**Descriptive Report**

*Type of Survey:* PLANIMETRIC  
*Field No.:* Ph-8 (46)  
*Office No.:* T-9042  
*Locality:* TERRITORY OF ALASKA  
*General locality:* BRISTOL BAY  
*Locality:* NUSHAGAK BAY, NUSHAGAK RIVER, AND WOOD RIVER  
*Chief of Party:* A.N. Stewart, Chief of Field Party.  
*Office:* W.H. Rainbridge, Portland Photogrammetric Office  

**Library & Archives**  
*Date:* Jan - 11 - 1953
DATA RECORD

T-9041

Project No. (II): Ph-8(46)

Quadrangle Name (IV):

Field Office (II): Nushagak Peninsula, Alaska and Ship "PATHFINDER"

Chief of Party: A. Newton Stewart, 1947 & '48

and

R.F.A. Studis, 1943

Photogrammetric Office (III): Portland, Oregon

Officer-in-Charge: W.H. Bainbridge

Instructions dated (II) (III): 19 March 1948

Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): 5-31-49

Date reported to Nautical Chart Branch (IV): 11 March 1953

Applied to Chart No. Date:

Publication Scale (IV):

Publication date (IV):

Geographic Datum (III): N.A. 1927

Vertical Datum (III): Mean Sea Level

Mean sea level except as follows:

Elevations shown as (h) refer to mean high water

Elevations shown as (g) refer to sounding datum

i.e., mean low water or mean lower low water

The difference between unadjusted Datum

and N.A. 1927 Datum is Lat., plus/minus 3.1 ft.

and Long., minus 9.8 ft.

Reference Station (II): DILLINGHAM 1947

Lat.: 59° 03' 15.57"

140° 17' 22" 140° 17' 22" m

Long.: 158° 28' 06.74"

158° 28' 06.74" m

(447.8 m)

(347.8 m)

Plane Coordinates (IV):

State:

Zone:

X=

Y=

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)
(II) (III)

planimetric
DATA RECORD

Field Inspection by (II): Lt. Comdr. A. Newton Stewart
Ship "PATHFINDER"

Date: Season 1947 & '48
      Season 1948

Planetable contouring by (II):

Date:

Completion Surveys by (II):

Date:

Mean High Water Location (III) (State date and method of location): High-water line located during
the season of 1947 on the 1947 field photographs. Subsequent location
of high-water line was made in June 1948 on the 1947 photographs.

Projection and Grids ruled by (IV):

Date:

Projection and Grids checked by (IV):

Date:

Control plotted by (III): Frank H. Elrod

Date: 4/12/48

Control checked by (III): Roy A. Davidson

Date: 4/13/48

Radial Plot or Stereoscopic J.E. Deal and James L. Harris
Control extension by (III):

Planimetry

Stereoscopic Instrument compilation (III):

Contours

Manuscript delineated by (III): Carita C. Wiebe

Date: 2/7/49

Photogrammetric Office Review by (III): Reo H. Barron

Date: 2/8/49

Elevations on Manuscript
checked by (II) (III):

Date:
PHOTOGRAPHS

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 to 20453 *</td>
<td>8-23-47</td>
<td>12:16</td>
<td>1:20,000</td>
<td>3.2 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>23257 and 23258</td>
<td>9-1-48</td>
<td>14:30</td>
<td>1:20,000</td>
<td>4.2 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>23283 to 23287 Incl.</td>
<td>9-1-48</td>
<td>14:55</td>
<td>1:20,000</td>
<td>3.2 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>23320 to 23323 **Incl.</td>
<td>9-1-48</td>
<td>14:06</td>
<td>1:20,000</td>
<td>4.5 ft. above M.L.L.W.</td>
</tr>
</tbody>
</table>

Note: * No. 20453 is very badly tilted (approximately 19 degrees)
** No's. 23320 to 23323 Incl. are apparently erroneously listed, as to time or date, in the time data furnished by the Washington Office. (See time and date for 23233, 23234, etc.).

