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<tr>
<td>Field No.</td>
<td>Ph-8(46)</td>
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<td>Office No.</td>
<td>T-9050</td>
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<td>TERRITORY OF ALASKA</td>
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<tr>
<td>General locality</td>
<td>BRISTOL BAY</td>
</tr>
<tr>
<td>Locality</td>
<td>BLACK POINT, NUSHAGAK RIVER</td>
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</table>

1949

CHIEF OF PARTY
A. N. Stewart, Field Party,
N.H. Balchbridge, Portland Photogrammetric Off

LIBRARY & ARCHIVES

DATE June 12, 1953
DATA RECORD
T- 9049

Quadrangle (II): Field Office: Nushagak Peninsula Chief of Party: A. Newton Stewart Alaska

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


Instructions dated (II III): 19 March 1948 Copy filed in Descriptive

Report No. T- (VI)

Completed survey received in office: 2-7-49

Reported to Nautical Chart Section:

Reviewed: Applied to chart No. Date:

Redrafting Completed: Eleanor Keener 1-24-52 Edit: Lydia Aman 7-15-52

Registered: 2-6 Mar, 1953 Published:

Compilation Scale: 1:20,000 Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean Lower Low Water

Reference Station (III): Black Point, 1947

Lat.: 58° 55' 11.431" 354.5 m. Long.: 158° 01' 38.529" 618.6 m. Adjusted

(1502.1)

The difference between the datum (N.A. 1927 Datum in Lat. plus/minus 1.5 m. and Long. plus/minus 8.6 m.

State Plane Coordinates (VI):

X = Y =

Military Grid Zone (VI) WAC Lambert Projection
PHOTOGRAPHS (III)

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<td>9-1-48</td>
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Tide from (III): Predicted Tide Tables Pacific Ocean and Indian Ocean 1946
Reference station Nushagak Bay (Clarks Point)

Mean Range: 15.2 ft.
Spring Range: 19.5 ft.
Diurnal

Camera: (Kind or source) U.S. Coast and Geodetic Survey, 9 lens, focal length 8.25 inches.

Field Inspection by: Party of Lt. Comdr. A. Newton Stewart
Field Edit by: None

Date of Mean High-Water Line Location (III): Date of Photographs

Projection and Grids ruled by (III) Washington Office
" " " checked by: " "
Control plotted by: Helen Leube
Control checked by: John Winniford

Radial Plot by: Roy A. Davidson and J.E. Deal
Detailed by: Marie B. Elrod

Reviewed in compilation office by: Ree H. Barron
Elevations on Field Edit Sheet
checked by: 

date: March, 1948
date: November 3, 1948
date: November 4, 1948
date: November 15, 1948
date: January 5, 1949
date: January 12, 1949
STATISTICS (III)

Land Area (Sq. Statute Miles): 92.0

Shoreline (More than 200 meters to opposite shore): 22 Statute Miles

Shoreline (Less than 200 meters to opposite shore): 3 Statute Miles

Number of Recoverable Topographic Stations established: 2 (by Ship "PATHFINDER")

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
DATA RECORD

T- 9050

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

Field Office: Nushagak Peninsula Chief of Party: A. Newton Stewart
Alaska


Instructions dated (II III): 19 March 1948 Copy filed in Descriptive Report No. T-
(VI)

Completed survey received in office: 2-7-49

Reported to Nautical Chart Section:

Reviewed: 7-30-49 Applied to chart No. Date:

Redrafting Completed:

Registered: 25 Apr. 1953 Published:

Compilation Scale: 1:20,000 Published Scale:

Scale Factor (III): None

Geographic Datum (III): N.A. 1927 Datum Plane (III): Mean-Lower Low-
Water

Reference Station (III): Black Point, 1947

Lat.: 58° 55' 11.67" 354.5 m Long.: 158° 01' 38.328" 626.6 m Adjusted

The difference between
and N.A. 1927 Datum in Lat. plus
and Long. minus

State Plane Coordinates (VI):

X =

Y =

Military Grid Zone (VI) WAC Lambert Projection
PHOTOGRAPHS (III)

<table>
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<td>23221 to 23226 Incl.</td>
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<td>1:20,000</td>
<td>6.2 ft. above MLLW</td>
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<td>14:10</td>
<td>1:20,000</td>
<td>5.5 ft. above MLLW</td>
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Tide from (III): Predicted Tide Tables Pacific Ocean and Indian Ocean 1946
Reference station Nushagak Bay (Clarks Point)
Mean Range: 15.2 ft.  Spurious Range: 19.5 ft.
Diurnal
Camera: (Kind or source) U.S. Coast and Geodetic Survey, 9 lens, focal length 8.25 inches.

