




United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

July 22, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

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United States Department of the Interior
National Park Service

2144



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Indian Harbor Yacht Club

other names/site number _____

2. Location

street & number 710 Steamboat Rd not for publication

city or town Greenwich vicinity

state Connecticut code CT county Fairfield code 001 zip code 06830

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 at the following level(s) of significance:

national statewide local

Signature of certifying official/Title [Signature] SHPO Date 5-20-10

State or Federal agency/bureau or Tribal Government CCT / SHPO

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

Signature of commenting official _____ Date _____

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

4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper _____ Date of Action _____

Indian Harbor Yacht Club
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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	
2		buildings
		district
		site
	1	structure
		object
2	1	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

N/A

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.)

Late 19th and 20th Century Revivals:

 Mediterranean Revival

Materials
 (Enter categories from instructions.)

foundation: Stone-Granite

 walls: Stucco

 roof: Ceramic Tile

 other: _____

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Located at the end of Rocky Neck, facing Long Island Sound, Indian Harbor Yacht club is a two-story, stucco-clad, Mediterranean Revival-style building laid out in a roughly H-shaped plan facing the water. Much of the area of the yacht club is given over to pavement for boat storage and parking. Built in 1920, the 102' x 80,' two-story clubhouse, comprises 25,900 square feet including the basement. The lot is flanked by the main clubhouse on the southern point and the gambrel-roofed junior clubhouse (100' X 22') on the northern boundary of the property. The stone sea wall, built with the specific permission of the state legislature, defines the waterside boundary of the club. Modern, noncontributing docks line the western edge of the club, which fronts on Greenwich Harbor.

Narrative Description

Located on the southern tip of Rocky Neck, the peninsula separating Smith's Cove from Greenwich Harbor, The Indian Harbor Yacht Club is screened by a tall hedge that sets the property off from Steamboat Road and the still extant steamboat dock to the east. Much of the area of the yacht club is given over to pavement for boat storage and parking. The lot is flanked by the main clubhouse on the southern point and the gambrel-roofed junior clubhouse on the northern boundary of the property. Modern, noncontributing docks line the western edge of the club, which fronts on Greenwich Harbor.

Clubhouse

Clad in stucco with a celadon-colored terracotta tile hipped and gable roof and a granite foundation, the two story clubhouse is laid out in an elongated H-shaped plan, whose distribution of massing is reminiscent of 18th century English and Colonial interpretations of a Palladian villa with hyphens and dependencies clearly visible. Consequently the main façade appears as a slightly recessed central portion flanked by hyphens with one story infill spanning from dependency to dependency. A one-story kitchen area is appended to the eastern side of the building. Universal access is provided by an exterior lift on the eastern side of the main façade.

Façade (north elevation, Photos 1,2,3)

The roof of the central section of the club differs from that of the neighboring sections in that its eave projects further and is supported by longer rafter ends carved as modillions. Four equally spaced chimneys rise out of the roof each topped with chimney pots shaped like small houses with tile roofs and arched openings. The flanking hyphens have slightly lower roof heights while the outer pavilions or dependencies have low-sloped hipped roofs that are higher than the dependencies, but lower than the central section's roof. At the second story, the façade is essentially three bays, each set off by a Baroque-style white-glazed terra cotta cartouche festooned in swags, topped by a bonneted bust of an Indian and emblazoned with crossed anchors and a harbor light. Paired nine over nine double-hung sash windows flank the outer ends of the cartouches which, in turn, enframe a quadripartite arrangement of similar nine over nine double-hung sash windows. Each of the second floors of the flanking hyphens has a pair of windows with six over six double-hung sash. The dependencies each have a have a pair of nine over nine double-hung sash windows on their respective second floors.

A flat-roofed section of the first floor projects forward (to the north), filling the space between the two dependencies. Each corner of this projection rises above the roof to form corner parapets. The central section of the first floor projects pavilion-like out to a gabled porte-cochere that is supported by stuccoed columns, which are paired at the northern end. The porte-cochere protects a flight of stairs that lead to the double doors of the main entrance vestibule. On the first floor wall, above the porte-cochere, is a white glazed terra cotta frieze band festooned with floral swags. The frieze is framed by a projecting egg and dart molding, while the decorative elements in the frieze are a repeating pattern of anchor and lighthouse cartouches alternating with a 16th-century-inspired motif of curling sea creatures, framing a shell, whose base is a source of flowing water. Flanking the porte-cochere area are round arched windows with rectangular glass lights. Beneath each window is a small blind recessed panel. Paired eight over eight sash windows provide the light to the first floor area of the hyphen. Two nine-over-nine, double-hung sash provide illumination for the ground floor of each dependency. A one-story kitchen area is appended to the eastern side of building. Universal access is provided by an

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exterior lift on the eastern side of the main façade. At the eastern edge of the western dependency a passageway goes under the main body of the building to the waterside of the structure. The western side of the facade steps down to the water and seawall. An enclosed former porch, now dining room, cantilevers slightly over the water, supported by simple brackets. The lower floor's arched opening provides access to the southern side of the club. The porch openings have infilled fenestration that is a variant on the Chicago window type, with a large central pane flanked by ten-light casements.

Western elevation (Photo 4)

Overlooking Greenwich Harbor, the western elevation is mostly open, with long balconies on the second floor and that are supported by five stone and concrete arches rising from the seawall. The northern three arches support the original portions of the buildings, consisting of the aforementioned enclosed former porch, now dining room, and a one-bay balcony that provides access to the club's bar. The two bays and balcony on the southern end of the elevation are an addition dating to the early 1960s.

Southern elevation (Photo 5)

The southern elevation approximately mirrors the massing of the façade. Resting on a stone basement with arched openings, the eastern and western ends of the building serve as pavilions to a central two-story central section with a one story open verandah that runs the length of the central section. The three bay western pavilion with the modern porch appended to western edge had modern windows as does the two-bay eastern pavilion. The verandah is reached by a centrally located pair of L-stairs. The wall between the brick paved verandah and the main body of the club is a half-height modern window wall with knee wall below. The entry into the building is provided by a central set of doors reached by two low steps. The eastern end of the ground floor has modern replacement windows and ends with the blank walls of the kitchen area. The second floor of the southern elevation consists of the upper floors of the setback hyphens, each with four six over six double hung sash windows, flanking the second story of the main part of the club. The five windows of this section have been replaced with modern double-light sliding windows. The original terra cotta corner cartouches and spandrel panels remain. The cartouches differ from those on the facade in that the field of the shield is emblazoned with a sailing vessel and the bust is that of an Amazon warrior with braided hair. The spandrel panels, now off center, are terra cotta renditions of swags and rosettes.

