287

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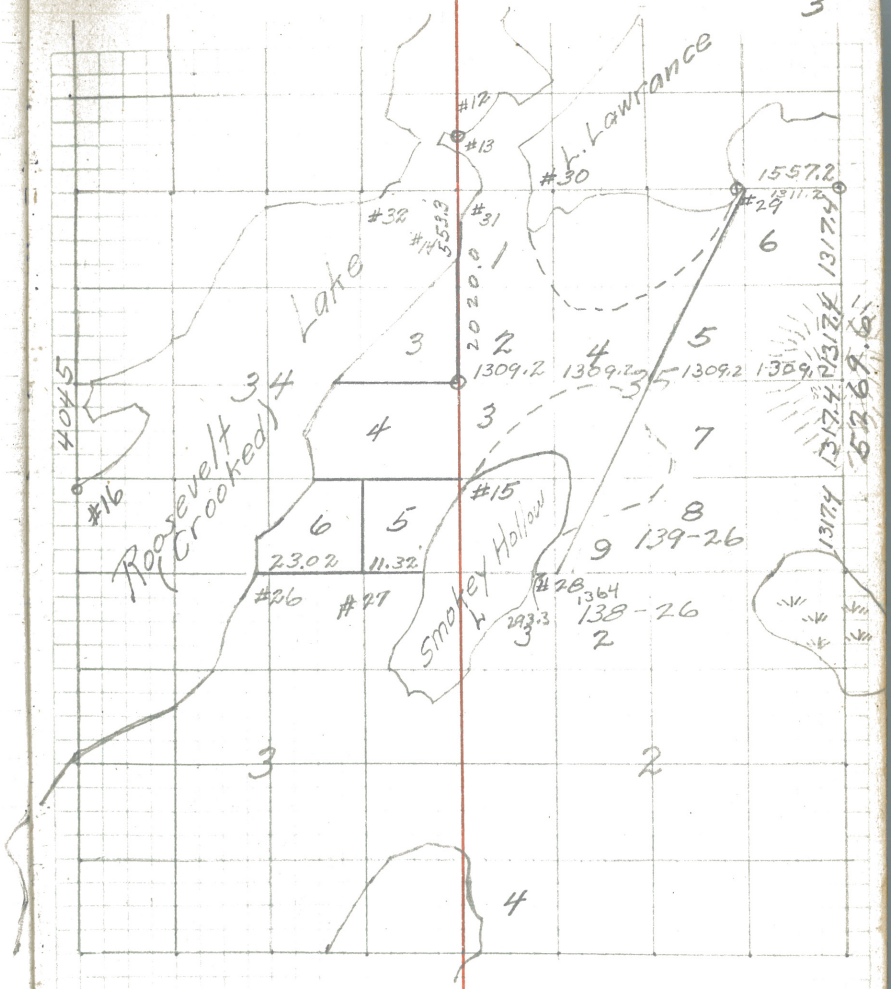
2 Sec. 34 & 35-139-26

Refer to		F.B.	#95	
		W. Cedar	8 West	17
M.C.# 12		Tam'k	13 S. 66 E	21
		W. Pine	14 N. 20 E.	41
M.C.# 15		Aspen	14 N 40 W.	19
		Spruce	10 N. 11 E.	33
S. 1/4 Cor.	Sec. 34	W. Birch	8 S. 2½ E.	17
		W. Pine	12 S. 2 E.	26
W. 1/4 Cor.	Sec. 35	Aspen	7 N. 82 W	12
		W. Birch	8 S. 30 E.	22
W. 1/4 Cor.	Sec. 34	Elm	8 N. 50 W.	13
		W. Birch	8 N. 35 E.	6
M.C.# 26		Spruce	11 N. 21 E.	8
	Y. Pine	16	N. 30 E.	38
M.C.# 16	" "	16	11 45 W.	10
M.C.# 27	Y. Pine	14	N. 5 E.	34
	" "	12	S. 68 W.	42
	W. Birch	6"	N. 80 E.	70
M.C.# 14	Spruce	5	S. 10 W	351 at 1814.2

3100
351
2749
1649.4
1814.2


#12
#13
#30
L. Lawrance
1597.2
#29
1311.2
#32
#14
#31
Lake
2020.0
6
3
2
4
5
1309.2
1309.2
1309.2
1309.2
1317.4
1317.4
1317.4
5269.8
4045
3
4
4
3
7
#16
Roosevelt
Crooked
6
5
#15
8
9
139-26
23.02
11.32
#26
#27
#28
1364
Smokey Hollow
293.3
138-26
3
2
3
2
4

4

N.E. Cor. Sec. 35					
West	1311.42				
S. 26° W	2948	Temp. Cor Sec. 35			
	3388	Enter	slough,	100' E. of	W. bnd
	3478	Leave	"		
4000 Hub, 5000 Hub, 5896 Hub temp 1/16 Cor.					
True 1/16 Cor. stands N. 87°56' W, 226'					
P. 16					
South Line Sec. 35					
True M.C. #28		run East		293.45	T. 1/16
@ 283.8' Hub. temp. 1/16				1363.95	T. 1/4
@ 1603.8	"	, temp 1/4,	True 1/4	stands	
N. 84°48' E. 53.4'					

Nov. 4, 1931
Greene and J. Stransky

Correcting line between 1/4 Cor. 34-35 & M.C. #12, brushed out true line & with previous random lines N. 0°56' E.

We then go to 1/16 Cor. set by Euro and chain down road 2948' at 1311.4 ft. west of N.E. Cor Sec. 35

p. 23 - p. 31

		N.	S.	E.	W.
S. 26° W	2948		2649.6		1292.3
N. 79° 30' W.	72.2	13.1			71.0
N. 27° 20½ E	2968.1	2636.5		1363.3	3
		2649.6	2649.6	1363.3	1363.3
S. 33° 18' W	1684'		1407.4		924.5
S. 19° 49' W	1357'		1276.6		460.1
			5333.6		2747.9
					1311.4
					4059.3
South line	M.C. #28 to 1/16 Cor.				293.25
	1/16 Cor to 1/4 Cor.				1363.95
West	1311.4				1311.4
S. 26° W	5896.		5299.3		2584.8
N. 87° 56' W	226'	8.1			225.9
		8.1	5299.3		4122.1
			5291.2		4122.1

S. 27° 20½ W	2968.1	2636.5	1363.3
		1407.4	924.5
		1276.6	460.1
			1311.4
		5320.5	4059.3

6

		N	S.	E.	W
From N.E. Cor.					
South	2640		2640		
N. 85°05'W	59.15	5.2			58.9
N 1°17'E	2634.8	2634.8		58.9	
		2640	2640	58.9	58.9
		N	S	E	W
N. 71°29'W	29.6	9.4			28.1
S. 86°02'W	264.4		18.3		263.8
N. 88°15 E.	293.2	8.9		291.9	
N. 88°45'E					

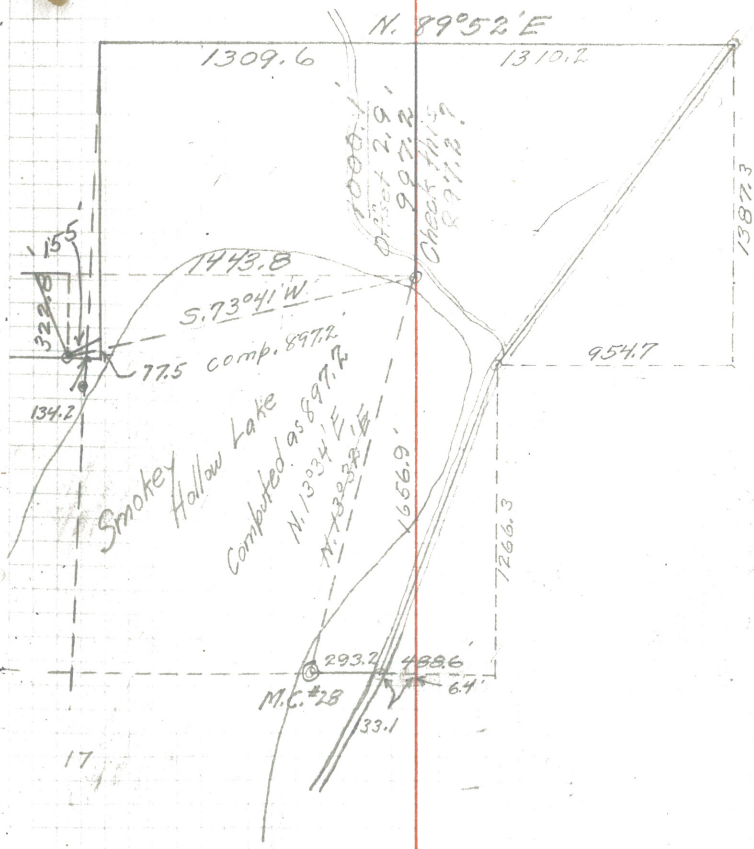
		N	S	E	W.
S. 34°32'W.	1684		1387.3		954.7
S. 21°06'W.	1357.3		1266.3		488.6
N. 70°59'W	29.6	9.6			27.0
S. 86°32'W	264.4		16.0		263.9
N. 13°32'E					
North	897.2	897.2			M.C. #27
East	1307.1			1307.1	
N. 27°20'E	6.7	5.9		3.1	1734.2
		912.7	2669.6	1310.2	1734.2
			912.7		13.10.2
			1756.9		424.0

Nov. 5-1931 Same crew

7

Road traverse

S. 27°20' W.
S. 34°02' W. 1684
S. 20°36' W. 1357.3



Set up on M.C. #27, sighted to flag at M.C. #25 bearing N. 89°43' E, ran North to Int. with E. & W. 1/16 P. line bearing East & W. & int S.E. 89°32' or N. & S. construction line is N. 0° 28' E with 1/16 Post.

		N.	S.	E.	W.
N. 70°59' W.	29.6'	9.6'			28.0
S. 86°32' W	264.4		16.0		263.9
N. 88°45' E	293.2	6.4		293.1	
		16.0	16.0	293.1	291.9

Int. Hub 1357.5' North to Post on E. & W. 1/16 line

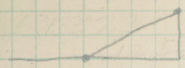
N.

= 592'

10

		N	S.	E	W
East	1309.6			1309.6	
East	1307.1			1307.1	
N. 27°20 E	6.7	5.9		3.1	
S. 34°32' W	1684.0		1387.3		954.7
S. 21°06' W	1357.3		1266.3		488.6
S. 88°45' W	293.2 M.C.		6.4		293.1
S. 89°13' W	1620.6		22.1		1620.6
N. 0°28' E	1357.5	1357.5		10.5	
East	726.2			726.2	
North	1320.0	1320.0			
		2683.4	2682.1	3356.5	3359.0
					1736.4
		5.9	2660.0	1310.2	1310.2
			5.9		726.2
			2654.1		
S. 89°13' W	589.5		8.3		589.5
N. 0°28' E	1357.3	1357.3		10.5	
East	726.2			726.2	
North	1320.0	1320.0			
S. 3°10' W.	2669		2669.0		147.2
		2677.3	2677.3	736.7	736.7

N. 60° E.



2677.3

21.60 : 40 :: X :

954.7

488.6

23.1

1670.6

8.68 : 24.38 :: X : 1656.1

868

24.38

6

14628

14628

1609.08

15.70

8.68

24.38

6

14628

14628

1609.08

589.5

24.38 | 14374948

13 2488

99366

132488

12190

21844

19504

23400

21942

14580

26773

216

157038

26773

53546

4157793 68

3359.0

1736.4

1609.1 = U.S. Dis. M.C. 27 to M.C. 28 1444.8

1225.6

1338.6 Offset 73.6 at 1/16 Cor.

134.2

73.6

60.6

134.2

72.6

61.6

1320

78.6

1398.6

73.6 : 1338.6 :: X : 1320

736

792

396

924

97152

1338.6 | 9371700

9345

2677.3

1398.6

1278.7

18.4

6

1104

1104

12144

21.60

6

1296

1296

13956

589.5

147.2

736.7

12

~~0~~ 61.6 East S. 39°0'W 78.6

4 S. 35°33'E to M.C. #28

4 N. 73°04'E to 1/16 M.C.

M.C. #28 S. 89°12'W M.C. #27

N. 13°32'E 1/16 M.C.

N. 37°24'W M.C. #15 - temp

N. 36°02'W 1/16 1338.6

Greene - Stransky

Nov. 9.-1931

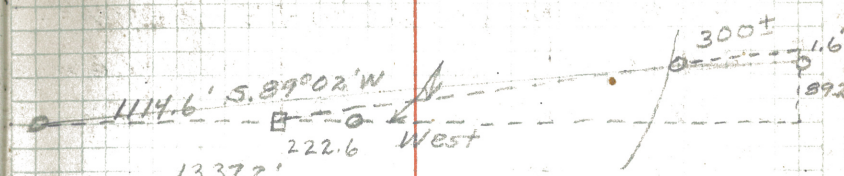
Cut out E. & W. 1/4 Line Ran. Sec. 34 West from E. 1/4 Cor. sight across lake and drive to Woodholm. Find Flynns 1/4 Cor. 1/2 in. pipe and L.P. on 1/4 line at Lake shore. Two B.Ts marked N.C. Sec 34. Looks like Flynns work.

Pop. 9" N. 18° W.

" 8" West

Sighting on backsight east of outing road and lining with Flynns N.C. picket to 1/4 L.M., miss 1/4 L.M. 1.6' south.

Corr. E & W. 1/4 Line Sec. 35



Sta. 0 = E. 1/4 Cor.
8 = 13.5
9 = 15.2
10 = 16.9
11+14.6 = 18.6

5280
1114.6
4165.4 - 2
02181 - 3 - 6
41654
333232
41654
83308
90.847374
1.6
89.2

59.2
89.2 | 5280
4460
8200
8028
172 - 0

195
27.6
222.6
1114.6
1337.2

01687

1.6 .006
3.0
1900

N. 0°58' E.
S. 89° W.
East

16

True line S. 3°25' W.

Correcting East line Lot 3, Sec. 35

From			
N.E.	Sta. 1	From I.M. goes N-2.9' W-	7.4'
	2		11.6'
	3		15.8
	4		20.1
	5		24.3
	6		28.5
	7		32.7
	8		37.0
	9		41.2
		I. M. goes N. 87°35 W.	45.4'

True line S. 3°25' W.

Correcting West line Lot 3, Sec. 35

Sta.		1/4 Cor.	I.M.	in place	Orig. Cor.
0			West		
1			"	6.0	
2			"	11.9	
3			"	17.9	
4			"	23.8	
5			"	29.8	
6			"	35.7	
7			"	41.7	
8			"	47.6	
9			"	53.6	
10			"	59.6	
11			"	65.5	
12			"	71.4	
13+20		12+40.3'	"	78.6	79.2
13+35			"	79.5	80.10
1407.3		M.C. I.M.			

3, Sec. 35

7.4'

11.6'

15.8

20.1

24.3

28.5

32.7

37.0

41.2

45.4'

2.35

Setting M.C. #14

31.40 : 40 : X : 2573.3 - 2

31.4 - 8.7

10293 2

25733

77199

70901.6 2

2020.

20 : 40 :

31

186

186

2046

2

X 1°15' South

Left Romer at noon on Thursday
for Walker. Found Dan DeLury gone
to city. Picked up what notes I could.
Bought two Jewett plats [illegible] 50¢.
Spent [illegible] Friday in Walker [illegible]
saw Dan [illegible] Feb 27, 1932.
Received check for $50.00

Expense

Pd. Albert [illegible]	1.55
Chase [illegible]	2.00
Garage	1.00
Personal exp. [illegible]	5.00
Bond premium	2.50

Survey of Sec. 34-146-29

N.P. 18" N.9E. 73 = 48.2'
N.P. 18" S.20E. 62 = 40.7'

J.P. 10 N.84W 38
" " 7 S.33E. 56
" " 9 S.47W. 65
" " 8 N.53E 34

J.P. 6" N.37E. 44
Aspen 5" N.24W. 179
N. Pine 26" N.88W. 155
Birch 2½" S.45E. 59

J.P. 12 N.20E. 9
" " 8 N.5W. 35 = 23.1' = 21.5' H.
" " 12 S.84W. 53 = 35' = 31'
" " 8 S.79E. 19 J.P. 5" N.35W. 6"

Cedar 12 N.29E
Fir 4 N.53W.
Cedar 12 S.58½W. 4
" 8 S.32E.

20

S.1/4 - A
A - C. Sec.
C. Sec. - B

1980 @ 37.8' North
60
2040 @ 1994' 37.7' North
600
2600

2640.0 @
3.8
2636.2 = X & + with N. & S. 1/4 L.
9+63.8

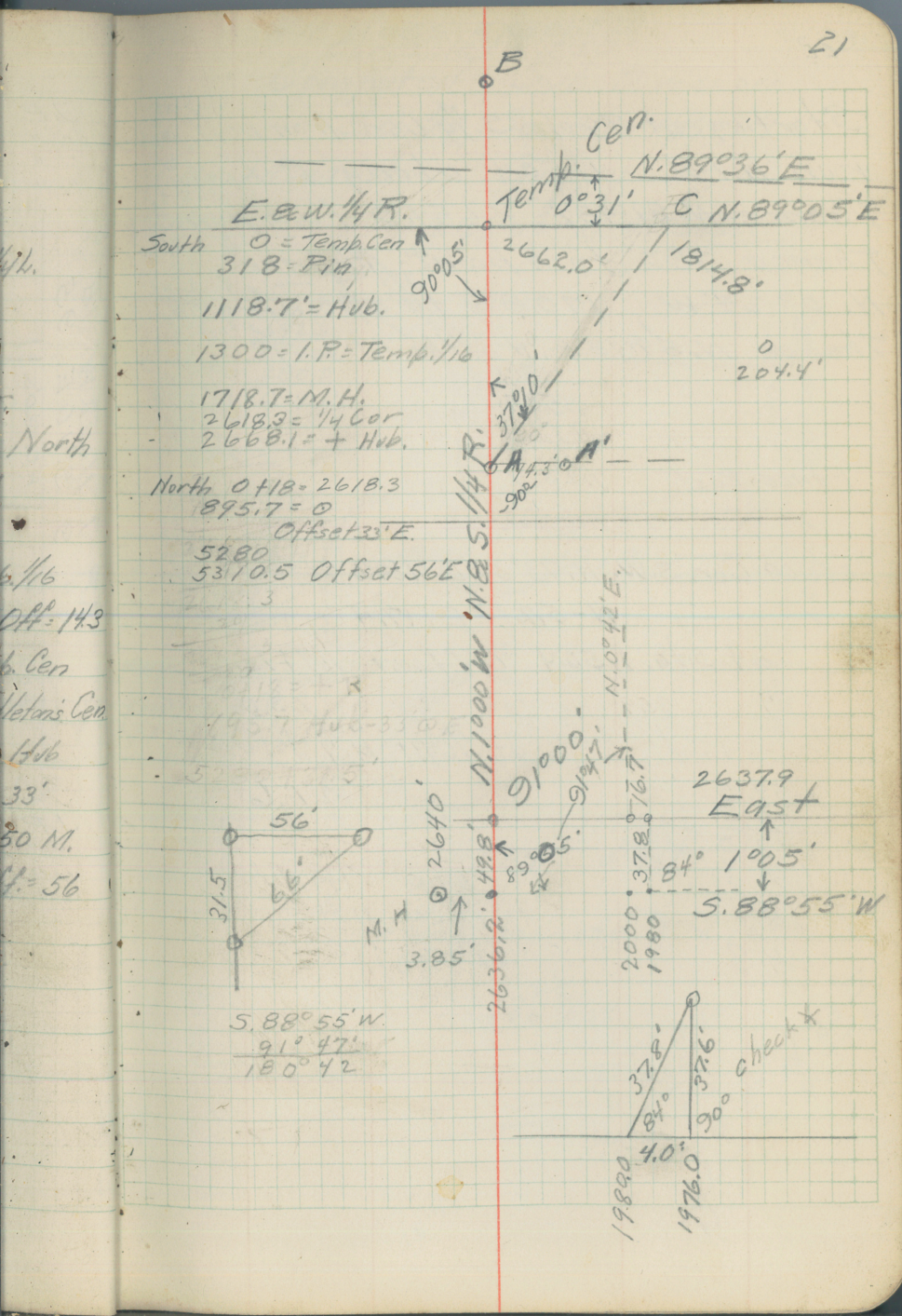
Sta 36 -

Sta. 40 - Hub.
52'
52+90 Hub = 104.6
- 90.7' to Sec. Cor.

