

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

South Manitou Island Lighthouse Complex and Life-Saving Station Historical

AND/OR COMMON

District

**2 LOCATION**

STREET &amp; NUMBER

N/A

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

South Manitou Island

VICINITY OF

STATE

CODE

COUNTY

CODE

Michigan

26

Leelanau

089

**3 CLASSIFICATION**

## CATEGORY

## OWNERSHIP

## STATUS

## PRESENT USE

☒ DISTRICT☒ PUBLIC☐ OCCUPIED☐ AGRICULTURE☐ MUSEUM☐ BUILDING(S)☐ PRIVATE☒ UNOCCUPIED☐ COMMERCIAL☒ PARK☐ STRUCTURE☐ BOTH☐ WORK IN PROGRESS☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ SITE

## PUBLIC ACQUISITION

## ACCESSIBLE

☐ ENTERTAINMENT☐ RELIGIOUS☐ OBJECT☐ IN PROCESS☒ YES: RESTRICTED☒ GOVERNMENT☐ SCIENTIFIC☐ BEING CONSIDERED☐ YES: UNRESTRICTED☐ INDUSTRIAL☐ TRANSPORTATION☒ COMPLETED☐ NO☐ MILITARY☐ OTHER**4 AGENCY**

REGIONAL HEADQUARTERS: (If applicable)

National Park Service, Midwest Regional Office

STREET &amp; NUMBER

~~1709 Jackson Street~~

CITY, TOWN

Omaha

VICINITY OF

STATE

Nebraska

68102

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Leelanau County Courthouse

STREET &amp; NUMBER

CITY, TOWN

Leland

STATE

Michigan

49654

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Sleeping Bear Dunes National Lakeshore

DATE

July 1976

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

State of Michigan, History Division

CITY, TOWN

Lansing

STATE

Michigan

# DESCRIPTION

CONDITION  
 EXCELLENT  
 XGOOD  
 FAIR  
 XDETERIORATED  
 RUINS  
 UNEXPOSED

CHECK ONE  
 UNALTERED  
 XALTERED

CHECK ONE  
 XORIGINAL SITE  
 MOVED DATE

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

## A. Lighthouse Complex

The lighthouse complex is located on Sandy Point at the southeast corner of South Manitou Island. The 6.5-acre complex consists of the Keeper's Residence (HS-51120A), the Walkway (HS-51120B), the Lighthouse (HS-51120C), the Magazine (HS-51120D), and the Whistle Shed (HS-51120E); UTM Reference 16 571400 4984000.  
 AND 25-51 (HS-51120F), FLAGSTAFF (HS-51120G), WALKWAY (HS-51120H), (HS-51120I), (HS-51120J)

### 1. HS-51120A, Lighthouse Keeper's Residence

The Lighthouse Keeper's Residence is a 2½-story, 30- by 32-foot rectangular building with a full basement. The residence has stone masonry foundations and yellow brick masonry walls. The simple gable roof has gray asbestos shingles. The floors, partitions, and roof are of simple wood construction. The house, constructed in 1858, originally had a wooden light tower attached to the roof. This tower was removed in 1872, when the separate brick light tower was completed. At this time, a brick walkway was constructed, connecting the residence and the tower. Other features of the residence include 3 wooden exterior doors; 26 wood-frame, arched windows; a brick chimney with 2 flues that spirals through the roof rafters; 3 interior wooden staircases; and wood flooring. The condition of the exterior of the residence is good; the interior is in ~~poor~~ <sup>Fair</sup> condition.

The residence housed the lighthouse keeper and his family until 1958, when the station was closed. Beginning in 1871, the station was authorized to have two assistants, who were also permitted to live in the Keeper's Residence.

The dwelling is located in the southeast corner of the island (UTM Reference 16 571400 4984000).

### 2. HS-51120B, South Manitou Lighthouse Walkway

The 40- by 8-foot brick walkway connects the keeper's residence with the light tower. It has a stone foundation and a gabled roof with asbestos shingles. The walkway has four windows, two on each side. The walkway's exterior condition is ~~fair~~ <sup>Good</sup>; the interior is ~~poor~~ <sup>Fair</sup>.

### 3. HS-51120C, South Manitou Lighthouse

The brick light tower built in 1871-72 is 104 feet tall. Conical in shape, the exterior diameter measures 18 feet at the base and 12 feet at the parapet. There are three arched windows with stone and brick masonry hoods directly beneath the deck, and three rectangular windows with flat cut stone lintels and sills located randomly along the tower shaft. The projecting wrought iron balcony, which encircles the tower, is supported by cast iron brackets. The brick tower housed a third order Fresnel lens, which projected light a distance of 17-¾ miles. The light, built by Henri Lepaute of Paris, contained a plunger-type lamp that required 3 wicks. The lens appara-

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tus contained 5 panels: 4 panels of 72 degrees and 1 small prismatic panel which formed a reflector of 72 degrees. The central drum of the lens had 13 elements in each panel. Each panel above the central drum had 11 prisms. Those below the drum had 4 prisms each. The lens has been removed, and the tower is now empty. The tower's exterior is in good condition; the interior is in fair condition.

4. HS-51120D, Magazine

This 8½- by 7-foot building was once used for storage. The brick masonry structure has a standing seam metal hip roof with a metal vent and top. The magazine rests on a concrete slab. Its exterior is unfinished. The interior is painted white. The structure has a single door on the south side. The magazine is in fair condition.

5. HS-51120E, Whistle Shed

The whistle shed is located 70 feet north of the tower. The original structure, built in 1875, was replaced by the existing whistle shed in 1896. The frame building has horizontal wood siding. The machinery and air compressor that operated the bad weather warning whistle were removed when the station closed in 1958. The exterior of the whistle shed is in fair condition; the interior is ~~poor~~.

B. The U.S. Life-Saving Station

The lifesaving station is located on the southern tip of South Manitou Island's crescent shaped bay. It covers an area of approximately 7.2 acres, and includes the main house (HS-51123A), an oil shed (HS-51123B), the boathouse (HS-51123C), 3 sheds (HS-51123D, E, and F), the tower/flagpole (HS-51123H), the flammable storage shed (HS-51123I), and the concrete and chain fence (HS-51123G); UTM Reference 16 571400 4984300. The foundation of a Lookout Station (HS-51122), located immediately southeast of the lighthouse (UTM Reference 16 5715500 4984200) is also included.

1. HS-51123A, Main House

The Main House is a 30- by 50-foot rectangular structure, 1½ stories tall, with a full basement. It has a 22- by 8-foot porch on the north side and a 24- by 5-foot stairwell on the east side. The frame structure is set on a 4-foot poured concrete foundation. Originally the building was on grade, but it was later raised to create the full basement. The structure has shiplap siding, painted white with green trim. The gabled roof has sawn

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wood shingles. The porch of the house has three columns which support the roof overhead, and stairs opening to the west. Other features of the structure are three exterior doors and 28 window openings. The house is in good condition.

The residence housed the lifesaving crew and the captain from 1902 to 1958, when the station was closed.

2. HS-51123B, Oil Shed -

The oil shed is a cylindrical structure with a conic roof made out of metal. It sits on a concrete slab foundation. The exterior is painted white, and the interior is painted in a bright orange. The roof has a short venting stack in the center. The floor is wooden. The door is metal with vent holes. The oil shed measures 8 feet in diameter. It is in excellent condition. *HISTORIC PHOTOS INDICATE THIS STRUCTURE WAS ORIGINALLY LOCATED AT LIGHT HOUSE*

3. HS-51123C, Boathouse

The boathouse, built in 1901, is a rectangular wood frame building measuring approximately 50 by 24 feet. It has a hip roof with flaired eaves and red stained cedar shingles. The board and batten siding is painted white with green painted sashes and trim. The interior has one wooden floor with attic. There are 4 doors; 2 overhead, 1 two-door swinging, and 1 plank door. The structure has 4 windows, double hung, 4 over 4 by 4 over 4. There is one chimney, brick with metal piping. Other features of the boathouse include two ramps, one concrete ramp facing landward and one wooden ramp with metal rails facing toward the lake and extending to a slip at the water's edge. The boathouse is in good condition.

The boathouse housed the lifesaving boats for the U.S. Life-Saving Station.

4. HS-51123D, Frame Shed

This shed, measuring 8'5" by 7'4", has one floor. The wooden board and batten siding is painted white on the exterior with green doors. The interior is open frame. The shed sits on a poured concrete slab foundation. The shed has a hip roof with flaired eaves. It has red asphalt shingling. Other features include 2 doors, board and batten with wooden latches and knobs, and a concrete ramp. Its condition is good.

5. HS-51123E, ~~Work Shed~~ BOAT HOUSE #2

This frame work shed measures 42 by 21 feet. It is a wood frame structure with diagonal wood plank siding. The exterior is painted white with green

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doors and trim. The open frame interior has no finish. The shed sits on a structure of concrete and timber piles and sills construction. The work shed has  $1\frac{1}{2}$  floors, one plank floor on the main level and a half floor loft which is located above the main floor. An L-shaped staircase connects the two. There are 2 doors, 8 windows, 1 chimney, and 1 fireplace used for heat. The building is divided into three rooms with two 2-inch tongue-in-groove partitions. The shed is in good condition.

6. HS-51123F, Wood Shed

This storage shed measures 18 by 12 feet. The walls consist of wood shiplap siding with corner boards and shingle gabled ends. The exterior siding is painted white with green trim. The concrete foundation is painted gray. The roof is a simple gable with asphalt shingles. The foundation of the shed consists of concrete blocks with narrow shiplap siding. Other features of the shed are one floor plus loft storage, a single door with diagonal boards, 6 windows, 1 brick chimney, and 1 interior partition which makes two rooms. The shed, built in approximately 1901, is in good condition.

7. HS-51123G, Fence and Posts

The posts and chain fence surrounds the main house yard. The posts are concrete pyramidal sections painted white. The chains are iron and painted black. The fence and posts are deteriorated.

8. HS-51123H, Coast Guard Station Tower and Flagpole - FLAGPOLE

The 8- by 8-foot open metal frame tower tapers off to hold the flagpole. There is a ladder on the frame. The frame is diagonally braced. The tower/flagpole is in good condition.

9. HS-51123I, Flammable Storage Shed

This shed has concrete block walls. The exterior is painted white. It has a simple gabled roof with red asphalt shingles. It is in good condition.

10. HS-51122, Lookout Station Foundation

Coast Guard personnel used the lookout station, which resembled the fire tower, to watch for distressed vessels. Currently, only the foundations of the station remain. The 4 concrete pillars are 6 feet tall, 4 feet square at the base, and 2 feet square at the top. Two of the pillars are upright; the other 2 are fallen. The lookout station foundation is located immediately southeast of the light tower (UTM Reference 16 571550 4984200).

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C. Associated Residences

Located near the lifesaving station, the Johnston House (HS-51125A) and the Leinbach House (HS-51141) were traditionally inhabited by Life-Saving Service/Coast Guard personnel.

1. HS-51152A, Johnston House (UTM Reference 16 571400 4984200)

The 24- by 24-foot structure has a tall pyramidal hipped roof. A chimney is situated at the peak of the roof. There is a full porch at the entrance. The roof covering is asphalt roll. The house is sided with shiplapped horizontal boards. The Johnston House, in good condition, is located on a one-quarter acre plot. (See enclosed map for location.)

Although the exact date of construction is not available, the Johnston House was built shortly after the nearby lifesaving station (erected in 1902).

2. HS-51141, ~~Leinbach House~~ <sup>JOHN TOBIN HOUSE</sup> (UTM Reference 16 571400 4984250)

The 15- by 20-foot, 1½-story house has a porch on the front and a one-story addition to the rear. The main section has a gable roof, and the rear addition has a shed roof. Asphalt roll covers wood shingles on the roof. The house has wood clapboard siding. The residence rests on a one-half acre plot. The exterior is in good condition; the interior is poor.

# SIGNIFICANCE

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

SPECIFIC DATES **1858-1958**

BUILDER/ARCHITECT **U. S. Life-Saving Service,  
U. S. Lighthouse Service, and  
unknown.**

## STATEMENT OF SIGNIFICANCE

The South Manitou Island Lighthouse and Life-Saving Station are significant for their contributions to the safe navigation of Lake Michigan.

Several factors contributed to the significance of South Manitou Island to commercial navigation. The island's strategic location on the heavily trafficked Manitou Passage, its large natural harbor, and the abundant supply of hardwoods made it a popular stopping place for Lake Michigan's vessels. Encouraged by these factors, shipping increased, leading to the establishment of lighthouse and lifesaving stations on the island, further increasing its importance to safe navigation of the passage.

Regular steamboat traffic on the Great Lakes began in the 1830s. The steamboats used cordwood for fuel, and frequent stops to refuel were necessary. South Manitou Island was situated on Lake Michigan's heaviest route of traffic and contained dense forests of the needed hardwoods. The island's natural bay could accommodate even the largest vessels, and South Manitou became a popular and convenient stop.

