

85

FIELDBOOK.

A.

H. A. DEPT.

FIELD NOTES OF SURVEYS

During from the October 1910 to the \_\_\_\_\_

Transmitted to the District Surveyor at Director of Surveys Federal Cap. Site Quezonbyan N.S.W.

with my letter dated \_\_\_\_\_

(Signature)

*P. L. Sheaffer*  
Surveyor  
St 5770

48592

EXTRACT FROM DEPARTMENTAL SURVEY REGULATIONS.

FIELD NOTES OF SURVEY.

Field-books supplied by the Department shall be used.

As a general rule one field-book should be completed before another is commenced. Notes shall be entered consecutively according to dates of surveys. Within six months after completion of the book the index shall be filled in, and the book forwarded to the District Surveyor under registered post, accompanied by a letter. The inside cover of book to be endorsed "Field-notes of Surveys made by me between the \_\_\_\_\_ and the \_\_\_\_\_ Transmitted to the District Surveyor at \_\_\_\_\_ with my letter of the \_\_\_\_\_" (To be signed).

As the field-notes are the primary records of survey, are accepted as evidence in a Court of Law, and are for departmental reference, it is of importance that they should be precise and complete, indexed for purposes of ready reference, and kept in a neat and professional manner.

The diagram form of keeping field-notes is now generally adopted. Those Surveyors who have been accustomed to the old-fashioned form of record, and prefer it, should also provide a diagram in illustration. Field-notes should be so perspicuous that a qualified draftsman may be enabled to prepare plan therefrom without undue loss of time in investigation.

Field-books shall contain the notes actually taken in the field, not copies merely, and it is desirable that they shall be recorded in ink. In the event of alteration of a mistake, there should be no erasure, but the erroneous entry should be neatly struck through, and the correction written above.

Date of survey, portion No., parish, county, applicant's name, and purpose of survey; registration Nos. (e.g., for conditional purchase, homestead lease, special lease, &c.), shall be first entered in each case; and the number and date of letter transmitting plan shall be added in due course.

The initial line of every survey, and azimuth adopted, shall be clearly indicated.

Bearings shall be clearly shown, with particulars of repetition of angles.

Lengths shall be entered as read, corrections for hypsometrical measurement and temperature shall be noted, and the lengths deduced therefrom shall be distinctly indicated.

Whenever there may be a close in the measurement of an area, or in a feature survey, or road survey, the closing angle shall be observed and noted.

References to corner trees may either be shown on diagram or in tabular form referred to in diagram by alphabetical letters.

Features shall be shown comprehensively, so that a draftsman may be enabled to represent the general aspect of the country.

On measured lines, the intersections of watercourses, summits of ranges, other natural features, fences, &c., &c., shall be correctly noted; lines reclaimed should be so specified. Position and state of preservation of old marks shall be carefully noted.

Intersections, offsets, and widths of watercourses shall be shown in the traverse of features. It is not sufficient to draw them without noting distances. The positions of improvements shall be clearly indicated; particulars of ownership, description, and value shall be entered, and also the dates when the improvements were effected.

Full particulars shall be stated as to the character of soil and timber, grazing or agricultural capabilities, and the geological formation of the country.

The Surveyor shall take such notes whilst in the field as will enable him in his letter transmitting the plan to report precisely in any case what natural boundaries or parts thereof might be exempted from the condition of fencing.

Notes shall be made of the estimated capital and rental values of land. These may be specially useful to the Surveyor when called upon to give evidence in Court. St 5770

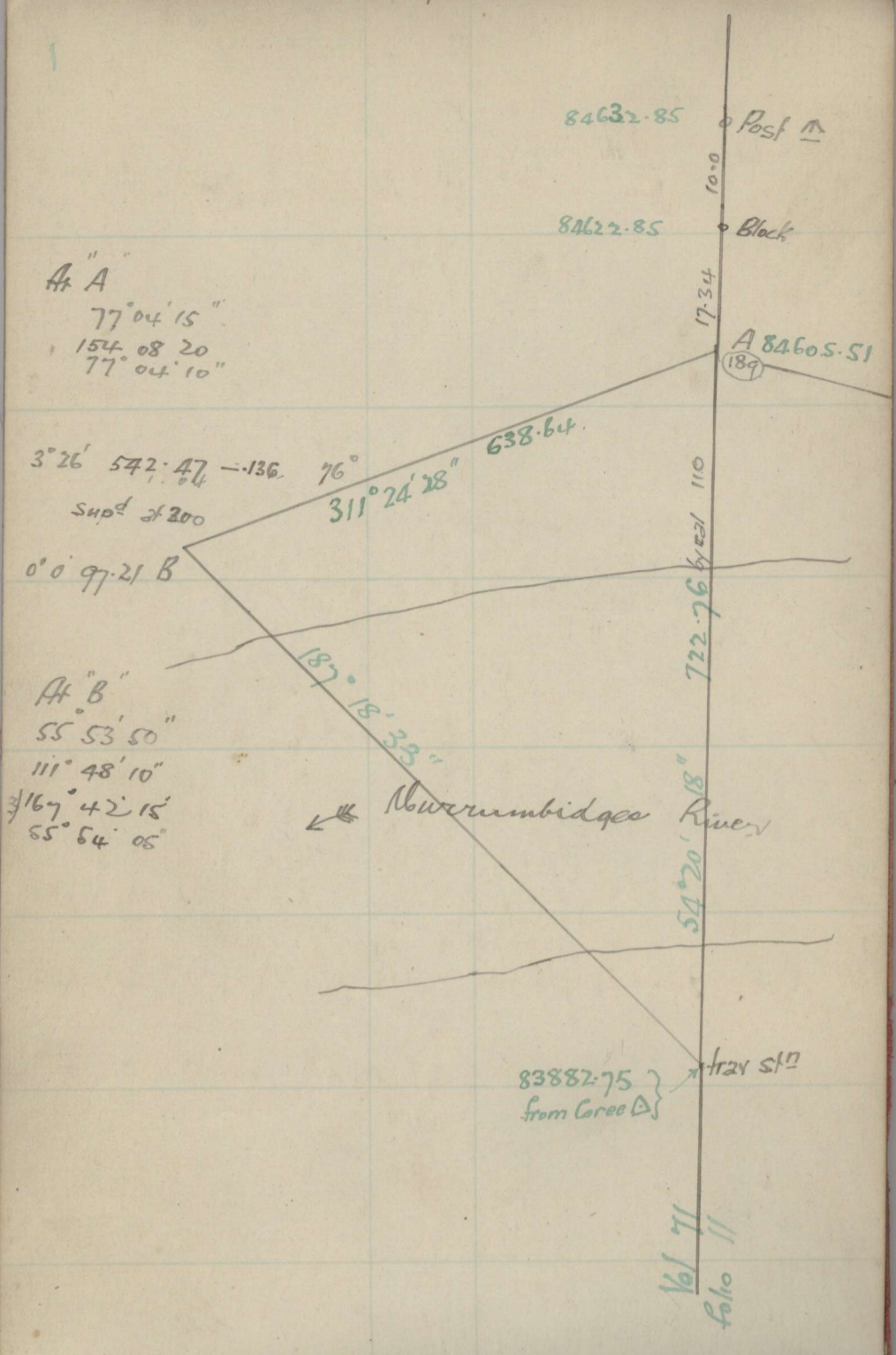
# INDEX.

St 5770 48592

Page	Particulars of Survey.	Date.
1	Connection across Murrumbidgee River on Boundary line. portion 177 P <sup>h</sup> Urayarra to portion 3 " <u>Weelanger</u>	
2 - 25	Traverse of North Banks of Murrumbidgee and Molonglo Rivers from Boundary line October 1918 <sup>o</sup> up to S.E. cor. portion 3 P <sup>h</sup> <u>Weelanger</u> .	

Note:- Line Coree Δ to One Tree Δ  
 Correct bearing is 54° 20' 19"  
 See papers 1911/408

NOTE.—In Field Notes of Survey there should be no erasures; any erroneous entry should be struck through, and the correct particulars written above it. The date of commencement and completion of the Survey should be noted. As soon as the book is filled, and when plans and reports have been transmitted, this Field Book, with the Index completed, and signed and dated by the Surveyor, should be forwarded under cover of a letter or memorandum to the Surveyor General. It is desirable that leaves be not taken from the book.



At A  
 77° 04' 15"  
 154° 08' 20"  
 77° 04' 10"

3° 26' 542.47 -136.76  
 sup'd of 200  
 0° 0' 97.21 B  
 76°  
 311° 24' 28"  
 638.64

At B  
 55° 53' 50"  
 111° 48' 10"  
 167° 42' 15"  
 55° 54' 05"

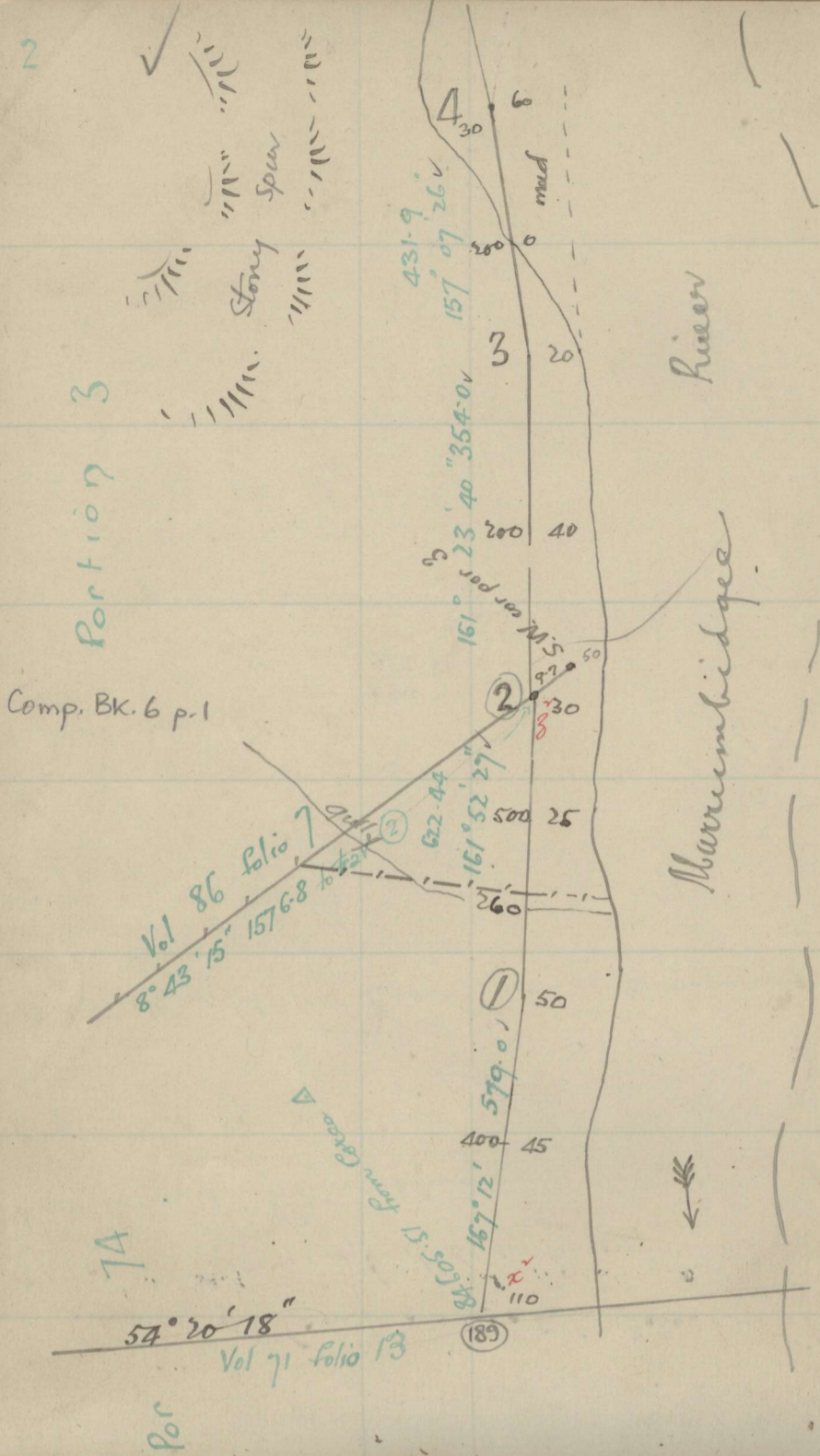
Novumbridges River

83882.75 } Tray sta  
 from Corro

Survey of Commonwealth Territory Bdy  
 across Novumbridges River.  
 Continued from volume 71 folio 11

At tray sta on Bdy line (north side of Novumbridges R)  
 112° 51' 30"  
 225 43 20 54° 20' 18"  
 3) 338 34 35 112 51 32  
 112° 51' 32" 167° 11' 50"

2° 03' 579.37 -14 76°  
 579  
 578.98  
 sup'd of 200



From trav Station No 189, Vol 71 folio 13.  
See also Vol 86 folio 10 and 7.

