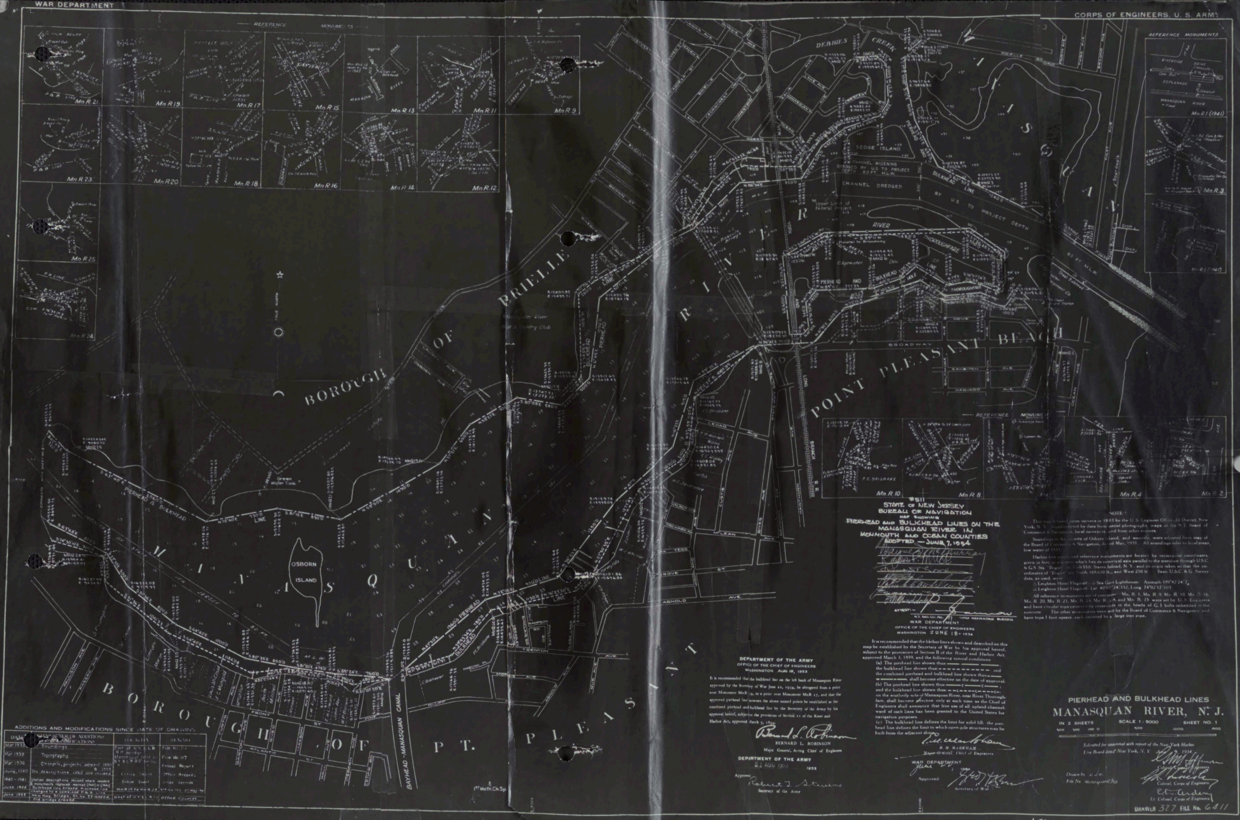
WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY


REFERENCE MONUMENTS
Mn R 21
Mn R 19
Mn R 17
Mn R 15
Mn R 13
Mn R 11
Mn R 9
Mn R 23
Mn R 20
Mn R 18
Mn R 16
Mn R 14
Mn R 12
Mn R 25
Mn R 24
Mn R 1 (1941)
Mn R 3
Mn R 5 (1941)
Mn R 10
Mn R 8
Mn R 4
Mn R 2
DEBBIES CREEK
SEDGE ISLAND
CHANNEL WIDENING DREDGED BY U.S. TO PROJECT DEPTH 80 FT. M.L.W.
CHANNEL DREDGED BY U.S. TO PROJECT DEPTH
BULKHEAD LINE
RIVER THOROUGHFARE
PIERHEAD AND BULKHEAD LINE
BROADWAY
BOROUGH OF BRIELLE
Manasquan River Golf & Country Club
BOROUGH OF POINT PLEASANT BEACH
MANASQUAN RIVER
OSBORN ISLAND
Green Water Tank
PIERHEAD & BULKHEAD LINE
BAYHEAD-MANASQUAN CANAL
BOROUGH OF PT. PLEASANT
TRUE NORTH
P.C. BRISBANE

