

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

# National Register of Historic Places Registration Form

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

**1. Name of Property**

Historic name: Hawaii Yacht Club

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: \_\_\_\_\_

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

**2. Location**

Street & number: 1739 C Ala Moana Boulevard

City or town: Honolulu State: Hawaii County: Honolulu

Not For Publication:  Vicinity:

**3. State/Federal Agency Certification**

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

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

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

national statewide X local

Applicable National Register Criteria:

X A B X C D

<hr/>	<hr/>
<b>Signature of certifying official/Title:</b>	<b>Date</b>
<hr/>	
<b>State or Federal agency/bureau or Tribal Government</b>	
In my opinion, the property <u>meets</u> does not meet the National Register criteria.	
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<b>Signature of commenting official:</b>	<b>Date</b>
<hr/>	
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

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Name of Property

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County and State

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#### 4. National Park Service Certification

I hereby certify that this property is:

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

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

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

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register None

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

social - clubhouse  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

social - clubhouse  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

Modern (Hawaii modern)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Concrete Masonry Unit (CMU), wood, concrete

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### **Narrative Description**

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

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### **Summary Paragraph**

The Hawaii Yacht Club is a two-story building located within the Ala Wai Small Boat Harbor at the mouth of the Ala Wai Canal. The Hawaii Yacht Club is situated on the northwest end of the Trans-Pac mole, which juts out into Kahanamoku Lagoon. The mole, which was constructed in 1957 to help accommodate TransPac boats, is one of two—the other is to the southwest of the Trans-Pac mole and runs parallel to it. A wood fence with a centered entrance separates Hawaii Yacht Club’s 19,639 square foot parcel from a parking lot-roadway which traverses the length of the mole. The modern style clubhouse sits on a poured-in-place concrete slab foundation and is sheltered by a built-up, flat roof with overhanging eaves. The building faces southeast, with its southwest side essentially open on both the first and second stories, thanks to large aluminum sliding doors. The building has CMU walls laid in a stacked bond, and a precast concrete second floor and roof. A second story kitchen wing projects from the northeast side, with its open ground level used as a work and maintenance area. There are ten slips for member boats on both the northeast and southwest sides of the Hawaii Yacht Club property, two more member slips on the northwest side, as well as an “Aloha” dock on that side for visiting boats. The Hawaii Yacht Club building has 5,818 square feet under its roof and is in good condition. It retains its historic integrity of location, setting, design, materials, workmanship, feeling and association.

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### **Narrative Description**

A wood fence and rectangular entry gatehouse at the southeast end of the Hawaii Yacht Club property originally dates from 1971 and separates the Hawaii Yacht Club building from a roadway and parking area. The recessed, centered gatehouse provides land access to the Club’s grounds. The rectangular gatehouse’s flat built-up roof is supported by 4” x 12” beams carried by telephone poles of varying heights, with a set of three poles in the two southwesterly corners and a pair of poles in the two northeasterly corners. The built-up roof has a tongue and groove deck and is cantilevered beyond the beams on both the northeast and southwest sides. The rear wall of the entry gatehouse has the interlocking letters, “HYC”, painted on it in red, white, and blue. The wall is framed by anchor line. The scored concrete floor of the entry flows to the southwest to a reception desk which dates from 1987 and is backed by a curving wood wall. The curved wall runs between the front and rear telephone poles and at its end is a hinged door with three elongated oval windows. The door opens on the grounds of the Hawaii Yacht Club. To the northeast of the HYC wall is another hinged door, made of T-111, which serves as an exit to the property.

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From the two doors in the entry gatehouse, a scored concrete walk runs toward the entrance of the Hawaii Yacht Club building. The walk passes a tall Norfolk pine (*Araucaria heterophylla*) before broadening with one walkway branch flowing to the northeast in front of a planter box with a 14" high lava rock wall and then around to the maintenance work area located under the second-story kitchen wing of the building.

The planter box supports a mango (*Mangifera indica*), plumeria (*Plumeria sp*), and citrus tree, with an understory of wedelia (*Wedelia trilobata*). To the northwest of the planter box a set of seven concrete steps ascend from the walk to a rectangular terrace. The terrace is surrounded by the planter box on three sides and rises above the walk from a 4'-0" high lava rock base. The terrace adjoins the building on one side and can be reached from the remaining three sides by sets of seven concrete steps lined with pipe railings.

The other walkway branch leads straight from the entry gatehouse and terminates at the entrance to the clubhouse. A pair of large wood bi-fold doors, each with ten panes, secure the entry. Located to the southwest of the entry doors, a CMU-encased vertical platform, added in 2007, provides ADA accommodation for those wishing to reach the second floor. The front doors open onto a lobby area which has an 8'-3" dropped ceiling and a carpeted floor. The walls are of 12" wide, scored tongue and groove. A hinged door in the southwest wall of the lobby opens on an office and workout room, while the two doors on the northeast wall open on a main office that is also used as a reception room and the "Ship's Store" which sells merchandise. Adjoining the main office door is a large pass-through with a wood counter and a frameless, glass sliding window. Mailboxes are to the southeast of the pass-through. The door to the main office is a Dutch door with an interior counter affixed to its lower panel. The main office has wood paneled walls and built-in wood cabinets on its southeast side. From the lobby, an aluminum framed glass door accesses the "Ship's Store"; this room has a laminate floor, a wood ceiling, and wood paneled walls.

A large koa wood trophy case demarcates the transition from the lobby to the first-floor informal dining area. While the dropped ceiling continues from the lobby, the floor covering shifts to laminate. The informal dining room extends the remaining length of the building, and features two sets of four aluminum framed, floor to near-ceiling sliding doors, which stack to one side to allow for direct interaction with the exterior. Beyond the sliding doors an outdoor concrete patio extends the length of the dining room. A pipe framework rises above the patio, to which tarp is secured on race days to increase the dining room's capacity. To further open the space, the northwest wall contains a pair of aluminum framed glass sliding doors as well as a doorway with no door. The interior of the dining room is one large open space with only an anchor-line-wrapped rectangular column near the center of the room interrupting the flow of the space. The northeast wall of the room is of 12" wide tongue and groove, and is interrupted by a number of doors, openings, and projections to accommodate various functions.

