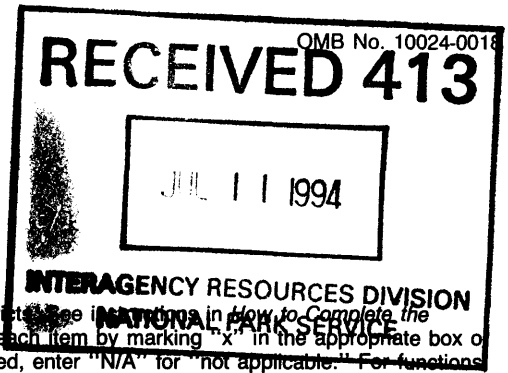


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



854

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in how to complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box of by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Monmouth Boat Club

other names/site number _____

2. Location

street & number Union Street east of Boat Club Court not for publication

city or town Red Bank Borough vicinity

state New Jersey code 034 county Monmouth code 025 zip code 07701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 5/10/94
 Signature of certifying official/Title Date
 Assistant Commissioner for Natural & Historic Resources/DSHPO
 State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of certifying official/Title Date
 State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register. See continuation sheet.
 - determined eligible for the National Register See continuation sheet.
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain): _____

Edson H. Beall 8-16-94
 Signature of the Keeper Entered in the National Register Date of Action

Monmouth Boat Club
Name of Property

Monmouth County, New Jersey
County and State

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
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

n/a

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

7. Description

Architectural Classification
(Enter categories from instructions)

Shingle Style

Materials
(Enter categories from instructions)

foundation Wood

walls Shingle

roof Slate

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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

N/A

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

Property is:

- 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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- 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 # _____

Areas of Significance

(Enter categories from instructions)

Entertainment/Recreation

Period of Significance

1895-1943

Significant Dates

1895

1930

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Antonides, Archibald

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Monmouth Boat Club

Monmouth Boat Club
Name of Property

Monmouth County, New Jersey
County and State

10. Geographical Data

Acreeage of Property 0.61

Long Branch Quad, NJ

UTM References

(Place additional UTM references on a continuation sheet.)

1

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4

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See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Robert H. Rickner Board of Governors Member & Elected Supervisor - MBC

organization Monmouth Boat Club date 21 May 1993

street & number 16 Gary Drive telephone 908 - 671 - 0606

city or town Middletown, state NJ zip code 07748

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Monmouth Boat Club

street & number Union Street telephone 908- 741 - 9858

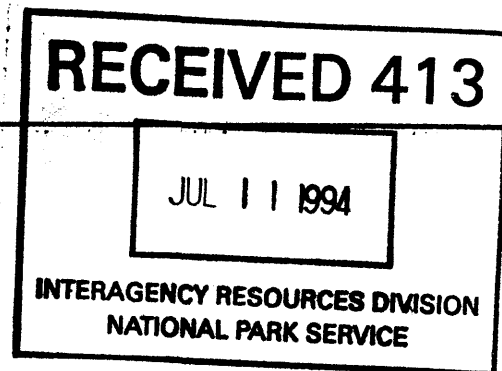
city or town Red Bank Borough state NJ zip code 07701

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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DESCRIPTION

The Monmouth Boat Club is a three-story frame building situated on the south shore of the Navesink River and on the north side of Union Street in Red Bank Borough, Monmouth County. The nominated property is Block 9, Lot 2 of the Red Bank tax map. It is flanked by the North Shrewsbury Ice Boat and Yacht Club on the west, and by "Marine Park", a municipally owned, maritime-related, recreation facility on the east. The building stands on pilings driven into the river and the adjacent land has been filled behind the bulkhead. The building stands behind the bulkhead, but the porch projects slightly over the bulkhead and is supported on pilings. The building is oriented with its north or principal facade to the water. A secondary facade on the west side contains the principal entrance from the land.

EXTERIOR

The Clubhouse's construction is of the wood balloon framing type with an exterior of hand split cedar shingles. It inscribes a 50' x 50' footprint just behind the bulkhead and is supported by 5 rows of pilings driven into the ground. The building was built in two phases, the first a 25' x 50' two-story structure topped with a 25' x 25' observatory in 1895, and the second a two story addition to the west in 1930. The shingle exterior merges the two halves so that the 2 phases are not immediately evident. Continuous balconies (photo 1) run the entire riverside of the structure on the first two stories to complete the joining. The eastern half has a separate balcony at the third story "observatory" level. These balconies project over the water 10 feet and are supported by their own set of pilings. The hip roof over the eastern half retains its slate sheathing while the hip roof over the western half has a covering of black composition shingles.

The Monmouth Boat Club exhibits a Shingle Style influence (photo 8) as shown by the shingled exterior and hipped roof with the protruding hipped dormer. The lightness of the three-bay, three story porch was influenced by the Colonial Revival style and perhaps by the "three decker" houses of the period. The dental moulding at the eaves is a classical revival element which really sets the club apart from the ordinary.

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ENTRANCE PORCH

The Clubhouse is approached from the Union Street gate via a 20' wide corridor in the boat storage yard with boats on trailers on each side. The main entrance to the building is centered on the west side of the house (photo 2) with a 3' wide door with sidelights. The porch leading to the door is approximately 6 feet deep and 10 feet wide with two steps going up to it from all three sides. The porch has a peaked roof attached to the building and is held up at the two outside corners by round columns with Doric capitals. There are two electric lights on either side of the door of brass, one with a red lens and one with a green lens. Since we're a nautical club, we have port and starboard lights and it's always Red Right Returning.

FOYER

As you enter the boat club (photo 2), through the main entrance there is a foyer with three doors leading off of it, one in each wall. The left-hand door leads to the "pine room" which extends the entire expanse of the fifty foot wide building on the water side. General membership meetings are held in this room. The center door opposite the main entrance is one of the entrances to the locker room where members rent lockers and store their sails and other equipment for their boats. The right-hand door from the foyer goes up a flight of stairs to the second floor. The entrance foyer has been re-decorated in thin panel boards with alternating panels of 8 and 6 inches in a gray wood tone finish in 1972, a gift of the junior skippers at that time. It has a floor of parquet wood with a brass plaque insert in the middle with "MBC 1879" in raised lettering. The ceiling is also finished in light-colored panels and has 3 evenly spaced simulated ship timbers as if one were entering a deck house on a ship.

There is also the stub of a mast with a belaying rail and belaying pins and several lines going up to the ceiling which we can hang flags on. The juniors also donated a clock and barometer set as well as a thermometer which is on a small shelf near the mast. In the foyer there is also a nice large chart of New York harbor from 1845 that was a gift of one of the members.

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PINE ROOM

The pine room (photo 3) is 50 feet wide and about 25 feet deep; it extends the entire river side of the first floor, occupying one half of the first floor. The room is finished in vertical 8" wide knotty pine boards with a light finish. The floor is of narrow Carolina pine coated with clear urethane and the ceiling is finished with glued Celotex squares. The lighting consists of eight circular fluorescent fixtures. The pine room is well lighted also by several 2-2 double-hung wooden sash windows on all three walls, and two doors on the river side exit to the porch which runs the entire length of the river side. One is a single door on the western half and the other is a double door. On one wall hangs a large membership board approximately 4 feet wide and 3 feet high with space for the current officers, past commodores and the members, with approximately 300 slots, as the membership is limited to 300. One set of double doors provides access to the locker room. Another set of double doors from the locker room opens out the back of the building on the boatyard side. This was originally the only means to get boats from the land, down to the water, and it still can be so used today. Also in the eastern side of the structure in the old part are a men's and a ladies' room that have been updated periodically. The last time it was updated was approximately 1970 and both of them have ceramic tile on the floor and on the walls.

LOCKER ROOM

The locker room contains approximately 110 lockers, some large (1' wide, 1 1/2' deep & 7' high) and some half lockers, which are rented to club members. The locker room also contains a gas-fired heating unit for the first floor. In the southwest corner, a small room, which is partially under the stairs leading up to the second floor, called the steward's locker, houses a number of tools and equipment to operate the club.

SECOND FLOOR

The stairs to the second floor or second deck are in the southwest corner of the house leading up from the right door in the entrance foyer. This room, the multi-purpose room, occupies the entire second floor of the clubhouse measuring 50' x 50', and had a 10' pine ceiling which has been lowered to 9' with a drop ceiling.

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The four walls of the multi-purpose room are finished with vertical 8 inch knotty pine boards with a clear finish, installed in 1930 when the boathouse was enlarged. The knotty pine boards are 8 feet high and the ceiling is 9 feet. The one foot difference on the wall is painted red. There is a border composed of a single horizontal row of knotty pine boards extended 2 inches at the top of the vertical boards. This extended border is a place to display the almost one hundred yacht club flags that go around three sides of the room. The floor is of narrow Carolina pine finished with a clear urethane. The lighting is 7 hanging fixtures in the shape of wooden wheels. Each fixture has 4 incandescent bulbs. There are windows in each wall and on the north wall there are 2 doors that open onto the 50' long by 9' wide porch overlooking the river.

The south east corner of the multi-purpose room (photo 4), directly opposite the stairway, contains a full kitchen.

This kitchen has a professional six burner range with a double oven underneath, and a separate three-burner grill. There is a hood with an exhaust fan and an automatic fire-extinguishing system. The kitchen has a refrigerator/freezer, a large ice machine to accommodate the needs of the membership during the summer time, and a commercial dish washer which can complete its cycle of washing with very very hot water of 190 degree Fahrenheit in 3 minutes. Facing the multi-purpose room is a long counter approximately 20 feet long and 2 1/2 feet wide which separates the kitchen area from the multi-purpose room. It includes a 3-tray steam table for serving food; the table is covered when not in use. The multi-purpose room can typically seat 160 people for dinner.

In the middle of the east wall of the room is a presentation area illuminated by track lighting spot lights. This is where several senior trophy plaques are displayed along with a blue "MBC" in three-foot letters. Hung on the walls are half models of sail boats and pictures of sail boats including several composite pictures of MBC participating in "Op-Sail" in 1976 when the officers and crew of the sail train ship "Dar Pomorza" from Poland were feted. There is also a composite of pictures for Operation Sail from 1986 when MBC was host for the officers and crew of the tall ship "Eagle" from the US Coast Guard Academy.

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OBSERVATORY (St. Petersburg)

On the far east wall of the second-floor multi-purpose room where the kitchen ends is a stair going up to the third-floor observatory in the old section of the building. The stairway is lined with picture portraits of Past Presidents and Commodores of MBC. This room is spectacularly done in dark paneling installed about 1950, and very very plush red carpeting. There is a drop ceiling with some recessed lighting and four hanging incandescent lights with Fresnel lenses. There are cushioned benches below the windows on the east and north walls and the room is furnished with several tables and captain's chairs.

This room is the trophy room (photo 7), and meetings of the Board of Governors as well as other small meetings are held here. Two of the walls, east and north, are filled with 2/2 windows. The center of the north wall has a door leading to the third deck porch which is 25' wide and 8' deep. This viewing platform offers a magnificent panorama of the Navesink River. On the riverside of the porch railing is fastened a 1-1/2' x 16' name board with "Monmouth Boat Club" and the Club Burgee painted on each end(photo 9).

