

- | Corch | Description |
|-------|---|
| 1 | 4 Cedar Post Nailed to wire fence |
| 2 | 4 Cedar Post |
| 3 | 3 1/2 Oak Post 12 Fir S 82° W 30° H |
| 4 | 3 1/2 Oak Post 10 White Oak S 75° W 27° H |
| 5 | 3 1/2 Oak Post 12 Fir S 72° W 30° H |
| 6 | 4 1/2 Oak Post 14 Fir N 30° W 33° H |
| 7 | 3 1/2 Fir Post 14 Fir S 50° W 45° H |
| 8 | 3 1/2 Oak Post 10 White Oak S 85° W 35° H |
| 9 | 3 1/2 Fir Post 12 Fir S 82° E 47° H |
| 10 | 2 1/2 Fir Post 14 Fir N 40° W 45° H |
| 11 | 3 1/2 Fir Post set 40' East of Cur 16, 12 |
| 12 | 3 1/2 Oak Post 12 Fir N 85° W 105° H |
| 13 | 3 1/2 Oak Post 8 White Oak N 72° W 57° H |
| 14 | 3 1/2 Oak Post 12 White Oak West 97° H |
| 15 | 3 1/4 Cedar Post 8 Oak N 87° E 105° H |
- Section Corner Sections 889
 6 1/2 Oak Post 20 Fir N 5° E 93' Hs.
 40' Oak S 60° E C.Hs.
 36' Oak N 62° W 51' Hs.
 20' Oak S 40° W 54' Hs.

TOTAL AREA 235.62 ACRES

HIPPELY ESTATE
Sections 889 T.24S.R5W.M.M
 including
 Part of Plat A Orchard Hill Land Co.
 DOUGLAS COUNTY OREGON

Ben B. Irving

Surveyed and Platted
 by
 BEN. B. IRVING Deputy County Surveyor
 Roseburg Oregon
 Feb. 13, 1929 SCALE 1" = 200'

List of trees in plat is
 from line 5045E 240E

14-27

Hippely Estate

Sta	Hypotenuse Foot	Angle	CL	MC	Slope
352 ³	180 ^E		S 86°33'E	S 86°50'E	+2°45' 100 ^E
Hub 2 363 ⁴	149 ³	367 56, 183° 58'	N 89°29'E	N 89°50'E	+12°40' 153 ⁰
Hub 1	214 ¹	358 47, 179° 14'	N 89°25'E	N 89°E	+10°30' 217 ²
Hub	161 ⁵	172 29, 86° 14'	S 4°1'W		-11°0' 164 ⁵
Hub	287 ²	370 51, 185° 29'	S 82°6'E	S 7°50'	-7°45' 287 ²
Hub	47 ²	360 7, 180° 3'	S 1°31'E	S 1°40'E	
Hub	282 ²	356 46, 179° 23'	S 0°6'W	S	+5°10' 282 ²
Hub 81	329 ⁵ 330	360 12, 180° 0'	South	S	
Lot Co 30	299 ²	24° 0'	S 89°10'E		299 ²

Sec Co 8/9
 Position identified by
 3 DITS which mark bearing & dist
 RT NE Quad missing
 Set 6" Oak Post
 20' Fir N 5° E 90 1/2

295.5
43

Nov 13 1929 (2)
Cold - Clear - Frost

Irving
Clear
Richardson Ch.
Ave

99875

1100
990
975
86 14
4 1
90 15
89 45

98766

97566
92698
487230
97566
179,275,980

98325

98163

990
947
43

99087

98325
7177
688275
688275
92350
1966525
2,14,063,525
599042
199694
798776
199294
2821676

99847

99847

Van 22'20"

99875
1807
699125
7990000
9917586
180474
89 46

89 47
3 58
128 60
93 27
86 33

190
179 14
46
81 25
122 31
199 10.87 6
2899 1
89 178 3
89 178 3
79 269 6
198 174
2,872,534 13

