Diag. Cht. No. 5502

Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey

Planimetric Air Photo
Compilation

Field No. Office No.

T-5939

LOCALITY

State
California

General locality San Pablo Bay

Locality Napa Slough – Sonoma Creek

1941-1942

CHIEF OF PARTY
E.H. Pagenhart, Chief of Party
K.G. Crosby, Tampa Photo, Office

LIBRARY & ARCHIVES

DATE May 19, 1950
DATA RECORD
T- 5939

Quadrangle (II):

Field Office: San Francisco, Calif.
Compilation Office: Tampa, Florida

Chief of Party: E. H. Pagenhart
Chief of Party: K. G. Crosby

Instructions dated (II III): 9/4/41
Completed survey received in office: 1-5-44

Reported to Nautical Chart Section: C4m 44
Reviewed: 11-17-48 Applied to chart No. Date:

Redrafting Completed: 7-20-49

Registered: 4-26-50 Published: 4-18-50

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

Scale Factor (III): 1.00

Geographic Datum (III): NA 1927 Datum Plane (III): M.H.W.
Reference Station (III): Radio Tank, 1942

Lat.: 38° 11' 51.16" (1577.42m) Long.: 122° 23' 21.66" (527.51m) Adjusted

State Plane Coordinates (VI): California 2nd Zone
X = 
Y =

Military Grid Zone (VI)
## PHOTOGRAPHS (III)

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- Mean Range: 4.5 ft
- Spring Range: 6.0 ft (Diurnal)
- Camera: (Kind or source) U.S.C. & G.S. 9 lens (8½" focal length)
- Field Inspection by: Ensign L.F. Woodcock.
  - date: Apr.-July 1942
- Field Edit by: None
  - date: —
- Date of Mean High-Water Line Location (III): Date of Photographs

Projection and Grids ruled by (III) Washington Off, date: Apr. 1943
- " " " checked by: " " " date: " "
- Control plotted by: J.L. White, Prin. Photo. Aid.
  - date: 4/17/43
- Control checked by: R. Lossett, Prin. Photo. Aid
  - date: 4/19/43
- Radial Plot by: Tampa Office Personnel
  - date: May, 1943
- Detailed by: R. J. Pate, Photo. Aid
  - date: Nov.-Dec. 1943
- Reviewed in compilation office by:
  - F. E. Elrod, Prin. Photo. Aid.
  - date: Dec. 1943
- Elevations on Field Edit Sheet checked by: Not applicable
  - date: —
STATISTICS (III)

Land Area (Sq. Statute Miles): 29.7

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

Shoreline (Less than 200 meters to opposite shore): 99

Number of Recoverable Topographic Stations established: 3

Number of Temporary Hydrographic Stations located by radial plot: 19

Leveling (to control contours) - miles:

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).

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1 FT. = 0.048066 METER

COMPUTED BY: ___________________________ DATE: ___________________________
CHECKED BY: ___________________________ DATE: ___________________________
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<th>N.A. 1927 DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD (BACK)</th>
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Stations underlined in red were added during review, 1/17/48.
Field Inspection

Field inspection data for the area of T-5939 are contained in the "Field Inspection Report — San Pablo Bay Area, California" submitted by L. F. Woodcock. This report is filed in the Division of Photogrammetry, General Files.
CONTROL

There are 12 triangulation stations plotted within the limits of this sheet. No cards were furnished by the field party for RADIO TOWER, 1942, and HALIC TANK, 1942, as they have been constructed since the photographs were taken and could not be tied in by the field party. Two other stations could not be identified on the photographs. An F.I.P. was established for such, namely, F.I.P. Spur, 1942, for SPUR, 1942, and F.I.P. Brig for SOUTH RHOMHIC, 1941.

There is no control near the northeast corner of the sheet, but points transferred from Sheet T-5937 and those established by the main radial plot were held for cutting in additional radials.

Due to distortion and badly matched chamber junctions of the photographs, chamber lines were transferred to the sheet by the template method using the paper distortion correction template.

It was noted that F.I.P. Spur could not be held in adjusting templates, so "cuts" were taken through the station from several photographs, forming an intersection approximately ten meters from the plotted position. It is believed that the computed distance from the station to the F.I.P. is in error.

Triangulation station MAPA BRANCH WINDMILL, 1922, could not be held in adjusting templates. The windmill has been rebuilt and apparently is not in the same location. This is indicated by the information furnished on the card for this station. The station is out of the limits of this sheet.