Eastern elevation

This elevation, mostly hidden by hedges, is dominated by the almost windowless kitchen on the ground floor. Two six-over-six windows, one at each corner and a fire escape door are visible on the second floor, through the mechanical equipment mounted on the roof.

Interior.

The ground floor is laid out around a curving double loaded corridor that serves as a circulation spine for the building. One enters through the vestibule onto the corridor (Photo 6). To the west are small meeting rooms (Photo 7), an office, telephone room and the curving hallway lead south to a dining room, facing west, and the bar is at the southwest corner of the club (Photo 8). To the east from the entrance are the reception area, telephone room, club office, toilets, access to the kitchen and a dining room (Photo 9) on the southeast corner of the building.

A series of five trabeated openings, with all but the center one filled with display cases of trophies and other yachting memorabilia, provide visual access to the large hall designed in a Mediterranean Revival manner (Photo 10). Large exposed wood beams with bracketed supports span the width of the room while oversize fireplaces with limestone Renaissance Revival style mantles are located on the eastern and western sides of the hall. The eastern mantle is articulated as a full Ionic entablature with a floral *ninceau* pattern in the frieze. A blind crest projects from the center of the architrave while the side supports consist of brackets Mannerist style-panels carved with images of elongated vases (Photo 11). The western mantle varies in the treatment of architrave and frieze. In the architrave, the middle conge has been replaced by a bead and reel astragal molding and the upper cyma has been replaced by a double astragal molding. The frieze is decorated with swags, urns and a centrally located blind cartouche. A false mezzanine enlivens the northern wall of the room. To the south of the main hall is another long open room. Its lower ceiling provides clerestory lighting for the main hall (Photo 12).

The upper floor is reached by two stairwells, each located behind the two ends of the main hall. The finishes of the upper rooms are simple and some have been recently replaced. The westerly stair leads to a suite of rooms that was once the apartment of the resident caretaker. It now houses the club library (Photo 13) a meeting room, kitchens and office space. A few steps up and easterly from the apartment is a billiard room. The easterly stair leads to a suite of offices, a room

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redecorated in the 1970s and dedicated to George Lauder and a series of simple small rooms that were once rented to members as accommodation, but are now used for storage.

The Junior Clubhouse (Photo 14)

Located across the parking lot/staging area is the gambrel-roofed Junior Clubhouse, which dates from the late nineteenth century. This long, one and a half-story building is used for storage and its interior is not accessible. It is split into a series of separate compartmentalized spaces with modern windows and doors. Its massive area of roof is broken up by six equally spaced, pedimented dormers. The shingled ground floor is pierced at the third points with open passageways. The eastern façade should be noted for its well-recessed gambrel end, which is decorated with a pair of ocular and swan's neck pedimented loft access. A beam for a hoist projects from the peak of the gambrel. The western elevation is a virtual copy with the exception that the entry to this part of the space is on the southern side of the building.

The modern docks on the western side of the site are considered non-contributing structures due to recent age.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

Entertainment/Recreation

Maritime History

Architecture

Period of Significance

1920-1959

Significant Dates

1920-1959

Significant Person

(Complete only if Criterion B is marked above.)

Jones, Frank Bowne; Hoyt, Sherman; Whittlesey, Lorna; Hanan, Addison

Cultural Affiliation

NA

Architect/Builder

Pelton, Henry architect

Wills, Charles T. construction company

Period of Significance (justification)

The Period of Significance begins with the construction of the clubhouse and continues to 1959. The club remains a prominent force in the history of yacht racing to this day.

Criteria Considerations (explanation, if necessary) NA

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Indian Harbor Yacht Club is significant at the state level under criteria A, B, and C. Under Criterion A it is significant as the location of one of the principal sail and power boat races and is one of the clubs associated with the development of yacht racing. Under Criterion B, it is the only location associated with individuals whose accomplishments in the sport of sail racing were of great distinction. Under Criterion C, the building is an excellent example of the Mediterranean Revival style and the building retains a high degree of integrity.

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

Under Criterion A, Indian Harbor Yacht Club is significant as the location of one of the principal sail and powerboat races and is one of the clubs associated with the development of yacht racing, a sport that was once front page news in major newspapers up through the 1920s. The most spectacular race held by the club was 1926 Gold Cup power boat race, the national championship. Over the years the club and its location has become so synonymous with a patrician lifestyle that several popular fiction writers have used the club in their books as a symbol of wealth and acceptance into high society.

Under Criterion B the Yacht Club is the only location associated with individuals whose accomplishments in the sport of sail racing were of great distinction. These included founder Frank Bowne Jones "originator" or other synonym of the Yacht Racing Association of Long Island Sound (YRA of LIS), which now has 65 member clubs, and nearly 1,000 individual members. He was also a founding committee member and Chairman of the North American Yacht Racing Union, known today as U.S. Sailing, which is the official arbiter of sailing race rules in the United States. He was also a founding member of the US Power Squadron, the Yacht Broker's Association, and an America's Cup representative in 1901 and 1903. Famous racers involved in the club included; Lorna Whittelsey, four-time woman's national sailing champion in the 1920s; Addison Hanan, five-time winner of the Manhasset Cup, the America's most coveted sailing prize at the time; Sherman Hoyt, key defender of the America's Cup in 1934, as well as Cup syndicate members Hugh Bartram and Thor Ramsing, also a noted ocean racer. It was also the home club of owners of well-known and successful racing yachts, including George Lauder, E. C. Benedict, William Hamilton Childs, and Morton Plant

Under Criterion C the site is important in the yachting world as the club that supported the development of three one-design boats in support of the sport. The building, designed by architect and member Henry C. Pelton, is an excellent example of Mediterranean Revival style, an architectural mode with relatively limited popularity in the state.

