Form 504
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: California

DESCRIPCITVE REPORT.

Sheet No. 2

LOCALITY:
San Francisco Bay
East Shore, Mutsards
Landing to Sagendonc
Bay

191

CHIEF OF PARTY:
F. G. Engle
Descriptive Report

To accompany Topographic Sheet #3.

San Francisco Bay - E. Shore - Nulforde Landing to San Leandro Bay and San Antonio Creek to Government Island.

Revision under instructions dated July 25, 1919.

The topography in the localities covered by this sheet was done by R. F. A. Studds, then Deck Officer, and two men from the deck.

Between Bay Farm Island and Nulforde Landing, very few changes have occurred, as traverses were carried along the shoreline and those changes which were deemed important made and the shoreline run in. In San Antonio Creek, the detailed shoreline on both sides was practically entirely run. A number of positions of signals were determined for the use of the launch and ship in hydrography. Those positions which are recoverable are shown by red circles. Those, whose recovery is unlikely, such as, dressed tripods, banners nailed to trees, etc., are denoted by pencilled circles. All positions, both recoverable and non-recoverable are given in an attached list of planetable positions.

A number of traverses were run. The first, from A Bay to ∆ Nulforde Landing 2; the second, a circuitous traverse around Bay Farm Island, starting and ending at ∆ Bay. As this traverse had a zero closing error, a station was picked up, and a traverse carried to ∆ Melrose Smelting Works Stack. In the next traverse which comprised the work along San Antonio Creek, difficulties were experienced, due to a scarcity of triangulation stations. A traverse was started from ∆ Concrete Pillar, orienting on ∆ Bay and a line run straight across Alameda. This line was run a second time for check and a stake driven in the ground on the north side of Alameda. From this stake a traverse was carried along the Alameda shoreline of the Creek to San Leandro Bay, closing on an adjusted topographic station of the previous traverse. A rather large error was discovered on closing, and the traverse, therefore, was run, getting a very good closure the second time. The error was due mostly to line and so the topography was easily swung in. The traverse was then continued back along the Oakland side of the Creek, and across Government Island, closing on the stake driven in the north side of Alameda. This traverse was also continued along the Oakland shore to the extremity of the sheet, closing on a stake whose position had been determined in a traverse run on another sheet; a bromide copy showing Alameda waterfront. This sheet has no register number. A traverse was then begun on the Alameda shore from the above mentioned stake and carried to the extremity of the sheet on the Alameda shore, closing on a stake previously determined on the bromide copy spoken of above. The
positions of these two last mentioned stakes, as determined by
the traverses run on this sheet, were transferred to the other
sheet and the positions as determined on the latter sheet were
transferred to this sheet, thereby showing the error of closure
on both sheets. All closing errors are shown by small double
headed arrows.

For a portion of the time the working grounds were
reached by making use of the ship's dinghy, running to and from
the ship which was anchored off Bay Farm Island. This proved
very unsatisfactory as usually a strong westerly breeze was
blowing, and at low tide water too shallow for the boat would
extend out for two or three hundred yards from shore. After a
short time, therefore, this method was abandoned, and the topog-
rapher and his two men were quartered ashore, leaving the ship
Monday morning and returning back Friday night.

On the charts it is noted that the creek between Alameda
and Oakland is named San Antonio Creek. Having heard it called
San Antonio Creek, Oakland Creek, Oakland Estuary and The Estuary,
the topographer inquired as to its official name. The launch and
river boat men agree that its real name is "San Antonio Creek",
but that the name "Oakland Creek" is used much more often.

At the south entrance to San Leandro Bay, there is a
hand operated draw bridge used almost exclusively by members of
the Acolian Yacht Club. This club is located in San Leandro Bay,
as shown on the sheet. The boats belonging to this club are
mostly power launches and small sailing yachts.

In San Antonio Creek, and at the northern extremity of
the sheet is an island. The formation of this island has been
due largely to deposits from dredges working in the creek. The
U. S. Government has erected a ship building plant on the island.
Details of this plant are shown on an accompanying blue print.
The island has been named "Government Island." It is connected
to the mainland (Oakland) by a wooden bridge.

Changes in streets and railroad tracks, for both Alameda
and Oakland, are shown on prints which are attached to the topog-
raphic bermide copy of Alameda waterfront.
### Planetable Positions

To accompany Topographic Sheet #2.

