

Station Tillamook Bay, Oregon

Initially named “Barview Life-Saving Station”

USLSS Station #312

Coast Guard Station #325



Location:	North side entrance of Tillamook Bay, 5 miles north northeast of Cape Meares Light; 45-34' 00"N x 123-56' 30"W
Date of Conveyance	1905
Station Built:	1907
Fate:	Still in commission

Tillamook Bay:

In 1904 Congress approved the building plans for Life-Saving Station No. 312 to be built in Barview, Oregon. On 7 March 1908 the station officially opened two miles southeast of Barview, Oregon. It was initially called Barview Life Saving

Station. This station remained in operation until it was sold to a private buyer in 1942. A new station was built in the township of Garibaldi in 1942. In 1981 the station moved to its current waterfront facility, located in the Port of Garibaldi.*

A river patrol on Nehalem River operated out of Tillamook Bay Station but was discontinued in 1980. A River Patrol is listed as operational in the summer of 1983, however.

As of 2010 the station has five search and rescue boats, including two 47' motor lifeboats (47' –MLB), two 24' Special Purpose Crafts (SPC-SW) and an 18' flood response skiff. *Information provided courtesy of BM1 Donald M. Lanham, USCG.

Station Search-and-Rescue History:

On 26 November 1909 station personnel led by Keeper Robert Farley launched the station's surfboat to assist the distressed 210-coasting steamer *Argo* with the loss of one of the station's No. 6 surfmen, Surfman Henry W. Wickman. Keeper Farley's log/report to the District Superintendent follows:

RESCUE AT BARVIEW - 1909

57. State damage, if any, to boat or apparatus.

58. Was vessel saved or lost?

59. Amount of damage, if saved.

60. Estimated value of cargo saved, and its condition.

61. Estimated value of cargo lost.

62. Amount of insurance on vessel.

63. Amount of insurance on cargo.

64. Number of persons sheltered at station, how long, and total number of meals furnished.

65. Number and names of persons resuscitated from apparent death by drowning or exposure to cold.

66. Number of persons found after death and cared for.

67. Were any other persons than members of the life-saving crew employed by the keeper to assist? If so, who?

68. Remarks.—All particulars not included in the above list will be here stated, giving specially the nature of the assistance rendered by the Life-Saving Service; and if the wreck occurred at a time when the crew was not employed at the station, give the names of those persons who rendered assistance, using additional sheets of paper if necessary.

Whenever the circumstances make it necessary to hire horses to transport the boat or apparatus to or from the scene of disaster, that fact should be noted, giving the name of the person from whom the team was hired.

Both garboard streaks are split, a hole in the stern above water line, and the steering crotch broken.

58. Total loss.

59. —

60. —

61. Unknown

62. Unknown

63. Unknown

64. None

65. None

66. One

67. None

68. The vessel referred to in this report, attempted to cross the bar against a strong ebb tide and very heavy sea. She was unable to stem the tide and drifted south onto the spit and was thrown broadside to the seas which were breaking clear over her. The surfboat was launched immediately and proceeded to her assistance. Before the surfboat reached the scene of wreck, she had drifted across

the spit into deep water making it necessary to cross the bar to reach her. On reaching the wreck, all of the passengers were taken aboard, and started for the shore. It was found that the surfboat was filling with water and the crew were unable to keep her free with pump. Keeper decided to return to wreck and leave all male passengers and make a landing with the two women and two children, then repair the boat and return to wreck. On account of strong ebb tide and heavy sea, the Keeper decided to make a landing just north of Double Headed Rock, about a mile north of station. Before entering the surf boat was pumped free of water as nearly as possible, and the drogue put out with 25 fathoms of tow line. The first heavy breaker which struck the boat, ripped the drogue to pieces and capsized the boat, throwing all of the occupants into the surf. Attempts to right the boat were fruitless.

Mrs. J. A. Holdredge and Nellie Hunter, passengers, and Henry Wickman, Surfman No. 6, were drowned. Keeper Farley sustained a broken arm, and rest of crew were more or less injured. The crew of U.S. Schooner "Albatross" and neighbors rendered good service in assisting crew and passengers from the surf. The life saving crew were so thoroughly exhausted and their boat so badly damaged that no further efforts on their part were possible. Captain Henry of the "Albatross" made immediate preparations to go to the wreck's assistance as soon as possible. They succeed in picking up one life boat containing ten persons and cruised about the area of Albatross in search of the other. The second boat later safely made the Columbia River Light ship. Beach has been patrolled since date of disaster in search for bodies.

Body of Mrs. J. A. Holdredge found and turned over to coroner.

Albatross
Nov. 30 1909
Farley
Keeper.

NOTE.—Two copies of the above to be filled up and sent to the District Superintendent, who will forward one to the office of the General Superintendent. Copy to be entered upon the Journal.

Keepers:

Robert Farley was appointed keeper on 7 March 1908 and was relieved of command in May 1934.

BMC Edward Hansen assumed command in May 1934 and was relieved on 16 April 1937.

