5924

Form 584
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Air Photo Compilation
Field No.: T-5924
Office No.: Shoreline

LOCALITY
State: California
General locality: San Francisco Bay
Locality: Oakland-Alameda

1945
CHIEF OF PARTY
J. C. Boss

LIBRARY & ARCHIVES
DATE: Oct 19-1945
DATA RECORD
T-5924

Quadrangle (II):  
Project No. (II): C.S.262-C

Field Office: San Francisco  
Chief of Party: E.H. Pagenhart

Compilation Office: Tampa, Fla.  
Chief of Party: J.C. Bose

Instructions dated (II III): 8 Feb. 1944  
Copy filed in Descriptive Report No. T-6-3-3 (VI) 
Div. of Photogram. Office Files

Completed survey received in office:  9 Nov. 1945

Reported to Nautical Chart Section:

Reviewed:  15 April 1946  
Applied to chart No. 5535  
Date: Oct. 1947

Redrafting Completed:  30 Oct. 1947

Registered:  15 April 1946  
Published: Shoreline (Vault copy)

Compilation Scale: 1:10,000  
Published Scale: 1:10000

Scale Factor (III): 1.00

Geographic Datum (III): N.A. 1927  
Datum Plane (III): M.H.W.

Reference Station (III): Alameda Pike Works, highest of two stacks, 1942

Lat.: 37° 46' 40" 861(1259.7)  
Long.: 122° 17' 04" 7024(1210.6) Adjusted
meters  
meters

State Plane Coordinates (VI): 3rd Zone

X =  
Y =

Military Grid Zone (VI)
<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6386</td>
<td>9-3-41</td>
<td>12:20 P.M.</td>
<td>1:10,000</td>
<td>+4.2</td>
</tr>
<tr>
<td>#6368</td>
<td>9-3-41</td>
<td>12:20 P.M.</td>
<td>1:10,000</td>
<td>+4.2</td>
</tr>
<tr>
<td>#6369</td>
<td>9-3-41</td>
<td>12:20 P.M.</td>
<td>1:10,000</td>
<td>+4.2</td>
</tr>
<tr>
<td>#6370</td>
<td>9-3-41</td>
<td>12:20 P.M.</td>
<td>1:10,000</td>
<td>+4.2</td>
</tr>
<tr>
<td>#14033</td>
<td>6-2-43</td>
<td>2:30 P.M.</td>
<td>1:10,000</td>
<td>+4.0</td>
</tr>
<tr>
<td>#14034</td>
<td>6-2-43</td>
<td>2:30 P.M.</td>
<td>1:10,000</td>
<td>+4.0</td>
</tr>
<tr>
<td>#14035</td>
<td>6-2-43</td>
<td>2:30 P.M.</td>
<td>1:10,000</td>
<td>+4.0</td>
</tr>
</tbody>
</table>

Tide from (III): San Francisco, Golden Gate (Oakland Mole, Alameda Naval Air Station).
Mean Range: 4.3 ft. Spring Range: 6.0 ft., 6.2 ft.
Camera: (Kind or source) U.S.C. & G.S. 9 lens, 8\(\frac{3}{4}\) focal length

Field Inspection by: C.A. Kester date: 1944
Field Edit by: date:

Date of Mean High-Water Line Location (III): August, 1944

Projection and Grids ruled by (III) J.T. & B.R.C. date: 8-22-44
" " " checked by: J.T. & B.R.C. date: 8-22-44
Control plotted by: D.G. Singleton date: Jan. 1945
Control checked by: M.M. Slavney date: Jan. 1945

Radial Plot by: M.M. Slavney, B.H. Lyon date: Jan.12, 1945
Detailed by: R. Dossett date: April, 1945

Reviewed in compilation office by: J.A. Giles date: April, 1945
Elevations on Field Edit Sheet checked by: date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 11.5

Shoreline (More than 200 meters to opposite shore): 2442

Shoreline (Less than 200 meters to opposite shore): 0

Number of Recoverable Topographic Stations established: 23

Number of Temporary Hydrographic Stations located by radial plot: 0

Leveling (to control contours) - miles: None

Roman numerals indicate whether the item is to be entered by, (II) Field Party, (III) Compilation Party, or, (VI) the Washington Office.

