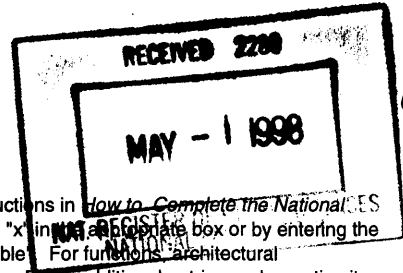


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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 Port Orford Coast Guard Station

other names/site number Port Orford Heads State Park

2. Location

street & number 92331 Coast Guard Hill Road N/A not for publication

city or town Port Orford N/A vicinity

state Oregon code OR county Curry code 015 zip code 97465

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 Hannah April 20, 1998
Signature of certifying official/Title Deputy SHPO Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. ([] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal Agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Edson H. Beal Signature of Keeper Date of Action 5/29/98

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

private
 public - local
 public - State
 public - Federal

building(s)
 district
 site
 structure
 object

Contributing	Non contributing	
5		buildings
		sites
6		structures
		objects
11	0	Total

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

DEFENSE: coast guard facility

LANDSCAPE: State park

7. Physical Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

20th CENTURY REVIVALS:
Cape Cod Colonial

EARLY 20th CENTURY AMERICAN MOVEMENTS:
Craftsman

foundation poured concrete
walls wood shingle

roof wood shingle
other

Narrative Description

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

Please see Continuation Sheet

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7

Page 1

PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

PHYSICAL DESCRIPTION

The Port Orford Coast Guard Station was constructed in 1934 by the Coast Guard to provide life saving service to the southern portion of the Oregon coast. This was Oregon's southernmost historic rescue station, and is one of nine remaining historic life-saving facilities on the Oregon coast which were identified in the Oregon Statewide Inventory of Historic Properties in 1980. The Station is located in the town of Port Orford, in Curry County, population 1,050.

The physical organization of the Port Orford Station is distinctive in the separation between the Station buildings on The Heads and the boathouse on Nellies Cove. Surfmen had to run hundreds of feet down a steep stairway to reach the boathouse on the shoreline, where they would launch rescue boats and take survivors to the closest port community for further aid.

Located on a small multi-fingered peninsula known as "The Heads" at Port Orford, the Station is approached from the north by a curbed, single lane drive lined with Douglas fir and Monterrey pine trees. The facility historically included several buildings and structures scattered across the site, along with open expanses of grass and concrete walkways. Several features including the boathouse, lookout tower, signal tower, water tower and tank, and radio tower are no longer standing, but five buildings, and many remnant features remain. The complex is sited on a knoll which was relatively unobstructed by vegetation when the station was established, as seen in historic photographs. Today, mature Douglas fir, Port Orford cedar, and Monterrey pine trees, as well as other natural vegetation make clear views to the Pacific ocean difficult.

Access to the boathouse, which was located at sea level on Nellies Cove 280 feet below the station buildings, was provided by a steep staircase of wood and concrete. Most of the stairway remains, though all that is left of the original boathouse are foundation remnants, pilings, and concrete breakwaters between rock out-croppings.

An identified archaeological site is located on the property, and was listed in the National Register of Historic Places as part of the Native American Archaeological Site of the Oregon Coast Multiple Property Submission in 1997.

The Station property today is owned by the Oregon Parks and Recreation Department, and is used as a day use park, known as the Port Orford Heads State Park. The Officer-in-Charge Residence is occupied by an on-site caretaker.

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PORT ORFORD COAST GUARD STATION,
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A letter dated January 18, 1932 from Andre Fourchy, Associate Civil Engineer for the U.S. Coast Guard, to the Commandant of the Coast Guard describes the structures he recommended for the site:

A 6 room bungalow for the officer in charge, and a two story dwelling for the crew should be built, on the level tract West of the cove; both buildings should have basement and furnace. A building 24 x 28 should be built near the dwellings for carpenter shop, garage and beach apparatus. The two springs back of the cove could be developed and a 6000 gal. concrete reservoir provided near the junction of same; this would supply the boathouse by gravity, and a suitable pump, provide water to a 10,000 gal. storage tank near dwellings on top of hill. Building the buildings in the draw, back of the cove, is not recommended or advisable, as the ground is very steep, the lot small, and the Westerly winds blow considerably harder in the draw than on top of the hill. The boathouse should be large enough to accommodate 3 boats, with center track and two turn out, with rails extended to outer end of launchway, so as to do away with swithes [sic], which soon corrode and get out of order. All buildings should be shingled on sides and roof.¹

This description is very close to what was actually built at the Port Orford Station. It appears the boathouse was constructed to house two boats rather than three, and the need for a "carpenter shop, garage and beach apparatus" building was accommodated in the form of separate garage and equipment storage buildings. A third temporary building, which no longer stands, was constructed a few years later nearby.

The following buildings and features are considered to be "Contributing" features within the district.

Buildings and Structures

Barracks and Office Building - contributing building
Officer-in-Charge Residence - contributing building
Garage - contributing building
Equipment Repair and Storage Building - contributing building
Pumphouse - contributing building
Tennis Court - contributing structure
Breakwater Structures - contributing structural feature
Aerial Marker - contributing structure

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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

Foundations of Structures Essential to Station Operations

(counted collectively as a contributing structure)

Boathouse Foundation and Launchway Remnants
Reservoir Foundation Remnants
Foundation of Temporary Garage
Radio Tower Foundation
Lookout Site and Anchor Pads
Practice Mast Foundation

Circulation System

(counted collectively as a contributing structure)

Stairs to Boathouse Site
Concrete Walkway to Lookout Site
Curbed driveway
Concrete Sidewalks

Planting System

(counted collectively as a contributing structure)

Monterrey pine and Port Orford Cedar trees lining driveway
Drill Field
Privet hedges

The following features not mentioned above are evident in historic photographs, but are missing today:

Bell and stand
Flagpole
Water tower and tank

BUILDINGS AND STRUCTURES

Officer-in-Charge Residence

The Officer's Residence was provided to the Officer in Charge as permanent housing for the duration of the appointment. This building is located to the north of the barracks building and fronts east. It is currently used as the Park caretakers dwelling. Architectural plans for the Officer's Quarters were traced from plans used earlier at Point Reyes Lifeboat Station north of San Francisco.²

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PORT ORFORD COAST GUARD STATION,
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Built in the Craftsman style with Cape Cod - Colonial influences, the one-and-a-half story house is rectangular in plan, and situated slightly above grade on a continuous poured concrete foundation. The main mass measures 34 feet deep by 27 feet wide, with a 20'6" x 6'2" front porch. The wood frame house has a side gable roof with a boxed cornice, and is clad in stained cedar shingle siding. Windows throughout the building are six-over-six double hung wood sash. It is subtly detailed with shingle siding, side gable roof, a simple porch design, and multi-paned windows.

The east (front) facade presents a generally balanced appearance, with the exception of the slightly off-center placement of the shed-roof front porch. This has been altered (date unknown) by the replacement of the deck, railing, and support posts. Shadow pilasters on the east wall of the house indicate original porch posts were square columns with Tuscan capitals.³ These were replaced with plain square posts, with a simple open railing. The centered main entrance door is flanked by six-over-six double hung wood sash windows, which act as large sidelights. All windows have simple 4" flat board surrounds. There is a two-bay shed-roofed dormer centered on the east roof slope.

The north and south, or side elevations are dominated by the steep pitch of the gable roof and the balanced placement of windows. The two facades are identical save the projection of a small rear porch and entrance on the southwest corner, which reads as an extension of the sloped roofline. The window arrangement on both facades is similar. On the first floor are two evenly spaced six-light basement windows and two six-over-six double hung wood sash windows. On the second floor, a single, centered, six-over-six double hung window is flanked by smaller three-over-three double hung windows, with a fourth centered in the attic space immediately above the trio.

The west (rear) elevation is asymmetrical; there are five six-over-six double hung windows and a paneled rear door. The shed roof dormer, similar to that found on the east elevation, has two six-over-six double hung sash windows and a red brick chimney rising from the roof peak. On the south end of this elevation is a small projecting shed-roofed vestibule which provides access to the kitchen inside the house. A brick chimney rises from the central portion of the west roof slope.

The interior spatial arrangement of the residence has been changed very little since construction. The basement originally provided space for the furnace and fuel, as well as laundry. The first floor includes a living room, office, bedroom, bathroom and kitchen. Two front doors provide access: one to an office and another to the living room. The second floor consists of a central north-south corridor flanked by bedrooms, closets and storerooms.

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PORT ORFORD COAST GUARD STATION,
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Barracks and Office Building

This building appears to be derived from the Chatham type buildings used by the U.S. Life-Saving Service (LSS). The plans for the Chatham type building were first drawn in 1914, probably by LSS architect Victor Mendleheff, and eventually 26 were built under LSS auspices.⁴ The Chatham type is a brisk, rectilinear volume of two stories, hip roof and boxed cornice, with a five-bay front, double hung window sash with six over six divided lights, and single-story one or three-bay porch supported by square Tuscan columns. The name applied to the 26 known station buildings of this type is derived from the original example of 1914 at Chatham, Massachusetts, on a southeasterly point of Cape Cod. The design is attributed to LSS architect Victor Mendleheff.

Oregon's 1917 Siuslaw River station building, no longer standing, was a classic example of the type, complete with characteristic hip roof gablet and cupola. At Port Orford, the hip roof gablet and cupola were omitted from the standard pattern, and hip roofed dormers, front and back, break the roof line instead. As with the original Chatham design, the Barracks building displays the Cape Cod/Colonial overtones typical of later Life Saving Service and early Coast Guard architecture. It is the only station derived from the Chatham type remaining in Oregon.

The two-story rectangular building fronts east, and is elevated seven steps (about four feet) above grade on a continuous poured concrete foundation. This building measures 30 feet deep by 45 feet wide. The structure is clad in unpainted cedar shingles. Colonial influences are evident in the hipped roof, full-width front porch with simple porch columns, double hung multi-light windows, and small hipped dormers.

The Barracks building is approached from the west by a concrete walk which leads to a central stair to the porch. The hip-roof porch, centered on the east façade, is supported by a colonnade of square Tuscan columns which are paired at the corners of the porch. The first floor facade presents an asymmetrical fenestration pattern of four windows and two entrance doors. One door leads to the office of the Officer in Charge; the other to the main Mess Hall. The windows throughout the building, except the dormer windows, are six-over-six double hung wood sash. Typical of the Chatham type building, the upper story facade is symmetrical with five evenly spaced windows and a central hip-roof attic dormer.

The north and south (side) elevations present simple, symmetrical arrangements of three windows on each floor, evenly spaced. Two six-over-six double hung basement windows are visible from each of the side elevations. A metal coal door, used for loading coal in the coal room in the basement, remains on the north elevation.

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A small projecting entrance vestibule or stoop is attached to the west (rear) facade, its north side slightly recessed from the main portion of the north facade. A red brick chimney rises from the north slope of the hipped roof.

The west, or rear, elevation is asymmetrical in fenestration. Eight windows are placed, seemingly at random, on both the first and second floors. The attic dormer is centered on the facade. A small vestibule on the north end of this facade provides entrance to the kitchen. This vestibule has a hip roof, a small six-over-six window, and an entrance door which opens to the south.

The interior configuration of the building is essentially unchanged since construction. Currently the basement has rooms for storage, laundry, provisions, storm clothes, and an old coal bin room. Access to the basement is provided by a stairway and door on the east elevation beneath the porch.

The main floor of the Barracks building consists of six rooms. The building is divided lengthwise (north-south) by a bearing wall, with four rooms on the west side, and two rooms and the staircase on the east side. The largest room is the main Mess Hall, which measures 21'6" by 15'. From this room all other rooms in the building are accessible, including the kitchen, the office of the Officer in Charge (OIC), the OIC's bedroom, and extra bedroom (now a downstairs bathroom), and stairs to the second floor. Interior detailing is simple, with Douglas fir floors, plaster walls, and simple baseboards, picture rail, and chair rail moldings on the walls. Three doors provide egress from the first floor: two on the front (east) side and one from the kitchen/service vestibule.

The second floor originally housed the sleeping quarters. This space is divided by a central, north-south double-loaded corridor. At the north end of the corridor is a large room spanning the full width of the building. There are three rooms on either side of the corridor; large rooms in the center are flanked by smaller rooms at the ends. Access to the attic is provided by a ceiling hatch door at the north end of the hall.

Garage

The garage is contemporary with the Barracks and Officer's Residence, and is located behind (west) them. The garage is rectangular in plan, with a hipped roof, boxed cornice, and wood shingle roof and siding. It measures 24 feet by 46 feet. There are three large bays in the east elevation, with solid double-leaf doors on strap hinges. There are four

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six-over-six double hung wood sash window in the west wall and two in the south wall. The north elevation is blind. The building was used originally and is currently in use as an auto garage.