South Manitou Island's bay was extremely important during storms. It was the only harbor large enough to shelter many of the vessels following Lake Michigan's eastern route from Chicago to the Straits of Mackinac, a distance of roughly 300 miles. As a result, South Manitou was extremely important to safe commercial navigation along the Great Lakes.

The Federal Government, recognizing the importance of South Manitou's sheltered bay, established a lighthouse and fog signal bell on the island in 1839. Its impact was magnified by the fact that it was the only lighthouse in the vicinity for over one decade. A new structure, with a fog signal house to hold the station's fog bell, was built in 1858.

By 1870 the Lighthouse Service noted the South Manitou's harbor was the most frequently used refuge on the Great Lakes. Their recommendations led to the addition of a brick light tower in 1872, raising the focal plane to 100 feet above the lake surface. The new stationary third order Fresnel lens projected the light a distance of 17-3/4 miles. A steam fog system was added in 1875. Eventually, technology made the South Manitou lighthouse obsolete, and the United States Coast Guard closed the station in 1958, ending over one century of service.

*South Manitou Island Lighthouse*

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In spite of the navigational assistance provided by the South Manitou Lighthouse and fog signal whistle, the heavy traffic through the Manitou Passage meant that shipwrecks were inevitable. Years passed while the U.S. Life-Saving Service decided on the best location for a lifesaving station, then fought to gain title to the land. The station finally opened on August 20, 1902, with a crew of 6 surfmen and a captain. The station operated until 1958 when the Coast Guard, due to the acquisition of helicopters and other new lifesaving equipment, determined that the station was no longer necessary, and it closed.

When motors were added to the rescue boats, <sup>the</sup> South Manitou Station with its excellent harbor, <sup>gradually</sup> took over all rescue operations for the Manitou Passage <sup>the station at</sup> as Port Edrie North Manitou and Sleeping Bear Point were closed.

More precise navigation and larger commercial ships reduced the need for rescue station.



# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached continuation sheet.

## 10 GEOGRAPHICAL DATA 47

ACREAGE OF NOMINATED PROPERTY

UTM REFERENCES

A 16 571 300 4984500

B 16 571 650 4984500

C 16 571 650 4984500

D 16 571 300 4984500

VERBAL BOUNDARY DESCRIPTION

See enclosed map, "South Manitou Island Lighthouse Complex and Life-Saving Station Historical District."

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

STATE	CODE	COUNTY	CODE
Michigan	26	Leelanau	089
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Jill M. York/Historian

ORGANIZATION

National Park Service, Midwest Regional Office

STREET & NUMBER

Omaha, Nebraska 68102

CITY OR TOWN

DATE

(402) 221-3426

TELEPHONE

STATE

## 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES \_\_\_\_\_ NO \_\_\_\_\_ NONE \_\_\_\_\_

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

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

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

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NATIONAL PARK SERVICE

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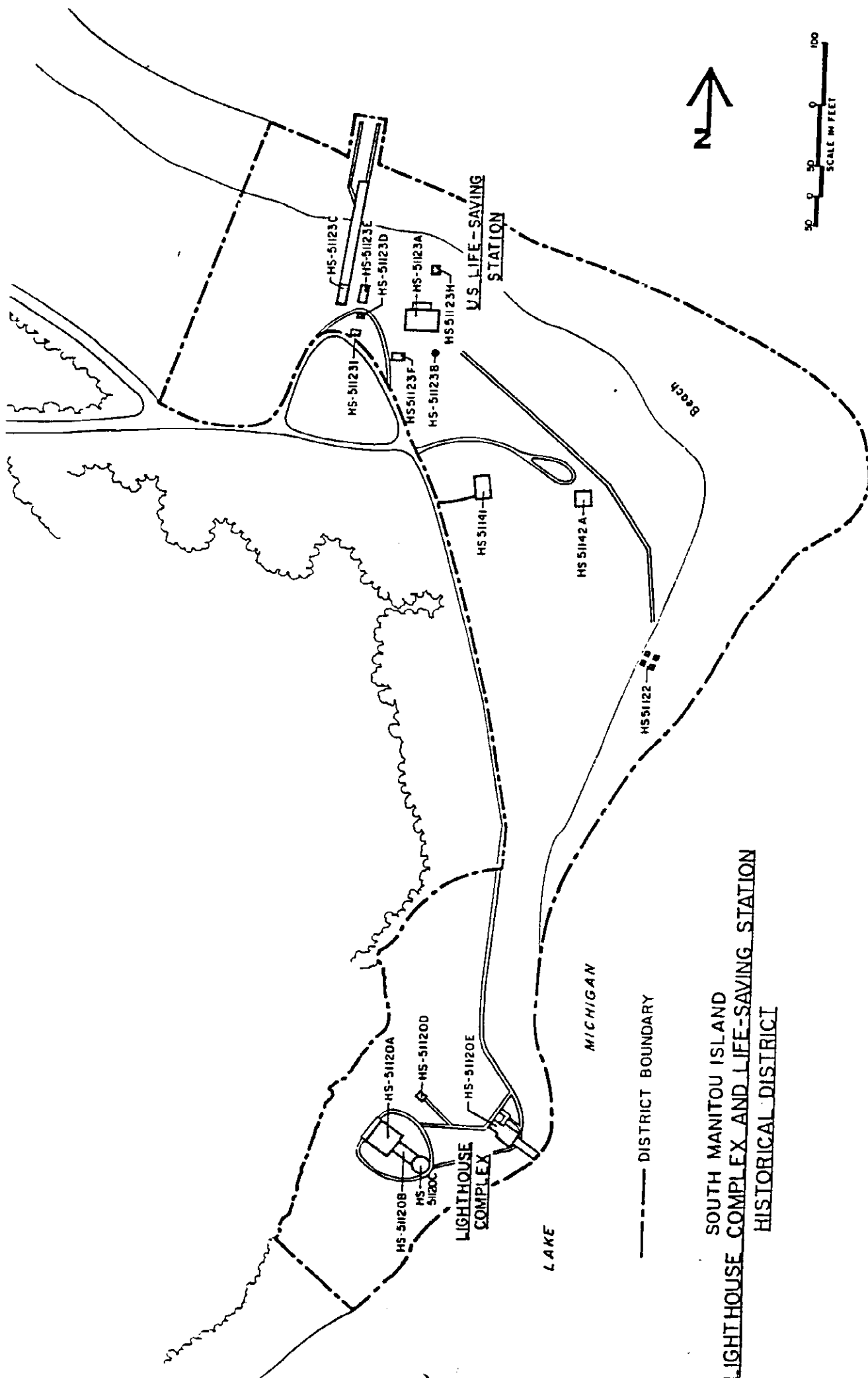
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--- DISTRICT BOUNDARY

