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S.H.A.
2988
1909

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Department of Commerce and Labor
COAST AND GEODETIC SURVEY

O. H. Tittmann
Superintendent.

State: *Cal.*

DESCRIPTIVE REPORT.

Hydrog. Sheet No. *2988*

LOCALITY:

San Francisco Bar
Main Ship Channel

Sec 3090

1909

CHIEF OF PARTY:

W. C. Dibrell

8892

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DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET NO.....

FIELD NO. 3, EXAMINATION OF SAN FRANCISCO BAR, SCALE 1-20,000

On this sheet will be shown the results of an examination of San Francisco Bar in the main ship channel. This work was authorized by the Superintendent's Instructions of October 30, 1908, and its purpose, in the words of those instructions, is to "ascertain tentatively possible changes in depth since the last survey in 1900 and to serve as a basis for future examinations of a similar character".

2. A projection for the work with stations and shore line plotted was furnished by the office. Station "Black Bluff" was recovered and a signal was erected for right hand object. This signal did not show very well and "Prayer Book Cross" was generally used in its stead. Bonito Point light house served for center, and a signal was erected on Rocky Point for a left hand object. There was no description of the old station on Rocky Point and the station could not be recovered with certainty. The new station was determined by triangulation and was permanently marked. Hazy atmospheric conditions interfered considerably with the triangulation, but a sufficient number of angles were observed to furnish a determination with a check.

3. The positions of the sounding lines have been plotted on the sheet, but the field party has not sufficient time available for plotting the soundings.

4. Owing to conditions stated in last paragraph, details in regard to results of the examination cannot be furnished at the present time. Reference is here made however to my report dated

(2)

March 19, 1909, which states the conditions under which the work was done and includes as much information in regard to results as is available before the soundings are plotted. Referring to the last paragraph of that report it should be stated that no subsequent work was done on the bar. The telegraphic orders of the Superintendent directed that the "Explorer" proceed to Seattle when repairs had been completed. The ship was coaled on the next day after the last of the repair work was done, and on the following day sailed from San Francisco. On the day of sailing a fresh northwest breeze made it too rough on the bar for any hydrographic work.

Respectfully submitted,



Assistant, C. & G. Survey,

Commanding.

DEPARTMENT OF COMMERCE AND LABOR

COAST AND GEODETIC SURVEY

O.H.Tittmann, Superintendent

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Hydrographic Sheet No.....

(Field No. 3)

PACIFIC COAST

2988

State of California --- San Francisco Bar,
Main Ship Channel

STEAMER "EXPLORER"

Assistant Walter C. Dibrell, Chief of Party

Hydrography begun Feb. 4, 1909.

" completed... " 18, 1909.

SCALE 1-~~10,000~~ 1-20,000

OBSERVERS

Walter C. Dibrell, Assistant

A.R.Hunter, Watch Officer

Henry Bernhardt, Mate

RECORDERS

A.R.Hunter, Watch Officer

H.L.Hansen, Ch'f Writer

Projection by

Positions plotted by W.B.Dunning, Aid

Soundings " *indicated by H.L. Hansen*

TIDE GAUGE AT FORT POINT *Presidio*

SAN FRANCISCO, CAL.

2988

Statistics sheet No. _____

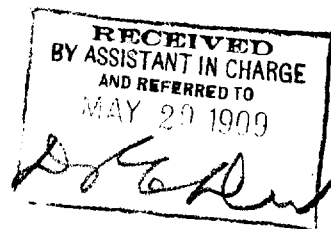
Field No. 3.

Date 1909	Letter	Vol	Posi- tions	Sound- ings	Miles statute	Vessel
February 4	AA	1	37	255	9.1	"Explorer"
February 18	BB	1	72	539	13.2	"Explorer"
Total -----			109	794	22.3	

VEC

Department of Commerce and Labor
COAST AND GEODETIC SURVEY
Washington

May 29, 1909.



Mr. Andrew Braid,

Assistant in charge of Office.

Sir:

The planes of reference, tide reducers, and reduced soundings have been revised in this division, for the 3 following volumes of soundings.

2 Vols. Soundings for hydrographic sheet No. 2987, China Basin, San Francisco Bay, Cal., by Asst. W.C. Dibrell, 1909.

1 Vol. Soundings for hydrographic sheet No. 2988, Main Ship Channel, San Francisco Bay, Cal., by Asst. W.C. Dibrell, 1909.

The soundings for sheet No. 2987 have already been forwarded to the Drawing Section, and only the volume for sheet No. 2988 accompany this letter. In regard to this volume of soundings I want to call attention to the following matters:

In this work Mr. Dibrell used two sounding lines, that upon the starboard side being correct, while the port lead line had corrections of 2 feet for 10 fathoms, and more than 4 feet for 17 fathoms. The soundings appear to have been made alternately with each line, but the record does not mention this fact. At the close of the AA day there is a remark, signed by Mr. Dibrell, stating that in the absence of notes on this day, the lead lines are assumed to be the same as on BB day.

The tide station used is not mentioned in the sounding book nor in the Descriptive Report.

Respectfully yours,

L. P. Shidy

Chief of Tidal Division.

Hyd Sheet No 2988

June 1, 1909,

This survey, which was to ascertain the changes in depth since the last survey, shows a slight deepening.

The recorder failed to note the lead line with which each sounding was taken which is very important where two lines are used.

A. H. Simmons

This survey is worthless for the purpose intended - comparison to determine change in depth over S. F. Bar

J. D. W.
6-29-10

This work is unreliable and can only be used to establish an average depth. The soundings of "AA" day are subject to a variance of from one to six feet on account of uncertainties in applying lead line correction. The remaining work of "BB" day is no better owing to the adverse conditions under which it was done.

Verified Nov. 15th, 1910.

R. L. Johnston