**U.S. COAST AND GEODETIC SURVEY**  
**DEPARTMENT OF COMMERCE**

**DESCRIPTIVE REPORT**

**Type of Survey**: Planimetric (Photogrammetric)  
**Field No.**: 2502 (6040)  
**Office No.**: T-9533 thru T-9543

**LOCALITY**

**State**: Alaska  
**General Locality**: Bristol Bay, North Shore, Alaska Peninsula  
**Locality**: Cape Menshikof to Egegik River

**1949-55**

**CHIEF OF PARTY**: A.N. Stewart, Chief of Field Party  
**F. Natella**, Portland Photo. Office

**LIBRARY & ARCHIVES**

**DATE**: June 19, 1958
DESCRIPTIVE REPORT - DATA RECORD

T- T-9533, T-9535, T-9537
and T-9539 thru T-9543.

Project No. (II): 2502 (6040)     Quadrangle Name (IV):  

Field Office (II): Meshik, Alaska     Chief of Party: A. Newton Stewart
Photogrammetric Office (III): Portland, Oregon     Officer-in-Charge: Fred Natella
Copy filed in Division of Photogrammetry (IV)

Method of Compilation (III): Graphic
Manuscript Scale (III): 1:20,000
Scale Factor (III): None

Date received in Washington Office (IV): 15 Oct 1956
Date reported to Nautical Chart Branch (IV):

Applied to Chart No.

Publication Scale (IV):
Geographic Datum (III): N.A. 1927
Vertical Datum (III): M.L.L.W.
Mean sea level except as follows:
Elevations shown as (G) refer to mean high water
Elevations shown as (G) refer to sounding datum
i.e., mean low water or mean lower low water

Reference Station (III): See Reverse Side
Lat.: Long.:  
Adjusted Unadjusted

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.

1 When entering names of personnel on this record give the surname and initials, not initials only.
T-9533 - GIK, 1946

Lat. 58° 14′ 07.391″ (228.7m)
Long. 157° 26′ 34.645″ (565.3m)

T-9535 - EGVERT, 1949

Lat. 58° 05′ 15.684″ (485.2m)
Long. 157° 35′ 08.360″ (137.0m)

T-9537 - JAP, 1949

Lat. 57° 57′ 12.622″ (390.5m)
Long. 157° 37′ 04.076″ (67.0m)

T-9539 - KING, 1949

Lat. 57° 51′ 01.987″ (61.5m)
Long. 157° 38′ 41.326″ (681.7m)

T-9540 - ZIRP, 1949

Lat. 57° 40′ 47.511″ (1469.8m)
Long. 157° 42′ 08.666″ (143.6m)

T-9541 - Same as T-9540

T-9542 - WOODY, 1949

Lat. 57° 32′ 46.179″ (1428.6m)
Long. 157° 44′ 00.565″ (9.4m)

T-9543 - PILOT POINT, 1949

Lat. 57° 33′ 59.970″ (1855.3m)
Long. 157° 34′ 33.038″ (549.2m)
Areas contoured by various personnel
(Show name within area)
(II) (III)
DESCRIPTIVE REPORT - DATA RECORD

Field Inspection by (II): I. Zirple, R. B. Melby, B. Kurs  Date: Season 1949

Planetable contouring by (II):  Date:

Completion Surveys by (III):  Date:

Mean High Water Location (III) (State date and method of location): In stable areas from field locations in 1949 and shown on 1943 nine lens photographs. In unstable areas from office interpretation from 1955 nine lens photographs.

Projection and Grids ruled by (IV):  Date:

Projection and Grids checked by (IV):  Date:

Control plotted by (III): D.N. Williams & J. L. Harris  Date: 5/7/56

Control checked by (III): C. C. Harris  Date: 5/9/56

Radial Plot or Stereoscopic  J. L. Harris & J. E. Deal  Date: 5/16/56
Control extension by (III):

  Planimetry
  Contours

Stereoscopic Instrument compilation (III):  Date:

Manuscript delineated by (III): See Reverse Side  Date:

Photogrammetric Office Review by (III): J. E. Deal (all sheets)  Date: 7/1 thru 9/28/56

Elevations on Manuscript checked by (II) (III): C. C. Harris (all sheets)  Date: 8/10 thru 9/26/56

conn-dc: 57842
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DESCRIPTIVE REPORT - DATA RECORD

Camera (kind or source) (III): C&GS 9 lens - focal length 8.25 inches

PHOTOGRAPHS (III)

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Reference Station: Nushagak Bay
Subordinate Station: Egegik River Entrance

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): 513
Shoreline (More than 200 meters to opposite shore) (III): 130
Shoreline (Less than 200 meters to opposite shore) (III): 47
Control Leveling - Miles (II):
Number of Triangulation Stations searched for (II): Recovered: 38 Identified: 33
Number of BMs searched for (II): Recovered: Identified:
Number of Recoverable Photo Stations established (III): 14 *
Number of Temporary Photo Hydro Stations established (III): 2

