<table>
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<th>Type of Survey</th>
<th>Planimetric Shoreline</th>
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<tbody>
<tr>
<td>Field No.</td>
<td>T-5925</td>
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<td>Office No.</td>
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**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
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<tbody>
<tr>
<td>General locality</td>
<td>San Francisco Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>Berkeley</td>
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</table>

<table>
<thead>
<tr>
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<th>October, 1948</th>
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**CHIEF OF PARTY**

DATA RECORD
T- 5925

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

Instructions dated (II III): 8 Feb. 1944 Survey filed in Descriptive

Reported to Nautical Chart Section
Reviewed: Oct. 17, 1947 Applied to chart No. 5-531 Date: 23 Mar. 1948

Redrafting: Completed: 12 Jan. 1948

Registered: 16 April 1948 Published: Shoreline (Vault copy)
Compilation Scale: 1:10,000 Published Scale: 1:10,000
Scale Factor: (III): None

Reference Station (III): Radio Tower KRE, 1938

Lat. 37° 50' 58.9N 122° 17' 43.753 E (1069 adjusted
Long. 753' 1069')

State Plane Coordinated (VI): 2nd & 3rd Zone
X = Y =

Military Grid Zone (VI)
# PHOTOGRAPHS (III)

<table>
<thead>
<tr>
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<th>Time</th>
<th>Scale</th>
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<tr>
<td>14031</td>
<td>6/2/43</td>
<td>2:30</td>
<td></td>
<td>4.4 Feet</td>
</tr>
<tr>
<td>14032</td>
<td>6/2/43</td>
<td>2:30</td>
<td></td>
<td>4.4 Feet</td>
</tr>
<tr>
<td>14033</td>
<td>6/2/43</td>
<td>2:30</td>
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<tr>
<td>6365</td>
<td>9/3/41</td>
<td>12:17</td>
<td>1:000</td>
<td>5.07 Feet</td>
</tr>
<tr>
<td>6366</td>
<td>9/3/41</td>
<td>12:17</td>
<td></td>
<td>5.07 Feet</td>
</tr>
<tr>
<td>6367</td>
<td>9/3/41</td>
<td>12:17</td>
<td></td>
<td>5.07 Feet</td>
</tr>
<tr>
<td>6368</td>
<td>9/3/41</td>
<td>12:17</td>
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<td>5.07 Feet</td>
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</table>

Mean Range: Diurnal

Camera: (kind or source) U.S.C. & G.S. 9-lens - 51/4 focal length

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

Field Edit by: None
date:

Date of Mean High-Water Line Location (III): Date of Photographs

Projection and Grids ruled by (III) S.R.E B.R.C.

" " " checked by: B.R.C.
date: 13 Dec. 1944
date: 15 Dec. 1944

cdate: 5/28/45
date: 5/29/45

cdate: 4/5/45
cdate: May-Aug. 1946

cdate: Aug. 1946

cElevations on Field Edit Sheet checked by:
STATISTICS (III)

Land Area (Sq. Statute Miles): 4.7

Shoreline (More than 200 meters to opposite shore): 8.4

Shoreline (Less than 200 meters to opposite shore):

Number of Recoverable Topographic Stations established: 18

Number of Temporary Hydrographic Stations located by radial plot: None

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 projection for this sheet was received in this office on 16 December 1944. Control was carefully plotted and checked by members of the Control Section, using the beam compass and meter bar method.

A circle with 1/4-inch radius, was drawn upon each photograph in order to facilitate use of the central portion of each photograph in preference to the outer extremities. Pass points were picked as nearly as possible in a regular 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 1/4-inch circle.

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

The photographs used for this plot were printed on unmounted postype 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 vynilte material.

Discussion of the main radial plot follows:

A. CONTROL

The following control stations were used to control this plot:

Berkeley, incinerator Stack, 1916 - 1917
Campanile, 1916 (cost of detailed area)
Oakland, Pest Bros., Stack, 1916-1917
Radio Tower, K.R.E. 1928
West Berkeley Eldorado Oil Co., W.T. 1922
Yerba Buena Power Co., Concrete Chimney, 1916-17
Emeryville Judson Iron Works Center Stack, 1925

Oakland Mole, High Tank, 1938 was used for control but falls outside the limits of the map manuscript.

