

STAFF REPORT Cultural Resource

**APPLICANT/
OWNER:** Barbara Ann Hickey Cribb, P.O. Box 1023
631 S 10th Street, Coos Bay, OR 97420

**SUBJECT
PROPERTY:** **631 South 10th Street, Coos Bay, Oregon 97420**
T.25, R.13, S.34AA Tax Lot 10200
Lots 3 & 4, Block 15, South Marshfield Plat

SUBJECT: **LAND USE APPLICATION – Cultural Resource #187-ZON16-047**
Kitchen expansion of a 3’ x 12’ bump-out on the North wall

I. APPLICANT’S REQUEST

The applicant is requesting approval for a 3-foot by 12-foot kitchen bump-out on the north wall of the existing structure. The structure is listed as a Cultural Resource for the City of Coos Bay. The Development Code indicates that prior to any alteration, determination of a site’s significance and consideration of the proposed changes against the site’s cultural value shall be made in accordance with Coos Bay Municipal Code, Chapter 17.372.020.

II. BACKGROUND/HISTORY

According to the Oregon Historic Site Database the “Captain Bror W. Olsson House” was built in 1913 and was added to the National Registry on November 2, 1986. The structure was built as a single-family dwelling. The two-story wood “Bungalow” type structure was built by architect Benjamin Ostlind who was prominent at the time in Marshfield (now Coos Bay).

The structure is two-story with a full basement. The main floor and second story are occupied as one living unit and there are two apartments in the basement.

III. APPLICABLE REGULATIONS

Coos Bay Municipal Code Chapter 17.220 Low Density Residential Districts (LDR-6)
Coos Bay Municipal Code Chapter 17.372 Cultural Resources
Coos Bay Comprehensive Plan – Volume II Plan Inventories, Chapter 5 Cultural Environment

IV. STAFF RECOMMENDATION

Staff prepared the following report based on the applicant’s submittal, information available at City Hall and the City of Coos Bay Land Development Code (CBMC Title 17).

Staff finds there is sufficient evidence in the record upon which an approval can be based; therefore, staff is recommending approval of application #187-ZON2016-047 as found on page 5 of this staff report.

V. CULTURAL ENVIRONMENT/ FINDINGS AND CONCLUSION

The following is a list of the decision criteria applicable to the request. According to Chapter 17.372.0050 of the City of Coos Bay Municipal Code (CBMC) a Cultural Resource request must be supported by the criteria followed by findings or justification statements that may be adopted by the Planning Commission to support their conclusions. Although each of the findings or justification statements specifically apply to at least one of the decision criteria, any of the statements may be used to support the Commission's final decision.

Based on their conclusions the Commission must approve, conditionally approve or deny the application. Conditions may be imposed by the Commission in order to address concerns about the compatibility of the proposed use.

DECISION CRITERION 1: Cultural Resource Value. The commission must make findings to support at least one of the following conclusions:

- (a) The resource exemplifies or reflects special elements of the city's cultural, social, economic, political, aesthetic, engineering, or architectural history; or**
- (b) The resource is identified with persons or events significant in local, state, or national history; or**
- (c) The resource is representative of the notable work of a builder, designer, or architect; or**
- (d) The resource embodies distinctive characteristics of a style, type, period, or method of construction or is valuable as an example of the use of indigenous materials or craftsmanship.**

STATEMENTS OF FACT AND FINDINGS:

- 1a. According to the Oregon Historic Site Database the "Captain Bror W. Olsson House" was built in 1913 and was added to the National Registry on November 2, 1986. The structure was built as a single-family dwelling. The two-story wood "Bungalow" type structure was built by architect Benjamin Ostlind who was prominent at the time in Marshfield (now Coos Bay). See Attached National Registry Nomination Form (*Attachment C – 7 pages*).

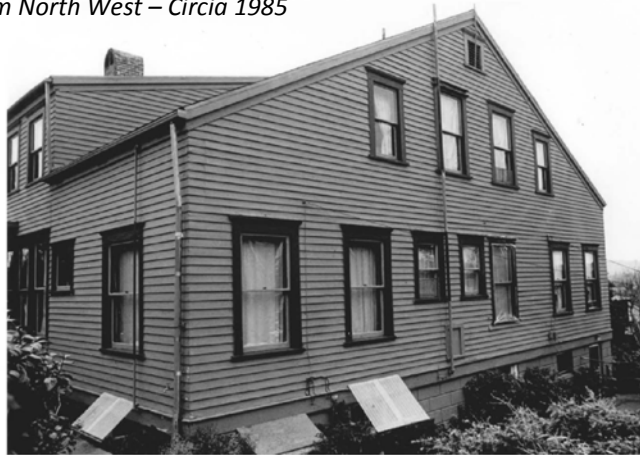


View from North East - Circa 1920

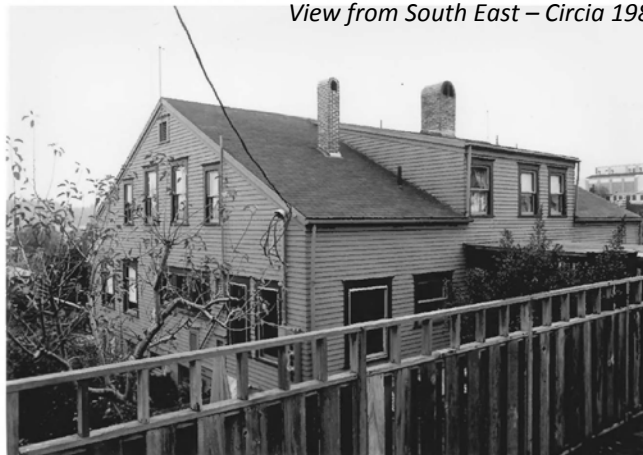
View from South West – Circa 1985



View from North West – Circa 1985



View from South East – Circa 1985



1b. Comprehensive Plan 2000, Volume II, Chapter 5.1 HISTORIC PRESERVATION (Introduction)

Coos Bay is rich in history. However, as is often true of a modern and growing society, this historical tradition is often overlooked in our efforts to “modernize”. Now, however, it is being found increasingly necessary to recognize our historical resources so that we may have a better understanding of our past. It is the intent of this plan to inventory, assess, and where appropriate, protect those sites, structures, or areas within the City of Coos Bay which have local, state, or national historical or archaeological significance...

