National Register of Historic Places Registration Form: Seattle Yacht Club – Main Station

NPS Form 10-900
(Oct. 1990)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

KI 736

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 *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 or by entering the information requested. 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 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: **Seattle Yacht Club - Main Station**

Other names/site number:

2. Location

street & number: 1807 Hamlin Street ___ not for publication

city or town: Seattle ___ vicinity

State: Washington code: WA county: King code: 033 zip code: 98112

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination __ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets __ does not meet the National Register criteria. I recommend that this property be considered significant __ nationally __ statewide X locally. (__ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date: 3·23·06

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
State or 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 this property is:

	Signature of the Keeper	Date of Action
__ 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:) ___		

5. Classification

Ownership of Property
(Check as many boxes as apply)

- X private
- ___ public-local
- ___ public-State
- ___ public-Federal

Category of Property
(Check only one box)

- X building(s)
- ___ district
- ___ site
- ___ structure
- ___ object

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

Contributing	Non-Contributing	
1		buildings
		sites
		structures
		objects
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

None

6. Functions 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: Colonial Revival

Materials
(Enter categories from instructions)

foundation Concrete
walls Wood
roof Asphalt
other

Narrative Description
(Describe the historic and current condition of the property.) SEE CONTINUATION SHEET

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.)

X **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** owed 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)
Social

Period of Significance
1920 - 1946

Significant Dates
1920

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder
Graham, John Senior (Architect)
Sylhaasen & Sandhal (Builder)
Graham, John Junior (Architect)

Narrative Statement of Significance
(Explain the significance of the property.) SEE CONTINUATION SHEET

9. Major Bibliographical References

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

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 Engineering Record#_____

Primary location of additional data:

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

Name of repository:

10. Geographical Data

Acreage of Property 1.24 acres

UTM References
(Place additional UTM References on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	551912	5277110	3			
2				4			

Verbal Boundary Description
(Describe the boundaries of the property.) See continuation sheet.

Boundary Justification
(Explain why the boundaries were selected.) See continuation sheet.

11. Form Prepared By

name/title Ellen Mirro, intern; Larry Johnson, Principal
organization The Johnson Partnership date October 2005
street & number 1212 NE 65th St telephone (206) 523-1618
city or town Seattle state WA zip code 98115

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.

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

name The Seattle Yacht Club c/o John Decker, Decker Architects
street & number 3500 First Ave NW telephone (206) 633-5297
city or town Seattle state WA zip code 98107

NARRATIVE DECRIPTION:

Location
The Seattle Yacht Club Main Station is located at 1807 East Hamlin Street within the Montlake Neighborhood and partially fronting on Portage Bay in Seattle, Washington. The Club is prominently located on a broad point on Portage Bay and can be viewed from a number of transportation corridors and public viewing points that lie to the south and west of the property.

Neighborhood Character

The immediate neighborhood includes residential single-family structures, the majority built between the early 1920s and World War II. The U.S. Northwest Fisheries Research Center is located southeast of the site. The western portion of Montlake has two streets, Shelby and Hamlin, which lead from Montlake Boulevard to West Montlake Park. These streets contain mature street trees and a variety of single-family residences of either one or two stories. Most of the single-story structures are of Craftsman bungalow style and many of the two-story structures are of various revival styles popular in the mid-1920s. The U.S. Northwest Fisheries Research Center sits well back from Hamlin Street and consists of three buildings, a three-story brick masonry Art Deco style building and two newer contemporary structures from the 1960s.

Site

The Seattle Yacht Club site is a truncated rectangular lot measuring approximately 140' wide in the east-west direction by 60'-5" deep in the north-south direction. The site abuts Shelby Avenue North on the north, an unnamed alley on the east, and Washington State Department of Natural Resources land or lakefront on the south and west. The site slopes gently down approximately 10' from the north to the south. A circular drive serving the building's main entrance is located north of the building, a parking lot is located to the east, additional parking and lockers lie to the south, and marina floats and lawn extend from the western edge of the property line. The site is landscaped minimally on the northern, eastern, and western sides, while the southern side is paved from the property line to the façade.

Adjacent to the site are floats and covered moorage, which in their current configuration date from 1963, although a fire in 2001 destroyed about 10 percent of the structures, which were subsequently re-built. The moorage has historically been an integral part of the Seattle Yacht Club services available to its members, and the Seattle Yacht Club has leased the adjacent land from the Department of Natural Resources (DNR) following the relocation of the Main Station to Portage Bay in 1920, for the express purpose of providing the safe, convenient moorage to its members, and also for moorage for the Club-owned boats.

Also adjacent to the site, but not part of the nomination, are two items owned by the Seattle Yacht Club, a "yardarm" and a "historic anchor." They are located on Seattle Parks property. The Seattle Yacht Club has, at various times in the past, considered itself to own the property on which the yardarm and anchor

stand, but in the mid 1970s Seattle Parks made ownership clear, but gave the Yacht Club a maintenance agreement for that area on which their objects lie.

The yardarm is called a signal mast on the 1931 drawings by John Graham, Senior. It is 86 feet high and has a 32-foot wide yard crossing at a 45-foot elevation. It looks like a yacht mast, but is anchored to the ground with a concrete footing at the base of the mast and tied down by guy wires at three points. The main purpose of this yardarm is to carry the Seattle Yacht Club Burgee and other maritime signal flags.

Captain Stewart of the Alaska Steamship Company's Tanana brought the "historic anchor" to the Seattle Yacht Club in 1967. The *Tanana's* crew had brought up the anchor after their own anchor became fouled on it while anchored in 30 feet of water at the confluence of the Kvichak and Naknek rivers in Alaska. The provenance of the anchor is not known, but Captain Stewart remarked that it might have belonged to the *Charles Moody*, which had burned and sank in that vicinity. The anchor is thought to have been lost between 1885 and 1920. The anchor now sits between the yardarm and the Main Station Clubhouse on Seattle Parks Property.

Seattle Yacht Club: Building Structure & Exterior Features

The building in form is a two-story T-shaped wooden-framed structure composed of intersecting clipped gambrel-roofed wings with an original 1920 northern secondary wing, a tower, a colonnade, and a newer, 1967, two-story flat-roof service wing addition. The building presently measures overall approximately 92'–9" wide in the east-west direction by 108'-11" deep in the north-south direction. Both gambrel roofs have an 8 $^{1}/_{2}$-in-12 upper pitch and a 24-in-12 lower pitch. The original, 1920, 1 $^{1}/_{2}$ story secondary wing juts approximately 9'-4" northward from the face of building's northeastern corner, intersecting the east-west main gambrel roof. A one-story extension of the same width projects approximately 20'-10" further north in line with its higher section. Both sections have clipped gable roofs with 10-in-12 roofs. The octagonal tower is nestled into the crook created by the north wing and the main building and is approximately 14'-0" wide at its base, tapering to 12'-0" at its upper floor. The 1920 one-story classical colonnade projects approximately 15'-4" from the building's north face. The colonnade projects approximately 14'-6" from the building's western face and extends along the north face of the main building until it broadens slightly where it intersects with and wraps around the tower before meeting the north wing on its eastern end, creating a formal building entry. The newer, 1967, two-story addition joins the original flat-roofed section located at the building's southeastern corner and wraps around the building's southwestern corner projecting from the building's original southern face, also the face of the southern gambrel end, approximately 11'-6", and approximately 14'-6", aligning with the westernmost face of the colonnade to the north.

The height of the tower from the main floor line, near grade at the north main entry, is approximately 43'-3" to the top of the roof peak. The main east-west gambrel roof measures approximately 33'-4" from the main floor to the ridge, and the maximum height of the intersecting north-south gambrel is approximately 40'-6" above the lower floor line, which lies approximately at grade along the south building face. The main floor is approximately 12'-0" above the lower floor, and the second floor is approximately 12'-0" above the main floor. The ceiling height of the second floor is approximately 9'-0".

The building's exterior walls are covered entirely with white painted cedar shingles with an exposure of 5". All trim is also painted white. All sloped roofs are presently covered with asphalt/fiberglass composition shingles. All flat roofs, balconies, and decks are covered with bitumen "torch-down" membranes. All sloped roofs have metal gutters and down spouts.

The building's main entrance is located near the midpoint of the northern façade. The tapered octagonal tower designed to resemble a lighthouse dominates this façade. There is a glazed wooden paneled door located on the north face of the tower at the second floor level that provides access to a deck located above the colonnade. There are eight small six-light wooden-sash windows with brick mould trim located on various faces of the tower that provide light to the interior stair. An octagonal faux lens house surmounts the tower. The house has rectangular plate glass windows and a wooden guardrail with three horizontal rails. A small projecting cornice provides a transition to the peaked copper roof. A decorative weathervane is mounted at the roof peak. A recent shallow hipped roof addition is located on the western side of the tower. The addition extends up from the deck above the colonnade approximately midway up the tower and extends southward where it intersects with the northern face of the building and with the gambrel roof. This small addition accommodates an elevator that provides accessibility to the second floor.

The colonnade consists of a series of paired round Tuscan columns supporting a simple architrave, although square columns are placed in the corners to create clusters of columns, with two round and one square. These clusters occur at the two corners of the western projection, and at the western end on the western side of the entry. The eastern side of the entry has a cluster of four columns, two round and two square, that allow a slight offset providing near symmetry to the entry. Attached square columns are also used where the colonnade meets the building. The clusters create five bays across the colonnade. The colonnade has a ceiling of tongue-and-groove beaded ceiling. It has a flat-roof that is used as a deck or balcony with a guard railing composed of light framing with staggered horizontal rails. A light wood-framed exit stair leading down from the upper deck is located at the westernmost end of the colonnade. The colonnade is enclosed on its eastern end with a large wood-sash window and a pair of glazed entry doors with an arched transom window to create a projecting entry vestibule that accommodates the accessibility elevator. A fabric awning supported on metal posts presently provides weather shelter for the entry.

The north exterior wall beneath the colonnade has a pair of glazed doors that are on axis to the fireplace within the interior room and the center colonnade bay. The doors each have 12 lights and the pair is topped with a 12-light transom window. A large double-hung wood-sash 12-over-one window is located to the west of the French door set, centered on the colonnade next to the westernmost bay. There is a large shed dormer located on the western end of the main gable and centered between the tower and the western gable end. The dormer roof is the same slope as the upper gambrel pitch. The northern exterior wall of the dormer is in-line with the building's northern wall and has three equally spaced openings; the easternmost and center are filled with pairs of six-over-one wood-sash windows and the westernmost is filled with a pair of glazed and paneled wood doors. The lower exterior wall of the north wing has a tripartite window composed of 12-over-one wood-sash double-hung windows. The window has a raised architrave head casing featuring a centrally placed pediment. A small rectangular

gable end vent is located above the window.

The eastern façade reveals the end of the main gambrel, side of the southern large gambrel, the end of the flat-roofed south addition, and the sides of the northern wing. The main gambrel end has three floors of window or door openings. The upper most floor, or second floor, has five symmetrically placed windows, the two outermost are narrower one-over-one wood-sash double-hung windows and the three innermost are larger one-over-one wood-sash double-hung windows. The central window has a head trim composed of a broken pediment and central urn ornament. A small square gable end vent is located in the attic wall above the central window. The main floor has five windows; the northernmost four are placed directly under the northernmost four of the floor above. Within this cluster, the northernmost two are eight-over-one wood-sash double-hung windows, and the two southernmost are taller, with the southernmost of the pair a 12-over-one wood-sash double-hung window. The northernmost window is the same size, but presently has a vent located in its upper sash. The southernmost window, an eight-over-one wood-sash double-hung window, is located within an interior service stairway and has its sill at the main floor level. This window has a gable fabric awning mounted to the wall immediately above it. The lower floor, or lower floor level, has a paneled glazed service door on the southernmost side located slightly below grade and directly below the southern stairway window. A pair of eight-light hopper windows is located directly north of this door.

The original, 1920, flat-roofed corner section and the southern addition are in plane on the eastern façade, creating a flat monolithic two-story block at its southern end. There is a pair of one-over-one wood-sash double-hung windows on the northern side of the main floor level, a glazed store-door on the southernmost end of the lower floor level, and three plate-glass casement windows irregularly spaced to the north of the door. The lower floor door has a gable fabric awning mounted to the wall immediately above it. The flat roof above this section is used for mechanical equipment and venting from the kitchen/service areas below. The flat-roofed section has a guardrail consisting of wood uprights and wood rails with intermediate glazing. Three conjoined shed dormers, each with a different pitch, are located at the southeastern corner of the intersection of the gambrel roofs.

The façade of the northern wing also is in plane with the main gambrel's eastern end. The higher roof section houses the building's main stairway and has a centrally located eight-over-one wood-sash double-hung window immediately below the roof eave line, with its midpoint near second floor level. A paneled and glazed entry door is located immediately below this window accessing the mid-level landing between the lower floor and main floor levels. This doorway has a fabric gabled entry canopy extending eastward and supported on metal poles. The lower roofed northern section of the wing has three equally spaced window openings on the main floor level—the southernmost houses an eight-over-one wood-sash double-hung window, and the northernmost are a pair of 12-over-one wood-sash double-hung windows. The lower level has a pair of four-over-one (horizontally in-line) wood-sash double-hung windows located on the southern portion of this section of the façade.

The south façade consists of a two-story flat-roofed, 1967, addition placed in front of the large southern gambrel end. The central section of this addition, corresponding to the width of the gambrel roof end, projects slightly from the remaining façade and features a centrally placed recessed entry porch that provides access to the main circulation hallway of the lower floor level. Above the porch opening is an

architrave with a central flat arch. A sconce is located at the center of the arch and two additional sconces flank the porch opening. The porch has two symmetrically placed square columns on the face of the façade. The space between the columns is open while the two flanking openings are filled with wood screen lattice of ornate fretwork. A rectangular sign is mounted on the face of the wall above the arch. The easternmost section of the façade is blank with the exception of a grilled vent below the overhanging roof cornice. The main floor of the westernmost section of the façade has a row of large rectangular plate-glass windows along its entire width, which provide views from the second floor dining room. A fabric awning is mounted above these windows. The lower floor level portion of this section has three symmetrically placed one-over-one double-hung wood-sash windows. The flat roof of the addition has a wood and glass guardrail that continues around from the eastern façade. The gambrel face has a row of seven equally spaced plate-glass windows along its face. A fabric awning is mounted above these windows and a half-round gable end vent is centrally located within the attic portion of the gambrel face. A brick chimney extends above the roof on the western side of the main gambrel. Another taller stucco faced chimney or vent extends above the eastern side of the main gambrel. Roof mounted mechanical equipment is prominently visible on the eastern flat-roofed section.

The western façade retains the original, 1920, end of the north colonnade and the face of the main gambrel end on its northern half and the flat roofed two-story addition on its southern half. The 1967 addition wraps around the southwestern corner and continues with large rectangular plate-glass windows allowing views from the main floor dining room. The fabric awing also continues around the corner above these plate-glass windows. The roof of the addition serves as a deck for the second floor dining room and has the same wood and glass guardrail as the eastern and southern façades. A shed dormer has been added to the western gambrel roof to provide additional floor space for the second floor dining room as well as additional access to the deck. The deck surface has been covered with wooden deck pallets. The lower floor level of the addition has three equally spaced one-over-one double-hung wood-sash windows. The main east-west gambrel end retains a central large horizontal plate-glass window on the second floor, but is presently flanked by identically sized plate-glass windows. A fabric awning is mounted above these three windows. A square roof vent is centrally located in the attic area of the gambrel end. The main floor of this section has a central large plate-glass window equal in size to the windows above. This window is flanked by two large 12-over-one wood-sash double-hung windows. The northern colonnade has been described in detail in the description of the north façade. The lower floor level has a central pair of glazed doors providing egress from the lower floor meeting room (former Billiard Room). Two pairs of rectangular plate-glass windows flank the door opening. A small shed roof dormer has been added to the western roof slope of the northern wing.

Seattle Yacht Club: Building Plan & Interior Features

The main floor has its primary formal entry located on the north. The irregularly-shaped vestibule, dating from 1989, has an elevator to the right of a large opening slightly to the left that leads to the main, 1920, north-south corridor and the main stairway branching off to the left, or east, leading up to the second floor and down to the lower floor level. The club's service areas are located to the left, or east, of the main corridor, with the kitchen located in the southeastern corner of the building. The club's original,

1920, "Social Hall" is located to the right, or west, of the corridor and the dining room is reached by way of the a secondary corridor that branches to the right, leading to the dining room, or to the left, leading directly into the kitchen. All walls have painted 8" base trim and a simple architrave with an ogee ceiling molding. All floors within the main circulation area and public rooms are carpeted.

The Dining Room is a contemporary, 1967, space contained within the southwestern addition and features large rectangular plate-glass windows overlooking the club's moorage to the southwest. Window trim is simple stained hardwood. A central faceted chandelier with a simple box coffer and cove lighting provides focus to the room. Recessed ceiling-mounted fixtures provide additional lighting.

To the right, or west, of the main corridor is the club's original, 1920, "Social Hall." This room is approximately 44' wide and 34' deep. The room is divided into three bays by coffered beams running north-south across the room's ceiling. (Note: the coffering covers 8" x14" steel beams that are supported by roof trusses at their mid-span.) The coffering and the room's continuous architrave have a frieze of flabelliform ornamentation. The room focuses on a projecting fireplace on the south. The fireplace has as a simple Colonial revival chimneybreast. A pair of upright brass sconces is mounted above the fireplace. Recessed lights within the ceiling provide additional room lighting. Four folding doors located to the right of the fireplace provide access to the Dining Room.

The main stairway, dating from 1920, is located to the east of the main corridor and has painted colonial balusters and newels. The newels are topped by round brass finials. The main stairway leads up to an upper floor landing that provides access to restrooms on the right, the tower vestibule straight ahead (west), and to a meeting room on the left (south). The octagonal vestibule is contained within the walls and open to the interior of the tower. A steep stair to the right (north), leads up to the top of the tower, the 1989 elevator is located directly ahead (west) and the upper dining room and a 1920s conference room (Commodore's Room) is accessed by way of doorways on the left (south). The "L"-shaped Dining Room includes both the club's original, 1920,"Card & Reading Room" and additional space, now the bar, on the south that was adapted from an original, 1920, storeroom and bedroom. The original fireplace of the "Card & Reading Room" remains, although a contemporary chimney surround has been installed. The upper southwestern deck created by the southwestern 1967 addition is accessed through pairs of glazed doors from the southwestern corner of the original "Card & Reading Room" and from the bar area on the west. Simple contemporary chandeliers supplemented by recessed ceiling-mounted fixtures provide lighting in the room. All public rooms on the second floor are carpeted.

The main stairway also leads to the lower floor corridor that quickly doglegs to the left, running north-south the entire length of the building, and ending at the southern lower floor entrance. Service areas are generally located to the left (east) of the corridor, the original, 1920, "Billiard Room" is located on the right (west) of the corridor, and the club's administrative offices are located in the southwestern corner of the building dating from 1967. All public rooms and administrative offices are carpeted.

The former "Billiard Room" is located beneath the club's original "Social Hall" and has the same overall dimensions as that room. The ceiling has simple coffers supported by a pair of square columns with simple upper brackets. The original projecting brick masonry fireplace has been painted. A pair of glazed exterior doors located on the room's western wall, provide egress. Recessed ceiling-mounted

fluorescent fixtures provide lighting for the room.

Documented Building Alterations and Existing Condition

Date	Architect	Description
1946	Ralf E. Decker, AIA	Increase size of western windows, interior alterations to the entry and powder room. (permit # 376145)
1957	unknown	Remove second floor bearing partition. (permit # 454395)
1967	John Graham and Company Architects	Southwestern Addition adding a new main floor dining room on the southwestern corner of the building and expanding the kitchen into the existing dining room. Also included modification to the upper floor areas to create an additional dining space, deck, and meeting room. Locker rooms were also removed from the lower floor and other lower floor areas were reconfigured. (permit # 500428)
1981	Brewer Westberg Architects	Modifications to the main floor "Social Room." (permit # 596317)
1989-90	George W. Heideman, AIA	Accessibility improvements including the addition of an elevator and the creation of an entry vestibule. (permit # 648158)
1990	unknown	Alterations to lower floor restrooms (permit # 651105)

STATEMENT OF SIGNIFICANCE:
The Seattle Yacht Club - Main Station is eligible for the National Register of Historic Places under criterion "A" for its association to the broad patterns of social history in the city of Seattle. As an exclusive club in Seattle, members have been prominent community figures. Not only have many members made significant contributions to history outside of the Yacht Club, the Seattle Yacht Club, itself, has made a significant impact on Seattle's cultural events. The significant contributions include boating and yachting, sponsoring races, training young sailors, and providing a place for both professional and amateur boaters and boat builders in Seattle to congregate. Boating was the most important form of transportation in the Puget Sound region for the early settlers and native peoples as well. The Main Station Clubhouse is a physical manifestation of the height of the yachting social scene in Seattle in 1920. The period of significance begins in 1920 with the completion of the building and ends in 1946, the date when a variety of alterations to the building begin to occur and membership is at an all time low due to WWII.

Seattle Yacht Club
The Seattle Yacht Club was organized in 1892, when the existing yachting groups in Seattle combined in order to participate in a proposed Northwest International Yachting Association.[1] Even at this early date, yachting was a popular pastime and boating would remain an important method of transportation on Puget Sound. The club's first clubhouse was a boathouse located in West Seattle near Duwamish Head.[2] The location was too exposed to winds and was too affected by wakes from passing steamers for many members. The location lead to an almost immediate split of the organization, with members of smaller vessels forming the Elliott Bay Yacht Club and returning the boat house to the Brighton pier in 1894. The remaining members moved to a two-story Queen Anne style structure with a faux lighthouse attached to its northern side.[3] However, the building was soon abandoned, probably due to continuing moorage problems, the continuation of the financial downturn of 1893, and the lack of membership to sustain it.[4]

In 1909, Seattle architect John Graham Sr. was commissioned to design the new clubhouse for the Elliott Bay Yacht Club. Graham designed a two-story Craftsman style building (see attached images) to be built on pilings off-shore of a 200-foot strip of waterfront at the foot of what is now Charles Street, more southeast of the Duwamish Head on the inside harbor in West Seattle.[5] With a new clubhouse completed, later that year the Seattle Yacht Club and the Elliott Bay Yacht Club recombined their organizations for a second time. [6] This created a stronger and more vital club.

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[1] James R. Warren, *The Centennial History of the Seattle Yacht Club—1882-1992* (Redmond, WA: Liang Communications, 1992), p.17.

[2] Ibid., p.18.

[3] Ibid., pp. 25 & 26.

[4] Ibid., p. 19.

[5] Ibid., p. 43.

[6] Ibid., p. 48.

The Seattle Yacht Club along with other Puget Sound yacht clubs, began to conduct local sailing competitions and started competing against boats of the newly formed Royal Vancouver club starting in 1906.[7] In 1909, a dispute concerning methods of measurements and which set of rules should be used for the Ted Geary-designed ***Spirit II*** ended racing with Canadian clubs. The feud lasted three years until in 1912, Sir Thomas Lipton, an English Baronet and yachtsman, while visiting Seattle proposed a new perpetual international challenge cup between American and British Columbian clubs. Subsequently, the first Northwest Lipton cup race occurred in 1914, with the legendary ***Sir Tom***, designed by Ted Geary, winning over the Vancouver Yacht Club's ***Turenga***.[8]

By 1913, the Seattle Yacht Club had grown to 371 members and had a fleet of 88 yachts.[9] That same year property for the club's first outstation, located on Manzanita Bay on the north side of Bainbridge Island, was purchased. Architect John Graham Sr. also drew the plans for the clubhouse there as well, but the project was never built.[10]

The Yacht Club used the clubhouse in West Seattle until 1918, when, when with the advent of World War I, the U.S. government bought it. They utilized the facility for training U.S. merchant marines.[11] Eventually the West Seattle clubhouse was moved to Lake Union where it still stands today. The Seattle Yacht Club operated without a clubhouse for two years, conducting business in the boardroom of the Dexter Horton Bank. During this time membership fell to 70 active members.[12]

In 1919, the current Montlake site was acquired under the direction of Commodore Norval H. Latimer, then president of the Dexter Horton Bank.[13] The creation of the ship canal in 1917 made the site on Portage Bay more accessible to the open waters of the sound and provided an ideal location for a new clubhouse. Vessels passing from Lake Union into Lake Washington and vice versa had to pass directly by the new site. The location offered many boating opportunities for its members on the two lakes. Former club commodore John Graham Sr. was once again commissioned to design the new clubhouse. He designed the building in a Colonial-Revival building with an attached faux lighthouse.[14] The initial design shows a north-south running gambrel with the tower to the north. This design was later changed to

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[7] Ibid., pp. 36-39.

[8] Ibid., pp. 64-66.

[9] Ibid., p. 59.

[10] Ibid., p. 63.

[11] Ibid., pp. 71-74. After the war the Seattle Rod and Gun Club purchased the clubhouse. The Queen City Yacht Club bought the building in 1926, and removed it by barge to the eastern shore of Lake Union at the foot of Fairview Avenue North. The Queen City Yacht Club moved to its existing location across Portage Bay from the Seattle Yacht Club in 1938. The building is extant and, although altered, remains at its Lake Union location.

[12] Ibid., p. 74.

[13] Ibid., p. 74; and Pratt, p. 13.

[14] Pratt, pp. 13-16.

the present T-shaped gambrel configuration. The local building firm of Sylliaasen & Sandahl was hired as the general contractor.[15] The mechanical sub-contactor was Fritz Hellenthal, The electrical sub-contractor was Meacham & Babcock.[16]

The club's fleet was moved to the site during the month of May 1919, and on May 1, 1920, the yacht club formally dedicated its new clubhouse.[17] The club's membership limit was increased above the original 350, and the initiation fee was reduced in half to $25 dollars to encourage new members. By the end of the year the club had over 400 members.[18]

"Opening Day" ceremonies featuring a boat parade through the Montlake Cut which became an annual event after, with the first 30 yachts participating in the first year, 1920.[19] Also in 1920, the Pacific International Yachting Association was formed re-establishing international yacht racing, suspended in the Northwest because of World I.[20] Throughout the 1920s, lavish entertainment at the club was regular and many members commissioned large yachts for pleasure cruises.

The Main Station Clubhouse houses all of the administration offices of the Seattle Yacht Club, it also serves and continues to serve, as a main gathering place for the members, their committees and activities. Privileges of membership include the use of the Main Station Clubhouse facilities and moorage, reciprocal privileges with other yacht clubs, the use of ten Seattle Yacht Club outstations, and guest privileges.

