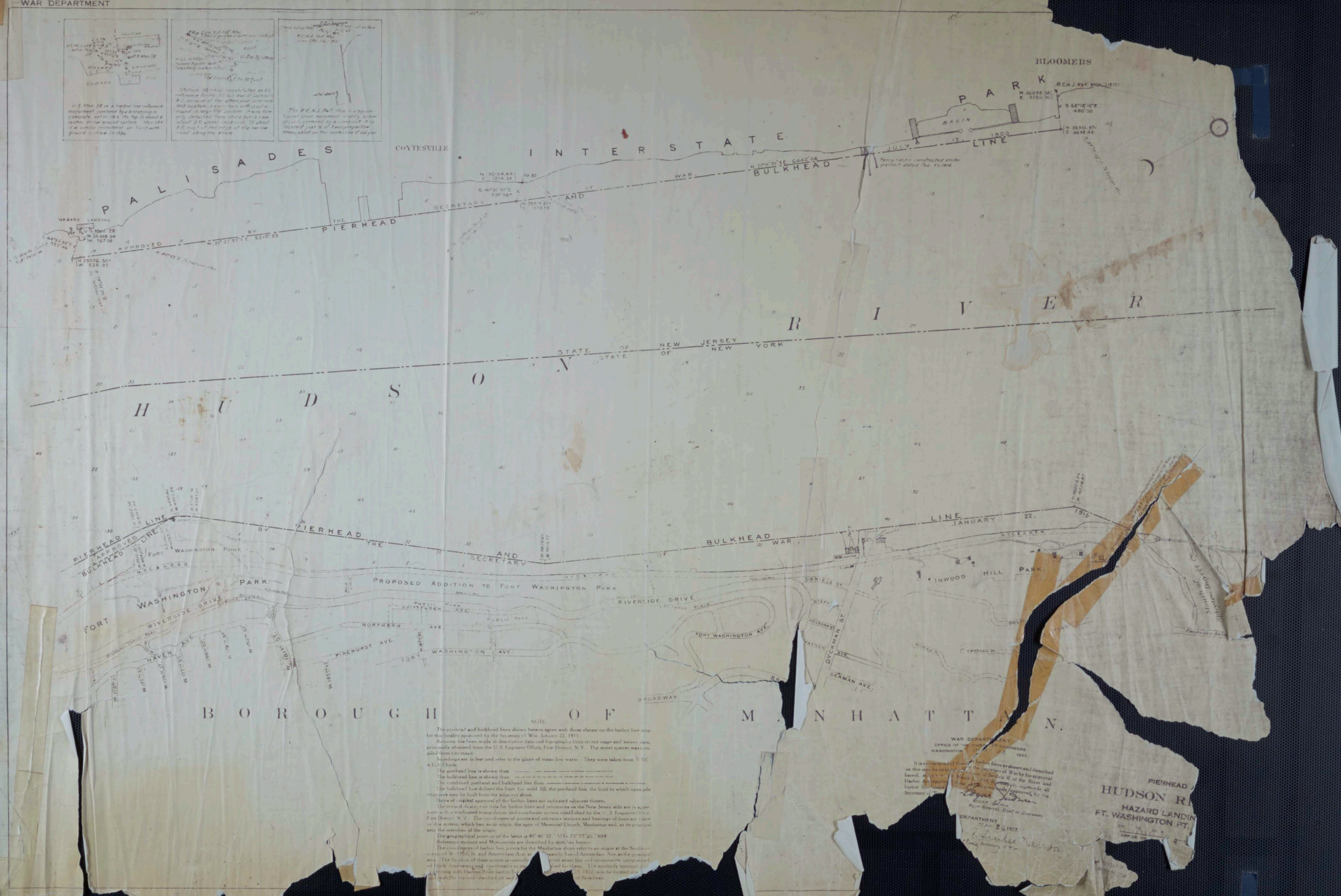
WAR DEPARTMENT



U.S. Mon 28 is a harbor line reference monument, centered by a bronze plug in concrete, set in 1913. Its top is about 8 inches below ground surface. Mon 28A is a similar monument set flush with ground surface in 1926.

Station 30 (1913), substituted as the reference for the R.C.N.J. Mon at Coytesville N.J., because of the latter's poor condition and location, is a drill hole with Δ cut around in large flat boulder. It was formerly detached from shore but is now about 2 ft under loose rock fill about 8 ft east of the edge of the narrow road along the shore.

The R.C.N.J. Ref. Mon is a square-topped stone monument slightly below ground, centered by a cross-cut. It is located just N of 3 weeping-willow trees, about on the center line of old pier.

NOTE.

The pierhead and bulkhead lines shown hereon agree with those shown on the harbor line map for this locality approved by the Secretary of War January 22, 1915.

Revision has been made in descriptive data and topography from recent maps and survey data, principally obtained from the U.S. Engineer Office, First District, N.Y. The street system was compiled from city maps.

Soundings are in feet and refer to the plane of mean low water. They were taken from U.S.C. & G.S. Charts.

The pierhead line is shown thus: — — — — —

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

The combined pierhead and bulkhead line thus: —— · —— · —— · ——

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

Dates of original approval of the harbor lines are indicated adjacent thereto.

The revised descriptive data for harbor lines and references on the New Jersey side are in agreement with a readjusted triangulation and coordinate system established by the U.S. Engineer Office, First District, N.Y. The coordinates of points and reference stations and bearings of lines are taken in this system, which has, as its origin, the spire of Memorial Church, Manhattan and, as its principal axis the meridian of the origin.

The geographical position of the latter is 40° 46′ 57.″ 559 - 73° 57′ 25.″ 659

Reference stations and Monuments are described by sketches hereon.

The coordinates of harbor line points for the Manhattan shore refer to an origin at the Southeast corner of W. 155th St. and Amsterdam Ave. and easterly line of Amsterdam Ave. as the principal axis. The location of these points is controlled by street line and monuments, using recorded block dimensions and coordinates as established for them. The northerly terminal connecting with Harlem River harbor line 23, 1922, is to be located in accordance with the method specified on said of Broadway.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON 23, 1927.

It is recommended that harbor lines as shown and described on this map be established by the Secretary of War by his approval hereof, under Section 11 of the River and Harbor Act approved March 3, 1899, these maps to supersede all harbor line maps previously approved by the Secretary of War.

Edgar Jadwin
EDGAR JADWIN
Major General, Chief of Engineers

DEPARTMENT
Mar 26 1927.
F. Trubee Davison
Acting Secretary of War

PIERHEAD
HUDSON R
HAZARD LANDIN
FT. WASHINGTON PT.

OFFICE OF