

W

564-D

DIETZGEN

4

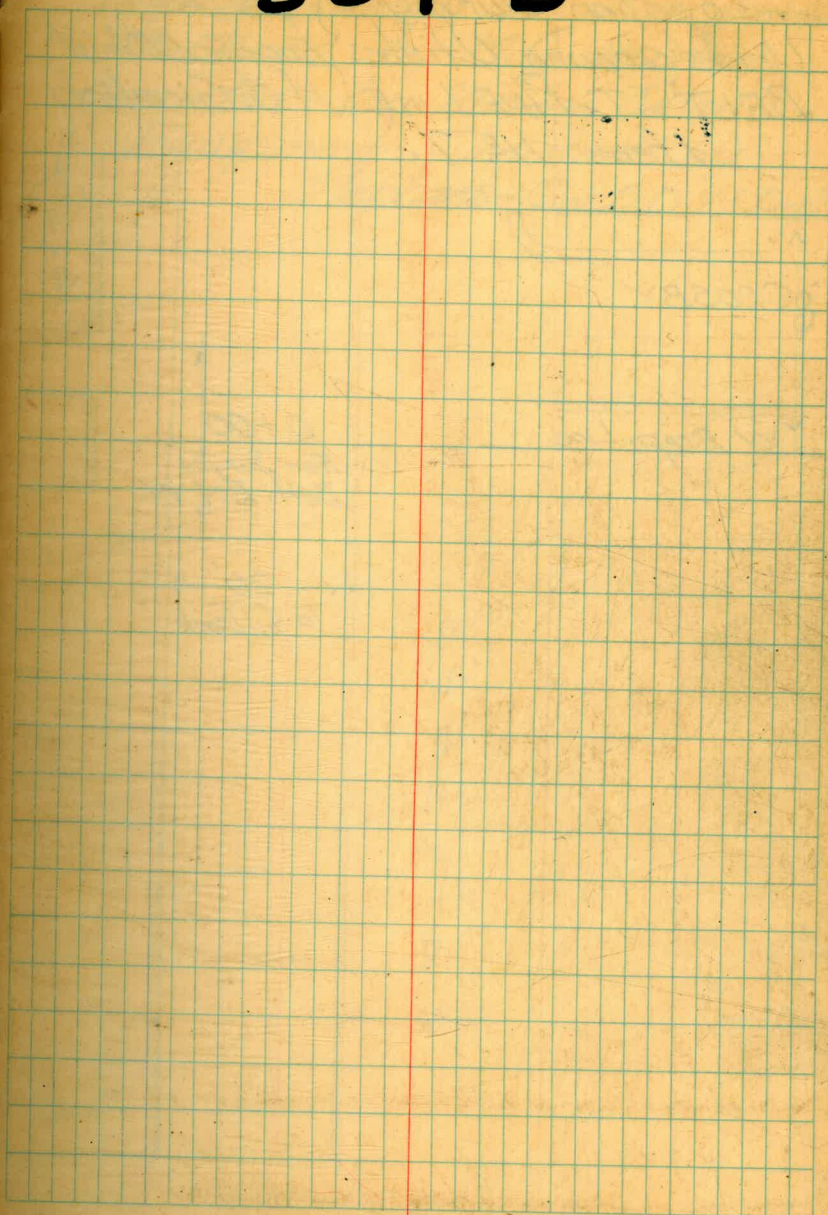
FIELD BOOK

No. 403 P

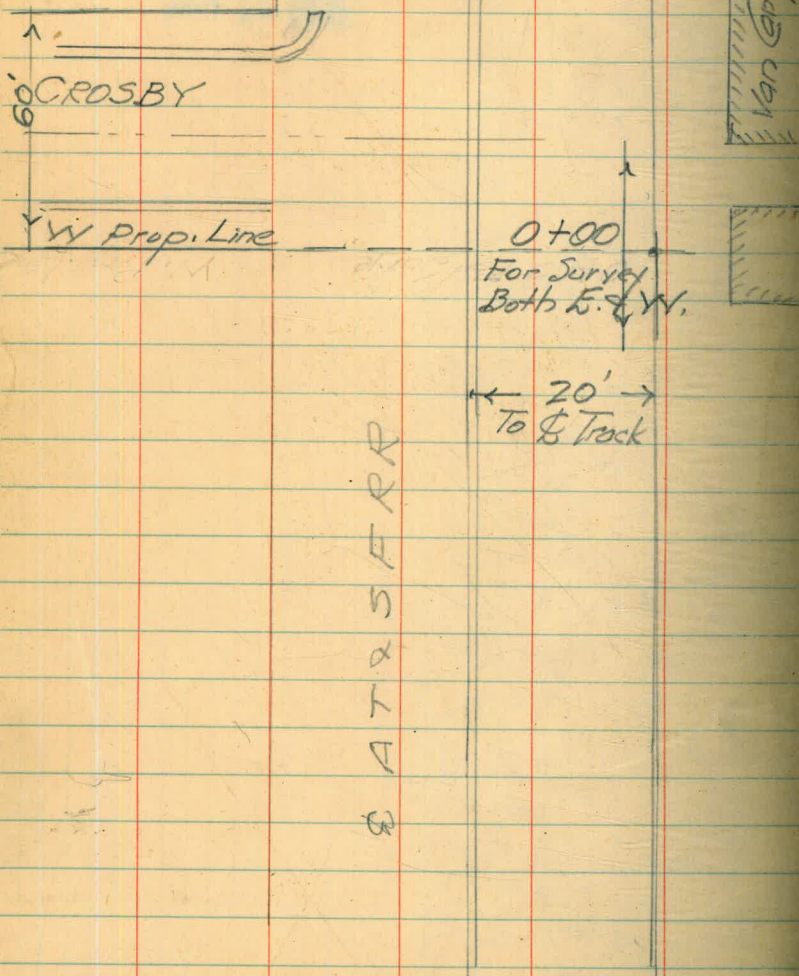
MICROFILMED

JAN 13 1965

564-D

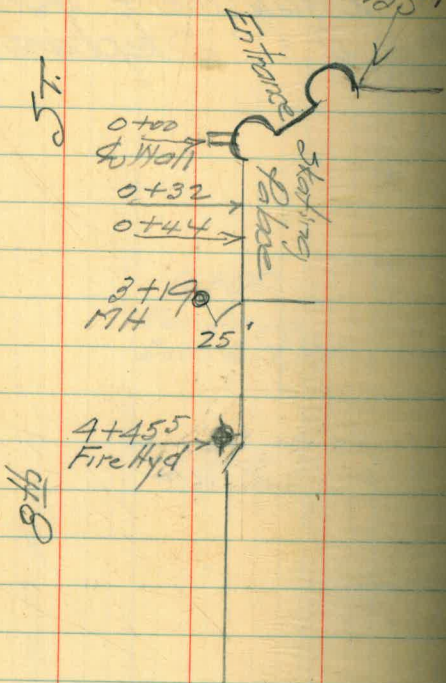


Location Survey } 1/15/42
Underground Utilities } Eugene O'Neill
BELT ST. PIPE LINE } H.S. Gierlich
Item No 7.



Location Survey of underground
Structures by Mag. Needle
operated by Eugene O'Neill
Equipment furnished by
Stephens-Co of S.D.W. Dept.

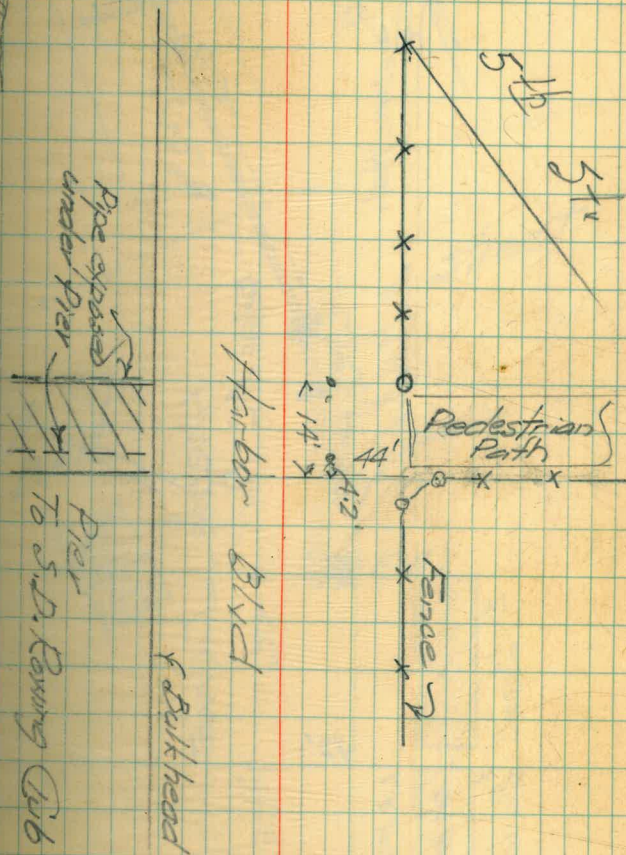
Area 15'x15'
Material not
determined 135, 16



