

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD NOTES

Of the Dependent Resurvey of a Portion of the Subdivisional Lines of

Township 9 South, Range 23 West,

and Survey of a Portion of the Subdivision and Tract D,

Section 10, Township 9 South, Range 23 West,

and Tracts B and C,

Section 11, Township 9 South, Range 23 West,

Of the Gila and Salt River Meridian,

In the State of Arizona

EXECUTED BY

Vern E. Lane, Cartographic Survey Aid

Under special instructions dated November 3, 1954, which provided

for the surveys included under Group No. 298, approved November 3, 1954

and assignment instructions dated December 1, 1954

Survey commenced December 9, 1954

Survey completed December 15, 1954

4446

4446

BOOK 4446

INDEX DIAGRAM

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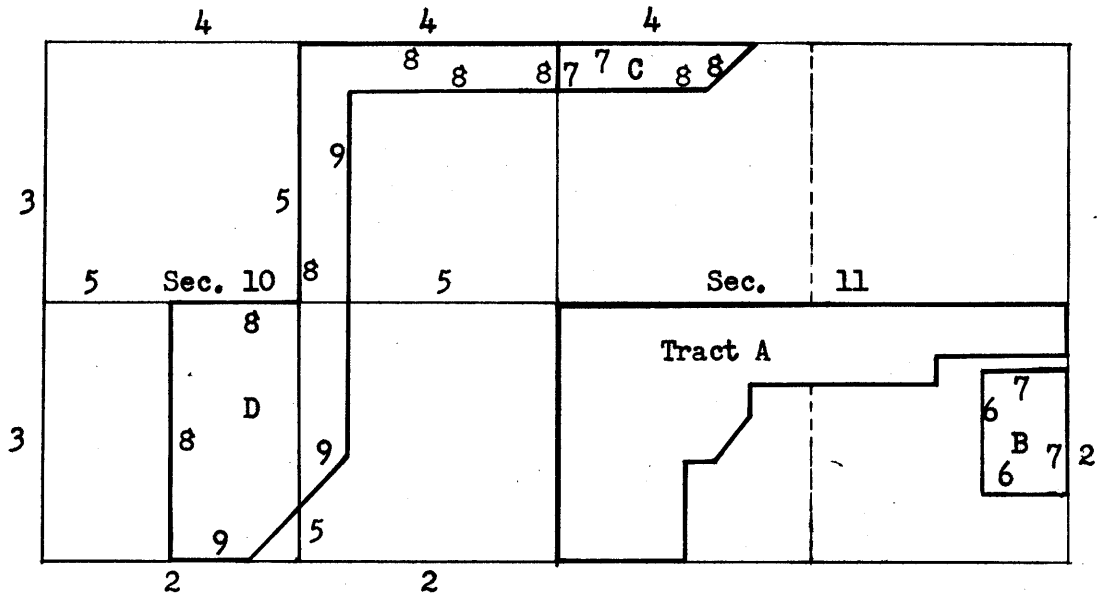
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1A

BOOK 4446

Township 9 South, Range 23 West

Sections 10 and 11

Tracts B, C, and D



BOOK 4446

Survey of Tracts B and C, Sec. 10,
and Tract D, Sec. 11, T. 9 S., R. 23 W.,
Gila and Salt River Meridian, Arizona

Chains

The subdivisional lines of T. 9 S., R. 23 W. were originally surveyed by T. F. White in 1874. The line bet. secs. 10 and 11 was resurveyed by E. H. Kimmell in 1949 during the survey of Tract A, which is situated in sec. 11.

The surveys of Tracts B, C, and D, were made at the request of the Department of Air Force to identify the areas to be patented to the County of Yuma, and the segregation of land to be eliminated from a proposed Air Force withdrawal.

A portion of the subdivisional lines of T. 9 S., R. 23 W., was resurveyed and the subdivisional lines of sec. 10 were surveyed to identify the tract boundaries.

The survey was executed with a W. and L. E. Gurley engineers transit, Serial No. 491045, constructed in accordance with the standard specifications of the Bureau of Land Management. The instrument was in good condition, having been placed in proper adjustment prior to the beginning of the survey. It was tested and checked during the progress of the survey.

The bearing of the line bet. secs. 10 and 11, which was resurveyed by E. H. Kimmell in 1949, was checked by an observation upon the sun and found to be correct and the directions of all lines reported herein are deflected from this line by sustained angulation.

