

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

PH 0698415  
FOR NPS USE ONLY

RECEIVED FEB 26 1979

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Sleeping Bear Point Life Saving Station

AND/OR COMMON  
Glen Haven Coast Guard Station

**2 LOCATION**

STREET & NUMBER  
N. H. Coast Haven

CITY, TOWN  
Glen Haven

VICINITY OF  
CODE 26

— NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT  
9

STATE  
Michigan

COUNTY CODE  
Leelanau 089

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input checked="" type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

**4 AGENCY**

REGIONAL HEADQUARTERS: *(If applicable)*  
National Park Service, Midwest Regional Office

STREET & NUMBER  
1709 Jackson Street

CITY, TOWN  
Omaha

— VICINITY OF

STATE  
Nebraska 68102

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
Leelanau County Courthouse

STREET & NUMBER

CITY, TOWN  
Leland

STATE  
Michigan 49654

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE  
Sleeping Bear Dunes National Lakeshore

DATE  
July 1976

— FEDERAL  STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS  
State of Michigan, History Division

CITY, TOWN  
Lansing

STATE  
Michigan

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1931</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Sleeping Bear Point Coast Guard Station was built in 1901 by Robert H. B. Newcombe under contract to the United States Life Saving Service. Drifting sand, which was starting to cover up the station, and the difficulty of launching the surf boats and life boats in the frequent heavy surf near Sleeping Bear Point caused the station to be moved in 1931 to its present site approximately one mile east up the lakeshore.

The complex contains four original buildings and is situated on the south shore of Sleeping Bear Bay on Lake Michigan, one mile west of Glen Haven. The buildings occupy 2.07 acres of land and are neat and modest structures surrounded by a well kept lawn and a variety of shrubs and trees. The beach and lake are to the north and various residences are scattered around the other three sides of the complex.

The main building (HS-18) is a one-and a half story residence which originally housed the keeper and his family and any unmarried crewmen. The gabled roof with wood shingle roofing has a gable window on either side. Wood fishscale shingles are on the triangular portion of the gable wall. The first story has horizontal wood siding with windows of various sizes. Originally the building was on a wood foundation, but when moved to this site in 1931 it was razed and placed on a cement foundation. The elevation that faces the lake has a large porch (rebuilt in 1931 when the building was moved) with a simple wood railing with a roof supported by square columns. The outside of the building is in good condition but the inside is only in fair condition.

Approximately 75 feet east of the residence is the boat house (HS-20). Even though the ramp to the beach is gone, the boat house is in good condition and is currently used to store a collection of small boats and equipment. The wood shingled hip roof has a round cupola with an octagonal base that sits on the ridge of the roof. The roof extends out from the walls exposing the rafters that are rounded at the ends. The wood frame building has vertical board and batten siding and a wood foundation. Four large wooden doors are located on the north elevation where the life saving boats were launched. The hinges are large and simple; the decorated end forms a narrow curl similar to the rounded rafter ends.

There is a shed (HS-21) about 50 feet south of the boat house. It is the original out-building for privy, coal, kerosene, and wood storage. This small wooden structure has a wood-shingled, gabled roof. It has horizontal wood siding and is painted white.

The last building in this complex (HS-19) was originally constructed in 1902 as a boat house for a thirty-four foot life boat. It was located in the water on pilings about 20 feet from shore near D. H. Day's dock at Glen Haven, a few hundred yards east of the present station location. It was moved on to land in 1931 and utilized as a work shed and garage. The wood shingles on the roof and walls were originally painted red, but have faded to a natural color. The building has two large wooden doors on the south end.

Next to the work shed is a self-righting, self-bailing Coast Guard life saving boat (HS-22). The boat is in poor to fair condition and is in need of restoration.

A steel signal tower constructed in 1914 stands approximately 50 feet northwest of the boat house.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES    1901, 1931, 1958

BUILDER/ARCHITECT

Robert J. B. Newcombe

## STATEMENT OF SIGNIFICANCE

The Sleeping Bear Point Coast Guard Station is significant because it represents the use of an architectural prototype design, it has integrity of site in that all of the essential structures survive in their original relation to each other, it was part of an overall National system of aids to navigation, and it was a manifestation of the social/humanitarian movement that began in the 1830's.

