Form 504

U. S. COAST AND GEODETIC SURVEY
DEPARTMENT OF COMMERCE

DESCRIPTIVE REPORT

Type of Survey: PLANIMETRIC

Field No.: Ph-8 (49)  Office No.: T-9048

LOCALITY

State: TERRITORY OF ALASKA

General locality: BRISTOL BAY

Locality: NUSHAGAK BAY FROM COFFEE POINT TO BRADFORD POINT

CHIEF OF PARTY
A.N. Stewart, Chief of Field Party
C.W. Clark, Portland Photogrammetric Office

LIBRARY & ARCHIVES

DATE: June 24, 1953
DATA RECORD

T-9043

Project No. (II): Ph-3(46) Quadrangle Name (IV):

Field Office (II): Nushagak Peninsula, Alaska Chief of Party: A. Newton Stewart
Photogrammetric Office (III): Portland, Oregon Officer-in-Charge: Charles W. Clark
Instructions dated (II) (III): 19 March 1943 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): 11-21-49 Date reported to Nautical Chart Branch (IV): 11-23-49
Applied to Chart No. Date: Date registered (IV): 11 March, 1953
Publication Scale (IV):
Geographic Datum (III): N.A. 1927 Publication date (IV):

Mean sea level except as follows:
Elevations shown as (25) refer to mean high water
Elevations shown as (2) refer to sounding datum
I.e., mean low water or mean lower low water

Reference Station (III): INNUIT AZ. MK, (NUSHAGAK) 1909 r 1947
Lat.: G-7328, Pz. 5 Lists Innuit Az. MK, 1947

Plane Coordinates (IV):
The difference between Unadjusted Datum and N.A. 1927 Datum is Lat. plus/minus 8.7 ft. and Long. plus/minus 3.4 ft.

Note from geodetic description of Innuit Az. MK, 1909, is 0.160m due North of this sta.'s. G.B. Willey, June, 1954

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)
DATA RECORD

Field Inspection by (II): Lt. Comdr. A. Newton Stewart  Date: Season 1947 / 1948

Planetable contouring by (II):  Date:

Completion Surveys by (II):  Date:

Mean High Water Location (III) (State date and method of location):  Date of Photographs

Projection and Grids ruled by (IV): Washington Office  Date: March 1948
Projection and Grids checked by (IV): Washington Office  Date: March 1948
Control plotted by (III): James L. Harris  Date: May 31, 1948

Control checked by (III): Roy A. Davidson  Date: June 1, 1948

Radial Plot or Stereoscopic: James L. Harris  Date: June 14, 1948
Control extension by (III): J. Edward Deal, Jr. (1948 Photographs)  December 10, 1948

Stereoscopic Instrument compilation (III):  Date:
Planimetry  Date:
Contours  Date:

Manuscript delineated by (III): Marie B. Elrod  Date: June 22, 1948
Ree H. Barron (Revision 1948 Photographs)  December 24, 1948

Photogrammetric Office Review by (III): Ree H. Barron  Date: December 24, 1948
(Revision 1948 Photographs)  December 24, 1948

Elevations on Manuscript  Date:
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>
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<tr>
<td>20450</td>
<td>8-23-47</td>
<td>12:16</td>
<td>1:20,000</td>
<td>1.0 ft. above M.L.L.W.</td>
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<tr>
<td>20454 to 20455 Incl.</td>
<td>8-23-47</td>
<td>12:23</td>
<td>1:20,000</td>
<td>0.7 ft. above M.L.L.W.</td>
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<td>8-7-47</td>
<td>09:51</td>
<td>1:20,000</td>
<td>7.3 ft. above M.L.L.W.</td>
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<tr>
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<td>14:07/15:27</td>
<td>1:20,000</td>
<td>3.0 ft. above M.L.L.W.</td>
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<td>23363 to 23365 Incl.</td>
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<td>09:56</td>
<td>1:20,000</td>
<td>12.4 ft. above M.L.L.W.</td>
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<td>14:50</td>
<td>1:20,000</td>
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Tide (III)

Reference Station: Nushagak Bay (Clarks Point)