167° 11' 50"

578.98 to 1

174° 40' 35"	347
349 21 12	162 " 50
524 01 36	174 40 35
174 40 32	4 52 25
	161

0° 0' 506.96 - .136 76

0° 0' 115.44 - .01

179° 31' 12"	161° 52' 25"
359° 02' 25"	0 28 47
638 33 40	161° 23' 38"
179 31 13	

1° 07' 354.04 - .085 76 354.01 to 3

175° 43' 50"	161° 23' 38"
351° 27' 25"	4 16 18
527 11 05	157° 07' 20"
175 43 41	

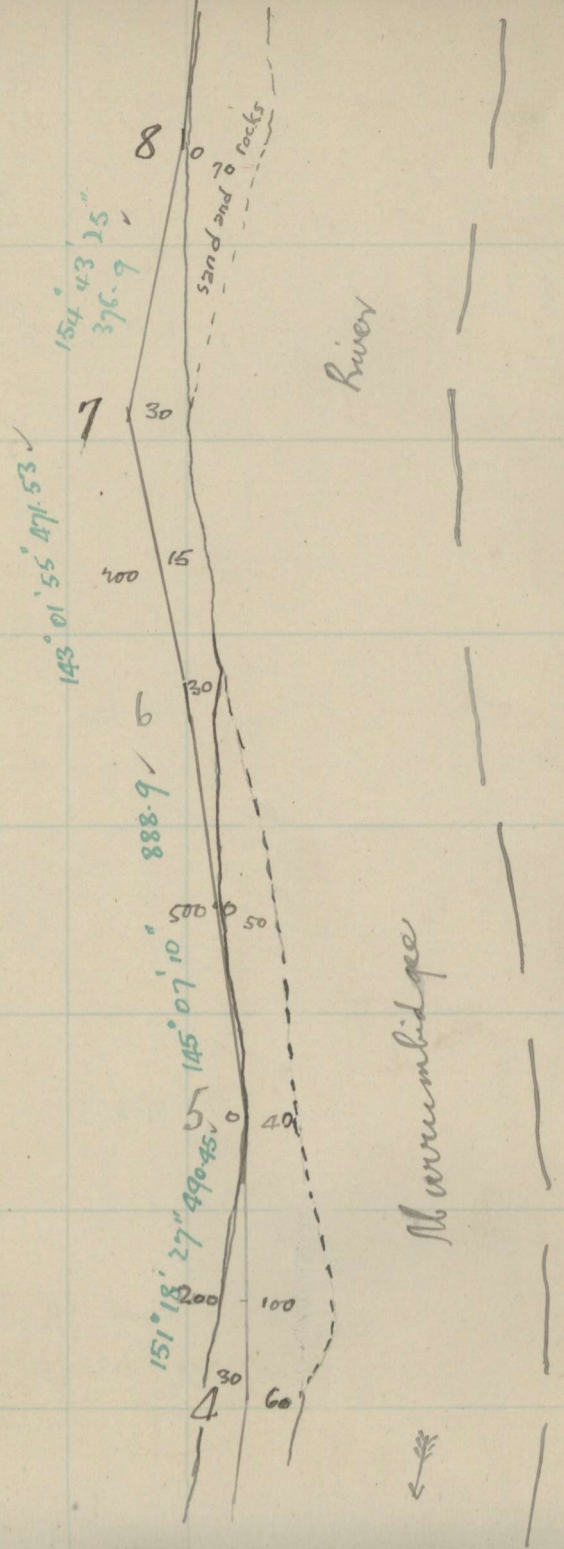
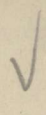
1° 0' 431.93 - .06 77 431.90 to 4

Sept 21 2006

" " 100

" " 200

148



174 11 40    157 07 20  
~~348 32 0~~    ~~474 11 0~~  
 174 11 0    ~~62 56 20~~  
                   5 49 0  
 151 18 20

0° 0' 490.45 - .06 76° 490.45      sup<sup>th</sup> of 200

to 5

173 48 40    151° 18' 20"  
 347 37 20    ~~46 11 20~~  
 173 48 40    145° 07' 0"

0° 25' 503.92 - .136 76°      "      200

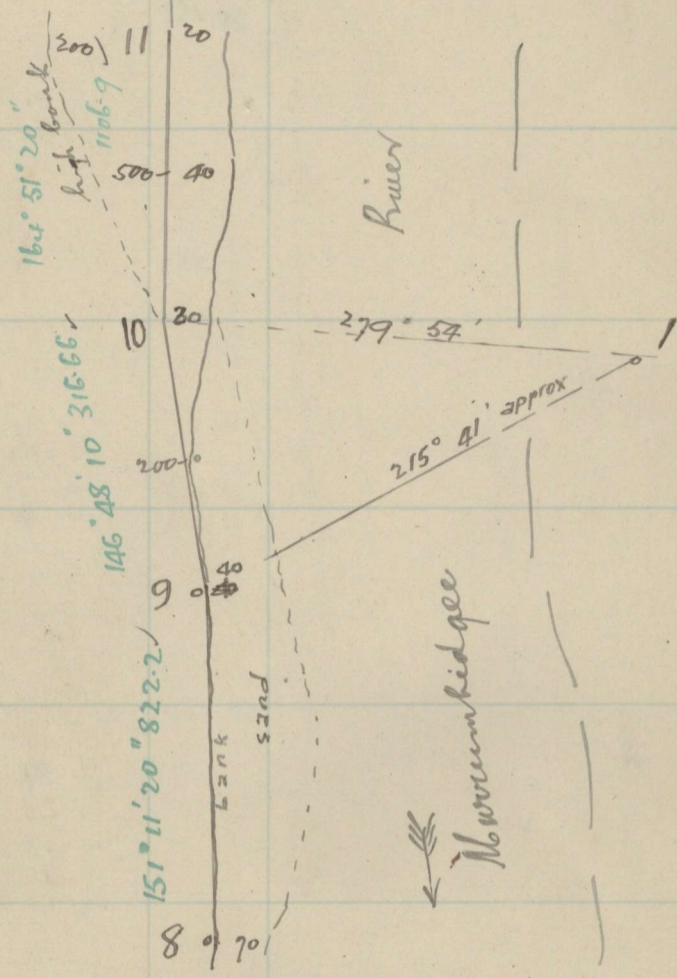
0° 50' 385.0 - .034 80°      "      100  
 888.94      888.91 to 6

177 54 50    145 07 0  
 355 49 36    ~~2 05 15~~  
 177 54 45    143° 01' 45"

0° 25' 471.49 - .06 75°      471.53 to 7      "      200

191 41 20    143 01 45  
 383 22 55    ~~33 22 5~~  
 191 41 28    ~~11 41 38~~  
 154° 43' 13"

178 376.98 - .04 74°      376.92 to 8      "      200



$176^{\circ} 28' 05''$      $154^{\circ} 43' 13''$   
 $352.55.50$      $3.32.06$   
 $529.23.42$      $151^{\circ} 11' 07''$   
 $176.27.54$

$0^{\circ} 20' 473.30 - .07$      $75^{\circ}$     Sup<sup>td</sup> of 200

$0^{\circ} 0' 348.87 - .04$      $75^{\circ}$     " " 100  
 $822.21$  to 9

$175^{\circ} 36' 55''$      $151^{\circ} 11' 07''$   
 $351.13.40$      $4.23.10$   
 $175.36.50$      $146^{\circ} 47' 57''$

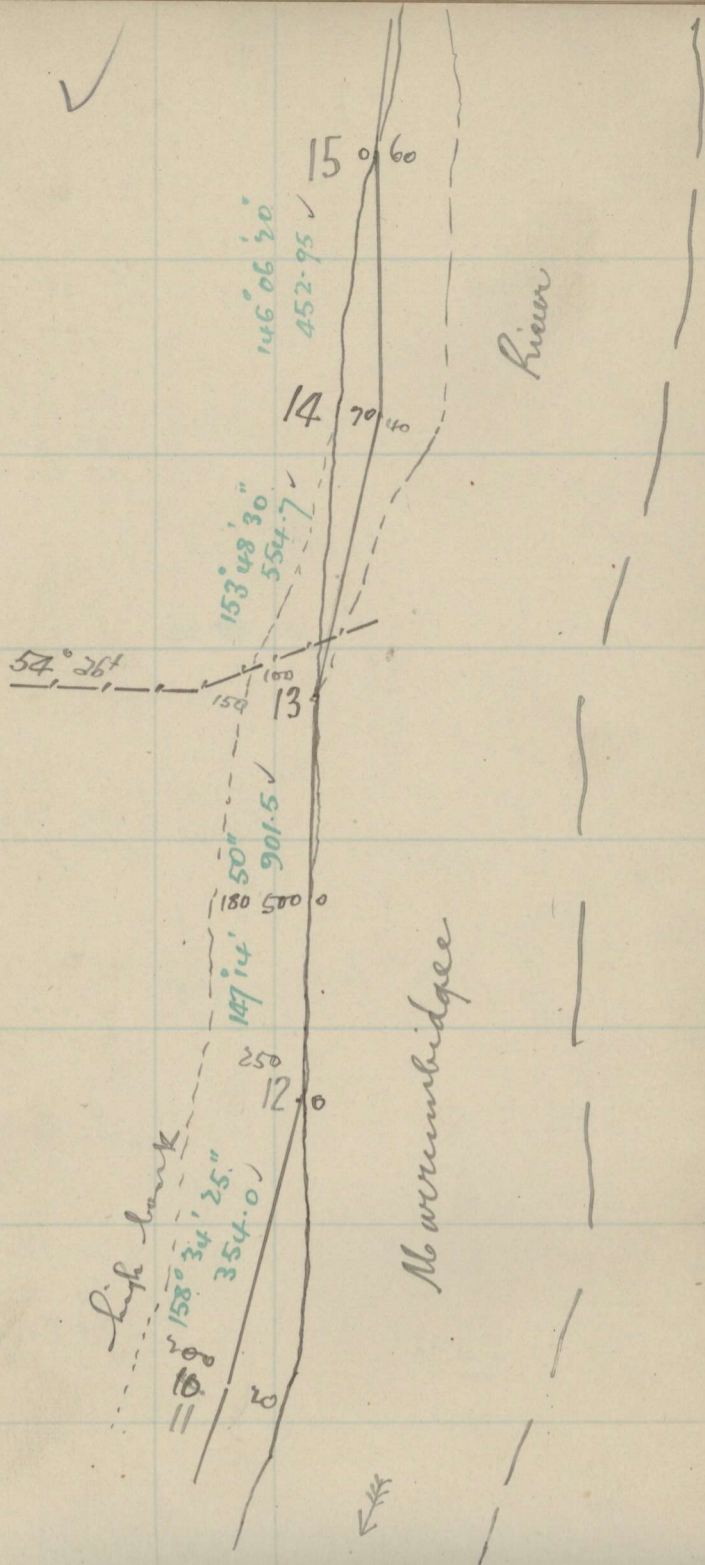
$0^{\circ} 40' 316.66 - .04$      $75^{\circ}$      $316.66$  to 10    " " 100

$198^{\circ} 03' 15''$      $146.47.57$   
 $396.06.15$      $198.03.08$   
 $198.03.08$      $164^{\circ} 51' 05''$

$0^{\circ} 57' 499.16 - .136$      $70^{\circ}$      $500-84$  " " 200

$0^{\circ} 25' 592.18 - .146$      $73^{\circ}$     " " 200

$0^{\circ} 0' 015.75 -$   
 $1107.09$      $1106.92$  to 11



$173^{\circ} 43' 10''$      $164^{\circ} 51' 05''$   
 $347^{\circ} 26' 05''$      $\underline{6^{\circ} 16' 55''}$   
 $173^{\circ} 43' 02''$      $158^{\circ} 34' 10''$

$0^{\circ} 36' 354.0 - .04 \ 70^{\circ}$     *Sept at 100*  
 $354.0 \ \& \ 12$

$168^{\circ} 40' 22''$      $158^{\circ} 34' 10''$   
 $337^{\circ} 20' 45''$      $\underline{11^{\circ} 19' 37''}$   
 $168^{\circ} 40' 23''$      $147^{\circ} 14' 33''$

$0^{\circ} 0' 508.43 - .07 \ 70^{\circ}$     " " 200 & 400

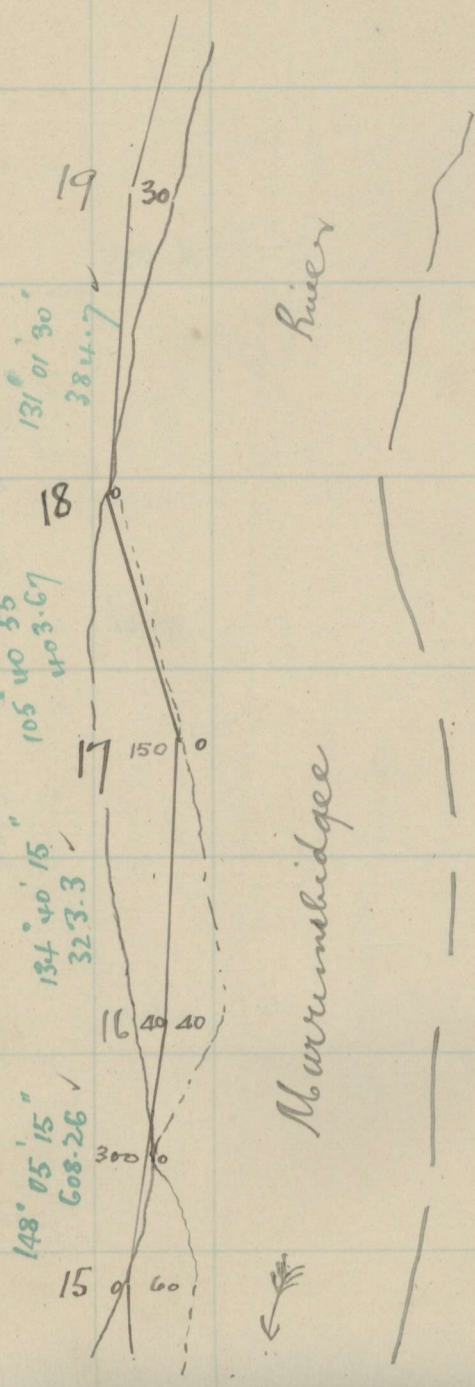
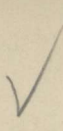
$0^{\circ} 23' 393.03 - .05 \ 73^{\circ}$      $901.5 \ \& \ 13$   
 $901.48$