E. & W. 1/4 Line, West
Sta. 0 = E. 1/4 Cor.
26+34 = My Cen.
26+37 = Mc' "
26+62 = Temp. Cen.
52+74.7 = Temp. W. 1/4 C.
Offset North, 48'

2636.2
1994.0
642.2

N. & S. 1/4 Line, North
Sta. 0 = Prop. 1/4
9 = Hub
1318.7 = Temp. 1/16
1500 = Hub. Off: 143
2618.3 = Temp. Cen
2642.3 = Middleton's Cen
3495.7 = " Hub
Off: 33'
5310.5 " = 50 M.
My Off.: 56


B
Cen.
N.89°36'E
Temp.
0°31'
C N.89°05'E
E. & W. 1/4 R.
South 0 = Temp. Cen
318 = Pin
1118.7' = Hub.
1300 = I.P. = Temp. 1/16
1718.7 = M.H.
2618.3 = 1/4 Cor
2668.1 = + Hub.
North 0+18 = 2618.3
895.7 = 0
Offset 33' E.
5280
5310.5 Offset 56' E
2662.0'
1814.8'
204.4'
90°05'
37°10'
A
A'
44.3'
90°
N.1°00'W
N.1°42'E.
91°00'
91°47'
37.8'
89°05'
2640'
2636.2'
48.8'
M.H.
3.85'
2637.9
East
84° 10'05"
S.88°55'W
2000'
1980'
56'
31.5'
66'
S.88°55'W
91° 47'
180° 42'
37.8'
37.6'
84°
90°
check
4.0'
1984.0
1976.0

Starting at Prob. S.¼ Cor. Iron bolt -
run N. 1°W. 1150.4' along 'R' Line,
Thence N. 89°48'E 654.0 to a point.
thence 380' to a point. thence
N. 0°24'W., 170.82' to a point. --
Thence N. 89°48'E. to the Miss. R.

8.1
1152.7
1144.6
16.2
Fence Post 1128.4
1165.4

Fence Cor. S.W. N. 73°30'E. 18.2 =
N-5.2 E. 17.4
at Sta. 1150.4 Offset -11.4 +13.6
25.0'
at 1/64. = 11.4 +10.2
21.6

659.5
16.5
643.0
1190.4
1181.8
8.6
4.8

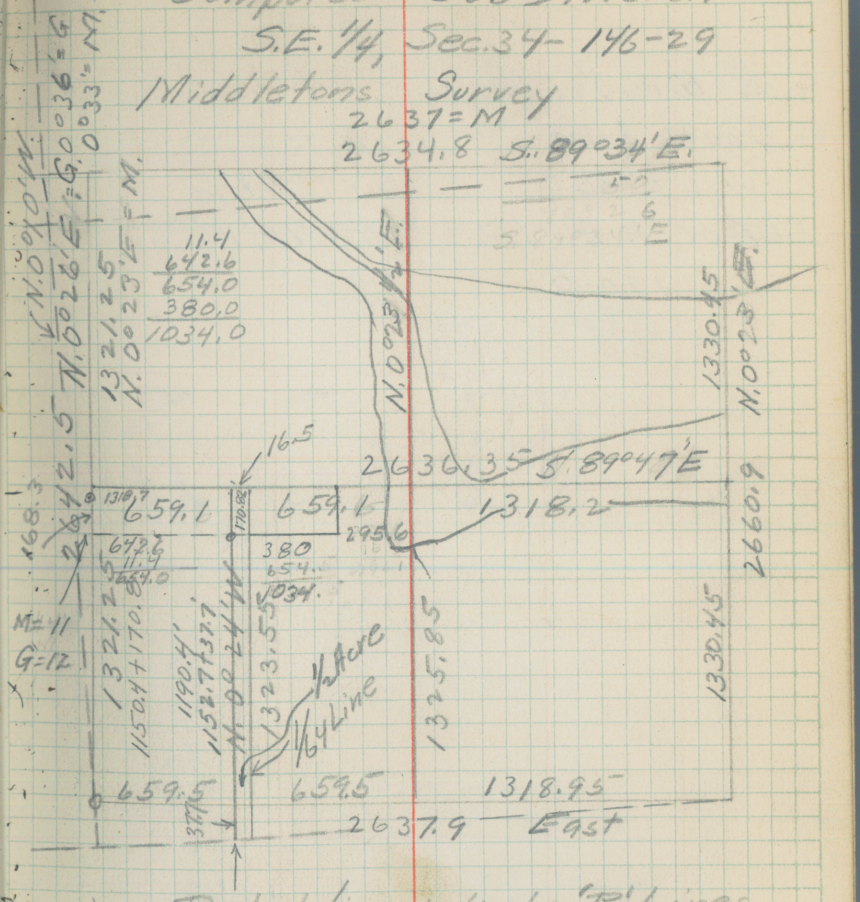
49.8 49.4
1150.4 1151.5
1200.2 1200.9

All lines except S. Corrected by 0.50'

Computed Sub-Division

S.E. 1/4, Sec. 34 - 146 - 29

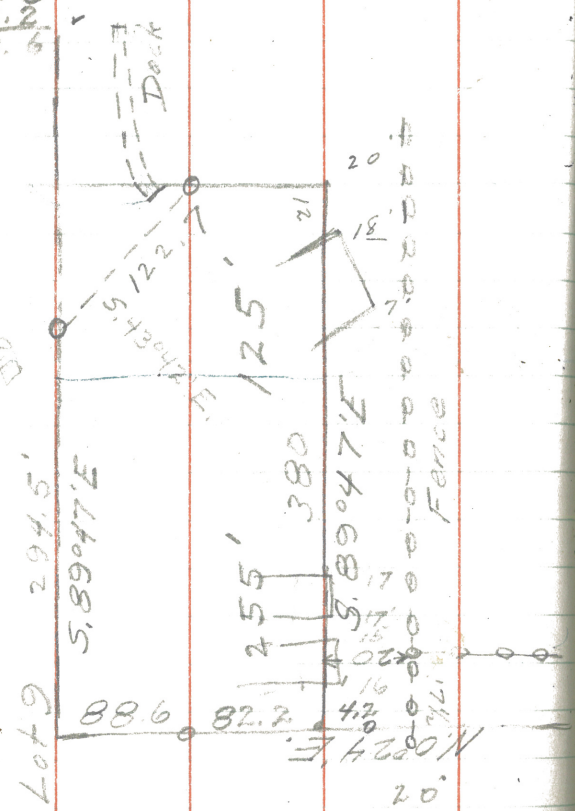
Middletons Survey



24

E. & W. 1/4 Line = S. 89°34' E
South Line = East
1/16 Line S. 89°47' E
North R line = N. 0°10' W

170.8
82.2
88.6



Bearing

N. 1°00 W N. 89°48'E Diff=90°12'

N. 0°10'W S. 89°47'E " = 90°25'

Should be 0°13' South

In 654' = 2.5'

North line S. 89°47'E

South " East

Diff= 0°13'

In 654 = 2.5

Former dis.= 1150.4'

Corrected " = 1147.9

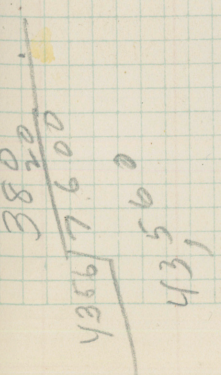
Chaining dis = 1144.6 + 4.3 = 1148.9'

Diff= 3.3' North = Actual 4.3'

Ys check

East line N. 0°24'E

Middletons N. 0°39'E = 2.2'-500' N.



28 Oct 16-48 | Sat

Metal drain 4 ft wide slopes N down 2'/2 to spray #10 1/2 and sinks N to Crow Wing River 10' wide Run 5" swift current!

Cable fence on N side E to W

102 To E end of cable
144 ~~E~~ Road runs N
156 middle RR fence

186 Mail box
2 ft W of end of cable

253 length of fence on N side Rd

34.2

34.2 Tot Cable
Tar 28' wide

JWC x 2 Harold Rod
Drain slab
5 ft N of edge of [illegible]
17 " [illegible] while [illegible]

Highway 34 -
Fill over Crow Wing River
~~Journey~~ ordered by
Ray C Lewis Lawyer
Detroit Lakes for Bus Co

30 Jack Curr[illegible] 3 Harold Ro[illegible]

Sta	+S	H I	−	el
B M				
100.00				
	5.85	105.85	+	
	~~5.2~~		5.2	
	~~4.3~~		4.3	
			5	
			4.95	
			4.8	
			4.75	
		good wat[illegible]		
			5.02	
			4.5	
			4.2	
			3.9	
			3.75	
			4.03	
			3.75	
			3.00	
			2.90	

Rod Held on floor of McHal
Drain where tile end Lvs
Top of grade 4' N of edg of Tar
0.60 of a foot below N edg
of Ta Elev assumed
N edg of ln Datum 100.00
So edg of lan
E 25
E 50'
~~E~~ 100 E 75 E
100 E

N edge lan
25 W
50 W
75 W
100 W

100

150 W

5 18-48

HI			
~~10~~			
1	+		
105.85			
	4.4	acres	
	47		
	5.2		
	4.75		
	477		ocea
	500		
	43		
	49		
4.75	4~~8~~3		
		West	
	4.15		
4.28	423		
	450		

℄ 255

.70

W	1.4	2 ...
	1.2	
	1.5	

Oct 18-1948 (6) Monday 33

End

Ben at 0.0

50 E

100

50 W

200 E
300 L } at 2.1

Ben

		7			
34					
BM	+ s	HI	− s		
100.00	5.95	105 85			
			5.2		

3C Going East

BM	+ S	HI	- S	El
SH 7 00	BM on Bottom Base of Metal Drain			100.00
	9.50	109.50		
00	Hedge Drain Spring Base SO End			assumed 100.00
+25				
+50				
+75				
1				
2				
3				
4				
5				

Oct 18-19-48
Monday

N. Side Rod	Elev	10 Rod ℄		So Side Rod	37 Elev
Top of drain shoot					
On N. Side Road		Rod ℄		So Side	
8.90	100.60	8.40	101.10	8.10	101.40
8.75	100.75	8.45	101.05	8.50	101.00
8.60	100.90	8.50	101.00	8.45	101.05
8.60	100.90	8.35	101.15	8.30	101.20
8.35	101.15	8.10	101.40	8.00	101.50
		6.25	103.25		
		4.55	104.95		
		1.90	107.60		
		-.00	109.50		

38 Going West From 00

B.M.	+S	H.I.	-S	Elv
100.00		109.50		
		1.10 up		
+25				
+50				
+75				
1				
2				
3				
				T.P.
T.P.	13.50	123.06		107.56 1.94
400	West			
5				
6				
+50				

Oct 18 - 1948

Going west 12

N. edge Tar | ℄ | So edge Tar

Top of drain shoot Elv Assumed @ 100'

Road Surface

N Side		℄		S side	
Rod reads	Elv	Rod	Elv	Rod	Elv
8.65	100.85	8.15	101.35	7.80	101.70 .25
8.15	101.35	7.90	101.60	7.80	101.70 .50
7.90	101.60	7.70	101.80	7.75	101.75 .75
7.60	101.90	7.25	102.25	7.40	102.10 1.00
5.21	104.29	4.95	104.55	5.10	104.40
1.88	107.62	1.44	108.06	1.50	108.00
T.P. 1.94					
11.60	111.46	11.00	112.06	11.00	112.06
7.60	115.46	7.00	116.06	6.90	116.16
3.25	119.81	2.82	120.24	2.88	120.18
		1.15	121.91		

John W Crane

40

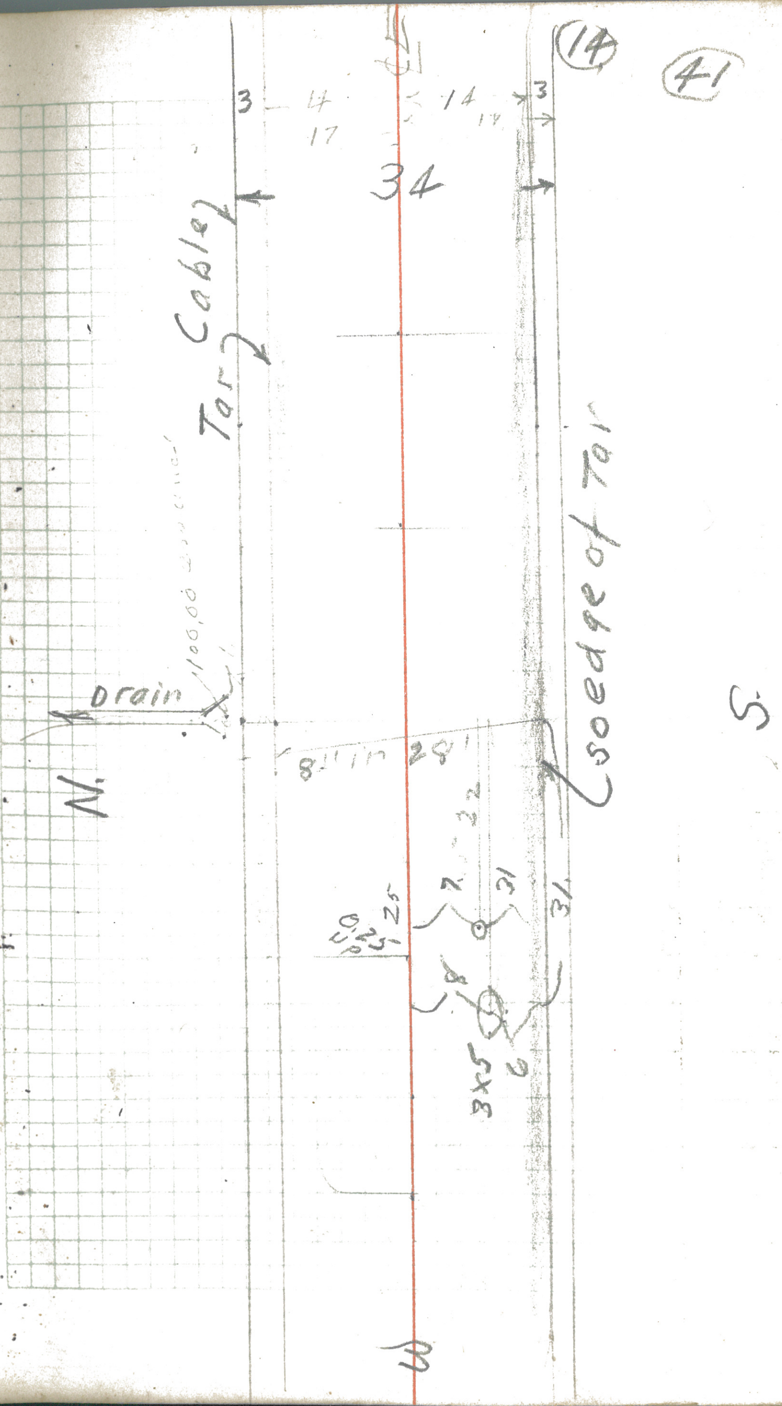
109.50 13

950

950
194
756

Reffle zum 320

(14) (41)



Notes 14 Oct 18-1948 (43)

(1) Patch 3'x5' ℄ of Patch
8 ft So of ℄ and 31 ft W of Spout
6 ft N of So edge of Tar
Drain

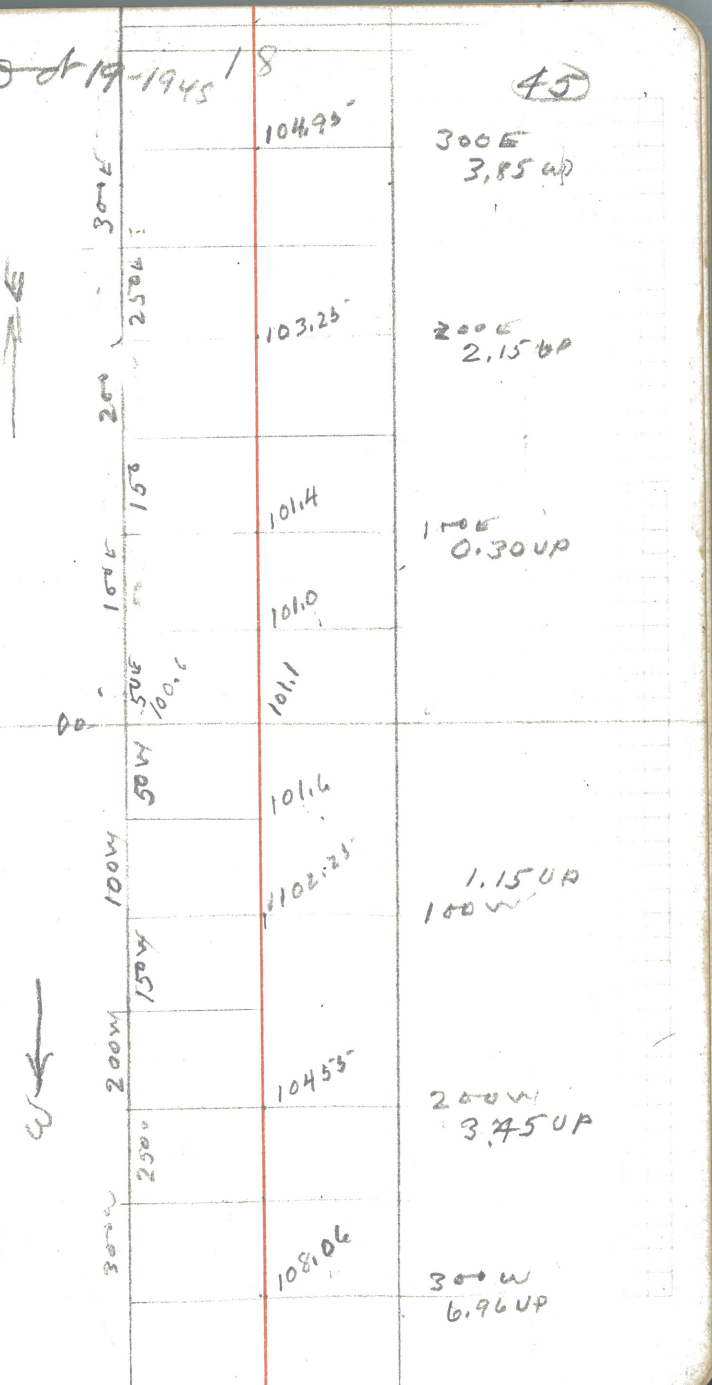
(2) Small patch 18"x24"
Cen of Small patch in center
of So side of Tar 22 ft W of Spout

Oct 19-49 (17) (47)

400	W	10.96	Up
500	"	15.96	Up
600	"	19.14	Up

Oct 19-1945 18

45



Oct 20 - 1948 West Grade (40)

00			
100	W	1,150 up	1° +
200	W	3,45 up	2° ½
300	W	6.96 up	3 ½ %
400	W	10 96 up	4%
500	W	14.96 up	4%
600	W	19.14 up	4° +

Going West

N Side		So Side	
0	0.60	1.40	-80 ot
1	1.90	2.10	-20'
2	4.29	4 40	-11
3	7.62	8.00	-38
4	11.46	12.06	.60
5	15 46	16.16	.70
6	19.81	2018	.37

Oct 20-1948 East (47)

100 E	0.30 up	= 1/3 of 1° up	
200	2.15	2° 0/0 -	
3 E	3.85 up	1.70 of	2° -
4 E	6.50 up	2.65 =	3° -
5 E	8.40 up	1.90 =	2° -

Going East

N Side Rd

0 = 0.70 up
1 - 1.15

So Side Rd

1.40 up - 0.80
1.50 - 0.35

October 21 1948
Harold Cure and
John W Cure
Ran Drive Walker to
Akeley
On fill Crossing Crow
Wing River
Highway 34.
Half mile West of Akeley
Minn
Ray O Lewis gives me
Photograph of above
Harold and I.
Check "Spots" shown in
Picture
Page 41- Leaf 14 This book
No 287 also pg 42

John W Cure
Minn Reg 1428.
[illegible]

50 ①

Frank Techler

lot 5 less S 300' of W 100'

Sec 4- 13 [illegible] on Washburn

[illegible]

Tom SEC T[illegible] M.C.

[illegible] N 64[illegible] I.M.