CONCLUSION: Staff concurs that the “resource” property is identified with persons of significant local history (Captain Bror W. Olsson) and is representative of notable work of architect Benjamin Ostlind. The resource embodies distinctive characteristics of “Bungalow” type construction. The decision criterion has been adequately addressed and approval of the proposal can be supported.

DECISION CRITERION 2: Development, Alteration, or Relocation of a Structure. The commission must make findings to support the conclusion that the proposal is compatible with the character and value of the resource. Applicable criteria include:

- (a) Building coverage and height;**
- (b) Yards;**
- (c) Predominant architectural features and fixtures, appurtenances, or detailing;**
- (d) Building materials; and**
- (e) Visual characteristics, such as paint color and surface texture, grading, surface paving, and landscaping.**

STATEMENTS OF FACT AND FINDINGS:

- 2a. The structure is two-story with a full basement. The main floor and second story are occupied as one living unit and there are two apartments in the basement.
- 2b. No changes are proposed to the footprint or height of the structure. The “bump-out” will be 3-foot by 12-foot and will have a shed roof, knee braces, and cedar siding. The footprint of the house will not be altered as the bump-out cantilevers. The owner intends to reuse the original windows if possible, if not they will be replicated to match existing windows. The “bump-out” will be painted to match the existing structure.

CONCLUSION: Staff concurs that the alteration is compatible with the character and value of the resource. Applicable criteria include: decision criterion has been adequately addressed and approval of the proposal can be supported.

DECISION CRITERION 3: Demolition of a Structure or Disturbance of an Archaeological Resource. Prior to issuance of a permit to demolish a structure or disturb a resource, the commission must make findings to support all of the following conclusions:

- (a) All feasible and prudent alternatives to the proposed activity have been explored;**
- (b) Whether it is feasible to maintain or preserve the resource; and**
- (c) The proposed use is compatible with the zoning and current use of the land and its immediate surroundings.**

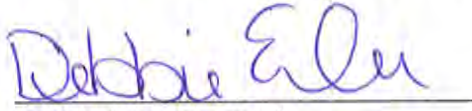
STATEMENTS OF FACT AND FINDINGS:

- 3a. The applicant is proposing a 3-foot by 12-foot addition. No demolition is proposed.

CONCLUSION: Based on the applicant’s request for an addition, this criterion does not apply.

VI. RECOMMENDATION

Based on the adopted Findings and Conclusions, as supported by the applicant's submittal, attached hereto and incorporated herein by reference as Attachments "A", approve land use application #187-ZON16-047 allowing the 3-foot by 12-foot addition as proposed.



Debbie Erler, Planner 1
Community Development Department

cc: Applicant
Dave Perry, DLCD

ATTACHMENTS: A - Applicant's submittal
B - Aerial map
C - National registry documents

G:\DCS\PLANNING\LAND USE APPLICATIONS\STAFF REPORTS\2016\SRZON16-047 CUL RES - 631 S 10TH ST.DOCX

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received SEP 25 1986

date entered

NOV 2 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Olsson, Captain Bror W., House Number of contributing resources: 1
and/or common Same Number of non-contributing resources: 0

2. Location

street & number 631 S. Tenth Street N/A not for publication
city, town Coos Bay N/A vicinity of Fourth Congressional District
state Oregon code 41 county Coos code 011

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Ray L. and Alice L. Prather
street & number 631 S. Tenth Street
city, town Coos Bay N/A vicinity of state Oregon 97420

5. Location of Legal Description

courthouse, registry of deeds, etc. Coos County Courthouse
street & number N/A
city, town Coquille state Oregon 97423

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties has this property been determined eligible? yes no
date 1986 federal state county local
depository for survey records State Historic Preservation Office, 525 Trade Street SE
city, town Salem state Oregon 97310

ATTACHMENT A



City of Coos Bay

Community Development · 500 Central Avenue · Coos Bay, Oregon 97420
Telephone 541.269.1181 · Fax 541.269.8916 · coosbay.org

LAND USE DEVELOPMENT REVIEW APPLICATION

For Office Use Only

STAFF CONTACT	PROJECT NO(S).
---------------	----------------

Type of Review (Please check all that apply):

- | | | |
|--|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Home Occupation | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Appeal and Review | <input type="checkbox"/> Legislative/Text Amendment | <input type="checkbox"/> Temporary Use |
| <input type="checkbox"/> Architectural Design Review | <input type="checkbox"/> Lot Line Adjustment | <input type="checkbox"/> Vacation |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Partition | <input type="checkbox"/> Variance |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Zone Change |
| <input type="checkbox"/> Estuarine Use/Activities | <input type="checkbox"/> Site Plan and Architectural Review | <input type="checkbox"/> Other _____ |

Pre-Application applications require a different application form available on the City website or at City Hall.

Site Location/Address: 631 S. 10th St. Coos Bay, OR 97420	Assessor's Map No./Tax Lot(s): BK 15, Lots 3+4
	Zoning: R-2
	Total Land Area:

Detailed Description of Proposal:

See attached

Applicant/Owner Name: <i>Barbara Hickey Cribb</i> <small>(please print)</small>	Phone: 406-570-5718
Address: PO Box 1023 / 631 S. 10th St.	Email: barb.hickeycribb@gmail.com
City State Zip: Coos Bay, OR 97420	

Applicant's Representative: <small>(please print)</small>	Phone:
Address:	Email:
City State Zip:	

1. Provide evidence that you are the owner or purchaser of the property or have the written permission of owner(s) to make an application.
2. Copy of the deed for the subject property.
3. Attach (a) a certified list of names and addresses of all owners of property within designated distance of the exterior boundaries of the subject property according to the latest adopted County tax role and (b) an assessor's map showing all lots and parcels of land within that area.
4. Address the Decision Criteria or Goals/Standards outlined in the Coos Bay Municipal Code chapter(s) related to your request.
5. Additional information: Date construction is expected to begin; estimated completion date of the total project and of individual segments; and anticipated future development.
6. **Ten (10) complete hard-copy sets** (single sided) of application & submitted documents must be included with this application. **One (1) complete set** of digital application materials must also be submitted electronically or on CD in Word format. Additional copies may be required as directed by the Coos Bay Director of Community Development.