$186^{\circ} 33' 56''$      $147^{\circ} 14' 33''$   
 $373^{\circ} 07' 16''$      $\underline{6^{\circ} 38' 38''}$   
 $186^{\circ} 33' 35''$      $153^{\circ} 48' 11''$

$0^{\circ} 26' 554.78 - .14 \ 68^{\circ}$     " " 200  
 $554.71 \ \& \ 14$

$172^{\circ} 17' 50''$      $153^{\circ} 48' 11''$   
 $344^{\circ} 35' 25''$      $\underline{7^{\circ} 48' 17''}$   
 $172^{\circ} 17' 42''$      $146^{\circ} 05' 54''$

$0^{\circ} 0' 452.95 - .07 \ 68^{\circ}$     " " 200  
 $452.95 \ \& \ 15$



$181^{\circ} 59' 0''$   
 $363 \ 57 \ 45$   
 $181 \ 58 \ 53$

$146 \ 05 \ 54$   
 $1 \ 58 \ 53$   
 $148^{\circ} 04' 47''$

$0^{\circ} 35' 600.0$   
 $0^{\circ} 0' 8.30$   
 $608.30$

(500+ tape) Sept<sup>rd</sup> 300 x 500

608.26 to 16

$166^{\circ} 35' 05''$   
 $333 \ 10 \ 0$   
 $166^{\circ} 35' 0''$

$148^{\circ} 04' 47''$   
 $13 \ 25 \ 0$   
 $134^{\circ} 39' 47''$

.. .. 100

$0^{\circ} 0' 323.28$  - .04  $69^{\circ}$

323.29 to 17

$151^{\circ} 40' 40''$   
 $302 \ 01 \ 20$   
 $151 \ 0 \ 40$

$134^{\circ} 39' 47''$   
~~55 40~~  
 $28 \ 59 \ 20$   
 $105^{\circ} 40' 27''$

$0^{\circ} 30' 403.67$  - .04  $70^{\circ}$

403.67 to 18

.. .. 200

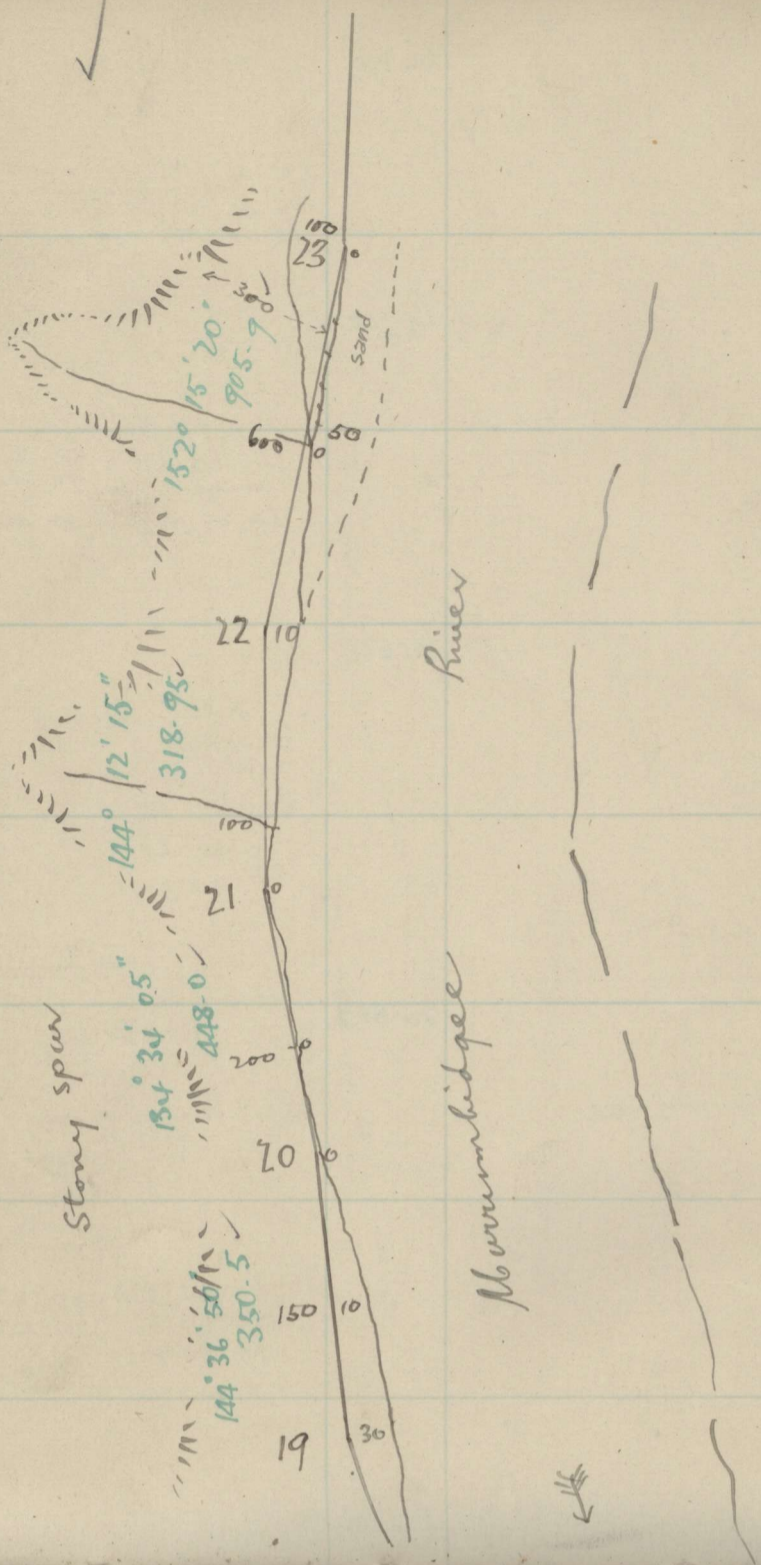
$205^{\circ} 20' 30''$   
 $410 \ 41 \ 0$   
 $205 \ 20 \ 30$

$105^{\circ} 40' 27''$   
 $25 \ 20 \ 30$   
 $131^{\circ} 00' 57''$

to 19

.. .. 200

$0^{\circ} 25' 384.72$  - .04  $66^{\circ}$  384.72



193° 35' 25" 131° 00' 57"  
 387 10 30 13 35 15  
 193° 35' 15" 144° 36' 12"

1033' 350.61 — 04 65° 350.50 to 20 sup<sup>d</sup> at 100

169° 57' 05" 144° 36' 12"  
 339 54 10 10 02 50  
 169° 57' 10" 134° 33' 22"

0° 33' 448.80 — 07 64° 447.98 to 21 " 200

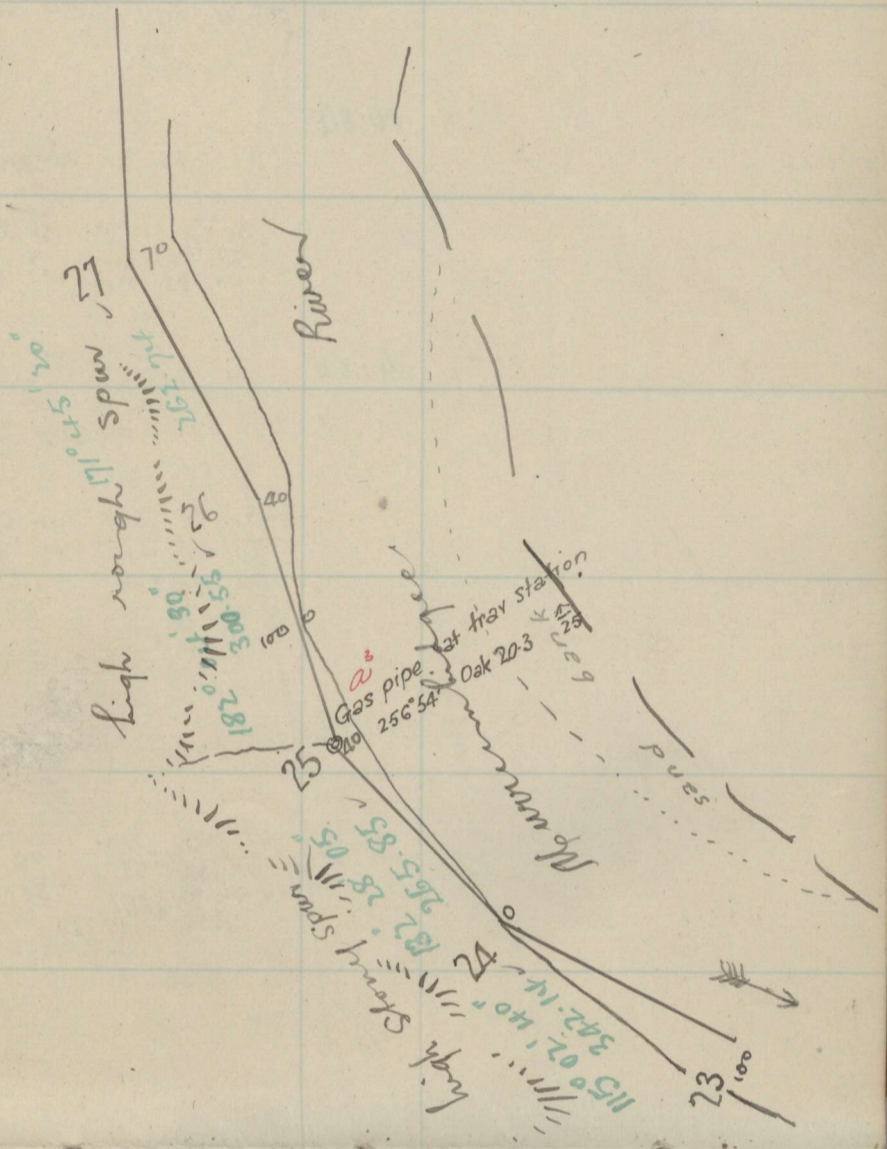
189° 38' 12" 134° 33' 22"  
 376 16 0 9 38 08  
 189° 38' 08" 144° 11' 30"

0° 0' 318.94 — 04 64° 318.94 to 22 " 100

188° 03' 05" 144° 11' 30"  
 376 06 0 8 03 02  
 188° 03' 0" 152° 14' 32"

0° 40' 534.02 — 10 65° 02 to 25 " 200

0° 30' 372.02 — 04 63° 905.92 to 23 " 100



142 47 18 152° 14' 35"  
 285 34 30 37 12' 45"  
 142 47 15 115° 01' 47"

0 0 342.14 - .04 60

Sup<sup>th</sup> at 100

342.14 to 24

197 25 30 115 01 47  
 394 50 54 17 25 27  
 197 25 27 132° 27' 14"

