

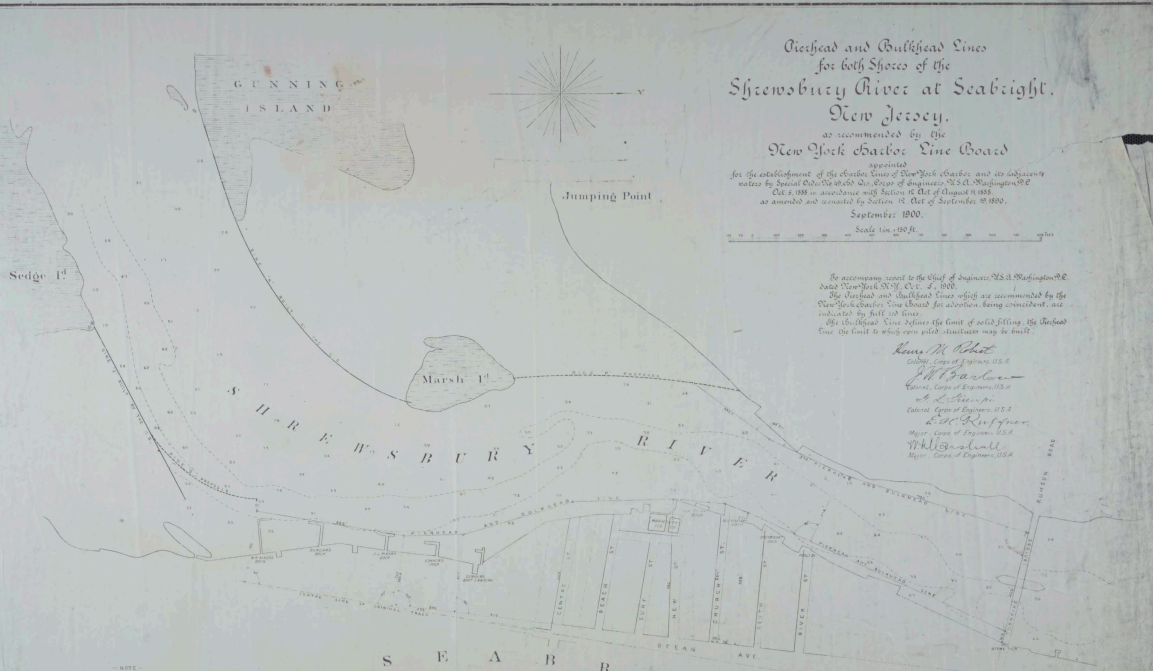
Pierhead and Bulkhead Lines  
 for both Shores of the  
 Shrewsbury River at Seabright,  
 New Jersey,  
 as recommended by the  
 New York Harbor Line Board

appointed  
 for the establishment of the Harbor Lines of New York Harbor, and its adjacent  
 waters by Special Order No 4000, Dept of Engineers, U.S.A., Washington, D.C.  
 Oct 11 1880 in accordance with Section 16, Act of August 11 1851,  
 as amended and amended by Section 18, Act of September 19 1890,  
 September 19 1900.

Scale 1 in. = 100 ft.

The accompanying report to the Chief of Engineers, U.S.A., Washington, D.C.,  
 dated New York, N.Y., Oct. 1, 1900,  
 the Pierhead and Bulkhead Lines which are recommended by the  
 New York Harbor Line Board for adoption, being coincident, are  
 indicated by full and lines.  
 The Bulkhead Lines define the limit of solid fillings, the Pierhead  
 Lines the limit to which open piled structures may be built.

- Henry M. Whit*  
 Chief of Engineers, U.S.A.  
*J. M. Barber*  
 National Capital Engineer, U.S.A.  
*A. L. Thompson*  
 Colonel, Corps of Engineers, U.S.A.  
*L. H. Kirtland*  
 Major, Corps of Engineers, U.S.A.  
*W. H. Marshall*  
 Major, Corps of Engineers, U.S.A.



NOTE—  
 Soundings are reported on feet and fathoms and refer  
 to the mean of high low water.  
 The 100 foot curve is shown here

The Department  
 October 20, 1900  
 Approved  
*W. H. Marshall*  
 Acting Secretary of War