Form 504
U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: Graphic Control

Field No.: BO - C - 49  Office No.: T-7135

LOCALITY

State: California

General locality: Carquinez Strait-Suisun Bay

Locality: Benicia Point to Southern Pacific Railroad Bridge

CHIEF OF PARTY

C. A. George

LIBRARY & ARCHIVES

DATE: JUL 12 1951
Each Planetable and Graphic Control Sheet should be accompanied by this form, completed so far as practicable, when forwarded to the Washington Office.

<table>
<thead>
<tr>
<th>STATE</th>
<th>California</th>
</tr>
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<tbody>
<tr>
<td>GENERAL LOCALITY</td>
<td>Carquinez Strait - Suisun Bay</td>
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<tr>
<td>LOCALITY</td>
<td>Benicia Point to Southern Pacific Railroad Bridge</td>
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<tr>
<td>SCALE</td>
<td>1:10,000</td>
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<tr>
<td>DATE OF SURVEY</td>
<td>July November, 1949</td>
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<tr>
<td>VESSEL</td>
<td>Ship BOWIE</td>
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<td>CHIEF OF PARTY</td>
<td>C. A. George</td>
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<tr>
<td>SURVEYED BY</td>
<td>H. W. Keith, Jr.</td>
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<td>H. W. Keith, Jr.</td>
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<td>HEIGHS IN FEET ABOVE MHW OR</td>
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<td>CONTOUR</td>
<td>APPROXIMATE CONTOUR</td>
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<td>PROJECT NUMBER</td>
<td>CS 256</td>
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<td>REMARKS</td>
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Notes to Accompany
Graphic Control Sheet T-7135

February 1950

Instructions dated 12 April 1949

The purpose of this survey was to verify control taken from planimetric maps, to establish additional hydrographic control, and to locate waterfront improvements and landmarks for charts.

CONTROL:

The existing control for this sheet consisted of the following triangulation stations:

- CARQUINEZ POINT 2, 1922
- RED BRICK CHIMNEY, SOUTH SIDE, 1909
- DOFE (USE), 1922
- OZOL STACK, 1922
- GROVE (USE), 1922
- MARTINEZ COURTHOUSE, 1922
- BULLS HEAD POINT, MOCOCO FERTILIZER CO. STACK, 1922
- ZINC, 1922
- ARMY POINT 2, 1886
- CLOCK TOWER FLAGSTAFF, 1909
- BENICIA, TANNERY TANK, 1922

During the course of the field work it was found necessary to establish two additional control stations BUCK, 1949 and DOCK, 1949. BUCK, 1949, was located by standard triangulation methods. DOCK, 1949, was located by standard triangulation methods with all three angles observed with a 7" repeating theodolite using one set of 6 D. & R.

METHODS:

All of the work done on this sheet, with the exception of signal BOB, was done by planerable and alidade using conventional methods. Setups were made at triangulation stations and signals located by intersection; supplemented by setups at signals thus established or resection, and additional cuts and rod readings taken from these points to shoreline and other signals. Signal BOB was a dolphin located by sextant angles taken from it to other signals and plotted on the topo sheet with a steel three-arm protractor.

Field work on this sheet was started by setting up at triangulation stations CARQUINEZ POINT 2, DOFE (USE), GROVE (USE), ZINC, ARMY POINT 2, BUCK and DOCK, and taking cuts to signals. Then signal WAY (a banner on the Martinez Municipal Pier) was used as a take off point to rod in the pier, yacht harbor, and adjacent signals. All signals had at least three cuts with good intersections, or a rod.
Notes to accompany Sheet T-7135 (continued)

reading on them, before being considered adequately located.

RECOVERABLE TOPOGRAPHIC STATIONS:

A list of the recoverable topographic stations is as follows:

PEG  TON  LAY
MAX  VIP  TAN
CON  ASK  RAT
RUB  END  FAN
DON  JET (USE H.L. MON. 17A)

Approved and forwarded:

C. A. George,  
Chief of Party

This graphic control survey has been compared with contemporary hydrographic survey H-7786 (1949). No further review by the Hydrographic Surveys Section is necessary at this time.

I. M. Zeskind  
10-22-51