

# 2633

COAST AND  
GEODETIC SURVEY

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Treasury Department,  
U. S. COAST AND GEODETIC SURVEY.

*O. H. Tittmann*

Superintendent.

State: *Delaware*

## DESCRIPTIVE REPORT.

*Topographical* Sheet No. *2633*

LOCALITY:

*Cape Henlopen*

1903

CHIEF OF PARTY:

*H. L. Marindin, Asst.*

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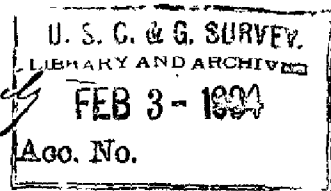
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Cape Henlopen and vicinity

Delaware



Plane Table survey of H. L. Marincin, Asst. Chief of Party  
1903.

Scale  $\frac{1}{10,000}$

NOTE. The curves of equal elevation are given for every 10 feet and refer to mean high water.

The blue lines are from the survey of 1882.

The topographical work shown on this sheet was taken up during the spare time between the work of the triangulation checking the work done in 1900 for the location of marks to indicate magnetic deviation lines and the expected delivery of the manufactured iron range marks to mark the proposed deviation lines.

The survey shows marked changes in the shore line of the point of the Cape and extending to the southward, on the outside, as far as the Cape Henlopen Life saving Station.

Should the retreat of the shore continue it is only a question of a few years, when the Cape Henlopen Light House will have to be moved inland from its present position.

The extension of the point of the Cape northward has narrowed down the entrance into the old anchorage under the old Breakwater. This extension since

the topographical survey of 1882 is 750 feet.

A very interesting feature of the sheet is the shifting of the traveling dune on which stand the Cape Henlopen Lighthouse. The position of this sand dune as shown by the 10 foot contour in 1882 and 1903 is indicated by lines in blue for 1882 and by red lines for 1903. This dune is a mountain of clear white sand, without surface vegetation except where here and there the top of a Cypress or pine tree puts out where the dune has not been sufficient to cover it.

The dune is about 2 miles in length in an East & West direction, and <sup>has</sup> a mean width of 1020 feet at the 10 foot contour with a maximum height of 64 feet at the Eastern End where Cape Henlopen Lighthouse stands. It is traveling southward at an average rate of 19 feet per year since the survey of 1882.

As the main object of the topographical survey was to secure a new shore and wharf line, it was not considered necessary to run the city streets back of the front street.

A number of new wharves have been built since 1882, these are shown on the sheet. The city proper has been enlarged, concrete sidewalks, water mains, Electric Lighting, sewerage on the front street have been installed.

The city of Lewes is principally a city of Bar Pilots, the majority of the Pilots belonging to the association reside here. There are two lines of R.R. entering the city, each with a depot of its own. One is the Pennsylvania R.R. and the other the Queen Anne R.R. The trains on the latter, in summer, connect with a steamer for Cape May and continue to the sea side resort of Rehoboth Beach.

The fish oil industry is the largest one, it has been much enlarged in later years.

Numerous summer cottages and hotels have been built on the beach fronting the harbor. These cottages will continue to be built to the westward of the front of the city.

Henry L. Mearns