In adjusting the template for photograph 6439 to control on this sheet, WEST RHOMHIC, 1941, and F.I.P. Brig were touching the radial line through the stations but could not be held directly "on".

In adjusting the template for photograph 6428, WEST RHOMHIC, 1941, and VENTILATOR ON LARN NO. 1, 1922, could not be held. A bad junction between chambers 4 and 8 appear to be the reason for this. Triangulation stations SONOMA CREEK TRANSMISSION TOWERS EAST AND WEST, 1922, ELEVENTH TOWER EAST OF SONOMA CREEK, 1921, and SONOMA CREEK, 1921, were reached by taping a piece of acetate to the sheet, the stations being transferred to the extension from Sheet T-5935 by matching projection lines of the sheets and picking the stations on the extension.
No cuts were taken in chamber 2 as the chamber is badly distorted.

In adjusting the template for photograph 6429, P. I. P. Bríg could not be held and SONOMA CREEK WEST TRANSMISSION TOWER, 1922, was shaded about three meters. Control off the sheet was reached on this photograph in the same manner as explained in the preceding paragraph.

In adjusting the template for photograph 6441, all stations were held. Chamber 6 appears badly distorted and could not be used in cutting in points.

In adjusting the template for photograph 6440, station VENTILATOR ON BARN NO. 3, 1922, and station VENTILATOR ON BARN NO. 4, 1922, could not be held. This is due to chamber No. 8, which appears to be badly distorted. In taking cuts through points in this chamber the stations were held and the chamber lines disregarded, this adjusted for the distortion and good intersections were obtained.

In adjusting the template for photograph 6427, VENTILATOR ON BARN NO. 4, 1922, and C. I. Roof West Gable, 1912, could not be held. Chambers 1 and 5 appear badly distorted and only a few cuts were taken in these chambers. Station C. I. ROOF WEST GABLE, 1912, and well established points were held for control and cuts were only taken through points that gave good intersections.

In adjusting the template for photograph 6442, all stations were held. Due to poorly matched junctions between chambers 1 and 2, it was necessary to disregard chamber lines while cutting in points in the half of chamber 6 adjoining chamber 2 and hold points on radially that had given three-cut intersections from other photographs. This adjustment gave good cuts through the remaining points in the affected area.

In adjusting the template for photograph 6424, station BUSH ON KNOB was shaded. Chamber 6 is badly matched and double images are noted along the junctions with chamber 1. Since station NAVAL SIGNAL in this chamber cannot be held while all others are on or shaded, it was necessary to pull the station on while taking cuts in and near this chamber. This gave good intersections.

No template was used with photograph 6443, as it was only used to cut in a few points. Triangulation and well established points were held while taking cuts.
In adjusting the template for photograph 6425, an extension was added to the sheet by making projection lines for the purpose of reaching F.I.P. Deep on the photo. The station was plotted geographically on the extension and held in the adjustment.

Due to lack of control, several radial points transferred to the sheet from sheet T-5934 were held in adjusting the template.

In cutting in points on the sheet from the photograph (6425) the center was held and adjustments had to be made for each triangulation station separately while taking cuts in their respective vicinity since the stations BARN G. I. NOOF, F. I. P. Spur, and NAVAL ENGINEERS SIGNAL would not go on at the same time. This apparently is due to bad matching between chambers 3, 4, 7, and 8.

In taking cuts in the vicinity of F. I. P. Spur, it was determined the plotted position could not be held, but rather the intersections of cuts through the station from previous photographs. Good intersections were thus obtained in this vicinity.

All stations could be held in cutting in points on Photograph 6424. No template was made for this photograph.

**MAIN RADIAL PLOT.**

A discussion of the radial plot has been made a part of the descriptive report of sheet T-5934. Several radial points were picked in each chamber of the photographs used in the main radial plot, these points being used to advantage in cutting in additional points as they could be held for secondary control by the draftsman.

**DETAILEDING**

All photographs used for the detailing are very clear and no unusual difficulty was encountered in delineating vegetation, shoreline, marshes, and levees, etc.

Field inspection was fair, but not thorough. There is some disagreement with the field inspection on road classifica-

It is noted that roads in a few cases traverse old stream beds, without bridges, and it is assumed these streams are no longer active.

