

FORM B – BUILDING

MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Assessor's Number USGS Quad Area(s) Form Number

6-43A	Marion	MRN.C	MRN.71
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Town/City: Marion

Place: (*neighborhood or village*):

Address: 131 Allen's Point Road

Historic Name: Shepard-Clark Boathouse

Uses: Present: Boathouse / Residential

Original: Boathouse / Seaplane hangar

Date of Construction: Ca. 1915

Source: Visual analysis

Style/Form: Colonial Revival / Tudor Revival

Architect/Builder: Possibly Coolidge & Carlson

Exterior Material:

Foundation: Granite block

Wall/Trim: Stucco / Wood

Roof: Wood shingle

Outbuildings/Secondary Structures:

Garage/guest house (MRN.70)

Garage/tool house

Shed

Major Alterations (*with dates*):

None apparent

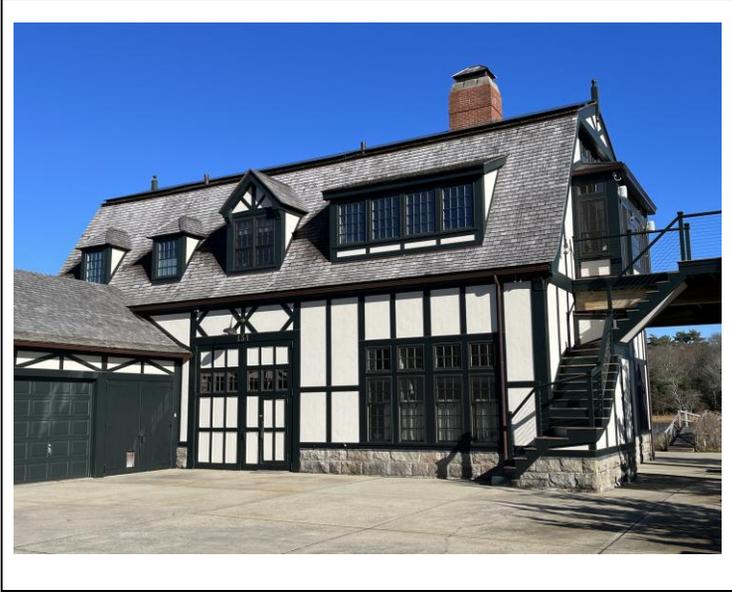
Condition: Excellent

Moved: no yes **Date:**

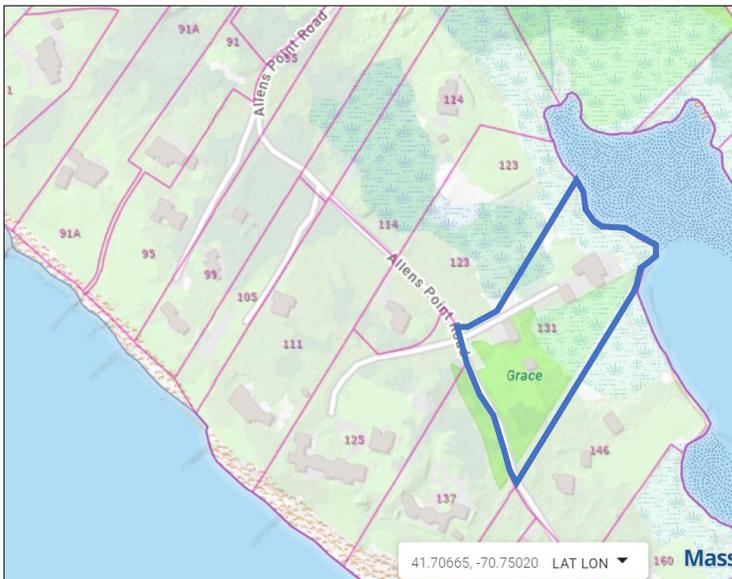
Acreage: 3.62

Setting: Sparsely settled neighborhood on Allen's Point, a small, wooded peninsula between Sippican Harbor to the west and Blankenship Cove to the east. The majority of properties are imposing seasonal dwellings on large waterfront lots and have boat docks. The area was substantially developed from the 1890s through the 1920s.