The inside wall on the west (photo 6) is half filled with pictures and a magnificent glass enclosed trophy case holding over forty trophies awarded at Monmouth Boat Club (photo 7) with the names of awardees. On the south side (photo 5) is another group of pictures that cover almost the entire wall depicting life at the boat club over the years. There is the name, in raised gold letters, "Monmouth Boat Club 1879" along with an oar on one side and a rudder from a rowing shell and a sailing ship's half model on the other side at the top of this wall. Behind the south side wall is an attic room that has been decorated with hundreds of pictures and memorabilia of the boat club and its functions such as dinners and parties. This room also contains a gas fired furnace which heats the second floor and the observatory. This furnace replaced a potbelly coal stove about 1950. The top of the new half of the club on the west side is an attic space accessible from the third deck. Adjacent to the stairway is a 3' ship model of the steam ship "Monmouth" propelled by side wheels. This ship had New York and Red Bank as ports of call in the 1850's, 1860's and 1870's. This model was done by a relative of one of the members and was donated to the club recently. It has a walking beam steam engine and inside the hull is a battery powered electric motor which, when operated

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turns the paddle wheels on each side. It's in a beautiful finished mahogany case which was built by a member. The case is glass on three sides and the back is a mirror so that the model can be fully viewed from one side.

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SITE

The Monmouth Boat Club is located on the north side of Union Street in Red Bank, New Jersey. Union Street is a one block long street to the north of and parallel to Front Street, the major east-west thoroughfare in town. Access to Union Street from the west is via the one block long narrow and steep Boat Club Court (so named by the town fathers in honor of Monmouth Boat Club and the adjacent North Shrewsbury Ice Boat & Yacht Club. Access from the east is via Wharf Avenue which continues beyond Union Avenue to Marine Park. Long since demolished, a wharf had jutted out into the Navesink at the foot of this street. This had been the main access to the sailing ships and later steamboats that plied the Navesink - New York route with produce and passengers.

The Boat Club property is separated from Union Street by a 6 foot high cyclone fence with a pedestrian gate adjacent to a 20 foot wide rolling gate for automobile and boat trailer access. The gates are approximately centered in the south perimeter fence which bounds the Boat Club and Ice boat Club property. MBC leases the Ice Boat Club's land during the summer and so there is no physical boundary between the two properties. To the west of the Ice Boat Club property there is a 6 foot cyclone fence separating it from Irwin's Yacht Works Yard #2. There is a 10 foot fence to the east separating the Boat Club property from the Municipal Tennis Courts. The north side of the property is on the Navesink River and has a bulkhead along the entire riverside. The entire property not occupied by the clubhouses is paved with asphalt concrete or macadam.

The land on the south side of Union Avenue across from the Club is the rear of properties on Front Street and has a steep slope. It has been left in its natural state with mature trees and underbrush.

MBC's lot is .59 acres and the Ice Boat Club's lot is .41 acres. During the sailing season from 1 April to 31 November the combined one acre is used for boat storage on trailers for the heavier boats and racks four boats high and two boats wide for the lighter sailing and rowing dinghies. This is known as "dry sailing" and keeps the racing boats at the peak of their racing performance free of marine growth including barnacles.

Access to the water is by 3 sets of floating docks that extend into the river perpendicular to the bulkhead. In each set, the

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floats are connected to each other with a flexible joint to allow for wave action and each held in place by a 50' greenheart pile driven 35' into the sand/mud mixture of the river bottom. The piles are centered on the west side of each float and connected to them by a loop of chain to allow for vertical movement of the float system due to tidal action. The individual float sets are connected to land by 6' x 16' ramps hinged on the landward side to allow for tidal action. The standard MBC float is 8' x 20' and constructed of pressure treated pine with 4 floatation billets to give it buoyancy. The West Dock has 9 floats, the Center Dock has 8 floats and the East Dock, which extends from the center of the clubhouse porch, has 8 floats plus 3 - 16' floats at the outboard end arranged in a "T". There is approximately 60' between the rows of floats. The East Dock also has water and electric supplied for the use of the Cruising Fleet boats.

The floats are in the water from late March to late October. They are removed from the water for the winter and stored on the southern end of the property to minimize the damage from ice. The traditional Floats in and Floats out Saturdays are a time when 80 to 100 members come out to communally work to prepare the Club for the upcoming season.

Along the bulkhead are 3 lifts with electric 1 ton hoists used to place the heavier racing boats (up to 1000 lb) that are stored on trailers in the water. The lighter boats are moved from the racks by hand and placed in the water from the floats.

The MBC clubhouse is located on the northeast corner of the property and has a 50' x 50' "footprint" just behind the bulkhead with a 10' porch running the entire width of the club jutting out over the water.

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Monmouth Boat Club

Established in 1879, the Monmouth Boat Club is one of the oldest operating boat clubs in New Jersey. Still on its original site, the present building was constructed in 1895 and is the last surviving 19th Century building on the waterfront in Red Bank. The Property meets Criterion A for its association with recreational events and Criterion C as a good example of a 19th Century boat house. From its inception, the Monmouth Boat Club played a major role in the recreational and social life of Red Bank. The club encouraged the recreational use of the Navesink River for various water activities such as rowing, canoeing, motor boating and sailing. Events of the club- regattas, races, dinners - were attended by people throughout the town and region. Members of the club included businessmen, merchants, doctors and lawyers- a microcosm of the burgeoning middle class in the 19th Century.

The Town of Red Bank stands forty to fifty feet above the water level of the Navesink (North Shrewsbury) River. The river banks are generally quite steep with only a narrow beach at the water's edge. The first settlers of Red Bank, who came in 1665, designated one spot on the riverfront as Shrewsbury Dock. It is probable that at this location, near the head of practical navigation of the river, there was a wider beach, making it possible for them to unload their vessels. It is known that vessels were running from Shrewsbury Dock to New York as early as 1734, a century before the Town of Red Bank came into existence. The first building in what is now Red Bank was a tavern near the riverbank, built in 1808. A steamboat advertised service to Shrewsbury in 1819. At least by the 1830's and probably earlier, there were two commercial docks at Red Bank, known as the Upper Dock and the Lower Dock. At some unknown date, the landings at Red Bank were bulkheaded and filled, effectively extending the flat at the bottom of the riverbank out into the deeper water. This is clearly seen on Thomas Lightfoot's 1852 map, and is suggested (although the scale is very small) on the 1842 U.S. Coast and Geodetic Survey Chart, Edition 1, Dated 1844. The waterfront of Red Bank is shown in clear detail in the 1873 Beers Atlas of Monmouth County. The 1889 Wolverton Atlas of Monmouth County also clearly shows the waterfront and is the first map to show the site of the Monmouth Boat Club and first clubhouse. Both of these Atlases also inform us that the waterfront docks were interspersed with other commercial structures and activities, the entire area occupying only about 800 feet of

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shoreline and hemmed in at both ends by waterfront residences whose steep banks and lots extended down to the water's edge.

The Town of Red Bank developed within the bounds of Shrewsbury Township because of its waterfront access, however limited. From Barber & Howe's 1844 Historical Collections of the State of New Jersey, we learn: "The village of Red Bank is pleasantly situated on the Navesink River. It is, with exception of Keyport, the most rapidly increasing village in the state. In 1830, it contained but two houses, viz: the old tavern-house, on the river bank, and the small dwelling now owned by John Tilton, Esq., about 12 rods w. of the shore. The principle source of its prosperity is trade with New York. Thirteen sloops and schooners sailed from here with vegetables, wood and oysters for that market and a steamboat plies between here and the city. Vessels, week after week, have taken oysters to New York and returned with \$600 or \$700 for their cargoes. Red Bank contains 7 mercantile stores, 1 hat manufactory, 2 wheelwrights, 2 lumber-yards, 2 blacksmiths, 2 shoe stores, 2 ladies' fancy stores, 4 tailors, 1 bakery, 2 tanners, 1 lime-kiln, 1 sash and blind factory, a Forum for public meetings, and Episcopal chapel and 60 dwellings."

The citizens of this area were relatively affluent and quite able to afford the boats they desired to own but their access to the river was limited to those who happened to own riverfront properties. The only practical location for a boat club was on the flat land lying at water level, at the base of the riverbank, and that space was fully occupied by commercial activity and docks. Several boat clubs had been organized in the town in the years predating the 1879 founding of the Monmouth Boat Club, each with an initial flurry of activity and seldom heard from thereafter. This fact alone shows the citizens were not lacking in their desire to take advantage of the recreational potential offered. Their problem was one of convenient access. None of the previous clubs had ever succeeded in acquiring waterfront property on the flatland below the riverbank. The Red Bank Register, the town's paper, founded 1872, noted in 1877 "The announcement that a shell race between Dr. Edwin Field and Mr. E. C. Coward would take place on the river at 4 o'clock last Friday afternoon drew a large crowd to the shore at the time announced."

It came as no surprise to the residents of the town when The Register announced that "On May 26th (1879), ten gentlemen much interested in forming a new boat club on the river, met at Dr. Field's boathouse to discuss the matter." They met again on the

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29th at the office of Dr. Richard F. Borden on Broad Street, and constituted themselves the "Monmouth Boat Club". The ten founders were: Dr. Field, a respected physician and surgeon; Enoch Cowart, a bank clerk; Thomas H. Applegate, a hardware merchant; Archibald Antonides, a carpenter; Ephriam E. Ovens (occupation unknown); William Pintard, a lawyer (and subsequently the first President of M.B.C.); George V. Sneden, an employee of the railroad; William N. Worthley, a coal merchant; William L. Sneden, a civil engineer and Dr. Horace B. VanDorn, a dentist. All were residents of the town. In the Preamble to their Constitution, they wrote: "Whereas the intent and purposes of this Club are to promote physical culture and more especially the manly art and exercise of rowing, and believing that such objects can only be attained by active cooperation and enforcement of regular order, be it therefore resolved - - -". The ten men represented many of the town's most prominent citizens.

In their first summer, the new Club conducted several rowing events on the river, including a race for boys under 16 years and a proposed Ladies Race, which apparently had no takers. They also held an elimination series for the Club Championship, won by Dr. Field. His trophy, "a pair of silver spoon oars about 2 1/2 inches long, with gold lined blades, from which was pendant a silver shell boat", holds an honored place in the Club's trophy Case.

