KEASBY
METUCHEN
SAYREVILLE
MORGAN
PERTH AMBOY
SOUTH AMBOY
RARITAN BAY
Marshy Pt
CROSSMAN CO.
TITANIUM DIVISION NATIONAL LEAD CO.
JERSEY CENTRAL POWER & LIGHT CO.
SMELTER KILL
R.N.R. 1
S 572665.29
W 658930.28
HB 3.7
5/1/96
(Back calculation from NTPCs using COE Transformation formulas)
NOTE.
This map is based upon a survey in 1910 by the U. S. Engineer Office, 2nd New York District, supplemented by data from the U. S. C. & G. Survey and from aerial photographs.
The pierhead and bulkhead lines between conform at locations to the lines previously approved, slight adjustments having been made to agree with revised station positions.
Previous approvals were as follows: Edgars Dock in Washington Canal, Sept. 8, 1920; pierhead line at mouth of Cheesequake Creek, Jan. 3, 1922; remainder, Feb. 14, 1912.
Soundings are expressed in feet and refer to local mean low water.
Positions of harbor lines are given that reference are located by rectangular coordinates referred to axes respectively perpendicular and parallel to the meridian through U. S. C. & G. Sta. "Rupert" in Tech Hill, N. J., so taken that the coordinates of Sta. "Rupert" are S. 20100 ft. and W. 20250 ft.
ADDITIONS AND MODIFICATIONS SINCE DATE OF DRAWING
DATE | CHARACTER OF VERIFICATION OR MODIFICATION | LOCALITY | REMARKS
MAR. 1919 | NO. CHANGES | SOUTH CHANNEL | ANNUAL REPORT
MAR. 1919 | NO CHANGE | JERSEY TO MERM. | ANNUAL REPORT
MAR. 1920 | PIERHEAD LINE, JYR | PERTH AMBOY TO SOUTH AMBOY | ANNUAL REPORT
NOV. 1940 | BULKHEAD LINE, JYR | STANDARD DUMPING GROUND | ANNUAL REPORT
NOV. 1940 | PIERHEAD LINE, JYR | KEASBY-R.R. | ANNUAL REPORT
APR. 1954 | DRIGGS DESCRIPTIONS CHICAGO AND NEW YORK | ENTIRE SHEET | OFFICE RECORD
APR. 1957 | TOPOGRAPHY REVISED | ENTIRE SHEET
WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, SEPT. 30, 1954
I recommend that the harbor lines shown and described hereon be established by the Secretary of War for the approved branch, subject to the provisions of the act of Congress approved March 3, 1899, this map to supersede the harbor line map for these places previously approved by the Secretary of War.
That harbor lines already known and the bulkhead line shown on the pierhead line shown thus and the pierhead line shown thus and the bulkhead line shown thus be established as the line for solid fill the pierhead and bulkhead lines shown thus and the bulkhead line shown thus.
Chief of Engineers
WAR DEPARTMENT
OFFICE OF THE SECRETARY
WASHINGTON, 1954
Secretary of War
DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D. C. 22 MAY 1957
I recommend that the pierhead and bulkhead line shown thus and the pierhead line shown thus between harbor line points S. 58,617.94 & W. 78,698.95 and S. 60,714.72 & W. 79,892.21 at Metuchen, be abrogated and that the pierhead and bulkhead line between thus and the pierhead line thus be established as the new harbor line approved herein.
Chief of Engineers
Deputy Chief of Engineers for Construction
DEPARTMENT OF THE ARMY
Approved
Secretary of the Army
PIERHEAD AND BULKHEAD LINES
RARITAN BAY AND RIVER, N. J.
CHEESEQUAKE CREEK TO EDGARS DOCK
SCALE 1:10000
Submitted for approval with report of the New York Harbor Line Board dated New York, N. Y. August 1954
Colonel, Corps of Engineers
Lt. Colonel, Corps of Engineers
Drawn by: C.E.P.
File No. Standard Eng.
Bronze plug in concrete with hung mark of mon. (illustrated)
RnB4