Remarks: * 6 were submitted by the field party. One of these is now destroyed. Nine additional Forms 524 were submitted by the Photogrammetric Office for azimuth marks.
FIELD INSPECTION REPORT

Map Manuscripts T-9533, T-9535, T-9537 and T-9539 thru T-9543

Project 2502 (6040)

Refer to Project Report, Aerial Photograph Control and Inspection, Alaska Peninsula, Alaska, Project Ph-40 (49) July - September 1949, A. Newton Stewart, Chief of Party.
PHOTOGRAMMETRIC PLOT REPORT

Map Manuscripts T-9533, T-9535, T-9537 and T-9539 thru T-9543

Radial Plot "E"

Project 2502 (6040)

21. Area Covered:

This radial plot covers an area approximately 6 miles in width along the north shore of the Alaska Peninsula, or otherwise the southeast shore of Bristol Bay, from Cape Mennshikof to Egegik River. It comprises map manuscripts T-9533, T-9535, T-9537 and T-9539 thru T-9543.

22. Methods:

The methods described in the Photogrammetric Plot Report for T-9561, T-9562, T-9564, T-9565, T-9567 and T-9570 which is included in the combined Descriptive Report for T-9561 and T-9562, Project 2502 (6040) are applicable except as follows:

The photography in T-9542 and T-9543 consists of two flights of nine lens photographs taken in 1955 of which one flight is located parallel to and along the shoreline of Bristol Bay and the other is located parallel to and about 4 miles interior to the shoreline of Bristol Bay. A third flight of photographs taken in 1952 and located parallel to and about 10 miles interior from the shoreline of Bristol Bay supplemented the 1955 photography. In T-9533, T-9535, T-9537 and T-9539 thru T-9541 there are two flights of nine lens photographs, one taken in 1955 and located parallel to and along the Bristol Bay shoreline, the other taken in 1952 and located parallel to and about 3 miles interior to the Bristol Bay shoreline. The locations of the photograph flights are shown on the included sketch. Some difficulty was encountered when transferring sub points identified on 1943 photography to the 1952 and 1955 photography.

Except as stated in Item 23 most of identified horizontal control stations were rigidly held. A few were held within an allowable tolerance. The resulting intersections of photogrammetric points were very good.

23. Adequacy of Control:

The identification of horizontal control stations was adequate. Stations which could not be held in the plot were as follows:

In T-9533 station SPIT, 1946.
Extreme changes in land conditions have taken place on the sand spit on which the sub station is located. An effort was made to prick the station but the point pricked could not be held along with other well identified stations.

This office was unable to find a geographic position for Libby McNeil Cannery Tanks, Silver Tank, southerly one of two (see Identification Card).

Refer to Page 6, Alaska 81 for description and refer to G9236 IV Page 178 for geographic position used in radial plot. The point pricked on the photographs held reasonably well to the plotted position in the radial plot. Possibly the original 4 tanks of 1946 were dismantled and the 2 tanks of the 1949 field inspection were erected in approximately the same location. Refer to Paragraph 8, Item "Control of Radial Plot" of the field inspection report which also casts doubt and gives slightly erroneous remarks on this station.

In T-9535 stations EGE, 1946 and DAGO, 1946 are beyond the limits of office photography.

In T-9539 station RUSTY, 1949 is beyond the limits of office photography.

Because the sub station could not be computed for station PYE, 1949 it was used only as a check. An arc, the length of the distance measured to sub point "B", was scribed from the station and an intersection of radials was secured on this scribed arc.

In T-9540 station V-150, 1949 was not used because of doubt in the identification.

In T-9543 station UGASHIK CANNERY POLE, 1949 is beyond the office photograph limits.

24. Supplemental Data:

None

25. Photography:

The photography was adequate.

Approved:
Fred Natella
Comdr., C&G Survey
Officer-in-Charge

Respectfully submitted:
J. Edward Deal
Cartographer
C&GS
SKETCH SHOWING
AREA OF PHOTOGRAMMETRIC PLOT "E"
PROJECT 6040
SCALE 1:370,000 (APPROX.)

