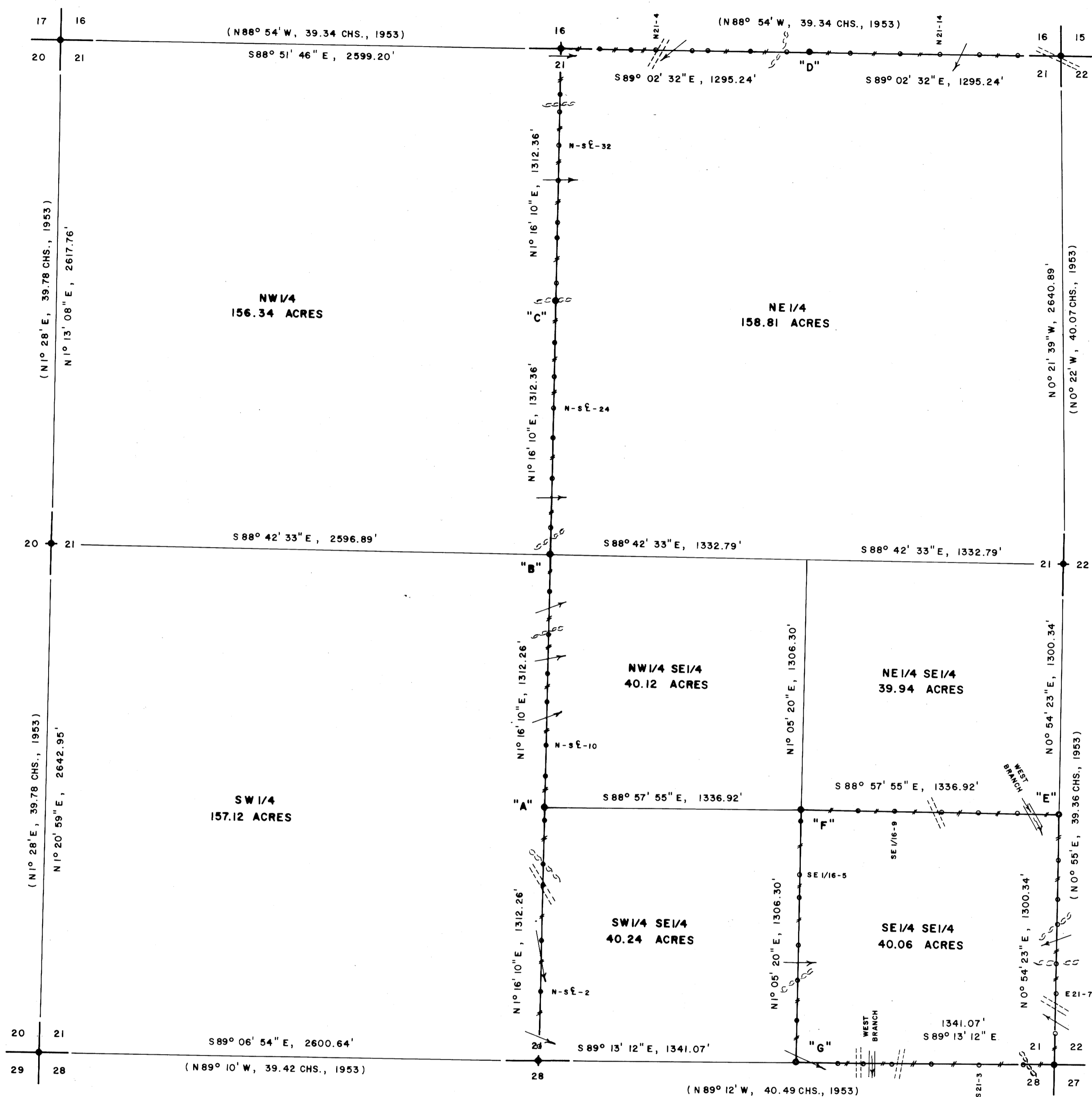


N.W. SECTION CORNER
FD. 1953 G.L.O. BRASS CAP
23" FIR STUMP, S79°E, 18.1' (NO MARKS), 1891 B.T.
28" FIR STUMP, S7°W, 9.4' (NO MARKS), 1891 B.T.
42" FIR STUMP, N28°E, 38.3' (NO MARKS), 1891 B.T.
20" FIR STUMP, S70°W, 91.4' (NO MARKS), 1953 B.T.
36" FIR STUMP, S53°E, 69.5' (NO MARKS), 1953 B.T.
36" FIR STUMP, N19°W, 58.3' (NO MARKS), 1953 B.T.

WEST 1/4 CORNER
FD. 1953 G.L.O. BRASS CAP
10" FIR, S19°E, 20.4' (SCAR VIS.), 1953 B.T.
28" FIR, N85°W, 20.9' (SCAR VIS.), 1953 B.T.

