

CHAPTER VIII

YAQUINA BAY STATIONS

Yaquina Bay forms a southern boundary for the town of Newport on Oregon's central coast (Figure 118). There have been four station locations throughout the history of water rescue on Yaquina Bay. The first station was located 1-1/2 miles south of the entrance to Yaquina Bay at South Beach. This life-saving station was activated in April 1896. In 1906, the station was abandoned for the more advantageous quarters of the Yaquina Bay Lighthouse on the north side of the bay. The crew then moved down to the waterfront in 1932, and into their one-of-a-kind lifeboat station on Front Avenue. Unfortunately, in 1944, the station burned down to the pilings, and the Coast Guard was forced to occupy temporary quarters. A new lifeboat station was built in 1949 on a shelf of land just east of the Yaquina Bay Bridge. The building is still being used today as the Coast Guard station for Yaquina Bay.

Yaquina Bay Life-Saving Station at South Beach

As early as 1888, Oregon Senator John H. Mitchell and Oregon Representative Binger Hermann had introduced legislation for a station at Yaquina Bay to protect the vital shipping interests of Newport.¹⁷¹ The proposed station was rolled into House

¹⁷¹Congress, Senate, 50th Cong., 1st sess., S. 559, 1888; Congress, House, 50th Cong., 1st sess., H.R. 1767, 1888.

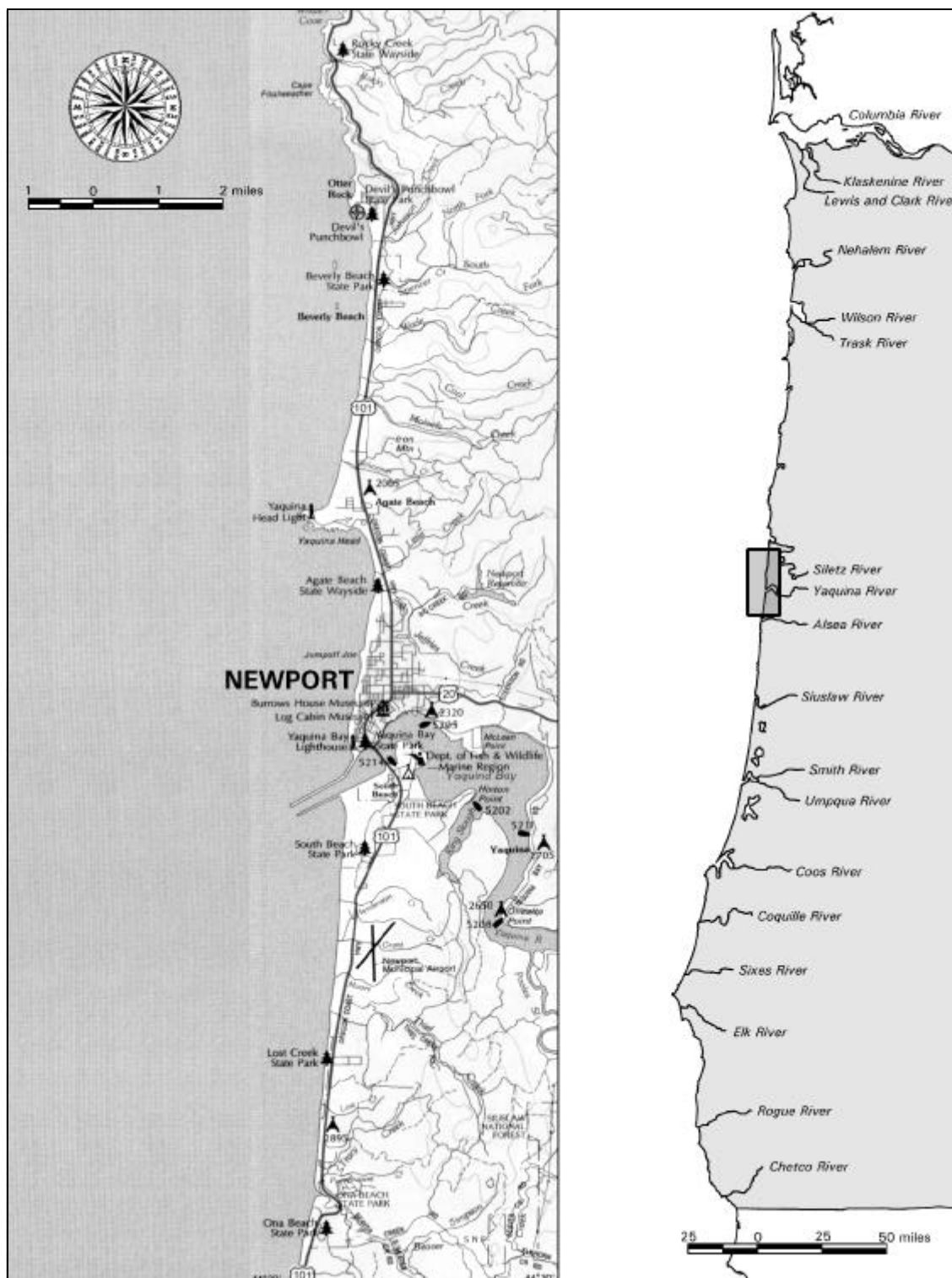


Figure 118. Location of Newport, Oregon, Shown on a 1996 DeLorme Topographic Map.

Resolution 8181, along with ten other life-saving stations, and approved on 17 July 1888, with a limit of \$5000 per station. House Resolution 8181 had included the life-saving station at Umpqua River, which was soon built in 1891. Yaquina Bay's life-saving station was inexplicably held up until it was finally manned with a crew of seven in April 1896.¹⁷²

The logical location for the station would be a site where a surfboat could be launched easily and close to the probable location of shipwrecks. A site 1-1/2 miles south of the mouth of Yaquina Bay was chosen to satisfy these two desires (Figure 119). The site was flat with an easy transition from stable land to the beach sand, plus most of the shipwrecks occurred south of the Yaquina Bay entrance.¹⁷³ The station was positioned just above the high tide line and consisted of a station house, boathouse, barn, woodshed, and utility building (Figure 120).¹⁷⁴ A drill field was created in front of the station between it and the water. The wreck pole was erected at the far north end of the field (Figure 121).