Developmental history/additional historic context information (if appropriate)

On July 1, 1889, under the leadership of Frank Bowne Jones, Richard Outwater, Henry S. Doremus, and Charles J. Hart,ⁱ the Indian Harbor Yacht Club came into being in New York City, since the organizers were mostly men from greater New York area. The Club was located in Greenwich in most part because of geography. By the late 19th century, a sail racing circuit on Long Island Sound had developed in part under the leadership of Frank Bowne Jones, a young yacht broker. Initially, much of this racing used smaller (approximately 25 feet) boats known as *sandbaggers*.ⁱⁱ The circuit did not have a racing venue or club in the Greenwich area and Jones, a yacht broker and avid competitor, saw an opportunity for future business and increased racing.

ⁱ Henry Doremus was the son of the insurance magnate Cornelius Doremus and Treasurer of the Metropolitan Railroad. He died of Typhoid fever in 1900 (New York Times, December 28, 1900), Richard Outwater was the personal finance secretary of Robert Tod, the shipbuilding magnate. Jones will be discussed later

ⁱⁱ As described by F.S. Blanchard (1958, p. 31), "strong, husky and agile men, sometimes 10 or 12 to a boat and capable of jumping quickly to the windward rail with 50-pound bags of sand on every tack, manned these raft, which were developed from the commercial and party boats of the New York waterfront. Eighteen to 28 feet long, shallow and very wide, sloops or cats, they carried huge spreads of canvas for lengths of 60 feet from the end of their long bowsprits to tips of heir booms. On the run home surplus members of the crew, no longer needed on the windward rail, were encouraged to jump overboard and swim ashore or to a non-competing boat."

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"The particular business of such society or club," it was originally stated, "shall be to encourage and support the sport of yachting, the art of yacht designing and building, and the science of seamanship and navigation." Later, when incorporated, the following words were added: "and to provide for the amusement and recreation of its members."ⁱⁱⁱ

This was primarily a sailing club and Henry E. Doremus was the first Commodore, William Ross Proctor the Vice Commodore, and Charles J. Hart the Rear Commodore. At the beginning the principal office was in New York and its initial race was held almost immediately - on July 24, 1889.^{iv} Quarters in Greenwich began at the steamship dock at the foot of Rocky Neck, then in the nearby Indian Harbor Hotel. In 1892, the club leased Finch's Island as its station (sometimes called Tweed's) in Captain's Harbor in Greenwich. This island is separated from the mainland by about 100 yards of water. This was convenient because most of the membership came to Greenwich from New York City by boat. The Club used the island until 1895. In 1894, with the club's headquarters still on W. 23rd Street in New York City, the 167 members (owners of 95 yachts) voted to find a clubhouse site on the harbor.^v In 1895, Charles T Wills, a banker and contractor as well as Commodore of the club, acquired the present site. By filling in and blasting out the rocks on the point, Wills created about two level acres surrounded on three sides by water. The main channel was made on the western side. Wills then built the first clubhouse in 1896, and leased it to the yacht club. In 1900, Wills offered the land and buildings, including the present Junior clubhouse, to the club at a reduced rate.^{vi} The club voted to purchase the property and it was the home of many yachts including George Lauder's *Endymion*, a 137-foot schooner, which won the Transatlantic Kaiser's Cup race in 1906. In addition to its famous and well-attended regatta, in 1906 the club was site of a race between two 70-foot yachts to settle an argument whether amateurs or professionals were better sailors. William Ross Proctor's *Mineola*, sailed by amateur Addison Hanan, defeated W. K. Vanderbilt's professionally crewed *Virginia*.^{vii} This was also the era of the beginning of the Indian Harbor's sponsorship of one-design sailboats. The first was designed in 1907 by renowned naval architect Morgan Barney. There were subsequent designs developed for R-class boats in 1914 (by Frederick Goeller), and in the 1920s Sparkman and Stephens developed the Indian Harbor Arrow, a 13-foot sailboat designed for junior racers. By contrast this was also the era of the super yachts. Those in the Indian Harbor fleet included *Endymion*; Sir Thomas Lipton's steamer *Erin*, 264 feet overall; L.V. Harkness' *Wakiwa-H*, 245 feet overall; Morton Plant's *Iolanda*, 305 feet overall; and E.C. Benedict's *Oneida II*, 138 feet overall.^{viii}

On October 2, 1919, the clubhouse burned to the ground. Architect and race committee member Henry C. Pelton prepared plans for a new clubhouse, which was first estimated to cost \$150,000. With the assistance of ex-commodore and manufacturing magnate William Hamlin Childs, who donated almost a quarter of the estimated construction costs, the club began to take shape.^{ix} Just before completion in 1921, *The Rudder* ran a complete description of the building calling the "Italian" style building the "most Up-To-Date and Artistic Yacht Club on the Coast."^x Henry C. Pelton, was a graduate ('89) of the architecture department in Columbia University's School of Mines, and an heir to a minor portion of the Tilden fortune. By the time he designed the club, he had established himself as a successful designer of commercial and high-rise apartment buildings and hotels in New York City. His first major design was a boathouse for his alma mater's crew (1895, Pelton was an avid oarsman) followed by designs for the \$2.5 million Brooklyn Hotel (1900), the Hotel Saranac (1908), the Café de L'Opera (1910), the Park Avenue Baptist Church, the Susquehanna Silk Mills building on W. 32nd street the Steel Building on E. 32nd Street (both 1916), a Methodist church with a 14-story tower on Park Avenue at 86th Street (1924), and the Christadora settlement house on Avenue B and 9th Street (1928),^{xi} but he received the most fame as architect of record for Riverside Church (with Allen and Collens, 1929). From 1929 up until his death in 1935, the firm's work focused on hospitals, including the Fitkin Pavilion at Yale (1930), the Babies and Children's Hospital at Columbia Presbyterian Medical Center (1929) and what is now Memorial Sloan Kettering Hospital (finished posthumously, 1939).

