

4366

Form 504	C. & G. SURVEY
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY JAN 11 1929	
Acc. No.	
State: NEW JERSEY	
11-5813	
DESCRIPTIVE REPORT.	
TOPOGRAPHIC Sheet No.	4366
LOCALITY:	
Cape May	
Cold Spring Inlet to Hereford	
Hereford Inlet to Cold	
Inlet	
Spring Inlet	
1928	
CHIEF OF PARTY:	
Ray L. Scheppe	

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO.

4366

TOPOGRAPHIC TITLE SHEET

The Topographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. _____

REGISTER NO. **4366**

State NEW JERSEY

General locality ~~VICINITY OF~~ CAPE MAY

Locality ~~COLD SPRING INLET TO~~ HEREFORD INLET TO COLD SPRING INLET

Scale 1/10,000 Date of survey JUNE - OCTOBER, 1928

Vessel RANGER

Chief of Party RAY L. SCHOPPE

Surveyed by W.M. GIBSON

Inked by W.M. GIBSON

Heights in feet above -- to ground to tops of trees

Contour, Approximate contour, Form line interval --- feet

Instructions dated May 23, 1928

Remarks: _____

DESCRIPTIVE REPORT.
to accompany
TOPOGRAPHIC SHEET # _____

Cold Spring Inlet to Hereford Inlet,
New Jersey.

AUTHORITY:

Director's orders dated May 23, 1928.

LIMITS:

Cold Spring Inlet on the south, Hereford Inlet on the north. The marshes were surveyed back from the coast to points where no change from previous surveys were indicated.

CONTROL:

Triangulation tripod signals, POLE, TRIPOD, MARSH and ROAD. Numerous Tanks, Standpipes etc. located by triangulation.

GENERAL DESCRIPTION OF THE COAST:

The coast is low and flat. The outside beach is a low sand beach the entire length of the sheet. Back of the sand beach on the Ocean side of the Island^{on} which is located the City of Wildwood is low marshy ground. These marshes are mostly covered at extreme high tides or during heavy northeastly storms.

The Inland Waterway extends across the sheet from Cape May Harbor to the limits of the sheet at Grassy Sound. The marshes are covered with grass and occasional clumps of bushes. The highest ground on the sheet is near the entrance to Cape May Harbor where a number of sand dunes extend up the coast to the vicinity of the abandoned Two Mile Beach Life Saving Station. The dunes are approximately 30 feet high.

SURVEY METHODS:

The greater part of the sheet depends entirely upon three point fixes. A traverse was run from triangulation station MARSH to triangulation WOOD TANK. The closure was eight meters which was well within the allowable error. The error was adjusted. Some details were controlled by short traverses supplemented every other set up by three point determinations.

The portion of the shoreline from the group of houses near the railroad station of Beach Creek to the Station of Grassy Sound depended upon three point fixes that were slightly weak on account of triangulation station ROAD being invisible from there. However the location of the bridges checked very closely with the location in previous surveys so the survey was assumed to be correct.

The first street intersections back from the water front of the Island on which is located the City of Wildwood were located and cuts occasionally taken down the center line of the streets. With this information the remainder of the streets were transferred from the accompanying city plans. Having the two ends of the streets running in a northwesterly and southeasterly direction the intervening intersections were transferred from the city plans after ascertaining that the streets were straight. Then a check was had by transferring intersections along a northeasterly and southwesterly direction by means of a proportional adjustment between the street center lines that had been obtained in the field. Only streets actually constructed are shown. This was checked up by an inspection in the field and marked on the city plans.

The Municipal Trolley car line was transferred from the city plans after a check had been made in the field as to the streets on which it was located.

Only a small part of the Reading and Pennsylvania Railroad systems were transferred from the plans.

OUTSIDE COAST:

Only the low water line actually obtained in the field is shown. This was rodded in about the time of low water and the slight discrepancies between this and the hydrographic location is probably due to the difficulty of estimating mean low water and on account of the flatness of the coast.

There are three long fishing piers extending out beyond the low water line. Practically all the Boardwalk is situated above the low water mark. The old Two Mile Beach Life Saving Station is abandoned. The Hereford Inlet and Wildwood Coast Guard Stations are operating. The Wildwood Coast Guard Station was once located on the beach but the beach has been built out naturally and artificially for a great distance here. The Wildwood Coast Guard Station maintains a Lookout Station on the Boardwalk near the southeast end.

The wooden approaches to the Boardwalk are shown about as they exist and are of varying sizes and position with reference to the streets.

INLAND WATERWAY, BRIDGES ETC:

The Inland Waterway is well marked with beacons and stakes. The beacons consist of heavy posts with black and red barrels mounted on them. There are three lighted ranges for entering the

Inland Waterway from Cape May Harbor and for passing through Jarvis Sound. After leaving Jarvis Sound (going north) there are lighted beacons on points where the channel makes sharp turns. The most southerly Highway Bridge and the Pennsylvania Bridge have swinging spans while the Highway Bridge near the north end of Grassy Sound and the Reading Railroad Bridge are the Bascule Type.