** Observed Heights and Distances

<table>
<thead>
<tr>
<th>Observed Heights (ft.)</th>
<th>Observed Distances (ft.)</th>
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</thead>
<tbody>
<tr>
<td>123.45</td>
<td>678.90</td>
</tr>
<tr>
<td>234.56</td>
<td>789.01</td>
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</tbody>
</table>

** Tide Tables

<table>
<thead>
<tr>
<th>Year</th>
<th>Tide Table</th>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>1947</td>
<td>Pacific Ocean and Indian Ocean</td>
<td>15.2</td>
<td>19.5</td>
<td></td>
</tr>
</tbody>
</table>

Reference Station: NUSHAGAK BAY (Clarks Point)
Subordinate Station: Washington Office Review by (IV): Linda T. Leavens
Final Drafting by (IV): Hunter
Drafting verified for reproduction by (IV): Jean Breene
Proof Edit by (IV): W.A. Hellmich

Date: 25 March, 1952

Land Area (Sq. Statute Miles) (III): 89.7
Shoreline (More than 200 meters to opposite shore) (III): 27.8 Statute Miles
Shoreline (Less than 200 meters to opposite shore) (III): 15.7 Statute Miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): 4
Recovered: 4
Identified: 4
Number of BMs searched for (II): 0
Recovered: 0
Identified: 0
Number of Recoverable Photo Stations established (III): 2 by radial plot and 1 by triangulation intersections.
Number of Temporary Photo Hydro Stations established (III): 2

Remarks:
(8 others have been submitted by the Ship "PATHFINDER")
DATA RECORD

T-9042

Project No. (II): Ph-2(46)   Quadrangle Name (IV):

Field Office (II): Nushagak Peninsula, Alaska   and Ship "PATHFINDER"
Photogrammetric Office (III): Portland, Oregon

Instructions dated (II) (III): 19 March 1948

Chief of Party: A.N. Stewart, 1947 & 1948
R.F.A. Studds, 1948
Officer-in-Charge: W.H. Bainbridge
Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic

Manuscript Scale (III): 1:20,000

Stereoscopic Plotting Instrument Scale (III):

Scale Factor (III): None

Date received in Washington Office (IV): Date reported to Nautical Chart Branch (IV):

Applied to Chart No. Date: Date registered (IV): 11 March 1953

Publication Scale (IV):

Geographic Datum (III): N.A. 1927

Publication date (IV):

Vertical Datum (III): Mean Sea Level

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (39) refer to sounding datum
i.e., mean low water or mean lower low water

The difference between adjusted Datum and N.A. 1927 Datum is Lat. plus/minus 1.5 m.
and Long. plus/minus 9.8 m.

Reference Station (III): MUKLUNG 1947

Lat.: 59° 05' 41.752' 1282.7 m (577.9 m)
Long.: 158° 04' 35.083' 4471.4 m (395.7 m)

Adjusted

Plane Coordinates (IV): State: Zone:

Y = X =

Roman numerals indicate whether the item is to be entered by (II) Field Party, (III) Photogrammetric Office,
or (IV) Washington Office.

When entering names of personnel on this record give the surname and initials, not initials only.
Areas contoured by various personnel
(Show name within area)

(II) (III)

planimetric
DATA RECORD

Field Inspection by (III): Lt. Comdr. A. Newton Stewart and Ship "PATHFINDER"  Date: Seasons 1947 & 48 Season 1948

Plotting (IV): Projection and Graden checked by (IV): Date: 22 April 1948

Projection and grids ruled by (IV): Rulay Machine, Stephen Rose

Projection and grids checked by (IV):

Control plotted by (III): Helen Laube  Date: 11-1-48

Control checked by (III): Roy A. Davidson  Date: 11-3-48

Radial Plot or Stereoscopic: James L. Harris and J. E. Deal  Date: 11-19-48

Control extension by (III):

Planimetry Date:

Stereoscopic instrument compilation (III):

Contours Date:

Manuscript delineated by (III): John Winniford  Date: 1-31-49

Photogrammetric Office Review by (III): Ree H. Barron  Date: 2-7-49

Elevations on Manuscript checked by (II) (III):

Form T. Page 3
Photographs (III)

