5.0 RESULTS OF ARCHITECTURAL SURVEY – INDIAN RIVER INLET

5.1 REVIEW OF EXISTING HISTORIC ARCHITECTURAL DATA

Overall, six historic properties are located within the two-mile study area. One property, the Indian River Life Saving Service Station (S-453), is listed in the National Register of Historic Places (Heite 1976) (Figures 9, 12, and 18; Plate 10). In the WPA guide to Delaware 1930s life in this Coast Guard station was described:

> Members of a station crew patrol the beach watching for ships or persons in need of aid. There is always a lookout standing (he is not allowed to sit) in the little tower on top of the building....There are regular drills with the boats, breeches-buoy, signal flags, and other equipment. Between duties the members of the crew sit around reading, talking, or playing "high-low-jack-and-the-game" (pitch) with a worn deck of cards. On cold winter days there is always a big pot of coffee on the stove for men coming in after beach patrols. At any time the order may come to rescue with boat or breeches-buoy the crew of a dismasted lumber schooner or of a coal barge whose towline has parted in a gale. A surfman or a boatswain's mate may be drowned, but that is all in the day's work (Eckman et al. 1938:411).

A second property, Fire Control Tower #2 (S-6049.2), located two miles north of Bethany Beach (Figures 9, 12, and 18; Plate 11), is included as a contributing resource within a proposed Fort Miles Historic District. This district is documented in a draft National Register nomination (Ross 2003). The description of the tower reads in part:

> ....Fire Control Tower #2 measures 45 feet, five inches tall and seventeen feet in diameter. Two stepped observation platforms, located 28 feet, three inches and 37 feet, eleven inches held a total of eight azimuth instruments. The tower's foundation extends eleven feet, two inches below grade and rests on timber piles. Fire Control Tower #2 provided coordinates for Battery Smith, Battery #519, Battery Herring and Battery Hunter. This particular tower is surrounded by modern beachfront development (Ross 2003:7-23).

Battery Smith, also known as Battery 118, held the principal armament of the fortification, two sixteen-inch guns on barbette carriages. Battery Herring held two six-inch guns placed on circular firing platforms, while Battery Hunter was fitted with two six-inch guns on barbette carriages (Ross 2002:69-71).

A third property located within the study area, the North Jetty, Indian River Inlet (Figure 29; Plate 12), was the subject of a Section 106 evaluation in 1998 and 1999. In that evaluation, U.S. Army Corps of Engineers personnel indicated that the jetty "could possibly be eligible for listing in the National Register of Historic Places for its association with the intra-coastal waterway system" (Callegari 1998). Due to the emergency nature of the jetty stabilization project, a National Register

Figure 29. Aerial view of Indian River Inlet toward southwest showing north breakwater. October 5, 1960. Delaware State Highway Department collection. Image #A503-7. Delaware Public Archives, Dover.