M.C. [illegible] Secs 4-5

and [illegible] 4°15' E [illegible]

[illegible]

172.7 [illegible]

[illegible] I.M. Sec [illegible]

[illegible] line N [illegible]

we continue the West [illegible]

North to the [illegible] I.M. on

North line of said Section 4

do not chain and it is too

dark to tie into said I.M.

which acts a little kind of un[illegible]

ramb[illegible] [illegible] [illegible]

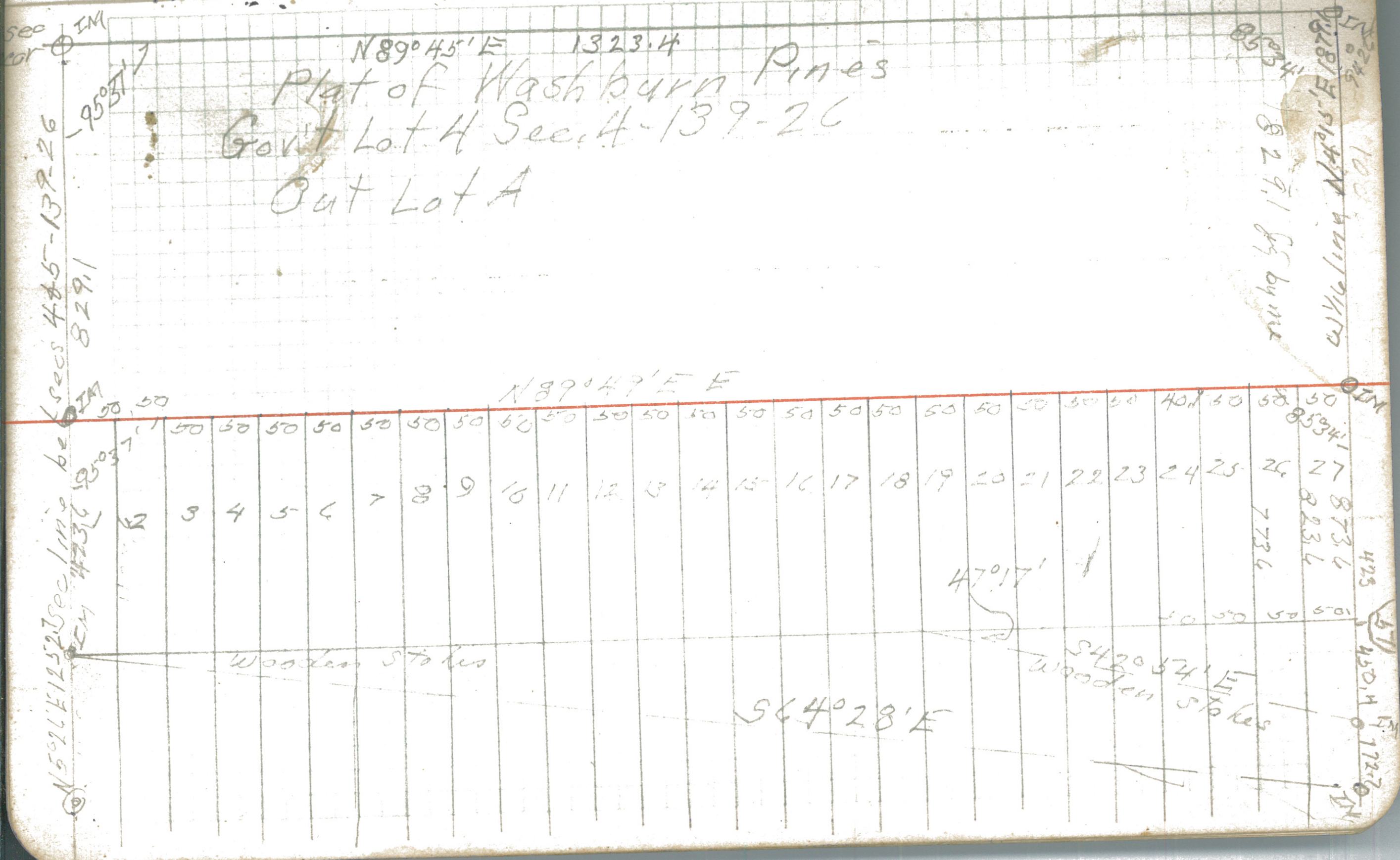
go into ditch but get out

again Don [illegible]

the chain and [illegible] which

I thought he was after when

he [illegible] for a drink of water


Plat of Washburn Pines
Gov't Lot 4 Sec. 4-139-26
Out Lot A
N89°45'E 1323.4
N89°49'E
S64°28'E
S42°54'E
47°17'
Wooden Stakes
Wooden Stakes
829.1 fig by me
W 1/16 line N4°15'E 1879.6
Sec cor
IM
secs 4&5-139-26
829.1
Sec line bet
N5°21'E 1252.3
423
450.4
172.7
873.4
823.4
773.4
85°34'
95°31'
95°03'
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27
50

52

fig where N ¼ line should run

43560 sq ft = 1 acre

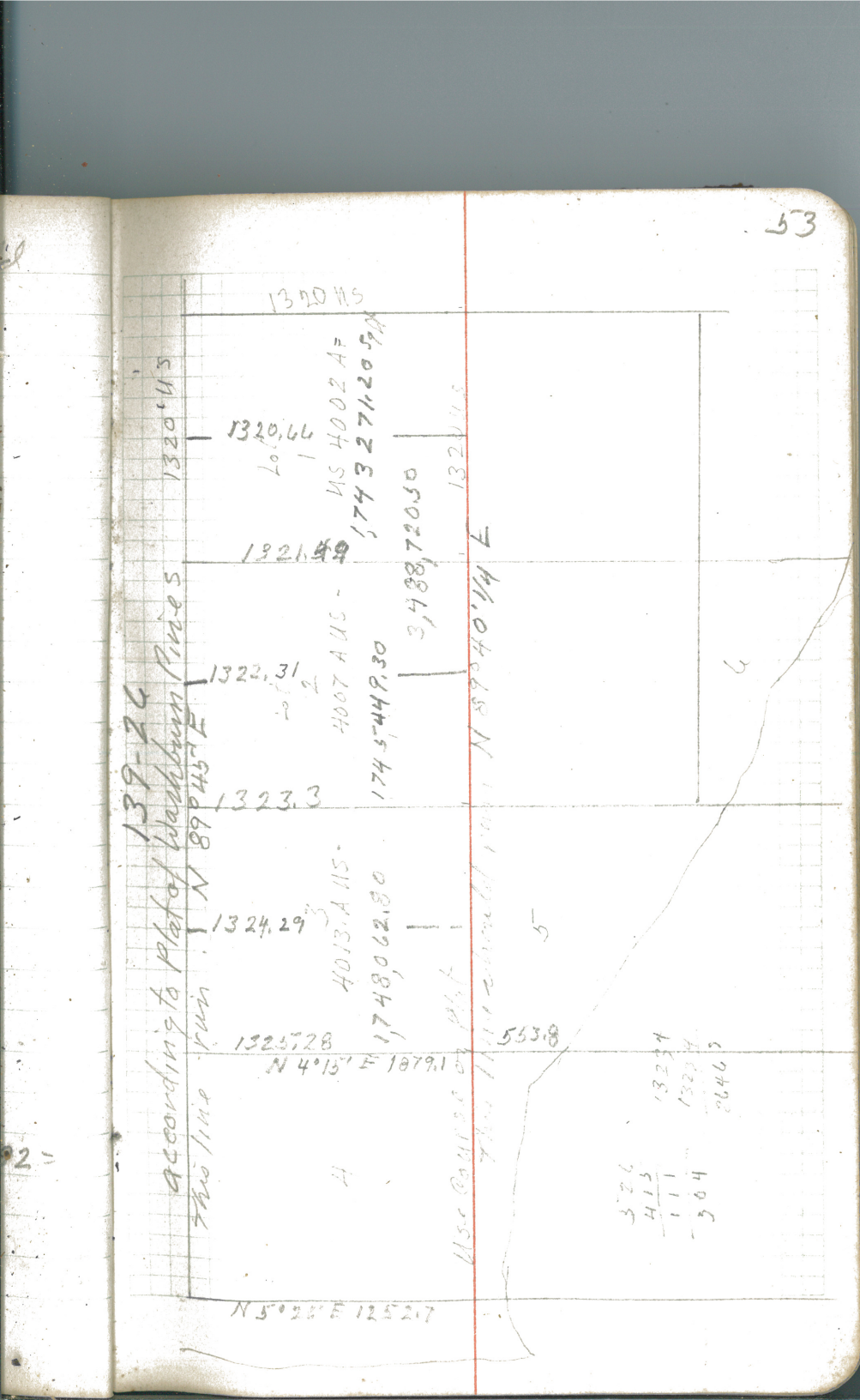
4002 acres = 43560 x
4002
87120
174240
1,743,271.20 sq ft

1320.66
1320 / 1743271.20
1320
4232
3960
2727
2640
871 2
792 0
792 0
132

132132 / 174544930
132132
424129
396396
277333
264264
130690

1323.3
- 1320
3.3 in 2640 ft = .001250 = 0°04¼'

139-26
According to Plat of Washburn Lakes
1320'


1320 WS
1320.66
Lot 1
WS 4002 A=
174,327,120 sq ft
1321.49
1322.31
Lot 2
4007 A WS -
174,448.30
3,488,720.30
1323.3
N 89°45' E
N 89°40' W
1324.29
Lot 3
4013.4 WS -
174,802.80
1325.28
N 4°15' E 1879.1
5538
Lot 4
N 5°25' E 1252.7
Accordinig to Plat of Washburn Pines
132-26
Thru Line
Misc Contract Plat
Lot 5
Lot 6
3276
413
111
304
1323.4
1320.4
2646.3

Washburn Clint Converse Ranger
54 Lake
Fig. Using Jw C fig
in book 276 on page 36 to work with

Lot 1 has 400.2 acres

2/ 4002
2001
x66
120036
120036
132066

Lot 2 has 4007 acres

2/ 4007
20035
x66
120210
120210
132231.0

Lot 3 = 4013 Acres

2/4013
2006.5
x66
120390
120390
1324.29

319.8 / 85 / 405
319.8 / 288 / 1898
290+ / 393

June 1960 Father's day

We all go to Shovel Lake for Father's Day
Gert + John go home with Ed + Mary
Bob + I go to Washburn Lake where we stay
over night with Frank Techler.

Monday June 1960
up at 7 Breakfast at 7-30 at 8-15 on job
Bob + I we chain the West line Gov't Lot 5 Sec 4
Twp 139 Rge 26.
beg at hub on top Chains down hill to IM SE cor
plat of Washburn Pines 319.8
We found an old 60° spike at 2.8 E N of IM
from hub on top Chain N. 319.8 + 40 - ℄ Road

319.8 + 85 = 405 to ℄ sup
389.8 + 288.4 =
2884
678.2 hub 60° spike on point in sup 30 ft N of sup
45 ft S of sup

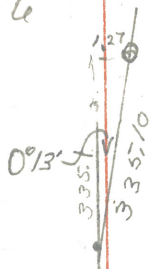
678.2 + 110 = 788 Ln sup
230
908.2 pin
111
1019.9 old spike hub

Have spike hub 1019.9 we run hub line North

Note last fall we ran out of spikes and
used wood pins which we can not find now

1019.9
+ 28.2
1049.1 spike hub 0.80 W of old 2x2 □ Stake point
+ 150
1199.1 pin
1458
1344.9 hub
199.0
1543.9 hub. Have 1543.9 I M 1/16 cor
bears L 0°13' - 335.1

56



0°13' 335.1
Sine 003782 X 335.1 = 1.27
Cosine 999993 X 335.1 = 335.1

Corrections

1543.9
335.1
1879.0) 1.27

.000675956 = 0°02'+

1543.9

.000675956 E for each ft N

Aub 63.9	N goes	E	0.04
" 319.8	N "	E	0.22
" 678.2	N "	E	0.46 on point
" 1019.9	N "	E	0.69
" 1049.1	N "	E	0.71
" 1344.9	N "	E	0.91
1543.9	N "	E	1.04
1879.0	N "	E	1.27

319.8
10 9
38
553 8
38 9 8
16 4.0

1879.00
1325.28
553.72

P.M. We correct hub 319.8 and hub 678.2
Tower corrected hub 319.8 sits N on Corrected hub 678.2 and set P in SWP for NW cor Govt Lot 5 Sec 4
553.72 N of I M MC

170 138 40.05 3198 40.05 4718 5720 858

We set a hub on edge of road on true W. ¼ line site N on true line Vernier on N 4°15'E according to Plat of Washburn Pines and ran N 89°40¼' E parallel to N ¼ line Sec 4 - 139 - 26 (AS We cannot run from the NW Cor Lot 5 which is in wet swp. at 357.85 hub 40d spike in ℄.
T over 357.85 site N 4°15'E + run ℄ road as follows,

S. 32°17'E 66.53 - S 13°12'E 135.1
S. 28°00'E 95.15 - S 46°42'E 89.0
S 57°30'E 168.62 S 41°35'E 113.0
S 25°09'E 182.1 S 57°20'E 284.9
S 67°18'E 151.2 S. 81°28'E 111.2
N. 77°20'E 144.8 N 62°16'E 322.65

T over IM SW Cor Plat of Washburn Pines 25 ft from ... stake line
As the W 100 ft of the S 300 ft of Lot 5 has been sold
T over hub 63.9 Turn 90° + run E 100 ft T over 100 Turn 90° and set 50d spike on ... Not seawall also spike N on line from hub 90° to hub 63.9
chain S 144.25 to hub 20 from Water

1 = 1.27
1 = 335.7
= 0°02'+
N.
point
and
N on
Sec 4

58

Tue. June 1960

Breakfast at

Tom's sp. on Whi... E 100 ft tract S.E. N 4°15' E t... run

(1) S 78°08' E 100 W 12 R at 35 wk 27 R.

(2) run S 64°22' E @ 50 W 4 R at 100 w.th R. 7 R

(3) S 41°10' E at 40 w. 2 R

at 100 - ... 10 W 12 R

(4) S 32°00' E at 40' W 6' R at 100 W 12 R.

(5) S 28°17' E at 100 W @ 160 W at 100 W 9 R at 150 - W 15 ... W 10 R

(6) Tom 160 - run S 42°31' E 200 at 40 ... W 6' R + 50 - W 12 + 75 W 6' ... W 15 + 60 ... 200 A.P. - 50' - W 15 at 200 ... 6 R ahead 10

(7) Tom ... S 88°46' E at 40 ... 8 at 140 ... 10.

S 87°01' E at 100 W 8' R e 200

S 63°13' E 100 ... 13

S 48°09' E @ 100 - W 6 R

S 45°25' E 100 W 6 R

S 48°52' E 209.75 - 73.2

209.75
73.2
136.55

80.

Mon.
Aug. 14 1960
Bob & I to Washburn Lake.
We look for and find all but 2 of our spikes in ℄ of road.
Tower spike S 32°17'E 66.53'
[illegible] on spike 357.85 N of MCIMS W cor
lot 5 - Sec 4 - 139-26
Take angle of road curves
160°56' ÷ 2 = 80°28'
Sine 986132 into 33 = [illegible]
Cosine 16.56.21

239.75
7.22

165°12' 82°36'

Cosine 99167 into 33 = 33.28.

161°18' = 80°39'

Cosine 986714 into 33 = 33.44

169°12' = 84°36'

Cosine 995562 into 33 = 33.15

164°04' = 82°02'

Cosine 990349 into 33 = 33.32

164°37' = 82°18½'

990983
991022
1982005
991002.5

Cosine
991002.5 into 33 = 33.30

147°48 = 73°54

Cosine 960779 into 33 = 34.48

60 29 / 1 58

29.75 / 30 / 59.5

170° 03' ÷ 2 = 85° 01½'

Cosine 996325 Int. 33 = 33.12

165° 48' = 82° 54'

Cosine 992332 Int. 33 = 33.25

158° 47' ÷ 2 = 79° 23½'

80.13 / 80.4

Cosine

98290885 Int. 33 = 33.57

164° 56' ÷ 2 = 82° 28'

Cosine 991369 Int. 33 = 33.29

90 - 33'

We move to the west line or E line of W 100 ft tract and mitre back to said line with right of way line 20.23' N of old hub 90° to pt on W line of 5 63.9 N of I.M. 11.5 from S.B. of R of W over might with Frank

242 / 105 / 57 / 184.2

90.7 99.9 139.6 109.8 (61)

Tue
Aug. 15 1960

Bob & I open up R of W line Twp road

Tower intersection of R & W line and the West 100 ft line of lot 5

R of W line Course reads S 27°16' E 11.5

Tower 11.5 BS N 27°16' W & run 11.5
S 45°59' E 97.9 AP R of W 97.9
109.4

Tower 97.9 BS N 45°59' W & run 140
1094
30.4

S 57°28' E at 30.6 Lot Cor + 136.6
135.

Tower 30.6 S.L. S 57°28' E run S 11°06' W
91.20

Tower 135 BS N 57°28' W run
S 40°13' E 105.8 AP

T S [illegible] 135 run S 34°33' W — boathouse a. 11ft.

Tower 105.8 run S 25°18' E 24.2 Lot cor
+105 + Tower 105 BS N 25°18' W
S 66°07' W 54.75 (24.2 + 105 + 57 = 186.2 AP)

T st. at 24.2 run S 58°41' W - 66.5 ±

Tower 57.0 BS N 25°18' W + run S 56°31' E
at 43 Lot cor at 143 lot cor (218 + 75) lot cor + 78.6

Tower 43 + run S 59°15' W behind bird tree 77.3

Tower 143 BS N 56°31' W run S 54°33' W
11.2'

Tower 218' BS N 56°31' W run S 41°35' W 131.6

62 157.3
85
72.3
49.9

157.5
85
72.5

85
70
155

78.6

Tran. [illegible] BS N 56°31'W [illegible] run
S 66°38'E 157.5

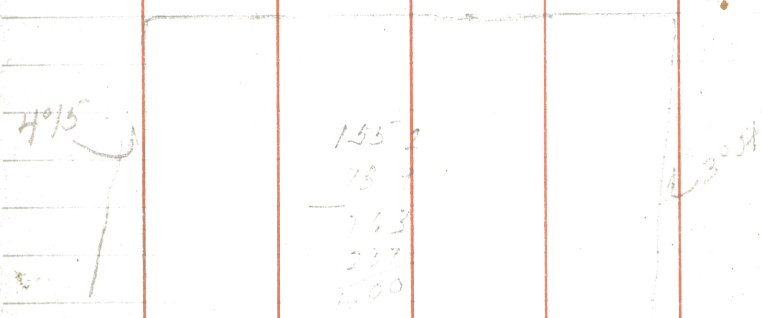
2nd Tran. [illegible] run S 36°08'W [illegible]
Tran. [illegible] 78.5 run S 66°38'E
78.5

Tran. 78.5 BS N 66°38'W [illegible] run
S 28°02'W 92.7

Tran. 157.5 AP BS N 44°52' [illegible] run
S 21°19'W 48.7 Lot line

Tran. at 157.3 run S 79°30'E
at 108 [illegible] run S 25°07'W 38.0
Contin. S 79°30'E 21.1 to AP

Tran. A.P. BS N 79°30' [illegible] run
N 78°14'E @ 78.9 lot cor [illegible] AP



1532

100
211
78,9
-19

E line Lot 5 Sec 4 - 139-26

Pt in ℄ road 00 run North 4°15' E
553,72 N of IM = NW cor lots 5
3 59 85 N to 1/4 = spike in ℄ = 00 N
193,87 N = dist bet NW Cor & ℄ road

N 4°15' E 193,87 = NW Cor lot 5

Sine 074108 x 193,87 = 14,37 E = NW Cor
Cosine 997250 x 193,87 = 193,34 N
run N 89°40' E 1323,40 to NE Cor Lot 5

Sine 999938 x 1323,4 = 1323,32 E
Cosine 003318 x 1323,4 = 4,70 N

From spike in ℄ 00 run
run N 89°40' E 1323,4

	North	East
	193,34	14,37 NW Cor
	7,70	1323,32 E
	201,04	1337,69 E

from spike in ℄ the NE Cor sets 201,04 N 1337,69 E
Sta 13 in ℄ road is 1386,58 E 719,52 S.
Sta 0 " ℄ " " is 201,04 S of NW Cor
Sta 13 " " " " 719,52 S of Sta 0 in ℄
929,52 S of NE Cor

E line run S, 3°04' W

Sine 053498 x 921,84 = 49,32 W
Cosine 998568 into 920,52 = 921,84

Sta 13 is 1386,58 E
1340,40 E
44,18

920,52 S
3 59 8,57
540,47 x 074108 = 41,55

1323,4
19
134,2 W

1386,58
133,69
48,89
49,32
98,21

1386,58
98,21
1288,37

68,32
49,32
19,00

64

NE Cor is 1337.69 E and 201.04 N of 00
Sta 13 is 1386.58 E and 719.52 S of 00
48.89 E & 920.56 S of NE Cor

E line runs S 3°04' W

Sine .053478 x 921.84 = 49.32

Cosine .998568 into 920.56 = 921.84

48.89
49.32
98.21 E line is 98.21 W of sta 13

Tower sta 13 site S 62°16' W and run West

98.32 Tower 98.32 W E and run

S 3°04' W

~~S 62°16' W~~

Sine .885123 into 98.32 = 111.08

Cosine .465357

89.8
92.2 4

90
237
133.7

409.35
88.15
495

237
90
113.7

237
90
113.7

60.00
52.94
0.06

254.7
133
90.3

200.4
.8
Wed
Aug 17 1960

140.4 204
1337
703.

