



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 14001124

Date Listed: 1/7/2015

Property Name: Grosse Point Yacht Club

Multiple Name:

County: Wayne

State: MI

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patricia Andrus
Signature of the Keeper

1/7/2015
Date of Action

Amended Items in Nomination:

This SLR is issued to make a technical correction in Section 3 of the form. The Statement of Significance says that the property is nominated at the State level of significance, but in Section 3 of the form "Local" is checked. The Michigan SHPO has informed us that this was a clerical error and that State significance is correct. The form is amended to change Local to State in Section 3.

DISTRIBUTION:

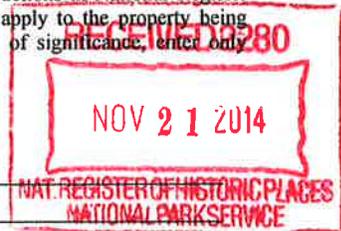
National Register property file
Nominating Authority (without nomination attachment)

1124

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Grosse Pointe Yacht Club

Other names/site number: N/A

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 788 Lake Shore Road

City or town: Grosse Pointe Shores State: MI County: Wayne

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria:

 X A B X C D

Mark J. Nataro, Esq. 11/14/14

Signature of certifying official/Title: Deputy SHB Date

Michigan State Historic Preservation Officer

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: _____ **Date** _____

Title : _____ **State or Federal agency/bureau or Tribal Government** _____

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Patricia Andrews
Signature of the Keeper

1/7/2015
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District

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Site

Structure

Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>1</u>	buildings
<u>2</u>	<u> </u>	sites
<u>2</u>	<u>3</u>	structures
<u> </u>	<u>1</u>	objects
<u>5</u>	<u>5</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Social/Clubhouse

Current Functions

(Enter categories from instructions.)

Social/Clubhouse

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7. Description

Architectural Classification

(Enter categories from instructions.)

Mediterranean Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Stucco, Ceramic Tile

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Grosse Pointe Yacht Club complex is located in Grosse Pointe Shores, Wayne County, Michigan. Constructed in 1928-29, the clubhouse building is of Mediterranean Revival design and situated on a seven-acre parcel of land that projects into Lake Saint Clair. It is sited adjacent to the City of Grosse Pointe Shores Municipal Park, with which the yacht club shares a harbor. Clad in light beige stucco, and displaying nonlinear fenestration, the steel-frame and hollow terra cotta clubhouse has a front façade that forms something of an asymmetrical U with two-story wings projecting from both sides of the recessed, three-story base of the U. A 187-foot tall bell tower rises from the south façade of the building, and is balanced by a shorter tower on the north façade. Portions of both wings are roofed in red clay tiles, while other portions, as well as the center volume, are flat-roofed. The club is surrounded on three sides by a man-made harbor.

Narrative Description

The Setting

The Grosse Pointe Yacht Club (GPYC) is located on Lake Shore Road, south of Vernier Road, which runs east-west in perpendicular fashion to Lake Shore road. Lake Shore Road originates in downtown Detroit as Jefferson Avenue. Proceeding north from Detroit the name and tenor of the road changes at its intersection with Fisher Road in Grosse Pointe Farms. Instead of a largely commercial thoroughfare, the road becomes a boulevard with central median dotted by large trees and various flowers. Business concerns give way to views of Lake Saint Clair to the east and stately homes with expansive, manicured lawns and landscaping to the west. While the large parcels of land where expansive estates and elegant residences once stood have mostly been subdivided, the well-kept neighborhoods, mature and orderly foliage, and architectural styles suggest that the “desirable and attractive”¹ Grosse Pointe of the late nineteenth century and early twentieth century is yet extant. From the entrance at Lake Shore Road the GPYC clubhouse is largely screened from view by mature evergreen and deciduous trees. North of Vernier Road and adjacent to the GPYC is Osius Municipal Park. Opposite the park on the west side of Lake Shore Road is the Grosse Pointe Shores municipal building. North beyond the park lakefront estates again occupy the shore. To the west, quiet, tree-lined streets mark pleasant neighborhoods predominantly occupied by handsome, classically styled houses.

Gate

¹ Farmer, Silas, *The History of Detroit and Michigan*, (Detroit: Silas Farmer & Co., 1889), p. 4.

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Whether approaching from the north or south on Lake Shore Road, the Grosse Pointe Yacht Club is a dominant feature of the Lake Saint Clair shoreline, extending far out from the shoreline with its bell tower being visible for several miles. Two large granite pillars frame the wrought iron gated front entrance to the club on Lake Shore Road.

Guardhouse

Approximately one hundred feet past the entrance gate is a one-story octagonal guard house that complements the appearance of the clubhouse in the distance. The current guardhouse was built in 1984, to replace an earlier structure that was constructed in 1951. The club manager at the time noted that, "The overall objective was to create an entry into our club that was in keeping with both the original architecture and the beauty of our club here." The stucco finish is identical to the clubhouse and painted the same shade of beige. The facades of the guardhouse feature six-light, rectangular windows surmounted by semicircular windows. The roof is dome-shaped and crowned with an ornament similar to that cresting the clubhouse. A bathroom was included at the rear of the new structure for use by the tennis players.

Entry Drive

A long, tree-lined, landscaped drive that runs perpendicular to Lake Shore Road leads past tennis courts, parking areas, and boat docks to a circular drive at the end that provides access to the main entrance in the north wing of the Club. The driveway is defined by lighted stone bollards linked by heavy chain. The bollards were donated to the Club by members in the early 1980s. The now mature trees and tall hedges that stand on either side of the drive frame the view directly ahead of the clubhouse's ballroom area with its massive central Gothic window.

Flag Pole, Grosse Pointe Yacht Club Burgee, and Club Officer Flags

The end of the entry drive in front of the club outlines a teardrop-shaped area of lawn containing two small garden areas displaying low hedges. The smaller of the gardens, opposite the club's front entry, outlines a ship's anchor. The larger, on axis with the entry drive from Lake Shore Road, contains a metal tapered flag pole that rises 112 feet into the air. At the head of the flag flies the burgee of the Grosse Pointe Yacht Club. Placed lower on the flag staff is the ensign, the flag of the United States, and slightly lower still, on a horizontal yardarm, fly the flags of the Commodore, Vice-Commodore, Rear Commodore, and other officers of the fleet, when they are in the building.

When acquired by the Club in 1982 from Rose Terrace, the estate of Anna Thompson Dodge, widow of Horace E. Dodge, Sr., the flag pole was cut at ground level and transported to the Club. Despite the demolition of Rose Terrace in 1976, the flagpole remained on the estate until its acquisition by the Club.

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To install the pole, a hole six feet in depth was created into which eight steel rods were driven over fifty feet into the ground, then capped with six feet of concrete. The pole was welded to a steel base plate and the plate bolted to the steel rods. Four fins were welded to the bottom of the pole and to the base plate to help stabilize the pole.²

The GPYC burgee, adopted circa 1938, features red diagonally crossed bars on a blue field. A single white star is placed at the intersection of the bars. Within the four quadrants created by the intersecting bars are the initials, in white, of the Club. The 1938 burgee replaced the original, swallow-tail burgee that was adopted shortly after the formation of the Club. Though the design is the same, the original burgee featured a white field, blue crossed bars, and red letters.

Gardens and Grounds

Groomed trees, shrubbery, and flower beds are found throughout the site. Bronze sculptures and teak park benches encourage strollers to pause and relax. Fronting the clubhouse, within the hollow of the U, is an Italian Renaissance garden, approximately sixty-two feet by ninety-six feet. The garden is composed of four adjoined spaces. To the north is a linear row of ten trees surrounded by a lawn. To the south are hedges surrounded by lawns in both the southeast and southwest corners of the garden. These north and south sections of the garden are accessed by a paved L-shaped walkway that leads from the east and provides access to the south wing of the U. The large center space is the focal point of the garden. The geometric and symmetrical garden is a large lawn, framed by hedges and accessed by ascending a circular step on the east that leads to a paved walk that serves as a central axis. The walkway is equidistant from the north and south ends of the center garden. Passing between two conical shrubs, the walkway leads to a concrete square, framed by low, rectangular hedges, at the center of the inner garden. At each corner conical shrubs adjoin the square. At the center of this interior paved space stands *The Sailor*, the largest of the exterior sculptures, which depicts a sailor on a tilting deck, doggedly steering his ship. Wood benches flank the statue on the north and south.

In the southeast corner of the property is the East Lawn, a large lawn with minimal landscaping. Hedges and deciduous trees frame the East Garden on the north and east perimeters, while the pool deck and clubhouse abut the lawn on the south and west borders. A semicircular garden, surrounded by a paved plaza, and with a paved core, is on the south edge of the lawn. This spaced is often used for outdoor events.

Clubhouse Exterior

The Mediterranean Revival-style structure sits on an island that was created for the Grosse Pointe Yacht Club clubhouse. The island, separated from the mainland by a narrow waterway, is some 300 feet wide by 470 feet in length. It was constructed by driving twelve hundred white oak pilings, capped in concrete, some twenty feet into the lakebed to support the structure, and adding fill. Construction of the clubhouse began in 1927, followed shortly by the creation of a boat harbor.

² L. Stephenson, email message to authors, August 16-18, 2014.

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The Clubhouse is a complex structure with an asymmetrical U-shaped broad front, facing west toward Lake Shore Road and east to Lake Saint Clair. The main entry is located in the north wing of the U on the west elevation. The building's walls are faced with rough-troweled, light-colored stucco, applied over walls of hollow terra cotta tile. The majority of the low-pitched hipped roofs is covered in variegated, red-brown clay tile, while other sections are flat and house HVAC equipment. The roof of the center volume is entirely flat. All architectural trim is of stone.

The south wing of the building is a two-story volume. Its roof is of variegated red tile. The building's most prominent feature, a 187-foot bell tower, is placed at the southwest corner of the central volume, where it intersects with the south wing. The bell tower rises in stark contrast to the horizontality of the surrounding land and water. The slightly tapered shaft of the tower is punctuated by rectangular, one-over-one windows at regular intervals, and paired arched openings at the top of the shaft, near the belfry. Small Tuscan columns support the arches at their springing points. Residing in the belfry is a five-thousand pound bronze bell cast by Meneely and Company of Watervliet, New York. Meneely and Company was founded in 1826, and, prior to its closing in 1952, had produced some 65,000 bells, including the Liberty Bell for the 1893 World's Columbian Exposition in Chicago. The bell is dated 1928. A metal spire rises from the belfry. Cellular communication equipment has been placed in and around the spire, but in a color scheme which blends into the whole.

The lower level of the south wing features single rounded six-light arched windows, while the upper level displays three clusters of three three-light arched windows. This wing houses the Venetian Room, Lakeshore Room, and the Tower Pub.

In the southwest corner of the clubhouse is the Binnacle Terrace. The terrace is an extension of the Binnacle dining room, and provides outdoor dining. Adjacent to the terrace to the south, in a two-story building, are offices for the harbor master and sailing and swimming staff on the second floor, and a small shop on the ground floor. The upper floor is accessed by either a walkway from the Binnacle Terrace or exterior stairs.

The north wing of the building now houses club operations (north), the main dining room (northeast), and the Spinnaker dining room (northwest) on the first floor, and, originally, staff and member chambers on the upper floor. The north, south, and west walls display asymmetrical fenestration, incorporating two and three arch clusters, rectangular sash, and rectangular single-pane windows. Wrought-iron balconettes protrude from a second-story window on the south wall of the wing and a first-story window on the west, just to the north of the entry. While the variegated red tile roof is employed in this section, the roof of the west arm also houses HVAC equipment, and is thus flat. A shorter octagonal tower located at the northwest corner of the central volume, where it joins with this wing, serves to visually balance the bell tower. The main entrance to the club is located on the west façade of the north wing of the building, and is accessed through a vestibule fronted by an arched entry. The arch is supported by composite Doric-Tuscan columns. On the east, the octagonal main dining room projects outward toward the lake.

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The recessed base of the U on the west (front) façade is a three-story, three-bay volume that houses the grand ballroom. The broad west façade is marked by three large square-head Gothic panel tracery windows. The three-level center slant-sided bay window is flanked on either side by smaller, two-level windows. All three windows are divided horizontally into sections. The lowest level in each window is composed of four-over-one panels, while the upper levels, whether second or third, are composed of three-over-one arched windows. Each window in the uppermost level is surmounted by a quatrefoil form. Below, the windows are completed by rectangular aprons with recessed square panels. Above and on either side of each window are awning brackets that remain from when large awnings were once used to shield the west-facing windows from the warming effects of the sun, now no longer necessary due to the installation of a centralized heating, ventilating, and air conditioning system.

Below the ballroom windows, at ground level, is a series of six pairs of ten-light arched windows, providing light to the former Western Arcade. Each pair is separated by a cast stone pilaster, whose capitals meet each adjacent arch. After construction, each of these arched windows was covered by an awning that has since been removed.

The east façade is covered by an enclosed loggia (now containing the Binnacle dining room) that projects from the upper east wall of the central volume. A sloped roof rises from the edge of the loggia to meet the east wall of the main volume. Seven paired arched windows in the wall above the former loggia provide light to the Grand Ballroom.

What was formerly a service yard on the north side of the building, between what is now the Commodore's Room to the west and the northeast portion of the building, has since been partially enclosed by building expansions.

Clubhouse Interior – First Floor

The interior of the GPYC is a complex of rooms, many interconnected or accessible from another. Each room employs rich materials, and is furnished according to its purpose. Paintings, models of boats, and other maritime artwork adorn each room. The rooms provide a variety of spaces for meetings and other private functions, or simply quiet space away from the bustle of the main rooms. While the functions of some of the rooms have changed over time in accordance with the changing tastes and preferences of members, their arrangement is largely the same as in 1929.