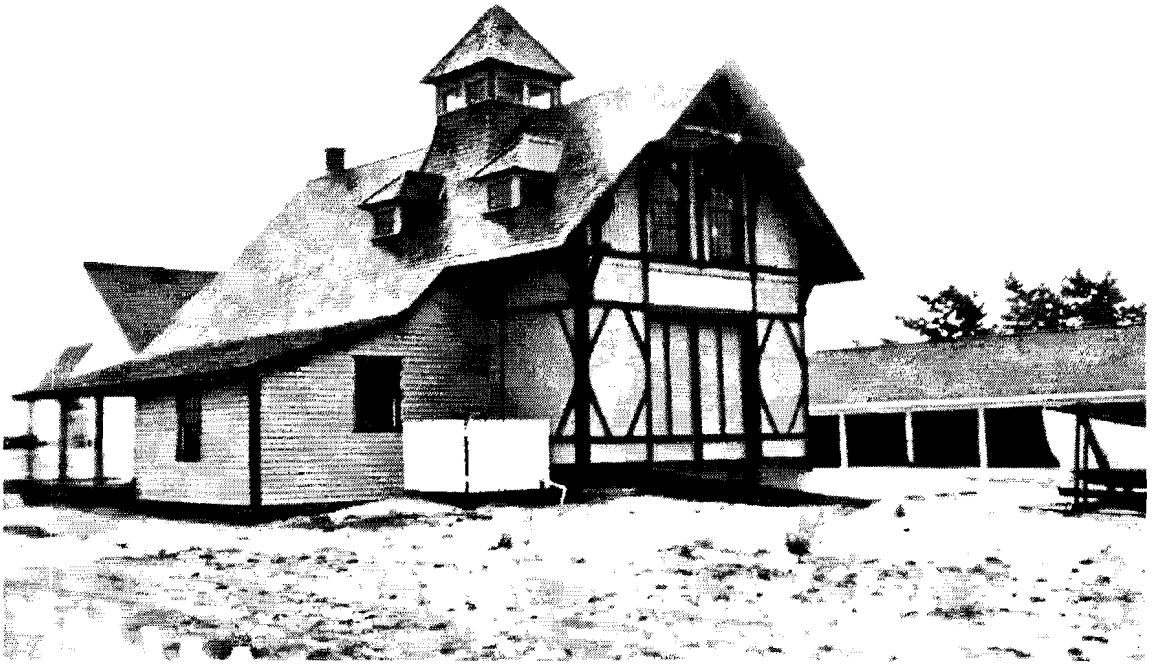

Plate 10. Indian River Life Saving Service Station. South façade and west elevation toward northeast.

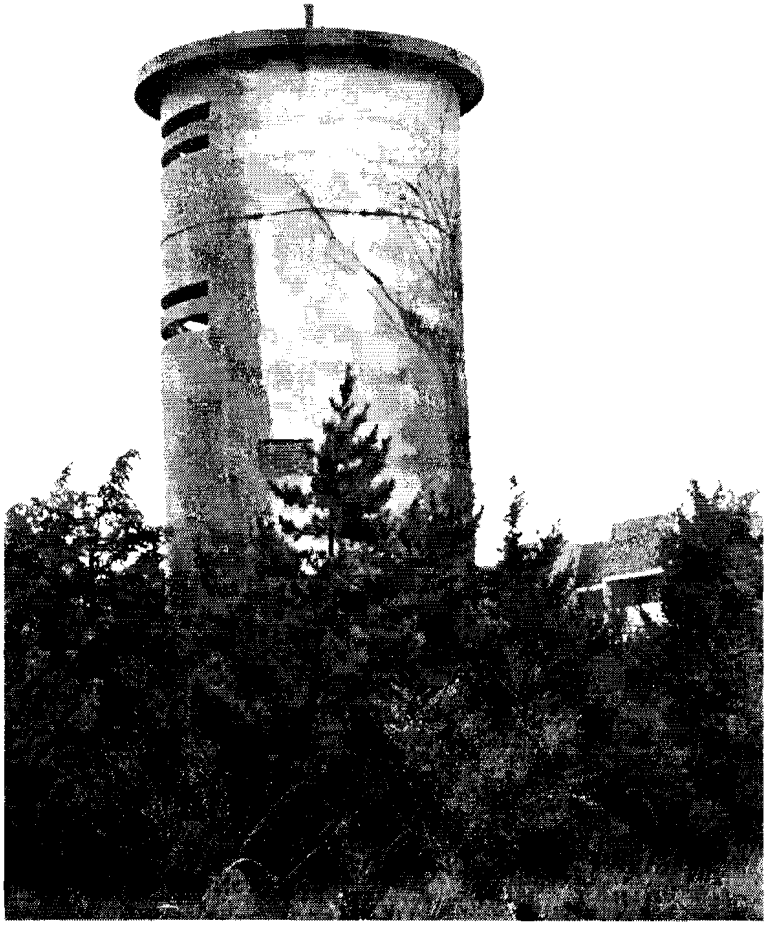

Plate 11. Fire Control Tower #2. West elevation toward east.