0° 40' 265.85 - .015 62

265.84 to 25 Gas pipe

Angle off 24

124° 26' Oak 20.3  $\frac{A}{25}$

256° 54' Oak 20.3

229 36 20 132 27 14  
 459 12 50 49 36 25  
 229 36 25

182 03 39

to 26

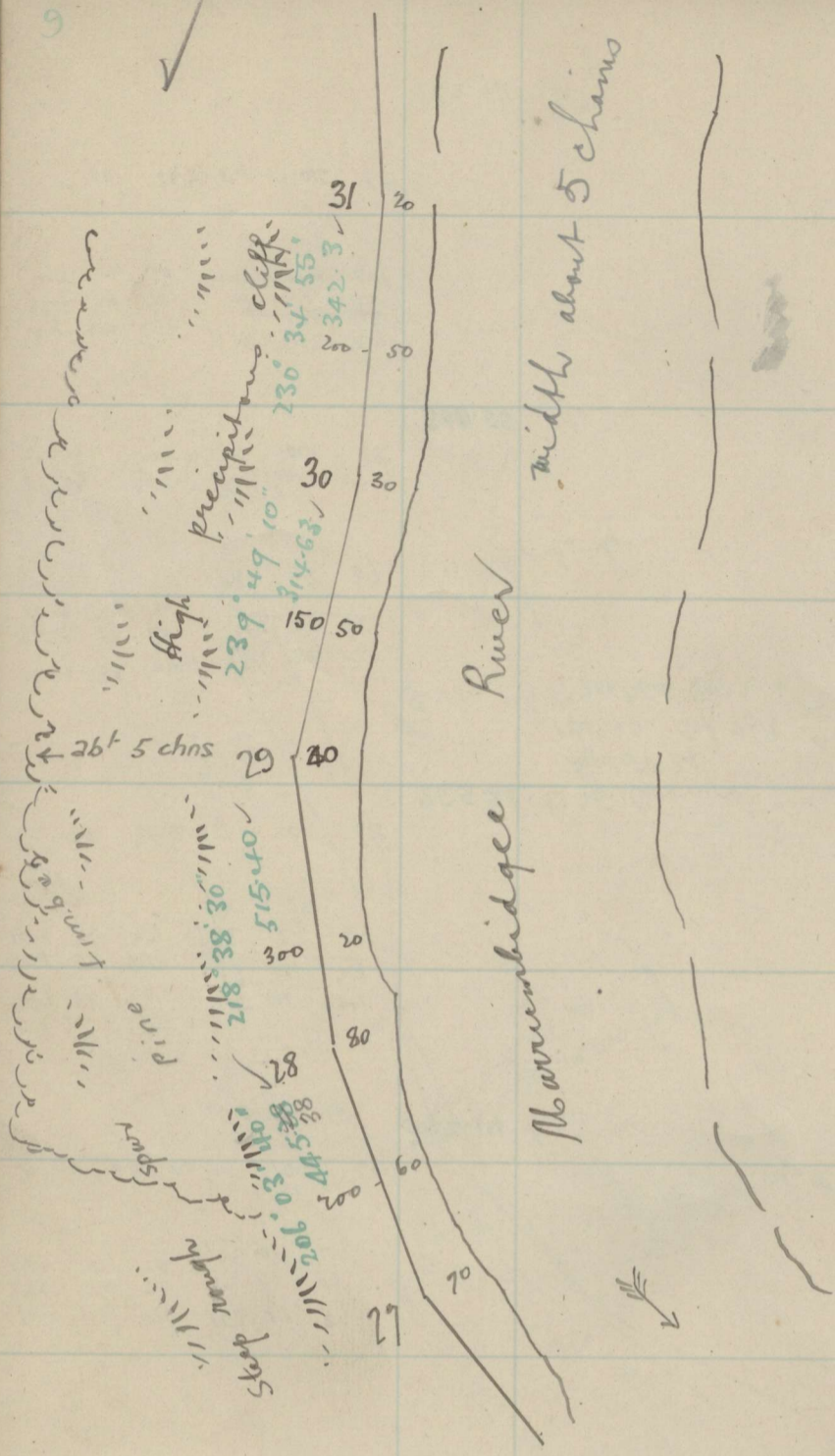
2° 25' 301.55 Red Chamapa  
 2° 25' 301.82 - .04 58

300.55 to 26

169 40 45 182° 03' 39"  
 339 26 20 40 38 40  
 169 40 40 141° 24' 59"

1° 40' 262.84 - .015 58

262.74 to 27



$214^{\circ} 18' 20''$   
 $458 \quad 36 \quad 25$   
 $214^{\circ} 18' 13''$

$0^{\circ} 52' \quad 445.44 \quad - .06 \quad 60^{\circ}$

supd at 200

445.38 to 28

$192^{\circ} 34' 45''$   
 $385 \quad 9 \quad 35$   
 $192^{\circ} 34' 47''$

$1^{\circ} 34' \quad 515.64 \quad - .136 \quad 60^{\circ}$

200

515.38 to 29

$201^{\circ} 10' 50''$   
 $402 \quad 21 \quad 25$   
 $201^{\circ} 10' 43''$

$0^{\circ} 38' \quad 314.65 \quad - .04 \quad 60^{\circ}$

100

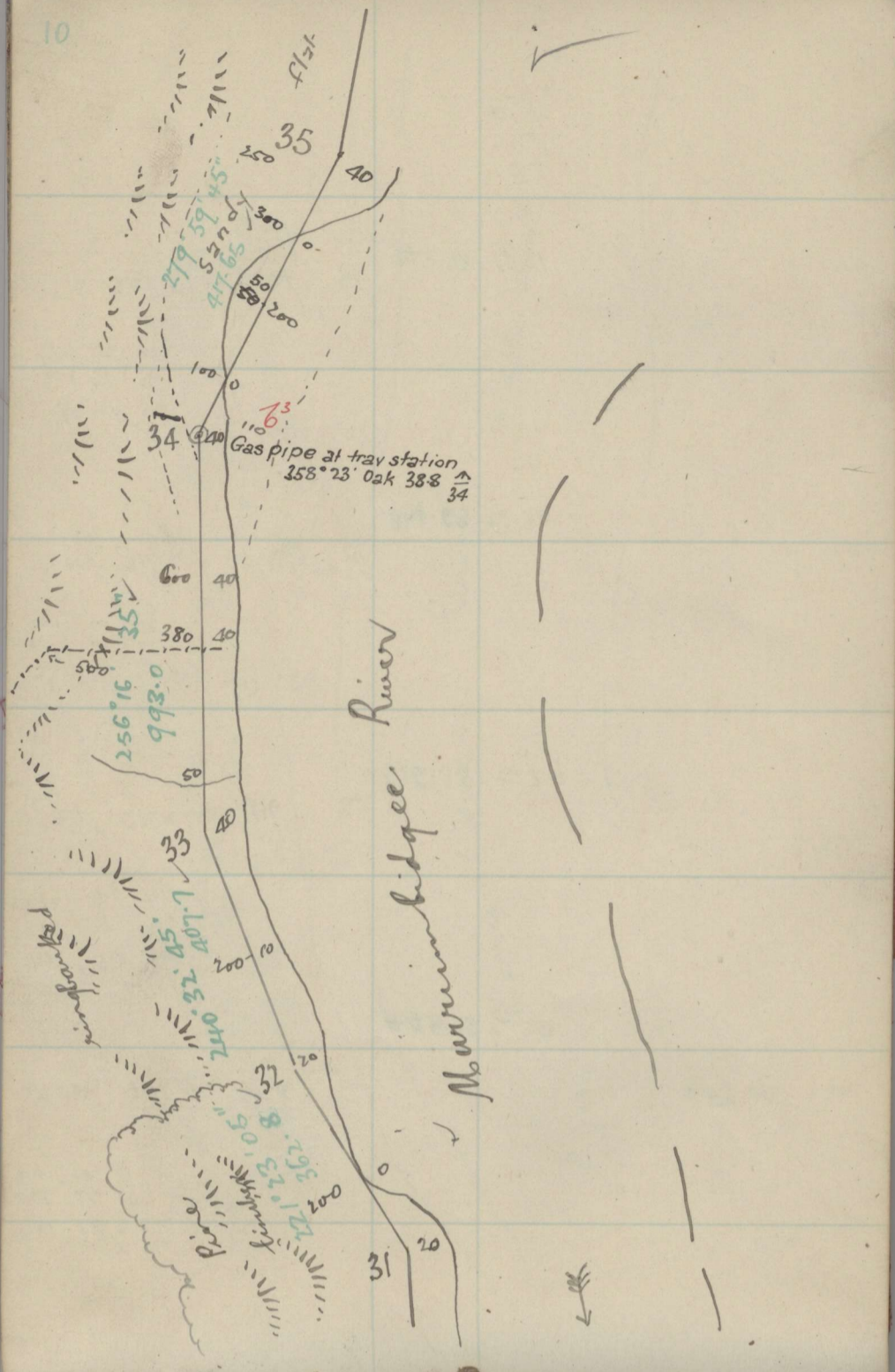
314.63 to 30

$170^{\circ} 45' 45''$   
 $341 \quad 31 \quad 30$   
 $170^{\circ} 45' 45''$

$2^{\circ} 6' \quad 342.51 \quad - .04 \quad 60^{\circ}$

100

342.28 to 31



170 48 20  
 341 30 20  
 151 24 10  
 170 48 10

0° 54' 362.86 - .05 64° Sup<sup>d</sup> at 100  
 362.82 to 32

199° 09' 40"  
 398 19 10  
 199° 09' 35"

0° 20' 476<sup>07.70</sup> - .06 64° 407.69 to 33 " " 200

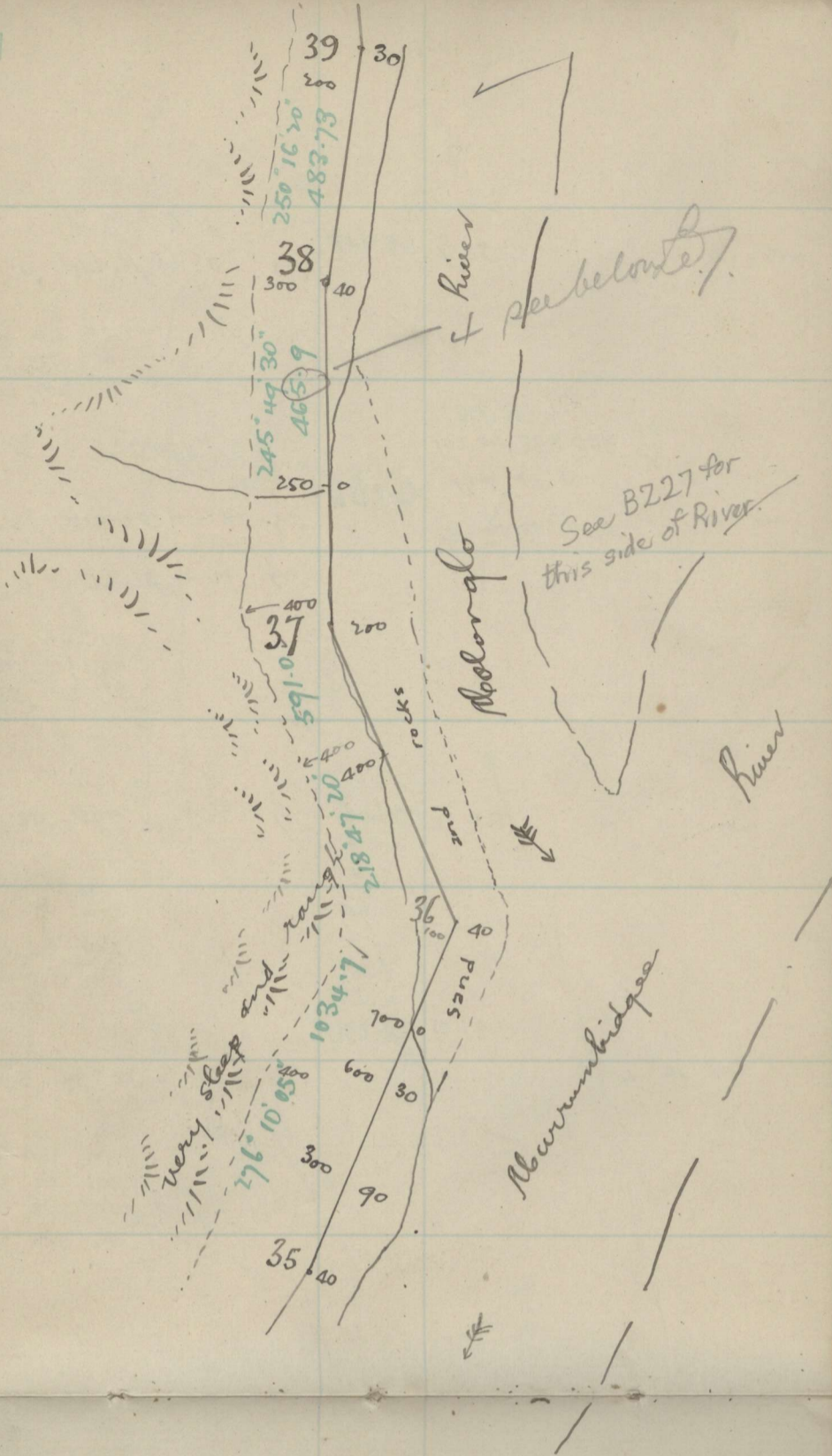
195° 43' 45"  
 391 27 30  
 195° 43' 45"

1° 8' 577.95 - .14 64° " " 200

0° 50' 415.24 - .06 64° 1/2 34 Gas pipe " " 200  
 993.19 Angle off 33  
 993.02 102° 07' 388 Oak 34  
358° 23'

203° 43' 20"  
 407 26 10  
 203 43 05

0° 0' 417.71 - .11 64° 417.65 to 35 " " 100



176° 09' 30"  
 352.18 20  
 176° 09' 15"

0° 0' 598.98 - .146 65°

1° 04' 435.88 - .06 65° 1034.73 to 36 sup<sup>d</sup> at 200

122° 38' 15"  
 245.76 30  
 122° 38' 15"

0° 33' 591.06 - .15 64°

590.97 to 37 " " 200

207° 02' 10"  
 414.04 15  
 207° 02' 08"

0° 0' 464.93 - .07 66°

464.92 to 38 " " 200

184° 26' 50"  
 368.53 40  
 184° 26' 50"