During the Depression the club lost many members, and many of the moorages became vacant.[21] There were still events and races, but greater emphasis was placed on the smaller boats, catboats, and flatties. Events at the club became less lavish. By 1931 the building was beginning to show signs of wear. That year the board decided to renovate the yacht club but was unable to raise the necessary funds.[22]

In the 1940s, the yacht club attempted to rebuild membership. During the war years club members offered their yachts for patrol duty to the Coast Guard, and some owners served as reserve officers. In total, over 60 club boats were either loaned or sold to the government.[23] Openings Day ceremonies were greatly reduced during the war years with fewer boats participating. Eventually Club membership

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15 Pratt, p. 16.
16 Ibid., p. 16.
17 Warren, p. 78.
18 Ibid., p. 79.
19 Ibid., p. 78.
20 Ibid., p. 79.
21 Ibid., p. 107.
22 Ibid., p. 109.
23 Ibid., pp. 148-151.

increased after the war, with membership reaching 752 in 1949.[24] The main station clubhouse received some alterations in 1946, including larger windows on the western façade and a redecorated lobby and powder room.[25]

In the 1950s, the yacht club formed a women's group, added women's names to the roster, and incorporated more family events.[26] Over 500 vessels participated in Opening Day celebrations in 1950, 700 boats in 1951, and 1,143 in 1956. According to Commodore Phil Smith in 1952, "The yacht club had its highest club spirit in years, the physical plant and club facilities are the finest on the west coast and moorage was safe and adequate (for the number of boats)."[27] In 1955, the Seattle Yacht Club renewed its corporate charter for an unlimited number of years.[28] Commodore T. Dayton Davies said in 1958, "The financial condition of the club remains in an exceedingly sound and healthy condition."[29]

In 1961, opening day races were restricted by both I-90 and Evergreen Point Bridge (SR520) construction.[30] Membership of the club however was still growing and moorage spaces was becoming tight. The clubhouse was reaching its 60-year mark. As a result in 1967, covered moorage was added and modernization of the main station clubhouse, including an addition to the southern end of the building, was completed.[31] The design of these alterations was prepared by John Graham & Company, then headed by John Graham Jr., son of the original architect.

In 1966, one of the Canadian Dunsmuir Islands, commonly named Ovens Island, was acquired as an outstation.[32] Property for an outstation on Henry Island in the San Juan Islands was acquired the next year, and the club made a 2,500-square-foot addition to the Port Madison outstation in 1967.[33] In 1968, a clubhouse was constructed for the Henry Island outstation, and additional upgrades to the main station moorage facilities were completed.[34] Club membership became restricted to 1,500 in 1970.[35] Seattle Yacht Club became free of debt and claimed assets above one million dollars.[36]

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[24] Ibid., p. 168.
[25] Ibid., p. 161.
[26] Ibid., pp. 174 & 175.
[27] Ibid., p. 185.
[28] Ibid., 189.
[29] Ibid., pp. 200 & 201.
[30] Ibid., p. 215.
[31] Ibid., p. 222.
[32] Ibid., p. 232.
[33] Ibid., pp. 226 & 227.
[34] Ibid., pp. 235 & 240.
[35] Ibid., p. 227.
[36] Ibid., pp. 232 & 233.

Two years later in 1972, club membership reached 1,500, the proscribed limit.[37] The Gig Harbor outstation land was purchased and Eagle Harbor moorage space was acquired for a new outstation in 1977.[38] That same year land was purchased at Moss Point for another outstation, but the land was sold a few years later.[39] During the 1970s, the club's Junior Program produced some of the best sailors on the coast, evidenced by the fact that two members, who were also on the University of Washington sailing team, were named All-American in 1977.[40] In 1978, the Port Ludlow outstation land was purchased.[41]

In 1982, the Garden Bay outstation was purchased in Pender Harbor, Canada.[42] In 1985, Eagle Harbor outstation slips, which had been leased since 1978, were purchased.[43] In 1987, an agreement was reached between the club and the East Gig Harbor Improvement Association for the club to build a pier and a float there.[44] The Seattle Yacht Club outstations provide moorage and facilities for the members while on recreational boating excursions. Sometimes outstations are used for organized events or boat races.

The Seattle Yacht Club also continues to sponsors the annual Opening Day ceremonies in May through the Montlake Cut and also the annual Special Peoples Cruise for the developmentally disabled every winter. Competitive sailing continues as a major focus for the club as it sponsors the Tri-Island Sailboat Series, the oldest sailboat series on Puget Sound, every year. Currently, the Seattle Yacht Club has nine outstations and four other clubhouses besides the main station on Portage Bay.[45] The club, as of October 2005, has 1,247 Active members, 463 Active Intermediates (ages 21-40) members, 329 Life members, and 158 Junior (ages 16-20) members.[46]

Yacht Club Development and Buildings in North America
Early yacht clubs in the United States met in improvised quarters on members' vessels, rented rooms, or in makeshift sheds or boathouses near moorage. Among the earliest known yacht clubs is the the New York Yacht Club which was established in 1844. By 1846 the club was meeting in a small building designed by architect Andrew Jackson Davis.[47] This Gothic Revival cottage was probably the first

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37 Ibid., p. 260.
38 Ibid., p. 272.
39 Ibid., pp. 278 & 79.
40 Ibid., pp. 280 & 281.
41 Ibid., p. 281.
42 Ibid., p. 304.
43 Ibid., pp. 283 & 312.
44 Ibid., pp. 334 & 335
45 Ibid., p. 79.
46 Bramstet, John, Membership Director, Seattle Yacht Club, telephone interview, October 26, 2005.
47 Michael Levitt, "About the New York Yacht Club," http://nyyc.org/index.cfm?relatedlink=History&content=dcms&option=dcms&rltest=1, accessed October 14, 2005.

dedicated yacht club building in the United States. Other American yacht clubs were subsequently formed in the latter half of the nineteenth century on the East Coast, including the Portland Yacht Club in Maine, 1869; the Rhode Island Yacht Club, 1875; the Florida Yacht Club, 1878; the Hull Yacht Club, near Boston, Massachusetts, 1880; the Corinthian Yacht Club in Marblehead, Massachusetts, 1885; the Indian Harbor Yacht Club in Greenwich, Connecticut, 1889; and on the West Coast the San Francisco Yacht Club, 1869; the Santa Barbara Yacht Club, 1872; the San Francisco's Corinthian Yacht Club, 1886; the San Diego Yacht Club in 1886; and the Seattle Yacht Club in 1892.

Yacht club clubhouses tended to be makeshift affairs throughout the turn of the nineteenth century with a few notable exceptions. In 1882, the Hull Yacht Club near Boston built a four-story Shingle style clubhouse on Boston Harbor, enticing new members with three bowling alleys, a billiard room, a dining room, and two reception rooms.[48] The building, after being sold to private investors for speculation as a hotel, was deemed a fire hazard and dismantled in the mid-1930's. In 1898, the Corinthian Yacht Club in Marblehead, Massachusetts, built a major Colonial-Revival clubhouse that, although altered, remains in use today.[49] In 1901, the New York Yacht Club erected a grand Beaux-Arts building on West 44th Street in Manhattan designed by architects Whitney Warren and Charles D. Wetmore.[50] In 1911, the Corinthian Yacht Club of San Francisco erected a flat-roofed Colonial-Revival clubhouse in Tiburon, the oldest extant clubhouse on the West Coast.[51]

The general prosperity of the early 1920s, and an increase in the popularity of yachting, led several clubs to build new more substantial structures. Many focused on the idea of using a light station as a basis for a design motif. Seattle architect John Graham Sr. Colonial-Revival building complete with a faux lighthouse for the Seattle Yacht Club in 1920 may have been the first.[52] The San Diego Yacht club also built a lighthouse-inspired clubhouse at Coronado in 1923, later barging it across the bay to Shelter Island.[53] The Santa Barbara Yacht Club built a Colonial-Revival clubhouse, also with a faux lighthouse, designed by yachtsman and local architect Winsor Soule, on Stern's Wharf in 1926.[54] This fascination with lighthouses was later brought to its logical conclusion when the St. Francis Yacht Club in San Francisco purchased a 1905 lighthouse and relocated it on Tinsley Island on the Sacramento Delta in the 1970s as an outstation.[55]

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48 Hull Yacht Club, "A Brief History of The Hull Yacht Club," http://www.hullyc.org/club_history.shtml, accessed October 14, 2005.

49 Corinthian Yacht Club, "Corinthian Yacht Club History," http://corinthianyc.org/history62.html, accessed October 14, 2005.

50 Levitt.

51 Corinthian Yacht Club of San Francisco, "About the Corinthian Yacht Club," http://wwwcyc.org/about.html, accessed October 14, 2005.

52 Daniel L. Pratt, "The Creation of the New Seattle Yacht Club," *Pacific Motor Boat*, July 1920, pp. 13-16.

53 San Diego Yacht Club, "SDYC History," http://www.sdyc.org/about/history.htm, accessed October 14, 2005.

54 Santa Barbara Yacht Club, "Club History from 1872 to Present," http://www.abyc.org/history.html, accessed October 14, 2005.

55 St. Francis Yacht Club, "About the Club," http://www.stfyc.com/default.aspx?p=DynamicModule&PageId=202050&b=1&sl=1&vnf=&ssid=100&dpageid=201727&bhcp=1, accessed October 14, 2005.

As the yacht clubs turned to other social activities to attract new membership, post-Depression clubhouses began to resemble waterside restaurants rather than mainly providing meeting rooms and locker rooms. Older facilities were enlarged and modified to accept additional social events.

John Graham Sr. (1873-1955)
John Graham Jr. (1908-1991)
Seattle architect John Graham Sr. was born in Liverpool and acquired his professional skills in England through apprenticeship. He moved to Seattle in 1901, practicing architecture mainly in Seattle until 1940.[56] An early project was the reconstruction of the Trinity Episcopal Church (1902-03) after the original 1891 church had been destroyed by fire. He was briefly associated with Alfred Bodley in 1904, before joining with architect David Myers in 1905, in a partnership that lasted until 1910. [57] This partnership produced designs for three apartment buildings, the Kenny Presbyterian Home, and at least two large eclectic houses. Graham and Myers also designed several of the pavilions for the 1909 Alaska Yukon Exhibition, and designed the first clubhouse for the Elliott Bay Yacht Club (later the Seattle Yacht Club) that same year.[58]

In 1910, John Graham Sr. became a sole practitioner and began designing buildings of major significance in Seattle.[59] His first major commission was for the Joshua Green Building (1913), one of the first major buildings in the expansion of the business district north from Pioneer Square. This building incorporated the steel frame and terra cotta cladding. That same year Graham designed an assembly plant for the Ford Motor Company (1913, now Shurguard Storage) in Seattle. That led Graham to open an office in Detroit, Michigan where he supervised several other Ford assembly plants built around the United States between 1914 and 1918.[60]

Graham's design of the Fredrick and Nelson Department Store (1916-19) was the first of several finely detailed terra-cotta-clad commercial buildings in Seattle, the Dexter Horton Building (1921-24) being another example.[61] His Bank of California Building (1923-24), also clad with light colored terra cotta, demonstrates superb classical detailing on the interior.[62]

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56 Grant Hildebrand, *"John Graham, Sr.,"* in *Shaping Seattle Architecture: A Historical Guide to Architects,* ed. Jeffrey Karl Ochsner (Seattle, WA: University of Washington Press, 1994), p. 90.

57 Ibid.

58 Ibid., pp. 90 & 92; Warren, p. 43

59 Hildebrand, p. 90.

60 Ibid., p. 90.

61 Ibid., p. 90 & 93.

62 Ibid., p. 91 & 92.

Graham also excelled in the development of the Art Deco style; the Bon Marché Building (1927-29, now Macy's), the Roosevelt Hotel (1928-29), and the Exchange Building (1929-31) all demonstrate mastery in detail and development of Art Deco motifs.[63] Graham also collaborated with Bebb & Gould on the design of the U.S. Marine Hospital Campus (1931-34, now Pacific Medical Center, altered), considered one of the finest examples of the style in the Northwest.[64] Despite embracing the new Moderne style, Graham could also fall back on his eclectic roots to please the University of Washington Board of Regents. Graham designed four major Collegiate Gothic buildings on the campus, beginning with the Physics Hall (1927-28, altered, now Mary Gates Hall).[65]

Between 1936 and 1942, while associated with engineer William Painter, Graham also operated from an office at Rockefeller Center in New York City.[66] His son John Graham Jr. joined the firm New York office in the 1937, specializing in department store design.[67] Over the next few years Graham began transfer the practice to his son, retiring from active practice in 1946.[68] After his father's retirement, John Graham Jr. returned to Seattle and completely took over his father's firm, John Graham & Company. John Graham Jr. would lead the company until his death in 1991, the firm becoming one of the premier commercial architectural firms in the United States.[69] Notable projects include: the Northgate Shopping Center (1946-50, altered) in Seattle, the Ala Moana Center (1960, altered) in Honolulu, The Space Needle (1960-62, with Victor Steinbrueck, altered) in Seattle, the Wells Fargo Building (1960-66, now 44 Montgomery Street Building) in San Francisco, and the Bank of California Building (1971-74, now Key Bank).[70] John Graham & Company also designed the south addition to the Seattle Yacht Club, Main Station between 1962 and 1963.[71]

John Graham Sr. was an enthusiastic yachtsman, a competitive sailor in his early years, and an active member of the Seattle Yacht Club, serving as commodore for the club in 1913 and 1929.[72] Graham designed the club's second clubhouse in 1909, the outstation clubhouse at Port Madison, and the main station clubhouse in 1920.[73] Graham owned several boats and yachts during his life, including the Ted

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63 Ibid., p. 92.

64 Ibid., p. 92.

65 Ibid., p.94.

66 Ibid., p. 92.

67 Ibid., p. 92.

68 Ibid., p. 92. This transfer may have been somewhat acrimonious. See Norman C. Blanchard and Stephen Wilen, *Knee-Deep in Shavings: Memories of Early Yachting and Boatbuilding on the West Coast* (Victoria, B.C., Canada: Horsdal & Schubart, 1999), p. 52.

69 Meredith L. Clausen, *"John Graham, Jr.,"* in *Shaping Seattle Architecture: A Historical Guide to Architects,* ed. Jeffrey Karl Ochsner (Seattle, WA: University of Washington Press, 1994), p. 259.

70 Ibid., p. 260.

71 The firm is identified on the plan set "Additions and Alterations to Seattle Yacht Club" dated 1963.

72 Warren, p. 95.

73 Ibid., p. 48 & 63.

Geary-designed 45' yawl ***Ortuna***, the 40' auxiliary schooner ***Sovereign***, and the 65' Geary-designed motor yacht ***Mary***.[74] Graham also commissioned the 96' Geary-designed ***Blue Peter*** in 1928, but lost her during the Depression.[75] ***Blue Peter*** is presently based in Seattle and is considered one of the premier classic yachts in the Northwest. Graham's last yacht was the Anchor Jensen-built 65' motor yacht ***Pelagic***.[76]

Norval H. Latimer (1863-1923)
As commodore of the Seattle Yacht Club between 1917 and 1919, Norval H. Latimer spearheading the purchase of the Montlake property of the Yacht Club's main station and oversaw the construction of the Yacht Club's main station clubhouse.[77] He also organized and administered the financing of the new clubhouse, and is generally credited along with John Graham Senior as the two men responsible for the construction of the Seattle Yacht Club's Main Station Clubhouse.[78]

Originally born in Berwick, Illinois, Norval H. Latimer moved to Seattle where he gained employment with the Dexter Horton Company in 1882.[79] He became manager of the Dexter Horton Bank in 1889, and was elected president and became one of the directors of the newly reorganized Dexter Horton National Bank in 1910.[80] Latimer was considered one of the foremost bankers in the state, serving as president of the Washington State Bankers Association.[81] He also served as president of the Snoqualmie Power Company and the Diamond Ice Company.[82] Latimer was active in the Artic Club, the Rainier Club, the Seattle Athletic Club, and the Tacoma Club.[83]

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74 Blanchard, pp. 48-55.
75 Ibid., p. 49.
76 Ibid., p. 52.
77 Warren, p. 57; Pratt, p. 13.
78 Ibid., p.14
79 Clarence B. Bagley, "Norval Hastings Latimer," in *History of King County, Washington, vol.2* (Chicago: S. J. Clarke, 1929), p. 882.
80 Ibid., p. 882.
81 Ibid., p. 882.
82 Ibid., p. 882.
83 Ibid., p. 882.

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Boundary Description:
The nominated property includes Lots 1 through 7, Block 3, Montlake Park, according to plat thereof, recorded in Volume 18, page 20, in King County, Washington; together with those portions of the vacated alleys in said Block 3 which would attach by operation of law, said alleys having been vacated pursuant to City of Seattle Ordinance Numbers 89765 and 100408, a copy of the latter of which was recorded under Recording Number 7111500308.

Boundary Justification:
The nominated property encompasses the entire urban tax lot, which is under exclusive ownership of the Seattle Yacht Club and has historically been associated with the main clubhouse building. Other resources historically associated with the Seattle Yacht Club, such as the "Yardarm" and the "Historic Anchor" and slips, are not included within the boundary of the nominated property. The Seattle Yacht Club moorage is on leased property owned by the Department of Natural Resources and the yarndarn and anchor are located on property owned by Seattle Parks that is under a maintenance agreement with the Seattle Yacht Club.

HISTORIC FIGURES AMONG MEMBERS OF SEATTLE YACHT CLUB, 1892-2006

N. H. Latimer; Banker, Financier, President of Dexter Horton Bank – one of the first banks in Seattle, 3-term Commodore of SYC. Latimer led the Club through the planning and construction of its present Portage Bay club house (1917-1919).

Col. C. B. Blethen; Yachtsman and Commodore of SYC in 1931. Owner and publisher of *The Seattle Times*. Some of his descendants continue as SYC club members.

Miller Freeman; Life Member, developer, publisher. Freeman was an active promoter of pleasure boating and ocean science. He established the University of Washington campus for Oceanography and Fisheries and published *Pacific Motor Boat* magazine with Daniel Pratt, editor.

Scott Calhoun; One time Seattle City Attorney and first attorney for the Port of Seattle. With Miller Freeman, Calhoun negotiated the agreement with the City for the SYC club house site.

L. E. "Ted" Geary; Arguably the West Coast's best yacht designer and Commodore of SYC in 1930. A renowned naval architect and racing skipper, Geary also designed the first diesel-powered tug boat in North America, the ***Chickamauga*** (1915).

Robert Moran; Yachtsman, financier, ship builder. Moran was the managing owner of Moran Brothers Shipyard, Seattle, builders of the battleship ***Nebraska***. He also built the schooner ***San Wan***, and the retreat (now resort) at Rosario, Orcas Island, Washington.

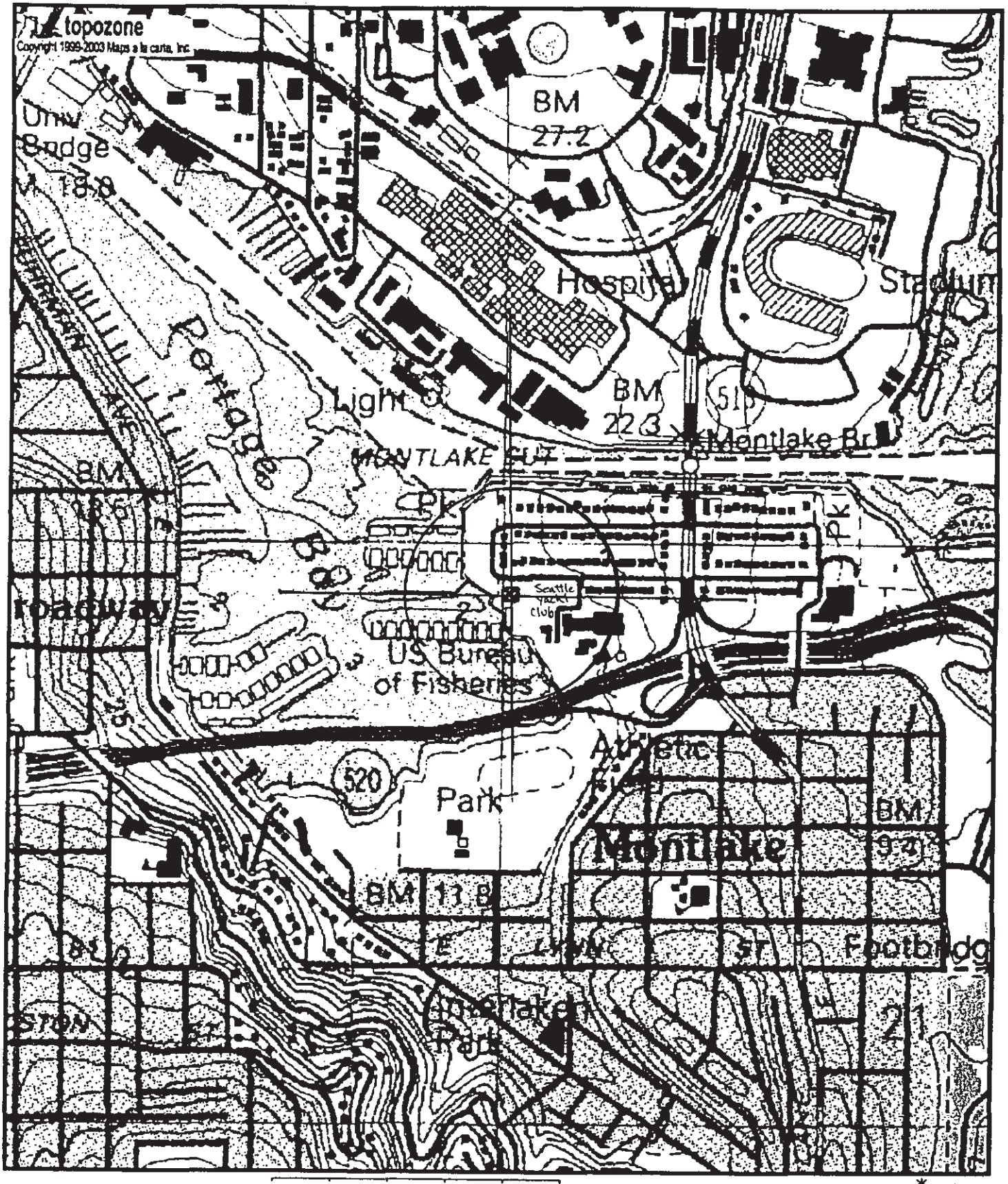
Capt. James Griffiths; 3-term Commodore of SYC, sea captain, importer, financier and ship builder. Capt. Griffiths ran his ship yard at Winslow on Bainbridge Island (formerly Hall Bros.) and owned a number of the finest motor yachts. He arranged the first regular shipments of silk from the Orient with NYK Lines.

Henry Kotkins; Manufacturer, Seattle Port Commissioner and yachtsman. Kotkins owned and skippered the famous yawl ***Diamond Head*** for over forty years and founded Skyway Luggage.

John Graham, Sr.; Architect, yachtsman and 2-term Commodore of SYC. He designed numerous Seattle landmarks including *The Bon Marche* (now, *Macy's*), the Dexter Horton Building and the present Portage Bay club house for SYC (1918-1919).

Stanley Sayers; Auto dealer and race boat innovator. Sayers' then-revolutionary unlimited hydroplane ***Slo-Mo-Shun IV*** brought the Unlimited Hydroplane Gold Cup to Seattle in 1950.

