**U. S. COAST AND GEODETIC SURVEY**
DEPARTMENT OF COMMERCE

**DESCRIPTIVE REPORT**

**Type of Survey**  
Planimetric

**Field No.**  
CS-262-C  
**Office No.**  
T-5926

**LOCALITY**

<table>
<thead>
<tr>
<th>State</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>General locality</td>
<td>San Francisco Bay</td>
</tr>
<tr>
<td>Locality</td>
<td>Sausalito - Angel Island</td>
</tr>
</tbody>
</table>

**1941-1944**

**CHIEF OF PARTY**

J.C. Bose

**LIBRARY & ARCHIVES**

**DATE**  
January 1949
Applied to chart 5532 Rec. 10/27/54 Page
**PHOTOGRAPHS (III)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>5439</em></td>
<td>5-18-41</td>
<td>10:54 A.M.</td>
<td>1:10,000</td>
<td>+ 0.6</td>
</tr>
<tr>
<td><em>5490</em></td>
<td></td>
<td></td>
<td></td>
<td>+ 0.9</td>
</tr>
<tr>
<td><em>5491</em></td>
<td></td>
<td></td>
<td></td>
<td>+ 0.9</td>
</tr>
<tr>
<td><em>5306</em></td>
<td>9-3-41</td>
<td>1:05 P.M.</td>
<td></td>
<td>+ 3.5</td>
</tr>
<tr>
<td><em>5309</em></td>
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<td></td>
<td>+ 3.5</td>
</tr>
<tr>
<td><em>5406</em></td>
<td></td>
<td>1:17 P.M.</td>
<td></td>
<td>+ 3.2</td>
</tr>
<tr>
<td><em>5407</em></td>
<td></td>
<td></td>
<td></td>
<td>+ 3.2</td>
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<tr>
<td><em>5408</em></td>
<td></td>
<td></td>
<td></td>
<td>+ 3.2</td>
</tr>
</tbody>
</table>

*5443 & 5442 | 10-27-42 | 1:54 P.M. | 1:5,000 |

**Photographer of Office**: J.A. Giles

**Photographer of San Francisco (Golden Gate)**: 5:40

**Lenses (III & IV source)**: USC&GS 9 lens

**Surveyors (III)**: C.A.K. & V.R.S.

**Date of Photographs**: 3-44 to 8-44

**Correction of Stage ruled by (III)**: J.T.

**Checked by**: B.R.C.

**First Check by**: M.M. Slaven

**Second Check by**: B.H. Lyon

**Final Check by**: B.H. Lyon

**Reviewed by**: J.P. Simmons, J. Collins, R. Pate

**Date of Completion Office**: April 1945

**Calif State Grid**: 3rd Zone

**STATISTICS (III)**

- **Area (in acres to miles)**: 16.9
- **Center 200 meters to opposite side**: 28.4
- **Length 100 meters to opposite side**: 0.5
- **Total Accuracy of Photographic Control (Error of Point Location)**: 31

**None**

*The exact time of each photograph is available in the compilation office.*
Main Radial Plot

T- 5926

Project - CS- 262C.

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

A circle with a 1\(\frac{1}{4}\) inch radius was drawn upon each photograph in order to facilitate the use of central portions of the photographs in preference to the outer extremities.

Secondary control for this plot was picked, as nearly as possible, in a regular scheme of quadrilaterals 5 inches on a side in order to determine, if possible, what effect such figures might have upon the graphic control scheme as represented by the radial line plot. Excellent results were obtained at all intersections, and it is believed that this method of selecting secondary control is at least in part responsible.

Considerable care was exercised in plotting and checking of control on the photographs by members of the control section, and except in cases of poorly defined detail, all primary control was plotted on each photograph regardless of its position relating to the 1\(\frac{1}{4}\) inch circle.

All azimuths between centers were drawn on the photographs by means of the stereoscope and radial liner method.

Since all photographs were printed on unmounted positotype paper, it was necessary to eliminate the effect of paper distortion. This was accomplished by means of a distortion template constructed from non shrinking vinylite material. The advantage of this method over the metal distortion template is derived from the fact that it is no longer necessary to transfer distortion correction lines from the metal template to the acetate template, thus combining what formerly constituted two steps into a single step.