Equipment Repair and Storage Building

This building is located immediately to the west of the Garage. Slightly smaller than the garage, measuring this building is also rectangular in plan with a hipped roof, boxed cornice, and wood shingle roof and siding. There are two overhead doors in the north end and one in the south end. The upper portions of all overhead doors are lighted with fixed multiple panes. Three six-over-six double hung wood sash windows are located in the east and west walls. This building was used for lifeboat and lifesaving equipment storage and repair, and is currently used for storage.

Pumphouse

A small wooden pumphouse is located approximately one-third of the way down the boathouse stairs. This small, rectangular building has a gable roof, and measures 10 feet by 8 feet. The building has no windows or doors remaining, but retains its original form and exterior surfacing materials. Historically used to house pump equipment, the building is now vacant.

Tennis Court

The tennis court is located southwest of the Barracks and Office Building. The concrete court was originally fenced with a high wood and wire fence, as indicated in historic photographs. It remains in place, and is currently used for parking for park visitors.

Breakwater Structures

Two concrete breakwater structures were built between rock out-croppings in Nellies Cove to provide some protection to lifeboats as they were launching or returning from a rescue. These breakwaters appear to be unchanged from historic photographs taken in the 1930s.

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Aerial Marker

A poured concrete aerial marker is located northeast of the station buildings on the hillside above Nellies Cove. The original pad was built in 1934 of wood, and was painted black with orange lettering/numbering.⁶ In the 1960s the original wooden pad had deteriorated and was replaced with the current concrete marker. The pad was imprinted with a number code and was used as a helicopter landing pad and for aerial site identification by the Coast Guard.

FOUNDATIONS OF STRUCTURES ESSENTIAL TO STATION OPERATIONS

Boathouse Foundation

Since it was lost to arson fire in the 1970s, all that remains of the Boathouse building today are large concrete foundation pilings and launchway remnants. The original building measured 36 feet wide by 60 feet deep, and had a launchway measuring over 60 feet long. Like the Barracks building, it too was influenced by the Chatham-type buildings used by the U.S. Lifesaving Service. The building was rectangular in plan with a hip roof and shingle siding. Windows were placed symmetrically along the sides of the building, which accommodated two lifeboats. A double track launchway led from the boathouse doors to the water in the small bay on Nellies Cove.

Reservoir

The remnant concrete walls of the reservoir are located adjacent to the pumphouse on the north side. Historic photographs indicate that the structure had a shallow pitch gable roof, and shingle siding in the gable ends, and it measured 17 feet by 15 feet.

Temporary Garage Foundation

A temporary garage building was constructed in the late 1930s or early 1940s immediately to the northwest of the equipment shed. The building was rectangular in plan and had a shed roof. The building no longer stands, but the stone footings and concrete approach remain in place.

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Radio Tower Anchor Pads

The Radio Tower was located off of the northeast corner of the barracks and Office Building. The tower no longer exists, but anchor pads mark the tower's original location.

Lookout Tower Anchor Pads

The lookout was located on "The Heads." Concrete anchor pads remain in place marking its location, which is now a viewpoint for park visitors. Historic photographs indicate that the lookout structure was mounted on a tall frame, and the lookout itself was square with a hip roof. The views of the ocean from this point are spectacular, spanning from Humbug Mountain to the south almost 180 degrees to the west bank of The Heads.

Drill Pole and Foundation

A drill pole resembling a ships mast and its mounting foundation, are located in the vegetation south of the Drill Field and Station buildings. As originally built, the drill pole was 19 feet 6 inches high. The pole was likely used for practicing the breeches buoy drill, which involved firing the line-throwing Lyle gun to the mast-like pole, rigging a breeches buoy to the line, and "rescuing" the victim.⁷ (See historic photograph #12)

The Lyle Gun was developed by Captain David A. Lyle, and was used for throwing lines from shore to distressed vessels for passing men and cargo to safety.⁸ The Lyle Gun was akin to a small cannon, which was capable of firing a seventeen pound projectile with a line attached to it as far as 700 yards, an important tool when high seas made vessel-to-vessel rescue difficult. It was used from 1878 until at least 1962.⁹

CIRCULATION SYSTEM

Concrete walkways, the boathouse stairway and the curbed driveway provide for the circulation around the site. Concrete walkways are located around the perimeter of each building and between the Barracks and Office Building, the Officer-in-Charge Residence, and the Garage buildings. There are additional walkways leading to the Boathouse Stairs and the site of the Lookout Tower.

The boathouse was located at the bottom of the long stairway which leads from the Station proper to the waters edge in Nellies Cove. The upper portion of the stairway was constructed of poured concrete, and the lower portion of wood. The upper sections of stairs are in good condition, but lower sections are more deteriorated with large sections

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shifting from their original positions. There are deteriorated remnants of wooden staircase sections at the bottom third of the stairway; in some cases they are completely gone. The white wooden rail that ran the entire length of the stair is also gone.

The Lookout was located one of several promontories south of the station proper, known as "The Heads". It was reached by a concrete pathway which remains in good condition, and now leads to the site of the Lookout, which is an impressive viewpoint.

The curbed driveway approaches the Station from the north, and curves into the middle of the property between the Officer-in-Charge Residence and the Barracks and Office Building, continuing around west of the Station into a small residential area known as Little America.¹⁰

PLANTING SYSTEM

Rows of Monterrey pine and Port Orford cedar trees line the curbed driveway up to the Station buildings. Alongside the Barracks and Office Building, a newer privet hedge now lines portions of the driveway, replacing the pine trees seen in historic photographs.

An open expanse of grass, just south of the Barracks and Office Building was used as a drill field, as labeled on historic site drawings and depicted in historic photographs. The space is slightly elevated from the Station buildings, and is delineated by rows of Monterrey pine trees on the north and south, and surrounded by heavy vegetation, including salal, salmonberry, and pine, fir and cedar trees typical of the rocky headlands on the southern Oregon coast on the east and west.

MISSING FEATURES

Features that appear in historic photographs but which are no longer extant include the radio tower, located just north of the Officer's Residence; a bell located behind the Barracks building; a gas pump located on the north side of the driveway between the Officer's Residence and the garages; the flagpole location in front of the Barracks building; and a water tower and cylindrical tank located west of the drill field.

The signal tower complex and access road appear clearly on aerial photographs from the 1970s. Since the property was surplussed by the Coast Guard, vegetation has encroached on the site, and virtually no trace of either the road or the site remains visible on 1994 aerial photographs.

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Despite the loss of several features, the property retains its spatial arrangement with the original circulation system, many of the original plantings, and five of its original buildings. Through these remaining features it continues to convey its period of development and its original function.

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¹ Andre Fourchy, U.S. Coast guard Civil Engineer, San Francisco, California to Commandant, U.S. Coast Guard, Washington D.C., January 18, 1932. Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office.

² Henry Kunowski, "Stairs of a Thousand Tears: Port Orford Lifeboat Station in Oregon," *Wreck and Rescue* Vol. 1, No. 1 (Hull, Massachusetts: U.S. Life-Saving Service Heritage Association, 1996), 11. A nearly identical residence still stands at Point Reyes Lifeboat Station in California.

³ Elisabeth Walton Potter, Historic Real Property Questionnaire "Officer's Quarters," Prepared for the Department of General Services, February 5, 1986.

⁴ Ralph Shanks and Wick York, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard* (Petaluma, California: Costano Books, 1996), 237 and 248.

⁵ Shanks and York, 248.

⁶ Correspondence from the Commandant to the Commander of the Coast Guard's Thirteenth District dated January 16, 1934 states that "The number of the station for aviation purposes only will be 318." It is possible that these were the numbers placed on the landing pad for site identification. Information on the original characteristics of the pad were told to Viola Cuatt, Point Orford Heritage Society by Tim Flake, whose father worked at the Station (phone conversation with Viola Cuatt, February 23, 1998).

⁷ Shanks and York, 31 and personal communication with Wick York, Mystic Seaport, December 1997. According to Shanks and York (page 69), a "...breeches buoy consisted of a common cork-filled life ring (a circular life preserver) with a pair of short-legged oversize canvas pants sewn inside. The person got into the breeches buoy as if putting on a pair of pants."

⁸ Shanks and York, 67.

⁹ Shanks and York, 67 from Sumner I. Kimball, "Organization & Methods of the United States Life-saving Service" (Washington: G.P.O., 1912), 25. Apparently the practical range of the Lyle Gun was often much less than the record 700 yards.

¹⁰ Little America was a residential development used by the married men stationed at Port Orford. The development was not included in this nomination because it is currently and was historically outside the property boundaries of the Coast Guard Station, located adjacent to the Coast Guard property to the north and east.

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.)

(Enter categories from instructions.)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

Maritime History

Architecture

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.

Period of Significance

1934-1945

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.)

Significant Dates

1934

Property is:

A Owned by a religious institution or is used for religious purposes.

Significant Person

(Complete if Criterion B is marked above)

N/A

B removed from its original location.

C a birthplace or grave.

Cultural Affiliation

N/A

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.

Architect/Builder

Yuhasz, Julius, Contractor

Narrative Statement of Significance

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

Areas of Significance

9. Major Bibliographic 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:

National Archives, Washington D.C

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PORT ORFORD COAST GUARD STATION,
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STATEMENT OF SIGNIFICANCE

The Port Orford Coast Guard Station is located in Curry County on the southern Oregon coast. Sited near Nellies Cove on a promontory 280 feet above sea level known as "The Heads", the location of the Station exemplifies the rugged beauty of the Oregon Coast and illustrates the need for lifeboat and lifesaving stations along the nearly inaccessible coastline.¹

The Port Orford Coast Guard Station, now known as the Port Orford Heads State Park, was established in 1934 as the southernmost Coast Guard Station on the Oregon coast. The property is being nominated as a historic district comprised of buildings, structures, landscape features, and other remnant features within an exceptional natural setting. The Station is significant under National Register Criterion A as an important aid to coastal navigation, which in turn was vitally important to Oregon shipping and economy. It is also significant for its association with the history and development of U.S. Coast Guard facilities on the Pacific Coast, which had a somewhat slow start following the establishment of the Coast Guard in 1915.

Coast Guard stations were an integral part of federally-sponsored support of coastal navigation, which, in turn, was vitally important to Oregon shipping and economy. In addition to preserving life at sea and maintaining aids to navigation, Coast Guard personnel regularly patrolled the Pacific coastline and beachfront, alert to the threat of enemy attack.²

Although there were other stations established in Oregon by the U.S. Life-Saving Service (the Coast Guard predecessor), this was one of the three earliest Coast Guard stations constructed in Oregon. Only two other extant Coast Guard stations pre-date the Port Orford Station, and neither retain the degree of integrity found at Port Orford.

The Port Orford Station is also significant under National Register Criterion C as one of Oregon's best preserved historic maritime sites. The remaining Station buildings include the Residence of the Officer-in-Charge (OIC), the Barracks and Office building, a garage, an equipment repair and storage building, and a pumphouse. The buildings in the Station complex gracefully combine the Cape Cod and classical building forms with Craftsman features presenting a Coast Guard style that was distinctive on the Pacific coast. The Barracks building type is derived from the Chatham-Type station, which was first developed by architect Victor Mendleheff of the U.S. Life-Saving Service in 1914.³ Twenty seven Chatham-Type stations were constructed around the United States, and fourteen remain.⁴

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Despite the loss of several features and the Boathouse, the site retains its original spatial arrangement, circulation system, and many of the original plantings, clearly conveying its period of construction and its original function.

The period of significance, 1934-1945, corresponds to the date of the Station's commissioning through the end of World War II, and the Station's return to regular status under the U.S. Coast Guard after temporary oversight by the U.S. Navy during wartime emergency.

THE U.S. LIFE-SAVING SERVICE AND THE U.S. COAST GUARD

The first organization dedicated to assisting mariners in distress was the Massachusetts Humane Society, a volunteer group founded in 1785.⁵ The Humane Society included in its membership prominent individuals such as Paul Revere and Samuel Adams. Its services were limited to the Massachusetts coastline.⁶ The first lifesaving structure in America was a house of refuge on Lovell's Island off Boston, built in 1789.⁷ These houses of refuge were unmanned; those in need had to get themselves to shore and the small garage-like huts where they would find food, water and other provisions necessary for survival.⁸ Eventually, boats were used to reach wrecks and rescue victims. The first lifeboat in the United States, a 30 foot long whaleboat rowed by 10 men, was built in 1807; the first lifeboat station was also built in this year at Cohasset, Massachusetts.⁹

In 1789, Congress assigned revenue duties as well as responsibility for running the lighthouse service and registering and clearing vessels to the newly formed Treasury Department.¹⁰ Collection of tariff duties was becoming increasingly difficult, and smuggling on merchant ships was common. Local customs officials and merchants were often in collusion in attempts to defraud the government, and the use of boats was seen as an effective way to secure revenue against contraband.¹¹ As a result, Congress passed an act in 1790 which created the Revenue Cutter Service, one of the earliest agencies to oversee the collection and protection of national revenue.

