



No. B 21 is a concrete property monument set at the city corner of Bayview Ave. and Pt Comfort Beach Way, Bayside.

No. B 22 is a stone pile monument set at city corner of U.S. Light House Reservation, Pt Comfort, Bayside.

NOTE

This map is based upon surveys by the U. S. Engineer District, 13th with completion of base line and true orthogonals on 10/10/10. Check end of records and recheck for vertical control.

Soundings refer to the plane of mean low water.

The quality of 4/6 depth (in fathoms) is 1/16 fath.

18. 1. (18) 1. The monuments were set in 1834 and 1836, and are brass reference plugs set in masonry or in centers of concrete monuments. No. B 17, No. B 22 and S.H. 2 were set in 1832 to transfer base monuments and form a secondary original concrete monument, centered by a small iron pipe, with the letters "U. S. Engineer" on the center.

Coordinates of points and bearings of lines were referred to the center of the rectangular system used by U.S. Borough of Richmond, New York City, with true perpendicular bearings to the true meridian at Greenwich, U. S. G. S. Station Began on Fort Hill, Staten Island and with its origin center in that the coordinates of "Old Began's are South 89° 54', East 101° 6'.



NOTE

The harbor lines shown and described herein conform closely to the harbor lines previously approved by the Secretary of War, except that original maritime corner lines have been replaced by straight lines.

The separate bulkhead line is shown thus: - - - - -

Combined pierhead and bulkhead line: - - - - -

The bulkhead line defines the limits for mooring along the pierhead line, the limits within which moored structures may be built.

The harbor lines for the territory covered by this map were originally approved by the Secretary of War, March 5, 1832, and were modified to form the entrance to Shoal Harbor and Combes Creek as shown hereon, under approval dated March 1, 1910.

WAR DEPARTMENT
Office of the Chief of Engineers
Washington, June 16, 1910

The Pierhead and Bulkhead line on the authority of the entrance to Combes Creek of Shoal Harbor is modified by shortening the length of the line which had the bearing N. 10° 15' 30" W. from 418.32 feet to 200.37 feet as indicated on this sketch, to the left. To agree with the map of the pierhead and bulkhead lines of Combes Creek (C-7) approved by the Secretary of War.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, June 16, 1910

APPROVAL OF THE PIERHEAD AND BULKHEAD LINES AS SHOWN AND DESCRIBED HEREON, IS RESPECTFULLY TO SUPERSEDE ALL SUCH LINES PREVIOUSLY APPROVED FOR THIS LOCALITY.

ROBERT N. SHANK
CHIEF OF ENGINEERS

WAR DEPARTMENT
APPROVED
JAMES M. SMITH
CHIEF OF ENGINEERS

PIERHEAD AND BULKHEAD LINES
for the South Branch of
RARITAN AND SANDY HOOK BAYS, N. J.
CHERRY SQUARE CREEK TO HIGHLANDS BRIDGE

NO. 100-10000 SHEET NO. 2 BEAK 10000
SCALE 1" = 100 FEET
DATE OF THE NEW YORK STATE LAND BOARD, RESOLVED BY 1910
Approved and authorized with record of the above Act.

Charles H. H. H.
File No. 100-10000

Chief of Engineers
Chief of Engineers
Chief of Engineers

WAR DEPARTMENT
June 16, 1910
Approved: _____
Secretary of War

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