The regular discussion for the main radial plot follows:

(A) Control Density

Control was found to be well distributed throughout this sheet. Control which appeared within the limits of the sheet would perhaps have been adequate for completing a strong plot, but several stations which were near to the sheet were used as additional control to further assure the required accuracy.
The following primary control was used:

1. Angel Island Peak 2, 1881.
6. Yellow Bluff Light, 1939.
8. Richardson East, 1895 (F.I.P.).

Outside sheet limits,

1. Bluff Point 2, 1897.
4. Alcatraz W.T., 1940.
5. St. Francis Yacht Club, Naval Beacon, 1932.

Identification of all points listed was excellent.

(B) PHOTOGRAPHS

The following nine (9) lens photographs were used:

5489 6397 6406
5490 6399 6407
5491 6400 6408
6398 6405 5308

* This photograph was added after the main plot had been completed and detailing had begun.

Photograph coverage was adequate for a strong plot, but, west of longitude 122° 32' there were some areas in which only two point cuts were obtained. These two point cuts, however, were clearly defined points, therefore it is not believed that accuracy is affected in this area.
CLOSURES AND ADJUSTMENT

Regular procedure was followed in laying templet with strongest fixes first then progressively laying through photographs with weaker fixes. All azimuths to adjacent centers held and excellent intersections were obtained throughout. Some tilt was observed by carefully noting displacement of shore-line points. Particular attention was given to intersections formed by use of these tilted photographs, and it was found that, even in areas where elevation differences approximated 10% of flying height, tilt did not constitute a factor sufficient to warrant notice. In the process of drawing azimuth lines on the photographs prior to the radial plot, special note was made of the effect of tilt upon adjacent photographs where azimuths crossed extreme changes of elevation. There was no noticeable effect.

AREAS OF QUESTIONABLE ACCURACY

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

GENERAL

Secondary control was shown on the projection with double blue circles of 2.8 millimeter and 1.5 mm. radii. Centers were shown with double blue circles of 4.0 mm and 2.8 mm radii. Approximately 40% of the additional control, or detailing points were cut in by the control section and shown by 2.0 mm blue circles. Draftsmen were instructed to show any additional detailing points in purple ink.

Respectfully submitted,

Bennie H. Lyon
Chief Engineering Draftsman,

Forwarded by:

J. C. Bose
Chief of Party.
DESCRIPTIVE REPORT
To Accompany Sheet T-5926

26. & 27. CONTROL AND RADIAL-PILOT

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

Attention is called to a letter from Capt. E. H. Pagenhart dated February 27, 1945 stating that all necessary notes and forms covering the triangulation and topographic stations have been forwarded to the Washington Office. Seven nonfloating aids to navigation have been shown on this compilation and listed on form 567 which were identified from the field prints only. It is assumed that their recovery cards were sent directly to the Washington Office.

28. DETAILING

The detailing of this sheet has been done according to the current instructions for this project. All photographs were clear and of reasonably good scale.

On Point Bonita, beginning at Tidal Bench Mark No. 3 and extending south about 100 meters, it is believed that the field inspection was in error as to the recovery of the high-water line at this point. A thorough stereoscopic examination was made by the compiler. Reference is made to photographs 6313 and 6314, which were taken at high tide, and to Coast and Geodetic topographic surveys Nos. T-6356 (1925) and T-521 (1850). The high-water line on the compilation agrees with the photographs taken at high water and the two surveys.

A housing project, southwest of Sausalito Shipyards, has not been shown on this sheet because of insufficient photographic coverage.

Three tanks, approximate location Lat. 37° 51' 50" Long. 122° 30' 20" and Lat. 37° 51' 45" Long. 122° 29' 55", were located by two plantable cuts.

Letter, dated May 2, 1945, from Capt. E. H. Pagenhart states, "The roads in Sausalito, leading up the hill, are all first class".

