

October 23, 1970
W.O. #4175

FIELD NOTES

FOR: Charles E. Krumbah, W.O. #4175. Survey of South line of his property in the N.W. 1/4 of the S.E. 1/4 of Section 33, T. 3 N., R. 10 E., W.M., Hood River County, Oregon.

CREW: Ver1 R. Fraley, Registered Oregon Land Surveyor #183.
Bob Wiggin, Chainman.

DATES PERFORMED: October 12, 13, 14, 15, 1970.

WEATHER: Fair.

REFERENCE: T.E.C. 18" x 24" Map #4175.
B.P.A. Bonneville-The Dalles Line, Sheets 3711-3713.
West Side Highway Map #4030.
Dodson Survey #2773.

On October 10, 1970, our firm was retained by Mr. and Mrs. Charles Krumbah to survey their South line which was in dispute.

Before starting the field work, an investigation was made in our office and the County Surveyor's office for records of previous surveys in the area. Our company had previously completed surveys for Bill Dodson, W.O. #2773, at which time we found or re-established the S.W. corner and W. 1/4 corner of Section 33, T. 3 N., R. 10 E. Also in our previous surveys we had located the center 1/4 and the S. 1/4 corner of Section 34. In our office, we found Bonneville maps which gave us the corners, distances and bearings between the S.W. corner of Section 33 to the S. 1/4 corner of Section 34.

In order to locate the 1/4 corner between Sections 33 and 34, we started a traverse from the center 1/4 corner of Section 34. At 2640.57' we found a 2" axle in the center of Post Canyon Road. We then continued our traverse to the N.W. corner of the N.E. 1/4 of the S.E. 1/4; thence along Country Club Road to the S.W. corner of the S.E. 1/4 of the S.E. 1/4 of Section 34 where we found an I.P. which we verified from B.P.A. data; then we continued to the section corner 33-34-3-4 where we found an I.P. Then we continued on to the 1/4 corner 34-3, which we had located previously on our West Side Highway survey. In order to complete our traverse, we had to establish line between the center 1/4 corner of Section 34 and the S. 1/4 corner of Section 34. The distance we had previously chained between these corners was used to complete our traverse, which closed with a relative error of 1:14000'. We figured it to be time saving and easier to close out this larger area for the following reasons: (1) The chaining was all on the pavement. (2) The distance from the N. 1/4 corner of Section 34 to the center 1/4 corner had been previously chained and verified. (3) The half mile of line between the section corner 33-34-3-4 and the 1/4 corner 33-34 would be difficult on account of brush, etc. On this job it was necessary to find or re-establish these two corners in order to determine the distances and bearings to known corners to the West. Having done this, we were able to correctly set the corners of our client.

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We set a nail for the N.E. corner of the S.W. 1/4 of the S.E. 1/4 of Section 33. Along the North line of this sub-division which is also the South line of the Krumbah property, we set an I.R. 30' W. on the R/W line of Country Club Road and an I.R. 363' W. for the S.W. corner of the Krumbah property, which point was 2' S. of a fence line.

As shown by detail on our Map #4175, the existing road is North of the sub-divisional line instead of being in the 50' wide road easement South of the line, as described on Film #670414.

Bearings are true, taken from B.P.A. Maps.

Monuments found and set on this survey are shown on the attached map, W.O. #4175, which by reference is made a part of these notes.

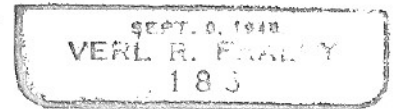
SIGNED

Verl R. Fraley
Verl R. Fraley
Oregon Land Surveyor #183

CHECKED AND APPROVED:

TENNESON ENGINEERING CORPORATION

Donald J. Branton
Donald J. Branton, President



FILED

NOV 12, 1970

Carlton Van Elsberg
COUNTY SURVEYOR

By

DEPUTY