At the southeast end of the northeast wall, a relatively new T-111 unisex bathroom, which was built in 2008 to comply with ADA requirements, projects from the wall. Immediately to the northwest of the ADA bathroom, two separate doors lead into a men's and a women's locker

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room. The locker rooms have been remodeled and have a more recent tile floor. A set of three historic, fixed, wood louvers at the clerestory level are in the northeast walls of the rooms.

To the northwest of the locker rooms, a snack bar kitchen projects out into the dining room and continues the tongue and groove wall. The snack bar kitchen, referred to as the “Members’ Galley”, is entered through a doorway without a door in its southeast wall. The kitchen has a scored concrete floor and what appear to be historic cabinets, shelving, and linoleum countertops, as well as three stainless steel sinks with stainless steel countertops. A CMU-walled passageway at the rear of the kitchen leads out to the work area underneath the second-story kitchen wing via a doorway with no door. Outside the doorway is a stainless steel dumbwaiter.

In the southwest wall of the “Members’ Galley” there are three passthrough openings with wood counters. The two southeasterly-most serve the snack bar, while the other is associated with the Tiki Room’s bar and is used to dispense liquid refreshment. The Tiki Room is to the northwest of the “Members’ Galley” and is accessed through a 7’-6” x 7’-9” flat-arched opening in the informal dining room’s northeast wall. The Tiki Room has a laminate floor and an 8’-0” high wood slat ceiling. A koa wood bar runs down its southeast side. A hinged door at the northeast end of the bar leads into a back room, which in turn has a doorway with no door, and ultimately leads out to the maintenance work area which is located under the second-story kitchen wing.

At the rear of the Hawaii Yacht Club building is an outdoor “Poop Deck” which echoes the terrace at the front of the building. It rises from a 44” high lava rock base. The “Poop Deck” rear terrace has a carpeted, concrete floor and an overhead set of movable vinyl louvers supported by a 4” x 4” frame with six posts which provides shelter to the deck. The louvers were added in approximately 2012 through member efforts. The “Poop Deck” is accessed from the southwest side by a set of three concrete steps which lead to a landing and then make a quarter turn to the left prior to ascending an additional four concrete steps to the deck. It can also be accessed from the northeast side by a straight run of eight concrete steps. Both sets of steps have pipe hand railings. A wrought iron railing runs around the three sides of the “Poop Deck” and features a wood-top handrail.

From the “Poop Deck” a set of twelve concrete steps, which run parallel to the clubhouse wall, lead up to the second floor. A similar set of steps at the southeast end of the building also ascend from the front terrace to the second floor. The landing at the top of the latter forms a lanai across the front of the building and then runs down the southwest side of the building, as well as the northwest end. This pre-cast concrete lanai shelters the ground-level vertical lift and recessed front entry. This second floor lanai employs a handrail of similar design to that of the “Poop Deck” and has a non-historic tile floor.

At the southeast end of the building, the second floor is entered from the lanai via a pair of aluminum framed sliding doors, as well as through a wood hinged door with a porthole window. Above the hinged door is a screened transom. The doors lead immediately into the more formal second-floor dining room. The room has laminated floors and a 9’-2” high dropped ceiling. The southwest side of the formal dining room is three bays long, as demarcated by 10” square, precast concrete columns. Originally there were sliding doors between the columns, but these

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have been removed and the wall is completely open. The dining room flows out to the 10'-7" wide lanai with tables located along the handrail, as well as inside. The lanai is sheltered by the overhang of the building's flat roof. The structural concrete rafter tails are exposed above.

As with the first-floor dining room, the northeast wall of the second-floor dining room is dedicated to the practical support functions for the dining room. This wall is clad in koa wood, as are the formal dining room's end walls.

At the southeast end of the formal dining room's northeast wall, two doors open on a men's and women's restroom. These have been remodeled, and each room has three jalousie windows in its northeast wall at the clerestory level. The woman's room has an outer lounge area with a laminated floor and the interior restroom with a tile floor and tile wainscot. The men's room has a tile floor and wainscot.

A 57" high koa wood partition wall runs parallel to the northeast wall of the formal dining room, and has eight clear, ripple glass, fixed panes, each 25" high to its top. The partition wall accommodates a wait station on its northeast side. Centered in front of the partition wall is a floor-to-ceiling, aluminum-framed, glass trophy cabinet. The wall behind the wait station features two passthroughs to the kitchen, one with a stainless steel counter and the other a wood counter. The former has an adjoining stainless steel counter and sink on its dining room side. A koa wood reception desk stands diagonally to the northwest end of the partition wall. To the northwest of the reception desk is a koa wood framed glass trophy case, and beyond it a koa wood bar zig-zags back to the northeast.

The second-floor bar occupies the north corner of the formal dining room. Its northwest wall features koa wood siding and a koa wood counter running down its length. Two pairs of single paned, fixed, aluminum-framed windows are in the northwest wall above the koa wood counter, while below the southwestern-most pair of windows are two single pane, aluminum-framed, awning windows and a fixed single pane window. Below the other pair of fixed windows are two single pane awning windows similar to the adjacent one. The northeast wall of the bar is of glass with a fixed, aluminum-framed, single pane window with a single pane awning window below forming a corner window with its intersection with the northwest wall. To the southeast of the corner window is a pair of jalousie windows up high and a pair of single pane awning windows below. Beyond this ensemble of aluminum framed windows is a large plate glass window with the name "Petey's on the Beach" written on it. Below this window is another pair of awning windows, similar to the others.