#511
STATE OF NEW JERSEY
BUREAU OF NAVIGATION
MAP SHOWING
PIERHEAD AND BULKHEAD LINES ON THE
MANASQUAN RIVER IN
MONMOUTH AND OCEAN COUNTIES
ADOPTED — JUNE 7, 1934

ATTEST:—
N.J. ENG. LIC. NO. 77 CHIEF NAVIGATION BUREAU

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON JUNE 18 - 1934

It is recommended that the harbor lines shown and described on this map be established by the Secretary of War by his approval hereof, subject to the provisions of Section II of the River and Harbor Act, approved March 3, 1899, and the following special conditions:

(a) The pierhead line shown thus: — — — ; the bulkhead line shown thus: - - - - - - - - - - - - and the combined pierhead and bulkhead line shown thus: -—-—-—, shall become effective on the date of approval.

(b) The pierhead line shown thus: ——c——c—— ; and the bulkhead line shown thus: - -c- - - -c- - - -c- ; on the southerly side of Manasquan River, near River Thoroughfare, shall become effective only at such time as the Chief of Engineers shall announce that free use of all upland channelward of such lines has been granted to the United States for navigation purposes.

(c) The bulkhead line defines the limit for solid fill; the pierhead line defines the limit to which open-pile structures may be built from the adjacent shore.

E. M. Markham
E. M. MARKHAM
Major General, Chief of Engineers

WAR DEPARTMENT
June 22, 1934
Approved
Secretary of War

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON AUG 18, 1953

It is recommended that the bulkhead line on the left bank of Manasquan River approved by the Secretary of War June 22, 1934, be abrogated from a point near Monument MnR 19, to a point near Monument MnR 17, and that the approved pierhead line between the above named points be established as the combined pierhead and bulkhead line by the Secretary of the Army by his approval hereof, subject to the provisions of Section 11 of the River and Harbor Act, approved March 3, 1899.

Bernard L. Robinson
BERNARD L. ROBINSON
Major General, Acting Chief of Engineers

DEPARTMENT OF THE ARMY
21 AUG 1953 1953
Approved
Robert T. Stevens
Secretary of the Army

NOTE

This map is based upon surveys in 1933 by the U. S. Engineer Office, 2d District, New York, N. Y., supplemented by data from aerial photographs, maps of the N. J. Board of Commerce & Navigation, local surveyors, and from other sources.

Soundings in the vicinity of Osborn Island, and westerly, were adjusted from map of the Board of Commerce & Navigation, dated May, 1931. All soundings refer to local mean low water of 1933.

Harbor line points and reference monuments are located by rectangular coordinates, given in feet, in a system which has its principal axis parallel to the meridian through U.S.C. & G.S. Sta. "Bogart" on Todt Hill, Staten Island, N. Y., and its origin taken so that the coordinates of "Bogart" are North 169,650 ft., and West 250 ft. Basic U.S.C. & G. Survey data, as used, were:

△ Leighton Hotel Flagstaff - △ Sea Girt Lighthouse: Azimuth 189°42′24.″7
△ Leighton Hotel Flagstaff: Lat. 40°05′24.″152, Long. 74°02′17.″603

All reference monuments are of concrete. Mn. R. 1, Mn. R. 9, Mn. R. 10, Mn. R. 16, Mn. R. 20, Mn. R. 21, Mn. R. 23, Mn. R. 24, and Mn. R. 25 were set by U. S. Engineers and have circular tops centered by cross-cuts in the heads of G. I. bolts imbedded in the concrete. The other monuments were set by the Board of Commerce & Navigation and have tops 1 foot square, each centered by a large iron pipe.

PIERHEAD AND BULKHEAD LINES
MANASQUAN RIVER, N. J.

IN 2 SHEETS
SCALE 1 : 5000
SHEET NO. 1

500 300 100 0 500 1000 1500

Submitted for approval with report of the New York Harbor Line Board dated New York, N. Y. June 9, 1934

Colonel, Corps of Engineers.
Colonel, Corps of Engineers.
E. G. Arden
Lt. Colonel, Corps of Engineers.