Bill & Carl Buchan; Father and son sailboat racers, they both won Gold Medals in their respective classes in the 1984 Olympic Games at Los Angeles. Bill has also won the Star Class World Championship twice, Carl once.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Portage
Light
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roadway
Seattle Yacht Club
US Bureau of Fisheries
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Montlake
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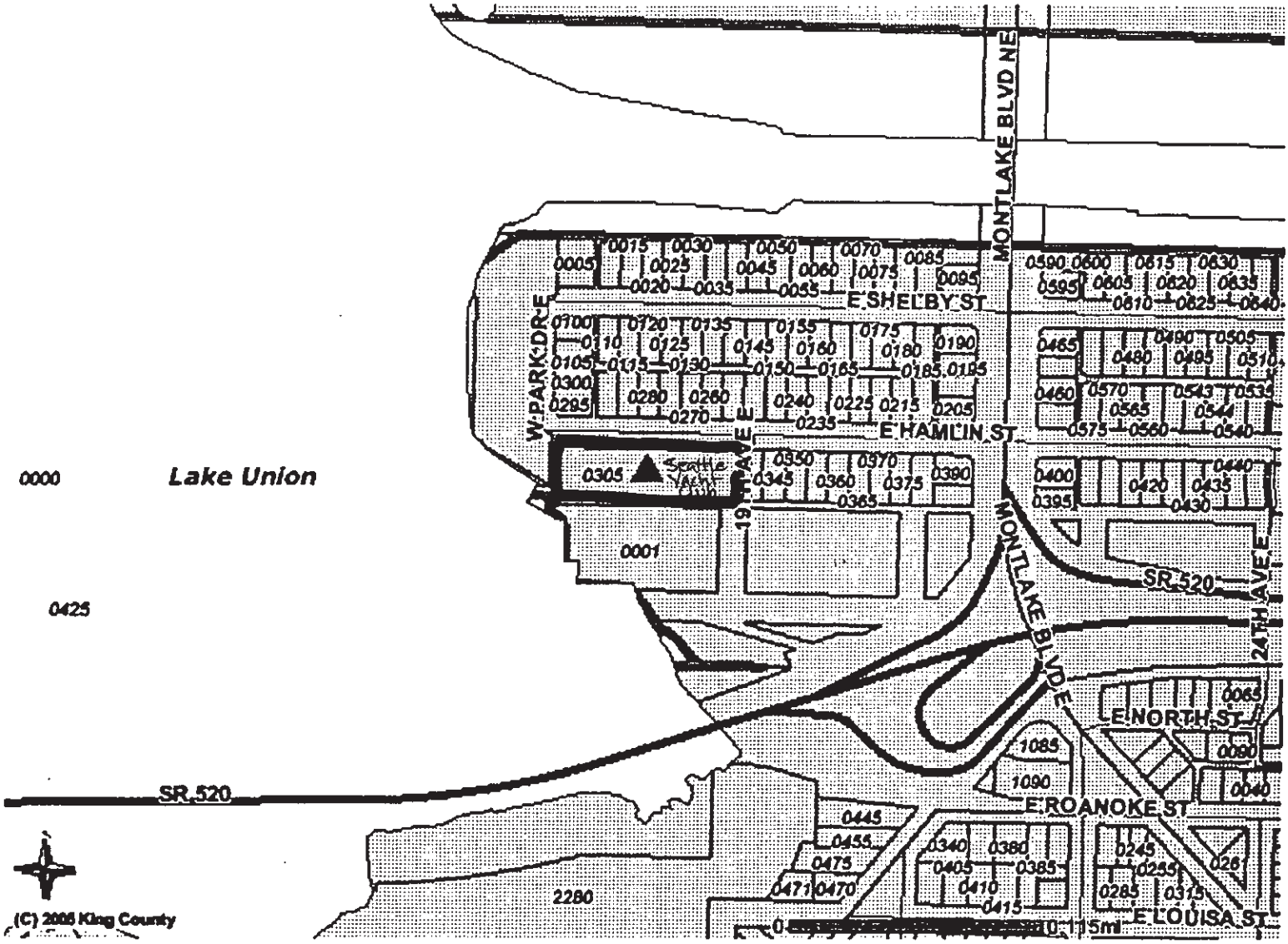
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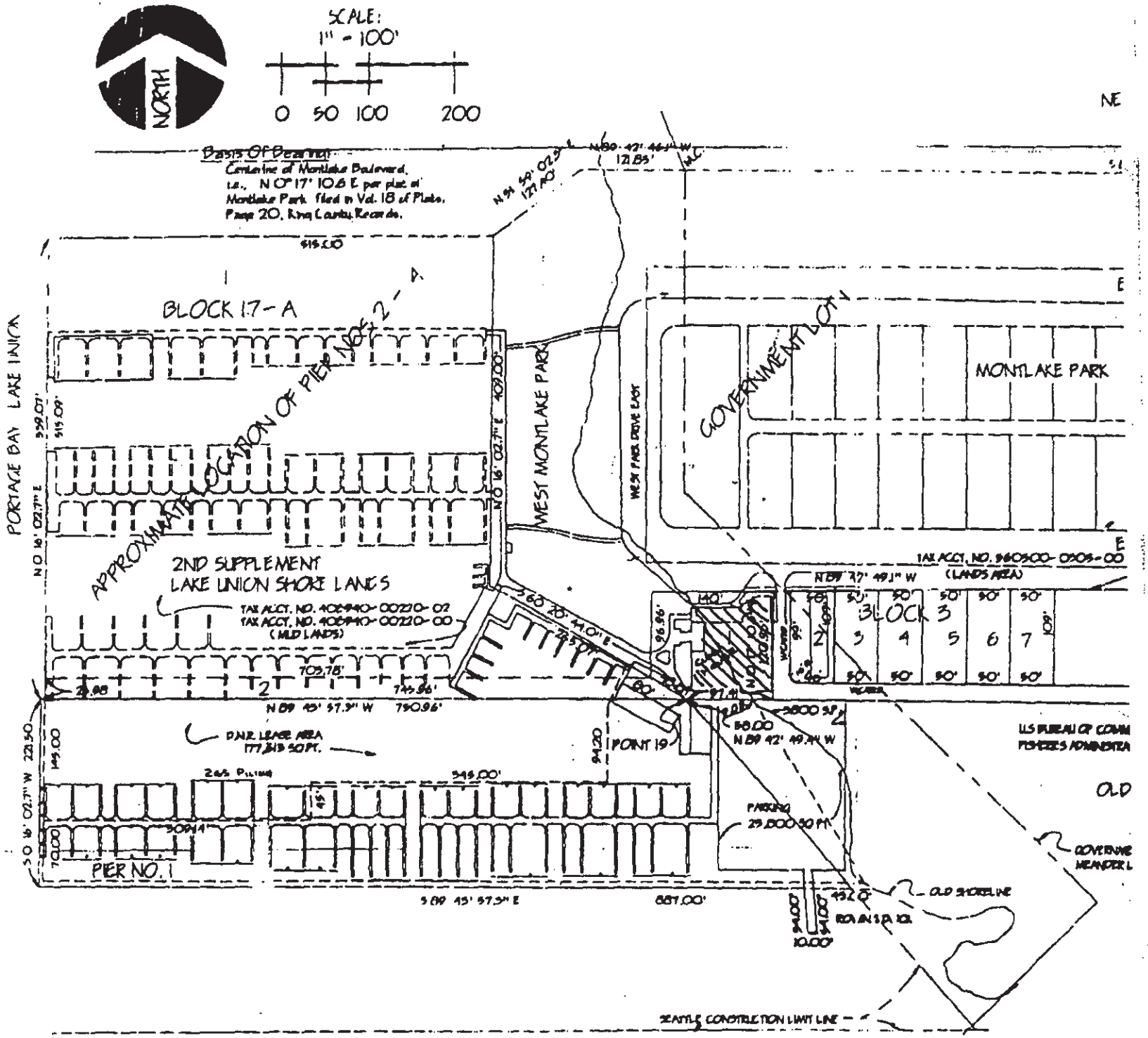
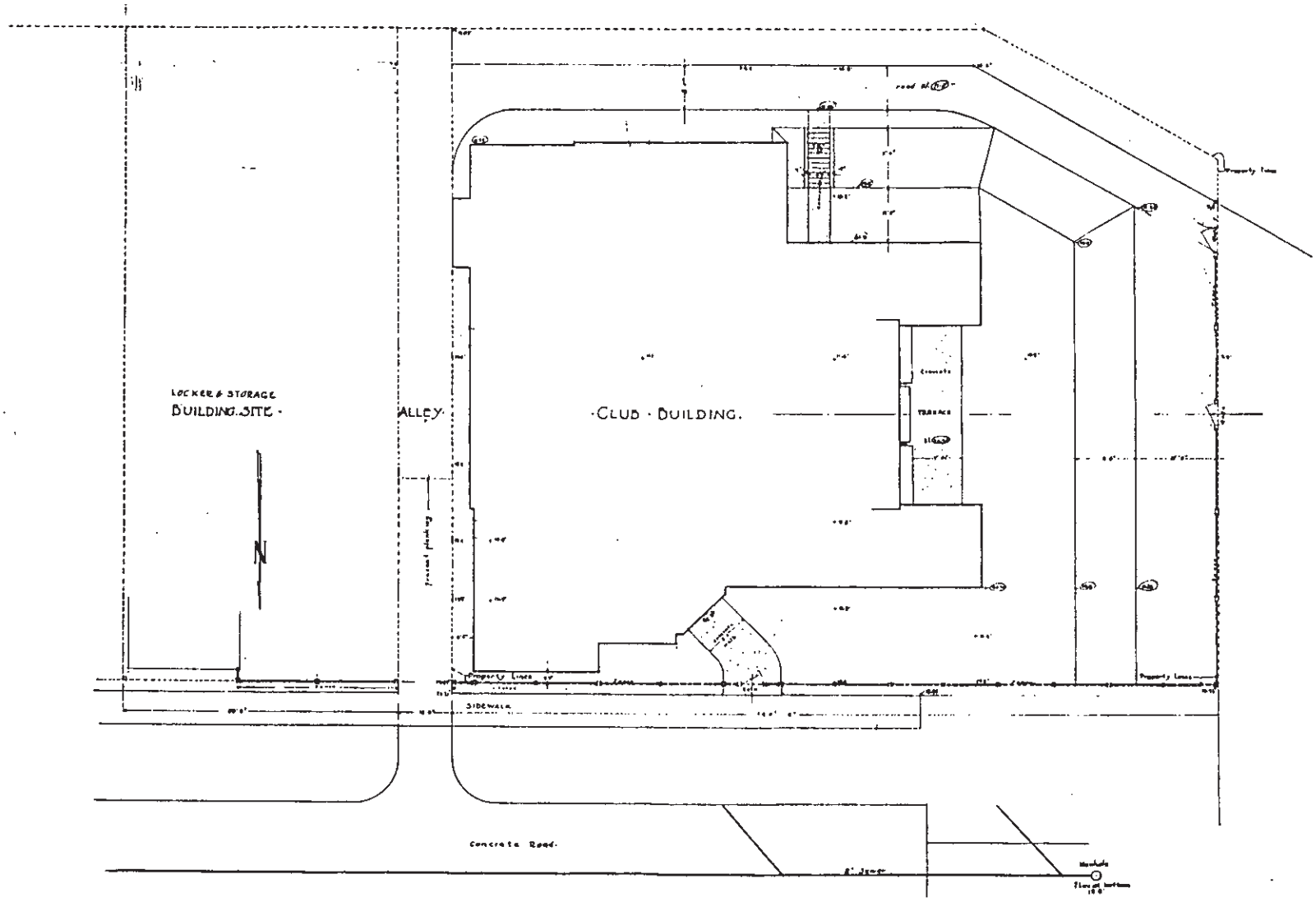


NORTH
SCALE:
1" = 100'
0 50 100 200
Basis Of Bearing:
Centerline of Montlake Boulevard,
i.e., N 0° 17' 10.6 E per plat of
Montlake Park filed in Vol. 18 of Plats,
Page 20, King County Records.
BLOCK 17-A
APPROXIMATE LOCATION OF PIER NOS. 2-A
PORTAGE BAY LAKE UNION
WEST MONTLAKE PARK
WEST PARK DRIVE EAST
GOVERNMENT LOT 1
MONTLAKE PARK
2ND SUPPLEMENT
LAKE UNION SHORE LANDS
TAX ACCT. NO. 406940-00220-02
TAX ACCT. NO. 406940-00220-00
(MUD LANDS)
TAX ACCT. NO. 960500-0305-00
(LANDS AREA)
BLOCK 3
POINT 19
PIER NO. 1
OLD SHORELINE
SEATTLE CONSTRUCTION LIMIT LINE



PLOT PLAN

CLUB BUILDING

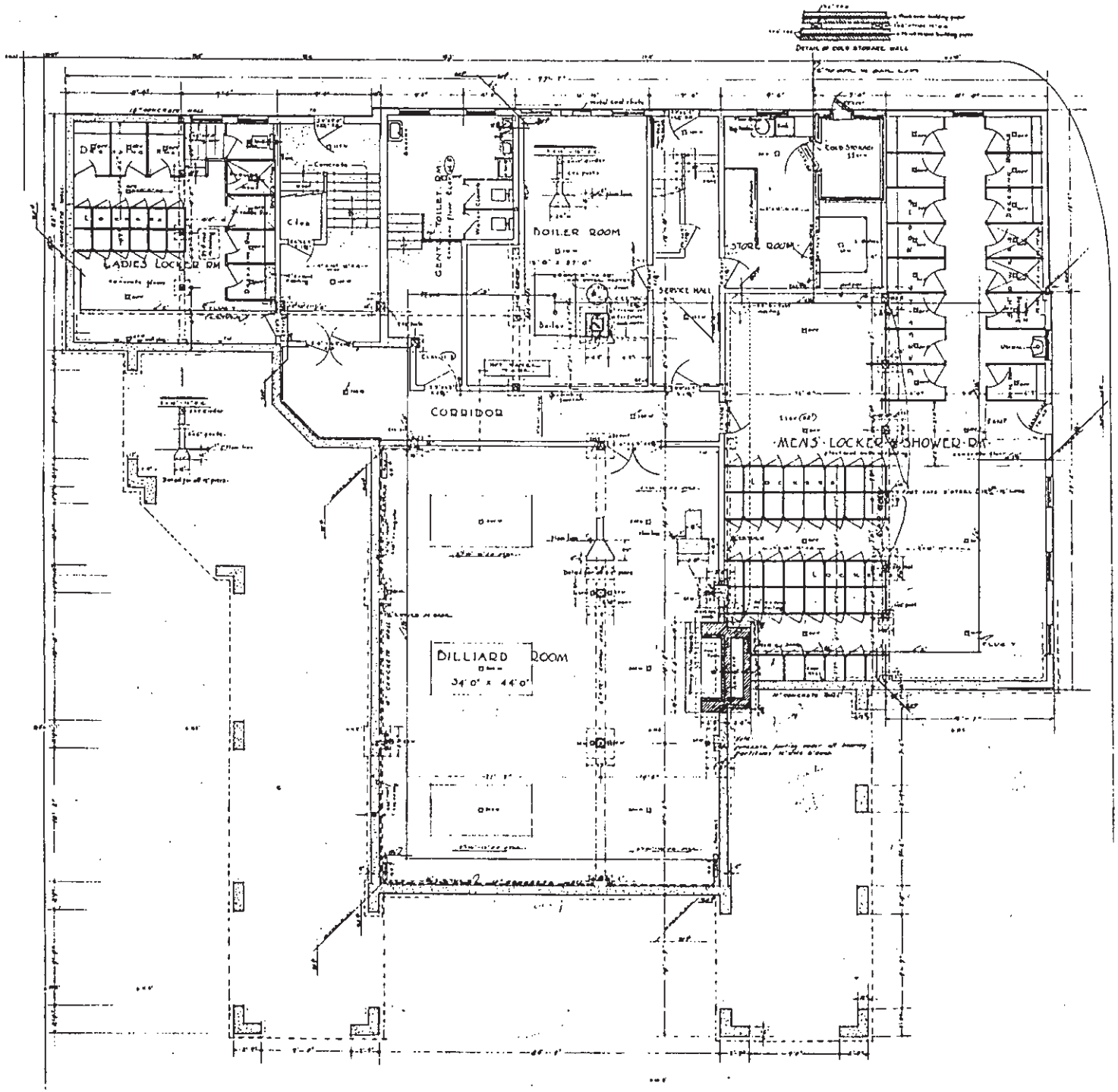
FOR THE

SEATTLE YACHT CLUB

AT MONTLAKE PARK ON LAKE WASHINGTON

SCALE 1/8" = 1'0"

SHEET NO. 1



BASEMENT PLAN

CLUB BUILDING

FOR THE SEATTLE YACHT CLUB

AT MONTLAKE, PARK ON LAKE UNION

DRAWN BY L.S. HAHN

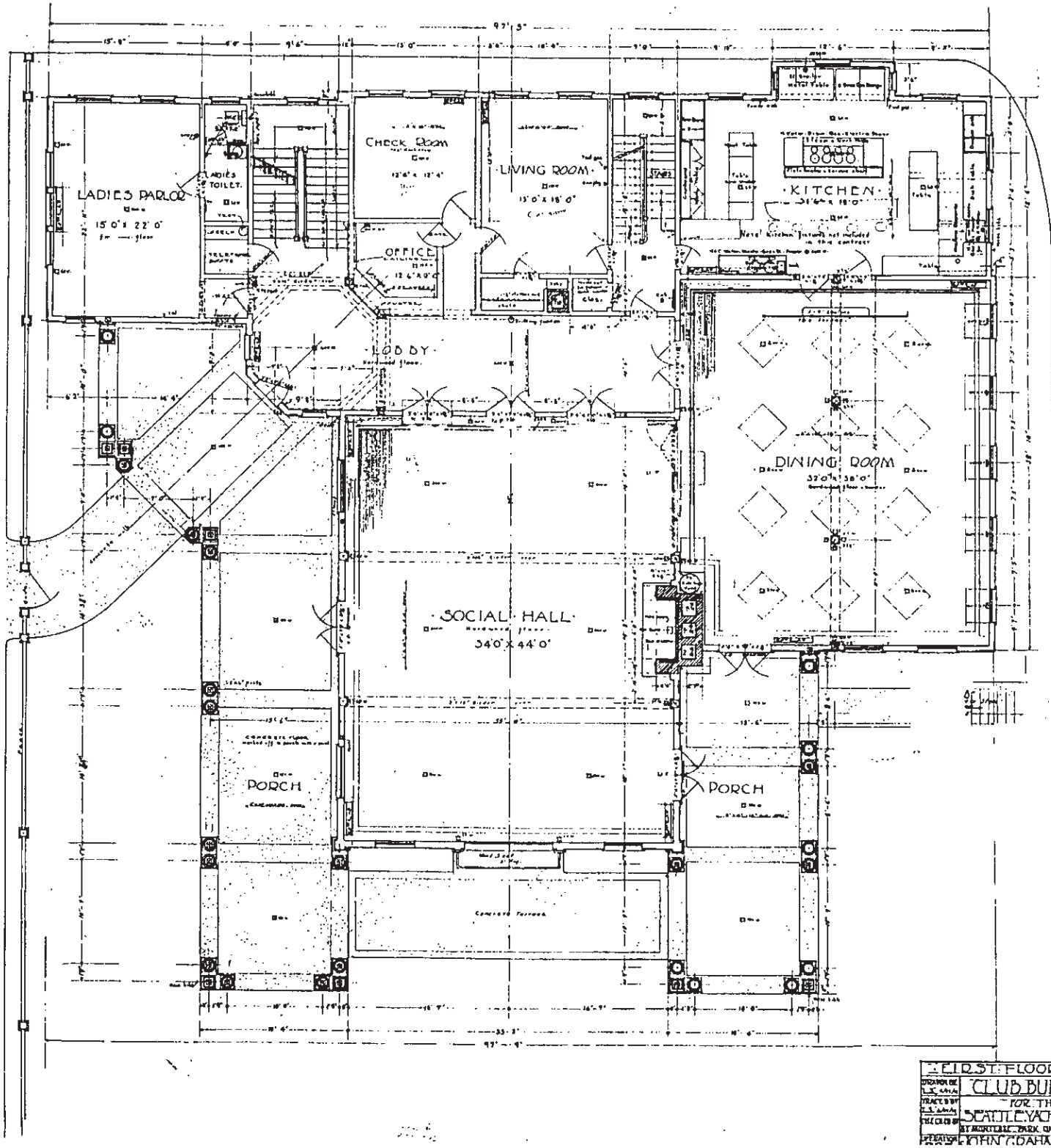
TRACED BY L.S. HAHN

CHECKED BY

DESIGNED BY JOHN C. GRAHAM

SCALE 1/4"=1'-0"

SHEET No 2



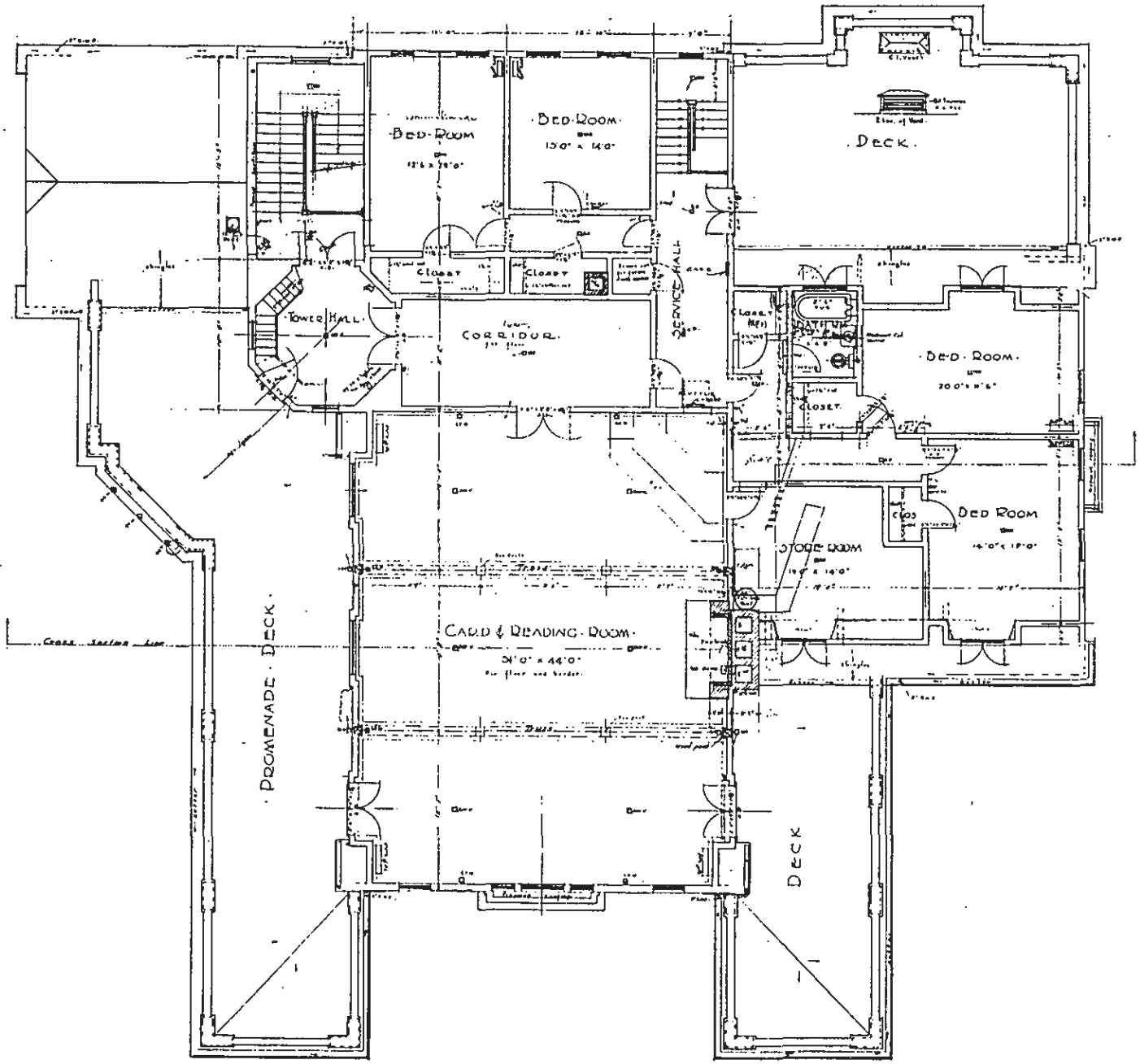
FIRST FLOOR PLAN

CLUB BUILDING
FOR THE
SEATTLE YACHT CLUB
ST MYRTLE PARK ON LAKE UNION

JOHN GRAHAM

SCALE 1/8" = 1'0"

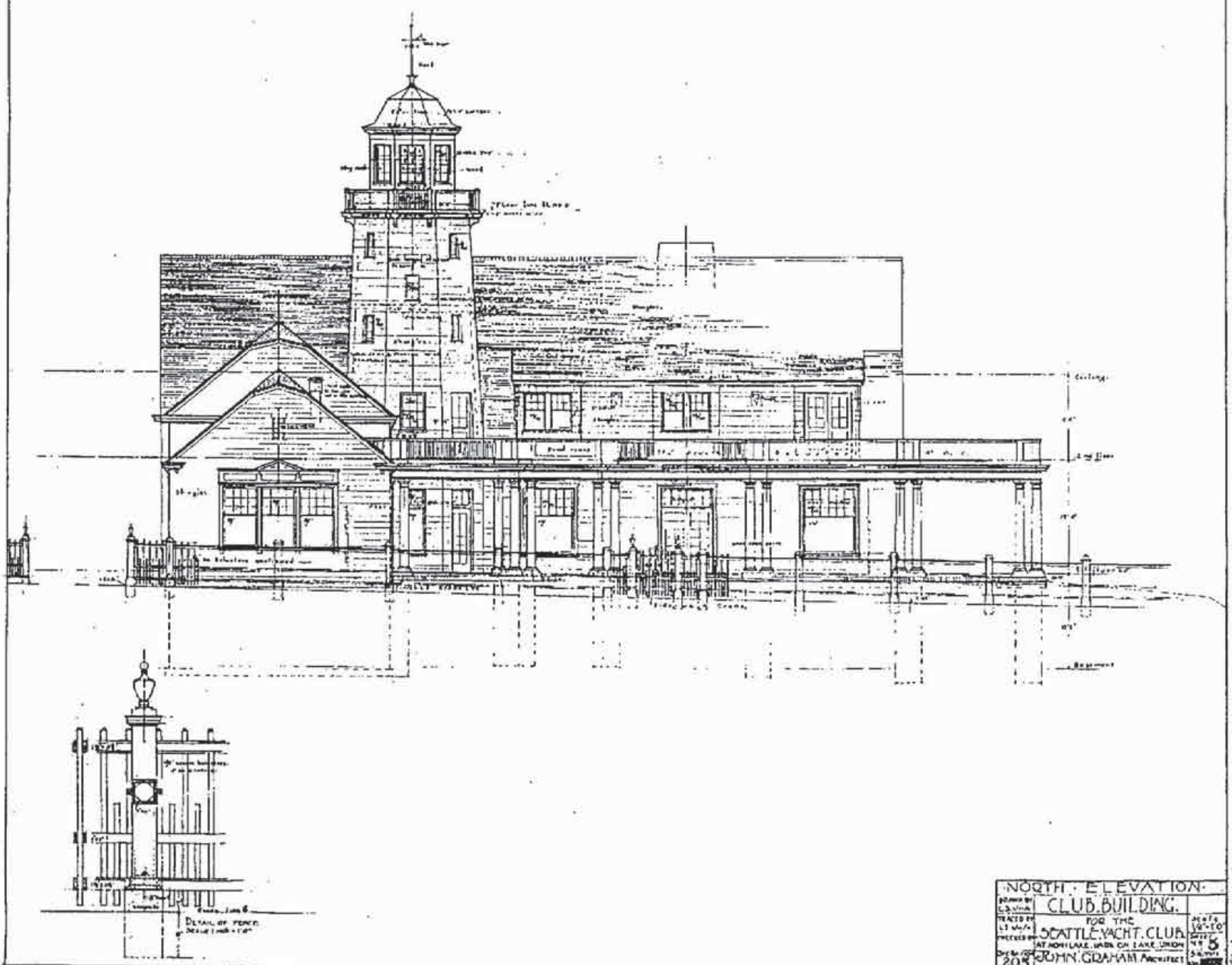
No 3



SECOND FLOOR PLAN.

CLUB BUILDING
FOR THE
SEATTLE YACHT CLUB
AT MONTLAKE PARK ON LAKE UNION

SCALE 1/8"=1'0"
SHT. NO. 4



NORTH · ELEVATION ·

CLUB BUILDING.