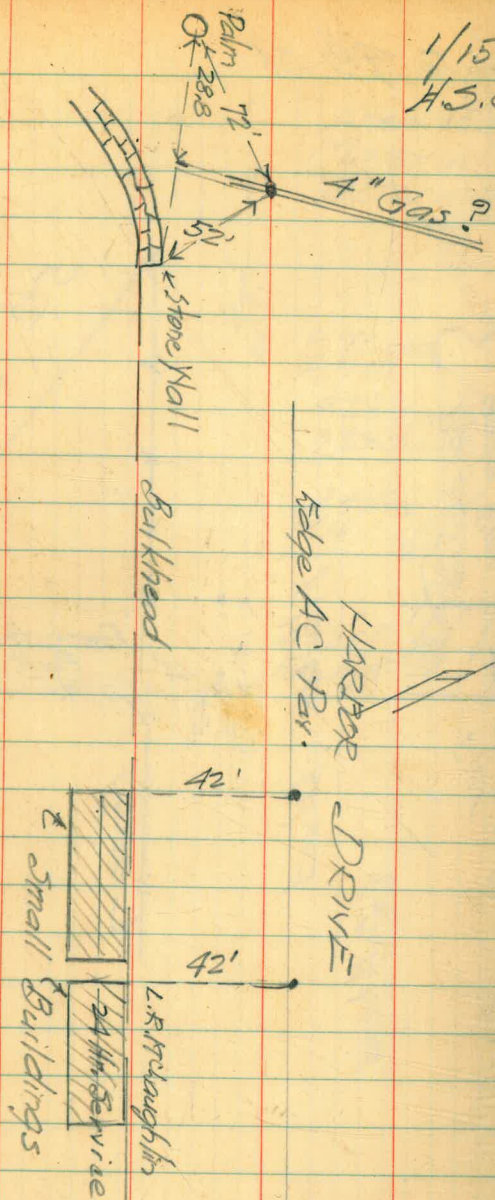
9/8

Road Xsing To 9th St

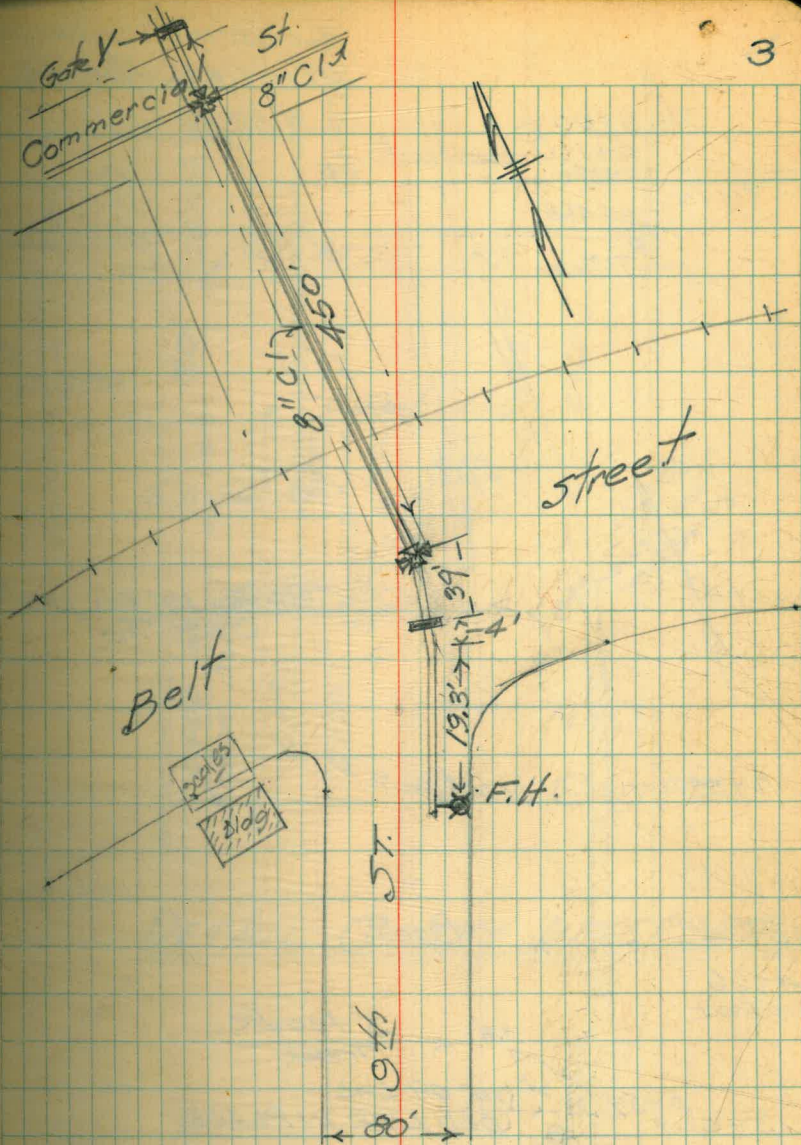
2



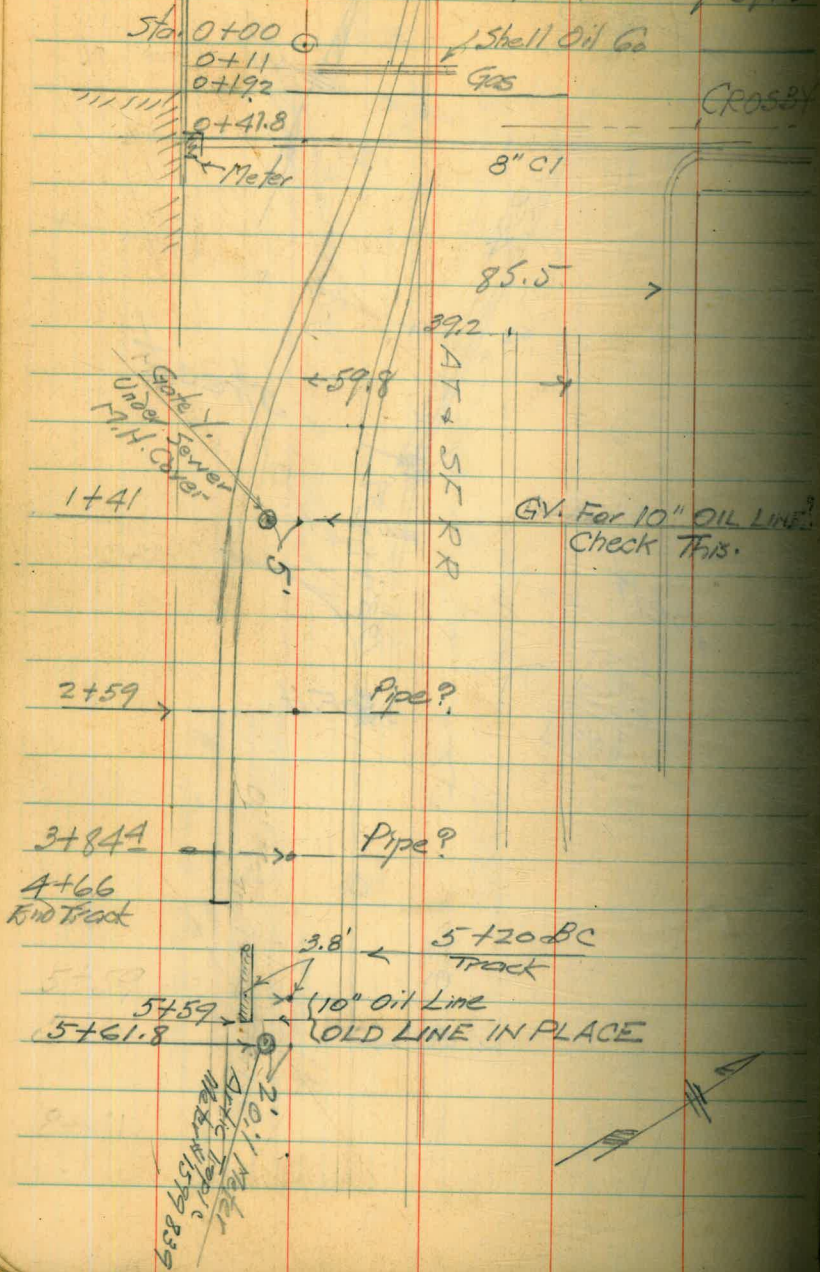
1/15/42
H.S. Gierlich



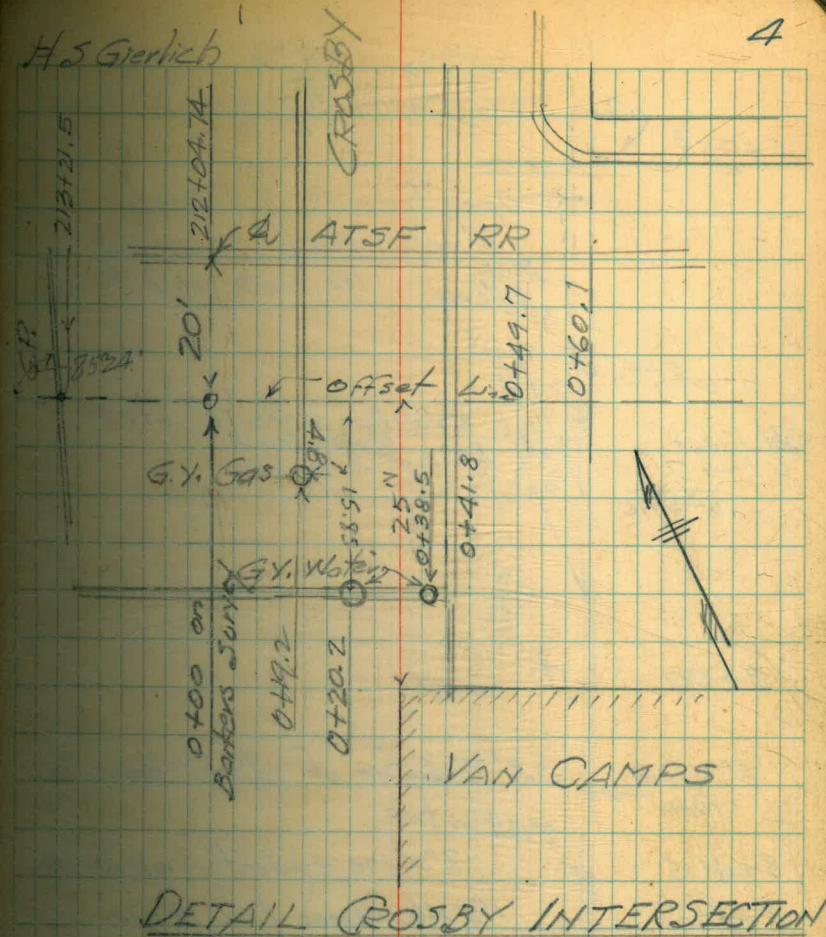
3



Location underground
utilities - 1/16/42



H. S. Gierlich



5+93.3 Conc. Storm Drain 3.7-Outside Dia.

Open Trench 7.5' Deep
3' wide - Walls standing OK
No water in bottom

5+96.0
Gal. 1. Tack
6+24.7
6+29.0

8" Weld Pipe inside 12" 6+05.0
under track
4.3' S. of Survey Line

8+00 17' 8'

8" Welded Pipe 3.8' to bottom of ditch = Heavy oil
2" cut in two

8+41.5 2" Line evidently abandoned

8+52.7 1 1/2" Abandoned Line 18" deep
1 1/2" cut here

R.R. 5 miles

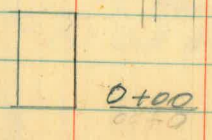
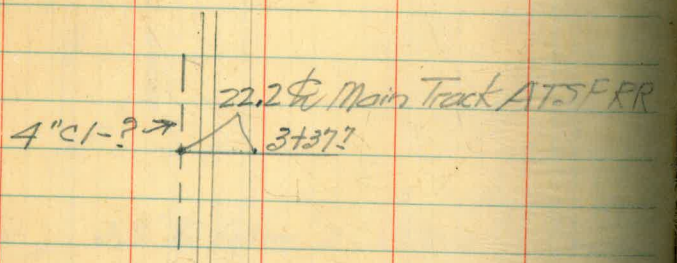
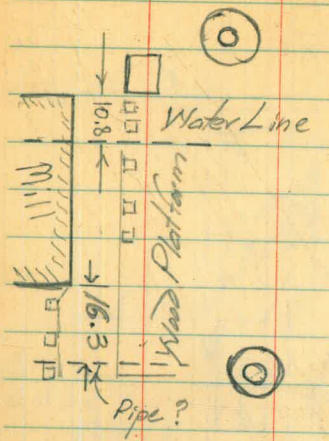
11+21.6
Angle in 8" pipe 18.1'

624.7
28.7
596

624.7
4.3
629.0

624.7
19.7
605.0

5



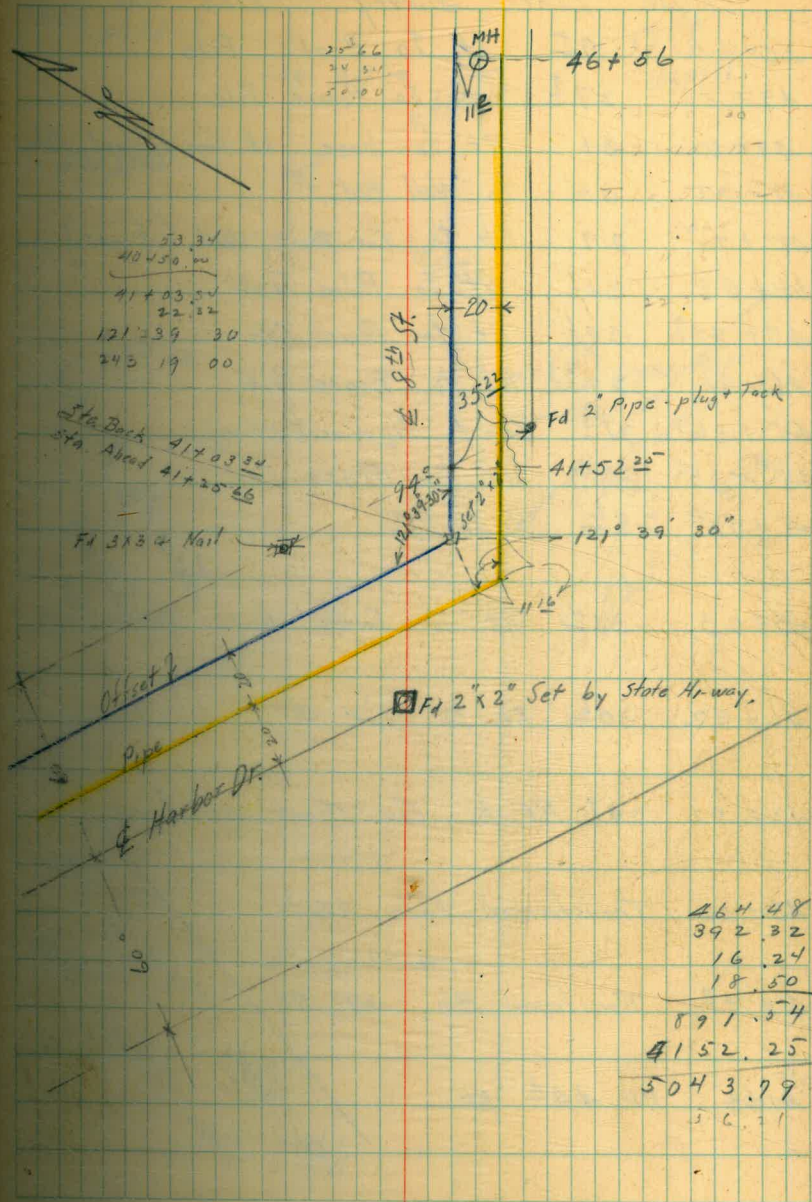
92'

Pipe Line Survey
Harbor Drive + 8th St.

Jan. 20th 42 (18)
P.S.B. + Party.

7

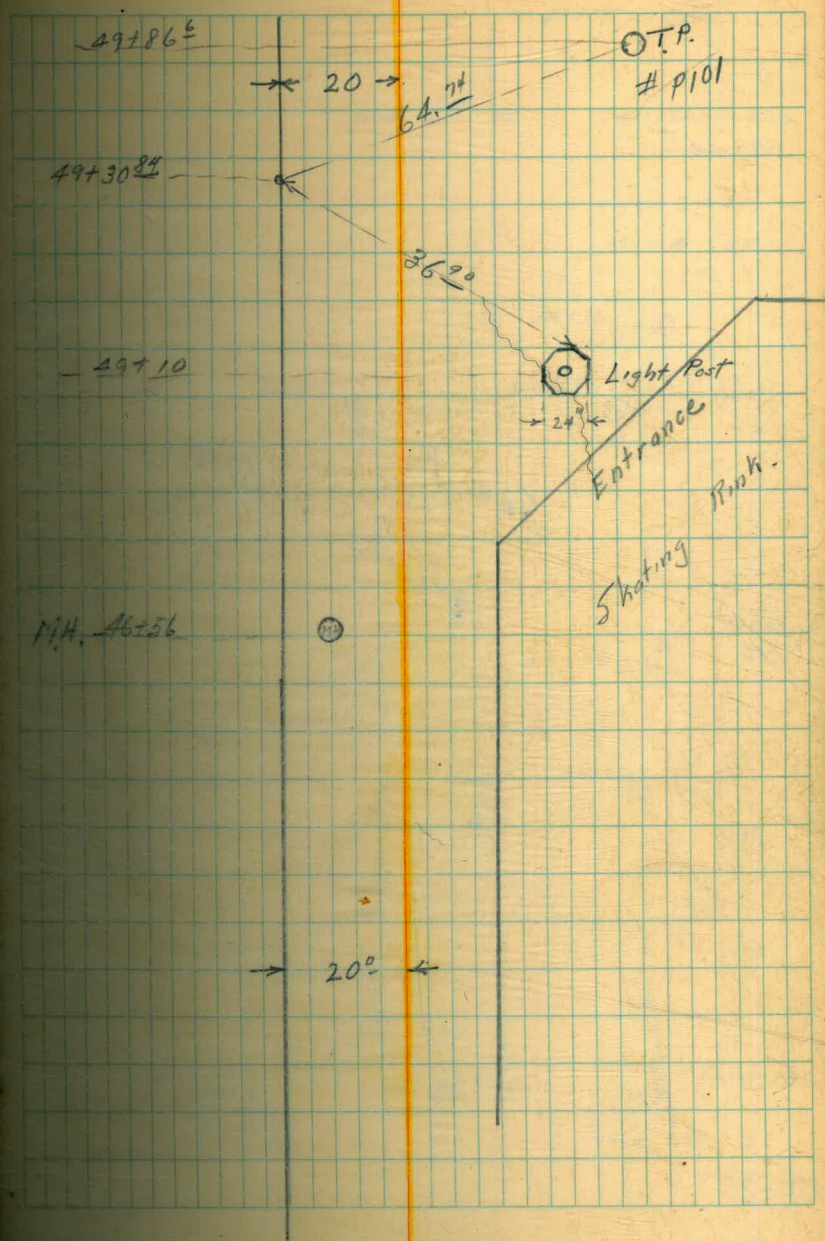
41+52²⁵ Intersection (on Offset) with Prop. Line
produced.



