FE88

Diagram No. 5530-5

NOAA FORM 76-35A

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SURVEY

DESCRIPTIVE REPORT

(HYDROGRAPHIC)

Type of Survey Field Examination

Field No. BO-05250

Office No. FE-88

LOCALITY

State Califorania

General Locality San Francisco Bay

Locality Channel to Consolidated Western Steel Corporation, South San Francisco

1950

CHIEF OF PARTY
C.A. George

LIBRARY & ARCHIVES

DATE November 20, 1950

☆ U.S. GOV. PRINTING OFFICE: 1976—669-441

NOTE: A new system for registering Field Examinations (FE's) was established in 1980. All FE's are now consecutively numbered as shown hereon. The date shown in the new format is the actual date of survey. This material was previously registered as:

FE No.6 1950

FE88

FE No.6
1950

Diag. Cht. No. 5530-5

Form 504

U. S. COAST AND GEODETIC SURVEY

DEPARTMENT OF COMMERCE

* DESCRIPTIVE REPORT

*To Accompany Field Records

Type of Survey HYDRO - FIELD EXAMINATION

Field No. BO-05250 Office No. F.E.No.6, 1950

LOCALITY

State California

General locality San Francisco Bay

Locality Channel to Consolidated Western Steel Corporation, South San Francisco

194 50

CHIEF OF PARTY

C.A.George

LIBRARY & ARCHIVES

DATE November 20, 1950

B-1870-1 (1)

FE No.6
1950

FIELD REPORT TO ACCOMPANY HYDROGRAPHIC SURVEY

Field No. BO-05250 (1950)

SAN FRANCISCO BAY: CHANNEL TO CONSOLIDATED WESTERN STEEL CORPORATION, SOUTH SAN FRANCISCO.

SCALE: 1:5,000

C. A. GEORGE, Chief of Party,
Commanding Officer, Ship BOWIE

C. J. BEYMA, In Charge of Hydrography.

PROJECT:

Project CS-256. Authority contained in telegraphic instructions dated 31 July 1950 to Supervisor, Western District.

SURVEY LIMITS AND DATES:

This survey covers the channel leading from San Francisco Bay to the Consolidated Western Steel Corporation in South San Francisco. The hydrography was done on 9, 10, and 11 August 1950.

VESSEL AND EQUIPMENT:

The launch "BUCKY NO. 3", a converted landing craft leased by the Consolidated Western Steel Corporation, was used for the survey. It's dimensions were as follows: Length 42 feet, Beam 12 feet, and Draft 3 feet. The work was done by a sub-party while the Ship BOWIE was based at Pittsburg, California.

Type 808-J Fathometer No. S-66 was used for all soundings.

TIDE STATION:

A tide staff was established at Point San Bruno, and was used for the reduction of all soundings.

CONTROL STATIONS:

T-7047 (1950)

Control was furnished by Graphic Control Sheet, Field No. BO-D-50, which was executed by the Supervisor, Western District. The field number was assigned for purpose of identification, and the control sheet and the report was forwarded from the Ship BOWIE.

SOUNDINGS:

All depths were measured by 808-J Fathometer No. S-66.

CONTROL OF HYDROGRAPHY:

Hydrography was controlled by sextant fixes taken on objects located by topography. Standard survey methods were employed.

ADEQUACY OF SURVEY:

The purpose of this survey was to determine the present depths in the dredged channel and in the areas around the piers at the Consolidated Western Steel Corporation at South San Francisco. It is considered that the present survey is adequate for this purpose and should supersede prior surveys for charting.

COMPARISON WITH CHART:

The January 1950 (12th Edition) of Chart No. 5531 shows the channel "dredged to a depth of 16½ feet in 1943". The present survey (boat sheet) shows depths as shoal as 6 feet at, or near the mid-channel line.

Oyster Point Channel Entrance Buoys Numbers 1 and 2, as located on the boat sheet, are approximately ~~360 yards~~ 300 m. northeast of the charted positions.

AIDS TO NAVIGATION:

The only aids to navigation located on the survey were the two spar buoys referred to in the preceding paragraph.

The fact that these buoys are out of position in relation to the channel was reported to the Supervisor, Western District, who in turn notified the Commander, 12th Coast Guard District.

VELOCITY CORRECTIONS:

Corrections were determined from the daily bar checks as recorded in the sounding volumes.

RECORDS:

The records pertaining to this survey were forwarded to The Director as follows:

Level Data and Tide Staff Readings - 16 August 1950.

Graphic Control Sheet, Descriptive Report and Descriptions of Recoverable Topographic Stations - 15 September 1950.

Sounding Volumes (3 vols.) - 16 September 1950.

Fathograms (3 envelopes) - 18 September 1950.

Boat Sheet and Report - 17 October 1950.