0° 28' 483.75 - .07 63°

483.73 to 39 " " 200

Block 5B  
See S.P. 136

-61775

Note

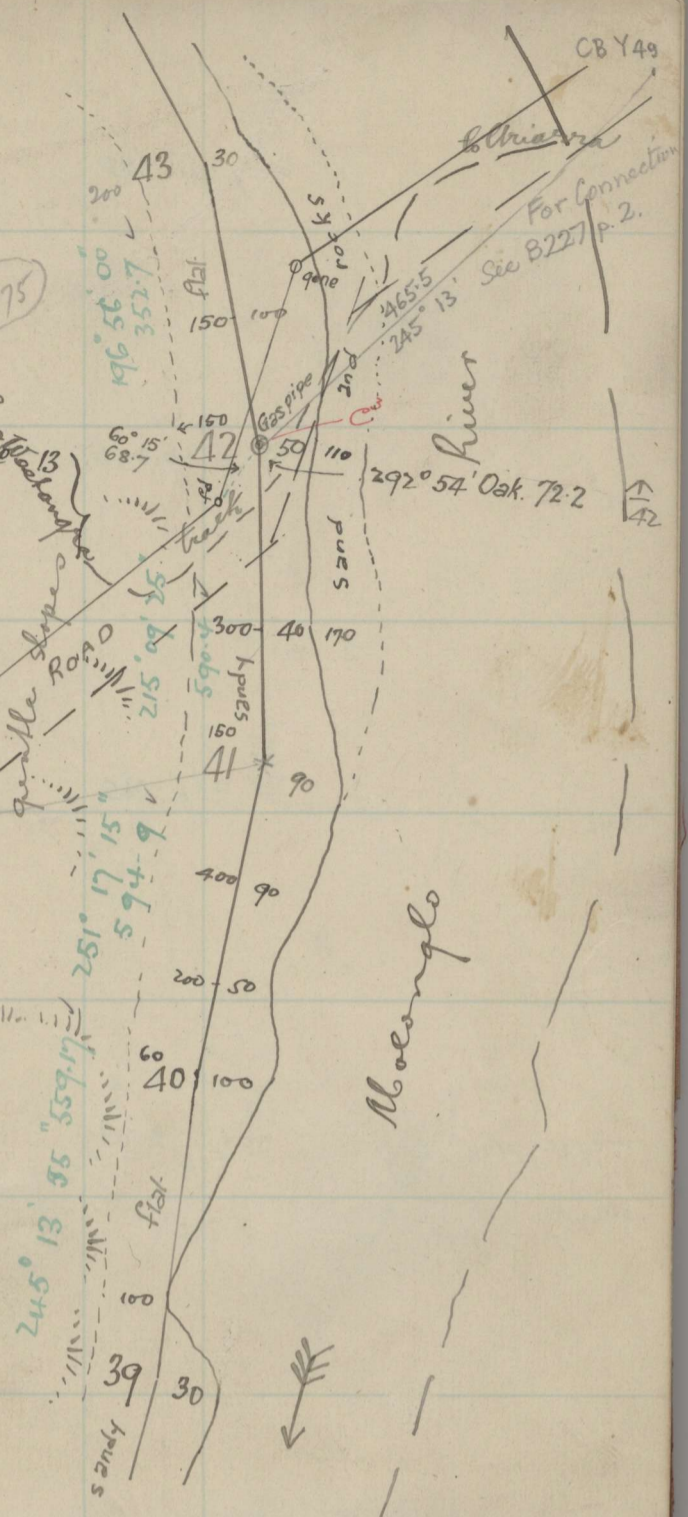
Bearing of road line N 81° 16' 33" by strom  
= 91° 16' 33" by strom  
81 35 0 " p.o.  
9° 41' 33" = diff

Vol. 86 fol. 16

-88500

Body Blks 5B  
Blk 77

RES  
quail slopes  
Road



174° 57' 30"  
349 55 0  
174 57 30

0° 27' 559.35 - .14 66

supd of 200

559.17 to 40

186° 03' 20"

372 06 40  
186° 03' 20"

0° 33' 594.96 - .145 64

594.87 to 41

" " 200

143° 52' 12"  
287 44 22  
143° 52' 11"

0° 0' 590.45 - .145 62

590.38 to 42 Gas pipe

" " 200

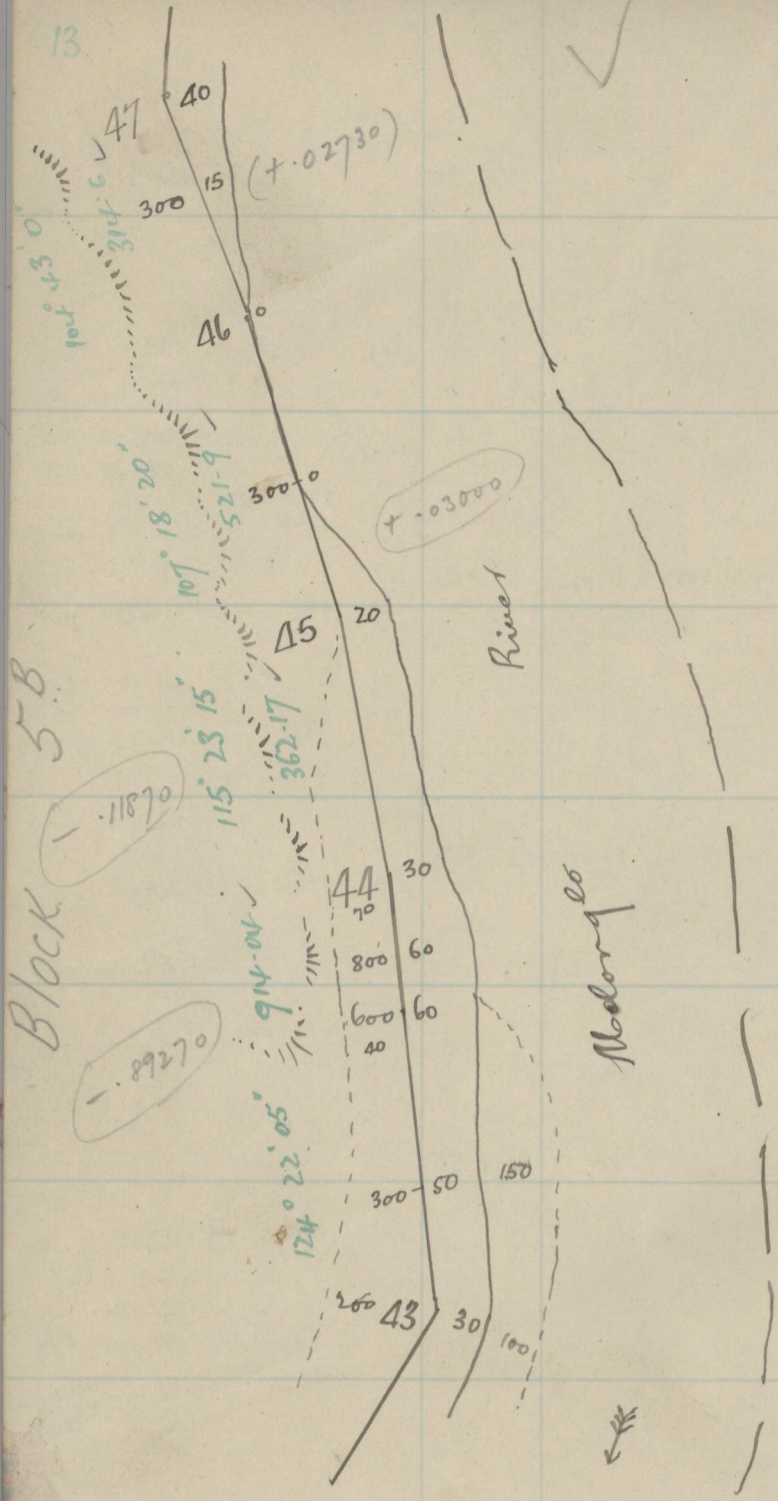
161° 46' 40"  
332 32 45  
323  
161 46 40

1° 40' 352.86 - .04 62

352.72 to 43

" " 100

13



Block 5B

River

Masonry



$107^{\circ} 26' 0''$   
 $214^{\circ} 51' 80''$   
 $107^{\circ} 25' 55''$

$0^{\circ} 0' 545.21 - .14 62^{\circ}$  Sup<sup>ed</sup> of 200  
 $0^{\circ} 10' 368.90 - .04 62^{\circ}$  " " 100  
 $914.04$  to 44

$171^{\circ} 01' 15''$   
 $342^{\circ} 02' 25''$   
 $171^{\circ} 01' 13''$

$0^{\circ} 43' 362.19 - .04 65^{\circ}$  " " 100  
 $362.17$  to 45

$171^{\circ} 55' 10''$   
 $342^{\circ} 50' 05''$   
 $171^{\circ} 55' 03''$

$0^{\circ} 0' 821.96 - .14 62^{\circ}$  " " 200  
 $521.9$  to 46

$177^{\circ} 24' 40''$   
 $354^{\circ} 49' 10''$   $104^{\circ} 31' 38''$   
 $177^{\circ} 24' 35''$

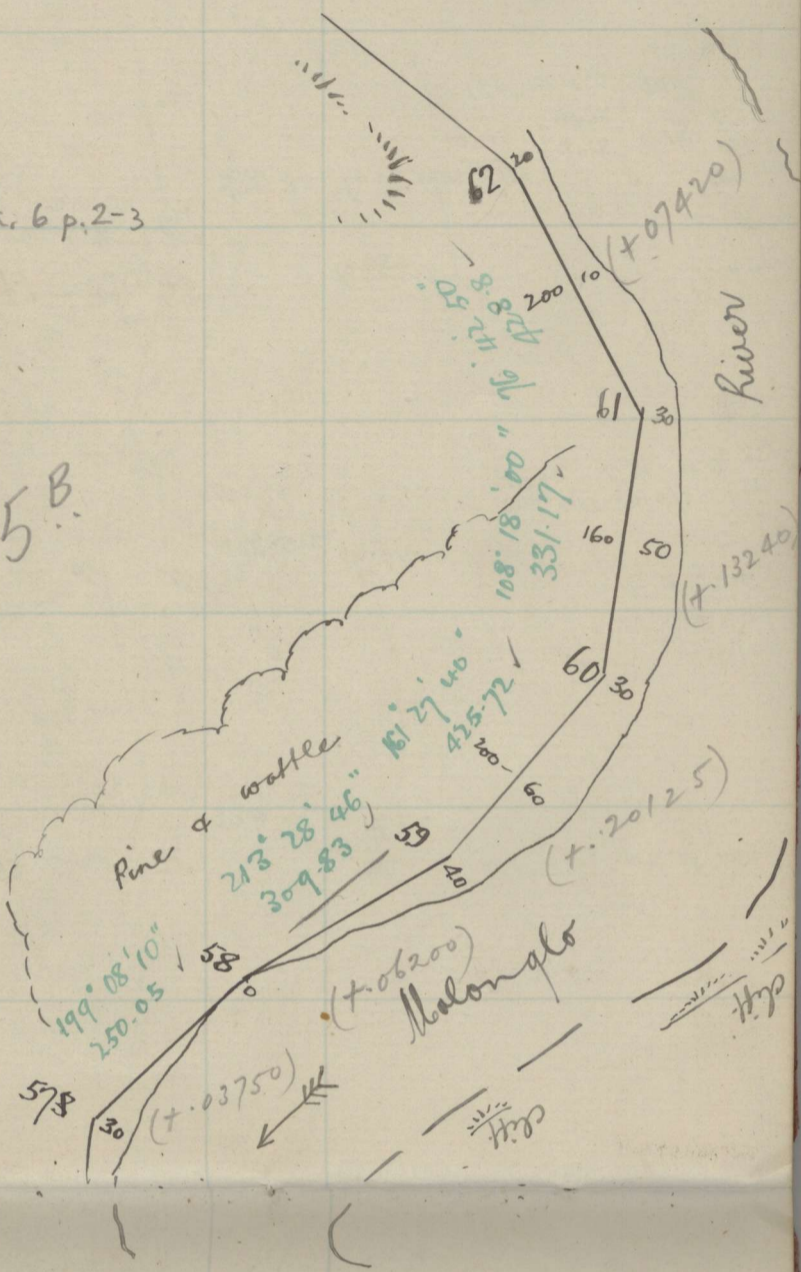
$0^{\circ} 53' 314.62 - .04 62^{\circ}$  " " 100  
 $314.58$  to 47





Comp. Bk. 6 p. 2-3

Block 5B



230° 22' 45"  
460 45 30  
230° 22' 45"

2° 33' 250.28 - .035 76°

250.05 to 58

sq

194° 20' 30"  
388 46 0  
194° 20' 30"

0° 0' 309.78 - .012 76° 309.83 to 59

sup'd of 100.200

127° 59' 0"  
255 57 50  
127° 58' 55"

