C.S. # 285

Hardcopy 12-5 # 22

also see notes in file

F. B. 10-53

6 CHAINS

FB #10

53

#285

Survey #123 For John Wyatt.

Tp. 11-5.

Beg. at ¾" pipe on E. line of John Trapp D.L.C. #56

	Δ0	N. 6° 30' E.	W. .086	
		correction E 15'	N. .008	
		(N. 6° 45' E. 26.297)	5.010	
1			3.248	
2			6.030	
3	L Left 24'	3° 30'	6.042	24.5 at .042 N.
			5.396	
			4.565	
4			2.752	
			-.712 = 26.297	
		Striking W. of N.E. cor.	.240	
5	(N.E. corner of John Trapp (1¾)		+ .476	
Thence	N. 59° 30' W.		N. .990	
		correction S. 8'	N. .704	
	(N. 59° 38' W. 45.549		10.963	
6			+2.919	
			S. 1.025	
	Set ¾" pipe.			
	Oak 6" S. 19° W. .736 dist.			
	8" N. 82° 15' W. 1.240			
7			13.085	
			+ .125	
			S. 1.051	
8			5.203	

Jan. 27, 1912.

J.E.M.A. & W.E. Wyatt.

6.042 6.031 .396

31.992 34.184 5.010

5.328 5.727 3.248

5.431 .432 6.030

4.8 30 42095 5.396

19.692

4.565

24.257

2.752

27.009

.712

26.297

6.030 5 = .00426 = 15'

2017) .112000

105188

68120

52594

155260

.086

.042

.128

.240

.112

12.030 3.041

14.980 2.919

11.061 .122

2.919

14.980 20.077

1.12 24.752

291 .425

5.34

1.42 20.077

03 51 51 NW

19 50351

1.024 100719

2221

.0000 79

.99

1.051

10.963 .704

20.77 10.963

11.0677 13.085

13.085 5.203

24.752 29.953

54

Recorded

Striking N. of car.

Stone already set At Stump S 7° E. 46

0 at 6" S. 50° 45' E. .770 cks.

" 16" N. 56° 20' W. .634 "

S. 81° 49' W. 1.760 To L corner

corrected 1.00 N 7° 55'

(S. 89° 44' W.)

S. 50° E. 7.825

corrected 3'2" N. S. 844

(S. 50° 46' E. N. 006

21.859

8.844 .026 E of car. Stone

17.808

+ .045 = 49.440

Set 1½" pipe 30" long N. 050 at N. of RR

N. 89° 38' E. +.051 R.W. and

correction N. 1' N. 040 ℄ Co. road

(N. 89° 37' E. 41.570) 16.000

-761

8.040

8.040 = 761

4.000 = 3.038

.885 - 539

S. 035

4.571

2° 3° 10' 4.040 .014 ac.

+.084 = 41.570

Str. R. of N. of car. 018

1.760 1.760 S. 81° 49' W.

16047 20526 N 89° 30' W.

12320 10560

1708 352

10 88 89 60

1.3738 1.1000 51 49

.00241 = 8' 11"

45.549 .110000

91098

1490226

1821996

689 40

7.825

1.760

6.065

.00101 = 3' 30" W.

31.547 .032

31547

45300 6065

31457

13843.0

7.825

1.760

6.065 = 6003 West

13916 = 7° 55'

8440

6065

23750

18195

555550

595585

49.400 79650

844 6065

46.556 35 8 50

17.808

.045

17.853

844

21.809

8.844

31.547

17.808

49.355

.045

49.400

.051

24.000

7.990

.860

32.931

7.321

4.034

.084

41.270

6065

74099

.045 N. 57585

.014 S. 41584

.031 N. 6.0071

.018 S.

.013 N.