Pipe Line Survey - Ties from Offset

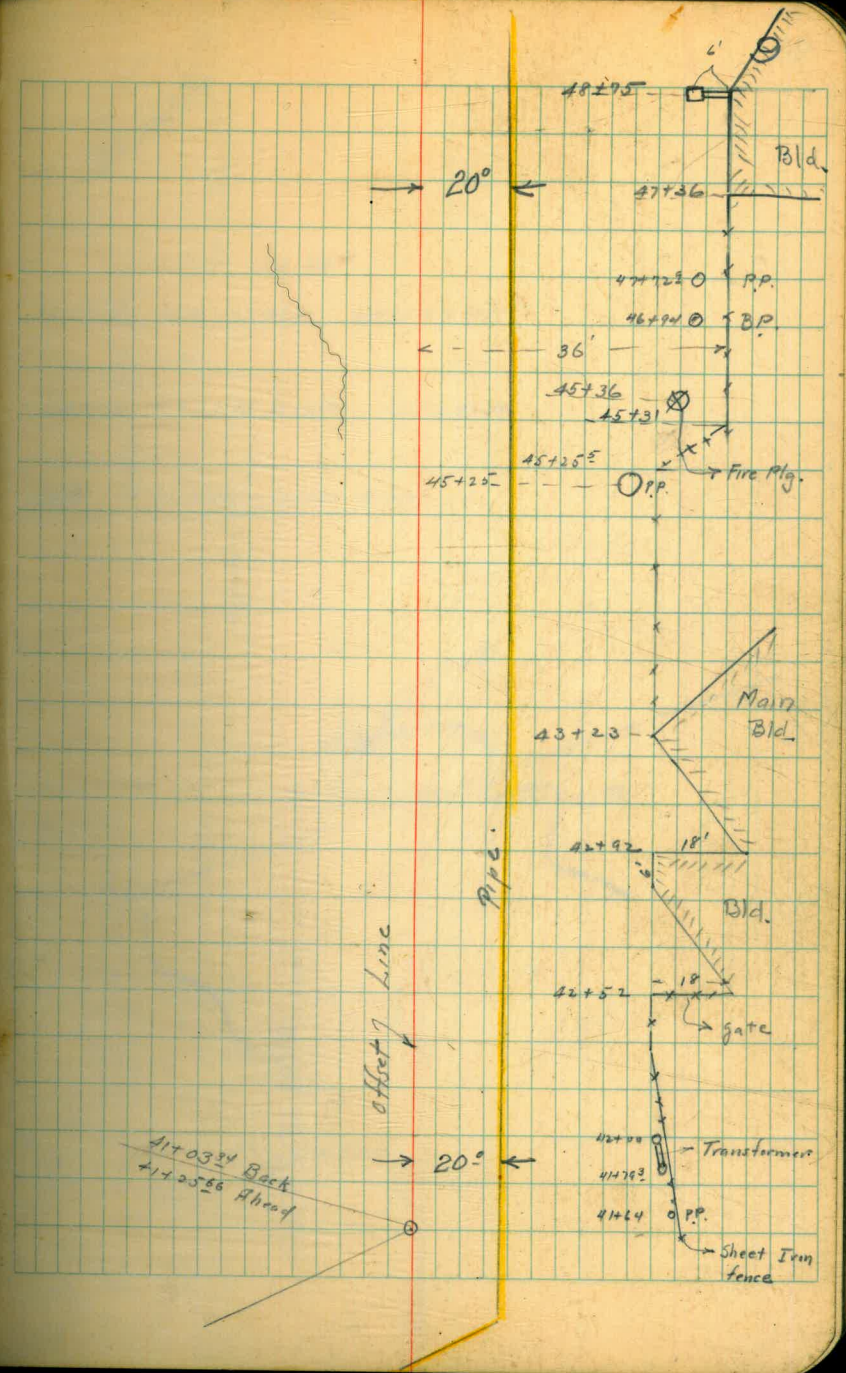
- 50+60 9° Lt to Brace Pole
- 49+86° 27° Rt to Power Pole
- 49+10 31 Rt to base of Conc + Steel Pole
- 48+75 36° to Wall Bld.
- 48+75 29 Rt to Cor Brick Wall (fence)
- 48+68 31° Rt to Palm Tree
- 47+72° 29° Rt to Power Pole
- 46+94 29° Rt to Brace Pole
- 45+36 31° Rt to Hydrant (Fire)
- 45+25° 30° Rt to Fence Cor.
- 45+25 28° Rt to P.P.
- 43+23 30° Rt to Fence Cor.
- 42+92 30° Rt to Cor. Bld.
- 42+52 29° Rt to Cor. Sheet iron fence
- 42+00 Transformer Pole 35°
- 41+79° Transformer Pole 39° Rt
- 41+64 P.P. 44° Rt

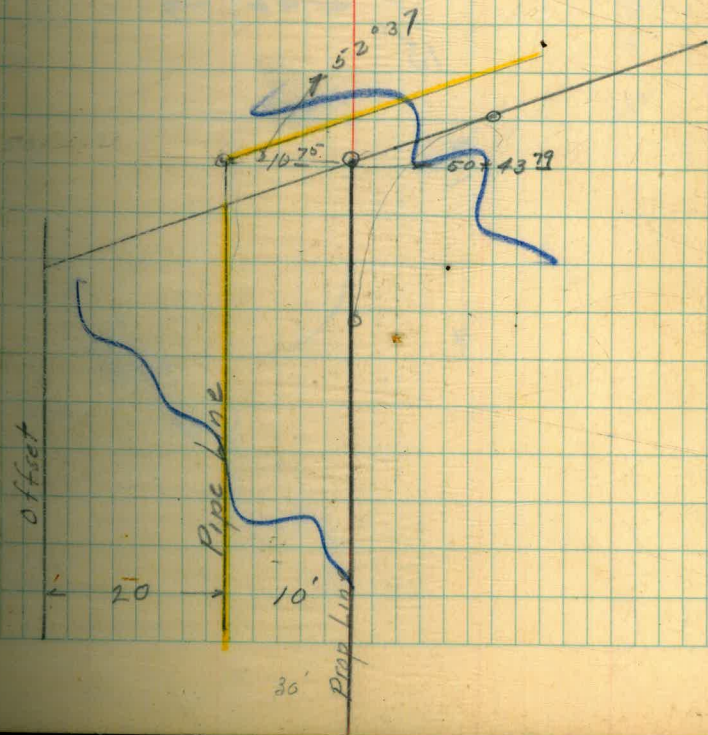
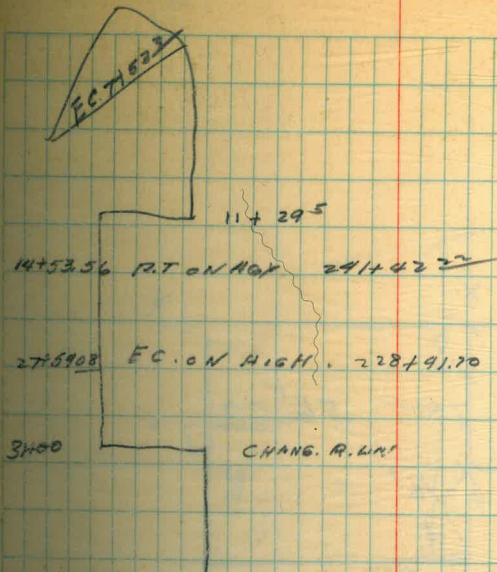
Note Dist. Rt + Lt are
 from Offset Line
 see pg 9 for
 sketch



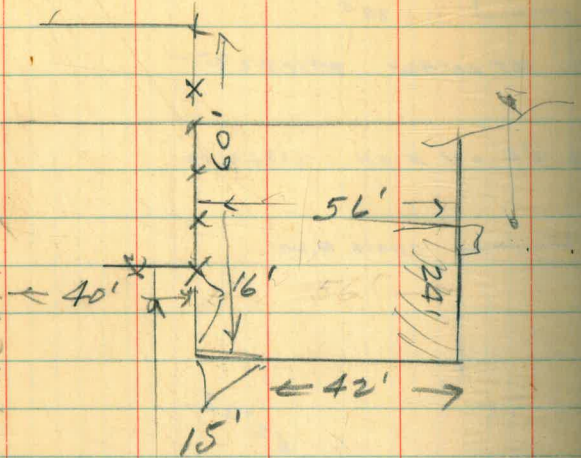
50+44.15

See page 8 for
offsets + stas.

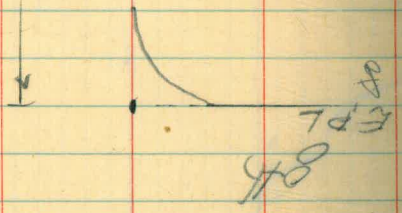




2 State Hwy



170'



EPL

84'

$$\text{Arc} = 336.71$$

$$\text{Degree Curve} = 2^\circ \quad \Delta = 6.7342^\circ$$

$$\frac{\Delta}{2} = 3.3671^\circ \quad 22.02$$

$$= 3^\circ 22'$$

$$R = 2654.93$$

$$\text{Long Chord} = 2 \times R \times \sin \frac{\Delta}{2}$$

$$= 2 \times 2654.93 \times .05873$$

$$\begin{array}{r} 2654.9 \\ 5785.8 \\ \hline 1327.5 \\ 212.3 \\ 18.6 \\ \hline 1559.2 \\ 2 \\ \hline 330.89 \end{array}$$

$$\text{Arc} = 336.71$$

$\frac{13}{60}$

$$\text{Deg} = 2^\circ 13' = 2.217$$

$$\Delta = 7^\circ 28'$$

$$\frac{\Delta}{2} = 3^\circ 44'$$

$$L_c = 2 \times 2654.93 \times .06511$$

$$\begin{array}{r} 2.217 \\ 7.633 \\ \hline 6651 \\ 665 \\ \hline 183 \\ 15 \end{array}$$

3.23

$$7.464$$

3° 44'

$$7^\circ 27.8'$$

$$7^\circ 28'$$

$$\begin{array}{r} 2654.9 \\ 11560 \end{array}$$

$$15929$$

$$1327$$

$$26$$

$$3$$

$$\hline 172.75$$

$$345.50$$

$$\Delta H = \frac{1718.887}{2654.93} = .647$$

12

$$\begin{array}{r} 2654.93 \quad 1718.887 \quad (.647) \\ 1592958 \end{array}$$

$$1259290$$

$$1061973$$

$$\hline 1973180$$

$$\begin{array}{r} 647 \quad 33671 \\ 3235 \\ \hline 1321 \\ 1294 \\ \hline 2700 \end{array} \quad \left. \begin{array}{l} 520.4 = 8^\circ \end{array} \right\}$$