Drawn by [illegible]
File No. Manasquan [illegible]

DRAWER 327 FILE No. 6411

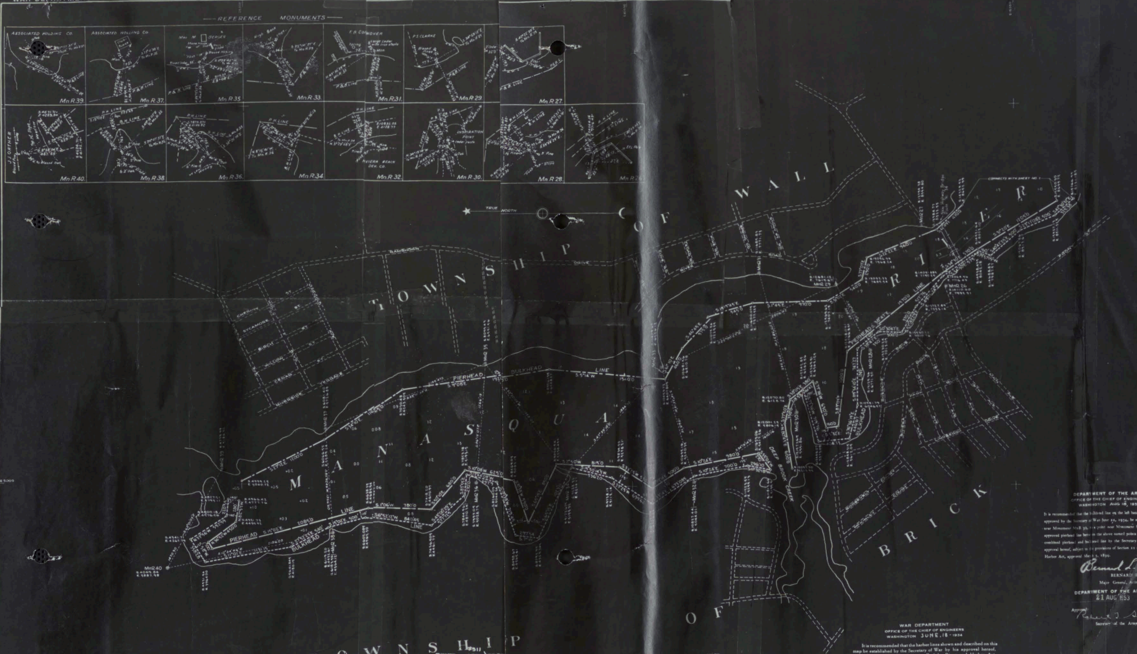
ADDITIONS AND MODIFICATIONS SINCE DATE OF DRAWING

DATE	CHARACTER OF ADDITIONS OR MODIFICATIONS	LOCALITY	REMARKS
Mar 1939	Soundings	East of N.Y. & L.B. R.R. bridge	File No [illegible]
Mar 1939	Topography	Manasquan Inlet to N.Y. & L.B. R.R. bridge	File No 117
Mar 1936	Channels, projects adopted 1930 & 1935	"	Annual Report
June, 1940	Sta. descriptions chk'd and revised	Entire Sheet	Office Records
1940 - 1941	Station descriptions revised where needed & monuments replaced: marked (1940) or (1941)	Entire Sheet	Office Records
June 1953	Bulkhead line erased. Pierhead line changed to a combined P & B Line	MnR 17 to MnR 25	[illegible] 22 May [illegible]
June 1955	New Hwy. Bridge, Rt. No. 35 added, Old bridge erased	west of N.Y. & L.B. R.R.	Office Records

A-32-120
Sheet #1 of 2 sheets

WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY


REFERENCE MONUMENTS
ASSOCIATED HOLDING CO.
ASSOCIATED HOLDING CO.
F. B. CONOVER
P. S. CLARKE
J. J. GATHER
INSPIRATION POINT
RIVIERA BEACH DEV. CO.
Mn.R.39
Mn.R.37
Mn.R.35
Mn.R.33
Mn.R.31
Mn.R.29
Mn.R.27
Mn.R.40
Mn.R.38
Mn.R.36
Mn.R.34
Mn.R.32
Mn.R.30
Mn.R.28
Mn.R.26
TRUE NORTH
TOWNSHIP OF WALL
MANASQUAN RIVER
TOWNSHIP OF BRICK
PIERHEAD
BULKHEAD
LINE
PIERHEAD LINE
BULKHEAD LINE
DEEP BROOK CREEK
RIVERSIDE
CEDAR
WILSON
BIRCH
SYCAMORE
CHESTNUT
DRIVE
CONNECTS WITH SHEET NO. 1
Mn.R.40

NOTE

This map is based upon surveys in 1933 by the U. S. Engineer Office, 2d District, New York, N. Y., supplemented by data from aerial photographs, and from maps of the N. J. Board of Commerce & Navigation.

