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

State: California

DESCRIPTIVE REPORT
Topographic Sheet No. 5028

LOCALITY
Sacramento - San Joaquin Delta
Roberts Island to Victoria Island.

1933.

CHIEF OF PARTY
L.P. Raynor.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

AIR PHOTO
TOPOGRAPHIC TITLE SHEET

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

REGISTER NO. T-5028

State: CALIFORNIA

General locality: SACRAMENTO-SAN JOAQUIN DELTA

Locality: ROBERTS ISLAND TO VICTORIA ISLAND

Date of photographs, Dec. 19, 1931 & Jan. 3, 1932

Date of Survey, Nov. 4, 1933

Scale: 1:10,000

Date of Compilation

Vessel: ARMY AIR CORPS FIA AIRPLANE

Chief of Party: Lieut. L. P. Raynor

Compiled by S. S. Whitehead

Surveyed by

Inked by: K. B. Walker

Heights in feet above to ground to tops of trees

Contour: Approximate contour Form line interval

Instructions dated: August 3, 1933 and September 2, 1933

Remarks: Compiled from photographs Nos. 88933 to 946, inc. and 979 to 994, inc. and 1033 to 1046, inc.
Reduced to scale and printed by photo lithographic process.
<table>
<thead>
<tr>
<th>DESCRIPTION OF WORK</th>
<th>DONE BY</th>
<th>DATE COMPLETED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polyconic Projection</td>
<td>S.S. Whitehead</td>
<td>September 18, 1933</td>
</tr>
<tr>
<td>Projection verified</td>
<td>K.B. Walker</td>
<td>September 18, 1933</td>
</tr>
<tr>
<td>Control Plotted</td>
<td>S.S. Whitehead</td>
<td>September 20, 1933</td>
</tr>
<tr>
<td>Control Verified</td>
<td>K.B. Walker</td>
<td>September 21, 1933</td>
</tr>
<tr>
<td>Compiled in pencil</td>
<td>S.S. Whitehead</td>
<td>November 4, 1933</td>
</tr>
<tr>
<td>Inked</td>
<td>K.B. Walker</td>
<td>December 26, 1933</td>
</tr>
<tr>
<td>Hachures and woodland symbol</td>
<td>S.S. Whitehead</td>
<td>December 28, 1933</td>
</tr>
<tr>
<td>Proofreading</td>
<td>T.P. Fendleton</td>
<td>January 21, 1934</td>
</tr>
<tr>
<td>Lettering Attached Various Members of Party</td>
<td></td>
<td>February 26, 1934</td>
</tr>
<tr>
<td>Descriptive Report</td>
<td>S.B. Lane</td>
<td>February 26, 1934</td>
</tr>
</tbody>
</table>
PROJECT NO. H.T. 153
DESCRIPTIVE REPORT
To Accompany
SHEET NO. T-5028
ROBERTS ISLAND TO VICTORIA ISLAND
CALIFORNIA
L. P. Raynor, Lieut., C.& G.S., Chief of Party

GENERAL

For general information regarding this project, see report for sheet No. T-5027.

STATISTICS

Area of sheet, 31.1 square miles.
Length of rivers and sloughs, 15.1 miles.
In addition, there are 4.2 miles of slough not connected with the main waterways.

GENERAL INFORMATION

The entire area of this sheet is low, the land rarely exceeding an elevation of five feet above mean sea level, except at the levees.

The Borden highway crosses this sheet in an east and west direction. It is surfaced for the entire length shown with oil-macadam. The Garwood Road from the eastern edge of the sheet to its junction with the Borden Highway, and the Borden Highway west of that point, are part of the state highway system.
Middle River Bridge carries the Borden Highway from Roberts Island to Victoria Island, across Middle River. This is a steel truss bridge with a swing span.

Both east and west channels have a width of 105 feet.

The clearance of the bridge will be supplied by the hydrographic party.

TRANSMISSION LINE CROSSINGS OVER NAVIGABLE WATER

<table>
<thead>
<tr>
<th>ACROSS</th>
<th>LOCATION</th>
<th>TOWERS OR POLES</th>
<th>CLEARANCE ABOVE IHW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle River</td>
<td>Fish Camp Landing</td>
<td>Wood</td>
<td>115 feet</td>
</tr>
<tr>
<td>Middle River</td>
<td>North of Trapper Slough</td>
<td>Wood</td>
<td>115 feet</td>
</tr>
</tbody>
</table>

The camps, shown and numbered, are usually groups of permanent structures, but are occupied seasonally as labor is required in the various localities.