It is uncertain whether Dr. Field was aware when he organized the Club, that a very small piece of waterfront property was, or was soon to become, available amidst the commercial docks, or whether it was merely a stroke of good fortune. In any case, in May of 1880, The Register ran: "The Monmouth Boat Club is growing in size and popularity and promised soon to become one of the institutions of our town." (They could never have guessed how prophetic that statement was to be.) They continued: "The Club has lately inspected plans for the building of a new boathouse on the site of Remsen's old dock. A grand fair is in the course of preparation by the young ladies of the town, to be held in Music Hall about June 1st, the proceeds to be applied to the building of the new house." Subsequent articles described in great detail all the plans for the Fair, the Fair itself, etc., finally reporting a profit of \$125 from the event. On July 22, 1880, they announced that the building was to be 50 feet long by 20 feet wide, divided into two rooms, one for storage of boats and the other a dressing room." From the records, we learn that the property had only 30 feet of frontage

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on the river and was 160 feet deep. Construction began on July 25th and on September 17th, the Club held a "very pleasant reception- with dancing to an orchestra, etc, displaying their boats at the float, while the racing shells were safely suspended over the heads of the dancers. The guest list included all those young ladies whose efforts (at the Fair) had made this possible." Thus the M.B.C. had achieved what no local club had ever succeeded in doing: they had direct access to the waterfront and they had at least a rudimentary clubhouse. Their 30' waterfront was at the landward end of a 30' wide lagoon created by the bulkheads of two huge commercial docks, and the building was visible from the river only from directly in front. In April 1882, the Club announced that the Membership had increased to 25 and on May 13th, the Club was incorporated. In the Spring of 1882, having apparently paid for the building, they announced that they had purchased the lot on which the building stood for \$1000. Several rowing events and the 1st Annual Clambake were announced for enlargement of the Clubhouse by a 25' addition on the river end, plus a 10' "stoop or piazza" and a 25' section of the house will be made two stories in height. The structure, including the piazza will be 75' in length and 20' wide. The Club is much encouraged by its excellent financial condition and the number of new members who have recently joined." At about this time, the M.B.C. sold a segment of the rear of their property, along with a nine-foot wide right-of-way to the riverfront to the Red Bank Ice Boat Club, which promptly erected their first clubhouse thereon. It is quite probable that this transaction provided the funds for the clubhouse additions. The two clubs had many members in common, a condition which has continued over the years.

By the Spring of 1886, the paper reported: "The Club is in a flourishing condition, and the advisability of enlarging the clubhouse or limiting the membership is under consideration. The present facilities barely accommodate the members."

In February 1887: "The members of the Monmouth Boat Club are making preparations for the coming season, and a number of improvements are contemplated. It is proposed to move the boat-house further out, and on a line with the end of the docks. Last summer the Club added an additional room to the upper story of the clubhouse, which has been a pleasant resort for the members during the winter, particularly while the ice-boat races were being held. On these occasions many ladies took advantage of the comforts and conveniences of the room to view the races."

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In July 1887: "The Club purchased riparian rights in front of the Club property from the State of New Jersey. The cost was \$58.16."

Although continuing increases in membership and the excellent financial condition of the Club were regularly noted, it is believed that the ambitions of the Club concerning the expansion of the clubhouse considerably exceeded their financial resources. A further problem remained in that the land was only 30 feet in width, of which nine feet was dedicated to the Ice Boat Club's right-of-way.

At about this time, the racing of sailing canoes had become "the rage" on protected waters everywhere and several sailing canoes soon were acquired by M.B.C. members. In April 1889, the American Canoe Association considered holding their annual meet on the Navesink River, but went elsewhere. M.B.C., however, was busily conducting canoe racing for their members.

In July of that year: "The Monmouth Boat Club has introduced electric light to their pleasant clubhouse and grounds."

In April of 1895, The Register headlined: "A New Boat Club House - The Monmouth Boat Club Has Decided to Build - Plans for a Three-Story Building Now Being Prepared - To be Located on Their Present Site". Although the paper anticipated that the driving of piling would "commence about May 1st", a number of the previous problems remained; the most critical of which being the width of the property. This was resolved in June when the adjacent property owner on the east, John W. Stout, who operated the canning factory, agreed to sell the Club an additional ten-foot strip, which included riparian rights. The builder was Archibald Antonides, one of the then charter members of Monmouth Boat Club. No architect is known. (The writer suggests the builder, with input from the other members, was also the designer.) The building cost was approximately \$4,000, well above the \$2500-\$3000 estimate. There were about 100 members who financed the construction by issuing 150 \$20 bonds for a ten year term at 5% interest. On October 2, 1895, The Register bannered: "THE NEW CLUB HOUSE - Monmouth Boat Club's New Home - A Handsome Three-Story Building on the River Front - Balconies on Each Floor - Many New Members of the Club. The club house of the Monmouth Boat Club is now practically completed. The new house presents a very fine appearance from the river, and is the full width of the

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lot save that part required by the right-of-way of the Ice Boat Club." (This last statement is slightly inaccurate.) Monmouth Boat Club has had two buildings which have been called the Club House. The first building, The Boathouse, was built in 1880, and added to in 1884, and in 1886 was moved and added to in 1887. (Riparian rights to the water were purchased from the State of New Jersey in 1887 for \$58.16) By 1955 the Boathouse was called the Back Shed and was in poor condition, and in 1956 the Boathouse was demolished. The purpose of this brief description is to warn future historians of the confusion of two separate buildings, each called the Club House.

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RED BANK REGISTER WEDNESDAY, OCTOBER 2, 1895
THE NEW CLUB HOUSE

The Monmouth Boat Club's New House
A Handsome Three-story Building on the River Front -
Balconies on Each Floor. Many New Members of the Club

The new club house of the Monmouth Boat Club is now practically completed. The new house presents a very fine appearance from the river, and is the full width of the lot except the part required by the right of way of the ice boat club, which is on the east side of the lot. The club has had the improvement in contemplation for some years, but has been deterred by the idea that perhaps a more eligible site might be obtained.

The addition to the club house, the improvements to the lot and the changes in the old building have cost nearly \$4000. This is considerably more than it was at first intended to expend, but the club determined to put the building in thorough order while the work was being done.

Before the new club was begun a bulkhead was built on the river. Then the old club house, which was at the river edge of the lot as was formally arranged, was moved out 35 feet further out toward the bulkhead and the new building was built in front of it. The new part is three stories high, with an attic, and with an observatory in the peak. It is shingled on the roof and sides, and on the third floor are large windows on the front and sides, giving a view of the river in every direction. In the front of the club house are wide balconies on each floor.

The floors are of narrow Carolina pine and the interior is ceiled on the sides and ceiling with narrow beaded Carolina pine. The

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interior, with the exception of the window frames, is finished in natural wood.

The first floor will be used for storage of the boats of the members. The original club house, the addition which was built to it ten years ago, and the new addition built this year, have been made into one large room on this floor. On the second floor will be a large reception room, which will also be used for dancing at receptions. Another room, nearly as large, is on the third floor, and in the rear of this room is another large room which is at present unused, but which will be converted into a sleeping room, with bunks for visiting clubmen who choose to sleep there. Another room, to be used for the same purpose, can be constructed in the attic if it should ever be needed. Toilet rooms are on each floor except the attic.

The club house is lighted with electric lights, about fifty lamps being used in the building. They are connected with a series of switches, so that part or all of the lights can be lighted at once without the trouble of turning on each individual lamp. The river balconies are each lighted with six electric lamps.

Nearly forty new members have joined the club since the new clubhouse was begun and the membership is now nearly one hundred. The bonds issued to pay for the improvements are all held by members of the club. The initiation fee of the club is \$10 and dues are \$6 a year.

William A. Cole, the president of the club, has constructed a slip at the side of the bulkhead for his steam yacht Gladys.

There followed a lengthy and detailed description which included that the ground floor was to be used for the storage of boats, including the space formerly the ground floor of the old building which had been moved forward and attached to the new building; the second floor was a large reception room, also to be used for dancing, and was 25' by 50' and surmounted by the third floor observatory which was 25' by 25' with attic space behind.

(It was planned to convert the attic space to a bunk room for the convenience of visiting yachtsman. This plan was never executed.) The description added that there were toilet rooms on each floor and the building was lighted with about 50 electric fixtures, including six on each of the three balconies. "Nearly forty members have joined since the new house was begun and the

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membership is now nearly 100. The bonds issued to pay for the improvement are all held by members of the Club. The initiation fee of the Club is \$10 and the dues are \$6 per year.

On October 30th: "The opening ball of the Monmouth Boat Club in their new house was held on Friday night. (October 24th) Shortly before nine o'clock, the ball was opened with a grand march led by Mr. and Mrs. William Cole (then President of the Club). The ballroom was prettily draped (sic) with flags and bunting. Just before midnight supper was served. After the intermission, dancing was again resumed until three o'clock when the orchestra played 'Home, Sweet Home.' About two hundred people were in attendance, many of the women being handsomely costumed."

From shortly after it's organization, the M.B.C. became a very active participant, and several times the instigator of River Carnivals, so-called Gala Days which included activities such as parades on land as well as events on the river. These featured every possible type of participatory activity for the residents of the town, including rowing, sailing, swimming, and even "tub" races for children. Lighted boat parades on the water at night were accompanied by fireworks.

In all such activities, even Winter Carnivals including skating races, fancy skating competitions, sail-skate races, and ice boat races, the Monmouth Boat Club became a willing and active participant, it's members greatly involved in both the planning and the operation. The M.B.C. second balcony became the favorite location for concerts by the Town Band on such occasions. The Club was usually the finish line for racing events, the second or third balcony serving as the judge's stand. The members of the M.B.C. were virtually all local business men and the Club, although private, considered itself very much an "institution of the town" as The Register had forecast back in 1880.

In July of 1902, the M.B.C., acting as the only rowing organization in town, sponsored a Rowing Regatta. All the rowing clubs of New Jersey, Pennsylvania and New York were invited and fifteen clubs entered, bringing their shells by railroad. Events were for single, pairs, fours and eights, the latter two with and without coxswain. The M.B.C. erected a grandstand seating 475 persons on the frontage of the Stout property next door. Another grandstand for 500 persons was erected on the Steamboat Dock.

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Many photos of this event survive; the banks were jammed with people and spectators loaded all conceivable types of boats, including the commercial packets, several of which anchored off and spread awnings to accommodate spectators. Many riverfront homeowners opened their lawns to the public. The Register noted: "--Excursionists came from all directions. The trains were crowded and the trolley company never did a bigger business. The steamboat also had an unusually large passenger list. It was perfect weather--not the least suspicion of a shower. All kinds of river craft were afloat. Thousands of people went home impressed that Red Bank was one of the best towns on earth and the Monmouth Boat Club knew how to get up a river carnival."

Another event held annually by M.B.C. for many, many years was the Washington's Birthday Dinner always cooked and served by members. At a time of the year when activity around the river was normally quiescent, it came to be greatly anticipated. Members and their male guests enjoyed a lavish banquet (featuring a whole roast pig).