The Sleeping Bear Point Life Saving Station was constructed in 1901 from plans and specifications prepared for the Marquette Michigan Life Saving Station in 1890.

Even though the station is not on the location on which it was constructed, it has site integrity because it was moved from its initial location to its present location as a part of its operational existence. The station was moved one mile east of its initial location to its present location because the drifting sand was beginning to cover up the station and because of the difficulty of launching surf boats and life boats in the frequent heavy surf near the Sleeping Bear Point. The station today retains the majority of its original features. All of the essential structures survive and in their original relation to each other. Only the ramp from the boathouse is gone. The sidewalk and parking area show in the earliest known photographs (circa 1932) of the site.

When the Sleeping Bear Point Life Saving Station was opened, there were three agencies involved with aids to navigation and saving lives and shipping property. They were the Lighthouse Board, the United States Life Saving Station, and the Revenue Cutter Service. These agencies were a part of an overall system of aid to navigation. In 1915, the Revenue Cutter Service and the Life Saving Service were combined to form the United States Coast Guard. At that time, the Sleeping Bear Point Life Saving Station became the Sleeping Bear Point Coast Guard Station.

Construction of the Sleeping Bear Point Life Saving Station began in July 1901 and was completed in December of that year. The Life Saving Service accepted the station in January 1902 and appointed the first keeper in February. The crew of surfmen signed on in August. The keeper and crew made rescues and performed other aid to navigation during the first partial season they operated. The keeper and crew were official and paid members of the United States Life Saving Service. At the Sleeping Bear Point Station, as well as other life saving stations, the keeper and crew were generally men from the local area who were familiar with local conditions. This personnel situation made the Life Saving Service unique among government agencies. The station personnel performed beach patrols and participated in both boat and shore rescues.

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As was mentioned above, the Coast Guard moved the station to its present location in 1931. Operations continued there until early in World War II, when they ceased. The United States Coast Guard officially closed the Sleeping Bear Point Coast Guard Station in 1958. The station is now a part of Sleeping Bear Dunes National Lakeshore and is administered by the National Park Service. Planning is underway to adaptively restore the station to interpret the history of the life saving/Coast Guard station.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Littell, Edmund M., 100 Years In Leelanau, Leland, Michigan; the Print Shop, 1965.
- Vent, Myron H., South Manitou Island, From Pioneer Settlement to National Park, Springfield, VA. The Goodway Press, Inc., 1973.

(Continued)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.07

UTM REFERENCES

A	1,6	5,7,6	3,0,0	49,73 4,9,7,8	0,2,5	B			
	ZONE	EASTING	NORTHING				ZONE	EASTING	NORTHING
C						D			

VERBAL BOUNDARY DESCRIPTION

Beginning at the northeast corner of Tract No. 19-121 on the shore of Lake Michigan proceed south 450' along the tract boundary line; proceed west 200'; north 450' to the Lake Michigan shore; then proceed east along the shoreline to the point of origin.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY Revised 9/78: F. A. Ketterson, Jr, Regional Historian

NAME / TITLE

David Koenig, researcher

F. A. Ketterson, Jr, Regional Historian  
Midwest Region, National Park Service,  
1709 Jackson Street, Omaha, NE 68102

ORGANIZATION

Department of Art

STREET & NUMBER

Michigan State University

CITY OR TOWN

East Lansing

DATE (402) 221-3426

10/21/76

TELEPHONE

(517) 353-9046

STATE

Michigan 48824

# 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES

NO

NONE

*William M. Bigelow*  
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is  National  State  Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