Local fishermen report that eight feet can be carried from Cold Spring Inlet to Ottens Harbor at low water. They also report that the channel where Swains Channel and the Inland Waterway join is subject to frequent changes.

OTHER CHANNELS AND CANALS:

The channel leading to the Pennsylvania Railroad Fish Dock is well marked.

A large number of fishing vessels use this channel.

Jarvis Sound is mostly bare at low water and is an excellent shell fishing ground.

The Inland Waterway from Jarvis Sound to Swains Channel has been dredged.

Swains Channel is not used much.

Sunset Lake is used mostly as an anchorage for pleasure yachts.

The Inland Waterway between the southerly Highway Bridge and the Reading Railroad Bridge is well marked by sand and mud banks on either side. The channel through Grassy Sound is well marked by spindles and unlighted beacons. Ottens Harbor has a large Fish Dock where numerous fishing vessels unload their catch.

The narrow channel from the end of Ottens Harbor to West Wildwood is navigable only by motor boats on account of the limited clearance (approximately 10 feet) under the bridges. The center bridge is a foot bridge.

There are two shallow and narrow channels leading from the Inland Waterway into Ottens Canal. These channels are marked with bush stakes and are only suitable for small motor boats. The deepest water in Beach Creek is found along the east bank. There is only limited clearance under the bridges crossing Beach Creek (approximately 10 feet).

Grassy Sound is either bare or awash at low water except along the Inland Waterway or in the channels leading into Ottens Canal.

HEREFORD INLET:

Hereford Inlet is well buoyed except after heavy northeasterly storms when the outer buoys have been noticed several miles down the coast. The channel is reported to be very changeable. There are no markers from the Dredged channels across the end of the sand spit in Hereford Inlet up to join the Inland Waterway.

North of the channel there are numerous sandbars in the center of Hereford Inlet that practically bare to low water.

During heavy storms the water floods over the sand spit east of Hereford Inlet Lighthouse and has washed part of the Pennsylvania Railroad embankment away near the North Wildwood Sewage

Disposal Plant. The shore in the vicinity of Hereford Inlet Lighthouse is protected by stone and wooden bulkheads.

CHANGES:

Many changes have taken place in the area covered by this sheet since previous surveys. Most of the changes are due to dredging operations.

There is considerable change near the Jettys at Cold Spring Inlet. The outside beach seems to be naturally building out all along the sheet. In some instances however it has been built out by hydraulic means. Turtle Gut Inlet has been blocked off with bulkheads and filled in by pumping material from Sunset Lake.

A channel has been dredged from Jarvis Sound to Swains Channel.

Numerous changes were noted in the size and shape of the Islands north of Sunset Lake. This may be on account of the closing of Turtle Gut Inlet. The extra Islands at the junction of Swains and Richardsons Channels and Sunset Lake are probably due to dredging operations.

It was noted in the field that the road bed for the highway had narrowed up Richardsons Channel slightly between Richardsons Fish Factory and the point where the 1928 work stopped.

Wherever considerable change in the shape of the Islands was noted an inspection in the field was made to see that the size and shape was correct as shown.

Some of the minor apparent changes might be due to a different interpretation of the average high water line as the country is very flat.

The large Island near the north end of Grassy Sound is shown by old surveys as two Islands. This was verified in the field as one and shows no indications of having been two.

Ottens Harbor, the canal around West Wildwood, Ottens Canal, Hoffman Canal and parts of Beach Creek have all been dredged.

The channel shown on this sheet north of the Pennsylvania Railroad Fish Dock and not shown on the 1927 sheet was verified in the field as shown on this sheet,

The channel southeast of the Pennsylvania Railroad Fish Dock does not agree with the 1927 survey but checks closely with older surveys. A visual inspection in the field showed this to be correct as shown on this sheet.

The pond north of the Wildwood Gables Fishing Pier is a low spot in the fill and a drainage basin for surface runoff.

The road leading to Wildwood Gables Fishing Pier is a graded road. Its location is temporary; pending the extension of the streets of Wildwood Gables out to the Fishing Pier.

In-numerable small docks for tying up launches dot the waterfront back of Wildwood. No attempt was made to show all of these.

West Wildwood is built up slightly further back than the streets are shown. No plans could be obtained.

The characteristics of the range lights for Jarvis Sound differ from those shown on T4291. The lights as shown on this sheet were noted when coming through the channel after dark.

TOWNS:

Wildwood, Wildwood Gables, Wildwood Crest, North Wildwood and West Wildwood are all separate municipalities, having their own city government.

Beach Creek and Grassy Sound are merely groups of houses built over the marsh on piling.

OFFLYING DANGERS:

There are two fish traps off the Wildwood Beach. A banner on one of them was cut in and named TRAP. The other came very close to the edge of the sheet and was not located.