Photograph



Locus Map



Recorded by: Lynn Smiledge

Organization: Marion Historical Commission

Date (*month/year*): November 2023

INVENTORY FORM B CONTINUATION SHEET

MARION

131 Allen's Point Road

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Recommended for listing in the National Register of Historic Places.

If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION:

Describe architectural features. Evaluate the characteristics of this building in terms of other buildings within the community.

123 Allen's Point Road occupies a large, polygonal parcel that stretches east between Allen's Point Road and Blankenship Cove. The building is set close to the shoreline and faces west to the street; it fronts a concrete boat launch ramp and dock at the east elevation and a concrete terrace at the west elevation (façade). The western half of the parcel is primarily maintained in lawn dotted with shrubs and mature trees. The terrain transitions eastwards to marshland. The northern lot line is bordered by heavy vegetation. A gravel driveway curbed with granite blocks enters the property from the northwest corner of the parcel, passes two outbuildings on the right, and ends at the concrete terrace.

This distinctive boathouse, which also served as a seaplane hangar, comprises a two-story, side-gabled main block with an L-shaped plan and a gambrel roof. A two-story, flat-roofed boat bay spans the west elevation and a one-story, hip-roofed wing projects from the northwest corner. An enclosed entrance at the second story of the south elevation opens to a deck which shelters a pass-through between the terrace and the boat launch ramp. The structure was built ca. 1903 in a blend of the Colonial Revival and Tudor Revival styles and appears to retain all of its original character-defining features. It rises from a foundation comprising three rows of ashlar granite block. The walls are clad in stucco trimmed with lively patterns of half timbering. The roof is surfaced with asphalt shingles and carries a substantial brick chimney on the upper east roof slope near the south gable end. Posts with ball tops mark the gable ends at the roof ridge.

Trim elements include deep, overhanging flared eaves with solid, flared verge boards. The asymmetrically placed openings at the first level at the façade include a bank of four mulled, double-hung six-over-nine sash with six-light transoms at the southernmost bay. The tall, two-leaf utility door with an integrated transom at the center bay incorporates a small single entry. The west roof slope is enlivened by a variety of dormer types including two hipped dormers with 16-light fixed sash, a gable dormer with nine-over-six windows, and a four-bay shed dormer with 16-light sash. The hip-roofed enclosed entry at the second floor at the south elevation is similarly glazed. An L-shaped wooden stairway descends from the porch deck to the concrete terrace. The one-story, hip-roofed wing extends from the northernmost bay; three bays by one bay, it is spanned by a wood-paneled overhead garage door flanked by two-leaf vertical plank doors.

The flat-roofed boat-bay projection at the cove-facing (east) elevation contains a continuous bank of dramatically tall, narrow, paneled folding doors containing multi-light glazing whose pattern matches the glazing seen on the west elevation. Iron rails installed in the concrete ramp for launching the seaplane run from the northernmost bays to the shoreline. A tall parapet encloses the roof deck at the projecting bay. Three hipped dormers, two containing sliding glass doors opening to the deck, occupy the east roof slope.

The one-and-one-half-story garage/guest house faces the boathouse across the concrete terrace. Gambrel-roofed and clad in half-timbered stucco, it matches the boathouse in style and details. Openings at the first story at the façade (east elevation) include a unit comprising two wood-paneled overhead garage doors and a two-leafed paneled utility door. A single entry containing a glass-and-panel door occupies the southernmost bay. A seven-bay shed dormer at the east roof slope contains three four-light fixed sash flanked by mulled six-over-six windows. The remaining openings are paired and tripartite windows with six-over-six sash.

The one-story garage (MRN.70) sited west of the guest house is labeled "Tool Storage" on a 1994 land plan of the site. It has a shallow hipped roof and like its neighboring buildings on the site is clad in half-timbered stucco, albeit with simpler ornamentation. Two vertical plank overhead garage doors with integrated transoms and a single glass-and-panel door occupy the west elevation. A small bank-built, hip-roofed shed sited south of the garage has vertical board siding. It rises from a granite foundation.