Entrance Hall

The primary point of entry to the clubhouse faces west in the northerly wing of the clubhouse. Passing through a vestibule one ascends several stairs to a hall that extends fifty-five feet and terminates in a grand rotunda, the arrival point from which other interior destinations of the Club are reached. A small reception area is situated on the north side of the entry hall. The original terra cotta floor is now covered with carpeting. The south wall of the hall is punctuated by round arch windows that provide natural light into the hall and views of the Italian Renaissance garden

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on the exterior. Nautical-themed artwork and small light fixtures hang from the painted walls. Baseboards, crown molding, and trim pieces are of stained wood. Two rows of recessed lights extend the length of the hall.

Spinnaker Dining Room

Immediately to the north of the entry is a short hall that leads past a reception desk and coat room to the east and a men's restroom to the west. At the end of the hall is the Spinnaker dining room (named for a type of sail), located in the northwest corner of the building. Originally planned as a men's restaurant, this casual dining space has a maple top bar and brick fireplace in the center of the room. The Spinnaker dining room abuts the kitchen, which is to the east. A small addition to the north and east sections of the dining room was undertaken in September 1985 and completed in 1986. At the time of the addition, the room was reconfigured slightly by moving the bar from the south wall to the east wall. All window and door finishes are of darkly stained and polished wood.

Rotunda

At the east end of the entry hall is the thirty-five-foot diameter two-story rotunda, a central point from which most other interior destinations in the Club are reached. An oculus placed in the center of the otherwise smooth-finished, white ceiling lights the interior of the space, and working in tandem with the height of the space, provides a dramatic foil to the low ceiling and restrained lighting of the entry hall. Three alcoves hold sculptures by Wheeler Williams.

Arched galleries in the upper level of the rotunda, now enclosed, were originally designed to house a small orchestra that would entertain members and guests as they entered the club. The openings have since been enclosed and the spaces behind the arches are used for storage (west side). The former musicians' room is now used the club manager's office (east side).

Main Dining Room

Northeast from and adjacent to the rotunda is the octagonal-shaped Main Dining Room, with colonnaded central area. Entry to the space is gained via a semicircular arched doorway, and by passing through two floor-to-ceiling marble columns. Eight interior marble columns form a central octagonal shape, and support a low octagonal clerestory. The columns frame the center hardwood dance floor that is surrounded by carpet that extends to the outer walls.

Fourteen large arch windows frame the perimeter of the room and allow for east and north light to flood into the space while providing north, south, and east views of the manicured lawn, harbor below, and the blue waters of Lake Saint Clair beyond. Additional light is funneled into the center of the room through the round windows of the vaulted clerestory rising above the columns in the upper level of the room. The main dining room at the building's northeast corner and the Spinnaker dining room near the building's northwest corner are separated by the kitchen and service areas.

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Commodore's Room

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A private dining room at the south end of the Main Dining Room was later converted into the Commodore's Room with its west wall being decorated with portrait photos of past commodores dating to Commodore R. George Marsh that were taken between 1921 and 1922.

Clubhouse Interior – Second Floor

Grand Ballroom

To the south of the rotunda, and accessed by a nearly 24-foot wide grand staircase, is the Grand Ballroom, which is the primary social space for the club. Entry is gained by ascending sixteen low-rise stairs that proceed through an opening through a slightly arched entry trimmed in stone. Above the arch, on the interior wall of the ballroom is a series of three octagonal windows, trimmed in stone. The room is an eighty-six feet long, forty-four feet wide, and twenty-nine feet high volume, with seven arched French windows and doorways on the east side that now serve as a backdrop for the Binnacle dining room's west side. The arches are constructed of cast stone. When originally constructed, the windows and doors opened onto a loggia that overlooked the East Lawn, pool, harbor, and Lake Saint Clair. Above the ballroom's east side windows and doorways near the ceiling are a series of paired arched Gothic windows.

Opposite the now-enclosed loggia, on the west, exterior wall are three alcoves, each containing a large Gothic panel tracery window that overlooks the Italian Renaissance garden. The windows are recessed into the walls and trimmed in stone.

The floor is carpeted with the exception of a wood floor placed equidistant from the north and south ends of the room, and adjacent to the large, center window. The ceiling is finished in crosswise polished wood girders and smaller lengthwise-spanning polished wood beams. The more substantial girders are supported by scrolled wood brackets on the east and west walls. The intersecting beams create a grid pattern in the flat plaster ceiling. A chandelier hangs from the center panel. A doorway in the southeast corner leads to the Venetian Room, the former Club Lounge, while a corresponding doorway in the southwest corner of the ballroom leads to the Lakeshore Room (former ladies' quarters) and provides access to the tower.

Projecting from both the east and west walls, and flanking each wall opening are decorative lights. Above the lights and openings (with the exception of the large center window on the west wall) are eleven flags, generally burgees of the area yacht clubs, but changed as the occasion warrants. Nautical themed artwork adorns the walls.

The focal point of the room is a large, Kasota limestone trimmed fireplace at the south end of the room, above which hangs a ten-foot by twenty-nine-foot painting titled *Sea Witch*. Kasota is a dolomite limestone found in southern Minnesota. This sedimentary rock is part of the Oneonta Dolostone in southern Minnesota and is approximately 450 million years old. It is resistant to weathering, making it widely used as a building material. Within the fireplace hangs a ship's bell.

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North Wing

When constructed, the second story of the north wing of the building housed private member and staff chambers, bath facilities, and storage rooms. A trophy room abutted the rotunda on the east. No longer used for that purpose, these spaces are now used to meet the operational needs of the club, and include the assistant manager's office, membership office, and employee dining room, among the spaces. Primary access to these quarters is by a stairs in the northwest corner of the grand ballroom.

Venetian Room

The Venetian Room is located in the southeast corner of the second floor of the club. The space was designed as the Club Lounge, described by architect Henry C. Richmond as, "a dressy and colorful room."³ The space is now used for private functions. The room is accessed through the grand ballroom. Large arched windows to the south provide views of the harbor and Lake Saint Clair. Wainscoting covers the lower third of the walls. All wooden elements are darkly stained.

Lakeshore Room

Adjoining the Venetian Room to the west is the Lakeshore Room. The room features arched windows on the northern, southern and western walls. Each wall contains recessed panels covered in beige and white striped wallpaper. Baseboards, crown molding, doors, and door trim are all painted. Lights are recessed into the flat ceiling. The floor is carpeted. Originally constructed as a ladies' lounge and bridge room, the Lakeshore Room now functions as a private meeting space.

Tower Pub

Located above the Venetian Room is the Tower Pub. Designed as the club director's apartment, the pub is a casual and "cozy"⁴ space, far removed from the normal activities of the club. Walls are finished in stained wood. A bar is situated on the south wall. Nautical themed art, including models of member yachts mounted on wood panels, decorate the walls. Windows on the south elevation overlook the harbor and Lake Saint Clair, and windows lining the east wall now enclose a former loggia.

Binnacle Dining Room

The Binnacle dining room was created by enclosing the original arched loggia on the east of the building. The east wall of the space was formerly a series of arches that have been enclosed by infilling the semicircular arch heads, thus creating rectangular openings that have been enclosed with glass panels. The arches of the west wall were also enclosed as windows or doors leading from the grand ballroom. A series of wood beams span the width, east-to-west, of the dining

³ Henry, Ralph Coolidge, "A Building on the Board," *Pencil Points*, Dec. 1929, p. 835.

⁴ *Ibid.*

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room from each arch abutment. All wood surfaces are darkly stained. The floor is covered in carpet. Directly to the south of the dining room on the exterior is the Binnacle Terrace.

Clubhouse Interior – Lower Level

Generally, the lower level of the clubhouse contains many operational and storage rooms that are necessary for the functioning of the club, many of which are located below the north wing.

Trophy Hall

On the lower level of the club, along the building's west side, below the grand ballroom, and a short distance west of the rotunda is Trophy Hallway. Primary access to the hall is through the entry foyer. Originally planned as the West Arcade, the hallway is accessed by descending eight steps from the entry hall. The eight-foot wide and sixty-foot long terra cotta tile hallway is where the Club's athletics trophy cases are located. The trophy cases hold the tennis, swimming, bowling, and some sailing trophies, which are part of the rich tradition of Grosse Pointe Yacht Club athletics. On the opposite side of these trophy cases are twelve arched windows at ground level with views into the courtyard garden. The hall terminates in a staircase that rises seven steps and provides access to a stairs leading to the Venetian and Lakeshore rooms, as well as the tower.

Bowling Center/Indoor Swimming Pool

The original plans for the clubhouse called for an indoor swimming pool, which was completed but never opened to the members. Prior to the grand opening, a drowning that resulted in a complex lawsuit had occurred in the indoor pool of a nearby club. The GPYC board, already skittish about cost overruns and mounting debt, elected to not open the pool, which remained closed until a bowling alley was built over it in 1940. The pool was not filled in, and the tile walls of the pool are still intact.

To the east of the bowling alley is a men's locker room, to the south is the women's. A bowling office and lounge is to the north.

Fo'c'sl

To the northeast of the Bowling Centre, and beneath the main dining room, is the Fo'c'sl. On the north wall of the Fo'c'sl there hangs an ice boat donated by Commodore John French. French was an avid ice boatsman and sailed the boat in the 1920s. An east entrance to the Fo'c'sl leads to the East Lawn.

Wine Cellar

Located to the north of the Fo'c'sl is the Wine Cellar. A recent addition to the Club, the Wine Cellar is an irregularly shaped space that holds wine bottles owned by the Club, as well as

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personal bottles owned by club members, in polished wooden vaults and racks. Light is provided by recessed lighting in the ceiling. The floor is covered in ceramic tile. The space is also equipped to hold small dinner parties.

Alterations and Additions

The early 1950s was a period of rising levels on the Great Lakes and Lake St. Clair. Water was seeping into the building's basement and could reach the bowling alleys. The harbor was almost unusable and the building was chronically flooded. The wall adjacent to the harbor had to be repaired with sheet piling. The building foundation was repaired and made leak-proof. The price was \$171,000 for these repairs.

Building enhancements, beginning in 1959, included enclosing the loggia to create the Binnacle Dining Room and various harbor improvements. In 1974 a new roof was installed and other general repairs completed. Many other capital projects have been undertaken including a window replacement program and HVAC upgrade and replacement program. The window replacement program has included custom made windows being built and installed in the Ballroom, Lakeshore Room, and Trophy Hall. Maintaining the historic integrity of the club has been a priority for all capital projects.

Artwork and Sculptures

There are numerous painted and sculptured works of art on display throughout the Clubhouse and the grounds. In each room and in the common areas of the Club there are either paintings or sculptures that, donated by members, contribute to the uniqueness of the space. This extends to the outdoor spaces, too, where there are bronze statues and fountains on display throughout the Club campus. Among the most noteworthy of the works are:

Rhythm of the Waves: The Three Graces

Located in the rotunda, the sculpture, designed by sculptor Wheeler Williams and cast in bronze by Roman Bronze Works of New York, is of three standing female nudes holding hands situated upon a bronze base and placed upon three stepped, semicircular cast concrete fountain basins. Water runs through the fountain basins.⁵

⁵ "Rhythm of the Waves: The Three Graces," *Smithsonian Institution*, accessed July 21, 2014, http://collections.si.edu/search/results.htm?q=record_ID:siris_ari_21910

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East Wind and West Wind

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Placed in niches within the rotunda walls are two smaller bronze statues also designed by Wheeler Williams in 1929. *East Wind* is “of a nude little boy who appears to be blowing a kiss with both hands raised to his chin.”⁶ *West Wind* is “of a nude little girl who appears to be whispering with both hands raised to her mouth.”⁷ Each figure is attached to a bronze base on cast concrete pedestals. Both sculptures were also cast by Roman Bronze Works.

Roaring Forties

Completed by renowned Canadian nautical painter Jack L. Grey, *Roaring Forties* is a 29-inch by 49-inch oil-on-canvas painting depicting a sailing ship deck in a storm circa the 1880s off the South American coast in the forty degree south latitudes heading south to round Cape Horn.

The Sea Witch

The ten-foot by twenty-nine-foot painting *Sea Witch* by Frank Vining Smith hangs in the Ballroom. Smith’s painting *Sea Witch* is of three sailing ships, *Sea Witch*, *Raven*, and *Typhoon*, pictured under full sail in an 1851 race from New York City around Cape Horn to San Francisco. This painting was a gift from Commodore John H. French upon the opening and dedication of the Clubhouse on July 4, 1929.

The Sailor

The *Sailor* is bronze sculpture, ten feet in height, designed by Norwegian artist Kirsten Kokkin in 2000. Located in the Italian Renaissance garden, the sculpture sits atop a concrete base, and depicts “a young cadet at the helm of a ship in a fresh wind.”⁸ The sculpture was cast by Sculpture Center of Fort Collins, Colorado.

Swimming Facilities

Adjoining the clubhouse to the east is an outdoor, eight-lane short-course Olympic swimming pool, with one- and two-meter diving boards and sundeck, constructed in 2003. The pool, approximately eighty-two feet by sixty-one feet, is the third to be constructed on the site over the past seventy-five years. Groundbreaking for the Club's first swimming pool took place in 1939. Construction took approximately four years, and it officially opened on July 4, 1943.