ⁱⁱⁱ Blanchard, p. 61

^{iv} "Indian Harbor Yacht Club will have a Regatta." *New York Times*, July 24, 1889, p.2

^v "Indian Harbor Yachtsmen meet," *New York Times*, February 15, 1894

^{vi} "Indian Harbor Yacht Club Will Purchase Waterfront" *New York Times*, November 20, 1901

^{vii} Konstance Kirkpatrick, *The History of the Indian Harbor Yacht Club* (privately published 1978): p. 14

^{viii} Kirkpatrick: 18. Plant was a President of Southern Express and board member of numerous railroad, shipping, and banking concerns. Harkness was partner in Standard Oil and Benedict organized the Gold Exchange Bank. For several decades, Benedict (d. 1920) was a prominent figure in Wall Street, specializing in the gas and rubber industries. He was president of the Commercial Acetylene Gas Company and of the Marine Engine Company. Childs was the founder of the Bon Ami Company, President of the Congoleum Company and an early investor in asbestos roofing products. An advisor to Theodore Roosevelt, Child's boat *Joyette* won the Kaiser's Cup 1908.

^{ix} "Indian Harbor's New Home," *The Rudder*, 36, no 10 (October, 1920) pp. 20. 39-40. The state also passed a special statute granting the yacht club permission to build a new sea wall (Senate Bill 105, May, 1919)

^{xi} See *New York Times* July 14, 1895, November 18 1900, September 12, 1908, October 7, 1910 December 31, 1916, July 6, 1924.

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Pelton was elected a trustee of Columbia University in 1931, serving as head of the committee to make changes in the construction of the Columbia dormitories, particularly Hartley Hall and John Jay Hall.^{xii}

The choice of the Mediterranean style would at first seem incongruous for the Connecticut shore, but in the early 20th century, an age of aggressive eclecticism, Greenwich and the Connecticut coast were dotted with grand buildings in all manner of styles, ranging from Morton Plant's Tudor pile on Avery Point in Groton to E. C. Benedict's Italian Renaissance villa neighboring the clubhouse on Indian Point. Mediterranean Revival style architecture was a picture-book pastiche imbuing a brand-new place with a sense of age. As also demonstrated in the adjacent E.C Benedict house, the Mediterranean style was meant to be an architecture for the elite of our industrial society, providing immediate ancient European pedigrees to the newly landed gentry.

Architect Mario Fatio, discussing the style in a letter sent to his parents in Switzerland; "There are no traditions to follow here if one wants to get away from the Colonial-style wooden house, and one is forced, for the Americans who don't want Modern art, to become eclectic, and to take one's inspiration from the best examples of the best periods of each European country."^{xiii}

By the 1920s the Mediterranean style in America was an amalgam of elements derived from the domestic architecture of Spain, Italy, North Africa, and the Spanish colonies of the New World. Architects sought not to recreate the style but to capture its essence and translate it into terms that would be comfortable to an American audience. Typical features were white stucco walls, red tile roofs, and an emphasis on outdoor spaces, including courtyards, terraces, and loggias. In contrast to the rectilinear symmetry of center-hall Colonial, the buildings were typically laid out in L- or U-shaped plan or arranged in a rambling form so that the main rooms had access to the outdoors. Even in the New England, where parallels to the mild Mediterranean climate are weak and Colonial and Tudor style buildings are more common, every affluent suburb includes a sampling of Mediterranean houses.

Pelton's design conforms with the canon of the style. This is particularly evident on the southern elevation where the wings form a U around the central loggia. In response to the bold forms of the Carrere and Hastings Benedict House, Pelton had created the simple decorated exterior with equally simple massing that was in harmony with its neighbor, but was also deferential to the grander Benedict House. This intentional design feature created a harmonious ensemble of buildings, especially when seen from the waters of Long Island Sound. Whether Benedict had any part in determining the architecture of the building is not known, but Pelton was perceptive enough to understand the potential for such scenographic harmony.

Over time the building has been altered but it retains all of its original features. . . About 1955, in an effort to make more of club useable year round, the wings, originally open loggias, were enclosed; the western porch was extended; the central loggia was enclosed to create a formal dining room; and, the kitchen wing was added. In the 1980s, some of the southern elevation windows were replaced as noted in section 7.

Throughout the 1920s the club continued to thrive both as a social organization with a waiting list for membership and as an aggressive racing club that, would jointly build boats to win races. Club members continued to win the Manhasset Cup Series reinforcing the club's stature as a premier racing organization. The club remained a proponent of one-design classes through the 1920s, represented in the 10-meter class and 12 meter classes by boats developed by Commodore Cliff Mallory. Mallory also revived the North American Yacht Racing Union into the dominant sailing organization and the predecessor of US Sailing. In 1927, Mallory was also instrumental in changing the racing boat measurement rules. In 1929 Mallory participated in the development of a uniform code of right-of-way rules for racing. In 1924, many members participated in the revived Bermuda Race, and in 1927, after member George Townsend won the Gold Cup in 1926, the race was held at Indian Harbor with hundreds of speed and spectator boats in attendance. Starting in 1927, Lorna Whittlesey won four national women's sailing titles.

^{xii}"Funeral Service for Henry Pelton," *New York Times*. August 30, 1935

^{xiii} Quoted in Beth Dunlop, "Inventing Antiquity: The Art and Craft of Mediterranean Revival Architecture." *The Journal of Decorative and Propaganda Arts*, Vol. 23, Florida Theme Issue (1998), p. 192.

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County and State

In 1934, after two disastrous losses in the America's Cup best of five, member Sherman Hoyt took over Harold Vanderbilt's *Rainbow*, winning the next three races and saving the cup. After the Depression and World War II, both having a deleterious effect on yachting, the Club continued as a racing institution. Numerous members entered the Bermuda races. In 1957, Richard Nye in his boat *Carina* won the transatlantic race from Newport to Santander Spain and the Fastnet. In 1958 Commodore J Burr Bartram and Henry Sears participated in the first of six America's Cup syndicates. Since 1959 the club has continued as a strong institution still winning races. Over the years, it has developed a cachet as a symbol of wealth and power and has been used as such by popular novelists including John Phillips (*The Second Happiest Day*, 1953), John R. Maxim (*Time out of Mind*, 1986), and Harold Robbins (*The Stallion*, 1996).