79 00
1780 23
1 37
1 31

350
269 18
90 42
89 18

174 60
5 89 46
90 14
86 13
N 40 E

Hub	Pt	Area	CC	ML	Slope
28 ¹⁴	320		✓ S 22° 35' W	S 25° 30' W	
3 ¹³ 27 21	231 ⁰	408 ¹⁰ 204 ⁵ 183 ⁵	S 1° 40' E	S 2° E	-12° 35' 2362
12	203 ^E	366 ¹⁷ 183 ⁸	S 4° 48' E	S 4° 40' E	-11° 35' 207 ⁶
17 ¹¹	149 ¹	360 ⁵⁹ 180 ²⁹	S 5° 11' E	S 5° E	
15 ¹⁰	101 ^E	351 ³⁴ 175 ⁴⁷	S 1° 4' E	S 1° 40' E	+7° 0' 102 ³
14 ⁹	509 ²	351 ⁵⁶ 179 ²⁸	S 0° 32' E S 1° E	S 1° 40' E	+14° 20' 330 ²
9 ⁸	128 ^E	360 ⁴ 180 ²	S 0° 31' E	S 1° E	+17° 35' 134 ⁹
9 ⁷	362 ⁵	358 ²⁸ 179 ¹⁴	S 0° 12' W	S 1° 10' E	L 292 ^E L 700
6	462 ⁸	358 ² 179 ¹	S 1° 11' W	S 0° 10' E	-7° 0' 135 ³ 330 ⁰
10 ⁵	199 ³	535 ²² 267 ⁺¹	S 86° 30' E	S 86° 10' E	+19° 20' 202 ⁰
8 ⁴	263 ⁶	351 ²⁰ 179 ⁺⁰	S 86° 10' E	S 86° 40' E	+15° 40' 278 ⁸
3 ³		360 ⁴⁶ 180 ²³	S 86° 33' E		

Along fence line

$$\begin{array}{r} 204 \\ 204 \\ \hline 204 \end{array}$$

$$\begin{array}{r} 24.5 \\ 1.40 \\ \hline 25.90 \end{array}$$

$$\begin{array}{r} 24.5 \\ 1.40 \\ \hline 25.90 \end{array}$$

$$\begin{array}{r} 97598 \\ 24.5 \\ \hline 98024 \end{array}$$

$$\begin{array}{r} 98024 \\ 2076 \\ \hline 99900 \end{array}$$

$$\begin{array}{r} 99900 \\ 1960480 \\ \hline 20349782 \end{array}$$

$$\begin{array}{r} 99255 \\ 190 \\ 319.7 \\ \hline 509.7 \end{array}$$

$$\begin{array}{r} 360 \\ 175 \\ \hline 535 \end{array}$$

$$\begin{array}{r} 95329 \\ 96887 \\ 290661 \\ 290661 \\ \hline 3197271 \end{array}$$

$$\begin{array}{r} 99255 \\ 1352 \\ 8275 \\ \hline 99255 \end{array}$$

$$\begin{array}{r} 98676 \\ 762624 \\ 381372 \\ \hline 95328 \\ 1348 \end{array}$$

$$\begin{array}{r} 96285 \\ 2738 \\ \hline 990280 \\ 262455 \\ 679995 \\ 192570 \\ \hline 26362830 \end{array}$$

$$\begin{array}{r} 150 \\ 220 \\ \hline 370 \end{array}$$

$$\begin{array}{r} 535 \\ 25 \\ \hline 560 \end{array}$$

$$\begin{array}{r} 267 \\ 41 \end{array}$$

$$\begin{array}{r} 47598 \\ 2367 \\ \hline 683196 \\ 585588 \\ 292394 \\ \hline 195196 \\ 2124 \\ \hline 231014466 \end{array}$$

$$\begin{array}{r} 2055 \\ 140 \\ \hline 20325 \end{array}$$

$$\begin{array}{r} 711 \\ 59 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 18960 \\ 412 \\ \hline 635 \end{array}$$

$$\begin{array}{r} 8741 \\ 8630 \\ \hline 111 \end{array}$$

$$\begin{array}{r} 99255 \\ 1025 \\ \hline 297765 \\ 198510 \\ \hline 992550 \\ 10153786 \end{array}$$

$$\begin{array}{r} 99255 \\ 297765 \\ \hline 297765 \\ 327541 \end{array}$$

C. S. File No. 14/27

(5)