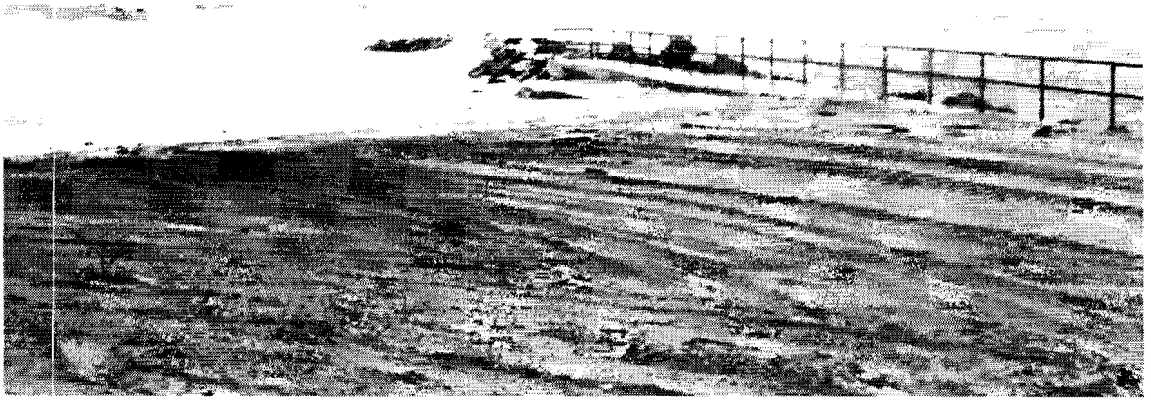

Plate 12. West portion of north breakwater, Indian River Inlet. Toward southeast.

Plate 13. Alice Burbage House (S-2564). North side, west end of Quillens Point Road. South elevation toward northwest.

evaluation was not completed. The Delaware SHPO determined that the undertaking would not result in an adverse effect to the jetty (Callegari 1999).

This property is related to the original stabilization of the present inlet. Stabilization was completed in 1939 when the U.S. Army Corps of Engineers finished construction of two 1556-ft long rock core jetties bounding the present inlet (Tetra Tech. 1992). These jetties were placed 500 feet apart and thus fixed the position of Indian River Inlet. During construction, and immediately thereafter, the bayward end of the jetties began to experience high erosion of the channel banks and shoreline and threatened to collapse the landward ends of the structures. This was remedied by the construction of a series of shore protection bulkheads extending further into the bays over the years as seen in Table 2 (Tetra Tech 1992). It then became noticeable that the shoreline north of the jetty was receding at a greater rate than to the south in the early 1950s. This movement of the shoreline became a threat to Delaware State Route 1 and resulted in beach replenishment activities, starting in 1957, north of the inlet to build the beach and protect the road. In 1990, the present sand bypass system was installed and now transports the sand (~100,000 cu yd/yr) south of the inlet to the north of the inlet via a pipe attached to the present bridge. As of 1994, it was determined that approximately 250 ft of the north jetty has been lost on the seaward end as a result of progressing storm damage since the 1950s (USACE 1994).

Table 2. Summary of Bulkhead Construction Project, 1941-1973.

Year	Historical Comment
1941	Sheet pile bulkhead was constructed to protect the interior shoreline
1945	Sheet pile bulkhead kicking out at toe
1947	Stone fill added to support bulkhead
1963	Sheet pile bulkheads extended westward and rehabilitated
1968	Rubble was dumped on south bay shoreline to halt erosion
1973	The 1941 steel bulkhead was replaced with rubble mound structure

A fourth property, the Alice Burbage House is located on the west side of Cedar Neck Road (CRS S-2564). This two-story, wood-framed house is set back slightly from the west side of Cedar Neck Road and is partially hidden from the road by evergreens (Plate 13). Its visible south elevation displays a variety of alterations. The first story is partially sheathed in wood shingles and partially enclosed in plywood panels. The second story is sheathed in vertical boards. A four-light, two-panel door is placed in the western portion of the façade and is accessible by wood steps. Fenestration consists of one-over-one, vinyl clad replacement windows. Exterior appearance suggests a c. 1900 construction date with c. 1990 alterations. This property is unlikely to be eligible for listing to the National Register of Historic Places.