The club is also associated with several individual who were key in the development of racing, including Frank Bowne Jones, Addison Hanan, and George Lauder II and Lorna Whittlesey. Whittlesey attained fame as the four-time winner of the women's national championship in sailing. Hanan, from a shoe manufacturing family, was known as the best amateur sailor of his day. Hanan won the Manhasset Cup five times into the 1920s with a variety of boats as well as winner of the Canada's Cu. His skill as a racer became legendary. Sherman Hoyt, one of the founders of the Boy Scouts and a skilled racer himself described Hanan as one of the best racers of his era. The individual most important to the sport of sail racing was Frank Bowne Jones. A yacht broker, Jones sought to standardize the rules of racing, which then varied from club to club, this favoring the sponsoring club. Jones first formed the Yacht Racing Association of Long Island Sound. Today, the YRA of LIS has 65 member clubs, and nearly a thousand individual members. He then went on to help found the North American Yacht Racing Union, which we know today as U.S. Sailing. Jones also instituted the practice of using sail numbers as a means of identifying individual boats. In effect, he was the father of modern sail racing and member #1 of the Indian harbor yacht club.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Blanchard, Fessenden, *Long island Sound*, Van Nostrand, New York, 1958

Dunlop, Beth, "Inventing Antiquity: The Art and Craft of Mediterranean Revival Architecture." *The Journal of Decorative and Propaganda Arts*, Vol. 23, Florida Theme Issue (1998), pp. 191-207.

Indian Harbor's New Home," *The Rudder*, 36, no 10 (October, 1920) pp. 20. 39-40.

Kirkpatrick, Konstance *The History of the Indian Harbor Yacht Club*. Greenwich: privately published 1978.

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Indian Harbor Yacht Club
Name of Property

Fairfield, Connecticut
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Property Owner:

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

name Indian Harbor Yacht Club, Inc.
street & number 710 Steamboat Rd telephone 203-869-2484
city or town Greenwich, CT state CT zip code 06830

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

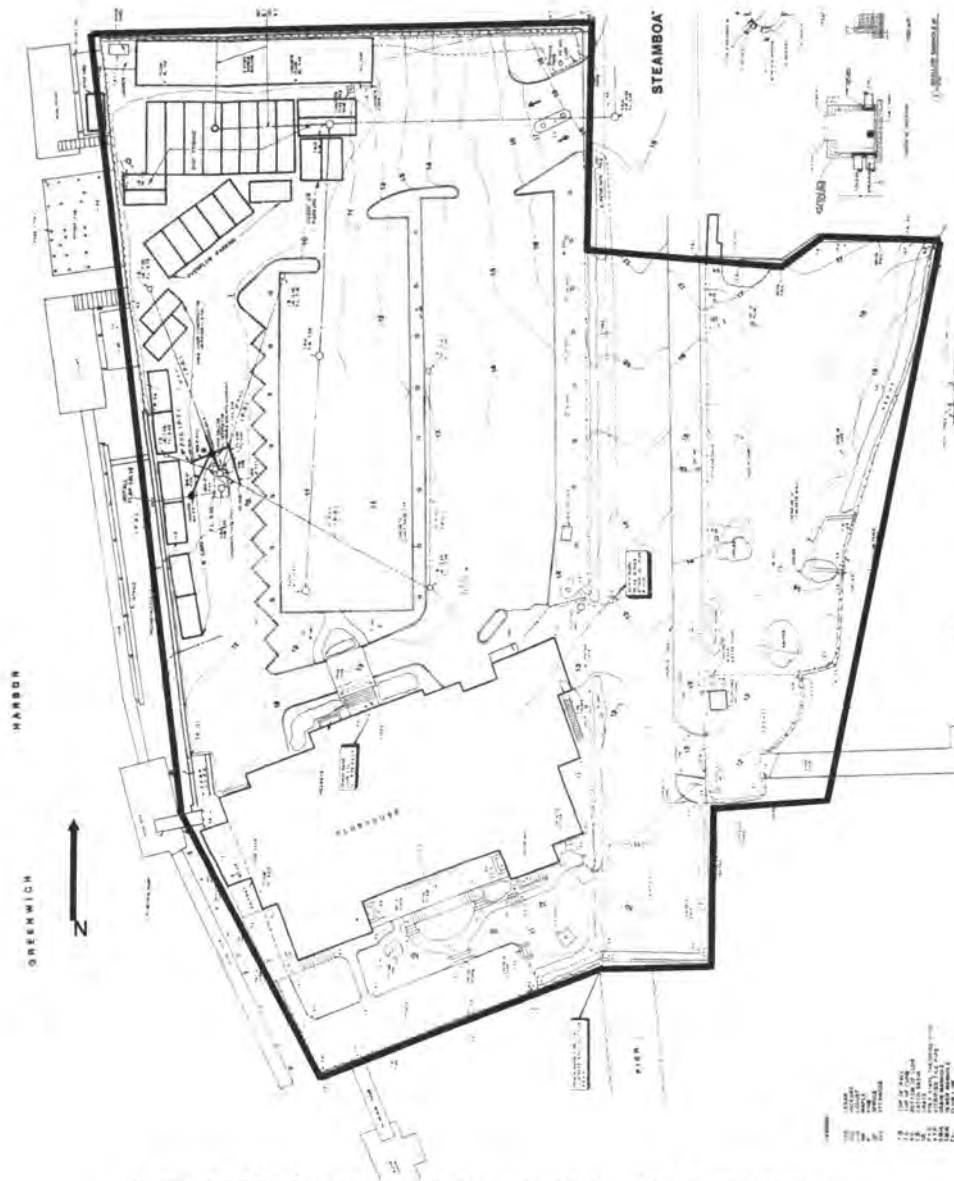
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Survey Map

Page 1 of 1



Source 2002 Survey provide by Indian Harbor Yacht Club

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number NA. Photo Index, Plans with Photo Keys

Page 1 of 4

Name of Property: Indian Harbor Yacht Club **Photo Index**

City or Vicinity: Greenwich

County: Fairfield **State:** CT

Photographer: Steven Bedford

Date Photographed: December 4, 2009

Description of Photograph(s) and number:

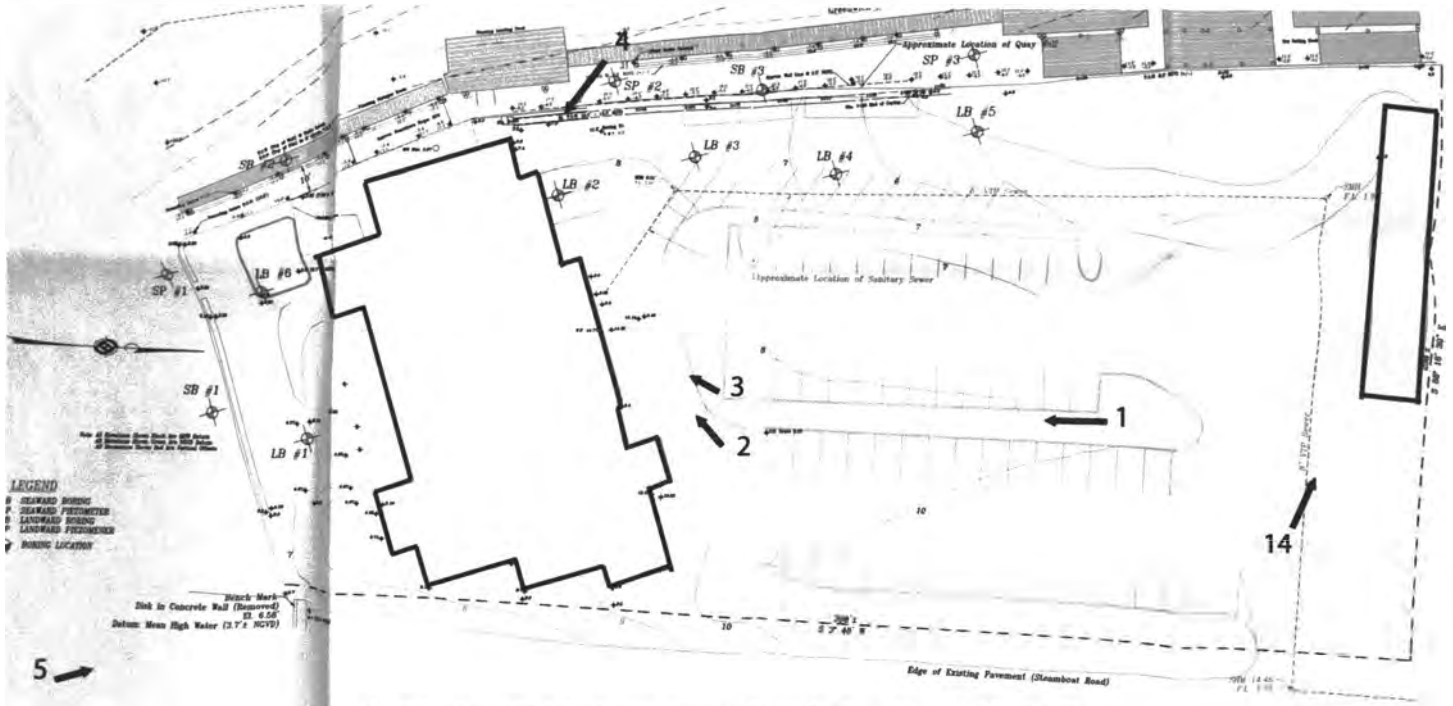
- 1 of 14, View South, Facade
- 2 of 14, View South, Detail of Cartouche on Facade
- 3 of 14, View Southwest, Detail of Frieze on Facade
- 4 of 14, View Southeast, West Elevation
- 5 of 14, View Northwest, South Elevation
- 6 of 14, View West, Main Corridor
- 7 of 14, View West, Small Meeting Room
- 8 of 14, View Northwest, Bar
- 9 of 14, View North, Eastern Dining Room
- 10 of 14, View West, Main Hall
- 11 of 14, View East, Main Hall Mantle
- 12 of 14, View East, Main Hall Mantle
- 13 of 14, View Northeast, Library
- 14 of 14, View West, Junior Clubhouse

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number NA. Photo Index, Plans with Photo Keys

Page 2 of 4



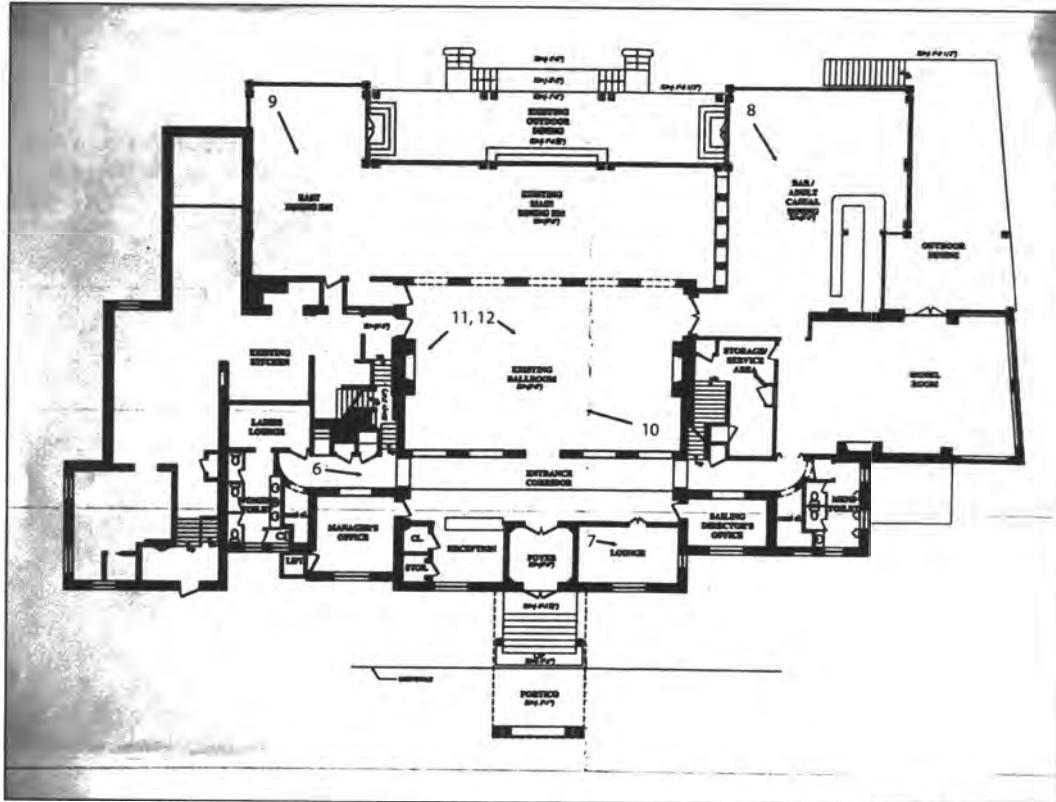
Outdoor photo key (plan source from Indian Harbor Yacht Club)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number NA. Photo Index, Plans with Photo Keys