The Revenue Cutter Bill, passed on August 4, 1790, resulted in the construction of ten boats or "cutters" for the sole purpose of protection and collection of the United State's revenue. "For the first eight years, this small band of ships acted as the country's only navy. In the following years, the role of the United States Revenue Cutter Service expanded as the cutters were used in rescue missions as well. Their new role included rescuing shipwrecked vessels."¹² The use of the Revenue Cutter Service for rescue formed the foundation for future

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cooperation between the Cutter Service and the Life-Saving Service in life saving efforts.

The original Massachusetts Humane Society had expanded by the 1840s to include service to the New Jersey shoreline. It operated 18 lifeboat stations and many houses of refuge along both the Massachusetts and New Jersey coasts. To augment these efforts,

Congress responded [to increasing losses of life] by appropriating \$5,000 for the rescue of shipwreck victims in 1847. Because maritime disasters often occurred near lighthouses, whose keepers had traditionally offered assistance to mariners, the Treasury Department initially assigned the job of lifesaving to them.¹³

A year later, newly elected New Jersey congressman William A. Newall added an amendment to a lighthouse appropriations bill, creating the U.S. Life-Saving Service (USLSS). Supervision of the newly formed service was assigned to Revenue Cutter Service officer Douglas Ottinger, who proceeded to built eight new stations along the Atlantic coast.

Increases in commerce activity placed greater demands on both the Revenue Cutter Service and the U.S. Life-Saving Service. By 1854 the USLSS was operating 55 stations on the Atlantic and Gulf coasts, and the Great Lakes. Crews were assigned to new stations while older buildings and equipment fell into disrepair. "A victim of public indifference and neglect, the Life-Saving Service languished throughout the Civil War. Service was spotty at best, and a series of tragic disasters followed."¹⁴

After numerous shipwrecks resulting substantial loss of life, public outcry at inadequate Congressional support for maritime rescue efforts pressed Congress in 1871 to appropriate \$200,000 to the Life Saving Service.¹⁵ Sumner Increase Kimball was appointed to lead both the Revenue Cutter Service and the Life-Saving Service in February of 1871. Kimball's appointment to the post has been defined as "...the most important event in the history of the Life-Saving Service."¹⁶ His goal was to repair the broken reputation of Life-Saving Service through training, discipline, and defined regulations.

In 1878, following lengthy debate and discussion, Congress restructured the USLSS as an organization separate from the Cutter Service, under the Treasury Department. S.I. Kimball was nominated to head the USLSS, a position he held until 1915. Kimball insisted on discipline and efficiency, and by 1890, the Service was considered the best of its kind in the world.

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Lifeboats had been in use for rescues in the United States since the first was constructed by the Massachusetts Humane Society in 1807. These earliest lifeboats were man-powered wooden boats, which were often difficult to row across heavy surf or reefs. In 1899, First Lieutenant Charles H. McLellan installed a motor onto a 34-foot lifeboat, creating the precursor to the motor lifeboat.¹⁷ This led to the development of a motorboat specifically for USLSS use. By the mid-1910s, there were 150 power surfboats and lifeboats in use.¹⁸

Formed with the sole purpose of search and rescue at sea, the USLSS initially operated with the substantial financial and personnel support of the Revenue Cutter Service. The two agencies functioned separately from 1878 until 1915 when the [military] United States Marine Cutter Service and the [civilian] United States Life-Saving Service merged to form the modern-day United States Coast Guard.¹⁹ S.I. Kimball then retired as head of the agency, but remained active as president of the Board on Life-Saving Appliances until 1920.²⁰ He died in 1923.

The U.S. Coast Guard, under the new leadership of Ellsworth P. Bertholf, proceeded to establish stations along the Pacific Coast, including several in Oregon.²¹ The stations at Coos Bay (1916) and the Siuslaw River (1918-1919) were the earliest Coast Guard stations on the Oregon coast, and Port Orford, constructed in 1934, was the third. Port Orford Station retains the highest degree of integrity of the these first three.

MARITIME HISTORY IN OREGON

Early Spanish explorers began charting the waters of the Pacific coast in the 1500s. Don Bruno de Heceta was among the first to ply the waters off of Oregon, and in 1775 he observed strong currents at the mouth of the Columbia River, deducing that it must be a great river or passage to another sea.²² Captain James Cook was commissioned by Great Britain to explore the Pacific coast, and reached the northwest in 1778. Cook named several points along the Oregon coast, including Cape Perpetua and Cape Foulweather.

Captain Robert Gray of Boston made one of the most significant discoveries on the Pacific coast when he followed the suspicions of Heceta and others before him, and discovered and entered the mouth of the Columbia River in 1792. He named the river the Columbia after his ship, the *Columbia Rediviva*. This discovery eventually led to more extensive exploration of the Pacific northwest by Meriwether Lewis and William Clark in 1805-1806. Lewis and Clark, commissioned by the U.S. government under the presidency of Thomas Jefferson, constructed winter quarters in 1805-06 near present-day Astoria, calling it Fort Clatsop.²³

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Recognizing the profit and expansion potential in the northwest fur trade, expeditions were dispatched by both the United States and Great Britain in efforts to establish permanent settlements in the region. John Jacob Astor established the first permanent American settlement in 1811 at Astoria. Only 31 years later, in 1842, the Oregon Trail was surveyed by Lieutenant John Fremont, opening the west to migration and settlement by American pioneers.

The Columbia River became an important transportation route, and regular trade between the Oregon Territory and San Francisco were quickly established. In the early 1840s, the government sent the U.S. Coast Survey to the Pacific coast to map the coastline, as well as to locate sites for possible placement of permanent aids to navigation.²⁴ The California Gold Rush of 1849 increased shipping traffic along the Pacific coast, and the need for life saving service and other maritime aid was soon apparent. This was compounded by the fact that the West Coast had few harbors of refuge and therefore fewer options for short runs to safety in times of distress.²⁵

In 1873, S.I. Kimball (head of the U.S. Life-Saving Service 1871-1915) took part in a survey of the Pacific coast to determine locations for new lifesaving stations. The Pacific Coast Life-Saving District was established in the late 1870s, and consisted of California, Oregon, Washington, and Nome, Alaska forming the largest district in the Service.²⁶ The first life-saving station on the Pacific coast was Shoalwater (Willapa) Bay Life-Saving Station built in 1877 on the Washington coast, and a second was in place by 1878. Both were lifeboat stations with a paid keeper and an enrolled volunteer crew.²⁷ The first station constructed on the Oregon coast appears to have been located at Cape Arago (Coos Bay), built in 1878.²⁸

By 1889, there were still only 8 life-saving stations on the entire Pacific Coast. This was in part due to the perception that it had a "...bland climate, shipwrecks were rare, and the weather along the entire Pacific Coast was predictable."²⁹ Slow to realize the dangers found here, the USLSS pursued construction of only 20 new stations. By the end of the USLSS era in 1915, Superintendent Kimball had revised his opinion of the west coast, and the U.S. Coast Guard proceeded with plans to build several additional facilities.

The only remaining USLSS-constructed station in Oregon is the Tillamook Bay Life-Saving Station, built in 1908 at Bar View, Tillamook County on the northern Oregon coast. The station was built in the Petersons Point-style, an architectural type unique to the west coast. It is currently under private ownership, and in deteriorating condition. "Most Pacific Coast stations were built with designs or modifications unique to the West Coast."³⁰ Between 1875 and 1915 the Service utilized

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several architectural types for its stations in Oregon, constructing seven stations.³¹

Earlier stations on the Atlantic and Gulf coasts incorporated the boat house and the living quarters into one building. On the west coast, auxiliary boathouses were used, which allowed the station "...to have an equipped boathouse and a convenient launching site to eliminate time consuming trips dragging boats overland."³² After the turn of the century motor lifeboats became standard on the Pacific Coast, owing to the strong surf and the distances often necessary to reach shipwrecks. The strong surf in conjunction with the steep terrain also made auxiliary boathouses more desirable.

The early U.S. Coast Guard implemented architectural styles distinct from those of the USLSS, including a "transition period-type" illustrated by the Port Orford Lifeboat Station.³³ This style is derived from the Chatham-Type station, which was first developed by the last USLSS architect Victor Mendleheff in 1914.

Unfortunately virtually nothing has been found on Mendleheff's background prior to joining the Service. His personnel records are missing from Treasury Department files and nor references to his works are known to have appeared in any architectural or biographical publications. While in the Service, however, he was the most prolific of all its architects, staying the longest and producing the most designs.³⁴

Twenty seven Chatham-Type stations were constructed around the United States. Other extant stations illustrating this style are located in Maine, Massachusetts, Virginia and North Carolina. On the Pacific coast, the 1917 Bolinas Bay Station in California is extant, as well as the Chatham-Type Modified design at Point Reyes in California. The Siuslaw River Life-Saving Station at Florence, Oregon was a Chatham-Type station, built in 1917 with a cupola, but is no longer standing.

The Barracks building at Port Orford is the only one of the Chatham-type remaining on the Oregon coast, and is made more unique by the fact that it is a Coast Guard station with buildings derived from plans developed by the U.S. Life-Saving Service. Additionally, plans for the Port Orford Officer-in-Charge Residence were drawn from those for Point Reyes, though it is not clear whether they were drawn by Mendleheff himself.³⁵

"The Coast Guard's lasting monuments of the period from the 1920s through the early 1940s were the magnificent neocolonial lifeboat stations constructed during the period. These represented the highest achievement in Coast Guard architecture, one not equaled to this day. World War II changed lifeboat station designs and made them more

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military in character [and in the following years] Coast Guard architecture declined in grandeur...³⁶ The buildings at the Port Orford Station clearly fall, both chronologically and stylistically, into category of the last of the neocolonial Coast Guard architecture. Although simple, they exemplify the Coast Guard style as it was used on the Oregon coast, and are some of the last of their type remaining.

PORT ORFORD AND THE COAST GUARD STATION DEVELOPMENT

Port Orford, Curry County, is located about seven miles north of Cape Blanco. "Nestled in the port of Port Orford today are commercial fishing vessels, but not too many decades ago, lumber-carrying steam schooners and 36-foot Coast Guard motor lifeboats plied these waters."³⁷ The Curry County coastline between Humbug Mountain and Cape Blanco, historically hazardous to ocean-going vessels and smaller fishing boats alike, has been the scene of dozens of shipwrecks.

In 1792, Captain George Vancouver sighted what we now know as Cape Blanco, and named it Cape Orford in honor of George, Earl of Orford. This name has prevailed in the community since the 1850s, and the Port Orford post office was established in 1855.³⁸

Nellies Cove is the middle of three coves just west of the bay at Port Orford and just southwest of the town of Port Orford. Nellies Point is the promontory on the east of Nellies Cove. These features were named for Sarah Ellen Tichenor, youngest daughter of Captain William Tichenor, the famous pioneer of the locality. She was known as Nellie and the cove and point were her favorite spots on the old Tichenor property. ... Sarah Ellen Tichenor was born in Illinois in 1848. She was brought to Port Orford probably in May 1852, and spent her girlhood there. Later she married E.W. McGraw and lived in San Francisco.³⁹

Port Orford was settled in 1851, founded by Captain William Tichenor and nine of his men who landed a few miles south of Cape Blanco.⁴⁰ Captain Tichenor soon obtained a Donation land claim and platted the town, offering lots for sale. Due to skirmishes between the Indians and the settlers, in 1851 a military post was established, called Fort Orford. The Fort was located northeast of the present-day Lifeboat station, and the military presence continued until about 1855. Curry County, originally part of Jackson, and later Coos County, was established by an 1855 act of the legislature. The bill was introduced by Capt. Tichenor.⁴¹

Lumber mills were in operation as early as 1851, and by the early 1880s Port Orford was an important milling and shipping point for both lumber and gold. The Gold Beach Gazette of November 28, 1890 describes the

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harbor: "Port Orford harbor is now one of the best on the Pacific Coast for about nine months of the year, and that with the proposed improvement, or even a part of it, it will be one of the finest deep water harbors in the world."