(964) 65

I figured until after midnight last night

Bob & I go to Sta 13 and run up page 64. We cut E line lot 5 to take hit large N.P. at hubs.

We go back to R of W Twp road

Town AP 15.62 BS S78°14'W & run N. 62°48'E to intersection of E line at 23.7 lot cor + 90 = 133.7 sta cor + 90.3 - 10.75 @ 204

Town 78.9 Lot Cor see page 62 run S 15°02'W 96.4

Town 23.7 BS S62°48'W & run S14°47'W ? 192.4

Town intersection of E line lot 5 and R of W Twp road with S62°48'W E line run S S2°16'E 409.35 + 70.45 = 479.80 W 16 409.35

90.2 - 4 ft

We figure & run the E line lot 5 - S 3°04'E Should of been S 3°04'W hub.

but at offset of 495.5

Sin 6°08' = 1068413 - hub 495.5 good W 52.94 Tan 90 run S 19.35

Cutting
Stakeout 2+36 (

N 2°07'E 418.1
Sin+ 036934 x 418.10 = 15.44
Cos+ 999318 x 418.10 = 417.82
S 62°48'W 79.55
Sin+ 899416 x 79.55 = 70.75 W
Cos+ 437898 x 79.55 = 34.36 S
N 48°52'W 136.55
Sin+ 753181 x 136.55 = 102.85
Cos+ 657814 x 136.55 = 89.82

32 - 141 - 29

120 - 10
240 - 20
120 - 10

240
- 1.47
238.53

172 - 17
344 - 33
172 - 16 - 30

2311
2262?
798.0
797.32
207.1
112.05
2168.00
300.00
2468.00

70 - 04
140 - 08
70 - 04

300.0
300.0
200.0
800.0
- 2.0
798.0

154 - 17 - 30
308 - 35
154 - 17 - 30

134 - 01
268 - 02
134 - 01

300.0
300.0
200.0
800.0
2.68
797.32

135 - 16
270 - 32
135 - 16

129 - 54 - 30
259 - 49
129 - 54 - 30

220.0
280.12

210
- 2.90
207.1

165 - 51 - 30
331 - 42 - 30
165 - 51 - 15

120.0
- 7.75
112.05

93 - 37 - 45

98 - 37 - 30
187 - 15 - 30
98 - 37 - 45

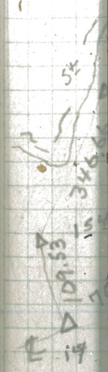
461.52
293.17
128.75
346.66
109.53
1108.59
437.23

300.0
480.0
4.15
375.85

118 - 59
237 - 59
118 - 59 - 30

127 - 12
254 - 23 - 30
127 - 11 - 45

90 - 01
180 - 03
90 - 01 - 30

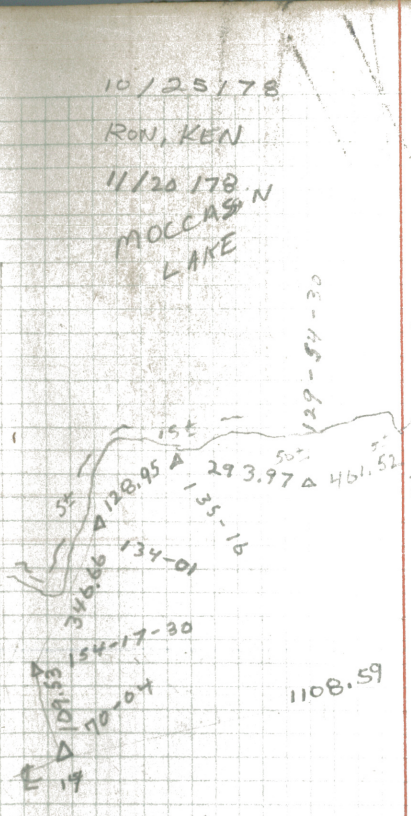


10/25/78

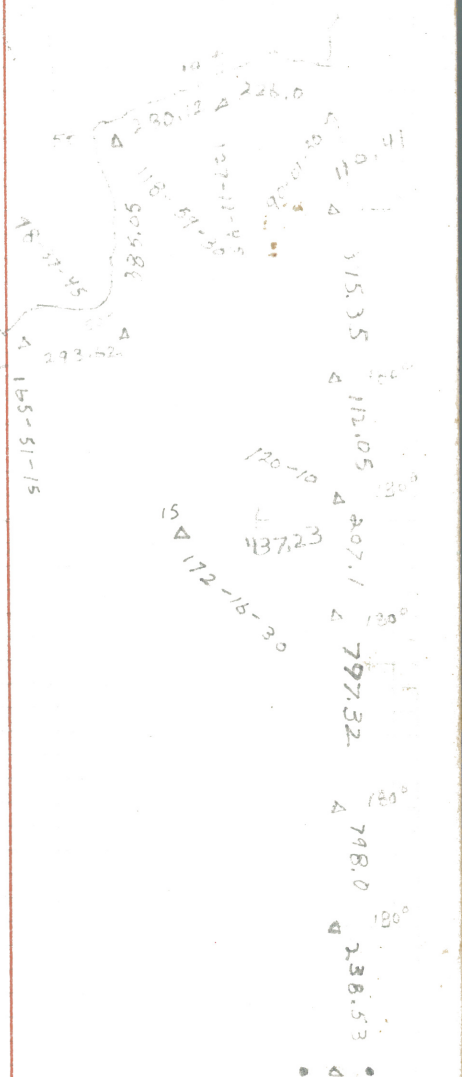
RON, KEN

11/20 178 N

MOCCASIN LAKE

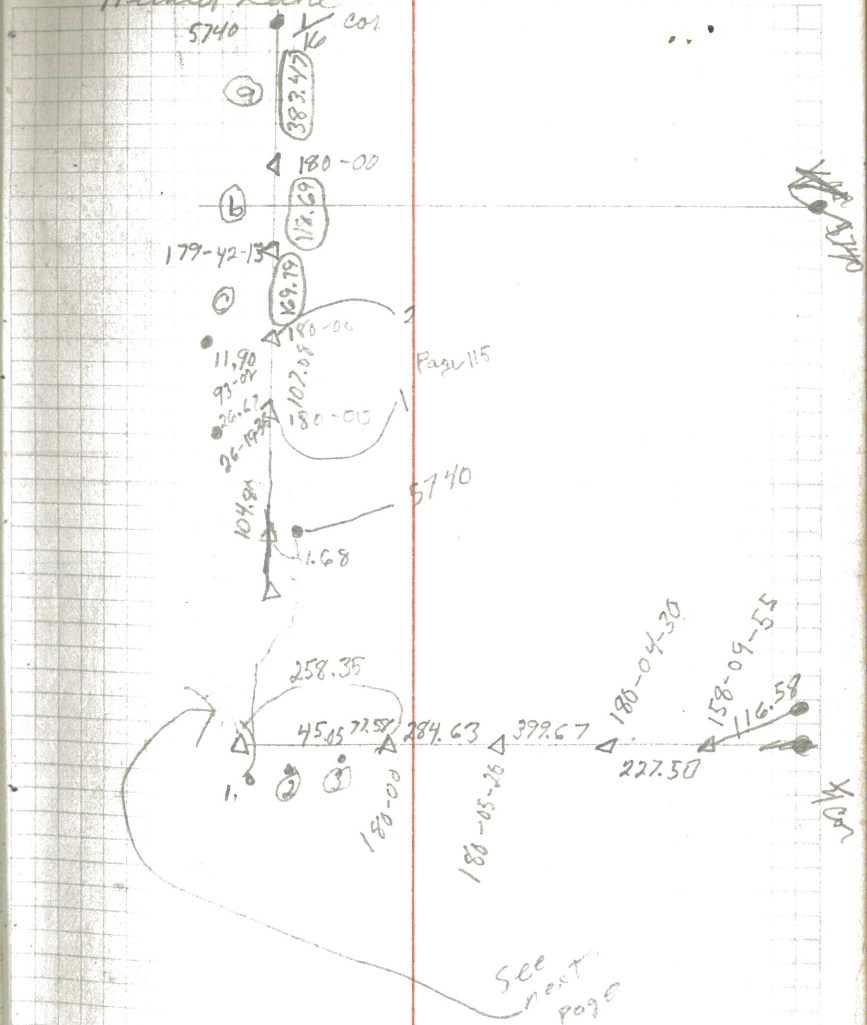


ARLAN BENSON



LEONARD	BABINSKI		SE-NE 21-140-28	
158-09-54				
316-19-50	158-09-55			116.58
180-00-10				
180-04-32				
186-09	180-04-30			227.50
180-05-20				
360-10-40	180-05-20			399.67
186-00				284.63
359-44-05	①			104.13
359-50-57	②			45.05
359-56-54	③			72.56
				226.73
				+ 31.67
				658.35
		ⓐ	2757	
			@ 113.41	106-58-34
		ⓑ	@ 119.98	276-59-40
179-42-08	179-44			
359-28-52		ⓒ	@ 171.35	97-43-50
179-42-20				
359-24-20	179-42-13			
98-02			11.90	
26-19-36			26.67	
187-25-57	187-25-37			
14-51-14				

Hunter Lake


5740
1/16 cor
382.43
180-00
112.69
179-42-13
169.79
180-00
11.90
93-01
26.47
26-19
102.05
180-00
Page 115
104.91
5740
1.68
258.35
45.85
72.58
284.63
399.67
180-04-30
158-09-55
16.58
227.50
180-00
180-05-26
1.
2
3
5740
See next page

370.43

@ 274-21-34 98.35

370.43

T@A BS B

Angle	Dist
187-38	59'
285-31	24'
356-42	185'

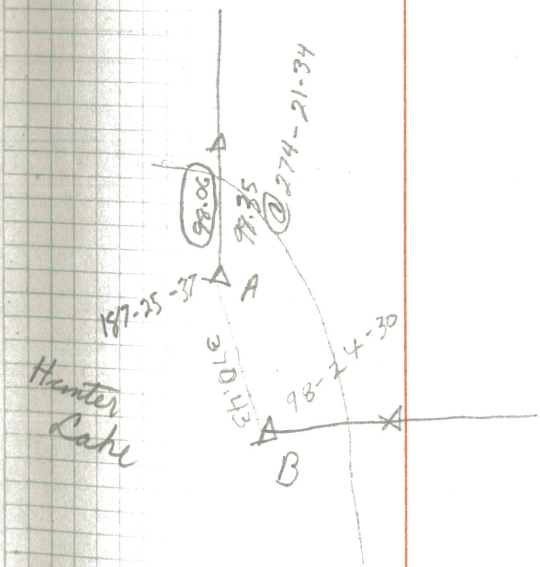
98-24-50
196-47

98-24-30

T @ B BS A

98-37		25.0
10-50		85.0
~~5-52~~	3-33	136.0

98.35
370.43



95-28-49
190-57-27

95-28-44

~~3600~~
3540.00
- 5.50
3534.50

114-11-40
228-23-02

114-11-31

230
- 8.07
221.93

282-40-03

178-02-45
356-05-06

178-02-33

420.0
- 1.68
418.32

175-11-16
350-22-24

175-11-12

370
- 7.52
362.48

113-21-11
226-42-14

113-21-07

320
- 5.48
314.52

153-52-38
307-45-07

153-52-34

230
250
- 8.35
241.65

62-58-26
125-56-50

62-58-25

176.75

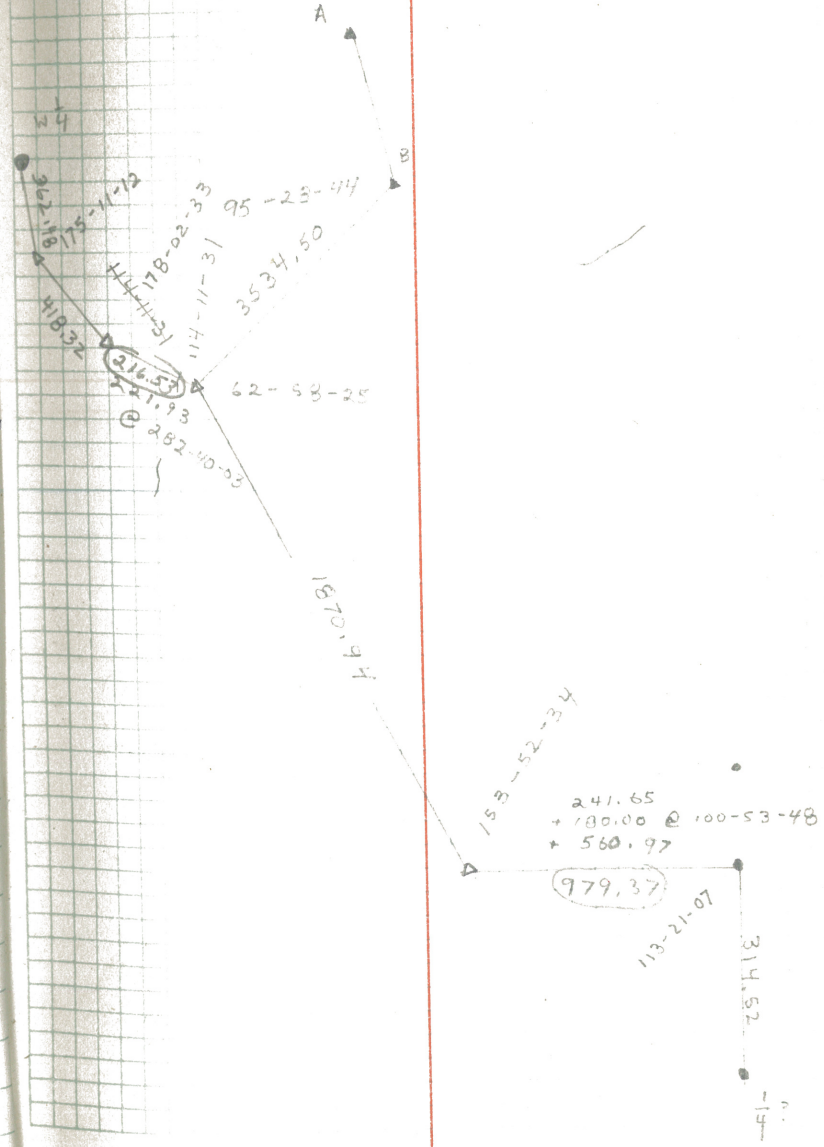
100-53-48 @ 190.0

570
- 9.03
560.97

1880.
9.06
1870.94

RON, PAUL, KEN

12/4/78



97-16-05
194-32-10

97-16-05

0-55-06

75-26-88
150-53-35

75-26-45

296.33

262.08

① 94-38-20
ⓐ 270.0 (269.12)
+ 160.92
754.08
423.20

② ⓐ 262-28-56 220.0 (218.11)
+ 149.6 (148.20)
ⓐ 97-49-56
366.31

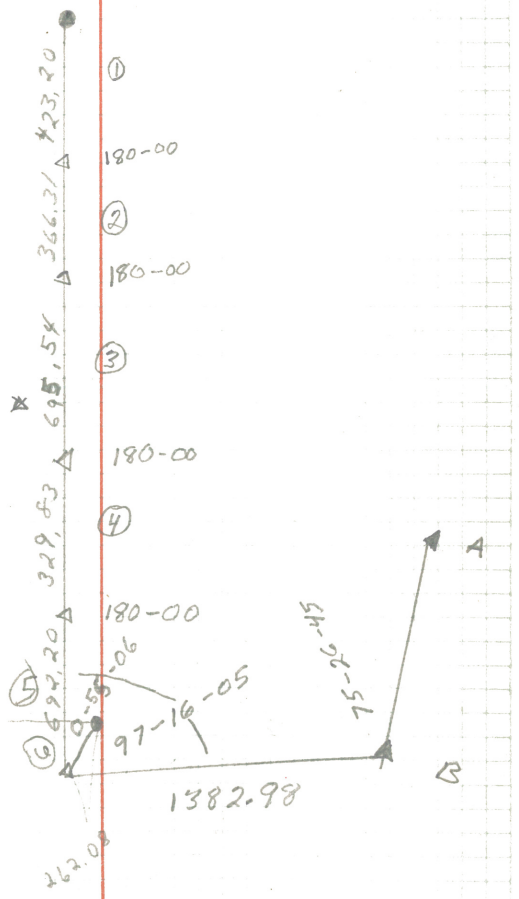
③ 600.0 100.62
+ 98.38
ⓐ 103-48-31 (95.54) 98.39

④ 330.17 (329.83)

⑤ ⓐ 261-01-50 - 300.0 140 6.21
+ 133.78 133.78

⑥ ⓐ 87-28-28 270
- 7.66
262.34

RON, PAUL KEN 12



L. BABINSKI

LARSON LAKE

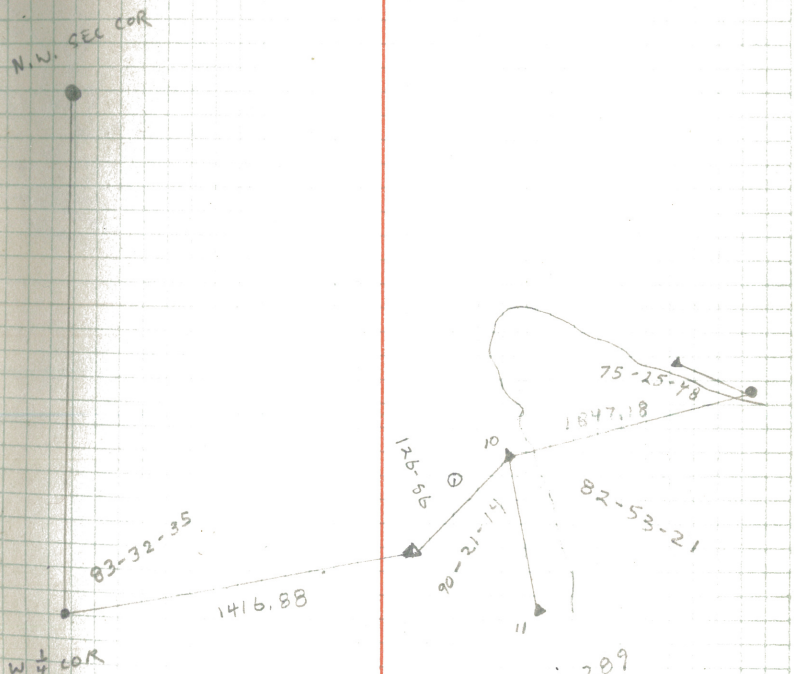
83-32-42 167-05-09	83-32-35		1416.88
		Ø	123.60 @ 93-59-50
126-56-12 253-52	126-56		1847.18
90-21-45 180-42-27	90-21-14		
			116 I
82-53-18 165-46-42	82-53-21		
75-26-02 150-51-36	75-25-48		

N. ½

W ¼

RON, PAUL, KEN 1/8/79

@ 93-59-50



BK 289
PAGE 113

179-09-12
358-47-54 179-08-57

179-22-18
358-43-54 179-21-57

180-08-30
361-16-30 180-08-15

179-47-50
359-35-14 179-47-57

180-01-54
360-03-24 180-01-42

110-37-30
221-08-40 110-34-20

196.232
① @ 101-08-20 200.0
+
② 96-45-36 111.85
+ 111.072
400.0

② 163.0

③ 380.0
+ 133.609
@ 99-43-56 135.56

61.155
④ @ 105-37-10 63.5

102.873
⑤ @ 97-22-18 103.27
+
290

⑥ 703.31

166.626
⑦ @ 95-41-06 162.45

Paul
Poon
Ken

Babinski

Hunter Lake

Paul
Ron
Ken

196.232
200.0
111.85
111.072
133.609
35.56
61.155
63.5
102.873
103.77
166.626
167.45