<table>
<thead>
<tr>
<th>Ratio of Ranges</th>
<th>Mean Range</th>
<th>Diurnal Tidal Range</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>15.2</td>
<td>19.5</td>
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Washington Office Review by (IV): [Signature]
Date: 4/14/52

Final Drafting by (IV): [Signature]
Date: 7-24-52

Drafting verified for reproduction by (IV): [Signature]
Date: 7-25-52

Proof Edit by (IV): [Signature]
Date: 10-27-52

Land Area (Sq. Statute Miles) (III): 73.0

Shoreline (More than 200 meters to opposite shore) (III): 26.3 Statute Miles

Shoreline (Less than 200 meters to opposite shore) (III): 4.5 Statute Miles

Control Leveling - Miles (II):

Number of Triangulation Stations searched for (II): Recovered: Identified:
Number of BMs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 5 (See Side heading 38)
Number of Temporary Photo Hydro Stations established (III): 3

Remarks:
SUMMARY TO ACCOMPANY T-9048

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 of 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.

T-9048 covers that part of Nushagak Bay which includes Coffee Point, Bradford Point, and Nushagak Point where there is a permanent settlement and canneries.

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 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 Manuscript No. T-9048
Project Ph-S(46)


The field inspection of the area consisted generally of the identification of the mean high-water line and adjacent foreshore and backshore areas by the party of Lt. Comdr. A. Newton Stewart during the 1947 season. The identification of horizontal control stations was done by the party of Lt. Comdr. Curtis LeFever in 1947.

Pertinent data on photographic interpretation of planimetric details was obtained during various conferences between Lt. Comdr. Stewart and personnel of the compilation 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.

Charles W. Clark
Lt. Comdr.-USCG Survey
Chief of Party
PHOTOGRAMMETRIC PLOT REPORT
Map Manuscript No. T-9048
Project Ph-8(46)

This map manuscript was included as part of a combined radial plot comprising Map Manuscripts No's. T-9040, T-9041, T-9047, T-9048, T-9057 and T-9058.

This radial plot has been fully described in the Descriptive Report for Map Manuscript T-9058, side headings 26: "Control" and 27: "Radial Plot" which was submitted prior to publication of the new topographic manual.

Refer to the above mentioned report for side headings 21 through 30 listed in the new topographic manual under 725 Photogrammetric Plot Report, Part 2, Chapter VII, page 29.

Approved: 
Charles W. Clark
Chief of Party

Respectfully submitted: 
J. Edward Deal, Jr.
Cartographer
31: **DELINEATION:**

This map manuscript was compiled entirely by graphic methods.

The compilation was done in a similar manner as described in the Descriptive Report for Map Manuscript No. T-9058 (1947), side heading 28: "Detailing".

32: **CONTROL:**

There are three control stations falling in the area of this map manuscript. One was identified on a prickling card only and one other was identified on Photograph 20449. For additional facts refer to Descriptive Report, Map Manuscript T-9058, side heading 26: "Control".

Also refer to side heading 38: "Control for Future Surveys" of this descriptive report.

33: **SUPPLEMENTAL DATA:**

No supplemental data was furnished for the area of this map manuscript.

34: **CONTOURS AND DRAINAGE:**

Inapplicable.

35: **SHORELINE AND ALONGSHORE DETAILS:**

The location of the high-water line has been shown as delineated by the field inspection party of Lt. Comdr. A. N. Stewart during the seasons of 1947 and 1948.

The limits of mud flat areas that bare at lower low-water were detailed from photographs 20449 and 20450 which are believed to be at a tide stage of about 1.0 ft. above mean lower low-water.

Shoal lines have not been detailed.

There are just two shoreline structures, both located at Nushagak.
36: **OFFSHORE DETAILS:**

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

37: **LANDMARKS AND AIDS:**

A report on these features has been submitted by the Ship "PATHFINDER".

