



IN 1850, James Beeching, an English boat builder, invented the first “self-righting lifeboat” to go into production, and the basis for all lifeboats thereafter.



IN 1915, when the Revenue Cutter Service and the U.S. Lifesaving Service merged to become the U.S. Coast Guard, the service focused its attention on developing a new self-righting lifeboat. That design was the initial 36-foot motor lifeboat, called a Type E.

IN THE 1920s, the Type H with the engine mounted amidships was introduced. Further modifications continued in the 1930’s and 1940’s, when the Type T, Type TR, and Type TRS were built.



IN 1946, Lifeboat No. 36498, a 36-foot TRS self-righting motor lifeboat, was commissioned to the Port Orford Lifeboat Station.

IN 1964, The Lifeboat Station in Port Orford ceased lifeboat services and Lifeboat No. 36498 was transferred to Coast Guard Station Bandon (Oregon).

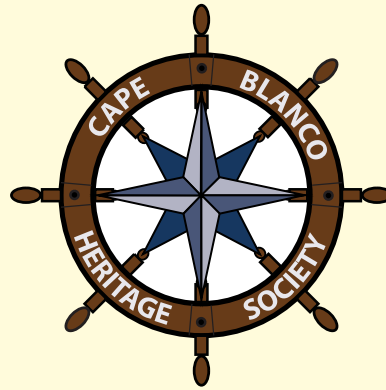
IN 1972, Lifeboat No. 36498 was again transferred to Coast Guard Station Umpqua River where she served with distinction.

IN 1979, Lifeboat No. 36498 was taken out of service and transferred to Coast Guard Station Coos Bay. In Coos Bay, she was “parted out” to keep CG 36535 at Depoe Bay, Oregon, in service.

IN 1981, Lifeboat No. 36498 was pulled out of the water for the last time after serving the USCG for over 35 years. She remained at the Coos Bay station until 1989 when she was put on display in Bandon.



IN 2000, Lifeboat No. 36498 came home once again to Port Orford to be put on display at the newly established Port Orford Lifeboat Station Museum.



The mission of the Cape Blanco Heritage Society is to provide interpretative and educational services of the Port Orford area through support of the Cape Blanco Lighthouse Station, the Historic Hughes Ranch, and the Port Orford Lifeboat Station. It is a non-profit 501(c)(3) membership organization and works cooperatively with Oregon Parks and Recreation Department (OPRD), Bureau of Land Management (BLM), Curry County, The Coquille Indian Tribe and the Confederated Tribes of Siletz Indians.

These Mini-Tour Booklets are designed to guide you to more information when available. Scan in the QR code in the text to learn more about any given topic.

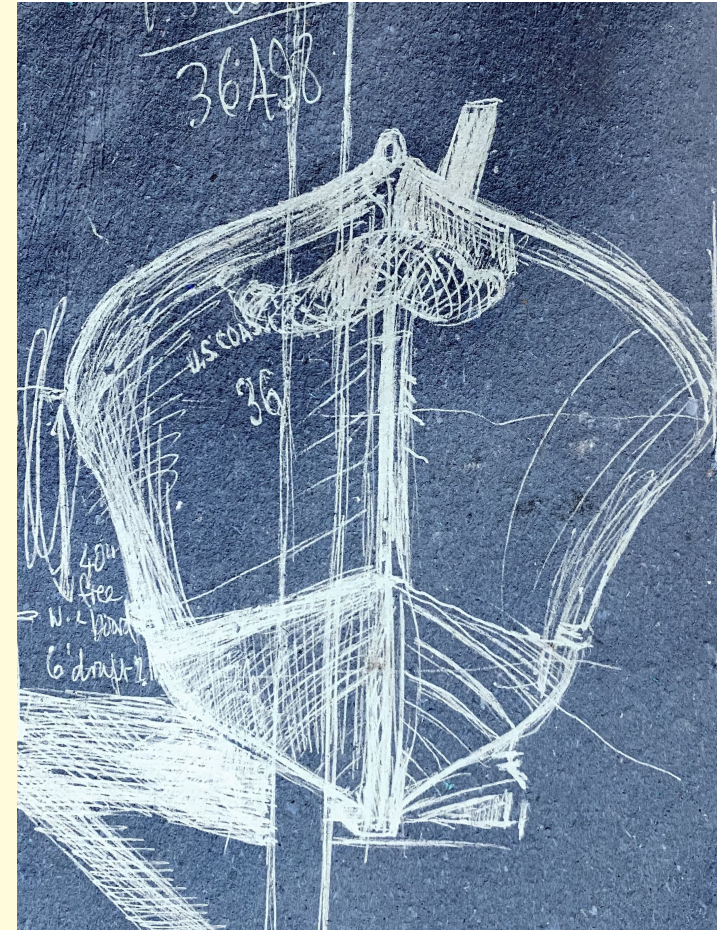


CAPE BLANCO HERITAGE SOCIETY

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***Lifeboat
No.36498
Preservation***