⁶ “East Wind, (sculpture),” *Smithsonian Institution*, accessed Aug. 8, 2014, <http://siris-artinventories.si.edu/ipac20/ipac.jsp?&profile=all&source=~!siartinventories&uri=full=3100001~!455256~!0#focus>

⁷ “West Wind, (sculpture),” *Smithsonian Institution*, accessed Aug. 8, 2014, <http://siris-artinventories.si.edu/ipac20/ipac.jsp?&profile=all&source=~!siartinventories&uri=full=3100001~!455257~!0#focus>

⁸ “Monuments,” *Kirsten Kokkin, Sculpture Studio*, accessed Sep. 4, 2014, <http://www.kokkinsculpture.com/monuments.html>

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An adjoining children's pool has depths from nineteen inches to forty-eight inches. Two Mediterranean-style gazebos mark the sundeck, one of which is equipped with a bar overlooking the pool and harbor.

Harbor and Marina

Framing the clubhouse on three sides is the harbor, which forms a rectangular enclosure extending east and south of the clubhouse. The original harbor was constructed in two sections in 1928. An inner harbor extending from the shore accommodated bathers and smaller boats, while an outer harbor to the east became home to larger, deeper-draft yachts. A new "south harbor" was added in 1962. Additional renovations, repairs, and modifications have occurred since the 1962 expansion, often to counter the effects of natural wear and the weather.

The GPYC harbor, which is shared with the City of Grosse Pointe Shores, offers dockage for more than 250 boats, from kayaks and jet-skis to 120-foot yachts. At its present capacity, the GPYC harbor can accommodate up to ten one-hundred foot yachts. The GPYC harbor is also one of just a few ports on the eastern Great Lakes that can accommodate yachts of one hundred feet or more in length. Two bridges, one swing and one draw, accommodate pedestrian traffic throughout the facility, and closed-circuit television cameras monitor vessels as they traffic the harbor.

The harbor master's office adjoins the main clubhouse at the southwest corner. The current harbor master's office was constructed in 1994, and replaced an earlier office constructed in 1974. The earlier office replaced the original structure, which was located at the southeast corner of the property.

Tennis Courts

Six clay tennis courts, constructed in 1978,⁹ are located to the south of the entrance drive and near the western edge of the Club grounds. A pro shop and restrooms are located next to the courts.

Paddle Tennis Courts

Paddle tennis courts with an accompanying "warming house" flank the driveway to the north. The courts are lighted and heated for night and winter use.

Contributing Resources: Clubhouse (1 bldg), tree-lined entry drive, Italian Renaissance garden (2 sites), gate, harbor (2 structures)

Non-contributing Resources: Guardhouse (1 bldg), flag pole, swimming pool, tennis courts (3 structures), *The Sailor* sculpture (1 object)

⁹ "Village of Grosse Pointe Shores Notice of Hearing Before Zoning Board of Appeals," *Grosse Pointe News* (Grosse Pointe, MI), Feb. 23, 1978, p. 19.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Architecture
Recreation
Social

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Period of Significance
1929-1964

Significant Dates
1929
1938

Significant Person
(Complete only if Criterion B is marked above.)
n/a

Cultural Affiliation
n/a

Architect/Builder
Henry & Richmond, architects
Corrick Brothers, general contractors

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Grosse Pointe Yacht Club is significant under criteria A and C at the state level of significance. The building is significant as a visual representation of the growth and development of the Grosse Pointe area of metropolitan Detroit, and as a place of boating, recreation, and socialization in a time of tremendous prosperity. The clubhouse is also significant as an outstanding example of the Mediterranean Style in Michigan. Conceptualized by architect Guy Lowell and executed by Lowell's successors, Henry and Richmond, the building retains a high degree of integrity from its original construction in 1929.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Grosse Pointe Shores and its Development

Nestled along the western shore of Lake Saint Clair Grosse Pointe Shores is a residential community incorporated in 1911. It was the fourth municipality created from old Grosse Pointe Township, and followed the creation of Grosse Pointe in 1879 (split into Grosse Pointe and Grosse Pointe Farms in 1893) and Grosse Pointe Park in 1907. The village of Lochmoor, to the west of Grosse Pointe Shores, was incorporated in 1927, and renamed Grosse Pointe Woods in 1950 when that municipality was reincorporated as a city.

Located several miles north of Detroit, Grosse Pointe Shores is the smallest of the five Grosse Pointe communities. The city occupies a mere 1.1 square miles of land, but has the longest Lake St. Clair shoreline of the Grosse Pointe communities.

The greater Grosse Pointe area was originally occupied by Native American tribes before being settled by French immigrant farmers in the late seventeenth and early eighteenth centuries. So named for its geographic size and its projection into Lake Saint Clair, the area was also known as Grand Marais, or Great Swamp. Early settlers drained the swamp and converted it to arable land. Access to the lake was vital for irrigation and transportation, so the land that was distributed to the immigrants that settled in the area in what are now referred to as "ribbon farms" – long, narrow plots of land sometimes stretching inland as far as one mile from their narrow frontage on the lake. The plot lines of some these early farms are still visible in Grosse Pointe street patterns.

As control of Michigan passed from France to Britain and to the United States in 1783, the French population was largely succeeded by new immigrants and, eventually, Americans. What became Michigan was originally part of the Northwest Territory (1787) and eventually the Michigan Territory (1805) before ultimately being admitted to the Union as the State of Michigan in 1837. At first reluctant to relinquish their homes and land, those earliest French

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settlers and their descendants relented when offered about a thousand dollars an acre for their property along the lake.¹⁰

In the mid-nineteenth century Grosse Pointe was largely undeveloped except for farms and the first larger summer residences erected amidst the verdant flora and along the dazzling blue waters of Lake Saint Clair.

For many years Grosse Pointe remained a rural farming community and summer resort area – a place to escape the “dust and din” of the city, and to enjoy the more genteel facets of life in turn-of-the-century Detroit. Hall and Farmer, writing in 1886, observed of the inhabitants:

Under the broad verandas that surround the houses, hammocks are strung, wherein recline aesthetic maidens, or languid gentlemen of leisure, deep in the mysteries of the latest novel, or extracting comfort from a fragrant Havana, as the case may be. In an open space beyond the trees, we catch glimpses of the picturesque costumes of the devotees of lawn tennis, base ball, or croquet.¹¹

As Detroit grew, however, naturally so too did its ranks of the well-heeled, who also sought relaxation and recreation along the nearby shores of the Pointes. The introduction of the streetcar, the automobile, and macadamized roads facilitated travel north from the city. Naturally, residents and visitors alike sought to associate with their social counterparts.

Though some distance from Detroit and its attendant social and athletic clubs, early Grosse Pointe was not without recreation and sporting clubs of its own. Several such clubs were established throughout the late 1800s and early 1900s, including the Grosse Pointe Club (1885), the Lake Saint Clair Fishing and Shoot Club (1872, later called the Old Club, 1906), the Grosse Pointe Country Club (1911, later the Hunt Club), the Grosse Pointe Neighborhood Club (1911), the Lochmoor Club (1917), the Grosse Pointe Club (1923), and the Country Club of Detroit (1926). Important among the sports of the day, however, was sailing on Lake Saint Clair.

Lake Saint Clair is a freshwater lake that lies between the Canadian province of Ontario and the State of Michigan. It is part of the Great Lakes system. Along with the Saint Clair River and the Detroit River, Lake Saint Clair connects Lake Huron to the north with Lake Erie to the south, and contains the main shipping channel connecting those two Great Lakes. It is approximately twenty-five miles from the Grosse Pointes to the farthest Canadian shore. The lake's total surface area is 430 square miles. The lake was named Sainte Claire during an expedition led by French explorer Robert Cavelier, Sieur de La Salle, who was sailing on the armed merchant vessel *Griffin* in 1679. The day they passed through the lake was August 12, which happened to be the feast day of Sainte Claire of Assisi, who established the order of the Franciscan Nuns. Father Hennepin, a priest on board the ship, suggested the name Sainte Claire. It is suggested

¹⁰ Hall, T. P. and Silas Farmer, *Grosse Pointe on Lake Sainte Claire* (Detroit: Silas Farmer & Co., 1886), p. 51.

¹¹ Hall, T. P. and Silas Farmer, *Grosse Pointe on Lake Sainte Claire* (Detroit: Silas Farmer & Co., 1886), p. 39.

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that "ignorance of history and careless writing, caused the name to be ordinarily spelled 'Saint Clair,'" as it is today.¹²

By the mid-1920s, the summer resorts of turn-of-the-century Grosse Pointe were giving way to year-round residences. In 1924, 658 building permits, with a total value of nearly six million dollars, were issued by Grosse Pointe Park, Grosse Pointe Village, and Grosse Pointe Farms. By 1926, the number of permits issued decreased, but the value of the permits increased twenty-five percent to more than seven million dollars. Notably, eighty-five percent of the building permits issued in 1926 were for single-family residences.¹³ That the Grosse Pointes were still developing, and the outward growth of Detroit was still in progress is evidenced by the fact that much of the land in Grosse Pointe Shores (north of Park, Village, and Farms) along Jefferson and north of Vernier Road was then still unplatted and undeveloped.¹⁴ Interestingly, a lack of recreation opportunities within the Grosse Pointes was acknowledged by civic leaders in several of the communities, and the problem was addressed through the development of parks and swimming and boating facilities along the lake shore.¹⁵

Early Origins and Formation of the Grosse Pointe Yacht Club

Early histories of Detroit and the surrounding region note the prevalence of recreational water uses, including fishing, bathing, and boating. Writing late in the nineteenth century Ballard observed that the lake and nearby rivers were "a constant moving marine panorama" of freighters, barges, passenger boats, steam yachts, whalebacks, and sailing yachts that "abound in profusion."¹⁶

That early recreational use of the water was so important to the region is evidenced by the 1839 organization of the Detroit Boat Club and the 1868 organization of the Detroit Yacht Club. A short distance north of Detroit, a yacht club was organized in Grosse Pointe as early as the middle 1870s,¹⁷ and an ice yacht club near the turn of the century (although ice boats could be found in the Detroit area at least as early as 1873¹⁸).

The prosperity to be found in Detroit between 1900 and the mid-1920s resulted in significant growth in the northern suburbs of the city, as well as an increase in the organization of social and sporting clubs and the construction of elaborate clubhouses for both new and existing clubs.

In Grosse Pointe Shores the growing number of yachtsmen and boating enthusiasts led to the organization of a second yacht club in Grosse Pointe. In late January 1901, twenty-three

¹² Ibid, pp. 50-51.

¹³ "1926 Establishes Building Record," *Grosse Pointe Civic News* (Grosse Pointe, MI), Jan. 1927, p. 3.

¹⁴ "Lakeshore Road Widening," *Grosse Pointe Civic News* (Grosse Pointe, MI), Nov. 1926, p. 4.

¹⁵ "Recreation Problems," *Grosse Pointe Civic News* (Grosse Pointe, MI), Aug. 1928, p. 2.

¹⁶ Ballard, C. W. *Picturesque Detroit and its Environs* (Northampton, MA.: Picturesque Publishing Company, 1883), p. 24.

¹⁷ *Report of the Pioneer Society of the State of Michigan, Vol. III*. Michigan Historical Commission (Lansing: W. S. George & Co., 1881), p. 645.

¹⁸ Gregg, Miner A., "Grosse Pointe Ice Yacht Club," *Rudder*, Vol. 17, 1906.

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“prominent yachtsmen” met at the Grosse Pointe resort of Matt Kramer to establish a club to promote year-round interest in boating.¹⁹ Though they could not realize it, the newly formed Grosse Pointe Yacht Club, that had little, if any, connection to the 1914 Grosse Pointe Yacht Club, would confound historians many years later.

Earlier publications have suggested that the Grosse Pointe Yacht Club had evolved from an earlier Grosse Pointe Ice Boat Club, in existence since at least 1904, and likely much earlier, but that connection is not clear, and may be incorrect. Ice boating, quite popular in the eastern United States well before, was introduced in Michigan in approximately 1898. By 1901 it had become a popular winter pastime among the boating public,²⁰ with several clubs along Lake Saint Clair and as far west as Kalamazoo.²¹ There may have been many more such clubs throughout the state.

Further obfuscating the relationship between the 1914 GPYC and its predecessors may be the history of the ice boating clubs in Grosse Pointe. The Grosse Pointe Ice Yacht Club incorporated in 1905. In the latter months of 1906 a rift emerged among the members of the ice boating club that led to a split in January 1907. From this “divorce,” as the *Detroit Free Press* called it, emerged a new, albeit smaller, Grosse Pointe Ice Yacht Club and the newly-formed Grosse Pointe Ice Boat Association.²²

That the Grosse Pointe Yacht Club may have evolved from either of these ice boat clubs is not discussed in the minutes from the GPYC’s early, formative meetings. Moreover, the March 1, 1932, issue of the *Grosse Pointe Civic News* notes the existence then of both the Grosse Pointe Ice Boat Club and the GPYC.²³ Indeed, the Club hosted ice boating regattas at least into the 1930s.²⁴ This, and the possibility that members of the GPYC may have been, and likely were, avid ice boaters as well as yachtsmen, may also contribute to the confusion surrounding the formation of the Grosse Pointe Yacht Club and any connection to an ice boat club.

