WAR DEPARTMENT.

CORPS OF ENGINEERS, U.S.ARMY.

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 1/2000.

NOTE:

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

Coördinates for points given hereon are in feet, taken in the rectangular system established 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. Obs. Bogart on Todt Hill, S.I., the coördinates of which were taken as 20350 ft south and 30150 ft west in said system.

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

Sta. XIII, 31,017.96 S., 42048.81 W., Sta. XXVII, 6578.41 S. 38183.10 W.;
Sta. XXVIII, 5345.82 S., 34265.01 W.

The stations referred to in the monument descriptions are all of brick and each is the most prominent in its immediate vicinity.

WAR DEPARTMENT.
Office of the Chief of Engineers,
Washington, June 27, 1913.

The changes recommended by the New York Harbor Line Board in letter dated March 1, 1913, of lines to be established for the harbor lines in front of the City of Elizabeth on both sides of Arthur Kill between Elizabeth River and Morse Creek (involving no changes in portions of the harbor lines), are hereby approved. These changes consist in the establishment of the new reference points, on Pilots New Yorker monument of intersection of the bayway and South Front Street, Elizabeth, N.J., and on the axis of Division Street, Elizabeth, N.J., Dep. Hdqrs. 48" and the shown distances from the middle line of streets, marked on the Sides, on South Front and Bayway Streets.

M. M. Patrick
Major Sumerall,
Corps 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.

Army Russell
Colonel, Corps of Engineers, U.S.A.

M. M. Patrick
Colonel, Corps of Engineers, U.S.A.

Wm. Rivers
Colonel, Corps of Engineers, U.S.A.

WAR DEPARTMENT
Sept. 28, 1911.

Approved, to supersede all maps of harbor lines previously approved in the locality shown hereon.

Robert Shaw Oliver
Acting Secretary of War.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON
Sept. 27, 1911.

I recommend that the modification of the pierhead and bulkhead lines west of Elizabeth River shown from [illegible] and the changes in descriptive data shown by interlineations and additions as explained in items 1 and 4, in the City of Elizabeth, and in the vicinity of Howland Hook, Staten Island, be established for the Secretary of War by the approval hereon, subject to the provisions of Section 17 of the River and Harbor Act approved March 3, 1899.

Edgar Jadwin
Major, Corps of Engineers, U.S.Army.
Engineer Member of Board.

WAR DEPARTMENT
Sept. 28, 1911.
Approved,
Robert Shaw Oliver
Acting Secretary of War.

New York Harbor Line Board May 29th, 1913.

Forwarded to the Chief of Engineers with the recommendation of the Board that the pierhead and bulkhead lines in the immediate vicinity of the City of Elizabeth.

This modification of lines was made [illegible] on account of the alteration of some of the [illegible] and in other [illegible] does not change the pierhead and bulkhead line.

For the Board.
Wm. M. Patrick
Brig. General, U.S.Army.

NOTE. (1906)

Bearings and coördinates have been eliminated from the descriptions of the harbor lines for the waterfront of the City of Elizabeth and the references to street lines are to present day locations.

NOTE. (1906)

New surveys and establishment of triangulation in 1910 and 1912, conducted by the Topographical Bureau in the vicinity of Howland Hook, Staten Island, and by the U.S.C.&G.S. in Newark Bay and Connection map, between Sta. 1 and Sta. 11 triangulation and the monuments of the Richmond Borough Topographical Survey on Howland Terrace, within coördinate connection with the Bureau's system as shown hereon. The Order Letter from the Secretary of War to the Chief of Engineers Bureau of the Harbor Hearing, the above monuments which were used as references in the harbor limits for the south shore of Newark Bay as now approved June 27, 1911. To agree with the lines and maintained the relation between the harbor lines and reference monuments, descriptions of the harbor lines in the vicinity have been corrected. [illegible]

NOTE. (1906)

The point of individual with a marginal point [illegible] as U.S.C.&G.S. [illegible] on map of Harbor Lines for Newark Bay approved June 27, 1911.

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