one set of 6 D. & R.

METHODS:

All of the work done on this sheet, with the exception of signal BOB, was done by planetable and alidade using conventional methods. Setups were made at triangulation stations and signals located by intersection; supplemented by setups at signals thus established or resection, and additional cuts and rod readings taken from these points to shoreline and other signals. Signal BOB was a dolphin located by sextant angles taken from it to other signals and plotted on the topo sheet with a steel three-arm protractor.

Field work on this sheet was started by setting up at triangulation stations CARQUINEZ POINT 2, DOPE (USE), GROVE (USE), ZINC, ARMY POINT 2, BUCK and DOCK, and taking cuts to signals. Then signal WAY (a banner on the Martinez Municipal Pier) was used as a take off point to rod in the pier, yacht harbor, and adjacent signals. All signals had at least three cuts with good intersections, or a rod

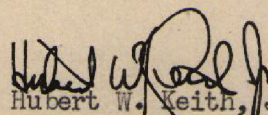
Notes to accompany Sheet T-7135 (continued)

reading on them, before being considered adequately located.

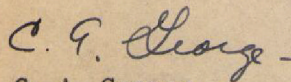
RECOVERABLE TOPOGRAPHIC STATIONS:

A list of the recoverable topographic stations is as follows:

PEG	TON	LAY
MAX	VIP	TAN
CON	ASK	RAT
RUB	END	FAN
DON	JET (USE H.L. MON. 17A)	

  
Hubert W. Keith, Jr.  
Ens. U. S. C. & G. S.

Approved and forwarded:

  
C. A. George,  
Chief of Party

*This graphic control survey has been compared with contemporary hydrographic survey H-7786 (1949). No further review by the Hydrographic Surveys Section is necessary at this time.*

*I. M. Zeskind*  
*10-22-51*