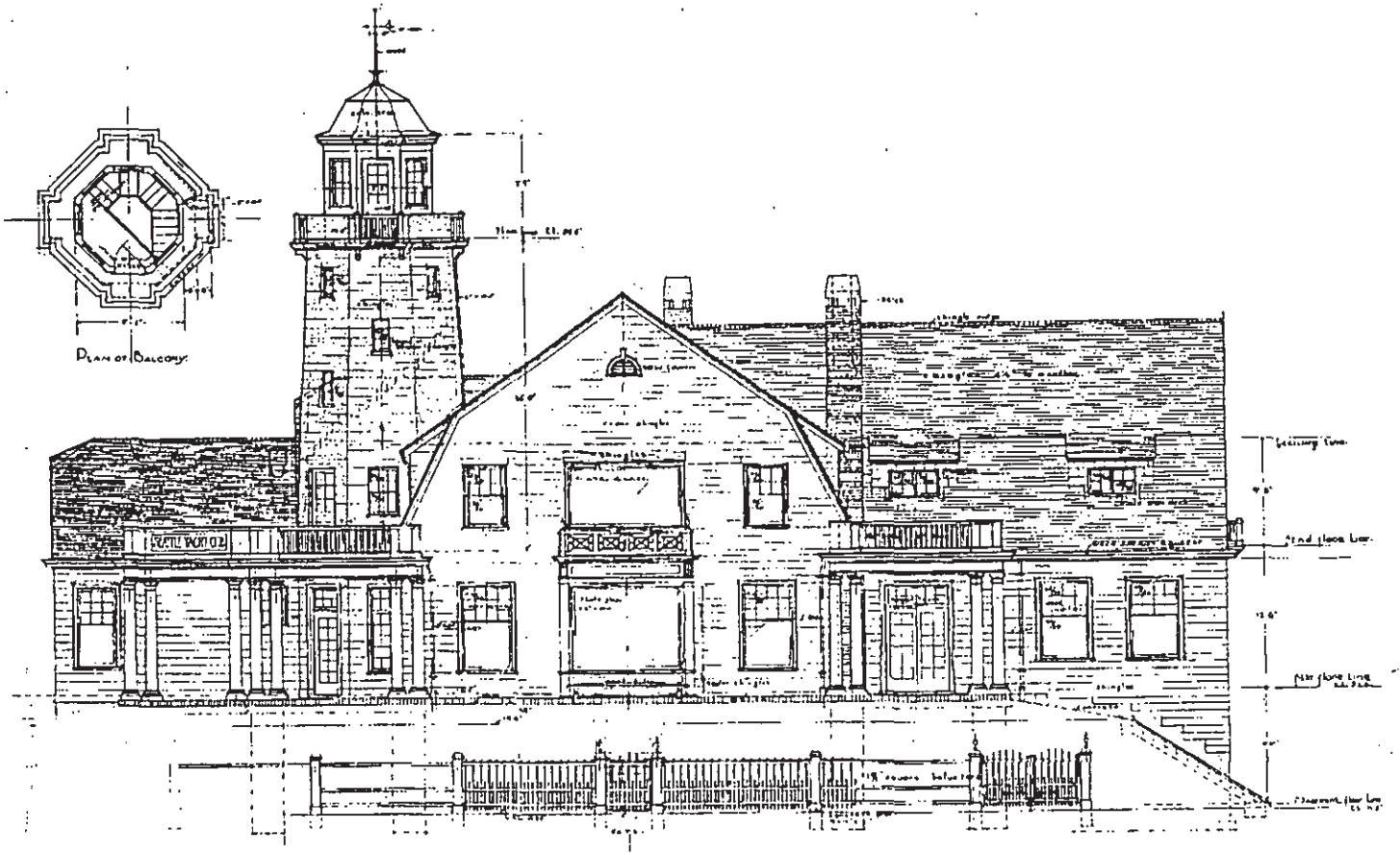
FOR THE

SEATTLE YACHT CLUB

AT NON LAKE, UNION ON LAKE UNION

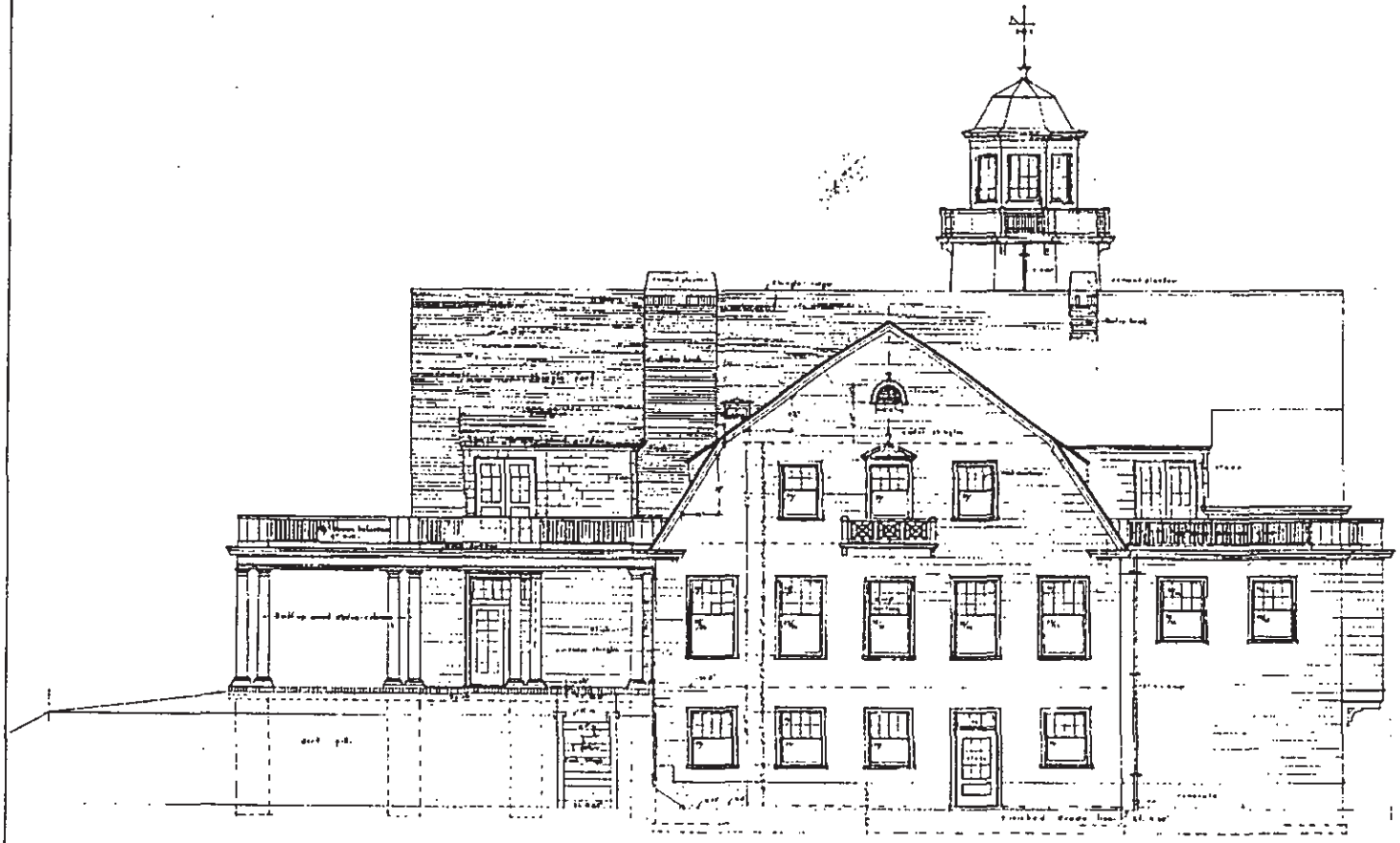
JOHN GRAHAM ARCHITECT

205



WEST ELEVATION

WEST ELEVATION		
DRAWN BY L.S.	CLUB BUILDING	
TRACED BY L.S.	FOR THE	SCALE 1/8" = 1'-0"
CHECKED BY	SEATTLE YACHT CLUB	SHEET NO. 6
	AT FRONT LAKE PARK ON LAKE UNION	
CHECKED BY 203	JOHN GRAHAM ARCHITECT	SHEET NO. [redacted]



SOUTH ELEVATION

CLUB BUILDING

FOR THE

SEATTLE YACHT CLUB

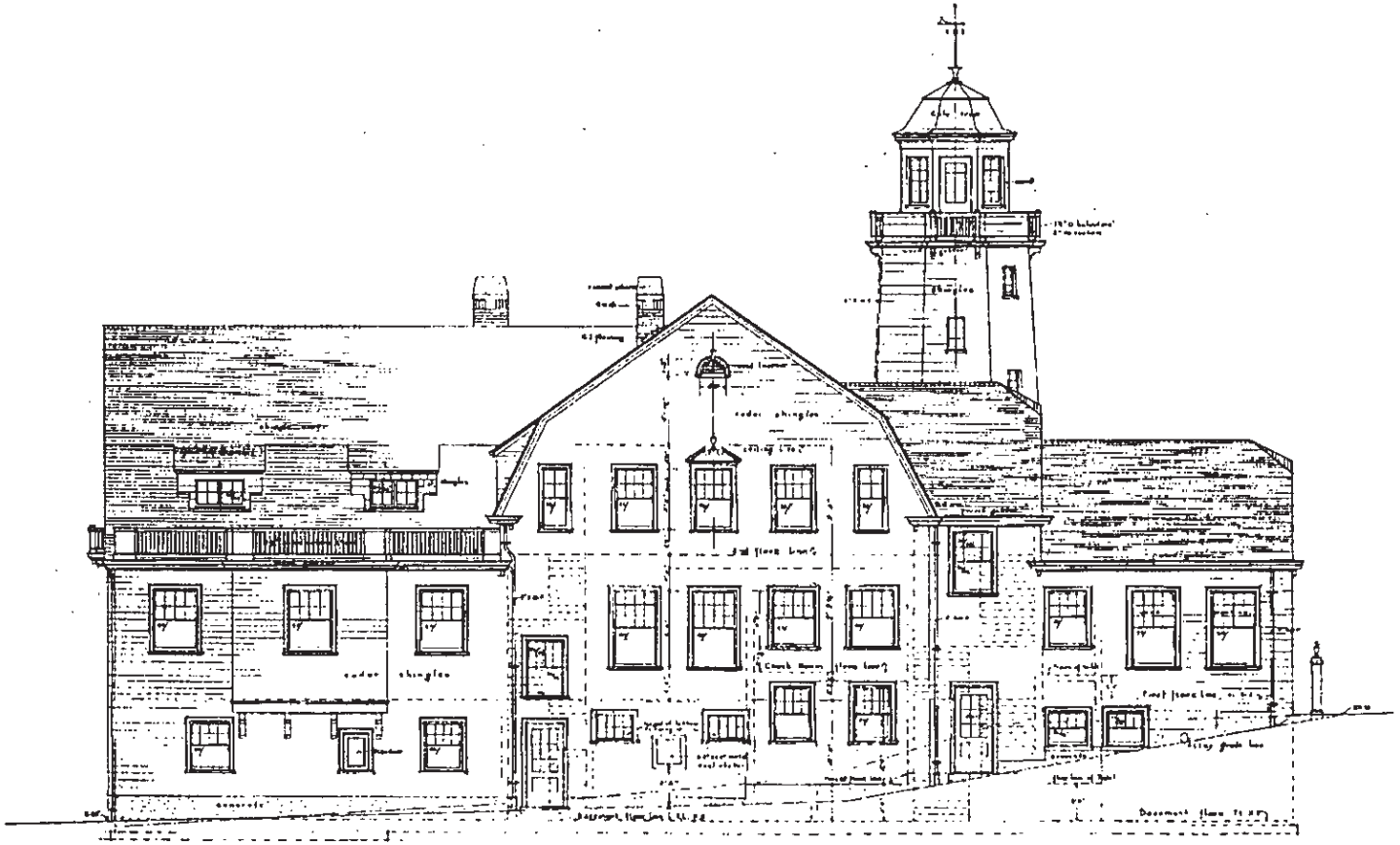
AT MONTLAKE PARK ON LAKE UNION

JOHN GRAHAM

SCALE 1/8" = 1'-0"

SHEET No. 7

205



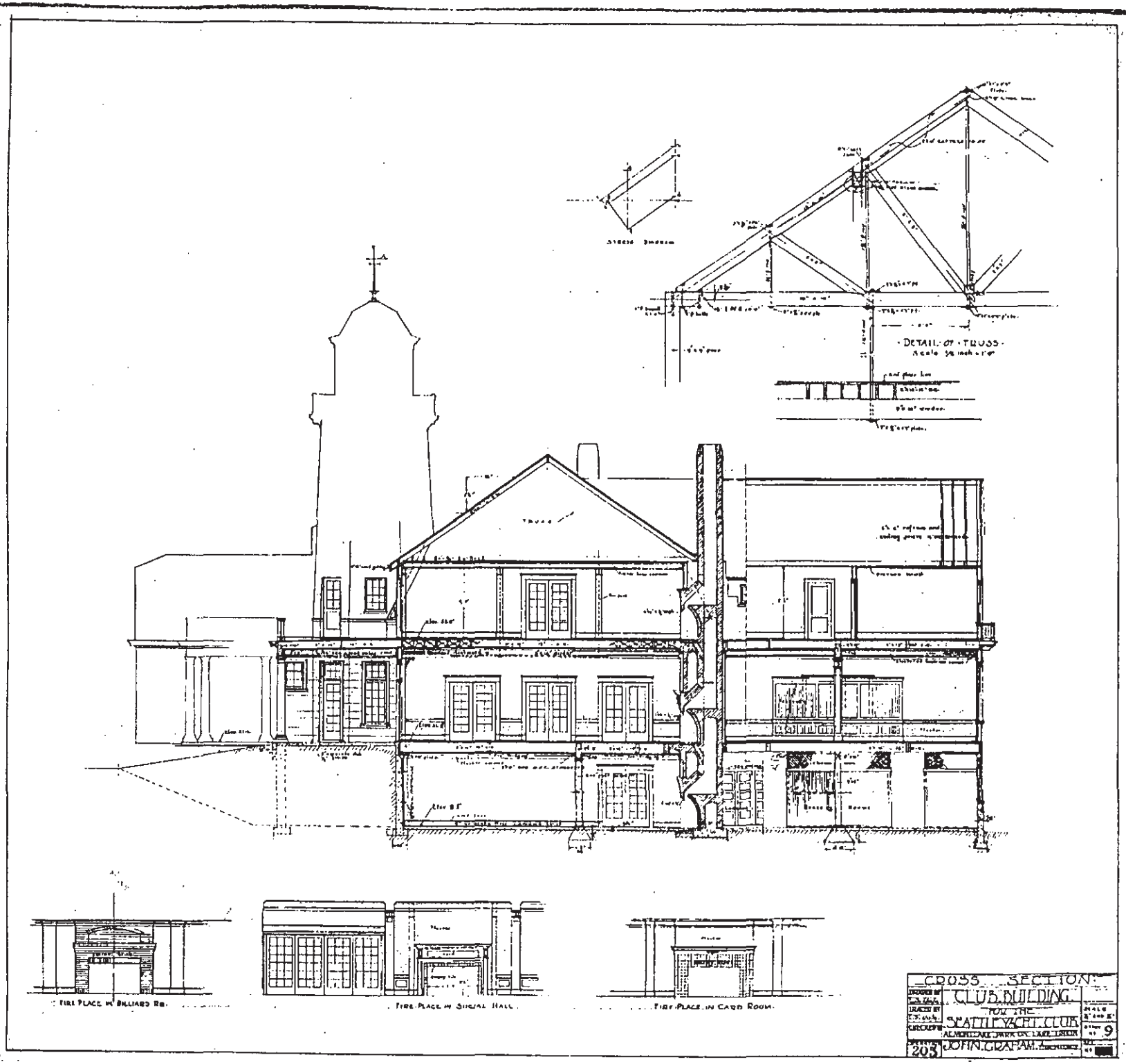
EAST ELEVATION

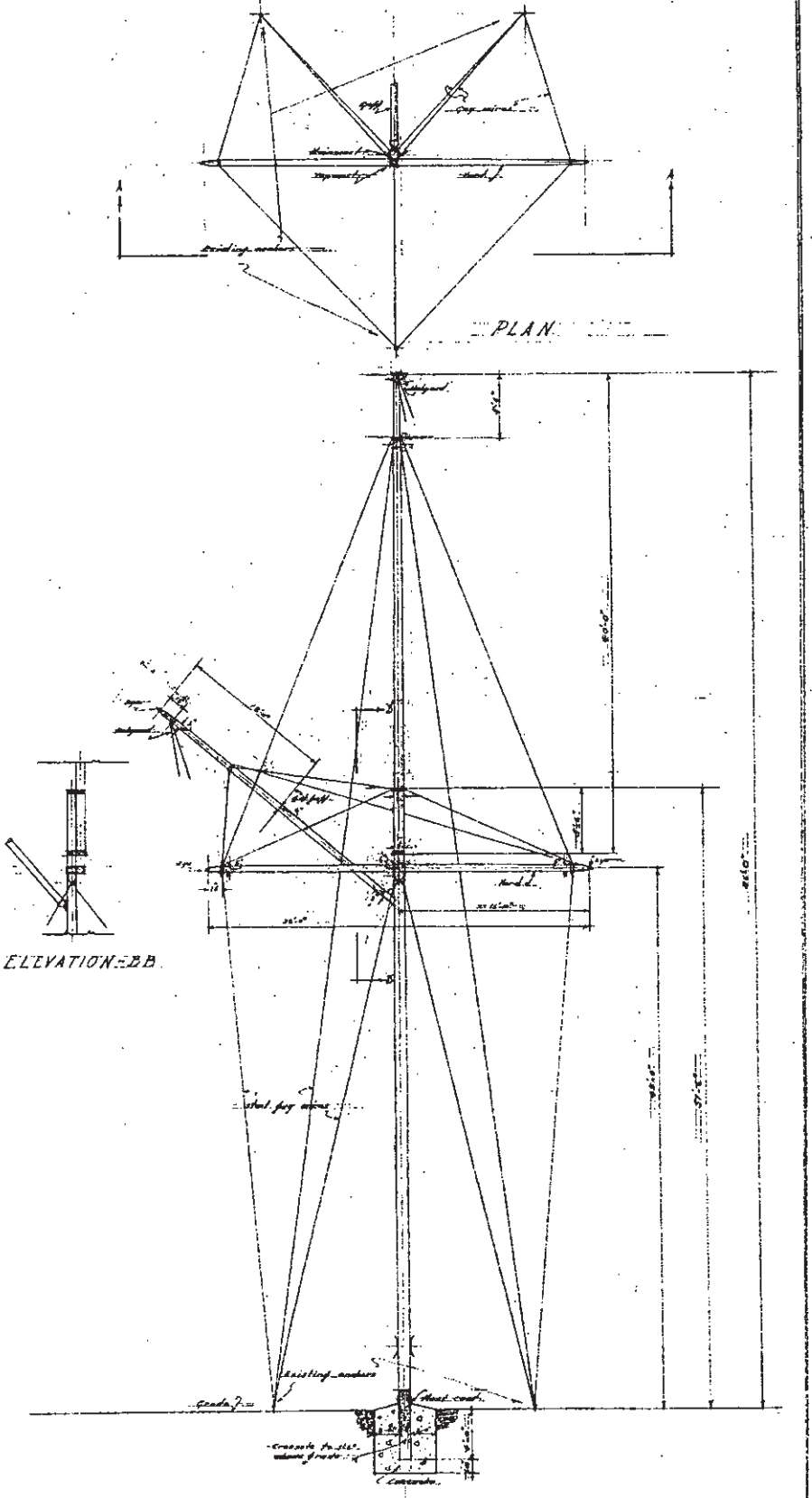
CLUB BUILDING

SEATTLE YACHT CLUB

JOHN GRAHAM

8

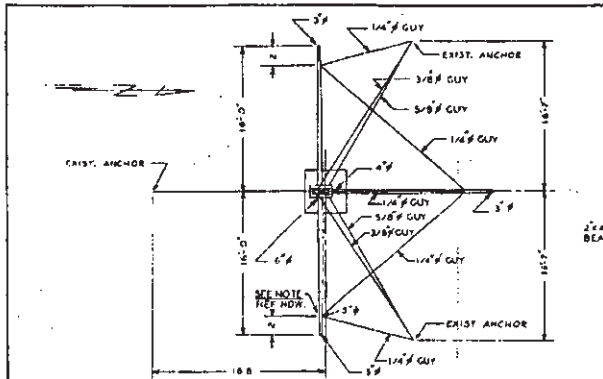

DETAIL OF TRUSS
Scale 1/8 inch = 1'-0"
FIRE PLACE IN BILLIARD RM.
FIRE PLACE IN SOCIAL HALL
FIRE PLACE IN CARD ROOM
CROSS SECTION
CLUB BUILDING
FOR THE
SEATTLE YACHT CLUB
ALMOND LAKE PARK ON LAKE UNION
JOHN GRAHAM
203
9

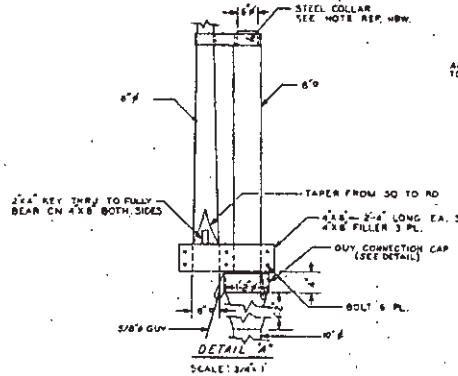


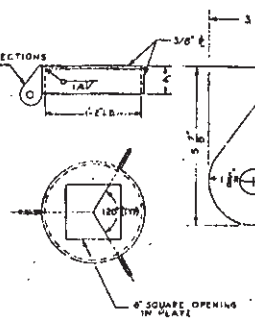
Note - Woodwork to have 3 coats white paint.

SIGNAL MAST
SEATTLE YACHT CLUB
SEATTLE WASHINGTON

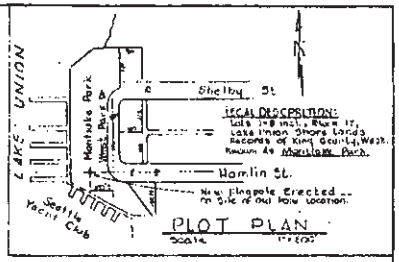
REGISTERED ARCHITECT

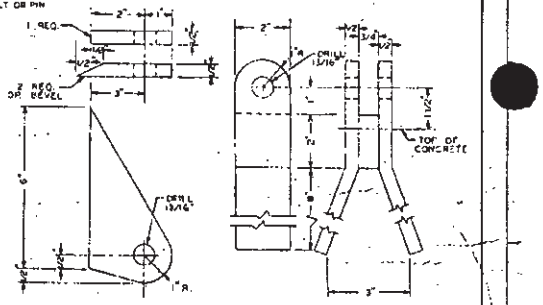


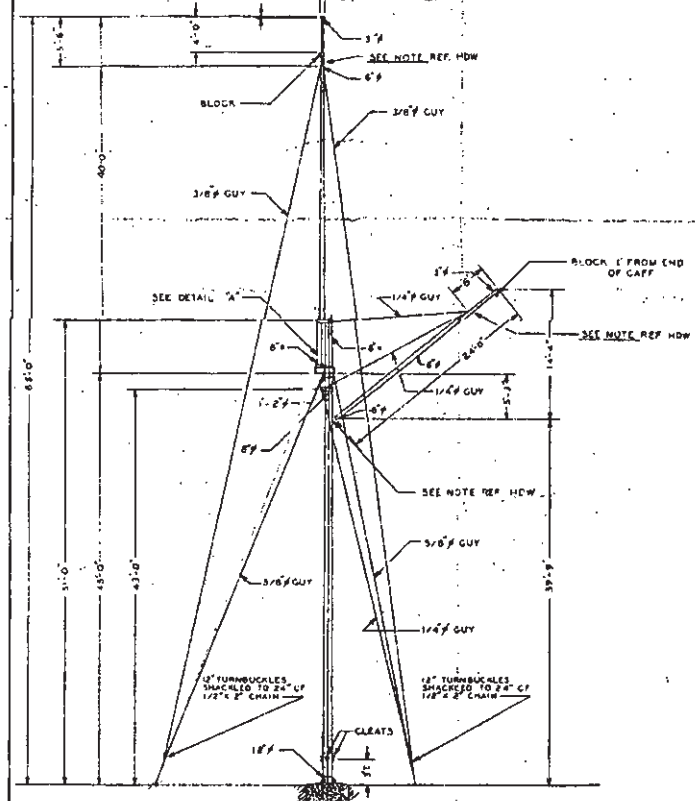


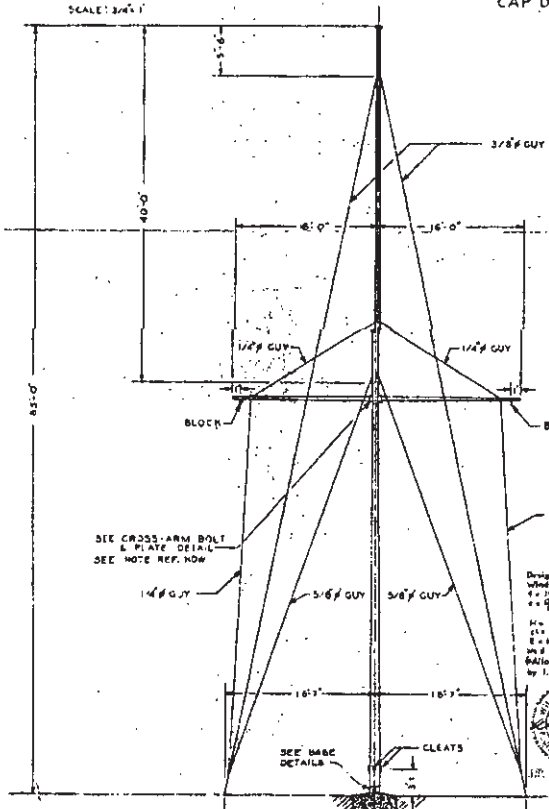


GUY CONNECTION CAP DETAILS

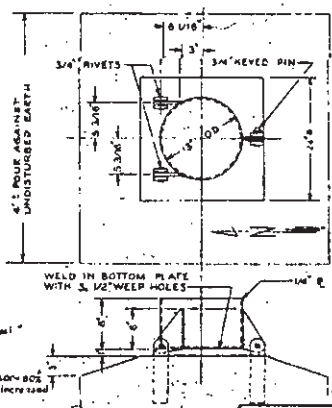








Design Data:
Wind load : 32 psf
f = 1600 psi
f = 1/3 F_b < 1600 psi
Use 120 psi
F_b = 416 psi
E = 1,760,000 psi
Max shear stress = 15,600 = 80% Allowable stresses increased by 1.33 for wind.)



NOTES:
1. The new Flag Pole will be constructed as a duplicate of the previous structure, except for the changes as noted.
2. Hardware will be salvaged from the dismantled structure. Various wood members shall be fabricated to fit the existing hardware.
3. The Base Fitting shall be fabricated in accordance with AISC Specifications for fabrication & erection of structural steel.
4. All cable shall be flexible 6x7 galv. plow steel cable.
5. Wood used in fabricating the Flag Pole shall be Select Structural grade Douglas-fir per the Standard Grading & Dressing Rules for Douglas Fir, West Coast Hemlock, Sitka Spruce (Western Red Cedar, dated March 15, 1956.
6. Concrete base to be poured where previous base was located. Existing anchor blocks will be used for duy anchors.
7. Concrete base to be 2000 psi., formed at the top as detailed. Base anchor bars to be accurately located & held in place while pouring concrete.
8. Flag Pole to be primed painted before erection with 2 coats of Coopman & Campbell No. 11 over appropriate primer, or approved equal or as required by S.Y.C. Color to be determined by S.Y.C.
9. Flag Pole to be fabricated, delivered & erected to the complete satisfaction of the S.Y.C.
10. Base, as detailed, will be new and not to be considered as part of the
11. Flag Pole to be supported adequately when lifting into place.
12. All parts of the mast to be enclosed, by means of steel duct to be painted with "Rust-Oleum" (RECTANGULAR) or equal.
13. Construction to be per Seattle Bldg. Code but "Certified Inspection" not required.

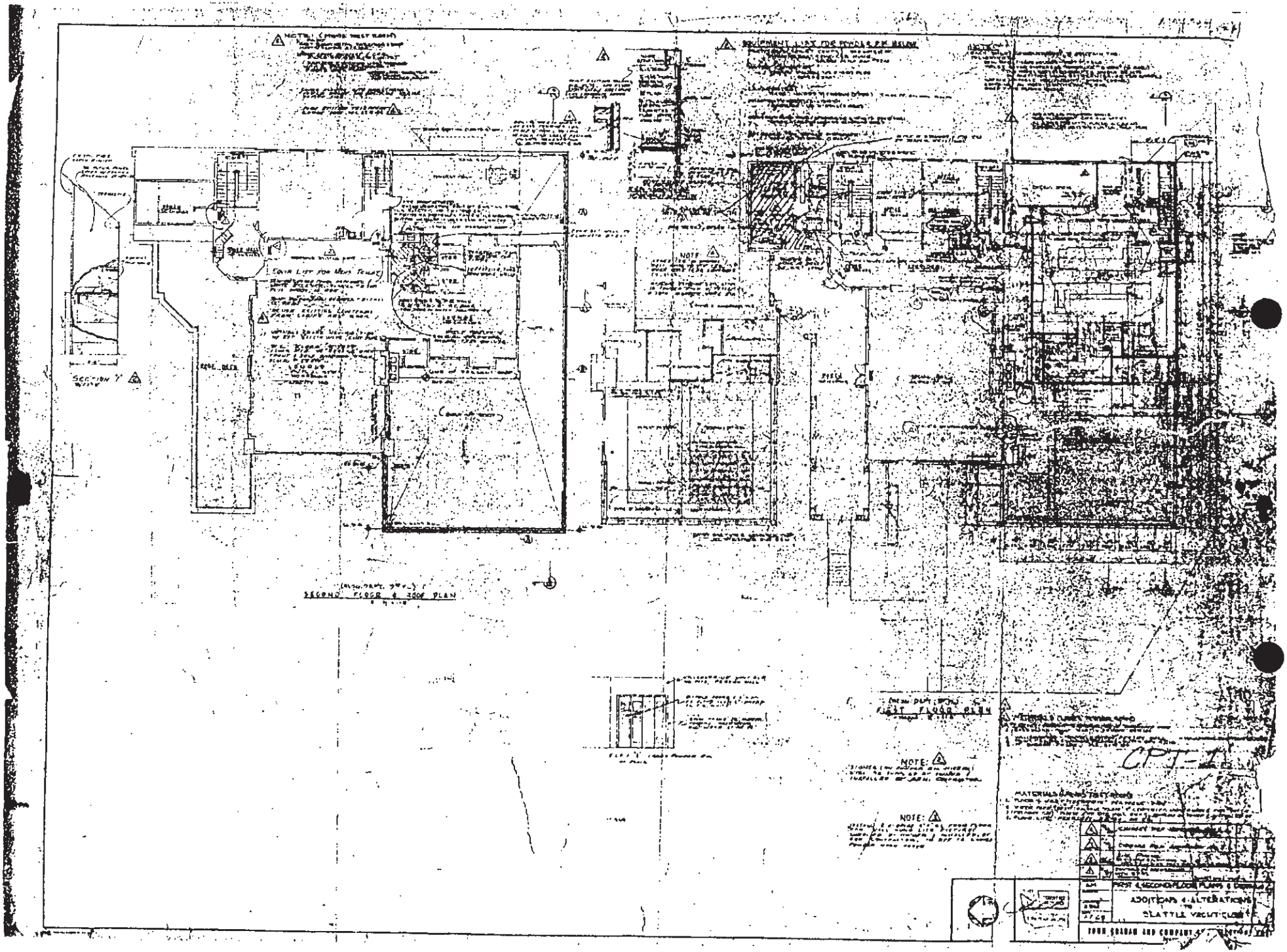
No.	DATE	BY	REVISION
1	2-20-59	RAY	GENERAL REVISION

SEATTLE YACHT CLUB
FLAG POLE DESIGN
ASSEMBLY — DETAILS
WOOD CONST.

