### DESCRIPTIVE REPORT

**Type of Survey**  
Air Photo Compilation

**Field No.**  
**Office No.** T-5923

**LOCALITY**

**State**  
California

**General locality**  
San Francisco Bay

**Locality**  
Treasure Is., Yerba Buena Is., and Vicinity

**1945**

**CHIEF OF PARTY**  
J.C. Bose

**LIBRARY & ARCHIVES**

**DATE**  
April 3, 1949
Fully applied to Chart 5532 Rec. after review. 10/21/54. 418.
The projection for this sheet was received in this office in August 1944. Control was plotted and checked by the meter bar and beam compass method by members of the control section.

A circle with 14 inch radius was drawn upon each photograph in order to facilitate use of the central area of the photographs rather than the outer portions.

Secondary control was picked in a regular scheme of Quadrilaterals, 5 inches on a side.

Primary control was plotted on all photographs without regard to the 14 inch circle.

All azimuths between centers were drawn by means of the stereoscope and radial line method.

Photographs used in this plot were printed on unmounted positype paper; therefore, it was necessary to eliminate the effect of paper distortion. This was accomplished by use of a distortion templet constructed from non-shrinking, vinylite material.

The regular discussion of the main radial plot follows:

(A) CONTROL DENSITY

Control was well distributed throughout this entire sheet. The following stations were used for the plot:

1. Black Point Stack, 1916
2. Yerba Buena Lighthouse, 1919
3. Coit Monument, 1933
4. Alcatraz Lighthouse, 1910
5. Alcatraz Water Tank, 1940
7. San Francisco Pac. Gas Electric Co., Gas Tank, 1925
8. *St. Francis Yacht Club Naval Beacon 1932
9. Tower of the Sun, 1938
10. Ferry Bldg. Tower, 1932
11. *Fine Arts Bldg. Dome, 1925
12. *St. Ignatius Church, Most Western Spire, 1916-17

* Outside sheet limits
14. Mark Hopkins Hotel, 1932
15. Southern Pacific Cupola, 1919
17. Pier 34, East Gable, 1916
18. Schmidt Bldg., Tower, 1932
19. City Hall Steeple, 1932
20. *American Smelting Refinery Stack, 1942
22. *Gray Incinerator Chimney, 1916
23. Union Iron Works Gas Tank, 1925
24. S.Fran. Bell Telephone Bldg., 1932
Identification on all stations listed proved to be adequate.

(B) PHOTOGRAPHS

The following nine (9) lens photographs were used:

5300  5494
5301  *5497
5302  5502
*5304  5503
5310  6319
5311  *6398
*5487  *6399

No difficulty was encountered with bad chamber junctions
and photograph coverage was very good.

(C) CLOSURES AND ADJUSTMENTS

The normal procedure of laying each templet in the order of
the strength with which it was controlled, was followed. All azimuths
to adjacent centers were held and excellent intersections were obtained.
It was found that the tilt which existed on these photographs caused no
difficulty in completing a strong plot; therefore, it was completely
ignored.

(D) AREAS OF QUESTIONABLE ACCURACY

It is not believed that any part of this sheet falls outside
of the limit of required accuracy.

(E) GENERAL

Centers of photographs were drawn on the projection with

* Outside sheet limits
double blue circles of 4.0 mm. and 2.8 mm. radius, while secondary control was shown by double blue circles of 2.8 mm. and 1.5 mm. radius. The sheet was released to the draftsmen for the adding of detailing points.

Respectfully submitted,

Bennie H. Lyon
Chief Aero. Map Draftsman

Forwarded by:

J. C. Bose,
Chief of Party.
26 & 27 CONTROL AND RADIAL PLOT

See report submitted by E.H. Lyon Chief Aeronautical Draftsman, which has been incorporated in this report.

Attention is called to a letter from E. H. Pagenthart, dated February 27, 1945 stating that all necessary notes and forms covering the triangulation and topographic stations have been forwarded to the Washington Office.

28. DETAILING

The detailing of this sheet has been done according to the current instructions for this sheet and project.

The photographs were of good scale and sufficiently clear to insure interpretation of the details. The recent changes in certain areas, particularly new construction in the vicinity of the Bethlehem Steel Company shipyards, were not on the photographs and were taken from plans submitted by the field party.