$$336.71$$

$$\hline .647$$

$$235697$$

$$134684$$

$$\hline 202026$$

$$21785137$$

$$= 3^\circ 38'' = \text{Def}$$

$$\frac{\Delta}{2} = 1^\circ 49'$$

$$\sin = .0317$$

$$\begin{array}{r} 2654.9 \\ 7130 \end{array}$$

$$7965$$

$$265$$

$$185$$

$$\hline 84.15$$

$$168.30$$

$$2654.9$$

$$73360$$

$$15929$$

$$796$$

$$80$$

$$\hline 18$$

$$168.23$$

$$336.46 = \text{Long Chord}$$

DATA FOR EASEMENTS - HARBOR FRONT

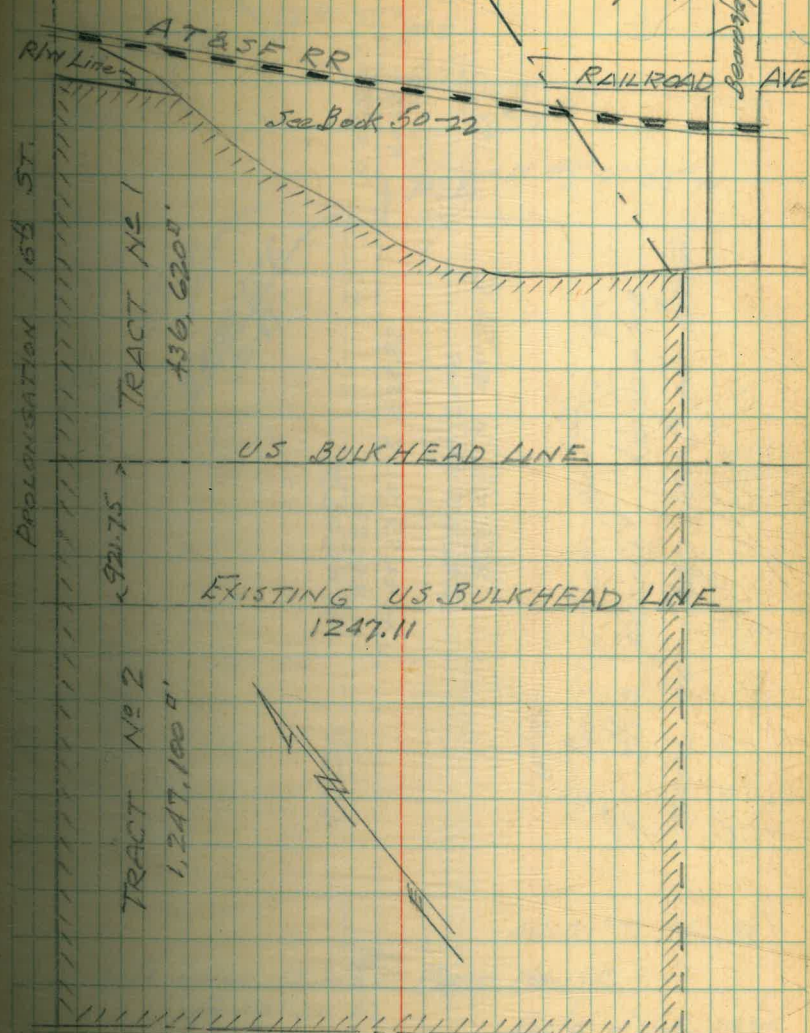
- | | |
|-------------------|------------------|
| 1- CITY OWNED | PIPE LINE |
| 2- CITY Easement | UNIT #7 |
| 3- CITY Permit | H.S. Gierlich |
| 4- CITY Streets | Feb & March 1937 |
| 5- " Tidelands | Hafley-Engl |
| 6- County Highway | AT&SF RR |
| 7- State " | - F 2101 - |
| 8 US | |
| 9 RR Private | |

Page B-Maps Harbor Dept

- | | |
|----|-----------|
| 13 | 76 |
| 14 | 100 |
| 15 | 146 |
| 16 | 151 |
| 16 | 128 |
| 17 | 116-(B-1) |
| 17 | 703 |
| 21 | 101 |
| 21 | 71 |
| 21 | 76 |
| 22 | 5 |
| 22 | 140 |
| 23 | 90 |

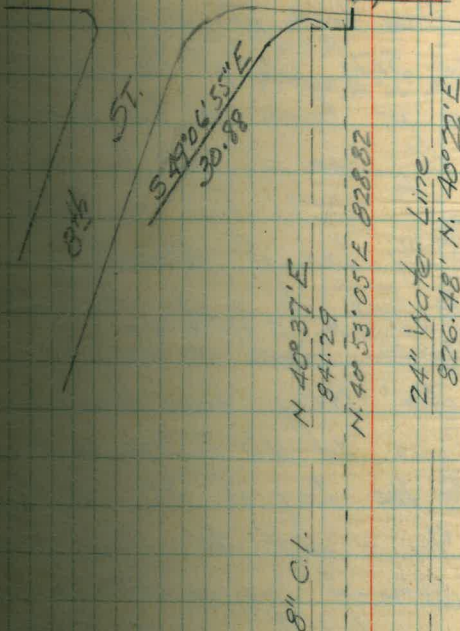
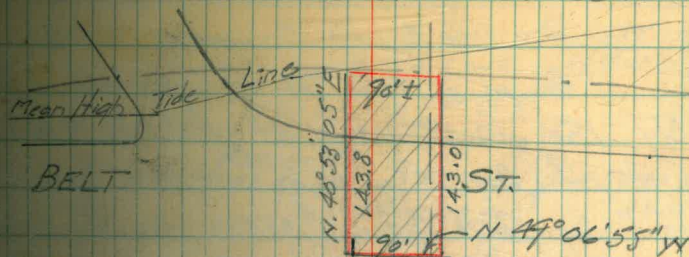
DATA FOR R/W - PERMITS - ETC. ¹³

1- BENSON LUMBER CO - 2/20/42 - HSG



Date 7/31/37

76 B



Note:-
No Description written up
for this permit. Reference
made to Map 100B for location
Use &

461.21' To St. 183

US BULKHEAD PUMP HOUSE
S 50° 50' E

Date 3/14/1939

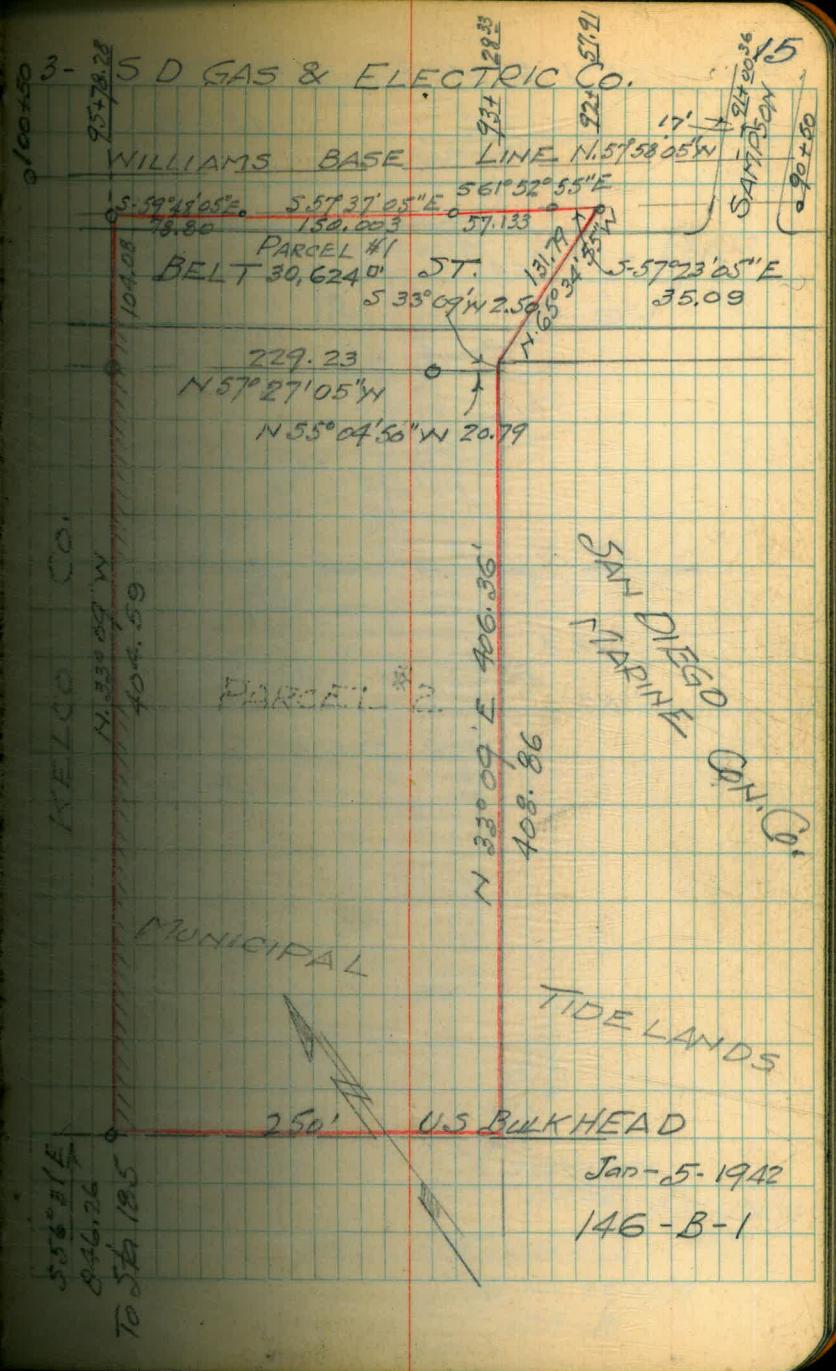
No 100 B

SEE PAGE 23 FOR COPY-BLUE PRINT

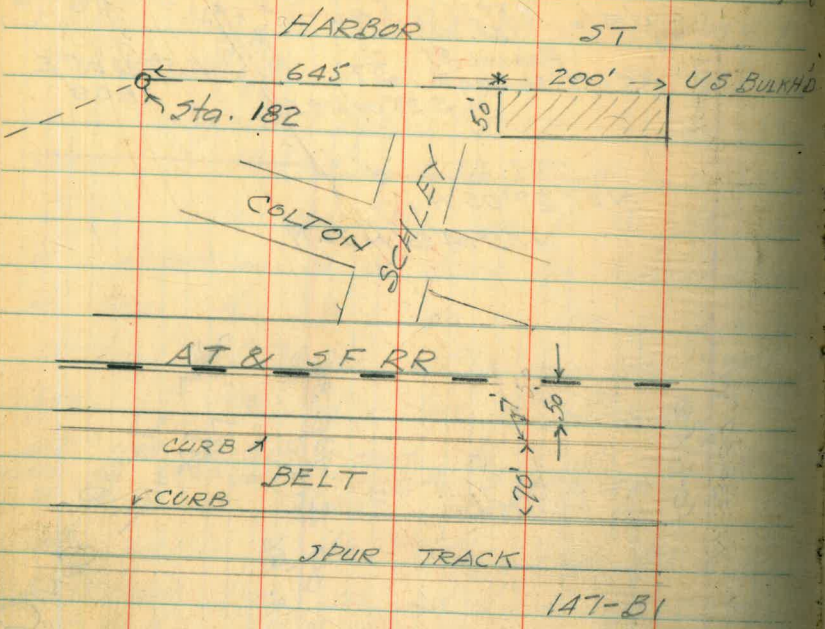
BENSON LUMBER CO. See Page
 July 30-1941. ENDING JUNE-1942.

Tidelands Use & and Occupancy Permit
 Beg. at the pt. of inter. of the SWly pro. of the
 SEly line of Beardsley St. with the M.H.T.
 line for the Bay of SD as said M.H.T. was est.
 by that Sup. Court Action #35473. th. SEly following
 along sd. M.H.T. line to a pt. which is 135.76
 SEly from the SEly pro. of the SEly line
 of Beardsley, sd. pt. being the true pt. or place
 of beg. th. SWly on a line // to +
 distant 135.76 ft. SEly from the SWly
 pro. of the SEly line of Beardsley a
 dist. of 215.95 feet to a pt. th. N 56° 18' 10" W
 a dist. of 165.76' to a pt. th. S 39° 18' 10" W
 a dist. of 260 ft. more or less to a
 pt. which is 40' NEly from the US
 Bulkhead line, as sd US B. Line is now
 established for the Bay of SD, th. SEly
 on a line // to + dist 40' NEly from
 the sd. US Bulkhead line a dist. of
 262.76' to a pt. th. at R/A N 39° 10' E
 a dist. of 107' to a pt. th. a R/A
 S 50° 50' E a dist. of 102.19' to a pt.
 th. at R/A N 39° 10' E a dist. of 394.03
 ± to an inter. with sd M.H.T. line th.
 NWly following along the sd M.H.T. line
 to the true pt. or place of beg. cont.