38: **CONTROL FOR FUTURE SURVEYS:**

During the 1947 field season there were four recoverable topographic stations, identified by the party of Lt. Comdr. A. N. Stewart, which were radially plotted on this map manuscript. They are:

**SILK 1947, GLUT 1947, JAKE 1947, and PURE 1947.** Forms 524 filed under W 70.24

In 1948 this office was furnished with copies of Forms 524 for four additional recoverable topographic stations, falling on this map manuscript, which were located by the Ship "PATHFINDER" in 1948. They are:

**DOG 1948, JAKE 1948, VET 1948, and ACE 1948.** Forms 524 filed under W 70.44

It is apparent that DOG 1948 is the north gable and PURE 1948 is the south gable of the same building.  **DOG, not on W 70.44**

**JAKE 1947, is one meter west of the west gable and JAKE 1948, is the top and center of the same small cabin.**

**Landmark SPIKE**

ACE 1948, is believed to be the same object as photo hydro signal No. 4801 which was identified by Lt. Comdr. A. N. Stewart in 1947. **ACE 1948**

There are serious differences in latitude between the positions, for these objects, established by the Ship "PATHFINDER", and the scaled radially plotted positions established at this office.

The horizontal control stations in this area are sparse and therefore the control for the radial plots is believed to be weak, especially since station HANANAK was not identified with any degree of certainty and it was badly needed in this large area.

The other stations in the area, although spaced far apart, were held to strongly in two radial plots; each plot being run with a different set of photographs. Practically the same results were obtained in both plots.

Lt. Comdr. A. N. Stewart, who personally visited several of the stations, assisted in the identification on the office photographs.

* Jake, 1947 was added during review.
** The name "Ace, 1947" was added. Radial plot position accepted.
of most of the stations in this area. This was especially true for the sub-station INNUIT AZ. MARK for which he not only identified the sub-station but it is also believed that he made an accurate direct identification of the azimuth mark.

Attached is correspondence with the Ship "PATHFINDER" relative to station "ACE 1942" in which it is indicated that the sub-station for INNUIT AZ. MARK might be in error.

The differences are alike for stations ACE 1942 (hydro signal #4801) and DOG 1942 (PURE 1947). For JAKE 1948 and JAKE 1947 the difference is in the opposite direction and a smaller amount. (Handwritten note: "Handing on")

This office has made every effort to uncover the cause for these differences. While the above facts are not conclusive it is believed that the radially plotted positions cannot be changed to agree with the positions established by the Ship "PATHFINDER" unless the horizontal control station identification in the area is entirely disregarded.


A list of recoverable topographic stations and photo-hydro stations have been prepared and included in paragraph 49.

39: JUNCTIONS:

Satisfactory junctions have been made with all map manuscripts joining T-9048.

40: HORIZONTAL AND VERTICAL ACCURACY:

For reasons set forth in side headings 32: "Control" and 38: "Control for Future Surveys", there is some doubt as to whether this map manuscript is of the usual standard of accuracy of maps compiled in this office. This fact can be determined only by additional field work. Attention is called to statements in paragraphs 19 and 20 of the original instructions for Project Ph-8(46) dated 19 March 1948.

Vertical accuracy is inapplicable.

46: COMPARISON WITH EXISTING MAPS:

Visual comparisons were made with the following maps.


47: COMPARISON WITH NAUTICAL CHARTS:

A visual comparison was made with nautical chart No. 8802, print date January 12, 1946 and date of issue 11/7/47, Scale 1:11,023,188 at Lat. 56° 00' N.

From a visual comparison with nautical chart No. 9050, print date July 12, 1945 and date of issue 6/25/46, Scale 1:150,000 it is evident that the numerous changes in the shoreline in this area since the chart was compiled should be immediately applied to the nautical chart. The planimetric features of the chart are approximately two minutes eastward of those on the map manuscript. (Nushagak Independent Datum)

48: GEOGRAPHIC NAMES:

Geographic names shown on the map manuscript were obtained from a special report on Geographic Names, Bristol Bay, Alaska, dated 19 September 1947 submitted by Lt. Comdr. A. N. Stewart.

In 1948 the Ship "PATHFINDER" submitted corrections and additions to geographic names. In this area this information is contained on an ozolid print of T-9048 which is being forwarded with this map manuscript.

A list of names appearing on this map manuscript is attached on a separate sheet. Lt. Comdr. Stewart was not in agreement with several names recommended by the Ship "PATHFINDER".