The increase in shipping traffic up and down the Pacific Coast, and the attempts to establish major shipping ports along the Oregon coast resulted in increasing incidents of shipwreck. This was a concern to local residents and shipping companies alike, both for humanitarian and economic reasons. As a result, in 1891, an act of Congress authorized the establishment of a life-saving station at or near Port Orford. As early as 1894, discussion among the U.S. Life Saving Service, legislators, and local residents was taking place regarding its exact location. From the beginning, residents enthusiastically supported the establishment of a station at Port Orford, and many considered Nellies cove to be the appropriate location. A scoping trip was made by the Life-Saving Service to Port Orford in 1894, at which time Nellies Cove was labeled as "rugged and precipitous in nature" requiring expensive engineering to accommodate a station.⁴² A 1904 letter to Supt. Kimball, submitted by several members of Port Orford's business community, expressed differences with the Coast Guard finding.

Dear Sir:

We wish to call your attention to that portion of Capt. C.L. Hooper's and T.J. Blakeney's report upon a site for a Station at "Nellies Cove" at Port Orford which reads as follows to wit:-

"After a thorough examination of the vicinity of Port Orford, no site could be found, where a Station could be built, owing to the rugged and precipitous nature of the Coast, involving expensive engineering work, without expenditure of money disproportionate to the benefits, that would result etc" We denounce this report as being absolutely false, and beg to assure you, that the north side of Nellie's Cove is not "rugged and precipitous" that no "Expensive Engineering" would be required that the slope is almost a r-----, and, that our women and children walk easily up and down it, and Hooper and Blakeney, are the only men we have ever heard of, to say that it was not an ideal place for a L.S. Station.

We beg leave also to remind you that within the last two years, there have been in sight of Port Orford Heads, three disasters, involving the loss of 23 lives, including two women, - and all of these disasters could have been s-----d, by a station here, a "beneficial result" that cannot be estimated in money.

Wherefore we recommend that you again have the Site at Nellie's Cove examined by some men of practical ability, and also by absolute honesty.⁴³

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Numerous appeals such as this were sent to Kimball, encouraging the Service to persist in its plan to locate a station at Port Orford. Over the next decade, repeated efforts were made to acquire the property at Nellies Cove, but the owner of the cove property placed too high a value on it for the government to justify purchase.

Years passed, and negotiations continued as property changed hands, easements negotiated, and sites re-evaluated. In 1906, it was suggested and approved that the station be located on the wharf in Port Orford, rather than Nellies Cove. This option was derailed in part by the loss in the 1906 San Francisco earthquake and fire of all paperwork showing ownership of the land by the prospective sellers, and in part by a dissenting adjacent landowner. From 1907 to the 1920s, persistent prompting from legislators and local business owners dominated the correspondence on the subject. In 1914, S.I. Kimball responded to an inquiry made by Congressman Hawley regarding the Station:

My dear Congressman:

I have the honor to acknowledge the receipt of your communication of the 21st instant stating that you have received a letter from a constituent of yours, Hon. R.A. Booth, Eugene, Oregon, who inquires as to the present status of the proposed life-saving station at Port Orford, Oregon. You ask particularly whether an appropriation has been made for this station and you request a brief history of the matter.

The establishment of a life-saving station at or near Port Orford, Oregon, was authorized by act of Congress of March 3, 1891. In due course a commission was appointed by the Secretary of the Treasury to select sites for this and other stations on the Pacific Coast. This commission reported that after a thorough examination of the vicinity of Port Orford no site could be found where a station could be built owing to the rugged and precipitous nature of the coast involving expensive engineering work, without an expenditure of money entirely disproportionate to the benefits which would result, and that, therefore, the establishment of a station at that point was not feasible. In the year 1905, the matter having been again brought to the attention of the Department, another commission was appointed to select a site for a station at Port Orford. This commission reported the selection of a site but stated that great difficulty was experienced in finding a site that could be utilized, and it was estimated that the construction of a station and accessories on the site selected would cost not less than \$30,000. Owing to certain complications that arose the Government failed to obtain title to the site selected. It does not appear that any definite action has been taken in this matter for the past four or five years. Official reports and estimates on file seem to show conclusively that on account of the nature of the coast and the physical obstacles to be overcome any kind of station that could be constructed at Port Orford would be very expensive, and it appears that even

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if a station building, launchway, etc. were placed on the site selected at the lowest possible cost, which as indicated above would not be less than \$30,000, there would be no assurance that the launchway would not be damaged or destroyed by the storms and tides of winter. The statistics of wrecks covering the past fifty years show that disasters to shipping in that locality have not been very frequent, and there seems to be a serious question whether the probable benefits which would result would justify the expenditure of money involved in constructing, manning, and maintaining a life-saving station at Port Orford.

No specific appropriation has been made for the construction of a life-saving station at Port Orford. Specific appropriations for the construction of particular life-saving stations have not, as a rule, been made. It is the custom of Congress to make appropriations from time to time for the establishment of new life-saving stations on the sea and lake coasts of the United States authorized by law, to be available until expended. At the present time the unexpended balance of existing appropriations for this purpose, together with the appropriation expected to be made in the pending sundry civil bill, will all be needed for the payment of contemplated contracts for the construction of new life-saving stations at other points.

Very truly yours,
(Signed) S.I. Kimball

General Superintendent 44

When the Life-Saving Service merged with the Revenue Cutter Service in 1915, pressure to establish a station at Port Orford did not ease on the newly formed U.S. Coast Guard. The need was still apparent to local residents, and rescue attempts were often undertaken by citizens using their own motor boats. W.H. Meredith, a Port Orford attorney, wrote the following to George Chamberlain of the USLSS in 1910:

...About a year ago, when the Czarina was wrecked on the Coos Bay bar, and the men hung to the masts for two days in view of the shore & the Station there was helpless, because they could not get out over the bar, parties here went out in a motor boat in Port Orford harbor, just to prove that while they were helpless at Coos Bay, they could go to sea from this harbor, if they had proper equipment...

And when the S. Portland was wrecked on the rocks near Cape Blanco a few years ago in the fog, the Bandon Life-Saving Crew could not get out with their boat over the bar there, and came down to Port Orford overland to try to help save some of the unfortunate victims, but they got here too late. In time however, to see that the citizens here had gone out in small boat from this harbor and picked up several of the victims, and had there been a station here, every life could easily have been saved.⁴⁵

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In 1929 a third trip to the site by representatives from the U.S. Coast Guard resulted in a finding that Nellies Cove was indeed the appropriate site for a station, but there were at that time no funds available for the construction of a life-saving station. Finally in 1932, an \$83,000 appropriation was made for the establishment of the station. After clearing a confusing chain of title and ultimately acquiring the desired parcels, construction began from plans that were reputedly traced, in part, from those used at Point Reyes Station in northern California.⁴⁶ Construction of the boathouse was tricky, and the Curry County Reporter stated that "Owing to the steepness of the trail all materials had to be conveyed to the site by means of a skyline."⁴⁷ The contractor in charge of the project was Julius Yuhasz, who came from the midwest and spent two years in Port Orford seeing the project to its completion. Ovid Olson assisted in the construction.⁴⁸

Forty-three years after initiation of the project, Port Orford Station was completed in June of 1934. It was placed in commission at 8:00 am on July 1, 1934 with Nils Nilsson the appointed Officer-in-Charge.⁴⁹ The station was soon equipped with two motor boats, two pulling boats, and a crew of thirteen.⁵⁰ The original crew consisted of Nils Nilsson, Officer-in-Charge, Odell Flake, Roy Mills, Art Hinderlee, Sheldon Williams, Leonard Stursa, Jack Ellis, Jim Holcomb, Oscar Hedman, Larry Eastman, Jim Dare, Earl Corlies and Don Douglas.⁵¹

Patrolling the coastline and maintaining aids to navigation were among the routine activities at the Port Orford Station. The U.S. Coast Guard normally operates as a branch of the Department of the Treasury, but in times of war it comes under the jurisdiction of the U.S. Navy. Following a Japanese shelling of Fort Stevens near Astoria in the early years of the World War II, tensions ran high as the threat of bombing or invasion by the Japanese became possibilities. The Coast Guard became an important component of the defense of the Pacific coast. At Port Orford Station "...the number of personnel increased to well over one hundred [men]. Coast Guardsmen slept in the attic of the Station [Barracks building]."⁵² The Station was further transformed by the addition of "...a guardhouse, sentries, guard dogs, barbed wire, machine gun pits and foxholes. Below the foxholes stood a twenty millimeter cannon."⁵³ During the war along the entire Oregon coast, restrictions included "dim-out" lights on vehicles, black-out curtains in the buildings to prevent interior lights from being seen outside by possible enemy aircraft. The Coast Guard patrolled the coastline constantly for suspicious activity, using guard dogs and watchmen.

On the night of October 5, 1942, an I-25 Japanese submarine torpedoed and sank a Richfield Oil tanker, the *Larry Doheny*, south of Port Orford.⁵⁴ The ship was abandoned, and survivors picked up by the USS Coos Bay. Under cover of darkness on October 6, some of the men were

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taken to the Port Orford Legion Hall, some to the Community Hall, and some to the Coast Guard Station, where they were given food and medical aid. To reduce the risk of being discovered by enemy spies, they were dressed as civilians and secretly bussed out of the area.

The Port Orford Station was under Navy jurisdiction from 1939 until the end of World War II in 1945. After the War the Station resumed its peacetime duties, which included boat drills, rifle practice, equipment drills and checks, and maintenance, as well as rescues.

As early as 1939 pressure on the Port Orford Station was relieved by the establishment of a new Coast Guard Station at Bandon. Additionally, older stations were outmoded by increasingly sophisticated aids to navigation and rescue equipment. A new Coast Guard Station was built in a protected harbor at Brookings in 1964, further reducing the need for the older station.⁵⁵ The Port Orford Station continued its service until it was decommissioned in 1970. Oregon State University used the Station buildings as a teaching facility between 1970 and 1976. The site was deeded to Oregon State Parks in 1976, and it then opened to the public as the Port Orford Heads State Park.

The Station today no longer reflects a fully functional life saving facility, having lost several features, particularly the Boathouse, to fire or attrition. Despite these losses, the circulation system, remnant footings, and the five historic buildings together continue to convey a particular sense of place, time, and function that is unique to the southern Oregon coast.

The Port Orford Coast Guard Station meets National Register Criterion A as an important aid to coastal navigation, which, in turn, was vitally important to Oregon shipping and economy. Additionally, it is significant for its contribution to the World War II defensive efforts on the Pacific. The Station also meets National Register Criterion C as one of the best-preserved example of the early Coast Guard Stations on the Oregon Coast.

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PORT ORFORD LIFEBOAT STATION TIMELINE

Sept. 2, 1789	Treasury Department established by act of Congress
Aug. 4, 1790	U.S. Revenue Cutter service organized
1807	First lifeboat station in the United States constructed at Cohasset, Massachusetts by the Massachusetts Humane Society
Aug. 14, 1848	United States Life-Saving Service established
1877	First U.S. Life-Saving Station built on Pacific coast at Shoalwater (Willapa) Bay, Washington coast
1878	First U.S. Life-Saving Station built on Oregon coast at Cape Arago, Coos Bay, Oregon
April 1894	Scoping trip by T.J. Blakeney, Superintendent of the 13th Life-Saving District, and C.L. Hooper of the U.S. Revenue Cutter Service to determine suitable site for lifeboat station. Reported back to General Superintendent S.I. Kimball that site at Nellies Cove identified as suitable.
June 1894	Several landowners agree to sale or lease of land to USLSS at reasonable cost. However, S.E. McGraw sets price of land at Nelly's Cove at \$1,000,000, a price deemed too high for purchase by the government. This significantly slows the process of establishing a station at Port Orford.
1904	U.S. Senators, Congressmen, and local business people write to USLSS General Superintendent Kimball inquiring on the establishment of Port Orford Life-Saving Station, including requests for re-evaluation of the proposed site at Nelly's Cove.
February 1905	Kimball sends Capt. William H. Roberts and Capt. Fred Munger to re-evaluate suitable sites; including an alternative site at Port Orford wharf. Roberts and Munger are directed to obtain conference with owners, discuss land donations or lowest price offers

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- Feb. 22, 1905 E.W. McGraw states that he will sell 50' square for boathouse plus 50' wide right-of-way from boathouse to area near top of bluff (The Heads) for \$250. He will convey approximately 300' square parcel* at top of bluff for station for \$1000.
- Feb. 22, 1905 E.W. Jensen offered to sell 300' square* "...for construction of buildings connected with the Life-Saving Service at Port Orford, Oregon, situated at the head of Nelly's Cove..." for the sum of \$300 plus rights of access.
- * NOTE: Ownership of the above mentioned 300' square parcel at this point is unclear since both McGraw and Jensen are offering it for sale.
- A newspaper notice suggests a possible site at the wharf in the town of Port Orford, which is preferred, since McGraw is not "...anxious to dispose of..." his property.
- March 1905 Recommendation is made to utilize wharf location for establishment of Station, with power boat to reach across reefs. This site preferable to Nelly's Cove because of lower cost of development.
- March 15, 1906 Kimball instructs Capt. Munger and Capt. D.F. Tozier to visit Port Orford and arrange for the acquisition of Oregon Coal and Navigation Co. land on wharf for agreed upon sum of \$300.
- May 1906 San Francisco Earthquake and fire destroys "...all papers of every kind showing the ownership of the land in question..." (regarding parcel to be conveyed from Oregon Coal and Navigation Co. to USLSS.)
- June 1906 Adjacent property owner objects to conveyance because of possible obstruction of access to lumber mill on his property. USLSS is faced with reducing the size of the acquisition or abandoning the site.
- 1907-1910 Numerous inquiries are made to the USLSS regarding the disposition of the station at Port Orford.

