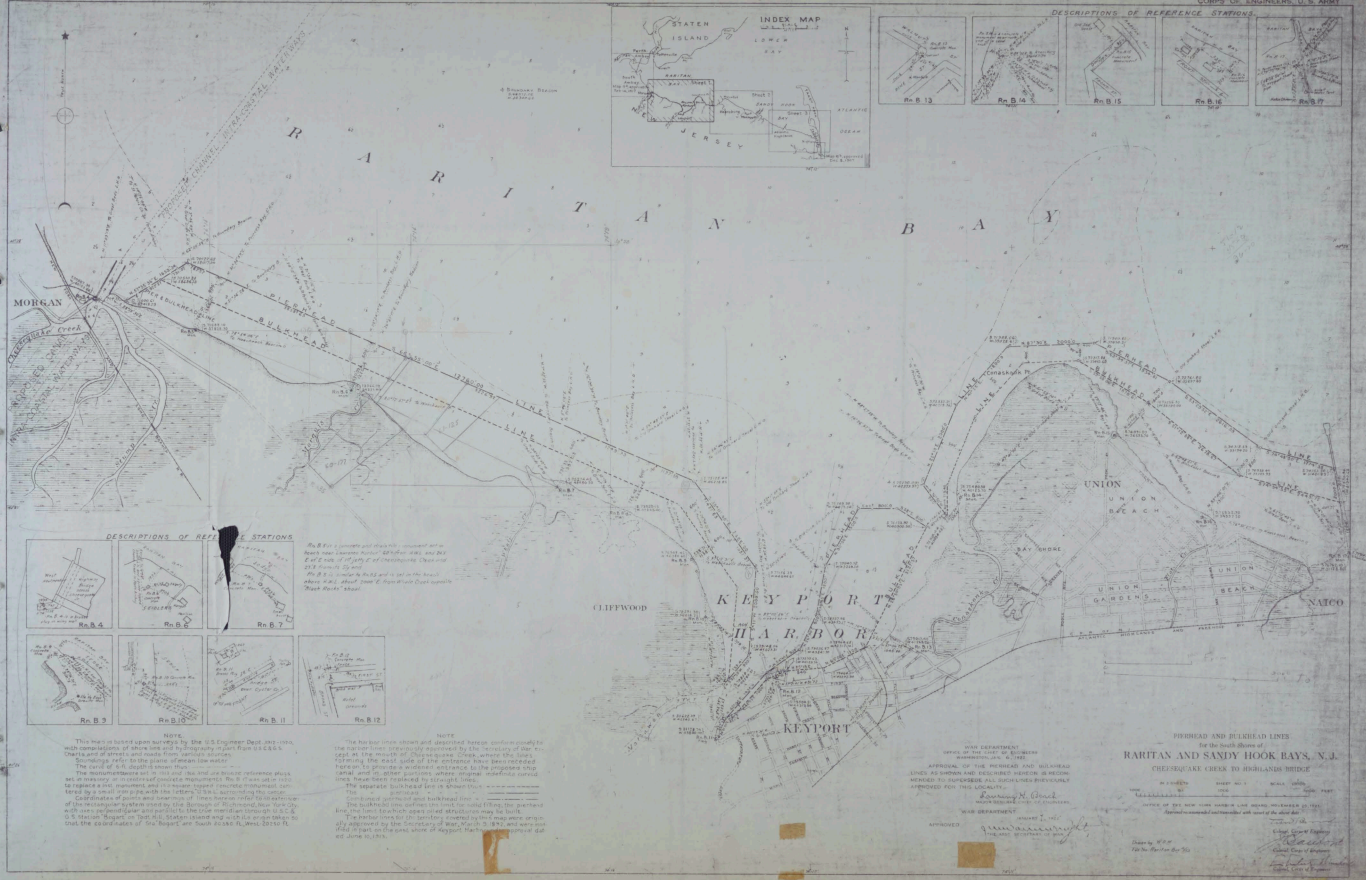
WAR DEPARTMENT

CORPS OF ENGINEERS, U.S. ARMY



Rn B 6 is a concrete post about 6 ft. square and 4 ft. high near Cheesequake Creek. Station mark is a copper bolt in the top. Azimuth mark is a copper bolt in the top of a concrete post about 100 ft. N.E. of the station mark.

