

County Surveyor's Record, Douglas County, Oregon

Subdivision of Section 13, T. 28 S., R. 4 W.

CHAINS	
3.00	<p>Descend 15 ft. along E. slope, through heavy timber and dense undergrowth.</p> <p>Ridge, bears N.E. and S.W.; desc. 290 ft. over N.W. slope, changing to N. slope.</p>
19.68	<p>Point for the SE 1/16 sec. cor. of sec. 13, at intersection with the E. and W. center line of the SE 1/4.</p> <p>Set an iron post, 28 ins. long, 2 1/2 ins. diam, 23 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">SE 1/16 S 13 1965</p> <p>from which</p> <p style="padding-left: 40px;">A cedar, 8 ins. diam., bears N. 32° E., 7 lks. dist., marked SE1/16 S13 BT.</p> <p style="padding-left: 40px;">A fir, 12 ins. diam., bears S. 23° W., 62 lks. dist., marked SE1/16 S13 BT.</p> <p>Descend 400 ft. over N. slope, changing to N.E. slope.</p>
35.80	<p>Buck Fork of North Myrtle Creek, 10 lks. wide, course N. 20° W.; asc. 50 ft. over S. slope.</p>
37.90	<p>Gravelled road, 30 lks. wide, bears E. and W.</p>
39.35	<p>The center E 1/16 sec. cor. of sec. 13.</p>
4.00	<p>From the S 1/16 sec. cor. of secs. 13 and 18, on the E. bdy. of the Tp.</p> <p>S. 89° 15' W., on the E. and W. center line on the SE 1/4 of sec. 13.</p> <p>Ascend 145 ft. over N.E. slope, through heavy timber and dense undergrowth.</p> <p>Spur, slopes N.; desc. 240 ft. along a broken N. slope, changing to N.W. slope.</p>
19.57	<p>The S.E. 1/16 sec. cor. of sec. 13.</p> <p>Descend 355 ft. over broken N.W. slope.</p>
39.14	<p>The center S 1/16 sec. cor. of sec. 13.</p>
<p>Survey of Tract No. 37, in the NW 1/4 of the SE 1/4 of Section 13, T. 28 S., R. 4 W., Willamette Meridian, Oregon</p> <hr/> <p>In order to survey Tract No. 37, in the NW 1/4 SE 1/4 of sec. 13, I begin at the center E 1/16 sec. cor. of sec. 13, thence S. 69° 10' W., 5.64 chs. dist. on a connecting line to a point for angle point No. 1.</p> <p>Set an iron post, 28 ins. long, 2 1/2 ins. diam., 24 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;">T 28 S R 4 W S 13 AP 1 TR 37 1965</p>	