The station house was built from the standard Marquette plans as described in Chapter III. In general, the house was divided by a central hallway and stair with the right half reserved for the keeper and the left half for the crew. On the main floor, the keeper's living room, office, kitchen, and pantry were to the right. On the left was the

¹⁷²U.S. Life-Saving Service, *1896 Annual Reports*, 13.

¹⁷³Steve M. Wyatt, *Guarding the Coast: Yaquina Bay's Life Savers* (Newport, OR: Lincoln County Historical Society, 1996).

¹⁷⁴"Life-Saving Crew Helps Bring Water Rescue to Newport," *Newport News-Times*, 29 September 1982.

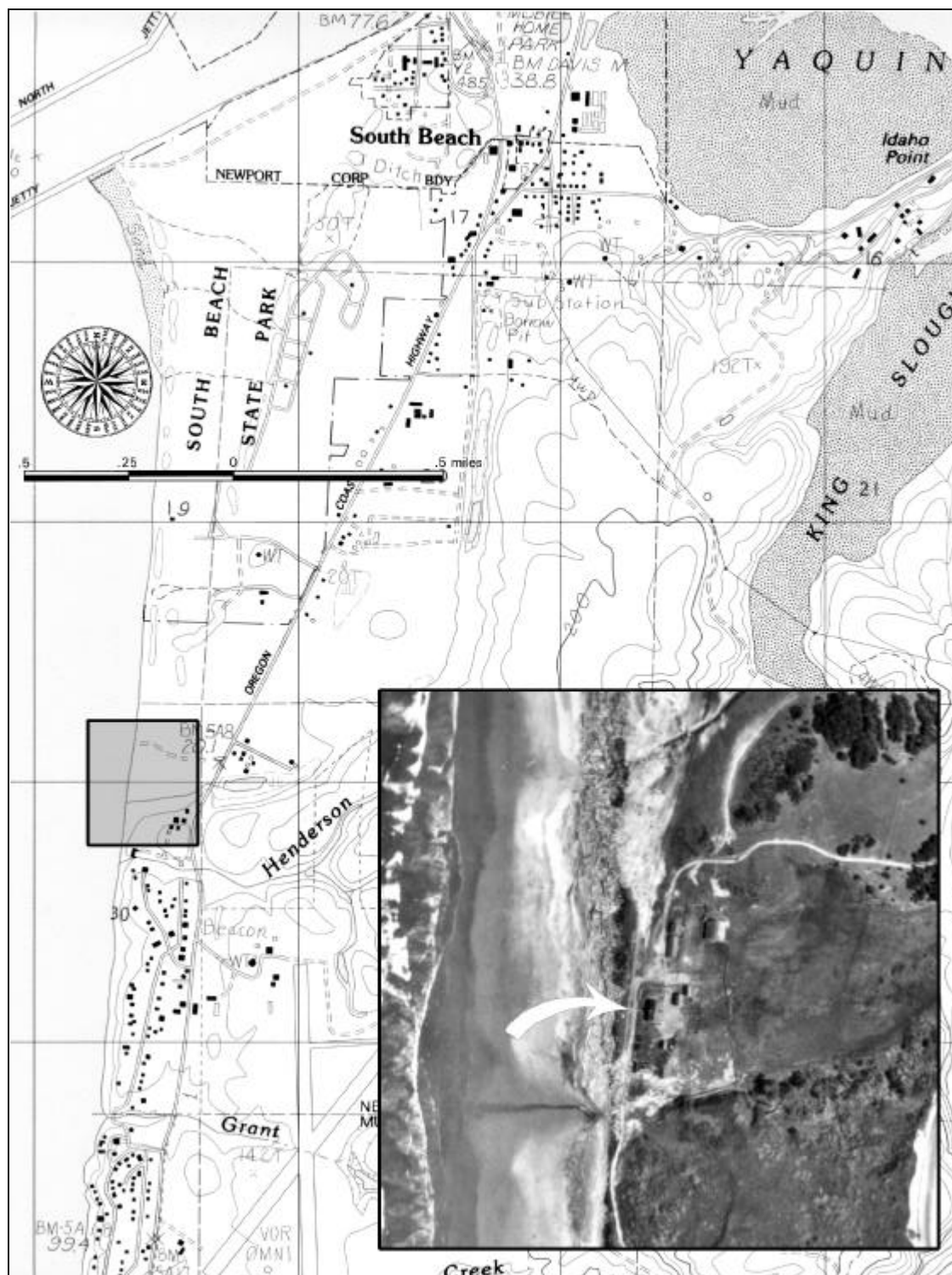


Figure 119. Aerial Photo of the South Beach Station in 1939 Superimposed Over the Newport South, Oregon, USGS Map (1984 Revision).



Figure 120. South Beach Station, 1906. Source: Lincoln County Historical Society (LCHS #590).



Figure 121. South Beach Beach-Apparatus Drill, Circa 1905. Source: Oregon Historical Society (OrHi #0351P034-021001).

crew's living room and mess room. Upstairs, the right half contained the bedrooms for the keeper and his family. On the left was the crew's quarters.¹⁷⁵ This living arrangement varied from the standard Marquette plans in that typically the crew lived on the main floor and had their lockers on the second floor. It must be kept in mind that keepers often altered their stations and that no two stations were identical, only similar.

The boathouse was a standard Fort Point-type boathouse. It was one-story, 24' wide by 40' deep, with two bays. One bay held a surfboat and the other bay a lifeboat. A wooden ramp and boardwalk extended from the front of the boathouse toward the beach. The Fort Point-type boathouse is thoroughly described in Chapter III.

As shown in Figure 122, there were small dwellings in the foreground. It was common practice at isolated stations for married crew members to build small houses close to the stations. These one-story, gable roof structures are purely vernacular, built with local materials by local carpenters. These dwellings have been lost over time, though they may have been moved and recycled elsewhere. Also visible near the center of the photo is an outhouse behind the woodshed, as indoor toilet facilities were not provided for at the station. Other ancillary structures on the station grounds were the flag pole, bell stand, boardwalks, and fencing. All were made of wood. The Yaquina Bay Life-Saving Station also had the most impressive signage of any of the stations on the Oregon Coast (Figure 123). Unfortunately, none of these ancillary structures have stood the test of time.

¹⁷⁵Ibid.



Figure 122. South Beach Station, 1904. Source: Lincoln County Historical Society (LCHS #589).



Figure 123. South Beach Station, Circa 1905. Source: Lincoln County Historical Society (LCHS #1099).