Rn B 8 is a concrete post about 6 ft. square and 4 ft. high near Cheesequake Creek. Station mark is a copper bolt in the top. Azimuth mark is a copper bolt in the top of a concrete post about 100 ft. N.E. of the station mark.

NOTE

This map is based upon surveys by the U.S. Engineer Dept. 1913-1914, with completions of shore line and hydrography in part from U.S.C.&G.S. Charts, and of streets and roads from various sources.

Soundings refer to the plane of mean low water.

The curve of 6 ft. depth is shown thus ———

The monuments were set in 1913 and 1914 and are bronze reference plugs set in masonry or reinforced concrete monuments. Rn B 7 was set in 1910 to replace a lost monument, and is of similar type of concrete monument, constructed in 1910 to replace a lost monument of similar type.

The coordinates of points and bearings of lines herein refer to the system of the rectangular system used by the Borough of Richmond, New York City, with axes perpendicular and parallel to the true meridian through U.S.C.& G.S. station "Rogers" on Todt Hill, Staten Island, and with its origin taken so that the coordinates of this Rogers" are South 40,000 ft., West 120,000 ft.

NOTE

The harbor lines shown and described hereon conform exactly to the harbor lines previously established by the Secretary of War except at the mouth of Cheesequake Creek, where the lines forming the east side of the entrance have been receded hereon to provide a wider entrance to the projected ship canal and in other portions where original indefinite curved lines have been replaced by straight lines.

The separate bulkhead line is shown thus ———— ———

The pierhead line thus ———— ————

The bulkhead line defines the limit for solid fill only, the pierhead line, the limit to which open piled structures may be built.

The harbor lines for the territory covered by this map were originally approved by the Secretary of War, March 3, 1896, and were established in part on the east shore of Keyport Harbor by the original datum done by this.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, JAN. 16, 1915.

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

Approved: N. Goethals
Major General, Chief of Engineers.

WAR DEPARTMENT
JANUARY 7, 1915.

APPROVED
Lindley M. Garrison
Secretary of War.

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

N.J. SHEETS | SHEET NO. 1 | SCALE 1:20000 | DATE JAN. 1915

OFFICE OF THE NEW YORK HARBOR LINE BOARD, NOVEMBER 21, 1914.
Approved recommended and transmitted with report of the Board dated

Lieut. Colonel, Engineers
Member of the Board

Drawn by W.F.P.
Traced by [illegible]
Checked by [illegible]

Lieut. Colonel Engineers
Member of the Board

Captain, Corps of Engineers
Member and Recorder of the Board

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WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY

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

RARITAN BAY

SANDY HOOK BAY

NATCO

PORT MONMOUTH

BELFORD

HARBOR

INDEX MAP

STATEN ISLAND

LOWER BAY

RARITAN BAY

SANDY HOOK BAY

ATLANTIC OCEAN

NEW JERSEY

DESCRIPTIONS OF REFERENCE STATIONS

Rn. B. 17

Rn. B. 18

Rn. B. 19

Rn. B. 20

Rn. B. 22

SH. B. 2

SH. B. 3

SH. B. 4

No. B. 21 is a concrete property monument set at The W'ly corner of Bay View Ave. and Mt Comfort Beach-way, Keansburg.

S.H.B.1 is a square stone monument set at W'ly corner of U.S. Light-house Reservation, Mt Comfort Beacon.

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20 MAY 1937

I recommend that the pierhead line shown hereon thus ———— and the bulkhead line shown thus ———— between harbor line points A-(S 82,633.48 E, W 3,683.55), C-(S 82,961.17 E, W 7,220.36) & D-(S 84,434.22 E, W 4,278.33), D - D (84,684.39 E, W 4,512.29), respectively, in Sandy Hook Bay, off Leonardo, New Jersey, be abrogated, and that the pierhead line shown hereon thus ———— between point A and point B, and between point C and point D, be established by the Secretary of the Army, for approval hereof.

W. Larkin, Jr.
Major General
Deputy Chief of Engineers, for Construction

DEPARTMENT OF THE ARMY.
Approved: 24 May 1937
Harry H. Woodring
Secretary of the Army

NOTE.

This map is based upon surveys by the U.S. Engineer Dept. 1912-1939, with compilations of shore line and hydrography in part from U.S.C.&G.S. Charts and of streets and roads from various sources.

Soundings refer to the plane of mean low water.