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Coos Bay Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

	_____		_____
Applicant's signature	Date	Owner's signature (required)	Date

Land Use Development Review Application

Barbara Hickey Cribb

631 S. 10th Street, Coos Bay, Oregon

Request: Requesting permission to add a 3'x12' bump-out to the existing exterior North wall to allow a Kitchen remodel.

Purpose: To preserve the original East and West interior walls and achieve a functional kitchen for today's lifestyle.

Intent: My intention is to preserve what is left of the original Kitchen and add new cabinetry, appliances, plumbing, and electrical. The West wall holds an original dumb-waiter, unused brick chimney, door to the breakfast room, and the original cold storage closet. The East wall is a beautiful floor to ceiling cabinet with sliding glass doors. The lower half has been damaged by a previous 1940's remodel, it will be restored or rebuilt to match the original cabinet.

Construction: The exterior would have a shed roof, knee braces, and cedar siding. The footprint of the house will not be altered as the bump-out cantilevers, (see drawings and photos). My intention is to use the original windows if possible, if not I will replicate them to match existing windows.

I hope construction can commence within 60 days of approval of this application and finish within another 60 days, however that is not a given. I do not anticipate any further requests to alter the exterior of my home.

Architect: Professional drawings and plans (enclosed) have been commissioned by Architect Stuart A. Woods, AIA.

Conclusion: I have great respect for the historic value of my home, but at the same time I have to live here. The kitchen was never designed to accommodate a refrigerator, dishwasher, or a modern stove. Past owners used the breakfast or mud room for their refrigerators and squeezed the stove up against the cold storage cabinet doors. When completed it will be a lovely modern version of a 1912 kitchen.

Photo examples are included in this prospectus.

Respectfully submitted by Barbara Hickey Cribb, Homeowner

GRANTOR:

Richard James Tine, Trustee of the Richard James Tine Living Trust
631 S 10th St
Coos Bay, OR 97420

COOS COUNTY, OREGON **2015-004275**
\$51.00 05/22/2015 01:09:34 PM
Terri L.Turi, Coos County Clerk Pgs=2

GRANTEE:

Barbara Hickey Cribb
PO Box 1023
Coos Bay, OR 97420

SEND TAX STATEMENTS TO:

Barbara Hickey Cribb
PO Box 1023
Coos Bay, OR 97420

AFTER RECORDING RETURN TO:

Barbara Hickey Cribb
PO Box 1023
Coos Bay, OR 97420

Escrow No: 360615012600-TTCOO06

7096900 C 900
7096900 C 900
631 S 10th Street
Coos Bay, OR 97420

**AFTER RECORDING
RETURN TO**
Ticor Title Company
300 West Anderson Ave. - Box 1075
Coos Bay, OR 97420-0233

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Richard James Tine, Trustee of the Richard James Tine Living Trust, Grantor, conveys and warrants to Barbara Hickey Cribb, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Coos, State of Oregon:

Lots 3 and 4, Block 15, South Marshfield, Coos County, Oregon.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$460,000.00. (See ORS 93.030)

Subject to and excepting:

Taxes, covenants, conditions, restrictions, easements, rights of way, homeowners association assessments, if any, and matters now of record.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010

OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED: May 15, 2015

Richard James Tine Living Trust

BY: Richard James Tine, Trustee
Richard James Tine, Trustee

State of OREGON

County of Coos

This instrument was acknowledged before me on 5-21, 2015 by Richard James Tine as Trustee of the Richards James Tine Living Trust.

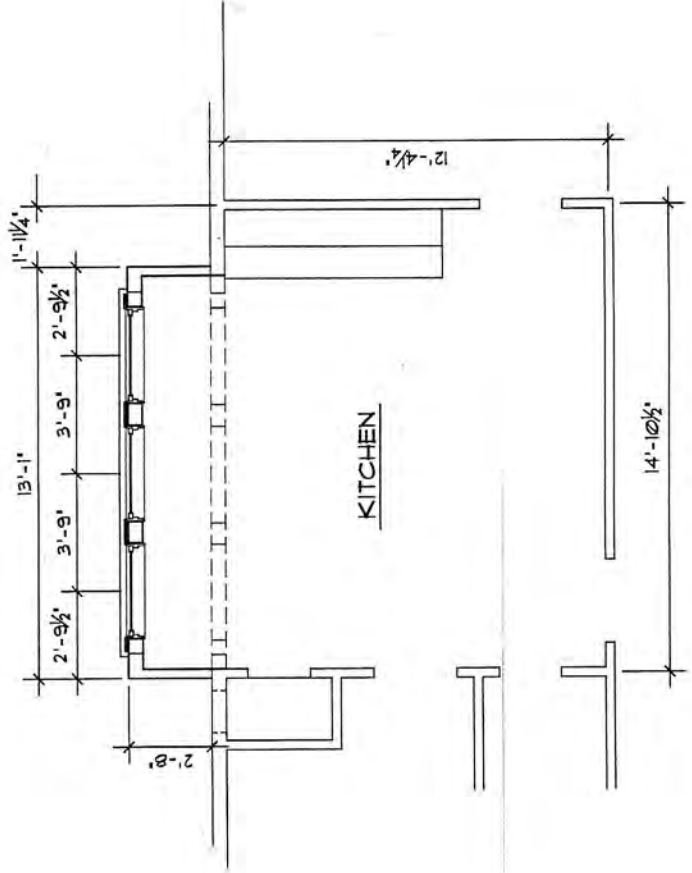
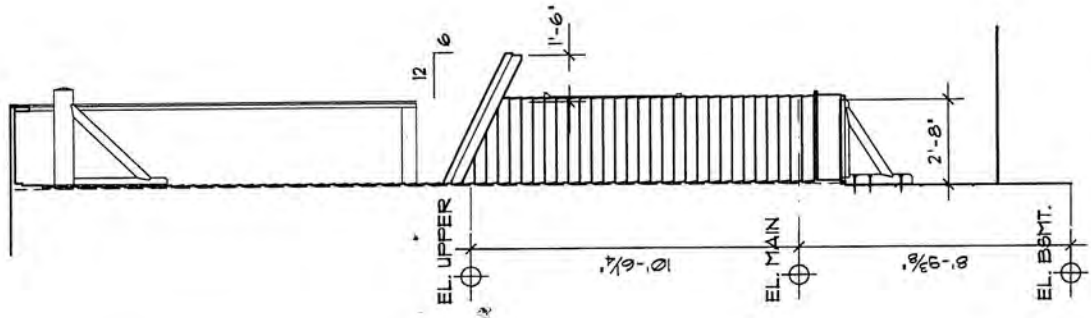
[Signature]
Notary Public - State of Oregon
My commission expires: 4-1-19