The boathouse at 131 Allen's Point Road has a Colonial Revival-style gambrel roof but its most striking features reflect the Tudor Revival style. This style in America was an Anglophile phenomenon that emerged in suburban communities in the early 20th century and saw peak popularity in the 1920s. Based loosely on post-Medieval English building traditions, the style inspired often-romantic "storybook" houses that frequently incorporated details from the contemporaneous Craftsman style. The Tudor Revival is characterized by asymmetry, steeply pitched roofs, half-timbering, masonry cladding, one or more prominent front-facing gables, nested gables, verge boards, casement and double-hung windows with multi-light glazing, massive elaborated chimneys, and catslide roofs. The Tudor Revival features seen in this building include the stucco cladding, half-timbering, flared eaves and verge boards, and complex multi-light windows.

HISTORICAL NARRATIVE

Discuss the history of the building. Explain its associations with local (or state) history. Include uses of the building, and the role(s) the owners/occupants played within the community.

This house is located on Allen's Point, a spur of land on the eastern shore of Sippican Harbor almost directly across the harbor from Marion Village, the commercial and residential center of the town. Maritime industries drove Marion's economy until the mid-19th century, when the advent of rail service helped to shift the town's economic base to tourism. Affluent urban dwellers from cities like Boston and New York were now able to travel in comfort to seaside destinations like Marion and the town began to attract many notable political, literary, and art world figures. Initially visitors stayed at hotels or rented private houses, but as the end of the century neared and Marion became nationally known as a desirable vacation destination, wealthy individuals began to build their own permanent summer residences. Set on the harbor, Allen's Point was one of the areas which saw this development. With its convenient access to Buzzard's Bay and the Atlantic Ocean, it was especially attractive to those interested in recreational boating.



1879 map.



1903 map.

The 1879 map at left shows Allen's Point (blue arrow) as largely undeveloped farm land. However, by the turn of the 20th century the area had been subdivided and settled with a number of large summer residences as seen on the 1903 map. These imposing houses include an outstanding collection of Shingle Style, Tudor Revival and Colonial Revival residences.

George Delano (1821-1890) is shown as the owner of the roughly 70-acre tract of undeveloped farm land known as Allen's Point on the 1879 map. In

1902 Delano's two surviving sons, Stephen Clark Luce Delano and Charles Henry Leonard Delano, conveyed their interest in the property to Elizabeth (Lizzie) Reed Delano, the widow of their late brother James Delano. Lizzie Delano engaged John M. Allen, a local architect and real estate developer, to subdivide the property and in 1903 he drew up a land plan dividing the tract into eight parcels of between eight and ten acres. These parcels were quickly settled with summer residences and over time the parcels would be further subdivided. For details of the land transactions and subdivision of Allen's Point, please see the narrative description on the 2023 updated data sheet for Area Form MRN.C.

Otis Atherton Shepard (1859-1938) and his brothers Horace B. Shepard (1855-1944) and Thomas H. Shepard (1866-1963) purchased three parcels (#4, 6 and 7) from Lizzie Delano's 1903 subdivision plan. The Shepard family was in the wholesale lumber business in Boston. Horace and Thomas Shepard operated the Shepard & Morse Lumber Company which had been started by their father, Otis Shepard. They were also the founders of the Shepard Steamship Company. Otis Atherton Shepard was a principal of the lumber firm Blacker & Shepard.

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MRN.C

MRN.71

The subject building, a former boathouse, was originally part of the Shepard estate known as Fair Oaks. Fair Oaks stands on Lot # 4, which was purchased by Otis Atherton Shepard of Brookline from Lizzie Delano in 1902. It can be assumed that the buildings on the estate were constructed by Otis Shepard shortly after the land was acquired. (The property was erroneously labeled H.B. Shepard on the 1903 map.) The large house and several of its outbuildings were designed by Boston architects Coolidge & Carlson in the Tudor Revival Style. The firm was led by Joseph Randolph Coolidge, Jr. (1864-1928), a graduate of Harvard College who studied architecture at the École des Beaux-Arts in Paris and the University of Berlin. The firm is credited with the design of ten residences in Marion at the turn of the 20th century, all of them located on Allen's Point Road, West Drive, and Point Road.¹ The garden was designed by landscape architect Arthur Asahel Shurcliff (1870–1957), the nationally-known designer of Colonial Williamsburg and the Charles River Esplanade in Boston (BOS.ZI).²

The subject property includes a second building, a former garage, that was converted to a guest house (MRN.70). It is not known if its design can be attributed to Coolidge & Carlson.