N.E. SECTION CORNER
FD. 1953 G.L.O. BRASS CAP
40" FIR STUMP, N41°E, 35.6' (NO MARKS), 1891 B.T.
40" FIR STUMP, N53°E, 61.7' (SCRIBED VIS.), 1953 B.T.
40" FIR, S87°W, 150.3' (SCAR VIS.), 1953 B.T.
S.E. B.T. SET IN 1953 DESTROYED BY ROAD

NORTH 1/4 CORNER
FD. 1953 G.L.O. BRASS CAP
NO 1953 B.T.'S FOUND
SET 44" FIR, N87°W, 22.5' (SCRIBED)
80" FIR, S10°E, 88.0' (SCRIBED)



SURVEY OF
SECTION 21, T20S, R9 W, W.M.
DOUGLAS COUNTY, OREGON
FOR
INTERNATIONAL PAPER COMPANY
BY
ROBERTS SURVEYING INC.
29 WEST 29TH STREET
EUGENE, OREGON 97405
DECEMBER 10, 1982

LEGEND
● CORNERS FOUND AND USED FOR CONTROL
● CORNERS SET, 1/2" x 36" IRON PIPES WITH BRASS CAPS. CAPS STAMPED S-T-R, DATE AND P.L.S. NO. 1039.
--- LINES MARKED WITH RED PAINTED BLAZES, 1/2" x 60" IRON RODS AND RED RIBBON. A YELLOW PROPERTY LINE SIGN, WITH P.L.S. NO. 1039 STAMPED UPON, IS ATTACHED TO EACH ROD.
() DATA OF RECORD, 1953 G.L.O. SURVEY
BASIS OF BEARING, SOLAR OBSERVATION
DISTANCE TO BEARING TREES ARE CENTER MEASURE
ALL NEW BEARING TREES ARE SCRIBED
SCALE 1" = 400'

LOCATION OF 1/2" IRON RODS

S 1/4 COR.		E 1/16 COR.		
N-S 1-1	77'	N21-12	1503'	EAST
N-S 1-2	360'	N21-13	1767'	EAST
N-S 1-3	627'	N21-14	1969'	EAST
N-S 1-4	910'	N21-16	2177'	EAST
N-S 1-5	1019'	N21-18	2377'	EAST
N-S 1-6	1242'	N.E. COR.	2590'	EAST
C.S. 1/16 COR.	1312'			
N-S 1-9	1481'	S.E. COR.		
N-S 1-10	1639'	S21-2	158'	WEST
N-S 1-12	1859'	S21-3	390'	WEST
N-S 1-13	2010'	S21-4	639'	WEST
N-S 1-15	2211'	S21-5	845'	WEST
N-S 1-16	2434'	S21-6	992'	WEST
CTR. 1/4 COR.	2624'	S21-7	1123'	WEST
N-S 1-20	2764'	E 1/16 COR.	1341'	WEST
N-S 1-22	3017'	S 1/16 COR.	214'	NORTH
N-S 1-23	3228'	SE 1/16-2	422'	NORTH
N-S 1-24	3379'	SE 1/16-3	603'	NORTH
N-S 1-25	3545'	SE 1/16-4	855'	NORTH
N-S 1-26	3722'	SE 1/16-5	970'	NORTH
C.N. 1/16 COR.	3937'	SE 1/16-6	1252'	NORTH
N-S 1-28	4029'	S.E. 1/16 COR.	1306'	NORTH
N-S 1-29	4268'	SE 1/16-8	291'	EAST
N-S 1-30	4343'	SE 1/16-9	478'	EAST
N-S 1-31	4562'	SE 1/16-10	727'	EAST
N-S 1-32	4746'	SE 1/16-11	916'	EAST
N-S 1-34	4919'	SE 1/16-12	1118'	EAST
N-S 1-35	5010'	S 1/16 COR.	1337'	EAST
N 1/4 COR.	5249'	E 21-1	240'	SOUTH
N21-1	204'	E 21-2	440'	SOUTH
N21-3	366'	E 21-4	568'	SOUTH
N21-4	495'	E 21-5	773'	SOUTH
N21-5	688'	E 21-7	932'	SOUTH
N21-6	765'	E 21-8	1136'	SOUTH
N21-7	990'	S.E. COR.	1300'	SOUTH
N21-9	1177'			
E 1/16 COR.	1295'			

S.W. SECTION CORNER
FD. 1953 G.L.O. BRASS CAP
22" FIR STUMP, S64°W, 27.0' (NO MARKS), 1891 B.T.
30" FIR STUMP, N38°W, 37.7' (NO MARKS), 1891 B.T.
36" FIR STUMP, S68°E, 31.1' (NO MARKS), 1891 B.T.
62" FIR, N24°E, 41.8' (NO MARKS), 1891 B.T.
15" FIR, S27°E, 32.4' (SCAR VIS.), 1953 B.T.
24" FIR, S33°W, 50.8' (SCAR VIS.), 1953 B.T.
36" FIR, N2°W, 54.6' (SCAR VIS.), 1953 B.T.
62" FIR, N24°E, 41.8' (SCAR VIS.), 1953 B.T. INFO.