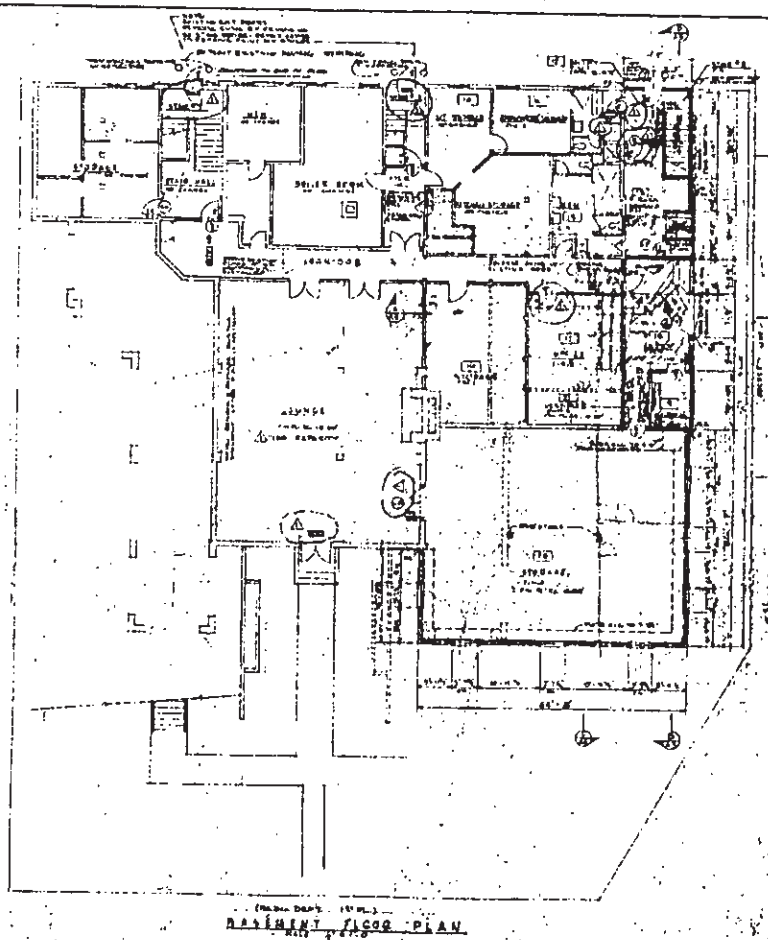
HILL & INGMAN
CONSULTING ENGINEERS
SEATTLE, WASHINGTON

Job No. 1015 | Designed by M.M.M. | Checked by | SHEET 1
Vol. No. | Drawn by R. VICKREY | Approved by 136-X | OF 1
Scale 1/2" & NOTED | Traced by | Date 3-11-59

FILE No.


SECOND FLOOR & ROOF PLAN
NOTE:
NOTE:
CPT-1

SEATTLE YACHT CLUB

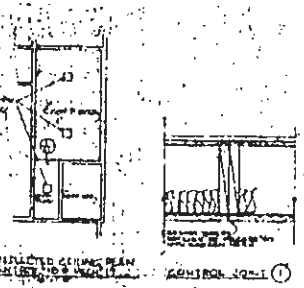


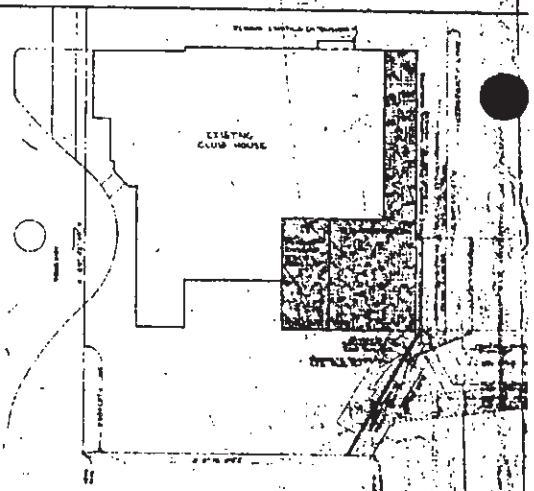
BASEMENT FLOOR PLAN

GENERAL NOTES

FINISH SCHEDULE

SCHEDULE OF INTERIOR FINISH MATERIALS

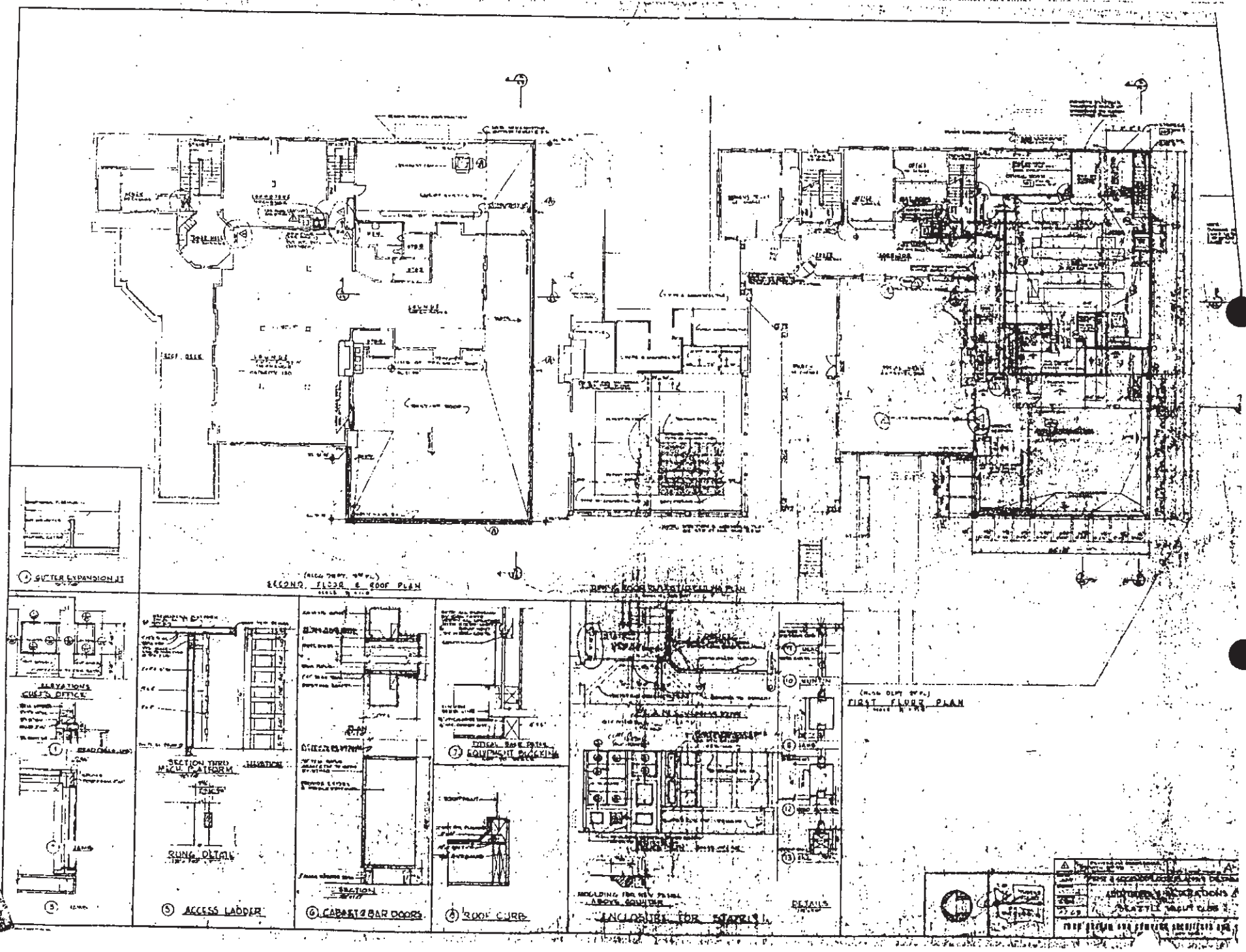


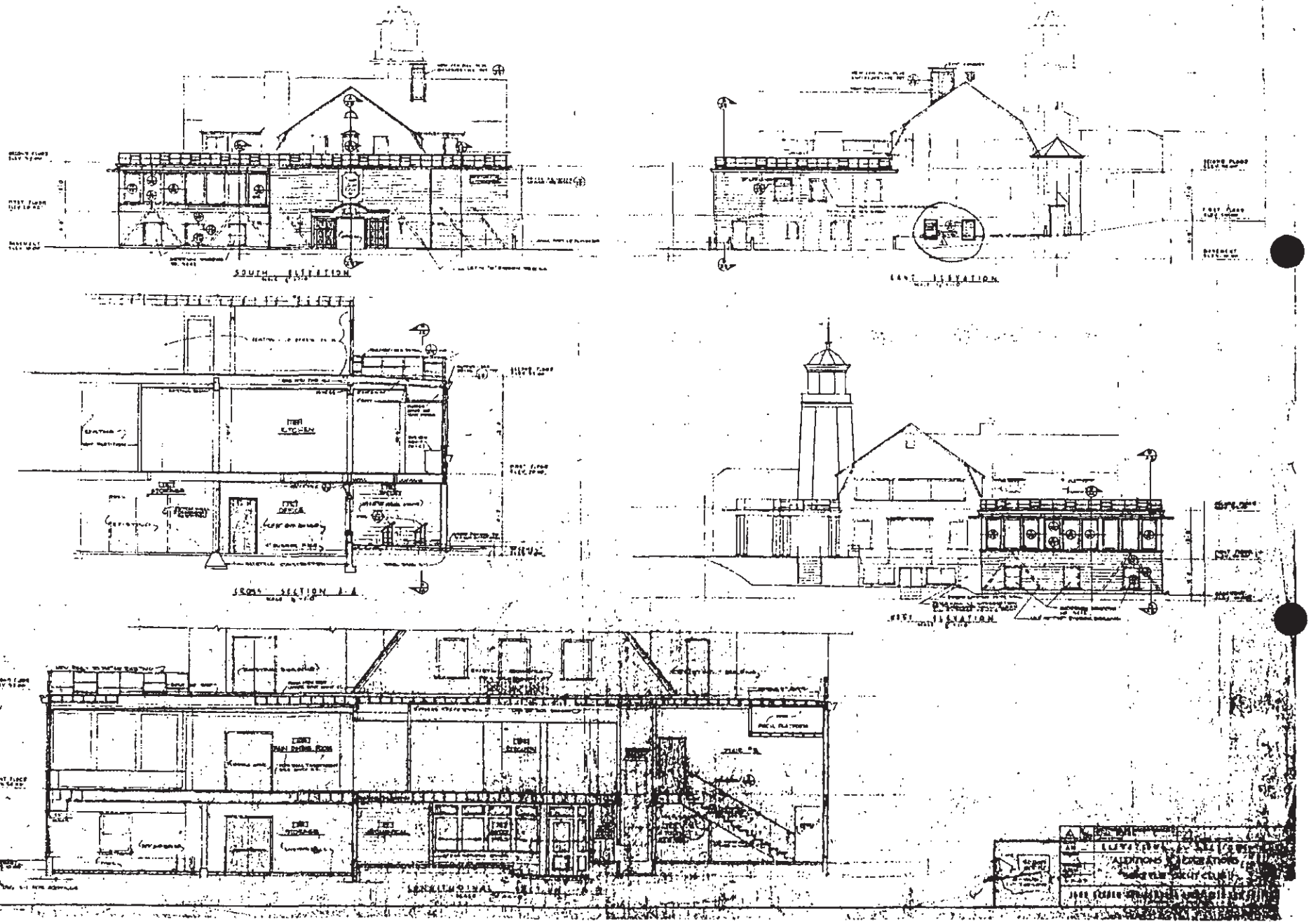


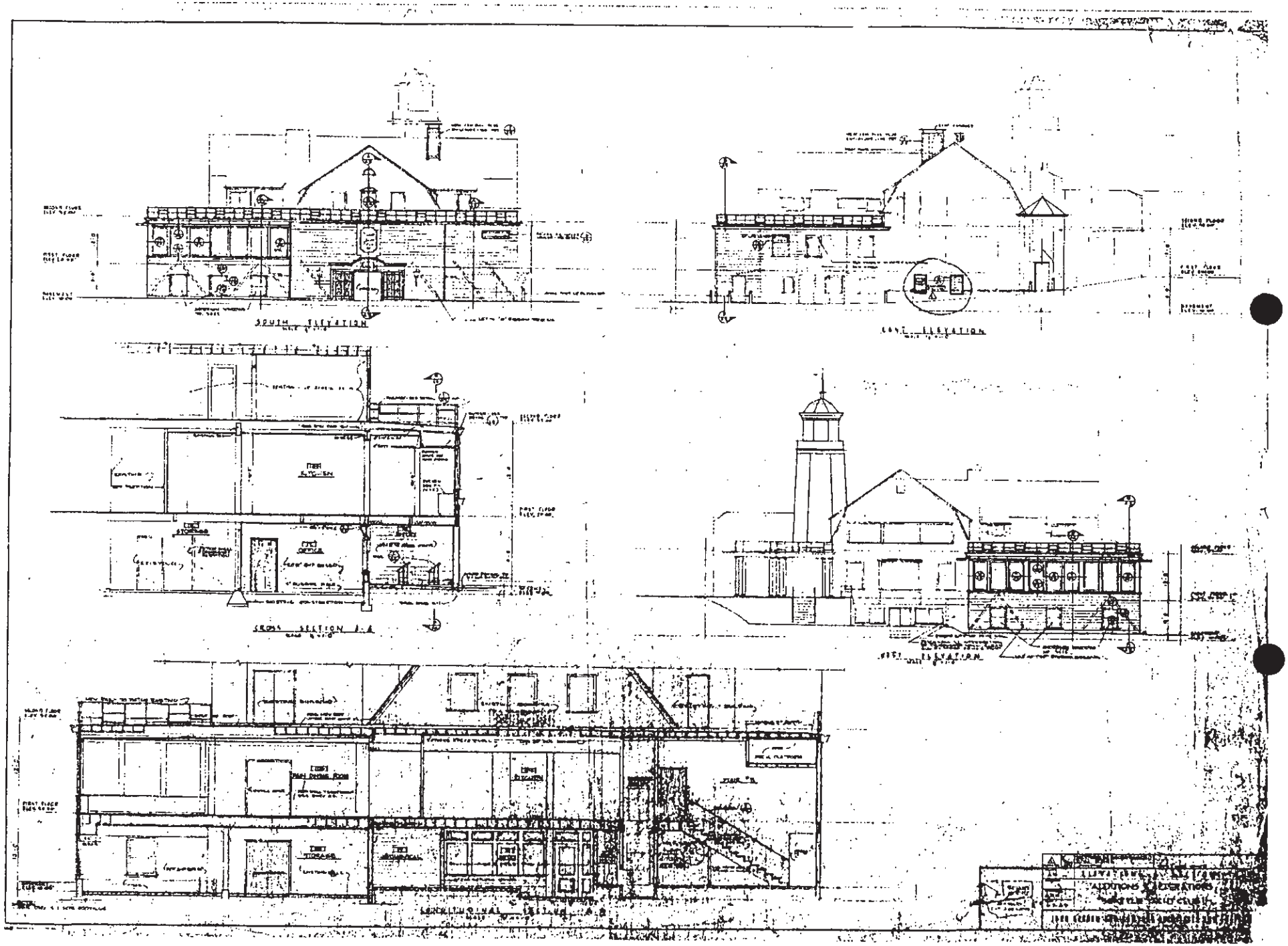
PLOT PLAN

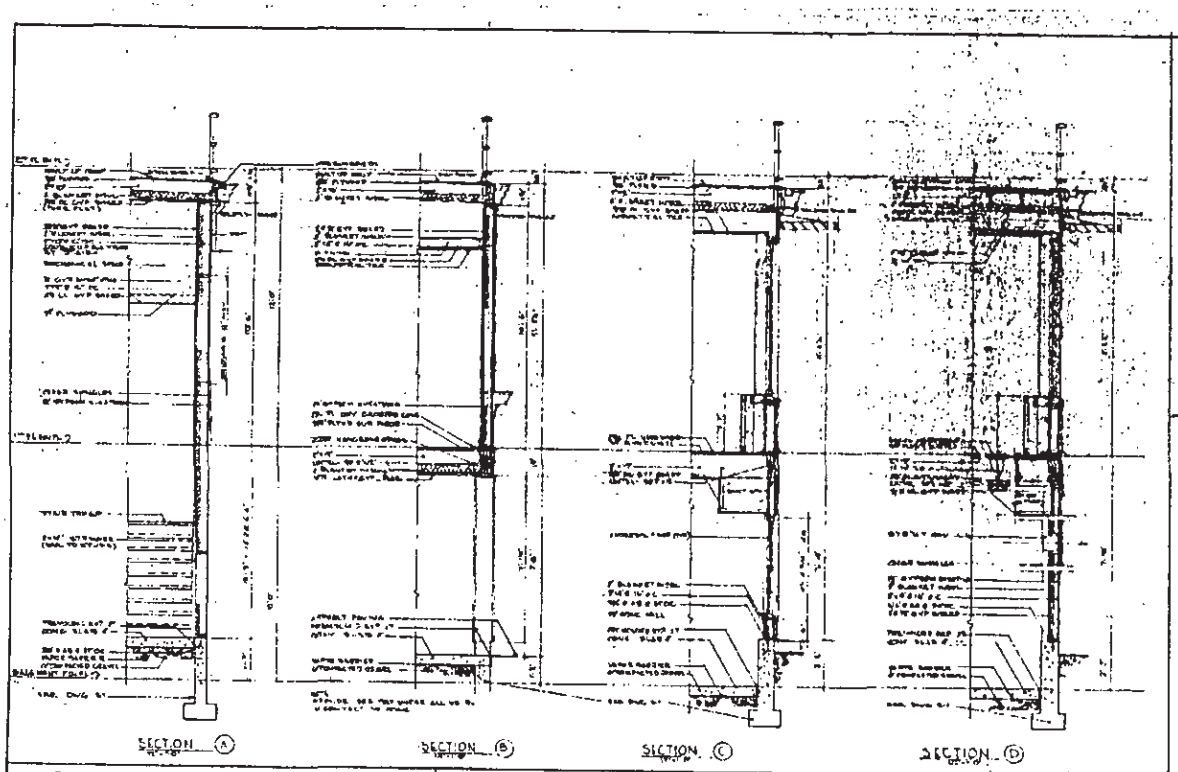
INDEX TO DRAWINGS

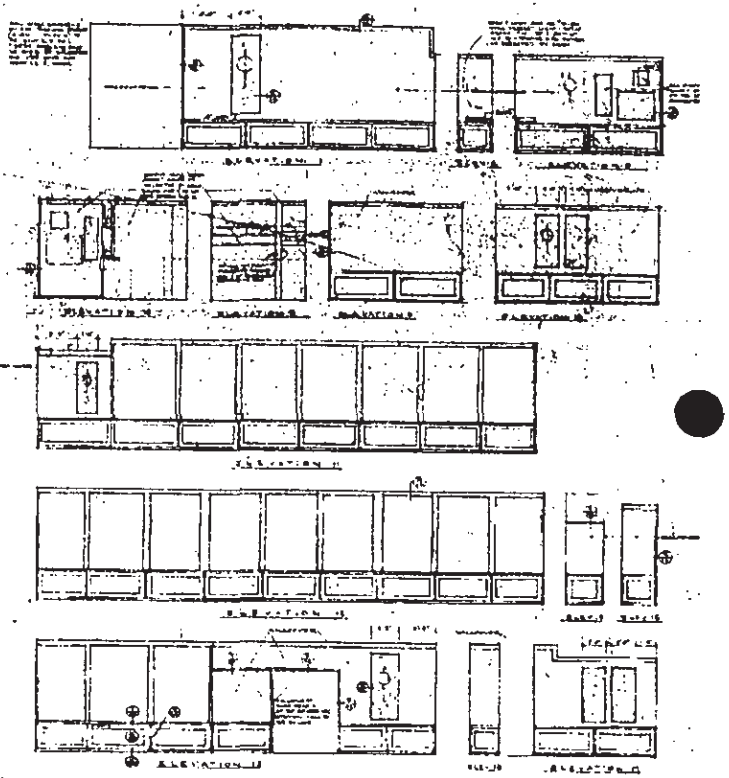
SHEET NO.	TITLE
A1	PLOT PLAN, BASEMENT PLAN & SCHEDULES
A2	FIRST & SECOND FLOOR PLANS & DETAILS
A3	ELEVATIONS & SECTIONS
A4	WALL SECTIONS & MISCELLANEOUS DETAILS
A5	DETAILS
S1	FRAMING PLANS & DETAILS
M1	BASEMENT, KITCHEN & PLOT PLANS
M2	FIRST & SECOND FLR PLANS & SCHEDULES
E1	PLOT PLAN, BASEMENT & KITCHEN FLR. PLANS
E2	ROOF, FIRST FLOOR PLANS & DETAILS

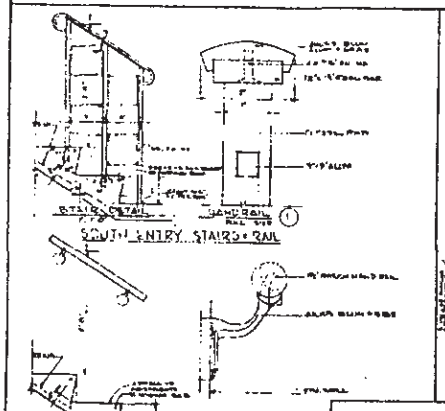

SECOND FLOOR & ROOF PLAN
FIRST FLOOR PLAN
SECTION THRU MACH. PLATFORM
ELEVATION
RUNG DETAIL
ACCESS LADDER
CABARET BAR DOORS
ROOF CURB
ENCLOSURE FOR STAIRS
DETAILS