CONSLUSION:

A tracing of the boat sheet was prepared and furnished the Supervisor, Western District for forwarding to the Consolidated Western Steel Corporation. The Supervisor advised that a copy of this tracing was also forwarded to The Director. Chart Letter 634 (1950)

At the time the survey was completed, the officials of the Consolidated Western Steel Corporation stated that they planned to dredge the channel. If this is so, a smooth plot of this survey would not appear necessary.

Submitted:

C. J. Beyma

C. J. Beyma,
Lt. Comdr. C&GS

Approved:

C. A. George

C. A. George,
Commander, C&GS,
Commanding Officer, Ship BOWIE

STATISTICS FOR HYDROGRAPHIC SURVEY, CONSOLIDATED WESTERN STEEL CORPORATION,
SOUTH SAN FRANCISCO, CALIFORNIA
FIELD NO. BO - 05250

Bucky No. 3

DAY	VOL. NO.	DATE	NO. POS.	NO. STATUE MILES
a	1	9 August 1950	62	2.5
b	1	10 August 1950	123	7.4
c	2	11 August 1950	83	6.9

TOTALS:

268 Positions

16.8 Statue Miles

0.5 Square Statue Miles

Name used in Hydrographic Survey	Origin of Station
ACE	All signals obtained
BAR	from Graphic Control
BOX	Sheet by Supervisor,
CAT	Western District.
DAR	
DOG	
DOL	(FIELD NO. BO - D - 50)
	T-7047
FOX	
ICE	
ING	
IS	
JOE	
KEY	
LIN	
MAR	
MOG	
NIP	
NOB	
OAK	
PEG	
PIL	
RED	
ROD	
SHE	
TAL	
TAN	
VAN	

RHC

Form 712
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY
Rev. June 1937

TIDE NOTE FOR HYDROGRAPHIC SHEET

~~Division of Hydrography and Topography~~ 12 December 1950

Division of Charts: R. H. Carstens

Plane of reference approved in
2 volumes of sounding records for

HYDROGRAPHIC SHEET FE No. 6 1950

Locality San Francisco Bay, California

Chief of Party: C. A. George in 1950
Plane of reference is mean lower low water, reading
0.60 ft. on tide staff at Point San Bruno
20.15 ft. below B. M. 2 (1930)

Height of mean high water above plane of reference is 6.3 feet.

Condition of records satisfactory except as noted below:

E. C. McKay
Section
Chief, ~~Division~~ of Tides ~~and Currents.~~

U. S. GOVERNMENT PRINTING OFFICE 756675

GEOGRAPHIC NAMES

Survey No. F.E.No.6, 1950

Name on Survey	On Chart No. A	On previous survey No. B	On U. S. quadrangle Maps C	From local information D	On local Maps E	P. O. Guide or Map F	Rand McNally Atlas G	U. S. Light List H	K	
										1
										2
										3
										4
										5
										6
										7
										8
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										25
										26
										27
										M 234

Hydrographic Surveys (Chart Division)

HYDROGRAPHIC SURVEY NO. F.E.No.6, 1950

Records accompanying survey:

Boat sheets 1; sounding vols. 2; wire drag vols. .....;

bomb vols. .....; graphic recorder rolls 3 envel.;

special reports, etc. .....

.....

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet		268
Number of positions checked		15
Number of positions revised		0
Number of soundings revised (refers to depth only)		0
Number of soundings erroneously spaced		0
Number of signals erroneously plotted or transferred		0
Topographic details	Time	0
Junctions	Time	0
Verification of soundings from graphic record	Time	3

Verification by [signature] Total time 14 Date 5/1/51

Reviewed by [signature] Time 3 Date 5/3/51

M-2232-1

REVIEW OF FIELD EXAMINATION NO. 6, 1950

The Field Exmination was made to determine the present depths in the dredged channel and in the area around the piers at the Consolidated Western Steel Corporation in South San Francisco, California.

The present survey shows the depths around the piers to range from 12 to 21 ft. and the controlling depth in the dredged portion of the channel, which extends inshore from 12 ft. depths, to be 6 ft. Prior depths in the dredged channel range from 12 ft. in 1920 to 3½ ft. in 1931. The shoaling of the channel is attributed to the current action on the muddy bottom.

Spar buoys 1 and 2 which mark the entrance to the channel were off their stations at the time of the present survey and should actually fall about 300 meters southwestward. The positions of these buoys as shown on Chart 5531 (latest print date 10/16/50) are correct. The controlling depth charted from advance information of the present examination shown in Chart Letter 634 (1950) is in agreement with the verified value.

The Descriptive Report adequately covers other matters pertaining to this examination.