SOUTH 1/4 CORNER
FD. 1953 G.L.O. BRASS CAP
30" ALDER, N86°E, 42.9' (NO MARKS), 1891 B.T.
72" MAPLE, S70°W, 27.6' (NO MARKS), 1891 B.T.
78" FIR, N19°W, 30.8' (BARK SCRIBED), 1953 B.T.

EAST 1/4 CORNER
FD. 1953 G.L.O. BRASS CAP
28" FIR, S43°E, 14.5' (BARK SCRIBED), 1891 B.T.
33" FIR STUB, S73°W, 7.1' (BARK SCRIBED), 1891 B.T.
52" FIR, N89°W, 12.5' (SCAR VIS.), 1953 B.T.

S.E. SECTION CORNER
FD. 1953 G.L.O. BRASS CAP
16" HEMLOCK, S81°E, 9.0' (SCAR VIS.), 1953 B.T.
22" FIR, S32°W, 20.3' (SCAR VIS.), 1953 B.T.
24" FIR, N85°W, 12.1' (SCAR VIS.), 1953 B.T.
30" FIR, N7°E, 27.8' (SCAR VIS.), 1953 B.T.

"A" C.S. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
8" HEMLOCK, N28°W, 15.1' (SCRIBED)
28" MAPLE, S1°E, 17.4' (SCRIBED)

"B" CENTER 1/4 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
33" FIR, S42°E, 8.7' (SCRIBED)
42" FIR, N73°W, 27.0' (SCRIBED)

"C" C.N. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
28" FIR, S15°W, 23.3' (SCRIBED)
30" FIR, EAST, 27.2' (SCRIBED)

"D" EAST 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
18" HEMLOCK, S71°W, 31.6' (SCRIBED)
40" FIR, S18°E, 24.9' (SCRIBED)

"E" SOUTH 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
7" FIR, N17°W, 12.5' (SCRIBED)
13" MAPLE, N77°E, 9.5' (SCRIBED)

"F" S.E. 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
18" CEDAR, N85°E, 96.8' (SCRIBED)
31" ALDER, S6°W, 41.0' (SCRIBED)

"G" EAST 1/16 CORNER
SET 1/2" x 36" IRON PIPE & BRASS CAP
32" MAPLE, N26°W, 15.2' (SCRIBED)
48" FIR, S34°E, 25.6' (SCRIBED)

NARRATIVE
I, LES ROBERTS, REGISTERED PROFESSIONAL LAND SURVEYOR DO CERTIFY THAT I HAVE CORRECTLY SURVEYED SECTION 21 IN ACCORDANCE TO THE MANUAL OF INSTRUCTIONS FOR THE SURVEY OF THE PUBLIC LANDS OF THE UNITED STATES. THE CENTER 1/4 CORNER WAS SET AT THE INTERSECTION OF THE N-S AND E-W CENTERLINES OF SECTION 21. THE EAST 1/16 CORNER BETWEEN SECTIONS 16 AND 21 WAS SET HALFWAY BETWEEN THE NORTH 1/4 CORNER OF SECTION 21 AND THE N.E. CORNER OF SECTION 21. THE SOUTH 1/16 CORNER BETWEEN SECTIONS 21 AND 22 AND THE EAST 1/16 CORNER BETWEEN SECTIONS 21 AND 28 WERE SET HALFWAY BETWEEN THE S.E. CORNER OF SECTION 21 AND THE EAST 1/4 CORNER AND THE SOUTH 1/4 CORNER OF SECTION 21 RESPECTIVELY. THE C.N. 1/16 CORNER WAS SET HALFWAY BETWEEN THE CENTER 1/4 CORNER AND THE NORTH 1/4 CORNER OF SECTION 21. THE S.E. 1/16 CORNER WAS SET HALFWAY BETWEEN THE CENTER 1/4 CORNER AND THE SOUTH 1/4 CORNER OF SECTION 21. THE S.E. 1/16 CORNER OF SECTION 21 WAS SET AT THE INTERSECTION OF THE N-S AND E-W CENTERLINES OF SAID S.E. 1/4. A CLOSED MEANDER TRANSIT AND E.D.M. TRAVERSE WAS RUN BETWEEN ALL FOUND CORNERS AND USED FOR CONTROL. A CLOSED MEANDER TRANSIT AND CHAIN TRAVERSE WAS RUN ALONG ALL BLAZED AND POSTED PROPERTY LINES AS SHOWN. OFFSETS WERE COMPUTED FROM THIS MEANDER TRAVERSE TO THE TRUE PROPERTY LINE.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
Les Roberts
D. ROBERTS