In 1907, a River Carnival and Automobile Parade was held in Red Bank, considered to be the greatest and best ever held. On August 16th, The Register crowed: "RED BANK'S GREAT DAY--The Automobile Parade and River Carnival Prove Great Attractions--Thousands of Persons from All Over the County Brave Threatening Weather and Visit the Town to See the Interesting Events - Governor Stokes, Congressman Howell and Other Notables Among the Guests - The Boat Parade and Fireworks - Last Thursday was a red letter day for Red Bank. It was carnival day and nothing to equal it had ever been seen before in the town. The carnival committee worked with commendable enthusiasm--houses and stores along the parade line were decorated. At half past one, the reception committee went to the depot to receive Governor Stokes and his party. Military honors were accorded by the 2nd Cavalry troop, Capt. Edwin Field commanding. The afternoon river events were seen by the Governor and his party from the balcony of the Monmouth Boat Club. The illuminated boat parade at night surpassed anything of its kind ever before held. River-front lawns were trimmed with lanterns artistically grouped...The pyrotechnics display lasted an hour--consisted of the latest novelties in aerial illuminations, with rockets, bombs, etc. By far the best display of fireworks ever given in the County."

Just prior to World War I, winters were abnormally cold and Ice Carnivals were the big activity on the river. M.B.C. was

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involved and the clubhouse was open to spectators. Members served as judges for skating races and some younger members participated.

The major river activities were, of course, suspended during World War I. Several members of M.B.C. served in that war; their names are honored on a bronze plaque in the clubhouse.

After that war, the world changed, and the old commercial waterfront of the town changed too. Worthley's Coal Yard went out of business and in 1922, the Ice Boat Club purchased the property. In 1923, their clubhouse was relocated to the west side of their new land. They then sold back to M.B.C. their original back yard and the nine foot right-of-way, plus half of their new property. This gave M.B.C. a river frontage of 131.5 feet. For the first time in their history, M.B.C. now had room for a new bulkhead across both properties, the two clubs joined forces and held a giant Fair on their land, lasting a week and ending on Labor Day with a river carnival and gala day, with prizes for the best decorated motor boat, canoe and rowboat; sailboat races and other water sports, the whole affair winding up with a fireworks display, and "colored fire and aerial bombs."

By the early 20's, some of the people who amused themselves on the river had acquired some of the old sailboats which had been discarded in favor of power, and had rediscovered the simple pleasures of sailing. In 1923, The Register commented on some informal sailboat races the preceding weekend. These races were created on the spur of the moment so as not to disappoint a large crowd of spectators who had come to see an advertised motor race which had failed to materialize. With the heading: "Sailing Races Popular", they noted: "Much interest is being manifested in the Sunday sailboat races at Red Bank. The increasing automobile traffic is causing many to return to water sports for Sunday pleasure. So great an interest is being taken that Joseph Applegate, president of Monmouth Boat Club of Red Bank offers a silver trophy as prize for boats of the first class." Although they were not yet aware of it, M.B.C. had discovered their future. Back in the year 1900, The Red Bank Yacht Club (one of many which appeared on the river over the years--now long inactive) had ten boats, 24' Knockabouts, built to one plan by one builder. A few of them had disappeared, but eventually seven were acquired, restored by members of M.B.C. and were soon racing at the Club.

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With their newly acquired space the M.B.C. welcomed many new members over the next few years. The Knockabouts continued to race and since these 24 footers carried a crew of four or five, they began to introduce the sport of sailing to local teenagers-- some of them sons of M.B.C. members.

Meanwhile, the old Red Bank waterfront continued to change. The steamboats ceased operating from Red Bank to NY in 1926, after 108 years, and the Town of Red Bank quickly purchased Steamboat Dock and converted it to a Town Park. The Town had already acquired the Lyceum property (the old Stout canning factory tract), probably by tax default as the vaudeville theater had ceased to run many years earlier. By 1929, the theater was razed and the following year, four public tennis courts were added to the Marine Park facilities. With these changes, the Monmouth Boat Club and the Ice Boat Club remained the only two 19th Century structures on the waterfront.

The 1929 Washington's Birthday Dinner was converted into a 50th Anniversary celebration of the Club. Two of the original members remained, Dr. Van Dorn and Captain Worthley. The historian's opening: "The idea of the Boat Club was born in the fertile brain, and the child of the indomitable spirit, good sportsman and eminent citizen of this community, Dr. Edwin Field, a man whose memory is revered and honored by all who knew him."

In January 1930, M.B.C. had 320 members and a committee was appointed to consider either a new clubhouse or an addition. On June 30th, it was announced that the contract had been let to White Brothers Builders for \$5,500 for a major addition of two stories to be added to the west side of the present building, doubling the size of the banquet hall (2nd floor) which, when completed, would seat 300 persons. The addition would be 25 by 50 feet and the riverfront balconies would be extended across the new frontage. It also allowed more space for small boats and motors at the lower level. An entry porch with a flat roof and round columns on the west facade allows access to a small "Reception Room" lobby.

On November 11th 1930, the expanded clubhouse was officially opened. The Register reported: "More than 200 persons were entertained at the opening of the enlarged M.B.C. house."

An unusual item concerning the M.B.C. appeared in the paper in 1931, which serves to bring up another long-standing but

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infrequently mentioned aspect of the Club. "Minton-Hubbard Win at Dominoes - Charles A. Minton and John L. Hubbard comprise the domino team which won the 1930-31 Monmouth Boat Club championship with 27 victories and 14 losses. Forty-two games were played with eight teams participating. President George W. Bray presented prizes to the first three teams at the meeting last Monday night." The third floor Observatory of the M.B.C. had long been known as "St. Petersburg", for here, in the cozy warmth of a coal-burning pot stove in winter, many of the members had long gathered in their free time to discuss local news, business, watch activity at the docks or on the river, and/or play dominoes. The location of the Club, a brief walk from the business district, made it a handy resort whenever there was a little time to spare, perhaps even a lunch hour. The domino championship was an ongoing event over a considerable period of time and most of the competitors were probably already retired.

Sailing activity on the river continued and expanded in the 1930's, both at M.B.C. and independent of it. Despite the Depression, a number of teenagers had succeeded in wheedling their fathers into buying them small sailboats. Most of them were far from new but they received lavish care from their owners and entered all available races. Gradually, the old jersey-designed 15' Sneakbox became the preferred boat, and there were a number of old rivermen who worked with the kids, teaching them and running races for them, no matter the type of boat they owned. These pickup races usually had no patrol boats, unless some parent volunteered one, and few safety rules. On July 25, 1935, while such an informal race was in progress, a violent summer thunder storm swept the river, overturning nearly all the boats. Something akin to panic ensued along the shore. Persons who happened to be around grabbed whatever boats they could and rushed out into the storm. One member of M.B.C., whose two sons were sailing together, jumped from a powerboat to swim to their rescue, but the wind swept the boat from his reach and he was exhausted and near drowning when two of the young sailors in another boat came to his rescue. The crew member of another boat became entangled in its rigging and came close to drowning before his own skipper succeeded in extricating him. In the end, there were no casualties, but the event was headlined in the paper and many parents, most of them the mothers, created an uproar the like of which the town had never experienced. Many, but not all, of the young sailors were sons of M.B.C. members.

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From its inception M.B.C. had been a men's club and women and children were permitted only on invitation. The Club remained a men's retreat. While many members had young families, there were also many whose years of parenthood were long past. The consensus of opinion, mainly among the mothers of the young sailors, was that either the M.B.C. was going to run and properly supervise the races or their children were not going to race, "and that was that!"

There ensued within the Club a lengthy and heated debate over the matter which remained unresolved until the following season. Finally, in July of 1936, The Register headlined: "Monmouth Boat Club to Amend Constitution to Admit Junior Members." The Club then wrote a gracious letter to all the juniors involved and interested in the small-boat racing. It included the statement that the Club's Constitution had been amended and: "There will be no dues, or fees, for junior members, but we want you to feel free to use the clubhouse, and also want to extend an invitation to your mothers and sisters to use the Club. In order to keep a boat at the Club, either the junior member must become an active member, or his father must, if not already. Upon attaining the age of 21, the junior must then join as an active member. We want you to feel free to use the Club, fly our burgee, and take part in our sailboat races." A regular membership card was enclosed.

Thus the M.B.C. became a family club. One unwritten rule came into practice and was meticulously observed: "St. Petersburg" remained the exclusive province of male members and thus, the safe haven of those who had been out-voted on the Constitutional change. The first two floors of the building were used freely by all and quickly produced many changes--the first of which was a new Ladies Room on the main floor.

Within a month The Register reported: "River Activity is Setting New High - Unprecedented interest in sailboat racing with the largest fleet in year begin augmented weekly. Five classes of boats were started, Knockabouts, Birdboats, Comets, Sneakboxes and Snipes. The Club has decided to hold weekly classes for the instruction of young sailors.

In mid-August: "Red Bankers Make a Clean Sweep of Trophies on the South Shrewsbury"

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On Sept 13th: "High winds of near squall proportions that blew up out of the east kicked the waters of the Navesink River into sharp rolling swells and made the special sailing events of the weekend the most exciting events of the year. Between the Sweepstakes Event (postponed from earlier for lack of wind), the M.B.C. races, the Skeeter Fleet events and the Fair Haven Yacht Club race (now, long gone), eighteen starts took place and 172 boats crossed the lines."

In 1938, the M.B.C., returning to its origins, hosted "The 66th Annual Rowing Regatta of the National Association of Amateur Oarsmen", an event for which the Town once more turned out by the thousands, on shore and afloat. The oarsmen, the Town and the Boat Club were all so pleased that the event was again hosted here in 1940, this time jointly by the M.B.C., the Ice Boat Club and the Borough Council.

In 1939, the wives and mothers of the Club formed a Ladies Auxiliary and were immediately offered the first floor Reception Room (in the 1930 addition) for their meeting room. Their first project was the revamping of a portion of the original building to provide additional locker space for the storage of sails and other sailing gear. The funds were raised by such activities as bridge luncheons and fashion shows held at the Club.

Racing activity and membership both continued to increase. At the first meeting of 1941, the Treasurer reported that with all bills paid, including \$500 on the mortgage (for the 1930 addition), there remained a balance on hand of over \$550. The Club was in the best financial condition ever. The membership was nearing 350. In June, extensive interior improvements were made to the building, paid for by the Ladies Auxiliary, notably the installation of pine panelling in the main room of the first floor of the 1895 building.

On December 7, 1941, M.B.C., like the rest of the country, was forced into a new era. Nearly all of the junior members and quite a few of the regular members were subject to the Draft. Two members of the Ladies Auxiliary, whose sons were soon in the military service, began a monthly newsletter called the "Barefoot Bulletin." The name evolved from the Barefoot Yacht Club, an informal group of the junior skippers which had existed for about five years with their headquarters in Dr. Field's old boathouse, where M.B.C. was born. (Dr. Field's riverfront property had been inherited by a nephew, a member of M.B.C., whose son was one of

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the early junior skippers.) The Barefoot Bulletin was printed monthly throughout the War, at private expense, and mailed to the erstwhile juniors wherever they were located throughout the world. It reported on the activities of the river and also on the juniors themselves, insofar as was permissible. They always tried to keep it light, but twice were obliged to report the loss of boys who would never return to the river. By 1945, they were mailing 150 copies, including some homefront subscriptions, and had boxes of letters from far-away places, saying how much their efforts meant when things were tough.