**SOUTH MANITOU ISLAND  
LIGHTHOUSE COMPLEX AND LIFE-SAVING STATION  
HISTORICAL DISTRICT**

MICHIGAN

LAKE

LIGHTHOUSE  
COMPLEX

U.S. LIFE-SAVING  
STATION

Beach

HS-51123C

HS-51123E

HS-51123D

HS-51123A

HS-51123H

HS-51123I

HS-51123F

HS-51123B

HS-51141

HS-51142A

HS-51122

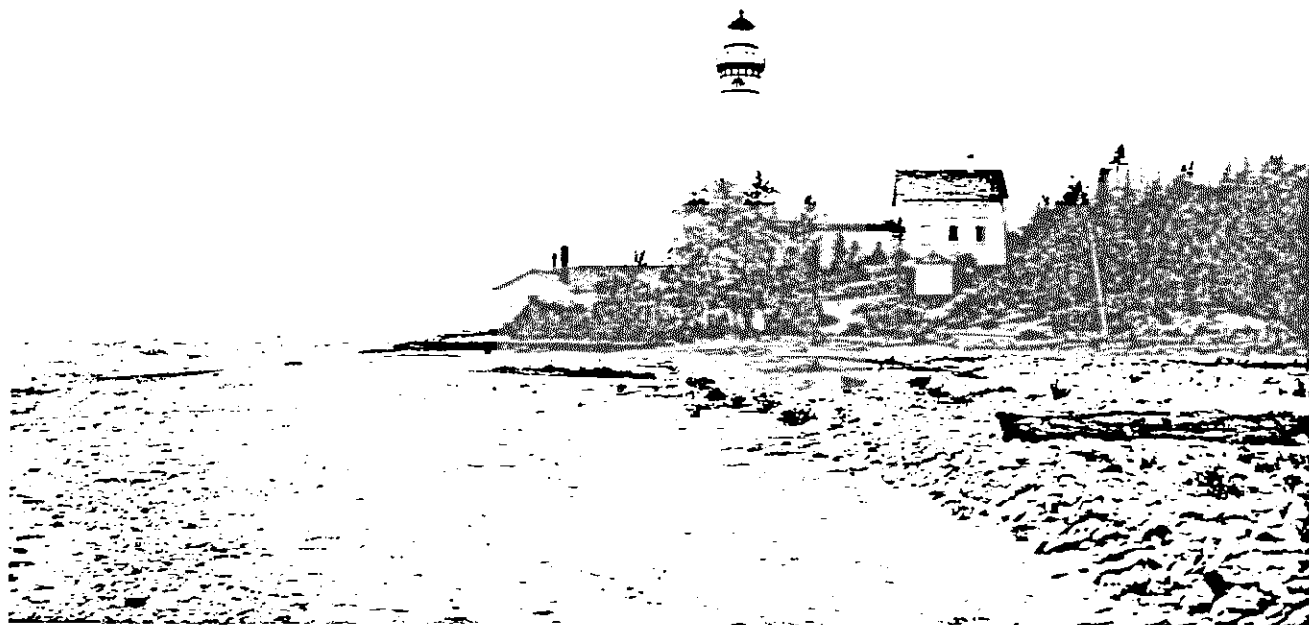
HS-51120A

HS-51120D

HS-51120E

HS-51120B

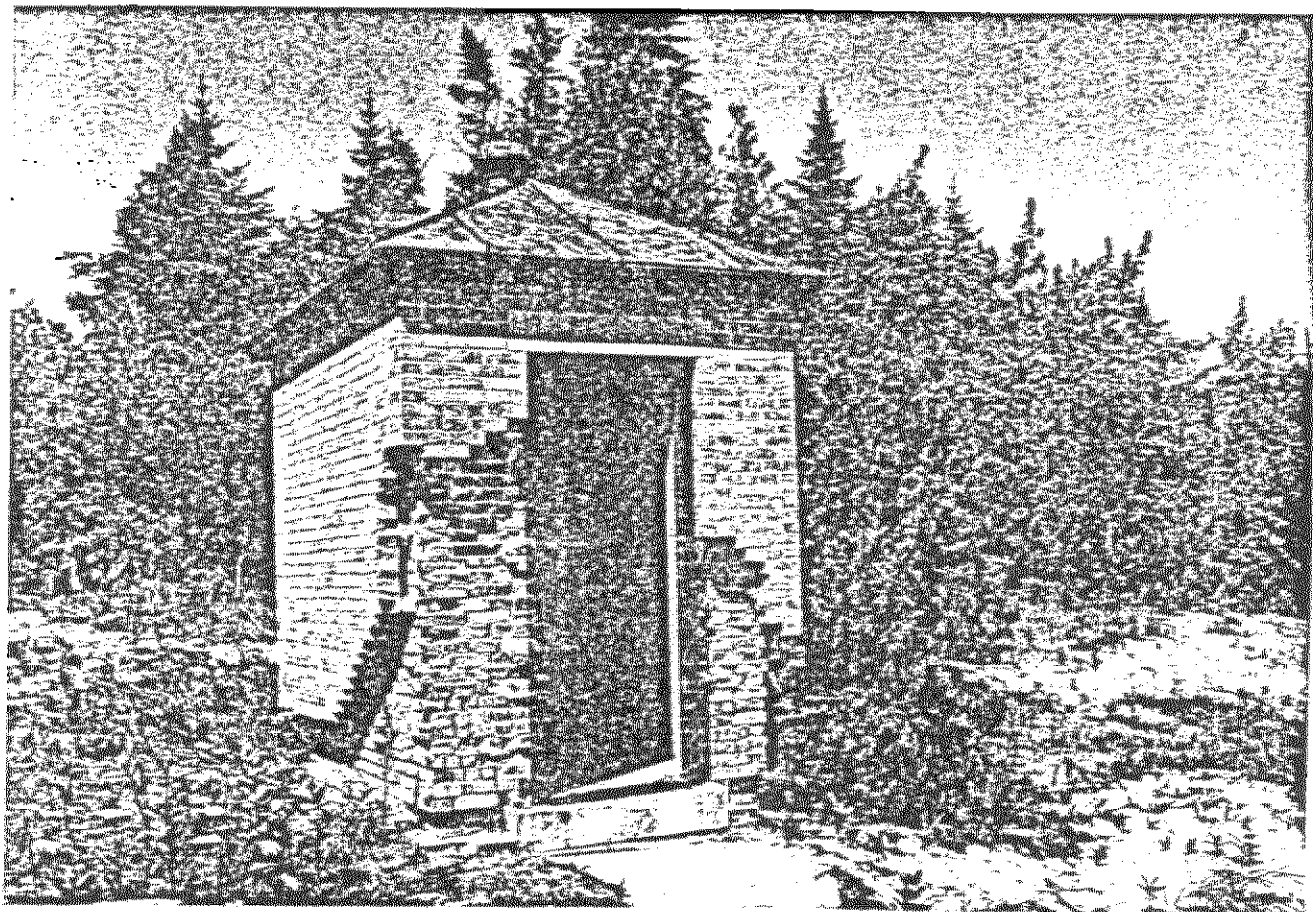
HS-51120C



1. SOUTH MANITOU ISLAND  
Lighthouse Complex  
southern end of bay  
facing southwest

Phot.: Jill M. York  
August 1980

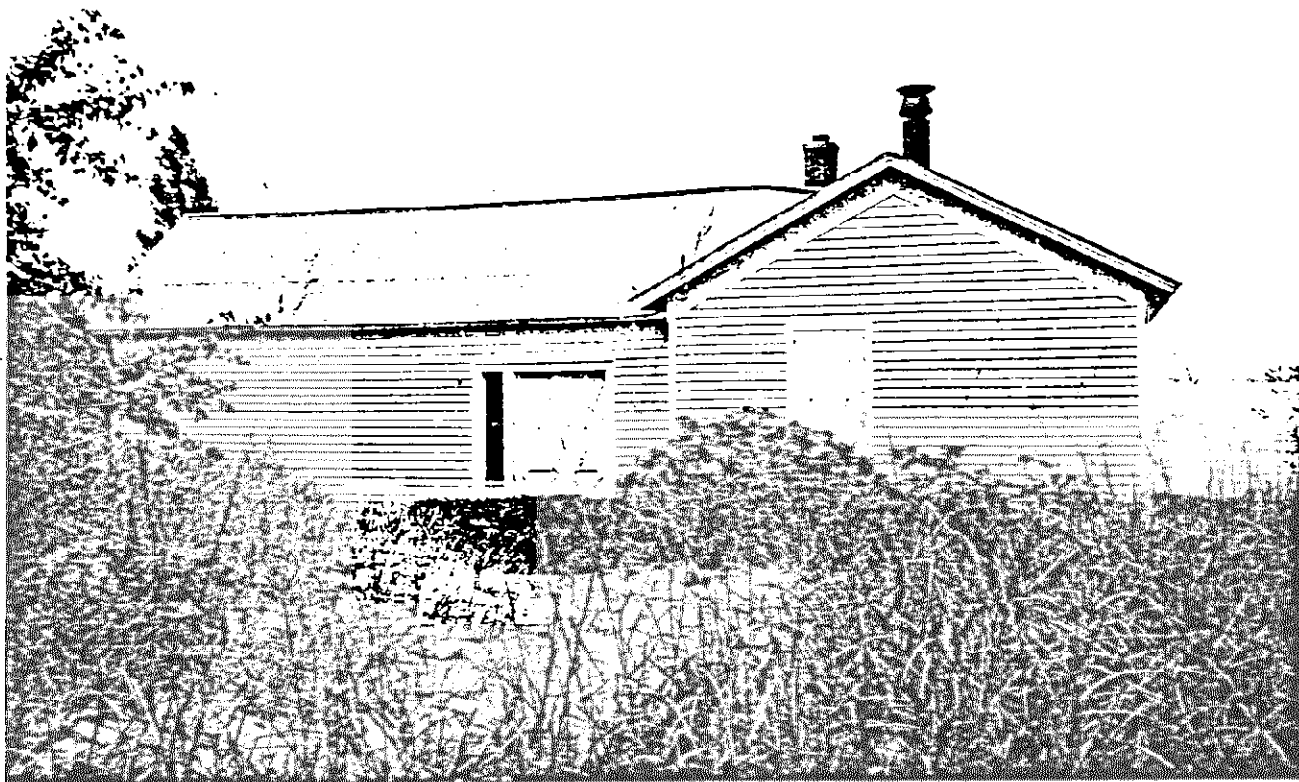
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4. SOUTH MANITOU ISLAND  
Lighthouse Complex  
southern end of bay  
HS-51120D Magazine  
facing north/northeast

Phot.: Shunichi Hagiwara  
August 1977

Neg.: Michigan History Division



5. SOUTH MANITOU ISLAND  
Lighthouse Complex  
southern end of bay  
HS-51120E Whistle Shed  
facing east

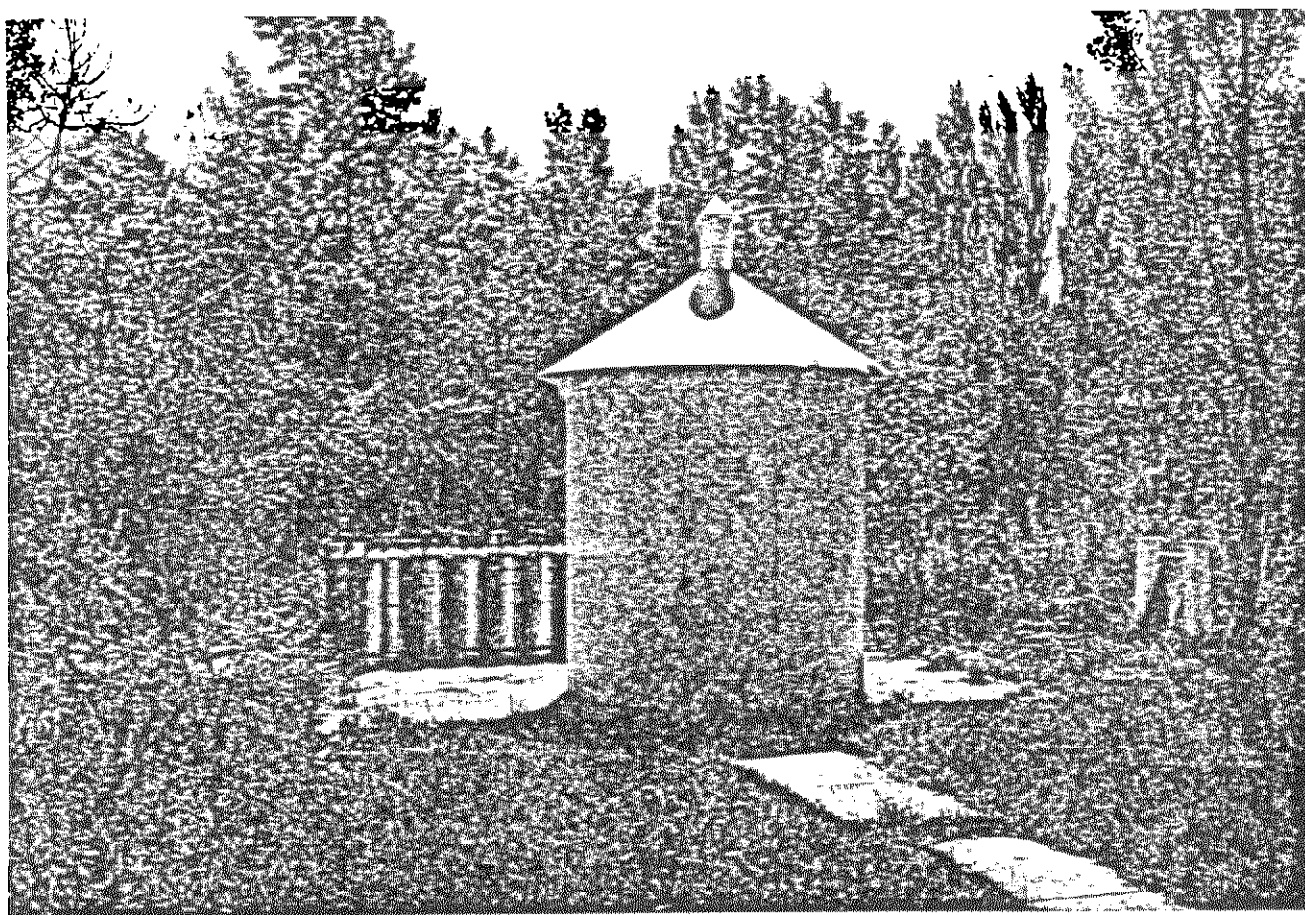
Phot.: Jill M. York  
August 1980

Neg.: NPS Midwest Regional Office



6. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123A Main House  
(Foreground includes HS-51123G, Fence and Posts)  
facing southwest

Phot.: Jill M. York  
August 1980  
Neg.: NPS Midwest Regional Office

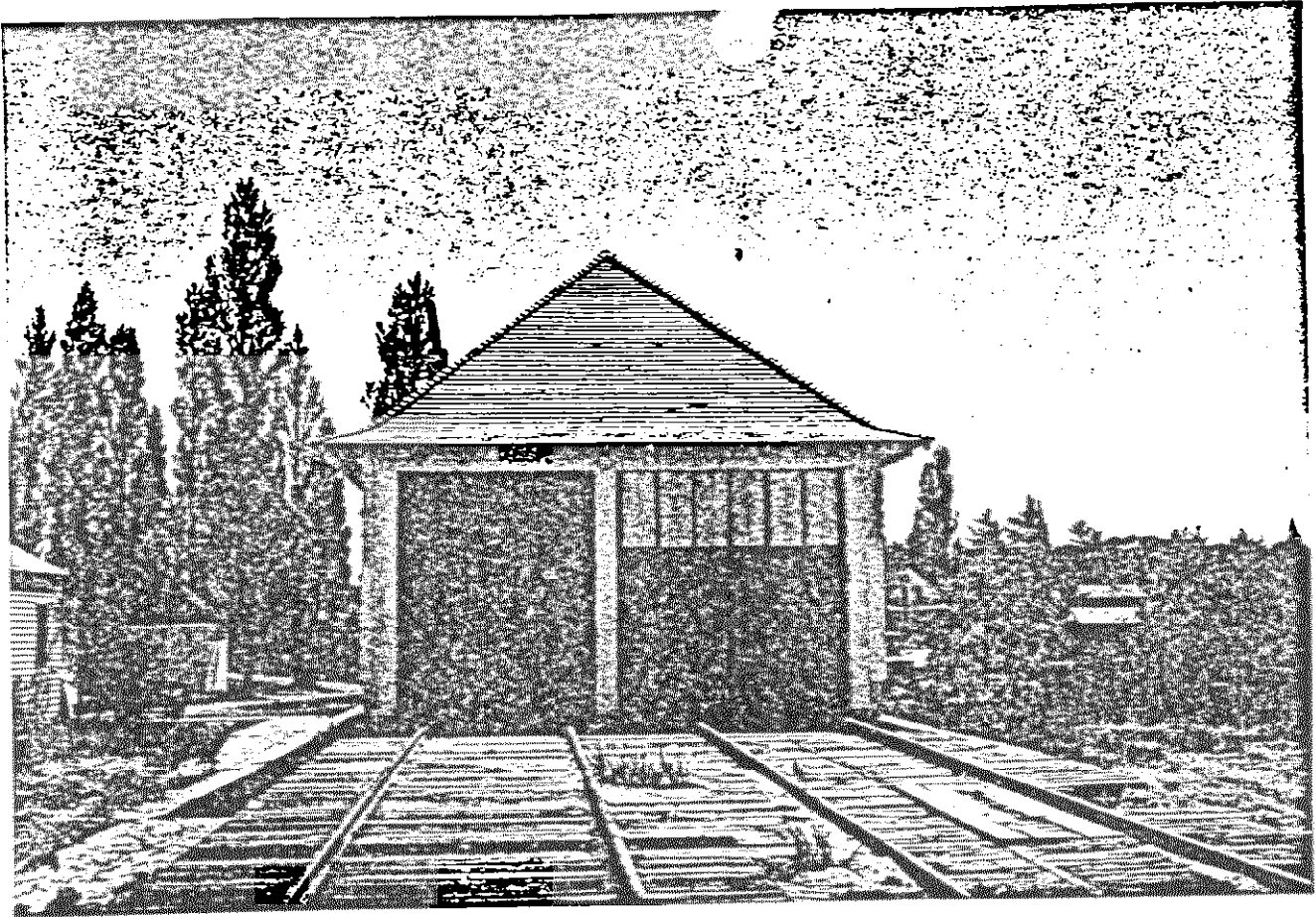


7. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123B Oil Shed  
facing west