The second-floor bar flows into the formal dining room at its southwest side, and here, in the northwest wall is a famed opening where originally a pair of aluminum sliding doors was located. These have been removed and the dining room flows out to the rear lanai. Adjacent to the former sliding door opening is a doorway without any door. It originally had a porthole door similar to the one at the southeast end of the dining room. At the northeast end of the rear lanai, a set of twelve concrete steps descend to the "Poop Deck".

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The kitchen wing projects out from the clubhouse at the second story on the northeast side. A doorway without a door in the dining room's northeast wall, behind the wait station leads into the kitchen. A hinged door to the northeast of this opening accesses a storage room with an access hatch and ladder to the roof. The kitchen wing is divided into three large rooms: the kitchen, kitchen storage room, and a hall with an office, liquor storeroom, and dumbwaiter. The kitchen wing has concrete floors, which in some areas have been covered by industrial non-slip, rubber mats with a diamond plate pattern. The wing is ventilated by aluminum framed jalousie and awning windows.

Beneath the second floor kitchen wing is a maintenance work area which is open on its southeast and northwest ends. The southwest wall of this area is lined with wood lockers and storage shelves, and on the northeast side there are additional wood lockers, storage racks and a T-111-walled room with an ice maker. There is also a flat roofed, T-111 office with a hinged door and jalousie window in its southwest wall. Several other more recent, ancillary structures may be found on the grounds including a barbeque grill, a maintenance shed with a CMU breeze block wall at the end of the front wood fence, and a "Tiki Bar" constructed between four palm trees. Approximately sixteen coconut palms (*Cocos nucifera*) grace the lawn area between the clubhouse and the concrete paving which is atop the stone sea wall and provides access to the mooring spaces. A historic, 60'-0" high, single mast nautical flagpole with a yardarm and gaff, stands behind the clubhouse, near its west corner. The flagpole is the former mast of the Trans-Pac racer, "Chirique".

Although some alterations have been made to the Hawaii Yacht Club over the course of its history, it very much retains its sense of historic integrity. The clubhouse was constructed in two major increments in 1959 and 1965, and its historic design, open to the Ala Wai Boat Harbor remains readily recognizable. The replacement of the original flooring, installation of a vertical platform lift, and remodeling of the rest rooms and locker rooms are minor compared to the overall historic fabric of the building. The gym and kitchens are secondary spaces and improvements to them have not compromised the historic integrity of the overall clubhouse. Similarly, the few more recent ancillary structures on the grounds are temporary in nature and sufficiently minor in scale to not impinge on the clubhouse's historic character.



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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

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

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**Areas of Significance**

(Enter categories from instructions.)

entertainment/recreation  
architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1958-1965

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1958, 1965

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Architect, 1958: James Morrison 1965: Thomas Wells

Contractor, 1958: R. M. Takeuchi 1965: H. Y. Ishii

\_\_\_\_\_

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

The Hawaii Yacht Club is significant on the local level under Criterion A for its associations with recreational boating in Hawaii and is also significant at the local level under Criterion C as a good example of a yacht club designed during the post-World War II period in Hawaii, rendered in a Hawaii modern style. The building includes a number of distinctive features and is typical of its period in its design, materials, workmanship, and methods of construction.

The 1958-1965 period of significance was chosen in accordance with the instructions on how to complete a National Register Nomination form provided in National Register Bulletin 16A: "For architecturally significant properties, the period of significance is the date of construction and/or the dates of any significant alterations and additions." The bulletin further states, "For properties associated with historic trends, such as commercial development, the period of significance is the span of time when the property actively contributed to the trend." As is noted in the above section, "significant dates", 1958 is the year of construction of the first story of the Hawaii Yacht Club, and 1965 is the year the second story was added to the building.

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

The Hawaii Yacht Club is significant for its associations with recreational boating in Hawaii.

The Hawaii Yacht Club traces its lineage back from before, and through, the reign of Kalakaua. Through Kalakaua's promotion of yachting endeavors, including the Regatta with yacht races to celebrate his birthday and the efforts of the Hawaiian Yachting and Rowing Association, of which his Royal Majesty was the president, yachting is undoubtedly entwined with Kalakaua's legacy.<sup>1</sup> Following the monarch's death, the Hawaiian Yachting and Rowing Association became less active, although dowager Queen Kapiolani did strive to maintain the tradition of a yacht race on her husband's birthday.<sup>2,3</sup>

Following the annexation of Hawaii by the United States a resurged interest in yachting led to the formation of the Hawaii Yacht Club in 1901. In October 1901, a rejuvenated membership met at the Hawaiian Hotel and elected T. W. Hobron Commodore and Prince David Kawananakoa Vice Commodore, P.L. Weaver Jr. Secretary and Treasurer, and A.W. Anderson, Clarence Crabbe, and I.S. Dillingham on the Regatta Committee, while the board of directors included Prince David, Walter F. Dillingham, Dr. E. A. Mott-Smith, D. L. Conkling, and T.W. Hobron.<sup>4,5</sup> By the end of the month the club had sponsored its first race covering a course

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<sup>1</sup> Ralph Mesick, "Hawaii Yacht Club Started During Reign of Kalakaua," *Honolulu Advertiser*, May 21, 1959, B-5.

<sup>2</sup> "With Miniature Yachts," *Evening Bulletin*, November 16, 1899, 1.

<sup>3</sup> "Yacht Race of Royalty," *Hawaiian Star*, January 4, 1901, 5.

<sup>4</sup> "Hawaii Yacht Club Launched Last Night," *Pacific Commercial Advertiser*, October 12, 1901, 13.

<sup>5</sup> "Hawaii Yacht Club a Lusty Youngster," *Honolulu Republican*, October 12, 1901, 8.

