

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received JUN 28 1984
date entered AUG 3 1984

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Coquille River Life Boat Station

and/or common Old Coast Guard Building

2. Location

street & number 390 SW First Street N/A not for publication

city, town Bandon N/A vicinity of Fourth Congressional District

state Oregon code 41 county Coos code 011

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> religious
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> scientific
	<u>N/A</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> other:

4. Owner of Property

name Port of Bandon

street & number 155 First Street, PO Box 206

city, town Bandon N/A vicinity of state Oregon 97411

5. Location of Legal Description

courthouse, registry of deeds, etc. Coos County Courthouse

street & number Second and Baxter

city, town Coquille state Oregon 97423

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties has this property been determined eligible? yes no

date 1983 federal state county local

depository for survey records State Historic Preservation Office

city, town Salem state Oregon 97310

7. Description

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved

date

N/A

Describe the present and original (if known) physical appearance

The de-commissioned Coquille River Lifeboat Station, an intact variation of the 20th Century Colonial style used for U.S. Coast Guard facilities in the 1930's, was erected in 1939. The building was designed by an unknown government architect. It was used by the Coast Guard for less than seven years. In 1980 the Port of Bandon acquired the building and today the Port maintains a shop in the boat room along with several apartments. A historical museum occupies the majority of the second and a half stories. The building retains a high degree of integrity.

The Coquille River Lifeboat Station is located in Section 25, T28S, R15W, W.M. on Block 2 of the town of Bandon, Averill Addition in Bandon, Coos County, Oregon. It sits on the south bank of the Coquille River near the mouth with windows overlooking the lower Coquille, North Spit, and up the coastal plain 13 miles to Cape Arago. The building is west of Bandon's Old Town core, and is next to the Breuer Building. The Breuer pre-dates both the waterfront fire of 1914 and the devastating 1936 disaster. The landscaping is plain with an enclosed lawn to the northeast. An elongated rectangle, the Coquille River Lifeboat Station is 120 feet long (east to west), 51 feet across at its widest point, and is 2½ stories in height.

Above the poured concrete foundation, the asbestos shingled, wood frame structure rises to a variety of hipped-roof forms and dormers which are covered with composition shingles. Window placement is symmetrical on each wall plane on the various elevations. Although occasionally paired, most appear singly and are generally composed of six-over-six or nine-over-nine, double-hung sash. Almost all have operable louvered shutters.

There are recessed upper and lower porches on the south and north elevations. Porch posts and balustrades are simply articulated. Door openings are detailed with stylized classical frames with modest cornices. There are four garage door openings on the east, and three similarly-styled openings on the north which lead to the maintenance facility. There have been no additions, for the building remained unoccupied for 37 of its 44 years.

Originally, the Lifeboat Station was intended to house assorted functions in one structure. This included provision for a crew of 25, as well as housing for the Commanding Officer, boat and equipment rooms, and office and recreation rooms. The third floor is largely unfinished, although there is room for some crew quarters. Currently, almost all of the interior is intact. The walls and ceiling are finished in lath-and-plaster and all trim is plain. Notable though, are the oak stain treads and handrails on all the stairways. The wood floors are currently obscured by a tile covering.

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Probably the most exceptional feature of the building is the inclusion of the "ways" on the main floor. This structure consists of a set of rails and winch which allowed a vessel to be hauled out of the river and brought into the building for maintenance and repair. The track systems extend from inside the main shop in the middle of the building, to a wooden ramp just outside on the north which descends into the river. A boardwalk and dock extend along side the ramp out into the bay.

Most Coast Guard Stations providing this type of "haul out" had separate facilities for this purpose. Before Bandon's early Coast Guard Station burned, the "ways" were located in approximately the same place they are now and were apart from the other facilities. The inclusion of the system into the new unit was ingenious.

The "ways" are still operable. In the early 1970's two commercial vessels, one approximately 36 feet long and the other 40 feet in length, were constructed in the Coast Guard Station shop and first launched by means of this system. There is some possibility that the Port of Bandon will put the system back into operation for construction and possibly maintenance of future vessels.