Phot.: Shunichi Hagiwara  
August 1977

Neg.: Michigan History Division

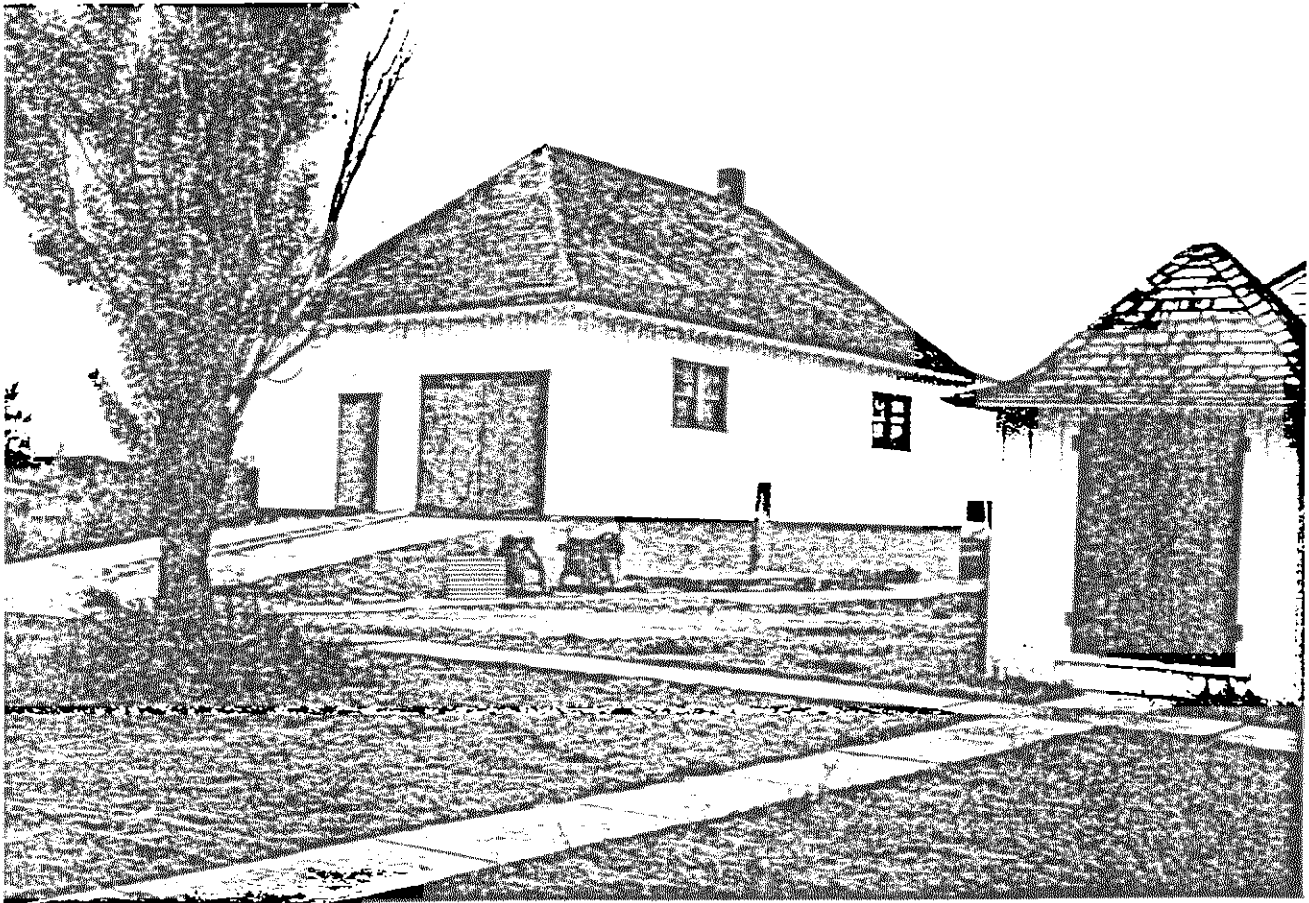




8. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123C Boathouse  
facing west

Phot.: Shunichi Hagiwara  
August 1977

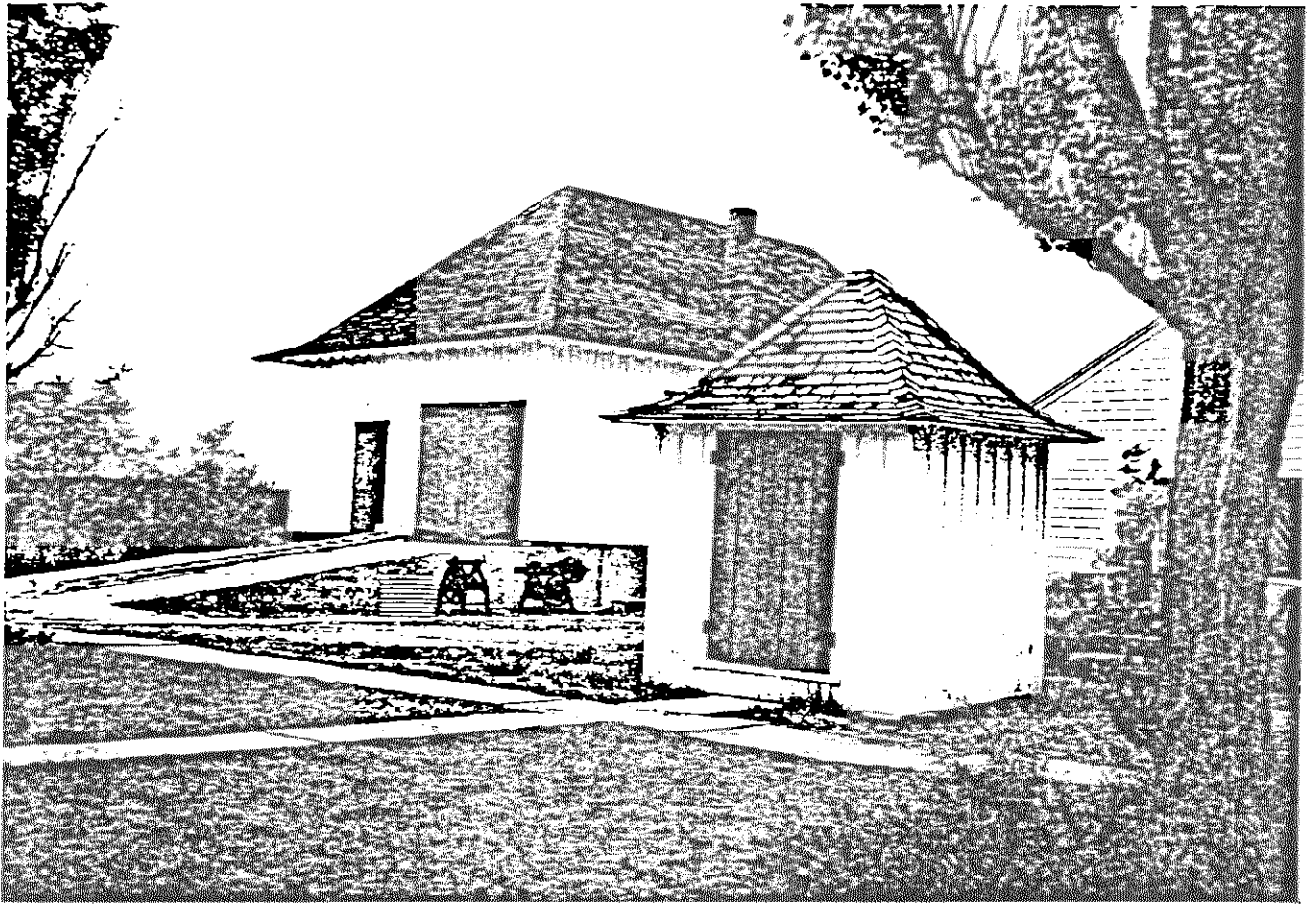
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9. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123C Boathouse  
(foreground includes HS-51123D, Frame Shed)  
facing north/northeast

Phot.: Jill M. York  
August 1980

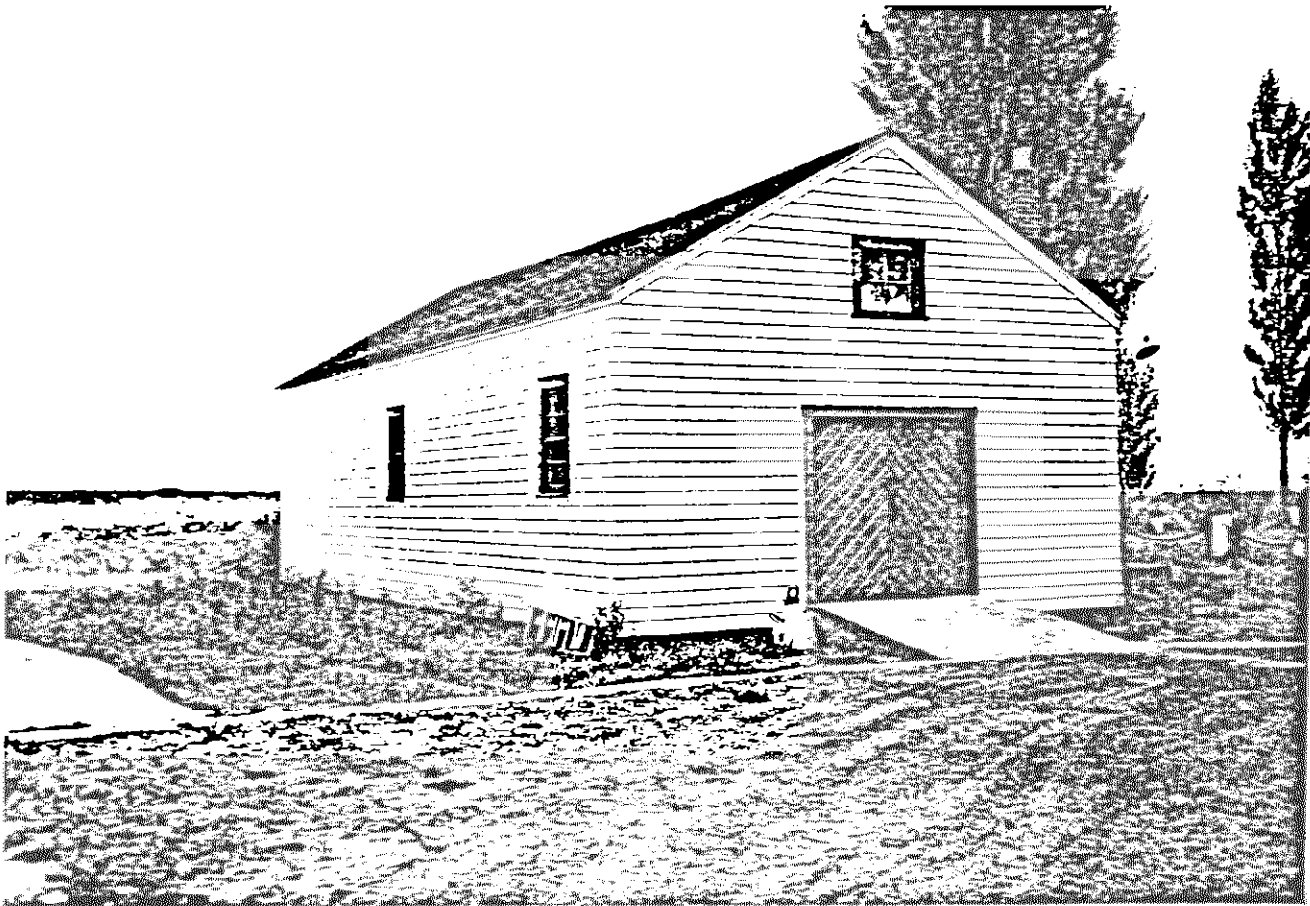
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10. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123D Frame Shed  
facing north/northeast