During the War, M.B.C. did their best to keep things going. Race Committees too old for service ran sailing races for juniors too young from the Club's float, saving what little gas they had hoarded for emergency rescues. The now annual Trophy Dinners became bring-your-own box suppers at the Clubhouse, due to food rationing. By the end of the War, a whole new generation of juniors had become competent sailors. It was noted that 68 members of the Club were in military service.

One of the first things M.B.C. did when the boys were mostly back home was to hold a Veteran's Race. The new "juniors" volunteered their boats and served as crews. Most of the boys had sold their boats when they went off to war; some, hastily stored in back yards, had simply rotted beyond rescue. For the moment, most had more pressing problems--unfinished educations, jobs, etc. Some had married and started new families; housing was their most urgent need. Quite a few went to college under the G. I. Bill. For nearly all, boats were well down on their list of immediate priorities. A few still had boats and there was already the new group of juniors racing. The 1946 season at M.B.C. began with a plea to the membership for assistance in making the repairs to the building and docks for which, like most other civilian activities, there had been neither manpower nor materials during the war, and this was soon undertaken. The 1946 racing season officially began with the Flag Raising on the Decoration Day, and immediately the interest and the number of boats picked up, quite a few of them new Lightnings, a new class in 1939; several has been built by local builders. Half a dozen or so of the former junior members were admitted to regular membership in 1947, along with many new members. The Lightning and Comet classes predominated but the cost of both was out of the question for many of the veterans, a number of whom were, however, sailing as crew members. Dances with recorded music were the big activity of the social scene at the Club that year;

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\$1 per couple admission, which paid for ice and snacks, and BYOB. The ladies Auxiliary began dropping hints to the younger generation's wives that it was time for them to join and share the effort with the pre-war members, most of whom were of their mother's generation. They understood that they, too, now had an obligation to contribute but did not feel that their activities would be compatible with the older generation's activities, and being young, most had barely escaped from being under parental control, so they formed a new Junior Auxiliary. They ran several very successful social affairs and their first project was the redecoration of the big 2nd floor room which had become dingy over the years, including water stains from leaks in the roof not repaired during the war. The roof had now been repaired. There were a couple of very clever artists in the younger generation, and the walls soon sported portraits of some of the old river "characters" and boats, which were much admired. As the years progressed, the old Ladies Auxiliary gradually faded quietly into retirement and the Junior group eventually dropped the word and became the Women's auxiliary.

Racing continued to pick up in activity and numbers, as well as types of boats. The best and most experienced of the sailors volunteered to give weekly instruction to beginners. By the Fall of 1949, most of the pre-war juniors who were still living in the vicinity had their lives under control and were in the Club, although quite a few still didn't have their own boats. A group of them had worked out a plan to build their own, as a cooperative project, but where? The Club came to their rescue and for the entire winter of 1949-50, the first floor of the club house rang to the sound of saws and hammers.

At a total cost of approximately \$150 per boat, including sails and rigging, 24 new Penguin Class boats were completed but for paint, then drawn by lot.

On April 6th, a celebratory dinner was held; as each member drew his boat number, they were serenaded by verses of a song with the skipper's name and the boat's name inserted at appropriate places. Then the group was serenaded by the wives who had created an original song of many verses, entitled: "The Penguin's Wives Lament." Ten days later, 21 of them sailed their first event -- the other three had suffered unscheduled dunking at the dock while learning to master their tricky, new little craft. It was the 16th of April and the water was still mighty

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chilly. After hot showers and dry clothes, the three appeared for the second race of the day.

By 1950, activity in all phases had gotten to the point where the wiser heads recognized that the old hierarchy of the Club, traditionally President, Vice President, Secretary, Treasurer and Fleet Captain, simply was not adequate to cope with the current level of activity, and besides, their titles were very un-nautical. Once again the Constitution was amended. The revision provided for a Commodore, the chief officer; a Vice Commodore, in charge of the building, ground, and boats owned by the Club, other than the Race Committee's boat; a 1st Rear Commodore, in charge of all racing activity and the Race Committee Boat; a 2nd Rear Commodore in charge of the Ways and Means Committee, the Finance Committee, and Parliamentarian; a 3rd Rear Commodore, Chairman of the Membership Committee; and the Fleet Captain, to coordinate the activities of the various racing fleets; a Recording Secretary and a Financial Secretary, the latter to collect all dues and deposit them--also responsible to the Treasurer; and a Treasurer, custodian of all funds and disbursements. There had previously existed a Board of Governors--this was expanded to include all the officers, the Board of Trustees, every Past Commodore who was an active member, and eight other members to be elected at large; and the Board of Trustees consisting of five members, to serve for five years in rotation, one appointment to expire each year. This distribution of burdens has served extremely well. It was also included that the membership was to be limited to 300, the reduction to be achieved by attrition and new members to be accepted only as vacancies occurred. This was and has since proven to be essential; the facilities of the Club were totally overwhelmed when there were 350 members.

The 1880 clubhouse was not built for posterity, being a simple structure of vertical board siding on a light frame. By 1956, it was sagging badly. A careful survey showed that the underpinnings were completely rotted out and not salvageable. The 1895 clubhouse was designed in the colonial revival/shingle style which enjoyed much popularity in the late years of the 19th century. The 1930 addition continued in the same style and the extension of the three tiers of riverfront balconies across the addition successfully leads the eye to perceive it as one structure. Although the interior has been modified due to essential modernization, and sometimes to provide for changes of activity desired by the members, the exterior remains today

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virtually the same as built. With the absence of the various commercial structures which originally surrounded it, the clubhouse is the outstanding feature of the waterfront and, as The Register stated in 1895, "a handsome three-story building." In 1950, the Club members had salvaged the platform shed of a local railroad station slated for demolition. It was moved and rebuilt back where the Ice Boat Club once stood, for the purpose of sheltering the Penguin Fleet. It still had sufficient space to shelter all the boats remaining in the old portion of the building, hence the decision was reached not to rebuild the original clubhouse. It was sad to watch it torn down.

From at least as early as 1887, perhaps always, the Club had one employee, a Steward. About 1957, the membership first employed a sailing instructor during the summer whose responsibility it was to conduct classes for children under 16 in three divisions: beginner, intermediate and advanced. The demand after a few seasons necessitated an assistant sailing instructor, and eventually two of them. In recent years, the Steward has also had a part-time assistant during the summer.

Advanced racing instruction for juniors over 16 who were interested has always been provided by volunteers, the best sailors in the Club having devoted hundreds of hours to this activity using the Club's boats as well as privately owned racing boats made available by the members. The results have justified the system. members, both senior and junior, have compiled many racing titles over the years, including: the North American Junior Championship of the United States Sailing Association (Sears Cup); The North American Women's Championship of the U.S.S.A. (Adams Cup); the North American Single-Handed Championship of the U.S.S.A. (O'Day Cup) (the latter by an M.B.C. junior while in college and officially representing the U.S. Intercollegiate Racing Association); a member voted Yachswoman of the Year by her fellow sailors (Martini & Rossi Trophy); the Flying Dutchman Gold Medal in the Pan American games (five straight first, and this crew went on to the Olympic Games); National One-Design Class Championships in the Blue Jay, Albacore, Wood Pussy and Jet 14 Classes; Women's National Championships in the Albacore and Flying Scot Classes; Junior National Championships in the Jet 14, Lightning and Albacore Classes; and the Husband and Wife Team Championship in the Flying Scot Class. We also have a woman who has represented the United States on the Women's International Sailing Team and has twice sailed on the U.S. Olympic Team.

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In 1953, the Club became a charter member of the North Jersey Yacht Racing Association, a member group of the United States Sailing Association (which in 1953 was the North American Yacht Racing Union). The N.J.Y.R.A. runs separate events annually as elimination rounds for each U.S.S.A. title event, and also for the N.J.Y.R.A. Championship titles in each class racing in the Association. They also award a perpetual trophy each year to the member Club compiling the greatest number of points in all their events. The M.B.C. has won the overall points trophy more frequently than any other of the thirty member clubs in the N.J.Y.R.A. To list the various regional, area, and divisional titles in one-design classes which have been won by M.B.C. members since World War II, would be an enormous undertaking. Suffice it to say that the Encyclopedia of Sailing rates the Monmouth Boat Club as one of the ten best sailing clubs in the United States. The M.B.C. schedules races from early Spring until late Fall, and starts each class of boat which can produce more than three entries in the regular club racing. They also host numerous invitational regattas, some very year, and some when requested to do so by a particular one-design class, including in the past, several National Championship events, and uncounted numbers on events on behalf of the North Jersey Yacht Racing Association. One witty, but doubtless weary, Race Committee Chairman (1st Rear Commodore) back in 1973, having totalled up that season's events, offered the following commentary (which was published in the "Binnacle", the M.B.C. organ): "Would you believe that the above listed events means running thought the starting 'time sequence' about 350 times a season and in the forty or so years that M.B.C. Committees have done this, they have probably run close to 9000 starts, and if an average of seven boats started, this means that about 60,000 sailboats have crossed our starting lines! Let us appreciate our 1st Rear Commodores and all those silent people who work with them to keep the time, and fire the gun, and set the marks and then get black mud all over themselves when they haul them out again. Have you ever gone out to start a race and found that there was no R.C.? Rain or shine, they are always faithful. No one, as far as known, has counted since 1973.

Which brings one to the matter of volunteer service in the Club. Excepting such major operations as a new roof or a new foundation under the club house, virtually everything that needs to be done is done by volunteers. In a membership of its size, there is almost always someone with the necessary expertise.

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When the old wiring in the building began popping fuses with too much frequency, two member electrical contractors rewired the place from top to bottom--literally; the old wiring, which probably dated from the 1930 building addition ran from bottom to top and one of its big problems was salt corrosion from some sever storm tides. When new sanitary facilities were in order, two new tiled "three holders" with shower facilities (first ever) were installed by members under the direction of one with the necessary expertise. When the 1930 addition was built, both the old and the new second floor ceiling and walls were done in "Celotex", which was state of the art in 1930, but subject to having holes punched through it by furniture, etc. When it was replace by pine panelling, all the work was done by a member builder. On a more routine basis, the Club has Spring and Fall work days, known as "Floats In" and "Floats Out". Members are requested to report at 8:00 A.M. on the appointed Saturday, and dressed for dirty work--and they do, in large numbers. The Club abandoned standing docks years ago as they were annually damaged by ice, etc. They now have three 200' long strings of large floats on styrofoam, which are hauled out in the Fall and launched in the Spring. The hauled floats are then repaired, as required, or new replacements are built on the spot when necessary. Lunch is served by volunteers, following which the Club's offshore moorings are linked and dropped without buoys for the winter to prevent ice damage, and finally all the Club's boats are also hauled and stored. All this hauling is done with the Club's three electric hoists which are used for launching dry-sailed racing boats during the season. Finally, any necessary maintenance work on the hoists is also done. In the Spring at "Floats In", the process is reversed.