29. SUPPLEMENTAL DATA.

The following plans were used to supplement the photographic details. Each is discussed in the following paragraphs:

(1) "General Plan, Bethlehem Steel Company, Shipbuilding Division, San Francisco, California."

Considerable new construction has been done at the Bethlehem Steel Company's Shipbuilding yards. The above plans were submitted to this office and such details as were unobtainable from available photographs have been transferred by pantographic method to this compilation. Attention is called to a discrepancy in the position of pier number five on the photographs as compared with that on the plans. On the plans, the position of this pier apparently has been moved east to make room for the construction of a drydock. The width and length of the pier; however, remain the same. The draftsman has drafted this pier in the position as shown on the plans.

(2) "Southern Pacific Railway, Coast Division, Station Plan, Mission Bay & Jackson Square, San Francisco."

These plans were used by the draftsman for comparison only. A comparison with the photographs showed few changes except in the area between Sixth and Fourth Street South of China Basin. These minor changes are noted in the following paragraphs.
"San Francisco Storage Depot, Sixth and Channel Street, General Plot Plan."

This set of plans was obtained from the U.S. Engineers Office, San Francisco. The plans cover certain new construction in the area just South of China Basin between Sixth and Fourth Streets. Given distances taken from the plans were compared to the same area on the compilation adjacent to that of the new construction and found to be the same. Since the plans showed chained distances for the new construction, they were used to map this area by converting the distances to scale of this sheet. Buildings, street systems and changes in railroad spurs were added or changed to conform to the plans.

33. WHARVES AND SHORELINE STRUCTURE

Attention is called to new construction at the Bethlehem Steel Company's shipbuilding yard, at Potrero Point. An additional pier has been added from these plans that is not shown on the latest published chart. Piers number 9 and number 10, have undergone considerable change. (U. S.C.& G.S. No. 5535 & 5532). Buildings at ferry just north of bridge have been enlarged. Pier North side of China Basin has been numbered No. 56.

34. LANDMARKS AND AIDS TO NAVIGATION

The landmarks and aids to navigation appearing on this sheet have been listed on form No. 567 and made part of this report.

Present published U.S.C.& G.S. Charts show lights on the San Francisco-Oakland Bay Bridge. No information about these lights was furnished this office by the field party and they, accordingly, have not been located on this sheet.

38. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES.

Comparisons were made with U.S. Geological Survey Topographic Quadrangles surveyed 1892-94 and a photostatic print of section of Topographic survey T-687, 1:10,000 scale, surveyed in 1857 and 1882. The radical changes in shoreline and shoreline structure occurring between the date of these surveys and the present make it impractical to undertake a comparison.

35 HYDROGRAPHIC CONTROL

Instructions to field party February 8, 1944 state that no hydrographic stations need be selected.
The bridge clearances, both vertical and horizontal, for the bridges spanning China Basin at 3rd, 4th and Sixth Streets were taken from the U.S. Coast Pilot 1934 edition. The Department of Public Works, San Francisco, submitted clearances for these bridges; however, they gave the vertical clearance as 0.0. Inasmuch as this was not in conformance with that published by the Coast Pilot, it was not used.

44. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C & G.S. "Nautical Chart 5535, bearing a print date of September 13, 1944. The only outstanding changes noted have been recorded above under paragraphs 29 and 33.

Respectfully submitted,

Rudolph Doisett
Prin. Photogrammetric Aid.

Approved and Forwarded:

J. C. Bose
Project No. (II):

Location: San Francisco, Calif. Chief of Party: E.H. Pagenhart
Location: Tampa, Fla. Chief of Party: J.C. Bose

Date: February 8, 1944 Filed in: Dye of Photogrammetry Office Files

Geographic Datum (III): N.A. 1927 Scale Factor (III):

Reference Line: (Xi) San Francisco
Reference Plane (III): MHW

Alt: 1932

37° 47' 43.812'
(1350.8 meters)

122° 23' 33.034'
(808.2 meters)

=np

PHOTOGRAPHS (III)

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<th>Time</th>
<th>Scale</th>
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San Francisco, Golden Gate

San Francisco, Potrero Pk., North Pt—Refer. Station

Prep. and Exam.: US.C. & G.S. 9 lens, 12focal length.