I. M. Zeskind

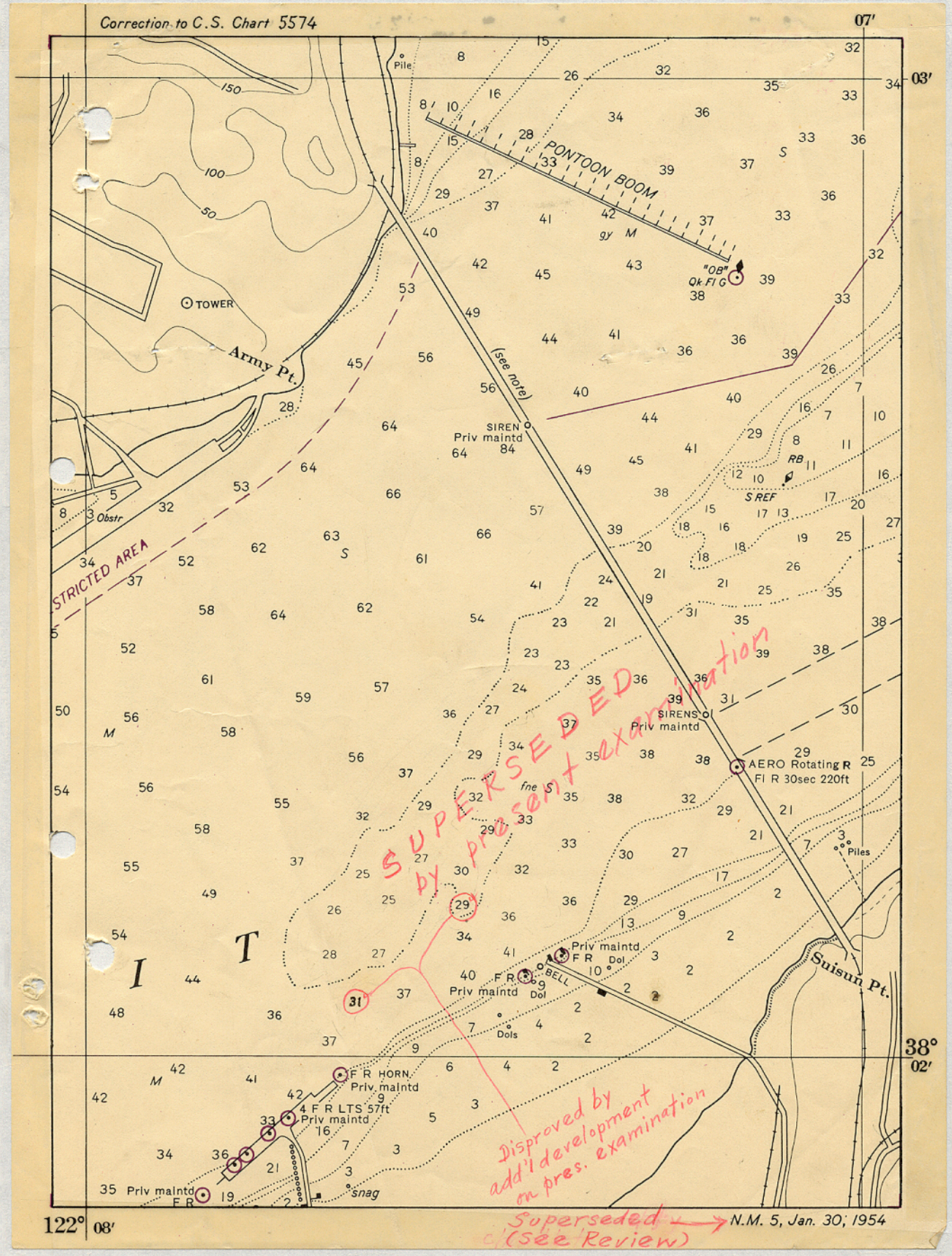
Inspected by: R. H. Carstens
5/4/51

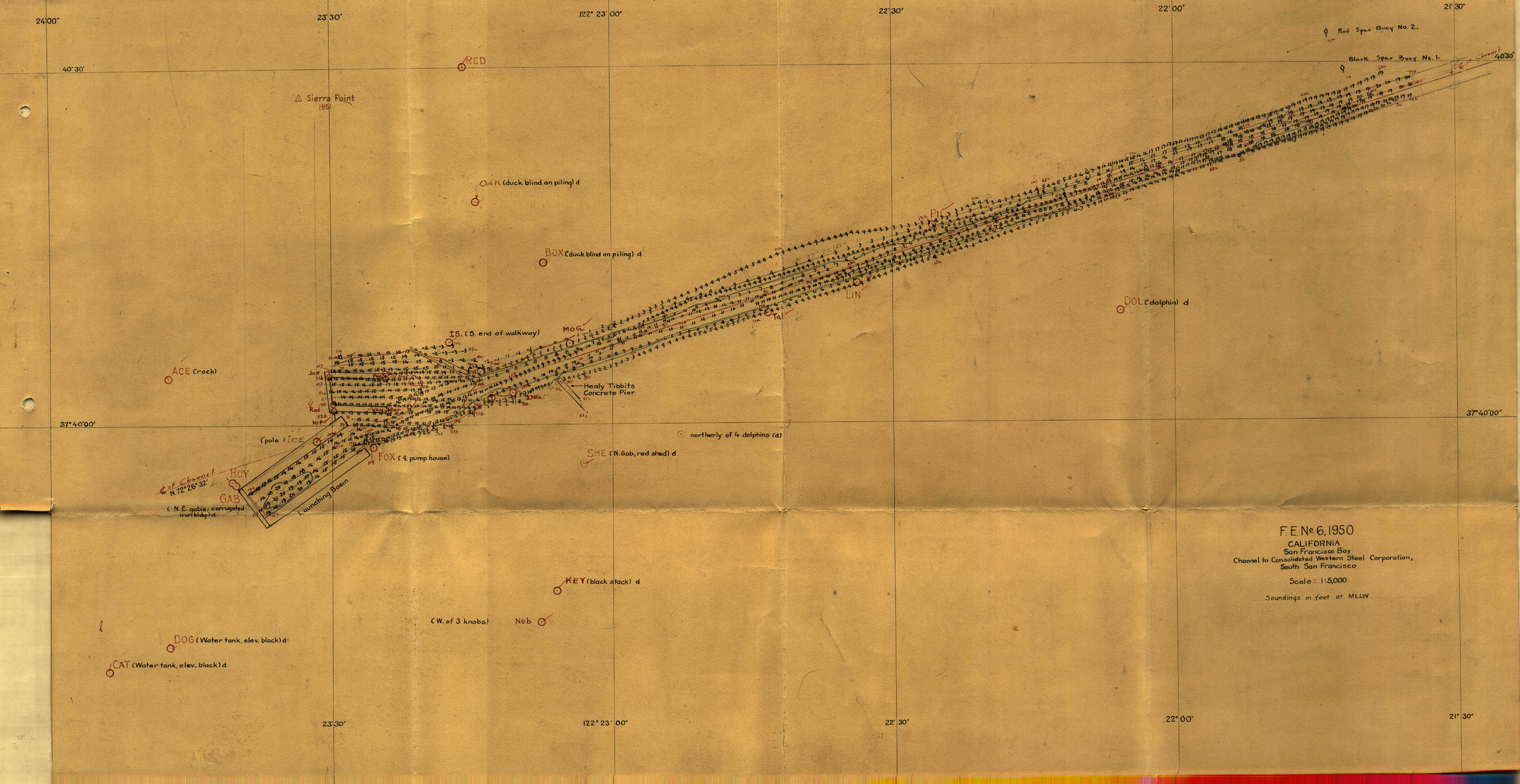
TIDE NOTE, SURVEY: Field No. BO-05250

Survey of Channel from San Francisco Bay to Consolidated Western Steel Corporation Shipyard at South San Francisco.

The tide station at Point San Bruno was used for the reduction of all soundings.

The tide staff was established by personnel from the Ship BOWIE, and the leveling was done by the Supervisor, Western District on 7 August 1950. Connections were made to Bench Marks Numbers 1, 2, and 4 (1930). The value of mean lower low water on the tide staff, as determined from the published descriptions of Tidal Bench Marks (5 June 1950), was 0.6 feet.


Correction to C.S. Chart 5574
07'
03'
38° 02'
122° 08'
PONTOON BOOM
"OB" Qk Fl G
TOWER
Army Pt.
(see note)
SIREN Priv maintd
RB
S REF
Obstr
STRICTED AREA
SIRENS Priv maintd
AERO Rotating R Fl R 30sec 220ft
Piles
Priv maintd F R Dol
BELL
Suisun Pt.
F R Priv maintd
Dols
F R HORN Priv maintd
4 F R LTS 57ft Priv maintd
Priv maintd F R
snag
SUPERSEDED by present examination
Disproved by add'l development on pres. examination
Superseded (See Review)
N.M. 5, Jan. 30, 1954



F.E. No. 6, 1950

CALIFORNIA

San Francisco Bay

Channel to Consolidated Western Steel Corporation, South San Francisco

Scale: 1:5,000

Soundings in feet at MLLW

NAUTICAL CHARTS BRANCH

SURVEY NO. F.E.No.6, 1950

Record of Application to Charts

DATE	CHART	CARTOGRAPHER	REMARKS
2/25/52	5531	Evans	~~Before~~ After Verification and Review
May 54	5531	WE Lowder	~~Before~~ After Verification and Review (width added)
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review
			Before After Verification and Review

M-2168-1

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.