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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Yaquina Head Lighthouse

other names/site number Cape Foulweather Lighthouse

2. Location

street & number Yaquina Head,  
about four miles north of Yaquina River entrance  N/A not for publication

city or town Newport  vicinity

state Oregon code OR county Lincoln code 041 zip code 97365

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)  
James Harvath August 21, 1992  
Signature of certifying official/Title Deputy SHPO Date  
Oregon State Historic Preservation Office  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)  
[Signature] John G. Morgan Preservation Officer, Bureau of  
Signature of certifying official/Title 2/25/93 Date Land Management  
USDA Bureau of Land Management Salem District 1/30/93  
State of Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:  
 entered in the National Register.  See continuation sheet. for Signature of the Keeper Autawicki Lee Date of Action 5/13/93  
 determined eligible for the National Register  See continuation sheet.  
 determined not eligible for the National Register.  
 removed from the National Register.  
 other, (explain:)

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
1	3	structures
	1	objects
2	4	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

Lighthouse Statsion of Oregon MPS

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Lighthouse

**Current Functions**  
(Enter categories from instructions)

Lighthouse

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

No style

(Stick Style workroom)

**Materials**  
(Enter categories from instructions)

foundation brick

walls brick

roof metal

other \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

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The Yaquina Head Lighthouse, which marks the northern entrance to Yaquina Bay, is located on a flat bench which projects from the western extremity of Yaquina Head headland. The headland, located four miles north of Newport Beach, is distinguished by two prominent hills and a flat bench that projects approximately one mile from the general trend of the coast. Situated at a comparatively low elevation, the headland is characterized by a broken, rocky coast line comprised of basalt. Yaquina Head light is located between Heceta Head Lighthouse, 32 1/2 miles to the south, and Cape Meares, approximately 48 miles to the north.

The lighthouse, still a functioning Coast Guard aid to navigation, is part of the 1980 Yaquina Head Outstanding Natural Area under the supervision of the Bureau of Land Management (BLM). The light tower is maintained by the Coast Guard and the BLM manages the land surrounding the light. Access to the station is possible by the Lighthouse Road on the west side of Highway 101 at Agate Beach, approximately four miles north of Newport, Oregon. The asphalt road circumvents the hillside, passing an abandoned quarry. A visitor's parking lot is at the end of the roadway. The parking area encircles a central, grassy knoll. Asphalt paths lead from the parking area to the lighthouse tower. A black chain link fence surrounds the tower and attached workroom as well as extending around the perimeter of the cliff face. A wildlife observation deck and commemorative monolith, are adjacent to and north and west of the light tower. An island, designated a bird sanctuary, is located northwest of the point. Interpretive signs are found along the pathways. A stairway, southeast of the light tower, descends to the beach on the south side of the headland. A chain link fence, installed in 1982, extends around the crest of the headland.

The lighthouse tower and attached workroom are constructed on the western end of the headland. A water reservoir, constructed in 1926, is sited approximately 850 feet southeast of the lighthouse on a flat terrace of the adjacent hillside. The tower and attached workroom, and reservoir are the only significant resources remaining from the lighthouse station. Newer non-contributing structures have been constructed in recent years adjacent to the tower and workroom (see description on Continuation Sheets 7-3 to 7-6).

The distinctive architectural features of the tower and attached workroom, and reservoir are intact: the tower and workroom/oil house are in good condition; the roof of the reservoir is in deteriorating condition.

#### Resources No Longer Standing

Since the station's founding in 1872/73, the following building or structures have been constructed and subsequently demolished over the years:

A. *Keeper's Dwelling, 1872-73*: The two-story keeper's dwelling, constructed as a duplex, was located near the light tower directly to the east. The building was rectangular in plan with a rear one-story ell. The ell housed the kitchen, wood shed and water closet. Finials capped the roof at either end of the gables and a front facing central wall gable was supported by decorative jigsaw brackets. The four over four and six over six segmental arch windows were generally grouped in pairs. Brackets and stickwork embellished the gable ends. Other decorative features included a wide band of wood shingles on the front elevation separating the

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shiplap siding on the first and second stories. Due to exposure, the shiplap siding on the west and north elevations were covered with 'rustic siding' and painted. A shed roof supported by chamfered stickwork sheltered the double entrance doors. Prior to 1891, the shed porch roof was replaced with a hip roof and the porch enclosed. Doors to the two residences were on the east and north elevations of the porch. Demolished, ca. 1938.

B. *Cistern*, ca. 1872-73: The cistern was associated with the main keeper's cottage and was a brick structure measuring 13 feet in diameter and approximately 14 feet deep. Demolished or filled, date unknown.

C. *Second Assistant Keeper's Dwelling*, constructed by 1880: The rectangular building was located north of the main keeper's residence. The building had a gable roof and was clad with shiplap siding. Demolished, date unknown.

D. *Stable*, constructed by 1880: The rectangular building was located northeast of the keeper's cottage. Demolished, date unknown.

E. *Tramway*, 1885: Constructed on the southeastern coast line of the headland, the tramway with attached winch was constructed as a means of hoisting supplies from the beach to the station above. Gravel for construction or repairs was often hoisted up from the beach via the tramway. Demolished, date unknown.

F. *Barn*, 1886: The barn was located east of the keeper's dwelling and housed the station animals. Measuring 45 feet (east-west) by 20 feet (north-south), the two-story, frame building was sheathed with shiplap siding, had a gable roof, and six over six double-hung windows. The building was supported on redwood posts. Demolished, date unknown.

G. *Oil House*, 1889: The detached oil house, constructed of galvanized iron with a brick foundation, was located north of the light tower. In 1888, mineral oil replaced lard oil at the station. Because of the explosive nature of mineral oil or kerosene, a separate new 'fireproof' building was constructed to house the oil as regulated by the United States Lighthouse Board. Originally, the lard oil was stored in drums in the north room of the attached workroom building. The oil storage area was moved to the new building in 1889. Demolished, date unknown.

H. *Water Tower*, 1881: The redwood structure was used as a holding tank for the station's water. The tank was located near the barn and held 3,000 gallons of water. Equipment for heating the water was added to the tower in 1900. Demolished, date unknown.

I. *Wagon Shed*, 1896: A shed was constructed to house wagons and other larger equipment. Prior to the construction, the wagons were kept in the barn. Demolished, date unknown.

J. *Cistern*, 1900: Replaced original cistern and held 1,500 gallons of water. Demolished, date unknown.

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K. *Flag Pole*, 1907: Location and demolished date unknown.

L. *Water Catch Basin*, 1912: A 5,000-gallon catch basin was constructed at the station. Demolished, date unknown.

M. *Keeper's Dwelling*, ca. 1922: A second keeper's dwelling was added east of the original residence. The residence, a small rectangular building designed in the Bungalow Style, was covered by a gable roof with a front projecting gabled entrance hood. Windows, generally paired, were six over one double-hung wood sash. The residence measured 35 feet 6 inches (east-west) by 30 feet (north-south). Demolished, 1984.

N. *Latrine Building*, 1934: North of keepers' dwellings. Demolished, date known.

O. *Garage*, ca. 1935 : The one-story garage was located due north of the keeper's dwelling (ca. 1922). The garage measured 34 feet (north-south) by 20 feet (east-west). Demolished, 1984.

P. *Keeper's Dwellings*, 1938 : The L-shaped building was located on the approximate site of the original keeper's dwelling and was a one story building with a gable roof. The residence measured 40 feet (east-west) by 36 feet (north-south). Demolished, 1984.

### Resources Still Standing

The extant station buildings at Yaquina Head (the tower and attached workroom and reservoir), are excellent samples of 19th and 20th century station buildings. They are virtually intact and retain integrity of setting and materials. There are two contributing features and four non-contributing features in the nominated area. The following is a discussion of the physical characteristics of the contributing and non-contributing features:

#### 1. *Lighthouse Tower and attached workroom* (1872-73) - Contributing Structure

*Lighthouse Tower* (1872-73): The conical Yaquina Head Lighthouse tower, completed in 1873, rises to a height of 162 feet above the mean sea level and is visible for a distance of 19 miles. Constructed of brick, the foundation supports the 22 foot octagonal brick base of the tower which is articulated by a projecting stringcourse at the bottom and top. The bottom of the base is covered with an iron shell. The painted conical shaft of the tower is 93 feet high and the diameter diminishes slightly as the tower extends upward. The outer walls vary in thickness from two and one-half to four bricks thick; the inner walls are one wyeth deep. Three segmental arched one over one double-hung windows pierce the shaft and are defined by heavy, raised boxed trim. The window pane is recessed about one foot from the exterior of the shaft and the trim, window sill and keystone are constructed of stone.

The shaft is surmounted with a double iron gallery. The cast iron outer gallery is supported by a series of brackets decorated with circular cutouts and pendants. Four single pane metal frame

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windows are located under the gallery, illuminating the watchroom. A lower and upper pipe railing encircles the lantern room base; the lower railing balusters are capped with a small ball finial. An iron service ladder on the south side of the lower gallery extends to the upper gallery. An emergency light is located on the west side of the upper gallery. The lantern room is comprised of three tiers of windows and is surmounted by a iron plate conical roof. A ball vent and lightning rod caps the roof.

The main features of the interior of the lighthouse tower are the staircase, watchroom, clockworks room and lantern room. A pre-fabricated spiral staircase extends from the marble-covered floor of the painted brick tower shaft to the clockworks room. The trapezoidal treads of the staircase are comprised of open grading, designed in a circular pattern. Four semicircular landings are located at various levels and are supported by posts stamped 'Phoenix Iron Co., Phalid'. The spiral staircase extends through the watchroom and terminates at the base of the clockworks room. Four metal sash windows illuminate the watchroom. A panelled wood door, surrounded by an iron trim, at the top of the spiral staircase leads from the watchroom to the clockroom. The lens pedestal is located in the clockworks room. Slightly curved iron stairs lead to the lantern room above.