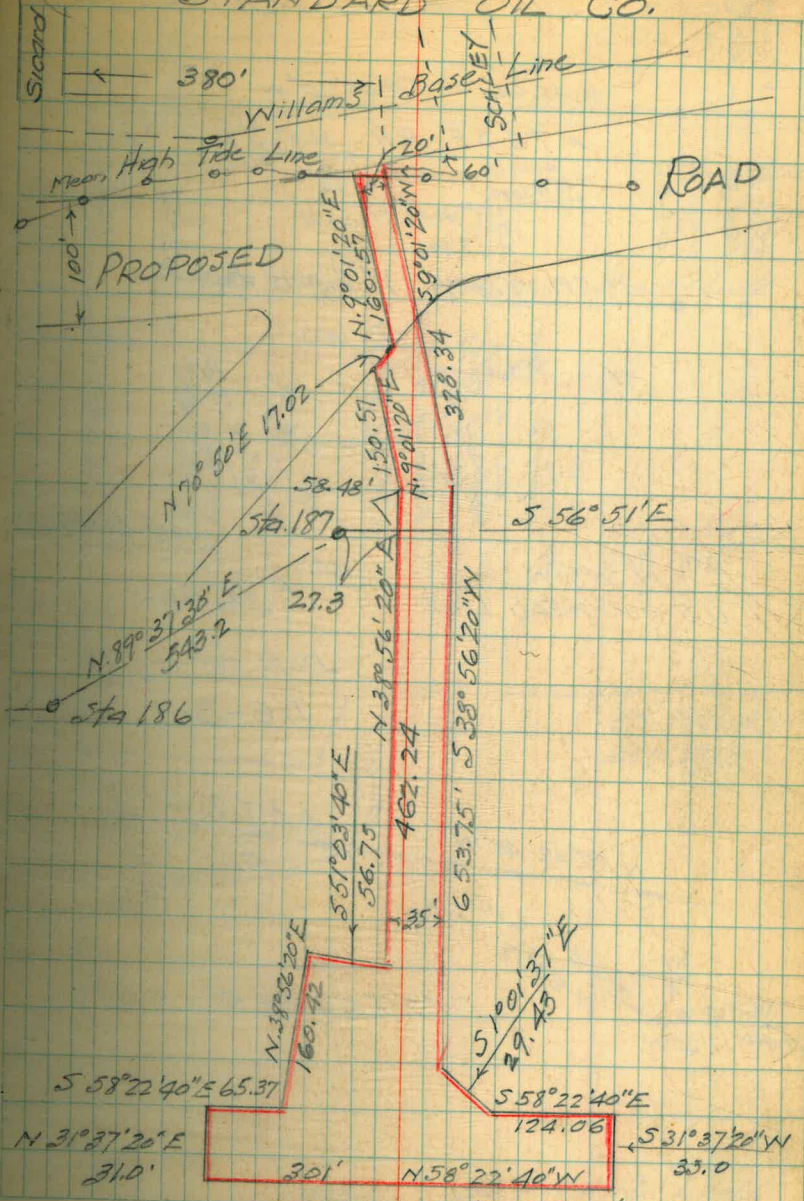
127,370 sq. ft. of tideland area.
 (Ref. Map 76B1- Pg. 28. of this book)



L.R. McLaughlin Aug-15/41
151-B



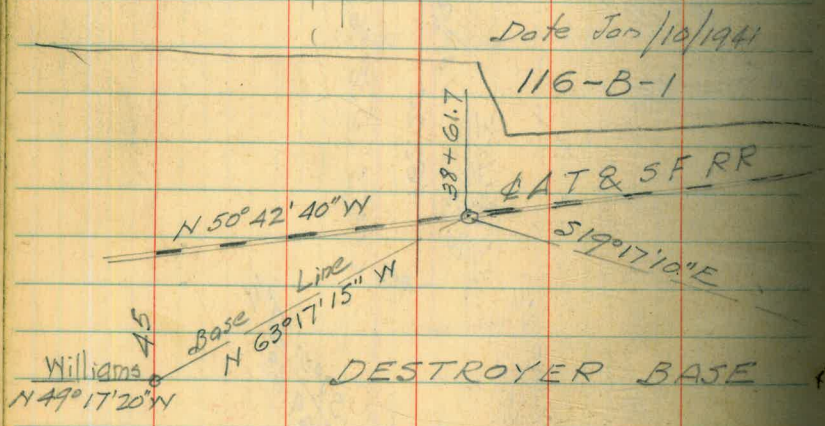
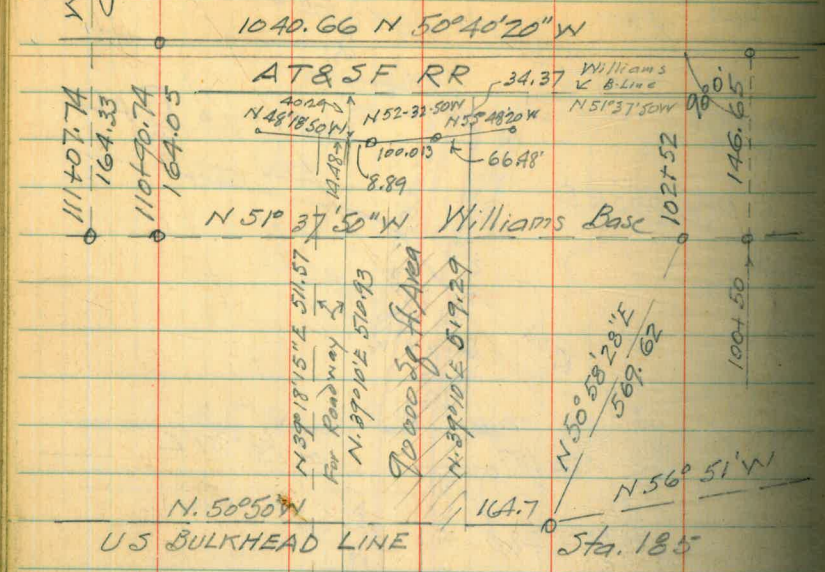
STANDARD OIL CO. 16



Date Nov. 22/1939
128-B

W. LINE
CROSBY

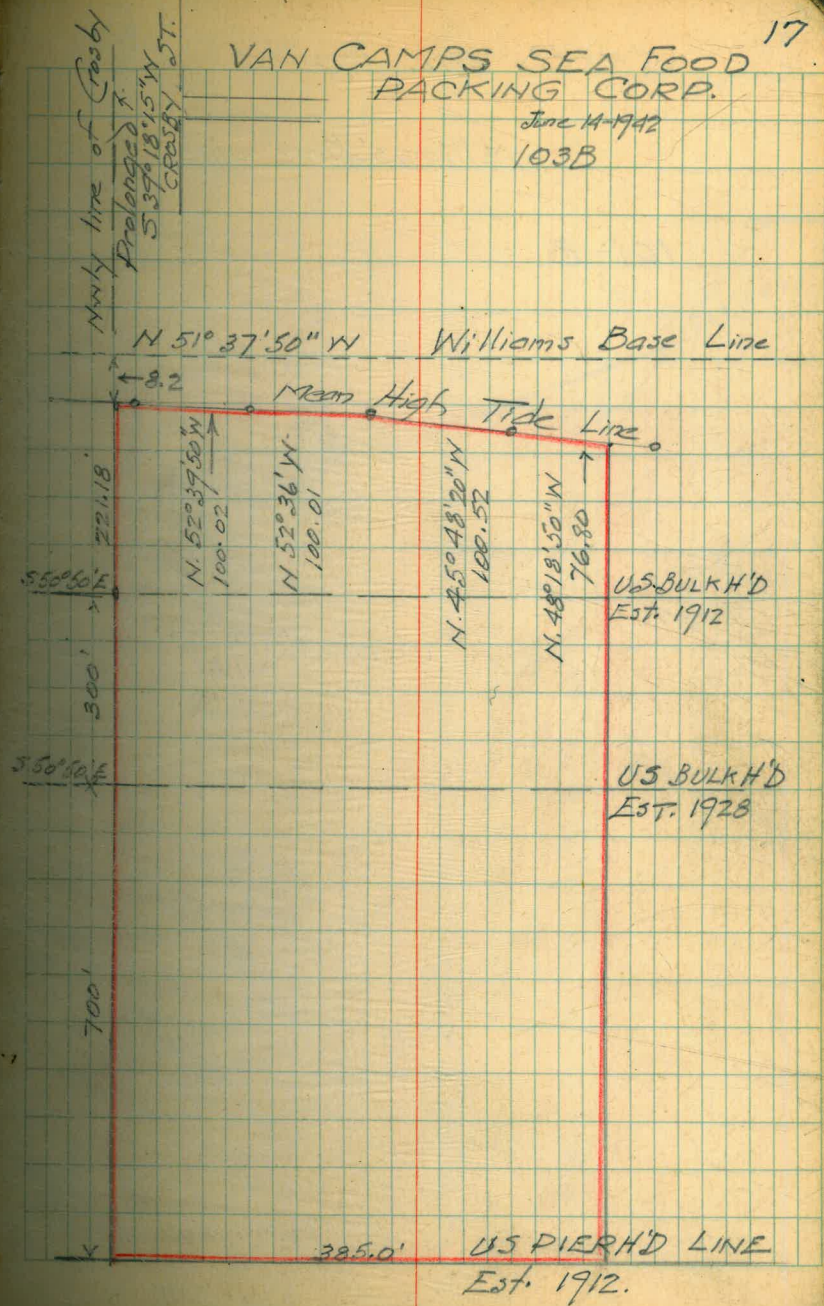
SUN HARBOR PACKING CO.



VAN CAMPS SEA FOOD PACKING CORP.

17

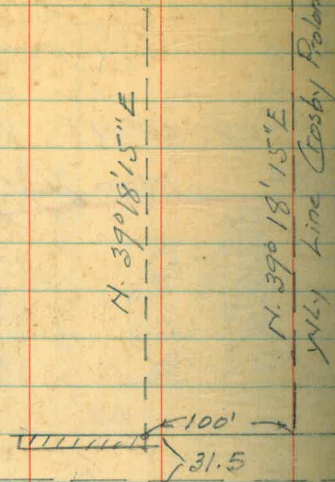
June 14-1942
103B



SHELL OIL CO.

Williams Base Line

101-B

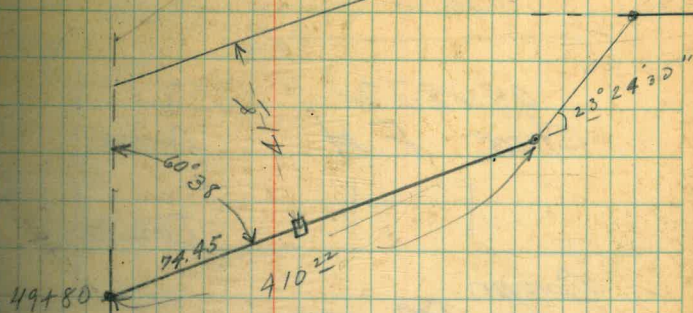


CROSBY

CROSBY Crosby Polonged Line

18

Dannan
Hco



49+50

48+00

67 49
49+80
30+47.49

FIELD CHECK - 2/5/42

lot. Hugo - Not paid? AC

" Garrison -

" Ingelton -

Carlton

090872

Check F.H

Dickens

Earth

Emerson

Canyon

Cave

Farelton AC

FH

AC

Addison

AC

Garrison

Lowell AC

Byron

Earth Hugo

Mileage 35929.3

35941.8

129

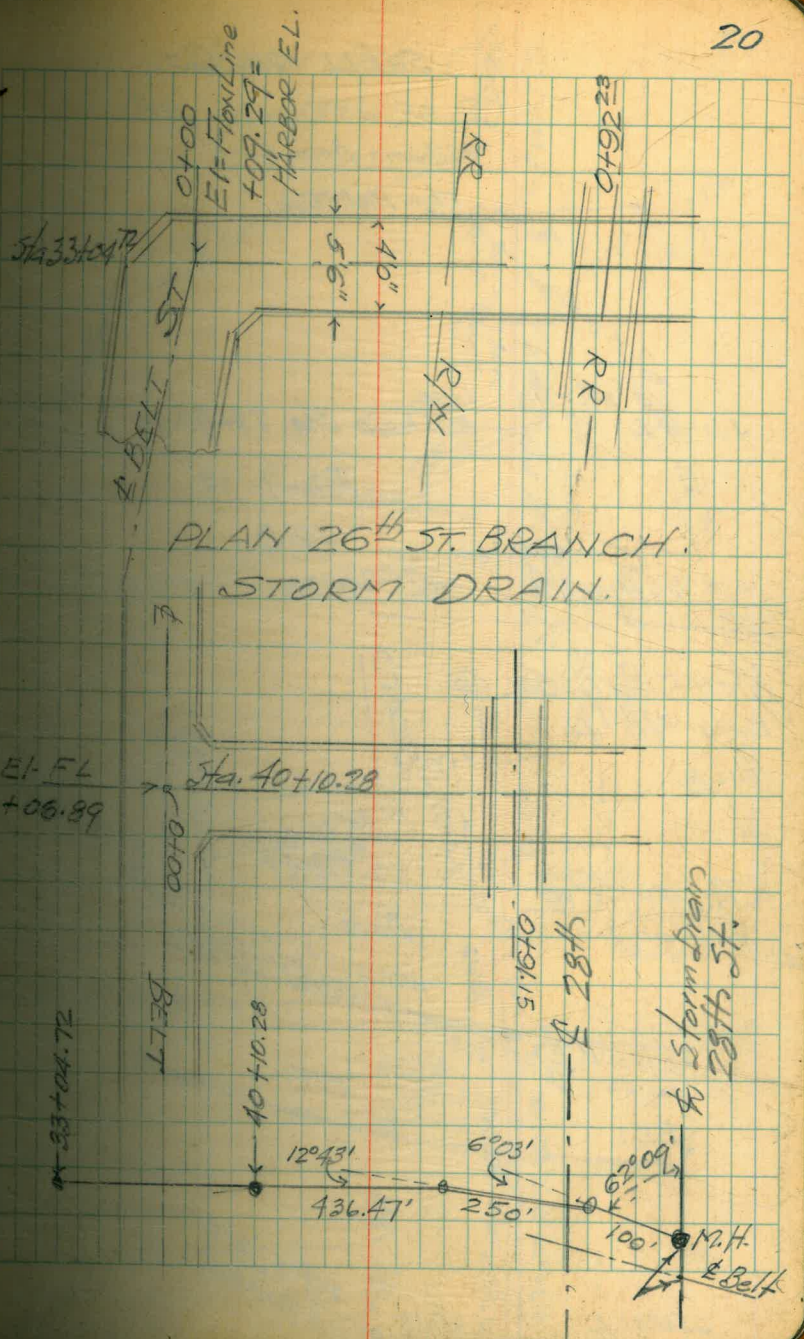
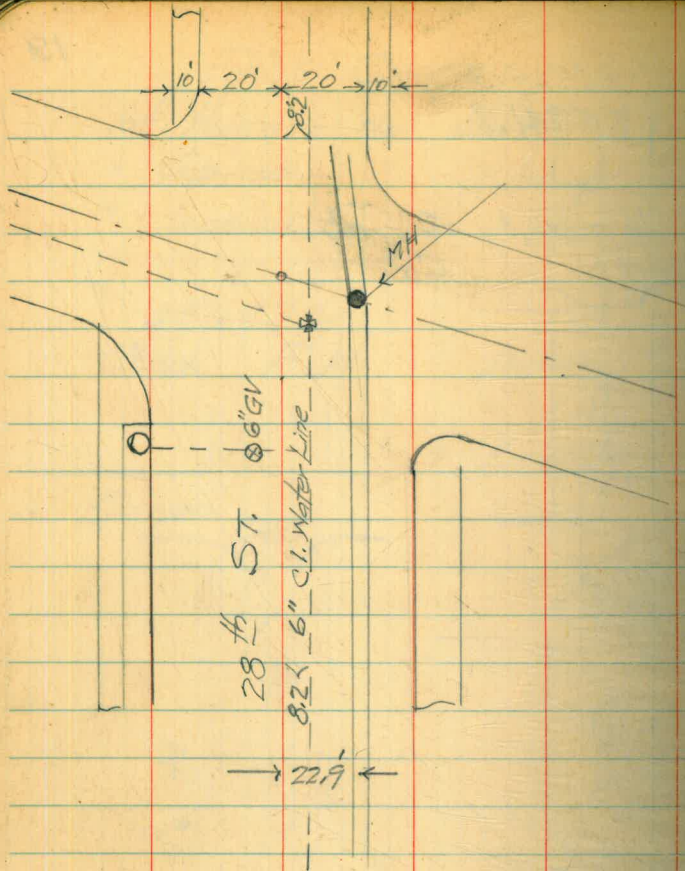
19

Under Impr. by Griffith
Ingelton 60

Earth

Jarvis

Earth



SHELL OIL CO.

