Station Tillamook Bay, Oregon

Initially named “Barview Life-Saving Station”

USLSS Station #312
Coast Guard Station #325

<table>
<thead>
<tr>
<th>Location:</th>
<th>North side entrance of Tillamook Bay, 5 miles north northeast of Cape Meares Light; 45-34’ 00&quot;N x 123-56’ 30&quot;W</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date of Conveyance</td>
<td>1905</td>
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<tr>
<td>Station Built:</td>
<td>1907</td>
</tr>
<tr>
<td>Fate:</td>
<td>Still in commission</td>
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</tbody>
</table>

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.

The vessel referred to in this report, attempted to save lives against a strong tide and very heavy seas. She was unable to stem the tide and drifted southwest on the ebb and was blown between the rocks which were breaking about 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. Approaching 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 stop her from with force. Keeper decided to return to wreck and leave all small passengers and make a landing with the two women and two children, then to return the boat and return to wreck. An account of strong ebb tides and heavy seas, the keeper decided to make a landing just north of Wobbly Headed Rock, about one mile south of station. Before entering the surf the boat was pumped free of water as nearly as possible, and the crew fought out with 75 fathoms of line. The first heavy breaker which struck the boat, swept all the stove pieces and capsized the boat, throwing all of the occupants into the surf. Attempts to right the boat were fruitless.

Capt. E. Holmstrom and Will Hunter, passengers, and Henry Nickman, surfman No. 6, were drowned. Keeper Fairley sustained a broken arm and foot, and crew were more or less injured. The crew of bar, Solomon, Behrendt, and neighbors rendered good service in assisting persons and passengers from the surf. The life-saving crew were at the nearby schooner, and their boat so badly damaged that no further effort for their work was possible. Captain Behrendt made immediate arrangements to go to the keeper's assistance in person.

Here an account of the Columbia River from first, then arrived about the same weather as that of the other. The second boat later made the Columbia River first, and that beach has been founded under the name of the Dungeness Bar, 190.

Fairley

NOTES.—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 Robert 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.
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.

"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."; 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.
Old & new boathouses
Sources:

Station History File, CG Historian’s Office


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.