

4455

Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
R. S. Patton....., Director	
<div style="border: 1px solid black; padding: 5px; float: right;">L. &amp; A. NOV 9 1929 Acc. No.</div>	
State: New Jersey.....	
<div style="text-align: center;"><b>DESCRIPTIVE REPORT</b></div>	
Topographic Hydrographic	Sheet No. A 4455
LOCALITY	
Cape May Harbor and vicinity	
192 9	
CHIEF OF PARTY	
R. L. Schoppe and Charles Shaw	

# DESCRIPTIVE REPORT

to accompany

Topographic Sheet No. A

New Jersey 1929

## Authority:

Directors Supplemental Instructions dated July 15, 1929.

## Control:

Triangulation Stations located in 1927.

## Limits:

Sheet comprises all signals necessary for the hydrographic work called for in the Supplemental Instructions for field work. Signals were located as far north along Jarvis Sound as Lat.  $38^{\circ} - 58'$ . A traverse was made from the west jetty to Convention Hall.

## Description of coast:

Coast is low and sandy fronted from Convention Hall to a point about one mile eastward by a boardwalk and projecting wooden groins. The board walk is protected by a wooden crib formed by two rows of piling driven into the sand and filled between with stone. Remains of an old boardwalk, consisting of rotten and broken piling, extend from the end of the present boardwalk almost to the jetty and are about on the low water line.

The most conspicuous object along the coast is the enormous hanger at Coast Guard Base Nine. Convention Hall is not as conspicuous as some other buildings in Cape May. It is distinguished by the three flag poles on the inshore end of it; the middle flag pole is the highest and was located. The jetties are quite conspicuous.

## Landmarks: (see Landmarks form 567)

Hanger: Enormous gray dirigible hanger at C. G. Base.

Cape May Hotel chimney: Largest building along water front.  
Brick building.

Naval Base Tank: Highest black tank at Base Nine.

Cape May water tank: Flat top black water tank.

Convention Hall: Low building on inshore end of long pier.  
Has three flag poles, the middle one being the highest and the one that is located.

## Traverse:

A three point fix was obtained at north end of Yale Ave., using signals Hanger, Landing, Tripod and Cape May water tank and Naval Base tank. From this point two traverses were run, one to white jetty light and the other to a point on the board walk south of Cape May Hotel chimney. The traverse to White Jetty Light closed with an

error of 4 meters which was adjusted proportionally from the starting point. The traverse to New Cape May Hotel was closed by taking three short cuts on the chimney. The position of Cape May Hotel chimney as obtained by these cuts agreed with the triangulation position within 7 meters. This error was adjusted.

A third traverse was run from a point near the north end of Pittsburg Ave., to Convention Hall. A three point fix was obtained near the north end of Pittsburg Ave., and cuts taken on the flag pole at U. S. Coast Guard Cold Spring Station and middle flag pole Convention Hall. The traverse was then run to the boardwalk near Cape May Hotel where another three point fix was made using Hanger, Cape May Hotel chimney and Cape May water tank. From this latter point the traverse was continued to Convention Hall; the traverse positions of U. S. Coast Guard Cold Spring Station flag pole and Convention Hall flagpole falling practically on the intersection of the two cuts previously obtained.

Some difficulty was experienced in keeping the closing errors within the allowable limit but this may have been due to the fact that White Jetty Light is the only accessible triangulation point on this area.

#### Topographic Signals around Cape May Harbor:

These signals were all located by plane table triangulation. All 1928 signals that could be recovered were relocated and a few additional ones established and located.

Cuts were taken from signals Pole, Tripod, Top, and Wood. Attention is called to the fact that practically all this work depends on signals which had no position check, namely Tripod, Pole, and White Jetty Light.

A U. S. Engineers Hub was located at end of Board Walk.

#### Streets:

The four corners of all street intersections shown on the sheet were carefully located in the field. These streets together with Cape May Water Tank, U. S. Coast Guard Cold Spring Station, and Cape May Hotel Chimney should be sufficient to orient the city, plans, which are being forwarded. *Sp 23048*

It was assumed that only that part of the city north and east of Convention Hall would fall on the chart for which this survey was made so only that part of the city plans was examined in the field. A pencil tracing was made of the city plans to show the actual existing streets in this area.

Changes:

Locations that are common to this sheet and T4291 agree well with the exception of the north end of Pittsburgh Ave., and the unimproved road in the Coast Guard reservation near the jetty. These were very carefully rodged in and it is recommended that the 1929 location be used. The Lookout station in the Coast Guard Reservation has been moved to the position shown. The shoreline has evidently moved back some distance in the vicinity of the West Jetty because the road shown on T4291 is now impassible due to being washed away near signal "Joe".

Signal "Top" is a telephone pole with a banner on it. It was located by cuts from signal "Pole" and "Tripod" and a resection from "Naval Base Tank". The present position agrees closely with the T4291 location and it is thought the prick point referred to in the supplemental instructions was a plane table position from which the signal was rodged in; as station "Top" can only be occupied eccentrically.