.00031 = 1'

41.57 .013000

12471

529 0

41 57

11 3 30

4.0337

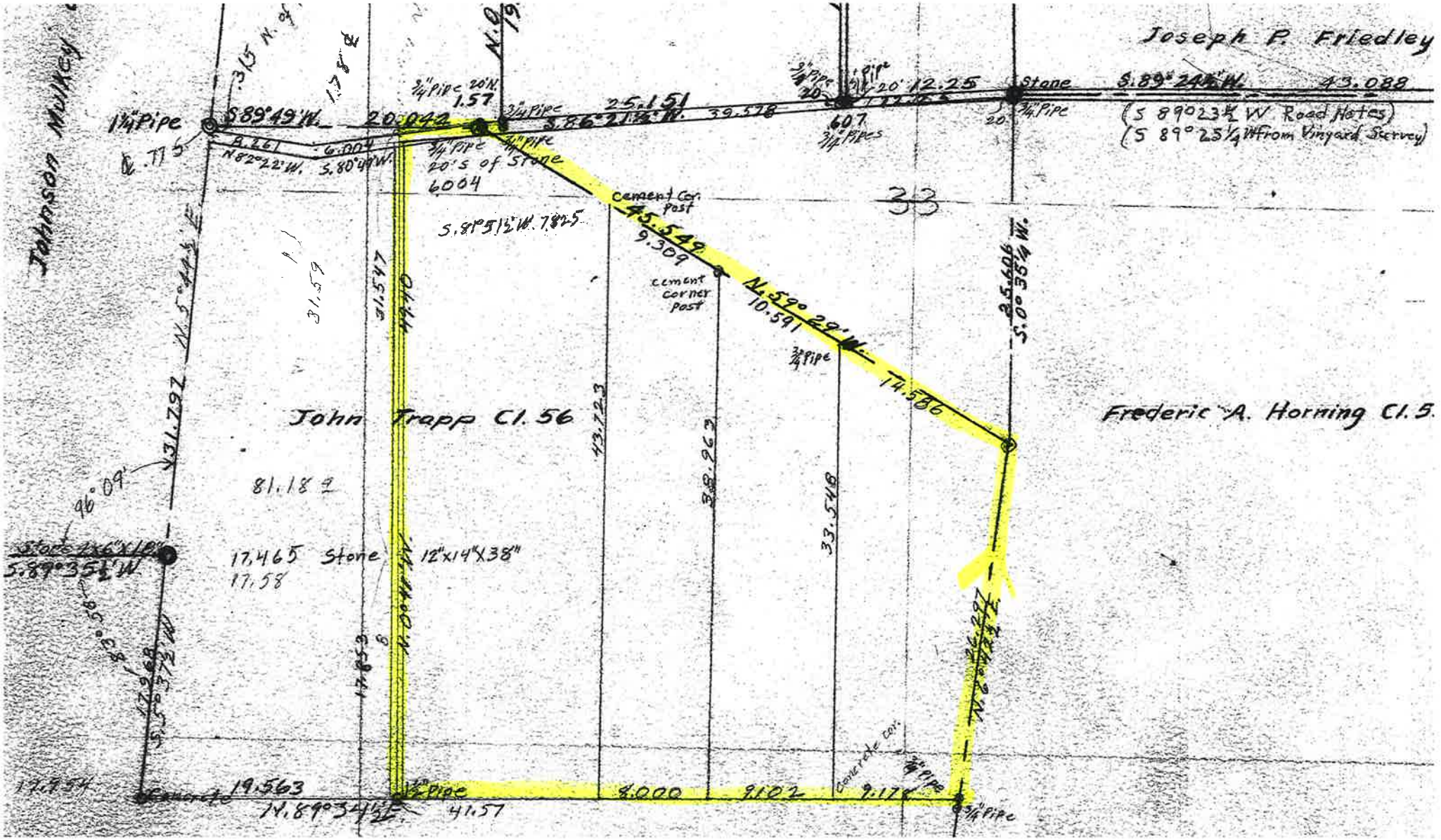
243

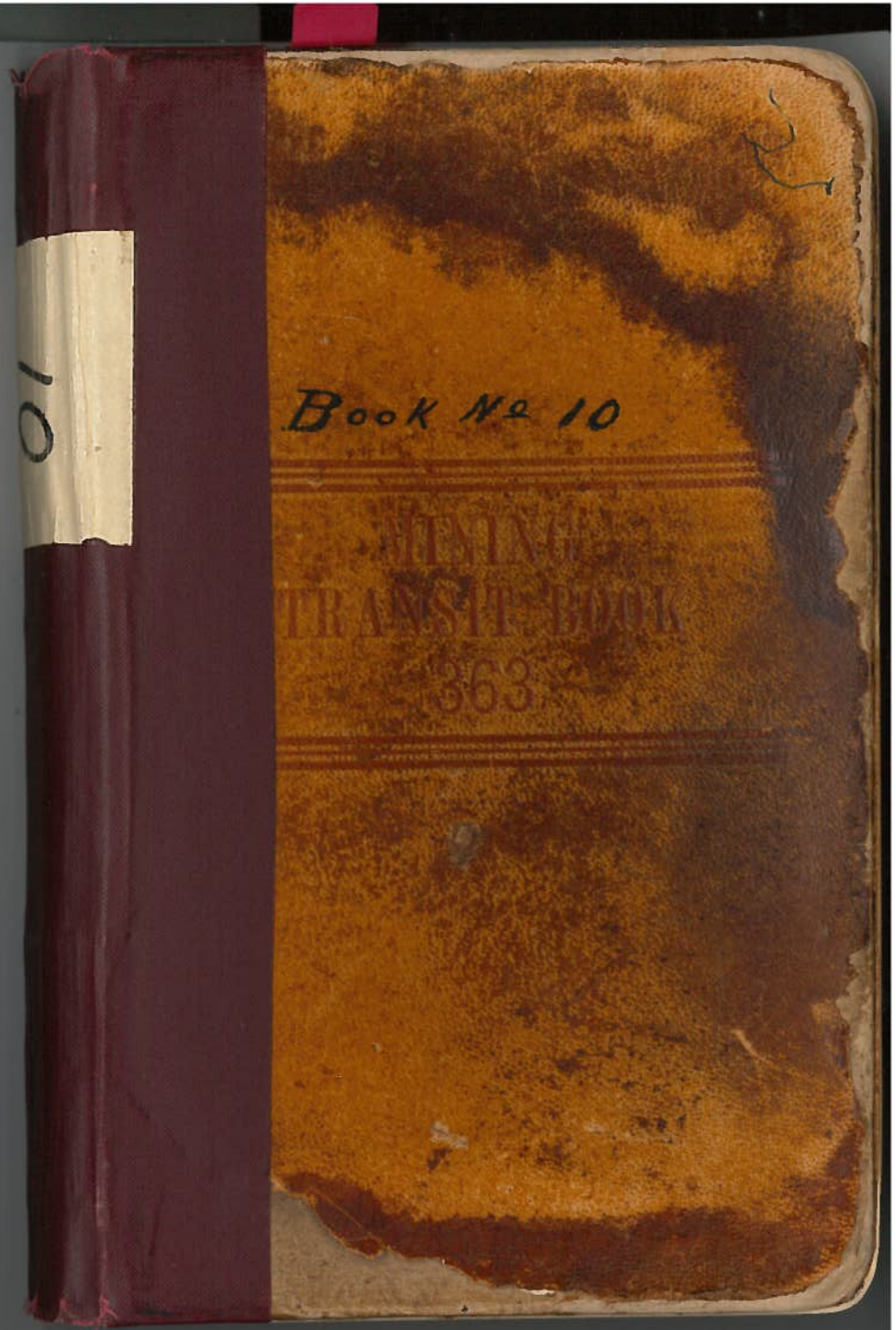
12102

1613

303

14097


Johnson Mulkey
1¼" Pipe
S 89°49' W. 20.042
Ø .77
N 82°22' W. 5.80
3/4" Pipe 20's of Stone
6004
S. 81°51½' W. 782.5
3/4" Pipe 20 N. 1.57
3/4 Pipe
S. 86°21½' W. 39.578
3/4" Pipe
25.151
607 3/4 Pipes
20
12.25
Stone
S. 89°24½' W. 43.088
(S 89°23½' W Road Notes)
(S 89°25¼' W from Vineyard Survey)
Joseph P. Friedley
33
Cement Cor. post
45.549
9.309
Cement corner post
N. 59° 29' W.
10.591
3/4 Pipe
14.586
S. 0° 35½' W. 25.606
Frederic A. Horning Cl. 5.
John Trapp Cl. 56
81.18 ±
31.792 N. 5°44½ E.
31.547
31.59
N. 0° 19' W. 31.547
13.723
38.963
33.548
96°09'
Stake 2x6"x18"
S. 89°35½' W.
17.465 Stone 12"x14"x38"
17.58
S. 5°37½' W. 17.968
17.853
N. 8°36' W. 17.297
17.954
Concrete 19.563
N. 89°34½' E. 41.57
½" Pipe
8.000
9.102
Concrete Cor.
9.17
3/4" Pipe
3/4" Pipe