NE Sec Cor

1

707.304

179-08-57

2

163.0

179-21-57

952.497

3

513.609

180-

4

180-08-15

5

282.823

179-47-57

6

703.31

180-01-42

7

166.626

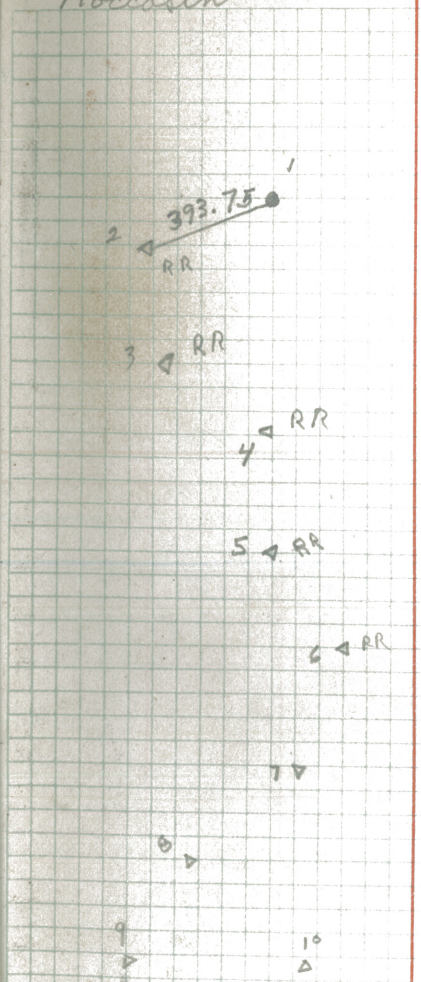
110-34-20

10 1/4

		Vert	Dist F M	
~~1~~				
1@2 BS 1				130 95.20 225.20
105-37-42				
211-15-14	105-37-37			400 193.27 593.27
1@3 BS 2		②	385.73	385.65
138-34-50		½ 88-49-54	117.571	
			392.37	392.065
277-09-44	138-34-52	87-58-28	119.579	
1@4 BS 5				
121-21-24				
242-42-44	121-21-22			
1@5 DS 6		④	351.53	351.207
144-29-58		87-32-40	107.152	
		⑥	354.07	353.778
288-59-48	144-29-54	87-55-24	107.903	
1@6 BS 5				
204-33-48				
49-07-18	204-33-39			
489				
1@7 BS 6				
193-07-42		⑥ 87-55-30	334.65 F 102.012 m	334.431
26-15-33	193-07-48 ⑧	270-31-12	558.88 170.348	558.857
1@8 BS 7				
168-55-48				
337-51-24	168-55-42			
1@9 BS 8				
85-48-18	8	⑨ 89-55-15	466.60 F 142.222 m	466.60
171-36-24			2910.62 F 887.157 m	
	85-48-12 ⑩			

Moccasin

BENSON



178-56 357-51-36	178-55-48			502.58	
121-57-20 243-54-48	121-57-24			80.0' 120.0' 2470.82	
℄ @ 10 BS 9					
160-36-57 321-13-28	160-36-47				
160-37-06 321-13-42	160-36-51				
℄ @ 11 BS 10					
197-26-40 34-52-57	197-26-29	(10) 89-30-57	504.23 F 153.690 m	504.212	
		(12) 90-51-40	453.81 138.327	453.759	
℄ @ 12 BS 11					
191-41-06 23-21-50 383	191-40-55				
℄ @ 13 BS 12					
170-59-12		(13) 89-15-30	901.03 F 274.636 M	900.954	
341-58-10	170-59-05	(14) 89-44-06	422.25 F 128.704 m	422.246	
℄ @ 14 BS 13					
120-33-33 241-07	120-33-30				
℄ @ 15 BS 14					
177-52-42 355-45-20		(14) 89-39-57	614.21 15 F 187.196 M	614.14 614.157	
	177-52-40	(16) 89-55-15	1108.24 F 337.791 m	1108.239	

ARLAN BENSON

6/14/79
6/15/79

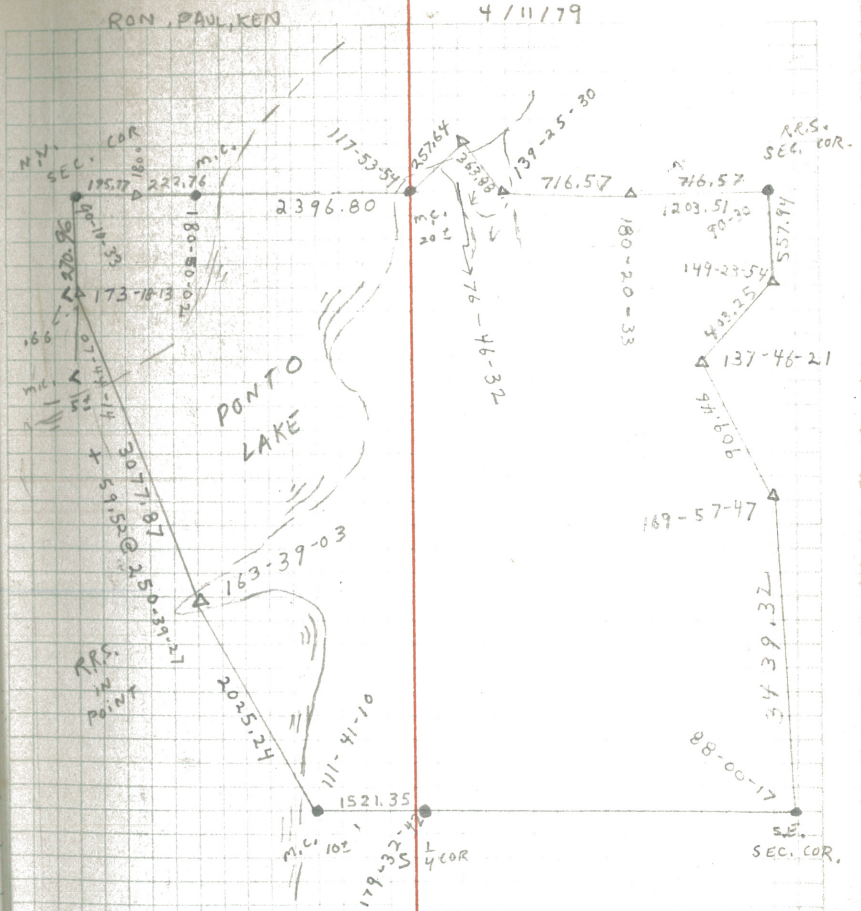
NOTE: SEE PAGE 41

ELENOR ELENGER

90-10-39 180-21-06	90-10-33		195.77 270.96
180-20-42 00-41-05	180-20-33		716.57 363.88
25 ~~139-29-39~~ 278-51-00	139-25-30		257.64 2396.80
76-46-33 153-33-03	76-46-32		222.76 ,66
117-53-57 235-47-48	117-53-54	NAIL 70 m.c. ON SHORE	(59.52@ 250-39-27) 07-44-14 2025.24
180-50-27 01-40-18	~~180-50-09~~		1521.35
180-50-12 01-40-03	180-50-02		403.25
173-18-18 346-36-26	173-18-13		
163-39-17 327-18-06	163-39-03		
111-41-20 223-22-20	111-41-10		
179-32-54 359-05-06	~~179-32-33~~		
179-33 359-05-24	179-32-42		
88-00-18 176-00-33	88-00-17		

RON, PAUL, KEN

4/11/79



RON - PAUL - KEN

169-57-54 339-55-33	169-57-47		~~3239.32~~ 3439.32
			909.46
137-46-30 275-32-42	137-46-21		
			557.94
90-30-06 180-60-00	90-30-00		1203.51
			356.50
149-24-06 298-47-48	149-23-54		177.1
52-37-06 105-14-12	52-37-06		
SHORELINE	@ 62-19 off	OF WESTERLY LINE OF	
147-18-20 294-36-30	147-18-15		GOVT. LOT 5

ELENOR ELENGER

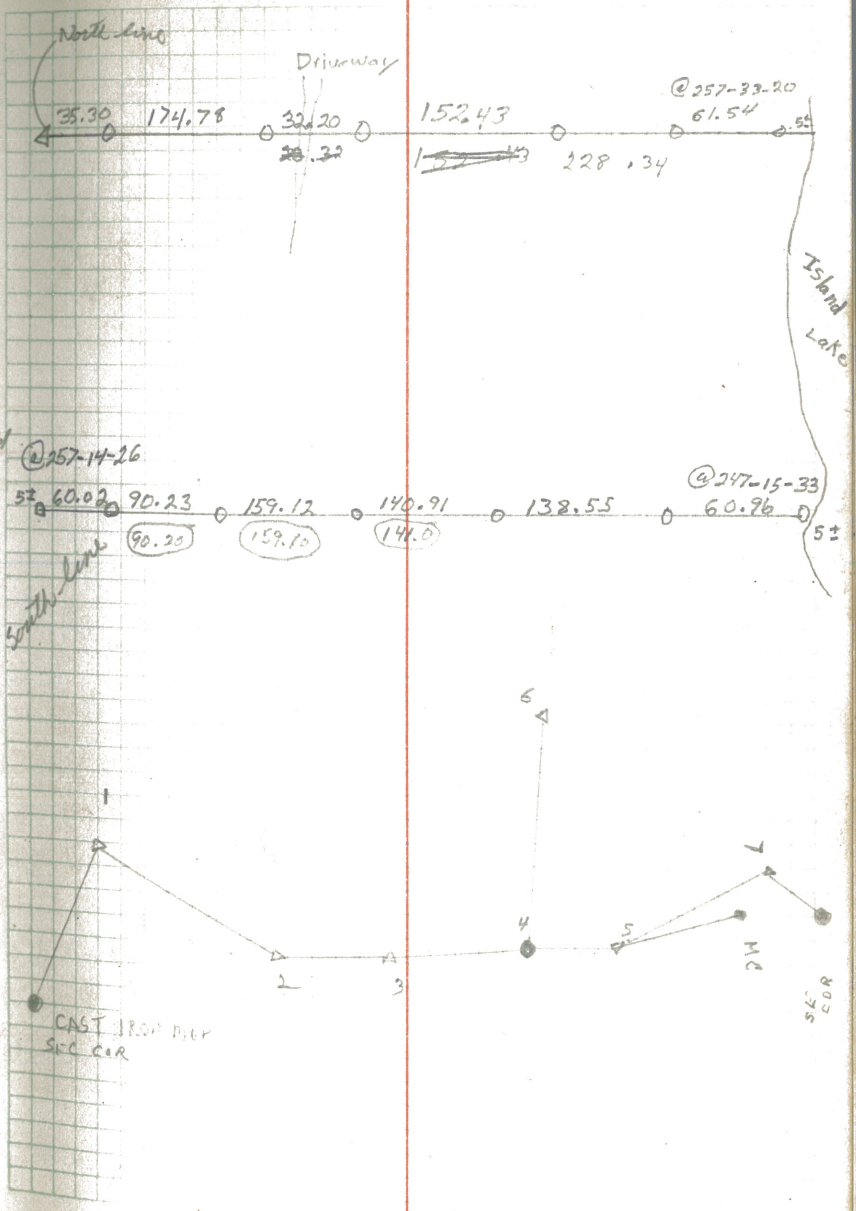
4/12/79

E OF
LOT 5

GLEN CLAIRE

Δ @ 1 BS 2		Vert	Feet	
137-21-04		90-34-20	448.042 M	
274-41-42	137-20-51	~~90-09-54~~	1470.01 F	1469.937
		90-09-54	152.024 M	
SW COR			498.176 F	498.758
Δ @ 2 BS 1				
12-31-00				
353-01-36	176-30-48			
Δ @ 3 BS 4				
			597.67 F	
179-17-02		90-31-30	182.173 M	597.647
			369.13 F	
358-33-54	179-16-57	91-22-10	112.519 M	369.114
Δ @ 4 BS 3				
179-42-36			371.59 F	399.568
359-24-48	179-42-24	89-24-40	119.359 M	
Δ @ 4 BS 3			458.55 F	458.311
55-24-42				
110-49-04	55-24-32	88-07-00	139.768 M	
Δ @ 5 BS MC				
185-27-12			1443.90 F	
370-54-10	185-27	91-17-22	440.103 M	1443.534
Δ @ 5 BS 7				
187-40-48			1748.55 F	
15-20-48	187-40-24	90-07-24	532.962 M	1748.546
Δ @ 7 BS 5				
194-59-28				
29-58-14			352.94 M	
SE COR	194-59-07	268-05-40	107.577 M	352.744

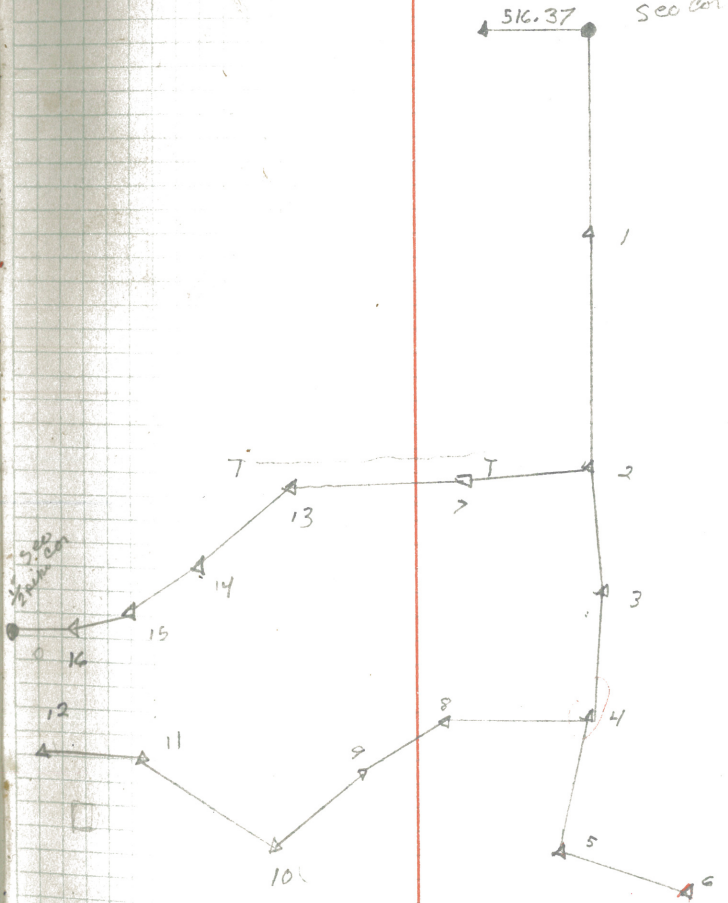
90.20
159.10
141.0
390.30


North Line
Driveway
35.30
174.78
32.20
152.43
@ 257-33-20
61.54
5±
228.34
Island Lake
@ 257-14-26
5±
60.02
90.23
159.12
140.91
138.55
@ 247-15-33
60.96
5±
90.23
159.10
140.0
South Line
1
2
3
4
5
6
7
MC
CAST IRON PIPE
SEC COR
SEC COR

R. NADEAU

T@ Section BS 1			10 - 138-30	
89-47-24				
179-34-46	89-47-23			
T@ 1 BS 2				
		③	1335.96 F	
180-16-02		268-50-42	407.192 M	1335.689
		(See Sta)	2035.90 F	
360-31-36	180-15-48	270-13-48	620.544 M	2035.884
T@ 2 BS 3				
86-19-56				
172-39-52	86-19-56			
T@ 2 BS 7				
95-05-10				
196-09-50	95-04-55			
		③	807.00 F	
T@ 3 BS 4		91-25-25	245.976 M	806.751
		④	491.92 F	
178-38-46		90-09-54	149.939 M	491.918
357-17-12	178-38-36			
T@ 4 BS 5				
161-11-36				
322-23-10	161-11-35			
T@ 4 BS 8				
98-39-24				
197-18-28	98-39-14			
T@ 5 BS 4				
		⑤ ④	454.59	
117-15-38	~~86~~	86-15-24	138.560	453.594
		⑥	217.53	
234-31-18	117-15-39	91-31-14	66.305	217.453

see book Page 153
252



T@ 8 BS 4				
	4		305.09 F	
155-41-38		270-03-46	92.992 M	305.09
	8		289.78 F	
311-23-12	155-41-36	267-37-54	88.328 M	289.533
T@ 9 BS 10				
163-29-48				
326-59-08	163-29-34			
T@ 10 BS 11				
	9		477.97 F	
96-26-36		87-27-14	145.658 M	477.398
	11		803.95 F	
182-52-50	96-26-25	89-52-44	245.046 M	803.948
T@ 11 BS 10				
119-31-42				
	13		466.32 F	
239-02-56	119-31-28	91-12-50	142.135 M	466.715
T@ 7 BS 13				
	(2)		380.50 F	
179-30		93-39-22	115.977 M	379.726
	(13)		3712.46	
358-59-50	179-29-55	90-13-08	1131.564	3712.433
T@ 13 BS 7				
~~117-05-08~~				
116-49-36				
233-38-44	116-49-22			
T@ 14 BS 15				
	(13)		1089.01 F	
162-05-08		90-00-56	331.934 M	1089.01
	(15)		771.77 F	
324-10-26	162-05-10	90-20-20	235.235 M	771.757

305.65
9
56

T @ 15 BS 16

138-22-42
276-45-00 138-22-30

T @ 16 BS Sec Cor

(15) Chained 224.45

170-56-18
341-52-10 170-56-05

Sec 180.97 F 180.611
to 93-36-30 55.160 M

359-59-60
155-41-36
204-18-24

Tie for SW
Sec Cor

1. 7" Red Oak N 20° E
14.55
2. 5" Red Oak S 25° W
15.33
3. 6" Red Oak S 75° E
7.77

117-37-12
235-14-24 | 117-37-12

T @ 12 | BS 11 | RT

CABIN

				120
				96.67
				216.67
①	106.0' @	61-52-33	NE	
②	72.5' @	79-59-09	NW	
③	92.0' @	84-34-12	SW	

WOODSHED

④	66.5' @	94-10-09	SW
⑤	67.0' @	87-09	SE
⑥	61.0' @	85-50	NE

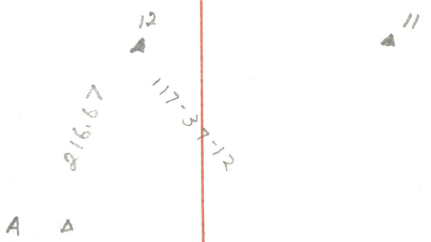
POWER PLANT

⑦	83.0' @	88-39-42	NE
⑧	82.0' @	94-21-12	NW
⑨	96.0' @	90-17-12	SE

T @ A | BS 12 | RT

HOUSE

125.0' @	24-26	NW
103.5' @	35-28	SW
125.0' @	43-16-30	SE


12
11
117-37-12
216.67

T @ A BS 12

SHORELINE

1. 260.0' @ 79-47
2. 234.0' @ 85-07
3. 197.0' @ 99-08-30
4. 243.0' @ 99-27
5. 284.0' @ 93-40
6. 283.0' @ 90-01
7. 350.0' @ 84-55
8. 185 x 2 370.0' @ 90-47
9. 299.0' @ 97-39-30
10. 133 x 2 266.0' @ 105-39
11. 122 x 2 244' @ 114-15
12. 212.0' @ 125-32
13. 186.0' @ 139-56
14. 166.0' 156-12
15. 144.0' 179.04
16. 165.0' 207.27

≈ 375' TO FENCE
+ ≈ 30' TO SWAMP

T @ Turnpoint A
Elev. on Water
BS. 11.66
FS. .35
Turnpoint B
BS. 8.79
FS. 1.09 main floor
8.5' DEEP BASEMENT
T @ A BS 12
Septic Tank
Dist Angle
97.0 20-30
Drainfield ℄ 20 N+S
92.0 334-15

FROM POINT 12 A NORTH :

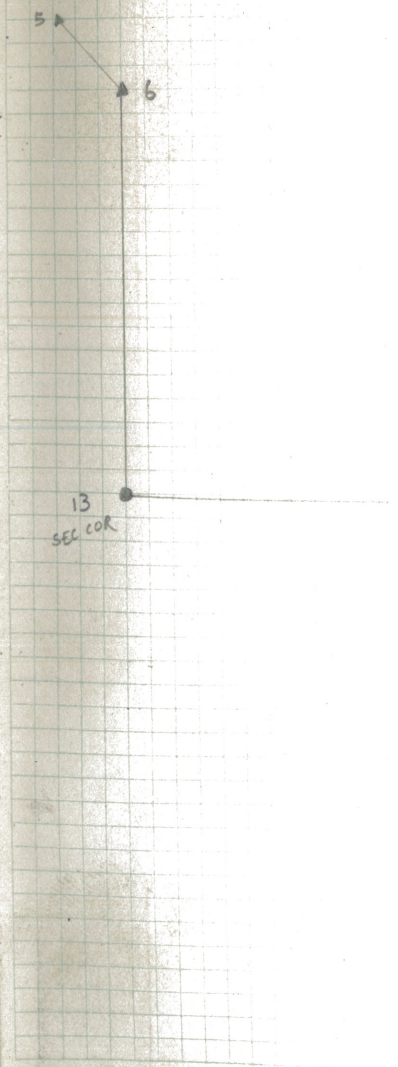
Main Floor Elev 0.3 ELEV

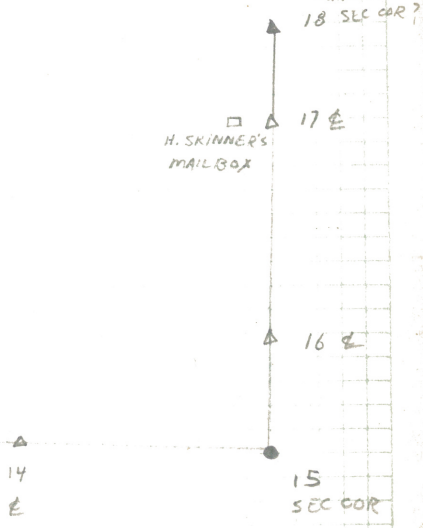
SE cor house	3.11	15.9
SW " "	4.3	14.7
NW " "	2.4	16.6
~~SE cor garage~~		
~~SW " "~~		
SE shed		
SW "		
NW "		
Main Floor	3.3	
NE cor house	5.2	16.8
SE cor garage	2.6	19.4
SW " "	2.11	19.9
SE co shed	2.5	19.5
SW " "	2.7	19.3
NW co shed	2.1	19.1
TP		
NW cor shed	5.9	
NW cor house	5.7½	19.5
NE " "	5.1	20.0