The control stations were fairly well distributed, and since they were natural objects, easily identified; control for the radial plot may be considered excellent.
B. PHOTOGRAPHS

The following nine-lens photographs were used in this plot:

6365, 6386, 6366, 14031, 6367, 14032, 6368, 14033, 6385, 14034.

The photograph coverage was sufficient for a radial plot but considerable time elapsed between the 63 hundred series and the 14 thousand series. The coverage of the most recent series, the 14 thousand, is sufficient to fix points where changes are apparent.

C. CLOSURE AND ADJUSTMENT:

Regular procedure was followed in laying templetts, with strongest fixes first, then progressively laying through templetts 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 this plot fall 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 2.8 m.m. radii. The sheet was released to the draftsman for the addition of delineating points which are to be shown in blue ink with 2.0 m.m. circles.

Respectfully submitted,

Bennie H. Lyon
Asst. Photo. Engr.

Approved and forwarded:

George E. Morris, Jr.
Chief of Party.
DELINEATING:

The detail on this map manuscript has been shown according to the current instructions for this project dated February 1944.

In the delineation of this map manuscript it was necessary to use a 6300 and a 14000 series of nine-lens photographs; the former dated 3 September 1941 and the latter 2 June 1943.

The 14000 series of nine-lens photographs was used wherever possible due to considerable cultural changes since the 6300 series was taken. The 6300 series was valuable in picking common detail points in the areas where the 14000 series was used. If the 6300 series had been of a more recent date it would have been preferable for delineating the shoreline. The photographs of the 14000 series were taken some distance inland causing the detail to be taken from the outer extremities.

The field inspection was not overly adequate but in most instances the features in doubt could be discerned with the help of the stereoscope.

SUPPLEMENTAL DATA:

The city map of Berkeley was very helpful. Most of the map manuscript fell within its limits.

MEAN HIGH WATER LINE:

The mean high water line was not identified in the field, so it was necessary to employ the use of the stereoscope for an approximate high water line.

LOW WATER AND SHOAL LINES:

None were recovered by the field inspector.

DETAILS OFF SHORE FROM THE HIGH WATER LINE:

At approximately 37° 50' Latitude and 122° 19' Longitude, just north of the toll building for the Oakland Bay Bridge, the photographs indicate that a land area is being built up by pumping methods.
33 WHARVES AND SHORELINE STRUCTURES:

All structures and wharves have been delineated as shown on the photographs.

34 LANDMARKS AND AIDS TO NAVIGATION:

All landmarks and aids to navigation recovered by field party have been listed on Form No. 567 and made a part of this report.

Three lights were noticed on chart No. 5532, San Francisco entrance, of the entrance to the Berkeley Yacht Harbor, that were not identified on the photographs. A dolphin was noticed southwest of the tip of the rock jetty, north of the Berkeley Yacht harbor.

Two piles were not identified on the photographs that are shown on chart 5532, just north of the beginning of the Oakland Bay Bridge.

35 HYDROGRAPHIC CONTROL:

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

36 LANDING FIELDS AND AERONAUTICAL AIDS:

None appear within the limits of this map manuscript.

44 COMPARISON WITH EXISTING TOPOGRAPHIC QUADS:

Comparison was made with a quadrangle done by the Corps of Engineers, U.S. Army 1892-94. A cultural revision was made in 1914. The sheet is quite old and considerable changes have taken place.

45 COMPARISON WITH NAUTICAL CHARTS:

Chart No. 5532 and 5535 published by the U.S. C. & G. S. bearing a print date, October 1944 was used for comparison. The shoreline in general compares favorably.

Buildings at the site of the Golden Gate Turf Club were omitted from Nautical Chart No. 5532; location approximately Lat. 37 degrees 53' 48" and Long. 122 degrees 18' 30".
Reference is hereby made to photograph No. 34. A large ferry building (and its approach) at Latitude 37° 49' 03" Longitude 122° 20' 45" appearing on the photographs and map manuscript is not shown on above nautical charts.