Page 3 of 4



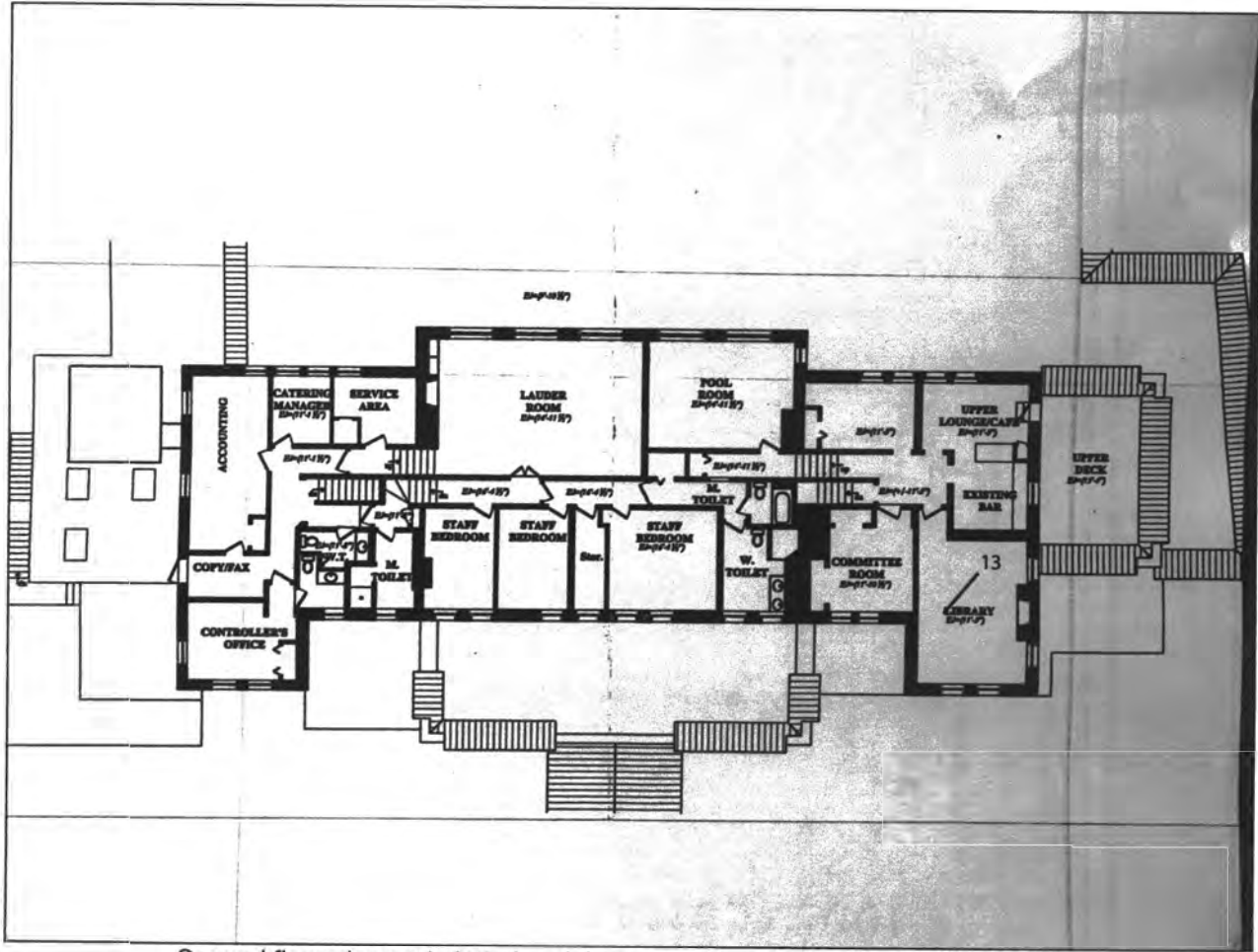
Main floor plan and photo key (plan source from Indian Harbor Yacht Club)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number NA. Photo Index, Plans with Photo Keys

Page 4 of 4



Second floor plan and photo key (plan source from Indian Harbor Yacht Club)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Indian Harbor Yacht Club
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CONNECTICUT, Fairfield

DATE RECEIVED: 6/07/10 DATE OF PENDING LIST: 7/14/10
DATE OF 16TH DAY: 7/29/10 DATE OF 45TH DAY: 7/22/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000494

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT **JUL 22 2010** DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