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? Holcomb assumed command in 1943 and served to 1947?

BMC John McCormick assumed command in January 1947 and was relieved in July 1947.

BM1 Palmer Paris assumed command in July 1947 and was relieved in August 1947.

BMC Roderick Dowell assumed command in August 1947 and was relieved in January 1948.

CWO Reobert Rittenhouse assumed command in January 1948 and was relieved in January 1949.

CWO Roderick Dowell assumed command in January 1949 and was relieved in October 1951.

BMC Paul Kraske assumed command in 1955 and was relieved in 1956.

BMC Earl Ericksen assumed command in 1956 and was relieved on 18 December 1958.

BMC Love

BMC Floyd Shelton assumed command in May 1961 and was relieved in July 1963. (He placed the unit back into commission).

BM1 Deer (Temp) assumed command in July 1963.

BMC Myron Colburn assumed command in 1965 and left in 1966.

BMC Mike Maines assumed command in 1967 and was relieved in January 1968.

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BMC Ron Brooks assumed command in December 1969 and was relieved in July 1971.

BMC Earl L. Maroney assumed command in 1972 (?) and was relieved in January 1975.

BMCS Charles E. Spry assumed command in January 1975 and was relieved in April 1978.

BMCM Rick Harshfield assumed command in April 1978 and was relieved in April 1981.

BMCS Clarence D. Robinson assumed command in April 1981 and was relieved in 1983 (?)

CWO Mike F. Abbott assumed command (date?) and was relieved in September 1986.

CWO Robert W. Steiner assumed command in September 1986 and was relieved in July 1989.

CWO Bruce D. Hibbs assumed command in July 1989 and was relieved in May 1992.

CWO Paul D. Bellona assumed command in May 1992 and was relieved in May 1995.

CWO Mark H. Dobney assumed command in May 1995 and was relieved in July 1998.

BMCM Dan E. Shipman assumed command in July 1998 and was relieved in March 2000.

BMCM Curtis W. Mauck assumed command in March 2000 and was relieved in July 2000.

BMCM Lars B. Kent assumed command in July 2000.

BMCM James A. Bankson assumed command in July 2004 and was relieved in July 2006.

BMCM Michael P. Leavitt assumed command in July 2007 and was relieved in July 2009.

BMCM Michael T. Saindon assumed command in July 2009.



"The launching of the lifeboat into Tillamook Bay, Oregon."; no date; photographer unknown.

Photo No. 275, provided courtesy of BM1 Donald M. Lanham, USCG.



"The U.S. Lifesaving crew on a rescue in Tillamook Bay."; no date; photographer unknown.

Photo No. 278, provided courtesy of BM1 Donald M. Lanham, USCG.



**Station Barview Beach's crew & surfboat in cradle.
Courtesy BM1 Donald Lanham, USCG.**



**"Tillamook life crew in the surf, Copyright 1906 by [. . .]"; 1906; photographer unknown.
Photo No. 351, provided courtesy of BM1 Donald M. Lanham, USCG.**



No caption/date; photographer unknown.

Photo No. 292, provided courtesy of BM1 Donald M. Lanham, USCG.



Station Barview's Lookout/Watch Tower.

Courtesy BM1 Donald Lanham, USCG.



"Tillamook Bay Station 312 [;] Now # 325"; dated July 20, 1916, postcard.



"Tillamook Bay Station 312 [;] Now # 325"; dated July 20, 1916, postcard; photographer unknown.

TILLAMOOK BAY LB STATION , (OLD STATION) DISPOSED OF DKR 3/13/47



"TILLAMOOK BAY LB STATION, (OLD STATION) DISPOSED OF [;] DKR."; dated 3/13/47;
Photo No. 111526; photographer unknown.



"C.G. L/B. Station Tillamook Bay, Oregon, 1945 [;] Tillamook Bay Sta. #325 [;] Garibaldi 38, Oreg. [;] 13th CG. District"; dated 9/20/45; photographer unknown.



"(12) Tillamook Bay Lifeboat Station, Oct. 1947."; no photo number; photographer unknown.



CG-44379.

Courtesy BM1 Donald Lanham, USCG.



No caption; dated 27 February 1979; Photo No. 13 CGD 022779 05; photographer unknown.



Old & new boathouses



Boats & moorings

Sources:

Station History File, CG Historian's Office

Dennis L. Noble & Michael S. Raynes. "Register of the Stations and Keepers of the U.S. Life-Saving Service." Unpublished manuscript, compiled circa 1977, CG Historian's Office collection.

Ralph Shanks, Wick York & Lisa Woo Shanks. *The U.S. Life-Saving Service: Heroes, Rescues and Architecture of the Early Coast Guard*. Petaluma, CA: Costaño Books, 1996.

U.S. Treasury Department: Coast Guard. *Register of the Commissioned and Warrant Officers and Cadets and Ships and Stations of the United States Coast Guard, July 1, 1941*. Washington, DC: USGPO, 1941.

