

U. S. COAST AND GEODETIC SURVEY.

A. M. Thorn, Superintendent.

State: *California.*

DESCRIPTIVE REPORT.

Hydrographic Sheet No. *1801.*

LOCALITY:

San Pablo Bay

1887.

CHIEF OF PARTY:

Lieut. David Peacock, U.S.N.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
WASHINGTON

See letter of June 11, 1930 from T. & C.

June 29, 1926.

To: The Chief,
Division of Tides and Currents.

From: L. P. Shidy, Associate Mathematician.

Subject: Plane of reference for Hydrographic Sheet No. 1801.

On this sheet there are two notes which conflict with one another; the first note says, "The soundings are expressed in feet and refer to mean low water". The other note states as follows: "Mean lower low water, or plane of reference on staff 8.52 feet".

I have checked up a number of the tide reducers in the 1st and 5th volumes of soundings, and find that they all refer to the plane 8.52 ft., which corresponds very closely with the value 8.44, obtained in this Division from comparison of the observations with Sausalito, as the plane of mean lower low water on staff.

I recommend that the note in regard to the soundings be corrected so as to read "---- and refer to mean lower low water." The soundings as plotted refer to mean lower low water, and no correction is required.

L. P. Shidy

L. P. Shidy,
Associate Mathematician.

Chart Division:

forwarded, approved.

G. H. de

Chief, Division of Tides and Currents

June 11, 1930.

HYDROGRAPHIC SHEET No. 1801.

The tide reducers for Hydrographic Sheet No. 1801, San Pablo Bay, Calif., by party of C. M. Thomas in 1887, have been examined and appear to accord with the note entered on the sheet, stating that the soundings "refer to mean lower low water".

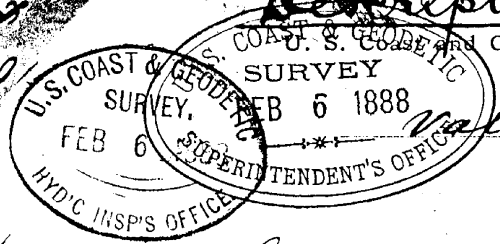
Prepared by the Division of Tides and Currents.

LCC

Coast and Geodetic Survey, *Valley cal*

Give here full address to which reply should be sent:

Descriptive Report



and Geodetic Survey, *Str Haisler*

Valley cal

Jan 29th 1888.

Mr. J. M. Horn,

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

Sir:

In compliance with the "Instructions and memoranda for descriptive reports to accompany original sheets" I submit the following for sheet ¹⁸⁰¹ 1 of San Pablo Bay.

The main channel has a depth from 18ft. to 14 1/2 fms. 14 fms can be carried through the bay - the width of the channel varies from 1 mile to 1 1/2 miles narrowing as you approach Mare Island. This channel is permanent and well buoyed - no Pilot is required - current runs fair with channel -

The bottom is soft yellow and

black mud with fine sand and is good holding ground.

The channel to Petaluma creek is well marked by beacons 16ft is the greatest depth after leaving the main channel, current runs fair with channel no pilot would be needed in going up as far as the survey extends

Very respectfully

D. Leacock,

Lieut, U.S. Navy Comdg. it
Lieut U.S. & G. Survey.

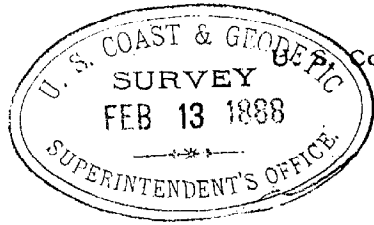
Descriptive Report

182.

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Give full address to which reply should be sent:

Vallijo cal



Coast and Geodetic Survey, Str Hassler

Vallijo cal

Feb 3^d 1888

Superintendent - F. M. Shreve,

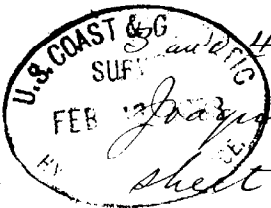
U.S. C & G. Survey

Washington, D. C.

Sir:

In compliance with instructions and memoranda for descriptive reports I make the following report "B" since the season closed I have had no officers on board consequently I have been so closely confined on board that I could not collect the information required by the instructions

The locality covered by the seasons work was San Pablo Bay, sheet ¹⁸⁰¹ 1, Karguines Straits sheet ¹⁷⁷⁹ 2, Suisun and Konker Bays sheets 3, 4, The mouths of the Sacramento and San Joaquin rivers, New York and Broad Sloughs sheet ¹⁷⁸⁴ 5, Grizzly Bay, Montezuma, Draventon, and Cordelia Sloughs and Suisun creek sheet ¹⁷⁸⁵ 6



All these bays, sloughs and creeks are good harbors with excellent holding ground. Through Marquies straits and San Pablo Bay large quantities of grain and lumber are transported in large ships - also there are hundreds of scows (sailing) that carry produce etc, through all the waters covered by the survey. There are two lines of steamers running between San Francisco and Stockton, and San Francisco and Sacramento. I could not get statistics as to the number of vessels trading.

The chief guides used by navigators are the buoys and beacons. There are no life saving stations on any of the sheets nor are any needed.

The Light houses, buoys, and beacons are quite sufficient except in Quisun Bay - where a light house at the signal "mid", on sheet N^o 3 is much needed - also a few small beacons around the middle ground

are much needed

Pilot-Boats & rules, Quarantine Regulations
Tow boats, etc, etc; are all passed before
arriving where the season's work ended.
These are all at San Francisco, I
have requested other regulations but have
only received the one enclosed.

Supplies, ship stores, etc; can be
obtained at Valleys, Benicia, Martinez,
Antioch or San Quentin, - being sent to
the above places either by steamer or
railway.

The Mare Island Navy Yard or
San Francisco are the two places
where repairing etc, to large ships
can be done.

Hospitals at Mare Island, San
Francisco, and Oakland,

Time ball on the observatory at
the Mare Island Navy Yard,

Rail way and Steam boat communi-
cations to all parts of the world via;
San Francisco.

during the summer the prevailing winds are from the westward. Heaviest gales from S.E. and N.W. during the winter. — Fog is frequent during the months of January, February and March, — a southerly wind brings fog. as a general thing — but the weather is hard to determine by appearances.

In regard to getting fresh water. San Quentin, Vallejo, Benicia and Antioch are the only places where it is fit to use in the boilers — on the southern shore of San Pablo Bay & Karquines straits it is absolutely unfit for use.

Very respectfully

J. Peacock,

Lieut., U.S.N., Comd'g.

& Asst., U.S.N. & G. Survey.