242122

1173

N 87° 34' W
H 100'

N 14° 10' W 420' 1253

21

864 13
192 6

N 85° 15' W
H 125'

N 87° 40' W

20

1252

540 44
272 52

32° 10' E
S 110'

75

(15)

209116
2091

1862

32° 10' E
S 110'

248 2042

15

358 46
175 20

S 135° E

S 1° W

3232

21050

312
156 2

32° 10' E
S 110'

170
28° 40' 2300

14

6

1826
8945
38751
18

17960
1562
2358
2157
2

27252
237
36015
27015
18745

360
18544
105
82644
27252
17960
562
2358
225
133

37
53
210

9252
212
7509
8751
4085

93969
1253
281907
46845
127628
187331
57

(3 ft from line)

Repl in face 2-14-29 same crew.

8925
1826
31

27252
217
36035
27035
18925
12225
29129
88

91355

913555
20423

94740
830

94740

248130
54206
27100

2842200
28422

1827100
182912350

32264200
11
3236

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Heck ②	Pkt	Depth	GC	NC	slope
1448 ³²	148 ⁹		✓		
1499 ³¹	175 ⁴	9 ²⁴ 4°42' L	S 87°54' W	N 88°10' W	+5°55' 149 ³
1123 ³⁰	98 ⁸	4 ⁵⁸ 2°29' R	N 89°24' W	N 85°40' W	-7°20' 176 ³
1025 ²⁹	155 ⁵	0 ¹⁰ 0°5' L	N 89°53' W	N 86°40' W	+10°50' 100 ⁶
669 ²⁸	96 ⁵	5 ¹⁶ 2°38' R	N 89°49' W	N 87°0' W	
770 ²⁷	102 ²	1 ⁴ 0°7' R	S 87°54' W	N 86°00' W	+10°50' 98 ³
670 ²⁶	81 ⁷	1 ³⁰ 0°45' R	S 87°27' W	S 89°50' W	-9°50' 103 ⁷
25 ²⁵	171 ⁴	8 ²⁴ 4°22' L	S 86°42' W	N 84° W	+6°55' 81 ⁸
448 ²⁴	95 ⁵	1 ³⁶ 0°48' L	N 88°56' W	N 85°20' W	+16°0' 178 ³
23 ²³	79 ²	0 ³⁴ 0°17' L	N 88°8' W	N 85°20' W	+6°40' 96 ^L
242 ²²		1 ²⁰ 0°39' L	N 87°51' W	N 85° W	+8°20' 80 ⁸
			N 87°12' W		