0° 0' 425.68 - .04 76°

425.72 to 60

" " 100.200

126° 50' 15"  
252 40 20  
126 50 10

0° 0' 331.14 - .04 78°

331.17 to 61

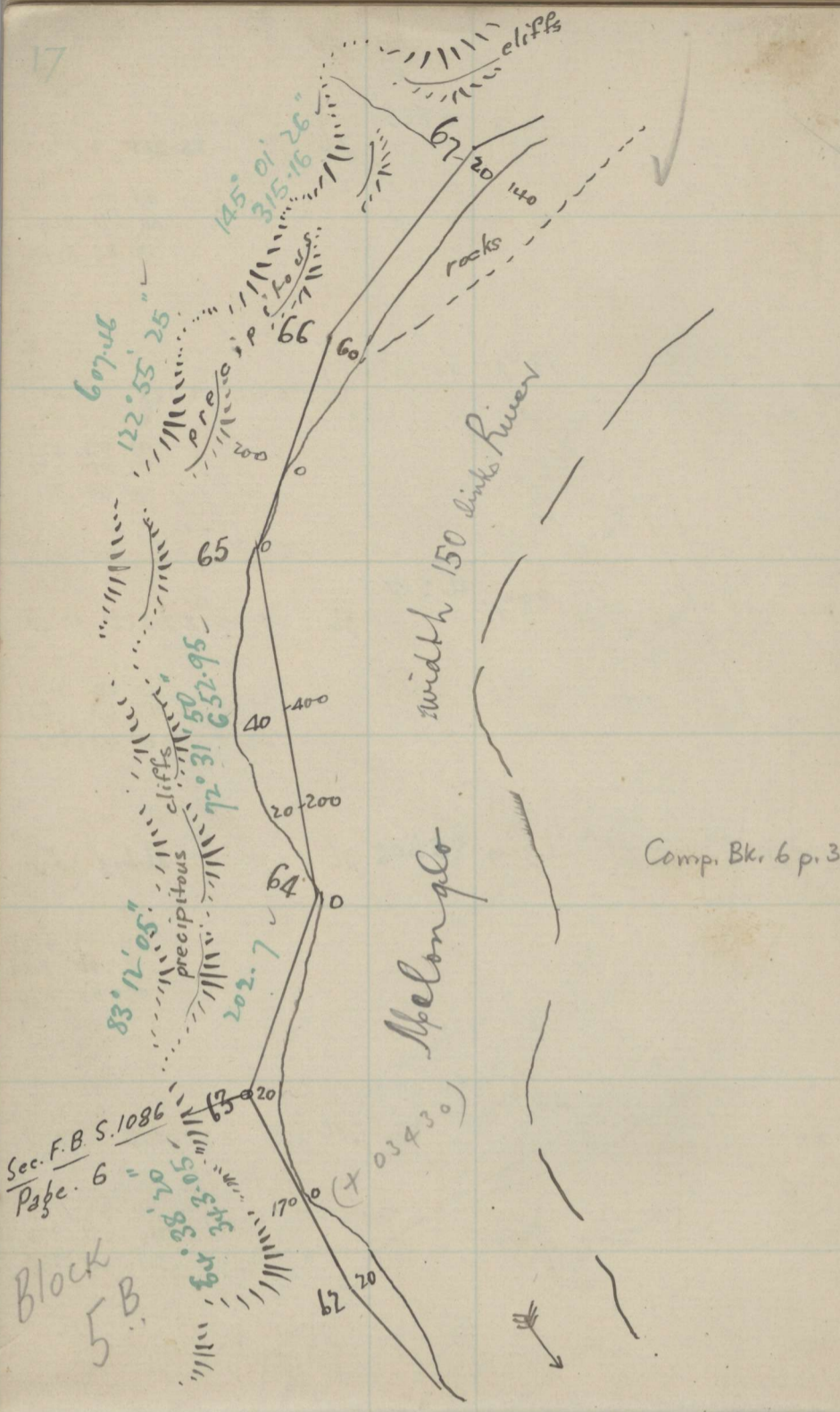
" " 100

148° 24' 50"  
296 49 40  
148 24 50

1° 10' 428.85 - .06 72°

428.8 to 62

" " 200



Sec. F.B.S. 1086  
Page 6  
Block 5 B

167° 55' 40"  
35 51 60  
167 55 35

0° 25' 343.03 — .04 80° 343.05 to 63 Suptd at 100

198° 33' 40"  
387 07 15  
198 33 37

2° 26' 202.86 — .01 72° 202.71 to 64 " " 100

169° 19' 40"  
338 39 25  
169 19 42

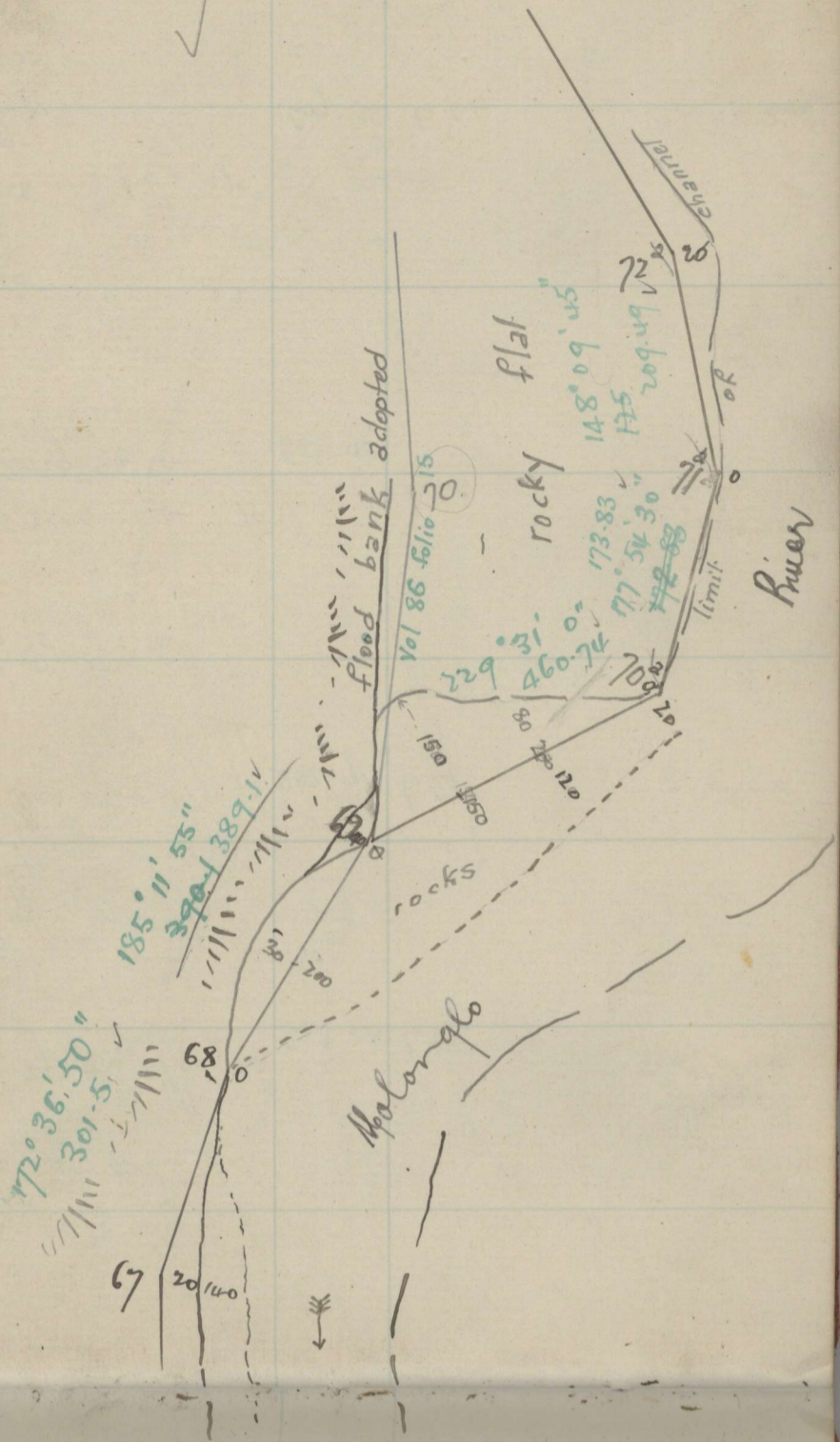
0° 23' 572.04 — .14 70° " " 200  
8° 41' <sup>80.96</sup> 081.90 — .01 to 65  
653.94 652.95

230° 23' 30"  
460 47 10  
230° 23' 35"

0° 0' 595.58 — .14 70° " " 300  
0° 0' 011.91 607.46 to 66  
<sup>607.49</sup>  
607.43

202° 06' 10"  
404 11 40  
202° 05' 50"

1° 38' 315.27 — .04 72° " " 100  
315.16 to 67



$207^{\circ}35'30''$   $172^{\circ}36'50''$   
 $415^{\circ}10'45''$   
 $207^{\circ}35'23''$

$3^{\circ}01'$   $301.83$  — .012  $82^{\circ}$   $301.5$  to 68 Sept 27 1897 200

$192^{\circ}35'0''$   
 $385'10'0''$   
 $192'35'0''$

$0^{\circ}0'$   $390.09$  — .04  $60^{\circ}$  " " 100  
 $-1.0$   $389.10$   
 $390.4$  to 69

$224^{\circ}19'05''$   
 $448'38'10''$   
 $224'19'05''$

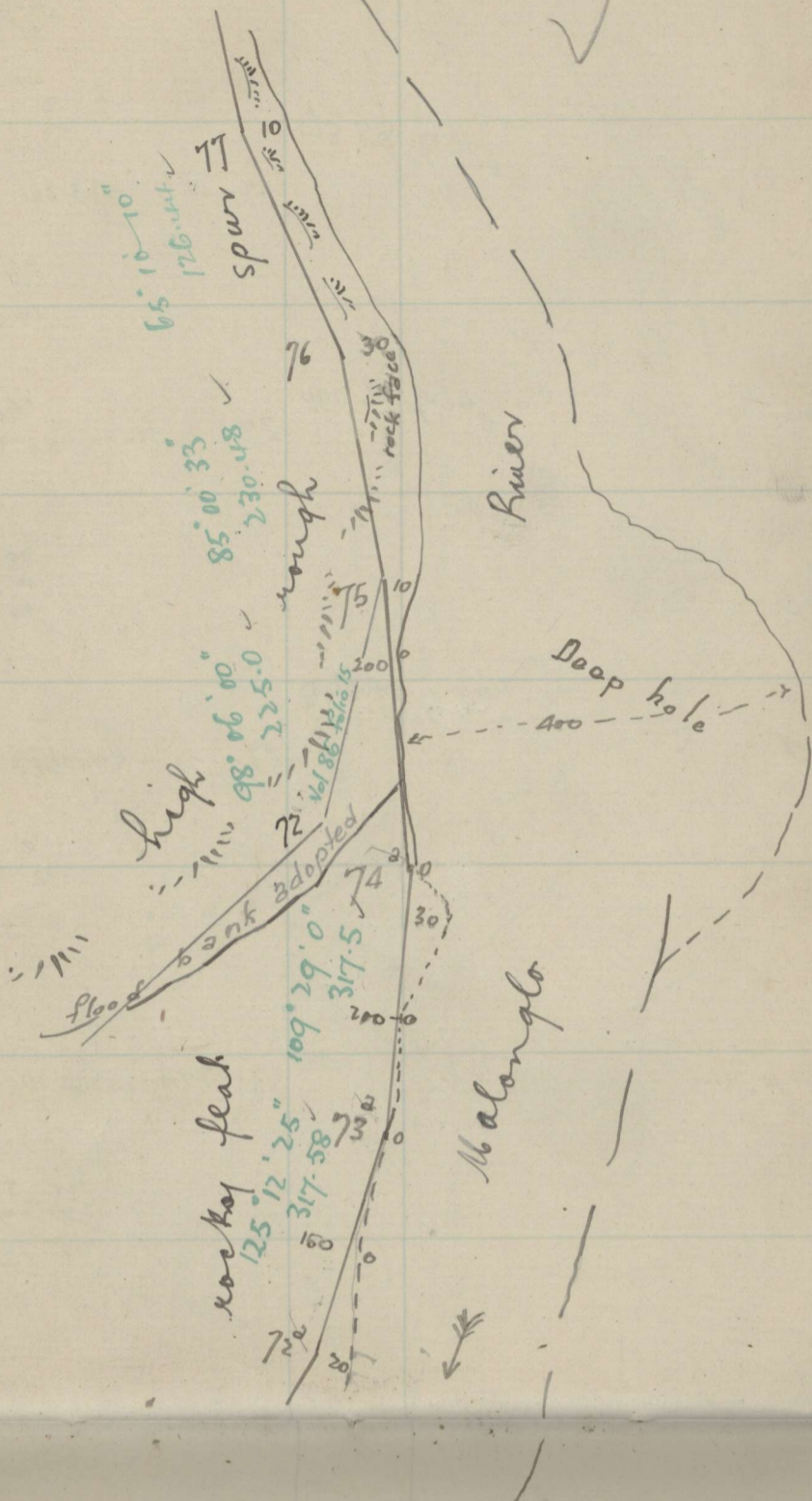
$1^{\circ}4'$   $460.80$  — .04  $62^{\circ}$   $460.74$  to  $70^a$  " " 200.00

$178'23'40''$   
 $256'46'50''$   
 $128'23'25''$

$0^{\circ}30'$   $173.83$  —  $62^{\circ}$   $173.83$  to  $71^a$

$150^{\circ}15'10''$   
 $300'30'15''$   
 $150^{\circ}15'07''$

$0^{\circ}48'$   $209.49$  —  $62^{\circ}$   $209.49$  to  $72^a$  " " 100



157 02 50  
 314 05 10  
 157 82 40  
 00

$0^{\circ} 0' 317.58 - .035$        $62^{\circ} 317.58$  to  $73^{\circ}$       " " 100

164 16 40  
 328 33 0  
 164 16 30

$0^{\circ} 0' 317.49 - .04$        $64^{\circ}$        $317.50$  to  $74^{\circ}$       " " 100