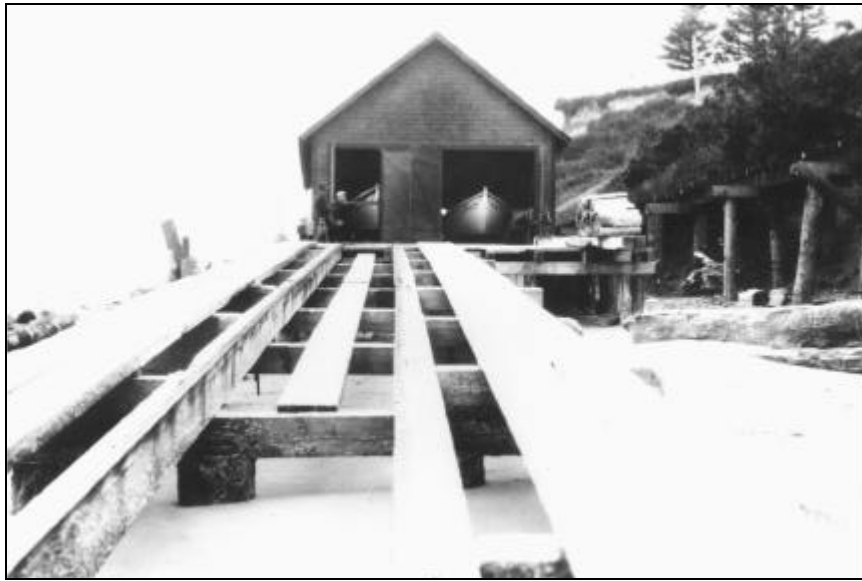


Figure 124. Yaquina Bay Station Boathouse After Move, 1923.
Source: U.S. Coast Guard Headquarters (Yaquina Bay File).

Lifeboats, as opposed to surfboats, were a more practical type of rescue boat on the Oregon Coast. Lifeboats were considerably larger and heavier than surfboats so they could not be easily hauled by hand to a launch site. Instead they were usually launched directly into the water from their boathouse down a long ramp. The lifeboats were cradled in carriages fitted with railway wheels correlating to rails on the launchway. This provided a quick launch and easy recovery of the boat. The station at South Beach had such a boathouse on the south shore of Yaquina Bay. It was a two-bay, gable roof boathouse built to hold two rescue boats (Figure 124). A switch was provided partway down the ramp so that only one set of rails went into the water.

The principal drawback of the site at South Beach was the lack of elevation to scan the ocean and shore for wrecks. Three-mile beach patrols verified by patrol clocks

had to be mounted continuously.¹⁷⁶ Also, though it is only about five minutes by car today, the station was considered isolated in its day from nearby Newport. Therefore, within ten years, plans were laid to move the station closer to Newport.

By 1906, the station and crew were ready to move to new quarters on the north side of Yaquina Bay in Newport. The South Beach site was abandoned after only ten years of service. The station buildings at South Beach were eventually acquired by the William S. Ladd estate of Portland. The station structures disappeared sometime after 1939 but before 1951.¹⁷⁷

Yaquina Bay Life-Saving Station at Yaquina Bay Lighthouse

“Monday evening, Capt. S.I. Kimball, General Supt. Of the U.S. Life-Saving Service, Capt. C.H. McLellan, General Inspector of Washington D.C., and Capt. D.F. Tozin, U.S.R.C.S. Inspt. of the 13th Life-Saving District with headquarters at Portland, arrived in this city to arrange for the transfer of the Yaquina Bay Life-Saving station to the north side of the bay.”¹⁷⁸ With this event in 1906, the Yaquina Bay Life-Saving station was moved from South Beach to the Yaquina Bay Lighthouse. The team inspected the lighthouse and its residence as to its “condition for immediate occupancy.” The group decided to have the boathouse on the south side of the bay floated over to a new site near the “powder house” on the north side of the bay. The boathouse at the old

¹⁷⁶Pernot S. Duff, “Yaquina Bay Lifesaving Station Tales,” *Sunday Oregonian Magazine*, 18 March 1951.

¹⁷⁷Ibid.

¹⁷⁸“Life-Saving Station Transferred,” *Yaquina Bay News*, 2 August 1906.



Figure 125. Yaquina Bay Lighthouse (1871) Prior to Life-Saving Service Occupation. Source: Oregon Historical Society (OrHi #654-A 38714).

station site on South Beach was kept as an auxiliary boathouse to store a surfboat and beach gear.¹⁷⁹

The team felt the lighthouse would make a good quarters for the crew and the tower an excellent lookout station (Figure 125). Reported the *Yaquina Bay News*, “. . . the patrol duty is no longer necessary, which will be a great relief to the members of the crew as the exposure they were formerly subject to was very trying upon their health.”¹⁸⁰ A residence building near the lighthouse became home to Keeper Wellander and his family.

¹⁷⁹Ibid.

¹⁸⁰Wyatt, *Guarding the Coast*.

The lighthouse, built in 1871, is the second oldest existing lighthouse on the Oregon Coast.¹⁸¹ The Yaquina Bay Lighthouse is only one of two lighthouses built in Oregon by the U.S. Lighthouse Board with the light integrated into the residence.¹⁸² The structure is the oldest building in Newport, a seaport town founded in 1866.¹⁸³ The lighthouse is significant to the life-saving service in that it is considered the only lighthouse in the United States used as a life-saving station.

The Yaquina Bay Lighthouse is situated on a 65' tall bluff on the north side of the mouth of Yaquina Bay (Figure 126). The lighthouse was designed by Robert Stockton Williamson, lighthouse engineer, with Cape Cod massing and details.¹⁸⁴ The builder was Ben Simpson, a local contractor.¹⁸⁵ It was constructed between May and October 1871 and illuminated on 3 November 1871.¹⁸⁶ The lighthouse is a two-story wood frame structure built on a high brick basement. A square light tower rises another story from its east elevation. The main body of the house measures 34' wide by 24' 6" deep with a one-story ell projecting from the rear elevation (Figure 127). The ell is 29' long by 12' 6"

¹⁸¹The oldest standing lighthouse in Oregon is the Cape Blanco Lighthouse from 1870.

¹⁸²The other was the Point Adams Lighthouse, built in 1858, and burned in 1912.