Phot.: Jill M. York  
August 1980

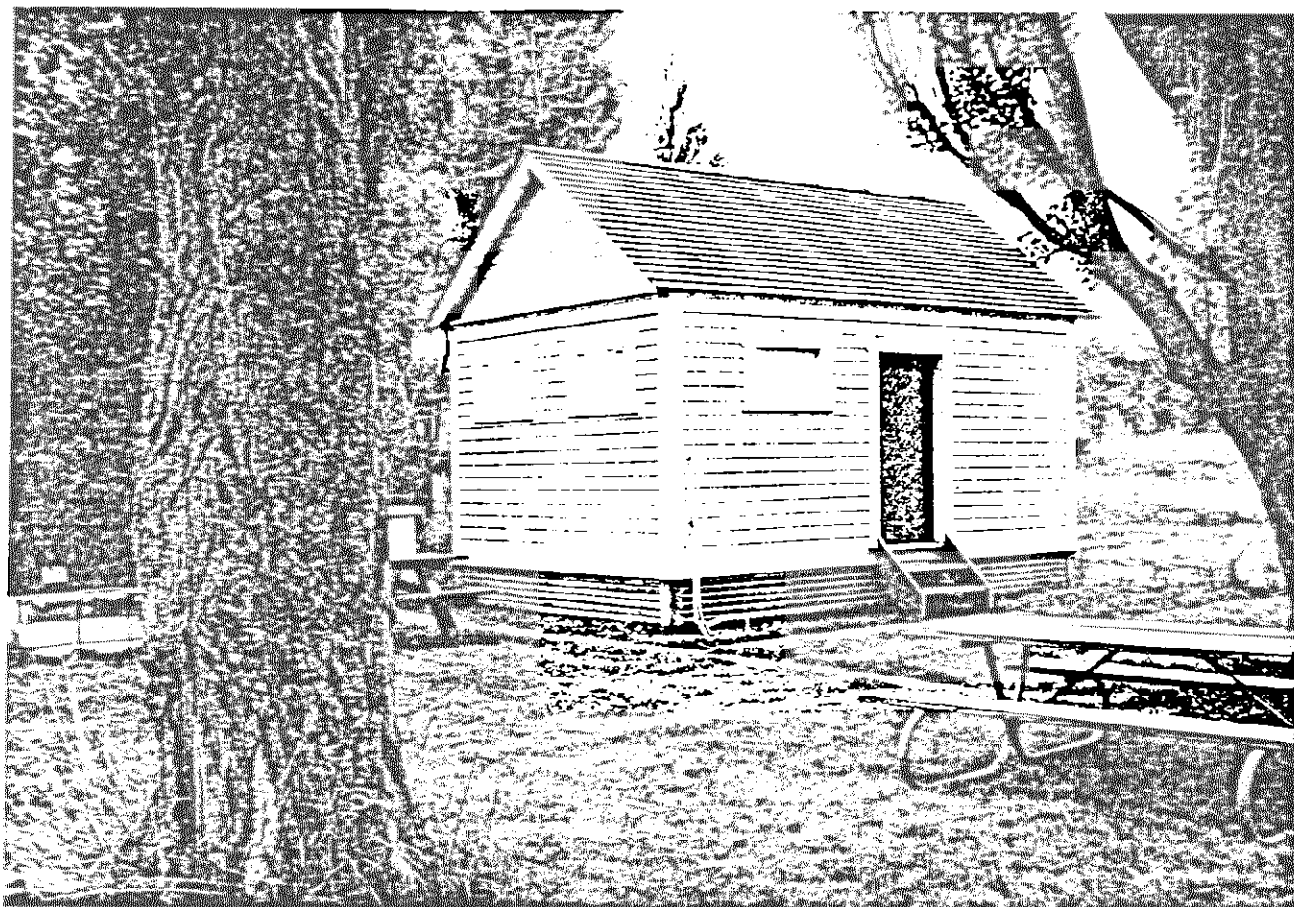
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11. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123E Work Shed  
facing east/southeast

Phot.: Jill M. York  
August 1980

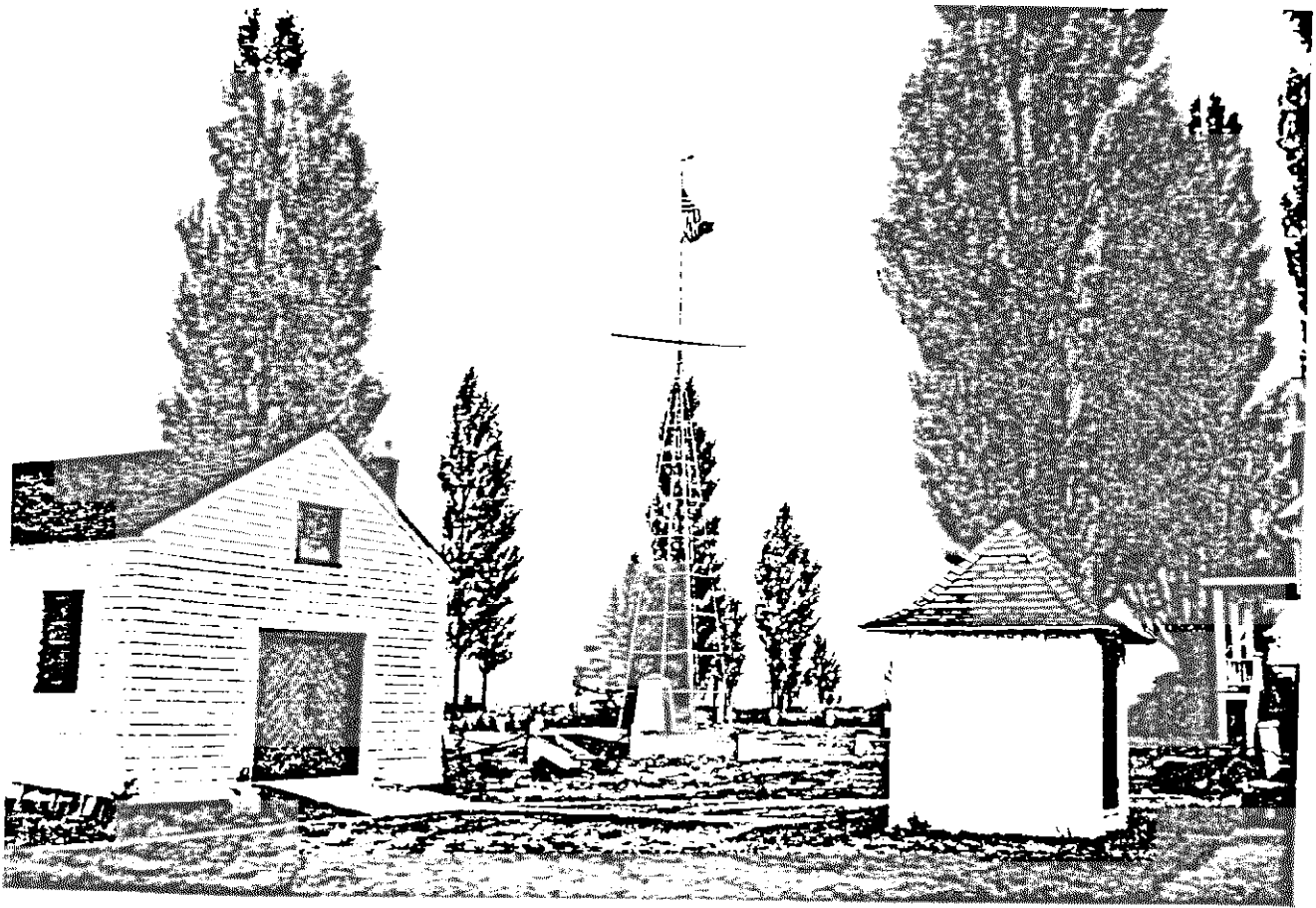
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12. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123F Wood Shed  
facing northwest

Phot.: Jill M. York  
August 1980

Neg.: NPS Midwest Regional Office

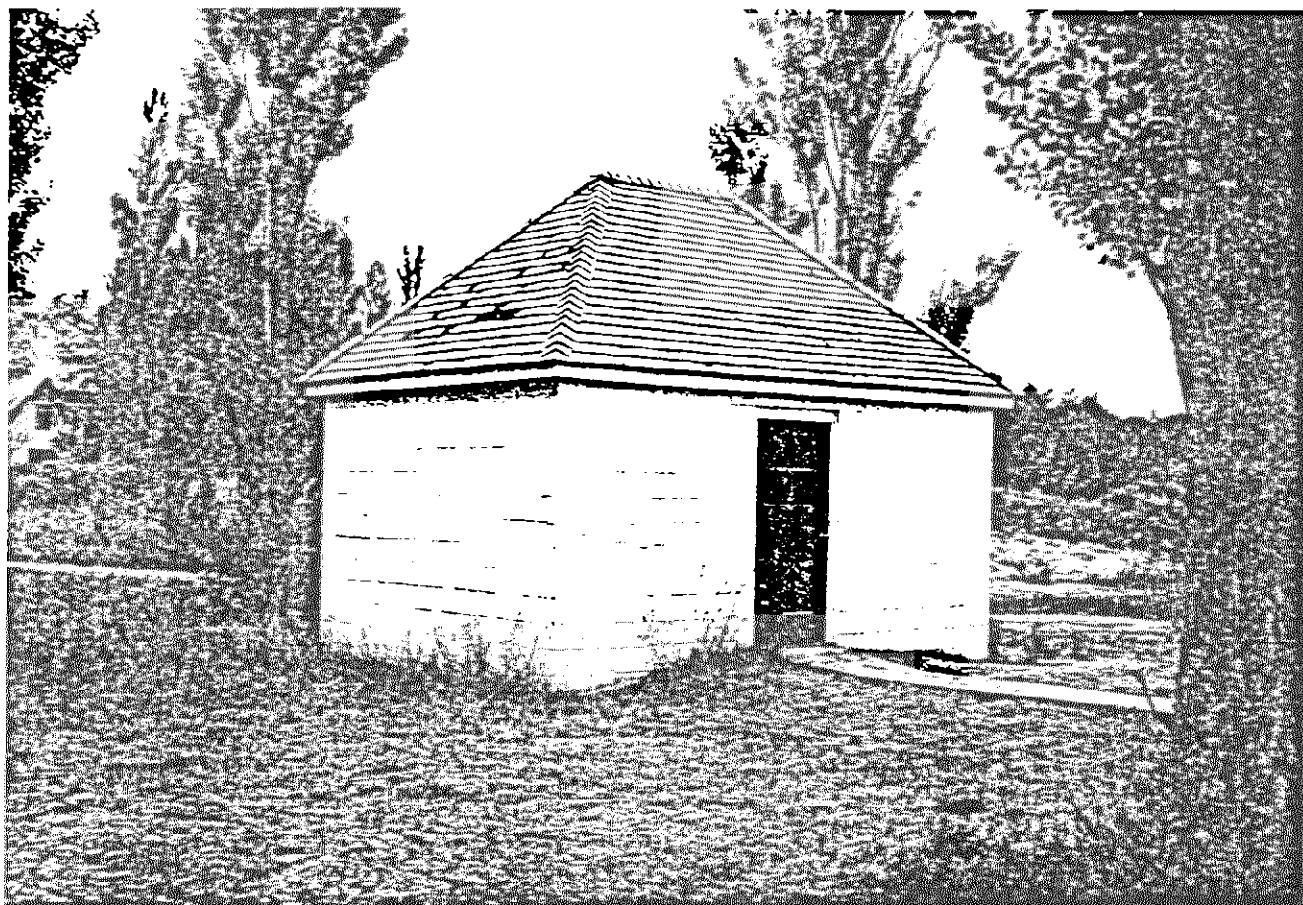


13. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51123H Coast Guard Station Tower and Flagpole  
facing south/southeast