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 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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1939 **Builder/Architect** Quinn Construction, Seattle
Bob Davis, Supervisor

Statement of Significance (in one paragraph)

The Coquille River Lifeboat Station, a property determined eligible by the Keeper of the National Register on October 23, 1980, was constructed in 1939. It is the oldest and the only substantial building associated with the town's economic redevelopment after a disastrous 1936 fire destroyed all but 16 of the town's 500 buildings. The station is the only governmental structure in Bandon with any historical significance and was erected in the site of an earlier station (1891). We feel that it is eligible under criteria "a" and "c."

The nominated building stands on three parcels, the northernmost of which had been acquired in fee simple by the federal government in 1889, which marks the beginning of a federally-sponsored lifesaving operation in Bandon. Two parcels south of the shoreline were acquired by the federal government through the power of eminent domain prior to construction activity in 1939.

While the building was constructed in 1939, it was not commissioned according to former Commander Arthur Dobney, until 1941. It replaced a previous facility--a lookout station on the hillside above the waterfront, which burned entirely in the Bandon fire of 1936. Members of the lifesaving crew used a stairway from the lookout station to the boat dock at water level situation on the lot acquired by the federal government in 1889. None of the lifesaving facilities survived the 1936 fire except for launching tracks at the boat dock site. When it came time for replacement, it was decided to consolidate all of the facilities in one structure. Mr. Dobney served on the lifesaving crew at Bandon from December of 1936 to the time he was sent overseas. In 1941, he was made Commanding Officer of the Coquille River Lifeboat Station and Mr. Dobney was still Commander when the station was ordered closed in July of 1946. In the interim between the fire and completion of the new station, the lifesaving crew used temporary housing.

The U.S. Coast Guard normally operated as a branch of the Department of the Treasury. In times of war or other national emergency, the Coast Guard comes under jurisdiction of the U.S. Navy. Day-to-day activities at the existing Coquille River Lifeboat Station reflected the state of emergency which was in effect from President Franklin Roosevelt's declaration in 1939, to the surrender of the Japanese in the Pacific in 1945. The basic objective of the Lifeboat Station crew was the preservation of life at sea. Patrols of the coastline, the Coquille River estuary, and the River were made regularly in 36-foot motorized wood boats to assist in emergencies and maintain aids to navigation.

Occasionally, the crew traveled to Coos Bay, Newport or Port Orford in order to assist in rescue operations that went beyond the scope of the resident lifeboat crew. One such example was the wreck of the lumber schooner Alvarado, which occurred on Horsefall Beach, north of Coos Bay. In that

9. Major Bibliographical References

Jacob Cohen, Bandon Historical Society Director, Questionnaire responses.
 Elisabeth Potter, Preservation Specialist, State Historic Preservation Office.
 Memo, July 11, 1980, regarding the history of the Station.
 Arthur Dobney, Ret. USCG Commanding Officer and Osborne's and West's "Men of Action, A History of the U. S. Life-Saving Services on the Pacific Coast."

10. Geographical Data

Acreeage of nominated property .54 acres
 Quadrangle name Bandon, Oregon Quadrangle scale 1:24000

UTM References

A	<u>1</u> <u>0</u>	<u>3</u> <u>8</u> <u>4</u> <u>7</u> <u>6</u> <u>0</u>	<u>4</u> <u>7</u> <u>7</u> <u>4</u> <u>9</u> <u>8</u> <u>0</u>	B	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	D	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
E	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u> <u> </u> <u> </u>	F	<u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>	<u> </u> <u> </u> <u> </u> <u> </u>
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Verbal boundary description and justification

See continuation sheet

List all states and counties for properties overlapping state or county boundaries

state	<u>None</u>	code	county	code
state	<u>None</u>	code	county	code

11. Form Prepared By

name/title Kay Linke, Port of Bandon, Greg Dilkes, Curator, Coquille River Museum
 organization Port of Bandon date December 1, 1983
 street & number PO Box 206 telephone (503)347-3206
 city or town Bandon state Oregon 97411