¹⁸³Elisabeth Walton, *National Register Nomination for Old Yaquina Bay Lighthouse* (Salem, OR: Oregon State Historic Preservation Office, 1974).

¹⁸⁴Donovan and Kachel, F.11.10.

¹⁸⁵Walton, *National Register Nomination for Old Yaquina Bay Lighthouse*.

¹⁸⁶Bruce Roberts and Ray Jones, *Western Lighthouses: Olympic Peninsula to San Diego* (Old Saybrook, CT: Globe Pequot Press, 1993), 48.

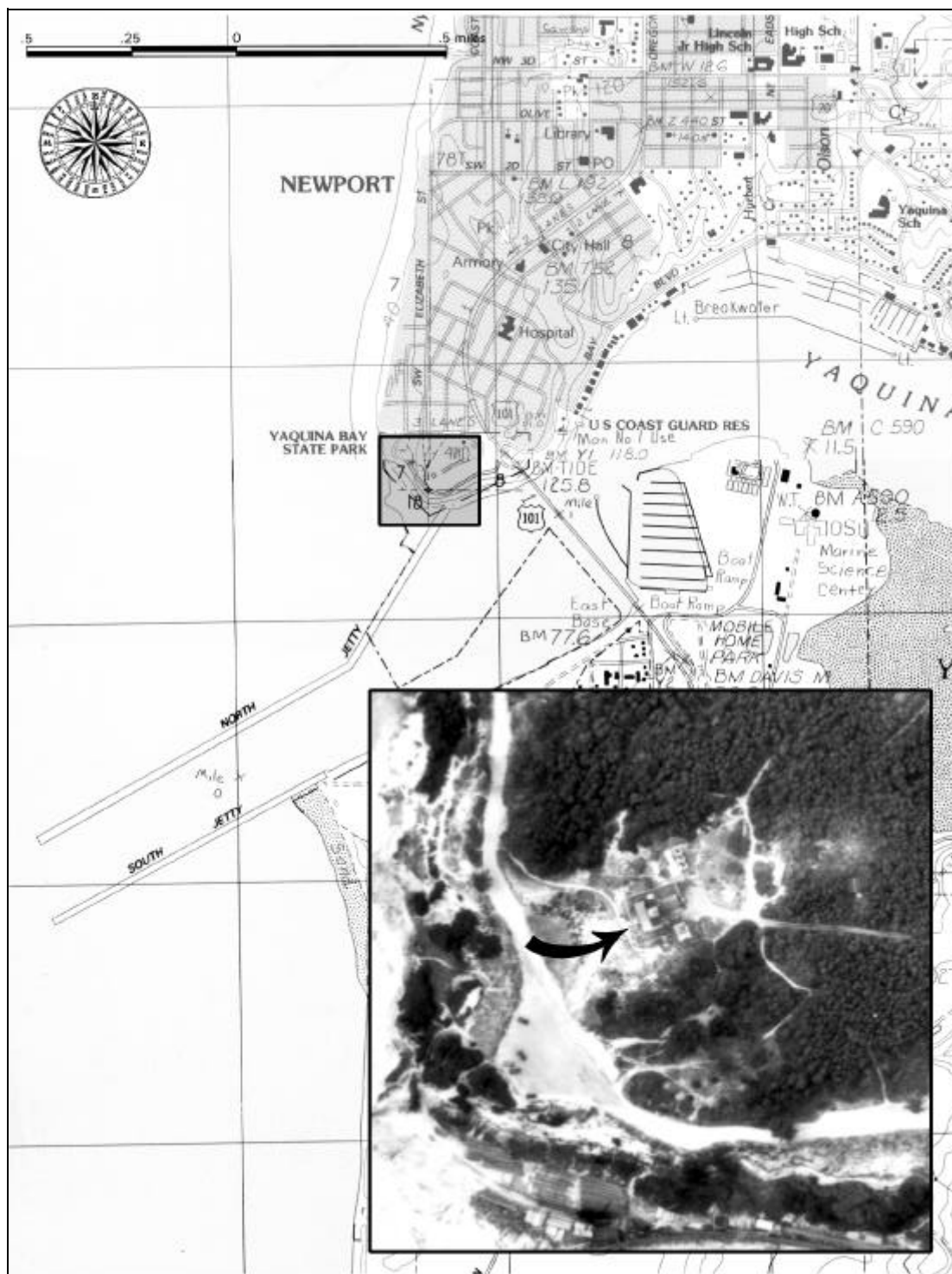


Figure 126. Aerial Photo of the Yaquina Bay Lighthouse Station in 1939 Superimposed Over the Newport North, Oregon, USGS Map (1984 Revision).



Figure 127. Yaquina Bay Life-Saving Station, 1917. Source: U.S. Coast Guard Headquarters (Yaquina Bay File).

wide and housed a workshop, storeroom, and toilet. A gallery runs along the ell's south side, set off by posts and arches.

The windows of the lighthouse are six-over-six, double-hung, with a wood sash. They are protected by reconstructed storm shutters. The drop siding is a cedar in a channel rustic pattern. The lantern room is made of iron and housed a fifth-order Fresnel lens. Two brick chimneys straddle the ridge of the cedar shingle roof. The front entrance is protected by a reconstructed gabled-roof porch, decorated with scroll work and supported by bracketed posts. The front door is a reconstruction. The central hall is lit by a transom over the door. Most of the reconstruction and repair work was performed

by Oregon State Parks personnel in 1973-75. The lighthouse was listed on the National Register of Historic Places in 1974.¹⁸⁷

The Yaquina Bay Lighthouse was superceded by the Yaquina Head Lighthouse just three years after construction of the bay light. On 1 October 1874, the light at Yaquina Bay was extinguished. Keeper Charles Pierce, his wife, and eight children moved south for duty at the Cape Blanco Lighthouse. Royal Bensell and his wife moved into the Yaquina Bay Lighthouse as caretakers, as the Lighthouse Board did not relinquish title to the structure. In 1888, the U.S. Army Corps of Engineers moved into the building while harbor improvements were underway including the construction of the Yaquina Bay jetties.¹⁸⁸

It is unknown how the life-savers adapted to the space in the lighthouse. Since it was a dwelling for a lighthouse keeper and his large family, the building most likely was used in the same manner. The life-saving keeper had his own house down the hill, so the crew had the run of the house. The main floor had a central hall plan, with the dining room and kitchen to the left, and the parlor and work room to the right (Figure 128). Upstairs were four bedrooms divided up among the crew. An eighth surfman was finally added to the crew on 1 May 1913, so the rooms would have divvied up evenly after then.¹⁸⁹ Storm clothes were probably kept in the basement.