Approved; Respectfully submitted:

Charles W. Clark J. Edward Deal, Jr.
Chief of Party Cartographer

J. Edward Deal, Jr.
Cartographer
PHOTOGRAMMETRIC OFFICE REVIEW

T-9048

1. Projection and grids  
2. Title  
3. Manuscript numbers  
4. Manuscript size  

CONTROL STATIONS

5. Horizontal control stations of third-order or higher accuracy  
6. Recoverable horizontal stations of less than third-order accuracy (topographic stations)  
7. Photo hydro stations  
8. Bench marks  
9. Plotting of sextant fixes  
10. Photogrammetric plot report  
11. Detail points  

ALONGSHORE AREAS
(Nautical Chart Data)

12. Shoreline  
13. Low-water line  
14. Rocks, shoals, etc.  
15. Bridges  
16. Aids to navigation  
17. Landmarks  
18. Other alongshore physical features  
19. Other alongshore cultural features  

PHYSICAL FEATURES

20. Water features  
21. Natural ground cover  
22. Planetary contours  
23. Stereoscopic instrument contours  
24. Contours in general  
25. Spot elevations  
26. Other physical features  

CULTURAL FEATURES.

27. Roads  
28. Buildings  
29. Railroads  
30. Other cultural features  

BOUNDARIES

31. Boundary lines  
32. Public land lines  

MISCELLANEOUS

33. Geographic names  
34. Junctions  
35. Legibility of the manuscript  
36. Discrepancy overlay  
37. Descriptive Report  
38. Field inspection photographs  
39. Forms  

40. [Signature]  
Reviewer  

41. Remarks (see attached sheet)  

FIELD COMPLETION ADDITIONS AND CORRECTIONS TO THE MANUSCRIPT

42. Additions and corrections furnished by the field completion survey have been applied to the manuscript. The manuscript is now complete except as noted under item 43.

43. Remarks:

Compiler  

Supervisor  

[Signature]  

M-2681-12
GEOGRAPHIC NAMES T-9048

- Bradford Point
- Coffee Creek
- Coffee Point
- Combine Flat
- Johnson Creek
- Kanakanak Creek
- Mayowick Creek
- Nushagak
- Nushagak Bay
- Olson Creek
- Ralph Slough
- Grassy
  - Williams Island (deleted by Ship "PATHFINDER")

- Alaska
- Bristol Bay (for title)

Names underlined in red are approved
4-4-52
L. Heck
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.

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<th>STATE</th>
<th>CHARTING NAME</th>
<th>DESCRIPTION</th>
<th>SIGNAL NAME</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
<th>DATUM</th>
<th>METHOD OF LOCATION AND SURVEY NO.</th>
<th>DATE OF LOCATION</th>
<th>CHARTS AFFECTED</th>
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<tr>
<td></td>
<td>SPIRE</td>
<td></td>
<td>Ace, 1948</td>
<td>58 56 1527.6158 29</td>
<td>313.0 1927 RadFlet 1948</td>
<td>NA</td>
<td>T-9048</td>
<td>1948</td>
<td>9052</td>
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<td></td>
<td>Jake, 1948</td>
<td>58 54 1370.5158 37</td>
<td>55.0 1927 RadFlet 1948</td>
<td>NA</td>
<td>T-9048</td>
<td>1948</td>
<td>9052</td>
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* See 72z letter dated 25 Feb 1949 attached to this report.
** See Heading 38, page 11 of Compilation Report.

These are the positions of the landmarks on T-9048. They are not in agreement with those on T-7086, from which Chart Letter No. 70 (1949) was made.

LTS Apr. 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.
NOTES FOR HYDROGRAPHER:

Photo-hydro stations in T-9048

#4801
Formerly #208
The station is the apex of the north steeple of the church at Nushagak.

#4802
Formerly #209
The station is the north gable of the main building at the northeast of the two canneries at Nushagak directly above the dock.

#4803
Formerly #211
The station is the south gable of the one-story cabin.