CRIBB RESIDENCE

(FORMERLY THE BROR W. OLSSSEN HOUSE)

631 S. 10TH ST., COOS BAY, OREGON 97420



2 END VIEW

SCALE: 1/4" = 1'-0"

1 All

1 PARTIAL FLOOR PLAN

SCALE: 1/4" = 1'-0"



PROJECT # 1525
A1.1
SECRET TITLE:
PARTIAL FLOOR PLAN
END VIEW OF ADDITION
DATE: JUN. 15, 2015
FILE NO. 15/27/15
DRAWN BY: [Signature]
CHECKED BY: [Signature]
DATE: [Signature]

McSWAIN & WOODS ARCHITECTS, LLP
900 N. AVENUE, COOS BAY, OREGON
831 S. 10TH ST.
COOS BAY, OREGON 97420
PROJECT TITLE:
BARB CRIBB RESIDENCE
KITCHEN ADDITION





1
A2.1

EXTERIOR ELEVATION

SCALE: 3/8" = 1'-0"

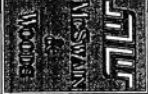
COPYRIGHT © 2013 BY STEWART & WOODS ARCHITECTS, LLP



McSWAIN & WOODS ARCHITECTS, LLP



PROJECT TITLE:
 BARB CRIBB RESIDENCE
 KITCHEN ADDITION
 831 S. 10th St.
 COOS BAY, OREGON 97420



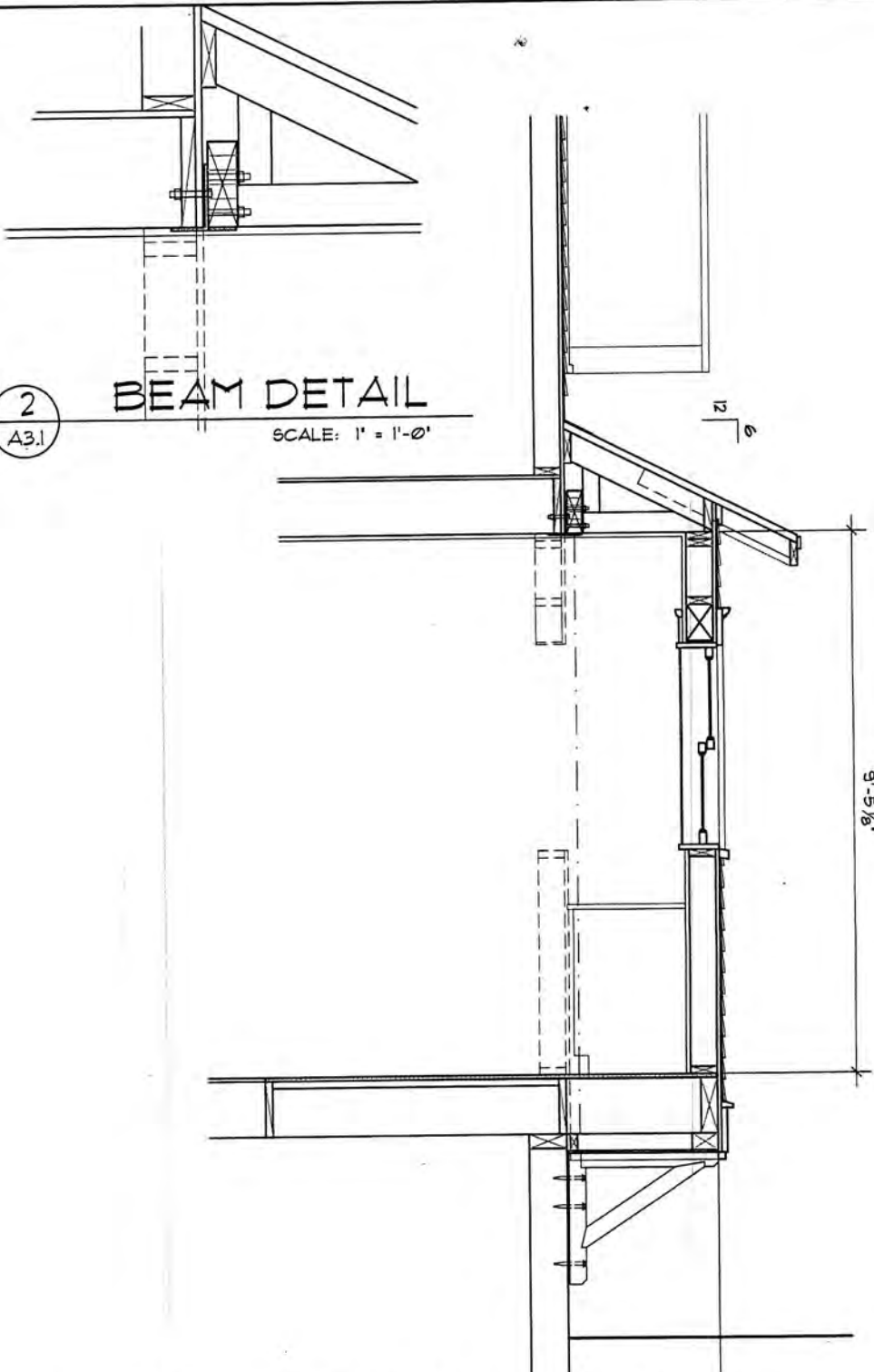
A2.1	PROJECT #	1525
	DRAWN	1/19/13
	CHECKED	1/20/13
	DATE	1/19/13
	SCALE	AS SHOWN
	PROJECT	BARB CRIBB RESIDENCE
	SHEET	A2.1
	TOTAL SHEETS	1
	DATE	1/19/13
	BY	STW
	DATE	1/19/13