Prep. by: E.H. Pagenhart, San Francisco

Between Mar. & April 15, 1944

Between April 15, 1944

Between September 1, 1944

Between Oct. 1, 1944

Between Nov. 1, 1944

Between Jan. 1, 1945

Additional photographs:

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### DM's & DP's

Sheet No. T-5923

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<tr>
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<th>LATITUDE</th>
<th>LONGITUDE</th>
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<tbody>
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<td>Monument (B.M.)</td>
<td>37° 48' 618(1232)</td>
<td>122° 25' 840(628)</td>
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<tr>
<td>B.M. V-108</td>
<td>37 48 399(1450)</td>
<td>122 24 1195(273)</td>
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<tr>
<td>B.M. J-329</td>
<td>37 48 100(1750)</td>
<td>122 23 1262(206)</td>
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</tbody>
</table>

Scaled by: R. J. Pate  
Checked by: R. Dossett

Sheet No. T-5923(S\(\frac{1}{2}\))

<table>
<thead>
<tr>
<th>STATION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.M. H-329</td>
<td>37° 47' 1578(272)</td>
<td>122° 23' 1070(398)</td>
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<tr>
<td>Tidal B.M.(179)</td>
<td>37 47 777(1073)</td>
<td>122 23 366(1102)</td>
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<tr>
<td>B.M. R-568,1939</td>
<td>37 46 1440(410)</td>
<td>122 23 328(1141)</td>
</tr>
<tr>
<td>B.M. S-568, 1939</td>
<td>37 46 644(1206)</td>
<td>122 23 444(1024)</td>
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<tr>
<td>Tidal B.M. 4 (Potrero Pt.)</td>
<td>37 45 1218(632)</td>
<td>122 23 229(1240)</td>
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</table>

Scaled by: R. Dossett  
Checked by: R. J. Pate
DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

LANDMARKS FOR CHARTS

Tampa Theodolometric Office
1101 E. Broadway, Tampa, Fla. March 23, 1945

I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

Lieut. Comdr. J. C. Bose

Chief of Party

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
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<tbody>
<tr>
<td>San Francisco</td>
<td></td>
<td>LATITUDE</td>
<td>LONGITUDE</td>
<td></td>
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<td>0</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N. A. Triangulation</td>
<td>1927</td>
<td>1933</td>
<td>√</td>
</tr>
<tr>
<td></td>
<td>COIT TOWER 1933</td>
<td>37 45 270.8</td>
<td>122 24 416.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ALCATRAZ WATER TANK 1940</td>
<td>37 49 1215</td>
<td>122 25 533.8</td>
<td>N</td>
<td>n</td>
</tr>
<tr>
<td></td>
<td>SAN FRANCISCO RUSSIAN HILL APT. HOUSE LITV. CHAFT 1916</td>
<td>37 46 101.1</td>
<td>122 25 172.5</td>
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<td>n</td>
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<td>SAN FRANCISCO BLACK POINT STACK 1916</td>
<td>37 46 868.8</td>
<td>122 25 821.4</td>
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<td>n</td>
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<td></td>
<td>159 TOWER</td>
<td>37 49 78</td>
<td>122 22 266</td>
<td>n</td>
<td>Radial Plot</td>
</tr>
<tr>
<td></td>
<td>166 TOWER</td>
<td>37 48 1096</td>
<td>122 22 1317</td>
<td>n</td>
<td>n</td>
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<tr>
<td></td>
<td>SAN FRANCISCO NORTH POINT GAS TANK 1925</td>
<td>37 48 916.2</td>
<td>122 24 1031.6</td>
<td>n</td>
<td>Triangulation</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
LANDMARKS FOR CHARTS

TO BE CHARTED

I recommend that the following objects which (have not) been inspected from seaward to determine their value as landmarks, be charted on (deleted from) the charts indicated.

The positions given have been checked after listing.