After less than a decade of ownership by the Shepard family, the property was sold in 1908 by Otis Atherton Shepard to a Philadelphia banker/stockbroker George C. Thomas (1839-1909) and his wife Ada Elizabeth Moorehead (1843-1924). They owned it for only three years before the death of George Thomas. The property was then purchased by Elizabeth F. Clark (b.1869) and her husband Edward A. Clark (1868-1922). Edward Andrews Clark, also a stock broker, lived in Boston with his wife and family and a staff of eight servants. The Clarks' ownership ended with the death of Edward Clark and the property was sold in 1922 to Richard F. Hoyt whose family also owned a house on Allen's Point.

Richard Farnsworth Hoyt (1888-1935) was the son of Charles Chase Hoyt (1855-1941) and Emma Josephine Farnsworth (b.1861). His sister Katharyn [var. Katherine] Hoyt Watson (1889-1936) and her husband Lester Watson (1889-1949) owned the house next door at 111 Allen's Point Road (ca.1920, Charles C. Hoyt House, MRN. 601). Richard Hoyt and his wife Katherine Stone (1890-1936) lived in New York City. Richard Hoyt was a banker, aviation investor, and sportsman. He served as chair of the Madison Square Garden Corporation and was a director of 76 corporations at the time he retired as a vice president of the Hayden Stone Company. He also served as chairman of the board of the Wright Aeronautical Corporation.³ An article about the house in the *Wall Street Journal* in 2021 quoted a *New York Times* article stating that Hoyt commuted from Marion to New York City at 100 mph in an amphibian plane with a Wright Cyclone engine and luxurious cabin accommodations.⁴ The seaplane was kept in the subject building of this form.

When Richard and Katherine Hoyt were divorced in 1931, he conveyed the subject property to her. In 1946 the property was conveyed to her daughter, Virginia Hoyt Peirson (1915-1958). She was married in 1937 to Charles Lawrence Peirson, who was with the Boston investment firm Russell, Berg & Company. He was an officer of the United States Golf Association and a member of the Brookline Country Club and the Kittansett Club in Marion. Virginia and Charles Peirson had five daughters, including Patricia Peirson (b.1938) who was married to Dennis DeBruyn of Boston. The property was purchased in 1975 by Brant, DeBruyn, a Massachusetts limited partnership of which Patricia DeBruyn was a general partner. It appears that Brant, DeBruyn further subdivided the estate and converted the boathouse and garage to combination dwellings (see plan below). The property was sold in 1994 to Cynthia H. Grace. It was purchased by the current owners in 2017.

¹ 123 Allen's Point Road (ca.1903, Shepard-Clark Stable, MRN.68); 125 Allen's Point Road (ca.1903, Shepard-Clark House / Fair Oaks, MRN.67); 131 Allen's Point Road (ca.1915, Shepard-Clark Boathouse, MRN.71); 131 Allen's Point Road (ca.1915, Shepard-Clark Garage, MRN.70); 151 Allen's Point Road (ca.1903, Elmer F. Smith House, MRN.72); 456 Point Road (ca.1898, F.C. Bowditch House, MRN.54); 8 West Drive (ca.1900, Charles W. Leatherbee House, MRN.175); 14 West Drive (ca. 1900, A.W. Bliss House, MRN.176); 24 West Drive (ca. 1900 Charles W. Butterfield House, MRN.177); 28 West Drive (ca. 1900, Charles W. Leonard House, MRN.178).

² 125 Allen's Point Road (ca.1910, Edward M. Clark Garden Landscape, MRN.904)

³ Richard F. Hoyt, *New York Daily News*, New York, NY March 8, 1935.

⁴ "Making a Blended Family Home by the Sea," *Wall Street Journal*, New York, NY April 9, 2021.