¹⁸⁷Elisabeth Walton, *Old Yaquina Bay Lighthouse Restoration*, typed manuscript (Salem, OR: Oregon State Historic Preservation Office, 1973).

¹⁸⁸Walton, *National Register Nomination for Old Yaquina Bay Lighthouse*.

¹⁸⁹U.S. Life-Saving Service, *1913 Annual Reports*, 137.

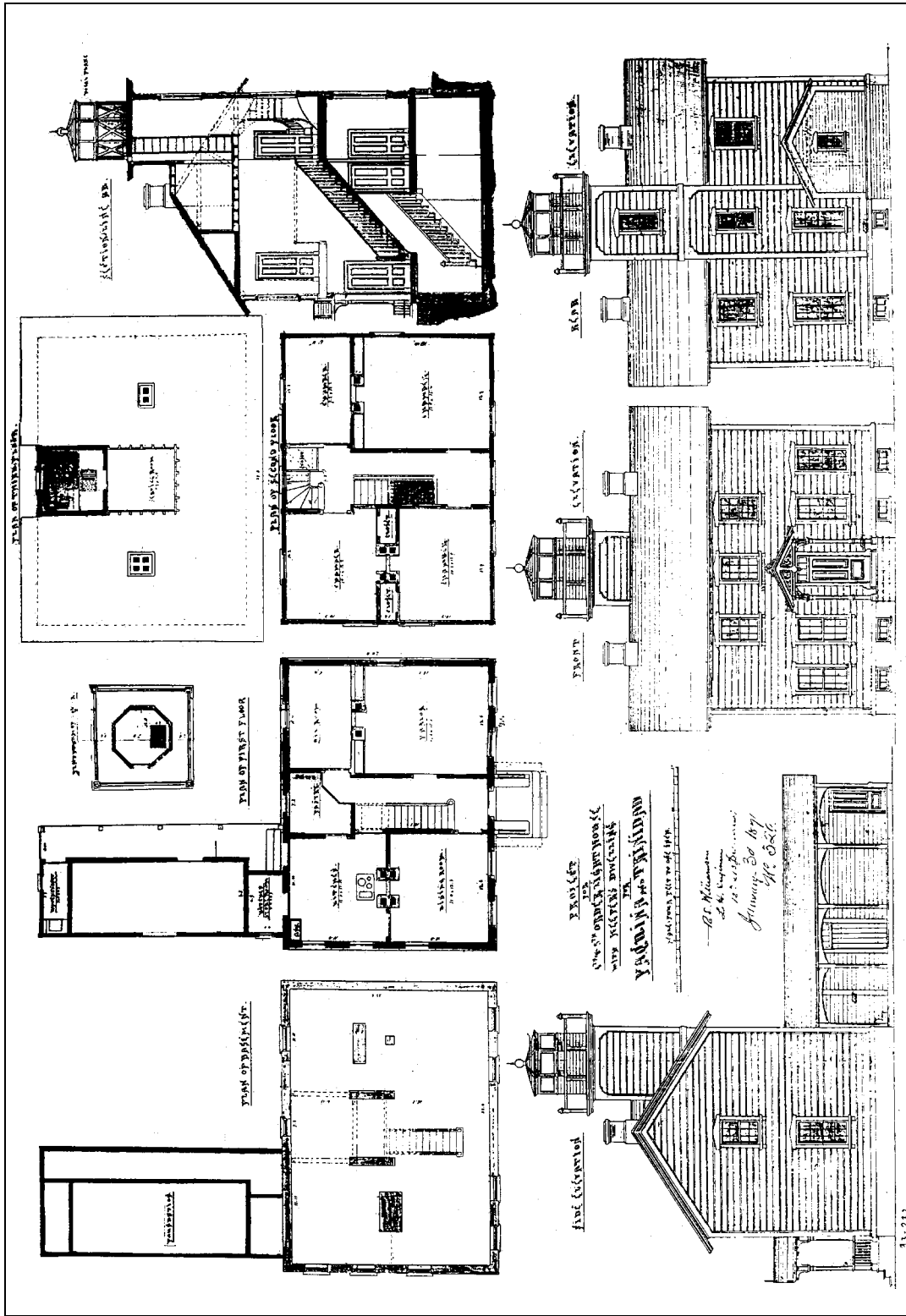


Figure 128. Williamson's 1871 Plans for the Yaquina Bay Lighthouse. Source: Nautical Research Centre (#33-232).

In 1933, the Coast Guard moved out of the Yaquina Bay Lighthouse for new quarters on the waterfront. The federal government released the 36-acre property in 1934 to the State of Oregon Highway Commission for highway right-of-way and park purposes. Park personnel used the property for a time but the residence proved unsatisfactory and the lighthouse was scheduled for demolition in 1946.¹⁹⁰ The threat to the lighthouse galvanized the community, and local citizens campaigned for its preservation. Out of the rescue effort emerged the Lincoln County Historical Society, formed in 1948. The Oregon Highway Commission continued to threaten the structure until 1955 when the commission finally reversed its decision and decided to retain the building for its “scenic and historic interest.”¹⁹¹ The historical society opened the lighthouse as a house museum in 1965, under a lease agreement with Oregon State Parks, a division of the Highway Commission, and continues to operate it as such today.

The integrity of the lighthouse is good, and the condition is excellent. Many of the interior features have been maintained or restored. The operable window shutters were removed sometime during the occupancy of the Life-Saving Service prior to 1923, but have since been reconstructed in a compatible manner. A central forced-air heating system was installed in 1974. The ell was sensitively reconstructed during the 1973-75 rehabilitation using the original plans, historic photographs, and archaeological evidence to house modern restrooms.

¹⁹⁰Walton, *National Register Nomination for Old Yaquina Bay Lighthouse*.

¹⁹¹James M. Howes, *The Old Yaquina Bay Lighthouse: A Brief History* (Newport, OR: Lincoln County Historical Society, 1968).

