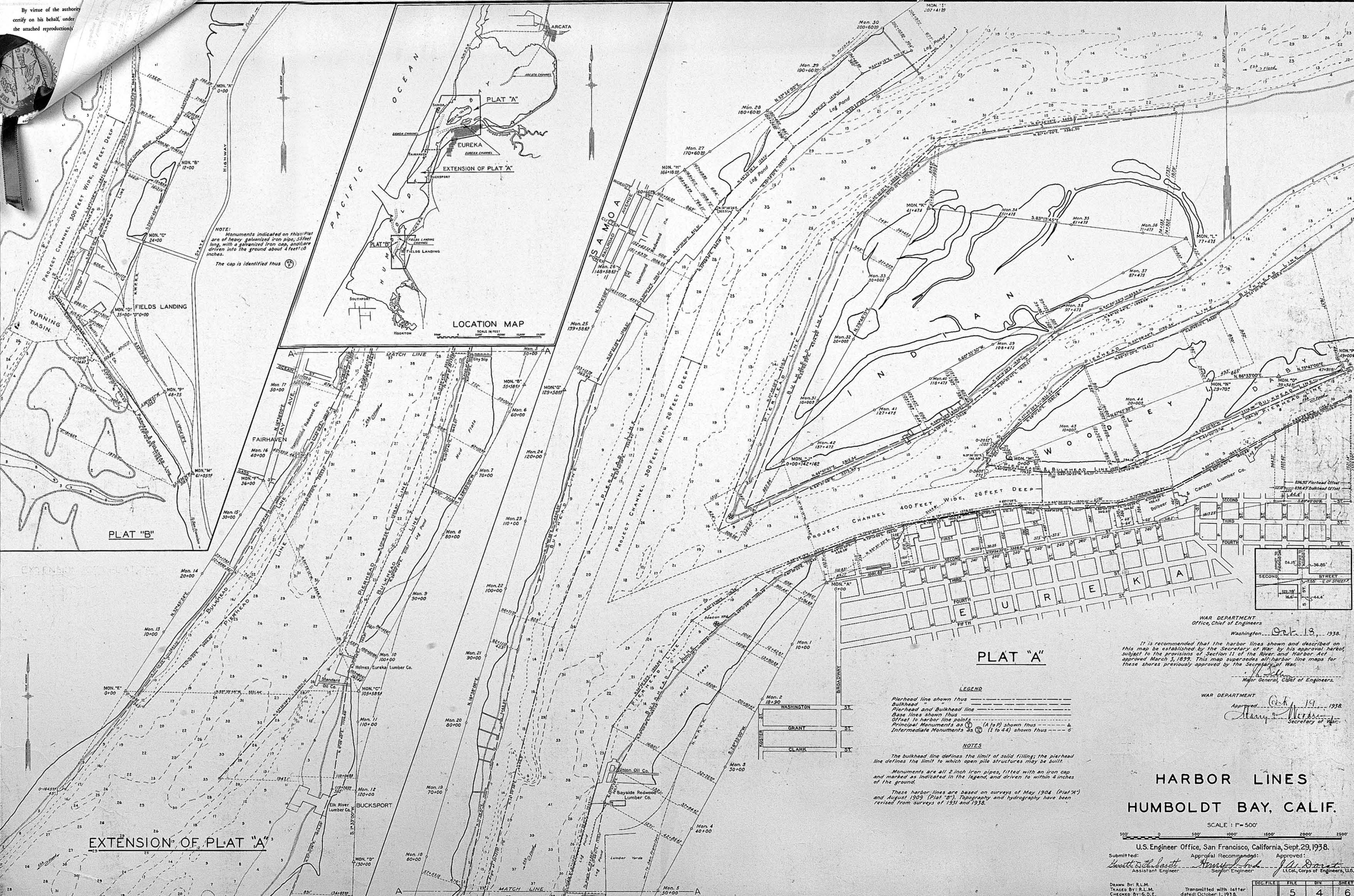


By virtue of the authority
certify on his behalf, under
the attached reproduction



NOTE:
Monuments indicated on this Plat are of heavy galvanized iron pipe, 53 feet long, with a galvanized iron cap, and are driven into the ground about 4 feet or 6 inches.
The cap is identified thus (M)

LOCATION MAP

PLAT "A"

LEGEND
Pierhead line shown thus ---
Bulkhead line shown thus ---
Pierhead and Bulkhead line shown thus ---
Base lines shown thus ---
Offset to harbor line point shown thus ---
Principal Monuments as (M) (1 to 44) shown thus ---
Intermediate Monuments as (M) (45 to 54) shown thus ---

NOTES
The bulkhead line defines the limit of solid filling; the pierhead line defines the limit to which open pile structures may be built.
Monuments are all 2 inch iron pipes, fitted with an iron cap and marked as indicated in the legend, and driven to within 4 inches of the ground.
These harbor lines are based on surveys of May 1904 (Plat "A") and August 1909 (Plat "B"). Topography and hydrography have been revised from surveys of 1931 and 1938.

WAR DEPARTMENT
Office, Chief of Engineers
Washington, Oct. 13, 1938.
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 supersedes all harbor line maps for these shores previously approved by the Secretary of War.
Major General, Chief of Engineers.

WAR DEPARTMENT
Approved: Oct 19 1938
Secretary of War.

HARBOR LINES HUMBOLDT BAY, CALIF.

SCALE: 1" = 500'

U.S. Engineer Office, San Francisco, California, Sept. 29, 1938.

Submitted: Approved: Approved:
Assistant Engineer Senior Engineer Lt. Col., Corps of Engineers, U.S.

Transmitted with letter dated: October 1, 1938.

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