Some difficulty was encountered on the Belvedere Peninsula at Lat. 37° 52' and Long. 122° 27' and 28'. All
roads were delineated in their true position as nearly as
could be ascertained in an area so heavily wooded. Many
radial points were cut in for the convenience of the drafts-
man that were not circled in the usual manner on the survey
sheet. This was done in order not to obscure detail. All
buildings were located by radial line intersections in
areas where elevation displacement, poor scale, and the like
merited it.

Two towers, Nos. 45/277 and 45/278, are shown
close to the Sausalito sub-station on blue print No. 21,529
of the Pacific Gas and Electric Company. These towers could
not be identified on the 1:10,000 scale photographs. One
tower appears on photograph No. 11442, scale 1:5,000, which
was taken at a much later date. The approximate position
is Lat. 37° 50' Long. 122° 28'.

29. SUPPLEMENTAL DATA

The location plans for Fort Baker Breakwater and
Marine Repair Shop and the location plan for the Fort Baker
Dispersion Pier were used in plotting detail on the survey
sheet. These plans were obtained from the U. S. Engineers
Office of San Francisco. They were dated May 5, 1943.

Details for Cargo Vessel Shipyard, Sausalito, were
taken from plans by Bethel-McCone Parsons Corporation.

Marin City housing project was taken from plans
furnished by The Housing Authority of the county of Marin,
Marin County, California. These plans were photographed
to scale and transferred to the sheet by holding existing
detail. Two buildings not on the plans but on photographs
11442 and 11443 have been shown. These buildings are of
the same construction as other buildings in the yard. The
positions of these buildings are Lat. 37° 51' 50" Long.
122° 29' 40" and Lat. 37° 52' 04" Long. 122° 29' 54".

The names of Topographic Stations (transmission
towers), were taken from Pacific Gas and Electric Company plans
Nos. 21,528 and 21,529. The towers were clearly identified
on the office photographs, and good radial line intersections
were obtained throughout in the establishment of their
geographic positions. Distances between towers, in some
cases, do not completely agree with those on the plans, but
it is believed that the positions established on the survey
sheet are true and well within the allowable limits of error.
Tower No. 42/259 could not be identified on the photographs,
so was not cut in.

32. DETAILS OFFSHORE FROM THE HIGH-WATER LINE

Offshore rocks along southern portion of this
sheet have been shown. Classifications as to submerged,
Recoverable Topographic Stations for which forms 524 have been submitted:

<table>
<thead>
<tr>
<th>Tidal Bench Mark No</th>
<th>Landmark</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 (Sausalito)</td>
<td></td>
<td>1917</td>
</tr>
<tr>
<td>3 (Pt. Bonita)</td>
<td></td>
<td>1936</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>1944</td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>1930</td>
</tr>
<tr>
<td>B-38</td>
<td></td>
<td>1932</td>
</tr>
<tr>
<td>M-108 (GSHD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P-108</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

No. 131 Radio Tower (Pt. Bonito) | 1944
163 Pinial, House               | Landmark
164 Elevated Water Tank         |       
171 ROCK                         |       
173 West Gable                   |       
174 Cupola                       |       

Transmission Towers:

<table>
<thead>
<tr>
<th>Tower Numbers</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>41/254</td>
<td>1945</td>
</tr>
<tr>
<td>41/255</td>
<td></td>
</tr>
<tr>
<td>41/256</td>
<td></td>
</tr>
<tr>
<td>42/257</td>
<td></td>
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<tr>
<td>42/258</td>
<td></td>
</tr>
<tr>
<td>42/260</td>
<td></td>
</tr>
<tr>
<td>42/261</td>
<td></td>
</tr>
<tr>
<td>42/262</td>
<td></td>
</tr>
<tr>
<td>42/263</td>
<td></td>
</tr>
<tr>
<td>43/264</td>
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<td>43/265</td>
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<td>44/273</td>
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<td>44/274</td>
<td></td>
</tr>
<tr>
<td>45/275</td>
<td></td>
</tr>
<tr>
<td>45/276</td>
<td></td>
</tr>
</tbody>
</table>

For 43/259, 45/277, 45/278 see page 2.
bare, or awash were taken from field inspection and from topographic Sheet T-6336. Some rocks shown on T-6336 are not visible on the photographs and have been indicated on this photostatic copy of the survey.