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks: * The exact time of each photograph is not available in the compilation office.
MAIN RADIAL PLOT
SHEET No. T-5924
PROJECT G.S.262-C PARTIAL

The projection for this sheet was received in this office on 25 August 1944. Control was carefully plotted and checked by members of the control section, using the beam compass, and meter bar method.

A circle, with 14 inch radius, was drawn upon each photograph in order to facilitate use of the central portion of each photograph in preference to the outer extremeties. Secondary control was picked as nearly as possible in a scheme of quadrilaterals 5 inches on a side in order to strengthen the graphic control scheme. Extreme care was exercised in plotting primary control on the photographs, and this was done without regard for the 14 inch circle.

All azimuths between centers were established by means of the stereoscope, and radial liner method.

The photographs used for this plot were printed on unmounted, acetate impregnated paper, therefore, it was necessary to treat for the effect of paper distortion. This has been accomplished by means of the distortion templet, constructed from non-shrinking vinylite material.

Discussion of main radial plot follows:

A. CONTROL

The following control stations were used to control this plot.

The Yerba Buena Power Co. concrete chimney, 1916, was used for control, even though it falls outside the limits of the map manuscript.
These control stations were well distributed, and since they were natural objects, the identification on them was very good, therefore, the control for the radial plot may be considered as excellent.

B. PHOTOGRAPHS

The following nine lens photographs were used in this plot:
14035, 14034, *14033, 6368, 6369, 6370, and *6386.
*Used in plot, but outside sheet limits.

The photograph coverage was sufficient for a radial plot, but the 9 lens photographs are considerably out-dated. The coverage is sufficient to locate existing detail at the time the photographs were flown.

C. CLOSURE AND ADJUSTMENT

Regular procedure was followed in laying templets, with strongest fixes first, then progressively laying thru templets with weaker fixes. Tilt was not sufficient to warrant computation.
All azimuths to adjacent centers were held and excellent intersections were obtained throughout.

D. AREAS OF QUESTIONABLE ACCURACY

It is believed that all parts of the plot fall well within the limits of prescribed accuracy.

E. GENERAL

Secondary control was picked on the sheet, and shown by double blue inked circles of 2.8 millimeters, and 1.5 millimeters radii. Centers were shown by double blue inked circles and 4.0 m.m., and 2.8m.m. radii. The sheet was released to the draftsman for the addition of detailing points which are to be shown in blue ink with 2.0 m.m. circles.

Respectfully submitted,

Bennie H. Lyon
Asst. Photo. Engineer

Forwarded by

J. C. Bose
Chief of Party
DESCRIPTIVE REPORT TO
ACCOMPANY
SHEET NO. T-5945 Project C.S. 262-C

26 and 27 CONTROL AND RADIAL PLOT

A special report by B. H. Lyon, Asst. Photogrammetric Engineer, covering
main radial plot is enclosed herewith.

28 DETAILING

Refer to Special Report submitted by San Francisco District Office.

This map manuscript has been delineated according to instructions dated
February 8, 1944.

In the delineation of this map manuscript, it was necessary to use three
series of photographs dated as follows: 6300 series of 9 lens photographs dated
9-3-41, 1400 series of 9 lens photographs dated 6-2-43, and single lens photo-
grahs of approximately 1:15,000 scale, received from Alameda Naval Air Station,
and dated 4-27-45. The photographic coverage of the single lens, photographs
was insufficient for the entire area shown on the map manuscript. They were used
to show the latest detail along the inner harbor shoreline, and the Alameda Naval
Air Station vicinity. The difference in scale of the single lens photographs made
it necessary to use the projection machine for delineation of the latest noted
detail. It is believed that most of the newest detail, such as recent construc-
tion along the inner harbor area, has been brought up to date, by the use of the
single lens photographs; however, the areas outside their coverage are uncertain.

Particular attention is called to an area adjoining the seaplane entrance
to Alameda Naval Air Station. On a mosaic received from the Naval Air Station,
Alameda, California, dated October 13, 1944, is shown a new pier and newly filled
area extending southward from the shoreline. This area has been shown by a dash-
ed line, and labeled "very approximate". It's eastern limits were not covered on
the mosaic.

New construction was being done in the vicinity of Oakland Outer Harbor at
the time of the field inspection, and this has been noted on the map manuscript
as shown by the field inspector.