In any event, a series of formative meetings for the Grosse Pointe Yacht Club were held in December 1913 at the home of R. George Marsh. At the first meeting on December 3, twenty-five people attended, and they were all supposedly familiar with boating, including sailing, power boating and iceboating. Marsh was elected Commodore of the club, a title akin to “president,” other officers were chosen, committees were formed, and two men were chosen to write the constitution and by-laws. At the second meeting, held on December 10, 1913, the by-laws were read and approved. What seemed to precipitate the formation of the Club was that the Village of Grosse Pointe Shores had incorporated in 1911, and shortly after, decided to build a municipal building, as well as a large pier that would extend a quarter of a mile out into the lake. This pier would also contain a harbor, where boats could be kept. At the third meeting, members

¹⁹ “New Yacht Club Formed,” *Detroit Free Press* (Detroit, MI), Jan. 21, 1901, p. 8.

²⁰ “Record Crowd Out Ready for Opening,” *Detroit Free Press* (Detroit, MI), Feb. 12, 1906, p. 9.

²¹ “Ice Boating for Sport and Pleasure,” *Detroit Free Press* (Detroit, MI), Feb. 3, 1901, Part 4, p. 4.

²² “Ice Yachters are Divorced,” *Detroit Free Press* (Detroit, MI), Jan. 3, 1907, p. 9.

²³ “Grosse Pointe Public Groups: Social and Athletic,” *Grosse Pointe Civic News* (Grosse Pointe, MI), Mar 1, 1932, p. 3.

²⁴ “Ice Boat Races,” *Grosse Pointe Review* (Grosse Pointe, MI), Feb 6, 1930, p. 1.

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were chosen to attend the Grosse Pointe Shores Village meetings to represent the Yacht Club's obvious interest in the building of the pier.

Over the ensuing years, club members occasionally met at the Grosse Pointe Shores municipal building after it was completed in 1915, and had a few meetings at the Lochmoor Club (a local golf club), but wherever they met, the headquarters of the Club was still considered George Marsh's home until the current clubhouse was built.

Within its first ten years, the Club grew from a roster of thirty-three members with an initiation fee of five dollars²⁵ to 250 members with an initiation fee of five hundred dollars. Prospective members were attracted to the GPYC because of a strong mutual interest in iceboating and sailing on the lake. At the conclusion of these activities, there was invariably socializing in the form of camaraderie, dining, and drinking. But sailing and iceboating were the main focus.

As Detroit's automobile industry skyrocketed in the 1920s, and the GPYC unveiled plans for a new clubhouse and harbor, many significant automotive figures signed up to become members. Among the many leading figures in the automobile industry who frequented the Club were Russell A. Alger Jr., George Osius, who was the Grosse Pointe Shores village president from its incorporation in 1911 until 1928, Ernest R. Breech, Walter O. Briggs, Gordon Buehrig, Horace E. Dodge, Sr., the Fisher brothers, Edsel Ford I (who was appointed honorary Commodore in 1927), Robert Hupp, Harry M. Jewett, K. T. Keller, Charles Kettering, William Knudsen, Sr., John R. Long, Alvan Macauley, Sr., Charles S. Mott, Charles Sorenson, James G. Vanassche, and Fred M. Zeder. Other notable members included Detroit Mayor Frank Couzens, *Automotive News* founder (and Commodore) George Slocum, and real estate developer (and Commodore) B. F. Stephenson.

The Club's first annual meeting was held in 1926, after a reorganization of the Club that included reformation of the bylaws and appointment of a new board of directors. After the reorganization, initiation fees climbed in steady increments to as much as \$3,300. A membership roster capped at five hundred was envisioned (though never achieved with the onset of the Great Depression). As the population of the Grosse Pointes grew the membership of the club increased, and discussions of a permanent and proper clubhouse became a frequent topic of conversation among members and at Club meetings.

They acquired the property to build the current clubhouse by purchasing land that originally belonged to the Vernier family (descendants of early French settlers, and from whom Vernier Road derives its name), who had a large farm in the area, and from others who owned land there. Some of the land was bought by the village and then sold or leased by them to the Grosse Pointe Yacht Club. In 1926 club member Clarence Ayers offered the Club a parcel of land at the intersections of Lake Shore and Vernier Roads that he had recently purchased. According to Gallagher, Ayers purchased this parcel with the intention of transferring it to the Club. At the

²⁵ The Club's listing in the 1917 *Lloyd's Register of American Yachts*, notes an "Entrance Fee" of five dollars and "Annual Dues" of one dollar.

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same time, the GPYC was negotiating with the village of Grosse Pointe Shores to acquire an additional parcel of land adjacent to that of Ayers'.²⁶

At the same time, the Club was working with the village to develop the waterfront. The village issued of bond of \$134,000 to finance their portion of the project, which included the creation of a municipal park by filling in a section of the lakefront and constructing dock facilities and an inner harbor.²⁷ The *Grosse Pointe Civic News* boasted that, according to the architect's plans, the village's new park would be the finest small park obtainable.²⁸

As part of the agreement between the Club and village, the GPYC was to "build a seawall on three sides of the property and to construct a clubhouse within the next two years, at a cost 'not less than \$50,000.'"²⁹ From the outset, the Club sought to construct a building that rivaled, and even surpassed, the older boating and yachting clubs on the Detroit River, and reflected the standing of its members.³⁰ To achieve their goal, the Club sought member contributions of \$225,000 and intended to raise an additional \$100,000 through the sale of bonds.³¹

Over the ensuing months, the Club solicited separate bids for the construction of the seawall and site preparation.

At a Club meeting in January 1927 it was proposed that the Club seek the services of renowned architect (and yachtsman) Guy Lowell of Boston. A building committee of Commodore John H. French, George Hilsendegen, and Clarence Ayers interviewed Lowell and were favorably impressed.³² Lowell provided conceptual sketches to the Club and, in January 1927, was awarded the commission to design the clubhouse for the Grosse Pointe Yacht Club. Artist's renderings of the projected Clubhouse, distributed in 1927 by the board of directors, were accompanied by this foreword:

The Grosse Pointe Yacht Club is the most ambitious and is therefore to be the most beautiful club development on the American Continent.

However, Lowell died within weeks of receiving the commission and the task of completing the clubhouse came to Lowell's partners and successors Ralph Coolidge Henry and Henry P. Richmond. In June 1927, plans submitted to the GPYC Board of Directors were accepted with the instruction to reduce the anticipated cost to \$350,000.³³ By September 1927, Henry and Richmond, 12 West Street, Boston, Massachusetts, had completed the working drawings for the

²⁶ Gallagher, James P. "A Beacon of Tradition: The Building of the Grosse Pointe Yacht Club," *Tonnancour* vol. 2 (Detroit: Omnigraphics, Inc., 1997), pp. 125-126.

²⁷ "Lakefront Development," *Grosse Pointe Civic News* (Grosse Pointe, MI), Sep. 1926, pp. 1-4.

²⁸ *Ibid*, p. 4.

²⁹ Gallagher, James P. "A Beacon of Tradition: The Building of the Grosse Pointe Yacht Club," *Tonnancour* vol. 2 (Detroit: Omnigraphics, Inc., 1997), p. 126.

³⁰ *Ibid*.

³¹ *Ibid*.

³² *Ibid*, p. 127.

³³ Gallagher, James P. "A Beacon of Tradition: The Building of the Grosse Pointe Yacht Club," *Tonnancour* vol. 2 (Detroit: Omnigraphics, Inc., 1997), p. 128.

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building and were “taking figures” (with Davis-McGonigle Co. as the figure general contractors).³⁴

As plans progressed, the Club acquired needed land and collaborated with the village on the creation of the adjacent municipal park. In similar fashion to Clarence Ayers, member John T. Hurley bought a parcel of land to the south of the club-owned property in January 1927 with the intention of transferring it to the Club.³⁵

By January 1928 the harbor wall of the municipal dock was completed. The 450-foot breakwater was part of a larger project that included filling in 380 feet of frontage owned by the village, and the construction of a 450- by 550-foot outer harbor that was to be shared with the GPYC.³⁶ Later in the year the citizens of Grosse Pointe Shores approved a bond proposal for \$80,000 that would complete the financing for the municipal pier that would “form a unit of the proposed pier and club house of the Grosse Pointe Yacht Club.”³⁷ The municipal park would eventually be named George Osius Park, for Grosse Pointe Shores village president and GPYC member, George Osius.³⁸

Plans for the clubhouse were progressing nicely. The *Grosse Pointe Civic News* reported in February 1928 that the Club expected to occupy the new building by November 1928. But delays in construction pushed the opening to the following summer of 1929.

In March 1928, Corrick Brothers of Detroit were awarded the contract for the construction of the clubhouse.³⁹ Construction began immediately and proceeded throughout the next year. As in so many other building projects, initial planned costs seem almost hopelessly optimistic in retrospect. The final cost of the building surpassed one million dollars, with much of the funding coming from the sale of bonds.⁴⁰

As noted above, the foreword to renderings of the Club distributed in 1927 by the board of directors stated, “The Grosse Pointe Yacht Club is the most ambitious and is therefore to be the most beautiful club development on the American Continent.” True to that goal, the club was furnished with “Oriental rugs, Florentine busts, Italian antique cabinets and imported carpets. The china had been hand-made in Bavaria, the glassware came from Holland, and the wrought-iron lighting fixtures had been created in Florence, Italy.”⁴¹

The new clubhouse was officially opened on Thursday, July 4, 1929. The *Detroit Free Press* reported:

³⁴ “Henry and Richmond,” *Michigan Contractor and Builder*, Sep. 3, 1927, p. 18.

³⁵ Gallagher, James P. “A Beacon of Tradition: The Building of the Grosse Pointe Yacht Club,” *Tonnancour* vol. 2 (Detroit: Omnigraphics, Inc., 1997), p. 126.

³⁶ “Harbor Wall Completed,” *Grosse Pointe Civic News* (Grosse Pointe, MI), Jan. 1928, p. 2.

³⁷ “Grosse Pointe Shores,” *Michigan Contractor and Builder*, Sep. 3, 1927, p. 8.

³⁸ “Trustees of Shores Name Lake Park the “George Osius Park,” *Grosse Pointe Review* (Grosse Pointe, MI), Feb. 26, 1932, p. 1.

³⁹ “Grosse Pointe,” *Michigan Contractor and Builder*, Mar. 24, 1928, p.5.

⁴⁰ Brown, Susan, “Palace by the Sea,” *Heritage*, August 1995, p. 15.

⁴¹ Henry, Ralph Coolidge. “A Building on the Board,” *Pencil Points*, Dec. 1929, pp.831-835.

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The formal opening of the Grosse Pointe Yacht Club today will be the occasion for many festive gatherings at dinner, and a number of members will take this opportunity to entertain friends. A Hawaiian octet will provide musical entertainment during the afternoon, and will continue through the dinner hour. Commodore John H. French and Mrs. French ... have donated a large marine painting to be unveiled in the evening....

It was estimated that nearly two thousand members and guests attended the grand opening celebration.

In addition to social activities, an extensive sports program was included for the opening. The competitive events included several classes of boat races, national Amateur Athletic Union (AAU) and Michigan AAU swimming championships, as well as some open competitions that included former Olympic athletes.⁴² The women's national junior water polo champions and Olympic diver (Ulise Joseph) Pete Desjardins, 1928 national springboard diving champion and "all-around star," Rose Boczek, and swimmers Arne Borg and Walter Laufer, all gave exhibitions of their respective sports.⁴³ Desjardins, from Florida, won a silver medal in the 1924 Olympics in Paris and two gold medals in the 1928 Olympics in Amsterdam. Boczek won the national indoor championship for the ten foot (three-meter) board in 1928 and Senior championships in 1926 and 1929, in addition to numerous state and regional titles. Borg, a Swede, won two silver medals and one bronze medal in the 1924 Olympics, and gold and bronze medals in the 1928 Olympics in Amsterdam. Laufer, from Cincinnati, Ohio, won gold and silver medals in the 1928 Olympics.⁴⁴

With the building of the clubhouse, there was a decided shift in priorities. New bylaws and increased initiation fees and dues changed the club into an elite gathering place for successful businessmen and their families. Elaborate social functions could now be held in the ballroom. Formal dining for business and pleasure was a major attraction. The Club was no longer just a place for everyday boaters; it was now a club for well-to-do executives and yachtsmen, many of whom had memberships at other private clubs, both in Michigan and elsewhere.

As such, the clubhouse of the Grosse Pointe Yacht Club, from the very beginning, has been the scene and setting for numerous Grosse Pointe and Detroit society events. Through the pages of community publications and the *Detroit Free Press* and *Detroit News*, the Club figures prominently as a venue from which weddings, balls, dinners, and other society events were held. These are, of course, in addition to the events hosted by the GPYC for its members and their guests. Weekly and annual events filled the calendar. Themed events – Swedish Night and Soiree de Paris, for example – were common, and popular with members and their guests.

1930-World War Two

⁴² "Gossoon is Winner over Greatest Rival," *Detroit Free Press* (Detroit, MI), Jul 5 1929, p. 16.

⁴³ "Grosse Pointe Club To Open," *Detroit Free Press* (Detroit, MI), Jul 4 1929, p. 4.

⁴⁴ "Grosse Pointe Club Dedicates New Home," *Detroit News* (Detroit, MI), Jul. 5, 1929.

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By the following year the GPYC was established as a premier social club on the Great Lakes. Its 1930 Fourth of July celebration featured a regatta in which more than 120 yachts, representing every yacht club on the Great Lakes, participated.⁴⁵

However, the timing of the clubhouse's completion and opening in July of 1929, three months before the collapse of Wall Street and the onset of the Great Depression, created great challenges for the club in the years that immediately followed because of the huge construction debt. The Detroit area, with its economy based on the automobile industry, was severely affected by the depression. Despite numerous measures by the Club and its members, the strain of the depression took its toll. Many members relinquished their memberships, putting significant financial pressure on the club. Initiation fees were repeatedly reduced and new categories of membership were created in vain attempts to fend off an encroaching financial squall.

