

G. S. ABBOTT

LICENSED LAND SURVEYOR

23 BOHEMIAN ROAD
CAMP MEEKER, CALIFORNIA

October 1, 1963.

REPORT ON SURVEYS IN THE RIO NIDO ARES, EAGLES NEST, ETC.

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C-132; Lot 31, Div 3, Eagles Nest. Located lines of Lot 31. from available information in vicinity and set monuments at four corners, and advised the property owner and Real Estate Broker as to encroachment on lot 30. No information as what done to rectify. March 2, 1946.
- C-236; Lot 13, Div. Div 1, Map 2; Eagles Nest. Found some stakes, and one at SW corner of lot. from data available set lot corners. See B 314 for location of Cabins, encroachments in 1945.
- C-237; Lot 66, Div 1, Eagles Nest. One of the few who had lot staked before building.
- C-238; Lots 61 & 62; Div.1, Eagles Nest. Lot corners monumented as shown.
- C-240; Herrick Parcel, Staked as shown on Plat of Survey. Owners advised that they and other owners with property between the road and the Russian river should jointly act to have the road, the abandoned N W P Right of Way, Monumented, and then jointly act to define their property lines.
- C-241. Map 1, Div 6 & Map 6, Div 6, Eagles Nest. Found enough monuments to locate the client's parcel.
- C-257; The Totunda, Eagles Nest. Found enough stakes to be able to monument the lines of Lots 8 & 9.
- Sec Cor. 29, 28, 21 & 20, T 8 N, R 10W, M D B & M. Found Monument and made Tie to parcel for Legal Description.
- C 373, Lot 116 Map 5, Eagles Nest. Survey for B L Straus. As shown on Plat.
- C-462; Lots 3 to 7, Div 1, Map 2, Eagles nest; In this survey, found that Fence between Lots 6 & 7 was not on line.
- C-495. Lots 13 to 16, Div 1, Map 2. Eagles Nest. See note on Plat, made at time of Survey.
- B-361 & B-62 Lot 51, Map 6, Eagles Nest. This will give you an idea of how near you can use map distances,
- B-300; You Can compare with recorded map of Map 5 and Map 1, Div 5, and see how they compare for distance and bearing.
- The original Lot Corners Were All about 2" x 3" stakes, painted white, Where Iron Pins or Iron pipes are noted, they are those set by others than the original surveyor.

See next following sheet.

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Sheet 2.

Mr Quinlan.

Am unable to locate prints of the different maps of the Eagles Nest (Rio Nido) Subdivisions, which must have loaned to some one working in that area,

As you will note, all bearings on the original maps were based on readings of the magnetic needle. to the nearest $\frac{1}{4}^{\circ}$. In retracing lines have, in this area, in most cases used bearings based on an observation of polaris, especially along the Russian River and the Canon Seven Area; in other surveys used Solar observations, and in others used the bearings given for that particular lot on the Recorded Map.

Have found that, as a general thing, can get best results by finding the original stakes at the rear of the lots; the ones on the road lines are generally destroyed at this late date, From those found can generally get a check on the angles between the courses, and determine the approximate basis of bearings to be used. From there on, it may be necessary to retrace the lines of lots on the opposite side of the road ,if any. As to fence lines and fence corners; The old fences were probably built while the lot stakes were in existence, and are the best evidences next to Lot Stakes, in determining lines.

Not only were the bearings based on readings of the magnetic needle, but it was common practice to set over every second instrument point, and read the bearings of both the forward and the back course, as well as the side lines, from that instrument point, It is doubtful if the transit in use at that time had a vertical arc, so had to break chain when over six feet difference in elevation so here was a chance of error. It is also probable that no system of coordinates was used, and unless a gross error was made, it was not detected in platting.

My experience has been. on surveys on the Russian River Subdivisions, that it is necessary to make ties to points on both sides of the area in question, and check for old points , stakes or fence corners, and try to determine where error in bearings or distance occurred in the Recorded Map.

It seems to me that it is foolish to try and retrace and re-set any point, until a search has been made for all points in the vicinity, and getting a picture of how the original work was done.

I have had over Sixty years experience in the field, from Stadia work to First Order work, with a probable error of 1 in 400 to 1 in 1,000,000. and in responsible charge of work in the field, under all climatic conditions; California, Alaska, Philippines, Siberia, from fifty below in Alaska and Vladivostok to 126 above in the Salgon Sea Area.

Yours truly

George S Abbott
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