

FIELD NOTES

For survey of the Southeast One Quarter of the Southwest One Quarter of Section 33, Township 1 North, Range 10 East, of the Willamette Meridian, Hood River County, Oregon.

Members of survey crew were: Roy L. Hill, party chief  
Lawrence E. Jones, gunner  
David L. Tuttle, chainman

Date performed: January thru March, 1963

Reference: Work Order #2720

On January 15, 1963, our firm was retained by Mr. C. B. Koenig, 721 Hawthorne Drive, Walnut Creek, California, to survey the Southeast One Quarter of the Southwest One Quarter of Section 33, Township 1 North, Range 10 East, of the Willamette Meridian, lying Easterly of the Mt. Hood Loop Highway and Northerly of the County road. A search of the County Records indicated that some survey work had been done a good many years ago in this area.

Work was started in the field on January 22, 1963, when we searched for and found the South One Quarter Corner of said Section 33, a 2" axle as described in the old survey records. From that Corner, with the use of a wiggler, a true line was established to the Southwest Corner of Section 33, a railroad spike being set at the intersection of Base Line Road and a road to the North. We ran West on said line 2,662.23 feet to the Southwest Corner of the Section. We then returned East on the true line 1,331.11 feet and set a 1/2" iron rod in the centerline of Base Line Road for the One Sixteenth Corner, which we referenced with an iron rod 20 feet North on the right-of-way line. Returning to the Southwest Corner, we ran on a true line due North to the West One Quarter Corner, which was visible from the Southwest Corner, a distance of 2673.78 feet. On the true line and at a distance of 1,337.0 feet North of the Southwest Corner, we found a 3/4" iron pipe for the One Sixteenth Corner. In as much as it was on line and within 0.15 feet of mid-point, we did not attempt to adjust it any further and used it as it was presently established. The North line of the Southwest corner being heavily brush covered, we elected to traverse up the Loop Highway to search for and determine the position of the Center One Quarter Corner of this Section. After an intensive search in the area we finally located this corner, a 2" axle with a 14" white fir bearing South 88°-West 10.8 feet and an 8" white fir bearing North 80°-East 21.8 feet, both marked with an "X" blaze mark. However, calculations of co-ordinates of the axle, as tied, indicated it a distance of

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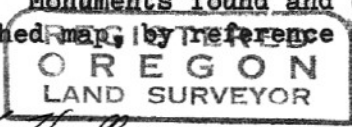
For survey of the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 33, T. 1 N., R. 10 E., W.M., Hood River County, Oregon.

For C. B. Koenig - Work Order #2720

North 0°-0'-20" West 2,714.30 feet from the South One Quarter Corner. This distance being some 70 feet longer than that indicated in the old survey records, we made a return traverse in the open orchard area East of the brushy area back through the South One Quarter Corner and to the beginning of our random traverse. The traverse was computed on a lats and departure basis further to close within an accuracy of 1/10000 far more than required for this type of survey and proving the error in the old survey. We then computed, from a random angle on this traverse, a tie to establish the One Sixteenth Corner on the East line of the Southwest One Quarter of the Section. When this tie was produced, a second monument of some long standing was found, consisting of a large basalt stone marked with an old survey stake alongside and a Forest Service marking tag in a nearby tree, identifying this corner as the One Sixteenth Corner. The stone was moss covered and obviously a longstanding monument which we accepted as the One Sixteenth Corner. Further evidence in the form of a fence line to the West on the Westerly side of the Highway reinforced the position of this corner. Calculations from the corner further indicate it to lie on a true line between the South One Quarter Corner and the Center One Quarter Corner North 0°-0'-20" West 1,330.96 feet from the South One Quarter Corner. It will be the observation of this surveyor that an extra chain was added into the work in chaining the North One Half of the Southwest One Quarter in the old survey which established the Center One Quarter Corner.

With all One Sixteenth Corners thus established, the One Sixteenth lines were then intersected with the road right-of-way lines and corners set to mark the property. The North-South One Sixteenth Line of the Southwest One Quarter was protracted between the West Line and the East Line of that Quarter. Monuments found and established in the course of this survey are shown on the attached map, by reference made a part of these notes.

SIGNED:

  
*Roy L. Hill*  
Roy L. Hill, Party Chief

JULY 9, 1962  
ROY L. HILL  
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