The curve of 6 Ft. depth is shown thus: ——— 12 ft. thus: ———

18 ft. thus: ———

The monuments were set in 1913 and 1914, and are bronze reference plugs, set in masonry or in centers of concrete monuments, Rn. B 17, Rn. B 22 and S.H.B.2 were set in 1930 to replace lost monuments and each is a square-headed bronze reference plug centered by a small iron pipe, with the letters "U.S.H.L." surrounding the center.

Coordinates of points and bearings of lines hereon refer to an extension of the rectangular system used by the Borough of Richmond, New York City, with axes perpendicular and parallel to the true meridian through U.S.C. & G.S. Station "Bogart" on Todt Hill, Staten Island and with its origin taken so that the coordinates of Sta "Bogart" are South 20560 ft., West 20560 ft.

REVISION	DATE	DESCRIPTION	
1	APR 1937	TOPOGRAPHY REVISED - ENTIRE SHEET	R.M.

DETAILS OF PIERHEAD AND BULKHEAD LINES
SHOAL HARBOR, N.J.

NOTE.

The harbor lines shown and described hereon conform closely to the harbor lines previously approved by the Secretary of War except that original indefinite curved lines have been replaced by straight lines.

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

The pierhead ———— ————

Combined pierhead and bulkhead line ————

The bulkhead line defines the limit for solid filling; the pierhead line, the limit to which open piled structures may be built.

The harbor lines for the territory covered by this map were originally approved by the Secretary of War, March 5, 1932, and were modified to form the entrance to Shoal Harbor and Compton Creek, as shown hereon, under approval dated March 7, 1910.

WAR DEPARTMENT
Office of the Chief of Engineers
Washington June 14, 1934

The Pierhead and bulkhead line on the easterly side of the entrance to Compton Creek at Shoal Harbor is modified by shortening the length of the line which has the bearing N. 41° 16' W. from 428.32 ft. to 328.31 ft as indicated on the detail inset to the left. To agree with the map of the pierhead and bulkhead lines of Compton Creek (of) approved by the Secretary of War.

Major General, Chief of Engineers

WAR DEPARTMENT
June 9, 1934
Approved.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON JAN. 8, 1935

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

Major General, Chief of Engineers

WAR DEPARTMENT
JANUARY 8, 1935
APPROVED:
THE ASS'T. SECRETARY OF WAR

SCALE	SHEET NO.	SHEETS
1000 0 1000 2000 3000 FEET		

OFFICE OF THE NEW YORK HARBOR LINE BOARD, NOVEMBER 28, 1935.
Approved recommended and transmitted with report of this date.