A fifth property is a Cape Cod House on the southeast corner of Cedar Neck and Bayfront roads (CRS S-2569). This four bay, one-and-one-half story Cape Cod house has been enlarged with a flat-roofed enclosed rear porch with roof deck (Plate 14). The main entry is placed off-center on its west façade. This entry is sheltered by a gabled, wood-framed stoop with concrete steps and wrought-iron railings. A secondary entry, sheltered by a gabled hood, is placed in the south elevation. Concrete steps with wrought-iron railings extend up to this door. Most or all of the original

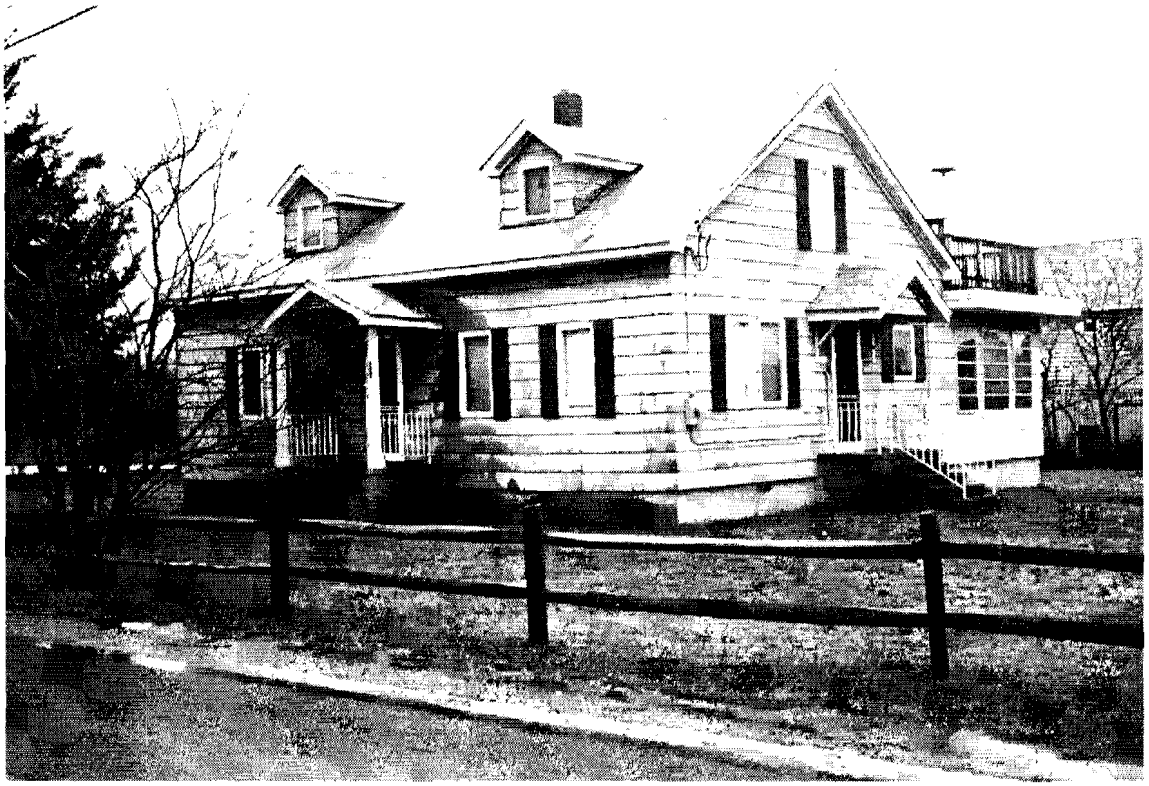

Plate 14. Summer cottage (S-2569). North of west end, Quillens Point Road. East and south elevations toward northwest.

windows have been replaced by single-light casement windows. Two gabled dormers project from the west roof slope. The house has a concrete block foundation, is sheathed in cement-asbestos shingles, and has a roof sheathed in composition shingles. A brick heater chimney rises from the rear roof slope. Exterior appearance suggests a c. 1950 construction date. This property is unlikely to be eligible for listing to the National Register of Historic Places.