10
Book No 10
TRANSIT BOOK
363

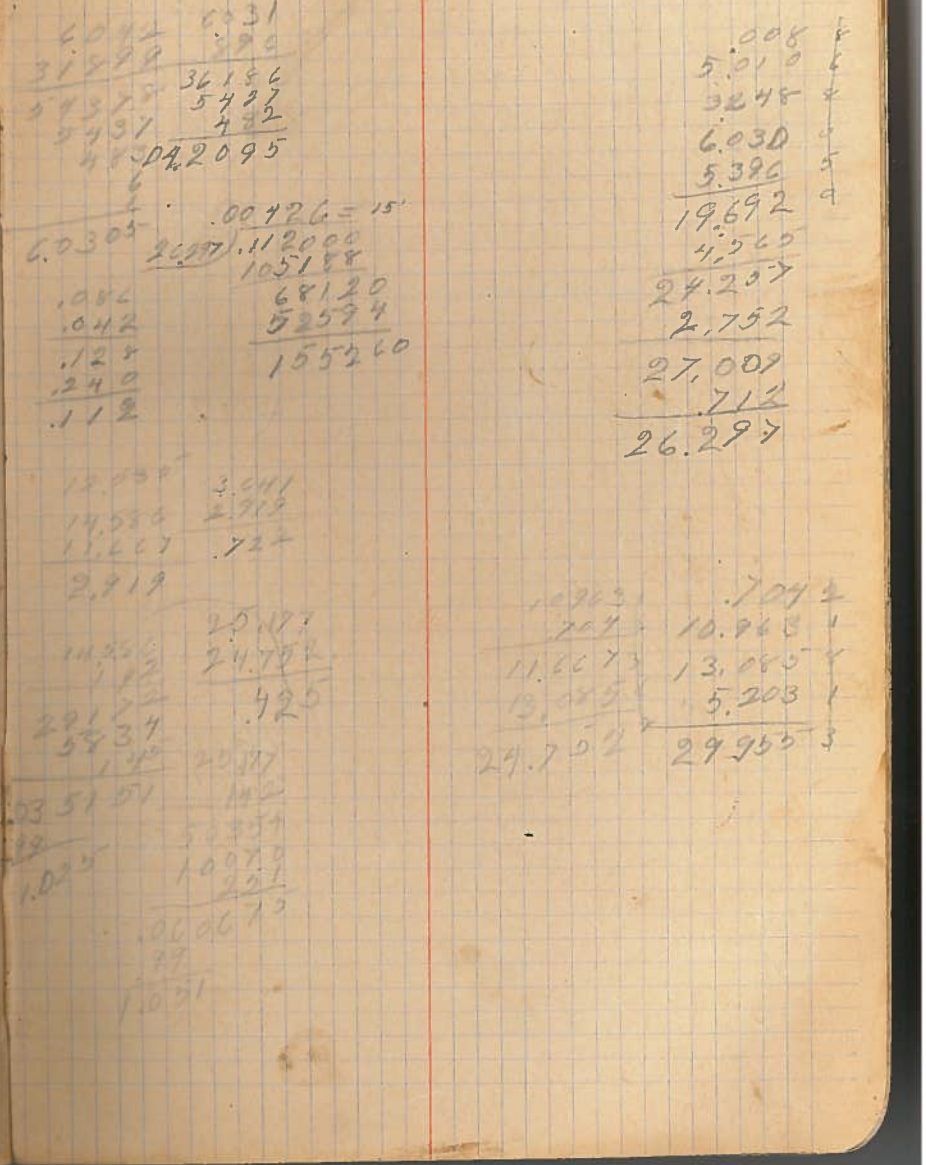
53 #285

Survey #123 For John Wyatt.
Tp. 11-5.

Beg. at ¾" pipe on E. line of John Trapp D.L.C. #56

	Δ0	N. 6°30' E.	W. .086	
		correction E 15'	N. .008	
		(N. 6°45' E. 26.297)	5.010	
1			3.248	
2			6.042	offset .042 N.
3		L Left 24' 3°30'	5.396	
			4.565'	
			2.752	
4			-.712 = 26.297	
		Striking W. of N.E. cor.	.240	
5		(N.E. corner of John Trapp (15)	+.476	
Thence		N. 59°30' W.	N. .990	
		corrections s'	N. .704	
		(N. 59°38' W. 45.549	10.963	
6			+2.919	
			S. 1.025'	
		Set ¾" pipe,		
		Oak 6" S. 19° W. .936 ohs.		
		8" N. 82° 15' W. 1.240 "		
7			13.085	
			+ .425	
			S. 1.051	
8			5.203	

Jan. 27, 1912.
J.E.W. A. & W.E. Wyatt.



54

9

10

Recorded

Striking N. of cor.

Stone already set At stump S 7° E. .46

Oak 6" S. 50° 45' E. .770 cks.

" 16" N. 56° 20' W. .634 "

S. 81° 49' W.

correction N 7° 55'

11 (S. 89° 44' W.)

S. 50 E.

correction 3½' W.

12 (S. 0° 46½' E.

13

14

Set ½" pipe 30" long

N. 89° 38' E.

correction N. 1°

(N. 89° 37' E. 41.570)

2°

15

16

17 ⌐ Right 12' 3° 10'

Striking N. of cor.

6.907

7.313

+1,374 = 45.594

1,100

1.760 to L corner

