

PH0509264

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**  
FOR FEDERAL PROPERTIES

FOR NPS USE ONLY	
RECEIVED	NOV 25 1977
DATE ENTERED	OCT 30 1979

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

**1 NAME**

HISTORIC  
Humboldt Bay Life-Saving Station; Samoa Life-Saving Station

AND/OR COMMON

United States Coast Guard Station Humboldt Bay

**2 LOCATION**

STREET & NUMBER  
North Spit of Samoa Peninsula on Humboldt Bay

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT  
second

VICINITY OF Samoa

STATE  
California

CODE  
06

COUNTY  
Humboldt

CODE  
023

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 AGENCY**

REGIONAL HEADQUARTERS: (if applicable)

Twelfth Coast Guard District

STREET & NUMBER

630 Sansome Street

CITY, TOWN

San Francisco

VICINITY OF

STATE

California 94126

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC. Humboldt County Courthouse

STREET & NUMBER

825 Fifth Street

CITY, TOWN

Eureka

STATE

California 95501

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> exterior	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED	<input type="checkbox"/> ALTERED	

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The United States Coast Guard Station on Humboldt Bay is located on a narrow, sand-dune covered peninsula which, along with a similar peninsula extending from the south, separates the bay from the Pacific Ocean. A narrow entrance between these spits is approximately 600 yards wide with a channel width of 100 yards.

The nominated site covers a rectangular parcel of about 46.5 acres on the bay side of the north spit approximately 800 yards north of the entrance. Structures within the site include the Coast Guard Station with its marine railway and dock; three, modern units for family housing; two warehouses (one to be demolished); a garage and an abandoned "T" dock (also to be demolished). The only significant structure architecturally and historically is the Station with its launch way, but the entire site is nominated because of its continuous use by the United States Life-Saving Service/Coast Guard for the past 99 years.

The Coast Guard Station, built in 1936 to replace the old Life-Saving Station of 1878, is similar to a standard building constructed elsewhere on the west coast, but its eastern origin is obvious. The building is actually composed of two, New England large or four-over-four type houses which face north and south and are joined at the rear by a long, central section. The end gable houses have front, columned porches with balustraded balconies which have a ship's wheel design in the balustrade. The symmetrical facade of each house has a central door with three windows in the second story and three dormers with round-headed windows in the roof.

The central section which houses equipment and boats drawn from the water via the marine ways, has three dormer windows set into its roof on both front and rear facades. This work area extends into a one-story garage at the rear of the building. Atop the center of the building is the glass-enclosed lookout.

The building has wood shingle siding painted white with green stationary window shutters. A comparison of pictures taken of the station in 1939 and 1977 indicates only minor alterations--a fire-escape on the front and vents on the roof. Interior modifications have been made to accommodate changing needs, but the building's appearance, including the historically-important marine ways, has been maintained almost as it was forty years ago.

Nearby buildings, except for the modern family housing, do not intrude upon the feeling and character of the Station. They are low, unobtrusive buildings which are compatible enough. Unfortunately, the family housing was built with little regard for harmony.

The surrounding expanse of sand-dunes and sea retains much of the wildness and character which have historically been an integral part of Humboldt Bay's life-saving service dating back to 1878. The beautiful dunes which extend from the Station to the ocean are covered with introduced yellow lupine, but there are still some areas where native wildflowers and strawberries have survived. Restricted public access has limited human activity on the north spit to fishing and beachcombing during the summer months, and has generally been responsible for preserving the environmental and historical integrity of the site.

# 8 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 checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" 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 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 1878 and 1936

BUILDER/ARCHITECT Fred J. Maurer and Son, Contractors

## STATEMENT OF SIGNIFICANCE

The United States Coast Guard Station Humboldt Bay is nominated as a site of local importance, possessing integrity of location, design, setting, and feeling, and which is associated with events of considerable historical significance to the Humboldt Bay region during the past 99 years.

Unsettled until the spring of 1850, Humboldt Bay developed as a commercial center for the packing trade serving the interior gold mines and as a tremendous lumber-producing region. Dependent almost exclusively upon the sea for transport of supplies, people and products until completion of the railroad in 1914, Humboldt Bay has a history interwoven with stories of ships, maritime disasters, and heroic rescues. Violent seas and a treacherous, fog-shrouded bar have combined many times to make Humboldt Bay's entrance a site of fatal passage. Since 1878, the Life-Saving Station/Coast Guard Station has played a vitally-important role in protecting life and property against the ravages of rough seas, human error, mechanical failure, and weather.

