To accompany the petition of James R. Nolen, chairman of the Port of Boston Authority, for legislation relative to changing and establishing the harbor lines around Savin Hill Bay, in Dorchester Bay. Harbors and Public Lands.

AN ACT CHANGING AND ESTABLISHING THE HARBOR LINES AROUND SAVIN HILL BAY, IN DORCHESTER BAY.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1. Section 1. The harbor lines around Savin Hill bay in Dorchester bay are hereby changed and established as follows:

   The location of each of the angle points in the lines hereinafter described is fixed by a distance, hereinafter called longitude, in feet, from a meridian passing through the center of the apex of the dome of the state house in Boston, and by a distance, hereinafter called latitude, in feet, from a line at right angles to said meridian and passing through the center of said apex of the state house dome, and the bearings refer to the true meridian passing through the center of said apex.

   Beginning at point I, in the harbor line in Dorchester bay, established by chapter three hundred
and twelve of the acts of nineteen hundred and thirty-one, in latitude nineteen thousand one hundred ninety-five and fourteen hundredths feet south and longitude five thousand seventy-six and six tenths feet east; thence north seventy-four degrees four minutes six seconds west, true bearing, two thousand one hundred thirty-six and eighty-three hundredths feet to point J in latitude eighteen thousand six hundred eight and six tenths feet south and longitude three thousand twenty-one and eighty-five hundredths feet east; thence south eleven degrees one minute twenty-six seconds west, true bearing, six hundred forty-nine and ninety-nine hundredths feet to point K₁ in latitude nineteen thousand two hundred forty-six and six tenths feet south and longitude two thousand eight hundred ninety-seven and fifty-six hundredths feet east; thence south fifty degrees forty-four minutes twenty-nine seconds east, true bearing, nine hundred forty feet to point K₂ in latitude nineteen thousand eight hundred forty-one and forty-five hundredths feet south and longitude three thousand six hundred and three thousand six hundredths feet east; thence south twenty-seven degrees fifty-five minutes three seconds west, true bearing, five hundred feet to point L in latitude twenty thousand two hundred eighty-three and twenty-six hundredths feet south and longitude three thousand three hundred ninety-one and three tenths feet east; thence north
seventeen degrees forty-two minutes six seconds east,
true bearing, one thousand thirty-five six hun-
dreths feet to point L₂ in latitude nineteen thousand
six hundred ninety-two and twenty-four hundredths
feet south and longitude four thousand one hundred
thirty and one tenth feet east; thence south sixty-
seven degrees thirty-two minutes fifty-nine seconds
east, true bearing, one thousand five hundred fifty-
six and fifty-one hundredths feet to point L in latitude
twenty thousand two hundred eighty-six and sixty-
four hundredths feet south and longitude five thou-
sand five hundred sixty-eight and sixty-four hun-
dreths feet east, said point L being the last point
described in the harbor line by chapter three hundred
and fifty-one of the acts of eighteen hundred and
seventy-two.

1 Section 2. Chapter three hundred and fifty-one
of the acts of eighteen hundred and seventy-two, de-
ing the line from point H to point L, is hereby re-
pealed.

1 Section 3. This act shall take effect upon its
2 passage.