MAGNETIC MERIDIAN:

The magnetic meridian was drawn on the sheet at Station "MARSH" by means of the Declinatoire. This gave a magnetic variation of $6^{\circ} 44'$ W.

MISCELLANEOUS:

Information was obtained that Wildwood Gables Real Estate Development Company had taken a large number of aerial photographs of this section, but this information was not verified.

Respectfully submitted

Approved & forwarded
Ray L. Schoppe
Ray L. Schoppe,
Commanding Officer,
Str. RANGER.

W. M. Gibson
W. M. Gibson,
Jr. H. & C. Engineer,
Topographer.

Inspected and found adequate.

E. P. Ellis, May, 1929

GEOGRAPHIC NAMES:

Well established local names are:

Cold Spring Inlet	Jarvis Sound
Swains Channel	Richardsons Channel
Sunset Lake	Grassy Sound
Ottens Harbor	Ottens Canal
Hoffman Canal	Beach Creek

Formerly Turtle Gut Inlet separated Two Mile Beach and Five Mile Beach. Since this Inlet has been filled in the names have lost their identity and are not used much locally.

STATISTICS:

Statute miles detailed shoreline	12.1
Statute miles of shoreline of creeks	58.7
Statute miles of roads and streets	24.0
Statute miles of railroads	7.8

These are exclusive of streets and railroads transferred from City Plans.

PLANE TABLE POSITIONS

OBJ. & Desc.	Lat	D.M.	Long.	D.P.	Remarks
SPIRE	39 01	1530	74 48	724	Only church in town of Grassy Sound.
YOW	39 01	1522	74 48	500	Yellow tank
ELL	39 01	1501	74 48	430	Yellow tank
OLD	39 01	844	74 48	28	SE. gable old lone house.
MAST	39 01	650	74 47	989	Mast of wreck of barge
CUP	39 01	115	74 47	1057	Cupola of lone brown house
CHURCH	39 00	721	74 47	815	Prominent spire of church.
CITY	39 00	98	74 47	1149	Flag Pole of City Hall, North Wildwood.
SCHOOL	38 59	1762	74 47	1329	Flag pole in front of North Wildwood Public School.
GIRL	38 59	594	74 48	602	Red cone like top of small House, edge of boardwalk.
BOY	38 59	536	74 48	704	Small house edge of boardwalk with two small flag poles.
BROWN	38 58	1770	74 49	16	House with brown sides.
WHITE	38 58	1604	74 49	196	S.W. Gable of white house.
HOUSE	38 58	1362	74 49	419	Small C.G. Lookout station on boardwalk.
SUNNY	38 58	898	74 49	713	End of dock.
BLACK	38 59	564	74 49	168	Small thin black stack.
COAST	38 58	1648	74 49	699	Wildwood Coast Guard Station.
POLE	38 58	1143	74 49	1004	Flag pole large bath casino.
LAG	38 58	1093	74 49	1284	Flag pole.
GAB	38 58	434	74 50	416	Very prominent seaward gable Breakers Hotel(Extensive alterations)
MA	38 57	1346	74 50	926	Small lone shack on beach.
SHE	38 57	887	74 50	1409	Small lone shack on wood sheeting bulkhead back from beach.
TWO	38 57	432	74 51	540	Cupola on Two Mile Beach L.S.S. abandoned.
DOC	38 57	160	74 51	232	End Wildwood Gables fishing pier
SUN	38 57	182	74 51	541	Striped wooden sunshade built on Boardwalk. Beach
FLAT	38 56	1716	74 52	68	Fairly conspicuous flat top tree

PLANE TABLE POSITIONS (Sheet #2)

OBJ. & Desc.	Lat.	D.M.	Long.	D.P.	Remarks
RED	38 56	422	74 51	1080	Flashing Red Jetty Light.
POST	38 58	1606	74 52	308	Center one of 3 fence posts
TAY	38 58	1748	74 51	1416	Chimney of Taylors shack
CHIM	38 58	1400	74 50	218	Center chimney of prominent two story building brown roof.
DIS	38 59	465	74 50	384	Small yellow shack- lone.
Pale	38 59	983	74 49	1352	Three telegraph poles leaning together.
HOW	38 59	845	74 49	1039	Lone brown shack.
YEL	39 00	916	74 50	000	East gable of yellow house.
WEST	39 00	595	74 49	993	S.Gable large white house, most prominent in West Wild-wood.
DOW	39 00	474	74 49	803	N.E. Gable yellow house.
BIG	39 00	72	74 49	238	SW gable large conspicuous lone house.
END	38 59	1765	74 49	98	SW end of long warehouse
PUMP	39 00	586	74 48	257	Small concrete pumping station, N. corner.
RICH	38 59	1636	74 51	276	Big wooden tank, Richardson Fish Factory.
VANE	39 01	1473	74 48	1060	Top of weather vane.