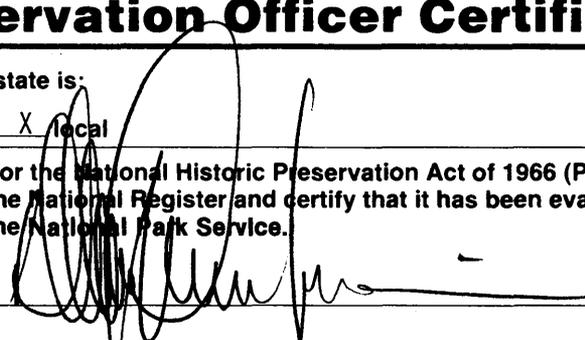
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title Deputy State Historic Preservation Officer date May 17, 1984

For NPS use only
 I hereby certify that this property is included in the National Register

Jay P. [Signature] date 8/3/84
 Keeper of the National Register

Attest: _____ date _____
 Chief of Registration

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emergency, four local lifeboat stations were called upon to take people off the wreck. Owing to the wartime emergency, the Coquille River Lifeboat crew traveled to other smaller ports where no customs service facility was available in order to check the manifests of all foreign ships and determine what sort of cargo was being brought to U.S. shores. In addition to doubling as customs officers in Bandon and other smaller ports, the Coquille River Lifeboat crew performed beach patrol duties required by the wartime emergency. Temporary horsebarns were erected on north and south sides of the Coquille River, and some 42 horses were used in this function. The North Horse Patrol covered the beachfront from Bandon to Four-mile.

The Coquille River Lifeboat Station was built with a capacity to house 25 men as well as the Commanding Officer's quarters, mess hall, recreation room, etc. However, the full complement of crew at Bandon never exceeded 17.

Aside from war effort responsibilities, regular duty included response to 20 to 40 calls per month from commercial and recreational boats. About 20 commercial fishing boats harbored at Bandon at that time. River traffic was still quite heavy during the war. Milk and salmon were being shipped and lumber ships were being replaced by barges and huge shipments were being made.

The daily routine involved: Colors at 8:00 a.m. on the east side of the building followed by maintenance assignments until 12:00. At 1:00, reassembled for boat drills, rifle practice or equipment drills. Then all equipment was checked and after 4:30, watches began. Watches lasted four hours with each man responsible for one every 24 hours. Consequently, crews were on duty 24-hours a day. Friday was cleanup and inspection, while Saturday and Sunday were free except for watch. In addition, each man received 30 days leave a year except for the Commander.

Most of the regular crew were housed in dormitory-like quarters on the second floor with a common day room for activities. There were two private rooms available for the Machinist's Mate and one other man with similar responsibility. Adjoining the Commander's living quarters on the second floor were two guest rooms for visiting officers. Crews were fed downstairs in the messroom. Many of the married crew members built small houses for their families in an area called "Little America" on the east side of the Coast Guard facility. During WW II, about 24 men bunked in the attic.

According to Jacob Cohen of Bandon, after its decommissioning in 1946 the building remained vacant until 1962. In that year it was reactivated by the Coast Guard and staffed with a skeleton crew until 1964. From 1964 to 1969, part of the building was used by the Bandon School District to teach boat building. It was then again vacant until June of 1980, when it was acquired by the Port of Bandon. Currently, it is used by the Port as a maintenance facility and also houses the Bandon Historical Museum.

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Comparatively, there are at least seven lifeboat stations standing in Oregon. Of these, five are historic and inactive, and two are active and non-historic. Of the five historic stations, the Coquille River Lifeboat Station is probably the best preserved. Of all buildings erected in Bandon immediately after the fire, the station can be considered to be the most well constructed. Most of the buildings erected at the time were meant to be temporary, as federal funds for reconstruction were expected. This money never materialized and many of the "temporary" buildings survive today.

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A parcel of land lying in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 25, T28S, R15W of the Willamette Meridian, Coos County, Oregon, described as follows: Beginning at a point which is 60 feet distant and bears N16 $^{\circ}$, 41' East from the NW corner of Block 2 of the town of Bandon, Averill Addition to Bandon, Coos County, Oregon, and running thence N 78 $^{\circ}$, 10'W 100.4 feet along the line of low water; thence S16 $^{\circ}$, 41'W 181 feet; thence S73 $^{\circ}$, 19'E 100 feet to the place of beginning. Coos County records 83-1-6689.