Soundings were adjusted from map of the Board of Commerce & Navigation and refer approximately to local mean low water.

Harbor line points and reference monuments are locatec by rectangular coordinates, given in feet, in a system which has its principal axis parallel to the meridian through U.S.C. & G.S. Sta. "Bogart" on Todt Hill, Staten Island, N. Y., and its origin taken so that the coordinates of "Bogart" are North 169,650 ft., and West 250 ft. Basic U.S.C. & G. Survey data, as used, were:

△ Leighton Hotel Flagstaff - △ Sea Girt Lighthouse: Azimuth 189°42'24".7

△ Leighton Hotel Flagstaff: Lat. 40°05'24".152, Long. 74°02'17".603

Reference monuments, set by U. S. Engineers, are of drain tile and concrete with circular tops, each centered by a cross-cut in the head of a G. I. bolt imbedded in the concrete.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON JUNE, 18 - 1934

It is recommended that the harbor lines shown and described on this map be established by the Secretary of War by his approval hereof, subject to the provisions of Section 11 of the River and Harbor Act, approved March 3, 1899.

The pierhead line is shown thus: ——— ————— —————; the bulkhead line thus: — — — — — — — — — — — —; and the combined pierhead and bulkhead line thus: ———— — ———— — ———— —

The bulkhead line defines the limit for solid fill; the pierhead line defines the limit to which open-pile structures may be built from the adjacent shore.

E. M. Markham
E. M. MARKHAM
Major General, Chief of Engineers.

WAR DEPARTMENT
June 22, 1934

Approved: Geo. H. Dern
Secretary of War

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON AUG 18, 1953

It is recommended that the bulkhead line on the left bank of Manasquan River approved by the Secretary of War June 22, 1934, be abrogated from a point near Monument MnR 39, to a point near Monument MnR 27, and that the approved pierhead line between the above named points be established as the combined pierhead and bulkhead line by the Secretary of the Army by his approval hereof, subject to the provisions of Section 11 of the River and Harbor Act, approved March 3, 1899.

Bernard L. Robinson
BERNARD L. ROBINSON
Major General, Acting Chief of Engineers

DEPARTMENT OF THE ARMY
21 AUG 1953 1953

Approved: Robert T. Stevens
Secretary of the Army

PIERHEAD AND BULKHEAD LINES
MANASQUAN RIVER, N. J.

IN 2 SHEETS SCALE 1 : 5000 SHEET NO. 2

500 300 100 0 500 1000 1500

Submitted for approval with report of the New York Harbor Line Board dated New York, N. Y. June 9, 1934.

Drawn by R. J. K.
File No. Manasquan R. 1/2

Colonel, Corps of Engineers.

Colonel, Corps of Engineers.

E. D. Ardery
Lt. Colonel, Corps of Engineers.

DRAWER 327 FILE No. 6412

#511
STATE OF NEW JERSEY
BUREAU OF NAVIGATION
MAP SHOWING
PIERHEAD AND BULKHEAD LINES ON THE
MANASQUAN RIVER IN
MONMOUTH AND OCEAN COUNTIES
ADOPTED — JUNE 7, 1954

Wayne D. McMurray

Benjamin F. Cook

ATTEST:—
N.J. ENG. LIC. NO. 171 CHIEF NAVIGATION BUREAU

ADDITIONS AND MODIFICATIONS SINCE DATE OF DRAWING

DATE	CHARACTER OF ADDITIONS OR MODIFICATIONS	LOCALITY	REMARKS
Mar 1939	New Highway Bridge	3.41 Mi. above mouth of Manasquan River	N J Br 91/113
	Descriptions chkd and revised	Entire Sheet	Office Records
June 1953	Bulkhead line erased. Pierhead line changed to a combined P & B. Line	Mn.R 27 to Mn.R 39	3rd Ind. OCE 22 May 1953

A-32-120