Williams Base Line

US BULKHEAD LINE
Bulkhead Sta. 88493.85

June-9-38

101B

US PIERHEAD LINE

RICHFIELD OIL CO.

Date 3/12/41

71-B

SICARD

N. 62°18'15"W
Williams

Base

N 77°05'15"W 105.78
N 75°06'25"W

Mean High Tide Line

BELT

ST.

55031'E

Sta. 186

589°37'30"E
US Bulkhead

UNION OIL CO.

21

Date 7/30/37 = 78 B

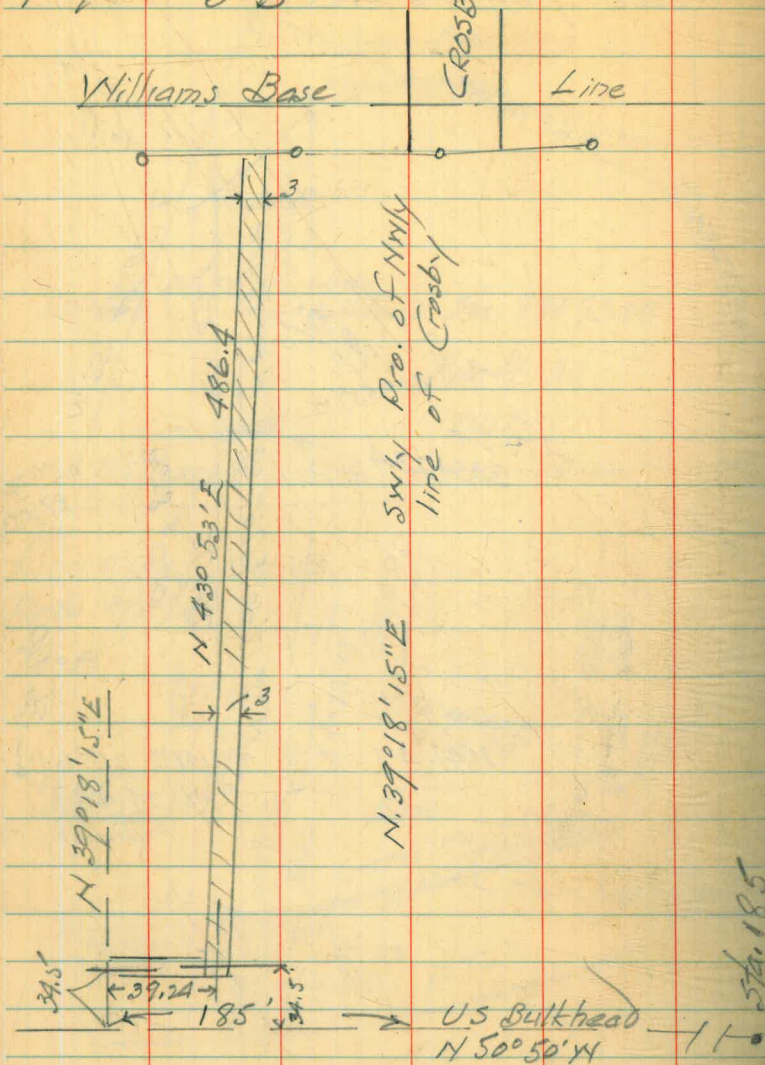
AT 45.F
233+23.4

1141.47

2676.1
148.33
2824.43

Description

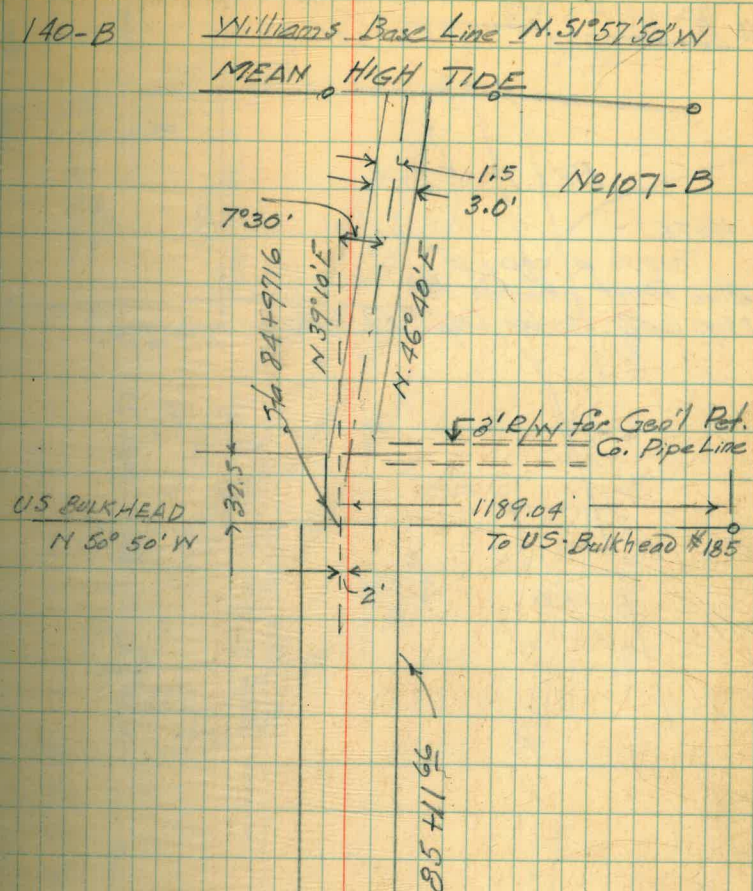
GENERAL PET. CO.
4/15/41 5-B

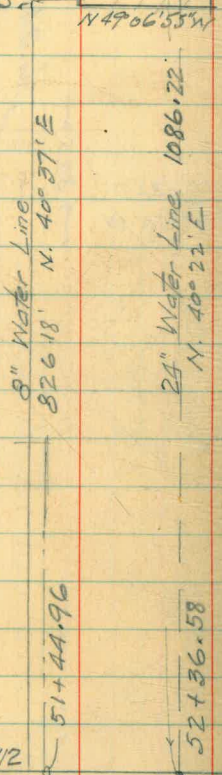
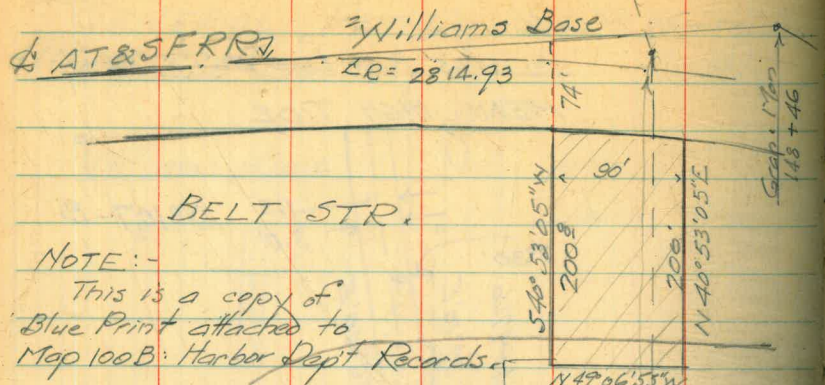


Check with H. Bubb.

22

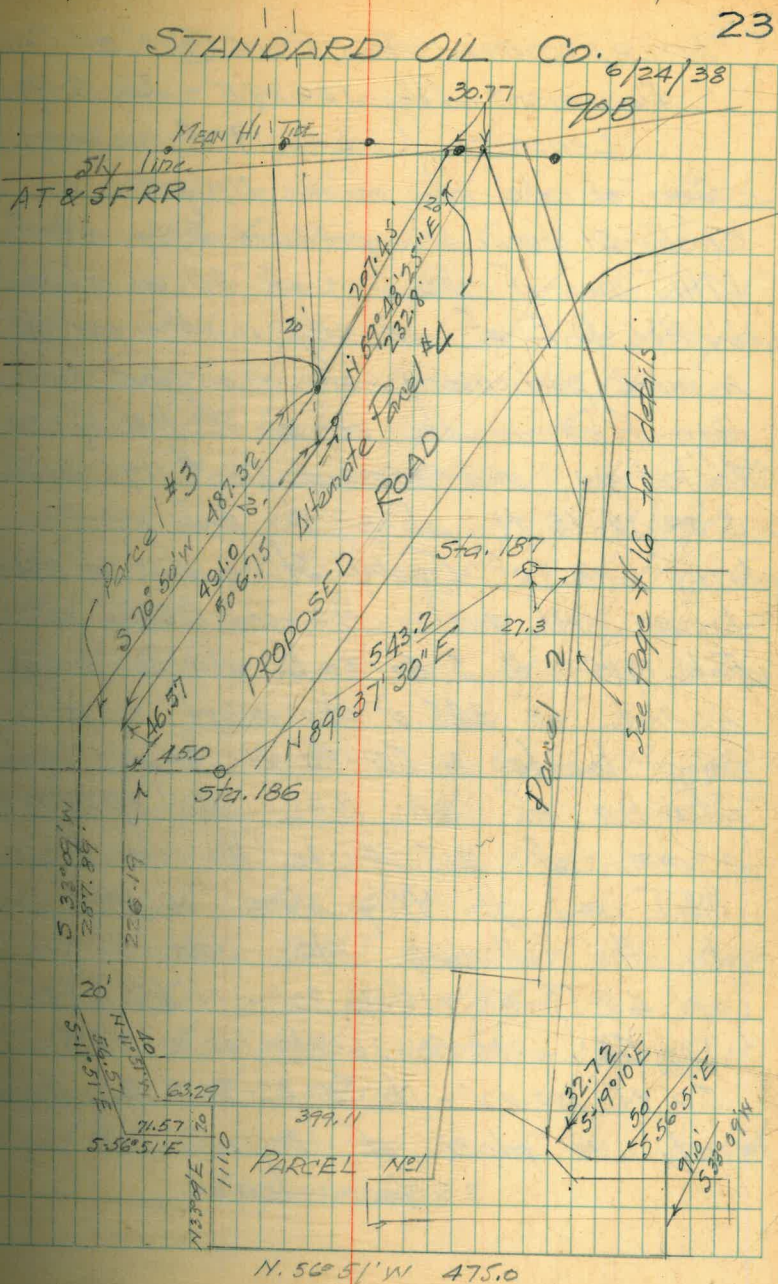
140-B





U.S BULKHEAD - 1912
 S 50° 50' E

Mench :- MONROE CALC.



INTERNATIONAL PACKING CORP OF CAL.

Document No 136895 - July 6-1921

Lease:- (See Pg 17 of this book)

Com. of the int. of the NWly line of Crosby St. in sd city, produced SWly with the MHT line of the Bay of SD. as established by the C.E. of sd. city in the year 1918 & more particularly shown on that certain map filed in the office of the City (at Jan/6/1919, and marked Doc. # 119543, th. S 39-18-15 W along th. prol. of the NWly line of Crosby St. a dist. of 221.15 to an int. with the USBL as est Feb. 1912: th S 50-50 E along sd B line a dist. of 385.0' to a pt. sd pt. being located N. 50-50-W 346.55' from Sta. 110 of sd BHL, th. N. 39° 18' 15" E a dist. of 215.24 to the int. of sd MHT line, th. NWly along sd MHT line by the following des. courses.

N. 48-18-50 W 76.80' - N 45° 48' 20" W

100.52' - N. 52-36-W. 100.01' - N 52-39

50-W. 100.02' - N. 50-32-30 W 8.2 ft. to

the pt. or place of beg.

25 year lease

GENERAL PET. CORP OF CAL.

Tideland use & occupancy permit.

April-18th 1941.