Major, Corps of Engineers

Colonel, Corps of Engineers

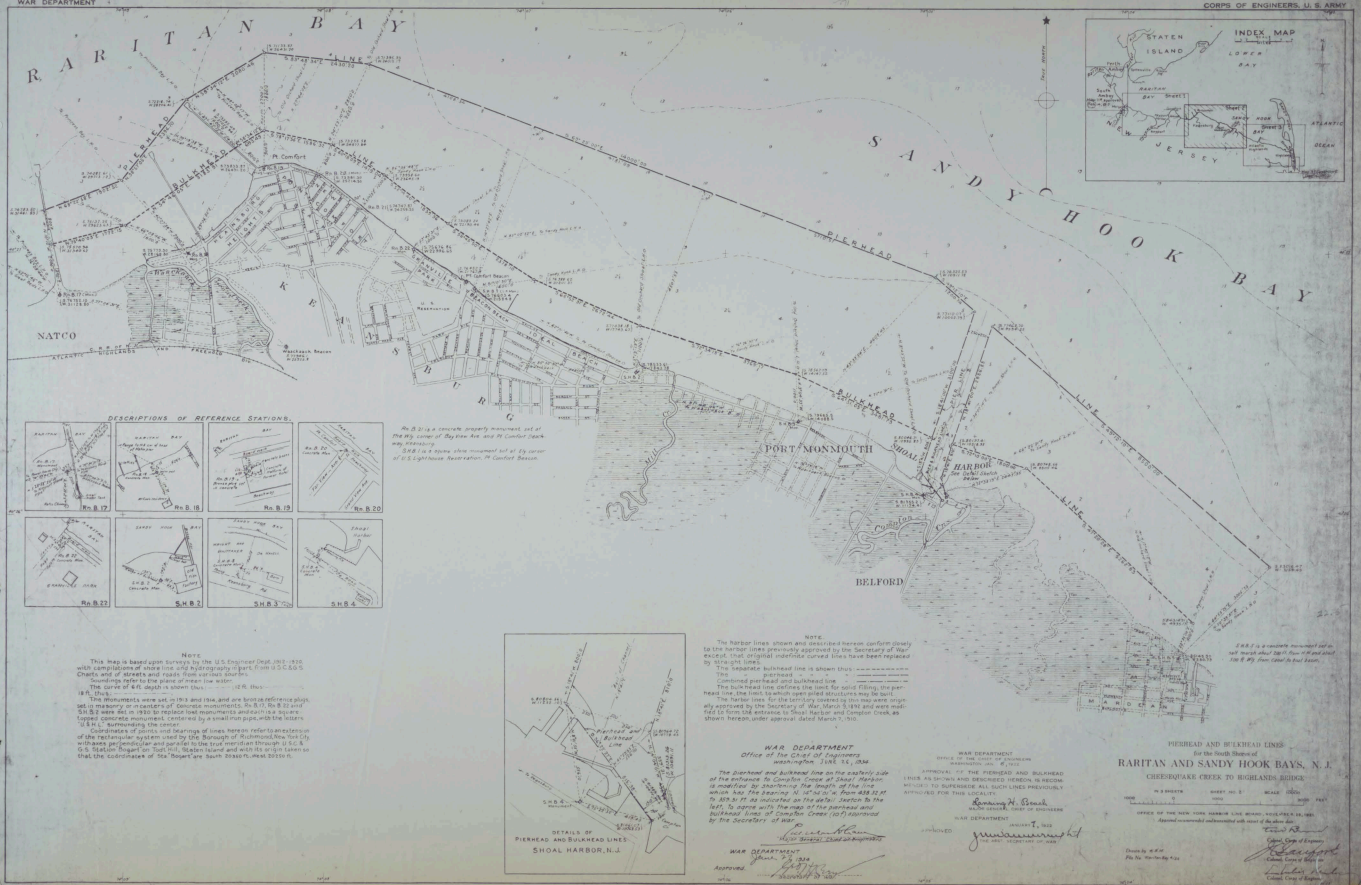
Lieutenant, Corps of Engineers

Drawn by: R.B.W.
File No. Harbor-Bay-#32

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WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY


RARITAN BAY
SANDY HOOK BAY
NATCO
KEANSBURG
SOUTH AMBOY
PORT MONMOUTH
BELFORD
HARBOR
PIERHEAD
BULKHEAD
PIERHEAD AND BULKHEAD LINE
Pt. Comfort
Keyport
Middletown
Matawan
Aberdeen
Hazlet
Union Beach
Atlantic Highlands
Highlands
Sea Bright
Monmouth Beach
Oceanport
Shrewsbury
Red Bank
Fair Haven
Sea Girt
Manasquan
Point Pleasant
Bay Head
Mantoloking
Brick Township
Lavallette
Seaside Park
Seaside Heights
Toms River
Island Heights
Berkeley
Lakehurst
Lakewood
Jackson
Howell
Farmingdale
Freehold
Manalapan
Englishtown
Old Bridge
Sayreville
Perth Amboy
Woodbridge
Carteret
Rahway
Metuchen
Edison
New Brunswick
South Amboy
Cheesequake Creek
Compton Creek
Shoal Harbor
Navesink River
Shrewsbury River
Swimming Area
Bathing Beach
Boat Basin
Ferry Slip
Ferry Terminal
Pier
Wharf
Jetty
Breakwater
Groin
Bulkhead
Seawall
Revetment
Dolphin
Mooring Buoy
Spar Buoy
Nun Buoy
Can Buoy
Gas Buoy
Whistle Buoy
Bell Buoy
Lighted Buoy
Daybeacon
Lighthouse
Radio Tower
Water Tower
Standpipe
Church
Cemetery
Golf Course
Racetrack
Airport
Hospital
Fire Station
Police Station
Post Office
Railroad
Trolley
Highway
Bridge
Tunnel
Ferry
Pipeline
Power Line
Telephone Line
Submarine Cable
Submarine Pipeline
Submarine Power Line
Submarine Telephone Line
Submarine Cable Area
Submarine Pipeline Area
Submarine Power Line Area
Submarine Telephone Line Area

WAR DEPARTMENT

CORPS OF ENGINEERS U.S.A.