**PORT ORFORD LIFEBOAT
STATION MUSEUM
Port Orford Heads State Park**



MINI-TOUR BOOKLET

ABOUT THE LIFEBOAT No. 36498

PRESERVATION PROJECT — We are proud to note that Lifeboat No. 36498 is one of the best preserved lifeboats of its kind. It has been conserved once before in 2008 since it returned home to the Port Orford Lifeboat Station Museum. In 2022, we are making every effort to ensure that Lifeboat No. 36498 retains its historic appearance. We will be addressing issues such as filling any gaps and holes that are normal wear and tear for a wooden boat on display in a marine coastal climate. The original rope bumper will be sealed and conditioned to be less brittle, all paint surfaces will be repaired, primed and repainted using the highest standard of materials, lettering will be applied and hand-painted. Ultimately, the project includes partially enclosing the shelter housing the boat by installing a protective outdoor plexiglass equivalent at the fore and aft of the lifeboat to prevent future damage. The interior also needs attention which we hope to address in 2023 with more funding.

We would like to thank the Curry County Cultural Coalition for an initial grant of \$750 to repair the exterior as well as additional private donations from Cape Blanco Heritage Society members. If you would like to contribute to our preservation project, we welcome your donation. Every little bit helps! Send a check to Cape Blanco Heritage Society, PO Box 1132, Port Orford, OR 97465 and please specify that your funds are specifically for our Lifeboat Preservation Project. You can also donate by visiting our website at capeblancoheritagesociety.com/lifeboat.

Or scan the QR code on the right to donate.



ABOUT LIFEBOAT NO. 36498 — The Type TRS motor lifeboat that served at the Port Orford Lifeboat Station for many years was built by the Coast Guard in 1946 at Curtis Bay, MD., at a cost of \$23,133. This type of lifeboat was specifically designed to remain operational under extremely difficult conditions. It has a heavy 2,000-pound bronze keel and skeg, water-tight compartments, and self-bailing features. Most of its wooden elements are white oak frames with cypress planking, and it has a total weight of nearly 20,000 lbs. It is sheathed with monel plating, which allows for winter-time ice breaking. The one here is 36' 8" long and has a beam of 10' 9" and a draft of 3' 5".

Generally, they were powered by mid-engine 120 horsepower four-cylinder diesel engines. The earlier 36-footer was powered by gasoline engines. They had a speed of 8 to 9 knots and range of 260 miles.

The crew consisted of three to eight surfmen and the boat had a rescue capacity of 20 survivors. In the movie "The Finest Hours," a true story about the rescue of personnel from a tanker on the East Coast, 32 survivors were rescued at one time, by the 36500, the sister ship of the 36498 in Port Orford. (Republished from *Sea Magazine*, 2019)



**UNSINKABLE BOATS.
UNSTOPPABLE CREWS.**

When they went out, they came back.

These tough boats enabled courageous crews to save hundreds of people in some of the worst sea conditions in the world. These old wooden boats exceeded all expectations—only one was ever lost to Mother Nature's fury.

The mid-engined, self-righting, self-bailing 36-foot motor lifeboat came into use during the 1930s. It was the boat of choice when any emergency arose—no matter how fierce the winds or waves—until well into the 1980s.

U.S. Coast Guard 36498 was commissioned in 1946 and served at the Port Orford Lifeboat Station until the station was closed in 1970. In 1981, after serving in the dangerous waters of the southern Oregon coast for over 35 years, 36498 was pulled out of the water for the last time.

The crewmen—the "surfmen"—were a special breed. When most sailors were seeking refuge from dangerous weather, these men were heading out, earning the nickname "storm warriors."

Constant training drills prepared the surfmen to do battle with dangerous Pacific storms, building confidence in the boat and trust in each other.

Boats such as 36498 and the crews that manned them saved numerous lives throughout their years of service.

OREGON STATE PARKS

Interpretive signage outside of the lifeboat display tells the story of Lifeboat No. 36498.