A small island shown on the nautical charts at Latitude 37° 49' 34" and Longitude 122° 19' 33" has been reduced until the small portion remaining gives appearance of a small shoal. Its status was not determined in the field.

Attention is called to another island approximately 1000 meters east of the one mentioned above which gives the appearance of undergoing cultural changes.

Respectfully submitted,

Webber W. Dawsey

Approved and forwarded:

George E. Morris, Jr.
Chief of Party.
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 by

R. A. Reeves

Lieut. Comdr. George E. Harris, Jr.

Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CALIFORNIA</th>
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</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>WOODEN</td>
</tr>
<tr>
<td>CHY</td>
<td>YERBA BUENA POWER COMPANY CONCRETE CHIMNEY</td>
</tr>
<tr>
<td>CENTER STACK</td>
<td>EMBRYVILLE JUDSON IRON WORKS CENTER ONE OF THREE STACKS</td>
</tr>
<tr>
<td>TANK</td>
<td>COMPANY</td>
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<td>TANK</td>
<td>ELEVATED (GRAY) 190</td>
</tr>
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<tr>
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<td>BURKE CINCINNATI</td>
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<td>BOOK CO. TANK</td>
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<td>PABCO</td>
</tr>
<tr>
<td>TANK</td>
<td>PAPER COMPANY</td>
</tr>
<tr>
<td>TANK</td>
<td>HEINZ</td>
</tr>
</tbody>
</table>

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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 (hatched) been inspected from seaward to determine their value as landmarks, be charted on the charts indicated.

The positions given have been checked after listing by R. A. Rogers.

<table>
<thead>
<tr>
<th>STATE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>CHARTING NAME</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>TANK</td>
<td>DURKES</td>
</tr>
<tr>
<td>STACK</td>
<td>HEIMIN</td>
</tr>
<tr>
<td>R. TE</td>
<td>RADIO TOWER</td>
</tr>
<tr>
<td>STACK</td>
<td>OAKLAND FEST BROS</td>
</tr>
<tr>
<td>CH</td>
<td>RED CHIMNEY</td>
</tr>
<tr>
<td>TANK</td>
<td>COMPANY WATER TANK</td>
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<td>TOWER</td>
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<tr>
<td>CH</td>
<td>RED CHIMNEY</td>
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</table>

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

The positions given have been checked after listing by R. A. Beece.

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<thead>
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<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
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<th>LONGITUDE</th>
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<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<td>37 49</td>
<td>96 122 19</td>
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<td>97 122 19</td>
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<td>5532</td>
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This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.
I recommend that the following objects which have (deletable) been inspected from seaward to determine their value as landmarks, be (deletable from) the charts indicated.

The positions given have been checked after listing by A. A. Reeve.


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<td>Tank and tower have been removed.</td>
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<td>39° 18' 49&quot;</td>
<td>1389</td>
<td>122° 17'</td>
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<tr>
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<td>None</td>
<td>37° 50'</td>
<td>1092</td>
<td>122° 17'</td>
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<td>Not</td>
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<td></td>
<td>None</td>
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<td>37° 51'</td>
<td>612</td>
<td>122° 17'</td>
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<td>Not</td>
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<td>Black Stack</td>
<td>A black smoke stack</td>
<td>None</td>
<td>37° 51'</td>
<td>1117</td>
<td>122° 17'</td>
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<td>None</td>
<td>37° 52'</td>
<td>1314</td>
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<td>Not</td>
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<td>&quot;</td>
<td>None</td>
<td>37° 51'</td>
<td>619</td>
<td>122° 17'</td>
<td>Not</td>
<td>Not</td>
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</table>

NOTE:

ABOVE POSITIONS ARE APPROXIMATE.

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. 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.
<table>
<thead>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>San Francisco-Oakland Bay Bridge</td>
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</tr>
<tr>
<td>Berkeley Yacht Harbor</td>
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<td>Berkeley Pier</td>
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<td></td>
<td></td>
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<tr>
<td>Golden Gate Turf Club</td>
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<td>U.S. 40, U.S. 50</td>
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</tr>
</tbody>
</table>

Names underlined in red are approved. 1/8/48 L. Hack
Division of Photogrammetry
Review Report of
Shoreline Map Manuscript T-5925

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

31. Low-Water and Shoal Lines.

Four small areas, in which the MLLW line was shown on the field inspection photographs, have been added to the map manuscript by the reviewer.