34. LANDMARKS AND AIDS TO NAVIGATION

The landmarks and aids to navigation falling within the area covered by this sheet have been entered on Form No. 567 and made a part of this report. Originals filed in L-347 (1945).

The light formerly on the end of Army Dispersion Pier has been moved to the end of the new pier and does not agree with the position shown in the 1944 Light List. The new position is Lat. 37° 50' (1131 meters) Long. 122° 28' (688 meters).

A light on a dolphin just south of the Ferry Landing at Sausalito, labelled on nautical charts Nos. 5532 and 5555 as Qk. Fl. R. could not be found listed in the 1944 Light List. Lat. 37° 51' (423 meters) Long. 122° 28' (904 meters).

The light shown between Pt. Campbell and Pt. Simpton listed on Nautical Chart 5532 as Bell F. R. and identified by field party as "175" also could not be found in the Light List.

A landmark, "Sign", at Point Cavallo was not checked or deleted on sections of nautical chart No. 5532 sent in by the field party, and for this reason has not been listed on Form 567 by the compilation office.

Point Blunt Lighthouse, Angel Island, was not recovered on field prints, so has not been shown on this sheet.

35. HYDROGRAPHIC CONTROL

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

36. LANDING FIELDS AND AERONAUTICAL AIDS

There are two aeronautical clearance lights on the Golden Gate Bridge. One is atop the north tower, on its east side, and the other is atop the south tower, on its east side. The latter falls within the limits of Sheet No. T-5922.

44. COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

General comparisons were made with topographic surveys T-2243 (made by this bureau in 1895), Sheet T-6336
made by this bureau in 1935) and U.S.G.S., San Francisco Quadrangle dated 1892-1894. The shoreline is in good agreement, save for some cultural changes, the outstanding one being the construction of Cargo Vessel Shipyard at Sausalito.

45. COMPARISON WITH NAUTICAL CHARTS

A comparison was made with U.S.C.& G.S. Nautical Chart No. 5532, bearing a print date of October 7, 1944. The shoreline is in general agreement. A notable difference is the addition of the shipyard mentioned above.

The strip of land connecting Tiburon with Belvedere on the southern end of the bay, Lat. 37° 52' Long. 122° 27' differs from the chart showing a fill and a small island on the north side. There is also a section of marsh north of Tiburon and east of the railroad that is shown as a pond on the chart.

Respectfully submitted,

V. F. Simmons
Senior Photogrammetric Aid

Approved and forwarded:

R. J. Pate
Photogrammetric Aid

Lieut. Comdr. J. C. Bose
Chief of Party
DM's and DP's

for

Sheet T-5926

Seconds in meters (For smooth copies sent to Washington from California)

<table>
<thead>
<tr>
<th>NAME OF STATION</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.M. TIDAL 25</td>
<td>37° 50'</td>
<td>1081</td>
</tr>
<tr>
<td>(Reset)</td>
<td></td>
<td>122° 28'</td>
</tr>
<tr>
<td>B.M. BAKER (U.S.E.D.)</td>
<td>37° 49'</td>
<td>1734</td>
</tr>
<tr>
<td></td>
<td></td>
<td>122° 28'</td>
</tr>
<tr>
<td>B.M. N.108</td>
<td>37° 50'</td>
<td>474</td>
</tr>
<tr>
<td></td>
<td></td>
<td>122° 28'</td>
</tr>
<tr>
<td>E.M. 23, 1925</td>
<td>37° 50'</td>
<td>1200</td>
</tr>
<tr>
<td>(Approx. location)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>122° 28'</td>
</tr>
</tbody>
</table>

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

Note: All other positions will be found on forms 524 or 567 which accompany this report.
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.