$168^{\circ} 37' 08''$   
 337 13 40  
 $168^{\circ} 36' 50''$

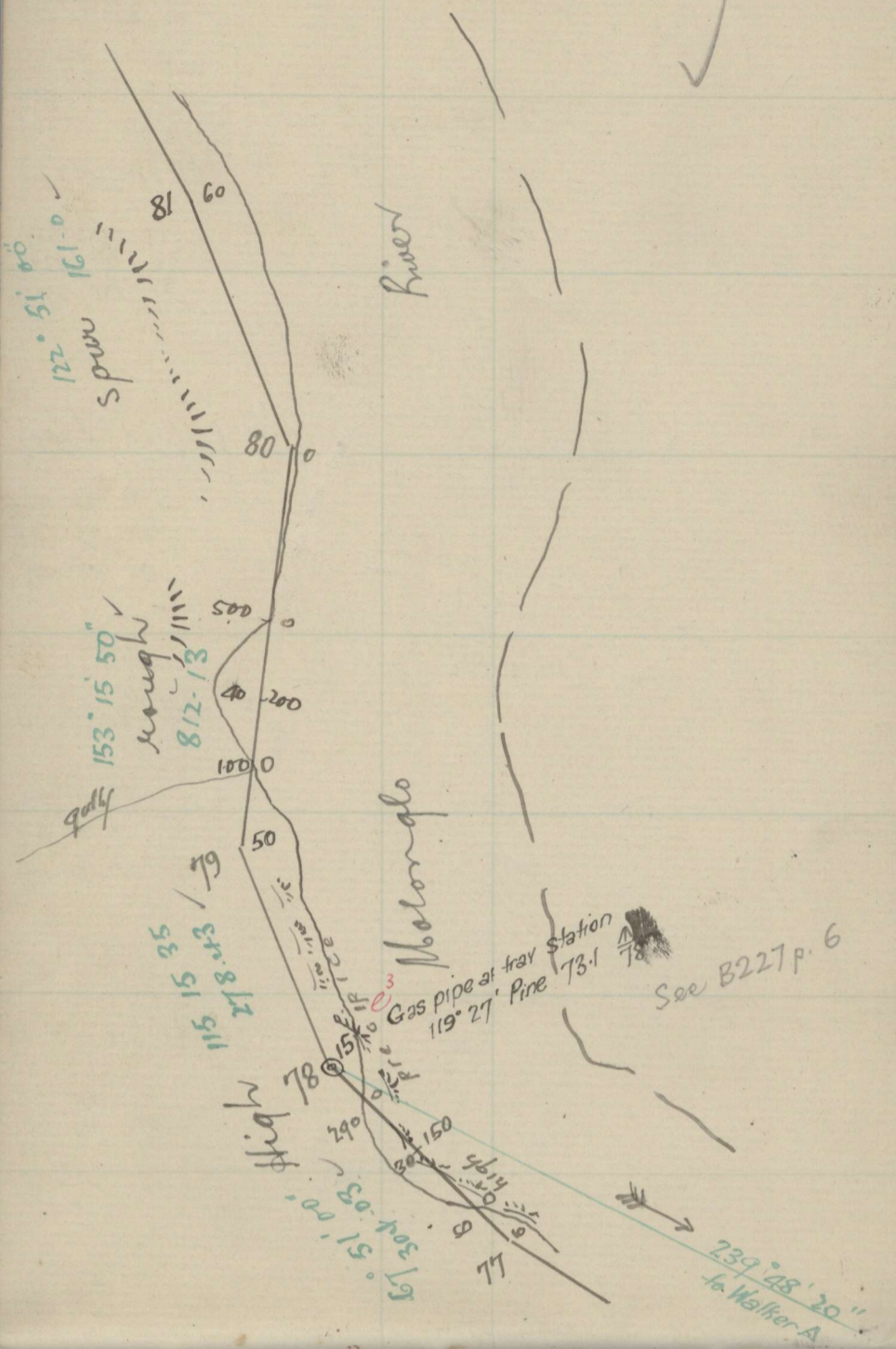
$0^{\circ} 0' 224.97$        $64^{\circ} 224.99$  to  $75$       " " 100

$166^{\circ} 54' 35''$   
 333 49 05  
 $166^{\circ} 54' 33''$

$23^{\circ} 33' 251.40 - .01$        $66^{\circ}$        $230.48$  to  $76$       " " 100

$160^{\circ} 09' 20''$   
 320 19 10  
 $160^{\circ} 09' 35''$

$15^{\circ} 08' 130.97 -$        $70^{\circ}$        $126.44$  to  $77$



See B227 p. 6

182° 41' 50"  
365-23.25  
182° 41' 43"

8° 25' 307.29 -  
303.96

70°

304.03 to 78  
Gas pipe

Walker - a mortar  
59° 39' { 5° 23' } ↑  
Pine { 73.425 } 78  
119° 27' 73.1

Saw

227° 23' 30"  
454 47.15  
227° 23' 37"

18° 09' 1/2 293.0 -

74°

278.43 to 79

Saw

AF 78. Walker Δ to 77

8° 02' 30"  
16 05 03 239° 48' 26"  
32 10 15  
8° 02' 34"

218° 0' 0'  
216 0.25  
218° 0' 12"

8° 39' 502.33 - .470 74

Saw

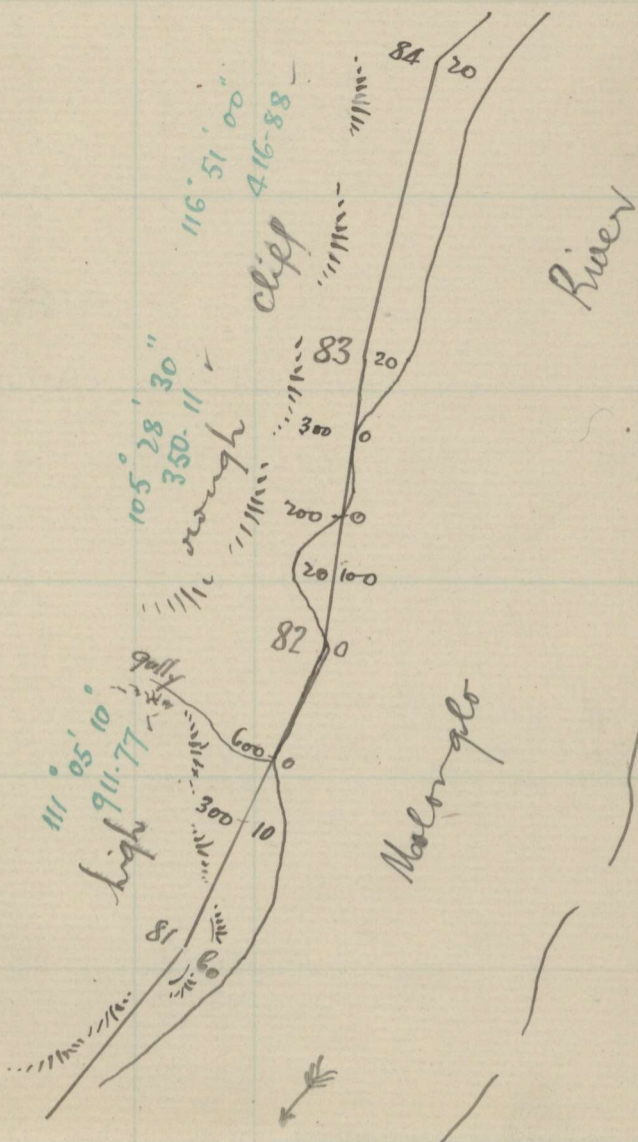
2° 37' 813.37 - .01 74

to 80

... 100.200

812.13

815.70  
48  
170  
3  
812.12



129° 35' 20"  
 199 10 0  
 149 35 00

21° 51' 173.45 - .01 74 161.01 to 81

168° 14' 0"  
 336 28 20  
 168 14 10  
 9° 27' 506.62 - .47 76

SW 79

0° 0' 074.10 911.77 to 82

0° 30' 338.23 - .04 70  
 918.95  
 7.18

" " 100

176° 23' 20"  
 348 46 20  
 174° 23' 20"

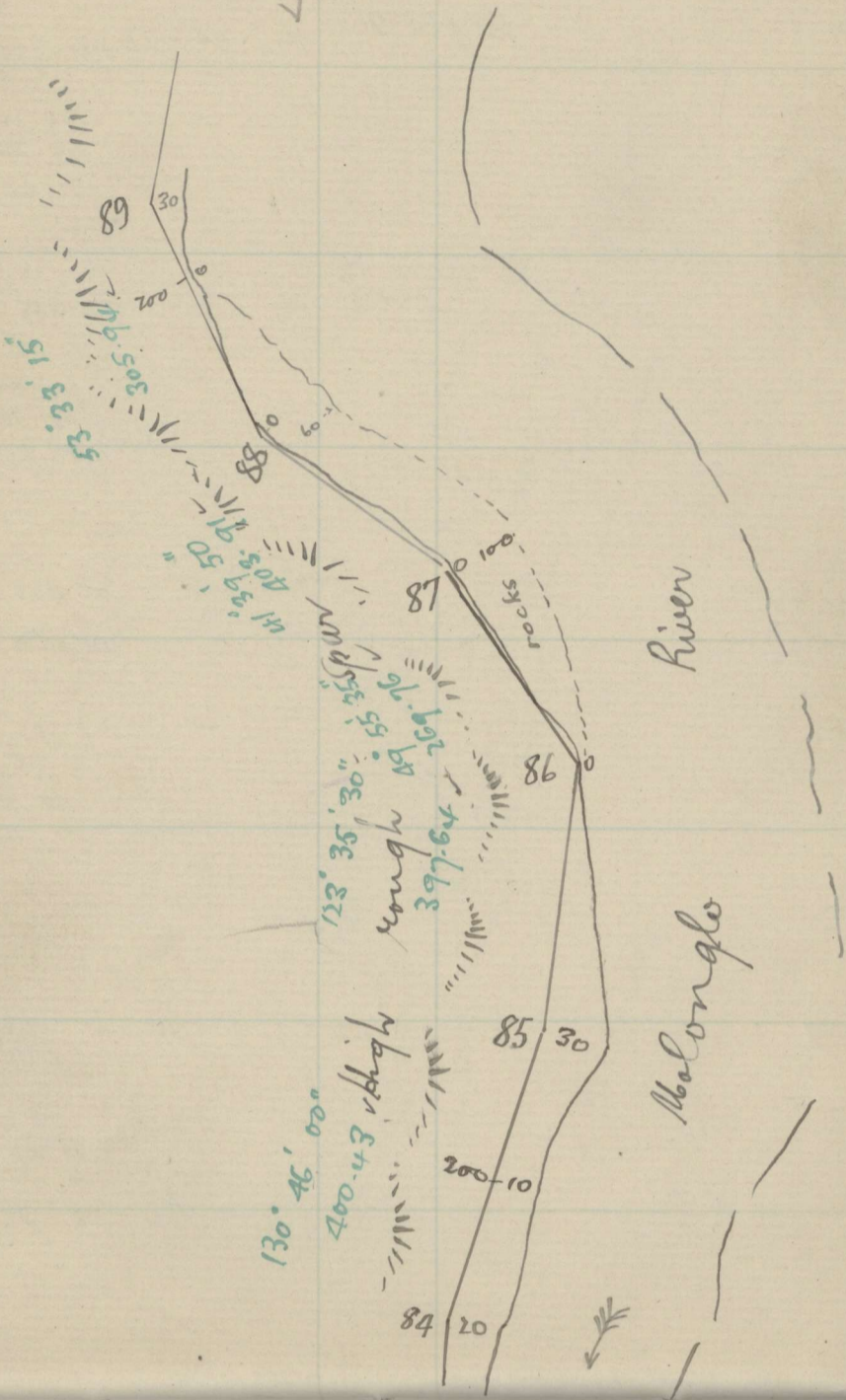
171° 350.15 - .04 74 350.11 to 83  
 81

" " 100

191° 22' 15"  
 382 44 50  
 191° 22' 25"

0° 44' 416.90 - .06 74 416.88 to 84

" " 200



193° 55' 05"  
 387 500  
 193° 55' 00"

0° 41' 400.45 - .06 72° 400.43 to 85 " " 200

172° 49' 20"  
 345 38 50  
 172 49 25

0° 57' 397.68 - .04 66° (400 - 2.82) " " 200, 300  
 397.64 to 86

106° 20' 05"  
 212 40 10  
 106° 20' 05"