The measurements were made with a steel tape, five chains in length. This tape was graduated every link for the first chain, and thereafter at intervals of ten links. The tape was tested, by comparison with a standard steel tape, one chain in length, and found to be correct. The measurements were made on the slope, the vertical angle of each interval determined by the use of clinometers, which were maintained in proper adjustment, and the slope distances properly reduced to horizontal equivalents, which appear in these notes.

In two instances it was necessary to depart from the special instructions. During the survey of Tract D, which is to be patented to the County of Yuma, it was found that the line bet. ang. pts. 6 and 7 would intersect the air line administration building which was intended to be entirely on Tract D. Consultation with Colonel R. F. Worley, the Yuma Air Force Base Commander, and R. L. Odum, Clerk of the Yuma County Board of Supervisors, developed that angle point 7 should be on the edge of the asphalt landing mat, 525.6 ft. from the north line of sec. 10, instead of 500 ft. as called for in the special instructions in order that the airline administration building would lie entirely on Tract D.

The line bet. angle points 3 and 4, on the N. bdy. of Tract B, Sec. 11, was called to be the south right of way of 7th St. in the special instructions. This line was surveyed in accordance with a supplemental agreement, dated October 15, 1954, between the Department of Air Force and the Department of Interior, Bureau of Reclamation, in which Provision 4f of the original Memorandum of Understanding, dated March 25, 1954, was amended to read:

"A fence will be provided around the Bureau area beginning at the NE. corner of the intersection of 3rd and "D" Streets; thence northerly 1305 feet, more or less, along the east side of "D" Street to a point approximately 85 feet south of the SE. corner of intersection of "D" and 7th Streets, thence easterly along existing barbed wire fence parallel to 7th Street to a point of intersection with the west side of "A" Street, thence southerly along west side of "A" Street 1305 feet, more or less, to a point, thence westerly to the point of beginning enclosing an area containing 25 acres, more or less. Gates will be provided as mutually agreed upon."

The geographic position of the SE. cor. of sec. 11, T. 9 S., R. 23 W., is latitude 32° 39' 16" N. and longitude 114° 34' 55" W.

The magnetic declination is 14° 35' E.

Dependent Resurvey of a Portion of
the Subdivisional Lines of T. 9 S., R. 23 W.

Chains

Reestablishment of the survey executed by
T. F. White in 1874.

Beginning at the cor. of secs. 11, 12, 13, and 14, reestablished by the Bureau of Reclamation, marked by an iron post, set 15 ins. below the surface, with brass cap mkd.

T 9 S

S 11 | S 12

S 14 | S 13

R 23 W

The corner monument is in good condition and is not remonumented.

N. 0° 47' W., bet. secs. 11 and 12.

Over level land, along asphalt county road.

10.918 Angle Point 1, Tract B, sec. 11, hereinafter described.

30.764 Angle Point 4, Tract B, sec. 11, hereinafter described.

31.864 Angle Point 11, Tract A, sec. 11, marked by an iron post, 2 ins. diam., 12 ins. below the surface, marked and witnessed as described in the official record.

40.040 The $\frac{1}{4}$ sec. cor. of secs. 11 and 12, set, marked and witnessed as described in the official record.

Beginning at the cor. of secs. 10, 11, 14, and 15, a brass tablet, firmly set and properly marked as described in the official record.

S. 89° 58' W., bet. secs. 10 and 15.

Over level asphalt mat of airport.

35.00 Leave asphalt mat, thence over level sandy land.

40.234 Point for the $\frac{1}{4}$ sec. cor. of secs. 10 and 15, at proportionate distance; there is no remaining evidence of the original cor.

Set an iron post, 30 ins. long, 2 $\frac{1}{2}$ ins. diam., 29 ins. in the ground, with brass cap mkd.

S 10

$\frac{1}{4}$

S 15

1954

No accessories available.

48.448 Angle Point 9, Tract D, hereinafter described.

60.351 Point for the W. $\frac{1}{16}$ sec. cor. of secs. 10 and 15.

Set an iron post, 30 ins. long, 2 $\frac{1}{2}$ ins. diam., 28 ins. in the ground, with brass cap mkd.

S 10

W $\frac{1}{16}$

S 15

1954

BOOK 4446

Dependent Resurvey of a Portion of
the Subdivisional Lines of T. 9 S., R. 23 W.

Chains

No accessories available.

The cor. is 1 lk. East of N. and S. steel fence.