The lantern room is enclosed with three tiers of windows held in place by iron framing. The original spider frame work on top of the lens is intact and in good condition. The First Order Barbier Fresnel fixed lens is positioned in the center of the lantern room and is illuminated by a 1,000-watt lamp which sits on a brass pedestal. Some of the brass framework of the lens has been painted. The lens characteristic is two white flashes every 20 seconds. Catch or drain holes are located at the base of each sill. Triangular vents, located on the bottom window sills, function as air circulation vents and excess moisture drains. Round skylights (G.R. Jackson Patent, April 21, 1857), comprise of 19 hexagonal glass prisms, punctuate the iron flooring of the lantern room. The skylights aid in the illumination of the clockroom below.

The tower is in good condition and retains a high degree of integrity with virtually all the character-defining features intact. Some of the gallery's iron components are in poor-fair condition suffering from deterioration due to rusting. The major alteration to the tower was the replacement of the original multi-pane windows with single panes (1966). Restoration and rehabilitation work included sandblasting the cast iron gallery components and cast iron base (1960) and repair of the lantern room deck and gallery railings, gallery door, pendants, and parapet. The tower was painted and interior sandblasted (1984). The lighthouse is scheduled for repairs and rehabilitation by the Coast Guard within the next year.

*Workroom (1872):* The one-story rectangular workroom is attached to the lighthouse tower by a small passage-way covered with a gable roof. The workroom measures approximately 18 feet (east-west) by 27 feet (north-south) and is constructed of brick painted white. A gable roof, sheathed with asphalt shingles, covers the structure. The rake is finished with exposed, chamfered rafter ends; the gable ends are decorated with brackets. A corbelled chimney surmounts the building on the south end of the roof.

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Two segmental arch windows with tooled finished stone sills and heads, are located on the north elevation of the workroom; a single window illuminates the passageway on the same elevation. The original multi-pane windows have been replaced with single panes of glass. A small, central entrance hood supported by oversized brackets shelters the door to the workroom. The hood is decorated with a king-post truss and pendant. The segmental stone, arch door head and skewbacks are constructed of stone with a tooled finish and plain margin edges. The stone keystone is inscribed with the date "1872". The original door, capped with a three-light transom, has been replaced by a plain, metal door. A low wall with stone coping flanks the concrete entrance stairs. The brick foundation is articulated at the top and bottom with a slightly projecting beltcourse.

The interior of the workroom is comprised of a central hall with two rooms on either side. The hall, measuring about 4 feet 6 inches wide by 18 feet, is clad with a marble floor in a diamond pattern; the perimeter of the floor is defined by a rectangular, marble border. The oil room was originally located on the north side of the hall and the workroom on the south side. The oil room was moved to a separate structure in 1889 when kerosene for the lenses replaced lard oil fuel for the lenses.

The doors leading to the passageway and the two workrooms have heavy trim molding and are surmounted with a three light transoms. The doors to the workrooms are comprised of two panels below and a single light above. Cabinets line the west wall of the north workroom, and the north wall is punctuated by two windows with heavy trim molding. The floors are tiled. The south workroom (currently used to house the radio beacon equipment) has no windows and is a rectangular space void of details.

The building is virtually intact and in fair condition. Alterations included the removal of the north chimney and the interior fireplaces located on the south and north walls of the building, enclosure of the windows on the south elevation (1967), and the addition of a new front door. The original multi-pane windows on the north elevation were replaced with single fixed pane windows (1967). A new door replaced the original entrance (1967).

### 3. *Water Reservoir*, 1926 - Contributing Structure

The cylindrical reinforced concrete structure is approximately 11 feet 6 inches high and has a interior radius of 12 feet 6 inches. Slightly battered, the rough aggregate concrete walls taper from 6 inches thick at the top to 12 inches at the bottom. The conical shaped roof is covered with cedar shingle, although in a severely deteriorated condition. Originally, a ball finial capped the roof. The reservoir held approximately 33,000 gallons of water. Concrete holding tanks are located north of the reservoir abutting the structure.

The concrete base of the structure is in fair-good condition, however, the majority of the shingles on the roof are missing, exposing the framing which is also deteriorating.

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**4. *Radio Beacon*, ca. 1935/updated 1966 - Non-Contributing Structure**

The radio beacon is encased in a small fiberglass modular shed that is enclosed by a 5 foot 6 inch vertical wood slat fence. The unit is sited northeast of the main light tower and is installed on a concrete pad. An antenna is also located in the enclosure.

**5. *Observation Deck*, 1985-86 - Non-Contributing Structure**

A three level observation deck wraps around the west and north elevation of the lighthouse tower. The wooden structure is comprised of a series of polygonal platforms connected by ramps and railings. A telescope is located on the center platform. The observation deck is designed for viewing wildlife.

**6. *Commemorative Marker* - Non-Contributing Object**

A cement monolith, approximately 8 feet wide by 10 feet high commemorating people lost at sea, is at the south end of the observation deck, west of the tower.

**7. *Stairs/Viewing Platform*, ca. 1985-86 - Non-Contributing Structure**

Another smaller wooden viewing platform is located southeast of the lighthouse tower. Stairs from the platform descend to the beach on the south side of the headland.



8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Maritime Transportation

Culture: Architecture

Period of Significance

1872-1939

Significant Dates

1872

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

U.S. Coast Guard - 13th District
Seattle, Washington

Yaquina Head Lighthouse  
Name of Property

Lincoln County, Oregon  
County and State

### 10. Geographical Data

Acreage of Property 4.56 acres

Newport North, Oregon 1:24000

#### UTM References

(Place additional UTM references on a continuation sheet.)

1 

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4	1	4	5	5	0
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4	9	4	7	4	2	0
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Zone Easting Northing

3 

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Zone Easting Northing

2 

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4 

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See continuation sheet

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

### 11. Form Prepared By

name/title Sally Donovan

organization Donovan and Associates date August 1991

street & number 111.5 Third Street telephone (503) 386-6755

city or town Hood River state Oregon zip code 97031

#### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional items

(Check with the SHPO or FPO for any additional items)

#### Property Owner

(Complete this item at the request of SHPO or FPO.)

name U.S.D.I. Bureau of Land Management, Salem District

street & number 1717 Fabry Road telephone (503) 375-5646

city or town Salem state Oregon zip code 97306

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

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Constructed in 1872-73, the Yaquina Head Lighthouse is the third oldest lighthouse on the Oregon coast. Yaquina Head station meet the requirements for registration as defined by the multiple property submission "Lighthouse Stations of Oregon". The station's significance is evaluated in respect to the historic context, Maritime Transportation in Oregon, and for its architecture. The station derives significance under Criterion A for association with Oregon's critical reliance on maritime transportation and the aids that made the navigation possible during the state's early development. The growth of commerce by sea, and subsequent settlements along the Oregon coast, was also directly linked with the establishment of the lighthouse stations.

The Yaquina Head Lighthouse is also significant under Criterion C, as an excellent intact example of its type and method of construction. The lighthouse is the tallest tower on the Oregon coast, standing 93 feet high. The station meets registration requirements for its property type. The tower and the attached workroom are virtually intact. A reservoir is also extant, a remnant of the water systems employed at the station which was so vital to the function of the station. Although the remainder of the historic buildings have been demolished, the site retains integrity of setting.

Yaquina Head Lighthouse station was illuminated in 1873 to warn mariners of the dangers around the entrance to Yaquina Bay. The lighthouse was constructed during a time of rapid expansion as railroad and steamship operations stimulated development and commerce throughout the state. Yaquina Bay was rapidly becoming an important port along the coast. The Yaquina Bay lighthouse, constructed at the mouth of the Yaquina River, was built in 1871 primarily as a point of reference for ships entering Yaquina Bay. In 1872-73, the new lighthouse, Yaquina Head, was constructed approximately four miles north of Newport which served as both a seacoast and harbor entrance beacon. The illumination of Yaquina Head Lighthouse rendered the Yaquina Bay light ineffective. The Yaquina Head lighthouse superseded the Yaquina Bay light when Yaquina Bay was decommissioned in 1874.

The period of significance covers the years from 1872 to 1939. The year 1872 marks the date when the lighthouse was completed; the end date, 1939, reflects when the United States Lighthouse Bureau was superseded by the United States Coast Guard.

### *Native Americans*

Registration of the Yaquina Head Lighthouse is not proposed on the basis of archaeological values, either within or adjacent to boundaries of the nominated area. Archaeological features require evaluation under Criterion D. Because this is not an archaeological site nomination, and in accordance with instructions for completing nominations to the National Register of Historic Places, "cultural affiliation" is not specified among the descriptors for data entry above. Nevertheless, to make the overall context for Yaquina Head Lighthouse complete, it is important to identify the Native American culture so long associated with the headland.

Yaquina Head is located in ancestral territory of the Yaquina Indians, a dialectic branch of the Penutian-speaking Yakonan group that held the Alsea and Yaquina river drainage areas. The area

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inhabited by the Yaquina encompassed Yaquina Bay and ranged up the south slope of Cape Foulweather and east to the headwaters of the river in the Coast Range.

The time depth of the Native American village on Yaquina Head is at least 4,000 years ago. The site was abandoned 2,000 to 1,500 years ago. While there are archaeological features on the headland (35 LNC 62), no intact sites are included in the nominated area.

The discussion of Native American culture at Yaquina Head is provided by the State Historic Preservation Office and is based on the following sources: Judith A. Farmer and Kenneth L. Holmes, *An Historical Atlas of Early Oregon*, Portland: Historical Cartographic Publications, 1973; Stephen Dow Beckham, "Historical and Archaeological Resources of the Oregon Coastal Zones: A Resource Inventory Report to the Oregon Coastal Conservation and Development Commission," September 1974; Jeff Zucker, ed., *Oregon Indians: Culture, History and Current Affairs; An Atlas and Introduction*, Portland: Oregon Historical Society Press, 1983; Frances M. Philipek, "Evaluation Report, Sites 35-LNC-62, Yaquina Head Shell Midden," USDI Bureau of Land Management, Salem District, Yamhill Resource Area, January 1986; "Recreation Facility Improvement and 35-LNC-62, Yaquina Head Archaeological Site: Determination of No Adverse Effect," March 1989; Rick Minor, "Yaquina Head: A Middle Archaic Settlement on the North-Central Oregon Coast," USDI Bureau of Land Management, Oregon State Office, Portland, 1991.