Even with all of the measures taken, foreclosure proceedings for the clubhouse were initiated in 1935. Ownership of the clubhouse and attendant facilities was assumed by Collateral Liquidation Company (CLC), a Detroit, Michigan, company that was formed by reorganized or successor banks in the area to salvage what could be from frozen or non-salable bank assets. Organized sailing at the club came to a halt,⁴⁶ though, lacking a viable market for the building, CLC opened it to members on a limited basis.⁴⁷ In October 1937 an auction for the club property was announced for November. Speculation as to who might buy the clubhouse and what its future might be were the subject of much discussion.⁴⁸ However, in early November 1937, GPYC member and past commodore, B. F. Stephenson, representing a group of members, submitted the only bids for the clubhouse and attendant property, totaling \$1,201, "subject to \$753,000 in mortgages and the balance due on the receiver's certificate, without assumption of liabilities."⁴⁹ Stephenson stated his expectation that once the court approved the sale the indebtedness could be written to the point where the club could function.

In early 1938, the sale of the club and its assets to the membership group was approved, and the club reorganized and reinstalled in its quarters. Shortly thereafter, George M. Slocum was elected commodore, K. T. Keller, first-vice commodore, Frank Couzens, second vice-commodore, Herbert J. Woodall, third vice-commodore, Lean Pierson, rear commodore and treasurer, and Ward Peck, secretary. Emil Capenhaut, manager of the club in 1929, was reinstalled in that post.⁵⁰

The reopening of the clubhouse was celebrated on July 4, 1938, exactly nine years after its grand opening. By all accounts it was a festive event, considering the economic climate. Two hundred new or rejoined members and their families were in attendance. There was a sailing regatta (the

⁴⁵ "Grosse Pointe Society," *Grosse Pointe Review* (Grosse Pointe, MI), Jul. 3, 1929, p. 1.

⁴⁶ Barbour, Sloane, Jr. "2013 Bluenose Regatta," *Grosse Pointer*, Fall 2013, pp. 22-23.

⁴⁷ Brown, Susan. "Palace by the Sea." *Heritage*, August 1995, p. 15.

⁴⁸ McCracken, Gladys. "Most Beautiful Yacht Club is Born Anew," *Detroit News* (Detroit, MI), Jul. 3, 1938.

⁴⁹ "\$1,201 is Bid on Yacht Club," *Detroit News* (Grosse Pointe, MI), Nov. 4, 1937, p. 1.

⁵⁰ McCracken, Gladys. "Most Beautiful Yacht Club is Born Anew," *Detroit News* (Grosse Pointe, MI), Jul. 3, 1938.

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origin for the club's annual Bluenose Regatta, held continuously since 1938⁵¹), swimming, and dining.

But with the rest of the Grosse Pointe community still recovering from the ravages of the Depression, press coverage was minimal, and the reaction of many in the community was likely ambivalence or apprehension. Even so, the reopening of the Club was another signal that the worst was over and the economy as a whole was improving.

As families recovered from the effects of the depression, and the nation mobilized for war, more and more people found themselves able to join clubs for the first time or reestablish their old memberships. New offerings attracted new members as well.

The Grosse Pointe Power Squadron (GPPS) was chartered by the USPS in 1939, and is still closely associated with the Yacht Club, and meets regularly at the clubhouse, though not all members of the power squadron are members of the GPYC. In 2014 Michigan has twenty-one power squadrons. Established in 1914, United States Power Squadrons (USPS) sought to improve boating enjoyment by teaching courses in seamanship, navigation, and related nautical matters. By the 1930s power squadrons had become quite popular and were integrated into many yacht clubs – in essence, a club within a club. The GPPS is the second oldest (an honor shared with the Saginaw Bay Power Squadron) such organization in the state, following the Detroit Power Squadron, which was established in 1916.⁵²

The heady days of recovery soon gave way to worry about the conflicts in Europe and Asia, and though the Great Lakes seemed as far removed from the fighting as possible, the region was not immune to its effects. While inland plants produced the full range of war materiel, naval and Coast Guard stations were constructed along the shores of Great Lakes states,⁵³ and sites like the Grosse Pointe Yacht Club were used as defensive installations charged with keeping the homefront safe.

While many activities at the GPYC went on as normal, the war years did impose itself upon the Club. The clubhouse was turned into an outpost for the United States Coast Guard Auxiliary Fleet, Flotilla 76. Auxiliary units were established in 1939 to provide support to the United States Coast Guard, and to free USCG personnel to engage in military activities – a role prohibited to the Auxiliary members. The USCG Auxillary, by 1942, had over six thousand boats in 250 flotillas throughout the country, including Alaska and Hawaii.⁵⁴

When conducting operations, the docks and tower of the Club were used as observation posts, and member boats were used as patrol craft.⁵⁵ Auxiliary members were billeted in what is now

⁵¹ Barbour, Sloane, Jr. "2013 Bluenose Regatta," *Grosse Pointer*, Fall 2013, pp. 22-23.

⁵² "USPS Squadrons & Districts. District 9 Squadrons," *United States Power Squadrons*, accessed Aug. 3, 2014, <http://www.usps.org/cgi-bin/usmap.cgi?9>.

⁵³ "Coast Guard Station Probable," *Grosse Pointe Review* (Grosse Pointe, MI), Mar. 21, 1940, p. 1.

⁵⁴ "Motor Boats for War," *Motor Boating*, May 1942, p. 10.

⁵⁵ "Flotilla No. 76 Makes Fine Showing During Blackout," *Grosse Pointe Review* (Grosse Pointe, MI), Nov. 24, 1942, p. 2.

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the Binnacle dining room, but at that time was an open-air loggia. The clubhouse was also used as a meeting place for civic information sessions. On April 7, 1943, for example, a meeting at the Club explained to citizens how to detect and combat gases, and described advances in incendiary and demolition bombs used by the Axis.⁵⁶

Grosse Pointe Yacht Club in the Postwar Years (up to the Present)

After the conclusion of World War Two, the metropolitan Detroit region was in the throes of tremendous growth and development. The Club was caught up in the postwar prosperity: membership continued to grow and finances were solidly in the black, the Club celebrated its twentieth anniversary, and increases in membership allowed the club to again expand its non-boating offerings. Greater emphasis was put on family activities and providing a full suite of programming for various age groups.

The GPYC Junior Sailing program was founded in the early 1960s to teach members' children how to sail, and then how to compete as racers, if they wished. The program has progressed over the years, and the Club has now more than thirty boats dedicated to the program. A number of its "alumni" have gone on to greater achievement as competitors in national and international sailing events.

The junior sailing program is part of a larger overall program at the club to teach and promote sailing to young people as a lifelong sport. The Grosse Pointe Youth Nautical Education Foundation (GPYNEF), a 501(c)3 community outreach program, sponsored by the Club and funded by GPYC member donations, was formed to promote amateur sailing on a national and international level, along with education and water safety. The foundation provides training and sailing equipment to the varsity sailing programs at local high schools as well as the Junior Olympics and other sailing competitions. It also offers college scholarships to junior sailing participants. In 2013 the GPYNEF was a major sponsor of the United States Optimist Dinghy Association (USODA) National Championships, which were held at the GPYC.

Members and their boats have participated in all types of sailboat racing on the Great Lakes, including the Canada Cup, a challenge race between the United States and Canada. Many GPYC boats have raced in the Southern Ocean Racing Circuit, and in earlier times competed successfully in the race from Saint Petersburg, Florida, to Havana, Cuba. Members have also been involved in offshore powerboat racing, both locally and nationally, and at least twice have won national championships. From 1940 through 1950, members of the Grosse Pointe Yacht Club won and successfully defended the Stewart International Ice Yacht Trophy, which during the 1930s and 40s was the most highly coveted trophy in iceboat racing.

Hydroplane racing has also figured into the history of the GPYC. Several Club members have won championships as owners or drivers of this style of powerboat. Professional hydroplane

⁵⁶ "Poison Gas Warfare Mass Meeting Topic in Shores," *Grosse Pointe Review* (Grosse Pointe, MI), Mar. 25, 1943, p. 6.

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racing dates to at least the early twentieth century in the United States, and approximately 1910 in Michigan.

In July 1949, *My Sweetie*, owned by Ed Gregory, Ed Schoenherr, and Horace E. Dodge, Jr., was at that time “the fastest power boat to churn the Detroit River.” Piloted by “Wild Bill” Cantrell, *My Sweetie* not only won the National High Points Champions Gold Cup but also “shattered” the Gold Cup records for the fastest lap speed (81.731 miles per hour) and highest average speed (78.745 miles per hour).⁵⁷ *My Sweetie* also won the Silver Cup in September 1949⁵⁸ and the National Sweepstakes Regatta Trophy in 1949.⁵⁹ In 1950 *My Sweetie* (then owned solely by Horace Dodge) again won the Gold Cup and again set a lap speed record.⁶⁰ *My Sweetie* and its sister boat *Dora My Sweetie*, also owned by Dodge, continued to challenge for various cups and for the American Power Boat Association points championship for the next several years.

The 1953 Port Huron-to-Mackinac race on Lake Huron was won by *Orient* owned by a member of the GPYC. The 1953 race fielded, at the time, the biggest fleet in the history of the race. The Port Huron-to-Mackinac race was established in 1925 by the Bayview Yacht Club of Detroit,⁶¹ and is the younger sibling to the Chicago-to-Mackinac race (on Lake Michigan) which was established in 1898 by the Chicago Yacht Club. GPYC members have competed in this race for many years and often competed for the championship. *Evening Star* took fourth place in 1940,⁶² *Manitou*, second place in 1945,⁶³ as did *Pirana*, in 1946.⁶⁴ *Royono III* actually crossed the finish line first in 1946, but was overtaken by *Blitzen* of the Detroit Yacht Club, which had a three-hour handicap.⁶⁵ *Orient* took first place in 1952,⁶⁶ *My Gypsy*, second in 1969⁶⁷ and third in 1970,⁶⁸ as did *Sassy*, out of 242 boats, in 1973.⁶⁹

In addition to power craft, club members have also had many well-known sailboats on a national level. *Ticonderoga*, for example, a famous ocean racer, seventy-two feet long, was owned by a member, and kept for many years during the 1960s at the Grosse Pointe Yacht Club.

Many offshore powerboats were owned and raced, both locally and nationally, by GPYC members. Member Bob Kaiser, with his offshore catamaran powerboat *ACR Systems*, won the world championship in 1986. He again won the national championship in 1987, and in the same

⁵⁷ “My Sweetie in Gold Cup Win,” *Long Beach Independent* (Long Beach, CA), Jul. 3, 1949, p. 19.

⁵⁸ “Sweet Victory,” *Long Beach Independent* (Long Beach, CA), Sep. 6, 1949, p. 12.

⁵⁹ “Miss Canada IV to Defend Silver Cup on Detroit River Sept. 3-5,” *Portland Herald Press* (Portland, ME), Aug. 29, 1949, p. 27.

⁶⁰ “World’s Record Threatened in Speedboat Race,” *Nevada State Journal* (Reno, NV), Aug. 4, 1951, p. 6.

⁶¹ “Local Built Schooner may be Race Entry,” *News-Palladium* (Benton Harbor, MI) Jul. 20, 1925, p. 7.

⁶² “Manitou Wins Yacht Event,” *News-Palladium* (Benton Harbor, MI), Jul. 15, 1940, p. 12.

⁶³ “Three Yachts in Mackinac Harbor Others Due Soon,” *News-Palladium* (Benton Harbor, MI), Jul. 17, 1945, p. 5.

⁶⁴ “Ricochet Wins on Corrected Time,” *Morning Herald* (Hagerstown, MD), Jan. 17, 1946, p. 27.

⁶⁵ “Royono III First in Mackinac Race,” *Escanaba Daily Press* (Escanaba, MI), Jul. 23, 1946, p. 10.

⁶⁶ “70 Vessels Wait at Port Huron,” *Holland Evening Sentinel* (Holland, MI), Jul. 17, 1953, p. 12.

⁶⁷ “Diavolo Wins at Port Huron Event,” *Kokomo Tribune* (Kokomo, IN), Jul. 23, 1969, p. 17.

⁶⁸ “Charisma Wins Mackinac Race,” *Hillsdale Daily News* (Hillsdale, MI), Jul. 14, 1970, p. 8.

⁶⁹ “Chicago Boat is First to Mackinac,” *Hillsdale Daily News* (Hillsdale, MI), Jul. 23, 1973, p. 8.

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year set the world offshore powerboat speed record on Lake Huron, averaging 108 mph over the 160 miles of the race.

The Grosse Pointe Yacht Club also hosted the first “110” national championship regatta in August 1941. Competitors from “all parts of the United States” entered the event,⁷⁰ which was won by two eighteen-year-olds from Marblehead, Massachusetts. GPYC member Gil Pingree took fourth place in the inaugural regatta.⁷¹ The 110, or International 110, was created in 1939 by C. Raymond Hunt. The boat resembles a canoe outfitted with a sail, and all competitive 110s are similar in design and construction.

In addition to the many remarkable boating achievements, the Club’s swimming teams have maintained a championship level for several decades. GPYC swim teams have a long and storied history in the Michigan Inter-Club Swimming Association (MICSA). The Club is one of the founding members of this organization, which promotes competitive swimming among club members' children, ages seven to eighteen. From 1976 to 1999, GPYC swim team members compiled an unprecedented 105 straight MICSA dual-meet victories.