Enter oil mat road, bearing W., on line, irrigated cultivated land to N. and S.

80.468

The cor. of secs. 9, 10, 15, and 16, which is marked by a 3 in. iron post, 15 ins. below the surface, in center of intersection of roads bearing N., S., E., W., with Bureau of Reclamation brass cap mkd.

T 9 S

S 9	S 10
S 16	S 15

R 23 W

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears S. $51^{\circ} 01'$ E., 89.2 lks. dist., with brass cap mkd. T9S R23W S15 58.9FT. RM 1954 and an arrow pointing to the true corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $36^{\circ} 33'$ E., 95.1 lks. dist., with brass cap mkd. T9S R23W S10 62.8FT. RM 1954 and an arrow pointing to the true corner.

A U. S. Bureau of Reclamation Bench mark, bears N. $74^{\circ} 50'$ W. 66.3 lks. dist., marked by a brass tablet set in top of concrete headwall.

Land, level.
Soil, sandy.
No timber.

N. $0^{\circ} 31'$ W., bet. secs. 9 and 10.

Oil surface road on line, level irrigated land to E. and W.

39.855

The point for the $\frac{1}{4}$ sec. cor. of secs. 9 and 10, at proportionate distance falls on center line of N-S road and on center of concrete culvert. There is no remaining evidence of original cor.

Set a 1 in. iron stake, 12 ins. long, 16 ins. in the road to top concrete culvert, with a cadmium plated cap marked, "U. S. Bureau of Land Management Survey Corner".

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $34^{\circ} 45'$ E., 89.5 lks. dist., with brass cap mkd. $\frac{1}{4}$ S10 59.1FT. RM 1954 and an arrow pointing to the true corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $33^{\circ} 50'$ W., 87.2 lks. dist., with brass cap mkd. $\frac{1}{4}$ S9 57.6FT. RM 1954 and an arrow pointing to the true corner.

59.75

Fence, bears E. from edge of road.

79.710

The cor. of secs. 3, 4, 9, and 10, marked by a steel spike under a steel plate, 10 ins. square in center line of U. S. Highway No. 80, an asphalt surfaced road bearing E. and W. and in line with center of road, bearing south. This position is accepted as the best remaining evidence of the position of the original corner.

Dependent Resurvey of a Portion of
the Subdivisional Lines of T. 9 S., R. 23 W.

Chains

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $31^{\circ} 55'$ E., 173.0 lks. dist., with brass cap mkd. T9S R23W S3 114.2FT. RM 1954 and an arrow pointing to the corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $26^{\circ} 53'$ W., 169.5 lks. dist., with brass cap mkd. T9S R23W S4 111.9FT. RM 1954, with an arrow pointing to the corner.

Land, level and cultivated.
Soil, sandy.
No timber.

Beginning at the cor. of secs. 2, 3, 10, and 11, monumented by a steel spike under a steel plate, 10 ins. square on the center line of U. S. Highway No. 80, bearing E. and W., as described in the field notes of the survey of Tract A, sec. 11, T. 9 S., R. 23 W., in 1949.

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $31^{\circ} 40'$ W., 173.8 lks. dist., with brass cap mkd. T9S R23W S3 114.7FT. RM 1954, with an arrow pointing to the corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $30^{\circ} 10'$ E., 176.5 lks. dist., with brass cap mkd. T9S R23W S2 116.5FT. RM 1954, with an arrow pointing to the corner.

S. $89^{\circ} 49'$ W., bet. secs. 3 and 10.

On center line of U. S. Highway No. 80, over level land.

40.020

The $\frac{1}{4}$ sec. cor. of secs. 3 and 10, marked by a steel spike under a steel plate, 10 ins. square on the center line of U. S. Highway No. 80 and in line with steel fence bearing S. from south R. O. W. of highway. This position is accepted as the best remaining evidence of the position of the original corner monument.

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $29^{\circ} 16'$ W., 170.0 lks. dist., with brass cap mkd. $\frac{1}{4}$ S3 112.2FT. RM 1954 and an arrow pointing to the corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $20^{\circ} 45'$ E., 157.3 lks. dist., with brass cap mkd. $\frac{1}{4}$ S3 103.9FT. RM 1954 and an arrow pointing to the corner.

S. $89^{\circ} 49'$ W., beginning new measurement.

On center line of U. S. Highway No. 80, over level sandy land.

40.048

The cor. of secs. 3, 4, 9, and 10.

