INDEX: 095

STATION NAME: Columbia River (OR)

ESTABLISHED: 1892 Apr 11 DISCONTINUED: 1979 YEARS MAINTAINED: 87

LOCATION & USAGE:
Off the Columbia River entrance, southwesterly from Cape Disappointment. Originally 4.4 mi - 232 deg. from Cape Disappointment Light but shortly thereafter moved 3 miles southwesterly. A leading mark for making the approach to the main channel entrance. This was the first lightship station Pacific Coast, and the last of the west coast stations to be discontinued

---

LIGHTSHIPS ASSIGNED:
1892-1897 LV 50
1897-1898 LV 67
1898-1899 LV 50
1899-1901 (marked by can buoy)
1901-1905 LV 50
1905-1906 LV 67
1906-1909 LV 50
1909-1939 LV 88/WAL 513
1939-1951 LV 93/WAL 517
1951-1979 WLV 604

STATION POSITIONS (N Lat - W Long):
1892-1892 46 14.2 - 124 07.4
1892-1916 46 12.1 - 124 10.5 in 180 ft
1916-1971 46 11.1 - 124 11.0 in 210 ft

(1892 moved 3 mi - 225 deg)
(1916 moved 1.1 mi - 199 deg. to be on the range line for the main channel entrance)

(1897-1899 LV 67 temporarily marked the station while LV 50 extensively repaired
(1899-1901 LV 50 out of service after being blown ashore and heavily damaged)
(1905-1906 LV 67 temporarily withdrawn from Umatilla station to mark Columbia station while LV 50 out of service and under repair after second grounding)

STATION REPLACED BY: Lighted Horn Buoy "CR" (LNB), about 0.2 mi north of the former lightship station

---

HISTORICAL NOTES:
-Lightships marking the station were blown adrift or dragged off station 6 times in severe weather
-1899 Nov 29, station vessel broke adrift in 74 mph winds, later going aground 1/4 mi east of Cape Disappointment. Vessel remained stranded for 16 months until hauled 700 yards overland and relaunched in Baker Bay. Repaired and returned to service 1901 Aug 18.
-1905 Oct 6, again blown adrift in severe gale and grounded inside Cape Disappointment. Refloated Oct 16, then repaired and returned to service Oct 9 1906.
-1914 Jan 2, during severe southeast gale and with engine running ahead for 11 hours to maintain station, a boarding sea stove in the pilot house, sheared off steering compass and bent the steering wheel shaft; carried away the bridge binnacle, ventilators, galley stack, and deck stanchions; damaged engine room skylight and stove in 2 ports on the after house. Two crew members injured by flying glass
-1927 Mar 1, commenced broadcasting weather information twice daily by radio

---

STATION: (095) Columbia River (OR)

RECOGNITION FEATURES - ILLUMINATION & SIGNALING SYSTEMS:

HULL COLOR:
1892-1979 Red

HULL MARKING:
1892-1899 None
1901-1979 COLUMBIA, white

MASTS:
1892-1979 2

DAYMARKS:
1892-1927 2 red
1927-1979 galleries

LIGHTS SHOWN (Number, Characteristic, Height, Visibility):
1892-1939 2 FW 50ft 11mi
1939-1951 1 Occ W 10sec 63ft 14mi
1951-1960 1 Occ W 10sec 57ft 13mi
1960-1979 1 Fl W 10sec 57ft 13mi

FOG SIGNAL:
1892-1933 12" steam Whistle (1/20sec)
1933-1935 17" steam Horn (1/20sec)
1935-1939 17" air Horn (1/20sec)
1939-1951 17" steam Horn (1/20sec)
1951-1979 air Diaphone 2T/20sec

SUBMARINE SIGNALS:
1909-1930 Bell coded (8-8)/32sec

RADIO BEACON:
1924-1941 RBN code (---)
1941-1979 RBN code (--..)
(synchronized with fog signal 1934)

VISUAL CALL SIGN:
1912-1925 AUCY
1925-1931 WWBQ
1931-1940 KCK
1940-1979 NNCR

RADIO CALL SIGN:
1919-1925 NAJT
1925-1931 WWBQ
1931-1940 KCK
1940-1979 NNCR

RACON:

REMARKS:
-Lightship was not withdrawn from this station during WWII
-Illuminants: 1892-1897, oil; 1897-1898 electricity; 1898-1927, oil; 1927-1979, electricity
-High intensity 600,000cp light shown 1960-1979, nominal range 24mi