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- 1910-1914 S.I. Kimball writes to U.S. Senator Chamberlain and numerous other inquiring parties stating that construction of a "...station dwelling, boathouse, launchway, outbuilding, etc would exceed the sum of \$30,000. Add this to maintenance of a station and the salaries of a keeper and crew...[and it is] ...not practicable to take further steps toward construction of a station at Port Orford at this time."
- 1915 By an act of Congress, the U.S. Life-Saving Service and U.S. Revenue Cutter Service are combined to create the modern-day U.S. Coast Guard.
- February 1929 Third trip to Port Orford commissioned to "make a careful examination...determining the suitability of the locality as a site for a Coast Guard Station." District Commander John Kelly and Field Assistant Andre Fourchy are assigned, and determine that the station should be located at Nelly's Cove.
- Feb. 24, 1929 Correspondence from Acting Commandant B.M. Chiswell to U.S. Senator Frederick Steiwar: The officers who visited the site are of the opinion that "...if a station is to be provided, it should be placed at Nelly's Cove." They continue that "...there are no funds available for the construction of this station... No appropriation since 1918, with one exception, has been made by Congress for the construction of Life-Saving (Coast Guard) stations..."
- 1929 In 1929, there were 16 Coast Guard Stations authorized by law to be established nationwide, but no financial support for their construction. In the list of relative order that they would be constructed, Port Orford was third.
- Winter 1931 Congress passes \$83,000 appropriation for construction of a station at Port Orford. "A six room bungalow for the officer in charge, and a two story dwelling for the crew should be built, on the level tract west of the cove..."
- Winter-Spring 1932 Drawings for proposed buildings at Port Orford being prepared; construction work to begin in April.

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1932 Most of year spent negotiating deeds, easements, and clearing title discrepancies. Land acquired by the Coast Guard for use by the agency reverts to grantors on formal abandonment by the Coast Guard.

Confusing problems with multiple mortgages on the McGraw Tract were the subject of numerous letters in 1932. These problems posed some threat to the appropriation money, but were eventually resolved early in 1934.

February 1934 Port Orford Station nearing completion.

For the purposes of this nomination, the beginning of the historic period of significance is marked from the opening of the development phase in this year.

July 1, 1934 Port Orford Station placed in commission at 8:00 am.

October 5, 1942 SS *Larry Doheny* torpedoed by an enemy submarine off of Curry County coast. Survivors of the attack were brought ashore at Port Orford. Some were given aid at the Port Orford Station.

December 8, 1942 United States Congress declares war on Japan. U.S. Coast Guard comes under jurisdiction of the U.S. Navy for the duration of the war.

August 15, 1945 V-J Day. Victory declared over Japan, and beginning of end to coastal defense alert.

Cessation of war in the Pacific marks the end of the historic period of significance for the purposes of this nomination.

1970 Port Orford Station declared as excess property by the U.S. Government and decommissioned

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Other stations constructed in Oregon by the U.S. Coast Guard during the historic period include:⁵⁶

<u>FACILITY</u>	<u>LOCATION</u>	<u>DATE</u>	<u>ARCHITECT</u>	<u>STATUS</u>
USCG Station	Point Adams (Hammond)	1938	unknown	leased to Nat'l Marine Fisheries Service
USCG Station	Tillamook Bay (Garibaldi)	1936	unknown	US Coast Guard
USCG Station	Yaquina Bay (Newport)	1938	unknown	US Coast Guard
USCG Light Station	Mouth of Umpqua River (Winchester Bay)	1939	unknown	Douglas Co. park
USCG Lifeboat Station site	North Spit (Coos Bay)	1920	unknown	Private resid.
USCG Lifeboat Station	Charleston (Coos Bay)	1916	unknown	Only boathouse remains
USCG Lifeboat Station	Coquille River (Bandon)	1939	unknown	Port of Bandon

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¹ The name "Nellies Cove" is spelled several ways, including "Nelly's" and "Nellie's." Lewis McArthur's *Oregon Geographic Names* cites the location as Nellies Cove, and that is the spelling used throughout this document.

² Sally Donovan and Marianne Kadas, "U.S. Coast Guard Station, Umpqua River, Administration and Equipment Buildings" National Register nomination form (1991), Section 8 page 1.

³ Ralph Shanks and Wick York, *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard*. (Petaluma, California: Costano Books, 1996), 237.

⁴ Shanks and York, 248. Of these fourteen, one remains at Bolinas Bay, California and one at Point Reyes Station, California.

⁵ Shanks and York, 2. A second source, Irving H. King's *The Coast Guard Expands, 1865-1915* (Annapolis, Maryland: Naval Institute Press, 1996), 192, cites the Massachusetts Humane Society as having incorporated in 1791.

⁶ Shanks and York, 2.

⁷ Shanks and York, 214.

⁸ Shanks and York, 3.

⁹ Shanks and York, 3-7.

¹⁰ Irving H. King, *George Washington's Coast Guard: Origins of the U.S. Revenue Cutter Service, 1789-1801*. (Annapolis, Maryland: Naval Institute Press, 1989), 5.

¹¹ Irving H. King, *George Washington's Coast Guard: Origins of the U.S. Revenue Cutter Service, 1789-1801* (Annapolis, Maryland: Naval Institute Press, 1989), 10.

¹² Donovan and Kadas, "U.S. Coast Guard Station, Umpqua River, Administration and Equipment Buildings" National Register nomination form (1991), Section 8 page 24.

¹³ King, *The Coast Guard Expands*, 193.

¹⁴ King, *The Coast Guard Expands*, 195.

¹⁵ Shanks and York, 7.

¹⁶ King, *The Coast Guard Expands*, 196.

¹⁷ Shanks and York, 109.

¹⁸ Shanks and York, 111.

¹⁹ Donovan and Kadas, "U.S. Coast Guard Station, Umpqua River, Administration and Equipment Buildings" National Register nomination form (1991) Section 8 page 24; and Shanks, 207.

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- 20 Robert E. Johnson, *Guardians of the Sea: History of the United States Coast Guard, 1915 to the Present* (Annapolis, Maryland: Naval Institute Press, 1987), 33.
- 21 Johnson, *Guardians...*, 34.
- 22 Donovan, Sally and Barb Kachel, "Lighthouse Stations of Oregon," National Register of Historic Places Multiple Property Documentation Form (1992), E4.
- 23 The Fort Clatsop National Memorial, located near Astoria in Clatsop County, commemorates the arrival of the Lewis and Clark Expedition to the Pacific coast. It includes a replica of several buildings and a log stockade along with modern visitor facilities.
- 24 Donovan and Kadas, "U.S. Coast Guard Station, Umpqua River, Administration and Equipment Building," (1991), Section 8, page 12.
- 25 Shanks and York, 186.
- 26 Shanks and York, 186.
- 27 King, *The Coast Guard Expands*, 198.
- 28 Shanks and York, 244.
- 29 King, *The Coast Guard Expands*, 203.
- 30 Shanks and York, 187.
- 31 Shanks and York, 242-248. The seven stations were located at Cape Arago (1875-type, built 1878), Point Adams (Fort Point-type, 1889), Umpqua River (Marquette, 1890), Coos Bay (Marquette, 1890), Coquille River (Marquette, 1890), Yaquina Bay (Marquette, 1895), and Tillamook Bay (Petersons Point-type, 1908). Only the Tillamook Bay Station building is extant.
- 32 Shanks and York, 189.
- 33 Shanks and York, 205.
- 34 Shanks and York, 237.
- 35 Original plans indicate that they were traced from the Point Reyes Plans.
- 36 Shanks and York, 207.
- 37 Henry Kunowski, "Stairs of a Thousand Tears, Port Orford Lifeboat Station in Oregon," *Wreck & Rescue, The Journal of the U.S. Life-Saving Service Heritage Association* (Vol. 1, No. 1 (Spring 1996)), 11.
- 38 Lewis A. McArthur, *Oregon Geographic Names Sixth Edition* (Portland, Oregon: Oregon Historical Society Press, 1992), 682.
- 39 McArthur (1992), 613.

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40 Emil R. Peterson and Alfred Powers, *A Century of Coos and Curry: History of Southwest Oregon* (Portland, Oregon: Binfords & Mort Publishers, 1952), 37.

41 A.G. Walling, *History of Southern Oregon, Comprising Jackson, Josephine, Douglas, Curry and Coos Counties* (Portland, Oregon: A.G. Walling, 1884), 475.

42 S.I. Kimball, General Superintendent, Washington D.C. to Honorable C.W. Fulton, United States Senate, Washington D.C., December 13, 1904. Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office.

43 ---- Johnson, Frank A. Stewart, Walter Sutton, ---. Stewart, E.W. Jensen, John A. Miller, and Louis Knapp, all in Port Orford, Oregon to S.I. Kimball, Washington D.C., written correspondence, December 29, 1904. Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office.

44 Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office.

45 W.H. Meredith, Port Orford, Oregon to Hon. George E. Chamberlain, Washington D.C., December 12, 1910. Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office. "The wreck of the Czarina was the greatest marine tragedy on the Pacific Coast at the beginning of the century. One January 12, 1910, twenty-three of her crew of twenty-four perished in the surf at the mouth of Coos Bay, 'under conditions that made rescue by any human agency impossible.'" Enest Osborn and Victor West, *Men of Action, A History of the U.S. Lifesaving Service on the Pacific Coast* (Bandon, Oregon: Bandon Historical Society Press, 1981), 110.

46 The Point Reyes Residence is nearly identical to the Port Orford OIC Residence. The boathouse at Point Reyes is similar in design, though larger than the old boathouse at Port Orford.

47 Curry County Reporter, July 13, 1933.

48 Viola Cuatt, Point Orford Heritage Society, personal communication, November 13, 1997.

49 U.S. Coast Guard Official Dispatch, July 1, 1943. Port Orford Heads Life Saving Station Historic Acquisition Records, U.S. Coast Guard Archives, Atlanta, Georgia. Copy located at the Oregon State Historic Preservation Office.

50 Curry County Reporter, July 5, 1934.

51 Lucile Douglas to Viola Cuatt, written correspondence, April 1, 1991.

52 Larry Hennigh, "Memories of the Coast Guard Station," *The Point Orford Heritage Society News* (Fall 1997), 5.

53 Hennigh, "Memories of the Coast Guard Station," 5.

54 Viola Cuatt, Point Orford Heritage Society, personal communications, 1996-1997; Frank Eckley, Port Orford Heads State Park, personal communications 1996-1997; Bert Webber, *Retaliation: Japanese Attacks and Allied Countermeasures on the Pacific Coast in World War II* (Corvallis, Oregon:

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Oregon State University Press, 1975), 22. All information regarding this incident was taken from these sources.

55 Kunowski, 12.

56 This information was taken from a list compiled from the Oregon Statewide Inventory of Historic Properties in 1980.

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Port Orford Coast Guard Station
Name of Property

Curry County, Oregon
County and State

10. Geographical Data

Acreage of Property 101.29

Port Orford, Oregon 1:24000

UTM References

(Place additional UTM references on a continuation sheet)

(A) 1 | 1 | 0 | 3 | 7 | 6 | 9 | 7 | 0 | 4 | 7 | 3 | 3 | 4 | 8 | 0 |
Zone Easting Northing

(B) 3 | 1 | 0 | 3 | 7 | 6 | 9 | 6 | 0 | 4 | 7 | 3 | 2 | 1 | 4 | 0 |
Zone Easting Northing

(C) 2 | 1 | 0 | 3 | 7 | 5 | 9 | 7 | 0 | 4 | 7 | 3 | 2 | 1 | 4 | 0 |

(D) 4 | 1 | 0 | 3 | 7 | 5 | 9 | 8 | 0 | 4 | 7 | 3 | 3 | 4 | 8 | 0 |
[] 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 Point Orford Heritage Society; Elizabeth Carter, State Historic Preservation Office
organization _____
street & number P.O. Box 1132 telephone 541-332-3900
city or town Port Orford state Oregon zip code 97465

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 Oregon Parks and Recreation Department and United States Coast Guard
street & number 1115 Commercial Street N.E. telephone 503-378-5001
city or town Salem state OR zip code 97310

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 D.C. 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington D.C. 20503.