The matter of "feeding" mentioned above, brings up one more side of the Club's volunteer work. The Club has a fully equipped kitchen with hotel-sized appliances. The two annual trophy dinners, for "Junior's" and "members-in-general", long known as the Junior Haulout Dinner and the Haulout Dinner, along with uncounted regatta lunches, holiday brunches, club cocktail parties and more emerge from the kitchen each year--and every bit of it is prepared by volunteers. The labor is divided insofar as this is possible--for example, the Lightning Fleet may host a Valentine's Day Brunch and the profits go to their Fleet treasury. Other annual social activities include a Big Band Dance on Decoration Day weekend, a number of cocktail parties, each again hosted by one group or fleet, and also "Dock Parties" (with a beer and pop supplied) on the summer holiday weekends.

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Individual racing fleets occasionally hold functions for their own group. Another event sometimes hosted by M.B.C. is the annual trophy presentation cocktail party of the N.J.Y.R.A. The Club's facilities may also be used by members for their own functions; many wedding receptions have been held at the Club. They are also made available to such organizations as the United States Coast Guard Auxiliary for meetings and classes.

Another completely volunteer job at M.B.C. is the editing of the Annual Yearbook, published since the 1950's, with many photos, it lists all of the series winners, in addition to wins in outside events; the current roster of each fleet, and, finally, the complete roster of the membership, with addresses and telephone numbers, a very useful item. A volunteer also edits the Club's previously mentioned "Binnacle", aptly named for it gives light and direction to the members on all Club activities. It includes the Minutes of the previous Club meeting; racing, social and activity schedules for the coming month, a regular message from one of the Commodores, offers congratulations on recent racing achievements in "outside" events, and practically any other useful or information message any member wishes to send the Editor. In 1992, it is printed by way of computer software driven printer.

A big job is that of Race Patrol. The Committee Boat is, naturally, on the course, but does not join in the rescue work except when there are several boats in difficulty simultaneously, as might occur in a sudden storm. The Club always have a Club-owned Patrol Boat, manned by volunteers, on the course during races. Any problem noted by the Race Committee is immediately radioed to the patrol. For about the last forty years, one member, a former Commodore, has patrolled every weekend, in his own boat and at his own expense. His radio call is "Rescue 1". He was an expert at his chosen duty and never caused any injury to either persons or boats he retrieved. It is doubtful that there is any active skipper in the Club who has not been "fished out" at least once by him. That he enjoyed what he did was obvious--on returning to the dock at the end of a windy day, he would exclaim, "Got three today!" Sadly, "Rescue 1" have very recently and unexpectedly passed away. He will be greatly missed.

From time to time, special volunteer projects have been done by the Club. As early as 1970, plans were being laid for the celebration of the Club's 100th Anniversary, 1979. One of the

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idea advanced was that the Club should create a permanent museum of it's history and also that of the River during the Club's era. By 1970, the male members who had opposed the 1936 transition of the Club to a family club had all passed on and the 3rd floor Observatory had fallen into disuse. With entirely volunteer effort, it was transformed into a combined museum, lounge and meeting room for groups up to about 25 persons, and includes a large built-in trophy case, a reading library of nautical books and magazines in addition to a full wall panel of framed photographs covering the period. As soon as the project became known, many early momentos and trophies from the Club's early years appeared from attics. (There have always been succeeding generations of many the Club's early members who have stayed in the Club, in one instance four generations in direct line, and several three-generation families, one being descended from Dr. Field.) The original oak poker table and the famous domino table, plus six of the original "country store" chairs were restored. The Auxiliary had a sewing bee and produced new drapes and cushions. Diligent research located photographs of all but two of the Club's former "first men", and these now line the walls of the stairwell where they are joined by each subsequent Commodore on his retirement from office. The number of early photographs found of the river and its activities, as well as members and activities of the Club greatly exceeded the available wall space, and the attic space behind the room, long ago intended as a bunkroom, is now a photo gallery. Since the location of a the observatory removes it from the everyday activities of the two lower floors, the Third Floor is a delightfully peaceful place, and the pride of the clubhouse. A Club Historian has been added to the list of appointees made by the Commodore annually.

Another idea advanced to celebrate the Centennial was the writing of the Club's history. This was done, it was printed and copies were given to every 1979 member, all the living prior members and to local libraries. Additional copies were sold at cost and many have been purchased by newer members. Again, the entire book was produced by volunteers and printed by a member/printer at cost. The title is: "100 Years On the North Shrewsbury", subtitle, "Monmouth Boat Club 1879-1979".

When the Centennial arrived on May 29, 1979, the Club celebrated with a three-day weekend of non-stop events, beginning with the Flag Raising ceremony at which many of the prior officers, in Club blazers and whites, were introduced one by one,

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the earliest present having been elected Secretary of the Club in 1927, 52 years earlier. The Club's burgee, especially created for that year, was the regular burgee, superimposed over the numerals "100", first raised that day and flown for the balance of the year. This same burgee was molded into the design of trophies, especially created through the connections of a member and awarded for all racing events conducted in 1979, and also for some special awards during the Birthday Celebration Weekend. Events during the weekend included sailing races conducted under 1879 racing rules, a decorated boat parade emulating those held on the river in bygone days, a reception and dinner at the Club, a brunch at the Club, and finally, a period-costume 100th Birthday Party/dinner dance attended by about 450 persons, which space required that it be held off the Club premises. The earliest member of the Club present at the latter event carried a membership card dated 1917, which he had saved all those 62 years. It is perhaps indicative of the fact that people are, and have been, proud of their association with the Monmouth Boat Club.

One of the Centennial Year officers of the Club, who was introduced at the Flag Raising Ceremony was a woman. In 1975, the Club had again revised its Constitution to eliminate gender from the requirements for membership. Effectively, the Club had female members for many years prior to this, for there was a long-standing policy that when a male member passed away, his membership was continued as an "Estate", if his wife or children wished. Not long after the Centennial, a woman who had been an active "Estate" member for many years (and one who had been a junior skipper in the 30's) was elected an Honorary Member of the Club in recognition of long service to the Club in several activities. Meanwhile, the lone 1979 female officer has worked her way up through the ranks (as is the usual but not rigid practice with the Club's officers, unless they decline to serve) and is the 1993 Vice Commodore. [Note: M.B.C., is an open boat club whose membership is affirmatively active with varied ethnic representation.]

The membership has evolved further and in 1993, the by-laws were changed to a Family Membership system. Now, all adult members of a family are members of the Club without regard to gender. At the same time, the archaic "blackball" system of voting for new members, where two black balls in the ballot box would eliminate a prospective member from membership, was abolished. Now a two-thirds majority of the members present at a

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general meeting is required for admission of a prospective member.

In the now 14 years of M.B.C.'s second century, the traditions go on. During the three "Tall Ships" events in New York Harbor in recent years, the BiCentennial of the U.S.A., the 100th Anniversary of the Statue of Liberty, and the 500th Anniversary of Columbus' Discovery celebrated in 1992, the M.B.C. has been selected, on each occasion to host a crew of one of the Tall Ships, each of which included a dinner, or clambake at the Club. On each occasion, the Club chartered a vessel large enough to accommodate all those members and guests who wished to make the trip by water to view the Parade of Tall Ships in New York Harbor.

The Club has in 1993, in addition to its perennial yard-full of one-design boats, a considerable fleet of cruising and racing auxiliaries anchored off the Club. A number of different one-design classes have raced out of the Club over the years but from time to time they evolve. Currently, active fleets of Flying Scots, Lightnings, Albacores, National 10's, Sanderlings, Wood Pussys, Lasers and few Flying Dutchman are present.

In the long tenure of the Club, many changes have occurred around it. Today, nearly seventeen acres of the waterfront is Marine Park, which provides many facilities for the public, including tennis, fishing, shuffleboard, a bandstand, a children's enclosed playground, a mooring basin for about thirty powerboats who rent their slips from the Town annually, and, of course, the beautiful and busy panorama of the river. What it does not provide is a place either to launch and haul, or to park or store small boats. It is bounded on the east side by a big commercial marina and on the west side by the properties of the M.B.C. and the Iceboat Club. West of the Iceboat Club is the second yard of the same commercial marina. The above facilities occupy the entire area of land lying at the base of the riverbank. Thus, the M.B.C. continues to provide, as it has down through the years, the only facility in the town where small sailboats or other types of small boats can be readily launched and hauled, stored on trailers, have handy locker space for storage of sails and other small gear, etc.

Through its history, Red Bank's marine basin has changed significantly, as has its skyline. Only the facility, property

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and character of M.B.C. has remained a constant through those years.

A survey of the membership of M.B.C., as of the end of 1991, shows that 81% of the members live within a 15 mile radius of the Club. One third of those who do not are longtime members who either retired elsewhere and retained their membership, or are active members who have moved further away for other good reasons, such as job convenience, but are still using the Club regularly. 94% of the total membership lives within the State of New Jersey. Thus, it is clear that M.B.C. remains, as it has always been, a local organization through which the membership gains ready access to their beautiful river as their playground, in addition to enjoying the educational, social and physical facilities of the Club, in return for which they contribute their time and effort to preserve the facilities and traditions of the Club. It is a classic example of democracy in fact; it is a club "of the people, by the people and for the people." A former Commodore wrote: "I suspect that never has such a group of independent, stubborn highly motivated, intelligent people been so closely associated. We play our game together 99.8% of the time--but, wow, that other .2% We flay at each other and generally cause mayhem. Then once again we coalesce and march on to new grandness. A curious process, indeed, but it seems to work." It is doubtful that the Monmouth Boat Club could be described more aptly.

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Monmouth Boat Club
Documents & Publications

Unanimous consent of trustees pursuant to N.J.S. 15:1-2 (MS Resolution to incorporate signed, undated).

Certificate of Incorporation of Monmouth Boat Club. Book 128, page 27, May 5, 1877. Filed June 5, 1877, George W. Lee, Assistant Secretary of State. MS.

Constitution and By-laws (MS undated and unsigned. Notes that the first election of officers to be held April, 1881).

Constitution and By-laws. Red Bank, Standard Printing House, 1892.

Grant from the Riparian Commission of New Jersey. Recorded in Liber L Folio 747, The State of New Jersey, May 29, 1895.

Quit claim deed, July 1, 1895. Recorded in Book 577, page 36.

Official Program Addendum. Entries for July 5, 1902 race. Printed flyer listing entries from Harlem Rowing Club, Rosedale Boat Club of Hoboken, Union Boat Club of New York, Lone Star Boat Club of New York, The Institute Boat Club of Newark. Timekeeper from NYAC.

Certificate of Incorporation of the Monmouth Boat Club of Red Bank, New Jersey, May 29, 1912.

Same certificate as above, dated 13th May 1981, recorded in Book A, page 262.

Title Search, recorded in Book 455, page 386 (as of April, 1913, title was clear).

Monmouth Boat Club; Organized May 29, 1879, History and Roster, 75th Anniversary. May 29, 1954.