Recoverable Topographic Stations T-9048

PURE, 1947  63 ft
JAKE, 1947  79 ft
SILK, 1947  28 ft
GLUT, 1947  140 ft
VET, 1947 (located by Ship "PATHFINDER") (Beacon)
JAKE 1948  30 ft

Refer to side heading 38 of this report.
COPY

c/o Swan Island Postal Station
Portland 18, Oregon

14 February 1949

To: Commanding Officer Ship "PATHFINDER"
U.S. Coast and Geodetic Survey
705 Federal Office Building
Seattle 4, Washington

Subject: Ozalid prints map manuscripts Project Ph-8(46)

Two ozalid prints each of map manuscripts No's. T-9040, T-9041, T-9042,
T-9047, T-9048, T-9057 and T-9058 are being forwarded to you under separate
cover. These map manuscripts have been revised and completed to agree with
the photographs taken in 1948 and any previous prints furnished you are now
obsolete.

This office cannot verify your scaled position of recoverable topo-
graphic station ACE, 1948 located by planetable in the area of T-9048. The
church has been clearly identified at this office on several photographs
and radially plotted. This particular area is controlled by triangulation
station INNUIT AZ. MARK, NUSHAGAK, 1909 and it was held each time a radial
was drawn to station ACE. The two scaled positions are as follows:

Planetable position
58° 56' 1547 (309)
158° 29' 313 (647)

Radially plotted position
58° 56' 1531 (325)
158° 29' 315 (645)

Also, this office cannot verify the scaled position of station TIP,
1948 (Lone Fir) located by sextant fix, in the area of T-9041 and recommended
for charting as a landmark. This lone tree was pricked on the photographs
and radially plotted holding to triangulation station YEAL, 1946 which
controls this particular area. The scaled positions are as follows:

Sextant fix position
59° 05' 980 (877)
158° 23' 110 (846)

Radially plotted position
59° 05' 1008 (849)
158° 23' 124 (832)

This office was able to verify within 5 meters the scaled positions of
all other stations, which were natural objects, located by the Ship "PATH-
FINDER" in the Nushagak Bay area.

W. H. Reinbridge
Comdr.-USCOG Survey
Chief of Party

By: J. Edward Deal, Jr.
Photogrammetric Engineer

WHE/gr
Ship PATHFINDER, 705 Federal Office Bldg., Seattle 4, Washington

16 February 1949

Refer to file 91/EHS/ccj

To: Chief of Party
U.S. Coast & Geodetic Survey
Photogrammetric Office
c/o Swan Island Postal Station
Portland 18, Oregon

Subject: Ozalid prints map manuscripts Project Ph-3(46)

Reference: Your letter dated 14 February 1949

In regard to the discrepancies noted in the positions of stations TIP and ACE, it is believed that your location of TIP as obtained from radial plot is more accurate than the sextant location as listed on form No. 567 Landmarks for Charts. We will therefore use the air photo position of TIP in plotting the hydrographic sheet.

In regard to the location of station ACE, however; a disagreement was noted by the topographer at the time that a copy of T-9042 was received in the field with the location of Point No. 4601 (208).

The compilation sheet and descriptions were not received by the field party until after the graphic control sheets were completed. It was believed that this discrepancy was probably due to the choice of different points on a common structure between the graphic control and the air photograph compilation. This subject is covered in the descriptive report from the graphic control sheets; a copy of this report is enclosed.

In as much as the discrepancy at station ACE was the largest noted on the sheets at the time the graphic control survey was made an additional set up was made by the topographer at triangulation station INNUIT Az. Mark, Nushagak, 1909 and a careful rod reading was taken on the church spire (station ACE) to check the location of the station.

It is believed that there may possibly be an error in the location of sub station INNUIT Az. Mark on the air photo field inspection and that the plane table position of station ACE should be accepted to control the detail in this area.

/S/ Robert W. Knox
Robert W. Knox
Commander, C&GS
C.O. Ship PATHFINDER

cc: The Director
R.C. Darling
COPY

c/o Swan Island Postal Station
Portland 18, Oregon

25 February 1949

To: Commander, Robert W. Knox
    Commanding Officer, Ship "PATHFINDER"
    705 Federal Office Building
    Seattle 4, Washington

Subject: Topographic Station "ACE"

Reference: Your letter (9L/HVS/ccj)

With the assistance of Lt. Comdr. A. Newton Stewart all data and work relative to the sub-station for INNUIT AZIMUTH MARK has been verified. The point selected for the sub-station is clearly identified on seven photographs and it is felt that this station cannot be disregarded when locating any point in the area.