Field Inspection by: Party of Lt. Comdr. A. Newton  Stewart  date: Season 1947
Field Edit by: None  date: 

Date of Mean High-Water Line Location (III): Date of Photographs

Projection and Grids ruled by (III) Washington Office  date: March, 1948
" " " checked by: " " " date: " "
Control plotted by: Helen Laube  date: November 4, 1948
Control checked by: John Winniford  date: November 5, 1948

Radial Plot by: Roy A. Davidson and J.E. Deal  date: November 15, 1948
Detailed by: Edward H. Taylor  date: January 14, 1949

Reviewed in compilation office by: Ree H. Barron  date: January 18, 1949
Elevations on Field Edit Sheet checked by: Inapplicable  date:
STATISTICS (III)

Land Area (Sq. Statute Miles): 91.0

Shoreline (More than 200 meters to opposite shore): 48 Statute Miles
Shoreline (Less than 200 meters to opposite shore): 52 Statute Miles

Number of Recoverable Topographic Stations established: None

Number of Temporary Hydrographic Stations located by radial plot: None

Leveling (to control contours) - miles:

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

When entering names of personnel on this record give the surname and initials (not initials only).

Remarks:
SUMMARY TO ACCOMPANY T-9049 & T-9050

Project Ph-8(46), vicinity of Bristol Bay, Alaska, consists of \( \frac{1}{4} \) topographic, \( \frac{1}{2} \) 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. (Part A is the planimetric sub-project.)

Field work in the area of the planimetric maps from about 157° 30' to an including Nushagak Peninsula was carried forward cooperatively by the photogrammetric party under A. Newton Stewart, the reconnaissance party under 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.
<table>
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<tr>
<th>STATION</th>
<th>SOURCE OF INFORMATION (INDEX)</th>
<th>DATUM</th>
<th>LATITUDE OR θ-COORDINATE</th>
<th>LONGITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS</th>
<th>DATUM CORRECTION</th>
<th>N.A. 1927-DATUM DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS</th>
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</thead>
<tbody>
<tr>
<td>Black Point, 1947</td>
<td>G-7328</td>
<td>1927</td>
<td>58° 55'</td>
<td>11.457°</td>
<td>354.5, (1502.1)</td>
<td></td>
<td></td>
<td>Identified</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>159° 01'</td>
<td>38.529°</td>
<td>616.6, (343.6)</td>
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</table>

1 FT = 0.3048006 METER

COMPUTED BY: J.C. Lajoya  DATE: 4/6/48
CHECKED BY: J.A. Hinely  DATE: 4/7/48
FIELD INSPECTION REPORT
Map Manuscripts T-9049 and T-9050
Project Ph-8(46)

There was no field inspection made of this area. Lt. Comdr. A. Newton Stewart was in the Portland Office at the time these map manuscripts were being compiled and personally conferred with the compilation office personnel on the interpretation of photographic details. His knowledge of the area was very helpful and it is believed that features peculiar to the area have been accurately depicted.

Reference is also made to the original field inspection of nearby areas, which is discussed in the "Project Report, Aerial Photograph Control and Inspection, Bristol Bay, Alaska, Project Ph-8(46) May to September 1947" submitted by Lt. Comdr. A. Newton Stewart.

Library: Season's Report, No. 138 (1947)
COMPILATION REPORT
Map Manuscripts No. T-9049 and T-9050
Project Ph-8(46)

26: CONTROL:

The control in the area of these two map manuscripts and also the control available for use in the radial plot is discussed in Item 26: "CONTROL" of the descriptive report for T-9059 and T-9060 which has been submitted.

The one horizontal control station in the area of these two map manuscripts, which contains approximately 183 sq. statute miles, is listed on the attached form M-2383-12.

27: RADIAL PLOT:

These two map manuscripts are part of a combined radial plot, comprising map manuscripts No's. T-9042, T-9049, T-9050, T-9059, T-9060, T-9066, and T-9067, which has been fully described in Item 27: "RADIAL PLOT" Paragraphs 4 to 7 inclusive, of the descriptive report submitted for sheets T-9059 and T-9060, Project Ph-8(46).

28: DETAILING:

These maps 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.

The transforming printer at the Washington Office was not in proper adjustment at the time the photographs were printed and they could not be oriented in their entirety at the compilation table when radially plotting various types of pass points. Each chamber of each photograph could be oriented separately since a sufficient number of pass points were established during the radial plot. For at least two of the chambers on each photograph it was found necessary to de-center the photograph radially, to or from the chamber being oriented, so that the radials to the pass points and horizontal control stations in the chamber would pass through their positions on the map manuscripts.
There was no field inspection made in the area of these two map manuscripts. There were available, descriptions of similar areas contained in the descriptive report submitted by Lt. Comdr. Stewart. Also, since Lt. Comdr. Stewart was in the Portland Office at the time these map manuscripts were detailed, he was frequently consulted on interpretation of photographic details and from his knowledge of the area and by stereoscopic study of the photographs with him, much valuable information was obtained.