Phot.: Jill M. York  
August 1980

Neg.: NPS Midwest Regional Office

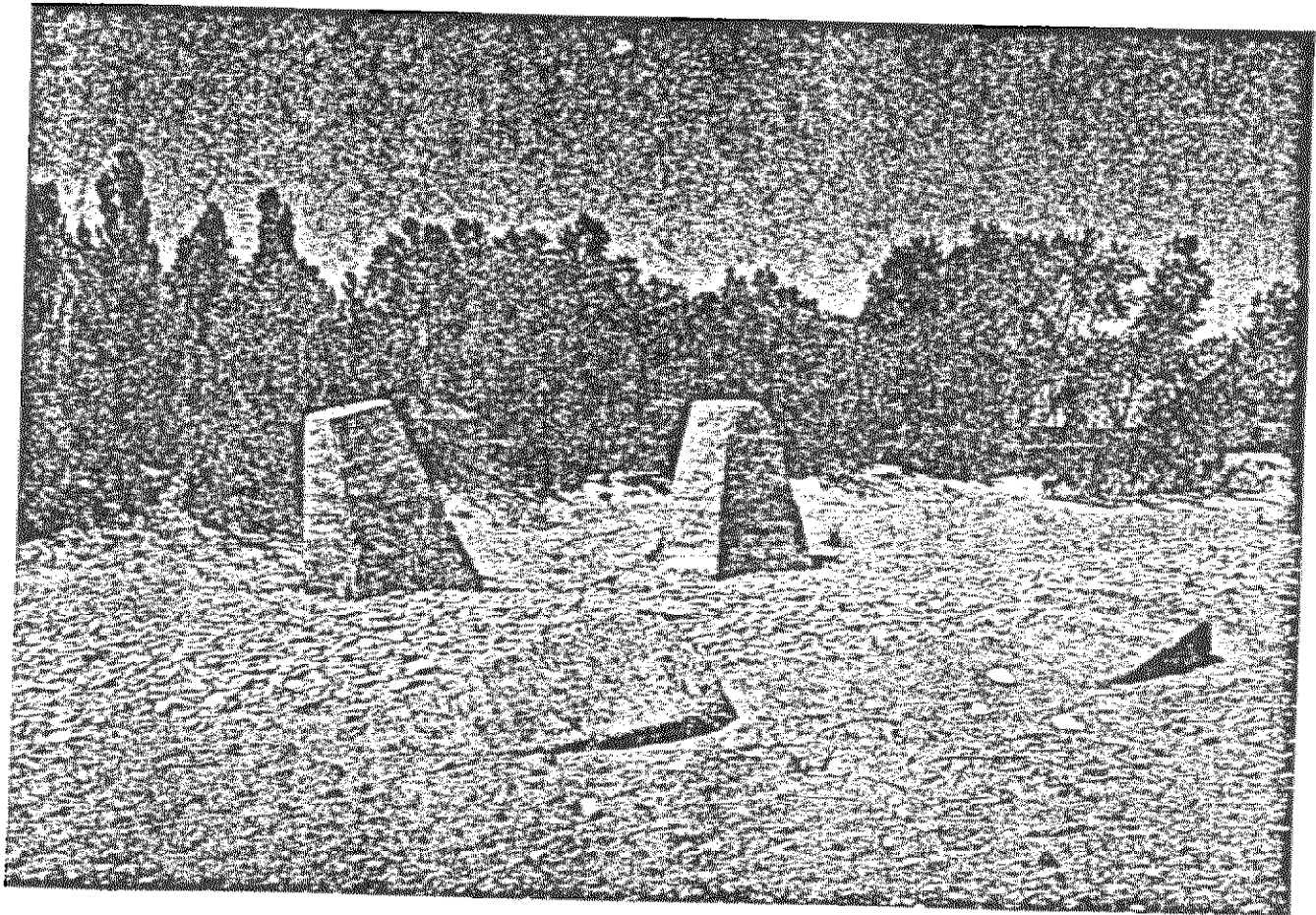




14. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-511231 Flammable Storage Shed  
facing northwest

Phot.: Jill M. York  
August 1980

Neg.: NPS Midwest Regional Office

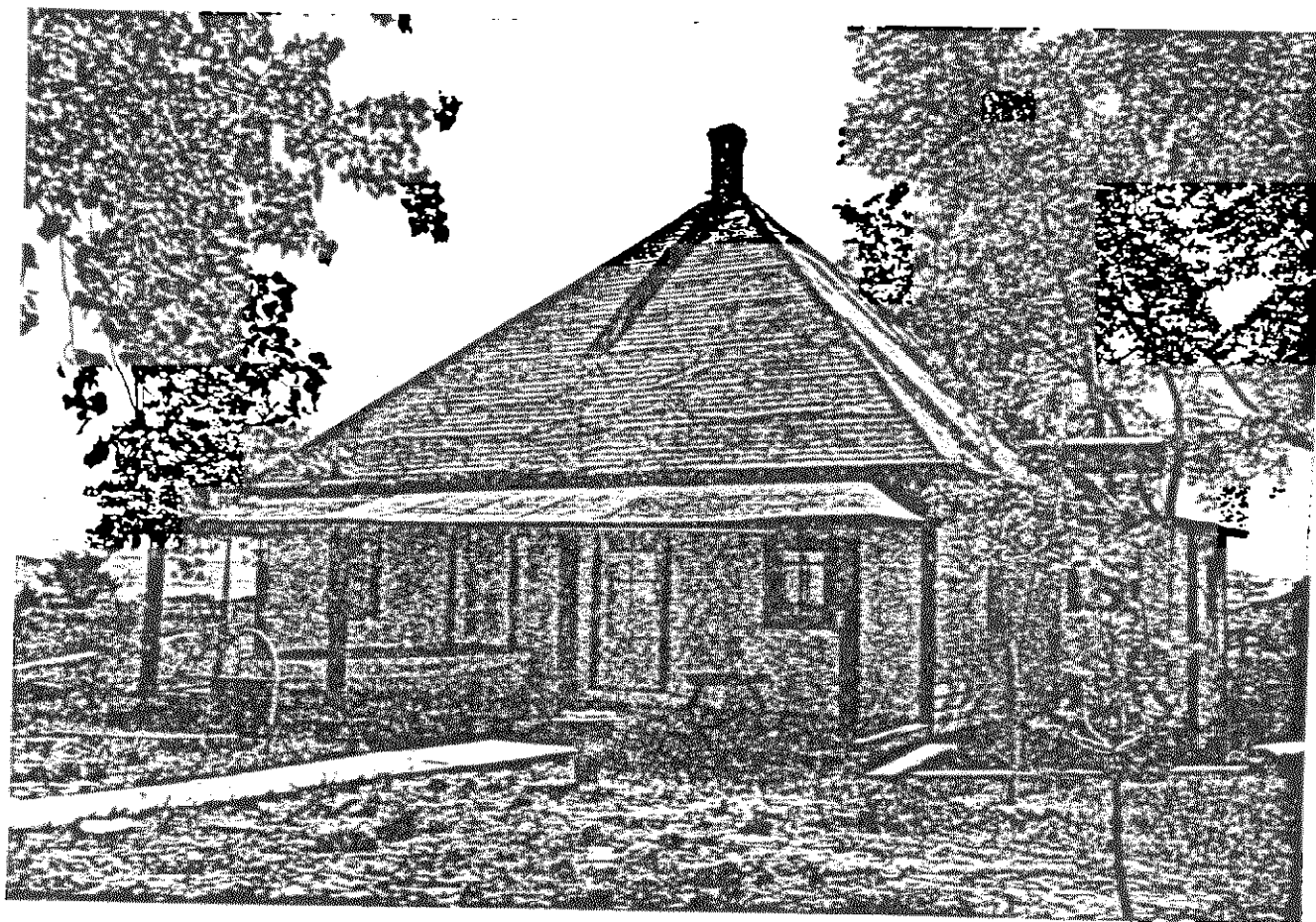


15. SOUTH MANITOU ISLAND  
Life-Saving Station  
southern end of bay  
HS-51122 Lookout Station Foundation  
facing northeast

Phot.: Shunichi Hagiwara  
August 1977

Neg.: Michigan History Division





16. SOUTH MANITOU ISLAND  
HS-51142A Johnston House  
southern end of bay  
facing southeast

Phot.: Shunichi Hagiwara  
August 1977

Neg.: Michigan History Division



17. SOUTH MANITOU ISLAND  
HS-51141 Leinbach House  
village  
facing southwest

Phot.: Jill M. York  
August 1980

Neg.: NPS Midwest Regional Office

features that should be listed in amended RHP nomination.

SOUTH MANITOU ISLAND  
LIST OF CLASSIFIED STRUCTURES  
MANAGEMENT CATEGORIES

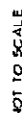
NUMBER	STRUCTURE NAME	CONDITION	VOLUME	MGMT CAT
51-123I	SOUTH MANITOU ISLAND LSS FLAMMABLE - STORAGE SHED	GOOD		B
51-134	SHOBBEN HOUSE (SO. MANITOU VILLAGE)	POOR	FAIR	B
51-135A	KEELER, ORY & BETTY, HOUSE (SMI VILLAGE)	GOOD		B
51-137	THOMPSON, THEODORE & MATILDA, HOUSE (SMI VILLAGE)	GOOD		B
51-140A	ROBINETTE, RAY & VIOLET, HOUSE (SMI VILLAGE)	GOOD		B
51-140B	HUTZLER, GEORGE I. & SELMA, HOUSE (SMI VILLAGE)	GOOD		B
51-140C	HUTZLER, GEORGE I. & SELMA, SIDEWALK (SMI VILLAGE)	FAIR + gone (shadow case)		B
51-141A	BEINBACH HOUSE (SO. MANITOU VILLAGE)	FAIR		B
51-141B	BEINBACH HOUSE WALKWAYS (SMI)	GOOD		B
51-144A	FURST, MARTIN, HOUSE (SMI VILLAGE)	GOOD		B
51-145A	HAAS, HARRISON, HOUSE (SMI VILLAGE)	FAIR		B
51-145B	HAAS, HARRISON, SHED (SMI VILLAGE)	POOR		B
51-145C	HAAS, HARRISON, WATER TOWER (SMI VILLAGE)	FAIR		B
51-146A	THOMPSON, THOMAS & HATTIE, HOUSE (SMI VILLAGE)	GOOD		B
51-146B	POST OFFICE BARN/SHED (SMI VILLAGE)	POOR	gone (shadow case)	B
51-146C	THOMPSON, THOMAS & HATTIE, PRIVY (SMI VILLAGE)	FAIR		B
51-146D	THOMPSON, THOMAS & HATTIE, ROOT CELLAR (SMI VILG)	POOR		C
51-146E	TOBIN, EDWIN, HOUSE (SMI VILLAGE)	FAIR		B
51-159C	SOUTH MANITOU ISLAND OLD CEMETERY	FAIR		B
51-159D	WIGHTMAN, ANDREW J. GRAVE (SMI OLD CEMETERY)	FAIR		B
51-159E	JAMES A. SHERIDAN GRAVE (SMI)	FAIR		B
51-160	BENTH JOHNSON/KELDERHOUSE HOUSE (SMI VILLAGE)	GOOD		B
50-102	NEW CEMETERY (SMI)	POOR		B
50-102B	HUTZLER "WALTER A." GRAVE (SMI)	GOOD		B
50-102E	HUTZLER "MOTHER SELMA" GRAVE (SMI)	GOOD		B

SOUTH MANITOBA ISLAND  
LIST OF CLASSIFIED STRUCTURES  
MANAGEMENT CATEGORIES

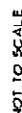
NUMBER	STRUCTURE NAME	CONDITION	VOLUME	MGMT CAT
51-104C	BECK, THEODORE, HOUSE #2 (SMI) <i>House #2</i>	POOR		C
51-104D	BECK, THEODORE, SHED	FAIR	<i>for</i>	B
51-104H	BECK, THEODORE, FENCE (SMI)	POOR		D
51-110A	SOUTH MANITOU ISLAND SCHOOL HOUSE	FAIR		B
51-110B	SOUTH MANITOU ISLAND SCHOOL HOUSE FLAG POLE	GOOD		B
51-110D	SMI SCHOOLHOUSE WELL/CISTERN	UNKNOWN		B
51-113A	<del>SMI SCHOOLHOUSE</del> <i>SMI</i>	POOR		B
51-120A	SOUTH MANITOU ISLAND LIGHTHOUSE KEEPER'S RESIDENCE	FAIR		B
51-120B	SOUTH MANITOU ISLAND LIGHTHOUSE WALKWAY	FAIR		B
51-120C	SOUTH MANITOU ISLAND LIGHTHOUSE	GOOD		B
51-120D	SOUTH MANITOU ISLAND LIGHTHOUSE MAGAZINE	FAIR		B
51-120E	SOUTH MANITOU ISLAND LIGHTHOUSE WHISTLE SHED	GOOD		B
51-120G	SMI LIGHTHOUSE FLAGSTAFF	FAIR		B
51-120H	SMI LIGHTHOUSE COMPLEX - WALKWAYS/STEPS	FAIR		B
51-120I	SMI LIGHTHOUSE BOARDWALK	FAIR		B
51-122A	JOHNSTON, GEORGE, HOUSE (SO. MANITOU VILLAGE) <i>BENH</i>	GOOD		B
51-122B	JOHNSTON, GEORGE, SIDEWALK (SO. MANITOU VILLAGE) <i>BENH</i>	FAIR		B
51-122C	JOHNSTON, GEORGE, PRIVY (SO. MANITOU VILLAGE) <i>BENH</i>	POOR		B
51-122D	JOHNSTON, GEORGE, SHED (SO. MANITOU VILLAGE) <i>BENH</i>	POOR		C
51-122E	SMI LOOKOUT STATION FOUNDATION RUIN	FAIR		C
51-123A	SOUTH MANITOU ISLAND LIFESAVING STATION DWELLING	GOOD		B
51-123B	SOUTH MANITOU ISLAND LIFESAVING STATION OIL SHED	GOOD		B
51-123C	SMI LIFESAVING STATION BOATHOUSE#1 & LAUNCHWAY	GOOD		B
51-123D	SOUTH MANITOU ISLAND LIFESAVING STATION SMALL SHED	GOOD		B
51-123E	SMI LIFESAVING STATION BOATHOUSE #2	GOOD		B
51-123F	SOUTH MANITOU ISLAND LIFESAVING STATION WOOD SHED	GOOD		B
51-123G	SMI LIFESAVING STATION GROUNDS FENCE - Posts - FAIR	FAIR		B
51-123H	SMI LIFESAVING STATION FLAG TOWER - FLAG - FAIR	FAIR		B