Yaquina Bay Lifeboat Station

“A new site was also looked over for a new station building with regard to the future should the Government at any time require the use of the present building.”¹⁹² This statement was made in 1906 when the Life-Saving Service moved into the Yaquina Bay Lighthouse. The “site” the federal government had looked at was on the west end of Newport’s waterfront (Figure 129). In August 1911, the Newport City Council purchased a lease from John Margson, and coupled with an adjoining tract of waterfront property from the federal government, requested the U.S. Life-Saving Service erect a “first class life saving station, with the best modern improvements.”¹⁹³

What was built soon after was a small boathouse (Figure 130). Not much is known about this “bay boathouse” other than what can be gleaned from photographs. The boathouse that was moved from the southern shore of Yaquina Bay still acted as the principal boathouse (Figure 131). The “beach boathouse” had been moved in 1909 further east to a more sheltered location near the site of the present Yaquina Bay Bridge.¹⁹⁴

On 8 August 1930, a “fire of unknown origin” destroyed the beach boathouse along with all of its equipment. The boathouse had contained two lifeboats, a surfboat,

¹⁹²“Life-Saving Station Transferred,” *Yaquina Bay News*, 2 August 1906.

¹⁹³Newport Commercial Club to the Newport Common Council, 23 August 1911, typed manuscript (Lincoln County Historical Society, Newport, Oregon).

¹⁹⁴“Removal of U.S.L.S. Boat House Underway,” *Yaquina Bay News*, 23 September 1909.



Figure 129. Aerial Photo of the Yaquina Bay Station in 1939 Superimposed Over the Newport North, Oregon, USGS Map (1984 Revision).



Figure 130. Yaquina Bay Boathouse, 1931. Source: U.S. Coast Guard Headquarters (Yaquina Bay File).



Figure 131. Governor Oswald West (in Derby) with Life-Saving Crew at New Boathouse Location, Circa 1912. Source: Lincoln County Historical Society (LCHS #335).



Figure 132. Yaquina Bay Station, Circa 1932. Source: Lincoln County Historical Society (LCHS #252).

and a beach cart. The loss was estimated at \$20,000. Only one of two Lyle guns was salvaged from the ruins. Luckily, there was a Monomoy surfboat and a beach cart stored at the old boathouse at South Beach.¹⁹⁵

The Coast Guard finally took this opportunity to build what the locals had always wanted, a first class life-saving station. In September 1931, a contractor from Seattle, William Wills, began demolishing the old “bay boathouse” that was in the path of the new station.¹⁹⁶ Construction went quickly and on 5 April 1932, Captain Anton Gustafson declared the new station open and ready for occupancy (Figure 132). The cost was \$18,000 plus \$6,000 for the furnishings. The building comprised a crew quarters, kitchen, and dining room, plus it allowed for the housing of a lifeboat, surfboat, a truck,

¹⁹⁵“Coast Guard Boat House Burned,” *Yaquina Bay News*, 14 August 1930.

¹⁹⁶“Work Starts on New Coast Guard Quarters [sic],” *Newport Journal*, 7 September 1931.

and the beach apparatus.¹⁹⁷ The building was two stories, built on pilings in a T-shaped plan (Figure 133). Integral to the station was a two-bay boatroom sloped to the launchway (Figure 134). The structure was covered in shingles and left natural to the weather. By WWII it had been painted white. Nine-over-nine, double-hung windows illuminated the interior. The only elaboration to the elevations was a gabled entry hood supported by heavy brackets over the street-side door.

In November 1934, the Coast Guard secured property to build a residence for the station keeper at the corner of Bay and First streets.¹⁹⁸ The old lighthouse keeper's dwelling that had been occupied by the Coast Guard since 1906 needed to be torn down to make way for the coastal highway project's Yaquina Bay Bridge (1936). In July 1935, construction was begun on the new keeper's house. A crew of eight Coast Guard carpenters were assisted by members of a local crew. The new building contained six rooms on the first floor and two rooms upstairs, and had a full concrete basement with garage. The house was steam heated and built in the "Cape Cod style" at an estimated cost of \$6,500.¹⁹⁹ The house still stands in its original location today.

In March 1936, a lookout tower was put into service just southeast of the lighthouse. It stood 50' tall and 115' above the water, overshadowing the lighthouse.

¹⁹⁷"New Station Officially Dedicated," *Newport Journal*, 6 April 1932.

¹⁹⁸"Coast Guard Keeper Will Have New Residence Here," *Yaquina Bay News*, 22 November 1934.

¹⁹⁹"Will Build New Quarters," *Newport Journal*, 3 July 1935.

