DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. E. Patton, Director

State: Alaska

DESCRIPTIVE REPORT
Topographic Sheet No. "C"

LOCALITY
- Beaver Inlet
- Unalaska Island
- Aleutian Islands

1934

CHIEF OF PARTY
H. B. Campbell
Applied to Chart 8860, 8802 & 9362 Oct. 10, 1935

P.B. Castle.

(extended) 25 Sep 21, 1936

Applied to chart compilation of Chart No. 9007, E.R., Aug. 1935.

Applied to Chart Comp. No. 9018, Hellads 29, June 27, 1939.
DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. C Letter
REGISTER NO. T6269

State. Alaska (Aleutian Islands)
General locality. Unalaska Island
Locality. Beaver Inlet
Scale 1:20,000 Date of survey. June, 1934
Vessel. Str. DISCOVERER
Chief of party. H.R. Campbell
Surveyed by. R.A. Gilmore
Inked by. R.A. Gilmore
Heights in feet above M.H.W. to ground to tops of trees
Contour. Approximate contour. Form line interval 100 feet
Instructions dated. April 13, 1934
Remarks. Project No. HT - 177

...
DESCRIPTIVE REPORT

to accompany

TOPOGRAPHIC SHEET NO. "C".

Unalaska Island - Aleutian Islands, Alaska

U.S.C. & G.S.S. DISCOVERER

H.E. Campbell, Commanding

Season 1934

---=-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==-==
LANDMARKS

Round Island (only partly shown on the sheet) furnishes a good Landmark and marks the entrance to Amugul Bay. The island is about 1/8 mile across at its widest dimension and 136' feet high. It rises abruptly from the water and is generally covered with tall grass.

Long Island is a small narrow island (0.1 mi. wide; 0.4 mi. long) on the north side of the Inlet and just opposite Tananskan Bay. It is high on the south side and low on the north with a greatest elevation of 84 feet. This island is also generally covered with high grass.

CONTROL

This sheet was done in advance of new control which was accomplished in Beaver Inlet later in the season. Sufficient triangulation stations were recovered to furnish ample control.

SURVEY METHODS

Standard plane table survey methods, as prescribed in the Topographic Manual, were used. Graphic triangulation was used to get up into some of the longer bays using stations which were later observed on. These topographic locations were later checked against the computed positions. In general the hydrographic and topographic signals were located by cuts from the recovered triangulation stations and the shore line and details rodded in by setting up on or near these signals. No traversing was necessary.

CLOSING ERRORS

No adjustments were necessary on the sheet.

FORM LINES

Form Lines were drawn with sufficient accuracy by means of numerous elevations to peaks, center lines of saddles and well identified knolls. Considerable difference in elevation was noted between some of the heights of peaks obtained and those shown on the bromide copy of the 1901 survey, Reg-
ister No. 2544. All elevations shown on the sheet are well established by intersections and can be considered final. A few elevations (noted on the sheet) have only two thin cuts to determine their location. These are outside of any form lines shown on the sheet.

MAGNETIC MERIDIANS

Three magnetic meridians were obtained as shown. Although these meridians were all obtained with the same declinatioire and under the same relative conditions the one taken at A CLIFF varies considerably with the other two which agree very closely. These declinatioire readings were all taken at approximately 4:30 PM on the days shown. A magnetic declinometer observation was made at Station "LONG". Further observations in vicinity of A CLIFF will be made during 1935 season.

NAMES ASSIGNED BY FIELD OFFICERS

Long Island - named after triangulation station LONG 1901 - 1934, and because it well describes the Island.

JUNCTION WITH NEW WORK

A satisfactory junction was made at the north end of the sheet with Topographic Sheet U - B - 34, Project HT No. 176 (Steamer SURVEYOR).

RECOVERABLE PLANE TABLE POSITIONS

A list of recoverable plane table positions is appended.

FURTHER EXAMINATION

The sunken rock shown at Lat. 53° 45' 105m; Long 166° 28' 850m was determined from a sextant fix approximately over the spot by the topographic party and will require further examination by the hydrographic party. Discussed in Reu. of H. 5777(1934-35), pars. 1d, 2 and 10. (Cont. 1/3/46)

The area between Long Island and the shore to the north west is to be navigated with caution by small boats until further hydrographic information is obtained.