<table>
<thead>
<tr>
<th>Object &amp; Description</th>
<th>Hyd. Name</th>
<th>Latitude</th>
<th>D.M. Nette Long.</th>
<th>D.P. Nette</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signal</td>
<td>Dyke</td>
<td>37°-41'</td>
<td>936 123°-11'</td>
<td>60</td>
<td>Net recoverable</td>
</tr>
<tr>
<td>Cupola, Barn</td>
<td>Bo</td>
<td>37 41'</td>
<td>1587 122°-11'</td>
<td>350</td>
<td>Recoverable</td>
</tr>
<tr>
<td>&quot;</td>
<td>Collins Oyster</td>
<td>Cup</td>
<td>37 41</td>
<td>990 122°-11'</td>
<td>274</td>
</tr>
<tr>
<td>Windmill with balustrade Egg</td>
<td>White Windmill</td>
<td>Bill</td>
<td>37 42</td>
<td>1253 122°-10'</td>
<td>673</td>
</tr>
<tr>
<td>Red Water Tank</td>
<td>Trunk</td>
<td>37 43</td>
<td>95 122°-11'</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td>House with square cupola Square</td>
<td>Yellow Tank &amp; Windmill Yel</td>
<td>37 43</td>
<td>765 122°-11'</td>
<td>1143</td>
<td></td>
</tr>
<tr>
<td>So. Cable, White House</td>
<td>Cen</td>
<td>37 43</td>
<td>899 122°-11'</td>
<td>1284</td>
<td></td>
</tr>
<tr>
<td>Tall Tree</td>
<td>Falls</td>
<td>37 43</td>
<td>1329 122°-11'</td>
<td>1410</td>
<td></td>
</tr>
<tr>
<td>Signal</td>
<td>Ruff</td>
<td>37 43</td>
<td>971 122°-13'</td>
<td>1196 Net Recoverable</td>
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</tr>
<tr>
<td>Tank, edge of swamp</td>
<td>Disc</td>
<td>37 43</td>
<td>1436 122°-13'</td>
<td>1207</td>
<td>Recoverable</td>
</tr>
<tr>
<td>Filledriver</td>
<td>Drive</td>
<td>37 43</td>
<td>1355 122°-14'</td>
<td>808</td>
<td></td>
</tr>
<tr>
<td>Signal</td>
<td>Ride</td>
<td>37 43</td>
<td>1557 122°-14'</td>
<td>303 Net Recoverable</td>
<td></td>
</tr>
<tr>
<td>Signal</td>
<td>Nad</td>
<td>37 44</td>
<td>66 122°-14'</td>
<td>1236</td>
<td></td>
</tr>
<tr>
<td>Red Tank</td>
<td>Tank</td>
<td>37 44</td>
<td>245 122°-14'</td>
<td>1454</td>
<td>Recoverable</td>
</tr>
<tr>
<td>Signal</td>
<td>Sig</td>
<td>37 44</td>
<td>1444 122°-14'</td>
<td>1125 Net Recoverable</td>
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<tr>
<td>Telephone Pole</td>
<td>Tele</td>
<td>37 44</td>
<td>1848 122°-14'</td>
<td>236</td>
<td></td>
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<tr>
<td>Cupola, Aeolian Yacht Club</td>
<td>Lub</td>
<td>37 46</td>
<td>120 123°-14'</td>
<td>116 Recoverable</td>
<td></td>
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<tr>
<td>School-house cupola &amp; flag.</td>
<td>Be</td>
<td>37 45</td>
<td>1021 123°-14'</td>
<td>35</td>
<td></td>
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<tr>
<td>Alameda Park flag.</td>
<td>Al</td>
<td>37 45</td>
<td>1356 122°-14'</td>
<td>982</td>
<td></td>
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<tr>
<td>Filledriver</td>
<td>Hat</td>
<td>37 45</td>
<td>1055 122°-13'</td>
<td>313 Net Recoverable</td>
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<tr>
<td>High Tank</td>
<td>Dig</td>
<td>37 46</td>
<td>342 122°-13'</td>
<td>526 Recoverable</td>
<td></td>
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<tr>
<td>Tall White stack</td>
<td>Nut</td>
<td>37 45</td>
<td>1675 122°-13'</td>
<td>1060</td>
<td></td>
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<tr>
<td>Transformer</td>
<td>Deg</td>
<td>37 44</td>
<td>1398 122°-13'</td>
<td>573</td>
<td></td>
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<tr>
<td>S. F. Stack</td>
<td>-</td>
<td>37 46</td>
<td>426 122°-13'</td>
<td>1380</td>
<td></td>
</tr>
<tr>
<td>Dew Tanks (Center)</td>
<td>-</td>
<td>37 46</td>
<td>614 122°-14'</td>
<td>522</td>
<td></td>
</tr>
</tbody>
</table>
Inked by R. F. A. Studds.

1. The plan and character of the work conform to the requirements of the General Instructions.

2. The plan and extent of the work satisfy the specific instructions except that the survey includes the entrance only of San Leandro Bay, the upper part of the bay apparently not having been examined. The existence of the railroad trestle across San Leandro Bay to Alameda is somewhat in doubt.

3. The junctions with adjacent sheets are satisfactory.

4. No additional surveying is required within the area covered by this sheet, unless a new survey of San Leandro Bay is considered necessary.

5. The character and scope of the surveying and field drafting are good.

6. Reviewed by E. P. Ellis, October, 1921.
A comparison with aerotopographic sheet No. 4670 (1931) shows discrepancies in this survey in the location of the shoreline, wharves and bridges in San Antonio Creek (Oakland Creek). The error is due to lack of triangulation control and dependence upon traverse.

It is recommended that this survey sheet be canceled to avoid the use of it as a permanent record of conditions in 1920.

Approved:

[Signatures]

Chief, Section of Field Records

Chief, Division of Charts

Chief, Section of Field Work

Chief, Division of H. and T.
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The finished Topographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

REVISION

Register No. 3795 #3.

State . . . . . . . California . . . . . . . . . . . . . . . . . . .
General locality . . San Francisco Bay . E. Shore
Locality Wulforde Landing, to San Leandro Bay, and San Antonio Creek to Government Island.
Chief of party . . . . . F. G. Engle . . . . . . . . . . . . .
Surveyed by . . . . . R. F. A. Studda . . . . . . . . . . . . .
Date of survey . December, 1919, January, 1920 . . . .
Scale . . . . . . . 1 to .10,000 . . . . . . . . . . . . . . . . . . .
Heights in feet above . . . . . . . . . . . . . . . . . . . . . . . .
Contour interval . . . . . . . . feet.

Records accompanying sheet (check those forwarded): Photographs, Descriptive report, Horizontal angle books, Field computations,
List of planetable positions
Data from other sources affecting sheet

Remarks: Two prints attached to Enlarge copy of Alameda waterfront and not accompanying this sheet, affect the changes in streets and railroads on this sheet.