37. Photographs.

Field inspection photograph No. 6386 was not available at the time of review.

44. Comparison with Existing Topographic Quadrangles.


U.S.E., San Francisco, Cal., 15' quadrangle, 1946, scale 1:50,000.

The 1:50,000 scale quadrangle is a copy of the 1:62,500 quadrangle.

These quadrangles were compiled from photographs taken in 1939. The changes, from that time to the date of the photographs used in the compilation of the map manuscript and subsequent photographs, are too numerous to mention.

There are eighteen topographic surveys covering all or part of the area detailed on the map manuscript. The dates of these surveys range from 1852 to 1938. A visual comparison of these surveys with the map manuscript indicated such extensive changes in common features that a written comparison would be of no value to this report. The map manuscript supersedes these surveys on all common features in common areas.

45. Comparison with Nautical Charts:

The planimetry common to both is in good agreement with the following exceptions:

1. At approximate latitudes $37^\circ 51'00"$ and $37^\circ 52'00"$ and longitude $122^\circ 18'00"$ the shoreline of the lagoon disagrees with that on the map manuscript and an island in the lagoon is not shown.

2. The planimetry of the Berkeley Pier disagrees with the map manuscript.

3. At approximate latitude $37^\circ 50'55"$ and longitude $122^\circ 17'50"$ a road, running approximately east and west, does not appear on the chart.

4. At approximate latitude $37^\circ 50'45"$ and longitude $122^\circ 17'45"$ a pond is being partially filled in.

5. At approximate latitude $37^\circ 50'30"$ and longitude $122^\circ 17'50"$ two dolphins are not shown on the chart.

6. At approximate latitude $37^\circ 50'25"$ and longitude $122^\circ 17'55"$ the shoreline is in disagreement.

7. At approximate latitude $37^\circ 49'45"$ and longitude $122^\circ 17'45"$ the shoreline is in disagreement.

8. At approximate latitude $37^\circ 49'30"$ and longitude $122^\circ 18'45"$ the shoreline is in disagreement.

9. At approximate latitude $37^\circ 49'30"$ and longitude $122^\circ 18'55"$ one pile and one dolphin do not appear on the chart.

10. There is no record in the descriptive report of a landmark stack at approximate latitude $37^\circ 49'30"$ and longitude $122^\circ 17'30"$.

11. Landmark No. '207 does not appear on the chart.

Chart 5532, scale 1:40,000, First Edition 1903, Twenty-sixth 1947 with corrections to 7/7/47.

The planimetry common to both is in good agreement with the following exceptions:

1. At approximate latitude $37^\circ 52'30"$ and longitude $122^\circ 18'30"$ an area of shoreline is being changed by filling.
2. A pier and a number of dolphins in the Berkeley Yacht Harbor do not appear on the chart.

3. See item 1 of previous comparison.

4. See item 2 of previous comparison.

5. See item 3 of previous comparison.

6. See item 4 of previous comparison.

7. See item 5 of previous comparison.

8. See item 6 of previous comparison.

9. See item 7 of previous comparison.

10. See item 8 of previous comparison.

11. See item 9 of previous comparison.

12. See item 11 of previous comparison.

This map manuscript has not been applied to nautical charts.

Reviewed by: Reviewed under direction of:

B. Thomas Hynson  S. V. Griffith
E. Thomas Hynson 10/17/47  10/23/47
Photogrammetrist  Chief, Review Section

APPROVED:

D. B. Jones 5/48  G. K. Green
Technical Assistant to the  Chief, Division of Charts
Chief, Div. of Photogrammetry

C. S. Jones 15 Oct 48  G. K. Green
Chief, Div. of Photogrammetry  Chief, Div. of Coastal
Acting  Surveys
# Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/23/44</td>
<td>5532</td>
<td>Richardson</td>
<td>Before After Verification and Review Examined for Critical Corrections</td>
</tr>
<tr>
<td>12/54</td>
<td>5532</td>
<td></td>
<td>Before After Verification and Review Reconstruction</td>
</tr>
</tbody>
</table>

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.