SUBMARINE CABLE CROSSINGS

All underwater cable crossings noted by the field inspection party or by the photo compilation party are shown.
PHOTOGRAPHS WHICH FALL ON THIS SHEET

North Flight: Nos. 930 to 946, inc.
Middle Flight: Nos. 979 to 994, inc.
South Flight: Nos. 1033 to 1048, inc.

The pictures of the north and middle flights were taken December 19, 1931 between 11:45 a.m. and 12:45 p.m. Those of the south flight were taken January 3, 1932 between 1:30 and 2:30 p.m.

CONTROL

Trapper, Fish, and Holt were triangulated by J. Bowie in 1931. All other points were triangulated by L.P. Raynor in 1932 and 1933, except those marked "T.P.P." The latter are all theodolite three point fixes, are all not marked and not recoverable, and are shown on sheet by small circles. All have been adjusted to 1927 N.A. Datum.

The locations shown in the following table are the values used in the compilation of this sheet. U.S.G.S. points are so marked. They have been adjusted to 1927 N.A. Datum.

Triangulation positions used were from the field computations and prior to the final office adjustment. Bg Jones
Note: In addition to objects listed on the opposite page, the following recoverable objects are shown as topographic stations on this sheet.

<table>
<thead>
<tr>
<th>Object</th>
<th>Appro. Lat.</th>
<th>Appro. Long.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wood Pole</td>
<td>37°° 53.4'</td>
<td>121° 26.4'</td>
<td>Not described</td>
</tr>
</tbody>
</table>
# TABLE OF CONTROL

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAPPER, 1931</td>
<td>37 - 53 - 37.538</td>
<td>121 - 29 - 15.111</td>
</tr>
<tr>
<td>FISH, 1931</td>
<td>37 - 52 - 57.668</td>
<td>121 - 27 - 05.270</td>
</tr>
<tr>
<td>HOLT, 1931</td>
<td>37 - 56 - 02.382</td>
<td>121 - 25 - 51.930</td>
</tr>
<tr>
<td>Middle River, East of Three Wood Poles, 1932</td>
<td>37 - 54 - 26.94</td>
<td>121 - 30 - 18.53</td>
</tr>
<tr>
<td>Middle River, Middle of Three Wood Poles, 1932</td>
<td>37 - 54 - 25.32</td>
<td>121 - 30 - 22.28</td>
</tr>
<tr>
<td>Middle River, West of Three Wood Poles, 1932</td>
<td>37 - 54 - 22.68</td>
<td>121 - 30 - 28.54</td>
</tr>
<tr>
<td>Kingston School, U.S.G.S.</td>
<td>37 - 54 - 17.15</td>
<td>121 - 25 - 26.83</td>
</tr>
<tr>
<td>A.T.&amp; S.F.Ry. opp. house</td>
<td>37 - 56 - 03.13</td>
<td>121 - 23 - 20.79</td>
</tr>
<tr>
<td>3rd Fig. approx. not recoverable, not described</td>
<td>37 - 54 - 53.63</td>
<td>121 - 29 - 44.55</td>
</tr>
<tr>
<td>Form 524</td>
<td>37 - 54 - 01.43</td>
<td>121 - 24 - 42.69</td>
</tr>
<tr>
<td>3rd Fig. described on Form 524</td>
<td>37 - 55 - 36.39</td>
<td>121 - 23 - 45.46</td>
</tr>
<tr>
<td>Three 3rd Fig. not describable, not recoverable</td>
<td>37 - 55 - 14.47</td>
<td>121 - 28 - 31.43</td>
</tr>
<tr>
<td>3rd Fig. described</td>
<td>37 - 56 - 10.73</td>
<td>121 - 28 - 30.32</td>
</tr>
<tr>
<td>North Fish Camp Pole, 1933-37</td>
<td>37 - 53 - 29.29</td>
<td>121 - 26 - 22.18</td>
</tr>
<tr>
<td>1039 A (T.P.P.)) 3rd Fig.</td>
<td>37 - 52 - 17.34</td>
<td>121 - 28 - 02.82</td>
</tr>
</tbody>
</table>

## COMPILATION

Compilation was by the radial line method. The work was completed in pencil before being inked.

A good agreement in the location of the East Bay Municipal Utility District pipeline was secured with sheet T-4689A.

* These W.I. g. d. Stations were not connected to by triangulation and were contained in description on file in this office except as limited on this page. J.E. Jones
Note: The differences in location of detail at the junction with sheet 4689 at the North edge of this sheet have been investigated in the office. The plot has been checked across the junction using additional control available since the original plot of 4689 and the differences have been corrected. A detailed report of this replot will be given in the descriptive report for Sheet 4689 A.
Minor changes south of this line are shown as an overedge correction on sheet T-5028. East of Holt it was necessary to redraw part of sheet T-4689A to effect a satisfactory junction owing to the error in position of the A.T.& S.F. Ry. mentioned in the descriptive report of sheet T-5029. A traverse station established by Lieut L.P. Raynor occurs on sheet T-4689A and is shown on the overedge work.