RON - KEN 4/30/79

T@ 6 BS 13				
135-56-03 2				
271-52-03	135-56-02	89-53 (13)	5322.50 F 1622.305 m	5322.489
T@ 13 BS 6				
87-36-50				
175-13-33	87-36-47			
T@14 BS 13				
180-09-18		90-00-15 (13)	3313.52 F 1009.963m	3313.52
00-18-12	180-09-06	91-04-45 (15)	1987.0210 F 605.684 m	1986.748
T@15BS 14				
92-15-06				
184-30-06	92-15-03			
T@ 16 BS 15				
179-58-33		90-41-30 (15)	2457.52 F 749.056 m	2457.341
359-56-12	179-58-06	89-37-18 (17)	2511.71 F 765.570 m	2511.655
179-58-18				
359-56-06	179-58-09			
T@17 BS 16				
179-54-06				
359-47-54	179-53-57	92-53-48 (18)	330.36 F 100.695 m	329.938

NADEAU


5
6
13
SEC COR

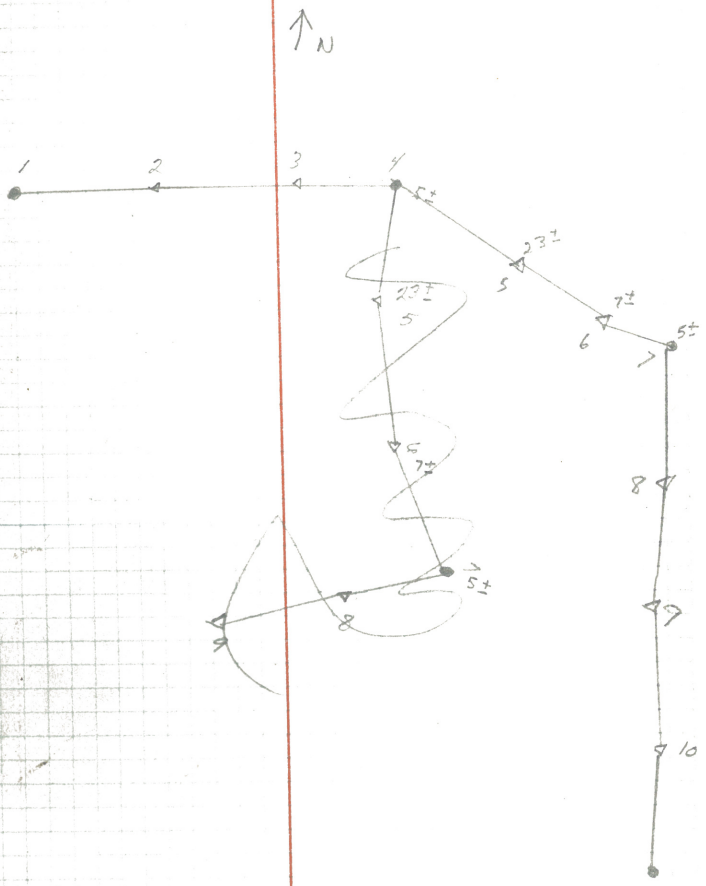

R.P.P.I.
18 SEC COR?
17 ℄
H. SKINNER'S
MAILBOX
16 ℄
14
℄
15
SEC COR

553.33
168.656
30-141-30.

Porcelet

T@2 BS+3		Vert	Dist	
		①	553.33 F	
176-44-42			168.656 M	553.21
		③	180.11 F	
353-29	176-44-30	90-58-32	54.899 M	180.08
T@3 BS4				
		④	308.82	
182-16-58		85-04-54	94.129	307.61
364-33-50	182-16-55			
T@4 BS5				
129-41-06				
259-22-18	129-41-09			
T@5 BS4				
		⑤	157.90 F	
149-05-40		90-30-00	48.131 M	157.90
		⑥	147.32 F	
298-11-12	149-05-36	90-10-42	44.905 M	147.32
T@6 BS5				
167-00-42				
333-59-48	166-59-54			
T@7 BS8				
		⑥	113.05 F	
73-51-56		89-29-48	34.460 M	113.05
		⑧	308.69	
147-43-44	73-51-52	84-12-38	94.089	307.12
T@8 BS7		T@8 BS7		
~~179-38-44~~		⑦ 180-21-54		
~~359-16-30~~	~~179-38-18~~ 26	⑧ 36-43-33	180-21-47	
T@9 BS8				
	8		1379.20 F	
173-56-14		89-45-46	420.385 M	1378.88
	10		1424.19 F	
347-52-12	173-56-06	89-48-12	434.095 M	1424.19

RON-PAUL MAY 4, 1979



T@ 10 BS 9

181-50-00

03-39-38

181-49-49

11- 90-52-42

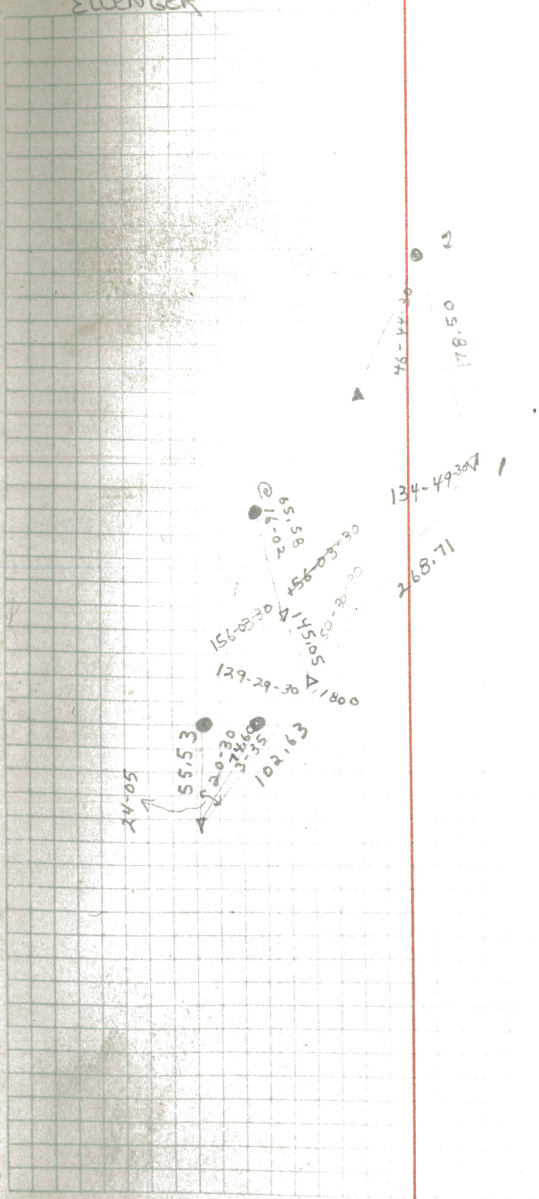
648.98 F

197.811 M

648.70

			5/18/79		
46-44-30 93-29	46-44-30		178.50		
134-49-30 269-39	134-49-30		268.71		
129-29-30 258-59	129-29-30		145.05		
156-03 312-07	156-03-30		65.58 @ 63.03	16-02	
20-30			102.63		
03-35			55.53		
			74.60		
				179-59-60 129-29-30 50-30-30	

ELLENGER


2
178.50
46-44-30
134-49-30
268.71
156-03-30
129-29-30
55.53
102.63
74-05

T@ IBS 2

228-05-24 (4) 144.30

232-18-40 (3) 78.08

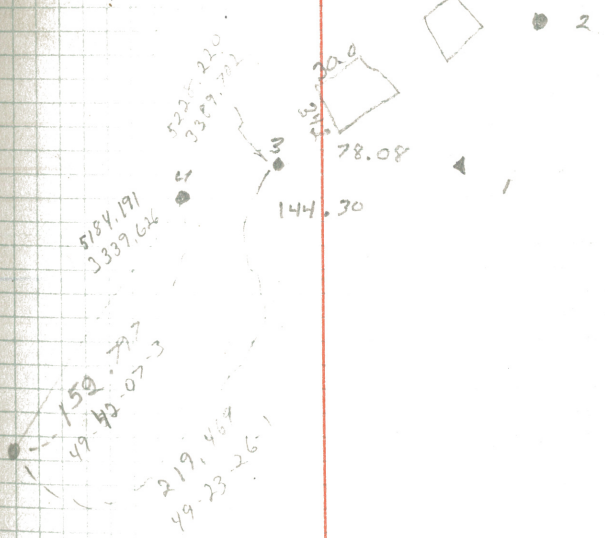
SE cor cabin 306-51-24 70.0'

NE cor cabin 332-38-48 64.0'

SW cor boat house 349-42-48 144.0'

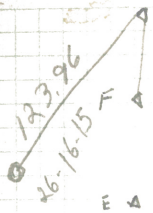
SE " " 355-21-18 122.0'

NE " " 358-55-50 128.0'


2
3
200
78.08
144.30
1
5184.191
3339.624
152.79
49-42-07-3
219.489
49-23-26-1

		Vert	Dist	
Π@ B BS C				
	A.		681.31 F	
116-36-04		90-07-26	207.670 M	681.308
	C.		261.38 F	
233-11-54	116-35-57	90-03-26	79.670 M	261.38
Π@ C BS D				
	A.		413.07 F	
176-21-54		89-17-28	125.907 M	413.038
352-44-06	176-22-03			
Π@ D BS C				
			166.34 F	
180-00	B.	270-03-36	50.706 M	166.34
Π@ F BS F				
179-38-44				
	F.		291.57 F	
359-16-54	179-38-27	93-54-54	88.875 M	290.89
Π@ F BS E				
			247.76 F	
180-00		263-05-20	75.525 M	245.96
Π@ A BS B				
180-12-36				
360-25-66	180-12-33			
Π@ 7 BS A				
179-08-52				
	A.		3684.09 F	
358-17-26	179-08-43	90-12-32	1122.917 M	3684.066
24-16-10				
52-32-30	26-16-15			

Paul Dorey



N 1/4 10
138-30

E

D 180-00

C

B

A

1

2

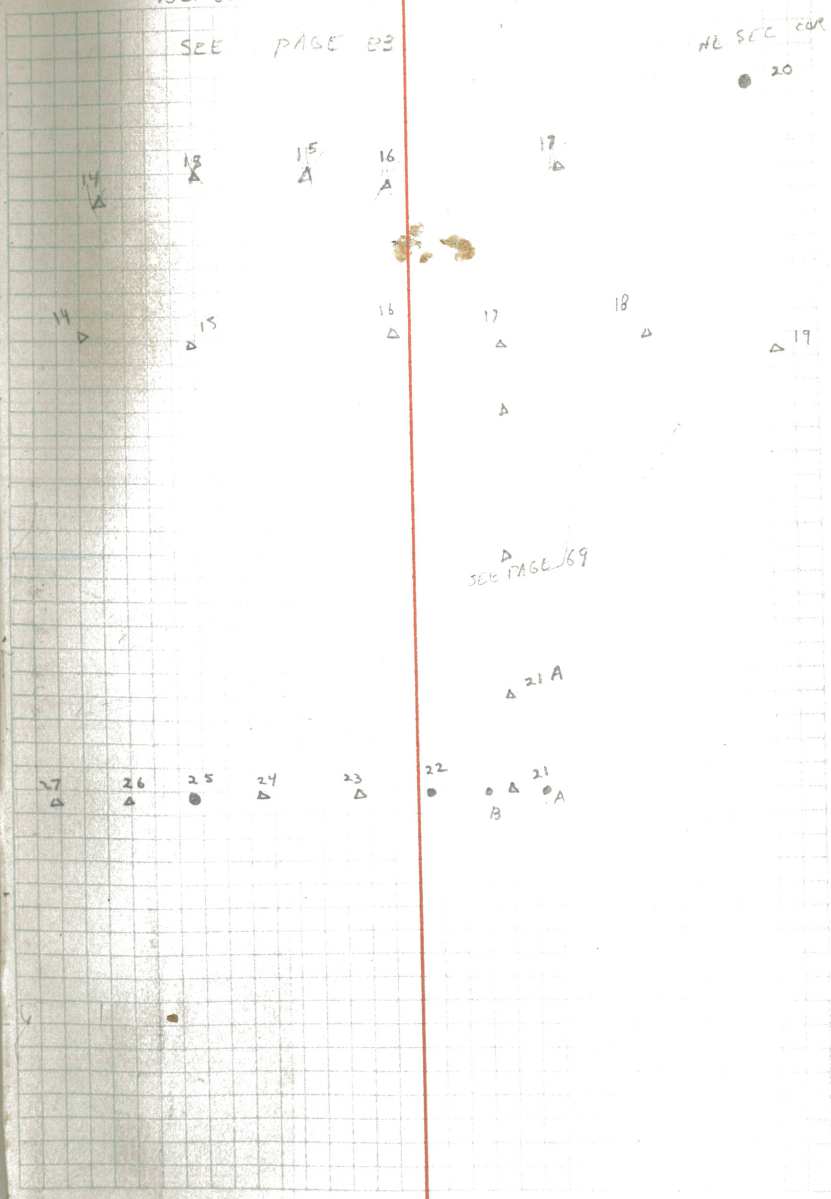
2613.38
413.07
166.34
231.57
247.76
1360.12

π@16 BS15					
187-44-12					
375-28-03	187-44-02				
187-44-03					
375-27-57	187-43-59				
π@17 BS16					
165-31-44	(16)	89-38-20	437.05 F	432,051	
			133,219 m		
331-02-57	165-31-29 (18)	90-20-15	973.84 F	973,823	
331-03-12			296,827 m		
	165-31-36				
	18 17				
π@~~18~~ BS ~~17~~					
210-02-09					21
60-04-03	~~47~~ 210-02-02			2	263,
420					260,
					~~76~~ 6
					266,
					749
π@19 BS18					15 38
74-10-54	(18)	90-29-15	582.42 F	582.399	7 13
148-21-57	74-10-58 (20)		177.521 m		2251
		89-58-48	2469.87 F	2469.87	
			752.825m		
π@22 BS21					
	(21)	94-50	263.47 F	262,533	
180°			80,307 m		
	(23)	88-18	260.16 F	260.046	
			79.297 m		
π@23 BS22					
179-53-57					
359-48-18	179-54-09				
π@24 BS23					
179-56-48	(23)				
359-53-15	179-56-38	89-53-24	748.87 F	748.869	
			228.259 m		
	(25)	88-45-48	266.08 F	266.018	
			81.105 m		
π@25 BS24					
179-55-48					
359-51-~~53~~ 13	179-55-36				
			713.07 F	713.054	
π@26 BS25	(25)	90-23	217.346 m		
			408.77 F	408.748	
180°	(27)	89-24	124.594 m		

BENSON

SEE PAGE 83

NE SEC COR



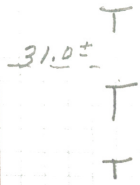
21
263,
260,
266,
749
38
113
2251

⊼@ 21 BS2R					
87-15-48 174-31-20	87-15-40				
⊼@ 21 BS	21 A	⊓T	9,41 F 3,869 M	9.22	SLOPE
PIPE A		∠ 91-32-45	~~9,41 F~~ 25,34 F	@	101-32-06
PIPE B		∠ 273-13	7,725 M 25.338	@	89-17-18

NE cor Govt Lot # 1
Sec 21 140-28
Hunter Lake

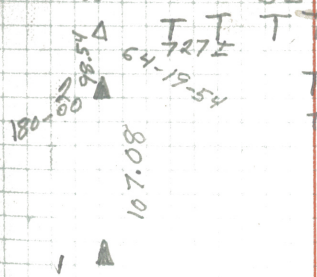
Power line location
See page 71 + 73

B 258.35



South line of
GL #1

West line GL #1



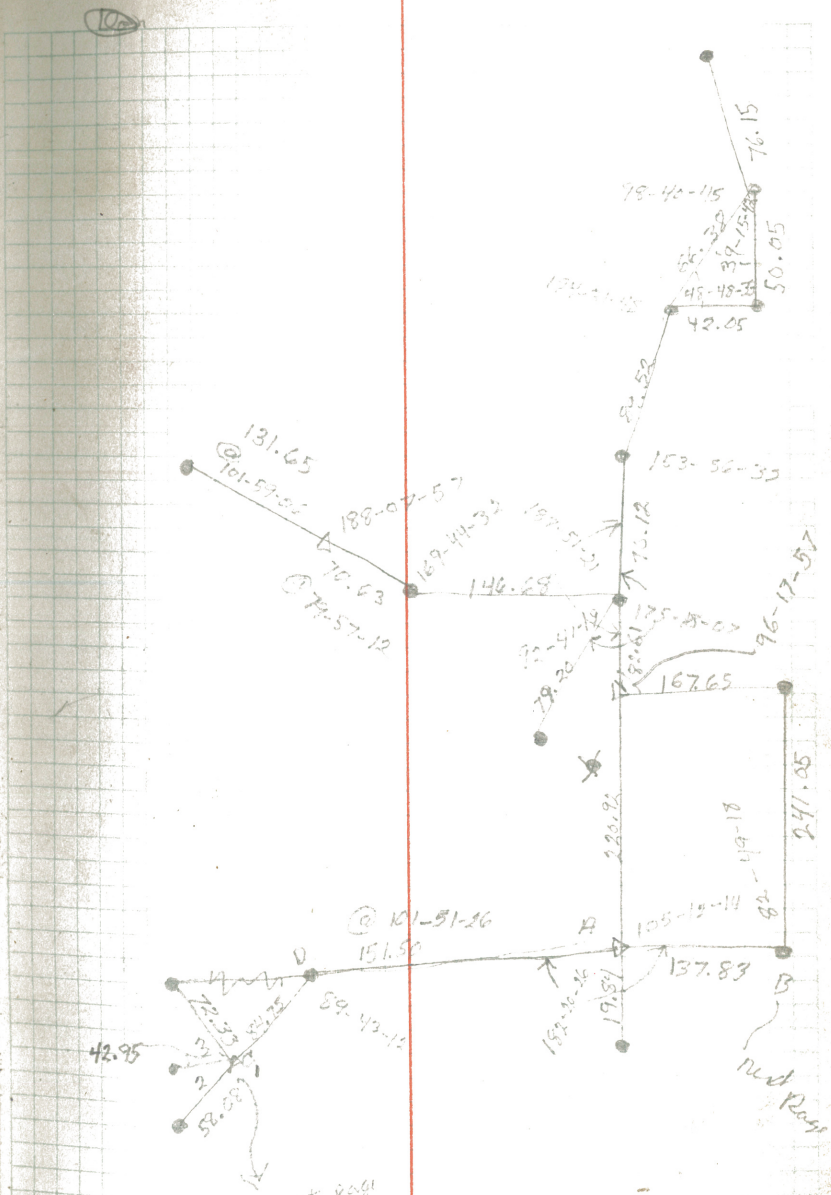
Don Jensen — Arthurs Point — Pleasant Lake

39-16-10					
78-31-24	39-15-42				
98-41-06					
197-21-38	98-40-45				
48-48-42					
97-37-06	48-48-33				
194-31-38					
29-03-36	194-31-48				
153-56-26					
307-53-04	153-56-32				
187-51-26					
15-42-42	187-51-21				
92-41-26					
185-22-38	92-41-19				
175-18-16					
350-36-14	175-18-07				
96-18-00					
192-35-54	96-17-57				
105-12-25					
210-24-28	105-12-14				
182-20-42					
4-40-52	182-20-26				
82-49-18					
165-38-36	82-49-18				
89-43-20					
179-26-24	89-43-12				