9

1009⁴²

129²

VI. 50
10° 56' L

N 9° 39' W N 1° 40' W

570⁴¹

307²

N 1° 19' E N 1° E + 13° 5' 315²

572⁴⁰

166³

6²
3° 1' R

N 1° 45' W N 1° 20' W + 21° 30' 178²

39

216⁻

2⁶
1° 3' L

N 0° 39' W N 1° 10' E + 9° 10' 218⁸

38

190³

5¹⁹
2° 39' R

N 9° 10' W N 1° 30' W - 5° 0' 191⁰

~~339³⁷~~

117¹

11⁵⁷
3° 29' R

S 87° 13' W S 89° 30' W - 16° 10' 121⁹

~~222³⁶~~

163¹

0²⁴
0° 14' L

S 87° 29' W N 88° 20' W - 9° 55' 166⁴

205³⁵

377¹

8⁰⁰
4° 0' L

N 88° 35' W - 20° 20' 330⁰ 68⁵

34
1690²

83⁶

2⁵⁷
1° 18' R

N 88° 57' W N 89° 10' W - 9° 45' 24⁸

33

148⁶

10⁴⁰
0° 50' R

S 89° 19' W S 89° W + 4° 15' 149⁰

32
1448²

2⁵¹
1° 25' R

S 87° 51' W

1016
880
132

10

330
2013
1287

End here Feb 14 1929

97454	93042 1787 651294 744336 651294 93042	237 780 44 8120 320 239 41	8711 8929 3460 17660 320
93042	166266054 98723 2188	2 1	23393 3
98723	789784 789784 98723 197446 216085924	23423 23445 2222 1223	23445 (18)
99619	Intersection blazed line E + N		
96046	96046 1219 864414 96046	17964 9235 8725	
98506	1152552 117080074	98506 16648 394024 591036 591036 98506	1 8
93769	99619 191	98506 163913984	93769 3
98556	94619 896571 99619	281507 281807 3094377 6655 5739 99725	7
99725	19027229 97454 2157 682178 487270 97454 97454	98556 848 788448 94224 788448 575488	93769 3 281507 281807 3094377 6655 5739 99725 149 897525 398900 99725 14859025
	292362 307662778	83575488	

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31
38

1062

Hub

0° 27' R

N 0° 41' E

N 0° 1' E

17° 111°

1558

9° 30' 108°

~~Hub~~

~~POI~~
27 R

1275

N 0° 21' E

N

1550' 132°

Hub X

0° 56' R

427

N 0° 34' W

N 2° W

9° 45' 102°
330°

~~SE~~

12 41
6° 20' R

332

N 6° 54' W

N 6° W

10° 20' 330°
70°

SW 71

167 14
83° 37' R

473 E

S 89° 29' W

W

8° 0' 330°
9° 45' 135°

43

2 51
1° 26' R

1494

N 89° 5' W

N 19° 40' W

42

158° 56'
79° 28' L

N 1° 37' W

~~SE~~

658

N 87° 41' E

N 87° E

5° 5' 300°

42

97° 18' R

N 9° 37' W

(16)

$$\begin{array}{r} 1067 \\ 356 \\ \hline 1423 \\ 1423 \\ \hline 2846 \\ 528 \\ \hline 3374 \\ 5554 \\ \hline 9129 \\ 924 \\ \hline 9240 \end{array}$$

$$\begin{array}{r} 95215 \\ 1116 \\ \hline 573690 \\ 1051765 \\ 95615 \\ \hline 106706340 \end{array}$$

$$\begin{array}{r} 96206 \\ 1325 \\ \hline 418030 \\ 192412 \\ \hline 288618 \\ 94206 \\ \hline 127472950 \end{array}$$

$$\begin{array}{r} 98629 \\ 154 \\ \hline 789032 \\ 1479455 \\ \hline 1558387 \end{array}$$

98555 - 305
 98579 (Wol 1478 Slope = 10°30' to Stake NE Cor 62)

$$\begin{array}{r} 99027 \\ 125 \\ \hline 496985 \\ 295666 \\ \hline 318000 \\ 132049 \\ \hline 32678910 \end{array}$$

$$\begin{array}{r} 99027 \\ 330 \\ \hline 297081 \\ 297451 \\ \hline 32678910 \end{array}$$

$$\begin{array}{r} 98555 \\ 33 \\ \hline 295666 \\ 295666 \\ \hline 32678910 \end{array}$$

$$\begin{array}{r} 9031 \\ 8429 \\ 8237 \\ \hline 17866 \\ 17866 \\ \hline 180 \\ 8242 \\ \hline 9718 \end{array}$$