SHEET TITLE:
 PARTIAL NORTH ELEVATION

2
A3.1

BEAM DETAIL

SCALE: 1" = 1'-0"



1
A3.1

WALL SECTION

SCALE: 1/2" = 1'-0"

McSWAIN & WOODS ARCHITECTS, LLP
300 N. BAYSHORE, COOS BAY, OREGON 97420



McSWAIN & WOODS ARCHITECTS, LLP



300 N. BAYSHORE, COOS BAY, OREGON
541.966.0618 FAX 541.967.4256 Email arch@mcswain-woods.com

PROJECT TITLE:
BARB CRIBB RESIDENCE
KITCHEN ADDITION
831 S. 10th St.
COOS BAY, OREGON 97420



A3.1

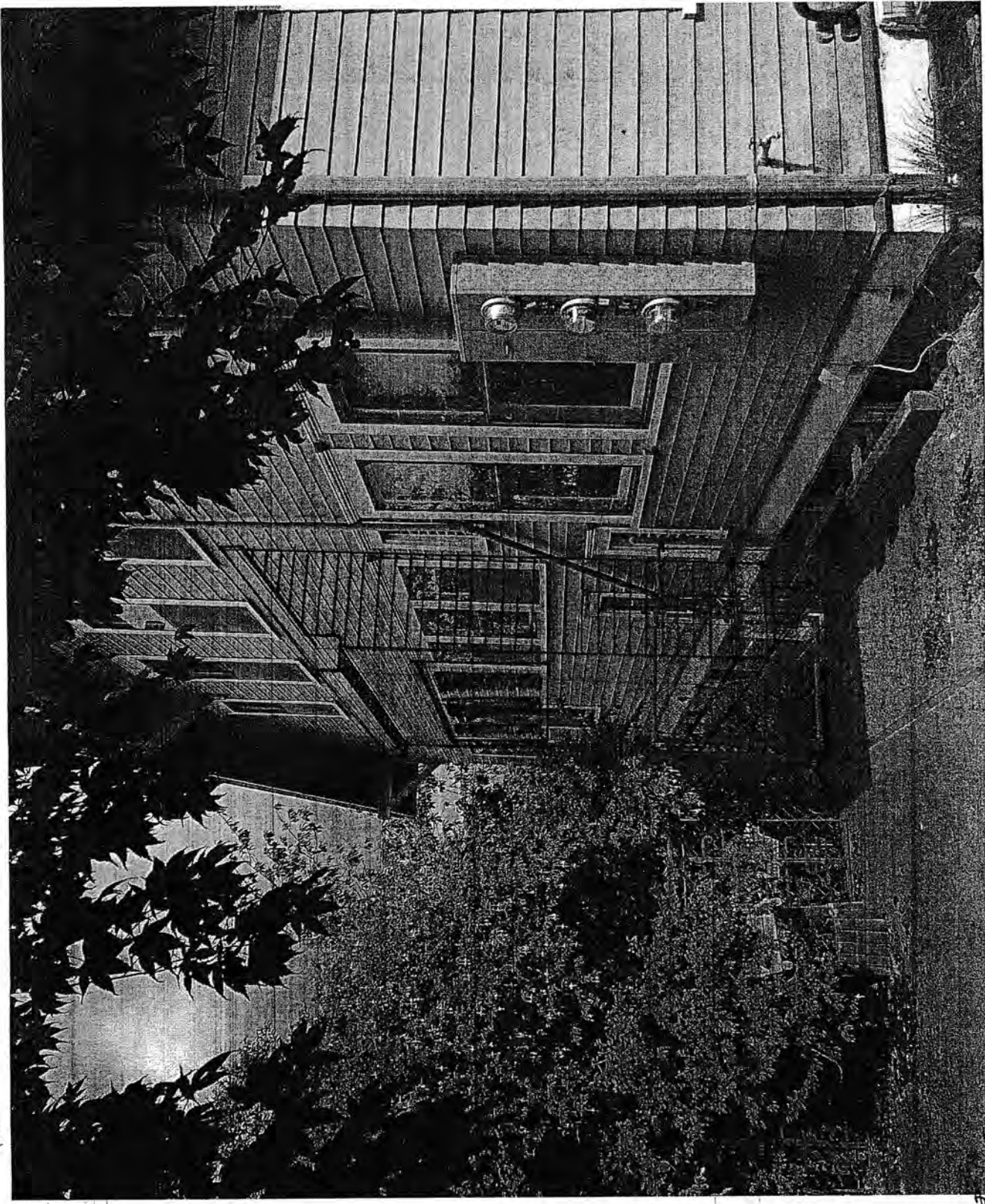
DATE	12-8-2015
PROJECT	1525
SCALE	
BY	
CHECKED	
APPROVED	
REVISION	
NO.	
DATE	
DESCRIPTION	

SHEET TITLE:
PARTIAL WALL SECTION

BARB CRIBB RESIDENCE

KITCHEN ADDITION

JUN. 15, 2015 JOB NO. 1525



Existing Kitchen

Land Use Development Review Application
Barbara Cribb, 631 S. 10th Street, Coos Bay, OR 97420