LEGEND
△ IDENTIFIED HORIZONTAL CONTROL STATION
△ MME (MAGNETIC) CONTROL ST. MENTIONED IN DESC. REPORT
※ RECOVERABLE TO PC. ST. (LOCATED GRAPHICALLY)
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<th>DATUM</th>
<th>LATITUDE OR x-COORDINATE</th>
<th>DISTANCE FROM GRID IN FEET, OR PROJECTION LINE IN METERS FORWARD</th>
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<th>FACTOR DISTANCE FROM GRID OR PROJECTION LINE IN METERS FORWARD</th>
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<td>G-9236 1V P 178</td>
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<td>Shoal, 1946</td>
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<td>58 09 24.20</td>
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<td>Libby, McNeil &amp; Libby Cannery, Silver Tanks (Center of Group of 2) 1946</td>
<td>G-10722 1946 P 423</td>
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1 FT = 304.8006 METER

COMPUTED BY: J.L.H.  DATE: 1/25/56
CHECKED BY: L.F.V.  DATE: 1/25/56

COMM. DC-57843
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1 ft = 0.3048006 meter

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DATE: 1/25/56  
CHECKED BY: L.F.V.  
DATE: 1/25/56
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COMPILATION REPORT

Map Manuscripts T-9533, T-9535, T-9537 and T-9539 thru T-9543

Project 2502 (6040)

31. Remarks under this heading in the combined Descriptive Report for map manuscripts T-9561 and T-9562, Project 6040 are also applicable to the eight manuscripts covered by this report.

In addition, in the area of map manuscript T-9533, there was no shoreline or interior field inspection available except for South Spit and Goose Point on photograph N370. Other field prints in the area show only horizontal control identification.

32. Control:

Refer to Item 23 "Adequacy of Control" in the Photogrammetric Plot Report which is included in this Descriptive Report.

There were sufficient pass points located during the radial plot to control the orientation of photographs at the compilation table when locating minor pass points.

Computations are forwarded with this report for the geographic position of V-150, 1949.

33. Supplemental Data:

None.

34. Contours and Drainage:

Contours are not applicable. Drainage was delineated by office examination of the photographs.

35. Shoreline and Alongshore Details:

There are many places within the limits of these eight manuscripts where extreme changes continually occur in the shape of the shoreline. Where this occurs the remarks contained under this heading in the combined Descriptive Report for T-9564 and T-9565 are applicable.

Most of the shoreline and alongshore details in T-9533 were interpreted by office examination of 1952 and 1955 photographs.

Approximate low-water lines have been delineated.
36. Offshore Details:

There are no offshore details.

37. Landmarks and Aids:

Forms 567 for landmarks and aids for the entire project is submitted with this descriptive report.

38. Control for Future Surveys:

Six forms 524 for Recoverable Topographic Stations were submitted by the field party. One of these namely LARK, 1949 could not be located. Holding three stations of the sextant fix will place the station in a mud flat area covered at high-water. There is apparently an error in the angle measured to Ugashik Light and in the name of Ugashik Light. Comparison of land conditions between the 1943 field photographs and 1955 photographs indicate the station is now destroyed.

Nine forms 524 were executed at the Photogrammetric Office for Azimuth Marks.

In T-9540, GREIG AZIMUTH MARK could not be identified on the 1955 photographs because of extreme changes in land condition. Indications are that the mark is destroyed.

In T-9537, MONT AZIMUTH MARK could not be located because the graphic location of the sub station cannot be oriented to the field measurements and published azimuth.

Two photo-hydro stations selected by the field inspection party were located.

The 14 stations located and the two photo-hydro stations are listed in Item 49 "Notes to the Hydrographer".

39. Junctions:

Satisfactory junctions have been made with all adjoining map manuscripts falling within the limits of this project. No survey was available for junction purposes at the north neat line of T-9533.

40. Horizontal and Vertical Accuracy:

There are no areas believed to be of sub normal accuracy.

41. Vertical Control Stations:

Because of the uncertainty of the results of the computation of the elevation of the occupied station V-150 from stations GREIG, ZIRP
and RIG no elevations were computed for V-1016, V-1017 and V-1018 A&B. Vertical control station computations and data will be submitted for the entire project.

Items 46 and 47.

Refer to the combined Descriptive Report for T-9561 and T-9562.

Approved:

Fred Natella
Comdr., C&G Survey
Officer-in-Charge

Respectfully submitted:

J. Edward Deal
Cartographer
C&GS
48. Geographic Names:

Geographic names were taken from the final names sheets furnished to the compilation office. Those appearing on the map manuscripts are as follows:

T-9533
- Alaska Peninsula
- Bristol Bay
- Coffee Point
- Egegik
- Egegik Bay
- Goose Point
- King Salmon
- South Spit

T-9540
- Alaska Peninsula
- Bristol Bay
- Bishop Creek
- Evans Creek
- Red Bluff Light

T-9541
- Alaska Peninsula
- Dago Creek

T-9542
- Alaska Peninsula
- Bristol Bay

T-9543
- Alaska Peninsula
- Bristol Bay
- Smoky Point
- Ugashik Bay

T-9544
- Alaska Peninsula
- Bristol Bay
- Pilot Point
- Ugashik Bay
- Ugashik River

Note: Refer to Geographic Names Report Item 48 for T-9544 thru T-9549 for note relative to "Cape Menshikof" originally listed in T-9542.