<table>
<thead>
<tr>
<th>Number</th>
<th>Date</th>
<th>Time</th>
<th>Scale</th>
<th>Stage of Tide</th>
</tr>
</thead>
<tbody>
<tr>
<td>23218 and 23219</td>
<td>9-1-48</td>
<td>13:50</td>
<td>1:20,000</td>
<td>7.0 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>23243 to 23246 Incl.</td>
<td>9-1-48</td>
<td>14:10</td>
<td>1:20,000</td>
<td>6.0 ft. above M.L.L.W.</td>
</tr>
<tr>
<td>23259 and 23260</td>
<td>9-1-48</td>
<td>14:30</td>
<td>1:20,000</td>
<td>4.2 ft. above M.L.L.W.</td>
</tr>
</tbody>
</table>

Tide (III)

Predicted Tide Tables Pacific Ocean and Indian Ocean 1948 &

Reference Station: HUSHAGAK BAY (Clarks Point)
Subordinate Station:
Subordinate Station:

Washington Office Review by (IV):

Final Drafting by (IV):

Drafting verified for reproduction by (IV):

Proof Edit by (IV):

Land Area (Sq. Statute Miles) (III): 102
Shoreline (More than 200 meters to opposite shore) (III): 16.3 Statute Miles
Shoreline (Less than 200 meters to opposite shore) (III): 18.4 Statute Miles
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: Identified:
Number of BMSs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): None
Number of Temporary Photo Hydro Stations established (III): None

Remarks:
SUMMARY TO ACCOMPANY T-9041 & T-9042

Project Ph-8(46) vicinity of Bristol Bay, Alaska, consists of 44 topographic, 27 planimetric, and 2 shoreline surveys.

The topographic surveys extend from 158° 40' (east shore Nushagak Peninsula) to 162° 20' (Cape Newenham).

The eastern portion of the project is divided into Part A, 156° 38' (Kvichak River) to 158° 40' (Nushagak Bay) where the topographic surveys begin, and Part B, the most southerly part of the project, consisting of two shoreline maps of the Egegik River from Bristol Bay to Becharof Lake. Part A is the planimetric sub-project.

T-9041 and T-9042 are the most northwesterly of the planimetric group. T-9041 includes the northern end of Nushagak Bay where Wood River and Nushagak River enter the Bay. T-9042 extends east along the Nushagak River.

The fishing and canning industries are well developed in this vicinity. There are several permanent settlements in the area of T-9041 - Wood River, Dillingham, Nelsonville (formerly Dillingham) and Kanakanak, where a hospital is situated. Numerous dwellings are along the road from Dillingham to Kanakanak.

Field work in the area of the planimetric maps from about 157° 30' to and including Nushagak Peninsula was carried forward cooperatively by the photogrammetric party under A. Newton Stewart, the triangulation reconnaissance party under Wm. W. Husemeyer, and the triangulation observation party under Curtis LeFever. Four 1909-10 stations were recovered on the eastern side of Nushagak Peninsula and the 1947 control was thus tied into the 1909-10 work. No additional search was made for 1909-10 stations, the 1947 control being sufficient for the new project.
FIELD INSPECTION REPORT
Map Manuscripts No's. T-9041 and T-9042
Project Ph-3(46)
Area of the 1st Radial Plot

The field inspection of the area consisted generally of
the identification of the mean high-water line and adjacent fore-
shore and backshore areas by the party of Lt. Comdr. A. Newton
Stewart during the 1947 season. Pertinent data on photographic
interpretation of planimetric details was obtained during various
conferences between Lt. Comdr. Stewart and personnel of the compi-
lation office during February and March 1948. During this period
photographs were examined under the stereoscope, the character of
the country was discussed and notes were made on the photographs
to clarify the detail for the compilers. At this time Lt. Comdr.
Stewart was requested to make additional shoreline inspection in
several questionable areas in the vicinity of Nushagak Bay, when
he returned to Alaska for the 1948 season. This data was furnished
the compilation office in June 1948.

The original field inspection in the area is discussed in
the "Project Report, Aerial Photograph Control and Inspection,
Bristol Bay, Alaska, Project Ph-3(46) May to September 1947"

During the season of 1948 the Ship "PATHFINDER" located
recoverable topographic stations in this area. (See p. 5)

W.H. Bainbridge
Comdr.-USCGS Survey
COMPILATION REPORT
Map Manuscripts T-9041 and T-9042
Project Ph-8(46)

26: CONTROL:

For a discussion of the horizontal control of T-9041 refer to the descriptive report for T-9058.

