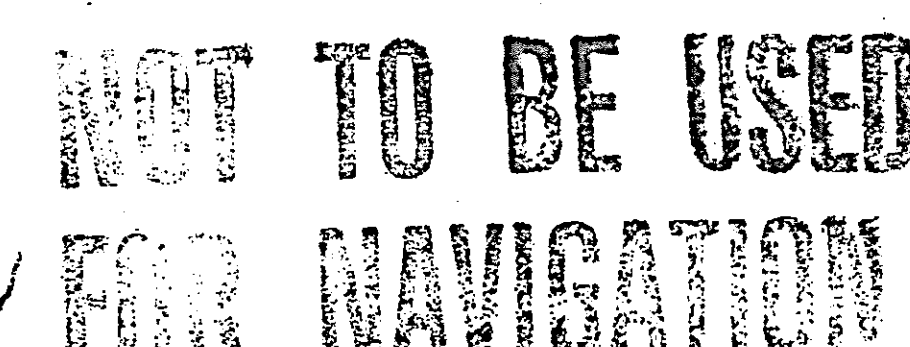




This map was prepared by the U. S. Engineer Sub-Office, First District, N. Y. and is based upon data and surveys of recent date.

The Pierhead and Bulkhead lines shown herein coincide north of point 161 A and 230 A with those previously approved May 24, 1930 and south of these points conform closely to those approved March 15, 1890, except in the vicinity of Station A on the east shore between 161 A and 165.

The angle of co-ordinates in State Survey Monument No. 266 "Morrison" which has an assumed value of 100,000.00 ft. North and 0.0 ft. East. The geographic position of Morrison No. 266 is latitude $42^{\circ}14'15''$ - $44^{\circ}35'11''$ longitude $73^{\circ}25'11''$ - $73^{\circ}25'44''$.

The map shows the location of the bulkhead and pierhead lines, and the place of mean low water.

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, this map to supersede all harbor line maps for these shores previously approved by the Secretary of War.

The pierhead line is shown thus: _____ and the combined pierhead and bulkhead line thus: _____

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

Solid fill may be permitted above the plane of lowest low water in shore structures, piers, and bulkhead lines, when placed upon a properly constructed open pile structure.

IN 14 SHEETS SHEET NO. 6 SCALE 1 : 5000
COOPER KILL TO PARDA HOOK

Approval recommended and transmitted with report of this date.

Colonel, Corps of Engineers.
 Lt. Colonel, Corps of Engineers.