DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. Patton, Director

State: California

DESCRIPTIVE REPORT

Topographic | Sheet No. 4626
Hydrographic

LOCALITY
South San Francisco Bay
Charleston Slough to Calaveras
and Dumbarton Pts.

1931

CHIEF OF PARTY
G. C. Jones
DESCRIPTIVE REPORT

TO ACCOMPANY SHEET OF TOPOGRAPHY

Date of instruction September 8, 1930

General:
This sheet covers the area South of Dumbarton bridge and highway to where the bay breaks up into many small sloughs. The coast is low marsh with salt ponds on both sides of the bay. There are very few trees and only the Southern most of Coyote hills on the sheet.

The shore line from Newark slough, East to Mowry slough and a stretch East of Dumbarton point (both stretches indicated by pencil mark on the sheet) was run as near as possible at high water line. Along that shore there is a slope in the ground that does not follow the edge of the grass at all places. This was taken as the high water line when it was run. After completing it, it was learned that the edge of the grass should have been considered as shore line or high water line. Upon consulting the chief of party, taking into consideration the fact that it was hard to get to with a skiff even at extreme high water on account of the mud flats and the mud was so soft that it was almost impossible for a man to walk on it; it was left and the edge of the grass should be taken from the photographs. The shore line from Calaveras point East was first run at high water line and later run at the edge of the grass. Actual HW being shown heavier than the grass line.

Prominent Objects.
The two tall towers used to lift the draw span of the Dumbarton bridge are approximately 175 feet high and are visible at a distance. They lift the
span 135 feet. South of this is the railroad turn bridge. The turn bridge across Newark slough can be seen from any part of the sheet. Neither of these bridges have a clearance of more than 10 feet at high tide when not drawn. Calaveras light is visible from any point on the sheet.

Control.

Triangulation stations located in 1919, 1925, and 1931 were used as control. There were enough triangulation stations visible at all times to get good three point fixes and when an error was found it was investigated at once and corrected in the field. In this way it was possible to keep the error in the traverses very small.

Detail and control for photographs.

Instructions from the Director were to locate such detail as would be necessary for the control of the photographs. After receiving these instructions no more levies were run, except those near shore line or sloughs, the large pipe lines and railroad were not run out. Detail such as groups of houses was omitted, except for a few definite points for control of the photographs. With the exception of the second pair of transmission towers East of Mountain View slough at about 122° 04' 655 meters 37° 25' 1590 meters and individually.

All that are shown on the sheet are accurately located by triangulation or plane table location with cuts from at least three positions or by stadia distances from the plane table. Those located by cuts were checked by stadia distances, when possible without running a separate traverse.

Changes and Improvements.

What was formerly known as Indigo slough has had its channel straightened and is now known locally as Jagels slough. What was known as Jagels slough
has almost been filled up and only at high tide has any water in it. Sunnyvale air base is to be located just South of Jogals Landing. The exact location of the hangar is not known. Work is to begin there soon.

San Jose expects to have a deep water harbor at the mouth of Guadalupe River some time in the future. No work has been done, nor has it been definitely decided that it would be there.

Distortion.

Distortion on the sheet was very little, not more than one or two meters per one thousand meters. It was about the same over the whole sheet. In the morning when the air was damp there was a little expansion and when it became dry, not more than one meter contraction per 1000 meters. When the sheet was finished the sheet was nearly perfect as far as distortion was concerned.

Inking.

Conventional signs for levees, salt ponds, marsh etc. have been omitted.

Additional Changes:

The Bay Shore Highway is one of the important highways on the peninsula, it crosses the S.W. corner of the sheet. Work is in progress now and plans may be obtained from the State Highway department.

H.C. Conerly
Deck Officer

 Approved;

H.C. Conerly
H & C.E. C & C. Co.

The name "South Shore Port" is used locally instead of "Jogals Landing" as shown on existing charts.
List of prominent objects located by the Plane table, and suitable for airplane photographic control.

<table>
<thead>
<tr>
<th>Object and description</th>
<th>Latitude</th>
<th>D.M.</th>
<th>Longitude</th>
<th>D.P.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower in turn S.E. Magnesia works</td>
<td>37 30</td>
<td>1840</td>
<td>122 03</td>
<td>279</td>
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<td>Tower in turn S.E. Magnesia works</td>
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<td>122 03</td>
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<td>Lighted pile beacon N.W. Calaveras light</td>
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<td>1353</td>
<td>122 04</td>
<td>510</td>
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<tr>
<td>Transmission tower</td>
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<td>122 02</td>
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<td>Pile beacon</td>
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<td>175</td>
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</table>
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: E

REGISTER NO. 4626

State: California

General locality: South San Francisco Bay
   Charleston Slough to Calaveras and Dumbarton Pts.

Locality:  

Scale: 1:10,000

Date of survey: June & July, 1931

Vessel: Project #70

Chief of Party: G. C. Jones

Surveyed by: H. G. Comerly

Inked by: H. G. Comerly

Heights in feet above HW to ground to tops of trees

Contour Approximate contour Form line interval: feet

Instructions dated: Sept. 8, 1931

Remarks: 

U. S. GERMAN NAVY PHOTOGRAPHED 1930.