Land, level.
Soil, sandy.
No timber.

Beginning at the $\frac{1}{4}$ sec. cor. of secs. 2 and 11, marked by a steel spike under a steel plate, 10 ins. square on the center line

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Dependent Resurvey of a Portion of
the Subdivisional Lines of T. 9 S., R. 23 W.

Chains of U. S. Highway No. 80, bearing E. and W., and in line with center-line of graded road bearing N. This position is accepted as the best remaining evidence of the position of the original corner.

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $38^{\circ} 02' W.$, 188.7 lks. dist., with brass cap mkd. $\frac{1}{4}$ S2 124.5FT. RM 1954 and an arrow pointing to the corner.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $23^{\circ} 00' E.$, 166.7 lks. dist., with brass cap mkd. $\frac{1}{4}$ S2 110.0FT. RM 1954 and an arrow pointing to the corner.

S. $89^{\circ} 09' W.$, bet. secs. 2 and 11.

On center line of asphalt surfaced U. S. Highway No. 80, over level land.

9.564 Angle point 1, Tract C, sec. 11, hereinafter described.

40.305 The cor. of secs. 2, 3, 10, and 11.

Land, level.

Soil, sandy.

No timber.

Subdivision of Sec. 10, T. 9 S., R. 23 W.

From the $\frac{1}{4}$ sec. cor. of secs. 10 and 15.

N. $0^{\circ} 39' W.$, on N. and S. center line of sec. 10.

39.907 Point for the center $\frac{1}{4}$ sec. cor. of sec. 10, at intersection with E-W center line, marked by a galvanized iron pipe, 2 ins. diam., showing 4 ins. above the ground and 1 lk. N. of the cor. of steel fences, bearing N. and W.

Set an iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

C $\frac{1}{4}$ S 10

1954

Set the galv. iron pipe alongside the cor. monument.

79.835 The $\frac{1}{4}$ sec. cor. of secs. 3 and 10.

From the $\frac{1}{4}$ sec. cor. of secs. 10 and 11, a brass tablet, set, marked, and witnessed as described in the official record.

S. $89^{\circ} 54' W.$, on the E. and W. center line of sec. 10.

40.127 The center $\frac{1}{4}$ sec. cor. of sec. 10.

60.201 Point for the center W. $\frac{1}{16}$ sec. cor. of sec. 10.

Set an iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground, with brass cap mkd.

W $\frac{1}{16}$
C ————— C

S 10

1954

Subdivision of Sec. 10, T. 9 S., R. 23 W.

Chains
80,275

The cor. is 2 lks. W. of the cor. of steel fences, bearing E. and S.
The $\frac{1}{4}$ sec. cor. of secs. 9 and 10.

Survey of Tract B, Sec. 11, T. 9 S., R. 23 W.

Beginning at a point, designated as angle point 1, Tract B, on the line bet. secs. 11 and 12.

Set a 1 in. T-iron stake, 24 ins. long, 15 ins. below the surface with cadmium plated cap mkd. "U. S. Bureau of Land Management Survey Corner".

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $34^{\circ} 15'$ E., 93.4 lks. dist., with brass cap mkd. AP1 TRB 61.6FT. RM 1954 and an arrow pointing to the angle point.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $53^{\circ} 55'$ W., 93.0 lks. dist., with brass cap mkd. AP1 TRB 61.4FT. RM 1954 and an arrow pointing to the angle point.

The cor. of secs. 11, 12, 13, and 14, bears S. $0^{\circ} 47'$ E., 10.918 chs. dist.

S. $89^{\circ} 15'$ W., along the north right of way of 3rd St.

13.503

Angle point 2, on the north right of way of 3rd St. and on the east right of way of "D" St.

Set an iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 4 ins. below the surface, with brass cap mkd.

TRB
AP2

S 11.

1954

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground for a reference monument, bears S. $36^{\circ} 12'$ E., 92.9 lks. dist., with brass cap mkd. AP2 TRB 61.3FT. RM 1954 and an arrow pointing to the angle point.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 24 ins. in the ground for a reference monument, bears S. $43^{\circ} 24'$ W., 132.0 lks. dist., with brass cap mkd. AP2 TRB 87.2FT. RM 1954 and an arrow pointing to the angle point.

N. $0^{\circ} 47'$ W., along the east right of way of "D" St.

19.841

Angle point 3, in line with fence to east.