$$\begin{array}{r} 9718 \\ 937 \\ \hline 1741 \end{array}$$

Begin here Feb 15 1929

C.S. File No. 14/27

⊕

HELIPORT

300 L

171° 48' R

S 89° 00' E

Hub 1' from base

0° 24' R

10° 10' 300

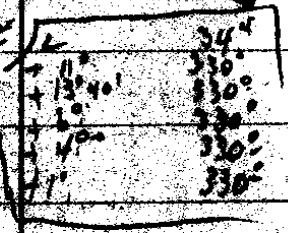
336+

S 89° 30' E

S 0° 20' E

Hub

0° 22' R



1666

S 89° 00' E

S 88° 00' E

Hub near Initial P.P. Plot

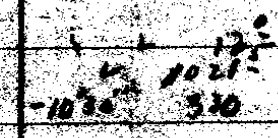
180 24
90 14' Z

~~Hub near Initial P.P. Plot~~

180 34
90 17' Z

N 0° 00' W

N 120° E



~~Hub near Initial P.P. Plot~~

664

190 24
90 14' Z

S 89° 00' E

S 89° 20' E



~~Hub near Initial P.P. Plot~~

310

171 41
90 14' R

N 0° 3' W

N 100° E



Carbide

180 34
90 17' Z

N 110° W

N 11° W



~~Hub near Initial P.P. Plot~~

507

6 16
3 8' R

N 70° 10' W

N 11° W



Hub

150

180 34
90 17' Z

N 11° 44' W

N 11° W

Hub

96

180 34
90 17' Z

S 89° 00' E

⊕

507

180 34
90 17' Z

264
40

396
940
1386
1340
2726

132
1056
330
1386

132
528
568

230
160
120
8450
9017

98902

99168
99169
99452
99726
99985

330
330
330
990

548
230
7242
1211
12825.40

219
17
04950
24
34
732
732
80520

180 10

99253
297765
297765
3271415

98325 (020' left of line and 70'E stake on lot line)

99253 3275
3100
131.5
26.7
99619 2642

968

99253 3
322.6 3
595530
198510
99253
297765
310271130

524
4171
40.3
40

Cor lot 47 40' back

98639
97815
98902 3264
98930 -1812

1761
3051
501.6
63.9
98902 33

98629 33
295287
295287
3254757
97815
784520
97815
1760678

99619 6
298857
298857
3287427
108
49727
159
3267 64769
110
130
6565
2425
308
962

296706
298200
3243766

98430 6
134
343720
787440
9843
18121120

9966
22
19 464

Appx Cor NE Cor Lot 47 SE Cor 46

G. S. File No. 14/27

(15)

Corner Lots N.W. Cor 33.

Set 3' x 30" Oak Post. N.W. ^{W W} E Road
12" W.O. West 97³ N.W. Lot 33-34 C.S. BT

Cor Lots 43-44-49-50

Set 3' x 36" Oak Post. N.W. ^{W W} E Road
8" W.O. N 27° N 57° N.W. Lot 46 N.W. 10 E.S. BT

Cor Lots 46-47

Set 3' x 36" Oak Post. N.W. ^{W W} E Road
46 N.W. 47 S.W. C.S.
Road E

12" Fir N 25° W 109' N.W. Lot 46-47 C.S. BT

Lot 69 - Road set 40' E of Lots 46 & 47

Cor Lots 62-63 - 2' x 30" Fir Post. ^{62 N.W.} ^{63 S.W.} Road E

140" Fir N 40° W 40' ft. N.W. Lot 62-63 C.S. BT.

NE Cor Lot 80 3' x 30" Oak post. N.W. Cor 80

12" Fir S 23° W 30' ft. N.W. Cor 80

SW Cor Lot 71 -

Set

Fir Post 71 on NE face
72 on NW

12" Fir S 82° E - 61' - SW Cor 71

SE Cor 71 SW 72

3" x 36" Oak Post 71 on NW Face
72 on NE "

10" Oak S 55° W 35 1/2 ft L 71-72 - CS BT

SE Cor

3" x 30" post mkd SW Cor CS
18" Fir S 50° W 4 1/2 ft SW Cor CS BT

30' from SE Cor

4" x 36" Post in fence line
mkd SE Cor CS BT

14" Fir N 30° W 23' SE Cor CS BT

NE Cor 3" x 30" Post mkd

NE cor on SW face CS on SE

12" Fir S 72° W 51' mkd NE Cor CS BT

Int L Cor 3" x 30" Oak Post
mkd Int - Cor CS

10" Oak S 75° W 29 1/2 ft

mkd Int - Cor CS BT 14/27

(17)

Lot 3 479

4" Cedar Post Nailed to
Fence Mkd Lot 3 Lot 79 CS

4" Cedar Post

NW Cor Lot 1 Mkd NW cor Lot 1 CS
& nailed to Fence at higher P.T.