### *Yaquina Bay*

In 1849, Yaquina Bay was documented by Lieutenant Theodore Talbot from the Division Headquarters of the United States Army. He noted in his journal that the mouth of the Yaquina River was shallow and only 40 or 50 yards wide. At this time, the central Oregon coast was a remote area, not as developed as the upper and lower coasts. The development of the southern coast around Coos Bay and the Umpqua River was closely linked with the California gold rush which had stimulated the shipping industry in the coastal settlements. Coal, lumber and supplies were sent from the Oregon's southern coastal harbors to California. Astoria, on the northern Oregon coast, had formerly been established as a fur trading and shipping center. The central Oregon coast was still an untapped resource.

In 1852, the *Juliet*, a schooner, was wrecked on the shores of the Yaquina River. The captain of the ship noted that

*....a fine river, navigable for vessels drawing six to eight feet of water a distance of 20 miles....The river abounds with oysters, clams, and fish of all kinds. The land is level and highly productive. The timber had been nearly all destroyed by fire. None of the land has been claimed yet" (Oregon Statesman, April 8, 1852).*

In 1856, one of the first ships, the *Calamet*, entered the bay with supplies for the United States Army Siletz garrison. By this time, the Native Americans were moved to the Grand Ronde Reservation which covered an area from the Siuslaw River to Tillamook and from the Pacific

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Ocean to the summit of the Coast Range. The Yaquina Bay tribes, as well as thirteen other coastal tribes, were relocated to the reservation.

In the early 1860s, a finding was made which would affect the future development of Yaquina Bay: the discovery of a small, delicious variety of oysters. The oysters were subsequently shipped to California, where they received high prices on the San Francisco market. This discovery stimulated the growth of the shipping industry around the Yaquina Bay. Due in part to the fervor over the local oysters, a crude wagon road was built in 1864, extending from the Willamette Valley near Corvallis to the tidewaters of Yaquina River (Elk City). This further stimulated development in the area. In 1866, the area around Yaquina Bay was removed from holding as an Indian Reservation, thus opening the land for Euro-American settlement.

The city of Newport, near the entrance to Yaquina Bay, was founded by Samuel Case, who laid a claim to the coastal area in 1868. Platted in 1873, the town grew steadily and was officially christened Newport in 1882. The area developed as a popular vacation destination when Case opened a hotel and promoted the scenic beauty of the coastal town. The tourism industry was further realized in 1885 when the Oregon-Pacific Railroad connected Yaquina Bay with the Willamette Valley. Agricultural and lumber products from the valley and the Cascade Range were also shipped by rail to Newport and then to California for further distribution. In addition to being a known as a vacation resort, the town became a major shipping and fishing port on the central Oregon coast.

In an effort to improve the busy entrance to Yaquina Bay, the Army Corps of Engineers initiated an improvement plan for the harbor at Yaquina Bay in 1880. With an appropriation of \$40,000, the Corps, under the direction of Assistant Engineer James S. Polhemus, started construction of a jetty on the south side of bay. The jetty resulted in the two, thirteen foot channels at the entrance (Willingham, 1983: 83). The jetty measured 2,500 feet in length. A similar project, the construction of a north jetty, was started by the Corps in 1888. These jetties were completed in 1896 at a cost of \$710,000; no other work was needed at the mouth of the Yaquina until 1919 (Willingham, 1983: 84).

### *Yaquina Head Lighthouse (Cape Foulweather)*

Yaquina Head was declared part of the Grande Ronde Indian Reservation on November 11, 1855. The headland was later conveyed to the United State Lighthouse Board on June 8, 1866 by order of President Andrew Jackson. The original lighthouse reservation included 19.35 acres; only 17.80 acres were recorded as a reservation in 1872.

Due to the increase in commerce along the central Oregon coast, on March 27, 1866 Congress appropriated money for the installation of harbor lights, buoys and two lighthouses in the vicinity of the Yaquina Bay. An official survey was conducted by the United States Coast Survey in 1868 to assess the appropriate locations for the needed navigational aids. A.W. Chase, the government surveyor, reported that the

## National Register of Historic Places Continuation Sheet

Section number 8 Page 4

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*North shore of the 'Head' of Yaquina entrance consists of a bluff one hundred and thirty feet high, of sandstone formation, showing yellow from the sea. This bluff is crowned with an isolated grove of pine or fir trees, some dead and some alive (Yaquina Bay, Lincoln County Historical Society).*

An early sketch map of the Yaquina headland, using Chase's original 1868 survey sketch as a source, depicts an Indian Coast Trail extending along the headland, north-south; the Cape Foulweather or Yaquina Head lighthouse is shown positioned on the westernmost point of the headland.

Yaquina Bay Lighthouse was constructed in the vicinity in 1871. Range signals were also installed along the entrance of the bay as a means of signaling mariners of the dangers of the bar. The second lighthouse to be authorized for construction was Cape Foulweather, approximately seven miles north of Yaquina Bay. Due to an error in geography, the building materials were off-loaded at Yaquina Head, three miles south of Cape Foulweather. Another possible factor in the miscalculation was that the rock which comprises Yaquina Head is basaltic breccia, which has a high magnetic quality due to its substantial iron ore content. Ships' compass needles tended to deviate as a result of the magnetic qualities of the rock, causing problems in charting true north.

Construction of the station began in the fall of 1872 under the supervision of the Army Corps of Engineers. Working in conjunction with United States Lighthouse Board, the Army Corps of Engineers was active in the siting, designing and construction of the lighthouse stations until the first decade of the 20th Century. The Corps supplied the technical expertise necessary in the construction and maintenance of the lighthouses.

Initially, the construction of Yaquina Head Lighthouse was hampered by problems connected in transportation of the building materials. In the 1872 *Annual Report to the United States Lighthouse Board*, Major H. M. Robert, the engineer in charge of the Portland District Army Corps of Engineers, reported that

*Work has been seriously hindered by the difficulties connected with the transportation of materials. Since the commencement of the work in autumn of 1871 the lighters have been destroyed twice, and the schooner engaged in bringing materials from San Francisco has been obliged to discharge most of her freight at Newport, to be re-shipped in milder weather, besides twice getting on the bar at the mouth of Yaquina Bay, and being once partially wrecked. Part of the materials have been hauled from Newport, six miles over an almost impassable road to the light-house site. The metal work was completed in Portland, Oregon, June 1, 1872. After the failure of persistent efforts to charter a vessel for carrying iron and brick from Portland to the cape, the metal work was shipped via San Francisco. About half the time since the work began has been lost on account of the difficulties of transportation.*

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During these mishaps, the foundation of the tower had been laid and work on the keepers' dwelling had begun. Steps, carved out of the basaltic cliffs, were constructed to aid in the transport of construction from the beach to the lighthouse site. The station was completed in 1873 and the First Order Fresnel lens was illuminated on August 20, 1873. This was the fourth lighthouse built on the coast, preceded by Cape Arago (1866), Cape Blanco (1870), and Yaquina Bay (1871).

The conical lighthouse tower was constructed of brick and capped with an iron lantern room and double gallery painted black. Bricks for the tower were made in Portland and shipped to the site via San Francisco. The metal work on the gallery was produced by a Portland company. Two years after the completion of the station, the tower was whitewashed. Parts of the lighthouse tower and attached workroom were of a design identical to the Body's Island Lighthouse in North Carolina (1872). The same plans for the gallery details, lantern room, roof and ball vent, base and the interior stairs were used in both lighthouses. The attached workroom was also identical in design and plan to the Body's Island lighthouse.

The workroom was divided into two rooms with a hallway in between. The north room of the workroom originally housed the oil drums for the illuminants. When mineral oil or kerosene replaced lard oil in 1888, new fireproof storage facilities (oil houses) were constructed away from the lighthouse tower because of the volatile nature of kerosene. The two oil houses, constructed of galvanized iron, were finished in 1889 at Yaquina Bay Station. The south half of the workroom was designed with work benches and cabinets for storage of tools necessary for the maintenance of the tower and lenses. Marble tiles cover the floor of the workroom, as is the passageway hall and lighthouse tower. The workroom was an integral and necessary component to the functioning of the lighthouse.

By 1891, the station buildings included the light tower and attached workroom, a two-story keeper's duplex, an assistant keeper's cottage, a barn, a stable, an oil house, a tramway, a water tower and cisterns. The station buildings were enclosed with a white picket fence and the lighthouse station acreage was defined by a simple vertical board fence. The garden, located southeast of the complex, was protected by a picket fence.

The exposed site of Yaquina Head and inclement weather were the cause of many repairs in the life-time of the station. In 1879, a request for repairs to the lighthouse tower was made to the United States Lighthouse Board. The report states that

*High winds prevailed at this station for a period of 7 days during March, and broke many panes of glass in the storm-sashes, inside sashes, and windows attached to the keeper's dwelling. Twenty running feet of shingles were blown from the roof of the oil-house, and about 50 feet of the picket-fence, which was old and decayed, was blown down and completely destroyed. All the articles necessary to replace those destroyed, together with paints, &c., have been shipped to the station by the Shubrick, and the repairs will soon be made (Annual Report to the United States Lighthouse Board, 1879).*

## National Register of Historic Places Continuation Sheet

Section number 8 Page 6

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A closed board fence, eight feet high, was constructed around the crest of the bluff to ward off the damaging effects of storms; gravel was often driven against the station buildings during squalls. By 1885, the keeper's cottage and part of the assistant keeper's cottage were re-shingled due to damage by the weather. A tramway/hoist was constructed in 1885 to aid in hauling supplies and materials from the beach to the lighthouse. The hoist was constructed southwest of the lighthouse at the boat landing. It consisted of a tramway three feet wide and 130 feet long, with a car and a geared winch at the top of the line. Gravel, hoisted up the bluff by the tramway system, was often used to fill holes in the roadbed and to replace gravel around the foundation of the tower. Seafowl, attracted to the tower light at night, often broke panes in the lantern room. Maintenance of the station buildings were of a constant concern.