A new drawbridge was constructed over Cape Island Creek at Schellengers Landing during the winter of 1928 to 1929. It occupies the same site as the old one.

Magnetic Meridian:

Was drawn on sheet at signal Pole with declinoire. Variation was found to be  $9^{\circ} - 03'$  West.

Note:

Attention is invited to Par. 3 of Supplemental Instructions RANGER, dated July 15, 1929.

The projection was entirely inked in with the idea of eventually transferring the topography to T4291. However it later developed, <sup>that</sup> after work was started, this was to be regarded as a separate topographic sheet and sent to the office as such.

Respectfully Submitted

*W M Gibson*

W.M. Gibson, Jr. H.&G. Engr.  
Topographer

September 3, 1929.

*The work conforms to the general and specific instructions.*

*The junctions with the adjoining sheets are adequate  
No additional work is required.*

*E. E. Ellis*

*Oct. 1930*

STATISTICS

Statute miles of shoreline	4.0
Statute miles of roads	6.4
Area in square statute miles	4.0



CAPE MAY TOPO SHEET A

1929

Signal	Latitude	Position		Longitude	Description
		D.M. m.		D.P. m.	
Top	38 57	(1412.9)	74 52	(421.6)	Signal on telephone pole
		(439.3)		(1023.2)	
		(355.7)		(845.4)	Fender piling on end of small
Pil	38 56	1494.5	74 52	599.4	dock.
		(1106.8)		(759.5)	
Lit	38 57	743.4	74 52	685.3	Lighted beacon.
		(435.3)		(670.4)	Small chimney on long low
Chim	38 56	1414.9	74 52	744.4	building.
		(1317.2)		(80010)	
Bar	38 57	533.0	74 52	644.8	Red barrel on top of spar
		(1143.1)		(85712)	
Kar	38 57	707.1	74 52	587.6	" " " " " "
		(980.6)		(1351.6)	
Sot	38 57	869.6	74 52	83.2	S.W. upright of dock building.
		(726.1)		(29.6)	
Not	38 57	1124.1	74 51	1415.1	N.W. " " " " "
		(468.2)		(89.3)	
Con	38 57	1382.0	74 51	1355.3	Banner signal, temp. mark.
		(62.1)		(672.2)	
Abe	38 57	1788.1	74 51	772.3	" " " " "
		(325.9)		(405.5)	
Lin	38 57	1524.3	74 51	1039.1	" " " " "
		(952.0)		(1144.6)	Stove pipe on roof of small
Shack	38 57	898.2	74 52	300.2	shack.
		(334.8)		(348.1)	New position of Coast Guard
Look	38 56	1515.4	74 52	1095.7	Lookout tower. Moved recently.
		(31.5)		(931.0)	End piling of long curved Coast
Dock	38 56	1818.7	74 53	513.8	Guard dock.
		(163.9)		(290.2)	
Sig	38 57	1686.3	74 52	1154.3	Banner signal, temp. mark.
		(591.1)		(916.5)	Lighted beacon used as front rang
Lam	38 57	1259.1	74 52	528.0	for Jarvis Sound
		(1599.5)		(1395.2)	
Bea	38 56	250.7	74 52	49.3	Lighted beacon, Jarvis Sound
		(395.9)		(972.3)	
Bar	38 57	1454.3	74 52	472.2	Red barrel on top of spar
		(25.6)		(1298.7)	
Boat	38 56	1824.8	74 53	146.1	Piling N.E. corner boat house
		(1839.2)		(330.2)	
Bul	38 57	11.0	74 52	1114.6	Signal on bulkhead, temp. mark.
		(806.0)		(1079.2)	
Bar	38 56	1044.2	74 52	365.6	" " jetty " "

Comp. JSH  
RAE

RAE

## 1929

Comp *J.S.M.*  
✓ *R.A.E.*

Recd



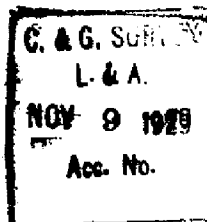
The Cape May Harbor (Cold Spring Inlet) New Jersey  
topographic sheet was done under Captain Schoppe.

The sheet was inked after he was detached.

It is approved.

*Charles Shaw*  
Charles Shaw,  
Commanding, Ship RANGER.

*Norfolk, Va.,  
Nov 7, 1929*

DEPARTMENT OF COMMERCE  
U. S. COAST AND GEODETIC SURVEY

REG. NO.

4455

## 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 Letter A

REGISTER NO.

4455

State New JerseyGeneral locality Cape MayLocality Cape May Harbor and vicinity ✓Scale 1:5,000 Date of survey Aug. 1 - 7, 19 29Vessel RANGERChief of Party R. L. Schoppe and Charles ShawSurveyed by W. M. GibsonInked by W. M. G.Heights in feet above --- to ground to tops of treesContour Approximate contour Form line interval --- feetInstructions dated July 15, 1929, 19Remarks: Sheet is accompanied by Cape May City Plans and a tracing.