For a discussion of horizontal control in T-9042 refer to descriptive report for T-9059 and T-9060.

The horizontal control stations in the area of these two map manuscripts have been listed on Form K-2388-12 which is attached to this descriptive report.

27: RADIAL PLOT:

Map manuscript T-9041 was included as part of a combined radial plot, comprising T-9040, T-9041, T-9047, T-9048, T-9057, and T-9058 and made with 9 lens unmounted photographs. Facts relative to this radial plot are contained in the descriptive report for T-9058. In accordance with instructions dated 4 February 1949 the radial plots for T-9047 and T-9057 are now in the process of being re-run, using metal mounted photographs.

Map manuscript T-9042 was included as part of a combined radial plot comprising T-9042, T-9049, T-9050, T-9059, T-9060, T-9066, and T-9067 and made with 9 lens unmounted photographs. Facts relative to this radial plot are contained in the descriptive report for T-9059 and T-9060.

28: DETAILING:

These map manuscripts were compiled in accordance with instructions for Project Ph-8(46). Features and symbols were shown as indicated in Photogrammetry Instructions No's. 10, 12, and 17 and in a special symbol of hachures, furnished by the Washington Office.

Operations, methods and other facts pertaining to detailing these map manuscripts are in general similar to those described for other map manuscripts in Project Ph-8(46). Refer to Item 28: "Detailing" paragraphs 1, 2, 5, 6, and 9, reports for T-9051 and T-9052 and for T-9066 and T-9067.
Additional facts are:

The planimetry was detailed entirely from photographs taken in 1942.

The most prominent ridges and knolls in the area have been detailed.

A large part of the area of T-9041 is covered by small coniferous trees.

There are not as many ponds and lakes in the area as are found in adjacent map manuscripts to the south and east.

The drainage pattern is, for the most part, definite and could be easily determined by stereoscopic study of the photographs.

29: **SUPPLEMENTAL DATA:**

No supplemental data were furnished in the area of this map manuscript.

30: **MEAN HIGH-WATER LINE:**

In the area of T-9041 the location of the mean high-water line was indicated on the 1947 field photographs by the field inspection party at several places along the shoreline. When Lt. Comdr. Stewart returned to Alaska for the 1948 field season he obtained additional data on the location of the mean high-water line which was submitted to this office in June 1948.

There was no field inspection of the mean high-water line in T-9042. For this map manuscript the mean high-water line was delineated by comparison with similar areas in T-9041 which had been field inspected.

The mean high-water line bordering firm ground has been shown by a continuous black acid ink line .012" in thickness. At places where the mean high-water line is indefinite the line has been dashed. There are no marsh areas bordering the mean high-water line.
31: LOW-WATER AND SHOAL LINES:

Mud flats, which probably bare at low-water, have been shown.

A small shoal area, indicated by field inspection has been shown.

32: DETAILS OFFSHORE FROM THE MEAN HIGH-WATER LINE:

There are no details offshore from the mean high-water line.

33: WHARVES AND SHORELINE STRUCTURES:

The wharves and other shoreline structures at the town of Dillingham have been shown. They were delineated by office inspection of the photographs.

34: LANDMARKS AND AIDS TO NAVIGATION:

In January 1948 Lt. Comdr. A.N. Stewart recommended several objects at Dillingham for charting. In December 1948 the Ship "PATHFINDER" submitted a copy of Form 567 to this office on which they recommended these same objects and additional objects in the area to be charted as landmarks for charts. Geographic positions of the objects were included in the recommendations.

In view of these facts it is assumed that these features have been fully investigated and the recommendations submitted to the Washington Office.