Requests for new keepers' quarters were made from 1901 to 1907 in the *Annual Report to the Lighthouse Board* as stated below:

*The quarters furnished the three keepers are insufficient for their needs. These quarters can not be added to or altered to meet the needs of the station. A new building is required. It is estimated that a suitable one can be erected for not exceeding \$4,000, and the Board recommends that an appropriation of that amount be made therefore.*

A new keeper's quarter was built in 1922 and another, replacing the original duplex, was constructed in 1938. A water reservoir, located southeast of the station buildings on the adjacent hillside, was built in 1926 and a garage was constructed in 1935. After the station was electrified in 1935, including the installation of a radio beacon, the staff was cut from three to two keepers. The lighthouse lantern was fully automated in 1966.

Spectacular vistas and proximity to the resort areas of Newport and Nye Beach, attracted thousands of visitors to Yaquina Head lighthouse station. As many as 600 visitors daily combed the grounds of the station in the 1930s and 1940s; one day in 1931 the keeper, John Zenor, recorded 196 tourists. The station remained a favorite destination for visitors.

The lighthouse reservation land with the exception of 4.52 acres, was sold in 1974. In 1975, the Coast Guard leased out the quarters for use by the University of Oregon's Marine Biology Department. In 1984, the station buildings, with the exception of the tower, workroom and reservoir, were surplus by the Coast Guard and subsequently demolished.

On March 5, 1980, Public Law 96-199 was passed, declaring the headland as the Yaquina Head Outstanding Natural Area (YHONA). This law was established to protect the unique scenic, scientific, educational and recreational value of the land. It served as well to conserve and develop the scenic, natural and historic value of the area and to protect the wildlife. Several state and federal agencies are responsible for the management of the area. Administrative duties of the YHONA are delegated to the Bureau of Land Management. The lighthouse is managed by the Coast Guard, the surrounding beach by the Oregon State Parks and Recreation and the intertidal island and reef are under the jurisdiction of the United States Fish and Wildlife Department.



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 7

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**Note:** For more detailed descriptions of the historic context, the various governmental agencies involved in the siting, construction and management of the lighthouse stations, please see the National Register of Historic Places Multiple Property nomination entitled, "Lighthouse Stations of Oregon" completed in August 1991.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number   9   Page   1  

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United States Coast Guard, United States Department of Transportation, 13th District, Civil Engineering Unit-Oakland and Real Property Files, Oakland, California, map file and property files.

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United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 10 Page 1VERBAL BOUNDARY DESCRIPTION

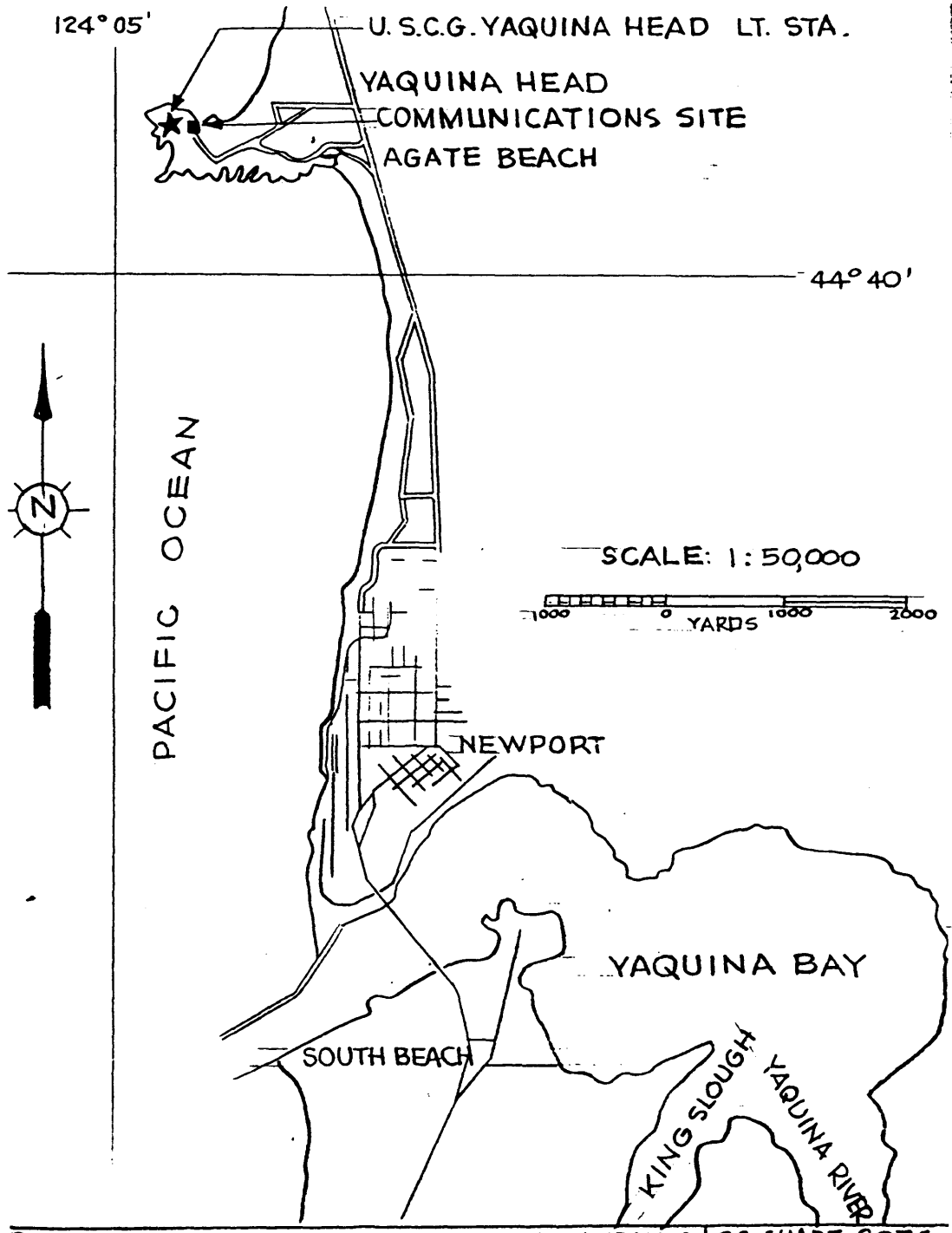
The nominated area is located on the westernmost extremity of Yaquina Headland, approximately four miles north of Newport Beach, Oregon. It consists of two discontinuous parcels to include the historic lighthouse, 1872-73, and the only remaining historic accessory feature, a concrete water tank, 1926, that is approximately 850 feet to the southeast of the lighthouse.

Parcel A, containing the lighthouse, is presently under the jurisdiction of the U.S. Coast Guard Thirteenth District. It is described as follows: Beginning at a point, North 89° 43' 36" West; thence East 221.45'; thence North 352.50'; thence North 68° West 97.0'; thence North 99.0'; thence South 62° West 262.0'; thence North 66.0'; thence West 66'0"; thence South 32° West; 158.4'; thence South 16° 45' West; thence South 10° 45" East 264.0'; thence North 27° East 250.08'; thence South 47° 45' East 150.0' to the point of beginning.

Parcel B, contains the historic water storage tank, which is situated on a bench of Yaquina Head approximately 850 feet southeasterly of the lighthouse above the access road and between the 125-foot and 150-foot contour lines. It is described as a parcel 40 feet square (0.036 acres) as measured from the center point of the water tank, the location of which is fixed on the 1984 Provisional Edition of the Newport North U.S.G.S. Topographic Quadrangle. The parcel is under the jurisdiction of the Salem District, Bureau of Land Management (BLM).

BOUNDARY JUSTIFICATION

The nominated area includes the 4.52 acres presently owned by the U.S. Coast Guard (Parcel A) and a smaller 40 feet square parcel (Parcel B), under the jurisdiction of the BLM. Parcel A is located on the westernmost extremity of Yaquina Head and includes the lighthouse and surrounding grounds. The visitor's parking lot defines the eastern edge of the Coast Guard property. Parcel B contains the water reservoir, the only remaining auxiliary building from the lighthouse station. The water reservoir was an integral part of the lighthouse station.



SCALE 1:50,000

TAKEN FROM C&GS CHART 6056

# VICINITY MAP

PACIFIC OCEAN

YAQUINA HEAD

Lighthouse

Access Road

County Road

T10S. R11W. W.M.