Undoubtedly the GPYC is a sought-out venue for local society events, and has been the scene of countless wedding receptions, dinners, meetings, and the like. The Club has also hosted many notable national and international visitors. King Carl Gustaf XVI and Queen Silvia of Sweden visited the GPYC in 1976 as part of a tour of the United States. The King and Queen were guests of President Gerald R. Ford. Though Club records do not provide details of the kind of event that was held at the Club in conjunction with their visit, it is likely that a formal dinner was convened in their honor.

The former presidential yacht *Sequoia* docked at the Club for two days in August 1984 as part of a fundraising tour of the Great Lakes. Private owners hoped to raise money to restore and preserve this historic vessel. The *Sequoia* was built in 1925, and served as the official Presidential Yacht from the Herbert Hoover administration through President Jimmy Carter.

In 1997 Club Leaders Forum, a leading private club industry publication, established a biannual listing of “Platinum Clubs of America.” According to its website, Platinum Clubs of America “represent the very finest private Clubs in their category.”⁷² The publication conducts a nationwide survey of professional club managers in preparation for the ranking. More than 2,500 club managers, club presidents, and directors from across the country nominated and ranked the clubs. Nominations were made in five categories, including country clubs, golf clubs, city/dining clubs, athletic clubs and yacht clubs. The Grosse Pointe Yacht Club was ranked first in its category – a distinctive recognition that has been held continuously by GPYC from the

⁷⁰ “National ‘110’ Sailing Regatta Held Here This Week-End,” *Grosse Pointe Review* (Grosse Pointe, MI), Aug. 21, 1941, p. 5.

⁷¹ “Easterners Take ‘110’ Title,” *Grosse Pointe Review* (Grosse Pointe, MI), Aug. 28, 1941, P. 1.

⁷² “Platinum Clubs® of America 2012,” *Platinum Clubs of America*, accessed Jul. 24, 2014, <http://platinumclubsofamerica.com/pcoa/platinumClubsAmerica2012.html#>

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award's inception in 1997 through 2012. In 2012 the Club was awarded third place, and was the only yacht club in the Midwest to achieve top-five recognition.⁷³

In 1996 the Club was awarded a bronze plaque by the Grosse Pointe Historical Society for its commitment to the preservation of the clubhouse. These awards are given to area landmarks in recognition of their historical and architectural value to the community and to encourage their continued preservation.

The closing scene of the 2008 Clint Eastwood film, *Gran Torino*, shows the GPYC clubhouse looking tall and timeless over Lake Saint Clair.

Originally constructed to accommodate two hundred members, the GPYC current has nearly one thousand active members.

Architecture

The Grosse Pointe Yacht Club is an excellent example of the Mediterranean Revival style, which enjoyed a bout of popularity in the United States from 1900 to the early 1930s. The Mediterranean idiom makes eclectic use of elements found in various Southern European renaissance styles, as well as those of the Gothic style found in the same. Often found in proximity to water, and thus particularly plentiful in Florida and California, the Mediterranean style is loosely based on the seaside villas found then in France, Spain, and Italy – all at once. Though borrowing freely, the result was not a disorderly *mélange*, but quite often a graceful and inviting space, as evidenced by the Grosse Pointe Yacht Club.

Detroit had its own share of acclaimed architectural talent in the 1920s. Albert Kahn designed the Fisher Building (1928), the Packard (1911) and Ford Highland Park (1910) factories, the Edsel and Eleanor Ford House (1927), the Dearborn Inn (1931), and the Willow Run Assembly Plant. Wirt C. Rowland of Smith, Hinchman and Grylls, penned several of downtown Detroit's most prominent buildings, including the Penobscot Building (1928), the Buhl Building (1925), and the Guardian Building (1929). The firm of Smith, Hinchman and Grylls was also responsible for the J. L. Hudson Department Store (1911-1946), Crowley's Department Store (1906), and the Orpheum/Shubert Theatre (1914), among many others. C. Howard Crane designed many of the city's (and nation's) finest theaters and performance venues, including the Detroit Opera House (1922), and the National Historic Landmark-listed Fox Theatre (1928).

However, it was Boston architect Guy Lowell who was originally retained to design the GPYC. The aristocratic Lowell was graduated from Harvard in 1892, studied at the Massachusetts Institute of Technology (MIT) for two years, and then at the Ecole des Beaux Arts in Paris in 1899.⁷⁴ He was from a well-known Boston family that included university professors, political figures, astronomer Percival Lowell, and poet James Russell Lowell.

⁷³ Ibid.

⁷⁴ Brown, Frank Chouteau, "Guy Lowell," *Architectural Record*, April 1927, p. 373.

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While serving with the American Red Cross during World War I, Lowell was stationed in Padua, Italy. Located approximately one hundred miles from the Austrian border, Padua was home to the Italian army command center. As the Austrian army pushed south, Padua was subjected to several artillery bombardments. On December 29, 1917, "under a fierce aerial bombardment he [Lowell] helped calmly with other volunteers to carry the wounded to the hospital."⁷⁵ Lowell was later awarded a medal for valor by the Duc d'Aosta of Italy, and was named an Officer of the Crown of Italy.⁷⁶

Guy Lowell was decorated for his service as a major in the Red Cross in World War I and was acclaimed for his skills as a landscape designer – a subject on which he lectured at MIT from 1900 until 1913.⁷⁷ While a lecturer, Lowell established a scholarship at MIT with the income he earned at the university.⁷⁸

A designer of scores of private and public buildings and numerous residences and estates, Guy Lowell was well known for designing the Boston Museum of Fine Arts, the New York County Courthouse and the Piping Rock Country Club on Long Island, among others.

Lowell had something else going for him in relation to the GPYC commission: he was a world-class sailor, a member of the United States Sailing Team in the competitions at Barcelona, Spain, and was the winner of the 1922 international regatta at Kiel, Germany, with his boat, *Cima*. (The event is held at Kiel, to this day.) Lowell's global reputation as an architect, his imaginative proposal for the clubhouse, and his "feel" for boating as an accomplished yachtsman were undoubtedly the deciding factors in his selection.

In a series of rough clubhouse sketches, Lowell proposed a Venetian style of architecture, easily associated with the water, with stucco walls, a tile roof and a tall, slender bell tower (from which lights were frequently hung to guide mariners). Lowell's choice of design is not surprising given his interest in Italian architecture. Between 1916 and 1920, Lowell traveled through Italy and subsequently wrote two and illustrated two books on Italian villas and farmhouses. In his study of these buildings, Lowell found that they were designed and built to accommodate the habits and social customs of Italian life.⁷⁹ Lowell also observed that American architects should make frequent trips to Italy "for ideas in general composition and for schemes of decorative detail."⁸⁰ These influences likely informed Lowell's solution for the Grosse Point Yacht Club clubhouse – what could be more appropriate for a building so close in proximity to the water?

Tragically, Guy Lowell died on February 4, 1927, just eighteen days after winning the commission. Fittingly, he died at sea among the Madeira islands, some 550 miles southwest from Portugal in the Atlantic Ocean.

⁷⁵ "American Red Cross Men Decorated for Bravery," *Kane Republican* (Kane, PE), Jul. 1, 1918, p. 3.

⁷⁶ "Decorates Red Cross Men," *New York Times* (New York, NY), Nov. 18, 1918.

⁷⁷ Brown, Frank Chouteau, "Guy Lowell," *Architectural Record*, April 1927, p. 373.

⁷⁸ Ibid.

⁷⁹ Lowell, Guy. *Smaller Italian Villas and Farmhouses* (Architectural Book Publishing Co., 1922), p. II.

⁸⁰ Ibid.

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The considerable task of following through on Lowell's initial design proposal following the architect's death fell to two of his senior associates, Ralph Coolidge Henry and Henry P. Richmond, who formed their own architectural firm to complete the commissions left by Lowell's office.

It is to this duo that much of the credit for the present-day beauty of the clubhouse must be given. Henry and Richmond travelled to Grosse Pointe Shores to see firsthand the intended building site. They were struck by the horizontal presence of the lake, the flatness of the land, and the vegetation. Henry wrote:

It was at once apparent that the program demanded the informal and the picturesque in plan and that the composition required, for piquancy and flavor, some element of contrasting verticality in a region where all else is horizontal. The convincing first thought of an element to fulfill this function was of the campanile....

It is not clear whether the idea for the bell tower originated with Lowell, or Henry and Richmond, though it seems almost certain the building as ultimately designed and built owes more to Henry and Richmond than to Lowell as they developed the detailed plans and revised them repeatedly (due to urgent cost-cutting), completing them in time for the start of construction in 1928. Part of the credit for the building being completed in just sixteen months also goes to Henry and Richmond's effectiveness and responsiveness to the concerns of the Club.

Little is known about the firm of Henry and Richmond. The papers of Ralph Coolidge Henry are at the Special Collections Research Center, Syracuse University Libraries, but a corresponding archive of Henry P. Richmond is not known.

Henry's papers include typical documentation: blueprints, drawings, contracts, correspondence, photographs, and the like. The finding aid for the papers includes an index of projects that would seem typical for a small architectural firm. In most cases, the index ascribes an architect, or architects, to the listed project. Most of the firm's work was in the northeast – Massachusetts, Connecticut, and New York. The Grosse Pointe Yacht Club is the westernmost work of Henry and Richmond, as indicated by the finding aid; however, in 1900, Henry submitted the winning design for a public library in Davenport, Iowa.⁸¹

Ralph Coolidge Henry was born in Amherst, Massachusetts. He studied at the Massachusetts Institute of Technology (MIT), and was graduated in 1896. An 1896 university report identified Henry as a candidate for an advanced degree,⁸² which he received in 1897. His thesis, *A Private House for an Artist*, a study of a private house, is held in the collections of the MIT Libraries. That he successfully practiced architecture at some point is documented by the publication of his scheme for a house in the April 1913 edition of the *Ladies Home Journal*,⁸³ and the publication

⁸¹ "Boston Architects," *Davenport Democrat and Leader* (Davenport, IA), Dec. 11, 1900, p. 7.

⁸² *Massachusetts Institute of Technology Annual Report of the President and Treasurer*. (Cambridge, Mass.: University Press, 1896), p. 20.

⁸³ "Two Good Suburban Houses," *Ladies Home Journal*, April 1913, p. 98.

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of a book, *Architectural Construction, Volume One: An Analysis of the Design and Construction of American Buildings, Based Upon the Actual Working Documents of Recent Examples*, with Walter C. Voss. The 1267-page tome was published by J. Wiley and Sons, New York, in 1925. At the time of their collaboration Voss was the head of the Department of Architectural Construction at the Wentworth Institute in Boston.

Less is known of Henry Parsons Richmond. He was born in Providence, Rhode Island, in 1877, was graduated from MIT in 1898, and studied at the Ecole de Beaux Arts in Paris.⁸⁴ His thesis, *A Grand Opera House for Boston*, is held by the MIT Department of Architecture. Like Henry, Richmond worked for Lowell until Lowell's death in 1927, and, thereafter, partnered with Henry. Richmond passed away on Tuesday, May 23, 1950, at his home in Boston.⁸⁵

After Guy Lowell's death in 1927, Henry and Richmond inherited some of the work in progress in Lowell's office, and soon after formed a partnership. It is unclear how long the partnership lasted; however, the firm completed several notable works in Massachusetts, including the Karolik Wing of the Boston Museum of Fine Arts, the Babson Institute (now Babson College) library, and the Massachusetts College of Art, and the duo won third prize, and award of \$1,250, for their c. 1931 submission for the Worcester, Massachusetts, Municipal Memorial Auditorium, which is quite similar in its exterior arrangement to the Grosse Pointe Yacht Club.⁸⁶

After considering bids from a number of local construction firms, the Club awarded the task of building the clubhouse to Corrick Brothers Construction in Detroit, in January 1928. Locally, Corrick Brothers had developed a considerable reputation for having built the Grosse Pointe Memorial Church (1923-27) and the Christ Church Chapel (1928), both impressive Gothic Revival buildings in Grosse Pointe Farms.

After construction was complete, Henry wrote in the December 1929 issue of *Pencil Points* that the architects (perhaps Lowell should be included here) sought to mold the "solidly mysterious" Venetian Romanesque and Gothic Revival into something lighter, happier, and thus more inviting.⁸⁷ The building indeed exhibits a formality, yet remains intriguingly unimposing. Traditionally somber elements, such as lancet windows, are (or, in some cases, were) played against the lightness of the rotunda and the frivolity of the (now enclosed) loggia. Dark and subdued spaces that one may associate more with a narthex or chapel in a Gothic Revival church give way to an explosion of light and openness.

The solution for a clubhouse for the Grosse Pointe Yacht Club as devised by Lowell, Henry, and Richmond also provides an excellent example of the Mediterranean style, which has historically been ill-defined, and of which few examples in Michigan are found. The nearby Detroit Boat Club and Detroit Yacht Club incorporate a similar stylistic approach, and while both are impressive in their own right, do not employ so prominent a contrasting vertical element as seen in the GPYC.

⁸⁴ "Private Rites for Architect Henry Richmond," *Boston Traveler* (Boston, MA), May 24, 1950, p. 11.

⁸⁵ Ibid.

⁸⁶ "Competition for the Worcester Memorial Auditorium," *Pencil Points*, January 1931, p. 53.

⁸⁷ Henry, Ralph C., "A Building on the Board," *Pencil Points*, December 1929, p. 829.