CT - FAIRFIELD COUNTY - INDIAN HARBOR YACHT CLUB - 0001



CT - FAIRFIELD COUNTY - INDIAN HARBOR YACHT CLUB - 0002



CT-FAIRFIELD COUNTY INDIAN HARBOR YACHT CLUB-0003



CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB-0004



CT - FAIRFIELD COUNTY - INDIAN HARBOR YACHT CLUB - 0005



CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB - 0006



CT - FAIRFIELD COUNTY - INDIAN HARBOR YACHT CLUB - 0007



CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB-0008



CT FAIRFIELD COUNTY INDIAN HARBOR YACHT CLUB - 0009



CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB-0010



CT FAIRFIELD COUNTY - INDIAN HARBOR YACHT CLUB - 0011



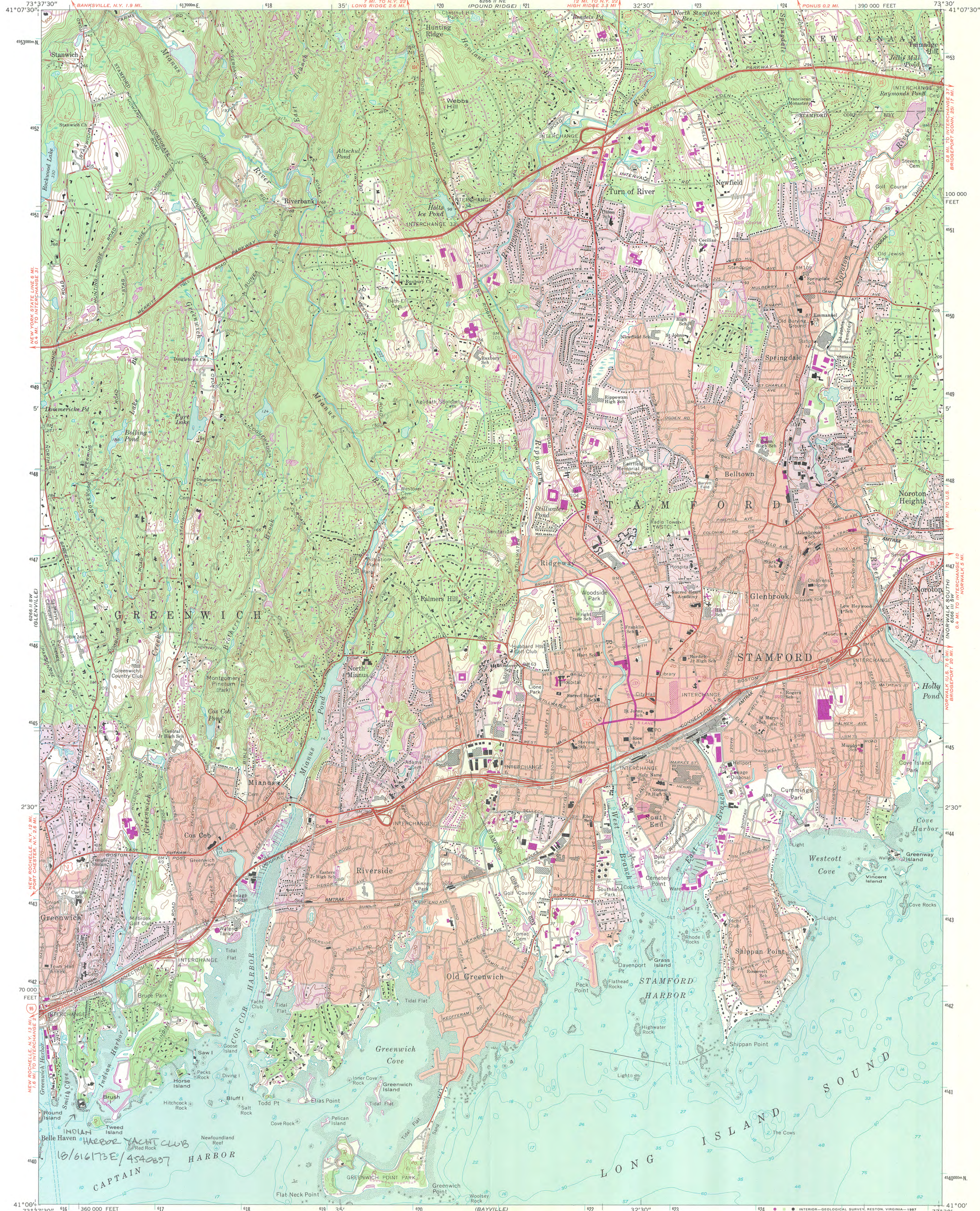
CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB-2012



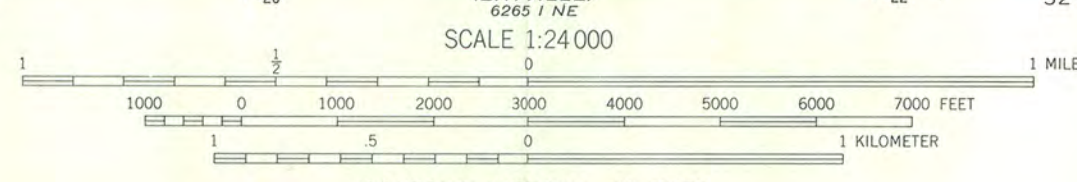
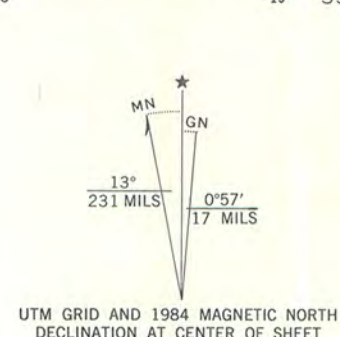
CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB- 0013



CT-FAIRFIELD COUNTY-INDIAN HARBOR YACHT CLUB-004



Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, USCE, and Connecticut Geodetic Survey
Topography by photogrammetric methods from aerial photographs
taken 1949. Field checked 1951. Revised 1960
Selected hydrographic data compiled from NOS charts 221 and 222
(1959). This information is not intended for navigational purposes
Polyconic projection. 10,000-foot grid ticks based on
Connecticut coordinate system
1000-meter Universal Transverse Mercator grid ticks,
zone 18, shown in blue
1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 6 meters south and
36 meters west as shown by dashed corner ticks
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 7.2 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

Revisions shown in purple and woodland compiled in cooperation
with State of Connecticut agencies from aerial photographs
taken 1982 and other sources. This information not
field checked. Map edited 1984
Purple tint indicates extension of urban areas

STAMFORD, CONN.
41073-A5-TF-024
1960
PHOTOREVISED 1984
DMA 6266 II SE—SERIES V816



Arts
Tourism
Film
History

One Constitution Plaza
Second Floor
Hartford, Connecticut
06103

860.256.2800
860.256.2811 (f)



MEMORANDUM

TO: Roger Reed
National Register of Historic Places

FROM: Stacey Vairo, National Register Coordinator

DATE: June 4, 2010

SUBJECT: National Register Nomination Indian Harbor, Greenwich

The following materials are submitted for nomination of the Indian Harbor Yacht Club, Greenwich, Fairfield County Connecticut

to the National Register of Historic Places:

- National Register of Historic Places nomination form
- Multiple Property Nomination form
- Photographs
- Original USGS maps
- Sketch map(s)/figure(s)/exhibit(s)
- Pieces of correspondence
- Other _____

COMMENTS:

- Please review
- This property has been certified under 36 CFR 67
- The enclosed owner objections do _____ do not _____ constitute a majority of property owners.
- Other: _____