

7137

Graphic Control

Diag. Cht. No. 5534-2

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey Graphic Control

Field No. BO -E - 49 Office No. T-7137

LOCALITY

State California

General locality Carquinez Strait-Suisun Bay

Locality Southern Pacific Railroad Bridge
to Preston Point

194 9

CHIEF OF PARTY

C. A. George

LIBRARY & ARCHIVES

DATE JUL 12 1951

B-1870-1 (1)

7137

Graphic Control

FORM 537a
(9-24-47)

DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

REGISTER NO. T - 7137

TOPOGRAPHIC TITLE SHEET

FIELD NO. BO-E-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

Southern Pacific Railroad Bridge to Preston Point

SCALE

1:10,000

DATE OF SURVEY

September October, 19 49

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-7137

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:

- BULLS HEAD POINT, MOCOCO FERTILIZER CO. STACK, 1922
- ZINC, 1922
- NOVA, 1949
- ECHO, 1922
- ARMY POINT 2, 1886
- BAY, 1939
- MAN, 1949
- NICK, 1949

NICK and NOVA had already been established before work was begun on this sheet, and the position of MAN had been verified.

METHODS:

All of the work done on this sheet 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 from these points to shoreline and other signals.

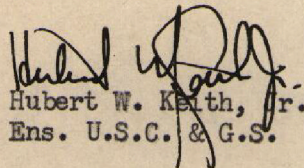
Field work on this sheet was started by setting up at triangulation stations ZINC, NOVA, ECHO, ARMY POINT 2 and NICK, and taking cuts to signals. At NOVA the oil pier was rodded in with the adjacent signals. Additional setups were at ALE and JUN, (marked topo stations), and a resection setup was made along the northbound Southern Pacific Railroad tracks about 1000 meters southwest of ALE. All signals had at least three cuts with good intersections, or a rod reading on them, before being considered adequately located.

Notes to accompany Sheet T-7137 (continued)

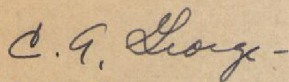
RECOVERABLE TOPOGRAPHIC STATIONS:

A list of recoverable topographic stations is as follows:

DAM	EKE	LOO
FIT	ITH	JOB
TOL	RUS	SOD
BUT	BLO	ALE (marked)
JUN (marked)	CAM	NOR
USE		


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 the present time.

I. M. Zeskind

10-22-51