All new buildings along the shoreline, that were shown by the photographs,
have been delineated.

The photographs were clear and of reasonably good scale; however, some dif-
ficulty was experienced in selecting common points for radials due to the changes
of detail in the photographs taken in 1941 and 1943.

The field inspection was adequate.

29 SUPPLEMENTAL DATA

A mosaic map of N.A.S., Alameda, California, dated October 13, 1944, flown
at 10,000 ft. with 8½ focal length camera was used for the delineation of detail
not obtainable from the 9 lens or single lens photographs. Such detail that was
taken from the mosaic was transferred to the map manuscript under the projection
machine.
30 MEAN HIGH WATER LINE

In general, the shoreline of this area consists of high water line structures of piers, ferry landings, seawalls, and concrete or wooden bulkheads. Where the seawalls have been broken down the H.W.L. has been shown according to field inspection notes.

31 LOW WATER AND SHOAL LINES

No attempt to show M.L.W. lines or shoal lines has been made, since the field inspection notes did not indicate their existence.

32 DETAILS OFFSHORE FROM THE HIGH WATER LINE

In the vicinity of Government Island in Oakland Inner Harbor, numerous wrecks were shown by the field inspection party. They have been located by radial line intersection, and delineated by symbol.

33 WHARVES AND SHORELINE STRUCTURES

Most of the shoreline of this map manuscript consists of shoreline structures of some form. All piers, ship ways, marine railways, docks, and floating docks have been delineated as indicated by the photographs and field inspection.

34 LANDMARKS AND AIDS TO NAVIGATION

All landmarks and aids to navigation recovered by the field inspection have been listed on form #367 and made a part of this report. Chart Letter 745 (1945)

35 HYDROGRAPHIC CONTROL

Instructions to field party, dated February 8, 1944, state that no hydrographic stations be selected by them for this project.

36 LANDING FIELDS AND AERONAUTICAL AIDS

The only landing field appearing within the limits of this map manuscript is that of the Alameda Naval Air Station.

37 BRIDGES AND OVERHEAD WIRES

Only one bridge appears within the tracing limits of the map manuscript. It is across Oakland Inner Harbor, below Government Island. Type of bridge and clearances are indicated on the map manuscript.

38 COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES


Such radical changes have occurred in the shoreline, since the above publication was edited, that no detailed discussion of differences is attempted.

39 COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C.& G.S. nautical chart No. 5535, published
at Washington, D. C., December 1943, and revised to July 13, 1944.

In general, a comparison of this map manuscript, with the above chart, showed reasonably good agreement. There were, however, some outstanding discrepancies due to recent construction, which are noted as follows:

SE of Alameda Naval Air Station, at the seaplane entrance, a newly filled area with a new pier has been constructed.

Along the south shoreline of Oakland Inner Harbor between Lat. 37° 47' and 37° 48' and Long. 122° 17' and 122° 18', New construction of docks, marine railways, and buildings appear.

The South Pacific Rail Road spur line shown on the chart along the south shoreline of Oakland Inner Harbor, north of the Naval Air Station, has been removed.

North of Alameda Naval Air Station, and in the area labeled "Navy Supply Depot", considerable building construction has occurred.

New housing projects are noted along the north and south shorelines of Oakland Inner Harbor.

In Oakland Outer Harbor at the Oakland Mole, new construction is noted by label. Since this construction did not appear on the photograph, further investigation by the hydrographer, or by field edit, will be necessary before delineation can be accomplished.

Possible changes along the San Francisco Bay shoreline of Alameda could not be determined, due to insufficient coverage by the most recent photographs, and further investigation by the field edit, or hydrographer, would be in order.

Respectfully submitted,

Rudolph Dossett
Prin. Phot. Aid

Approved and forwarded:

