

Approx. Natural Old water Line  
North Line Port Prop

North Line DLC #40 (BENSON)

Approx Old High W.L.  
NORTH LINE PORT PROP  
3° Curve  
R-1909.86  
7225+71.83 FT

NOTE  
THIS MAP WAS DRAWN FROM DEED DESCRIPTIONS

PORT OF HOOD RIVER

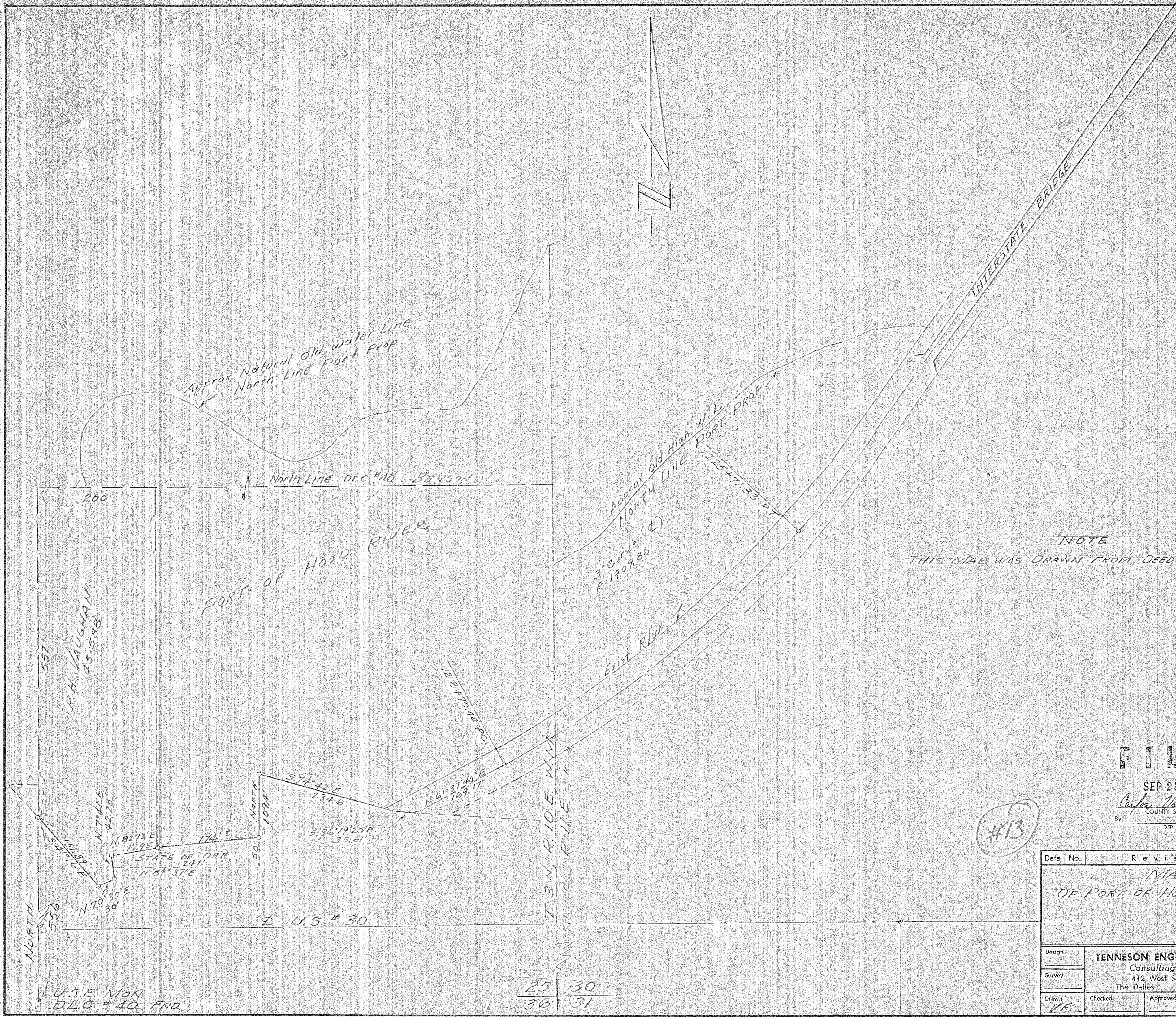
EXIST R/W

#13

**FILED**  
SEP 28 1971  
Casper James Elaberg  
COUNTY SURVEYOR  
DEPUTY

Date	No.	Revisions	By	App.
MAP OF PORT OF HOOD RIVER PROP.				
Design	TENNESON ENGINEERING CORP.			Scale 1"=100'
Survey	Consulting Engineers 412 West Second Place The Dalles Oregon			Date 11/12/63
Drawn VE	Checked	Approved	Work Order No. 2846	Sheet 1 of 1

25	30
36	31





CS1013  
CS1017

Dec. 30, 1963  
W. O. #2846

FIELD NOTES:

Survey of Hood River Port Property in Sec. 25, T. 3 N., R. 10 E., W.M., and in Sec. 30, T. 3 N., R. 11 E., W.M., Hood River County, Oregon.

CREW: Verl R. Fraley, Registered Oregon Land Surveyor #183.  
Dave Tuttle, Chainman.

DATES PERFORMED: Dec. 19, 20, 24, 1963.

REFERENCES: T.E.C. 24" x 36" Map #2846. Bonneville Project Lands Map No. R-0-7-12 O.H.R.

On November 15, 1963, our firm was retained by the Hood River Port Commission to survey their waterfront property Northerly of U. S. Highway 80 N. and Westerly of the Hood River Bridge Toll House. Property descriptions were furnished us by the Port authorities and we made a search in our office for any maps or records which would help us with the survey. An alignment map of the old Hood River-White Salmon Highway was obtained from the Oregon Highway Department.

We started the field work by tracing out the centerline alignment of the Old Hood River-White Salmon Highway. We found a nail on the centerline at the West end of the existing pavement about 15 feet Southwesterly of the section line between Sections 25 and 30. We found a hub at the P.I. of the existing highway to the Hood River Interstate Bridge. Using this point and the center of the Toll House for the forward tangent and an offset South from the found nail at the edge of the pavement, we were able to locate the P.I. for the Old Hood River-White Salmon Highway. We made a bearing traverse from our forward tangent to a brass cap which is the West S.W. corner of the D.L.C. #40. From there we turned to a true bearing and ran North 499.02 feet and set an iron rod for our first point of our traverse to the S.W. corner of the Port Property. Some of the points on the Southerly line of the Port Property hit out on the river and so iron rods for references to these points were set on shore.

Bearings are true, from Deed descriptions.

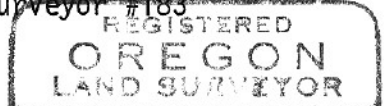
Points found and set, together with distances and bearings, are shown on the attached map, W.O. #2846, which by reference is made a part of these notes.

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

CHECKED AND APPROVED:

TENNESON ENGINEERING CORPORATION

**FILED**  
Donald J. Branton, President



SEP 28 1971  
Carlos Van Esten  
COURT SURVEYOR  
By \_\_\_\_\_  
DEPUTY