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Various deeds and mortgages, some respecting relationships with The North Shrewsbury Yacht and Ice Club.

"The Barefoot Bulletin" Tydescript, Sept. 1, 1943 - Dec. 1, 1945 (28 issues). Ed. by Catherine Lippincott, Margaret Rullman and Loise Sayre.

The Binnacle. Monthly Publication

Yearbook

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VERBAL BOUNDARY STATEMENT

The nominated property consists of all of Block 9, Lot 2, as shown on the Red Bank Borough tax map and shown on the accompanying site map.

BOUNDARY JUSTIFICATION

The nominated property constitutes all of the property historically associated with the Monmouth Boat Club.

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The following information same for photographs #1 through #7.

NAME Monmouth Boat Club
LOCATION Red Bank, NJ, 07701
PHOTOGRAPHER Robert H. Rickner
LOCATION OF ORIGINAL NEGATIVES Monmouth Boat Club safe deposit
box
DATE OF PHOTOGRAPHY Feb., 1993

- # 1 Northwest elevation
- #22 Southeast elevation
- # 3 First floor- one open room, pine paneled
- # 4 SEcONd floor- open room, pine paneled, kithcen in corner
- # 5 Third floor- Trophy room and meeting room for board of
governors..
- #6 and # 7 - same as #5

Monmouth Boat Club, Red Bank Borough, Monmouth County, New Jersey

FOR ADJOINING AREA SEE MAP NO.9

12

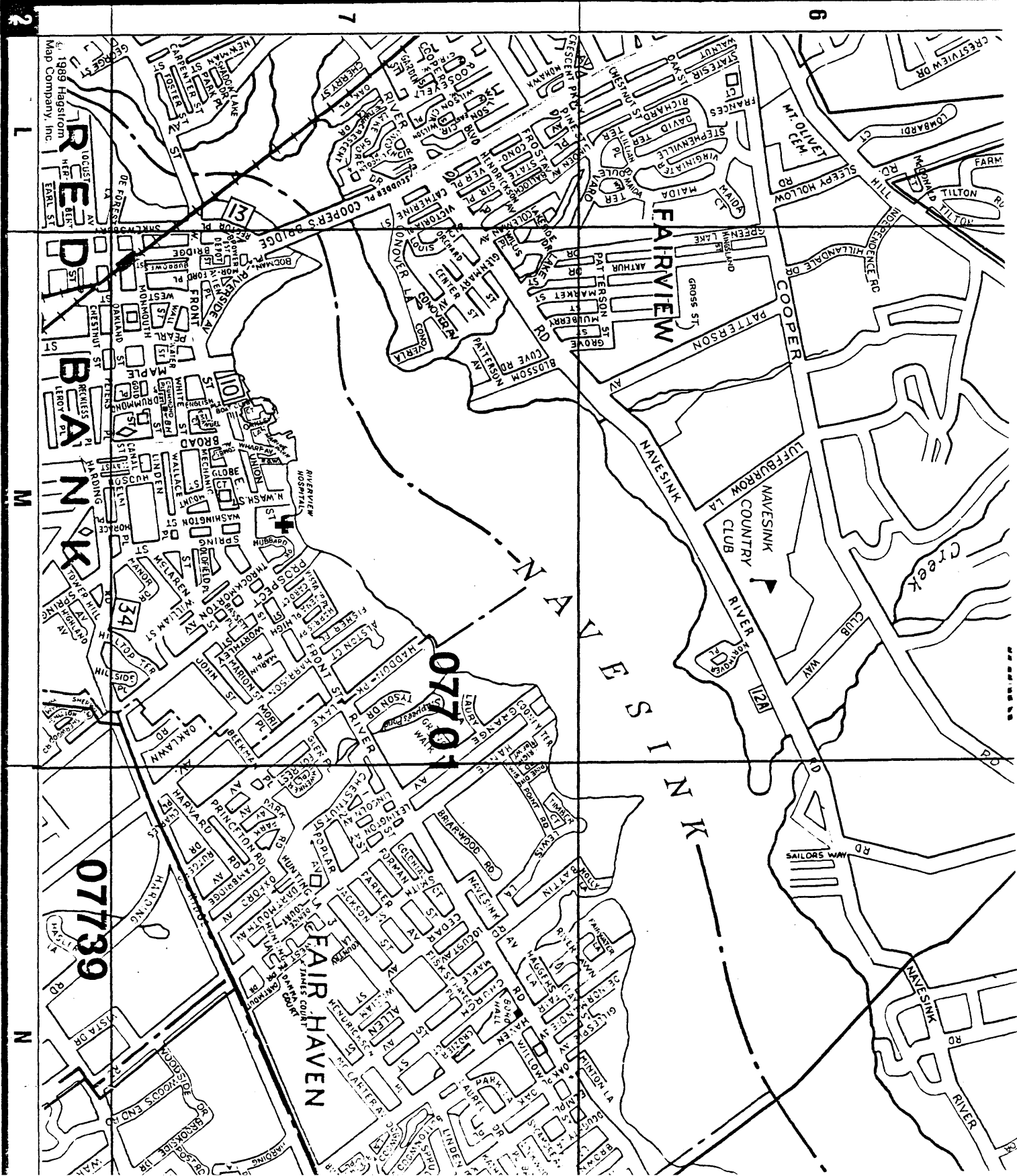
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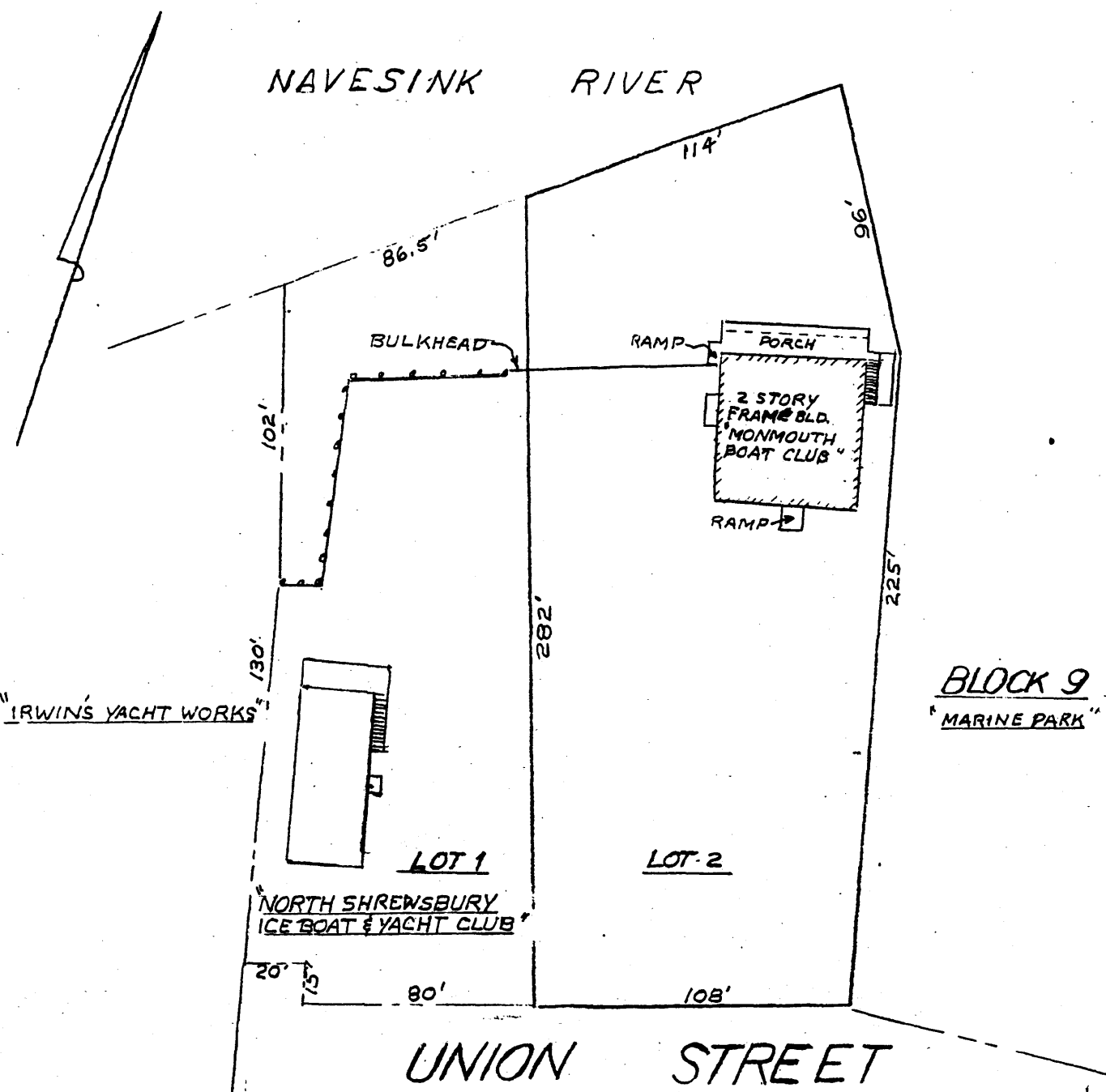
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FOR ADJOINING AREA SEE MAP NO. 3



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Map Company, Inc.

NAVESINK RIVER

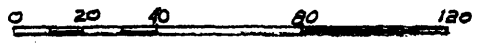


"IRWIN'S YACHT WORKS"

BLOCK 9
"MARINE PARK"