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Flagpole

Towering above the landscape is an impressive 112-foot flagstaff that once stood on the demesne of Anna Thompson Dodge, widow of Horace Elgin Dodge, Sr., co-founder of the Dodge Brothers Company.

Formerly located at 12 Lake Shore Road, Grosse Pointe Farms (GPF), some eleven miles south from the GPYC, the nearly nine-acre estate contained the famed Rose Terrace, the 42,000 square-foot house designed by Philadelphia architect Horace Trumbauer and completed in 1934 at a cost of four million dollars.

Upon Horace Dodge's death in 1920, the entirety of his estate was transferred to Anna Dodge. As one of the wealthiest women in the United States, Dodge commissioned Trumbauer to design a new house that rivaled the great French chateaus. The Trumbauer-designed house was constructed to replace a gabled Jacobean style house that, designed by Albert Kahn in 1910, was also called Rose Terrace.

After her death in 1970, much of the furnishings of the mansion were sold at auction or provided to institutions in the metropolitan Detroit area, and the estate was frequently used as a place for social events and tours. Anna Dodge did not account for Rose Terrace in her will, and thus the house was sold at public auction in September 1971.⁸⁸ An undated sales brochure noted a price of \$1,250,000, but by 1973 a proposal emerged to sell Rose Terrace for \$650,000 and convert it to eleven luxury condominiums was put forth by the executors of the Anna Dodge estate and a private realty group.⁸⁹ Additional buildings were proposed for elsewhere on the property. The GPF city council approved of the necessary rezoning on January 14, 2014; however the city and developers disagreed on which party should pay for infrastructure improvements.⁹⁰ At the May 20, 1974, meeting of the GPF city council, final approval was given to plan to redevelop Rose Terrace into luxury condominiums,⁹¹ and final rezoning came in January 1975.⁹² The to and fro was all for naught as the developers sought to change the zoning of the parcel once again, this time to accommodate single-family homes.⁹³ At the GPF city council meeting of March 1, 1976, the developers of Rose Terrace petitioned the Zoning Board of Appeals to rezone the parcel, stating, "the difficulties involved in redeveloping the house into condominiums are just too great," and admitted that it was a "safe assumption" that the house would be demolished to make

⁸⁸ Henslee, Constance. "Dodge Mansion," National Register of Historic Places Inventory – Nomination Form. Jul. 1971.

⁸⁹ "Focus Upon Revamping of Mansion," *Grosse Pointe Farms* (Grosse Pointe, MI), Feb. 22, 1973, pp. 1-2.

⁹⁰ "Okay Given to Develop Dodge Home," *Grosse Pointe News* (Grosse Pointe, MI), Jan. 17, 1974, p. 1.

⁹¹ "City of Grosse Pointe Farms Michigan Summary of Minutes May 20, 1974," *Grosse Pointe News* (Grosse Pointe, MI), May 30, 1974, p. 28.

⁹² "The Farms," *Grosse Pointe News* (Grosse Pointe, MI), Jan. 2, 1975, p. 2.

⁹³ City of Grosse Pointe Farms Michigan Summary of the Minutes December 1, 1975," *Grosse Pointe News* (Grosse Pointe, MI), Dec. 11, 1975, p. 29.

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way for smaller homes.⁹⁴ The house was stripped of all saleable architectural materials, and demolished later that summer.

A unique remnant of the estate, the flagpole remained in its original location on the grounds of the estate until 1982, six years after the demolition of the house. When the estate grounds were being prepared for a subdivision development, GPYC Commodore Roy Barbier found out that the flagpole was to be dismantled and discarded. Barbier contacted officials of the estate who told him the Club could have the pole if they would pay to have it moved. Barbier immediately agreed, and the pole was transported by barge to its new location at the Club.⁹⁵

The pole was 112 feet long when it belonged to the Dodge family, but the Club had to remove the topmost nine feet due to previous lightning damage. A twelve-inch bronze ball was installed at the top to discourage further lightning strikes. In addition, a 32-foot yardarm was added to the pole so that the flags of the Club's officers could be flown from it.⁹⁶

Past Commodore Fred Schriever, who supervised the flagpole's installation, delighted in telling and retelling the story of the task. He was quite proud of how firmly anchored the pole is at its base and how far below the ground it extends. If Schriever is to be believed, about one-third of the pole's length is below the surface. One thing for sure, a stiff breeze isn't going to blow it over.⁹⁷

Art

While itself a work of art, the Grosse Pointe Yacht Club is a veritable museum of nautical-themed art. As may be expected of a club with such a long history – in a building dedicated to boating – the gardens, rooms, and corridors display numerous works of art: paintings, sculptures, and models. Many of these works are presumably by lesser-known artists. A few, however, were completed by artists of national and international renown. In her July 3, 1938, article in the *Detroit News*, reporter Gladys McCracken noted that local sculpture authority and club member, Frank Purdy, found Wheeler's *Rhythm of the Waves: The Three Graces* to be "one of the greatest pieces of contemporary sculpture in this country."⁹⁸ In addition to Wheeler's work, the club also holds two paintings by significant twentieth century maritime artists, Frank Vining Smith and Jack L. Gray.

⁹⁴ Greenwood, Tom. "Farms Council Rezones Rose Terrace Property," *Grosse Pointe News* (Grosse Pointe, MI), Mar. 4, 1976, pp. 1-2.

⁹⁵ J. Ramsey, email message to authors, August 12, 2014.

⁹⁶ Ibid.

⁹⁷ Ibid.

⁹⁸ McCracken, Gladys, "Most Beautiful Yacht Club is Born Anew," *Detroit News* (Detroit, MI), Jul. 3, 1938.

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Frank Vining Smith – *Sea Witch*

Sea Witch is a nearly ten-foot by fourteen-foot painting depicting the famous clipper ship *Sea Witch* – a 192-foot ship designed by naval architect John W. Giffiths in 1846. Incredibly, the ship held the Hong Kong-to-New York speed record from 1849 until 2003.

The painting, a gift to the club from Commodore John French, was one of Smith's first major commissions,⁹⁹ and is the largest canvas ever produced by Smith.¹⁰⁰ According to Craig, Smith's work for the GPYC put him "in constant demand across the country."

Smith (1879-1967) is regarded as one of the most gifted and prolific painters of the Golden Age of Sail. He was born in Whitman, Massachusetts, in 1879, and spent his youthful summers at Buzzards Bay, Massachusetts, where he developed a love of the sea and sailing ships. He was drawing and painting as early as sixteen, and was once "suspended from high school for drawing 'rather ribald' cartoons of his teachers." Smith took the punishment in stride and went duck hunting.

Upon graduation from high school, Smith matriculated at the School of the Museum of Fine Arts in Boston, remaining there for two years, then at the Central Ontario School of Art, while living with his father in Canada, and then at the Ontario School of Art and Industrial Design.¹⁰¹ There is some suggestion that Smith spent some time in Detroit after 1901, but little evidence can be found to corroborate this assertion.

After his schooling, Smith found work as a commercial illustrator,^{102, 103} producing drawings for countless books, advertisements, and cover illustrations for numerous clients, including Walk-Over and Bostonian shoes, Baker's Cocoa, the *Chicago Sunday Tribune*, *McClure's*, and several Boston newspapers. By the late 1910s, Smith's work was featured in venues across the country and in prominent popular publications like the *Washington Post*.¹⁰⁴ Within the ensuing decade Smith was able to support his family solely through the earnings of his paintings.

Despite the Great Depression Smith's "good eye for color" and "ability to construct compositions for pictorial effect" ensured a stream of clients. Not everyone was enthralled with Smith's work. Sidney Woodward, prominent art critic of the time, stated Smith's paintings "reveal but little" of the "mighty, resistless power of the great deep."¹⁰⁵

⁹⁹ Craig, James A. *Frank Vining Smith: Maritime Painting in the 20th Century* (Lenox, MA: Hard Press Editions, Inc., 2010), p. 31.

¹⁰⁰ *Ibid*, p. 84.

¹⁰¹ *Ibid*, pp. 27-30.

¹⁰² "Authors and Books," *Brooklyn Daily Eagle* (Brooklyn, NY), Jun. 4, 1908, p. 4.

¹⁰³ "New Books for Junior Readers," *Los Angeles Sunday Herald* (Los Angeles, Cal.), Oct. 31, 1909, p. 39.

¹⁰⁴ "Just a Reminder of the Good Old Summer Time," *Washington Post* (Washington, DC), Mar. 24, 1918, p. 9.

¹⁰⁵ Woodward, Sidney. "Boston," *American Art News*, (New York, NY) Mar. 11, 1922, p. 8.

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Woodward's criticism was not widely shared, however, and by the early 1940s Smith "was recognized by art critics and collectors as one of America's foremost marine artists,"¹⁰⁶ and "a widely published and respected writer on nautical topics."¹⁰⁷

In addition to painting, Smith was, unsurprisingly, an avid sailor, and owned seventeen auxiliary sailing vessels over the course of his life.¹⁰⁸

Frank Vining Smith's career spanned some seventy years, in which time he painted maritime and landscape scenes. In addition to Commodore French, Smith's clients included Josiah Kirby Lilly, Jr., Julian Cordova, and Franklin Delano Roosevelt, as well as institutional and corporate clients such as Monsanto, Standard Oil Company, and Champion Lamp Works. His paintings adorned the covers of magazines and calendars,¹⁰⁹ and were given as prizes in yacht club races.¹¹⁰

Smith died on August 1, 1967. His obituary in the *Boston Globe* noted the passing of a "nationally famous marine artist."¹¹¹

Wheeler Williams – *Rhythm of the Waves: The Three Graces, East Wind, and West Wind*

In 1929 one of the GPYC founding members (and past commodore), Clarence Ayers, donated the sculpture, *Rhythm of the Waves: The Three Graces*, designed by renowned American sculptor Wheeler Williams (1897-1972). These bronzes, *East Wind* and *West Wind*, were also donated to the Club by Commodore Clarence Ayers shortly after it opened in 1929. They are in their original location today.

Wheeler Williams (1897-1972) was born in Chicago, Illinois, and studied sculpture at the Art Institute of Chicago, then attended and graduated from Yale University (1919), studied architecture at Harvard University, graduating there in 1922, and at the Ecole des Beaux-Arts in Paris. Williams won a gold medal at the 1937 Exposition Internationale des Arts et Techniques dans la Vie Moderne in Paris. He was later a founder and president of the American Artist Professional League, member of the National Academy, past president of the Fine Arts Federation of New York and the National Sculpture Society, and a critic of "Communism" in American art, and thus a supporter of the House Un-American Activities Committee. Williams died in Madison, Connecticut, in 1972.¹¹² Williams' sculpture is found around the world.

Jack L. Gray – *Roaring Forties*

¹⁰⁶ "Famous Marine Artist on Display in Sandwich," *Lowell Sun* (Lowell, MA), Jun. 1, 1975, p. 63.

¹⁰⁷ Craig, James A. *Frank Vining Smith: Maritime Painting in the 20th Century*, (Lenox, MA: Hard Press Editions, Inc., 2010), p. 145.

¹⁰⁸ "Famous Marine Artist on Display in Sandwich," *Lowell Sun* (Lowell, MA), Jun. 1, 1975, p. 63.

¹⁰⁹ Ibid.

¹¹⁰ "19 boats Off In 105-Mile Cruising Race," *Fitchburg Sentinel* (Fitchburg, MA), Jun. 11, 1938, p. 4

¹¹¹ "Frank Vining Smith; Marine Artist: 87," *Boston Globe* (Boston, MA), Aug. 1 1967, p. 25.

¹¹² "Wheeler Williams," *Smithsonian American Art Museum*, accessed Aug. 8, 2014, <http://americanart.si.edu/collections/search/artist/?id=5415>.

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In 1956, Past Commodore Mervyn G. Gaskin donated *Roaring Forties*, by the renowned Canadian nautical painter Jack L. Grey. This painting is considered to be one of the signature pieces of art in the Club.

Jack Lorimer Gray was born in Halifax, Nova Scotia, in 1927. At twelve years old, while recovering from an injury,¹¹³ he received a set of paints, and, soon thereafter, he began sketching scenes of the sea.¹¹⁴ He studied art at the Nova Scotia College of Art and Design for a time, and later, in 1948, at the Montreal Museum of Fine Arts. Gray eventually moved to New York before settling in West Palm Beach, Florida. Much like Frank Vining Smith's, Gray's career focused on nautical themes – particularly sailing. By 1962 Gray was considered by some as “Canada's leading maritime painter.”¹¹⁵ Not only was his work “exhibited in leading art galleries throughout the world,”¹¹⁶ but his painting *Dressing Down the Gully* hangs in the John F. Kennedy Presidential Library and Museum. Many of his works hang in museums around the country, including the Mariners Museum in Newport News, Virginia; Peabody-Essex Museum, Salem, Massachusetts; the Museum of the City of New York; the United States Marine Corps Museum; and the Huntington Hartford Museum in New York.¹¹⁷ Gray also created a series of posters for the 1959 film, *John Paul Jones*. In addition to being an accomplished maritime artist, Gray, naturally, was also a sailor. In the mid-1950s, his family lived for several years year-round on their sixty-foot boat *Hedonist*.¹¹⁸ He passed away in September 1981.

¹¹³ “Marine Paintings to be Displayed at Troy Bank,” *Times Record* (Troy, NY), Mar. 31, 1958, p. 3.

¹¹⁴ McCormack, Patricia, “A Challenge for a Wife,” *Warren County Observer* (Warren, PA), Apr. 2, 1962, p. 11.