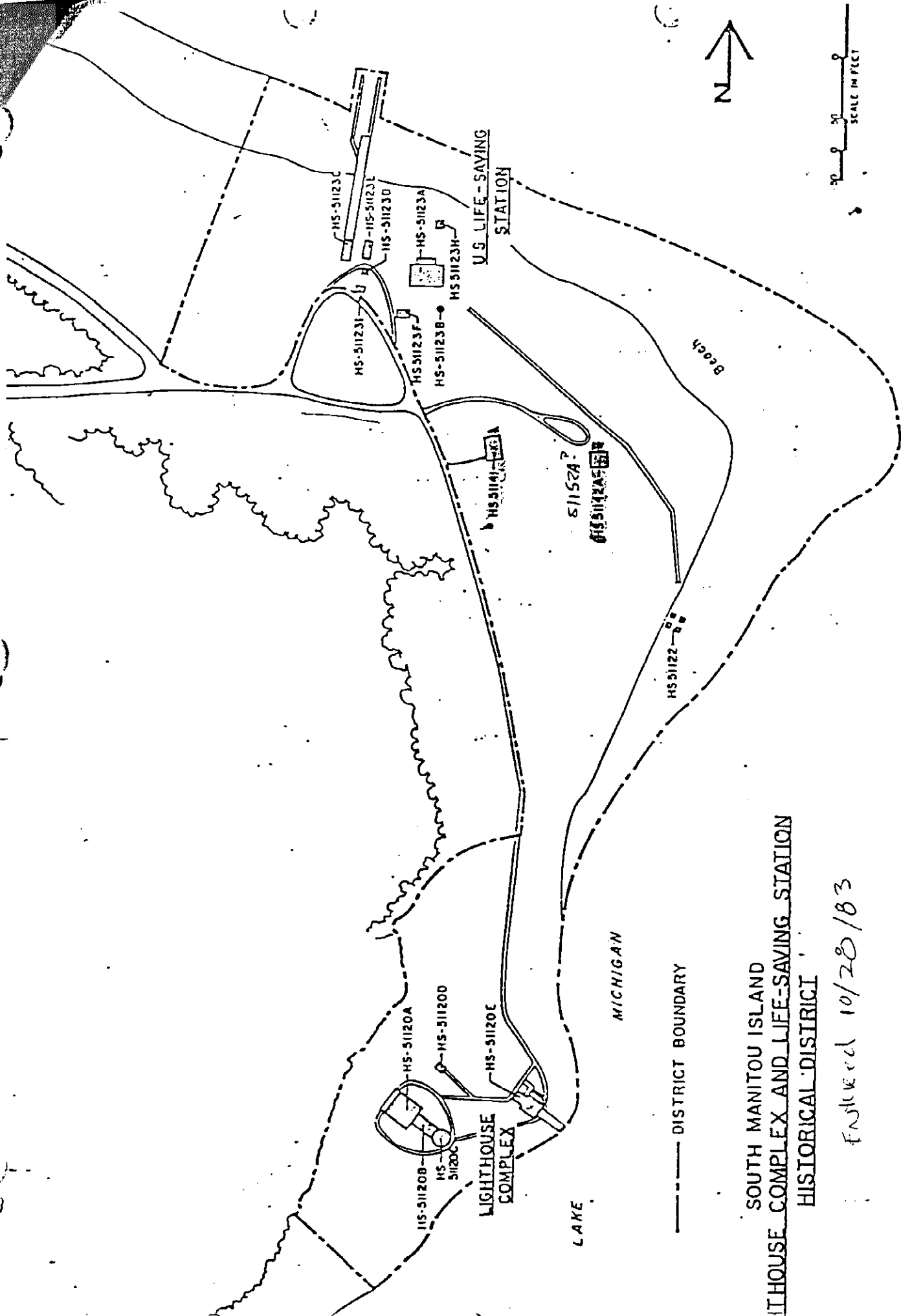
*delist for CH*

*NOT TO ADD THE GARDEN SIDEWALK, ROCK GARDEN FLOWER BED*  
*CAS POWER POLE*  
*Page 102*



**NOT TO SCALE**





SOUTH MANITOU ISLAND  
LIGHTHOUSE COMPLEX AND LIFE-SAVING STATION  
HISTORICAL DISTRICT

Entered 10/28/83

## DETERMINATION OF ELIGIBILITY

<b>PARK:</b> Sleeping Bear Dunes National Lakeshore	<b>RESTRICTED:</b> Y_ N <del>x</del>
<b>NAME:</b> South Manitou Island Village	
<b>PROPERTY/DISTRICT:</b> National Park Service	
<b>LOCATION:</b> South Manitou Island	
<b>STATE:</b> Michigan	
<b>COUNTY:</b> Leelanau	
<b>BUILT:</b>	<b>IDCLI:</b> <b>IDLCS:</b>

EVALUATED	YES	NO	N/A
STRUCTURE(S)	x		
LANDSCAPE(S)		x	

<b>SIGNIFICANCE:</b> National	<b>CRITERIA:</b> A
<p>This Determination of Eligibility seeks concurrence on the National Register eligibility of several structures in the South Manitou Island village that are directly related to the South Manitou Island Lighthouse Complex and Life Saving Station Historic District. Several of the village structures are not within the existing district boundaries, but should be considered contributing for their associations with the maritime significance of the district. The existing district was entered on the National Register on 28 October 1983 according to Criterion A for its significant contributions to the safe navigation of Lake Michigan.<sup>1</sup> The district includes five structures associated with the Lighthouse Complex on Sandy Point, ten structures/elements associated with the US Life-Saving Station and two associated residences that were "traditionally inhabited by Life-Saving Service/Coast Guard personnel."<sup>2</sup> The district boundary also includes the area immediately surrounding the structures and the beach area between those structures and Lake Michigan.<sup>3</sup> The western edge of the boundary is defined by the road/walkway that runs through the village. In addition to the two residences already included in the district, the village includes several residences and related structures that were used by Life-Saving Service/Coast Guard crew members. They are located on either side of the road/walkway.</p> <p><b>Period of Significance:</b> 1858-1958 (continued)</p>	

<sup>1</sup> Jill M. York, 1983, "National Register Nomination for the "South Manitou Island Lighthouse Complex and Life-Saving Station Historical District," National Register Reference Number 83003782.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

### **Summarized Statement of Significance for Existing District**

Throughout the history of Great Lakes navigation, the Manitou Passage has provided mariners with navigational aids (shore-based landmarks) and natural harbors for shelter. However, the passage is also known for its treacherous topography (including hidden shoals and steep shorelines) and dangerously unpredictable weather conditions. In attempts to ameliorate these conditions, the United States government constructed navigational aids. The South Manitou Island Light Station, including a lighthouse and fog signal bell, was established in 1839. In 1858 a fog signal house was built to hold the fog bell and in 1872 a brick light tower was added.<sup>4</sup>

South Manitou Island's natural deep-water harbor is one of the few on Lake Michigan and was frequently used for refuge from storms. The island also served as a source for fuel for steamers which consumed large quantities of wood. In order for the trip to be profitable, the steamers had to carry a quantity of cargo that excluded its ability to hold the necessary fuel.<sup>5</sup> South Manitou's forest of northern hardwoods were an ideal source for fuel; its natural deep-water harbor provided easy access to that source. The harbor at South Manitou became so popular that by 1870 the Lighthouse Service noted that "South Manitou's harbor was the most frequently used refuge on the Great Lakes."<sup>6</sup> In addition to the lighthouse and fog signal whistle, the US government established a unit of the US Life-Saving Service on the island in 1902. This was replaced by the South Manitou unit of the US Coast Guard when that organization replaced the USLSS in 1915. Both the Coast Guard Station and the Lighthouse continued to operate until 1958 when it was determined that, due to new technology, they were no longer necessary.<sup>7</sup>

### **Relation of Additional Properties to the Existing District**

In addition to the properties already listed, there are ten village residences and related structures that are closely linked to the Life-Saving Station/Coast Guard Station, as well as with the agricultural district, and the economic development of the island. The residences provided housing for USLSS/CG personnel who served at the station from the early 1910s through the 1950s. The residences later became recreational homes prior to the establishment of SLBE.

The present village was the second community to develop around South Manitou's harbor. The island's first village was located in the central portion of the harbor. Its dock provided a safe location for steamers to refuel and was conveniently accessible from the wood source--the island's northern hardwood forest. The dock area was the heart of the island community, providing access to outside markets, and opportunities for

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<sup>4</sup>Mark F. Pfaller Associates, 1982, Historical and Architectural Data Section Historic Structure Report South Manitou Island Life-Saving Station Sleeping Bear Dunes National Lakeshore (Washington, D.C.: United States Department of the Interior, National Park Service); 1-2; and York, 1983.

<sup>5</sup>Ibid., 4.

<sup>6</sup>York, 1983.

<sup>7</sup>Ibid.



transportation and communication. From this location, cord wood and agricultural products were exported; staples and building materials not available on the island were imported. As early as 1847 the original village (referred to as "Burton's Harbor") had a dock, grocery, barn, house, blacksmith's shop, and other buildings.<sup>8</sup> When the island's first post office was opened in 1879, it was located near the old dock at Burton's Harbor.<sup>9</sup>

While the old dock was located to provide protection and accessibility to marketable resources, the sites for the Lighthouse and Life-Saving Station/Coast Guard facilities were chosen based on very different criteria. The Lighthouse was constructed on the southeastern shore of the island to mark the dangerous straits in the Manitou Passage. Like most lighthouse complexes, it was developed as an independent entity, with all functions and needs housed in officially determined areas. The Life-Saving/Coast Guard complex required a location that would allow easy embarking/debarking of rescue boats; as well as proximity to views of the most dangerous parts of the passage. This resulted in its placement close to the general area of the Lighthouse complex but, instead of being exposed to the open shore, the LSS/CG complex location provided some protection by being tucked into the southern tip of the harbor. Like the Lighthouse complex, the LSS/CG compound did not rely on local facilities; it was designed to be self-sufficient.

PROTECTED  
SHALLOW  
AREA TO  
LAUNCH THE  
SURFBOATS

Since all except one of the extant village structures were built after the LSS was established on the island in 1902 (only the <sup>Historic Name</sup> visitor center pre-dates the LSS/CG station--it was originally constructed in 1879), it is probable that the village did not exist before this time. It was not until after the Lighthouse and LSS/CG complexes were established that this area on the island became an important residential and community node. While servicemen and their families were adding to the island's population near the LSS/CG complex, the population formerly associated with the island's logging operations decreased.

Eventually, logging operations abated and ships no longer stopped at the harbor; the old dock became expensive and difficult for islanders to maintain. As the dock fell into disrepair the original island village dwindled. The existence and on-going maintenance of docking facilities near the LSS/CG complex provided an alternative to the old dock. The LSS/CG crew built small houses near the station and gradually, the area became the new hub for the island. When the Burdicks moved their general store from its original location near the "old dock" to a site near the Coast Guard Station in 1923, the island's community center had shifted.<sup>10</sup> By that time, the majority of the village residences had been constructed in a somewhat linear cluster near the Coast Guard Station.

(continued)

<sup>8</sup>Orange Risdon, Original Survey Notes, 1847.

<sup>9</sup>Myron Vent, 1973 South Manitou Island: From Pioneer Community to National Park (Eastern National Park and Monument Association), 41-42.

<sup>10</sup>Robert H. Ruchhoft, 1991 Exploring North Manitou, South Manitou, High and Garden Islands of the Lake Michigan Archipelago (Cincinnati, Ohio: The Purcell Press), 90.

South Manitou village occupants were integral participants in the close-knit island community. Many of the village residents were second-(and later third) generation islanders who moved to the village to work for the LSS/CG. They were often related by family or marriage to the island farmers. The first keeper of the LSS was Gus B. Lofberg who arrived in February 1902. The first crew was made up of three islanders, George I. Haas, Martin Furst, and David Furst, and three members recruited from outside Jacob Jacobsen, Thorwald Jespersen, and John Hanneson. According to local author Myron Vent, islanders frequently filled crew positions:

Although the crew for the station was regularly recruited from the mainland, strong support was provided by young men from families on the island. George Haas and Martin Furst ended up as permanent members of the crew and after a time became surfman No. 1 and surfman No. 2 respectively. As time went on, other islanders included Lawrence Haas, David Furst, Andrew Burdick, Theodore Thompson, Benth Johnson, Harrison Haas, and Harold Tobin.<sup>11</sup>

Over time, members of several island farming families served in the LSS/CG. The small island farms offered only a limited production and profitability, and by the turn of the century it became difficult for them to serve as the sole economic support for extended families. As island families grew, the LSS/CG provided career opportunities for islanders who may otherwise have been forced to leave the island and their families in order to make a living. Other village residents were LSS/CG servicemen who were transferred to South Manitou from different locations. The houses provided a place for families to live together, as the LSS buildings/CG Station provided accommodations only for single servicemen and the keeper's family. During the winter season when the station was closed, only the keeper's family resided in the station. The village houses provided a year-round residence for crew members.

