REVISED MAP OF
PIERHEAD AND BULKHEAD LINES
FOR BOTH SHORES OF
ARTHUR KILL OR STATEN ISLAND SOUND
FROM RAHWAY RIVER TO NEWARK BAY
as recommended by the
NEW YORK HARBOR LINE BOARD
APRIL, 1911.

Scale 1:5000

NOTE.

The map is based upon U.S. Engineer Dept. maps and surveys, supplemented by such additional data from the Topographical Bureau of the Borough of Richmond and the Dept. of Docks and Ferries, New York City, and from the Riparian Commissioners' New Jersey.

Coordinates for points given hereon are in feet, taken as the rectangular system as assumed for the Borough of Richmond by the Topographical Bureau, which refers to axes parallel and perpendicular to the true meridian passing through U.S.C.& G. Sta. Bogart on East Hill, S.I. The coordinates of which were found as 29,350 ft. south and 19,250 ft. west in said system.

Coordinates for the positions of the original stations of the base line system from which the harbor lines were referred, not replaced by monuments, were computed and are as follows:

Sta. 1 ... 10,071.94 S., 47,165.61 W., Sta. XXVII., 6575, at S. 76 19'.5 W.
Sta. XXVIII., 2395.78 S., 38,865.82 W.

The chimneys referred to in the assessment descriptions are all of brick and each of the most prominent in the immediate vicinity.

New York Harbor Line Board May 23rd, 1910.
Forwarded to the Chief of Engineers with 4th Indorsement on letter dated March 26th, U.S. 800.92 (142.) for approval.
The modifications made herein consist of a revision of the lines for finishing the pierhead and bulkhead line in the immediate vicinity of the City of Elizabeth.
This modification of lines was made necessary on account of the elimination of some of the fixed piers as shown on the plan and does not change the pierhead and bulkhead line.
For the Board:
Thos. H. Handbury
Brig. General, U.S.Army

WAR DEPARTMENT
Office of the Chief of Engineers,
Washington, June 27, 1911.

The changes recommended by the New York Harbor Line Board in letter dated March 2, 1911, modifying lines for docking The Terrace Piers in front of the City of Elizabeth on both sides of Arthur Kill between Elizabeth River and Morses Creek (involving no changes in the piers of the harbor lines), are hereby approved. These changes consist of the establishment of the head reference points for the "New Bridge" pierhead line at intersection of Division and Third Streets, Elizabeth Point, Staten Island, with the measure of U.S. Mon. "B.A." and N.1°-0'-0" E. Bay Mon. "A" and the showing of distances from the middle of streets, instead of from the bridge, on South Front and Bayway Streets.

W. M. Black
Major General,
Chief of Engineers.

Forwarded to the Chief of Engineers, U.S.A., with report dated New York City, April 4, 1911.
The pierhead and bulkhead lines which the New York Harbor Line Board recommends for adoption are shown and described hereon, and in general follow closely the lines now in force, substituting straight lines for former irregularities and making other minor changes considered necessary or desirable.
The bulkhead line defines the limit for solid filling; the pierhead line defines the limit to which open pile structures may be built.
Henry Burgess
Colonel, Corps of Engineers, U.S.A.
W. M. Black
Colonel, Corps of Engineers, U.S.A.
A. M. Kenaston
Colonel, Corps of Engineers, U.S.A.

WAR DEPARTMENT
Sept. 28, 1911.
Approved, to supersede all maps of harbor lines previously approved in the localities shown hereon.
Robert Shaw Oliver
Acting Secretary of War.

CABINET A
DRAWER 18
FOLDER NO. 8A
SHEET NO. 1 OF 1 SHEETS

8A