Nº 363 - ARMº 4.
TELA 19 - TUBO 5 - ARMº 1.

Nº 363
ARMARIO 4

DÓCAS DE D. PEDRO II

nas

Enseadas da

SAÚDE

e

GAMBOA.

1867.

Decreto do Poder Executivo nº 4492 de 23 de Março de 1870
Decreto do Poder Legislativo nº 1746 de 13 de Outubro de 1869

Any modification to this scheme may be proposed by the Engineers of the Company to the Brasilian Government.

DIRETORIA DO DOMINIO DA UNIÃO
SUB-DIRETORIA DOS SERVIÇOS DE ENGENHARIA

O original desta copia se encontra na Mapoteca.
Copia feita em Junho de 1934 por
Paulo Marinho Faria
Desenhista

VISTO EM 15-6-934
A. C. Marchant
Sub-diretor

O original desta planta, foi por mim inutilizado, em virtude de se encontrar em pessimo estado de conservação.
Rio, 22 - 12 - 1941.
F. Izidro Monteiro
Chefe da Secção de Desenho

The green line shows the boundary of Company's property.
The railway's gauge is the same of D. Pedro II Railway: 5f 3 = 1.60
Soundings in meter reduced to an Equinocial Spring tide wich is about 0.50 = 1feet 7,69 lower than the ordinar Low Water Springs.

Escala de 1/1000

Time of high water at full and change of the moon = 3hours 0minutes

Mean spring rise : 1.200 = 3' 11" 24.
Mean neap rise : 0.300 = 0' 11.81

N. B. – A great number of borings were made at Saude and Gamboa Creeks. The solid soil was ever found between 12' and 27 feet below the bottom of the sea. This soil is formed by Compact clay with a great deal of gravel. The first layer is constituted by mud.

The greatest tide observed from the 1st December 1866 to the 1st December 1867 was that of the 31 July 1867: the tides oscillation at this day was of 1.60 = 5feet 2,99 inches.