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Verbal Boundary Description

The entire nominated property is located in Sections 5, 6, 7, and 8, Township 33 South, Range 15 West of the Willamette Meridian, Curry County, Oregon. The property is described in several parcels, as follows:

Parcel A (In process of being transferred to State Parks ownership)

Beginning at an iron pipe forming the SW corner of Section 5, in Township 33 South Range 15 West, WM, said iron pipe also forming the common corner of Sections 5, 6, 7, and 8 in Township 33. Then running north between Sections 5 and 6 a distance of 500 feet to a point; thence running east, parallel to the south line 500 feet to a point on the southerly line of Section 5; thence west along said southerly line of Section 5 a distance of 450 feet to the point of the beginning, containing 5.17 acres, more or less.

Parcel B (Area of boathouse)

Starting at an iron pipe marking the northwest corner of Section 8, in Township 33 South, Range 15 West, WM, and running eastward on the north line of Section 8 a distance of 900 feet to the true point of beginning; thence south 350 feet to a point; thence east a distance of 125 feet more or less to a point on the low water mark of Nellie's Cove; thence following the meandering of the low water mark of Nellie's Cove in a northerly easterly, and other directions to a point on the easterly side of Nellie's Cove where the low water mark intersects the bluff; thence eastward 50 feet more or less to the point of intersection of the 50 foot contour of the bluff; thence northerly westerly and other directions following the 50 foot contour of the bluff to a point where the 50 foot contour intersects a line at right angles from the north line of Section 8 and 300 feet eastward of the true point of beginning; thence northward 100 feet more or less to a point on the north line of Section 8; thence west 300 feet to the true point of beginning, containing 3 acres, more or less.

Parcel C (Lookout Tower site)

A plot of ground 100 feet square, the northwest corner of which is 1030 feet south and 330 feet east of the northwest corner of Section 8, Township 33 South, Range 15 West, WM, containing 0.23 acres, more or less.

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Parcel D (including Station buildings and area east)

Starting at an iron pipe forming the southwest corner of Section 5, Township 33 South, Range 15 West, WM; thence east along the south line of Section 5 a distance of 450 feet to the point of beginning; thence continuing east on said south line of Section 5 a distance of 1110 feet to a point; thence north a distance of 500 feet to a point; thence west a distance of 1110 feet to a point north of the point of beginning; thence south a distance of 500 feet to the point of beginning, containing 12.77 acres, more or less.

EXCEPTING the following parcel of land together with improvements located thereon:

The North 200 feet of the East 100 feet of Parcel "D", approximately 1.37 acres.

Tract No. A-100 (former signal tower site)

A parcel in Lot 1, Section 8, Township 33 South, Range 15 West of the Willamette Meridian, Curry County, Oregon, described as commencing at the northwest corner of said Lot 1; thence east along the north line thereof 360 feet; thence from a tangent of South 2 degrees 30' east along a 20 degree curve to the left, through a central angle of 13 degrees 24', for a distance of 67 feet; thence South 15 degrees 54' east 376 feet; thence along a 20 degree curve to the right, through a central angle of 6 degrees 03', for a distance of 30.25 feet to the true point of beginning; thence North 80 degrees 09' east 108 feet; thence South 9 degrees 51' east, 150 feet; thence South 80 degrees 09' west 145 feet; thence North 9 degrees 51' west 150 feet; and thence North 80 degrees 09' east 37 feet to the true point of beginning. This parcel contains 1.37 acres, more or less.

Tract 47342 (Land along the coastline, currently owned by Oregon Parks and Recreation, but not historically owned by the U.S. Coast Guard.)

This tract consists of the following parcels of land situated in Township 33 South, Range 15 West, Sections 6, 7, and 8, Willamette Meridian. The parcel of land to which this description applies contains 80 acres, more or less, of which approximately 10 acres lie between the ordinary high tide line of the Pacific Ocean and the line of vegetation as established by Section 8, Chapter 601, Oregon Laws 1969.

This parcel includes Nellies Point, the headland parcel which bounds Nellies Cove to the east of Parcel B.

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Acreege contained in the nominated area is calculated as follows:

Parcel A	5.17 acres
Parcel B	3.00 acres
Parcel C	0.23 acres
Parcel D	11.40 acres (12.77 total minus exception of 1.37)
Tract A-100	1.49 acres
Tract 47342	80.00 acres

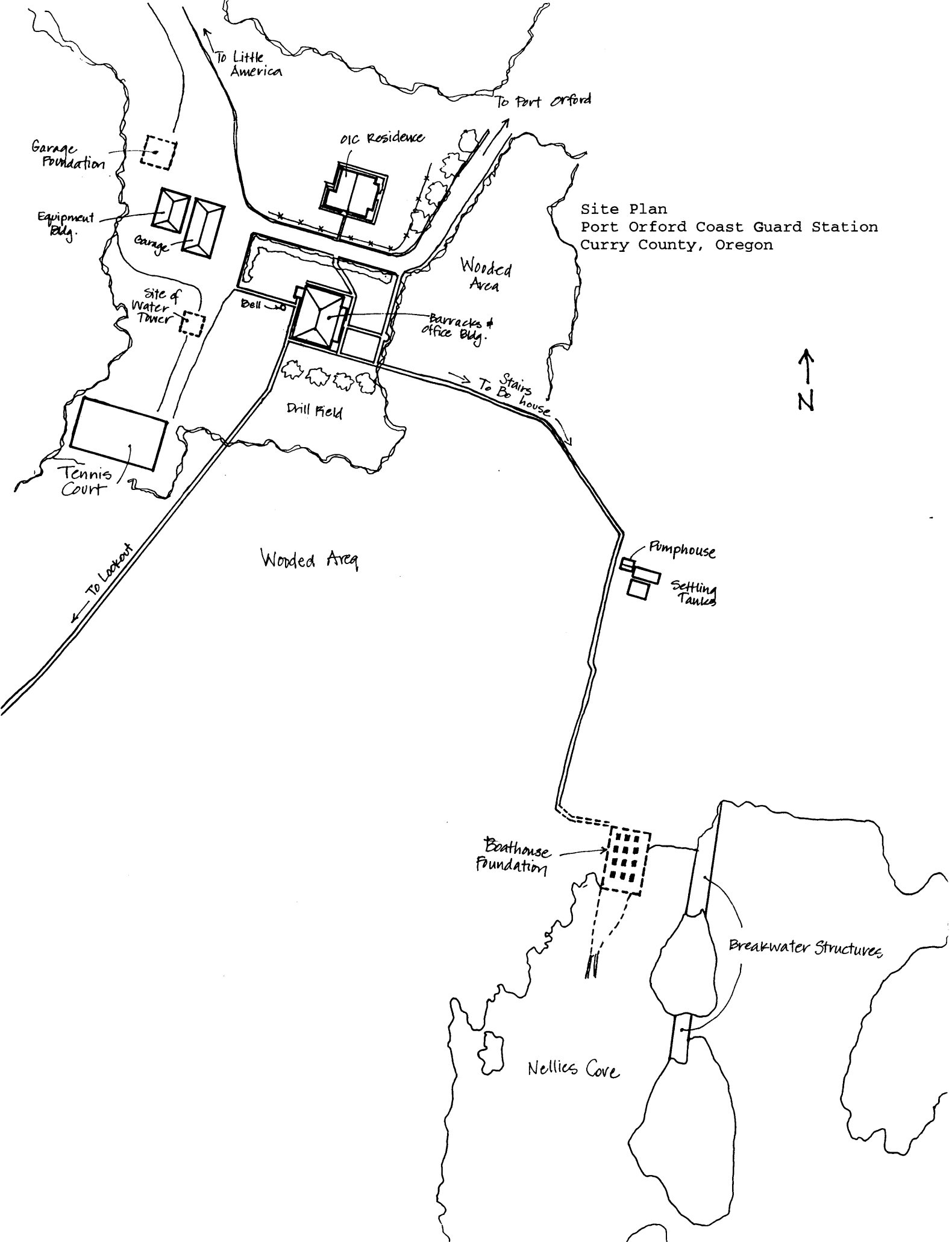
TOTAL ACREAGE 101.29 acres more or less

Boundary Justification

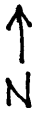
The boundaries of the nominated area include the property that was historically owned and/or used by the U.S. Coast Guard during its tenure on the land. Inclusion of Tract 47342, the coast tract, is justified by the fact that the U.S. Coast Guard, operating under the jurisdiction of the U.S. Navy during World War II, regularly patrolled the shore line for "suspicious activity."

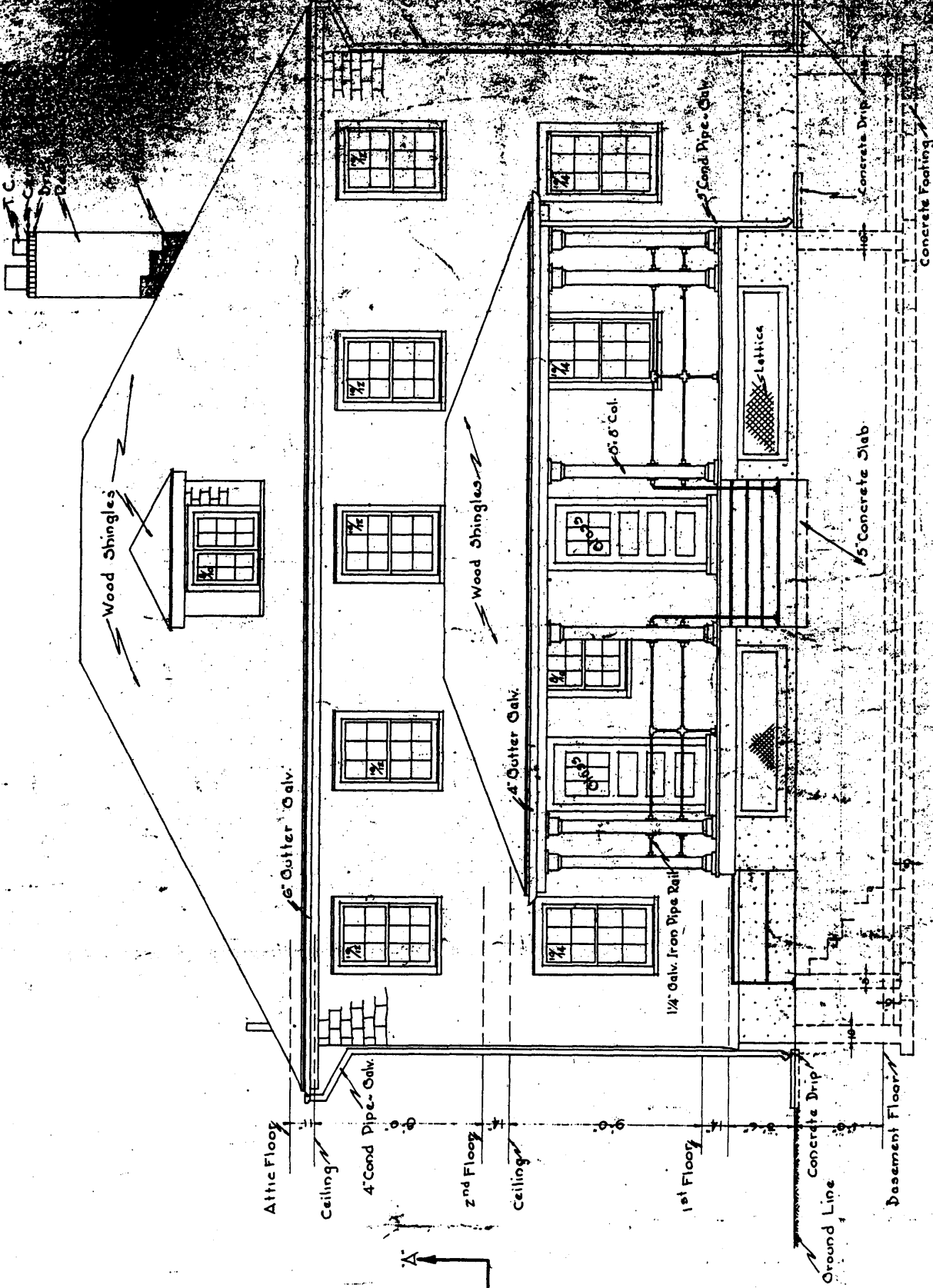
The boundaries are drawn to reflect the entire Oregon Parks and Recreation Department holding, including that parcel of 5.17 acres being transferred to State ownership by the U.S. Coast Guard.