Lieut. Comdr. J. C. Bose
Chief of Party
LANDMARKS FOR CHARTS

Tampa Photogrammetric Office
1101 E. Broadway, Tampa 5, Fla. 26 Oct. 1935

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>METHOD</th>
<th>DATE</th>
<th>CHARTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oakland Outer Harbor Entrance</strong></td>
<td><strong>West Side Range Front (#336 Pacific Coast Light List)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latitude 37° 48' East Longitude 175° 122° 19' North</td>
<td></td>
<td>Radial</td>
<td>1927</td>
<td>5535</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plot</td>
<td>1944</td>
<td>x</td>
</tr>
<tr>
<td><strong>Oakland Outer Harbor Entrance</strong></td>
<td><strong>West Side Range Front (#336 Pacific Coast Light List)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latitude 37° 48' East Longitude 177° 122° 19' North</td>
<td></td>
<td>Radial</td>
<td>1927</td>
<td>5535</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plot</td>
<td>1944</td>
<td>x</td>
</tr>
<tr>
<td><strong>Oakland Harbor, South Jetty, Light (#352 Pacific Coast Light List)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latitude 37° 47' East Longitude 156° 122° 19' North</td>
<td></td>
<td>Radial</td>
<td>1927</td>
<td>5535</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Plot</td>
<td>1944</td>
<td>x</td>
</tr>
<tr>
<td><strong>Bethlehem Shipyard Fog Signal (#354 Pacific Coast Light List)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latitude 37° 47' East Longitude 67° 122° 16' North</td>
<td></td>
<td>Radial</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Plot</td>
<td>1944</td>
<td>x</td>
</tr>
<tr>
<td><strong>Bell (186)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latitude 37° 47' East Longitude 03° 122° 15' North</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with 1934 Field Memorandum, "LANDMARKS FOR CHARTS." 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.
I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks, be deleted from the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Square Tank</strong></td>
<td>37° 46'</td>
<td>122° 11'</td>
<td>N.A.</td>
<td></td>
<td></td>
<td>5532</td>
</tr>
<tr>
<td></td>
<td>(appx.)</td>
<td>(appx.)</td>
<td>1927</td>
<td>x</td>
<td></td>
<td>5535</td>
</tr>
</tbody>
</table>

This information is carried on the original landmark form (Chart Letter No. 795, 1945).
I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted or (deleted from) the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>GENERAL LOCALITY</th>
<th>POSITION</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Oakland (outer harbor)</strong></td>
<td>NAME AND DESCRIPTION</td>
<td>LATITUDE (D. I. M. METERS)</td>
<td>LONGITUDE (D. P. METERS)</td>
</tr>
<tr>
<td><strong>Tank (elevated, white)</strong></td>
<td></td>
<td>37 46</td>
<td>862</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 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.
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 1</td>
<td>D. M. METERS</td>
<td>0 1</td>
<td>D. P. METERS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 47</td>
<td>665</td>
<td>122 17</td>
<td>1170</td>
<td>N.A. Radial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 47</td>
<td>1547</td>
<td>122 16</td>
<td>1331</td>
<td>N.A. Radial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 47</td>
<td>504</td>
<td>122 15</td>
<td>939</td>
<td>N.A. Radial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 47</td>
<td>1470</td>
<td>122 16</td>
<td>690</td>
<td>N.A. Radial</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37 46</td>
<td>1267</td>
<td>122 15</td>
<td>1047</td>
<td>N.A. Radial</td>
</tr>
</tbody>
</table>

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DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY  
COAST PILOT SECTION  

TO BE CHARTED

I recommend that the following objects which have been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tank (Oakland Mole High Tank)</strong></td>
<td>37 48 1110 9</td>
<td>122 19 1088 3</td>
<td>Triangulation</td>
<td>1909</td>
</tr>
<tr>
<td><strong>Black Tank</strong></td>
<td>37 47 589</td>
<td>122 17 619</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Chimney (Alameda Pipe works, highest of 2 con. stacks)</strong></td>
<td>37 46 1259 7</td>
<td>122 17 98 1</td>
<td>Plot</td>
<td>1945</td>
</tr>
<tr>
<td><strong>Chimney (concrete)</strong></td>
<td>37 46 1362</td>
<td>122 17 59</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Tank (elevated, red)</strong></td>
<td>37 47 133</td>
<td>122 17 1154</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Tank (elevated)</strong></td>
<td>37 47 94</td>
<td>122 17 1189</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Radio Tower (East)</strong></td>
<td>37 47 258</td>
<td>122 17 1149</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Radio Tower (West)</strong></td>
<td>37 47 205</td>
<td>122 17 1259</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>White Tank</strong></td>
<td>37 47 1502</td>
<td>122 17 331</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Tank (elevated)</strong></td>
<td>37 47 1323</td>
<td>122 17 778</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Tank</strong></td>
<td>37 48 998</td>
<td>122 17 395</td>
<td>Radial</td>
<td>1927</td>
</tr>
<tr>
<td><strong>Tower (Oakland Shredded Wheat Building Tower)</strong></td>
<td>37 48</td>
<td>122 17</td>
<td>Triangulation</td>
<td>1925</td>
</tr>
</tbody>
</table>

