



THEREBY HAVING THE NECESSARY CONTROL OF THE OUTSIDE BOUNDARIES
OF THE SOUTHWEST QUARTER OF SECTION 32 THE PROPERTY PINS
WERE SET AS SHOWN ON THE ACCOMPANYING PLAT AS INSTRUCTED BY
THE CLIENT.

RESPECTFULLY SUBMITTED:

H. L. Ricks

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80 PINE STREET
ASHLAND, OREGON

REGISTERED
OREGON
LAND SURVEYOR

H. L. Ricks

JULY 14, 1967
H. L. RICKS
813



RUNNING THENCE WEST ALONG SAMS VALLEY ROAD THROUGH THE NORTH $\frac{1}{4}$ CORNER (BEING A RAILROAD SPIKE WITH NO EVIDENCE OF THE B.T.'S IN THE NORTHWEST AND SOUTHWEST QUADRANTS, BUT DID FIND A 2" GALVANIZED IRON PIPE NORTH 30 FEET, NO RECORD ON THIS; THE RAILROAD SPIKE CHECKED ON LINE AND HALFWAY BETWEEN THE NORTHWEST AND NORTHEAST SECTION CORNERS; THEN CONTINUED ON TO THE NORTHWEST SECTION CORNER (BEING A RAILROAD SPIKE WITH B.T.'S IN NORTHWEST AND NORTHEAST IN GOOD CONDITION); THEN RUNNING SOUTH THROUGH THE FIELD AND THROUGH THE QUARTER CORNER 31 & 32 (BEING A 1" IRON PIPE WITH B.T.'S IN GOOD CONDITION) THEN ON SOUTH TO THE $\frac{3}{4}$ " PIN CLOSING THE TRAVERSE.

WE THEN SET THE CENTER $\frac{1}{4}$ CORNER A 1" X 30" GALVANIZED IRON PIPE AND REFERENCING SAME AS FOLLOWS:

NAIL IN WEST FACE 18" B.O. N 15 E, 36.43 FEET.

NAIL IN SOUTHWEST FACE 12" W.O. S 45 E, 26.70 FEET.

INTERSECTING FENCES ARE NORTH 5.0 FEET AND WEST 5.0 FEET FROM THE CORNER.

THE EAST GATE POST OF THE PP&L GATE BEARS WESTERLY 47.36 FEET.

IN ORDER TO ESTABLISH THE SOUTHWEST SECTION CORNER OF SECTION 32, WE FOUND NO EVIDENCE OF THE 1914 CORNER OR THE GAS PIPE REFERENCE; SO WE WROTE TO THE O.S.H.D. ASKING FOR REFERENCES AND FROM THIS INFORMATION WE SET THE CORNER BEING A $\frac{5}{8}$ " X 30" IRON PIN IN THE ROAD APPROACH FROM WHICH THE AFOREMENTIONED $\frac{3}{4}$ " IRON PIN BEARS SOUTHEASTERLY 6.80 FEET; ALSO THE POSITION OF WHERE THE CORNER IS SET CHECKS ON A PROJECTED LINE AND DISTANCE FROM THE WEST QUARTER AND NORTHWEST SECTION CORNER. THIS METHOD WAS DECIDED UPON AS THE SOUTH $\frac{1}{4}$ CORNER SECTION 31 IS NOT IN DUE TO HIGHWAY CONSTRUCTION. THE SOUTH SIXTEENTH CORNER SECTION 31 & 32 WAS SET ON THE SECTION LINE BEING A $\frac{5}{8}$ " X 30" IRON PIN FROM WHICH A 1" IRON PIPE WAS FOUND 0.60 FEET NORTH AND 0.05 FEET EAST.

SURVEY NARRATIVE TO COMPLY WITH ORS-209-250

SURVEY FOR: MR. L. T. GRIFFITHS
ROUTE 2, Box 536
GOLD HILL, OREGON

SURVEY LOCATION: SOUTHWEST $\frac{1}{4}$, SECTION 32, TOWNSHIP 35 SOUTH,
RANGE 2 WEST, WILLAMETTE MERIDIAN, JACKSON
COUNTY, OREGON

PURPOSE OF SURVEY: TO ESTABLISH THE BOUNDARIES OF THE NORTH
 $\frac{1}{2}$ OF THE SOUTHWEST QUARTER AND THE WEST $\frac{1}{2}$
OF THE SOUTHWEST OF THE SOUTHWEST QUARTER OF
SECTION 32, TOWNSHIP 35 SOUTH, RANGE 2 WEST,
WILLAMETTE MERIDIAN.

BASIS OF BEARING: PER RECORDED SURVEY No. 2915

SURVEY COMPLETED: FEBRUARY 10, 1969

SURVEY PROCEDURE: WE RAN A TRAVERSE AROUND THE ENTIRE OUTSIDE
BOUNDARY OF SECTION 32 BEGINNING AT A $\frac{3}{4}$ " IRON PIN NEAR THE
SOUTHWEST CORNER; RUNNING THENCE EAST THROUGH THE SOUTH $\frac{1}{4}$
CORNER (BEING A $\frac{3}{8}$ " IRON PIN WITH THE SOUTHWEST AND SOUTH-
EAST B.T.'S IN GOOD CONDITION), THENCE ON TO THE SOUTHEAST
SECTION CORNER, (BEING A $\frac{5}{8}$ " IRON PIN AT THE INTERSECTION
OF TRESHAM AND DUGGAN ROADS WITH THE IRON PIPE TO THE SOUTH
AND THE B.T. IN THE SOUTHEAST QUADRANT IN GOOD CONDITION),
THENCE NORTH ALONG DUGGAN ROAD MAKING A SIDE TIE TO R.S.
#2915 AND ON TO THE NORTHEAST SECTION CORNER OF 32 (BEING
A RAILROAD SPIKE WITH THE GAS PIPES IN NORTHEAST AND NORTH-
WEST AND THE B.T. IN SOUTHEAST ALL IN GOOD CONDITION).