COQUILLE RIVER

Coquille River Life Boat Station
390 SW First Street
Bandon, Coos County, Oregon

1"=100'

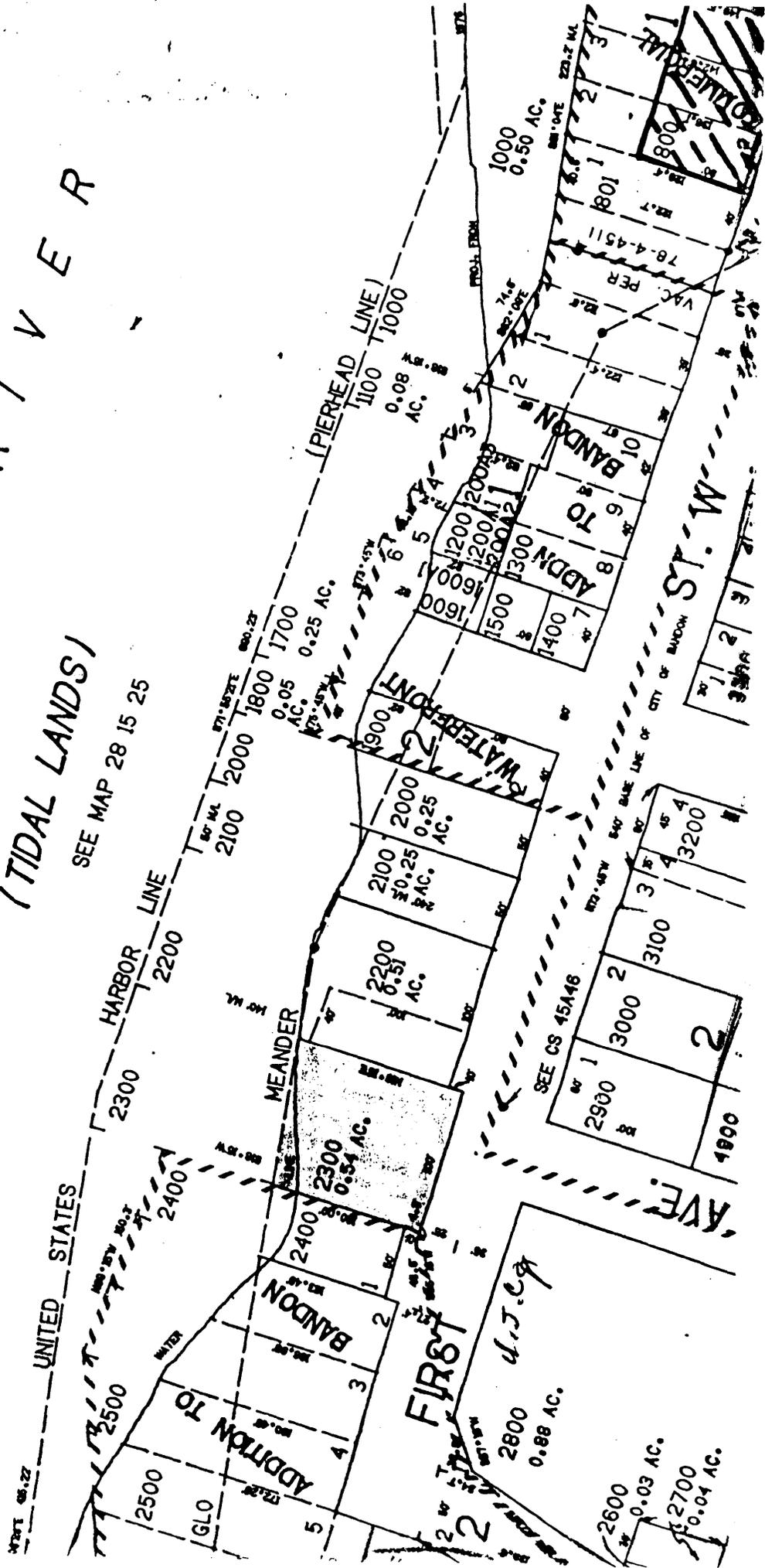
PREPARED FOR
PLAN ONLY.