The site is nominated as significant in the area of architecture because the Coast Guard Station, built in 1936, is the only building of its kind in the region, possessing an eastern seacoast style and appearance which has been preserved through thoughtful maintenance and a protected setting; in the area of military because life-saving services have been considered a part of the United States Armed Forces since 1799, participating in the defense of this country under the direction of the Navy during times of war, and locally, having been involved in beach patrols during the Second World War; and in the area of social/humanitarian for its continued service in protecting life and property along Humboldt's coast.

Navigational aids for Humboldt Bay date back to the first lighthouse, built in 1856 and located on the sand-dunes just west of the present Coast Guard Station. Congressional action of June 20, 1874 authorized the establishment of a Life-Saving Station at Humboldt Bay which was completed in 1878 and located on the north side of the present Station. Staffed by six surfmen and a keeper, the Life-Saving Station provided regular, nightly patrols along the beach and four-hour watches in the lookout tower for quick detection and immediate rescue of vessels in distress. Personnel from the Life-Saving Station/Coast Guard Station figured prominently in many famous Humboldt marine disasters such as the rescue of 96 passengers and a 60-man crew from the steamer Corona on March 1, 1907; the heroic rescue of the 27-man crew of the Navy submarine H-3 on December 14, 1916; and the safe removal of 421 enlisted men and 17 officers from the doomed U.S.S. Milwaukee on January 13, 1917.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Coast Guard Records. On microfilm at Humboldt State Univ. Library, Arcata, CA. 1887-1932.  
 Coy, Owen. The Humboldt Bay Region, 1850-1875. Calif. State Hist. Assoc., L.A. 1929.  
 Humboldt Standard, October 15, 1936. Eureka, CA.  
 Humboldt Times, 12/13/1856; 7/6/1878; 11/30/1878; 3/2/1907; 1/14/1917; 12/20/1936, Eureka, CA.  
 Noble, John Wesley. The Wreck of the H-3. Coronet, Vol. 38, No. 3, July, 1955.  
 Smith, D.H. & F.W. Powell. The Coast Guard: Its History, Activities and Organization. 1929.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 46.5  
 UTM REFERENCES

A	1,0	3,97	24,0	4,51	38,4	0	B	1,0	3,97	4,60	4,5	1,3	65,0
	ZONE	EASTING		NORTHING				ZONE	EASTING		NORTHING		
C	1,0	3,97	14,0	4,51	32,1	0	D	1,0	3,96	9,10	4,5	1,3	38,0

VERBAL BOUNDARY DESCRIPTION

Beginning on section line common to Sections 31 and 32, T 5 N, R 1 W at Record Monument, Quarter Corner 8, N.W. corner Lot 5; thence S.01°58'40"W. 1305.67' to Granite Monument; thence S.72°13'W. 212.63' to P.O.B.; thence S.53°00'20"E. 219.81 to Mean High Water line of Humboldt Bay and the true point of beginning; thence N.53°00'20"W. 1031.29'; thence S.36°59'40"W. 1832.89'; thence S.53°00'20"E. 913.28' to Mean High Water line; thence northeasterly along Mean High Water line to place of beginning.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE  
 Susie Van Kirk, Historical Researcher

ORGANIZATION  
 Twelfth Coast Guard District

STREET & NUMBER  
 630 Sansome Street

CITY OR TOWN  
 San Francisco

DATE  
 Feb. 4, 1977

TELEPHONE

STATE  
 California 94126

# 12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES  NO  NONE

*Kenneth M. Ellen*  
 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 X National  State  Local.

FEDERAL REPRESENTATIVE SIGNATURE

*Robert A. Quinn*

TITLE FEDERAL REPRESENTATIVE FOR EO. 11593

DATE 10/12/79

FOR NPS USE ONLY

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

*Coral Skull*

*John*

DATE 10-30-79

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Kristin J. O'Connell*

DATE 10/29/79

KEEPER OF THE NATIONAL REGISTER