SANDY HOOK BAY

SANDY HOOK

SPERMACETI COVE

ATLANTIC HIGHLANDS

WATER WITCH

HIGHLANDS

ISLAND BEACH

ATLANTIC OCEAN

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INDEX MAP

STATEN ISLAND

LOWER BAY

RARITAN BAY

SANDY HOOK BAY

ATLANTIC OCEAN

NEW JERSEY

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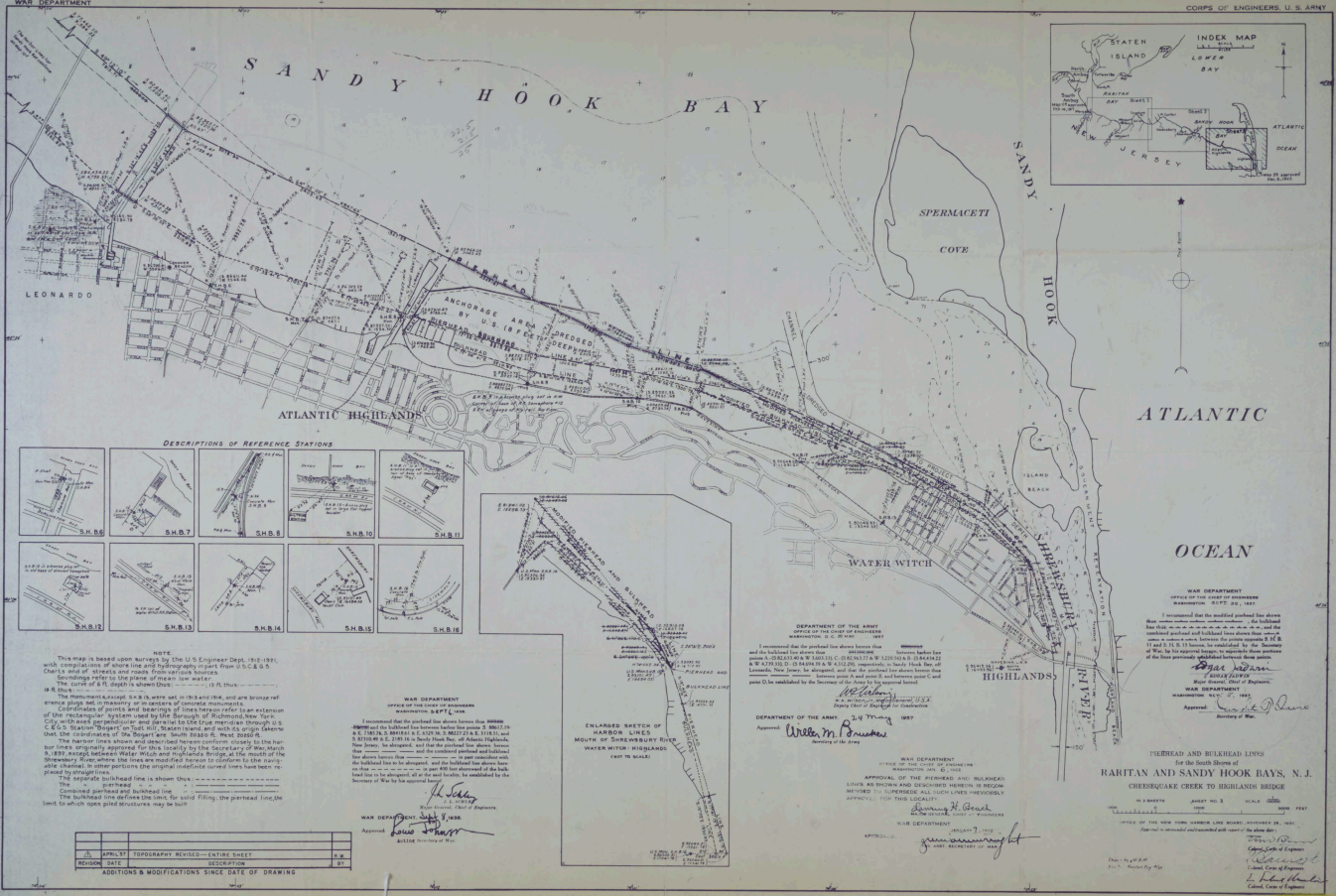
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WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY



NOTE.

This map is based upon surveys by the U.S. Engineer Dept. 1918-1931, with compilations of shore line and hydrography in part from U.S.C.&G.S. Charts and of streets and roads from various sources.

Soundings refer to the plane of mean low water.