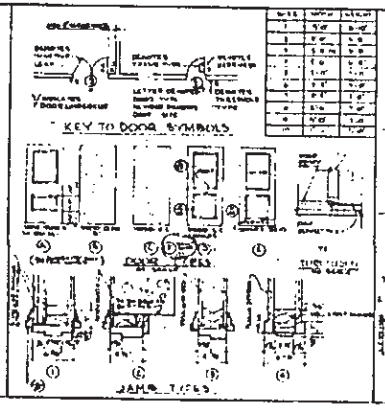


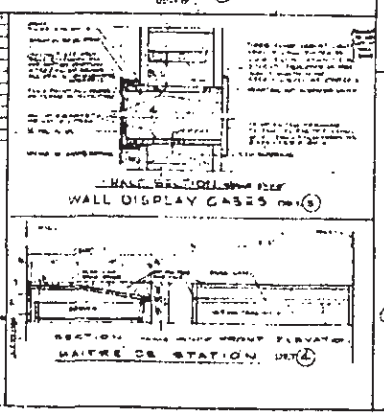


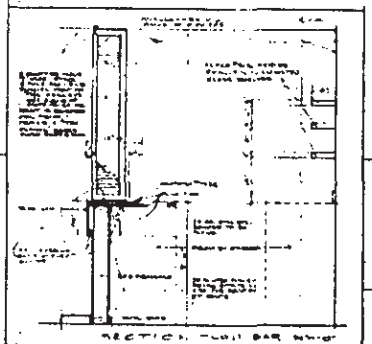


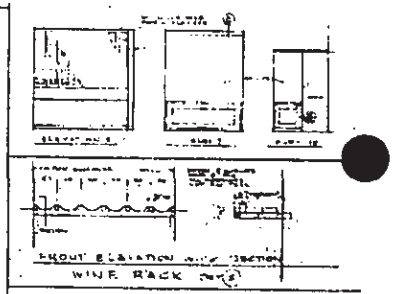


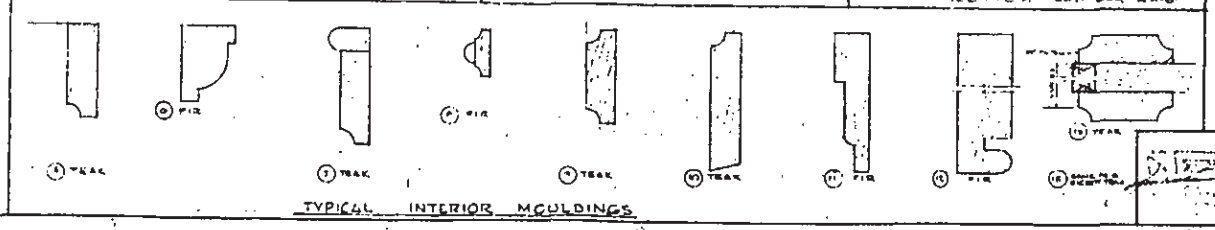




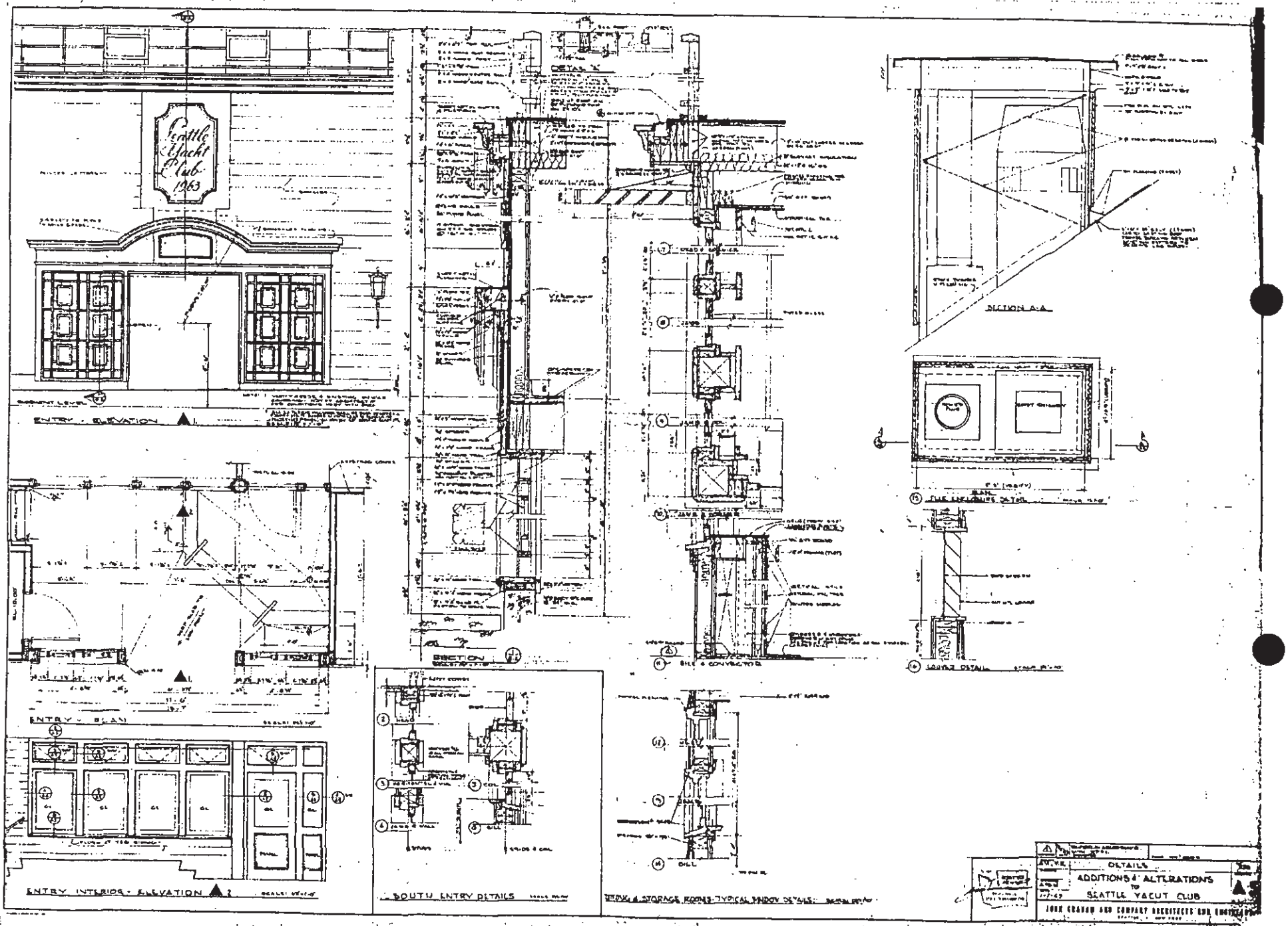


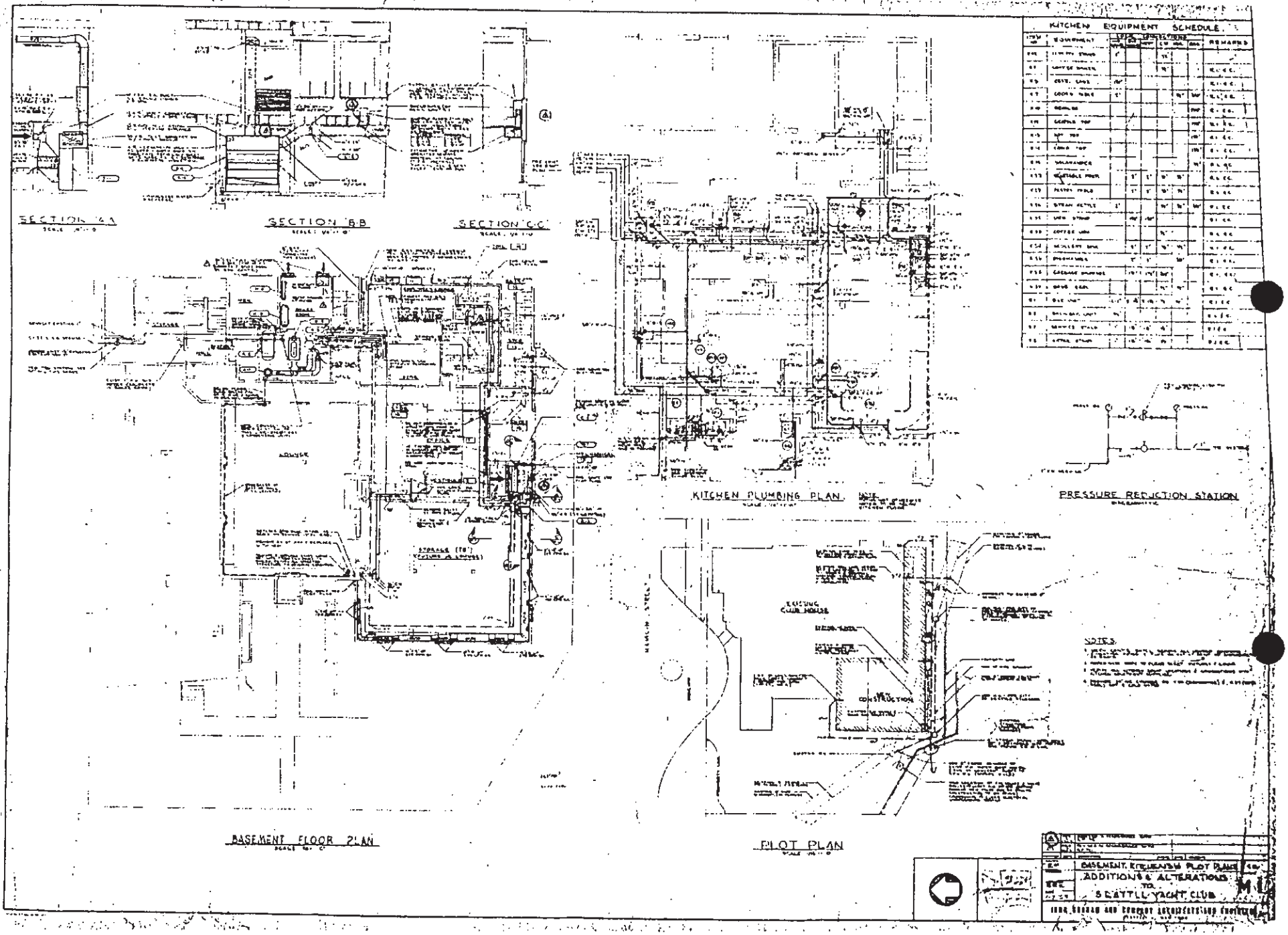


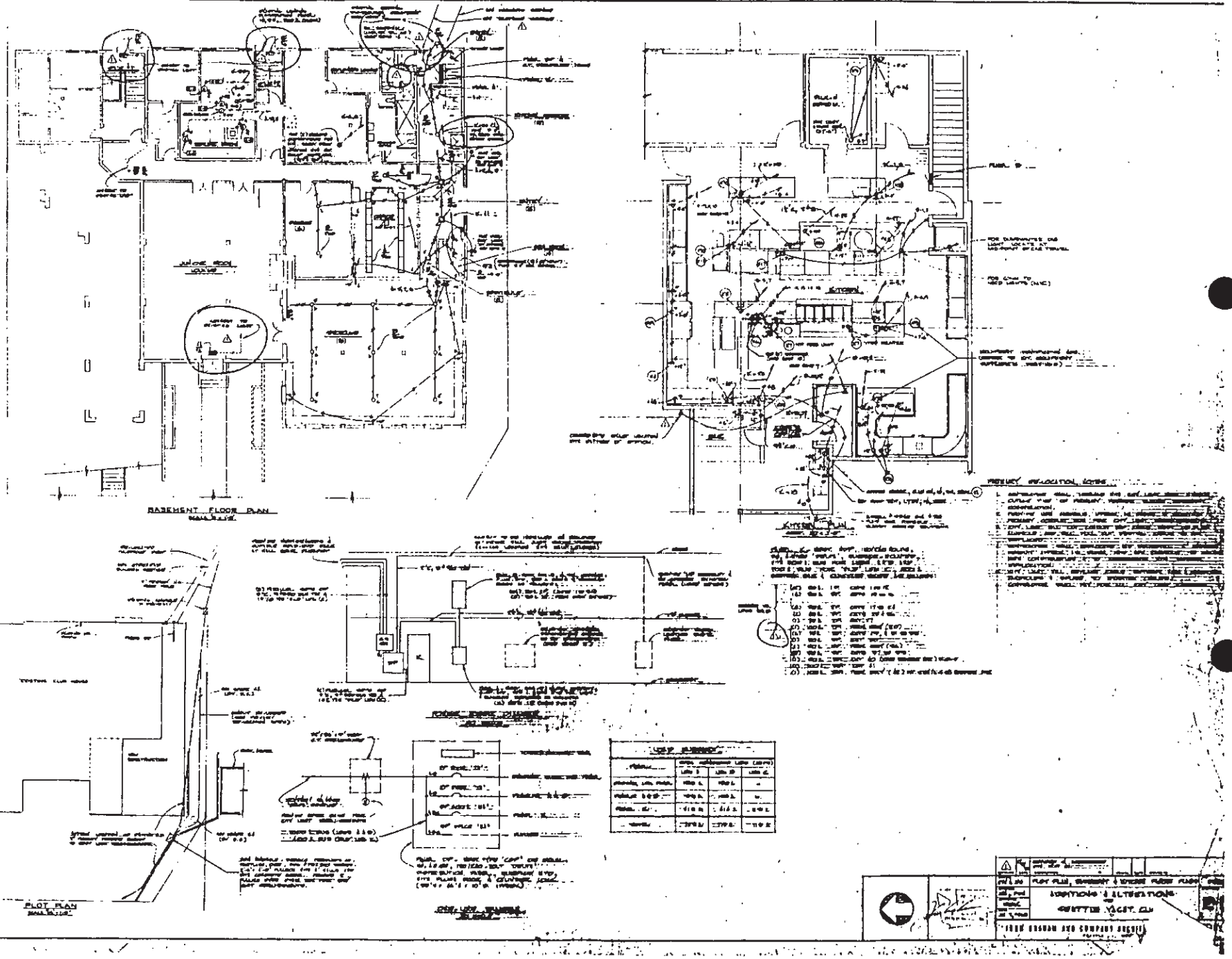


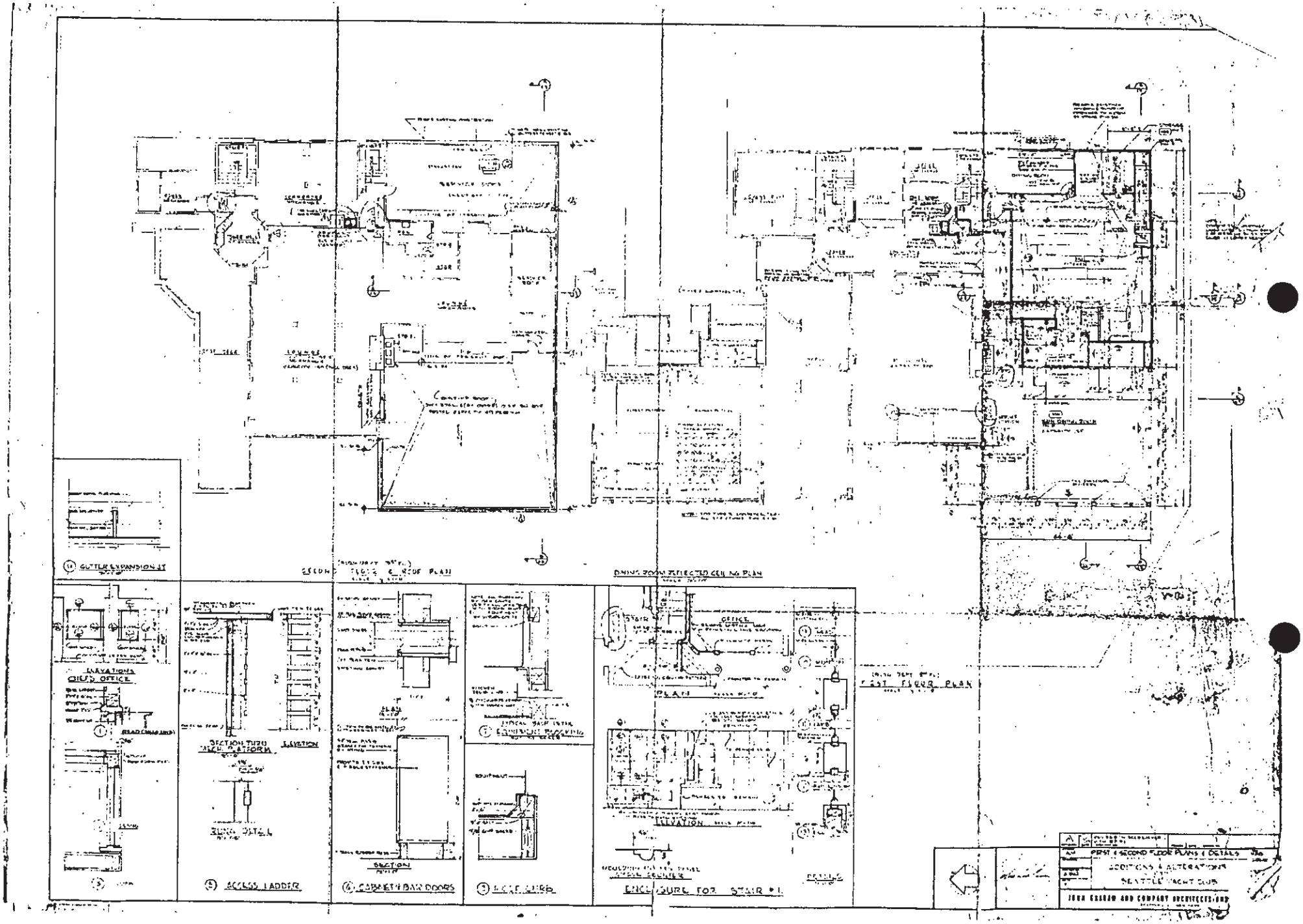


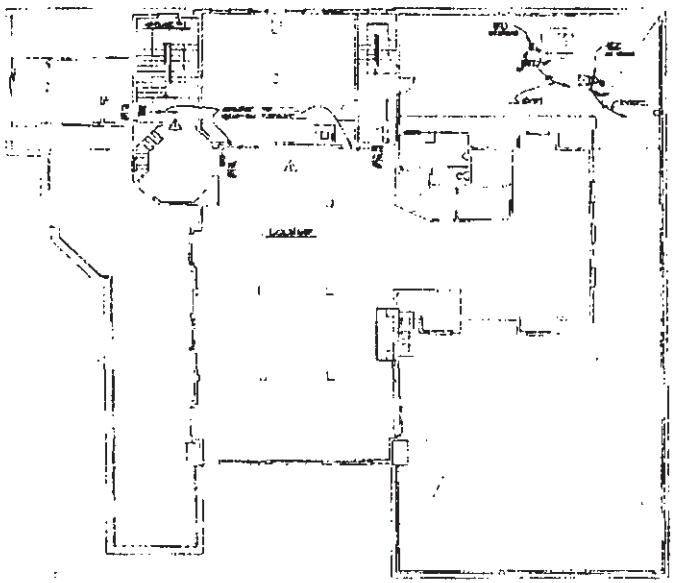
WALL SECTIONS & INTERIOR DETAILS
ADDITIONS & ALTERATIONS
TO
SEATTLE YACHT CLUB
A4
JOHN GRAHAM AND COMPANY ARCHITECTS AND ENGINEERS


Seattle Yacht Club 1963
ENTRY - ELEVATION
SECTION A-A
ENTRY - PLAN
ENTRY INTERIOR ELEVATION
SOUTH ENTRY DETAILS
DETAILS
ADDITIONS & ALTERATIONS
TO
SEATTLE YACHT CLUB

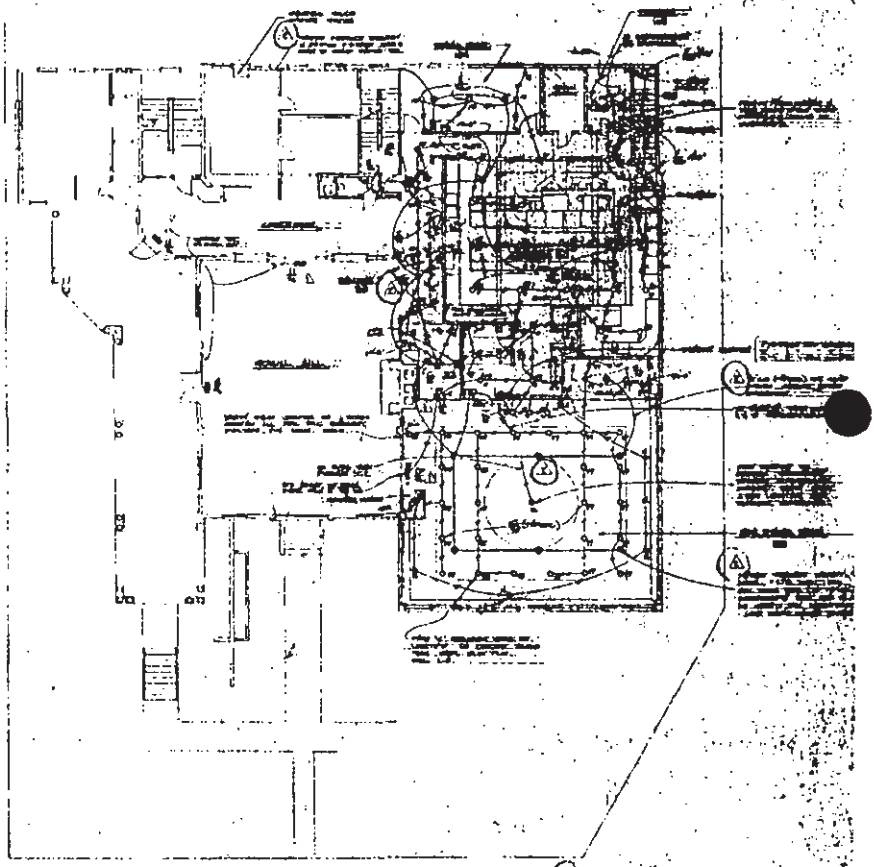

KITCHEN EQUIPMENT SCHEDULE
SECTION AA
SECTION BB
SECTION CC
KITCHEN PLUMBING PLAN
PRESSURE REDUCTION STATION
BASEMENT FLOOR PLAN
PLOT PLAN
NOTES
BASEMENT, KITCHEN & PLOT PLANS
ADDITIONS & ALTERATIONS
TO
SEATTLE YACHT CLUB


BASEMENT FLOOR PLAN
PLOT PLAN

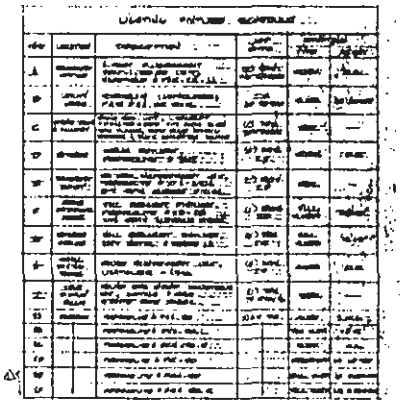

GUTTER EXPANSION JT
SECOND FLOOR & ROOF PLAN
DINING ROOM REFLECTED CEILING PLAN
ELEVATIONS CHIEF'S OFFICE
SECTION THRU MECH. PLATFORM
ELEVATION
RUNG DETAIL
ACCESS LADDER
SECTION
CABINET & BAR DOORS
TYPICAL BASE DETAIL
EQUIPMENT BLOCKING
OFFICE
PLAN
ELEVATION
ENCLOSURE FOR STAIR #1
FIRST FLOOR PLAN
FIRST & SECOND FLOOR PLANS & DETAILS
ADDITIONS & ALTERATIONS
SEATTLE YACHT CLUB
JOHN GRAHAM AND COMPANY ARCHITECTS AND

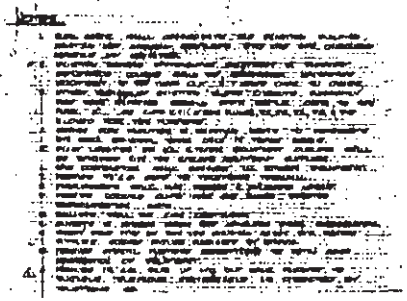


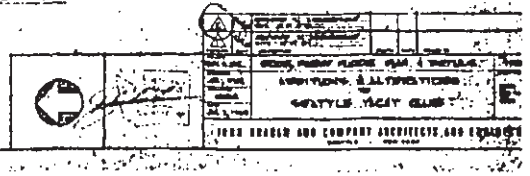
SECOND FLOOR & ROOF PLAN

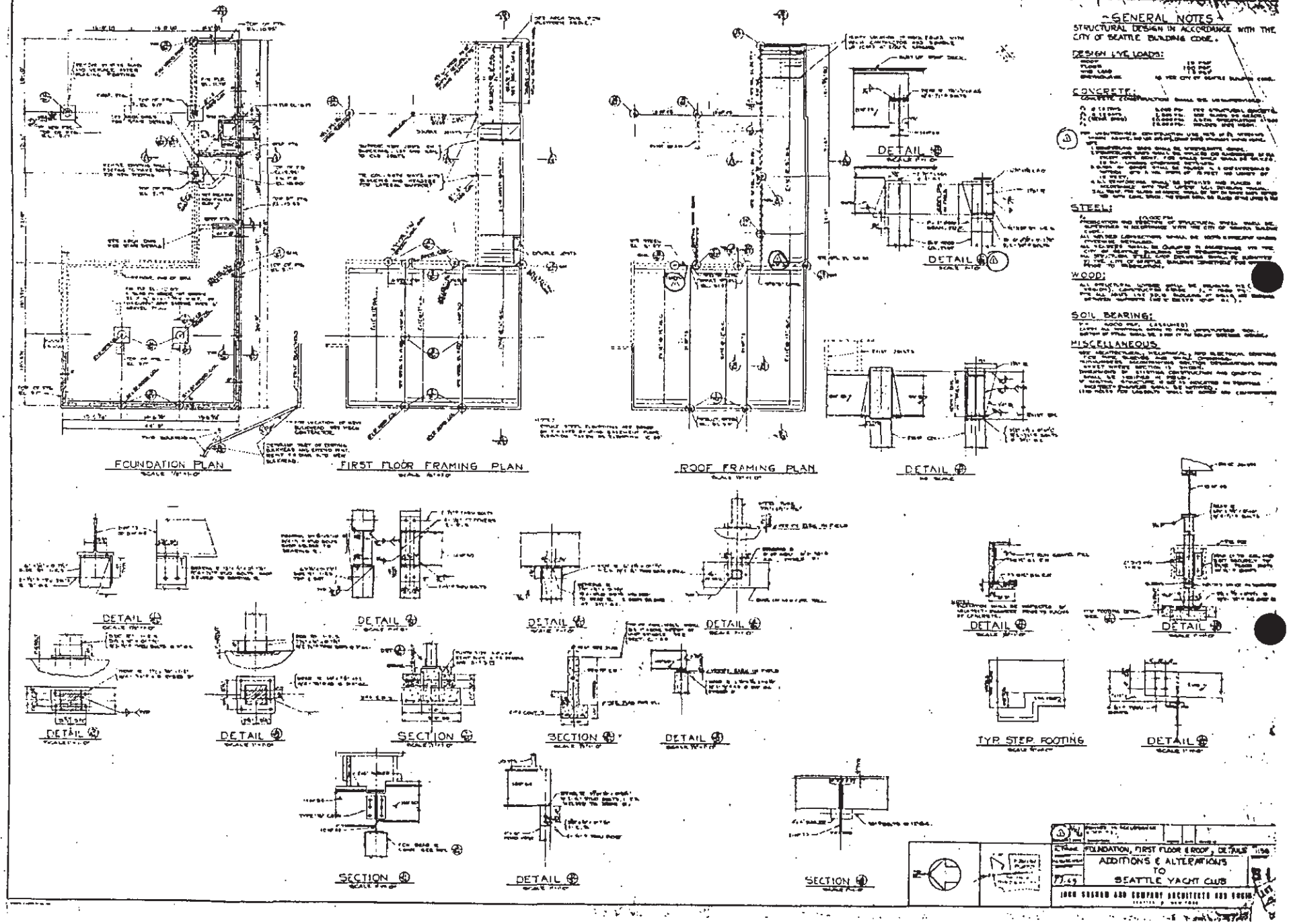


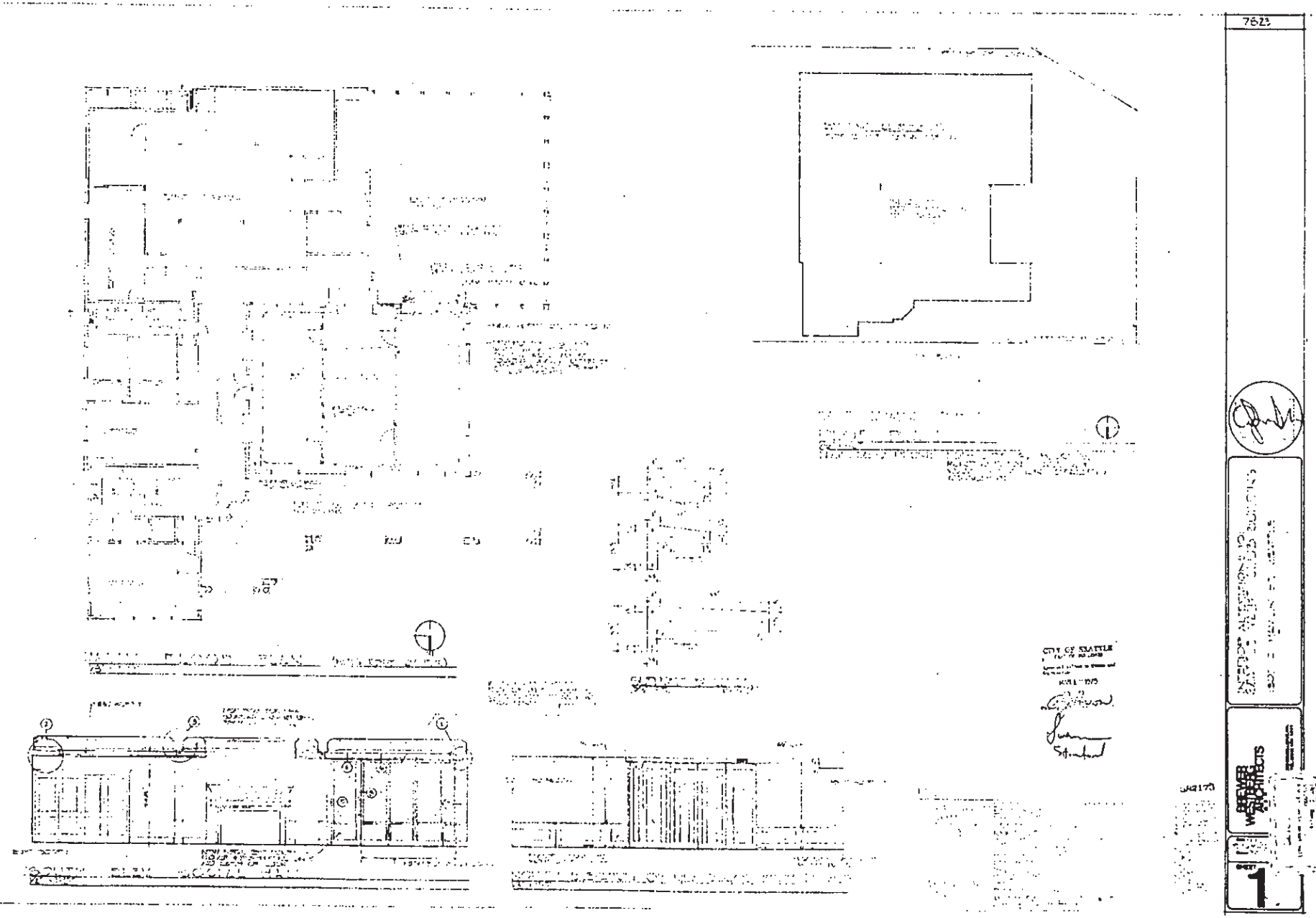
FIRST FLOOR PLAN








FOUNDATION PLAN
FIRST FLOOR FRAMING PLAN
ROOF FRAMING PLAN
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
DETAIL
SECTION
SECTION
DETAIL
SECTION
DETAIL
SECTION
TYP. STEP FOOTING
DETAIL
DETAIL
GENERAL NOTES
STRUCTURAL DESIGN IN ACCORDANCE WITH THE CITY OF SEATTLE BUILDING CODE.
DESIGN LIVE LOADS:
CONCRETE:
STEEL:
WOOD:
SOIL BEARING:
MISCELLANEOUS
FOUNDATION, FIRST FLOOR & ROOF FRAMING DETAILS
ADDITIONS & ALTERATIONS TO SEATTLE YACHT CLUB