19 20  
30 29

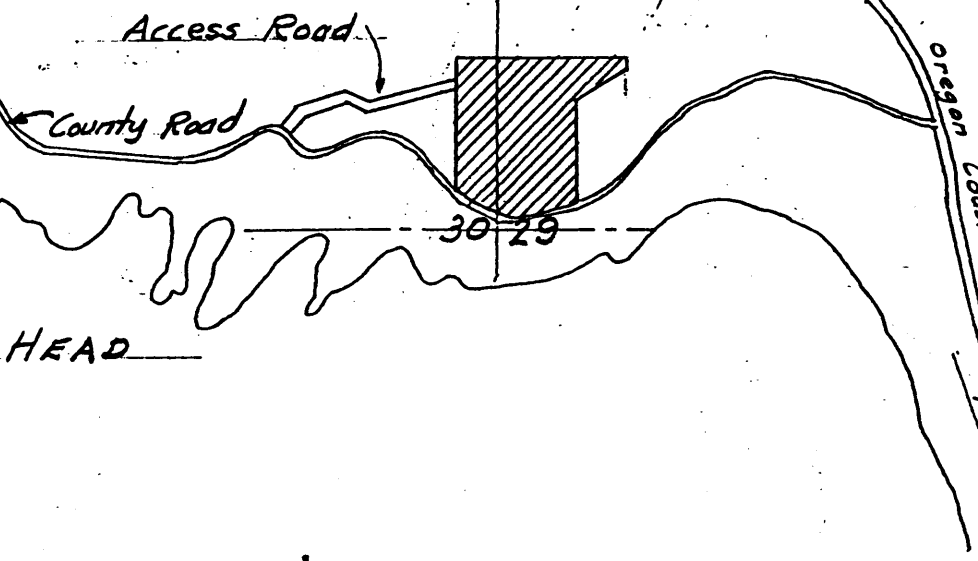
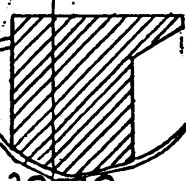
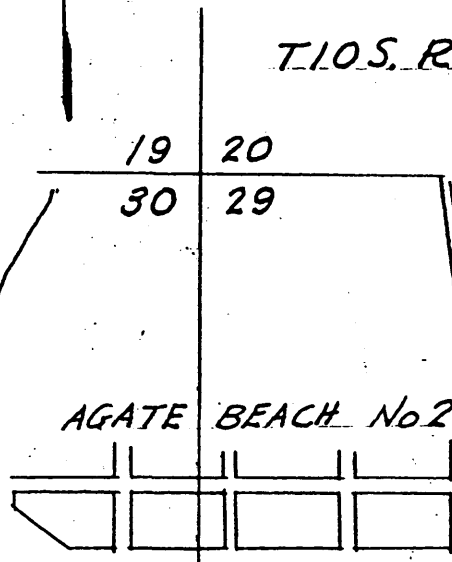
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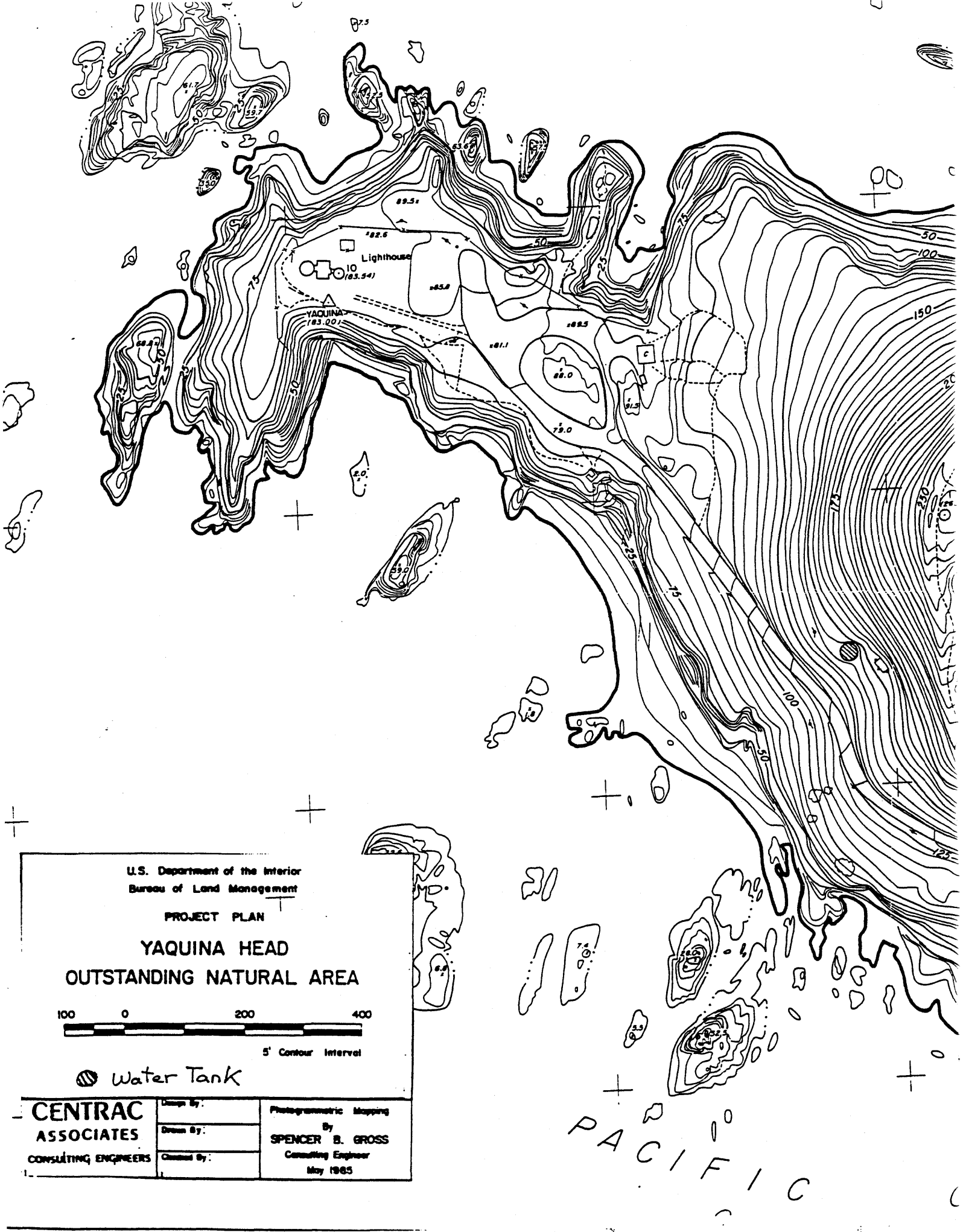
30 29

Oregon Coast Highway To Newport US 101

VICINITY MAP

Scale 1" = 800'





U.S. Department of the Interior  
Bureau of Land Management

PROJECT PLAN

**YAQUINA HEAD  
OUTSTANDING NATURAL AREA**

100 0 200 400



5' Contour Interval

⊗ Water Tank

**CENTRAC  
ASSOCIATES**  
CONSULTING ENGINEERS

Designed By:  
Drawn By:  
Checked By:

Photogrammetric Mapping  
By  
**SPENCER B. GROSS**  
Consulting Engineer  
May 1965

PACIFIC

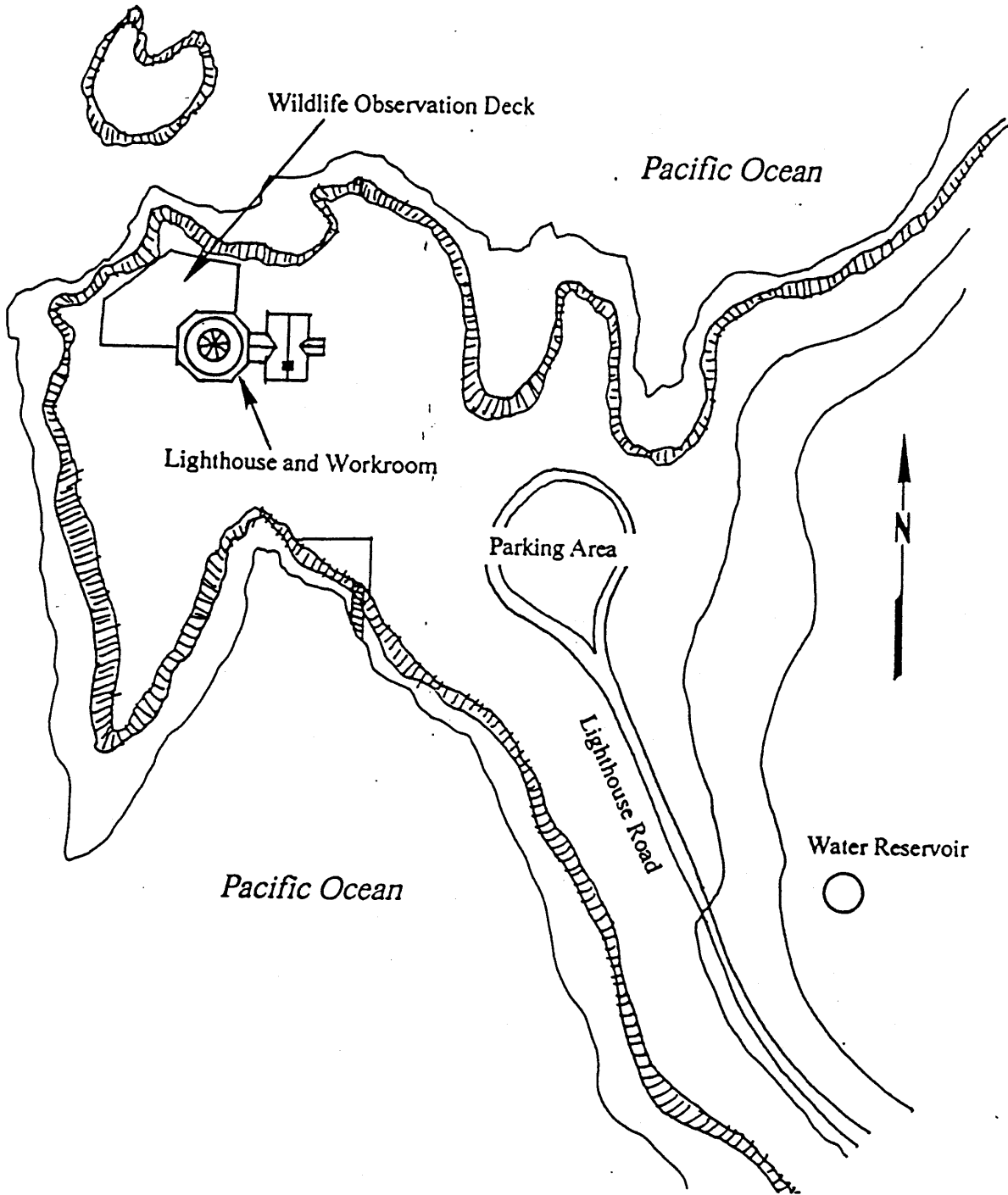
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YAQUINA HEAD LIGHTHOUSE