The scaled sextant fix position submitted by the Ship "PATHFINDER" for the landmark TREE (Topo. Station TFIP 1948) in the area of T-9021 could not be held in the radial plot. The Ship "PATHFINDER" was notified of this difficulty on 14 February 1949. In the reply, contained in a letter dated 16 February 1949, File 91/ EHS/ccj, a copy of which was sent to the Director, they accepted the scaled radially plotted position for this station which is:

Lat. 59° 05' 1008 m (849 m)
Long. 158° 23' 124 m (832 m)

35: HYDROGRAPHIC CONTROL:

During the season of 1947 the field party of Lt. Comdr. A. Newton Stewart selected 4 objects to be radially plotted as temp-
ory hydrographic signals in the area of T-9041. It developed that one of these had been located as a triangulation station in 1943 and one other had been located by planetable methods in 1943 as a recoverable topographic station. No hydrographic signals were selected for radial plotting in the area of T-9042. Attached to this report is a list giving a description of the two hydrographic signals that were radially plotted.

36: **LANDING FIELDS AND AERONAUTICAL AIDS:**

There are no landing fields or aeronautical aids in this area.

37: **GEOGRAPHIC NAMES:**

Geographic names shown on these map manuscripts were obtained from a special report on "Geographic Names, Bristol Bay, Alaska," dated 19 December 1947, submitted by Lt. Comdr. A.N. Stewart.

In 1948 the Ship "PATHFINDER" submitted corrections and additions to these geographic names in the area of T-9041. This information is contained on an ozalid print of T-9041 which is being forwarded with this map manuscript.

38: **RECOVERABLE TOPOGRAPHIC STATIONS:**

Forms 524 are being submitted for the following stations in T-9041 which were identified for radial plotting as recoverable topographic stations by Lt. Comdr. A.N. Stewart in 1947.

They are:

YEAR 1947

<table>
<thead>
<tr>
<th>RICE 1947</th>
<th>PLUM 1947</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>25</td>
</tr>
</tbody>
</table>

In 1948 station YEAR 1947 was located by triangulation methods and it was used as a horizontal control station during the running of the radial plot.

Additional recoverable topographic stations located with planetable methods by the Ship "PATHFINDER" in 1948 are shown.
They are: - Forms 524 filed under T.7086

* TIP 1948
  *F1K 1948 60' MAG 1948 200' above MSL
  * DAW 1948 30' JAP 1948 80'
  * MAG 1948 20' KED 1948 60'

*See Item 34 of this report relative to station TIP 1948. The scaled planeable positions of the others, which are all natural objects, are in agreement with the scaled radially plotted positions of the objects. See Revised Report.

For the area of T.9042, Lt. Comdr. A. N. Stewart submitted descriptions for stations SAND 1947 and NECK 1947 as recoverable topographic stations. These stations were subsequently located with triangulation methods by Lt. Comdr. LeFever in 1947 and in 1948 they were recovered and described by the Ship "PATHFINDER". Station NECK 1947 was used for a horizontal control station in the radial plot. Forms 524 are not being submitted for these stations.

39: JUNCTIONS:

Complete and satisfactory junctions have been made between these map manuscripts and adjacent map manuscripts.

44: COMPARISONS WITH EXISTING TOPOGRAPHIC SURVEYS:

A visual comparison was made with a topographic map of Nushagak District, Alaska, U.S. Geological Survey, Scale 1:250,000, dated 1930-31. The general appearance of the area is in agreement. The topographic features of the USGS map are approximately three minutes to the eastward of those on the map manuscripts. This may be due entirely to the change made in datums since the topographic map was compiled.

45: COMPARISONS WITH NAUTICAL CHARTS:

Comparison was made with Nautical Chart No. 9050, Scale 1:150,000. Since most of the planimetry common to the chart and these two map manuscripts is shown as indefinite on the chart it is believed that all planimetry on the map manuscripts should supercede that shown on the chart.
A visual comparison was made with Nautical Chart No. 8802, Scale 1:1,023,188 at Lat. 56° 00'. In general the planimetry of the chart and map manuscripts seem to be in agreement. There is additional planimetry shown on the map manuscripts which should be added to the chart.

Approved:

[Signature]
W.H. Bainbridge
Comdr.-USCG Survey
Chief of Party

Respectfully submitted:

[Signature]
J. Edward Deal, Jr.
Photogrammetric Engineer

26 May 1949
HYDROGRAPHIC SIGNAL SITES
Project Ph-8(46)
Nushagak Bay.
Sheets No.'s. T-9041 and T-9042

T-9041

#4101
Formerly #207 Same as Recoverable Topographic Station QUO 1948.

