

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

JAN 30 1986

DATE ENTERED

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

1 NAME

HISTORIC

Willapa Bay Boathouse

AND/OR COMMON

U. S. Coast Guard Station, Willapa Bay

2 LOCATION

STREET & NUMBER

U. S. Coast Guard Station, Willapa Bay

— NOT FOR PUBLICATION

CITY, TOWN

Tokeland

CONGRESSIONAL DISTRICT

3rd

— VICINITY OF

STATE

Washington

CODE

53

COUNTY

Pacific County

CODE

49

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS

ACCESSIBLE

- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

Commander (dpl)

STREET & NUMBER

13th Coast Guard District
915 Second Ave.

CITY, TOWN

Seattle, WA 98174-1067

STATE

— VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Commander (flp)

Courthouse

STREET & NUMBER

13th Coast Guard District
915 Second Ave.

Pacific County,
or South Bend, WA

CITY, TOWN

Seattle, WA 98174-1067

STATE

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 checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		Constructed 1929

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A 1½ Story, wood-frame, two-bay boathouse; wood pile foundation; gable roof with wood shingles and two dormers; wood drop-lap siding; fourteen double-hung wood windows; one double-wide wood door; two wood 11' 0" x 12' 0" overhead garage doors; exterior concrete block chimney, no interior partitions. The building and launchway were constructed in 1929.

Building is rectangular in shape 52' 0" x 32' 5"; style is plain, i.e., no ornate trim or unusual features.

Personnel access is via a 10' 0" wide wood plank walkway supported by wood piles. Length of walkway is approximately 175'.

Boat access is via wood-pile support marine railway (two sets of tracks); length is approximately 250'; only the wood piles remain for the walkway which adjoined the railway.

Building interior and a second story loft was altered during the late 1960's for use as a Coast Guard recreational facility.

The boathouse and marine railway have not been used for their original purpose since the early 1970's, when the motor lifeboats were moored at the nearby marina. Both the building and railway structure have deteriorated greatly and have not been maintained since the station was closed in 1979. This property is several hundred feet away from the lifeboat station, which was also closed in 1979.

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 type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input 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 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"/> 1900-1960	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Lifesaving Maritime History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES **Constructed in 1929**

BUILDER/ARCHITECT

U.S. Coast Guard 1929

STATEMENT OF SIGNIFICANCE

Executive Order of September 11, 1854, established the Willapa Bay Lighthouse Reservation at North Cove, where the Willapa Bay Life Boat Station was constructed in 1885 through 1890. By the 1920's, channel realignment and extensive shoaling caused the boat launchway rails to be continually covered with drifting sand to depths of 3-4 feet. In 1929 a new boathouse and launchway were constructed 4½ miles away at Toke Point, closer to the mouth of Willapa Bay and its hazardous off-shore bar. The remainder of the station was moved to Tokeland during the mid-1950's and the original lifeboat station was disposed of in 1956.

By 1938 boat equipment consisted of one motor lifeboat, one 38' picket boat, one motor surfboat, one pulling surfboat and one dory. At least one additional motor lifeboat was assigned shortly thereafter. The Station's primary lifesaving effort concentrated in the area around the mouth of Willapa Bay where commercial and sport fishing boats were frequently caught in heavy surf. By the early 1970's the Coast Guard rescue vessels were moored at the nearby County marina; the boathouse and launchway were only used for an occasional haulout for maintenance and repairs. The boathouse was eventually converted into a Coast Guard recreation facility just prior to Station closure in 1979.

The Willapa Bay Boathouse is significant for its association with organized efforts to reduce loss of life from shipwrecks along the Pacific Coast. At one time, 19 stations protected particularly dangerous water areas from Nome to San Francisco, and were manned by the US Life Saving Service and later the US Coast Guard. Three of these stations were located near the entrance to the Columbia River in Washington state: Willapa Bay, Klipsan Beach, and Cape Disappointment. The Klipsan Beach Station was listed in the National Register in 1979 and the Cape Disappointment station - still active as a major Coast Guard motor lifeboat school as well - was included in the boundaries of the Cape Disappointment Historic District in 1975. This nomination is for the surviving structure associated with the Willapa Bay Station.