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between Honolulu Harbor and Puuloa at Pearl Harbor and in November a race, presided over by members David Kawanakoa and Jonah Kuhio Kalaniana'ole, celebrating King Kalakaua's birthday as in days of yore.<sup>6,7</sup> In many of the years to follow Princes David and Kuhio would continue to celebrate King Kalakaua's birthday by hosting and organizing The Miniature Yacht Race as part of HYC's regatta calendar, as well as both being avid participants in HYC's yacht races across the following decade. At the end of December 1901, the membership voted to incorporate and purchase the land it was offered at Puuloa by the James Dowsett Estate, where a clubhouse was built.<sup>8,9</sup> Two years later they relocated to a new clubhouse on Pearl City Peninsula designed by Honolulu architect William H. Campbell.<sup>10</sup> This location was more accessible by railroad and offered more opportunities for social activities beyond only yachting.

In addition to such local races as the Kalakaua Cup and the Hawaii Challenge Cup, the Hawaii Yacht Club also initiated the Trans-Pacific (Trans-Pac) Yacht Race, the longest race in the world at that time. Plans for the Trans-Pac race started in 1905 when the Hawaii Yacht Club's Commodore, Thomas W. Hobron, sailed to San Francisco from Honolulu to establish a race between the two cities; the race was planned to take place in June the next year.<sup>11</sup> In 1906, Captain Clarence Macfarlane sailed the Hawaii Yacht Club's entry yacht, La Paloma, from Honolulu to San Francisco only to find the city destroyed by the earthquake and fire. As a result, he turned south and made arrangements for such a race with the South Coast Yacht Club in San Pedro, Los Angeles, which agreed to join in a biennial race between Los Angeles and Honolulu.<sup>12</sup> In 1910 HYC's own yacht The Hawaii took first place in the Trans-Pac race having been skippered by Captain Charles Wilder and crewed by Prince Kuhio.

World War I interrupted both the Trans-Pac Race and the Hawaii Yacht Club's activities, and the April 21, 1916 *Honolulu Advertiser* noted, "Yachting is as dead as the proverbial door nail. The Hawaii Yacht Club is in the throes of dissolution. When you speak to a local yachtsman of the prospects of the next Trans-Pacific race, he changes the subject as speedily as possible."<sup>13</sup> By 1917 the club had slipped into dormancy, with the war and the rise of automobile touring pointed to as reasons for a decline in yachting.<sup>14</sup> In preparation of the 1923 Trans-Pac race, the Hawaii Yacht Club tried to revive itself however was unsuccessful due to missing organizing documents.<sup>15</sup> Few local yacht clubs were able to successfully weather the Great Depression, and with the commencement of World War II, the U. S. Navy seized most of the buildings on Pearl

<sup>6</sup> "Hawaii Yacht Club's First Cruise and Regatta Program," *Pacific Commercial Advertiser*, October 25, 1901, 9.

<sup>7</sup> "Discouraged Designers," *Hawaiian Star*, November 15, 1901, 5.

<sup>8</sup> "Yacht Club to Build," *Hawaiian Star*, December 21, 1901, 6.

<sup>9</sup> "Yacht Club Meets: Incorporation Formed for \$4,000—Land Will be Purchased," *Hawaiian Star*, December 31, 1901, 8.

<sup>10</sup> "New Home for Hawaii Yacht Club at the Peninsula, Pearl Harbor," *Pacific Commercial Advertiser*, May 28, 1903, 6.

<sup>11</sup> "Hobron and the Coast Yachtsmen," *Hawaiian Star*, September 27, 1905, 1.

<sup>12</sup> "The Origins of the TransPac Race," Transpacific Yacht Club, accessed March 21, 2024,

<https://transpacyc.com/history/article/the-origins-of-the-transpac-race>.

<sup>13</sup> "Prospects of Participation in Transpacific Race Slim," *Honolulu Advertiser*, April 21, 1916, 14.

<sup>14</sup> Mike Jay, "Macfarlane Lauds Revival of Pacific Sail Race to Hawaii," *Honolulu Star-Bulletin*, December 16, 1922, 36.

<sup>15</sup> "Old Yacht Club Cannot Revive is the Report," *Honolulu Star-Bulletin*, March 17, 1923, 27.

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City Peninsula and banned recreational sailing in Hawaii's waters.<sup>16</sup> It would not be until July 1943 that yachting resumed in Island waters outside of the harbors, when seven yachts from the Kaneohe Yacht Club raced off Waikiki in conjunction with the Outrigger Canoe Club regatta.<sup>17</sup>

Following the war, interest in boating in Hawaii greatly expanded, with many military surplus craft made available to purchase by the general public and an increase in leisure time. In 1949, two of the more active clubs—the Cruising Club, which had formed in 1939 thanks to the efforts of Mr. and Mrs. Arthur Powlison and the Hawaii Yacht Club, whose origins extended back to 1869—merged, and assumed the mantle of the Hawaii Yacht Club.<sup>18,19</sup> With the merger of the two clubs, the rejuvenated Hawaii Yacht Club had the largest yacht club membership in Hawaii.<sup>20</sup> The organization was incorporated in 1953 and in the following years expanded by absorbing the Ala Moana Motorboat Club; the Hawaii Yacht Club was considered to be one of the major yacht clubs on Oahu, along with the Kaneohe Yacht Club and the Waikiki Yacht Club.<sup>21</sup> The rejuvenated Hawaii Yacht Club operated for several years without a clubhouse, but in October 1957 was successful in securing a lease from the Board of Harbor Commissioners for reclaimed lands at the end of the Trans-Pac mole in the Ala Wai Harbor. In 1958, the club had attained a membership of over 400 and was able to raise sufficient moneys to build a clubhouse on its newly leased reclaimed lands.<sup>22,23,24,25,26</sup> The single-story hip-roofed clubhouse was designed by Honolulu architect, James Morrison, with the intention of adding a second story at a subsequent date. The time for the addition of the second story came in 1965 and the club hired Honolulu architect Thomas Wells to design the flat-roofed second story with its wrap-around lanai and koa wood finished dining room.<sup>27</sup>

In addition to its significance for its associations with the history of yachting in Hawaii, the Hawaii Yacht Club is also architecturally significant as a good example of a building rendered in a modern Hawaii style.