COQUILLE

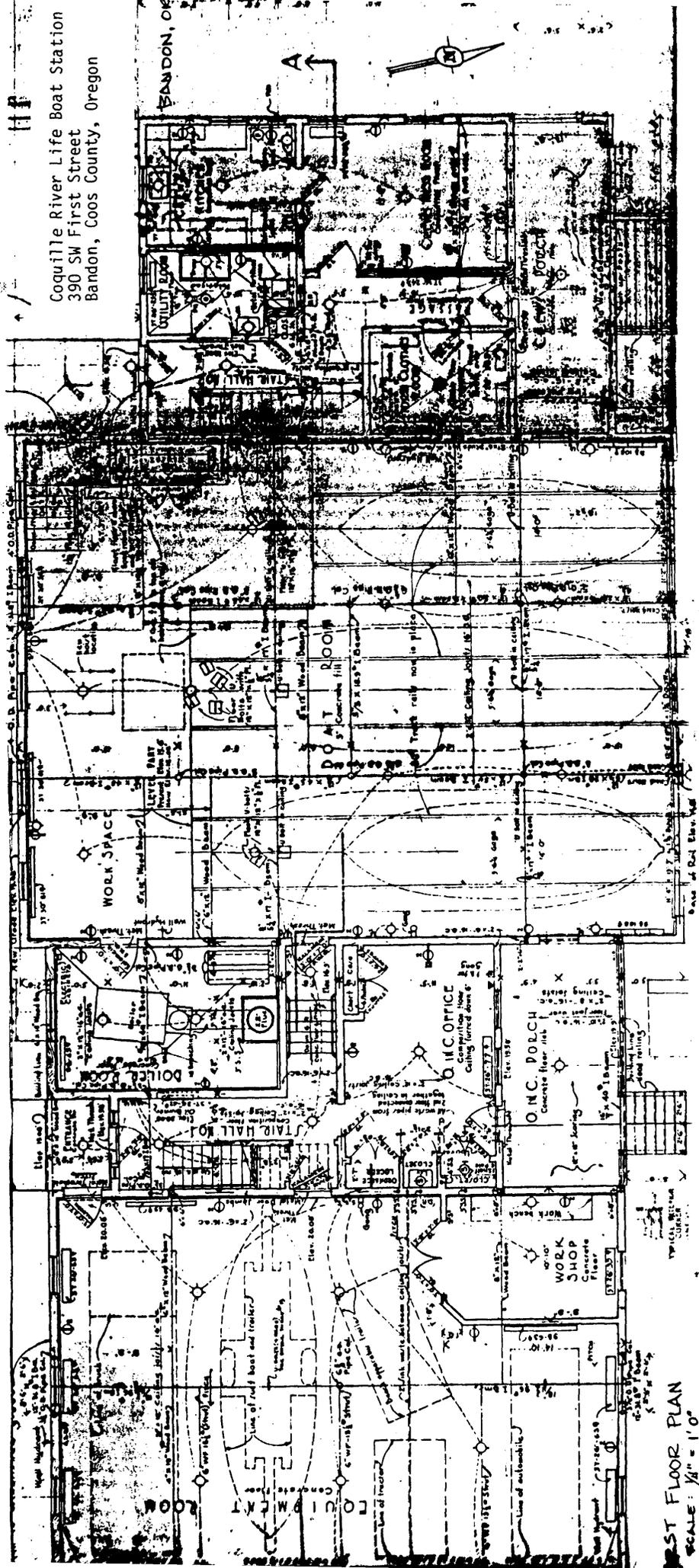
RIVER

(TIDAL LANDS)

SEE MAP 28 15 25



Coquille River Life Boat Station
390 SW First Street
Bandon, Coos County, Oregon



1ST FLOOR PLAN
SCALE: 1/4" = 1'0"