The nominated area does not include off shore rocks and islands which may be managed as part of the Oregon Islands Wilderness/Oregon Islands National Wildlife Refuge.



Site Plan
Port Orford Coast Guard Station
Curry County, Oregon



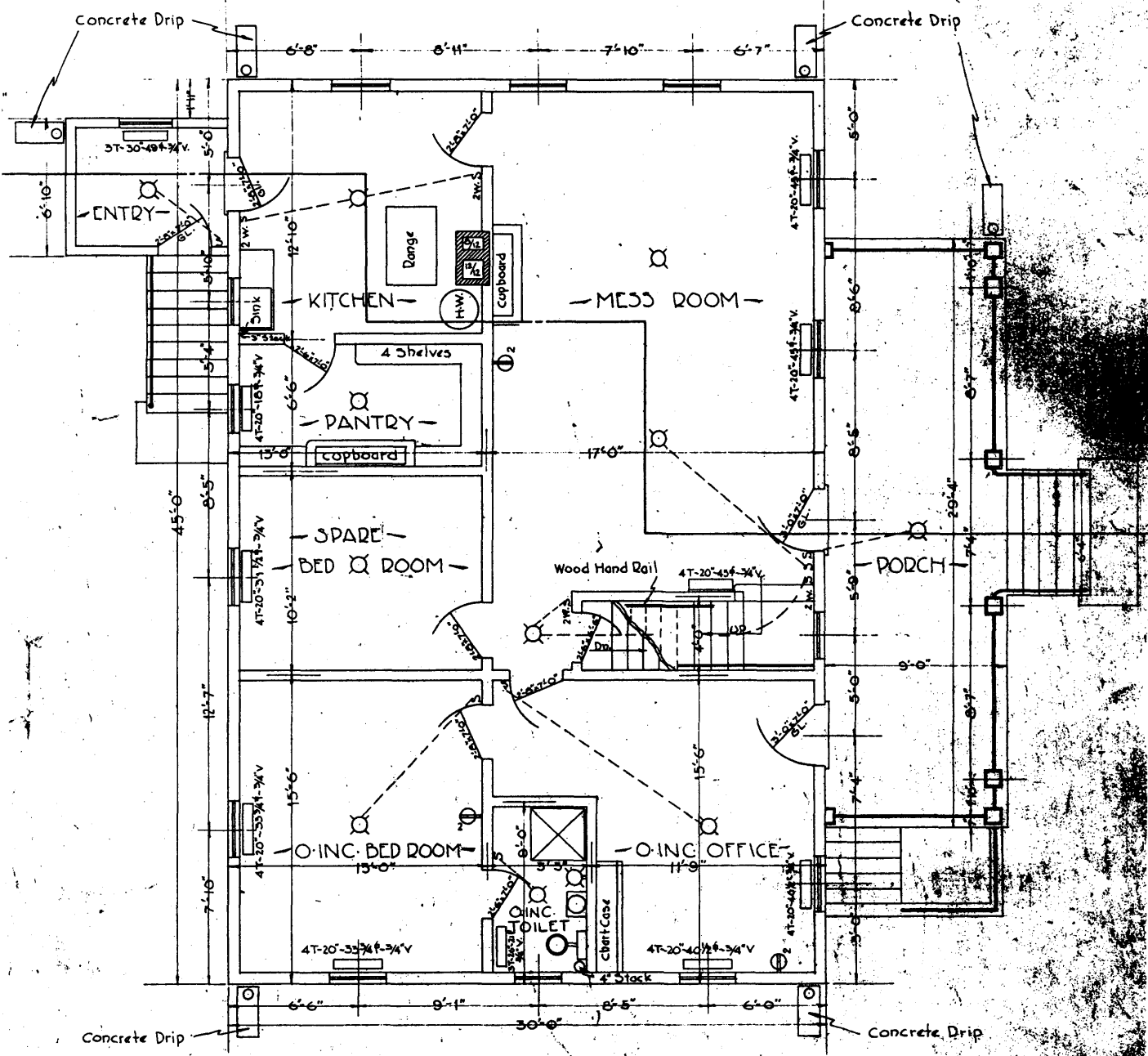


FRONT ELEVATION
 Scale - 1/4" = 1'-0"

Front Elevation
 Barracks and Office Building
 Port Orford Coast Guard Station
 Curry County, Oregon

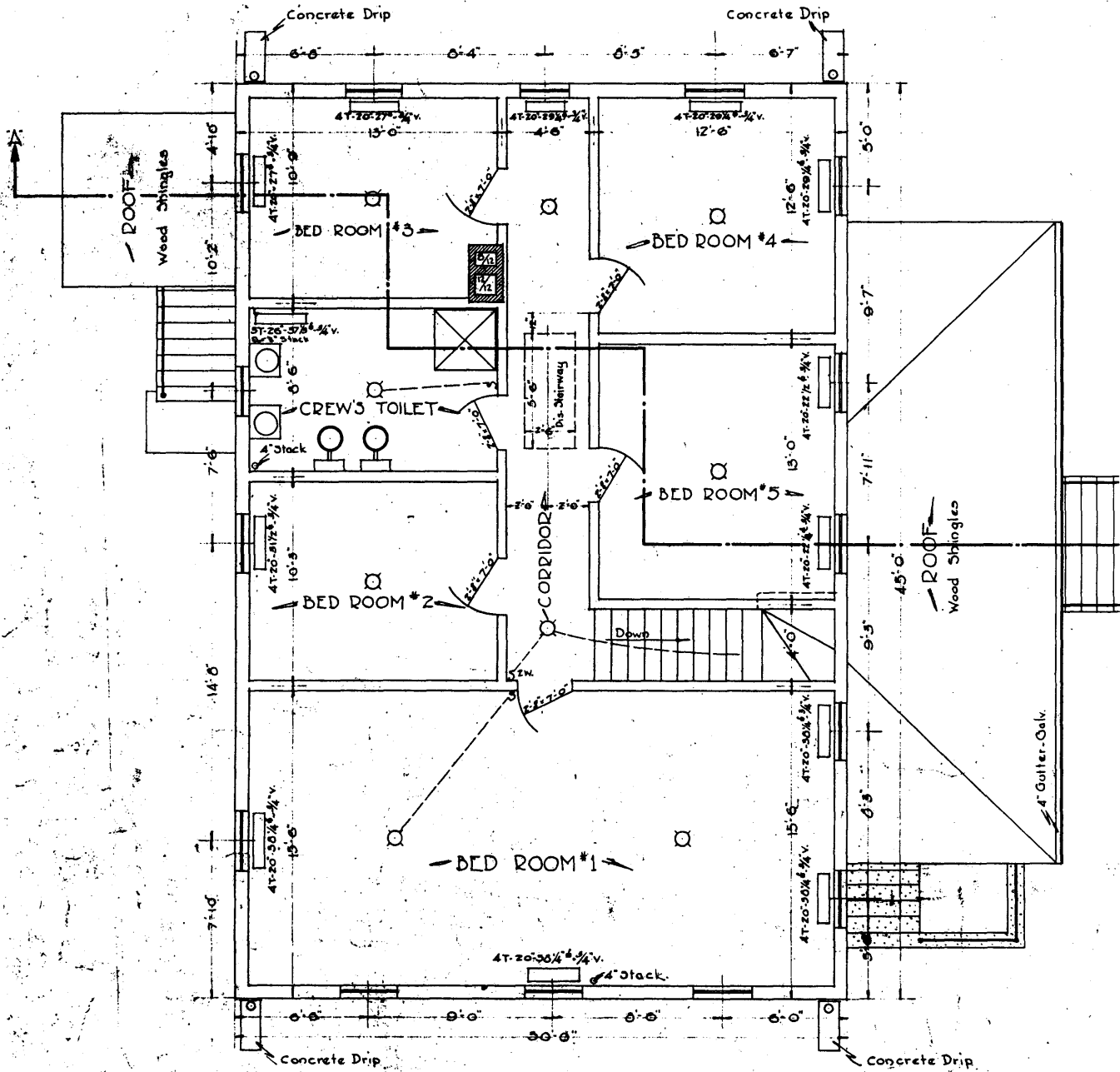
- 0-5 COA
 - DWELLING
 - PORT ORFORD
 - 13-TH DIST

3/25



— FIRST FLOOR PLAN —
 — Scale — 1/4" = 1'-0" —

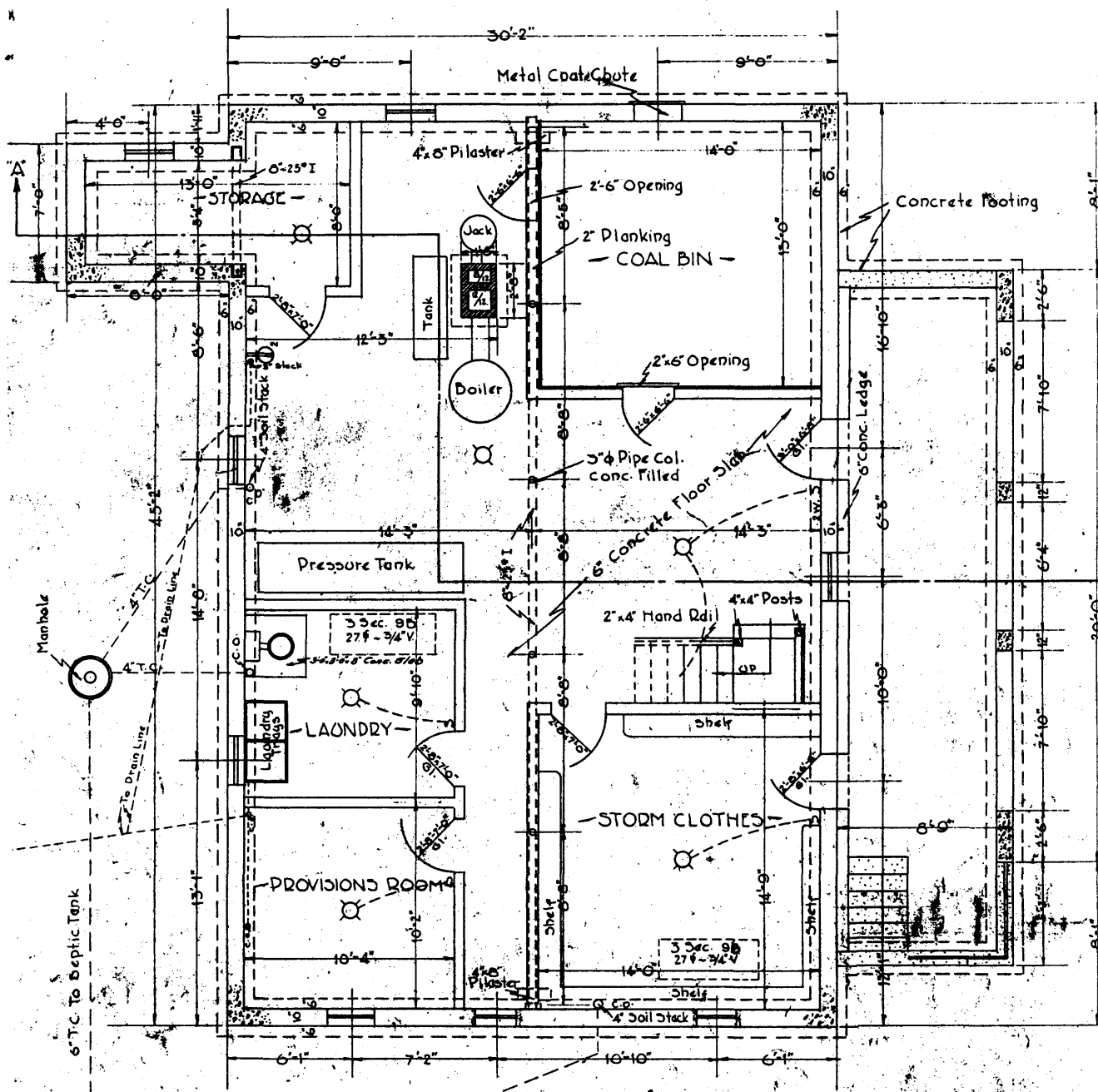
First Floor Plan
 Office and Barracks Building
 Port Orford Coast Guard Station
 Curry County, Oregon