The curve of 6 ft. depth is shown thus ~~~~~~ (6 ft. thus ~~~~~~ 18 ft. thus ~~~~~~).

The monuments except S.H.B.6, were set in 1913 and 1914, and are bronze reference plugs set in masonry or in centers of concrete monuments.

Coordinates of points and bearings of lines hereon refer to an extension of the rectangular system used by the Borough of Richmond, New York City, with axes perpendicular and parallel to the true meridian through U.S. C.&G.S. Station "Bogart" on Todt Hill, Staten Island, and with its origin (assumed that the coordinates of "Mt. Bogart" are South 20300 ft. West 20000 ft.

The harbor lines shown and described hereon conform closely to the harbor lines originally approved for this locality by the Secretary of War, March 9, 1899, except between Water Witch and Highlands Bridge, at the mouth of the Shrewsbury River, where the lines are modified hereon to conform to the navigable channel. In other portions the original indefinite curved lines have been replaced by straight lines.

The separate bulkhead line is shown thus ~~~~~~

WAR DEPARTMENT

CORPS OF ENGINEERS, U. S. ARMY



NOTE

This map is based upon surveys by the U.S. Engineer Dept. 1912-1931, with compilations of shore line and hydrography in part from U.S.C.&G.S. Charts and on streets and roads from various sources

The datum plane is mean low water on U.S. tide gages thus

The curves of 6 ft. depth is shown thus

The monuments except S.H.B.13, were set in 1913 and 1914, and are bronze reference plugs set in masonry or in centers of concrete monuments.

Coordinates of points and bearings of lines hereon refer to an extension of the rectangular system used by the Borough of Richmond, New York City with sheet perpendicular and parallel to the true meridian through U.S. C.&G.S. Station "Bogart" on Todt Hill, Staten Island, and with its origin 4 kilometers west of the said Bogart and south 20360 ft. West 29150 ft.

The harbor lines shown and described hereon conform closely to the harbor lines established by the War Department, dated New York, March 4, 1918, except between Water Witch and Highlands Bridge, at the mouth of the Shrewsbury River where the lines are modified hereon to conform to the navigable channel. In other portions the original irregular curved lines have been replaced by straight lines.

The separate bulkhead line is shown thus

The pierhead

Combined pierhead and bulkhead line

The bulkhead line defines the limit for solid filling, the pierhead line the limit to which open piled structures may be built

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, SEPT. 1934

I recommend that the pierhead line shown hereon thus and the bulkhead line between them between points S. 980,113.19 E., 718576.6, S. 984,984.6 S., 6,429 ft. S. 982,27.3 ft. E. 5118.51, and S. 821,149.4 S., 2,095 ft. E. South Hook Bay, off Atlantic Highlands, New Jersey, be designated, and that the pierhead line shown thereon thus be established, and the combined pierhead and bulkhead line between the points mentioned be designated, and the bulkhead line shown hereon thus be established, all in the said locality, be established by the Secretary of War by his approval hereof.

WAR DEPARTMENT Sept 8, 1938
Approved: Louis Johnson
Assistant Secretary of War

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON JAN. 31, 1935

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

Acting Chief of Engineers

WAR DEPARTMENT
JANUARY 7, 1935
APPROVED:
Acting SECRETARY OF WAR

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON SEPT 20, 1937

I recommend that the modified pierhead line shown thus, southern northern northern bulkhead line thus, and the combined pierhead and bulkhead line thus, between the points S 981,6 E 11 and S 11 E 13 hereon, be established by the Secretary of War, by his approval hereon, to supersede those portions of the lines previously established between those points

Chief of Engineers
Major General, Chief of Engineers
WAR DEPARTMENT
WASHINGTON, D.C. SEP 27, 1937
Approved:
Secretary of War

PIERHEAD AND BULKHEAD LINES
for the North Shore of
RARITAN AND SANDY HOOK BAYS, N.J.
CHEESEQUAKE CREEK TO HIGHLANDS BRIDGE

1 IN 3 SHEETS | SHEET NO. 3 | SCALE 1:20000 | 1000 0 1000 2000 FEET

OFFICE OF THE NEW YORK HARBOR LINE BOARD, NOVEMBER 26, 1937

Approved recommended and transmitted with report of the above date

Drawn by: W.D.M.
File No. Sandy Hook Bay

Colonel, Corps of Engineers
Colonel, Corps of Engineers

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