

**MONUMENTS - N.J. SHORES**

K1 is a concrete monument set by the Standard Oil Co. on the Nly. side of the property at Constable Hook, N.J.

JF1 is a U.S.H.L. type monument set by the Ely curb of the Bay Avenue, Bayonne, at 2407.5 ft. Nly. from the Nly. curb of E. 2nd St. S. 15° 30' 00" E. from the granite monument at 566.26 ft. from the center line of C.R.R. at 33rd St. S. 33° 00' 00" E. from the ballerhouse at Ely end of lumber mill, E. 32nd St. is 5° 3' 18" 40" E. 225.54 ft., the Sly corner of concrete pier at Sly corner of Ely stairway is 10° 00' 00" E. 143.35 ft. from the Sly corner of the brick power house at 143.35 ft. and the Ely corner of the waiting room on the E side of tracks 18 N. 22° 10' W. 178.01 ft.

JF2 is a type B monument set 6' below surface at Ely end of Greenville Terminal yard of Penn RR. JF2 is 77.65 ft. from the S side bulkhead and 65.25 ft. from the face of the front bulkhead. JF2 is 11.5 ft. from the Ely corner of the bulkhead, parallel to the side bulkhead and 218.4 ft. Ely. from a water pipe outlet between the tracks. JF3 is near the brick power house at 88.23 ft. from the face of bulkhead.

JF4 is a type B monument set in the high level center of the Greenville and Little Ferry tracks, 100 ft. from the bulkhead and 600 ft. Ely. from Morris Canal crossing and 144.3 ft. Nly. from switchmans shanty. It is center is 15.35 ft. Sly. from gauge of near end of track and 100 ft. from the 90 degree point of switch on track north and S 55° 21' W. 54.95 ft. Ely.

JF5 is a plug set near the Ely corner of a high concrete platform, on the inside of Ely side of the waiting room, 25 ft. from inside corner of parapet wall, 255 ft. Sly. and 25 ft. S.Wly. respectively from its inside face, 410 ft. Sly. and 266.7 ft. Nly. from Ely stairs on each side, respectively, and on each side of twin stairs from each side of platform, 10 ft. lower level.

26. AZIMUTHS FROM MONUMENTS - N.J.		
DISTANT OBJECT OBSERVED	FROM MON.	AZIMUTH
Flag pole, southeast corner of tower, Curtis High School, St. George, S.I.	J.F.2	5° 56' 15"
	J.F.4	35° 30' 30"
	K1	263° 50' 10"
Center of Robbins Reef Lighthouse	J.F.1	23° 04' 10"
	J.F.2	33° 51' 40"
	J.F.6	10° 14' 05"
Sly tail chimney, Orford Copper Works	J.F.7	16° 14' 41"
	J.F.1	33° 30' 34" 50"
	J.F.2	27° 52' 15"
Brick chimney, American Radiator Co. E. 47th St. Bayonne, N.J.	J.F.4	51° 22' 10"
	J.F.5	11° 10' 40"
	J.F.7	44° 30' 15"
Steel Stack, Powerhouse of Penn.R.R. at E. end of Greenville yard Jersey City	K1	163° 04' 54"
	J.F.1	212° 57' 50"
	J.F.2	180° 31' 10"
Steel Stack, Powerhouse of Penn.R.R. at E. end of Greenville yard Jersey City	J.F.4	54° 23' 05"
	J.F.7	16° 25' 45"
	K1	207° 14' 10"
Torch, Statue of Liberty, Beddies Island	J.F.1	35° 42' 41" 50"
	J.F.2	63° 16' 50"
	K1	276° 01' 45"
Torch, Statue of Liberty, Beddies Island	J.F.4	248° 19' 20"
	J.F.1	241° 43' 50"
	J.F.2	287° 05' 10"
Clock Tower, C.R.R. at N.J. Ferry Terminal	J.F.6	231° 45' 50"
	J.F.8	23° 35' 40"
	J.F.2	253° 28' 12"
Flagpole, Singer Bldg tower, N.Y. City	J.F.4	203° 28' 12"
	J.F.4	247° 35' 55"
	J.F.5	251° 50' 50"
Flagpole, Metropolitan Life Building	J.F.1	231° 45' 50"
	J.F.8	22° 23' 20"

To accompany reports to the Chief of Engineers, U.S.A., dated New York, N.Y., July 29, 1915, and indorsements therein.

The New York Harbor Line Board recommends that this map be adopted for the purpose of describing the pierhead and bulkhead line, and the inside and outside maps of harbor lines previously approved by the Secretary of War for the localities shown hereon.

The pierhead line on the northeast shore of Staten Island is identical with those approved by the Secretary of War, Sept. 5, 1913.

The pierhead line between Constable Point and Robbins Key Light, has been changed by the Board of Engineers, New York, from the position adopted July 13, 1914. Otherwise the harbor lines shown herein conform closely to those previously approved by the Secretary of War except that the curved portion of the pierhead line between the bulkhead line and the bulkhead line was approved May 24, 1900, the pierhead line, August 19, 1919, and Ellis Island on dates indicated in note hereon.

The separate bulkhead line is shown thus:

combined pierhead and bulkhead line is solid line.

The bulkhead line defined by the bulkhead line is indicated by the pierhead line, the limit to which open piled piers may built.

UPPER BAY NEW YORK HARBOR  
CLIFTON, S. I. TO HUDSON RIVER  
including the  
NORTHEAST SHORE OF STATEN ISLAND, N. Y.  
JERSEY FLATS AND ELLIS ISLAND, N. J.  
prepared by the  
NEW YORK HARBOR LINE BOARD

Approved to supersede all maps of harbor lines  
previously approved for the localities shown hereon.

*Henry H. Richmond*  
Asst. Secretary of War

The combined pierhead and bulkhead line for Ellis Island shown hereon results from successive modifications. Original pierhead and bulkhead lines were approved by the Secretary of War July 8, 1890, and modifications: July 20 and Oct. 30, 1896; Aug. 1 and Sept. 14, 1897; July 1, 1901; Sept. 12, 1905 and Feb. 7, 1911.