#4102
Formerly #206 Same as Triangulation Station DILLINGHAM BRISTOL BAY PACKING CO. (Center of 4 red tanks).

#4103
Formerly #210 The station is the south gable of the main cannery building of the Pacific Fisheries Cannery. The building extends the farthest southward of the group.

#4104
Formerly #205 The station is the shore gable of the farthest north of the cannery buildings (and on piling) in Wood River. A dock is on the north and west side of the building proper.

T-9042

None
<table>
<thead>
<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR y-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DILLINGHAM</td>
<td>G-7328</td>
<td>1947</td>
<td>59° 03' 45.461&quot;</td>
<td>1406.7</td>
<td>(449.9)</td>
<td>Used in radial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARK</td>
<td>G-7328</td>
<td>N.A.</td>
<td>59° 02' 26.452&quot;</td>
<td>818.5</td>
<td>(1038.1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DILLINGHAM Co. Center of 4 Red Tanks</td>
<td>G-7328</td>
<td>N.A.</td>
<td>59° 02' 14.000&quot;</td>
<td>433.2</td>
<td>(1423.4)</td>
<td>&quot;Previously named in list of geographic positions as Dillingham, Skinner &amp; Eddy Cannery, Center of 4 Red Tanks&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>YEAR</td>
<td>G-7328</td>
<td>N.A.</td>
<td>59° 01' 07.803&quot;</td>
<td>241.5</td>
<td>(1615.2)</td>
<td>Used in radial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MUKLUNG</td>
<td>G-7328</td>
<td>1947</td>
<td>59° 05' 41.453&quot;</td>
<td>1282.7</td>
<td>(573.9)</td>
<td>Used in radial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NECK</td>
<td>G-7328</td>
<td>N.A.</td>
<td>59° 00' 30.788&quot;</td>
<td>952.7</td>
<td>(903.9)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>SAND</td>
<td>G-7328</td>
<td>N.A.</td>
<td>59° 02' 02.768&quot;</td>
<td>85.7</td>
<td>(1770.3)</td>
<td>Not used in</td>
<td></td>
<td>radial plot</td>
</tr>
</tbody>
</table>

The name on the map manuscript has been changed to agree with the 5th listing. The position is after computation, which is subject to error, and the name should be considered a tentative description given by F. A. Stoddard in 1943 (1858 pub).
I recommend that the following objects which have been inspected from seaward to determine their value as landmarks be charted on the charts indicated.

The positions given have been checked after listing by K. N. Maki

S. V. Griffith
Chief of Party.

<table>
<thead>
<tr>
<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TANK</td>
<td>Fix</td>
<td></td>
<td>59 04</td>
<td>230 0</td>
<td>158 26  323 1927 NA T-9041</td>
<td></td>
<td>9050</td>
</tr>
<tr>
<td></td>
<td>HOUSE</td>
<td>Hag</td>
<td></td>
<td>59 02</td>
<td>637 0</td>
<td>158 27  180 0</td>
<td></td>
<td></td>
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These are the positions of the landmarks on T-9041. In no case do they agree with those on T-7036, from which Chart Letter No. 70 (1949) was made.

LTS. March, 1952

This form shall be prepared in accordance with Hydrographic Manual, pages 800 to 804. Positions of charted landmarks and nonfloating aids to navigation, if redetermined, shall be reported on this form. The data should be considered for the charts of the area and not by individual field survey sheets. Information under each column heading should be given.
T-9041.

Geographic Names.

Alaska
- Nushagak Bay
- Nushagak River
- Bradford Point
- Cannery Creek
- Nelsonville
- Klondyke Creek
- Squaw Creek
- Dillingham
- Willow Tree
- Snag Point
- Snake River
- Wood River
- Sheep Island
- Black Slough
- Picnic Point
- Grassy Island
- Kuskwatik Hospital

Bristol Bay (for title)
(road junction)
(pending with Board, its former decision being Little Muklung R.)

Names underlined in red are approved. 3-28-52.
T-9042

Geographic Names.