It could not be determined whether or not there is drainage connecting many of the ponds. It may be that at some period during the year there is a definite drainage pattern connecting all ponds. The minor drainage in this area is very complicated and can only be accurately determined by a detailed field inspection of the area.

No attempt has been made to detail and symbolize the many changes in ground elevations. Prominent peaks and knolls, which are abundant in the area, have been delineated and shown with an appropriate symbol.

The 1948 photography had been taken with an 85 percent end lap. For this reason it was seldom necessary to use the outer wings of the photographs for the compilation of planimetric detail, and layback due to extreme ground elevation was not a serious compilation problem. Also, it was possible to obtain excellent stereoscopic vision at any desired place over the area of the two map manuscripts with the use of the stereoscopic pair of photographs falling in the area desired to be viewed. This had not been possible in previous projects containing extreme differences of elevation and where photograph flights had been taken with a less percentage of end lap.

The photographs taken in 1947 were used occasionally to supplement the 1948 photographs when detailing these map manuscripts.

Ozalid prints of the completed map manuscripts have been forwarded to the Ship "PATHFINDER".

It is believed that all provisions of paragraph 5 of the instructions relative to drafting have been applied to the map manuscripts.

29: **SUPPLEMENTAL DATA:**

No supplemental data was furnished for the area of these map manuscripts.
30: **MEAN HIGH-WATER LINE:**

The location of the mean high-water line was determined by office inspection of the photographs since no field inspection was made in the area.

The mean high-water line bordering firm ground is shown by a continuous black acid ink line .012" in thickness. There are no marsh areas bordering the shoreline.

31: **LOW-WATER AND SHOAL LINES:**

No attempt was made to delineate any low-water lines, by office examination of the photographs. The approximate limits of mud flat and sand shoal areas which bare at low-water have been shown.

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

There are no details offshore from the mean high-water line, except for a few shoals.

33: **WHARVES AND SHORELINE STRUCTURES:**

There are no wharves or other shoreline structures within the area of these two map manuscripts.

34: **LANDMARKS AND AIDS TO NAVIGATION:**

A report on these features was submitted by the Ship "PATHFINDER". See 38, below.

35: **HYDROGRAPHIC CONTROL:**

There are no temporary hydrographic stations within the area of these two map manuscripts.

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

There are no landing fields or aeronautical aids in this area.
Geographic names shown on the map manuscripts were obtained from a special report on these features by the Ship "PATHFINDER". A copy of this report and attending data was furnished this office by the Commanding Officer of the Ship "PATHFINDER".

RECOVERABLE TOPOGRAPHIC STATIONS: None in T-9060

The Ship "PATHFINDER" furnished the compilation office copies of Form 524 for topographic stations JAR, 1943 and SIR, 1948, which they had located by plane table. Since these stations were natural objects, they were pricked on the photographs from the descriptions given on Forms 524 and then radially plotted. Then they were scaled and found to be in very close agreement with the scaled plane table positions.

This furnished an excellent check in this part of the area of the radial plot.

Station MUSH, 1947, selected by Lt. Comdr. A.H. Stewart in 1947 for radially plotting as a recoverable topographic station, is practically the same as JAR, 1948 which was located by plane table.

JUNCTIONS:

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

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.

COMPARISONS WITH NAUTICAL CHARTS:

A visual comparison was made with nautical chart No. 2802 Scale 1:1,023,188 at Latitude 56° 00'. Planimetric features are in agreement between the chart and map manuscripts.

Approved: Respectfully submitted:

W.H. Bainbridge J. Edward Deal Jr.
Comdr.,USCG Survey Photogrammetric Engineer
Chief of Party
<table>
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<th>Name on Survey</th>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
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<td>Bristol Bay</td>
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<td>(Nushagak Bay would seem to be equally suitable as a general locality, as in the case of the Kvichak Bay sheets)</td>
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</table>

Names underlined in red are approved. 7-14-49

L. Weck

Names underlined in red are approved 4-9-51

L. Weck
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>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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<td>171.0</td>
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<td>SIR</td>
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<td>1948</td>
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<td>662.4158 05</td>
<td>114.73</td>
<td>1927 RadPlot</td>
<td>1948</td>
<td>9052</td>
</tr>
</tbody>
</table>

These are the positions of the landmarks on T-9049. They are not in agreement with those on T-7056, 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.
62. Comparison with Registered Surveys:

T-7086 1:20,000 1948 (graphic control)

63. Comparisons with Maps of Other Agencies:

USGS Nushagak Bay, Alaska, 1:250,000 1949 (Photos. 1943)

This map is evidently on the datum of the 1909 C&GS control (Nushagak Independent Datum), though the legend says it is on "1947 North American Datum".

