

MODIFIED PIER LINES
for the southerly shore of
SANDY HOOK BAY
at the entrance to
SHOAL HARBOR AND COMPTON CREEK, N.J.

NOVEMBER, 1909

Scale 7/640

ADDED HEREIN
MODIFIED BULKHEAD LINES
FEBRUARY, 1910

NEW YORK HARBOUR LINE BOARD
A summary report to the Chief of Engineers, U.S.A.,
dated New York, N.Y., November 3, 1909.

The modified pier lines which the New York Harbour Line Board recommended for installation are shown by ————
The Bulkhead Line defines the limit for solid filling; the Pierhead Line the limit to which open piled structures may be built.

Wm. H. Russell
Colonel, Corps of Engineers, U.S.A.

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Returned to the Chief of Engineers, Feb. 17, 1910.

The modified bulkhead lines which the New York Harbour Line Board recommended for installation are described herein and shown by ————

For the Board

Wm. H. Russell
Colonel, Corps of Engineers, U.S.A.

Navy Department.

Approved: _____ 1910.

Secretary of War.

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Note:
The boundaries shown hereon are from the survey of 1897.
The following elevations were observed from Sta. 100
from the "Mainland" to Sandy Hook:
- Corner L - 521' 11.50"
- Main Dock - 521' 11.50"
- Old Orchard Shoal (S.W. Bank) - 227' 11.50"

DESCRIPTION

The modification recommended includes the establishment of pier lines parallel to the axis of the dredged channel and 150 feet therefrom on each side from the pierhead line to the bulkhead line as approved by the Secretary of War March 5, 1897, and the extension of the portions of the line approved in 1897 included between said parallel lines so as to secure a waterway extending from the pierhead to the bulkhead line 300 feet wide. Said axis of channel to which the proposed lines are referred is described as making an angle of 27° 44' with the base line of the survey for improvement, taken at a point 252 feet west from Station Road-6. The initial point of said base line and angle being turned clockwise from the westerly prolongation of said base.

The modified bulkhead lines west and east of the channel begin in the terminal points in the above-described pier lines, on the west continuing southerly in prolongation of the modified pier line 920 feet to a point at or near the east corner of Wall's dock, 445 feet at right angles from the above-mentioned base line, thence southeasterly in a straight line to a point at or near the east corner of "Steamboat Dock" at the mouth of Compton Creek, said point being 130 feet at right angles from said base line prolonged easterly the full distance said "Steam Road" on the east, continuing southerly 810 feet in a straight line to a point 800 feet from said point in the west line near Wall's Dock in a line at right angles to the above mentioned axis, thence southeasterly in a straight line to a point 120 feet at right angles from the opposite bulkhead line at its terminal point.