Point Lake

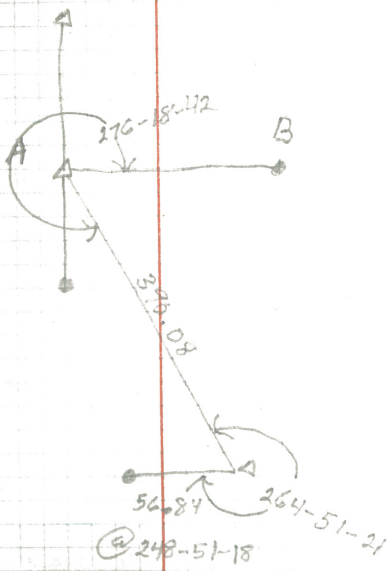
Paul Steri

117



Tie a BSD for #1, 2, 3

① 175-43-38	
351-22	175-43-30
② 186-32-30	
13-04-34	186-32-17
③ 309-02-20	
258-05-18	309-02-37
360	
618	
188-08-08	
16-15-54	188-07-57
169-44-46	
309-29-04	169-44-32
276-18-38	
192-37-24	276-18-42
264-51-18	
169-42-42	264-51-21


A
B
276-18-42
56.84
264-51-21
248-51-18

Redeem

Δ@ 10 BS 9 Turn ~~Left~~ Right

	℄ of road
327'	1-30-00
230'	1-31-00
108'	357-47-00
72'	342-45-00
56'	317-31-00
58'	288-56-00
89'	267-48-00
162'	263-32-00

2

Δ@ 11 BS 12 Turn Right

	℄ of road
100'	00-40-00
69'	355-03-00
42'	304-22-00
55'	267-41-00
130'	240-12-00

See page 93

JOHN HOCHETT

T@1 BS N½

2 180 -

117-25
234-50-30

117-25-15

188-40-30
17-20-30
377-20-30

188-40-15

NE¼ 23

97-56

220 -

271.27

321.28

87.53

12.20

323.88

123.61

139-35
26.837
88.03

(87.188)

336.04

342.39
87.03

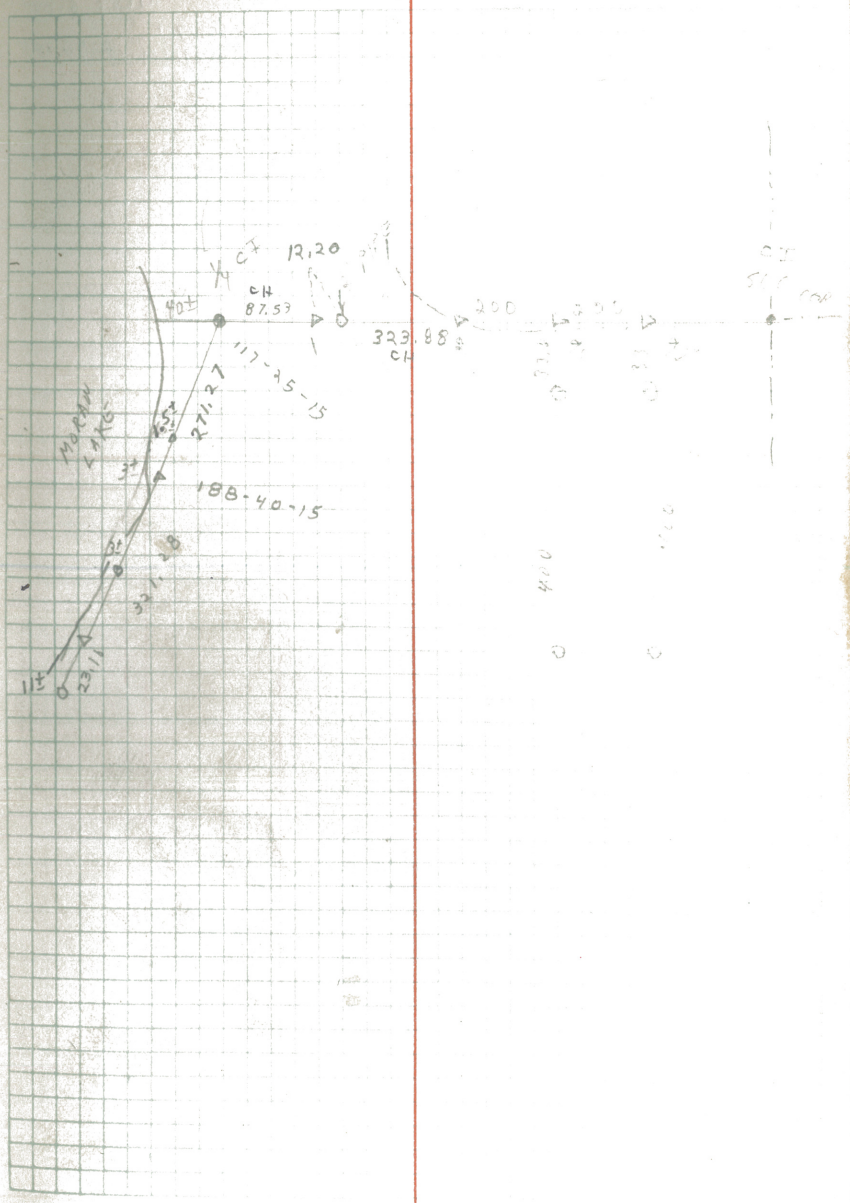
4>0.42

336.04
88.03

424 07
.40

464.07

87.189


12,20
CH
87.53
40±
323.88
CH
200
117-45-15
MORAN
LINE
188-40-15
11±
23.11

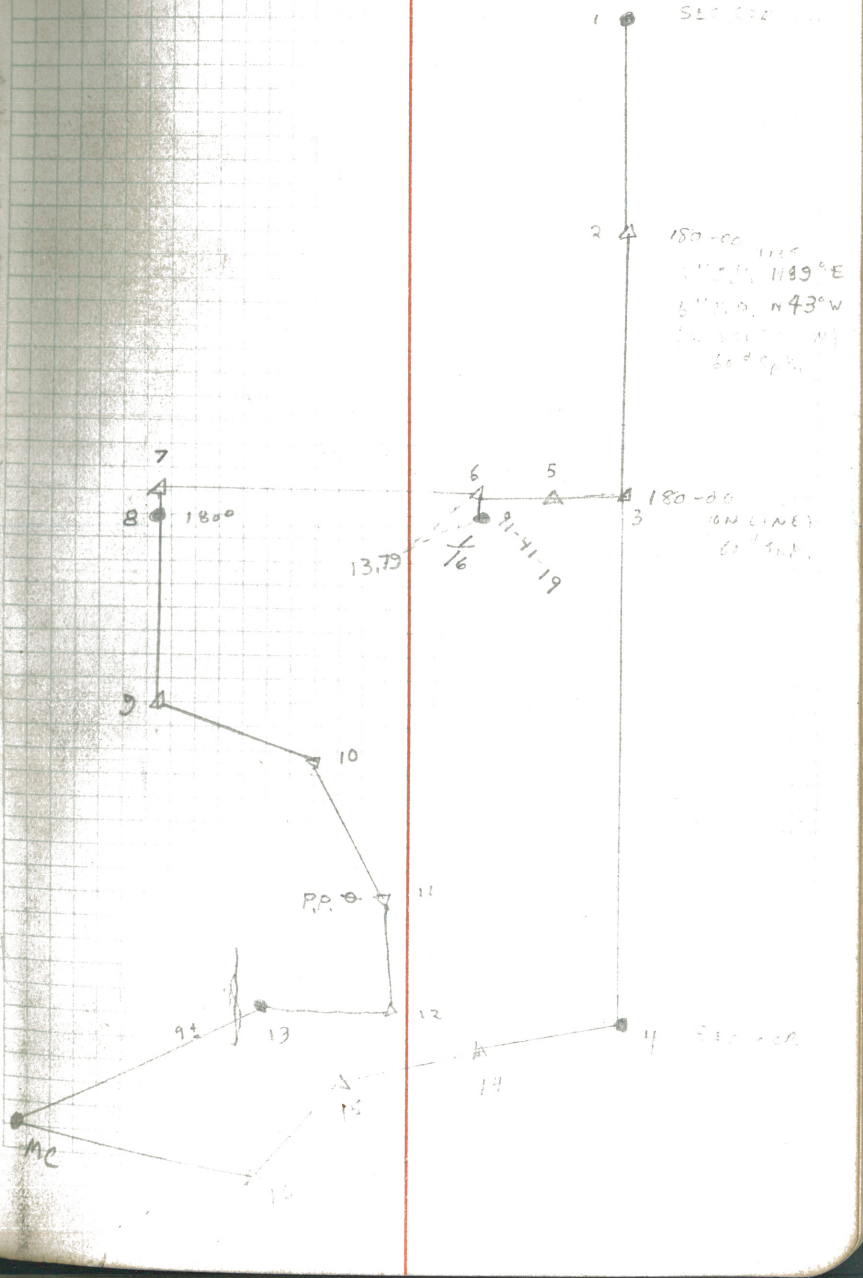
VARIETY LAKE			RON-KEN		WEST SIDE
173-57-15 347-54-15	173-57-08		90-11-03	2890.17 F 880.912M	2890.155

			Loon	Lake	
π @ 2 BS 1					
180°				2070.87 F	2070.865
		①	89-53	631.204 m	2070.854
				3268.59 F	3268.585
		④	89-54	996.365 m	3268.349
				582.65 F	582.645
		③	90-42	177.592 m	582.604
π @ 3 BS 4					
90-06-25					
180-12-54					
π @ 5 BS 3					
182-59-50					
181-59-50		②	91-29	480.18 F	480.025
02-59-28	181-59-44			142.364 m	480.738
				870.45 F	870.45
		⑥	90-01	265.313 m	870.438
π @ 12 BS 13					
88-03-48					
176-06-54	88-03-27				
		⑬	87-50	118.40 F	118.3154
				36.10[illegible] m	118.4662
				376.57 F	376.568
		⑪	89-51	114.777m	376.5598
π @ 11 BS 12					
162-30-36					
325-00-42	162-30-28				
π @ 10 BS 11					
131-54-12					
263-48-18	131-54-07				
		⑪	89-53	404.55 F	404.5492
				123.307 m	404.5122
				304.11 F	304.1038
		③	89-38	92.688 m	304.0908
π @ 9 BS ~~8~~ 7					
105-46-57					
211-33-54	105-46-57				
				1720.18 F	1720.159
π @ 7 BS 6		⑥	90-17	524.296 m	1720.1103
95-14-06				518.69 F	518.6844
190-27-52	95-13-56	⑨	89-44	158.1 m	518.6945
		⑧	90-00	27.17	
π @ 6 BS 7					
180-09-33					
00-18-50	180-09-25	91-41-34 @		13.79	
		183-32-38			
		91-41-19			

MC

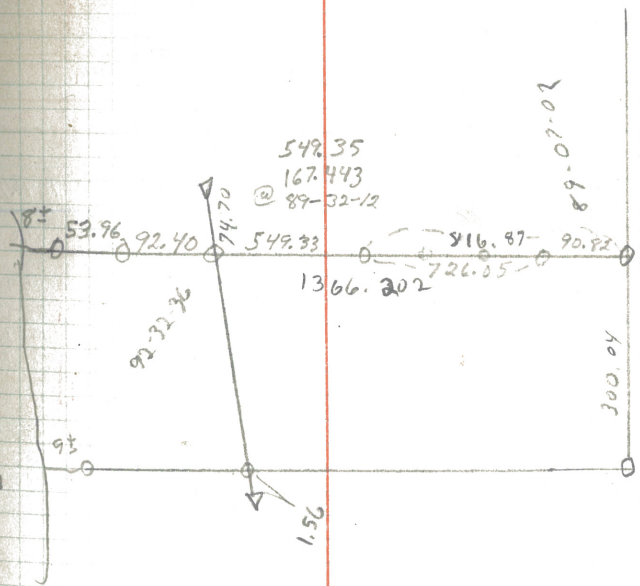
RON, PAUL, DOUG

8/10/79



T@ MC BS 13				1356.20 549.50
		16 3216.17		806.87
33-55-24		980.292 2587.22	89-59-36	T26.05 780.82
67-50-36	33-55-18	788.587	89-59-42	221.298 726.05
T@ 13 BS MC				
208-09-58				
56-12-50	33-09-55			
T@ 16 BS Mc				
145-29-02				
290-57-54	145-28-57			
T@ 15 BS 14				
		14		1044.50
149-58-02		89-37-54		318.365 410.96
		16		
299-55-48	149-57-54	269-49-46		125.262
T@ 14 BS 15				
177-55-42				
355-51-14	177-55-37			
T@ 4 BS 14				
269-43-44 90-36-42				
179-21-24 36	269-43-42	89-50		499.35 152.202
53-58				

LOOK LAKE


548.35
167.743
@ 89-32-12
89-02-02
8±
53.96
92.40
74.70
549.33
916.87
90.82
726.05
1366.202
92.32.36
300.04
LOOW LATE
9±
1.56

R. NADEAU

				231.359	758.087
			72-54-12	759.08	758.084
			89-45-42	473.00	472.994
			~~115.00~~	144.167	
			91-46-10	199.87	199.77
			~~44.00 18~~		
				667.67	
				873.00	
			199.77		
			194.67	194.67	
			5,10		
4@2 BS 1					
		3.		1040.81	1040.748
86-15-54			90-37-24	317.244	
		1.		855.82	855.815
172-31-48	86-15-54		89-48-30	260.855	855.829
		4.		559.27	559.219
			90-46-26	178.472	559.24
		5.		389.67	389.675
			90-57-36	118.777	389.625
4@3 BS 2					
89-36-36				1028.41	1027.376
179-13-00	89-36-30	6.	92-48-24	313.523	

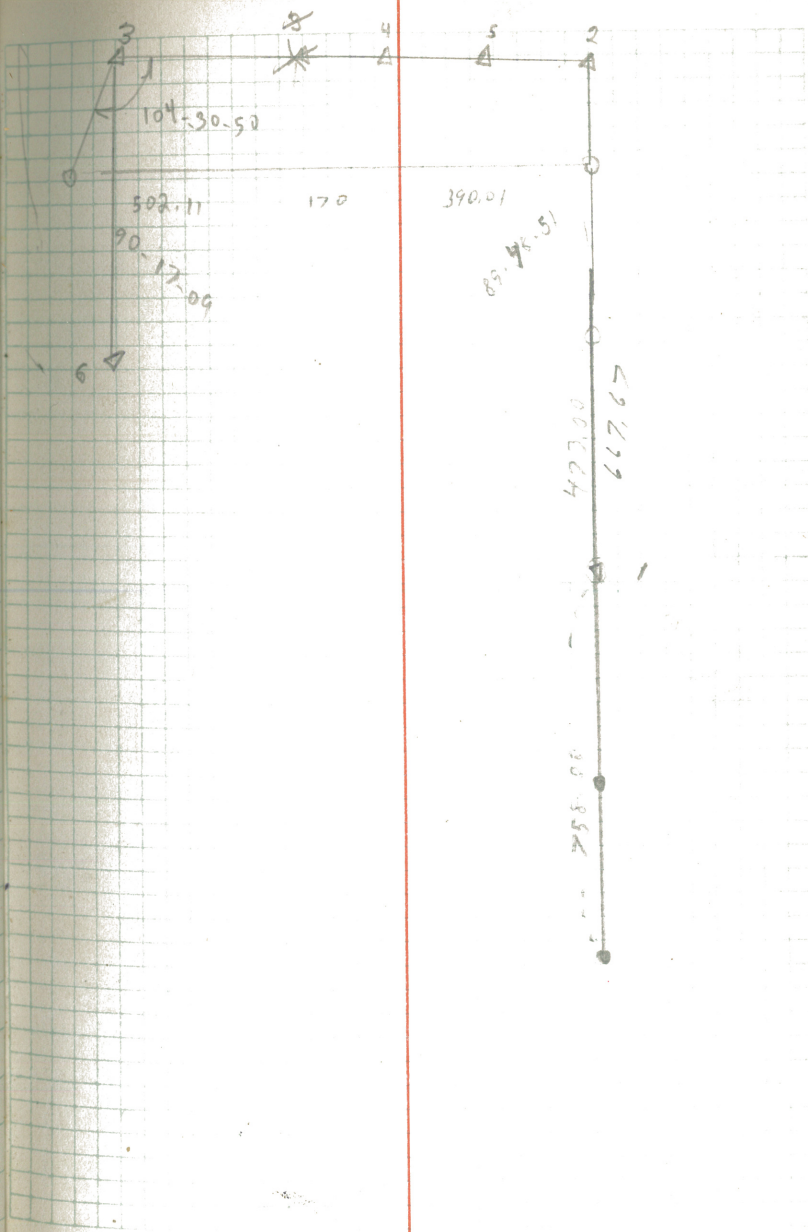
758.087
758.084
472.994

199.77

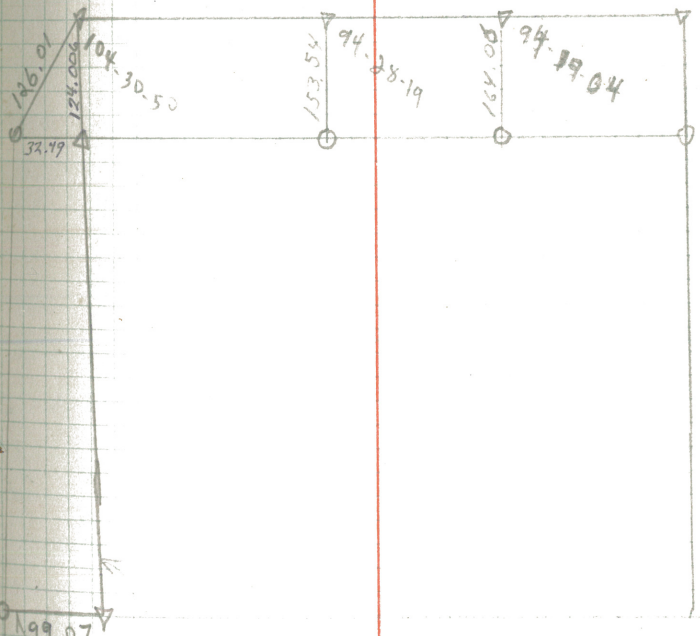
1040.748

855.815
855.829
559.219
559.224
389.675
389.625

1027.371



Nadeau


126.01
124.006
104-30-50
32.49
153.54
94-28-19
16.00
94-19-04
199.07
274 02 35

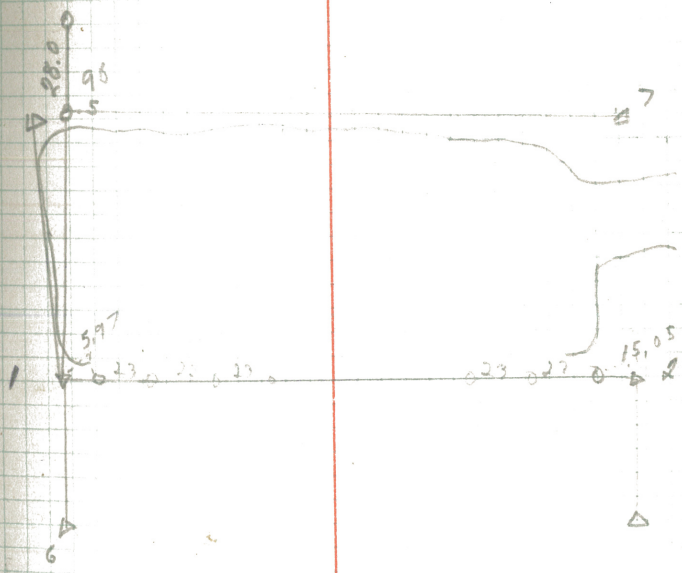
A@2 BS3					
73-10-40		1.	90-39-34	319.98 97.537	319.959
146-21-16	73-10-38	3.	88-22-42	237.79 72.458	237.694
A@3 BS4					
85-21-16					
178-42-24	85-21-12				
A@1 BS5					
94-08-06					
188-16-14	94-08-07				
		4			
A@5 BS7					
84-40-28					
169-20-26	84-40-13	6.	89-19-44	117.74 35.888	117.732