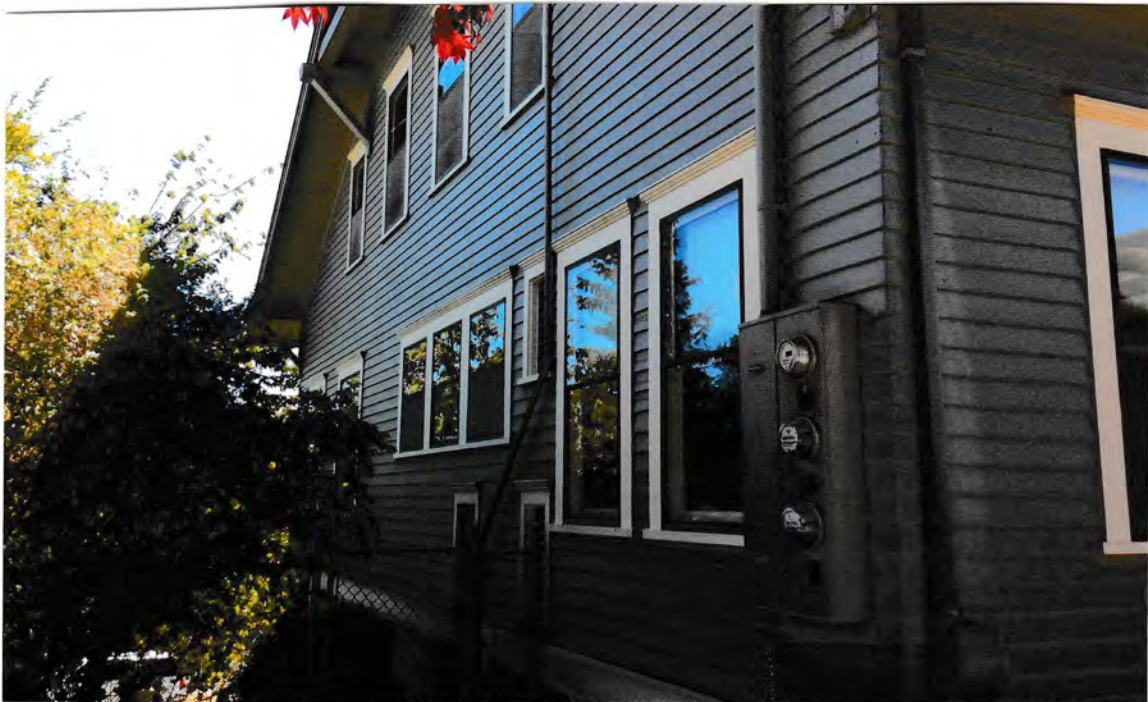


Exterior North Wall of Proposed Bump-out

Land Use Development Review Application
Barbara Cribb, 631 S. 10th Street, Coos Bay, OR 97420



Street View looking West



Back yard looking East

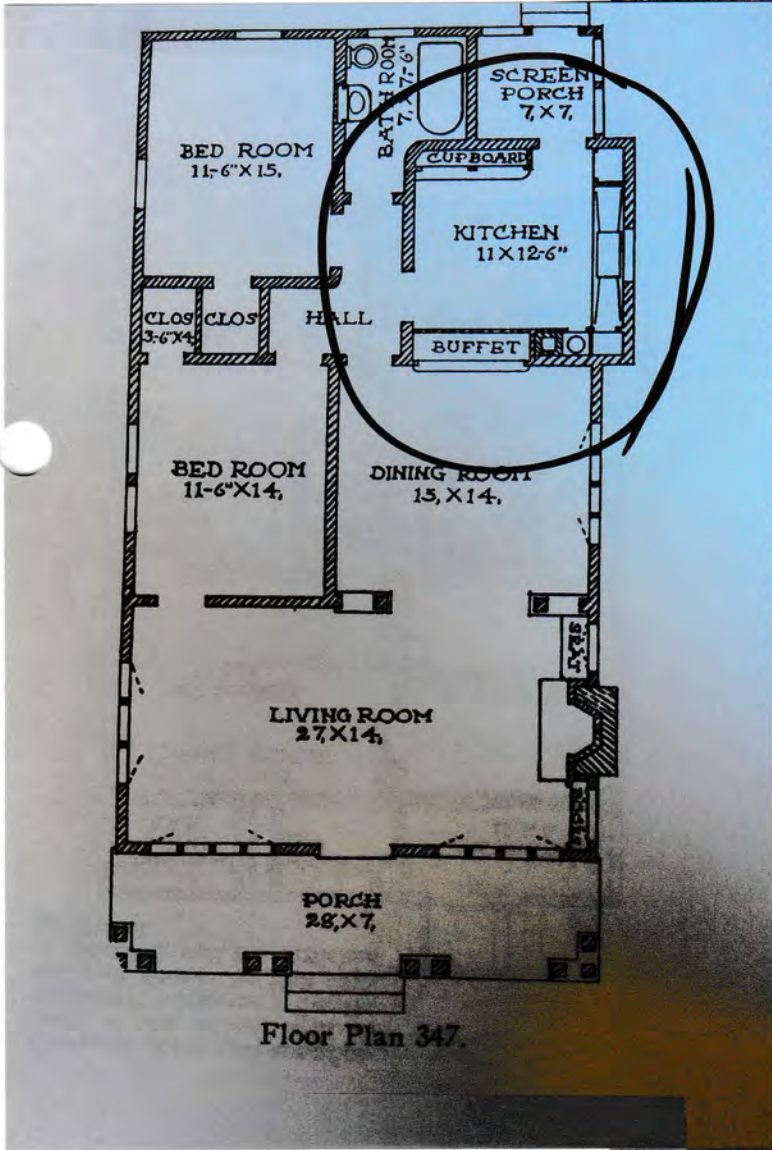
Historic Kitchen with Similar layout

Land Use Development Review Application
Barbara Cribb, 631 S. 10th Street, Coos Bay, OR 97420



Examples of Bump-outs

Land Use Development Review Application
Barbara Cribb, 631 S. 10th Street, Coos Bay, OR 97420