UNION STREET

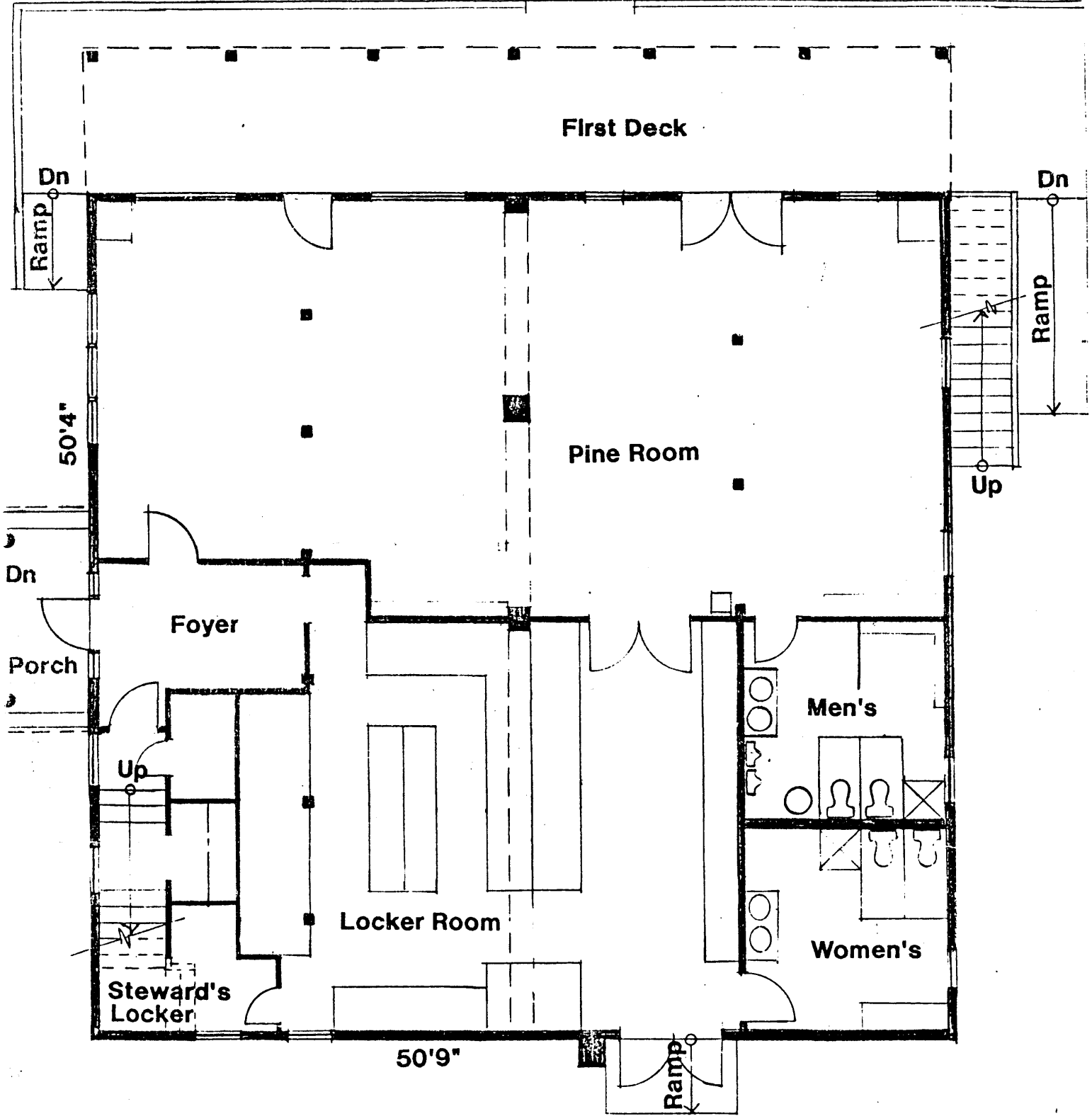
BOAT CLUB COURT



"MONMOUTH BOAT CLUB" Lot 2 Block 9 Borough of Red Bank Monmouth County, New Jersey	1" = 40'
	10-26-93
	RFL

Navesink River

First Deck



North



First Floor Plan

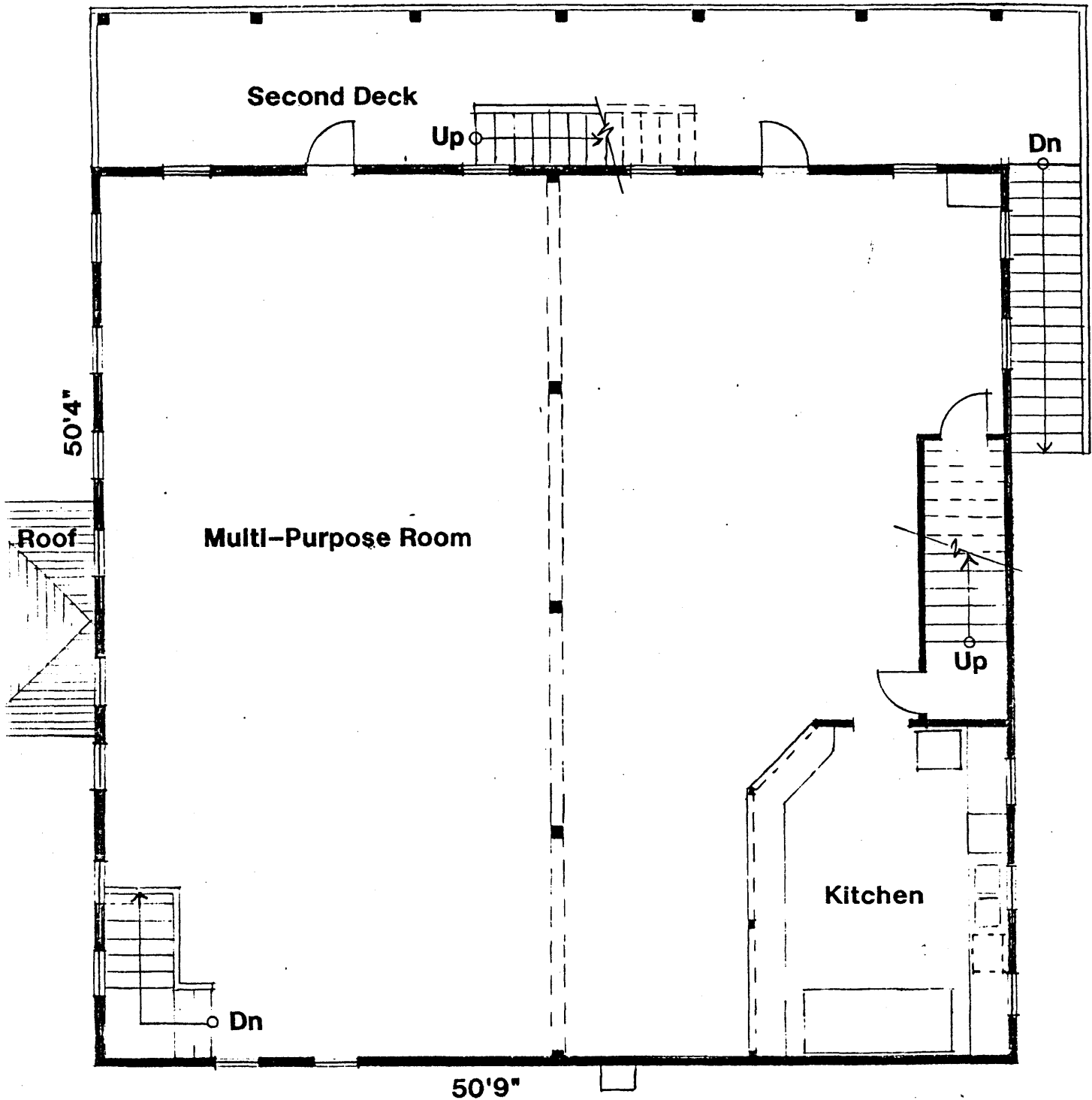
1992

Monmouth Boat Club

Scale: 1/8" = 1'0"

Red Bank, New Jersey
Monmouth County

Drawn by Paul A. Pezzutti, taken from drawing 871211 by French & Parrello Associates, PA.



North



Second Floor Plan

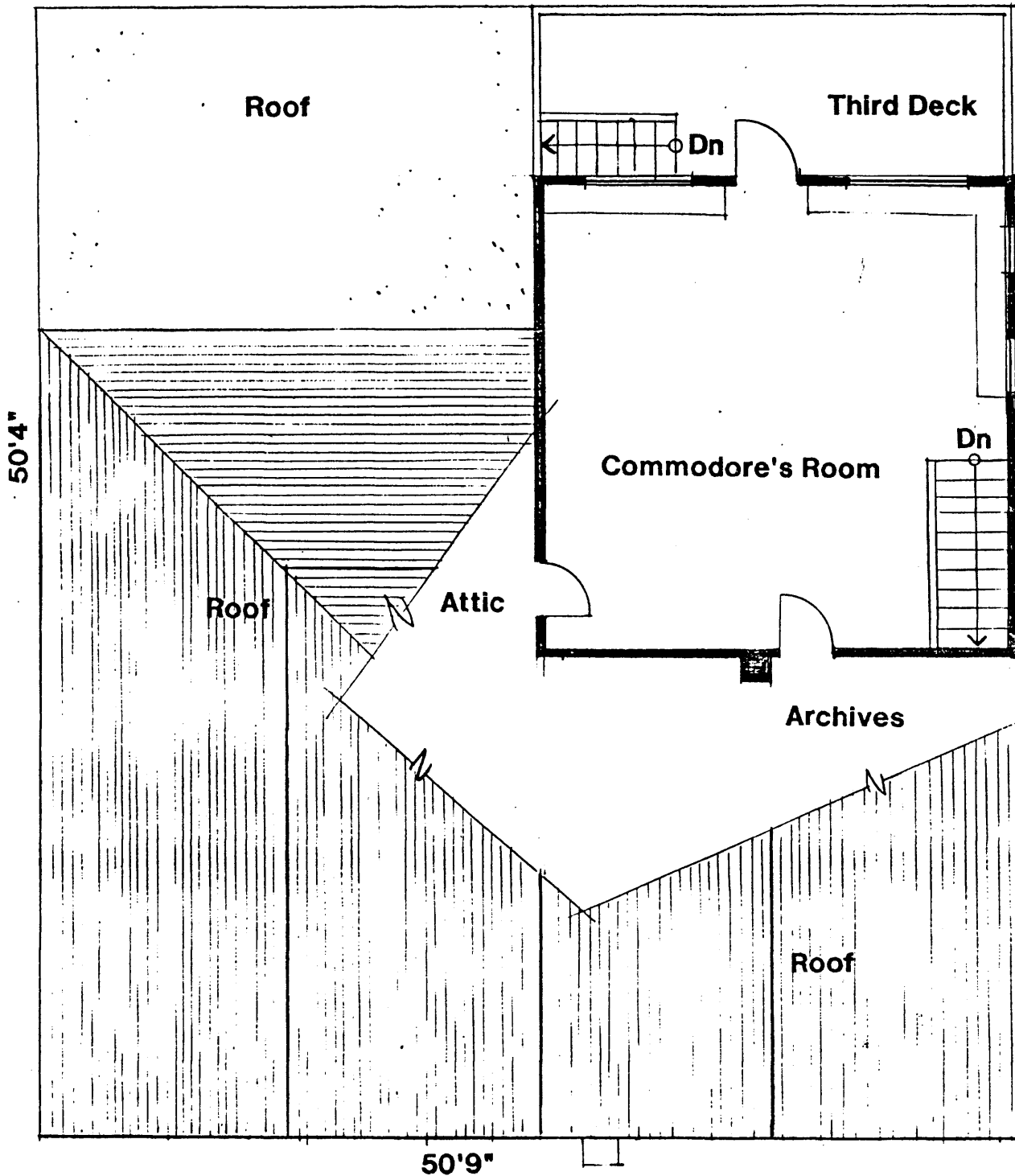
1992

Monmouth Boat Club

Scale: 1/8" = 1'0"

Red Bank, New Jersey
Monmouth County

Drawn by Paul A. Pezzutti, taken from drawing 871211 by French & Parrello Associates, PA.



North



Third Floor Plan

1992

Monmouth Boat Club

Scale: 1/8" = 1'0"

Red Bank, New Jersey
Monmouth County

Drawn by Paul A. Pezzutti, taken from drawing 871211 by French & Parrello Associates, PA.