¹¹⁵ *Ibid.*

¹¹⁶ “Sign Noted Painter,” *Independent Star-News* (Pasadena, CA), Nov. 26, 1958, p. 6.

¹¹⁷ “Jack L. Gray,” *Marine Arts Gallery*, accessed Aug. 26, 2014, <http://www.marineartsgallery.com/jack-gray/jack-gray-bio.html>.

¹¹⁸ “This Painter's Work Leaves Him at Sea,” *Independent Record* (Helena, MT), Jul. 24, 1955, p. 19.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Grosse Pointe Yacht Club

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreege of Property 25

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 42.434594 | Longitude: -82.876051 |
| 2. Latitude: 42.433252 | Longitude: -82.870510 |
| 3. Latitude: 42.435576 | Longitude: -82.869490 |
| 4. Latitude: 42.436827 | Longitude: -82.875599 |

Or

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Parcel 1

Parcel Number: 74 002 99 0016 000

SH156B2B1B1B THAT PART OF PRIVATE CLAIM 156 DES AS BEG AT A POINT ON THE ELY LINE OF LAKE SHORE RD 120 FT WIDE DISTANT S 8D 14M 20SEC W ALONG THE WLY LINE OF LAKE SHORE RD 670.34 FT AND S 71D 53M 27SEC E 121.80 FT FROM THE INTERSEC- TION OF SAID WLY LINE AND THE SLY LINE OF VERNIER ROAD 66 FT WIDE AND PROCEEDING TH S 8D 14M 20SEC W ALONG SAID ELY LINE 50.89 FT. TH S 71D 54M 08SEC E 40.60 FT. TH N 8D 14M 20SEC E 50.88 FT. TH N 71D 53M 27SEC W 40.60 FT TO THE POB ALSO ALL LAND LYING ELY OF THE ABOVE DESCRIBED PARCEL BETWEEN THE NLY AND SLY LINES OF SAID PARCEL EX- TENDED ELY TO THE U S HARBOR LINE

Parcel 2

Parcel Number: 74 002 99 0018 001

SH156 D1A E1 F1 G1 H1 PART OF PRIVATE CLAIM 156 DESC AS BEG S08DEG 14M 20S W 66.96FT AND S72DEG 04M 47S E 121.73FT FROM THE INTERSECTION OF THE WLY LINE OF LAKE SHORE RD AND THE NLY LINE OF PC 156 TH S72DEG 04M 47S E 1276.73FT TH S17DEG 55M 13S W 204.64FT TH N72DEG 13M 37S W 33 FT TH N17DEG 46M 23S E 32.68FT TH N72DEG 04M 47S W 169.32FT TH S17DEG 55M 13S W 119.98FT TH N71DEG 56M 40S W 394.00FT TH S18DEG 03M 20S W 70FT TH N71DEG 56M 40S W 25FT TH S18DEG 03M 20S W 84FT TH S71DEG 56M 40S E 25FT TH S18DEG 03M 20S W 71FT TH N71DEG 56M 40S W 224.78FT TH ON A CURVE TO THE RIGHT RAD 91.00FT ARC 10.76FT TH N43DEG 44M 16S W 44.12FT TH S08DEG

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14M 20S W 30FT TH N71DEG 56M 40S W 40.59FT TH N08DEG 14M 20S E 523.63FT
POB 8.81 AC

Parcel 3

Parcel Number: 74 002 99 0019 000

SH156D2 THAT PART OF PRIVATE CLAIMS 156 AND 249 DES AS BEG AT A POINT DISTANT S 8D 14M 20SEC W ALONG THE W LINE OF LAKE SHORE ROAD 66.96 FT AND S 72D 04M 47SEC E 1003.20 FT FROM THE INTERSECTION OF SAID W LINE AND THE N LINE OF PC 156 AND PROCEEDING TH N 17D 55M 3SEC E 89.10 FT. TH S 72D 04M 47SEC E 395.26 FT. TH S 17D 55M 13SEC W 89.10 FT. TH N 72D 04M 47SEC W 395.26 FT TO THE POB 0.81 ACRE

Parcel 4

Parcel Number: 74 009 99 0001 000

249FI USER OR LESSEE INTEREST IN 22 BOAT WELLS BEING A PART OF S 1/2 OF GEORGE OSIUS PARK BEING LOCATED IN - THAT PART OF PRIVATE CLAIMS 156 AND 249 DES AS BEG AT A POINT ON THE E LINE OF LAKE SHORE ROAD 120 FT WIDE DISTANT N 8D 14M 20SEC E ALONG THE W LINE OF LAKE SHOR RD 319.40 FT AND S 72D 01M 31SEC E 121.74 FT FROM THE INTERSECTION OF SAID W LINE AND THE N LINE OF PC 156 AND PROCEEDING TH S 72D 01M 31SEC E 331.28 FT TH S 22D 39M 01SEC E 15.85 FT TH S 71D 54M 20 SEC E 39.20 FT TH S 12D 43M 02SEC W 115.34 FT TH S 21D 56M 48SEC 331.42 FT TH S 72D 04M 47SEC W 738.69 FT TH N 8D 14M 20SEC E ALONG THE E LINE OF LAKE SHORE ROAD 386.25 FT TO THE POB 5.47 ACRES - ASSESSED IN ACCORDANCE WITH AND SUBJECT TO THE PROVISION OF ACT 189 OF THE PUBLIC ACTS OF 1953

Boundary Justification (Explain why the boundaries were selected.)

The boundaries described above encompass the physical land, including the island on which the clubhouse was built, and the entirety of the harbor.

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11. Form Prepared By

name/title: Todd A. Walsh, Analyst; Gregory A. Nowak, Attorney
organization: Michigan State Historic Preservation Office; Miller Canfield
street & number: 702 W Kalamazoo St; 150 W Jefferson, Ste 2500
city or town: Lansing; Detroit state: MI zip code: 48915; 48226
e-mail: walsht@michigan.gov; nowak@millercanfield.com
telephone: (517) 373-1630; (313) 496-7963
date: September 1, 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: September 5, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east. A view of the west façade of the Grosse Pointe Yacht Club.

1 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast. A view of the entry canopy, bell tower, and portions of the west façade.

2 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: May 6, 2011

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west. The Italian Renaissance garden located on the west side of the building, within the U.

3 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 18, 2012

Grosse Pointe Yacht Club

Wayne Co., MI

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking west. A view of the east façade from Lake Saint Claire.

4 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 16, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest. A view of the harbor and south and east façades from Lake Saint Claire.

5 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest. A view of the exterior of the octagonal-shaped Main Dining Room.

6 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest. A view of the north and east facades of the clubhouse.

7 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast. A detail view of the upper portion of the bell tower and the belfry.

8 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

Grosse Pointe Yacht Club

Wayne Co., MI

Name of Property

County and State

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: April 10, 2011

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south. A detail view of the bell. The inscription reads, "Grosse Pointe Yacht Club, 1928."

9 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east. A view of the interior main lobby/entry hall.

10 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest. A view of the Spinnaker Dining Room.

11 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east. A view of the Rotunda.

12 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking skyward. A view of the oculus in the Rotunda ceiling.

13 of 27.

Grosse Pointe Yacht Club
Name of Property

Wayne Co., MI
County and State

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east. A view of the Main Dining Room.
14 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: May 9, 2009
Description of Photograph(s) and number, include description of view indicating direction of camera: A view of the Commodore's Room, which is located to the north and adjacent to the Main Dining Room.
15 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south. A view, from the Rotunda, of the stairs leading to the Grand Ballroom.
16 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014
Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south. A view, from the entry at the top of the stairs, of the Grand Ballroom.
17 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014

Grosse Pointe Yacht Club

Wayne Co., MI

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest. A view, from the northeast corner, of the Grand Ballroom.
18 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southeast. A view, from the northwest corner, of the Grand Ballroom.
19 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 30, 2011

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking southwest. A view of the Venetian Room.
20 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: August 20, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south. A view of the Trophy Hallway, formerly the West Arcade.
21 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: April 11, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking south. A view of the Bowling Centre.
22 of 27.

Name of Property: Grosse Pointe Yacht Club
City or Vicinity: Grosse Pointe Shores
County: Wayne State: Michigan
Photographer: John F. Martin
Date Photographed: May 4, 2009

Grosse Pointe Yacht Club

Wayne Co., MI

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera: A view of the wine cellar.

23 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: May 19, 2012

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking east. A view of the pool and harbor.

24 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: September 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera: Looking northwest. An aerial ("bird's eye") view of the Grosse Pointe Yacht Club and harbor.

25 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: May 4, 2009

Description of Photograph(s) and number, include description of view indicating direction of camera: The sculpture *West Wind*, by Wheeler Williams.

26 of 27.

Name of Property: Grosse Pointe Yacht Club

City or Vicinity: Grosse Pointe Shores

County: Wayne

State: Michigan

Photographer: John F. Martin

Date Photographed: May 4, 2009

Description of Photograph(s) and number, include description of view indicating direction of camera: The sculpture *East Wind*, by Wheeler Williams.

27 of 27.

Grosse Pointe Yacht Club

Wayne Co., MI

Name of Property

County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

3030
Lyon
Ann Arbor, MI
313.763.1100
313.763.1101
313.763.1102
313.763.1103
313.763.1104

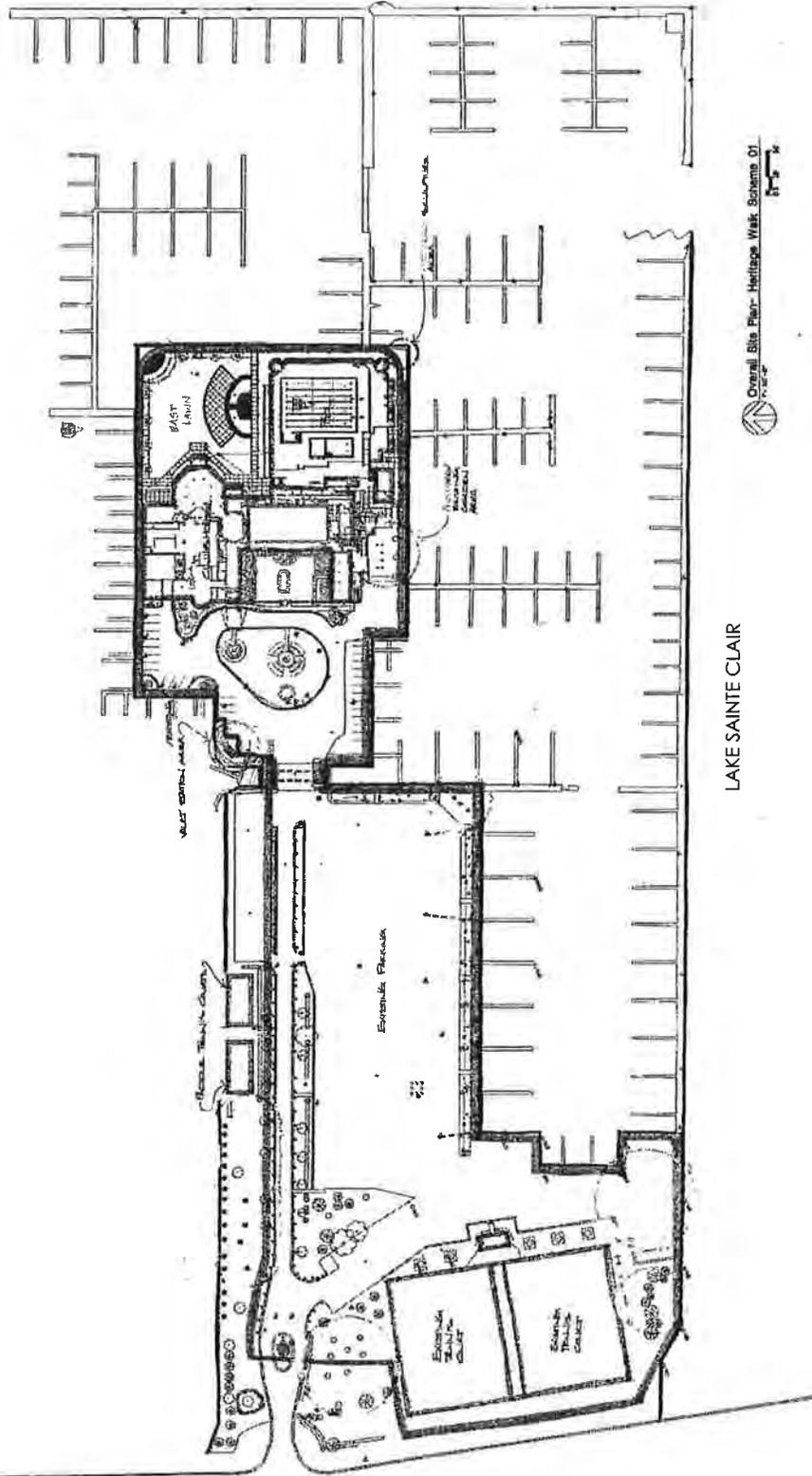


**Grosse Pointe
Yacht Club**
788 Lakeshore Road
Grosse Pointe Shores
Macomb County
Michigan

**Overall Site
Plan**

LAKE SHORE ROAD

LAKE SAINTE CLAIRE



LAKE SAINTE CLAIRE



Grosse Pointé Yacht Club, Grosse Pointe Shores, Wayne County, Michigan

1) Lat.: 42.434594; Long.: -82.876051

2) Lat.: 42.433252; Long.: -82.870510

3) Lat.: 42.435576; Long.: -82.869490

4) Lat.: 42.436827; Long.: -82.875599






100 YEARS
Established 1914



















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