Apparently station ACE and hydrographic signal No. 4301, shown on T-9048 are the same point on a common structure. The point this office radially plotted is the apex of the northwest steeple on which the cross is believed to be located. If the southeast end of the building were used the discrepancy would be greater. The station was again radially plotted and the location shown on the ozalid print furnished for T-9048 cannot be changed.

In other instances where a different point on a common structure was selected by the two parties this office was able to verify in each case the location as established by the Ship "PATHFINDER".

Any additional information that you may be able to furnish or any suggestion that you can contribute toward resolving this difference will be appreciated.

W. H. Bainbridge
Comdr.-USC&G Survey
Chief of Party

WHB/gr
REVIEW REPORT T-9048
Planimetric Manuscript
April 1952

62. Comparison with Registered Surveys:

<table>
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<th>T-7087</th>
<th>1:20,000</th>
<th>1948 (Graphic control)</th>
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<tbody>
<tr>
<td>T-2983</td>
<td>1:20,000</td>
<td>1909 50-ft. contours</td>
</tr>
<tr>
<td>(Nushagak Independent Datum)</td>
<td></td>
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</tbody>
</table>

Ignoring the difference in projections shorelines were compared by laying the acetate map manuscript over T-2983. The shoreline on the west side of Nushagak Bay in this area has been more stable than that on the east side where the tundra-like marsh in front of the prominent bluff is extending westward.

Except for the contours T-9048 supersedes the older survey for charting.

63. Comparisons with Maps of other agencies:

U.S.G.S. Nushagak Bay, Alaska, 1:250,000 1949
1943 Photographs

The legend on this map indicates a 1947 North American Datum and that some of the control was from C&GS. But the relationship of shoreline to projection is that of T-2983 Above, i.e. about 1½ minute farther east than on the map manuscript under review.

64. Comparison with Contemporary Hydrographic Surveys:

H-769 1:20,000 1948 Additional work, 1949

The shoreline on H-769 is from T-9048. Differences in the positions of topographic stations established by graphic control and by the radial plot are listed and discussed on pages 11, 12, and 17 to 19 of the preceding report. Station JAKE 1948 has been added to T-9048. The radial plot position of Station ACE 1948 is accepted after investigation during review. The positions of Stations JAKE 1948 and ACE 1948 have been scaled from T-9048 and listed on Form 567; this form is attached to Chart Letter 70, 1949.

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 manuscript T-9048.

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

This chart was based on Ph-8(45) surveys, T-7087 and H-7766 and H-7769. Differences between chart and map manuscript are due to selective use of mapped data and to discrepancies in landmark positions noted in 64 above.

66. **Accuracy:**

This map complies with project instructions and meets the National Standards of Accuracy. It is adequate for use as a base for hydrographic surveys and for the construction of nautical charts.

Reviewed by:

Lena T. Stevens

Approved:

Chief, Review Section
Division of Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

Chief, Div. of Photogrammetry
Chief, Div. Coastal Surveys
### Record of Application to Charts

<table>
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<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<tbody>
<tr>
<td>12/12/49</td>
<td>9052</td>
<td>JT McLean</td>
<td>Before After Verification and Review</td>
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<td>11-1-91</td>
<td>16322</td>
<td>W.O. Ohno</td>
<td>Before After Verification and Review Casidor</td>
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<td>Adequately applied</td>
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</table>

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.
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 stumped 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:

<table>
<thead>
<tr>
<th>Ph-8(46), TOPOGRAPHIC</th>
<th>Ph-8A(46), PLANIMETRIC</th>
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<tr>
<td>T-9038 thru T-9040</td>
<td>T-9041 thru T-9043</td>
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<td>9041, 9047</td>
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<td>9227 thru 9253</td>
<td>9076, 9078</td>
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Ph-8B(46), SHORELINE
T-8873 (E&W) and T-8874