Lots 31+32 Road

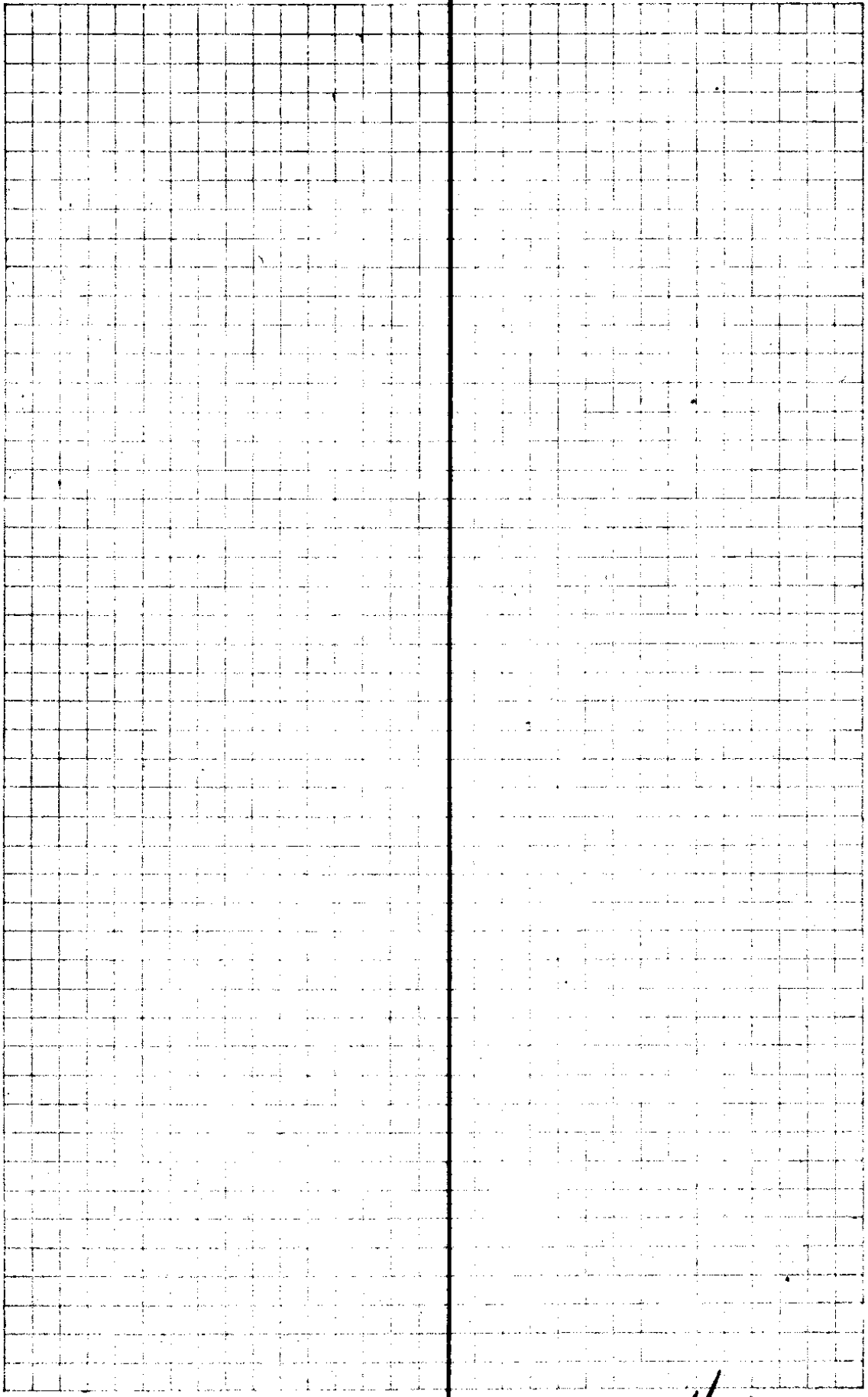
Point on N face
Lot 31 on E face CS or S
Lot 32 on W face

