

SURVEY OF THREE ISLANDS IN SECTION 16,
T. 19 N., R. 19 E., M.D.M., NEVADA.

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The survey of three Islands in the Truckee River, designated as lots 10, 11 and 12, Sec. 16, T. 19 N., R. 19 E., M.D.M., Nevada was executed with Gurley solar transit No. 461267 constructed in accordance with the standard specifications of the Bureau of Land Management. The horizontal circle has two double verniers reading to single minutes and the vertical circle has one double vernier reading to single minutes. The instrument was in good condition and, having been placed in satisfactory adjustment prior to beginning the survey, was tested and found free from appreciable error.

Measurements were made with a narrow steel tape 5 chs. in length graduated every link for the first 100 lks. and the balance at intervals of 10 lks. The tape was tested by comparison with a 1 chain standard steel tape and found correct. The measurements were made on the slope and the vertical angle of each interval was determined with the transit. The horizontal equivalents are entered in the field notes.

The geographic position of the corner of secs. 9, 10, 15 and 16, T. 19 N., R. 19 E. by calculation from the azimuth station of the Public Survey Office, Reno, Nevada, is latitude $39^{\circ} 31\frac{1}{4}'$ N. and longitude $119^{\circ} 50\frac{1}{2}'$ W.

Sept. 29, 1949, at the corner of secs. 9, 10, 15 and 16 at 8h 20m a.m. P.S.T. I make an altitude observation of the sun, making 4 sights each with the telescope in direct and reversed positions, setting on the sun's center. Horizontal angles are measured to a point 4.385 chs. dist. in a southwesterly direction.

Mean vertical angle $25^{\circ} 50'$
Mean horizontal angle $124^{\circ} 12'$
Reduced bearing of point S. $61^{\circ} 37'$ W.

The azimuth of all lines was determined by the method of deflection angles and verified by two additional solar observations during the survey.

Chains

Beginning at the corner of secs. 9, 10, 15 and 16, which is marked by an iron pin $\frac{1}{2}$ in. diam. set in a concrete cylinder, 9 ins. diam., the top of which is 4 ins. below the surface of an unimproved road. This point appears to have been generally accepted for many years and is accepted as the best available evidence of the section corner. The road, an extension of West 2nd Street, Reno, extends N. $64^{\circ} 51'$ E. and S. $64^{\circ} 51'$ W. approximately 2 chs. to end. The corner is 0.20 chs. N. $25^{\circ} 09'$ W. of a pole line along the S. side of road and is 3.14 chs. and 3.335 chs. S. $25^{\circ} 09'$ E. of the center line of the two railroad tracks of the Southern Pacific which extend N. $64^{\circ} 51'$ E. and S. $64^{\circ} 51'$ W. approximately 5.90 chs. to curve.

Thence

S. $61^{\circ} 37'$ W.

4.385

to A. P.

Thence

S. $22^{\circ} 36'$ W.

6.195

The NW. bank of island at ordinary high water elevation.

Point for the auxiliary meander corner of the island designated Lot 11.

Set an iron post, 3 ft. long, 1 in. diam., 27 ins. in the ground, with brass cap mkd.

AMC
T19N R19E
S 16
LOT 11

1949