It was not possible to carry the corrections to a complete junction owing to the limitation of marginal space.

**LANDMARKS AND RECOVERABLE OBJECTS**

For list of landmarks and recoverable objects see reference in general section of descriptive report for sheet T-5027

**RECOMMENDATIONS**

This sheet is believed to have a probable error of less than five meters in all places.
Title (Par. 56)

Chief of Party L. P. Raynor Compiled by

Project 153 H. & T. Instructions dated

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 8; and 16, a, b, c, d, e, g and i.)

   Yes

2. The character and scope of the compilation satisfy the instructions and the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

   Yes

3. The control and adjustment of the radial plot were adequate. (Par. 12, 29.)

   Yes

4. There is sufficient control on maps from other sources that were transmitted by the field party for their application to the charts. (Par. 28.) Maps from other sources were not used.

5. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

   Yes

6. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 38, 39, 40, 41.) These features, other than low water line, do not appear on this sheet. A general statement regarding water line appears Descriptive Report Sh. T-5027

7. Important details shown on previous surveys and on the chart have been compared with this sheet and a statement has been entered in the report regarding the removal from the chart or change in position of important detail such as rocks, lights, beacons, prominent objects, bridges, docks, and structures along the water front. No previous surveys for navigational use have been made.

8. The span, draw and clearance of bridges are shown. (Par. 16a.)

   These details appear in descriptive reports.

9. The data furnished by the Field Inspection is adequate.

   Yes

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
10. The descriptive report covers all details listed in the Manual, so far as they apply to this survey. (Par. 64, 65 and 66.)

Yes

11. The descriptive report also contains all additional information required in photo topography as prescribed in the instructions and in the "Notes on the Compilation of Planimetric Line Maps from Five Lens Aerial Photographs".

Yes

12. The descriptions of recoverable points were accomplished on Form 524, and scaling of positions checked. (Par. 29, 30 and 57.)

Yes

13. A list of landmarks for charts was furnished on Form 567 and scaling of positions checked. (Par. 16d, e, 60.) Yes. This a duplicate of list supplied by L.P. Raynor with omitted positions scaled and a few additional marks.

Yes

14. The geographic datum of the sheet is N.A. 1927 and the reference station is correctly noted. (Par. 34.)

Yes

15. Jumotions with contemporary surveys are adequate.

Yes

16. Geographic names are shown on the sheet and are covered by the Descriptive Report. (Par. 64, 66k.) Verified by H.M.W. OK, by H.B.

Yes

17. The quality of the drafting is good. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 44, 46.) Yes, except that black celluloid ink was used throughout.

Yes

18. No additional surveying is recommended.

19. Remarks:

20. Examined and approved:

L.P. Raynor  T.P. Lamek
Chief of Party  Chief Photo Compiler

21. Remarks after review in office:

Reviewed in office by: B.G. Jones

Examined and approved:

K.T. Adams
Chief, Section of Field Records

Chief, Division of Charts

Y. Borden
Chief, Section of Field Work

Chief, Division of Hydrography and Topography.
<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Roberts Island</td>
<td>Entire area of this sheet north and east of Middle River is on Roberts Island. Roberts Island is the area enclosed by the San Joaquin and Middle Rivers, and is divided into a number of tracts. Suggest that name Roberts Island be placed northwest of Trappers Slough, and so spotted on the eastern portion of the sheet as to indicate that the entire area between Middle River and the A.T. &amp; Santa Fe R.R. is on Roberts Island.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Honker Lake Tract</td>
<td>Local usage and reliable maps</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Upper Jones Tract</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The Pocket</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Drexler Tract</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Victoria Island</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Union Island</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trapper Slough</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Victoria Canal</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Middle River</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>North Canal OK</td>
<td>Field Report</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fish Camp Slough OK</td>
<td>Fish Camp location shown at mouth of this slough on detailed maps.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Camp 23 and 24 at junction of Trapper Slough and Middle River not as same location as on chart of the Sacramento and San Joaquin Rivers, 1921, by Hutchison & Sons; and on the Weather's maps, various editions. Some of the Desi. R.P. state that the camps are not permanent locations and may be moved from time to time. Authoritative consulted, O.K. They are not strictly boy names and may be verified from the verification. H.B.