2x4" Cedar Post mkd

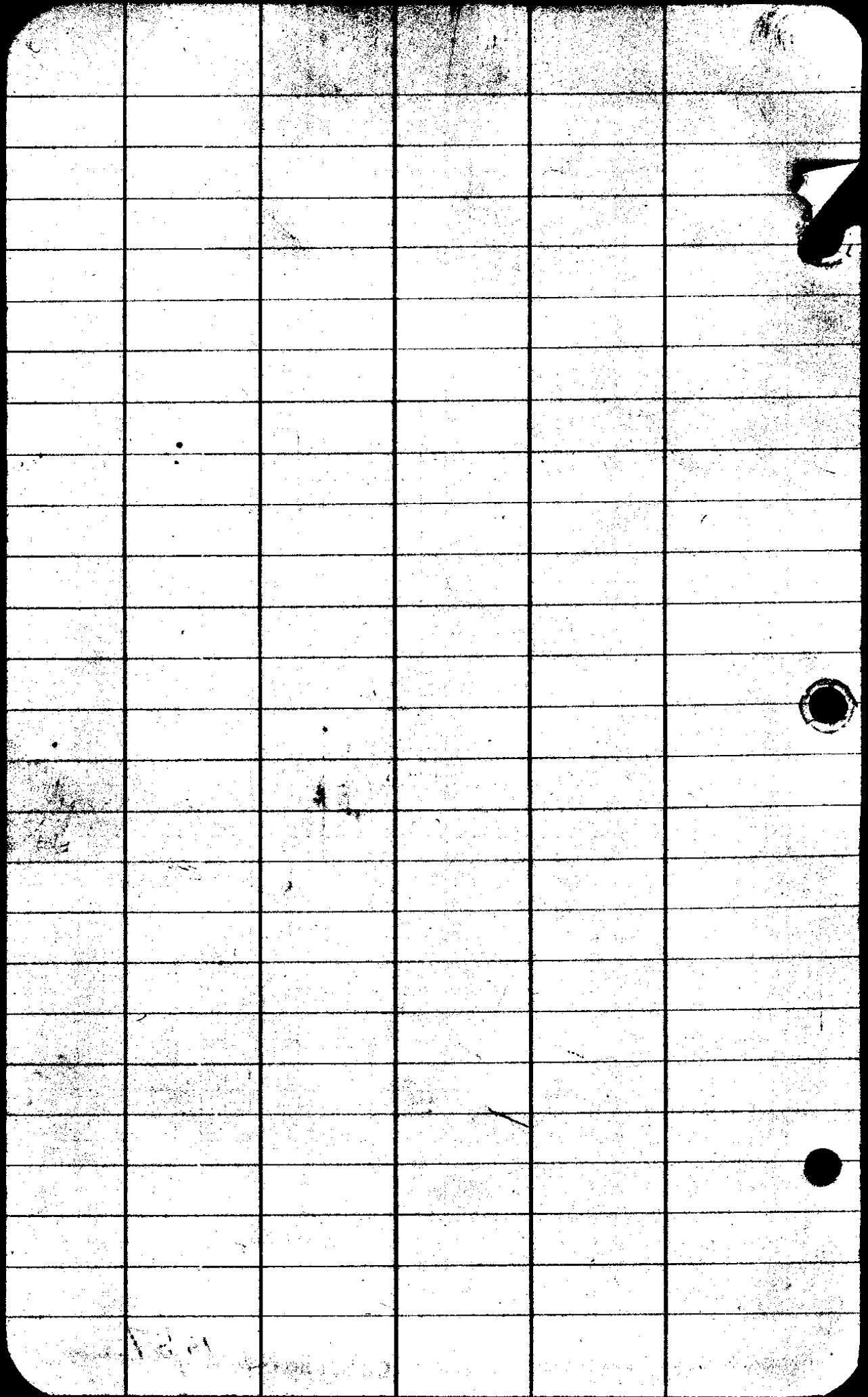
N 87° E 109' 6" 8" Oak Mkd Lots 31-32 CS BT

17/14

18



C. S. File No. 14/27



CS FILE FOLDER

CONTAINS

MORE

INFORMATION