STATISTICS

Statute miles of shoreline 31.0
Area, in square statute miles

20.0

REMARKS

This sheet accidentally fell overboard and sank in 53 feet of water towards the end of the survey. It was fortunately recovered by means of a 30# lead to which 2 ten-penny nails had been made fast to at the end, then lowered and made to pierce the sheet (not as easy as it sounds). This accounts for the holes and dents in the sheet. Particular care was taken to dry it carefully and slowly so as not to spoil the surface of the paper. The sheet was in the water about forty-five minutes and considering this and its other abuses recovered remarkably well.

Respectfully submitted,

Ross A. Gilmore,
Jr. H. & G. Engineer.

Approved and forwarded:

H.B. Campbell, H. & G. Engr.,
Chief of Party.
### Recoverable Plane Table Positions - Sheet "C"

<table>
<thead>
<tr>
<th>Object &amp; Description</th>
<th>Lat.</th>
<th>D.M. meters</th>
<th>Long. D.M. meters</th>
<th>Height feet</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Rig&quot; (small detached pinnacle rock)</td>
<td>53 49</td>
<td>1664</td>
<td>166 23</td>
<td>581</td>
<td>8</td>
</tr>
<tr>
<td>&quot;Van&quot; (square detached rock 4m. x 4m.)</td>
<td>53 46</td>
<td>803</td>
<td>166 28</td>
<td>1016</td>
<td>5</td>
</tr>
<tr>
<td>&quot;Tug&quot; (small islet)</td>
<td>53 46</td>
<td>630</td>
<td>166 29</td>
<td>342</td>
<td>12</td>
</tr>
<tr>
<td>&quot;Tyr&quot; (High water pinnacle rock)</td>
<td>53 42</td>
<td>1180</td>
<td>166 28</td>
<td>311</td>
<td>16</td>
</tr>
<tr>
<td>&quot;Pinnacle Rock&quot; (on high water line)</td>
<td>53 45</td>
<td>1634</td>
<td>166 24</td>
<td>928</td>
<td>48</td>
</tr>
<tr>
<td>&quot;Abe&quot; (Pinnacle Rock on high water line)</td>
<td>53 45</td>
<td>1639</td>
<td>166 24</td>
<td>904</td>
<td>56</td>
</tr>
<tr>
<td>&quot;Dog&quot; (Detached pinnacle rock spire)</td>
<td>53 48</td>
<td>1600</td>
<td>166 25</td>
<td>139</td>
<td>27</td>
</tr>
<tr>
<td>&quot;Ebb&quot; (Detached pinnacle rock)</td>
<td>53 49</td>
<td>220</td>
<td>166 25</td>
<td>213</td>
<td>15</td>
</tr>
<tr>
<td>&quot;Ex&quot; (Detached pinnacle rock)</td>
<td>53 48</td>
<td>949</td>
<td>166 24</td>
<td>997</td>
<td>15</td>
</tr>
<tr>
<td>&quot;Run&quot; (Pinnacle rock at high water line)</td>
<td>53 46</td>
<td>206</td>
<td>166 30</td>
<td>187</td>
<td>12</td>
</tr>
</tbody>
</table>
LANDMARKS FOR CHARTS

Seattle, Washington

December, 1934

Superintendent, U. S. Coast and Geodetic Survey:

The following determined objects are prominent, can be readily distinguished from seaward from the description given below, and should be charted:

<table>
<thead>
<tr>
<th>Description</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum</th>
<th>Method of determination</th>
<th>Charts affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round Island</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>#8860</td>
</tr>
<tr>
<td>small round island</td>
<td>53.46</td>
<td>166.23</td>
<td>Dutch</td>
<td>Triangulation</td>
<td></td>
</tr>
<tr>
<td>1/6 mile wide, Pos. Round 1901 - 1934</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Island</td>
<td>53.45</td>
<td>166.30</td>
<td>Dutch</td>
<td>Triangulation</td>
<td></td>
</tr>
<tr>
<td>small, long, narrow island 1/10 mile wide, Pos. Long 1901 - 1934</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4/10 miles long</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A list of objects which are of sufficient prominence for use on the charts, together with a description of the same, must be furnished in a special report on this form, and a copy of such report must be attached by the Chief of Party to his descriptive report. The selection, determination, and description of these points are of primary importance.