Names approved
5-20-57
L. Heck
49. Notes to the Hydrographer:

Recoverable topographic stations located are as follows:

T-9533  BETT, 1949

T-9535  EGVERT AZIMUTH MARK, 1949  TERRY AZIMUTH MARK, 1949

T-9537  LEE AZIMUTH MARK, 1949  VIXEN AZIMUTH MARK, 1949

T-9539  KING AZIMUTH MARK, 1949  ERNIE AZIMUTH MARK, 1949

T-9540  ZIRP AZIMUTH MARK, 1949

T-9541  BABE AZIMUTH MARK, 1949

T-9542  WOODY AZIMUTH MARK, 1949

T-9543  OKRA, 1949  TATE, 1949  CONE, 1949  SKAT, 1949

Two photo-hydro signals were located as follows:

T-9542  No. 213 - Photo. No. 14341 - Northeast gable of wooden trappers cabin west of Pilot Point.

T-9543  No. 212 - Photo No. 14106 - Northern gable of wood building on end of cannery pier at Pilot Point.
PHOTOGRAMMETRIC OFFICE REVIEW

T-9533, T-9535, T-9537,
and T-9539 thru T-9543.


CONTROL STATIONS


ALONGSHORE AREAS
(Nautical Chart Data)


PHYSICAL FEATURES


CULTURAL FEATURES


BOUNDARIES

31. Boundary lines None 32. Public land lines None

MISCELLANEOUS


Reviewer

Edward Deel, Cartographer
Supervisor, Review Section or Unit

40. 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.

Compiler

Supervisor

43. Remarks:
Review Report of Planimetric Maps
T-9533, T-9535, T-9537 and T-9539 thru T-9543
July 1957

62. Comparison with Registered Topographic Surveys:

T-8873  1:250000  1943-46

This is a Shoreline Survey of Project Ph-8 (B) and covers all of T-9533 and the northern portion of T-9535. See page 10 of the Descriptive Report where adjoining sheets of Ph-8 have been indicated in green. The shoreline of EGEGIK BAY of the two surveys is in good agreement, however, lower low water line with sand and mud flats are more extensively detailed on subject manuscripts. Furthermore, the shoreline from GOOSE POINT south has changed considerably since T-8873 was compiled and the more recent surveys T-9533 and T-9533 supercede the previous one of common areas for nautical charting purposes.

63. Comparison with Maps of Other Agencies:

NAKNEK, ALASKA  1:250000  1952  USGS
BRISTOL BAY, ALASKA  1:250000  1951  USGS
UGASHIK, ALASKA  1:250000  1948  USGS
NAKNEK(A-5), ALASKA  1:63360  1951  USGS
UGASHIK(D-5 and D-6), ALASKA  1:63360  1951  USGS
UGASHIK(C-6), ALASKA  1:63360  1951  USGS
UGASHIK(C-5), ALASKA  1:63360  1951  USGS

With the exception of the BRISTOL BAY shoreline, which changes continuously, there is good agreement between the subject manuscripts and the above-listed quadrangles.

64. Comparison with Contemporary Hydrographic Surveys:

There are no contemporary hydrographic surveys of this area.

65. Comparison with Nautical Charts:

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<td>1956</td>
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The considerable differences in scale do not permit an effective comparison.
66. Adequacy of Results and Future Surveys:

Control and field inspection of these surveys appears adequate and no inaccuracies are indicated.

Reviewed by

Approved:

J. C. Lande
Chief, Review and Drafting Sec.
Photogrammetry Division

May 1935
Chief, Nautical Chart Branch

J. Bull
Chief, Photogrammetry Division

Chief, Coastal Surveys
Summary
to accompany Planimetric Maps:
T-9533, T-9535, T-9537 and T-9539 thru T-9543

These eight planimetric map manuscripts represent the
northernmost portion of project 25020 (Ph-40) and extend
from Ugashik Bay to Egegik Bay. The index of page 10 of
this report shows the subject planimetric sheets also in
relation to adjoining project Ph-8 with overlapping portion
of T-8873 shoreline survey at scale 1:25000.

Field inspection was accomplished during the season of
1949 on photography of June 1943. Manuscripts were compiled
from Photography of June 1952 and June 1955. As a result,
field inspection notes of the west shoreline (along Bristol
Bay) were not very useful since this shoreline is subject
to frequent and extreme changes.

This group of planimetric maps was scribed in the Portland
Office from pencil compilations. Limited additions and
changes were applied directly to the submitted film positives
by the reviewer. Contact film negatives and acceptable
"Cronar" film positives will be obtained to be filed with
the descriptive report in the Bureau Archives.