Being a three foot strip of tideland one & one-half ft. on ea. side of a Φ des. as follows. Beg. at the pt. of int. of the SWly prol. of the NWly line of Crosby St. with the USBL line as sd BHL line is now est. for the Bay of SD th. N-50-50-W along sd BHL a dist. of 185' to a pt. th. N 39° 18' 15" E on a line || to Φ dist 185' NWly from the SWly prol. of the NWly line of Crosby St. a dist. of 34.5' to the true pt. or place of beg. of sd Φ th. S 50-50 E || to Φ dist. 34.5' NWly from sd BHL a dist. of 39.24' to a pt. th. N 43-53 E a dist. of 486.4' \pm to an int. with the MHT line of the Bay of SD as said MHT line was est. by that certain Sup. Court Action # 35473.

(Ref Map 5B- pg 22 of this book)

1 year lease

STANDARD OIL CO.

Nov-1-1939- 10 Yrs. - Res. #70165

Parcel #2:-

Beg. at Sta. 187 on US BHL as sd BHL is
 now est. for the Bay of SD th. S 56°51'E
 alg sd US BHL a dist. of 273' to the
 true place of beg; th N 36-56-20 E
 a dist. of 58.48' to a pt. th. N 9-01-20 E
 a dist. of 150.57' to a pt. th. N 70°50'E
 a dist. of 17.02' to a pt. th. N 9°01'20"E
 a dist. of 160.57' ± to a pt. on the Sly
 R/W line of the AT & SF RRC, th.
 SWly alg the sd Rwy R/W line a dist.
 of 20' to a pt; th S 0°01'20"W a dist.
 of 328.34' to a pt; th. S 38°56'20"W
 a dist. of 653.75' to a pt. th.
 S 1°1'37" E a dist. of 29.43' to a pt.
 th. S. 58°22' 40" E a distance of 124.00
 to a pt. th S. 3°37'20"W a dist. of
 33.0' to a pt. th. N 58°22' 40" W a
 dist. of 301.00' to a pt. th. N 58°22'
 40" W a dist. of 301.0' to a pt.
 th. N. 31°37'20" E a dist. of 330' to a pt.
 th. S 58°22' 40" E a dist. of 65.37'
 to a pt. th. N. 38°56'20" E a dist.
 of 160.42' to a pt. th. S 51°03'40"E
 a dist. of 56.75' to a pt.

th. N. 38°56'20"E a dist. of 462.24'²⁵
 to the true pt. or place of beg.
 containing 51,588 sq. ft. of area.

Parcel #3:

Beg at Sta. 186 on the US BH-line
 as sd. US BH line is now est. for the
 Bay of SD; th. N. 56°51'W alg sd.
 US BH line a dist. of 45' to the true
 pt. or place of beg; th. N. 33°09'E
 a dist. of 46.57' to a pt; th. N. 70°50'E
 a dist. of 491.0' to a pt. th. N. 15°29'13"E
 a dist. of 166.15' ± to a pt. on the
 Sly lease line of the AT & SF RRC
 according to Tideland Lease Agreement
 made & entered into Nov. 12, 1919.
 th. NNly alg sd lease line a dist. of
 20' to a pt; th. S 15°29'13"W a dist.
 of 155.6' to a pt; th. S 70°50'W a
 dist. of 487.32' to a pt. th. S 33°09'W
 a distance of 237.89' to a pt
 th. S 11°51'E a dist. of 56.57' to a pt
 th. S 56°51'E a dist. of 71.57' to a pt.
 th. N. 33°09'E a dist. of 20' to a pt.
 th. N. 56°51'W a dist. of 63.29' to a
 pt. th. N. 11°51'W a dist. of 40' to a pt.

th. N. $33^{\circ}09'$ E. a dist. of 229.19' to the true pt. or place of beg. being a strip of ground across the Municipal Tidelands. 20' in width & containing 20,936 sq. feet of area.

Parcel No 4

Beg. a station 186 on the USBH line as 30 USBH line is now est. for the Bay of SD; th. N. $56^{\circ}51'W$ alg 30 USBH line a dist. of 450' to the true pt. or place of beg.; th. N. $33^{\circ}09'E$ a dist. of 46.57' to a pt. th. N. $70^{\circ}50'E$ a dist. of 506.75' to a pt. th. N. $59^{\circ}48'25''E$ a dist. of 232.80' \pm to a pt. on the Sly R/W line of the AT & SF RR Co; th. NWly alg 30. Sly R/W line a dist. of 30.77' to a pt. th. S. $59^{\circ}48'25''W$ a dist. of 207.45' to a pt. th. S. $70^{\circ}50'W$ a distance of 511.63' to a pt. th. S. $33^{\circ}09'W$ a distance of 287.89' to a pt. th. S. $11^{\circ}51'E$ a dist. of 56.57' to a pt. th. S. $56^{\circ}51'E$ a dist. of 71.57' to a pt. th. N. $33^{\circ}09'E$ a dist. of 30' to a pt. th. N. $56^{\circ}51'W$ a dist. of

63.79' to a pt. th. N. $11^{\circ}51'W$ a dist. of 40' to a pt. th. N. $33^{\circ}09'E$ a dist. of 226.19' to the true pt. or place of beg. being a strip of ground across the Municipal Tidelands 20' in width & containing 22,517 sq. ft. (Reference to Maps 128 B page 16 and 90B page 23 of this book)

SAN DIEGO GAS & ELEC CO.

Parcel No 1: (New Power Plant)
Subsurface rights beg. at a pt. on the USBH line as sd. BH line is now est. for the Bay of San Diego, dist. 846.26' SEly from Gov't Sta. #185 on 30 BH line; th. at R/A N. $33^{\circ}09'E$ a distance of 404.59' to the true pt. or place of beg. th. continuing N. $33^{\circ}09'E$ a dist. of 104.08' \pm to a pt. on the Mean Hi T line a sd. MHiT line was est. for the Bay of SD by that certain Superior Court action No 35473 th. SEly following alg the sd. MHiT line the following courses & distances; first south 59°

48' 05" E 78.80', th. S. 57° 37' 05" E
150.003', th. S. 61° 52' 55" E a dist
of 57.133', th. S. 57° 23' 05" E a dist
of 35.09' to a pt. th. leaving
SD MHiT line S 65° 34' 55" W a
dist. of 131.79' to a pt. th. S 33°
09' W. a dist. of 2.50' to a pt.
th. N. 55° 04' 50" W. a dist. of
20.79' to a pt. th. N 57° 27' 05"
W. a dist. of 229.23' to the true
pt. or place of beg. containing
30,624 sq. ft. of tide land area.
(Ref. Map ^{146-B1} pg. 15 of this book)

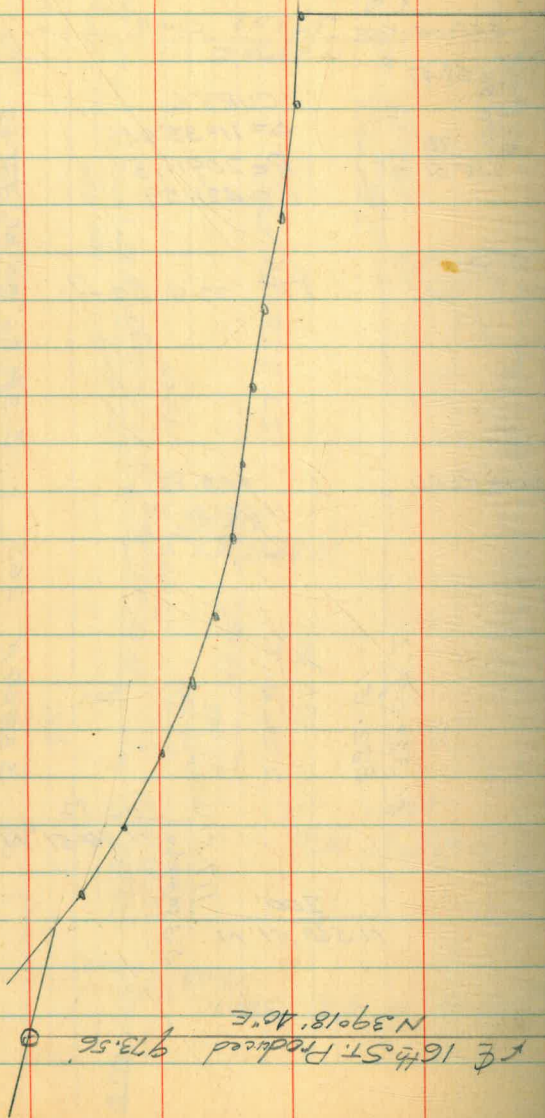
SHELL OIL Co.

Beg. at a pt. on the mean HiT line
where SD MHiT line would be intersected
by the SYWly prol. of the NWly line
of Crosby St. th. SYWly alg the
the SYWly prol. of the NWly
line of Crosby St. to an inter
with the US Pierhead line as est.
in 1912. th. N. 50° 50' W alg SD
US Pierhead line to a pt. where
SD Pierhead line would be inter
by a line drawn // to & distant

100' NWly from the SYWly prol. 27
of the NWly line of Crosby St.
th. NEly alg a line drawn //
to & dist. 100' NWly from the
SYWly prol. of the NWly line of
Crosby St. to an inter. with the
MHiT line, th. SEly alg SD MHiT
line to the pt. of beg.
(5 year lease) (Ref. Map 101B pg. 21
pg. 18 of this book)

J. Morgan } F2101
 N.A. Richards }

V. H. Wilson -
 Division Supt - San Bernardino
 AT & SF



Sept 20-1921-(25 Yr. Lease)

FIRST:-

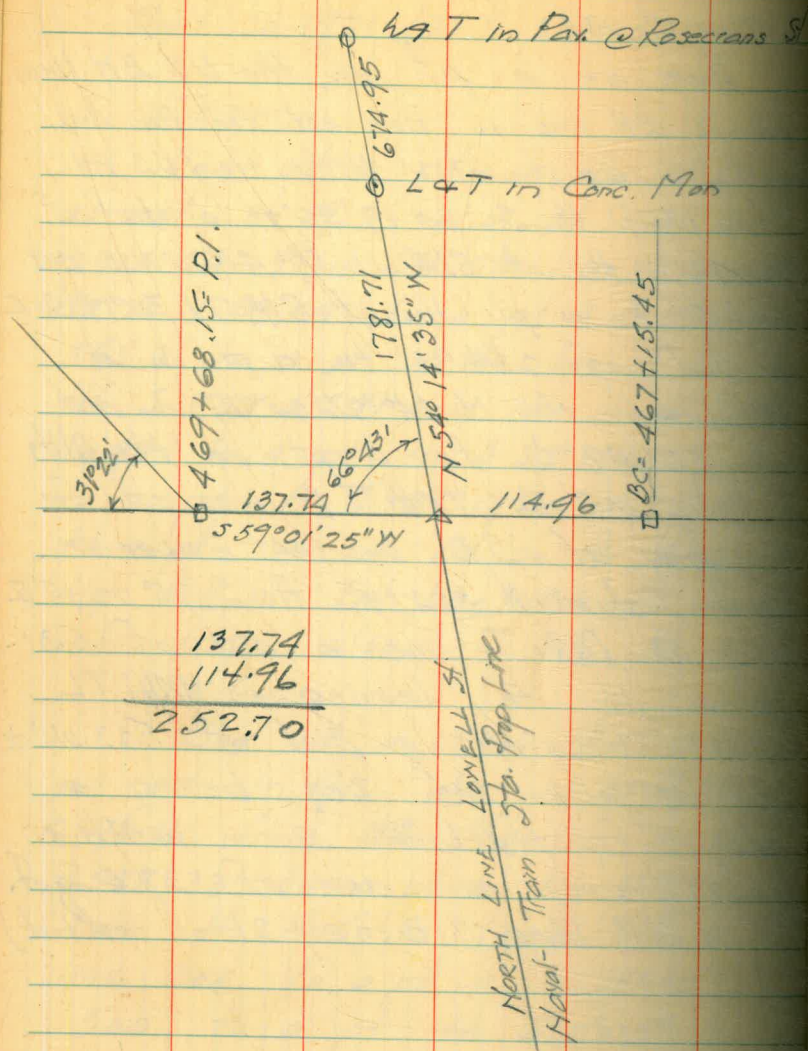
Beg. at a pt. on the US BH line as est. in 1912 - dist N. $50^{\circ}50'W$. 2834.44' from BH Sta. 110 - th. N. $38^{\circ}17'40''E$ 769.69' to a pt. th. N. $39^{\circ}18'40''E$ 585.3' to a pt. on the line of MHI T. th. S $3^{\circ}12'45''W$ alg the line of MHI T. 16.97' to a pt. th. S $39^{\circ}18'40''W$ 571.56 to a pt. th. S. $38^{\circ}17'40''W$ 769.75' to a pt. on sd BH line th. N. $50^{\circ}50'W$ alg the sd BH line 10.0' to the p. of beg. also.