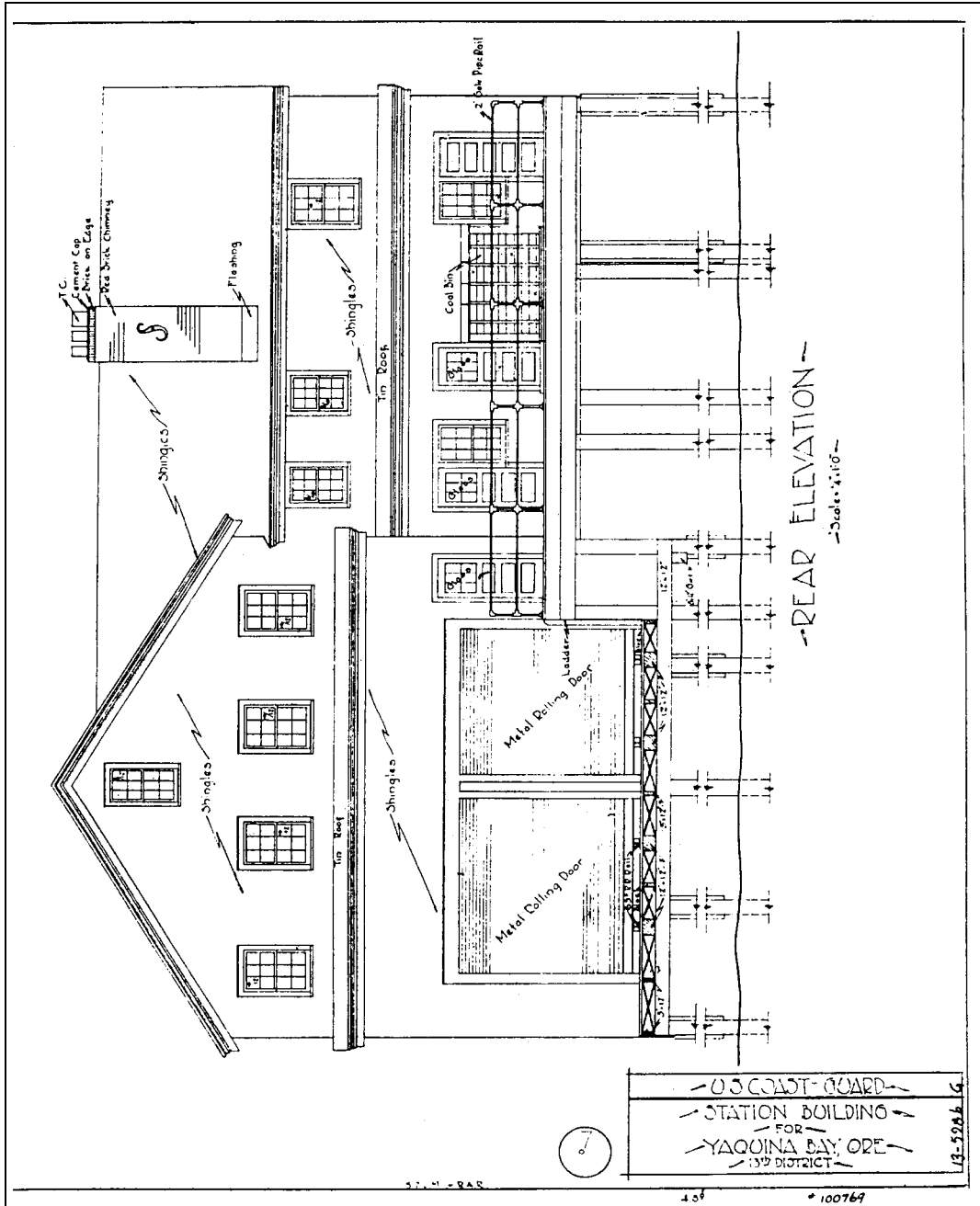


Figure 133. Yaquina Bay Station, Rear Elevation. Source: Nautical Research Centre (#13-598b).

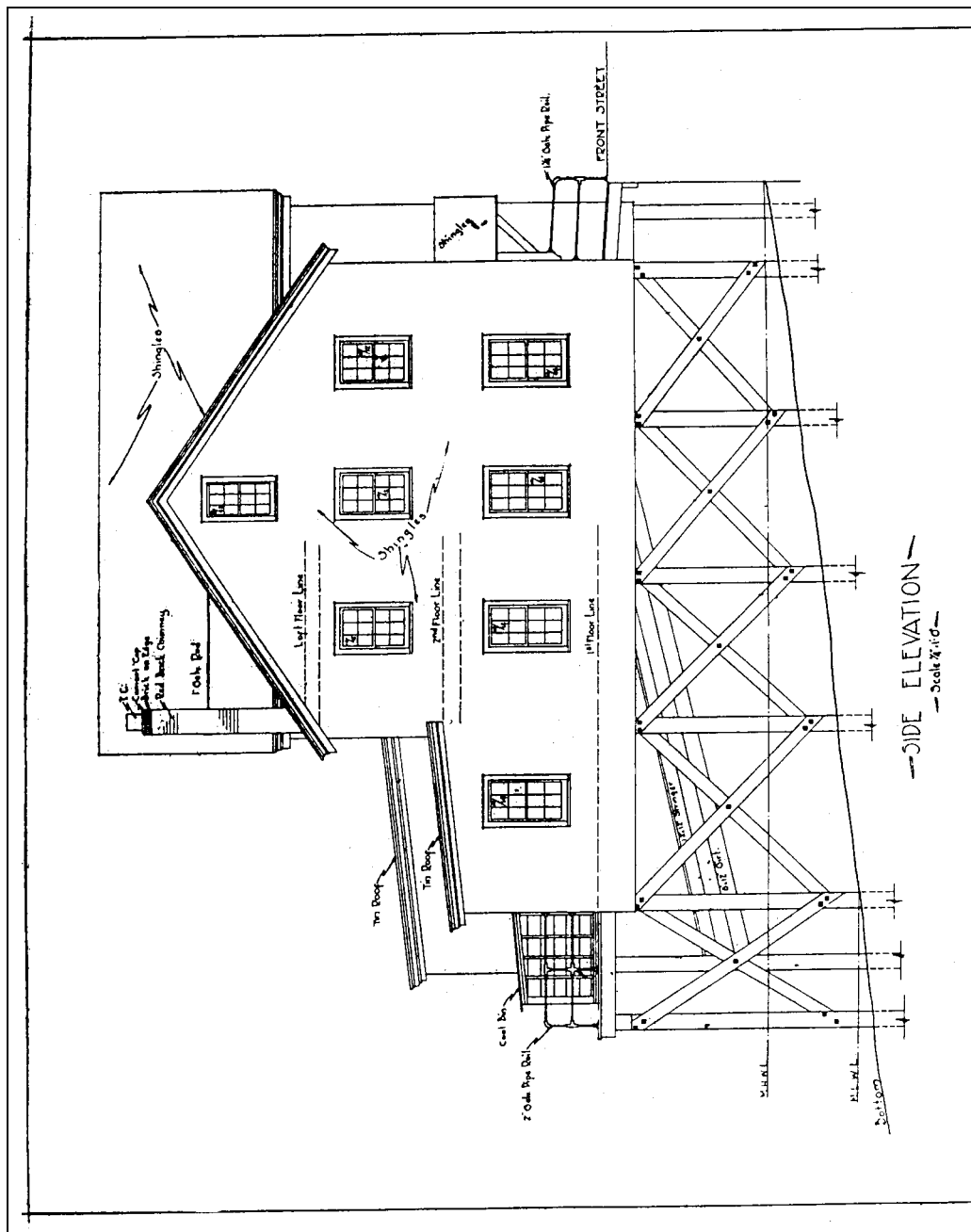


Figure 134. Yaquina Bay Station, East Elevation. Source: Nautical Research Centre (#13-599a).



Figure 135. Yaquina Bay Station, Circa 1935. Source: Oregon Historical Society (OrHi #04552002-019153).

The tower was built as a Public Works Administration (PWA) project.²⁰⁰ The tower was replaced by a similar lookout erected on the same site after WWII.