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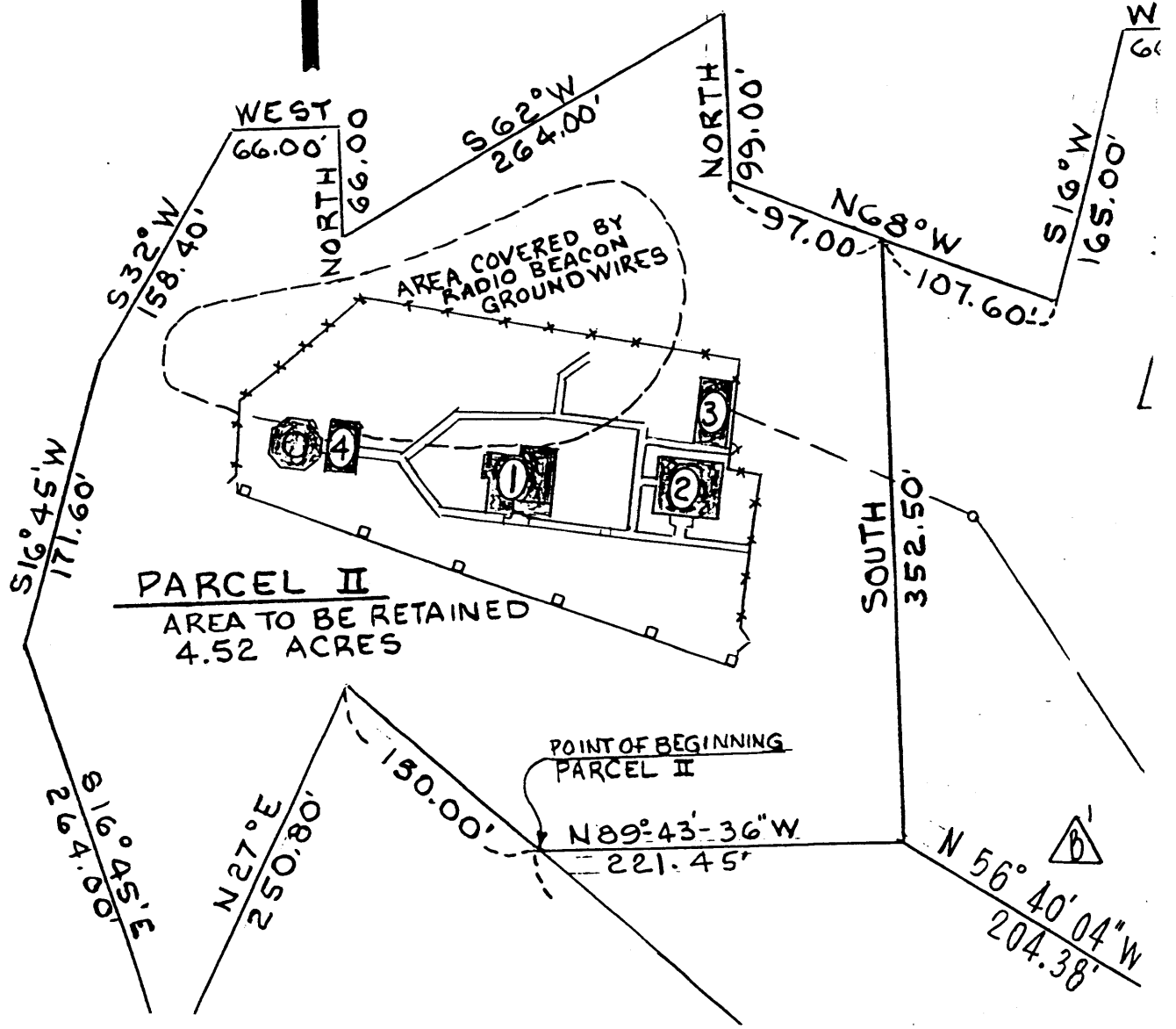
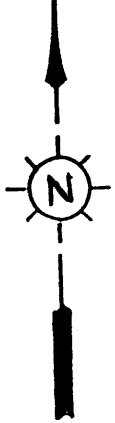
GRAPHIC SOURCE: Site Plan; S. Donovan  
Hood River, Oregon

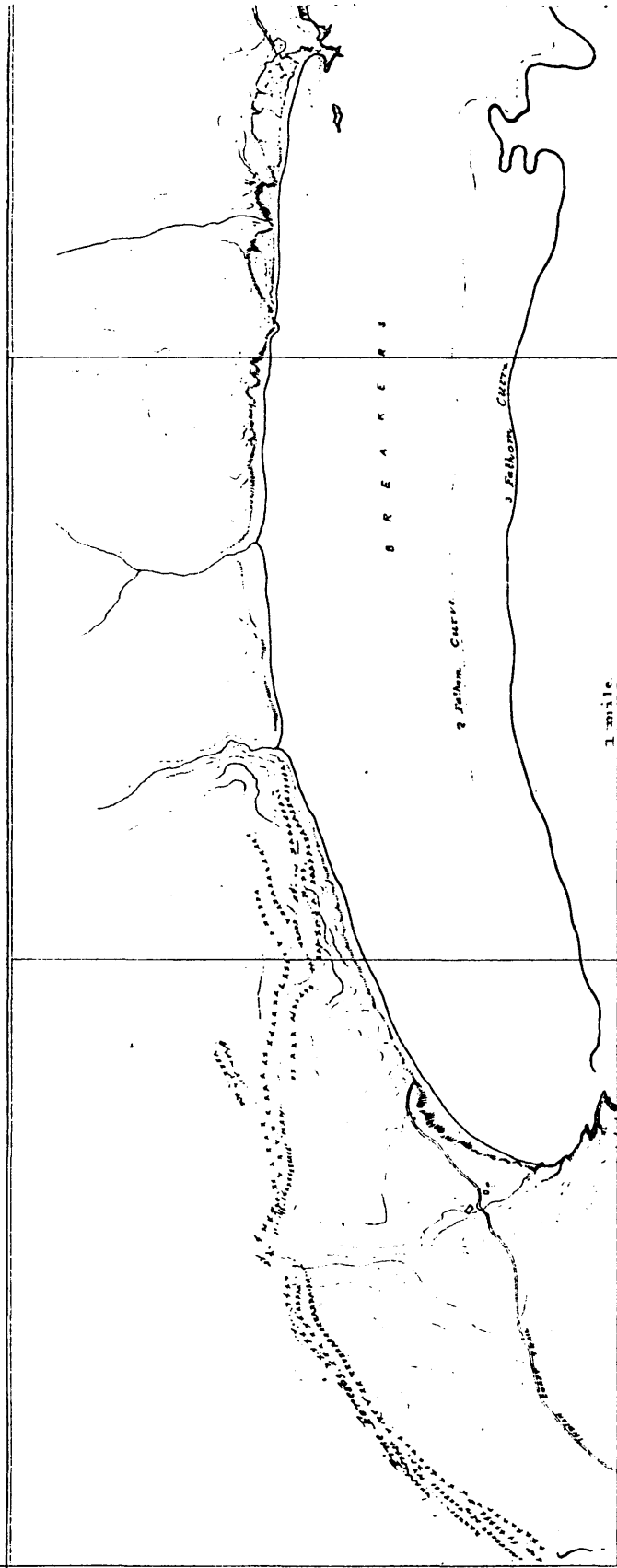
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PACIFIC





Sketch of  
 Cape Foulweather, (or Sequina Point,  
 to accompany Report of  
 Major H. W. Robert, Engineer  
 1868  
 Taken from a Map made by A. M. Clark U.S.C.S.  
 for the purpose of determining the  
 Coast Survey, 1868.



CAPE FOULWEATHER  
 (SEQUINA POINT)  
 ON THE COAST OF OREGON

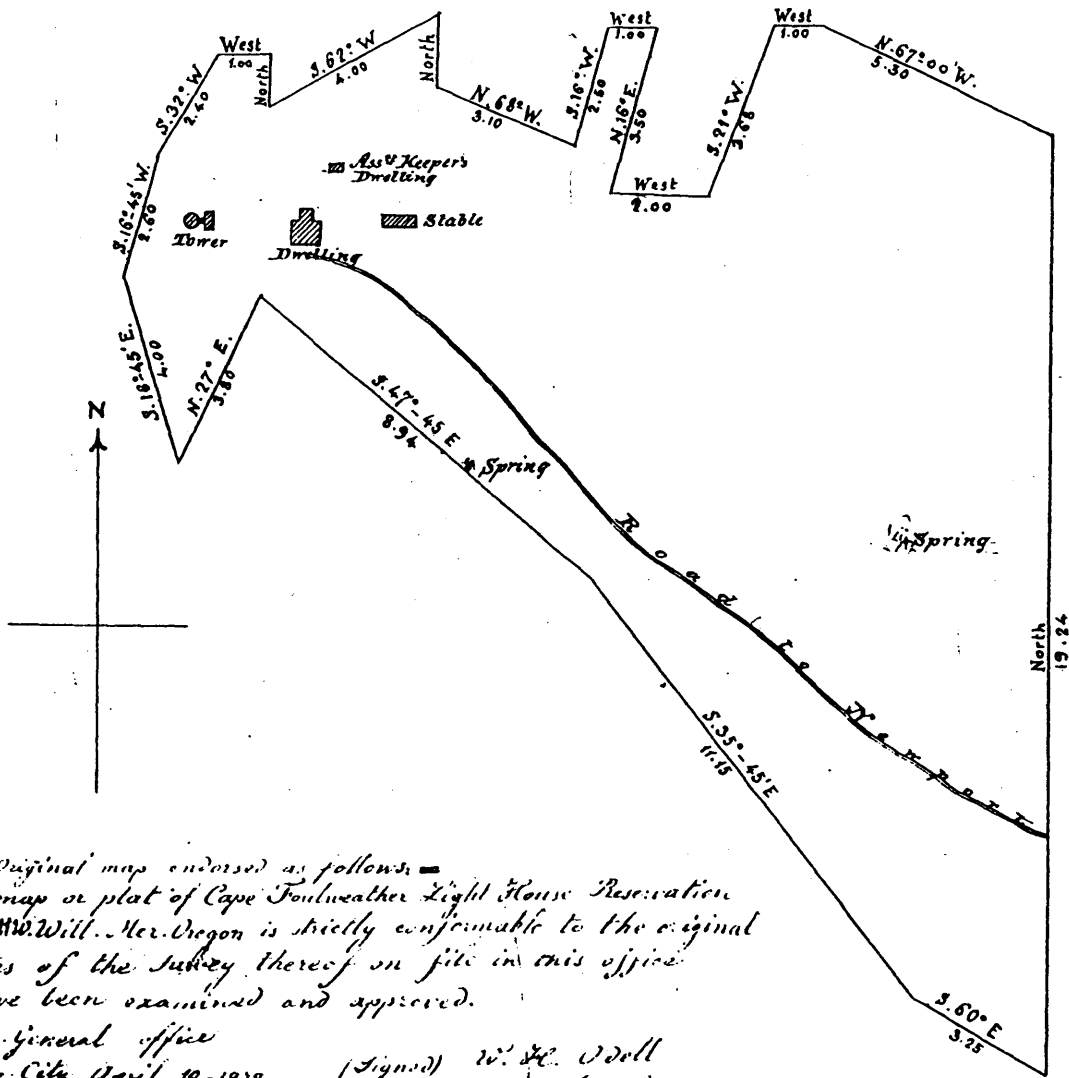
13th Dist  
 20th Dist  
 with Engr's Report of 1 July '71-

17-2Y-4

Major H. W. Robert  
 Major Engineer U.S.A.