The sixth previously identified property within the survey area is a 1960s concreted block building (S-9804.001) that is presently used as a ranger's residence for the Delaware Seashore State Park (Plate 15). It is noted in the management summary for the Proposed Cabin Development Project that this property is unlikely to be eligible for listing to the National Register of Historic Places (Clark 2002).

5.2 FIELD VIEW

The architectural field view indicated that the six previously identified properties remain standing. Since the time of its survey and National Register nomination, the Indian River Inlet Life Saving Service Station (Plate 10) has been rehabilitated and is presently open as a museum.

Fire Control Tower #2 (S-6049.2) remains standing east of S.R. 1 in the Tower Shores community (Plate 11). The most notable change from its original appearance is the bricking up of lower openings. The formerly open landscape surrounding it has been developed with beach houses and condominiums.

In addition, three additional pre-1960 properties were identified (Figure 30). Brief descriptions of these properties follow. Assessment of significance and integrity of these identified properties is beyond the scope of the present investigation (Guerrant 1993:8-9).

Summer Cottage. North side, west end of Quillens Point Road (Property 1). This single-story, wood-framed cottage consists of two adjoining gable-roofed blocks both sheathed in cement-asbestos siding (Plate 16). Fenestration consists of one-over-one, double hung sash windows. An entry, placed on the south wall, is sheltered by a gabled hood. A hipped, screened porch projects from the west gable end and overlooks Indian River Bay. Exterior appearance suggests a c. 1940 construction date.

Summer Cottage. North of west end of Quillens Point Road (Property 2). This one to two story residence, consists of a main section with a gabled front and wing plan, a hipped roof west porch and a single story, gable-roofed east ell (Plate 17). It has a concrete foundation, walls sheathed in cement-asbestos shingles, and roofs sheathed in composition shingles. Fenestration consists of single and paired one-over-one, double hung, sash windows. Exterior appearance suggests a c. 1940 construction date.

House. South side, west end of Quillens Point Road (Property 3). This one and one-and-one-half story, wood-framed house consists of two, offset, gable-roofed blocks sheathed in cement asbestos shingles (Plate 18). A shed-roofed enclosed porch projects from the east wall of the south block. Fenestration consists of a mixture of six-over-one, six-over-six, one-over-one, and two-over-two, double hung, sash windows. Its roof is sheathed in composition shingles, and a brick heater chimney adjoins the north elevation. Exterior appearance suggests a c. 1940 construction date.