SECOND

Beg at a pt. on the US BH line as est. in 1912, dist. N. $50^{\circ}50'W$ 2676.11' from BH Sta. 110, th. W 1583.33' to a pt. on the US Pict H line. th. N $50^{\circ}50'W$ alg the sd PH line 300' to a pt. th. N. $39^{\circ}10'E$ 500' to a pt. th. S $50^{\circ}50'E$ 203.05' to a pt. th. E. 1054.17' to a pt. on sd BH line - th. S. $50^{\circ}50'E$ alg sd BH line 158.33' to beg
(Ref. Map 78B - pg 21 of this book)

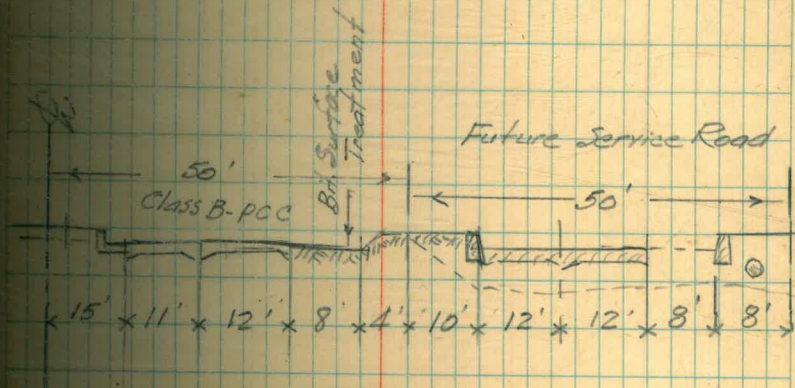
Mar. 17-1941

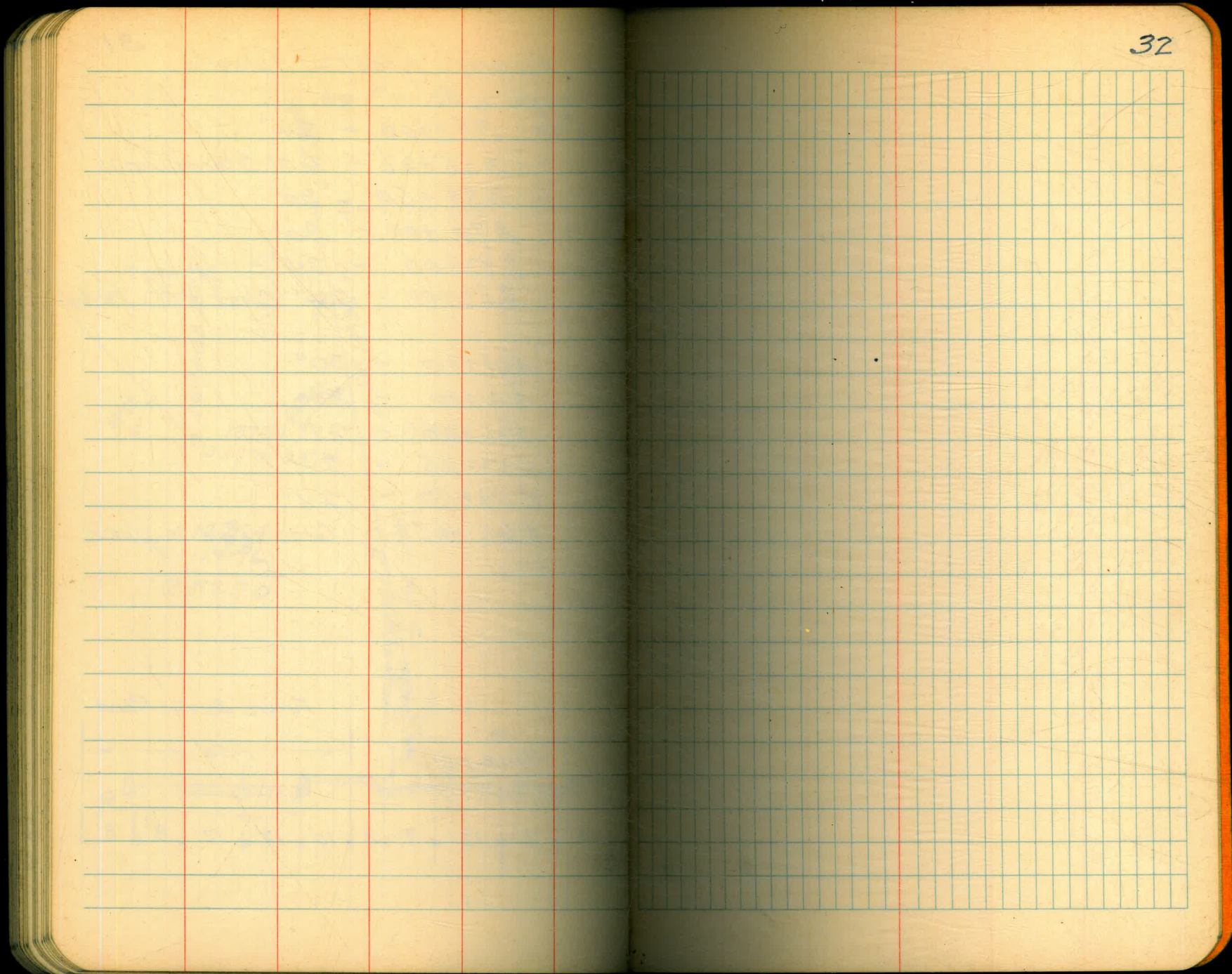
Beg at a pt. on the US BH line as sd BH line is now est. for the Bay of SD, dist. 67.12' MNWly from US BH Sta. 186; th. S. $20^{\circ}19'50''W$ a dist. of 234.78'; th. at R/A N. $59^{\circ}40'10''W$ a dist. of 5' to a pt. th. at R/A N. $30^{\circ}19'50''E$ a dist. of 234.95' to a pt. on sd BH line; th. N $34^{\circ}26'20''E$ a dist. of 521.48' \pm to a pt. on the MHI T line as sd MHI T L was est. for the Bay of SD by that Superior Court Action # 35473; th. S. $75^{\circ}02'15''E$ alg sd. MHI T line a dist. of 53' to a pt. th. leaving sd MHI T L S. $34^{\circ}26'20''W$. a dist. of 533.06' \pm to the place of beg. being a strip of tidelands 5' in width & containing an area of 3784 Sq. Ft.
(Ref. Map 71B - pg 21 of this book)

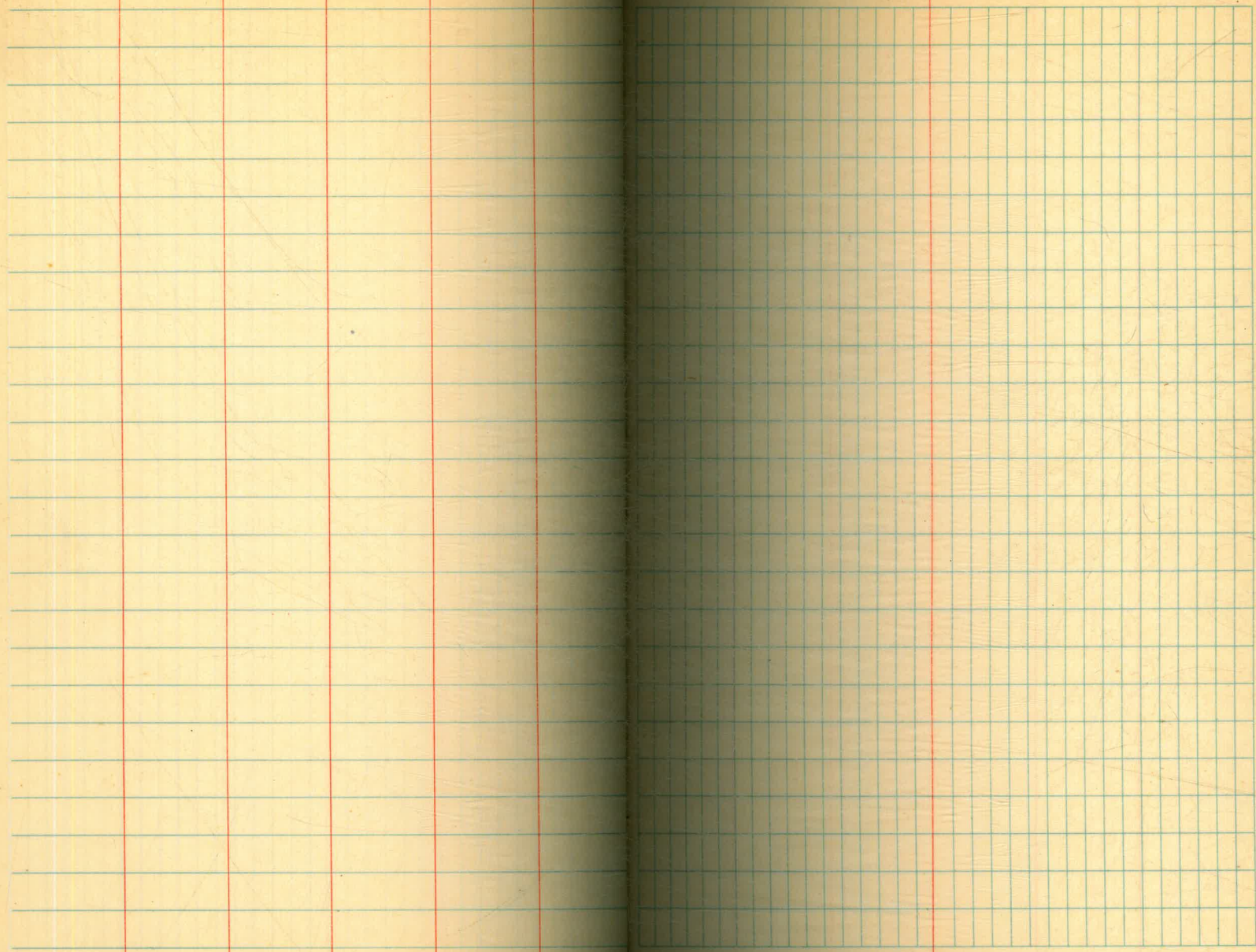


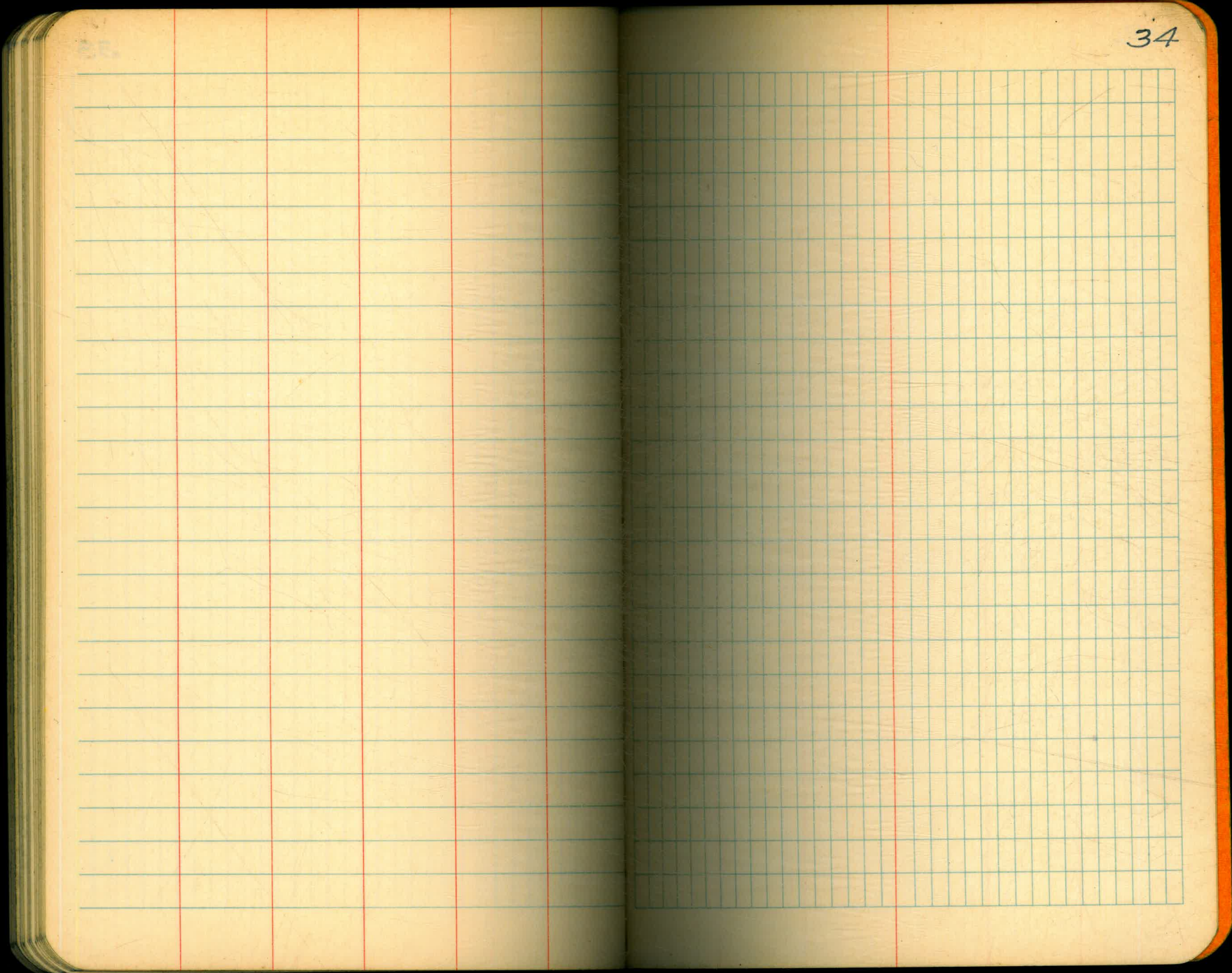
Approx. location Culverts 31

- Sta 353+00 - 24"
- 355+33 - 60" Storm Drain
- 358+50 - 30"
- 370+00 - 30"
- 382+00 - 24" - 383+00±
- 388+00 - 24" (Check with Harbor)
- 401+00 - 30"
- 414+00 - 30"
- 426+00 - 24"
- 437+25 - 24"
- 454+50 - 24"
- 465+65± - Conc. Box in place









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624.7
31.4

593.3

5

120

160