Filed 4 Aug. 1871

# CAPE FOULWEATHER.



Original map endorsed as follows:  
 The above map or plat of Cape Foulweather Light House Reservation  
 in T. 10 S. R. 11 W. Mer. Oregon is strictly conformable to the original  
 field notes of the survey thereof on file in this office  
 which have been examined and approved.

Surveyor General Office  
 Eugene City April 10-1872 (Signed) W. H. Doll  
 Sur. Gen.

Scale 1 Inch to 4 Chains

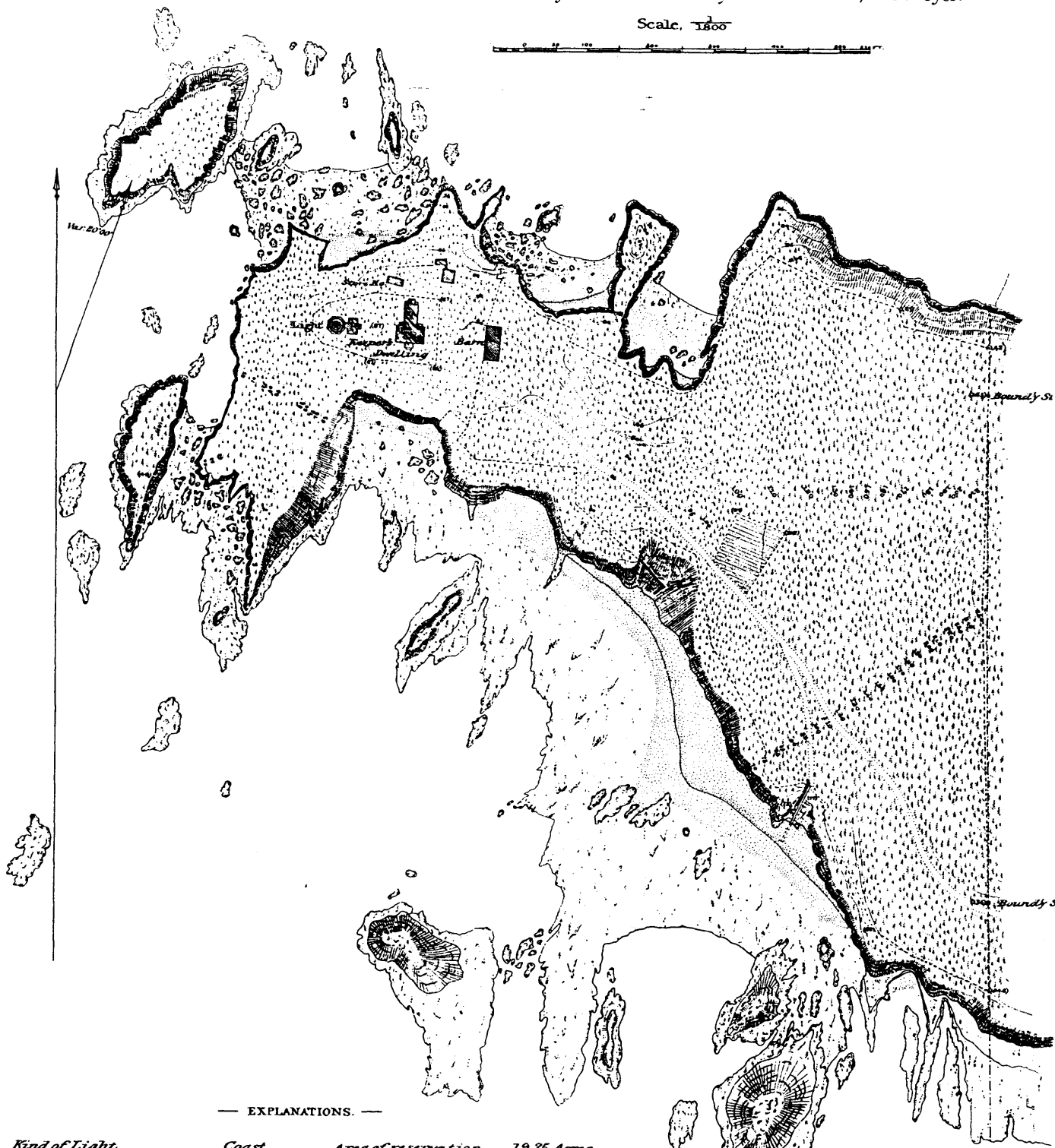
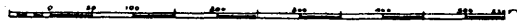
—YAQUINA HEAD—  
LIGHT STATION,

OREGON.

Lat. 44° 40'(35)" N.  
Long. 124° 04'(45)" W.

Reservation Surveyed in June 1884 by J. S. Polhemus, Surveyor.

Scale, 1/1800



— EXPLANATIONS. —

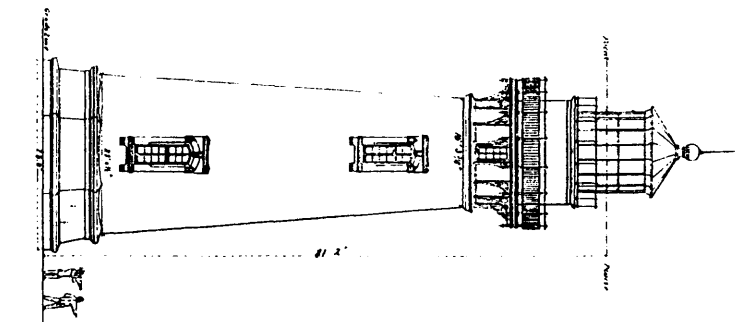
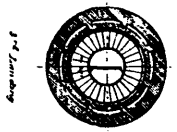
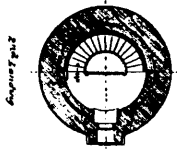
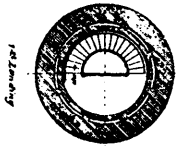
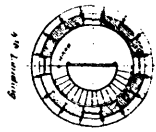
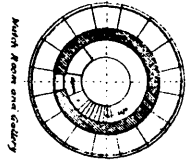
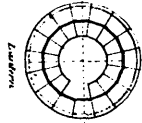
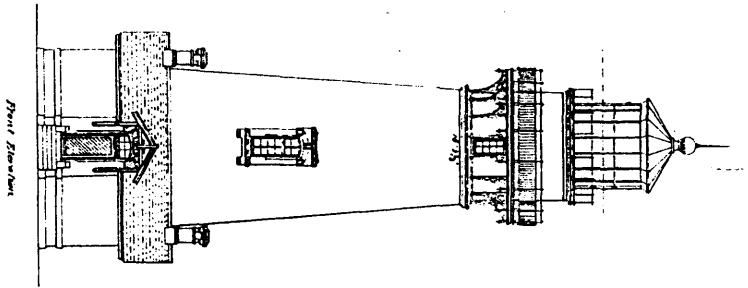
Kind of Light..... Coast.  
Order of Light..... 1st.  
Characteristic of Light. Fixed white.  
Base of Tower above M. L. W..... 87 ft.  
Focal Plane..... 168 ft.  
Stere reserved by President's order of  
June 8th, 1866.  
First buildings built..... 1871 to 1873.

Area of reservation..... 19.35 Acres.  
Area enclosed..... 12.08 "  
The Magnetic declination was  
estimated by comparison of au-  
thorities to be 20' W at time of sur-  
vey.  
Elevations are in feet above M.  
L. W.

— M. L. W. Line      — M. H. W. Line.  
----- Boundary of Reservation.

• Boundary Stones; top 6" with hole in centre.

Office of L. H. Engineer, 13th Dist.  
Portland, Or. Nov. 15, 1886.  
*Chas. H. Smith*  
Captain of Engineers,