*Art. Hist. Div. Cultural Resources*

DATE

*2/13/79*

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

*Charles Adams*

DATE

*4-26-79*

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST

*Lucy B. Franklin*

DATE

*4-24-79*

KEEPER OF THE NATIONAL REGISTER

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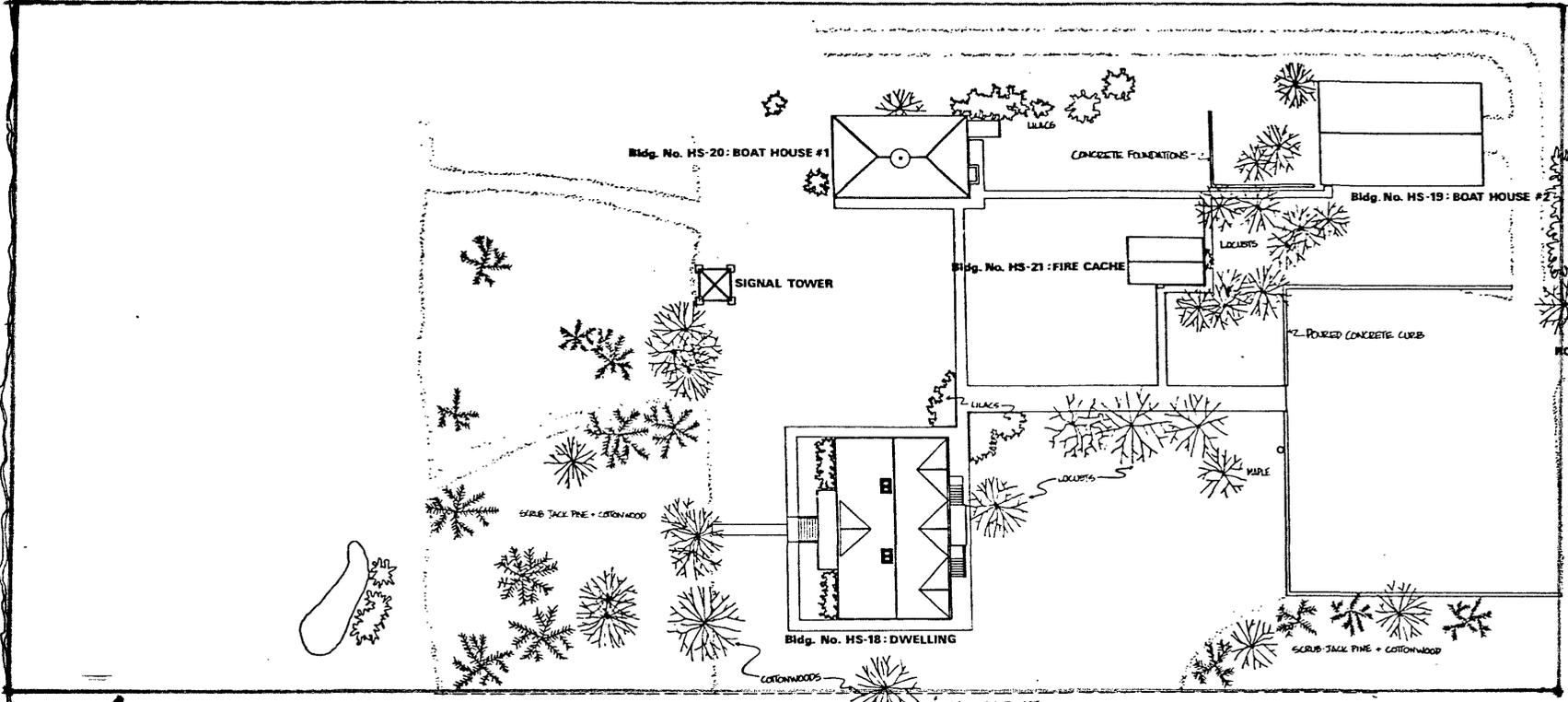
Havighurst, Walter, The Long Ships Passing: The Story of the Great Lakes, New York: Macmillan, 1943.

O'Brien, T. Michael, Guardians of the Eighth Sea: A History of the U. S. Coast Guard on the Great Lakes, n.p., n.d. (1976?).

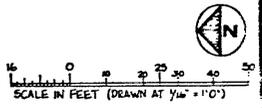
Wyma, Cornelia and John Albright, Historic Structure Report: The Glen Haven Coast Guard Station Architectural and Historical Data, Sleeping Bear Dunes National Lakeshore, Frankfort, Michigan, (Draft) Denver: National Park Service, November 1977.

NATIONAL PARK SERVICE BOUNDARY LINE

LAKE MICHIGAN



District Boundary



# SITE PLAN: GLEN HAVEN COAST GUARD STATION

PREPARED	DRAWING NO.
DESIGNED	634
DRAWN	28000
CHECKED	PAC NO.
DATE	124
	SHEET
	2
	OF 15

FEB 26 1979

NATIONAL REGISTER