

BOGLE VINEYARDS, Inc.
ROUTE 1 — BOX 276
CLARKSBURG, CA. 95612

Department of the Treasury
Bureau of Alcohol, Tobacco and Firearms
Washington, D. C.

February 16, 1982

*Rec'd.
2-22-82
Ramm*

To the Director:

I hereby petition ATF for the establishment of a viticultural area. I claim that the proposed viticultural area of Merritt Island, Yolo County, California, is distinguished from surrounding areas physically, historically and geographically. I base these claims on the following:

- I. The area, Merritt Island, is known by its name.
 - A. Within the Island there is a reclamation district known as Merritt Island Reclamation District No. 150. As one of the oldest districts in the United States, Merritt Island comprises 5000 acres. In southeast Yolo County, it has 17 miles of levee.
 - B. The Friends of the Clarksburg Youth, a hunting preserve south of Sacramento, refers to Merritt Island as one of its hunting areas. (Map No. 1 attached on back)
 - C. The State of California Department of Water Resources refers to Merritt Island in its flood control plan.
 - D. On the east side of Merritt Island there is located a public boat launch into the Sacramento River. This facility was established by the California Department of Parks and Recreation. It is entitled Merritt Landing.
- II. There is historical and current evidence that the boundaries of Merritt Island are correct.
 - A. The first recorded evidence of establishment of the boundaries of Merritt Island comes from the first reclamation efforts in 1850. Credit must go to Josiah Greene, who in 1850 came to California from Leesburg, Virginia, and settled on what today is called Merritt Island. He arrived in time to witness the terrible floods of that winter, which were a continuation of the floods of 1849. Undaunted by his experiences and realizing that the lands on which he was farming would prove an exceptionally profitable venture even in those times of excessive

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prices, Mr. Greene planned his future there. In 1852 he built by hand the first levee on Merritt Island; the first work of its kind in California. Forty years later two sons, George B. and Lester Greene, purchased a clamshell dredger and put a levee around Swampland District No. 150 — the legislative name of Merritt Island — in another bit of pioneering. This dredger called the George A. Moore, was either the oldest, or the second oldest, of its kind in the state.

- B. The historical evidence of Merritt Island is also recorded on a reproduction of the official map of Yolo County dated November 6, 1879.
(Map No. 2 on back)
- C. Current evidence of Merritt Island is apparent in the roadways and waterways on the Sacramento River Delta map attached on the back.
(Map No. 3 on back)

III. The geographical features of Merritt Island produce growing conditions which distinguish it from surrounding areas.

- A. Merritt Island, 6 miles south of the Sacramento city limits, is the first island forming the alluvial fan of the Sacramento Delta. It is bounded on the west by Elk Slough, the first channel exiting from the Sacramento River, Sutter Slough on the south, and the Sacramento River on the east.
- B. The soil type of Merritt Island is a Columbian Sandy Loam deposited from runoff centuries ago from the California Coast Range. Some soil types surrounding Merritt Island consist of Sierra Loam, on the east side of the Sacramento River, and Peat Dirt, an organically structured soil, exists on the other islands south of Merritt. To the west in the Yolo Bypass, an adobe or clay type soil is found.
- C. Climatically the area of Merritt Island is very unique. During the growing season the Island is cooled by the south westerly breezes originating from the Carquinez Straits near San Francisco. These breezes result in an median temperature difference from Sacramento of 10 degrees F. during both day and night.
Fog seldom reaches Merritt Island during the growing season as it is the northern-most island in the Sacramento Delta. Other islands further south are closer to the San Francisco Bay Area and hence have more fog in the summer and fall.

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Since some of Merritt Island is below sea level, most of the grapes are grown adjacent to the levees surrounding Merritt Island providing a well-drained environment.