— SECOND FLOOR PLAN —

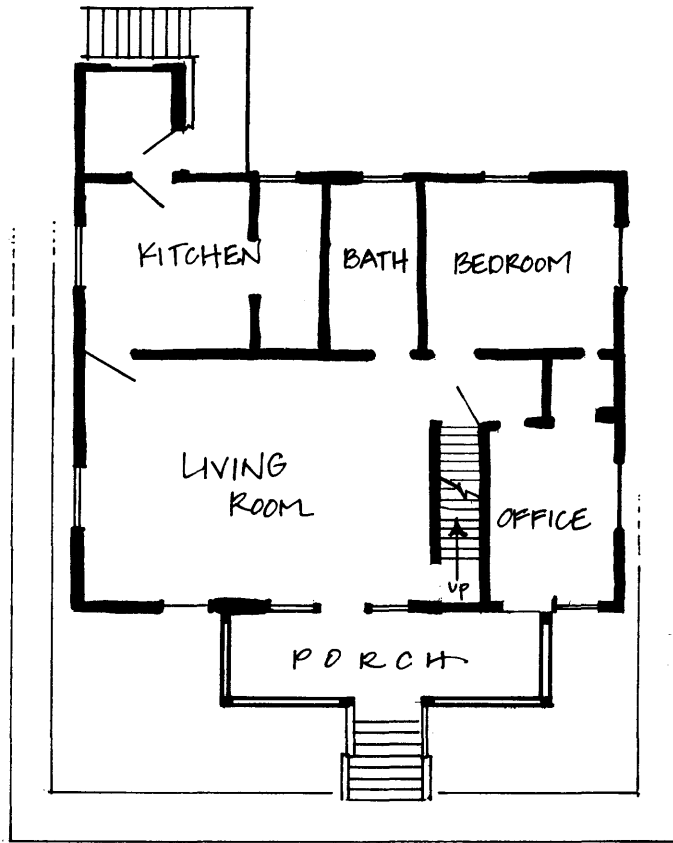
Scale 1/4" = 1'-0"

Second Floor Plan,
 Office and Barracks Building
 Port Orford Coast Guard Station
 Curry County, Oregon

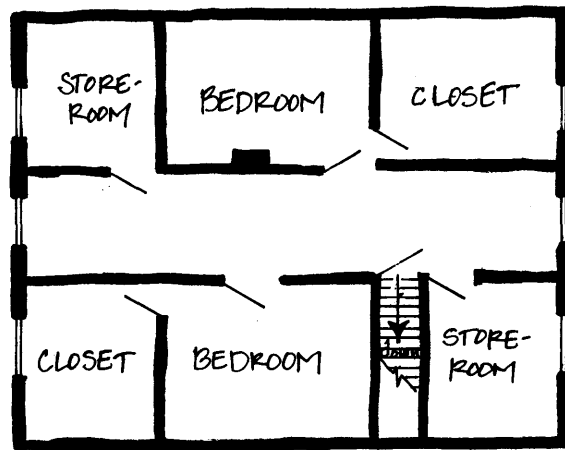


- BASEMENT PLAN -
 - Scale - 1/4" = 1'0" -

Basement Floor Plan
 Office and Barracks Building
 Port Orford Coast Guard Station
 Curry County, Oregon

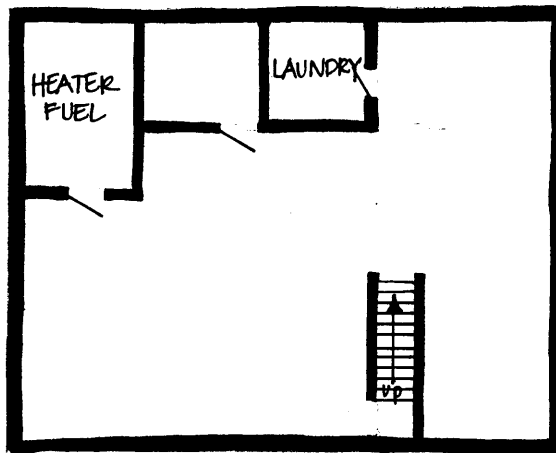


FIRST FLOOR



SECOND FLOOR

First and Second Floor Plans
OIC Residence
Port Orford Coast Guard Station
Curry County, Oregon



BASEMENT

Basement Plan
OIC Residence
Port Orford Coast Guard Station
Curry County, Oregon

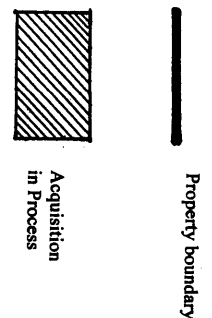
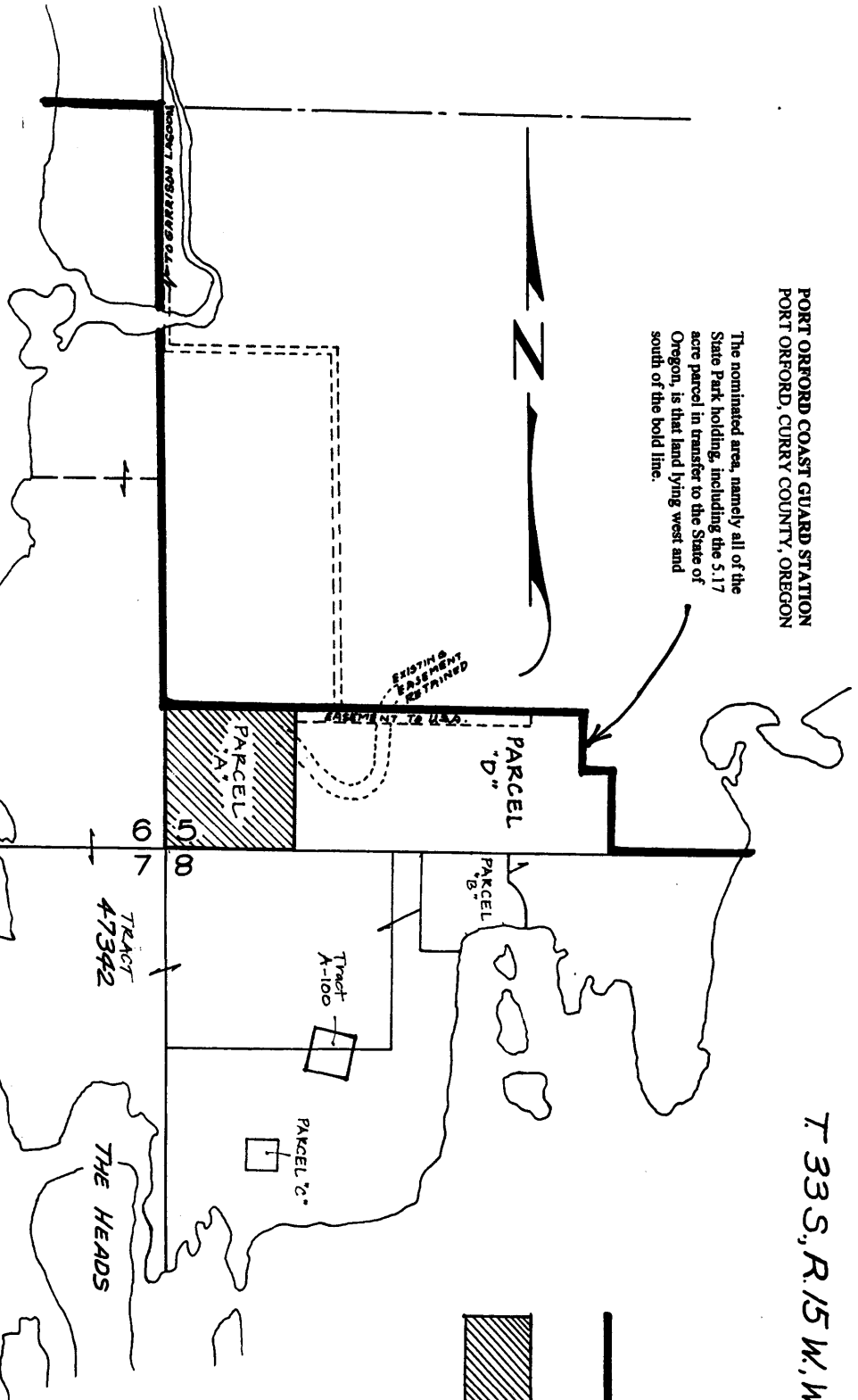
**PORT ORFORD COAST GUARD STATION
PORT ORFORD, CURRY COUNTY, OREGON**

The nominated area, namely all of the State Park holding, including the 5.17 acre parcel in transfer to the State of Oregon, is that land lying west and south of the bold line.

T 33 S, R 15 W, WM.

PACIFIC

OCEAN



OREGON STATE HIGHWAY DEPARTMENT	
BOUNDARY	
For PORT ORFORD HEADS STATE MARINA	
Highway	
County	CURRY
Scale 1" = 400'	Date 8-24-78
	Rev 10-28-79

(8-86)

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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

HISTORIC VIEWS

1. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic aerial view looking northeast over flagpole (left)
and Officer-in-Charge Residence (lower center).
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2. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic aerial view looking east over Barracks and Office
Building.
2 of 48

3. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1934
Negative held by Oregon State Historic Preservation Office
View: Historic view of Officer-in-Charge Residence (left) and
Barracks and Office Building (right), looking northeast.
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4. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic view of crew on front steps of Barracks and
Office Building.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

5. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic view of Mess Hall in Barracks and Office Building.
5 of 48

6. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1942
Negative held by Oregon State Historic Preservation Office
View: Historic aerial view of Boathouse and Stairs, looking
northwest.
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7. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Date Unknown
Negative held by Oregon State Historic Preservation Office
View: Historic view of lifeboat and Boathouse, with stairs in
background.
7 of 48

8. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Date Unknown
Negative held by Oregon State Historic Preservation Office
View: Historic view of Boathouse and lifeboat, looking south
west onto Nellies Cove.
8 of 48

9. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic view of crew with lifeboat; Officer-in-Charge
Residence in background.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

10. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic view of Tennis Court.
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11. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic view of Coast Guard crew in drill practice with
Lyle Gun.
11 of 48
12. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photographer Unknown
Circa 1940
Negative held by Oregon State Historic Preservation Office
View: Historic View of crewman in practice rescue from practice
mast.
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CURRENT VIEWS

13. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking southwest from Coast Guard Hill Road toward Station
buildings. Officer-in-Charge (OIC) Residence at right.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

14. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking southwest from Coast Guard Hill Road. Barracks and Office Building at left, garage at right.
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15. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking northeast down Coast Guard Hill Road toward Port Orford away from Station buildings.
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16. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking northwest, Barracks and Office Building at left, OIC Residence at right.
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17. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking east toward drill field area. Barracks at left, Tennis Court at far right.
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18. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: View of tennis court.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

19. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking west at south (side) and east (front) elevations of
OIC Residence.
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20. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: North (side) elevation of OIC Residence.
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21. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: West (rear) elevation of OIC Residence.
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22. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: South (side) elevation of OIC Residence.
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23. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: East (front) and north (side) elevations of Barracks and
Office Building.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

24. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: North (side) and west (rear) elevations of Barracks and
Office Building.
24 of 48
25. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: West (rear) and south (side) elevations of Barracks and
Office Building.
25 of 48
26. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Detail of porch of Barracks building.
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27. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Mess Hall in Barracks and Office Building.
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28. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Kitchen, vestibule in Barracks building.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

29. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Office of the Officer-in-Charge, Barracks and Office Building.
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30. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Second floor of Barracks Building.
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31. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Looking north in upstairs corridor of Barracks Building.
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32. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Upstairs bathroom in Barracks Building.
32 of 48
33. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Detail of window in the OIC Office in Barracks Building.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

34. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking southwest from OIC Residence toward garage (left)
and equipment building (right).
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35. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: South and east elevations of garage.
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36. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: North and east elevations of equipment building.
36 of 48
37. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking south toward Lookout site along concrete
walkway from western edge of Drill Field area.
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38. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Looking south toward Lookout site along concrete
walkway .
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

39. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Looking north toward Station complex along concrete walkway .
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40. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Looking south at Lookout site.
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41. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Detail of Lookout Anchor Pad.
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42. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Upper section of boathouse stairs.
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43. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Looking up boathouse stairs from pumphouse.
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PORT ORFORD COAST GUARD STATION,
PORT ORFORD, CURRY COUNTY, OREGON

44. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Boathouse stairs looking toward Nellies Cove.
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45. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Oregon SHPO Staff
Summer 1996
Negative held by Oregon State Historic Preservation Office
View: Pumphouse and boathouse stairs.
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46. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 6, 1997
Negative held by Oregon State Historic Preservation Office
View: Pumphouse (left) and remnants of settling tanks (right).
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47. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Remnant boathouse piers, launchway track and breakwater.
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48. Port Orford Coast Guard Station
Port Orford, Curry County, Oregon
Photo by Liz Carter
October 7, 1997
Negative held by Oregon State Historic Preservation Office
View: Remnant boathouse piers, launchway track and breakwater.
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