Since the crew members needed to be close on hand at all times, in case of an emergency, the houses located near the LSS/CG complex provided housing for crew families. It was a typical requirement that all crew members sleep at the station when on duty. However, married crewmen were allowed to stay with their families on their lieu days.<sup>12</sup>

(continued)

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<sup>11</sup>Vent, p.63.

<sup>12</sup>Weeks, 116.

The majority of the houses in the village were built or moved to the island between 1908 and 1920. Many were built in 1914 and 1915. It is difficult to determine why so many of the village houses were built/brought to the island in a relatively short time period. Several possibilities exist: During the early twentieth century the LSS was criticized for inefficiency and eventually was reorganized and merged with the Revenue Cutter Service and the Lighthouse Service in 1915, forming the United States Coast Guard.<sup>13</sup> The housing development could reflect the change from the LSS to the CG in 1915 and perhaps a change in policy resulting in a greater number of married crew members. Another possibility could be that more family members moved to the island following the establishment of year-long appointments and longer work seasons. Additional research regarding LSS/CG policy is necessary in order to develop a more clear understanding of these issues.

A third possibility leading to the development of several village residences is that existing residential quarters were in need of improvement, or the crew members desired a break from a domineering captain. Between 1911 and 1915, the South Manitou Island Station suffered from inadequate facilities and a lack of needed improvements.<sup>14</sup> During that period Allen A. Kent was the keeper (August 25, 1910 - July 25, 1916).<sup>15</sup> Charles Anderson describes Kent as a gruff person. He also describes Oscar Smith (Kent's successor) as "the opposite of Mr. Kent, very strict, refined and dignified."<sup>16</sup>

According to Weeks, "For a period in the twentieth century, the island evolved into a central point for maneuvers of the Great Lakes Naval Reserve Fleet," and a specified area was used for target practice.<sup>17</sup> These activities may have brought additional service people to the island.

→ They shelled the island

(continued)

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<sup>13</sup>Weeks, 10.

<sup>14</sup>Pfaller, 29.

<sup>15</sup>Vent, 95.

<sup>16</sup>Anderson, 23-24.

<sup>17</sup>George Weeks, 1990 Sleeping Bear: Yesterday and Today (Franklin, Michigan: Altwerger and Mandel Publishing Company), 93.

**Contributing Structures (in addition to those already on the National Register):**

The need for housing for <sup>US</sup>LSS/CG crew members and their families led to buildings being brought to the village from other locations on the island, from locations on the mainland, and through mail order catalogues. Since the village houses were constructed of milled lumber--rather than the hewn logs used to build many of the island farm buildings--their materials had to be shipped to the island. The village buildings differ from the farm buildings in other ways; they represent the influence of new styles and building uses on the island. Some continue the vernacular tradition of a simple gabled structure, with some reference to the Greek Revival style in wide frieze boards. Others appear to reflect the stylistic influences from Craftsman cottages or small recreational cottages. The buildings are compact and one to one and one-half stories. They read as a unified group because of their similar proportions and details, and close proximity to each other. Many of the village residents used left-over paint from the <sup>US</sup>LSS/CG station, resulting in the white and green and black color scheme throughout the village. Other elements that distinguished the village as a distinct district included sidewalks, boardwalks, and electricity supplied by power poles and lines. The buildings were oriented toward a central street, while still allowing most to have clear views of the shore. All of these aspects combined to create a village that was easily recognizable due to the repetition of materials, forms, spacing, color, and details.

ORY - BETTY KELLER  
1) Doris Shirk House (HS 51-135A) - *owned to historic name*  
Brought to island ca. 1939-1940 by Ory and Betty Keller. Keller was USCG surfman transferred to SMI from either Muskegon or South Haven. According to oral history, the house was brought to the island either by barge or over the ice. Aids in interpretation of the lifestyle of USCG servicemen. Surfmen were frequently transferred, causing families to uproot and move--leaving behind homes, family, and friends. In this case, the house accompanied the family on the move. It is a one and one-half story house that measures 25 by 28 feet. There is a 12-foot wide addition on the east. The main section has a gable roof covered with two gabled dormers on the front. The roof is covered with wood shingles and the rafter tails are enclosed. It has horizontal-lapped board siding and cornerboards. It is located on an approximately three-quarter acre plot and is in good condition.

*USLSS SIDEWALKS*

(continued)

THEODORE - MATILDA THOMPSON

2) David Meeker House (HS 51-137)

Built by Theodore Thompson, a USLSS employee, in 1915. According to the manuscript schedules for the Federal population census, Theodore Thompson immigrated from Norway in 1890. He was a "Life Saver" and head of a household on South Manitou Island that included his wife, Matilda Thompson, two sons and two daughters. It is a one and one-half story house that measures 18 by 20 feet. It has a gable roof covered with asphalt shingles, the rafter tails are enclosed. The siding is clapboard with cornerboards and there is a one story gabled addition with similar materials. It has panel doors, double hung (one over one) windows and a log and cinderblock pier foundation. There is an interior brick chimney and screened entry porch with a shed roof on doric columns.

BENTA JOHANSON / KELLER HOUSE

3) Smith House (HS 51-160)

Johnson occupied. Built ca. 1908-1910. This is a one and one-half story house with a wood shingle gable roof and enclosed rafter tails. The siding is clapboard with cornerboards and it is supported by a wood pier foundation. There is board and lattice skirting around the crawl space. The windows are one over one and it has panel doors.

4) Fred Burdick House (HS 51-140A)

Montgomery Ward mail order house built ca. 1914-1916 by Ray and Violet Robinette. Robinette was in the USLSS. It is a one story house measuring 22 by 22 feet. It has a wood shingle hip roof and exposed rafter tails. The siding is clapboard with cornerboards. The foundation is constructed of logs and there is brick-patterned metal panel skirting around the crawl space. It has an interior brick chimney, one over one double hung windows, a front panel entry door, and two picture windows with partial crystal pattern on front facade. There is a columned room divider in the living room and it has hardwood floors. On the south there is a mud room addition with a shed roof.

5a) Tobin Store/House (HS 51-140B) (should this be Selma Hutzler house?) YES

According to the manuscript schedules for the Federal population census, John Tobin was a "Life Saver" and head of a household on South Manitou Island that included his wife, Lottie Tobin, one son and one daughter. The 1920 manuscript schedules indicate that John Tobin was a farmer and the family had grown to include another son. It is a one and one-half story house measuring 15 by 20 feet with a 10 by 12 foot addition. It has a gable roof covered with wood shingles and enclosed rafter tails. It has narrow lap siding and cornerboards. The foundation is wood. It has panel doors and six-over-six double-hung windows. The one-story gabled addition has similar materials and a one-over-one double-hung window.

5b) Tobin Sidewalk (HS 51-140) (should this be Selma Hutzler?)

Associated with Tobin store/house. Course aggregate concrete slabs measuring two by three feet each. It is in fair condition. This sidewalk no longer here.

It was removed to stabilize and place foundation under the Selma Hutzler house. It has been replaced (continued) with wood boardwalk

## EDWIN TOBIN

### 6) Oberschulte House (HS 51-146E) (\*\*should this be called the Tobin house?)

Built ca. 1915-1936--constructed largely of wood from old Hutzler house. Possibly part of Post Office complex. The house was originally built by John Tobin. It is a one-story building and measures 20 by 25 feet. It has a gable roof that is covered with rolled asphalt and has exposed rafter tails. The siding is clapboard with cornerboards. The windows are double hung, three over one on front, and six-pane on rear. It has an interior brick chimney and panel doors.

### Thomas & HATTIE THOMPSON 7a) SMI Post Office/Visitor Center (HS 51-146A)

Served as a major link between the island and the mainland. Built 1879 and altered ca. 1904-1924. The main portion is one and one-half story. It measures 36 by 78 feet and has a wood shingle gable roof with enclosed rafter tails. The siding is clapboard with cornerboards and a molded concrete block foundation. It has a full basement with a small gabled entry to the stairs. It has an interior brick chimney. The windows are two over two and there is a small one-half hip bay on the side with large ten-pane windows. The portion that is used for the visitor center is constructed of the same materials and has a gable roof that intersects the main section. It has a small enclosed entry porch with a gable roof. The porch is concrete and stamped "1924." It has an interior end brick chimney, and a crawl space.

### T. H. THOMPSON PRIVY 7b) SMI Post Office Privy (HS 51-146C)

Associated with the island post office. Shows lack of modern "improvements" on island. It is a three-seat privy with a wood shingle gable roof and enclosed rafter tails. The siding is clapboard with cornerboards and it rests on a new four by four sill. There is no floor, a wood box vent, and a panel door in the center of the gable end.

### T. H. Thompson 7c) SMI Post Office Root Cellar (HS 51-146D)

Associated with the island post office/store. Important element for island residents due to lack of modern storage/refrigeration facilities. It has poured concrete walls, a vertical board door and no roof. The walls are falling in--it is in poor condition.

### T. H. Thompson 7d) SMI Post Office Sidewalks (HS 51-146F?)

Associated with the island post office/store. Composed of three-foot square poured concrete slabs. Almost all have cracked and are being impacted by encroaching vegetation. Pieces are missing.

### MARTIN FURST 8) Krammer House (HS 51-144A)

Occupied by Martin Furst, USLSS personnel. Built ca. 1914-1916. It is a one story house measuring 20 by 20 feet. It has a wood shingle hip roof with boxed eaves. The siding is lapped wood with cornerboards and it has a wood pier foundation with horizontal board skirting. There is an interior brick chimney and the windows are one-over-one double hung. There is a screened entry porch. MONTGOMERY WARD HOUSE

(continued)

HARRISON HAAS

**9a) ~~Jenks~~ House (HS 51-145A)**

Occupied by Harrison Haas, USLSS personnel. Built ca. 1914-1916. This may be another mail order house. It is one story and measures 18 by 22 feet. It has a hip roof that is covered with rolled asphalt and has boxed eaves. The siding is large wood shingles and there is a concrete pier foundation with wood skirting. There is an interior brick chimney, shed mud room extension, and small open entry porch with a shed roof on wood posts. There is a large picture window on the south. one three-over-one replacement on the north, and two doors on the west.

~~HAAS~~  
**9b) ~~Jenks~~ Shed (HS 51-145B)**

Associated with Jenks house. It is a one story shed measuring 8 by 12 feet. It has a gable roof that is covered with rolled asphalt. The roof paper is held down with battens. There are two sections. The northern section has exposed rafter tails, horizontal beaded board siding and board and batten siding in the northern gable end. It has double four-panel doors and a wood stoop. There is a fish cleaning table on the west side that is in poor condition due to moisture damage. The table has a porcelained metal sink in it. The southern section has board and batten siding. The roof is sagging severely. It has a vertical board door in the gable end and wood latch. There is fishing equipment nailed to the wall.

~~HAAS~~  
**9c) ~~Jenks~~ Water Tower (HS 51-145C)**

Associated with Jenks house. Twenty-five foot high structure with metal L-members bolted to form a tripod. It is topped by a flagpole and a weather vane. It has a gravity feed system with a tall metal tank resting on a wood plank platform. The pipes lead to an outdoor tub/shower.

~~Non-contributing structures:~~

EARL WALTER'S

**1) ~~Jacobson~~ House (HS 51-134)**

Built by commercial fisherman ca. 1915-1920. Single-story, 15' by 22' wood frame residence. Standing seam metal gable roof, rolled asphalt (brick pattern) siding over horizontal plank. Wood pier foundation, exposed rafter tails, interior brick chimney. Windows are three over one double hung. Two side shed additions. ~~The building is severely deteriorated--there are holes in the walls, the floor has water damage and the windows are broken.~~

(continued)

SEBASTIAN HATZLER

**National Register Nominations filed for South Manitou Island:**

1. South Manitou Island Lighthouse Complex and Life-Saving Station Historical District, prepared by Jill York, June 1983.  
**APPROVED 10/28/83 NR#83003782**
2. South Manitou Island Historic District (Sandy Point), prepared by David Koenig, October 1976.  
**REJECTED**
3. George Conrad Hutzler Farm, prepared by Jill York O'Bright, December 1986.  
**APPROVED 5/3/91 NR#91000466**
4. Hutzler's Barn, prepared by David Koenig, October 1976.  
**APPROVED 1/3/78 NR#78000375**
5. Historic Resources of South Manitou Island, prepared by Jill York, no date.  
**REJECTED**

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Muhn, Jim. 1984. Historic Resource Study: Sleeping Bear Dunes National Lakeshore. Omaha, Nebraska: Midwest Regional Office, National Park Service.

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Ruchhoft, R.H. 1991. Exploring North Manitou, South Manitou, High and Garden Islands of the Lake Michigan Archipelago. Cincinnati, Ohio: The Purcelle Press.

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