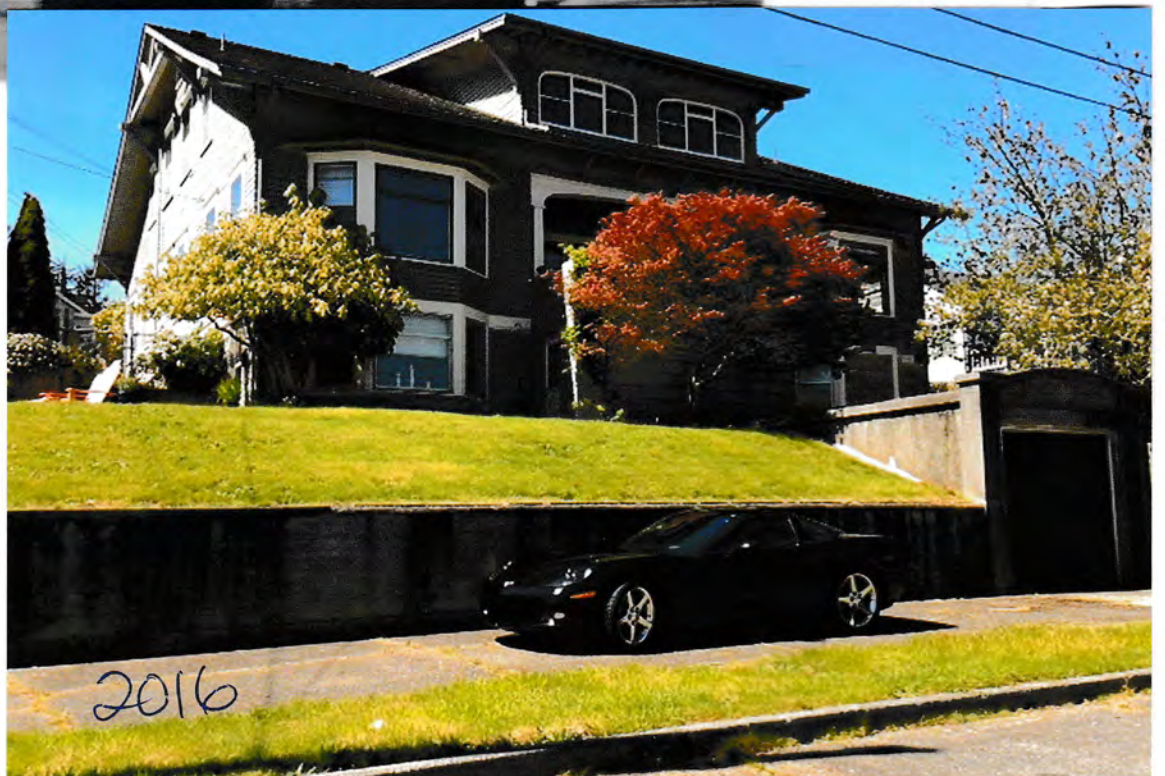


1920's



1940's to 1980's

1980's to Present



2016





FERGUSON AVE

S 11TH ST

S 10TH ST

ATTACHMENT B

TL 10700

TL 10600

TL 10500

TL 11800

TL 9000

TL 9100

TL 10400

TL 11900

1093

1055

603

TL 8900

TL 9200

621

TL 10300

TL 12000

622

TL 8800

638

TL 9300

TL 10200

634

TL 12100

636

TL 8700

648

TL 9400

631

TL 12200

640

TL 8600

656

TL 9500

653

652

TL 8500

662

TL 9600

TL 10100

TL 12300

TL 12400

670

TL 8400

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received SEP 25 1986

date entered

NOV 2 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Olsson, Captain Bror W., House Number of contributing resources: 1

and or common Same Number of non-contributing resources: 0

2. Location

street & number 631 S. Tenth Street N/A not for publication

city, town Coos Bay N/A vicinity of Fourth Congressional District

state Oregon code 41 county Coos code 011

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational <input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Ray L. and Alice L. Prather

street & number 631 S. Tenth Street

city, town Coos Bay N/A vicinity of state Oregon 97420

5. Location of Legal Description

courthouse, registry of deeds, etc. Coos County Courthouse

street & number N/A

city, town Coquille state Oregon 97423

6. Representation in Existing Surveys

title Statewide Inventory of Historic Properties has this property been determined eligible? yes no

date 1986 federal state county local

depository for survey records State Historic Preservation Office, 525 Trade Street SE

city, town Salem ATTACHMENT C state Oregon 97310

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u> N/A </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Captain Bror W. Olsson House is an intact example of the Bungalow style which reflects especially in its interior, Craftsman influence. It was originally constructed between 1912 and 1913 as a single-family, balloon-frame residence for the Bror W. Olsson family. The architect was Benjamin Ostlind, who was prominent at that time in the Marshfield (now Coos Bay) community. Except for the removal of the eaves and the original front porch wood railing, the house remains intact and original in its configuration. In its 73rd year, the house is now being lived in by its fifth owners, Ray and Alice Prather.

The site selected by Bror W. Olsson consisted of two lots 50' x 95' within the City of Marshfield, purchased on July 11, 1911 from William and Kate Buck for the sum of \$10.00.¹ The site is found in Township 25, Range 13, Section 34AA, Lots 3 and 4, South Marshfield, Coos County, Oregon. The site faces east near Marshfield High School overlooking South 10th Street, and is situated among other older homes. The house is surrounded by landscape elements designed by Portland Landscape Architect Chandler D. Fairbanks.

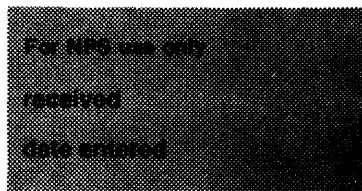
Because the house was quite large for the site and because there was a considerable slope from east to west, architect Ostlind placed the garage "San Francisco style" in the front yard of the house. At the rear of the garage, the stair leads upwards to the basement level of the house through an enclosed stairway hidden underneath the front porch. The garage door no longer exists, but will be replaced by the current owner to match the original. The garage is bracketed by a retaining wall that retains the front yard plant material and fill. The retaining wall was cast in concrete to match the cast-in-place concrete of the exposed foundation wall basement. All of the concrete work excepting the garage and the street level stair has been formed with form liner that simulates a rusticated ashlar finish. The forming was done quite well and is well preserved.