Lieut. Comdr. J. C. Boeck  
Chief of Party.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tbody>
<tr>
<td>SAN FRANCISCO BAY</td>
<td>Gas Tank (Iron Wharf)</td>
<td>37 45 683</td>
<td>122 23 110.8</td>
<td>1927</td>
<td>Triangulation</td>
<td>1925</td>
<td>5533</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 45 683</td>
<td>122 23 110.8</td>
<td>1927</td>
<td>Triangulation</td>
<td>1925</td>
<td>5532</td>
</tr>
<tr>
<td></td>
<td>Flag Staff (San Francisco, City)</td>
<td>37 47 919.9</td>
<td>122 24 317.22</td>
<td>1932</td>
<td>Triangulation</td>
<td>1932</td>
<td>5532</td>
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<tr>
<td></td>
<td>Dome (Wood)</td>
<td>37 46 12106.7</td>
<td>122 25 129.38</td>
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<td>5532</td>
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<td></td>
<td>(San Francisco, Telegraph Office)</td>
<td>37 47 375.2</td>
<td>122 23 1369.7</td>
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<td>5532</td>
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<td></td>
<td>(San Francisco, Ferry)</td>
<td>37 47 1350.7</td>
<td>122 23 808.3</td>
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<td>5532</td>
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<td></td>
<td>(San Francisco, Cupola)</td>
<td>37 47 1018.8</td>
<td>122 23 1069.9</td>
<td>1932</td>
<td>5532</td>
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<td></td>
<td>(San Francisco, Mission)</td>
<td>37 47 1350.7</td>
<td>122 23 808.3</td>
<td>1932</td>
<td>5532</td>
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<tr>
<td></td>
<td>(San Francisco, Clock Tower)</td>
<td>37 47 1350.7</td>
<td>122 23 808.3</td>
<td>1932</td>
<td>5532</td>
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<td></td>
<td>(San Francisco, Pacific Building)</td>
<td>37 47 1179.3</td>
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<td>5532</td>
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<td></td>
<td>(San Francisco, Potrero)</td>
<td>37 45 752.0</td>
<td>122 23 1321.3</td>
<td>1925</td>
<td>5532</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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I recommend that the following objects which \textit{have} (have not) been inspected from seaward to determine their value as landmarks, be charted (deleted from) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>General locality</th>
<th>San Francisco Bay</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Name and description</strong></td>
<td><strong>Position</strong></td>
</tr>
<tr>
<td>FLAG STAFF (appr. C.P.)</td>
<td></td>
</tr>
<tr>
<td>TOWER (approx. G.P.)</td>
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</tr>
</tbody>
</table>

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LANDMARKS FOR CHARTS

TO BE CHARTED

I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks, be charted on (charts indicated) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>General Locality</th>
<th>Name and Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of Location</th>
<th>Date of Location</th>
<th>Harbor Chart</th>
<th>Offshore Chart</th>
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<tbody>
<tr>
<td>San Francisco Bay</td>
<td>F. R. Light</td>
<td>37 40' 910'</td>
<td>122 21' 873'</td>
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<td>M. A. Radial</td>
<td>Apr. 1941</td>
<td>5532</td>
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<td></td>
<td>161 Ft. O. Lt., Bell</td>
<td>37 49' 947'</td>
<td>122 21' 1029</td>
<td>1927 Plot</td>
<td>June 1944</td>
<td>5535</td>
<td>5532</td>
<td>5535</td>
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<td></td>
<td>162 Ft. O. Lt. Siren</td>
<td>37 49' 1587'</td>
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<td>160 Diaphone</td>
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<td>122 21' 975</td>
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<td>142 Siren</td>
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<td>n</td>
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<td>Yerba Buena Lighthouse-1919</td>
<td>37 48' 815.8'</td>
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<td>Alcatraz Lighthouse 1910</td>
<td>37 49' 1069'</td>
<td>122 25' 385.3</td>
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<td>Radial Plot 1910</td>
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<td>140 Diaphone</td>
<td>37 47' 1451'</td>
<td>122 23' 704</td>
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<td></td>
<td>Siren</td>
<td>37 45' 439'</td>
<td>122 22' 1096</td>
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<td>Pier # 41 Fixed Red Lt.</td>
<td>37 48' ---'</td>
<td>122 21' 704</td>
<td>Not recovered by field party - Could not be identified on photographs by Compilation Office.</td>
<td>n</td>
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<td>n</td>
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<td>Pier # 41 Fog</td>
<td>37 48' ---'</td>
<td>122 25' 122</td>
<td>Not recovered by field party.</td>
<td>n</td>
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<td>Pier # 45 Fixed Red Lt.</td>
<td>37 48' ---'</td>
<td>122 25' Not recovered by field party.</td>
<td>1927 Plot</td>
<td>Apr. 1944</td>
<td>n</td>
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</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." Positions of charted landmarks and nonfloating aids to navigation, if reetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
<table>
<thead>
<tr>
<th>Name on Survey</th>
<th>A</th>
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Names underlined in red are approved. 9/30/47.