Alaska
Nushagak River
Black Slough (pending with Board, its former decision being Little Muklung R.)
Bristol Bay (for title)

Names underlined in red are approved. 3-28-52
62. Comparison with Registered Surveys:

- T-7086  1:20,000  1948  (Graphic Control)
- T-2983  1:20,000  1909  50-ft contours
  (Nushagak Independent Datum)

The 59th parallel forms the southern limit of T-9041 and 59° 02' the northern limit of T-2983.

T-2983 does not extend into the area of T-9042, Nushagak River.

Except for the contours T-9041 supersedes the older survey for charting in the area common to both.

63. Comparison with Maps of other agencies:

- USGS Dillingham, Alaska  1:250,000  Prelim. Print, 1951
  Universal Transverse Mercator Projection,
  Zone 4, 1927 N.A. Datum  1943 Photos.
- USGS Nushagak Bay, Alaska, 1:250,000, 1949 Polyconic
  Projection, 1927 N.A. Datum  1943 Photos.

64. Comparison with Contemporary Hydrographic Surveys:

- H-7768  1:20,000  1949
- H-7769  1:20,000  1949

The shoreline on these surveys is that of T-9041 and T-9042, but the eight recoverable topographic stations (1948) are from graphic control T-7086, and they are not in agreement with the positions established by the radial plot on T-9041. The eight stations are listed under heading 34 of the Compilation Report. All, except DAW, were recommended as landmarks in Chart Letter No. 70 (1949).

The stations have been scaled on the map manuscript and their new positions listed on form 567 for attachment to the chart letter, and on the backs of the forms 524, which had been filed under T-7086.

A form 524 has been filed under T-9041 listing the names of the stations, with a note referring to the original forms in the T-7086 file. The radial plot positions are the better positions and have been used by the Hydrographic Party and for charting.

65. Comparison with Nautical Charts:

- 8802  1:1,023,188 at 56°00' ed.Aug.1944 rev.June 1951
- 9050  1:150,000 at 58°47' ed.Nov.1943 rev.April 1949
These charts are based on the 1909 survey, so that the relationship of shoreline to projection does not agree with map manuscripts T-9041 and T-9042.

9052 1:100,000 at 58°36' 1st ed. April 1950, rev. Nov. 1950

This chart was based on Ph-8(46) surveys T-7086 and H-7768 and H-7769. Differences between chart and map manuscripts are due to selective use of mapped data and to discrepancies in landmark positions noted in 64 above.

66. Accuracy:

These maps comply with project instructions and are meet the National Standards of Accuracy. adequate for use as a base for hydrographic surveys and for the construction of nautical charts.

Reviewed by:

Lena T. Stevens

APPROVED:

S. J. Griffie H. B. Edmonson
Chief, Review Section Chief, Nautical Chart Branch
Division of Photogrammetry Division of Charts

O. B. Pickering Earl O. Heston
Chief, Div. Photogrammetry Chief, Coastal Surveys Div.
# Nautical Charts Branch

**Survey No. 79041**

## Record of Application to Charts

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A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
A basic hydrographic or topographic survey supersedes all information of like nature on the uncorrected chart. Give reasons for deviations, if any, from recommendations made under "Comparison with Charts" in the Review.
HORIZONTAL DATUM ADJUSTMENT

Bristol Bay, Alaska

The subject maps were radial plotted on unadjusted (Field) datum which was subsequently adjusted to the North American 1927 datum by the Division of Geodesy. The datum correction has been computed for each sheet, and stamped into the Descriptive Report on page 1, and on the manuscripts and registered cloth-backed copies near the title block. However, as the title block of each clothback sheet contains the note, "1927 North American Datum", it was necessary to stamp the word, "(Unadjusted)" beside this datum note in the title block of each sheet.

See the special report, Horizontal Control Datum, Ph-8(46), Ph-8A(46), and Ph-8B(46), filed with the Completion Report for the project for details and lists of the maps, reports, and registration copies marked with this adjustment. The following is a list of the maps in the projects:

Ph-8(46), TOPOGRAPHIC

T-9038 thru T-9040
9041
9051
9061-9065-9070
9071-9074-9075
9227 thru 9253

Ph-8A(46), PLANIMETRIC

T-9041 thru T-9043
9048
9058
9066
9072-9073
9076-9078

Ph-8B(46), SHORELINE

T-8873 (E&W) and T-8874