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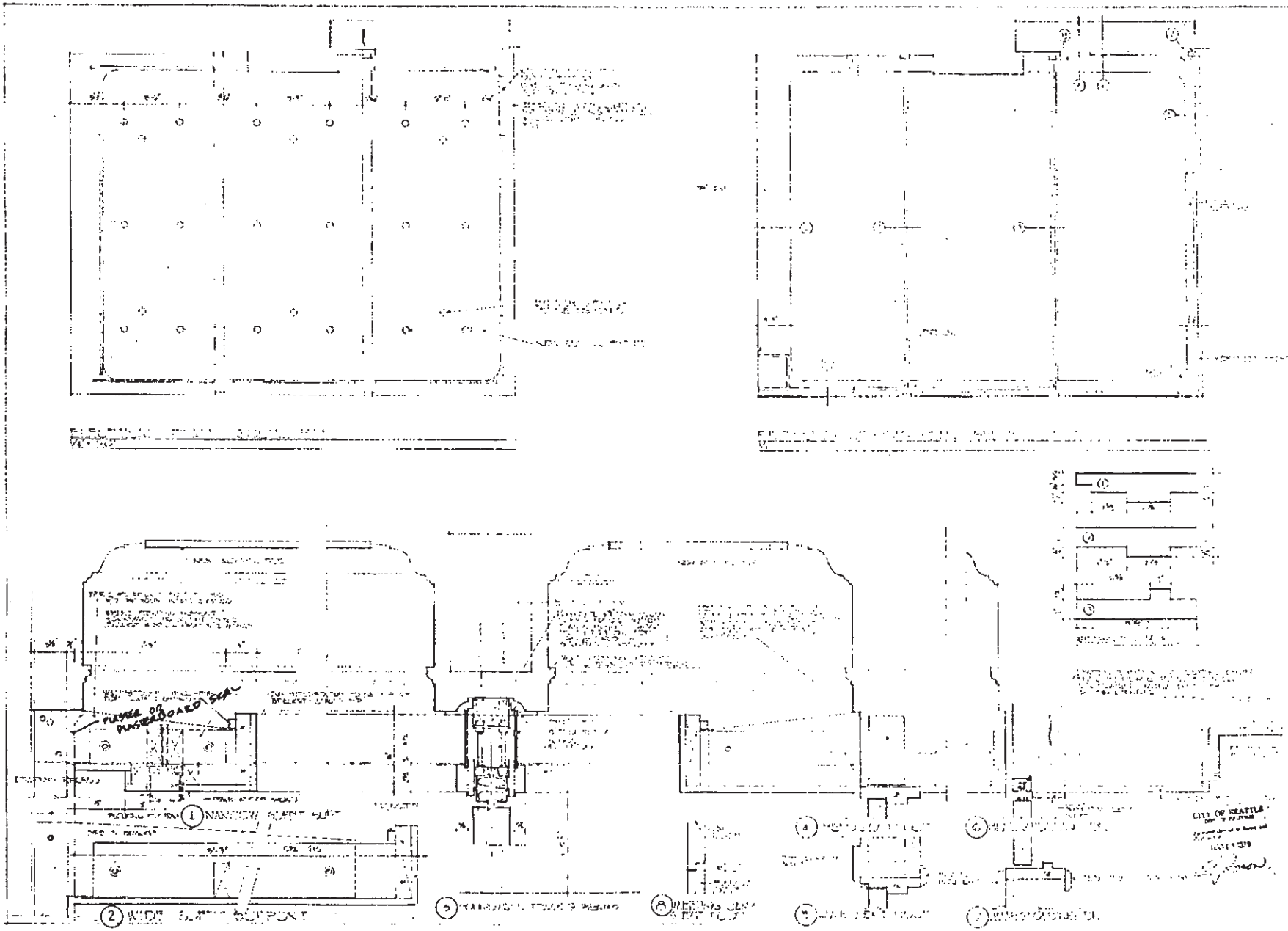
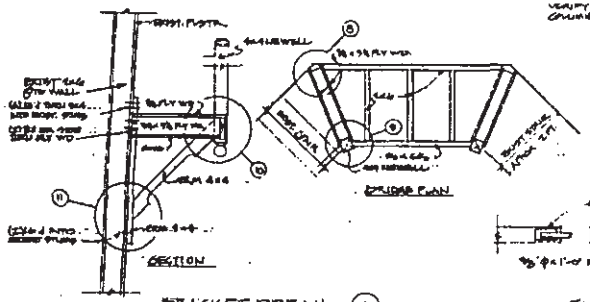
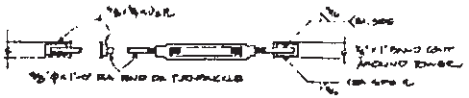

7823
PLASTER OR PLASTERBOARD SEAL
1 NARROW SOFFIT SUPT
2 WIDE SOFFIT SUPPORT
CITY OF SEATTLE
BREWER WESTBERG ARCHITECTS AIA
2

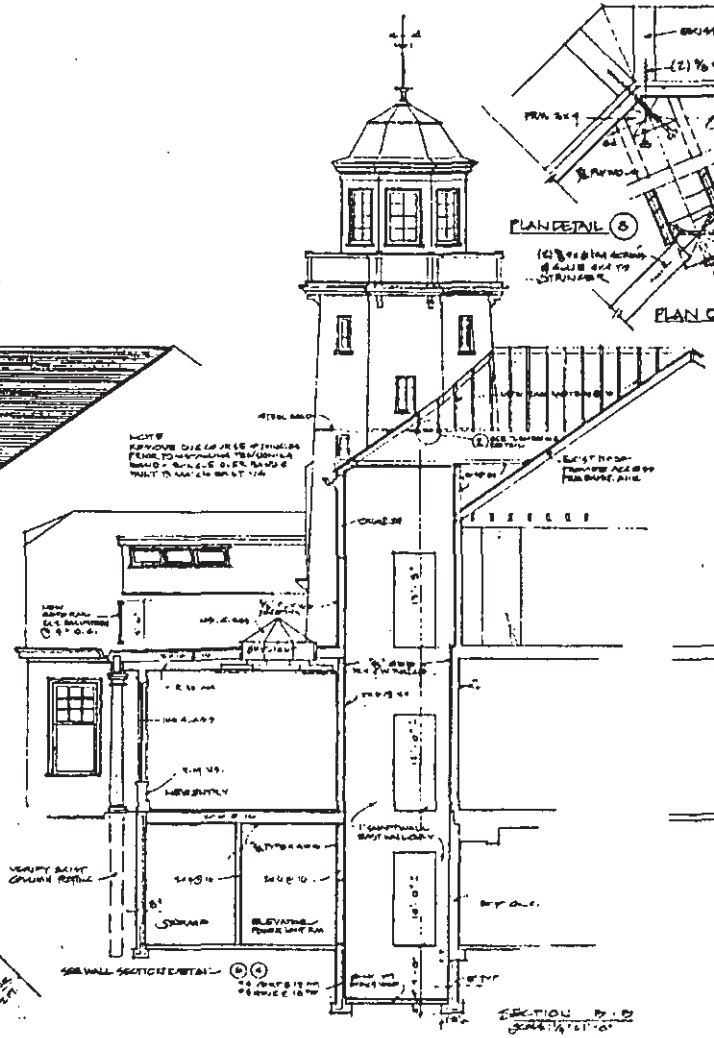
West Elevation



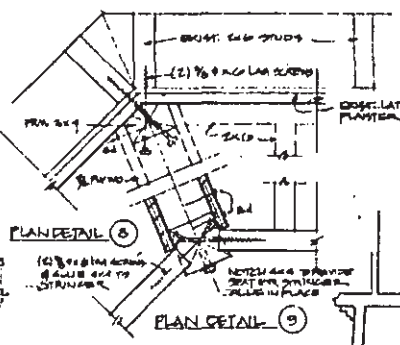
BRACKET DETAIL (1)

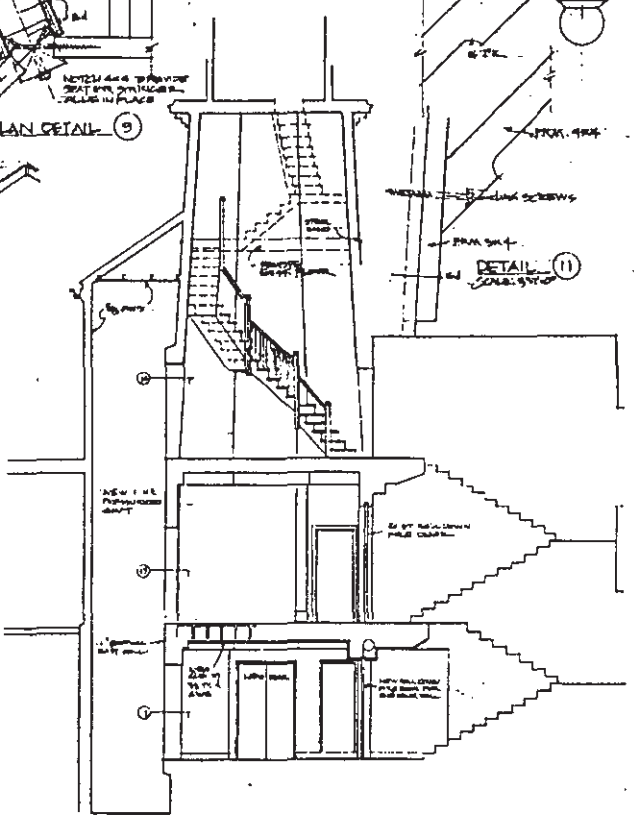


TURNBUCKLE DETAIL (2)

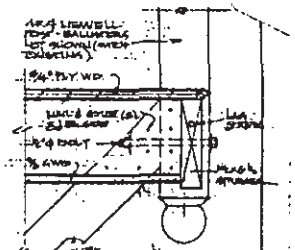


SECTION B-B





SECTION A-A



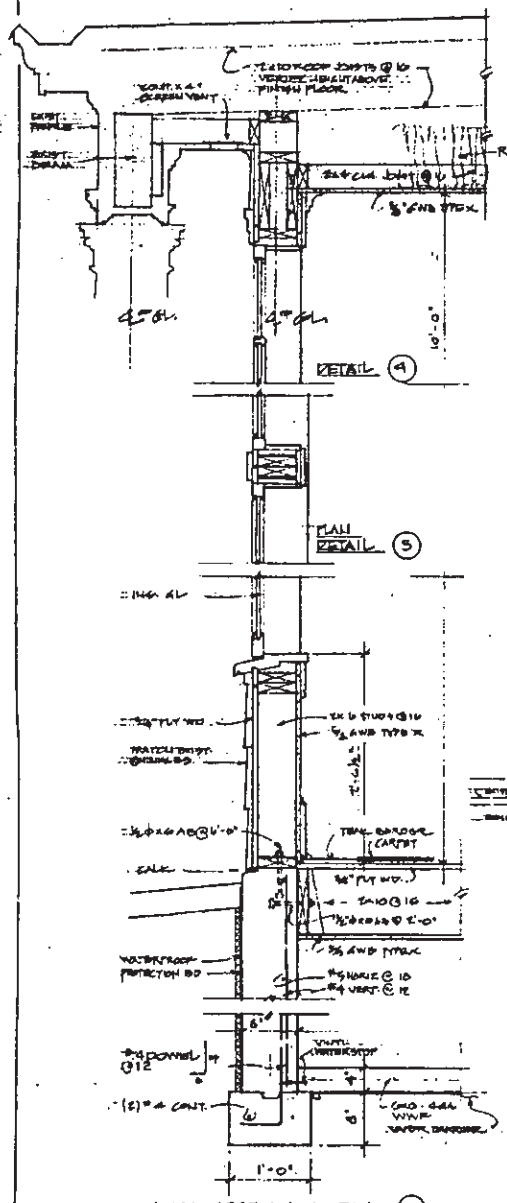
BARRIER-FREE RENOVATION

Seattle Yacht Club
1807 East Hamlin Street

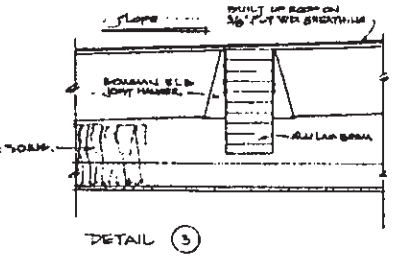
george w. heideman, a.i.a., architect
2309 fremont avenue north
seattle, washington

DATE: 3-13-09
REVISION: 7-17-09

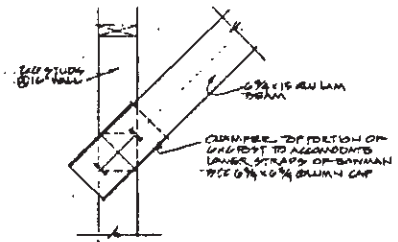
dwg. 3 of 4



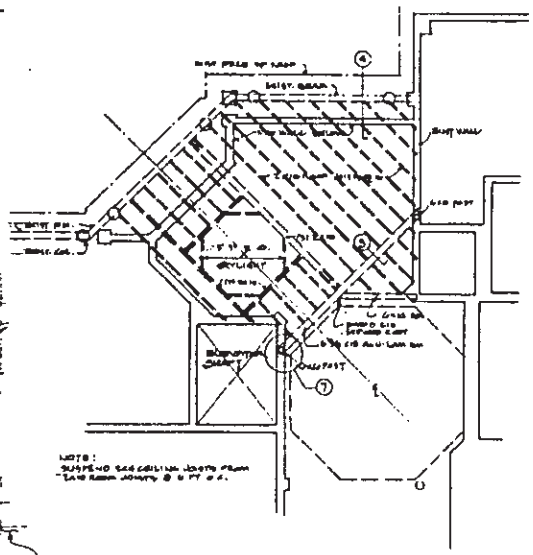
WALL SECTION DETAIL (6)



DETAIL (3)



PLAN DETAIL (7)



ROOF FRAMING PLAN

GENERAL NOTES

BUILDING CODE

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE BUILDING CODE. THE PUBLICATIONS LISTED BELOW ARE THE GOVERNING CODES AND STANDARDS AND ARE REFERENCED BY THE BASIC DESIGNATION ONLY. IN THE CASE OF CONFLICTING REQUIREMENTS, THE BUILDING CODE SHALL GOVERN.

APPLICABLE CODES AND STANDARDS:

BUILDING CODE	UNIFORM BUILDING CODE, 1988 EDITION (INCLUDING THE CITY OF SEATTLE BUILDING CODE AMENDMENTS)
ACI	AMERICAN CONCRETE INSTITUTE BUILDING CODE AND STANDARD PRACTICE, 1988 EDITION

STRUCTURAL DESIGN DATA:

(CHECK WITH LOCAL CODE REQUIREMENTS)

LIVE LOADS

ROOF	20 PSF
LOBBY	100 PSF

WIND LOADS: WIND PRESSURE SHALL BE IN ACCORDANCE WITH THE BUILDING CODE. BASIC WIND SPEED EQUALS 80 MILES PER HOUR, EXPOSURE B, IMPORTANCE FACTOR OF 1.0.

SEISMIC LOADS: SEISMIC LOADING SHALL BE IN ACCORDANCE WITH THE BUILDING CODE USING $Z = .15$, $C = \frac{1.25}{T^{2/3}}$, $I = 1$, $K = .36$.

FOUNDATIONS:

SPREAD FOOTINGS ON FIRM SOIL BEARING PRESSURE = 2000 PSF. ALL FOOTINGS SHALL BEAR ON UNDISTURBED SOIL.

CONCRETE:

MIXING AND PLACING OF ALL CONCRETE AND SELECTION OF MATERIALS SHALL BE IN ACCORDANCE WITH THE BUILDING CODE. PROPORTIONS OF AGGREGATE TO CEMENT SHALL BE SUCH AS TO PRODUCE A DENSE, WORKABLE MIX WHICH CAN BE PLACED WITHOUT SEGREGATION OR EXCESS FREE SURFACE WATER. REFER TO SPECIFICATIONS FOR AGGREGATE AND PROPORTIONS. ALL CONCRETE, INCLUDING SLABS ON GROUND, SHALL HAVE AN ACCEPTABLE WATER-REDUCING ADMIXTURE ADDED IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.

MAXIMUM SIZE OF AGGREGATE SHALL BE 1 1/2 INCHES, BUT MAXIMUM SIZE OF AGGREGATE SHALL NOT BE MORE THAN THREE QUARTERS OF THE CLEAR DISTANCE BETWEEN REINFORCING BARS. MIX DESIGNS SHALL BE SUBMITTED TO THE ARCHITECT AND THE CITY OF SEATTLE DEPARTMENT OF CONSTRUCTION AND LAND USE FOR ACCEPTANCE PRIOR TO USE. MAXIMUM SLUMP AND MINIMUM CEMENT CONTENT SHALL BE AS FOLLOWS FOR VARIOUS CONCRETE STRENGTHS (Fc) BASED ON STANDARD 28 DAY CYLINDER TESTS WHEN STRENGTH DATA FROM TRIAL BATCHES OR FIELD EXPERIENCE ARE NOT AVAILABLE. (NOTE: ALL CONCRETE IN STRUCTURES EXPOSED TO THE WEATHER IN SEVERE CLIMATES SHOULD CONTAIN AIR ENTRAINMENT.)

Fc	MIN SACKS OF CEMENT/CY OF CONCRETE	MAXIMUM SLUMP	LOCATION
6,000 psi	5 1/2	4 INCHES	ALL CONCRETE NOT OTHERWISE NOTED

REINFORCING STEEL:

ALL REINFORCING SHALL BE NEW BILLET STOCK WITH A 615, GRADE 60.

WOOD CONSTRUCTION AND FRAMING:

ALL FRAMING DETAILS SHALL BE IN ACCORDANCE WITH THE BUILDING CODE, UNLESS OTHERWISE NOTED ON THE DRAWINGS. ALL NAILS CALLED FOR ON THE STRUCTURAL DRAWINGS SHALL BE COMMON WIRE NAILS. ALL FRAMING NAILING SHALL CONFORM TO THE NAILING SCHEDULE OF THE BUILDING CODE, UNLESS OTHERWISE SHOWN. IF NAIL SUBSTITUTIONS ARE TO BE USED (I.E., PNEUMATIC DRIVING), THE CONTRACTOR MUST SUBMIT SCHEDULE OF NAILS DESIRED WITH DATA TO VERIFY EQUIVALENCE AND OBTAIN WRITTEN ACCEPTANCE PRIOR TO USE. STANDARD WASHERS SHALL BE UNDER ALL BOLT HEADS AND NUTS CONTACTING WOOD. PROVIDE STEEL STRAPS AT PIPES IN STUD WALLS AS REQUIRED BY THE BUILDING CODE. ALL METAL CONNECTORS SHALL BE FULLY NAILED OR BOLTED UNLESS OTHERWISE NOTED ON THE PLANS. METAL HANGERS AND CONNECTORS SHOWN ON THE DRAWINGS OR REQUIRED BY REFERENCE TO ACCOMPLISH MEMBER-TO-MEMBER CONNECTION ARE THOSE MANUFACTURED BY THE SIMPSON COMPANY. METAL HANGERS OR CONNECTORS BY OTHER MANUFACTURERS MAY BE CONSIDERED WHERE LOAD CAPACITY AND DIMENSIONS ARE EQUAL OR BETTER. ALL SUBSTITUTIONS MUST BE SUBMITTED TO THE OWNER'S REPRESENTATIVE FOR REVIEW.

TREATED WOOD:

ALL WOOD LEDGERS, PLATES, SILLS, AND NAILERS IN CONTACT WITH CONCRETE, MASONRY, OR EARTH OR WITHIN 6 INCHES OF EARTH SHALL BE TREATED IN ACCORDANCE WITH AWPB-FDN AND BEAR THAT QUALITY MARK.

STRUCTURALLY GLUED-LAMINATED TIMBER:

ALL STRUCTURALLY GLUED-LAMINATED TIMBER SHALL CONFORM TO THE REQUIREMENTS OF THE BUILDING CODE. ALLOWABLE STRESSES, UNLESS NOTED OTHERWISE, SHALL MEET OR EXCEED THE COMBINATION SYMBOL NOTED BELOW THE F_{bx} VALUE LISTED IN THE "TENSION ZONE STRESSED IN TENSION."

	COMBINATION SYMBOL	F_{bx}
24F-V8		2,400 PSI

ALL GLUED-LAMINATED TIMBER SHALL BE FABRICATED WITH EXTERIOR TYPE WATERPROOF ADHESIVE. ALL GLUED-LAMINATED MEMBERS EXPOSED TO THE WEATHER SHALL BE FABRICATED WITH PRESSURE PRESERVATIVE TREATED WOOD AND CONFORM TO UBC STANDARD 65-12. SUBMIT PLACING PLANS AND SHOP DRAWINGS OF ALL GLUED-LAMINATED TIMBER TO THE ENGINEER FOR REVIEW BEFORE STARTING FABRICATION.

LUMBER:

ALL LUMBER SHALL BE VISUALLY GRADED IN ACCORDANCE WITH THE BUILDING CODE AND STANDARDS. F_b NOTED BELOW IS "SINGLE MEMBER USE." ALL LUMBER SHALL MEET OR EXCEED THE ALLOWABLE UNIT STRESS SHOWN IN THE CODE AND DESCRIBED BELOW:

BEAMS AND STRINGERS - NO. 1 DOUGLAS FIR-LARCH, $F_b = 1,350$, $F_c = 95$
JOISTS, PURLINS, AND 3x, 4INCH HEADERS - NO. 1 HEM-FIR, $F_b = 1,200$, $F_c = 75$

EXTERIOR STUDS 2x6 - NO. 2 HEM-FIR, $F_b = 1,000$, $F_c = 575$
INTERIOR STUDS - STANDARD HEM-FIR, $F_b = 675$, $F_c = 775$
POSTS AND TIMBERS - NO. 1 HEM-FIR, $F_b = 850$, $F_c = 650$

ALL LUMBER SHALL BE USED AT A MAXIMUM MOISTURE CONTENT OF 19 PERCENT.

PLYWOOD:

ALL PLYWOOD, EXCEPT WHERE OTHERWISE NOTED ON DRAWINGS, SHALL BE GRADE COX EXPOSURE 1 AS GRADED BY THE AMERICAN PLYWOOD ASSOCIATION. ALL PLYWOOD NOTED ON THE STRUCTURAL DRAWINGS SHALL BE MADE WITH EXTERIOR-TYPE GLUE.

