DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

State: CALIFORNIA

LOCALITY
SAN FRANCISCO-OAKLAND BAY BRIDGE.
SAN FRANCISCO BAY.

1939

CHIEF OF PARTY
P. H. Hardy, O. W. Swainson, and E. W. Eichelberger.
The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field Letter

REGISTER NO. T6666

State CALIFORNIA

General locality SAN FRANCISCO BAY

Locality SAN FRANCISCO-OAKLAND BAY BRIDGE

Scale 1:20,000 Date of survey March 1936 to Dec. 1938 (winters)

Vessel GUIDE


Inked by H.A. Conely

Heights in feet above to ground to tops of trees

Contour Approximate contour Form line interval feet

Instructions dated Apr. 11, 1936; Dec. 24, 1936 & Aug. 3, 1938

Remarks
INSTRUCTIONS: Instructions for this survey were contained in a letter from the Director, dated April 11, 1936, No. 22-AB-1936, GU 4, and supplemental letters dated December 24, 1936, No. 22/MEK, 1936 and August 3, 1938.

JUNCTIONS AND LOCALITY: This sheet was primarily for the location of the bridge, its approaches and Treasure Island. It includes the approaches on both sides of the bay for approximately one mile from the shore. A sheet of the Berkeley Yacht Harbor and the highway in the vicinity joins this sheet on the north. No other sheet joins this one.

The scale of this sheet is 1:20,000.

DATUM: This sheet is on the Final Adjusted North American Datum of 1927.

CONTROL: Triangulation completed in the following years was used for control: 1909, 1910, 1913, 1916, 1917, 1919, 1929, 1932 and 1938.

SURVEY METHODS: The topography on this sheet was done almost entirely from three point fixes and resection positions with a third station as a check. There are several tanks and stacks that were located by at least three intersections from well located positions and then used for control. Standard methods of topography were used throughout.

GENERAL INFORMATION AND DISCREPANCIES: The dock shown on the chart at the east end of Yerba Buena Island should be removed from the chart. It was torn away for the construction of the bridge and a new one constructed near by, as shown on this sheet. No old piles from the old dock was seen, but it is possible that there are still submerged piles where the old dock was.

The lighted beacon shown at Latitude 37° 48.55', Longitude 122° 20.6', was rebuilt in 1929 and was apparently rebuilt in a slightly different position. Four cuts from four different directions intersected in a point shown on the sheet, which varies approximately twenty meters from that shown on the chart. The new position should be accepted.

The tanks and stacks shown on the Oakland side of this sheet are all visible from the bay but are not very prominent. They would furnish good control for any work to be done in the bay, but are not of special importance for landmarks.

The piling shown on the chart near the shore at Latitude 37° 50.5' was looked for and only two were seen. They were the two inshore ones and were visible at a tide of minus one-half foot, making them awash at MLLW. There is no proof that the others are not still there, but submerged.
The projection of land inshore from the piles is in the process of construction. The Paboo Company is working on the offshore side and it seems with no definite plan of construction.

The aquatic park and lake shown on the northeast corner of the sheet are still under construction and in some areas may be different before it is completed.

The railroads near the ends of the bridge are still being changed and are not shown on the sheet.

Since the construction on Treasure Island is of temporary nature and is only there for the duration of the Fair, no detail survey of the island was made. Most of the buildings are to be destroyed, when the fair is over, to make way for an airport.

There are several duck blinds shown on the mud flats north of the east end of the bridge. During the time of this survey more were being constructed. Some are being built almost as far north as the pipe line shown west of Paboo tank. They are not in the way of navigation for they are in very shoal water or on the mud flats.

The sign shown on the chart near Triangulation Station GQ&T has been moved to make way for the road from the bridge to Treasure Island, and should be removed from the chart.

Some of the tanks and stacks shown on the northeast corner of the sheet do not agree with the charted position. It is thought that the present survey is sufficiently accurate to use the new positions as correct.

Respectfully submitted,

Horace G. Conery,
Aid, C. & G. Survey.

Approved and forwarded:

E. W. Eickelberg,
Chief of Party, C. & G. S.,
Commanding Ship GUIDE from October 3, 1938,
Preceded by Captain F. H. Hardy from 6-15-38 to 10-3-38;
Preceded by Comdr. O. W. Swainson from 5-1-38 to 6-15-38;
Preceded by Captain F. H. Hardy from March 1936 to 5-1-38.
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Names underlined in red approved by L. Heck on 7/29/19

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Section of Field Records

REVIEW OF GRAPHIC CONTROL SURVEY T-6666


Plane Table Survey (Graphic Control) Aluminum Mounted.


1. **Condition of Records.**
   The records are legible, sufficiently neat, and conform to the requirements of the Topographic Manual.

2. **Compliance with Instructions for the Project.**
   The scale, character and extent of the survey satisfy the instructions for the project.

3. **Junctions with Contemporary Surveys.**
   The only contemporary survey is T-6665 (1938) and the junction is satisfactory.

4. **Comparison with Prior Surveys.**
   a. T-4671 (1933), 1:10,000 and supplementals. T-4670b (1932), 1:10,000 and supplementals.

   The present survey T-6666 is on a 1:20,000 scale, whereas the prior surveys (air phototopographic) are on 1:10,000. There are a few differences in the position of objects located; several of these differences are 10 m. and one is 13 m. (stack at lat 37° 51.2', long. 122° 17.2'). Most of the topographic detail shown on the present survey is new information, but there are a few cases of difference between the present and previous surveys in the location of former features. Because the present survey is more recent and has already been applied to the charts with precedence over previous surveys, the present survey should be accepted in preference to prior surveys in each case of difference.

   b. T-4670 and T-4671 are considered to have been compared to, and made to supersede, all previous surveys at the time of their review. Because of this, and because of the limited amount of detail which
is shown on the present survey, it is considered unnecessary to compare it to any surveys previous to T-4670 and T-4671.

5. **Comparison to Charts Nos. 5535 and 5532.**

At the present date, the above charts are being corrected for the new information contained in the above surveys.

6. **Magnetic Declination.**

No information obtained.

7. **Landmarks and Aids to Navigation.**

Landmarks are discussed in the descriptive report, pages 1 and 2.

8. **Comparison with Contemporary Hydrographic Surveys.**

Comparison of the present survey with the contemporary hydrographic survey has been made by the reviewer of the hydrographic survey concerned.

9. **Field Drafting.**

Satisfactory.

10. **Additional Field Work Recommended.**

None.

11. **Superseded Old Surveys.**

For the details shown, the present survey supersedes all prior topographic surveys for charting purposes.

12. **Corrections Applied to Existing Phototopographic Maps.**

No changes will be made to the existing phototopographic maps from the information contained in this survey, except where the new survey shows that an error was made in the previous surveys. The new shoreline and other information will not be applied to the supplemnetals for the phototopographic surveys but will be noted on the supplemnetals as a matter of record.

Inspected by - B. G. Jones.

Examined and approved:

T. B. Reed
Chief, Section of Field Records.

K. T. Adams
Chief, Division of Charts.

Fred. L. Peacock
Chief, Section of Field Work.

Chief, Division of H. & T.
MEMORANDUM
IMMEDIATE ATTENTION

SURVEY
DESCRIPTIVE REPORT
New York
No. T -6666

received Mar. 13, 1939
registered Mar. 14, 1939
verified
reviewed
approved

This is forwarded in order that your attention may be directed to the matters as indicated below. Please initial in column 3 as an acknowledgement that your attention has been thus directed. The complete original records are available if desired. If you cannot give this your immediate attention, please initial, note, and forward to the next section marked, calling for the records at your convenience.

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