There appears some doubt about the existence of a railroad
between the railway junction of Kamal and the Bascule bridge crossing Sonoma Creek at Lat. 38° 12', Long. 122° 25'. This opinion is formed from the fact that no track can be identified on the photographs and that the field inspection indicates only a highway swing bridge crossing Steamboat Slough, while he does indicate a railway and highway bridge crossing Sonoma Creek. However, the field party indicates a single track in this area on field print 6/40. Since a road bed can be seen on the photographs and a track is shown through this area by the War Dept., Corps of Engrs., U. S. Army, Mare Island quadrangle, Nautical Chart No. 5533 and the Sonoma County highway map, it was shown on this sheet.

SUPPLEMENTAL DATA

The War Dept., Corps of Engineers, U. S. Army Mare Island Quadrangle and Nautical Chart No. 5533 (San Pablo Bay) were used to supplement field inspection.

LANDMARKS AND AIDS TO NAVIGATION

There are no uncharted landmarks or aids to navigation in this area.

HYDROGRAPHIC CONTROL

There are 19 unmarked stations located by the radial plot within the detailing limits of this sheet. These stations are listed at the bottom of the sheet. Also they are listed in Ensign Lorin F. Woodcocks' Field Inspection Report of the San Pablo Bay area.

GEOGRAPHIC NAMES

Only those names considered so well established as to be correct beyond question are shown on this sheet. This was done in accordance with a letter from the Acting Director dated Dec. 2, 1942, Reference 28-F.F.A. 1990. List of approved names attached.

COMPARISON WITH EXISTING TOPOGRAPHIC QUADRANGLES

A comparison was made with the War Department Corps of Engineers, U. S. Army, 1942, Mare Island quadrangle and the following changes noted: The northern half of Skagg Island and the area north of Hudeman Slough shown to be marsh is now cultivated. A bridge now crosses Hudeman Slough approached by a first class highway leading to naval developments of Skagg Island. These changes are noted at approximately Lat. 38° 12', Long. 122° 22'.

COMPARISON WITH NAUTICAL CHARTS
A comparison was made with the Coast and Geodetic Survey West Coast, Nautical Chart No. 5533. The same changes are noted as referred to in the preceding paragraph.

Also Little Island -- Lat. 38°10', Long. 122° 21' -- shown as marshy is now cultivated.

It is recommended that this compilation supersede the present charted information.

Respectfully submitted,

Russell J. fate

Russell J. Fate,
Photogrammetric Aid

Forwarded by:

Kenneth G. Crosby,
Chief of Party...
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*Decision of BGN.*

Underlined names approved:

9-13-43. O.J.S.
Rear Admiral K.T. Adams  
Acting Director  
United States Coast and Geodetic Survey  
Department of Commerce

17 March 1950

Dear Admiral Adams:

Your memorandum, file No. 731-01, 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 (N&S) San Francisco Bay and Oakland Area, California  
T-5923 San Francisco Bay and Oakland Area, California  
T-5924 (EW) 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 the maps be expedited.

Sincerely,

ERNEST A. BARLOW  
Colonel, GSC  
Chief, Security & Training Division  
of the Assistant Chief of Staff, G2

1 Dec  
12 maps  
(as listed above)
DIVISION OF PHOTOGRAMMETRY  
Review Report of  
Planimetric Map Manuscript T-5939

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

26 Control

- All triangulation stations shown on the map manuscript are listed on Form M-2388-12, attached to this descriptive report. Stations underlined in red were added during review.

28 Detailing

- Only minor corrections and additions were necessary to complete the map manuscript. Detailing east of 122°21' Longitude is to be disregarded in the final drafting of T-5939. This portion was added to the adjoining map manuscript, T-5937 to afford a better common junction.

44 Comparison with Existing Topographic Surveys

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<tbody>
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<td>T-4017</td>
<td>1:10,000</td>
<td>1921-22</td>
</tr>
<tr>
<td>T-4018</td>
<td>1:10,000</td>
<td>1922</td>
</tr>
<tr>
<td>T-4019</td>
<td>1:10,000</td>
<td>1922</td>
</tr>
</tbody>
</table>

These surveys are superseded by T-5939 in all common areas, except for contours.

45 Comparison with Nautical Charts

5533 - 1:40,000 - 1940 (4-3/8)

51 Application to Nautical Charts

This map manuscript has not been applied to Nautical Chart 5533 as of the date of this review report.

Note: No classification - see attached letter of 17 March 1950 on removal of restrictions. TM 344-40. Under the direction of:

J. J. Streifler 17 Nov. 1948

Chief, Review Section 244

Approved by:

B. J. Jones 5/50

Tech. Asst. to the Chief, Division of Photogrammetry

J. R. Reading

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