Modern architecture has its origins in both changing technology and in the “re-envision-ing” of the social role of architecture in the 20<sup>th</sup> century. The foundations of the modernist movement were in Europe, although many of the technical innovations came in fact from the experimentation of North American designers and builders. Some historians see technological

<sup>16</sup> Michael E. Simpson, *Waikiki Yacht Club: The First 60 Years* (Honolulu: Waikiki Yacht Club, 2004), 3.

<sup>17</sup> “Seven Kaneohe Yachts to Race Off Waikiki,” *Star Bulletin*, June 30, 1943, 13.

<sup>18</sup> Ralph Mesick, “Hawaii Yacht Club Started During Reign of Kalakaua,” *Honolulu Advertiser*, May 21, 1959, B-5.

<sup>19</sup> Helynn Hoffa, “Cruising Club of Hawaii Merger with Honolulu Yacht Club Official,” *Honolulu Star-Bulletin*, October 29, 1949, 10.

<sup>20</sup> Helynn Hoffa, “Hawaii Yacht Club History: Yachting Here Enjoying Sharp Upswing,” *Honolulu Star-Bulletin*, November 14, 1949, 14.

<sup>21</sup> Mesick, “Hawaii Yacht Club,” B-5.

<sup>22</sup> Mesick, “Hawaii Yacht Club,” B-5.

<sup>23</sup> Shirley Hutton, “This is Year for Expansion for Yacht Clubs on Oahu,” *Honolulu Star-Bulletin*, January 11, 1958, 9.

<sup>24</sup> Margie Stone, “Along the Miracle Mile,” *Honolulu Star-Bulletin*, March 15, 1958, 100.

<sup>25</sup> “HYC to Break Ground Saturday for Clubhouse,” *Honolulu Advertiser*, March 7, 1958, A11

<sup>26</sup> “Hawaii Yacht Club Opens Clubhouse with First Party,” *Honolulu Star-Bulletin*, May 10, 1958, 20.

<sup>27</sup> Jack Wyatt, “Nautical Notes: A Welcoming Sight,” *Honolulu Star-Bulletin*, September 22, 1965, E-6 .

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improvements as the driving force behind the new architecture: the development of iron and then steel, followed by increased application of reinforced concrete. Other scholars see the aesthetic revolt against the excessive decoration of the late Victorian period as the key to understanding “modernism.” A few emphasize the simple practicalities of the new architecture—a style of building that put emphasis on simplicity and functionality over sentimentality and historical or cultural reference.<sup>28</sup>

The modern style gained popularity in Hawaii during the late 1930s, usually rendered in a simple art deco or streamline modern style, as exemplified by such buildings as the Waikiki Theater, Church of the Crossroads, the Waikiki Shopping Arcade, and a number of walk-up apartments in Waikiki.

Following the lead of the late 1930s, the modern style became the predominant post-war style in Hawaii. The modern style became closely entwined with the imminency of statehood and the forward outlook of that era. Modernism’s radical trend away from ornamentation to a clean “contemporary” look captured the spirit of its time, and the prevalent skill of the craftsmen of that era, with their high degree of precision, made it possible to have minimal detailing. Everything is elegantly simple and transparent. It’s an era of optimistic outlook manifesting itself in optimistic “light” and future-oriented architecture.

The Hawaii Yacht Club is typical of a building of the modern movement constructed in Hawaii during the 1950s and 1960s. It is typical of the modern style of architecture with its flat roof, clean lines, and avoidance of applied ornament as well as its emphasis on functionality and the straightforward incorporation of its structural elements into the design program. The CMU, of which the clubhouse is built, became a popular building material in the islands during this period and is a trend which continues to the present. The use of pre-stressed structural elements in the Hawaii Yacht Club’s second story addition was an early architectural use of the material in the Islands.

Even more noteworthy is the manner in which the building adapts its modern forms to Hawaii. The opening of the entire southwest side of the building to the outdoors is remarkable and rarely seen in a building of this scale—with perhaps Ossipoff’s Outrigger Canoe Club and Pacific Club, the Waikiki Yacht Club, and a number of hotel lobbies such as those at the Mauna Kea Beach Hotel, Kona Hilton (now the Royal Kona Resort), Hawaiian Regent (now Waikiki Marriott), and the Maui Inter-Continental (now Wailea Beach Resort-Marriott), being the only comparable buildings to come immediately to mind. In addition to its incredible openness, the dining room’s extensive use of koa wood further places the building within the context of Hawaii, as does the open-air rear terrace affectionately referred to as the “Poop Deck”.

The architect for the first phase of the Hawaii Yacht Club’s clubhouse, James Morrison (1909-1985), was born in Jersey City, New Jersey and graduated from Cornell University’s School of Engineering and Architecture. He came to Hawaii in 1939 as a project engineer with the Pacific Naval Contractors, and worked in this capacity throughout World War II. In 1942, he married

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<sup>28</sup> Fung Associates, Inc., *Hawaii Modernism Context Study* (Honolulu: Historic Hawaii Foundation, 2011), 3-1.

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Peggy Powlison, the daughter of Mr. and Mrs. Arthur Powlison who in 1939 had established the Cruising Club in Hawaii. The Cruising Club's, and later Hawaii Yacht Club's, Cosette Cup was established by Clarence Macfarlane on the birth of the Morrisons' daughter, Cosette, in 1943, and was to be awarded annually to the yachtsman who contributed the most to the sport in Hawaii. When Cosette reached the age of sixteen, the cup was retired and given to her, and the Macfarlane Trophy was established to serve the same function.

Following World War II, Morrison went to work with the Federal Housing Administration (FHA) in Honolulu, taking the place of Phil Fisk, who entered into private practice. In August 1947, Morrison left the FHA and went to work as the Supervising Architect within the Territory of Hawaii's Department of Public Works, a position he held until 1953. In August of 1953, he went into partnership with Gersham Marin and opened the architecture and engineering office of Morrison & Martin. Other buildings designed by him at the time include the Kalihi Valley Park clubhouse (1959), Adolph Mendonca residence (1959), Dutch Schuman residence (1959), and the Waipahu Gymnasium (1960).