BARRIER-FREE RENOVATION

CARLA J. KELL — REGISTERED PROFESSIONAL ENGINEER

GEORGE W. HEIDEMAN — REGISTERED ARCHITECT

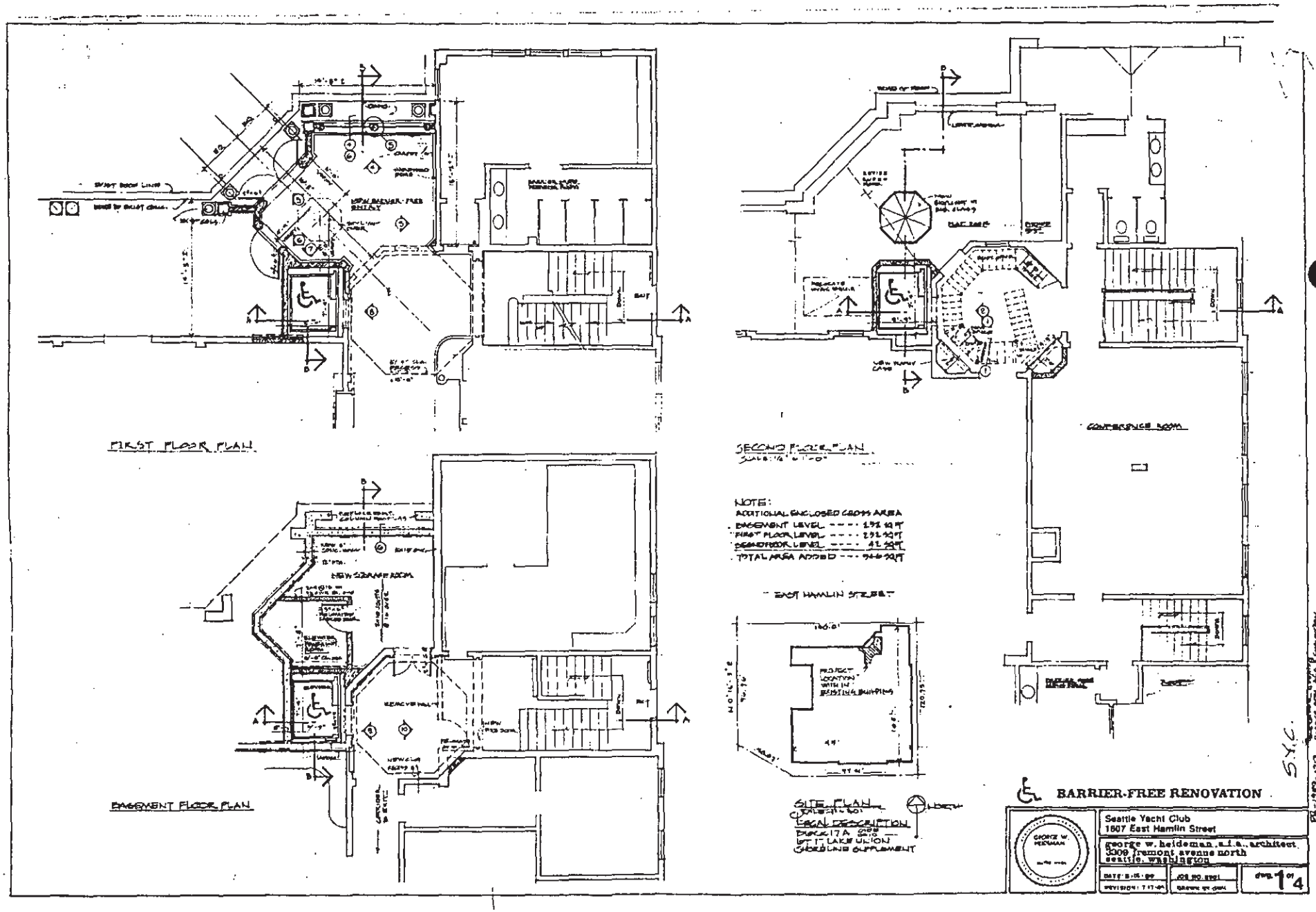
Seattle Yacht Club
1807 East Hamlin Street

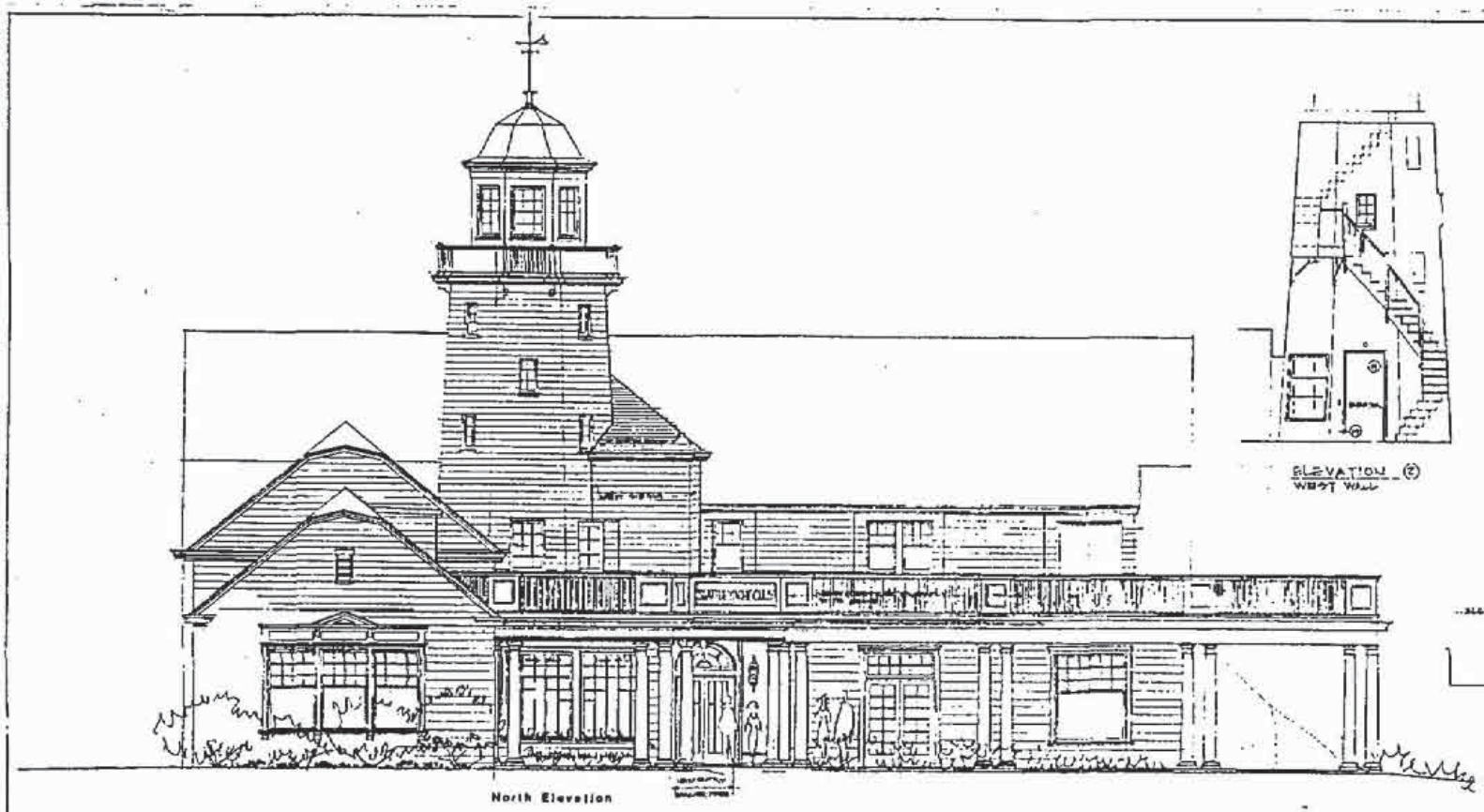
george w. heideman, a.i.a., architect
3309 fremont avenue north
seattle, washington

DATE: 5-10-89
REVISION: 7-17-89

JOB NO. 8901
DRAWING BY: JOHN

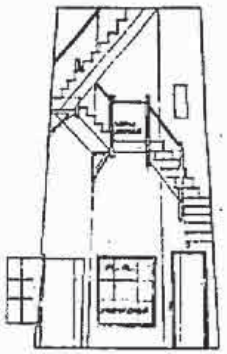
SHEET 4 OF 4


FIRST FLOOR PLAN
BASEMENT FLOOR PLAN
SECOND FLOOR PLAN
CONFERENCE ROOM
NEW STORAGE ROOM
NOTE:
ADDITIONAL ENCLOSED GROSS AREA
BASEMENT LEVEL
FIRST FLOOR LEVEL
SECOND FLOOR LEVEL
TOTAL AREA ADDED
EAST HAMLIN STREET
PROJECT LOCATION WITH IN EXISTING BUILDING
SITE PLAN
LEGAL DESCRIPTION
BLOCK 17A
LAKE UNION
SHORELINE SUPPLEMENT
NORTH
BARRIER-FREE RENOVATION
Seattle Yacht Club
1607 East Hamlin Street
george w. heideman, a.i.a., architect
3309 fremont avenue north
seattle, washington
DATE
REVISION
JOB NO.
DRAWN BY
DWG. 1 of 4
S.Y.C.

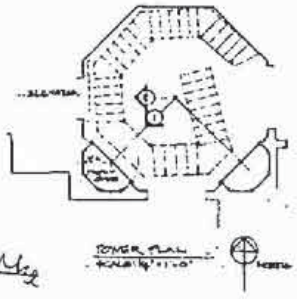


North Elevation

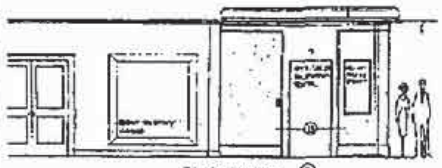
ELEVATION ⑥
WEST WALL



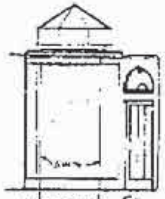
ELEVATION ①
SOUTHEAST WALL



TOWER PLAN



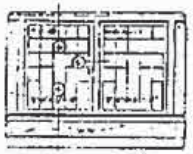
ELEVATION ⑧
CORRIDOR - WEST WALL



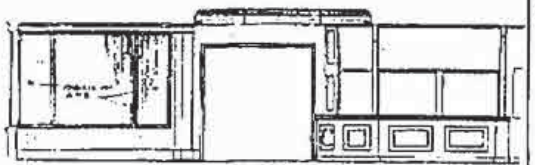
ELEVATION ⑦
SOUTH WALL

ELEVATION ⑥
SOUTHWEST WALL

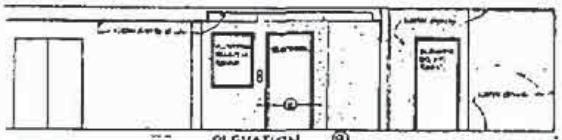
ELEVATION ③
NORTHWEST WALL



ELEVATION ④
NORTH WALL

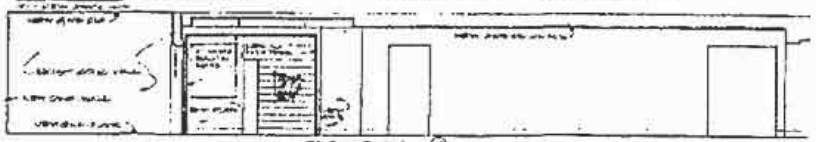


ELEVATION ⑤
CORRIDOR - EAST WALL



ELEVATION ⑨
CORRIDOR - WEST WALL

STORAGE ROOM



STORAGE ROOM

ELEVATION ⑩
CORRIDOR - EAST WALL

BARRIER-FREE RENOVATION

Seattle Yacht Club
1807 East Hamlin Street

george w. heideman, a.i.a., architect
3309 fremont avenue north
seattle, washington

sheet 2 of 4

Photographs

1) The Seattle Yacht Club Main Station
King County, Washington
Ellen Mirro
8/25/05
IMG_2590.JPG
Seattle Yacht Club Main Station, viewing southeast at main entry

2) The Seattle Yacht Club Main Station
King County, Washington
Ellen Mirro
8/25/05
IMG_2580.JPG
Seattle Yacht Club Main Station, viewing south at north facade

3) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0916.JPG
Seattle Yacht Club Main Station, detail of tower viewing south

4) The Seattle Yacht Club Main Station
King County, Washington
Ellen Mirro
8/25/05
IMG_2583.JPG
Seattle Yacht Club Main Station, viewing west at east facade

5) The Seattle Yacht Club Main Station
King County, Washington
Ellen Mirro
8/25/05
IMG_2584.JPG
Seattle Yacht Club Main Station, viewing north at south facade

6) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0904.JPG
Seattle Yacht Club Main Station, viewing east at west facade

7) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0890.JPG
Seattle Yacht Club Main Station, lower floor, former "Billiard Room," viewing southwest

8) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0862.JPG
Seattle Yacht Club Main Station, main floor entry, viewing southeast

9) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0875.JPG
Seattle Yacht Club Main Station, main floor hall, viewing north

10) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0869.JPG
Seattle Yacht Club Main Station, main floor dining room, viewing southwest

11) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0855.JPG
Seattle Yacht Club Main Station, upper floor tower stair, viewing north

12) The Seattle Yacht Club Main Station
King County, Washington
Larry Johnson
9/19/05
IMG_0844.JPG
Seattle Yacht Club Main Station, upper floor dining room/lounge, viewing southwest

13)The Seattle Yacht Club Main Station Yardarm
King County, Washington
Ellen Mirro
11/17/05
IMG_4101.JPG
Seattle Yacht Club Main Station Yardarm, viewing south from West Montlake Park

14)The Seattle Yacht Club Main Station Historic Anchor
King County, Washington
Ellen Mirro
11/17/05
IMG_4104.JPG
Seattle Yacht Club Main Station Historic Anchor, viewing west

Historic photos of the property

15) The Seattle Yacht Club, West Seattle
King County Washington
Unknown photographer, property of Puget Sound Maritime Historical Society, Joe Williamson Collection
7/3/1909
negative #1741-94
Seattle Yacht Club West Seattle, viewing southeast across Elliott Bay

16) The Seattle Yacht Club, West Seattle
King County Washington
Unknown photographer, property of Puget Sound Maritime Historical Society, Hudson Collection
No date
negative #879-59
Seattle Yacht Club West Seattle, viewing northwest

17) The Seattle Yacht Club Main Station
King County Washington
Staff Photographer, Seattle Post-Intelligencer, property of Museum of History and Industry, Seattle Post-Intelligencer Collection
Circa 1925
image #PI21580
Seattle Yacht Club Main Station, viewing east

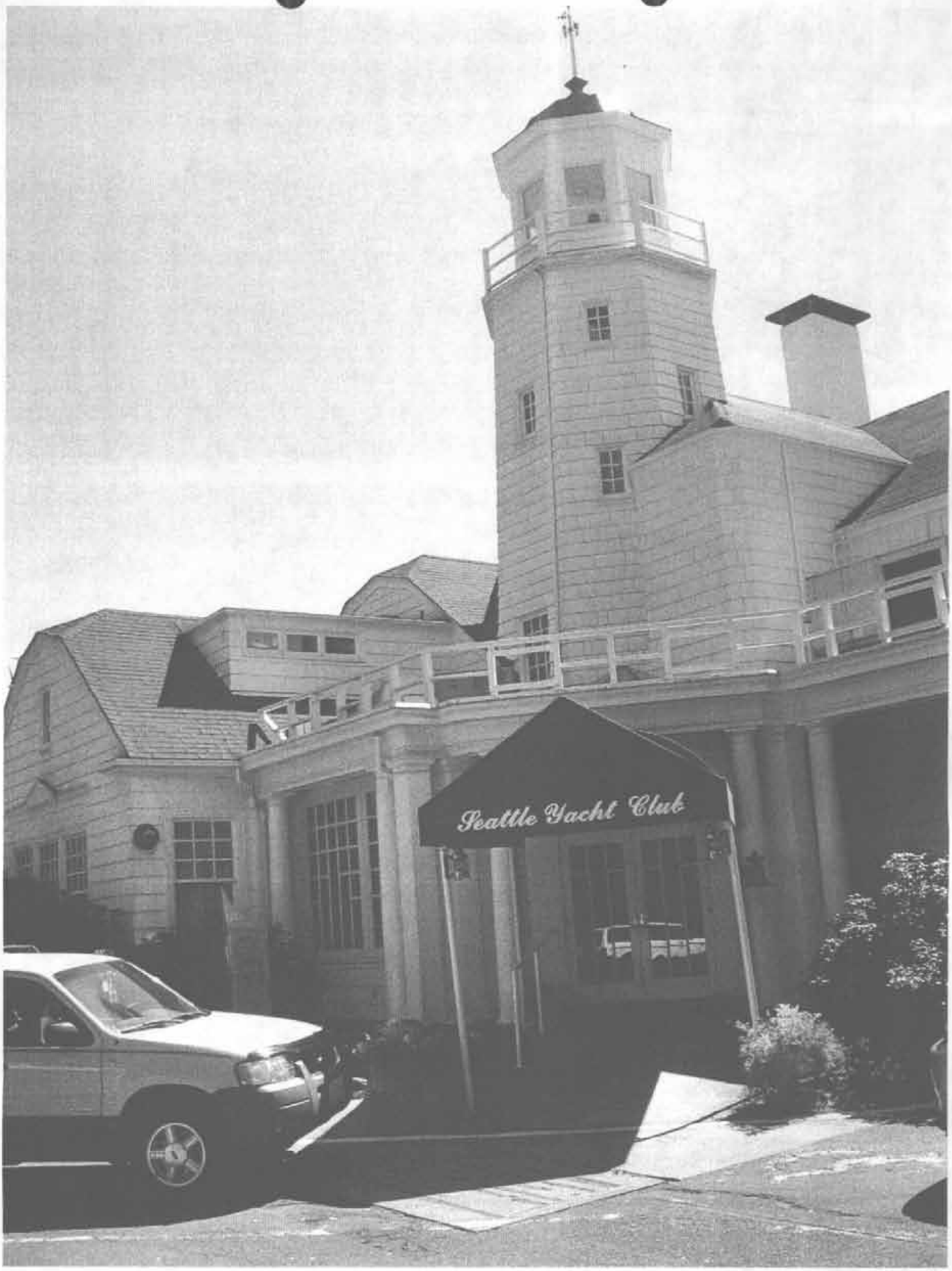
18) The Seattle Yacht Club Main Station
King County Washington
Unknown photographer, property of Museum of History and Industry, Pemco, Webster and Stevens Collection
Circa 1920
image #1983.10.1944
Seattle Yacht Club Main Station, viewing southeast

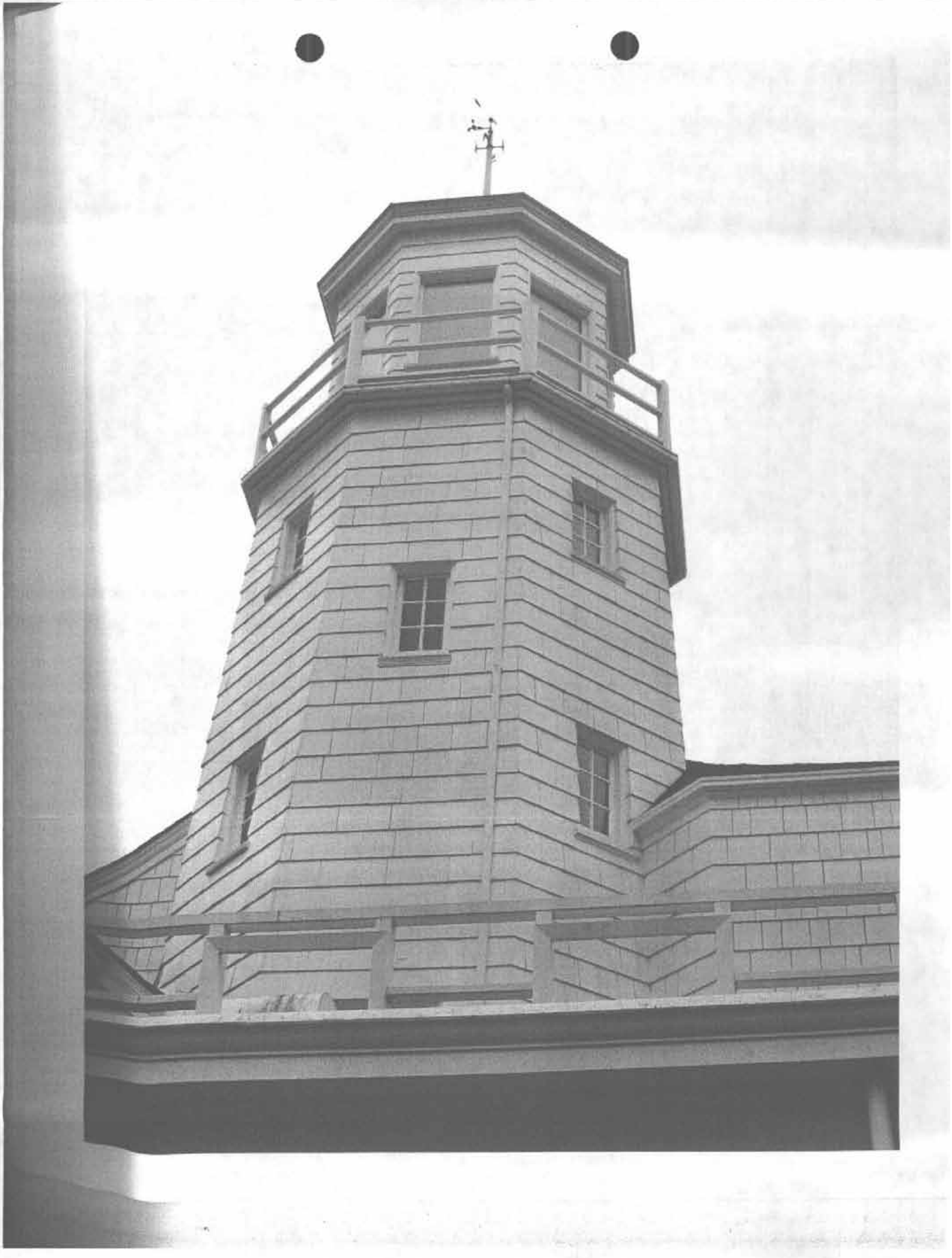
19) The Seattle Yacht Club Main Station
King County Washington
Tax Assessors Photograph, property of Puget Sound Regional Archives
Circa 1938
Folio #1794, parcel number 5605000305
Seattle Yacht Club Main Station, viewing southeast

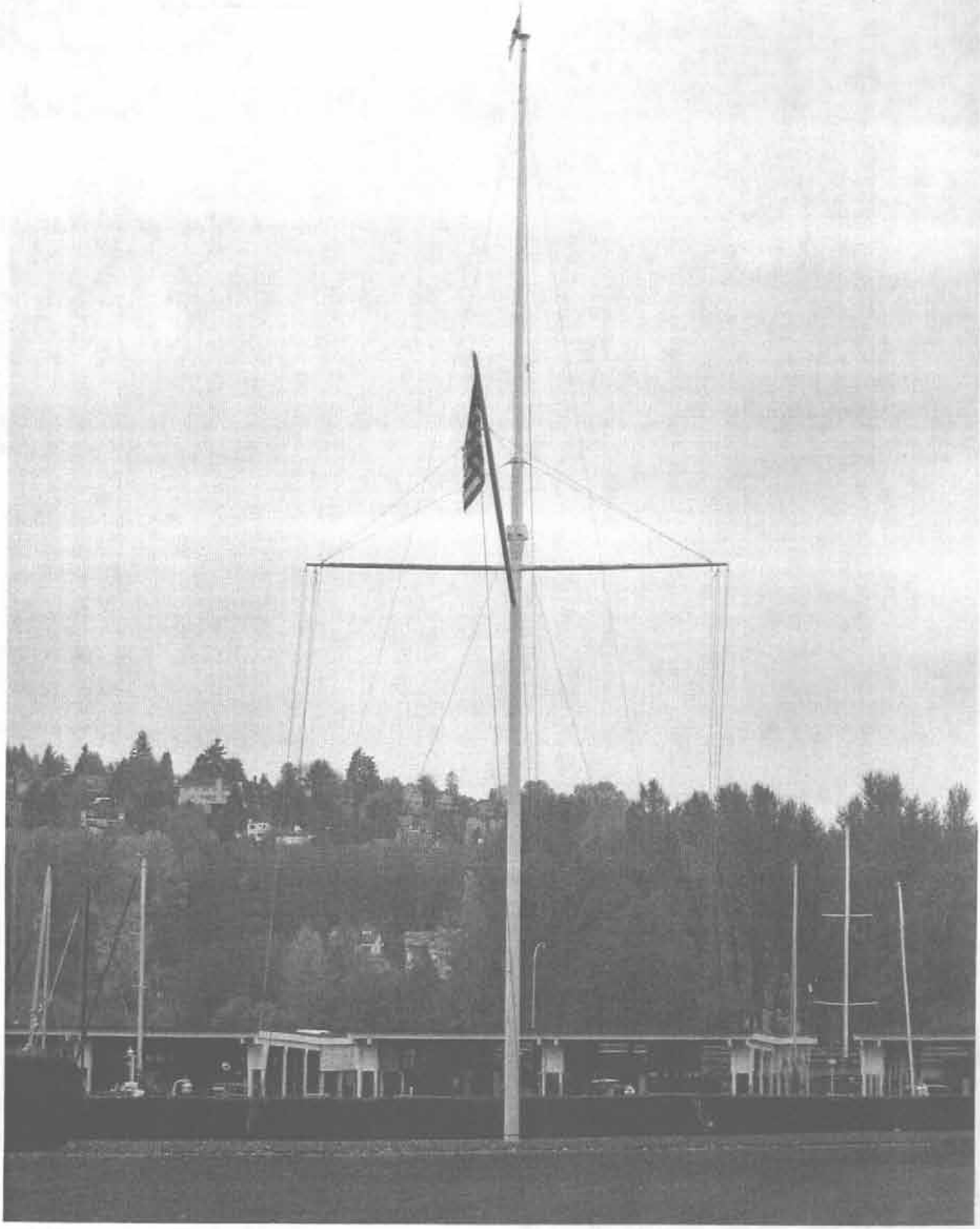
20) The Seattle Yacht Club Main Station and surrounding
King County Washington
Staff Photographer, Seattle Post-Intelligencer, property of Museum of History and Industry, Seattle Post-Intelligencer Collection
No date
Image # PI-21583
Seattle Yacht Club Main Station, Portage Bay moorage, West Montlake Park, and houses, aerial viewing southwest

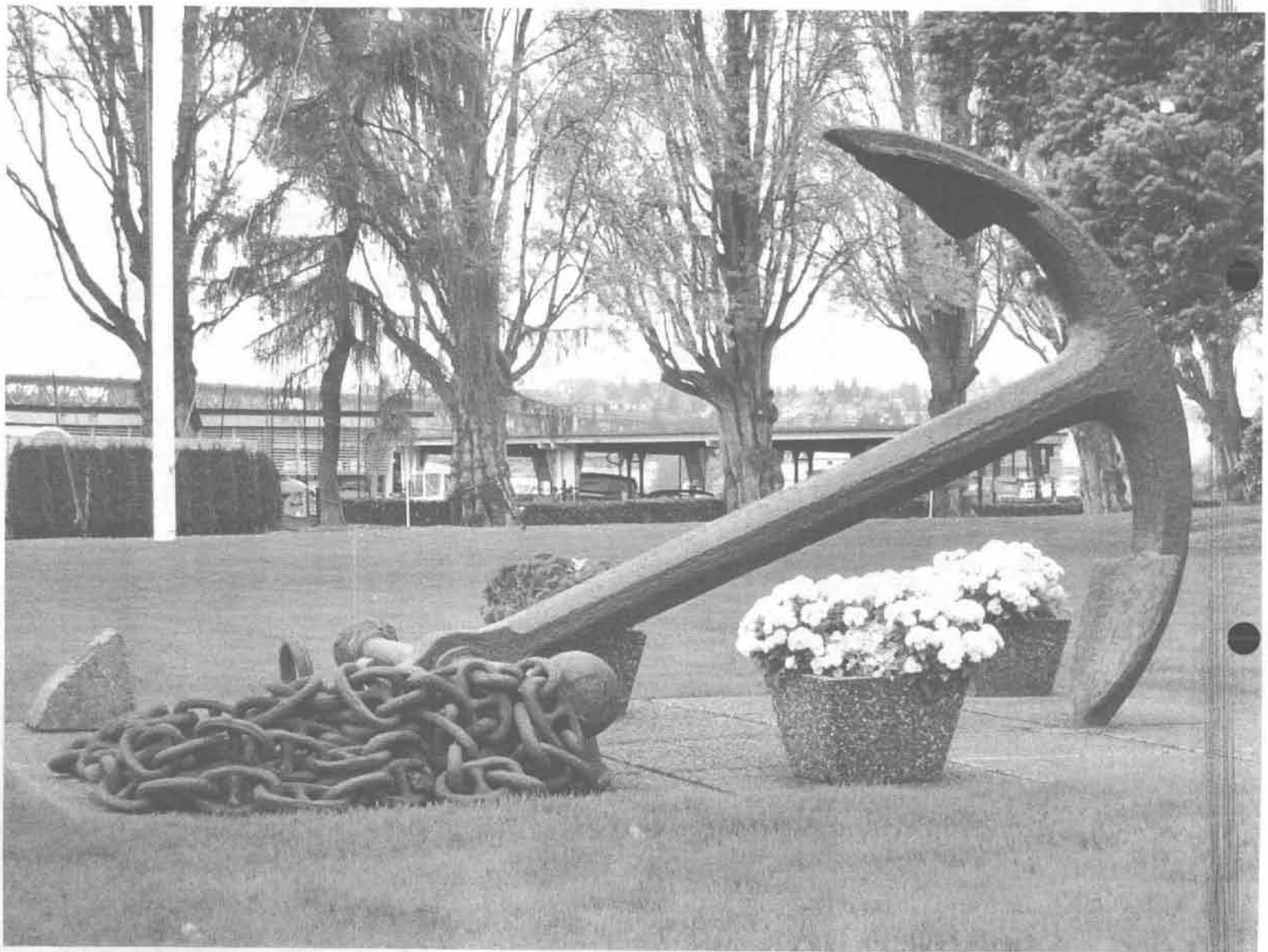
Attachments

Plans: John Graham Senior, Architect 6/29/1919
Plans: John Graham Senior, Architect 5/1/31
Plans: John Graham and Company, Architects 1/7/1963
Plans: Brewer Westberg, Architects 3/13/1979
Plans: George W. Heideman, Architect 3/15/1989


Seattle Yacht Club







83210

SEATTLE YACHT CLUB
MONTLAKE PARK.
B. 3. L. 1.
1807 HAMLIN