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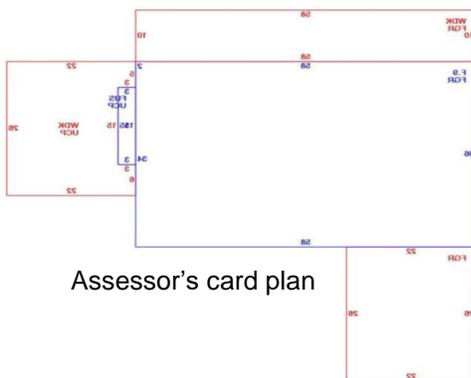
MRN.C MRN.71

Title Research

Date	Book-Page (Certificate)	Grantor	Grantee
10-03-2017	49006-104	Boathouse Nominee Trust II	Mary L. Ricks & J. Catherine Blagden
12-26-2012	42467-54	Cynthia H. Grace Trust	Boathouse Nominee Trust II
10-03-1994	13192-59	Brant, DeBruyn	Cynthia H. Grace, Boathouse Nominee Trust
08-11-1975	4091-38	Virginia Hoyt Peirson	Brant, DeBruyn
11-12-1946	1941-458	Estate of Katherine Stone Hoyt	Virginia Hoyt Peirson
02-16-1931	1609-59	Richard F. Hoyt (Lot #4 & #5)	Katherine Stone Hoyt
10-26-1922	1422-500	Elizabeth F. Clark	Richard F. Hoyt
01-23-1911	1079-133	Estate of George C. Thomas	Elizabeth F. Clark
09-30-1908	1009-287	Otis Atherton Shepard (Lot #4 & 5)	George C. Thomas
09-30-1903	879-96	Elizabeth R. Delano	Otis Atherton Shepard (Lot #4)
12-15-1902	857-435	Stephen C.L. Delano & Charles H.L. Delano	Elizabeth R. Delano
	Probate	Abby L. Delano	Stephen C.L. Delano & Charles H.L. Delano, Elizabeth R. Delano
01-22-1891	611-480	Ephraim Allen	Abby L. Delano
05-11-1876	432-75	Edwy E. Hammond	Abby L. Delano

BIBLIOGRAPHY and/or REFERENCES

- Ancestry.com and FamilySearch.org: census records, vital records, city directories
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Map of the Town of Marion, Plymouth County, Massachusetts 1855 H.F. Walling
 McAlester, Virginia Savage. *A Field Guide to American Houses*, New York: Alfred A. Knopf, 2019.
 Plymouth County Registry of Deeds
 Rosbe, Judith. *Marion*. Charleston, SC: Arcadia Publishing, 2000.
 Rosbe, Judith. *Marion in the Golden Age*. Charleston, SC: The History Press, 2009.
 Sippican Historical Society: online database
 Sommers, Olive Hill. *Three Centuries of Marion Houses*. Marion, 1972.
 Smith, Pete. (ed.) *A Picture Postcard History of Marion, Massachusetts*. New Bedford, MA: Spinner Publications, 2008.



Boathouse, south and east elevations.

INVENTORY FORM B CONTINUATION SHEET

MARION

131 Allen's Point Road

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Garage/guest house, east (facade) and north elevations.



Garage/tool house (MRN.70), west (facade) and south elevations.

National Register of Historic Places Criteria Statement Form

Check all that apply:

- Individually eligible Eligible **only** in a historic district
- Contributing to a potential historic district Potential historic district

Criteria: **A** **B** **C** **D**

Criteria Considerations: **A** **B** **C** **D** **E** **F** **G**

Statement of Significance by Edward Gordon (1998) / Lynn Smiledge (2023)

The criteria that are checked in the above sections must be justified here.

This house is recommended as a contributing element to a potential National Register Historic District which would include properties on Allen's Point, a small area situated on a peninsula between Blankenship's Cove on the east and Sippican Harbor on the west. This area is home to a collection of high-style seasonal residences in the Shingle Style, Tudor Revival, and Colonial Revival styles constructed in the early 20th century. The area includes the Coolidge & Carlson- designed 125 Allen's Point Road (ca.1903, MRN.67) with a garden designed by noted landscape architect Arthur Shurcliff, and its ancillary buildings now at 123 Allen's Point Road (ca.1902, MRN.68) and 131 Allen's Point Road (ca.1904, MRN.71). The house at 151 Allen's Point Road (ca.1903, MRN.72) has also been attributed to Coolidge & Carlson.

The Allen's Point Area is recommended as eligible for listing as a National Register District at the local, and possibly the state, level under Criterion C for Architecture for its nearly intact collection of distinctive dwellings. The majority of the resources here retain substantial integrity of location, setting, materials, workmanship, design, feeling, and association.