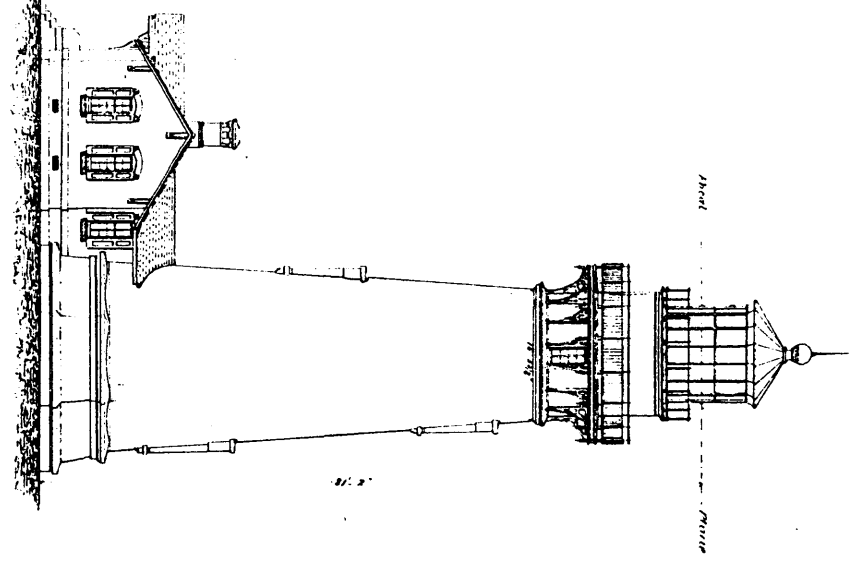
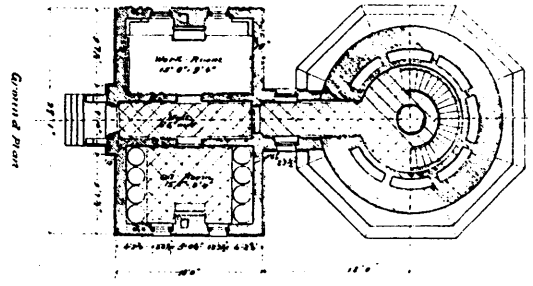
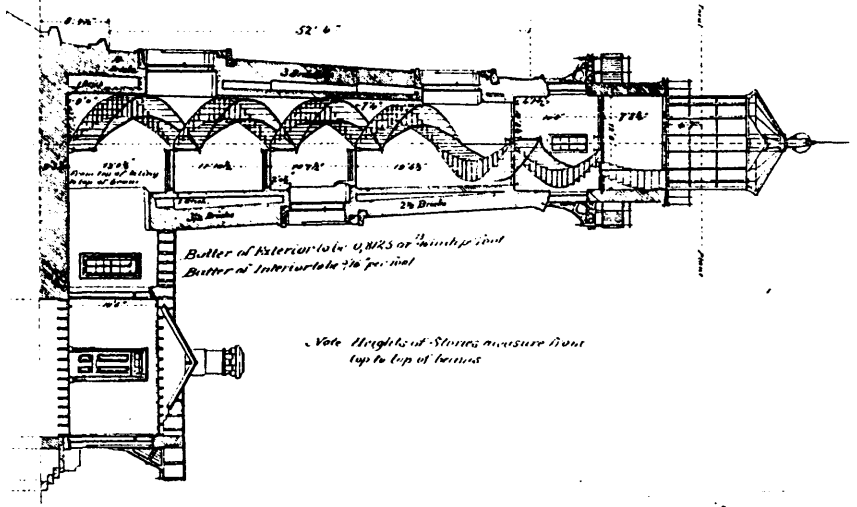


See on the L. H. Board August 1871

17-27-74

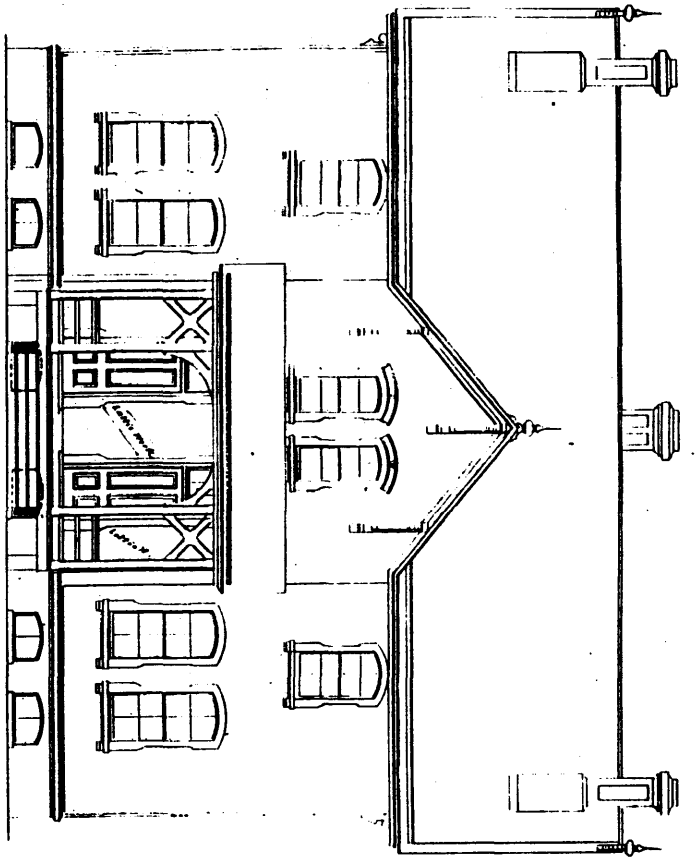
These drawings  
 made by Everett  
 Major of Engineers  
 West Coast of Oregon

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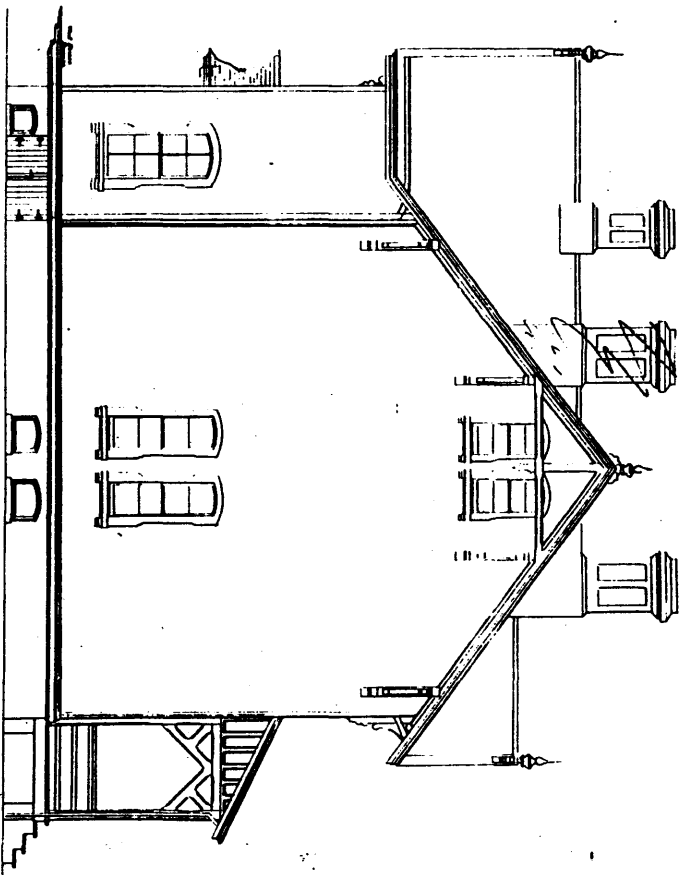


State Architect  
George H. Lewis  
Mayor of Seaside  
Yaquina Cape Light

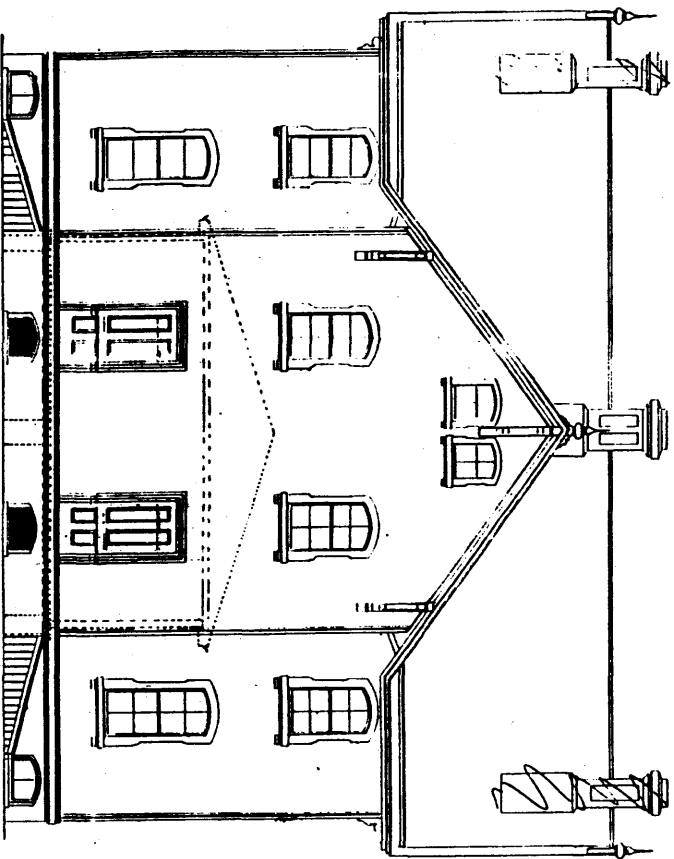
filed 23 Sept. '91 -



FRONT



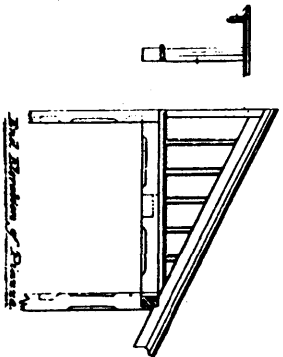
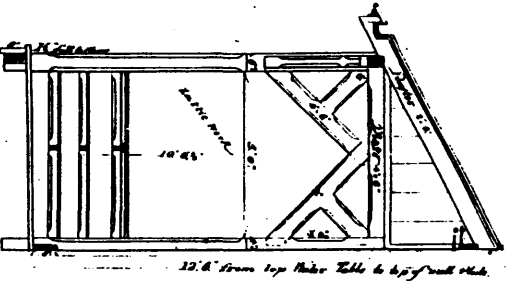
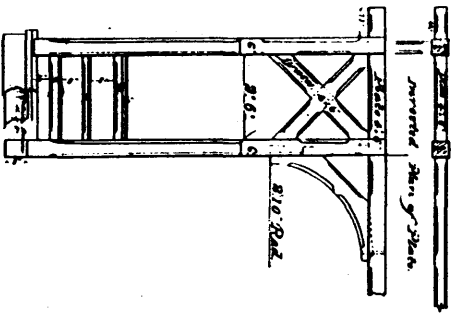
SIDE



REAR

KEEPER'S DWELLING  
Cape Fourweather Light House,  
Oregon.

18th L.H. Dist.



*Handwritten notes:*  
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 1900



WILDLIFE  
WILDERN

ISLANDS

OREGON

US COAST GUARD RESERVATION  
Yaquina Pt. Latitude Sta.  
Yaquina Head