Set a 1 in. T-iron stake, 24 ins. long, 24 ins. in the ground with a cadmium plated cap marked, "U. S. Bureau of Land Management Survey Corner".

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 28 ins. in the ground for a reference monument, bears N. $70^{\circ} 25'$ W., 124.0 lks. dist., with brass cap mkd. AP3 TRB 81.8FT. RM 1954 and an arrow pointing to the angle point.

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Survey of Tract B, Sec. 11, T. 9 S., R. 23 W.

Chains An 1 in. T-iron stake, 24 ins. long, set flush with the surface for a reference monument, bears N. $0^{\circ} 47'$ W., 110 lks. dist., with cadmium plated cap marked, "U. S. Bureau of Land Management Survey Corner".

N. $89^{\circ} 13'$ E., along fence and parallel with 7th St.

13.503 Angle point 4, at the intersection with the line bet. secs. 11 and 12.

Set a 1 in. T-iron stake, 24 ins. long, 6 ins. below the surface, with a cadmium plated cap marked, "U. S. Bureau of Land Management Survey Corner".

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears N. $36^{\circ} 45'$ W., 126.8 lks. dist., with brass cap mkd. AP4 TRB 83.7FT. RM 1954 and an arrow pointing to the angle point.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears S. $42^{\circ} 17'$ W., 108.9 lks. dist., with brass cap mkd. AP4 TRB 71.9FT. RM 1954 and an arrow pointing to the angle point.

S. $0^{\circ} 47'$ E., bet. secs. 11 and 12.

19.846 Angle point 1 of Tract B and the point of beginning.

The area of Tract B is 26.794 acres.

Survey of Tract C, Sec. 11, T. 9 S., R. 23 W.

Beginning at a point, designated as angle point 1, Tract C, on the line bet. secs. 2 and 11.

Set a steel spike, 6 ins. long, flush with the surface of the highway.

from which

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears S. $31^{\circ} 07'$ E., 98.4 lks. dist., with brass cap mkd. AP1 TRC 64.9FT. RM 1954 and an arrow pointing to the angle point.

An iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., set 24 ins. in the ground for a reference monument, bears S. $35^{\circ} 35'$ W., 107.1 lks. dist., with brass cap mkd. AP1 TRC 70.7FT. RM 1954 and an arrow pointing to the angle point.

The $\frac{1}{4}$ sec. cor. of secs. 2 and 11, bears N. $89^{\circ} 09'$ E., 9.564 chs. dist.

S. $89^{\circ} 09'$ W., bet. secs. 2 and 11.

30.741 The cor. of secs. 2, 3, 10, and 11, previously described, designated angle point 2 of Tract C.

S. $0^{\circ} 48'$ E., bet. secs. 10 and 11, sighting at $\frac{1}{4}$ sec. cor.

7.576 Angle point 3, Tract 3 and angle point 6, Tract D.

Set an iron post, 30 ins. long, $2\frac{1}{2}$ ins. diam., 30 ins. in the ground, with brass cap mkd.

Survey of Tract C, Sec. 11, T. 9 S., R. 23 W.

Chains	<p style="text-align: center;"> </p> <p>N. 89° 09' E., along edge of asphalt landing mat.</p> <p>23.170 Angle point 4</p> <p>Set an iron post, 30 ins. long, 2½ ins. diam., 30 ins. in the ground, with brass cap mkd.</p> <p style="text-align: center;"> </p> <p>from which</p> <p>The center line of runway 3-21 bears S. 45° 51' E., 11.364 chs. dist.</p> <p>N. 44° 09' E., parallel with runway 3-21.</p> <p>10.714 Angle point 1 of Tract C and the point of beginning.</p> <p style="text-align: center;">_____</p> <p>The area of Tract C is 20.421 acres.</p>
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Survey of Tract D, Sec. 10, T. 9 S., R. 23 W.