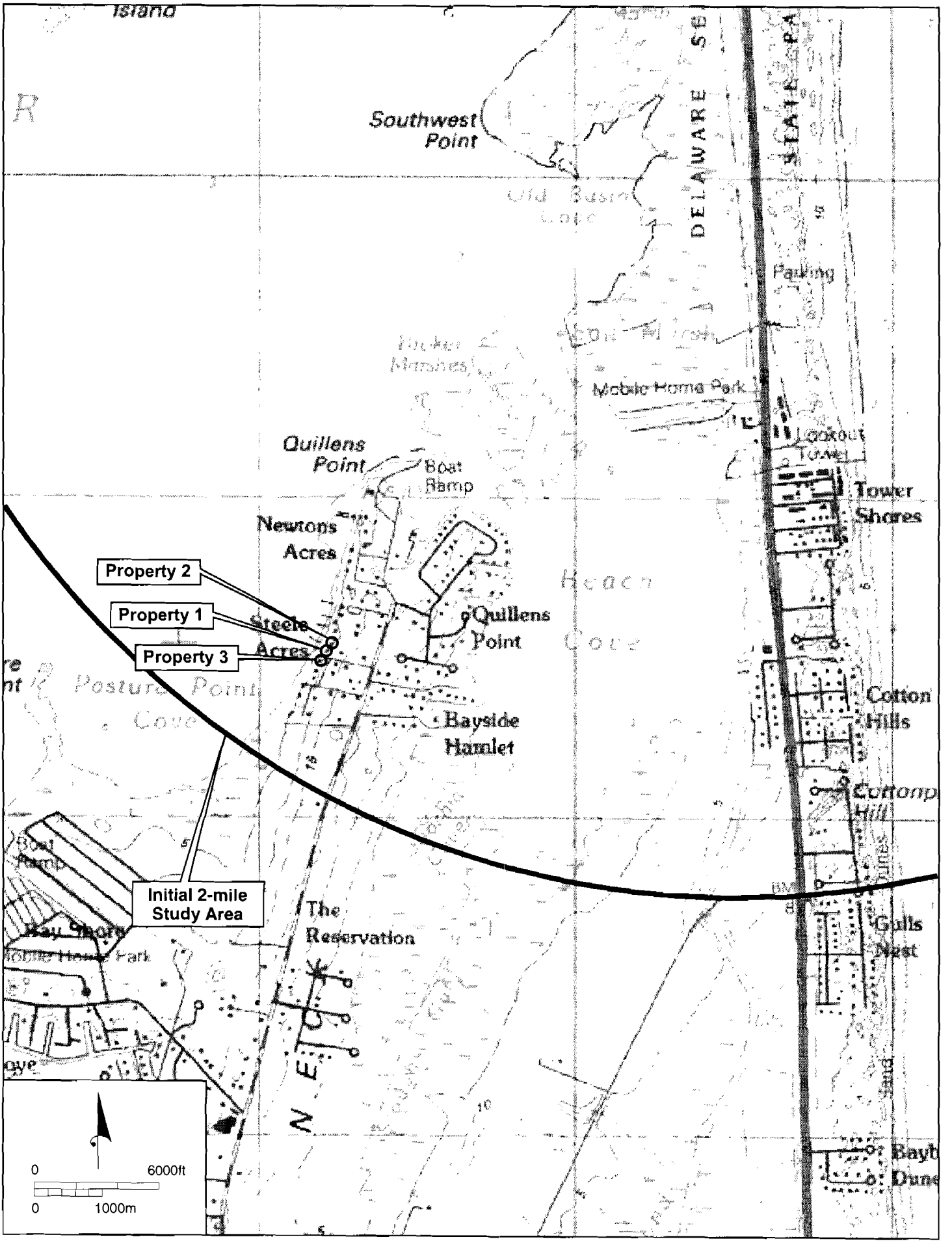

Figure 30. Locations of newly identified pre-1953 historic architectural properties.