Thomas Wells (1930-1986), who was responsible for the second story addition of the Hawaii Yacht Club's clubhouse, was a highly respected architect who worked in Hawaii until 1969. He was born in San Francisco and attended USC School of Architecture at the University of Southern California. Upon arriving in Hawaii, he worked with Vladimir Ossipoff on such projects as the Medical Library at Queens Hospital and the Pacific Club. In 1961, he opened his own office which he maintained until 1969 when he relocated to Aspen, Colorado. Other buildings in Hawaii designed by Wells include the comfort station at Thomas Square, Waimea Village Inn, the Tennis Garden at Kapalua, the Palo Alto Apartments on Punahou Street, as well as the 1967 addition to the Waikiki Yacht Club (which was listed on the Hawaii Register of Historic Places in 2023).

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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### 10. Geographical Data

**Acreeage of Property** less than one acre

Use either the UTM system or latitude/longitude coordinates

#### Latitude/Longitude Coordinates

Datum if other than WGS84: Bing Maps:

<https://www.bing.com/maps/?cp=21.288095%7E-157.841821&lvl=16.0>

(enter coordinates to 6 decimal places)

- |                        |                        |
|------------------------|------------------------|
| 1. Latitude: 21.288101 | Longitude: -157.841827 |
| 2. Latitude:           | Longitude:             |
| 3. Latitude:           | Longitude:             |
| 4. Latitude:           | Longitude:             |

**Or**

#### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

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

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

The property being nominated includes all the property leased by Hawaii Yacht Club in 2024 as described by Tax Map Key: (1) 2-3-037: 013.

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**Boundary Justification** (Explain why the boundaries were selected.)

This is the parcel of land associated with this building since its construction.

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**11. Form Prepared By**

name/title: Don Hibbard and Shelby Mendes  
organization: FAI Architects  
street & number: 1600 Kapiolani Boulevard, Suite 1700  
city or town: Honolulu state: Hawaii zip code: 96814  
e-mail shelby@fai-architects.com  
telephone: (808) 941-3000  
date: March 15, 2024

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**Additional Documentation**

Submit the following items with the completed form:

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

• Owner: Division of Boating and Ocean Recreation  
Department of Land & Natural Resources  
1151 Punchbowl Street  
Honolulu, Hawaii 96813

Lessee: Hawaii Yacht Club  
1739 Ala Moana Boulevard  
Honolulu, Hawaii 96814  
Attn: Brian J. Orandello; borandello@comcast.net

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**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

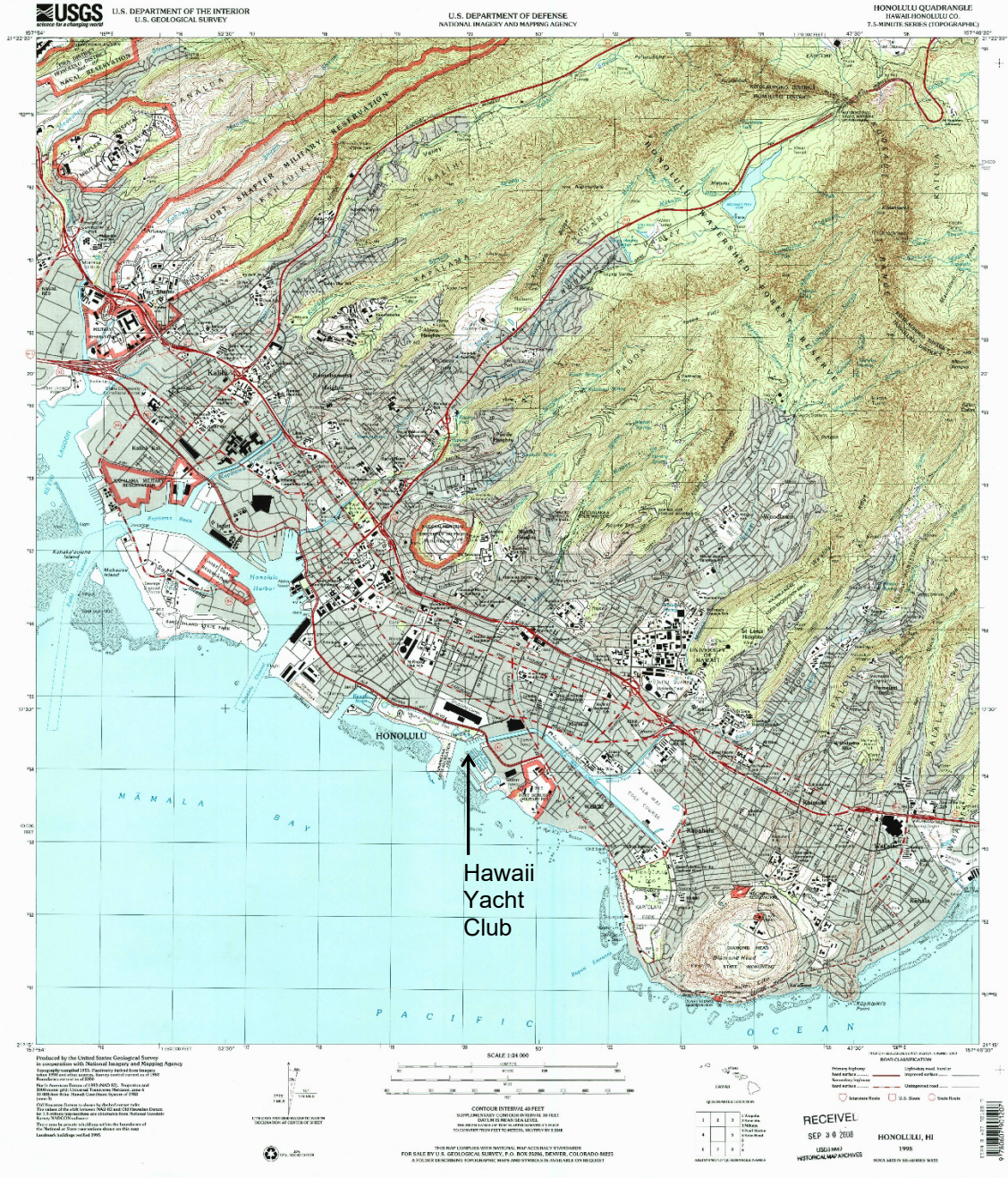
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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**USGS MAP**