In 1941, the Yaquina Bay Station was expanded on its west side to accommodate the activities of the wartime beach patrol, making it “one of the best and more modern equipped stations along the Oregon coast” (Figure 135).²⁰¹ On 1 November 1941, the Coast Guard was assigned to the Navy which expanded the Coast Guard’s duties to include beach patrol. As its name implies, the purpose of the beach patrol was to patrol the beach watching for signs of enemy activity or invasion. Yaquina Bay was one hub of

²⁰⁰“New Look-out Station in Service,” *Newport Journal*, 18 March 1936.

²⁰¹“Yaquina Bay Coast Guard Station Burns to Ground,” *Yaquina Bay News*, 6 January 1944.

the beach patrol on the Oregon Coast. Richard Van Hine, the station keeper in 1943, was in charge of 500 Navy personnel, most of whom were on beach patrol.²⁰²

On 2 January 1944, the Yaquina Bay Station also succumbed to a fire of “unknown origin.” The fire departments from Newport and Toledo, plus Coast Guardsmen and Army troops, could not contain the blaze (Figure 136). All motorized equipment was saved, though one pulling boat burned.²⁰³

The crew lived at the Abbey Hotel after the fire for several months. Fortunately, beach patrol activities were scaling back with the war. The crew then moved into six temporary barracks moved to a site above the waterfront owned by the American Legion. However, due to postwar construction material shortages, it was not until 1948 that bids went out for the construction of two new Coast Guard buildings on a shelf of land east of the Yaquina Bay Bridge. The land had been purchased from the Port Commission in 1945 and had been used by the Coast Guard as a drill field. One building was to be a 2-1/2 story frame structure to contain the headquarters of the local Coast Guard and provide accommodations for a crew of 22 men, consisting of a bunk room, recreation room, galley, and mess hall (Figure 137). The other building was to be 1-1/2 stories on a

²⁰²Wyatt, *Guarding the Coast*.

²⁰³“Yaquina Bay Coast Guard Station Burns to Ground,” *Yaquina Bay News*, 6 January 1944.



Figure 136. Yaquina Bay Station, 2 January 1944. Source: Lincoln County Historical Society (LCHS #1091).



Figure 137. Yaquina Bay Station Under Construction, 1949. Source: U.S. Coast Guard Headquarters (Yaquina Bay File).

concrete slab and used to house motor equipment.²⁰⁴ Both buildings were built using Minalith fire-retardant treated fir.²⁰⁵

The Coast Guard moved into their new station on 14 December 1949 (Figure 138). The day following, the six temporary buildings on American Legion land were transferred to the Legion in lieu of “restoration of the property and rent.”²⁰⁶ The buildings were located on Harbor Drive between 10th and 11th Streets and were eventually demolished to make way for Pacific Communities Hospital.²⁰⁷

²⁰⁴“New Building for Coast Guard Soon,” *Newport News*, 30 December 1948.

²⁰⁵Photo caption, station construction, Yaquina Bay File, U.S. Coast Guard Headquarters.

²⁰⁶“Legion Gets Coast Guard Station Back,” *Newport News*, 22 December 1949.

²⁰⁷Wyatt, *Guarding the Coast*.



Figure 138. Yaquina Bay Station House, 1983. Source: U.S. Coast Guard Headquarters (13-CGD-0924830306).

At some point between 1944 and 1949, a three-bay boathouse was built on piles in front of the new station. Unfortunately, it was crushed in 1979 by the Peruvian freighter, *Inca-Huayayna-Capac*, when it lost control of its steering. A new boathouse was erected in its place. The 1949 workshop was torn down in early 1980s for a new barracks. The dormers from the crushed boathouse were recycled and used on the new barracks.

Preservation

Any above ground remains of the life-saving station at South Beach were obliterated sometime between 1939 and 1951. However, that does not mean that there

are no structures from the station in existence. Oregon has a long tradition of moving buildings, and the station outbuildings were relatively easy to move. More investigation in the South Beach area would be required to determine if all remnants of the station are truly gone.

The Yaquina Bay Lighthouse is one of only three vestiges of the Life-Saving Service in Oregon. Its preservation has been a long running battle that started as one of the earliest preservation efforts in Oregon. The State of Oregon has maintained it for the last 66 years and listed it on the National Register in 1974. Currently, the story of the Life-Saving Service's occupation of the lighthouse is underrepresented, a situation that is a problem across the nation. The southwest chamber on the second floor (i.e., the large bedroom) is designated the Coast Guard room, but it is limited to just pictures and some clothing displays. There is very little documentation in the room. Considering that the Lighthouse Board only operated the light for three years and the Life-Saving Service and Coast Guard occupied the station for 27 years, the small display is inadequate and should be enhanced, particularly with more documentation. Another option to make the Life-Saving Service-era more prominent at the lighthouse would be to recreate the Yaquina Bay Life-Saving Station sign that once hung over the entry porch.²⁰⁸ The maintenance of the building itself is quite good considering the limited funding given Oregon State Parks. For example, the building is due to be painted in June 2000, prior to the complete failure of the exterior paint. The volunteer group, the Yaquina Lights, staffs the museum, gift shop, and keeps the house in order. Donations and gift shop revenue are recycled

²⁰⁸Photograph of sign in Shanks, *U.S. Life-Saving Service*, 198.

back into the building. From the standpoint of physical reminders of the Life-Saving Service, it is imperative that the Yaquina Bay Lighthouse be preserved.

The keeper's house erected in 1932 still stands in its original location and is being used by the local Coast Guard commander. The house should continue to be maintained as used as a residence. Since the fire in 1944, all that remains of the Coast Guard Station on Front Street is the concrete launchway.

The Yaquina Bay Coast Guard station built in 1949 on Naterlin Drive turned out to be one of the last of the Roosevelt-type stations to be built in the United States. The station house has good integrity and is in excellent condition (Figure 139). The most glaring modification is an enlarged central dormer on its street-side elevation (Figure 140); however, its waterside (i.e., front) elevation is intact. The station is a great example of a late Roosevelt-type station, joining the ranks of the older Roosevelt-type stations at Point Adams (1938), Tillamook Bay (1942), and Umpqua River (1939). Continued use and maintenance of this station is the most practical option for the station house.



Figure 139. Yaquina Bay Station, 1983. Source: U.S. Coast Guard Headquarters (13-CGD-092283-07-06).



Figure 140. Yaquina Bay Station, Street Side, 1999. Source: Author.