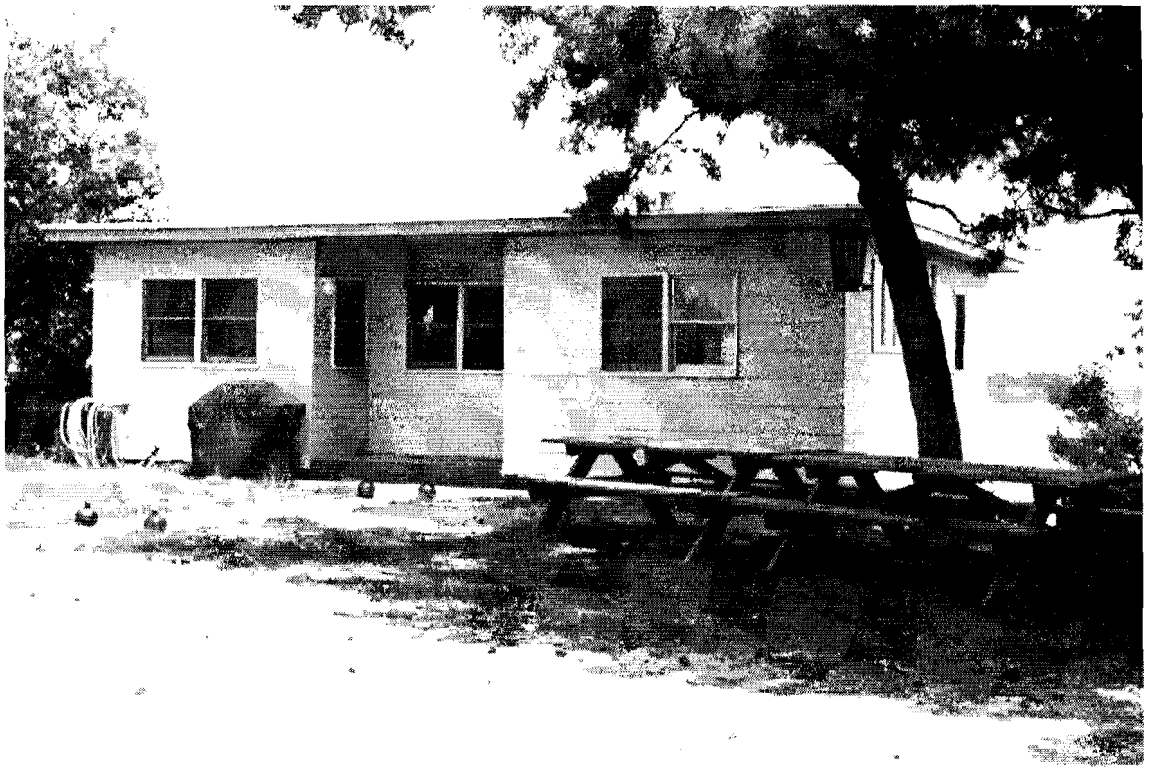

Plate 15. Ranger Residence (S-9804.001). Delaware Seashore State Park, North Indian River Inlet. West and south elevations toward northeast.

Plate 16. Summer cottage (Property 1). North side, west end, Quillens Point Road. South elevation toward northwest.

Plate 17. Summer cottage (Property 2). North of west end, Quillens Point Road. East and south elevations toward northwest.

Plate 18. House (Property 3). South side, west end of Quillens Point Road. East and north elevations toward southwest.

5.3 HISTORIC ARCHITECTURAL SENSITIVITY

Within the five-mile study area, there are 291 cultural resource properties that are inventoried at the SHPO as standing structures. Of this number, one is a National Register-listed property (the Indian River Life Saving Station) and two are National Register-eligible. The remaining 288 have not been evaluated for National Register eligibility.

The general historic architectural sensitivity of the study area is low. The eastern portion of the study area is a bay barrier. Lightly developed until recent years, most of the buildings and structures that predated 1953 are gone. Some may have succumbed to coastal storms, while others may have been demolished following the establishment of the Delaware Seashore State Park. Those buildings in the State Park, predominantly bathhouses and marina-related buildings, all are less than 50 years of age, as are the buildings of the Indian River Inlet Coast Guard Station. The only buildings and structures on the portion of the bay barrier within the study area that predate 1954 are the Indian River Life Saving Service Station, the Fire Control Tower #2 (S-6049.2), and the surviving portion of the once longer North Jetty, Indian River Inlet.

The beachfront communities of Tower Shores, Cotton Patch Hills, Cottonpatch and Gulls Nest were all developed less than 50 years ago with summer houses and condominiums. Much of the area west of the bay barrier adjoining the back-bay consists of uninhabited islands and wetlands.

The southern portion of the study area includes Quillens Point. Though the northern portion of the point contains recent development, several houses located further south on the point pre-date 1960.