Hawaii Yacht Club  
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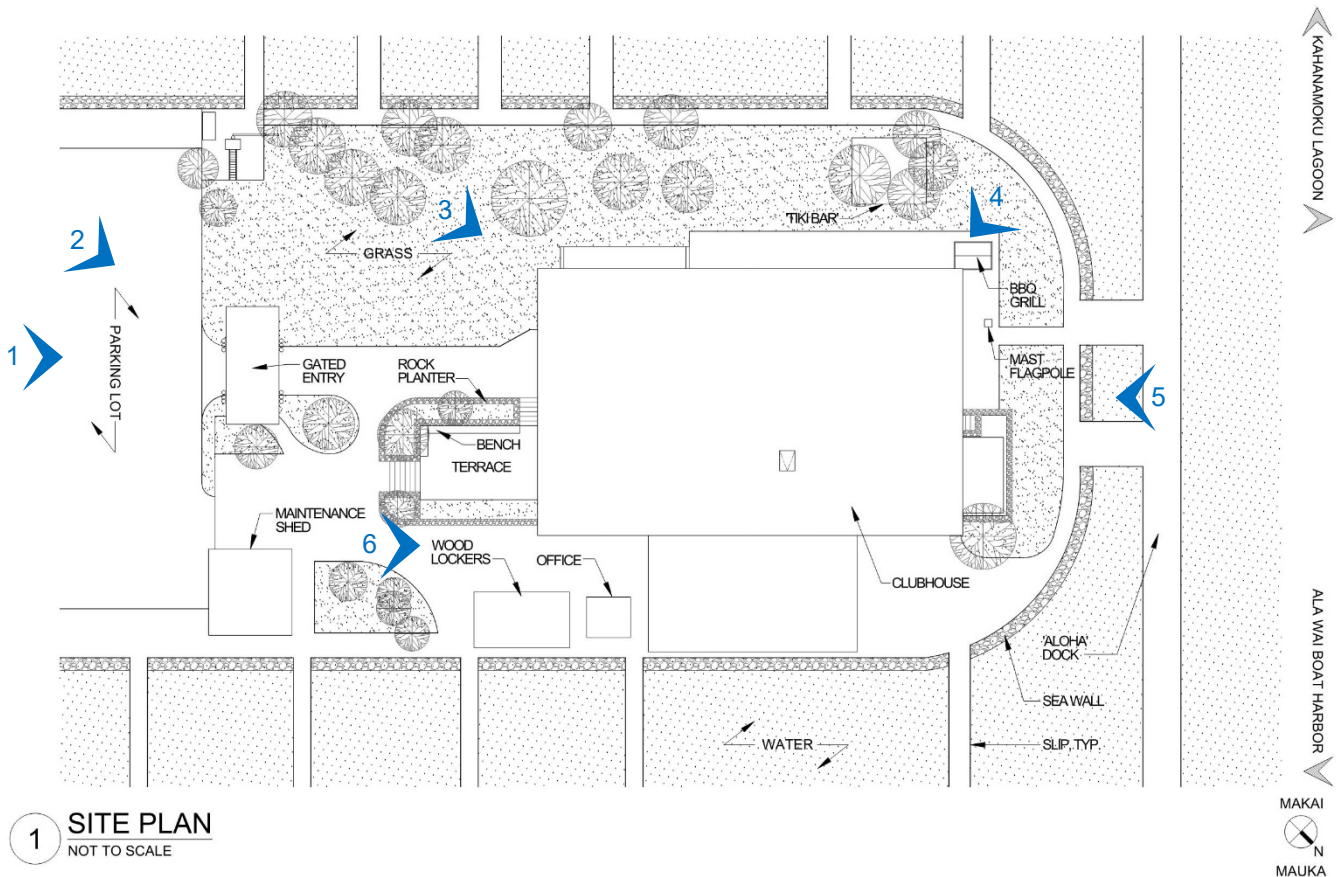
### GIS TAX MAP



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**SITE PLAN, Credit: FAI Architects February 14, 2024.**