Rollie Eriehsen

319.959

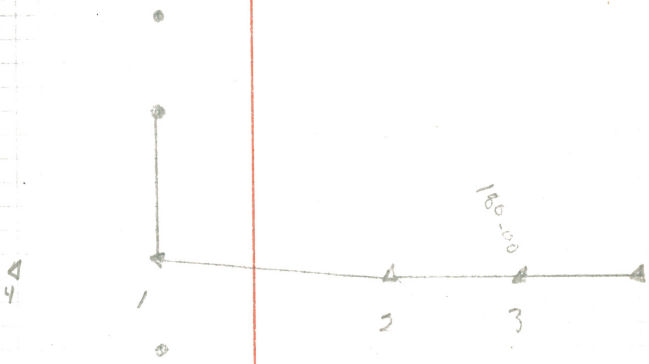
237.694

417.792



Nadian

T @ 2 BS1				
175-27-28		1.		900.05
350-54-42	175-27-21		92-22-10	274.338
		2.		344.74
			89-54-18	705.089
T @ 1 BS 2				
184-25-00				
08-49-34	184-24-47			


180-00
4
1
2
3

Benser

π @ 3 BS 4

			4.	384.74	384.722
2	156-27-00			117.265	
			2.	275.91	275.899
	312-53-54	156-26-57		89-50-38	84.098

π @ 4 BS 3

158-08-36

5.	316-17-12	158-08-36			

π @ 5 BS 4

			4.	548.61	548.548
6.	162-34-40			90-51-36	167.217
			6.	404.96	404.779
	325-09-06	162-34-33		91-42-54	123.424

π @ 6 BS 5

23-12-34

1.	46-25-00	23-12-30			

π @ 1 BS 6

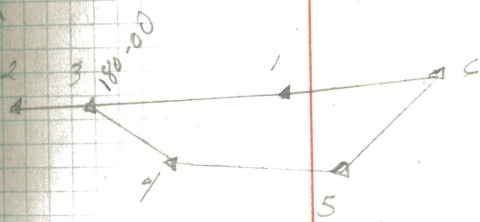
			6.	462.17	462.143
3.	172-32-18			90-37-20	140.876
	345-04-18	172-32-09			

π @ 3 BS 1

23-33-10

4.	47-05-56	23-32-55			

Maccaskin Lake



Traverse new Road

Paul Ken

Benson

T@ 1A BS 2A

A. 187-41-50

15-23-20 187-41-40

193-12-30

B. 26-27-50 193-12-25

268-17-48

C. 176-35-12 268-17-31

T@ 2A BS 3A

1A 164-33-06

329-05-42 164-32-51

T@ 3A BS 11

2A 168-11-36

336-22-56 168-11-28

T@ 11 BS 10

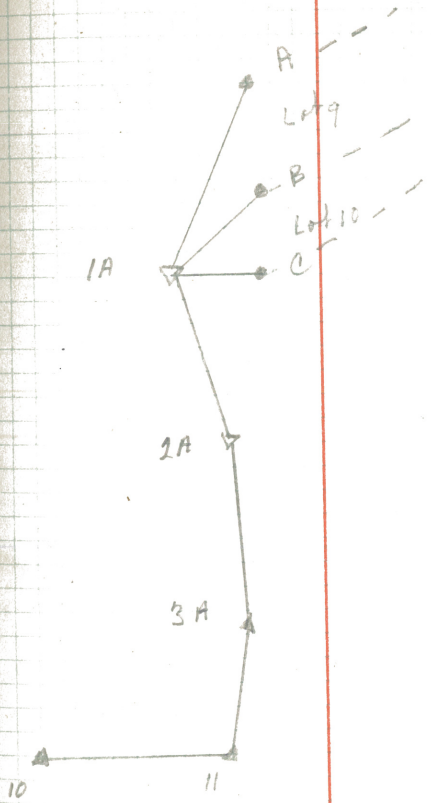
145-38-18

3A 291-16-06 145-38-03

A		300.24
	88-05-00	91.515
2A		653.81
	90-43-12	199.280
B		156.17
	88-37-22	47.617
C		
	chain	23.82
3A		
		487.61
2A.	91-17-42	148.628
11.		27.749
	88-52-00	84.581

Paul
Ken

tie ends Ondarchon plat

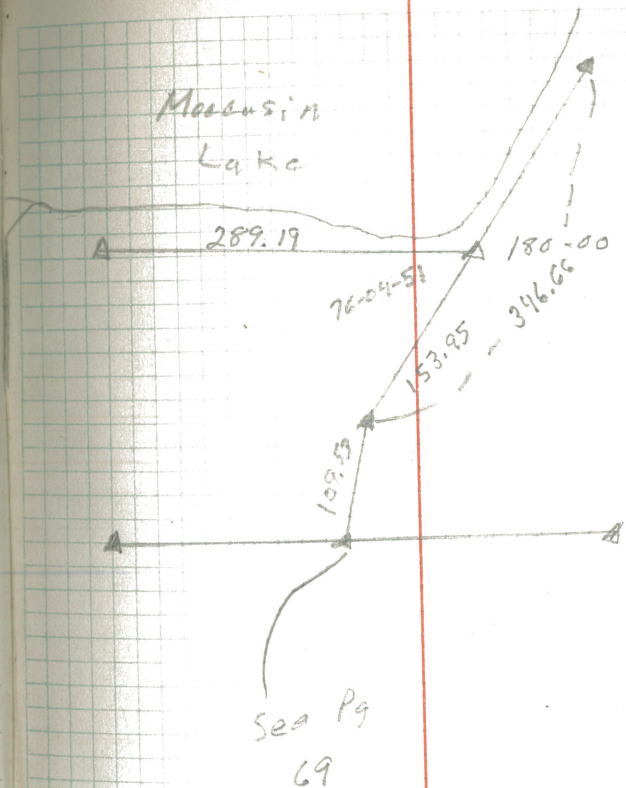


Moccasin Lake
Benson

76-04-48
152-09-42 76-04-51

Tie for (west) ¼ cor Sec 33

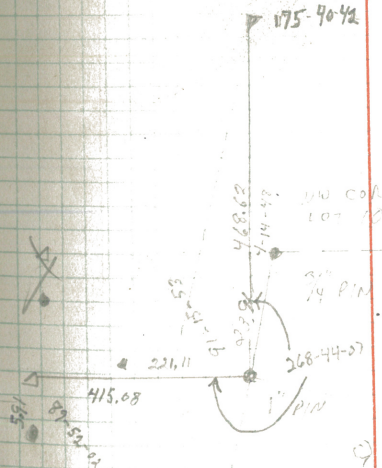
Twin 7" Elm N 85° E 11.35'
Twin 16" W Oak S 20° W 31.35'
9" R Oak S 85° E 12.35'

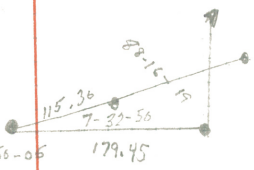

Mocusin
Lake
289.19
180-00
76-04-51
153.95
346.66
109.59
Sea Pg
69

CHARLY	MAYER		HACKENSACK		
175-40-28					
351-21-24	175-40-42				
34-14-50					
08-29-36	-04-14-48				
268-44-12					
177-28-14	268-44-07				
89-52-34					
179-44-04	89-52-02				
7-33-12					
15-65-40	7-32-50				
89-16-34					
176-32-38	89-16-19				
03-58-30					
07-40-12	-03-50-06				

175
200
415.04

08
115
64.45
179.45

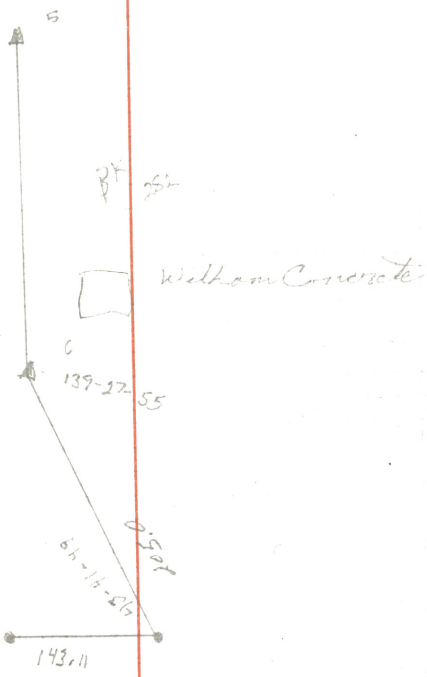




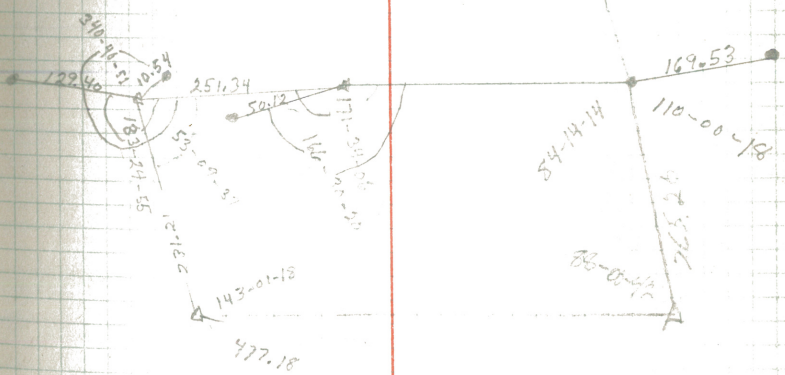
Charley Mayer

137-28-00
228-55-50 139-27-55

43-42-06
87-23-38 43-41-49


5
BP
Walk on Concrete
6
139-17-55
0.52
143.11

171-34-12					
343-08-12	171-34-06				
166-30-06					
333-00-40	166-30-20				
340-40-30					
321-21-44	340-40-52	10.54			
183-25					
06-47-50	183-24-55				
53-09-26					
106-19-14	53-09-37				
143-01-20					
286-03-36	143-01-18				
88-00-40					
176-01-24	88-00-42				
84-14-12					
168-28-28	84-14-14				
110-00-28					
220-00-36	110-00-18				


122-40
240-25-21
10-54
251.34
50.12
83-24-55
53-00-33
143-01-18
477.18
169.53
110-00-18
54-14-14

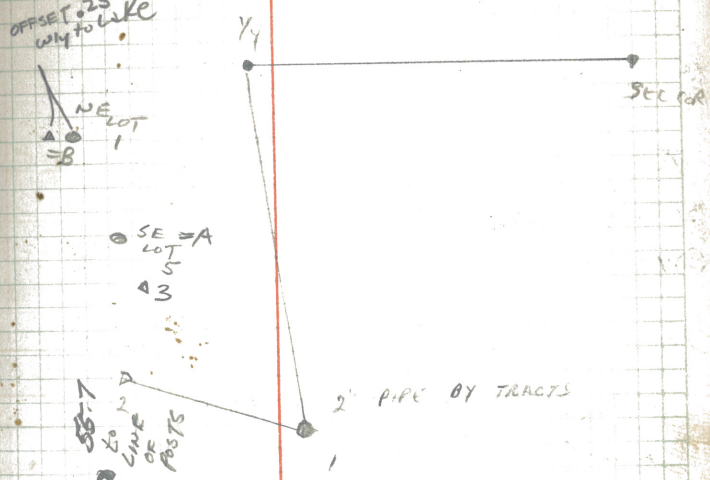
GARVIN

T@ N 1/4 BS NE COR SEC 19					
77-04-08			90-25	2645.39 606.314	2645.308
① 154-28-18	77-04-09		90-42	1368.25 417.038	1368.134
T@ 1 BS 1/4					
295-19-48	295-A-45				
②590-39-30					
T@2 BS 1					
			89-40	598.18 F 182.328 M	598.172
SE COR GARAGE	217-57	82.19			
I.P. S. Line @ Lake	123-44-30		91-43	118.40 F 36.087 M	118.344
SW COR GARAGE	196-29	80.52			
GARAGE IS 30' X 30'					
NE COR GREEN GAR.	228-33	257.99			
SE COR	227-24	234.23			
SW COR	220-50	241.77			
I.P. S. LINE ERPS	198-21-34		99-14	25.74 F 7.848 M	25.41
Pt. 1	-0-				
	1-24-84		CURO METCALF	O.C. 25°	
T@ SE COR LOT 5	BS NE COR LOT 1			.25 wtg	
B3-01-38	183-01-34		90-59	260.14 F 79.291 M	260.101
③ 366-03-09			89-41	280.92 F 85.625 M	280.915

15°
CLDY
LT SNOW

E. CORD
KEN NEEDLE

1-13-87



Gruvin

T@3 BS 2

165-53-44 165-53-36

(A) 331-47-12

T@2 BS 1

241-43-38 241-43-30

(3) ~~S~~83-27-00 88-00 448.37 F 136.6644 448.096

T@ Erps SW COR ~~SHOOT~~ PT 15.14 N/y P42

BS N/y DOWN S.SHORE

92-25-40

T@C BS 2

14-02-00 14-02-15

(X) 28-04-30 91.51'

turn ∠ to Gruvin SE COR.

1-30-84 CURO METCALF

T@1 BS 1/4

~~E Rail~~ ~~359-08-54~~

~~359-54-54~~ ~~359-40-00~~

~~718~~

~~359-20-00~~

T@1 BS 1/4

~~359-10-00~~ 359-10

718-20-00 East Rail

O.C. 25°
O.C. 10°

W. CURO
K. METCALF

1-24-84
1-25-84 AM

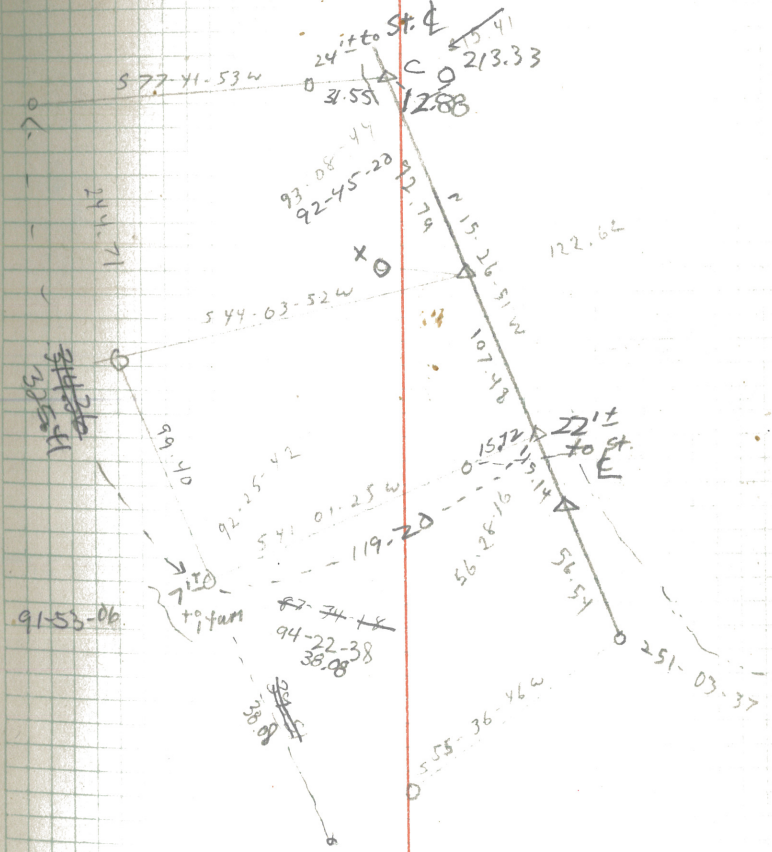
~~42.44.42~~

~~322.64~~
~~214.36~~
~~0.58~~
2.47

4.78
215.41
2.08
213.33

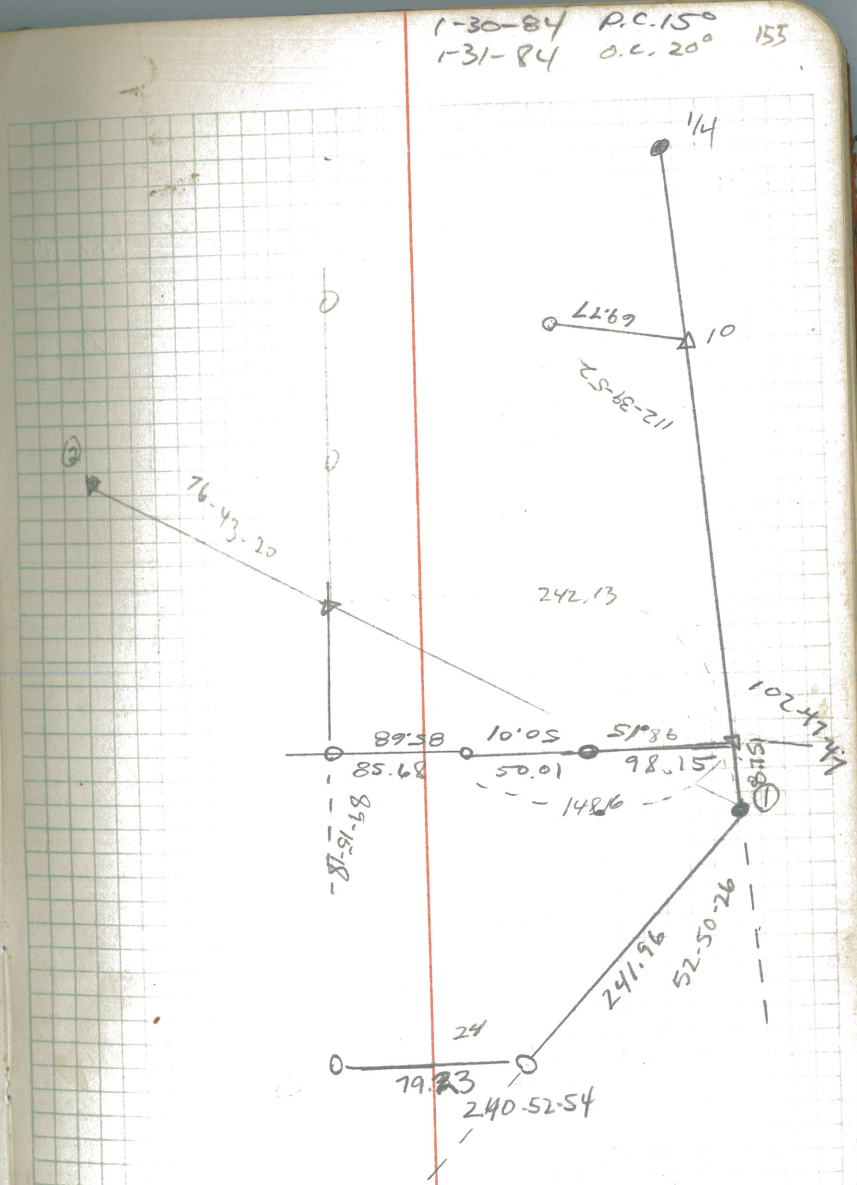
448.096

N/4 A2



℄@1	BS ¼					
204-39-12						
	SHOOT	℄	S¼			
℄ TRACK	358-20-48	346.51				
	356-41-00	251.36				
	351-29-36	161.71				
	333-23-24	81.77				
	254-04-20	55.86				
	216-48-36	123.63				
TRA℄ & ℄ ROAD	207-22-20	231.85				
℄ ROAD	244-31	305.63				
¼ COR	0					
℄@1	BS ¼					
set pt on line = 10			89-29	800.24F 243.91SH	800.207	

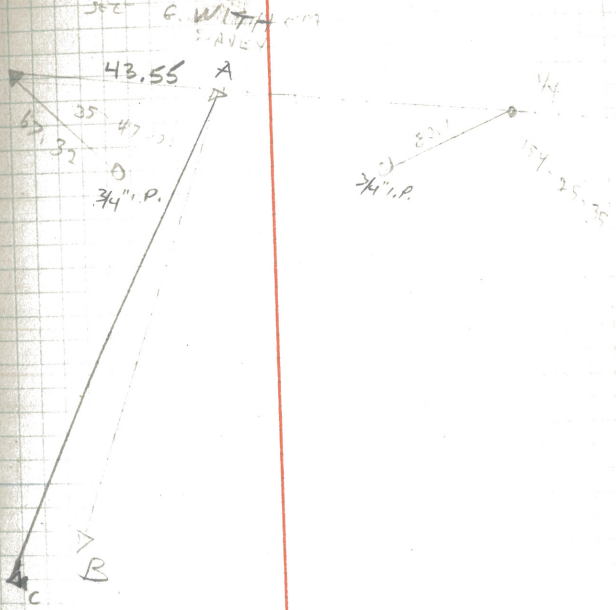
1-30-84 P.C. 15°
1-31-84 O.C. 20° 153



Heartland Baptist Church

TC@A BS 1/4

112-18-26	112-18-30				
(B) 224-37.00			92-31	228.17 F 69.546 M	227.999
113-19-36	113-19-35				
(C) 226-39-10			92-04	275.94 F 84.104 M	275.755

E. Curo
K. Metcalf

July 11, 1984 P.C. 85° 15'