<table>
<thead>
<tr>
<th>NAME AND DESCRIPTION</th>
<th>POSITION</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sausalito Ship Channel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. G. &quot;3&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 51' 15&quot;58&quot;</td>
<td>122° 29' 25&quot;22&quot;</td>
<td>1927</td>
</tr>
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<td>Sausalito Ship Channel</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>F. R. &quot;4&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 51' 17&quot;04&quot;</td>
<td>122° 29' 15&quot;6&quot;</td>
<td>1927</td>
</tr>
<tr>
<td>Sausalito Ship Channel</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>F. R. &quot;6&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 52' 15&quot;2&quot;</td>
<td>122° 29' 57&quot;9&quot;</td>
<td>1927</td>
</tr>
<tr>
<td>Sausalito Ship Channel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. R. &quot;8&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 52' 4&quot;06&quot;</td>
<td>122° 29' 92&quot;3&quot;</td>
<td>1927</td>
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<tr>
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</tr>
<tr>
<td>F. R. &quot;10&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 51' 13&quot;23&quot;</td>
<td>122° 28' 10&quot;38&quot;</td>
<td>1927</td>
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<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>F. G. &quot;11&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>37° 51' 12&quot;08&quot;</td>
<td>122° 28' 11&quot;23&quot;</td>
<td>1927</td>
</tr>
</tbody>
</table>

*Planetable cuts were partly based on control points obtained from Radial Plot, 1944.

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

Tampa Photogrammetric Office
1101 E. Broadway, Tampa, Fla. April 19, 45

I recommend that the following objects which have (have not) been inspected from seaward to determine their value as landmarks, be charted on (delete) 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>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION</th>
<th>DATE OF LOCATION</th>
<th>HARBOR CHARTS</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAN FRANCISCO BAY</td>
<td>POINT KNOX LIGHTHOUSE 1928</td>
<td>37 51 692</td>
<td>122 26 707.6 1927</td>
<td>N. A. Triangulation 1928</td>
<td>5535</td>
<td>5532</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>POINT STUART LIGHTHOUSE 1928</td>
<td>37 51 1234.1122 26 1034</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1928</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>YELLOW BLUFF LIGHTHOUSE 1939</td>
<td>37 50 362.6122 26 392</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1939</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>175 - BELL F.R.</td>
<td>37 52 493</td>
<td>122 25 752</td>
<td>Radial Plot 1944</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*LIME POINT LT.</td>
<td>37 49 980</td>
<td>122 26 924</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*ARMY DISPERSION PIER LT. FL. G.</td>
<td>37 50 1131</td>
<td>122 26 688</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*DOLPHIN (LIGHT ON TOP QK. FL. R.)</td>
<td>37 51 423</td>
<td>122 26 904</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*HORSESHOE LIGHT</td>
<td>37 49 1773</td>
<td>122 26 803</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>*GOLDEN GATE BRIDGE NORTH AVIATION LT. FL. R.</td>
<td>37 49 993</td>
<td>122 26 995</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* No recovery card. Identified from field prints only.

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.
TO BE CHARTED

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

The positions given have been checked after listing.

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<th>GENERAL LOCALITY</th>
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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.
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The positions given have been checked after listing.

### SAN FRANCISCO ENTRANCE

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

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LANDMARKS FOR CHARTS
Tampa Photogrammetric Office
1101 E. Broadway, Tampa, Fla.  April 1945

I recommend that the following objects which have not been inspected from seaward to determine their value as landmarks, be removed (deleted from) the charts indicated. The positions given have been checked after listing.

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

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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.
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Survey No. T-5926
26 Radial Plot

The radial plot was checked during the review and found to be within the limits of required accuracy. Control, in the area of the map manuscript, was adequate.

28 Detailing

Detail was checked on office prints and field prints. A complete discussion of detailing and use of supplemental data is in the Descriptive Report, pages 1 and 2 under subject numbers 28 and 29.

No detail is shown in an inshore area north of Tennessee Pt. due to inadequate photo coverage. The delineation of shoreline in the area of Tennessee Pt. is also based on poor photo coverage.

43 Comparison with Previous Surveys

T-6336 1:10,000 1934

The map manuscript supersedes T-6336 for common detail in common area, except for the area in the immediate vicinity of Tennessee Pt.

45 Comparison with Nautical Charts

Refer to item 45 of Descriptive Report.

The map manuscript has not been applied to nautical charts as of the date of this review.

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