IV. The proposed area of Merritt Island is delineated by three bodies of water; the Sacramento River, Elk Slough and Sutter Slough. From the State of California Department of Public Works (Paper No. 4 on back) and the Sacramento River Flood Control Project, the Merritt Island boundary is described within these three units:

Unit No. 1: The levee on the right bank of Sutter Slough approximating 0.54 mile in length between Sacramento River and Elk Slough.

Unit No. 2: The levee along the right bank of the Sacramento River between miles 34.0 and 41.8 approximating eight miles in length.

Unit No. 3: The levee along the left bank of Elk Slough beginning at mile 34.0, in Clarksburg, running southwest, approximating 9.58 miles in length, connecting back to Unit No. 1.

This Unit is not referred to in the paper " Status of Levee Maintenance Report — December 1950 " (Paper No. 4) as the other Units are. On map No. 3 and the topographical map Unit No. 3 is documented.

The proceeding information has been gathered by myself as an interested person petitioning ATF for the establishment of the viticultural area of Merritt Island, California. I hope the information provided fills all the requirements.

Sincerely,

Chris Bogle

Chris Bogle
Secretary, Bogle Vineyards, Inc.
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Clarksburg, Ca. 95612
[REDACTED]

Department of Public Works

SACRAMENTO 5

DIVISION OF WATER RESOURCES
401 PUBLIC WORKS BUILDING

SACRAMENTO RIVER FLOOD CONTROL PROJECT STATUS OF LEVEE MAINTENANCE - DECEMBER 1950

The report and plans for the Sacramento River Flood Control Project were approved by the State Legislature by Chapter 176, Statutes of 1925. Federal and State project reports, State Supreme Court opinions and State legislation declare that the reciprocal Federal and State legislation constitutes a contract between the two governments, whereby the State has given assurances that all works after completion will be maintained and operated in accordance with regulations prescribed by the Secretary of War. State legislation enacted in 1927, 1935 and 1939 provided that specified portions or units of the Project works should be operated and maintained by the State under the direction and control of the Department of Public Works acting by and through the State Engineer, with the cost thereof to be defrayed by the State. By the same acts, the maintenance and operation of other Project works included in local reclamation, drainage or levee districts or municipalities were made the direct obligation of those agencies. The act of 1939 also vested in the Department of Public Works, supervisory powers over the maintenance and operation of all flood control works of the Project.

Although by State law since 1927 it has been the obligation of such local agencies to adequately maintain the units of the Project within their respective territories, the State was without power to enforce such maintenance. In order to secure a uniform degree of operation and maintenance on Federal flood control projects throughout the Nation, the Corps of Engineers on August 16, 1944, made effective regulations governing the maintenance and operation of flood control works which establish a high standard of maintenance. The Department of Public Works, with only supervisory powers over the maintenance of Project works by local agencies, lacked specific authority to enforce compliance with the regulations. This situation led to the enactment of Chapter 1528, Statutes of 1947, which amended Article 2 and added Articles 4, 5 and 6 to Chapter 3, Part 2, Division 5 of the State Water Code, relating to operation and maintenance of the Sacramento River Flood Control Project.

As amended by Chapter 1528, the State Water Code sets forth a procedure which is available when necessary, whereby it is intended that adequate and uniform maintenance throughout the Sacramento River Flood Control Project may be secured. In substance, when the State Engineer finds that there is a failure on the part of local agencies to properly maintain Project works or that a local agency no longer desires to carry out Project maintenance, a report to that effect is made to the State Reclamation Board, which is empowered after hearing to form a "maintenance area" and thereafter the Department of Public Works shall maintain that particular unit of Project works, and the Reclamation Board shall apportion the cost thereof upon the property benefited within the "maintenance area" on an ad valorem basis and the assessment thereof shall be extended on the county assessment roll for collection together with county taxes.

This District maintains two Project units as follows:

Unit No. 1. The levee on the right bank of Sutter Slough approximating 0.54 mile in length between Sacramento River and Elk Slough.