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REVIEW REPORT FOR
Shoreline Survey T-5924 (E & W Halves)
San Francisco Bay: OAKLAND-ALAMEDA, and Vicinity
Project CS-262-C

26. CONTROL

The positions of the following five U. S. Coast & Geodetic Survey triangulation stations were plotted during the review of T-5924:

AIR, 1929, r. 1942
ALAMEDA, ST. JOSEPH'S HOSPITAL SQUARE WHITE CUPOLA, 1925, r. 1944
OAKLAND, ABER'S SIGN N.W. "A", 1925, r. 1942
OAKLAND, ABER'S SIGN SE. "A", 1925, r. 1942
OAKLAND, MAIN BRANCH, BANK OF AMERICA BUILDING, TOWER, 1925, r. 1944

27. RADIAL PLOT

The photographic coverage and the distribution of horizontal control stations were adequate in obtaining a relatively strong plot. The planimetry shown within the area of the survey is believed to be within the limits of prescribed accuracy.

Refer to the special radial plot report submitted with the Descriptive Report.

28. DETAILING

Refer to the Descriptive Report under side headings 28 and 29 for a discussion of the delineation of the map manuscript.

All additions and corrections have been applied to the map manuscript in red acid ink, accompanied by pertinent notes where necessary.

29. SUPPLEMENTAL DATA:

All of the planimetric features appearing on Graphic Control Survey No. 6892, dated 1942, scale 1:10000, in areas common to this survey, are in agreement. Data obtained from the former survey are indicated in green acid ink on the map manuscript.

28. COMPARISON WITH RECENT PLANIMETRIC SURVEYS:

All planimetric details on the following surveys, in areas common to T5924, are superseded by that survey.

<table>
<thead>
<tr>
<th>Survey</th>
<th>Scale</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-4428</td>
<td>1/10000</td>
<td>1920</td>
</tr>
<tr>
<td>T-4670</td>
<td>1/10000</td>
<td>1931</td>
</tr>
<tr>
<td>T-4680</td>
<td>1/10000</td>
<td>1932</td>
</tr>
</tbody>
</table>
39. COMPARISON WITH CONTEMPORARY HYDROGRAPHIC SURVEYS

Hydrographic Survey No. 6794, scale 1/10000, dated 1941-2 was found to be in agreement with Survey T-5924.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES:

In general, common planimetric features are in agreement with the following topographic quadrangles. No detailed comparison could be made because of large scale differences.

U.S.G.S. San Francisco 15' 1/62500 ed 1915, rep. 1932
U.S.E. " " " 1942

45. COMPARISON WITH NAUTICAL CHARTS:

This survey has been partially applied, prior to final review, to Chart 5535, 28 Nov. 1945. The Chart has been compared with this survey with results as noted under side heading 45 of the Descriptive Report.

Reviewed by

Michael G. Misulia, 15 Apr. 1946
Photogrammetrist.

Under the direction of

S. L. Griffith
Chief, Review Section

APPROVED BY:

D. A. Jones, 5/46
Chief, Div. of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

W. J. Green, 15 Oct. 46
Chief, Div. of Coastal Surveys

Chief, Div. of Photogrammetry

W. J. Green, 15 Oct. 46
Chief, Div. of Coastal Surveys
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### Record of Application to Charts

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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
17 March 1950

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

Dear Admiral Adams:

Your memorandum, file No. 731-sal, 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, O-2 for action.

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

T-5920 Point Avicadero - 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 (Map) San Francisco Bay and Oakland Area, California
T-5923 San Francisco Bay and Oakland Area, California
T-5924 (E&W) San Francisco Bay and Oakland Area, California
T-5928 San Francisco Bay and Oakland Area, California
T-5999 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 the maps be expedited.

Sincerely,

ERNST A. BARLOW
Colonel, GSC
Chief, Security & Training Division

[signature]

1 Dec
12 maps
(as listed above)