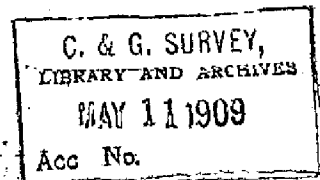
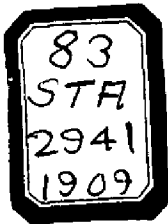


2941



Department of Commerce and Labor
COAST AND GEODETIC SURVEY

C. H. Fittmann
Superintendent.

State: *Cal*

DESCRIPTIVE REPORT.

Topic Sheet No *2941*

LOCALITY:

*Pt. Isabel to Pt. San
Pablo*

1909

CHIEF OF PARTY:

W. C. Dibrell

2941

MAY 11 1909

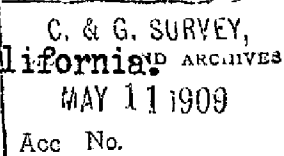
RECEIVED

2941

Descriptive report to accompany Topographic Tracing No. _____

Field No. 3.

Fleming's Point northward to Point San Pablo, California.



On this sheet is shown the topography from Fleming's Point northward along the east side of San Francisco Bay to Point San Pablo.

A tracing of projection and shoreline was made from the following named two sheets: Tracing of a Resurvey of San Francisco Bay, Shell Mound to Point Richmond Including town of Berkeley; Topographic survey in Sept. and Oct. 1895, Direction of Asst. Rodgers, by Asst. Morse,- the second: Photograph of a Resurvey of San Francisco Bay, Point Richmond to Penole Point , topographic survey by E.F. Dickens May 3 - June 14, 1898. The shoreline was not resurveyed but was examined and all wharves etc surveyed. The position of the new objects was determined by measuring from old landmarks, or by three point locations taken with 4 inch theodolite. The same party and instruments were used as in the work on sheet No. 1.

At Stege the old Cap Works wharf is gone and to the north of it a new wharf built, with dolphins off it. From Ellis' landing to the town of Point Richmond a dredged canal said to be six feet deep at low water was being dug. The canal had not been extended from the former point out into the Bay however and no channel exists at low water. The brickworks wharf south of Point Richmond has been rebuilt. The Standard Oil Co's long pier south of Castro Point is shown approximately on the existing chart. The pier is brilliantly lighted with incandescent lights

(2)

throughout its length at night. Other changes up to Point San Pablo need no description. The wharf shown on the chart at Point San Pablo across from the Brothers was apparently properly shown on the chart and was not resurveyed. A Point Richmond ferry boat captain stated that he believed the depths on Southampton Shoal to be changed, due to scour.

Approved;

Walter D. Dineen
.....
Assist. C. & G. Survey Comd'g.

W. D. Dineen,
Aid, C. & G. Survey.

ADDRESS ALL COMMUNICATIONS TO
"SUPERINTENDENT, COAST AND GEODETIC SURVEY,
WASHINGTON, D. C."

P. O. Box 2512, San Francisco, Cal.

Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Washington

San Francisco, Cal., October 29, 1909.

To the Superintendent,
Coast and Geodetic Survey,
Washington, D. C.

Sir:

Replying to your letter of October 23, 1909, I beg to state that plane table positions were not scaled from original topographic tracings No's 2939 to 2942, inclusive, for the reason that the field methods used are close enough for the purposes of chart correction but are not sufficiently accurate to furnish positions for future extensions of the surveys.

Respectfully,

(Signed) Walter C. Dibrell,

Ass't. C. & G. Survey,

Commanding.

2941

STATISTICS

Topographic sheet Field number Three

Fleming's Point Northward to Point San Pablo

Number of statute miles of shoreline examined---15

Field work begun February 16 1909

" " finished " 22 1909

2941

DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY

O. H. TITTMANN, SUPERINTENDENT

C. & G. SURVEY,
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TOPOGRAPHIC SHEET, FIELD NO. 3.

PACIFIC COAST

RESURVEY OF SAN FRANCISCO BAY

FLEMING'S POINT NORTHWARD TO POINT SAN PABLO

RESURVEY OF WATERFRONT IN FEBRUARY 1909

STEAMER "EXPLORER"

WALTER C. DIBRELL, ASS'T., CHIEF OF PARTY

TOPOGRAPHY WITH 4 INCH THEODOLITE AND STADIA

BY

W. B. DUNNING, AID.

ORIGINAL SHEET

W.B.D. Del.

SCALE 1: 10000