The description of each object should be short, but such as will identify it; for example, standpipe, water tower, church spire, tank, tall stack, red chimney, radio mast, etc. Generally, flagstaffs and like objects are not sufficiently permanent to chart.
GEOGRAPHIC NAMES

Date: May 2, 1935

ALASKA

Approved by the Division of Geographic Names, Department of Interior. *

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

<table>
<thead>
<tr>
<th>Status</th>
<th>Name on Survey</th>
<th>Name on Chart</th>
<th>New Names in local use</th>
<th>Names assigned by Field</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unalaska Island</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ugadaga Bay</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Small Bay</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Uniktal Bay</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Beaver Inlet</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dushkot I</td>
<td>(Bauer's Alaska Dictionary)</td>
<td></td>
<td>Depot Island</td>
<td>Dushkot I</td>
</tr>
<tr>
<td></td>
<td>Round Island</td>
<td>Same</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tonaskan Bay</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Names approved 9/13/35

K.T.A.
Title (Par. 56) Beaver Inlet, Alaska


Ship: Discoverer Instructions dated: April 13, 1934 Surveyed in: June 1934

1. The survey and preparation for it conform to the requirements of the Topographic Manual. (Par. 7, 8, 9, 13, 16.)

2. The character and scope of the survey satisfy the instructions. Not sufficient recoverable stations for resurvey.

3. The control and closures of traverses were adequate. (Par. 12, 20.)

4. The amount of vertical control that the Manual specifies for -contours-formlines- was accomplished. (Par. 18, 19, 20, 21, 22, 23.) Not sufficient number of elevations given for formlines.

5. The delineation of -contours-formlines- is satisfactory. (Par. 49, 50.) Formlines not accentuated sufficiently.

6. There is sufficient control on maps from other sources that were transmitted by the field party to enable their application to the charts. (Par. 28.) None submitted.

7. High water line on marshy and mangrove coast is clear and adequate for chart compilation. (Par. 16a, 43, 44.)

8. The representation of low water lines, reefs, coral reefs and rocks, and legends pertaining to them is satisfactory. (Par. 36, 37, 39, 40, 41.) Symbols and legends very poorly drawn.

9. Rocks and other important details shown on previous surveys and on the chart were verified. (Par. 25, 26, 27.) See reverse side.

10. The span, draw and clearance of bridges are shown. (Par. 16c.)

11. Locations and elevations of summits are given. (Par. 19, 51.)

12. The tree line was shown on mountains. (Par. 16g.) No trees shown – mostly tundra grass.

NOTE: Strike out paragraphs, words or phrases not applicable and modify those requiring it. Paragraph numbers refer to those in the Topographic Manual. Use reverse side for extending remarks.
Paragraph 9

T2544 (1901)

The present survey is in good agreement generally with T2544. However, the present survey is on a much larger scale and is much more in detail as to rocks, islets and points along the shore. The present survey does not show the inshore rocks at Lat. 53° 42.7', Long. 165° 29.0' which are shown on T2544. However, these rocks are disproved on the contemporary hydrographic survey HS867 where a line of soundings run over this location. The present survey supersedes T2544 in part.  

Chart 8860

The present survey has been applied to Chart #8860 and is in good agreement. The rocks mentioned are not shown on the chart.

* It is quite possible that these rocks (here) are actually closer, rendering them as shown on T-2544 (1901) and therefore may be a generalized representation of a rocky coast-line.

Herms 7/14/36
13. The descriptive report covers all details listed in the Manual, in so far as they apply to this survey. (Par. 64, 65, 66, 67.)

14. The descriptive report also contains additional information required in aero-topography relative to type of photographs, method of compilation and type of ground control.

15. The descriptions of recoverable stations and references to shore line were accomplished on Form 524. (Par. 29, 30, 57, 67 except scaling of IMs and DPs, 68.) None submitted.

16. A list of landmarks for charts was furnished on Form 567 and plotting checked. (Par. 16d, e, 60.)

17. The magnetic meridian was shown and declination was checked. (Par. 17, 52.) Declination at two stations East of Chart and one West of chart shown on chart and noted of having checked declinometer.

18. The geographic datum of the sheet is Unalaska (Unadjusted) and the reference station is correctly noted. (Par. 34.)

19. Junctions with contemporary surveys are adequate. —

20. Geographic names are shown on the sheet and are covered by the Descriptive report. (Par. 64, 66k.)

21. The quality of the drafting is Fair. (Par. 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 45, 46, 47, 48, 49, 50.) Rock symbols are too small. General drafting is sketchy.

22. No additional surveying is recommended.

23. The Chief of Party inspected and approved the sheet and the descriptive report after review by —

24. Remarks: Several bad holes are to be found in this survey sheet as result of having been overboard and recovered (See D.R.)

Reviewed in office by Chief, Division of Hyd. and Top.

Examined and approved:

Chief, Section of Field Records

Chief, Division of Charts

Chief, Section of Field Work

Chief, Division of Hyd. and Top.