64. Comparison with Contemporary Hydrographic Surveys:

H-7668 1:20,000 1948

This covers only the north one-half of the Nushagak River mapped on T-9049.

No hydrographic survey was made of this river south of 58° 57'.

Positions for topographic stations JAR 1948 and SIR 1948 on T-7086 and H-7668 differ from the radial plot positions on T-9049.

A form 567 was filed for the radial plot positions, to amend Chart Letter No. 70 (1949) which lists the T-7086 positions.

65. Comparison with Charts:


This chart is based on maps in project Ph-8(46) of which T-9049 forms a part and from H-7668.

66. Accuracy:

Though only one control station falls within the map area T-9049 forms part of a good plot. The shoreline of Nushagak River falls within the better controlled portion of the map manuscript and is as accurate as office interpretation permits. Interior detailing meets requirements of the project instructions. This map is adequate for use as a base for hydrographic surveys and for the construction of nautical charts.

Reviewed by:

[Signature]

Lena T. Stevens
Approved by:

S. W. Griffith
Chief, Review Section B
Div., Photogrammetry

J. T. Reading
Chief, Div. Photogrammetry

Chief, Nautical Chart Branch
Division of Charts

S. H. Hedden
Chief, Div. Coastal Surveys
28. Detailing: Additional drainage was added to retain uniformity in the drainage pattern within the project. The main streams had been shown, but a few of the more important stream tributaries had been omitted.

A few minor changes were made in the interpretation of shoal and shallow areas, and of sand areas exposed at lowwater. Since no field inspection was done in the area, only office photographs were used to examine and compare the detailing.

38. Relief: The representation of approximate relief by hachuring has been used to indicate the general relief of the terrain. Along steep or precipitous bluffs, the bluff (other than rocky) symbol was used as noted in Photogrammetry Instructions No. 17. Along less steep bluffs and slopes, the hachure symbols used are wedge-shaped lines and/or short lines drawn down the slope and perpendicular to the contour.

40. Photographic Coverage: A very small section at the NE corner of the manuscript was left uncompiled because of insufficient photographic coverage.

44. Comparison with Existing Topographic Quadrangles:
2. AAF Preliminary Base, compiled by USGS from trimetrogon photography (1941-43), scale 1:500,000, Naknek (136A), Alaska.

A "Winter Trail" noted on this map is not shown on the map manuscript as no evidence of a trail could be discerned on the photographs of the area.

45. Comparison with Nautical Charts:
1. Nautical Chart No. 8502, scale 1:1,023, 188 at latitude 56°00', August, 1944 (17th Edition).

47. Adequacy of the Compilation: The compilation is considered adequate. To denote more fully the extensive drainage system in the inland areas, and to distinguish the tundra from the muskeg or marsh areas is not feasible unless supplemented by field inspection. In view of this, only the evident streams and their main laterals, including the numerous ponds, are noted on the map manuscript.

This map complies with project instructions and is adequate as a base for hydrographic surveys and for the construction of nautical charts.
Reviewed by:

Charles Hanavich
20 July 1949

APPROVED:

S. V. Griffith  
Chief, Review Section

W. F. Clendenen  
Chief, Nautical Chart Branch
Division of Charts

O. S. Reading  
Chief, Div. of Photogrammetry

Earl D. Koehn  
Chief, Div. of Coastal Surveys
## Record of Application to Charts

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<td>P.A. McGann</td>
<td>Before After Verification and Review</td>
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<tr>
<td>12/5/49</td>
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<td>P.F. McGann</td>
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<td>16322</td>
<td>W.J. Clark</td>
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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.
# Record of Application to Charts

<table>
<thead>
<tr>
<th>DATE</th>
<th>CHART</th>
<th>CARTOGRAPHER</th>
<th>REMARKS</th>
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<td>11/8/49</td>
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<td>Before After Verification and Review</td>
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<td>12/15/49</td>
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<td>Before After Verification and Review Consider adequately applied</td>
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CONTROL TO BE PLOTTED ON T-9049

<table>
<thead>
<tr>
<th>Triangulation</th>
<th>Topographic</th>
<th>Landmarks</th>
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<tr>
<td>Black Point, 1947</td>
<td>Jar, 1948</td>
<td>House ✓</td>
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<tr>
<td></td>
<td>Sir, 1948</td>
<td>House ✓</td>
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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:

<table>
<thead>
<tr>
<th>Ph-8(46), TOPOGRAPHIC</th>
<th>Ph-8A(46), PLANIMETRIC</th>
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<tbody>
<tr>
<td>T-9038 thru T-9040</td>
<td>T-9041 thru T-9043</td>
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<td>9227 thru 9253</td>
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Ph-8B(46), SHORELINE

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