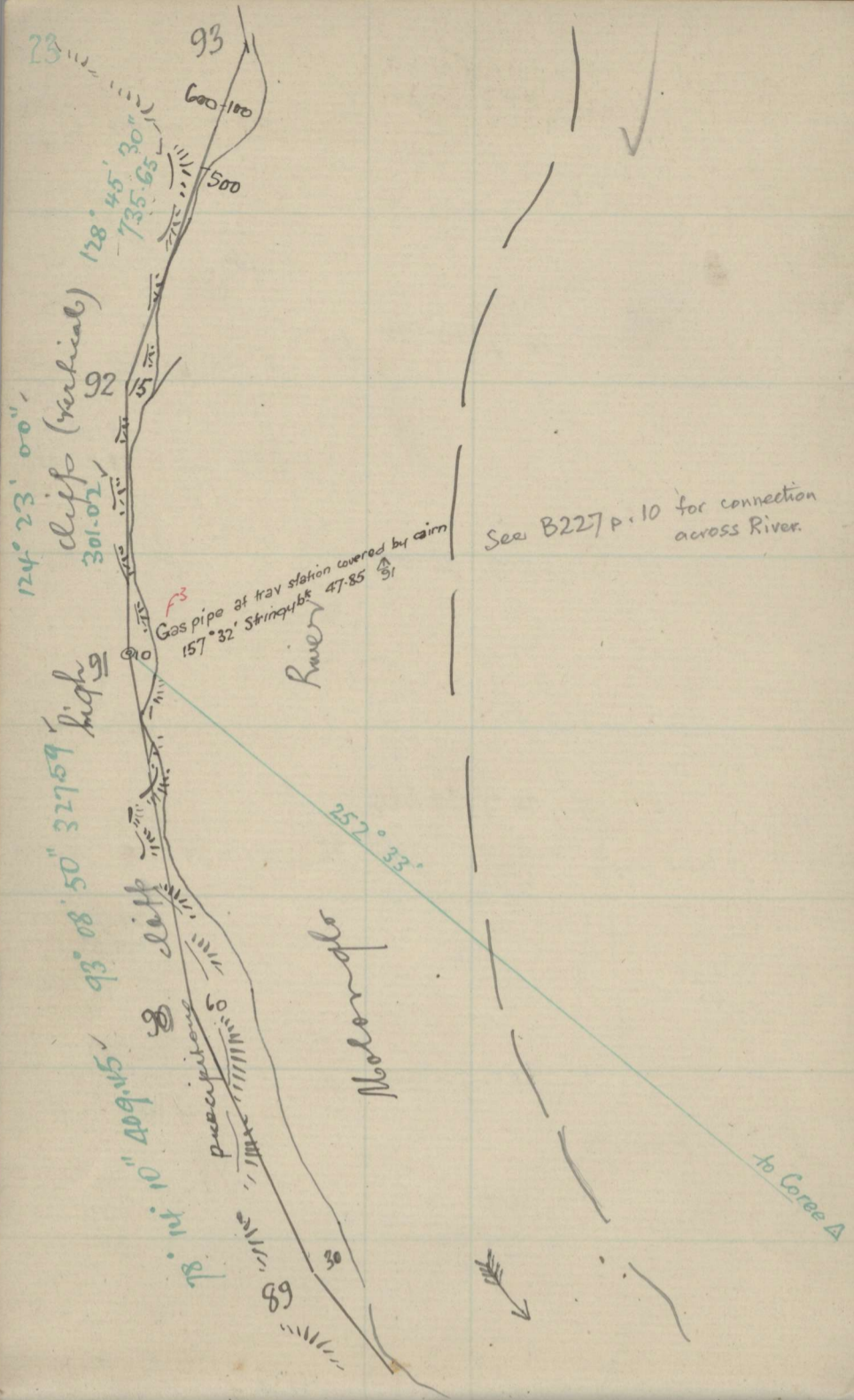
6° 34' 271.52 - .02 66° " " 100  
 269.76 to 87

171° 48' 15" 24° 57' 40"  
 343 28 80  
 171° 48' 15"

0° 0' 403.96 - .11 64° 403.91 to 88 " " 100

191 53 25  
 383 46 50  
 191 53 25

1° 06' 306.06 - .10 64° 306. to 89  
 305.94



204° 40' 50"  
 409 21 40  
 204 40 50

12° 53' 1/3 420.36 - .25 76 409.45 to 90 S.W.9

194° 54' 35"  
 389 49 20  
 194 54 40  
 4 4

15° 30' 340.0 11 70 327.59 to 91 Gas pipe S.W.9

At 91; Coree A to 90

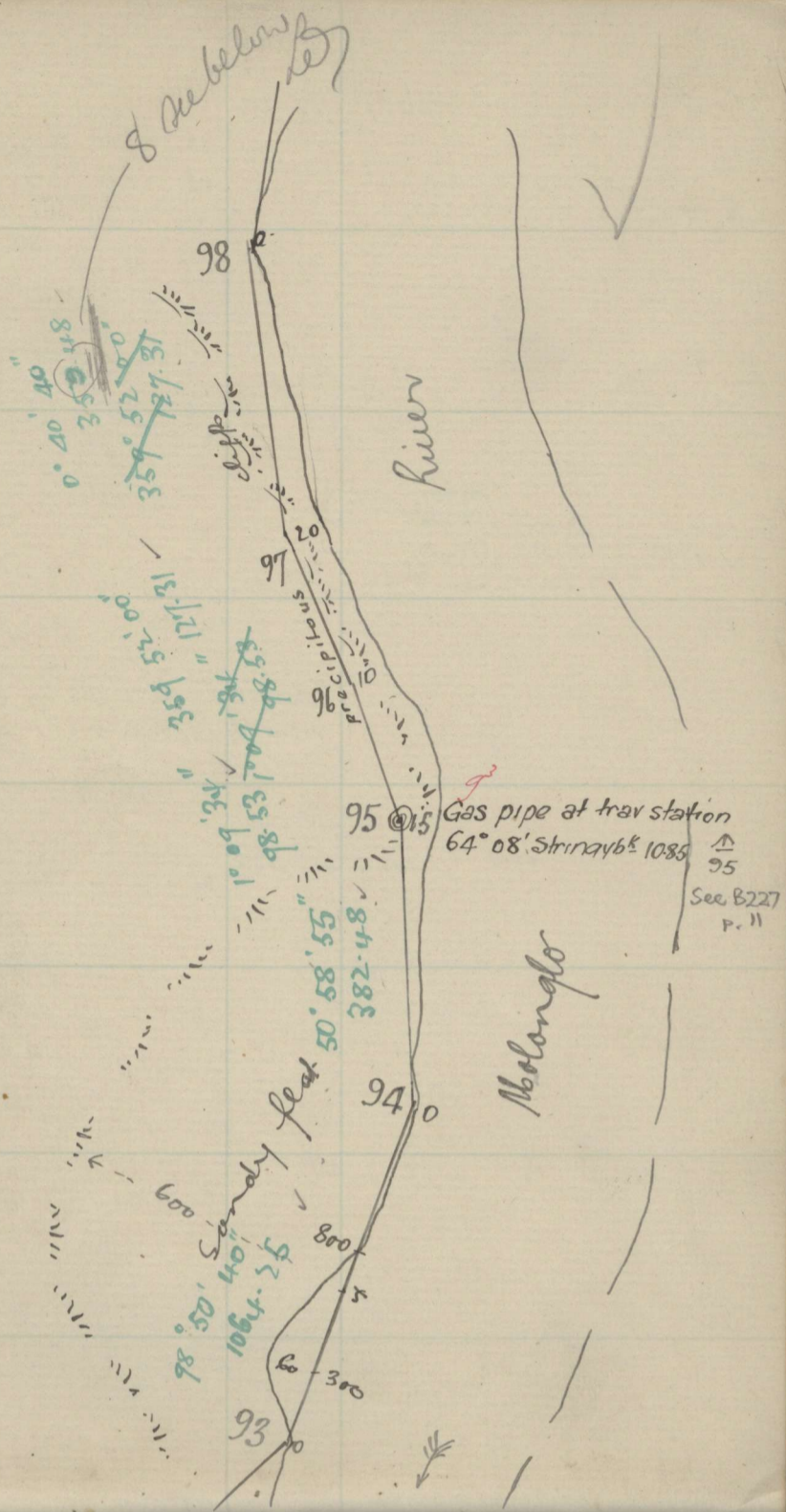
20 35 35 (252° 33' 15" by trav trav)  
 41 11 10 (252° 32' 46" Hunt's call 1000)  
 82 22 20  
 20 35 35

Angle 90 to ref tree  
 64° 23' { 21° 13' } S.W.9  
 157° 32' { 51° 33' }  
 47-85

4° 20' 301.92 - 11 76 301.02 to 92 S.W.9

184° 22' 30"  
 368 44 50  
 184 22 35

17° 08' 532.96 - 14 74  
 6° 40' 227.91 - 03 76  
 760.87 735.65 to 93 S.W.9



150° 05' 10"  
300 10 10  
150 05 05

0° 0' 506.41 - 14 80 " 200  
3° 34' 270.63 - 03 80 SW9  
1° 37' 288.81 - 03 80 SW9  
1064.25 to 94

132° 08' 10"  
264 16 40  
132° 08' 20"

6° 21' 385.24 - 11 80  
382.84 to 95  
Angle off 94 SW9  
13° 09' Str 10.85  
64° 08' Stringyb 10.85

135° 10' 40"  
260 21 20  
130 10 40

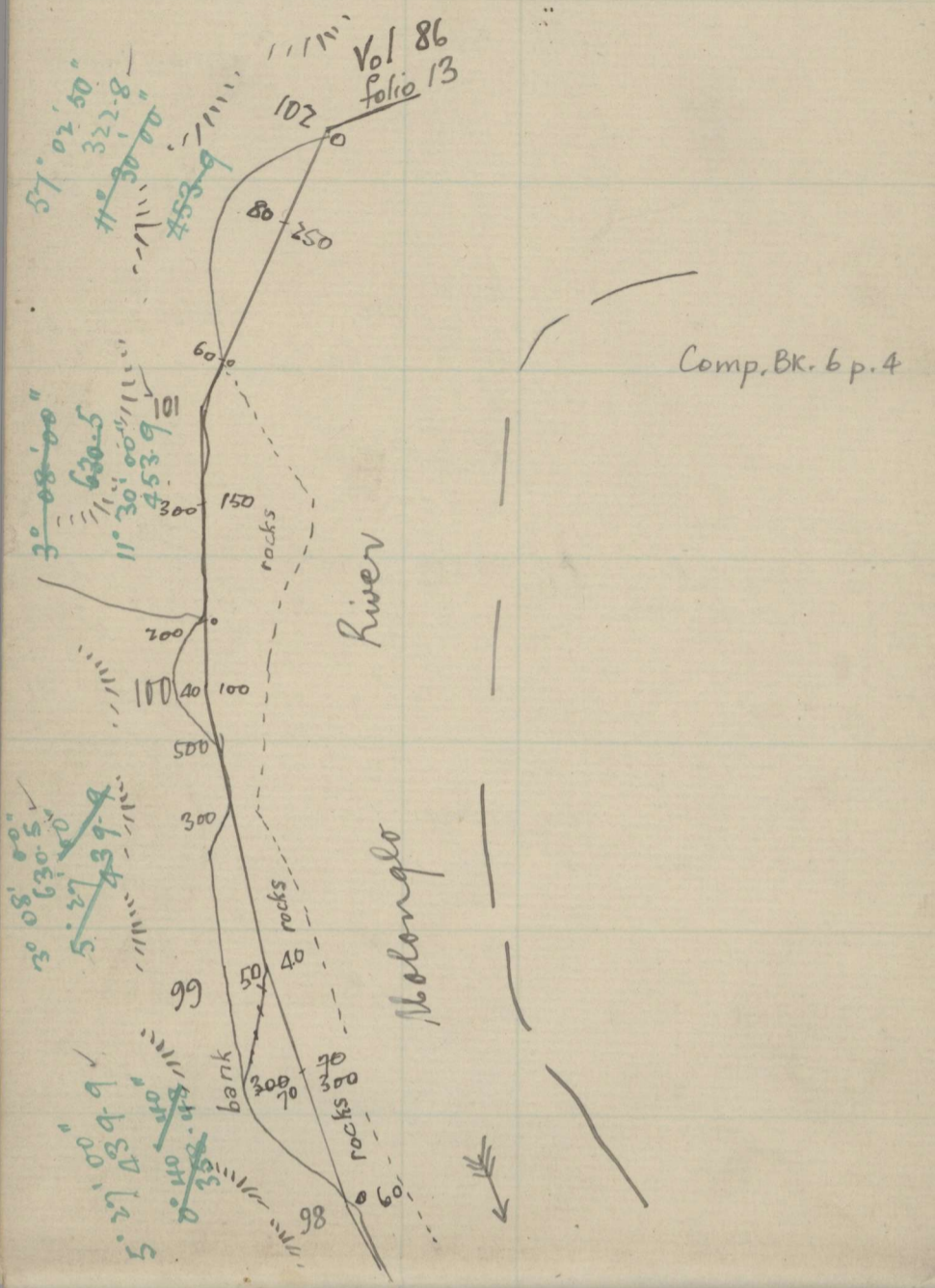
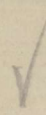
25° 13' 108.90 - 74° 98.53 to 96

178° 42' 35"  
357 24 40  
178° 42' 20"

12° 47' 130.53 - 74° 127.31 to 97

180° 48' 54"  
361 37 10  
180° 48' 35"

22° 29' 388.0 - 74° 358.48 to 98 SW9



Comp. Bk. 6 p. 4

184° 46' 35"  
369 32 20  
184 46 10

1° 55' 440.34 - .25 70°  
439.9 to 99. Swg

177° 41' 05"  
355 21 46  
177 40 55

1° 30' 499.35 - .14 70°  
to 100 (500 - .65) sept'd of 200  
0° 55' 181.39 - .01 70°  
630.74  
630.5 to 100

188° 22' 00"  
376 48 50  
188 21 55

3° 41' 454.57 - .06 68°  
453.9 to 101 " " 200

225° 32' 30"  
451 05 40  
225 32 or 50°  
40

1° 0' 322.90 - .11 70°  
322.80 to 102 Swg

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