	<p>Beginning at the W. 1/16 sec. cor. of secs. 10 and 15, designated as angle point 1, Tract D.</p> <p>N. 0° 36' W., along steel fence.</p> <p>39.872 The center W. 1/16 sec. cor. of sec. 10, designated as angle point 2, Tract D.</p> <p>N. 89° 54' E., on E. and W. center line of sec. 10, along steel fence.</p> <p>20.074 The center ¼ sec. cor. of sec. 10, designated as angle point 3, Tract D.</p> <p>N. 0° 39' W., on the N. and S. center line of sec. 10, along steel fence.</p> <p>39.928 The ¼ sec. cor. of sec. 3 and 10, designated as angle point 4, Tract D.</p> <p>N. 89° 49' E., bet. secs. 3 and 10.</p> <p>40.020 The cor. of secs. 2, 3, 10, and 11, designated as angle point 5, Tract D.</p> <p>S. 0° 48' E., bet. secs. 10 and 11.</p> <p>7.576 Angle point 6, Tract D and angle point 3, Tract C, sec. 11, previously described.</p> <p>S. 89° 08' W., along edge of asphalt landing mat.</p> <p>5.774 The SE. cor. of the Air Line Administration Building, bears North, 3.5 lks. dist.</p>
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Survey of Tract D, Sec. 10, T. 9 S., R. 23 W.

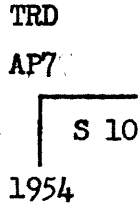
Chains
7.687

The SW. cor. of the Air Line Administration Building, bears North, 4.2 lks. dist.

32.464

Angle point 7

Set an iron post, 30 ins. long, 2½ ins. diam., 30 ins. in the ground, on the N. edge of asphalt landing mat, with brass cap mkd.



from which

An (X) on a concrete sidewalk, bears S. 63° 47' W., 19.6 lks. dist.

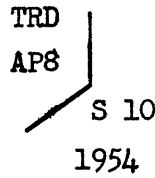
An (X) on a concrete apron, bears N. 0° 39' W., 38.8 lks. dist.

S. 0° 39' E.

55.851

Angle point 8

Set an iron post, 30 ins. long, 2½ ins. diam., flush with the surface of asphalt landing mat, with brass cap mkd.



from which

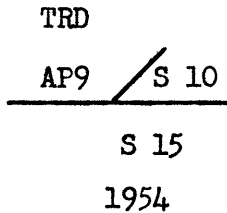
The center line of runway 3-21 bears S. 45° 51' E., 11.364 chs. dist.

S. 44° 09' W., parallel with runway 3-21.

22.403

Angle point 9, on the line bet. secs. 10 and 15.

Set an iron post, 30 ins. long, 2½ ins. diam., 28 ins. in the ground, with brass cap mkd.



from which

The ¼ sec. cor. of secs. 10 and 15, bears N. 89° 58' E., 8.214 chs. dist.

S. 89° 58' W., on line bet. secs. 10 and 15.

11.903

The W. 1/16 sec. cor. of secs. 10 and 15, being angle point 1 of Tract D and point of beginning.

The area of Tract D is 154.859 acres.

4-690
(Feb., 1950)

10 119
BOOK 4446

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

FIELD ASSISTANTS

NAMES	CAPACITY
Kenneth D. Witt	Chainman
A. D. Griffin	Chainman
Jacob Cook	Cornerman

CERTIFICATE OF CADASTRAL ENGINEER

I, Vern E. Lane, HEREBY CERTIFY upon honor that, in pursuance of special instructions bearing date of the 3rd day of November, 1954, I have surveyed a portion of the subdivisional lines of Township 9 South, Range 23 West, and surveyed a portion of the subdivision and Tract D, section 10, Township 9 South, Range 23 West, and Tracts B and C, section 11, Township 9 South, Range 23 West, of the Gila and Salt River

of the Meridian, in the State of Arizona, which are represented in the foregoing field notes as having been executed by me and under my direction; and that said survey has been made in strict conformity with said instructions, the Manual of Instructions for the Survey of the Public Lands of the United States, and in the specific manner described in the foregoing field notes.

Salt Lake City, Utah

December 28, 1954

Vern E. Lane
Vern E. Lane
Cartographic Survey Aid

CERTIFICATE OF APPROVAL

BUREAU OF LAND MANAGEMENT,

Washington, D. C., MAY 17 1955, 19

The foregoing field notes of the survey of tracts B, C, and D, a portion of the subdivisional lines, and the resurvey of a portion of the subdivisional lines, in secs. 10 and 11, T. 9 S., R. 23 W., G. and S. R. M., Arizona.

executed by Vern E. Lane, Cartographic Survey Aid

having been critically examined and found correct, are hereby approved.

Carl G. Harrington
Chief, Division of Cadastral Engineering
Cadastral Engineering Staff Officer

CERTIFICATE OF TRANSCRIPT

I CERTIFY that the foregoing transcript of the field notes of the above described surveys in is a true copy of the original field notes.

Chief, Division of Cadastral Engineering