

1703

Survey For
OREGON VENEER CO.
Located in Secs. 13 & 24,
T. 33 S., R. 2 E., W.M.
By: Mark E. Boyden
May - June, 1961

1703



SCALE: 1" = 1000'

© Set 1" iron pipe with brass cap

REGISTERED
OREGON
LAND SURVEYOR

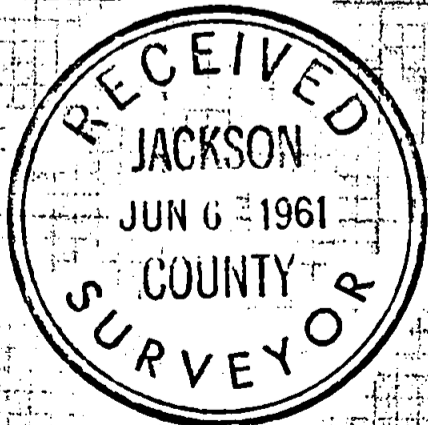
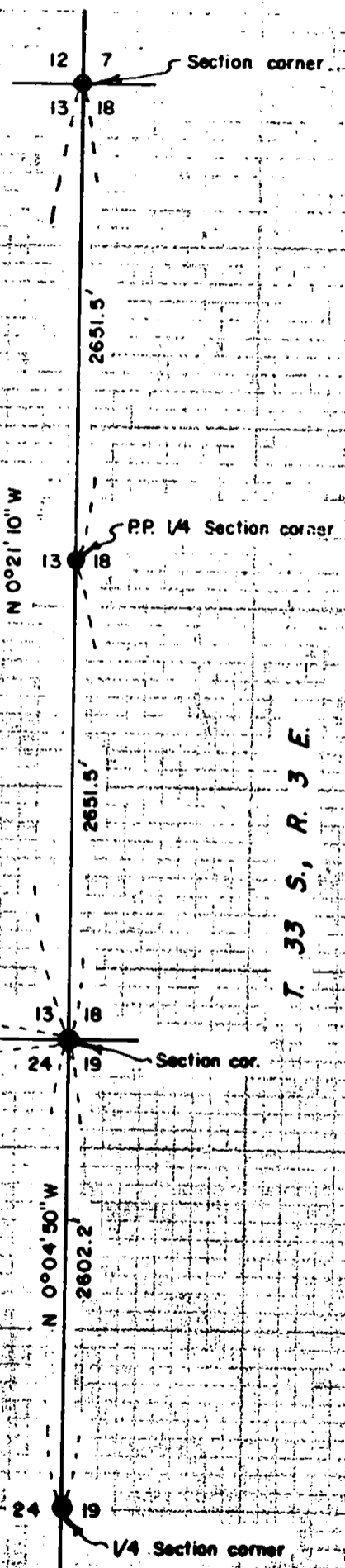
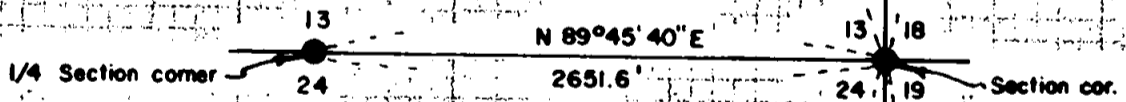
Mark E. Boyden

NOVEMBER 9, 1951
MARK E. BOYDEN

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T. 33 S., R. 2 E.

T. 33 S., R. 3 E.



1703

1703

SURVEY NARRATIVE TO COMPLY WITH O.R.S. 209.250.

FOR: Oregon Veneer Co.
White City, Oregon

PURPOSE: To establish the NE, East $\frac{1}{4}$ and SE corners of Sec. 13, T33SR2E and blaze all of the East boundary and the East-half of the South boundary of said Section 13.

PROCEDURE: Began at the South $\frac{1}{4}$ corner of Section 13 and traversed Easterly to the vicinity of the Southeast corner of said Section 13; thence traversed Northerly to the Northeast corner of said Section 13. Also traversed Southerly from the Southeast corner of said Section 13 to the East $\frac{1}{4}$ corner of Sec. 24, T33SR2E.

All traverse lines were run with a Dietzgen Transit with a horizontal vernier reading to 20" of arc and a vertical vernier reading to 01' of arc. All horizontal angles were doubled and reported to the nearest 10", and all slope distances were measured to hundredths, with a 300' Babitt-type chain at the transit only, and corrected to true horizontal distances later in the office.

Solar observations were taken in 2 places along the East boundary of Section 13, the mean of which is reported as the bearing control for this survey. The variation of the magnetic needle varies as much as 3° - 4°, and is very unreliable to be used for even approximate section subdivision work in this area.

All transit traverses were calculated and re-checked in the office using 7-place field tables and an automatic calculator.

After all corner locations were authenticated, true offsets from random hubs were computed to true line and true line blazed using a compass between hub offset points. All trees within 1 foot-of-line were blazed with 2 hack marks on each side of the tree and other trees within 10 feet of line were quarter-blazed.

The survey party was F. A. Roberts, transitman, V. Bright, head chainman and M. Hogan, rear chainman, with difficult corner locations authenticated by Mr. E. W. Smith, a long-time chief cruiser for MEDCO (now retired) and M. E. Boyden, County Surveyor.

For additional details regarding the Government corners rehabilitated on this survey, see the official re-established Government corner Volume in the office of the County Surveyor.

June 1961