7.825

S. .844

W. 006

21.859

8.844 .026 E. of Cor. Stone

17.808

+ .045 = 49.410

N. 050 at N. of RR R.W. and E. Co. road

+.051

N. 040

16.000

-761

S. 040

8.040 -761

S. 038

.685 -.539

S. 030

4.521

4.040 .084 Hac.

+.084 = 41.570

.018

1.760 1.760 S. 81 47 W.

1.0857 2.0526 N 8 13 W.

12320 1.0606

11708 352

10 88 87 28

1.1000 S 1 49

1.3738 .00241 = 8'

45.549 .110 000

91098

1490220

1821960

680 40

7.825

1.760

6.065

.00101 = 3' 30" W.

31.547 .032

31547

40000

31457

138430

6065

74099

0 1/8 - 45 N. 54585

.014 S. 54158

.931 N. 427

.215 S. 60071

.013 N.

.00031

.013000

12411

5290

41.57

11330

.13916 = 7° 55'

8440

6065

23750

18195

555-50

545 85

9650

49.400 6065

48.556 35-850

17.808

.045

17.853

8 30 30"

5 9 30

30 30'

8 11'

38 41'

6.003

29.955

6.907

7.313

1.374

45.549

7.825

1.760

6.065 = 6003 West

.844

21.859

8.844

31.547

17.808

49.355

.045

49.400

.051

24.000

7.990

.885

32.931

4.521

4.034

.084

41.570

Change in Corrallitos & Alsea

55 Beg. at ⊙ in the Corrallitos & Alsea Wagon road 2.63 West of a casting on the East line of Allen Hayden C.l. #37 Tp. 13 S. R. 1 W.

