

U. S. COAST AND GEODETIC SURVEY.

F. N. Thorn, Superintendent.

State: *California*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. 1779.

LOCALITY:

Sarguines Straits.

1887.

CHIEF OF PARTY:

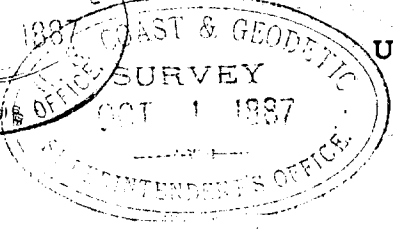
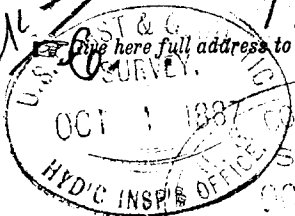
Lieut. David Peacock, U.S.N.

Hyd^c Insp^r

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Give here full address to which reply should be sent: Navy Yard, Mare Island Cal.



U. S. Coast and Geodetic Survey, St. Francis

Navy Yard.

Sept 23rd, 1887.

Mr. F. M. Horn

Superintendent, U. S. & G. Survey,
Washington, D. C.

Sir:

In compliance with "Instructions and Memoranda for descriptive reports to accompany original sheets" I submit the following report "A" on sheet ~~442~~¹⁷⁷⁹ - Marguines straits -

In the sounding books:

- North Bay ② is called North Bay
- Suisun Pt ② " " Suisun Pt or Qui.
- Army Pt ② " " Army
- Bay ② " " Bay

The Point of land where Suisun Pt ~~A~~ was is called "Bull's Head" and not Suisun Point. The greatest depth in main channel is 20 fms. least " " " " 3 fms. Vessels of any draught can pass through the straits - No Pilot is needed - The channel

is permanent - the bottom in the channel is mostly hard sand and is kept clear by the current, as we get into shallow water out of the strong current the bottom changes to soft yellow and black mud.

There are no harbor improvement contemplated except the building of wharves along the south side of the straits. Ships of the largest kind can moor along side of all these wharves.

The usual anchorages are off Martinez and Benicia - In the summer of 1887 there were thirteen (13) of the largest iron sailing ships (English) moored off Martinez also the large steamships are laid up here - large ships also lay up in the bight to the n^w & n^d of the "Solano's" slip on the Benicia side - These vessels moor here while waiting for cargoes - the bottom is good holding ground and vessels can anchor anywhere

There is one place in the straits off the point where the \odot Bold is - on the ebb tide a strong current carries the vessel

very close to the point but as the shore is very bold and as the current carries the vessel out again there is no danger of going ashore - several small vessels have lost their anchors by letting them go in this place.

There are no ranges needed - A beacon at the entrance of the straits from San Pablo Bay shows the end of the spit running out from the northern shore of the straits, - by leaving the beacon well on the port side, going up, and keeping in the middle of the straits you will have the best channel - with water enough for the largest class of ships.

The survey shows very little change in the straits - the filling in has only occurred in such places as bights formed by building out wharves and where ever eddies are formed.

When the contour of the outer faces of the wharves conform to the curve of the low water line and are flush with each other the current will keep the water deep along side of them.

Very respectfully,

J. Peacock,

Lieut. U.S.N., & Asst. U.S.N.