Unit No. 2. The levee along the right bank of Sacramento River between miles 34.0 and 41.8 approximating 8.32 miles in length.

These units, aggregating 8.86 miles in length, consist of 1.14 miles of levee recently reconstructed to Project standards by the Corps of Engineers and 7.72 miles of pre-Project levee which, in general, appear to be in conformity with present Project standards. A paved roadway traverses the crown of both units.

The older section of levee has severely caving banks at several locations, some of which extend well into the slope. Removal of some large trees from the slope has been accomplished in recent years. A continuation of this work should be undertaken. Burning of vegetation on a portion of the levee was the only apparent maintenance work performed during the current year.

Reclamation District No. 307

This levee, approximating 7.04 miles in length, is situated on the right bank of Sacramento River between river miles 43.0 and 49.6. All of the levee is of pre-Project construction but appears to be of ample dimensions, other than the possibility of some low points in the crown grade. The slopes are usually overgrown with trees, brush and other vegetation. Erosion of the slopes, attributable to rain-wash and livestock feeding is apparent at several locations. There is no evidence of levee maintenance by the District.

Reclamation District No. 317

The levee, extending for a distance of 2.12 miles on the right bank of Georgiana Slough adjacent to the District, appears to be sub-standard in grade and cross section. Only 1.7 miles have been provided with a paved crown roadway.

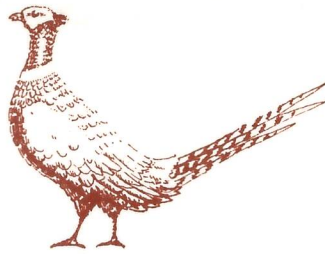
The water slope is overgrown with weeds, brush and small trees. The land slope is generally covered with weeds and grass and with heavy brush at scattered locations. Caves and slips in the water slope are numerous and cause for concern during high water stages. Vehicular travel on the levee is prevented at some locations by apparently unrestricted construction of buildings, fences and other encroachments. There is no evidence of the performance of levee maintenance by the District.

Reclamation District No. 341

The District is obligated to maintain two units of the Project aggregating 10.31 miles in length.

Unit No. 1. The levee on the right bank of Threemile Slough from the San Joaquin River to the Sacramento River. This unit, approximating 3.64 miles in length, consists of 0.35 mile of levee reconstructed by the Corps of Engineers, and 3.29 miles of pre-Project construction, sub-standard in dimensions at some sections and with severely caving banks at numerous locations.

Bogle Vineyards



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(916) 744-1669 (V)
(H)

Dear Mr. Blake:

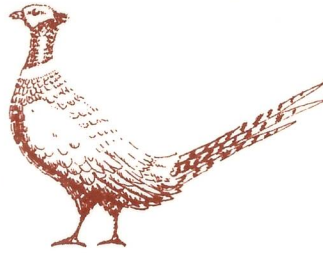
3/21/82

My apologic to you for not writing this letter sooner. The last three weeks have been very busy here as we are trying to get finished up with the pruning. The pace has slowed a bit and it is still too wet to work ground, so this gives me a chance to write you about the needed additional historical information on grape growing in Merritt Island.

Commerical growing on Merritt Island began in the year 1969, three years after vines were planted in other areas here in the Sacramento River Delta. WARREN BOGLE and PERRY COOK planted 10 and 15 acres respectively that year. Both plantings were of the Chenin Blanc variety. Since then grapes on Merritt Island have grown into an important cash crop.

Today's acreage total on Merritt Island is approximately 425 acres. The principle variety is Chenin Blanc. The other varieties include Grey

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Riesling, Petite Sirah, Semillon, Cabernet Sauvignon, Sauvignon Blanc and Merlot. The future planting intentions of other growers are bright here on Merritt Island, if present projections of wine consumption hold true.

I hope this information will suffice. If you need anything else from us please feel free to write or give us a call.

Thank you,

Chris Bogle