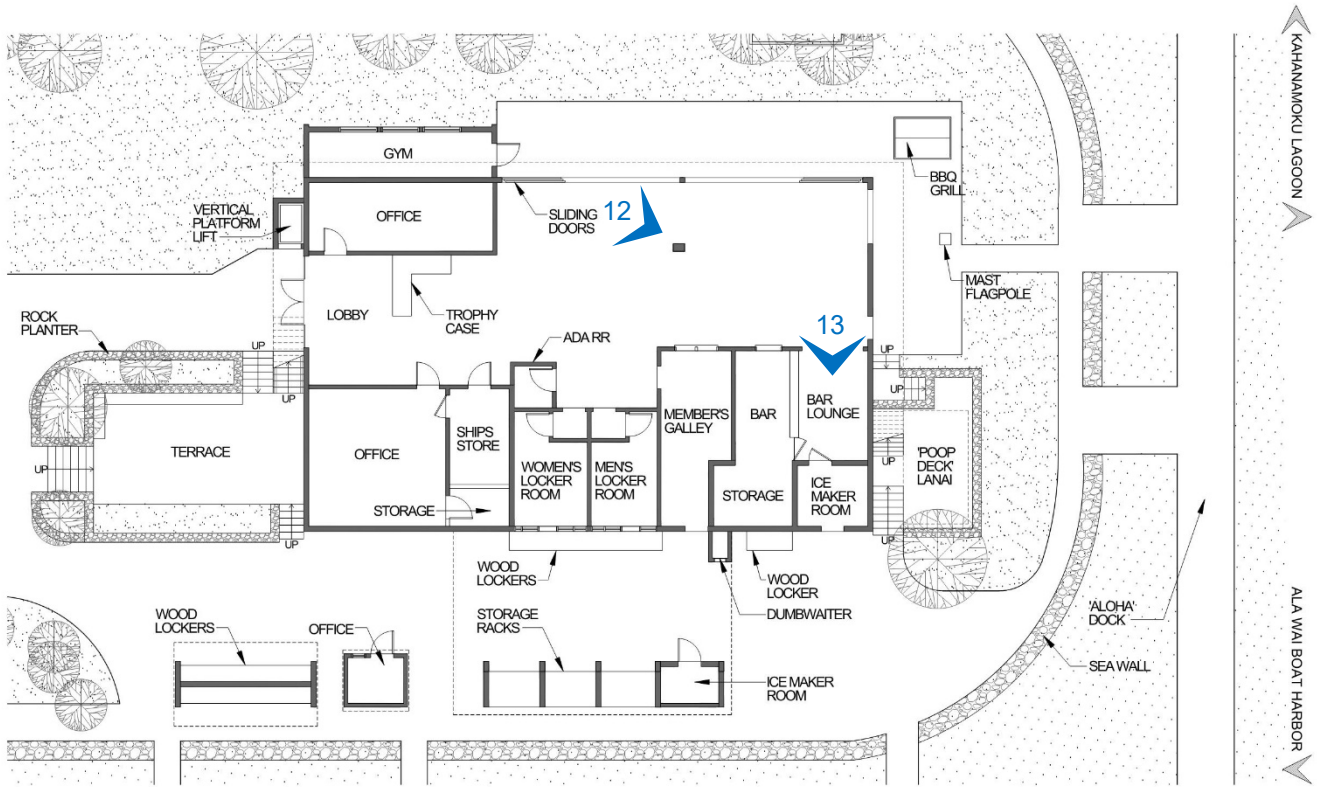




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**FIRST FLOOR PLAN, Credit: FAI Architects February 14, 2024.**



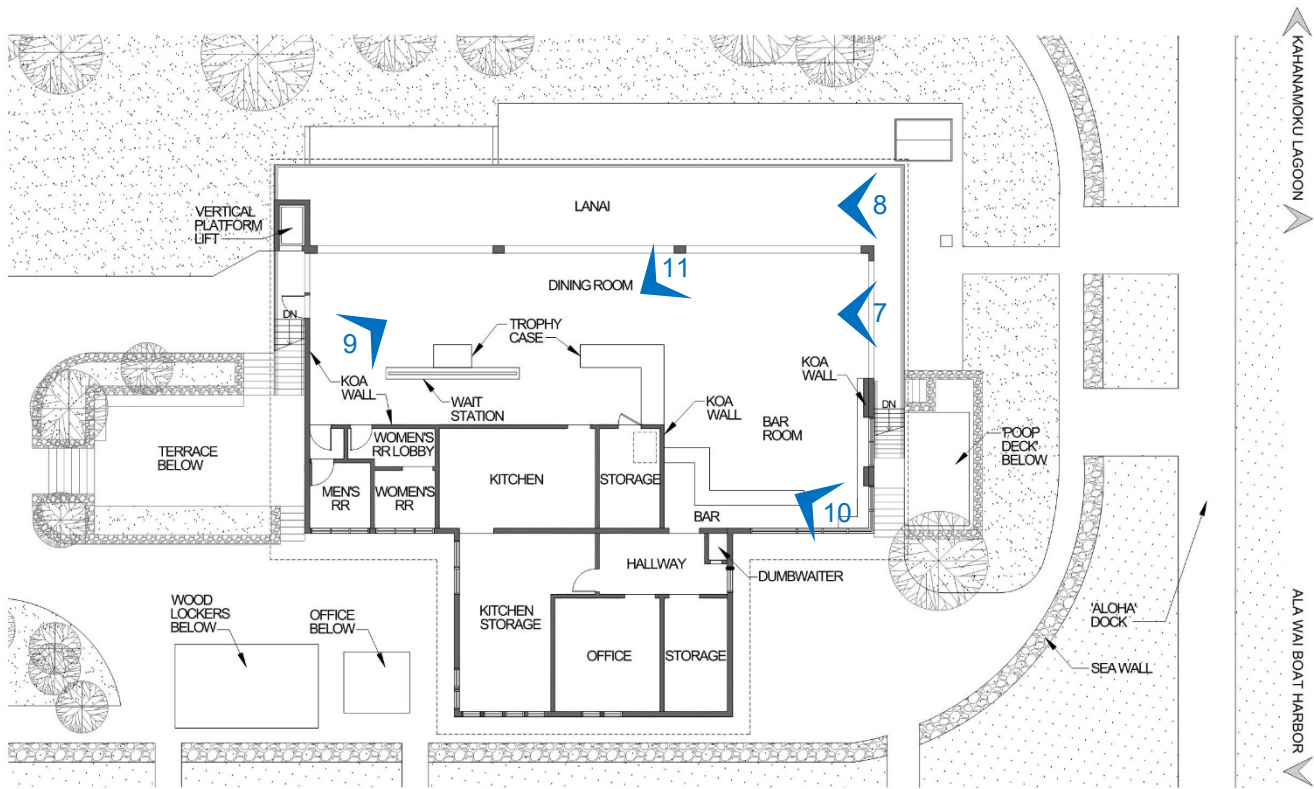
**1** FIRST FLOOR PLAN  
NOT TO SCALE

MAKAI  
N  
MAUKA

Hawaii Yacht Club  
Name of Property

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**SECOND FLOOR PLAN, Credit: FAI Architects February 14, 2024.**



1 SECOND FLOOR PLAN  
NOT TO SCALE



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**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

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