Polaris correct E 3'

1	N. 52° 52' E.	correction N. 1° 9'	(N. 51° 43' E.)	
	∠ Right 1° 22'	+ 2°	2.167	(+5) offset
2	∠ Left 12'	− 8'	3.742	(+) offset
2' 3	∠ Right 4'	+2°	7.128	(+) offset 2.022 N. (−) offset .008 S.
4 (71.5 Ft)		+3° 30' +20.7'	5.078	(culvert + 2.00)
5		+4 Ft.	2.920	
6	Set N. 37° 8' W.	+4'	.455	= 21.015
	N. 56° 36' E.	(not in total) −5 −19.5	3.40	
7-3 Ft	Corrections S. 1° 38' (N. 58° 1/4 E.)	−5° 6' 6.2	5.742	
		(not in total) −5°	2.500	
8-3 Ft.		−25'	5.223	
9		230'	5.218	16.164
10	S. 33° 24' E.	− 6 Ft	.463	offset
11	N. 86° 32' E.	− 52'	6.473	−.416
12	correction S. 4° 11' (S. 89° 57' E.)		5.389	
13+3'	∠ Right 23° 43'		3.030	offset 1.219 S.
14	∠ Left 16'	+1° 20'	1.936	offset .009 N. 16.570
15	N. 67° 18' E.	+2° 50' +2° 30'	3.140	Fence
16		+2.9 Ft.	-2.905	
17		−8° 20'	−1.396	= 4.661
18	N. 88° 27' E.	+ 4°	2.221	= 2.215

Wagon Road #299 Jan. 31, 1912.

Fire	H.	W.	Hor. ∠	Vert. ∠
2	9		S. 26° 41' W.	24° 7'
12	13.5		S. 27° 17' W.	23° 37'
			S. 27° 11' W.	23° 10'
			S. 27° 29' W.	23° 4'

(N. 51° 46' E.)

+ 3° 10'

N. 54° 14' E.

correct E 3'

4 2 W. 3' E.

2.167 3.742 7.128

2.165
3.742
7.124
13.031
5.048
2.922
21.017
.002
21.015

.02863 = 1° 38'

.07302 = 4° 11'

16.171 16.164 16.57

3.741
5.223
5.207
16.171

3.030 1.219 .009 16.570

6.172
5.389
2.774
1.935
16.570

3.137

56

19	N. 66° 3' E.	+ 4°	2.311
	not in total	−10°	1.87
		4°30'	3.924
20			3.395 = 9.615
21	N 47°49' E.	+20'	2.749
22	N. 59°51' E.	+11'	12.314
Cor. of road 12 Mine	N. 9°40' E.	+1°55'	9.130 = 9.175
	Fir 30" N. 53° E.		2.384 chs.
	Maple 30" S 1° E.		1.573 "

West

1	∠ Left	3°32'	17°27'	1.376
2			11°50'	.698

South correction W. 77'

	∠ Right	+ 3°1'	20°15'	
			20°48'	8.000
3				.188
4			10°13'	3.788
5				.742
Cor.	∠ Left	5'		32.374

2.311 3.924
36 897 29698
20799 35316
2079 3531
184 235
13 35
2.307 5 3.9117

2.308 4
3.912 4
3.395 7
9.615 3

1.376 .698 3.788 32.374 1.314
.123 .188 .742 .541 .433
1.499 7.788 4 41.489 1.747
188 37042 3.237 4
30301 1.2988
1516 1.6
3
1.0116 941
7.656
3.728
11.384
.742
12.126
.00793 = 27'
35200
3112
4150
4002
1150
3.7277
.047
.408
.39 3
44.50