[Signature]
DIVISION OF PHOTOGRAMMETRY
Review Report of
Shoreline Map Manuscript T-5923
July 1945

Subject numbers not used in this review report have been
adequately covered in other parts of the descriptive report
or do not apply.

28. DETAILING

Additional information has been received from the field
office during this review and has been applied to the map
manuscript in red acid ink. Numerous details were obtained
from supplemental surveys and plans, bringing the map manu-
script information to June 15, 1945. (see T-7721 (1945) for revisions
To Perry dated on T-5923.
1942 10-44-37

29. SUPPLEMENTAL DATA

A map of U.S. Naval Training and Distribution Center
(Scale: 1:2400 (200') ) showing conditions as of June 30, 1945
was used in the Washington Office. New detail was applied by
holding detail in common with the original compilation.
Accuracy of positions, therefore, do not necessarily meet the
standard of accuracy. Only additional buildings were applied
on Yerba Buena Island.

(Filed under "Field Inspection Data", Project 262,
Division of Photogrammetry general files.)

44. COMPARISON WITH EXISTING TOPOGRAPHIC SURVEYS

T-687 1/10000 1857
U.S.G.S. San Francisco 1892-94

The present survey supersedes all previous surveys in their
common areas for planimetric and shoreline detail.

46 APPLICATION TO CHARTS

This survey has not been applied to chart 5535 as of
the date of this review.

Reviewed by:
R. J. Tallman, 27 July, 1945

Under the direction of
L. V. Griffith
Chief, Review Section

APPROVED BY:
R. J. Tallman, 27 July, 1945

Technical Assistant to the
Chief, Div. of Photogrammetry

Chief, Nautical Charts Branch,
Division of Charts

K. T. Adams
Chief, Div. of Photogrammetry

W. M. Smith
Chief, Div. of Coastal Surveys
17 March 1950

Bears Admiral K.T. Adams  
Acting Director  
United States Coast and Geodetic Survey  
Department of Commerce

Dear Admiral Adams:

Your memorandum, file No. 721-141, dated 12 December 1949, addressed to the Director of Intelligence, United States Air Force, forwarding seventeen (17) maps for security clearance, was referred to the Assistant Chief of Staff, G-2 for action.

There is no objection to the publication of the following maps as unclassified:

- T-5920 Point Avisadero - Point San Bruno
- T-5929 San Quentin - California City
- T-5931 Davis Point - Pinole Point
- T-5936 Vallejo, California

Provided minor deletions are made as indicated on each map, there is no objection to publication of the following maps as unclassified:

- T-5922 (REM) San Francisco Bay and Oakland Area, California
- T-5923 San Francisco Bay and Oakland Area, California
- T-5924 (REM) San Francisco Bay and Oakland Area, California
- T-5928 San Francisco Bay and Oakland Area, California
- T-5939 San Pablo Bay Area, California
- T-5941 Suisun Bay Area, California
- T-5942 (2 sheets) Suisun Bay Area, California
- T-5943 Suisun Bay Area, California

The remainder of the maps forwarded with your memorandum have not yet been returned from the field agencies where they were sent for examination. Follow up action has been taken requesting that the return of these maps be expedited.

Sincerely,

[Signature]

[Stamp]  
1 Decil  
12 maps  
(as listed above)  

[Stamp]  
ERNEST A. BARLOW  
Colonel, GEC  
Chief, Security & Training Division  
For the Assistant Chief of Staff, G2