With the exception of the rear elevation, all the elevations of the house are nearly symmetrical. The east or entry face of the house is fairly imposing with two floors exposed to the street capped by a shed dormer which boasts a balcony or recessed gallery. The main entry porch is recessed within the wall plane and framed with an arcuated beam supported by two square columns which rest on the framed porch rail. Behind that recessed opening is the multi-paned front door bracketed by two windows which illuminate the entry/living room. Above the entry are two elliptically-arched openings to the dormer gallery which have been filled in the last twenty years to create a sun room off the upstairs bedroom. On either side of this central mass are hipped roof bay windows which further articulate the facade. The major changes to this facade over the years include: enclosing in the dormer openings, the removal of the roof and dormer eaves and knee braces and, the removal of the wood framed porch rail. The Prathers are considering replacement of the missing elements in a future project. A complete original knee brace assembly was found in the basement of the home and could be used as a template for replicating the eave structures. All of the windows in the house are the original wood frame windows in a one-over-one, double-hung configuration.

The house has twelve rooms and now accommodates two apartments in the basement level. These apartments were constructed in the late 1940s or early 1950s by a previous owner. There does not appear to be any significant damage to historic fabric by the addition of the living units.

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The house has the original Port Orford Cedar horizontal siding with one-by-one trim. At the perimeter of each window assemblies one-by-one trim is also used as well as the water table at the intersection of the wood frame construction and the poured concrete base. With the exception of the poured concrete base, the house is of wood construction.

Upon entering the front door one is immediately immersed in the wonderful atmosphere created by the false beam ceilings in stained fir and trim articulating the living room and fireplace nook. To the right of the entry, through sliding multi-paned pocket doors that mimic the front door articulation, one views the dining room with beamed ceiling, paneled walls, and beautifully-crafted built-in buffet. Architect Ostlind created a nautical theme here by designing beams radiating from a central circular beam simulating a compass which does have an approximately correct orientation. To the south of the living room are bedrooms and bathrooms and upstairs are more bedrooms and bathrooms. There is very little change to the interior of the house. Perhaps the only "major" changes have been made in the kitchen area where modern appliances and plumbing have been accommodated. Even there, much of the original cabinetry and an original dumbwaiter remains, as well as the original cold box with ventilation to the exterior.

Some of the salient features of the interior which increase the significance of this structure are as follows: The living room fireplace nook is framed by an arcuated ceiling treatment mimicking the treatment of the front entry. In the nook one is introduced to the original fireplace that was purchased by Captain Olsson and sent to Marshfield from San Francisco to be used in the house. The fireplace mantle, hearth and front was purchased from the Watson Mantle and Tile Company, 415 Market Street, San Francisco. The Prathers have installed a brown toned Vermont Casting stove which is very compatible with the tiles as well as the color of the wood stain. The original herringbone oak floors, which are currently covered by carpet, are found in the living room, parlor and dining room. In the future, the owner intends to remove the carpet and refinish the flooring. Bracketing the fireplace is a pair of leaded stained glass windows which, according to local reports, were fabricated in San Francisco and shipped to Mr. Ostlind for installation in the house. On the west wall of the living room is a built-in cabinet/bookcase which has the identical glass treatment as the relights on either side of the fireplace. Many bungalows had small windows flanking the main chimney of the house. Although the chimney of this house is located on the interior the architect apparently wished to carry this theme into the interior of the house with the relights.

In the dining room one finds other influences of the Craftsman Movement. Apart from the radial beamed ceiling with original lighting accenting the compass points, the perimeter walls are paneled and feature a bracketed plate rail. The paneling on the walls and buffet is imported Elm, all of which is in very good original condition. In the northwest corner of the room is a custom-crafted buffet which has four nine-pane upper doors with heavy mullions and muntins in fir. The lower part of the buffet is composed of doors with elm panels. The original wall bracket wall fixtures are found on the north wall.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1913 **Builder/Architect** Benjamin Ostlind, architect

Statement of Significance (in one paragraph)

The commodious house at 631 South 10th Street in Coos Bay, Oregon was completed in 1913 for ship captain Bror W. Olsson (1871-1954), a native of Sweden and naturalized citizen of the United States of America, who compiled a distinguished and heroic record in West Coast lumber shipping from the time of his arrival in Coos Bay in 1913 to his retirement in 1945. At the close of his career he was bar pilot for the Port of Coos Bay and a Lieutenant Commander in the U.S. Coast Guard Reserve. Historically, the Olsson House was a locally distinctive example of Bungalow architecture in the Craftsman vein. It was designed by Benjamin Ostlind, a fellow native of Sweden and construction engineer for the C. A. Smith Lumber and Manufacturing Company, the employer of Captain Olsson. The broadly-overhanging eaves and knee braces of the gable roof and front and rear shed-roof dormers were removed about 1937 when Captain Olsson grew tired of having to paint them. While these features are lost, their loss is expressive of the original owner's direct and efficient approach to house maintenance as well as ship's maintenance. The house retains all other essential character-defining features, including weatherboard siding, central recessed porch with its square columns in antis, and the formally-arranged polygonal window bays. The interior, typical of the Arts and Crafts tradition, featuring dark-stained ceiling beams, wall paneling, inglenook with ceramic tile fireplace surround, and built-in cabinetry, is remarkably intact. The documentation of sources and costs of labor and materials provided by the architect's ledger sheet and accounts is unusually complete and sheds light on the procurement of such distinctive elements as the ceramic fireplace tiles.

Notwithstanding the interest it holds under criterion "c" as an example of its architectural type, the Olsson House is eligible for inclusion in the National Register primarily under criterion "b" as the only building in Coos Bay importantly associated with Bror W. Olsson and his wife, the former Veronica May Ley. The Olssons occupied the house until 1943, a period of 30 years, during which time Captain Olsson broke records in the frequency and total volume of shipments of lumber from the Port of Coos Bay to San Francisco Bay. Between 1907 and 1915 Olsson distinguished himself as a hero at sea half a dozen times. He was, in the best sense, a community celebrity and a legendary figure in West Coast maritime circles. The following contains a detailed account of his adventurous life.

The Olsson House embodies distinctive characteristics of a style, type, period or method of construction and is noteworthy as an example of the use of indigenous materials and craftsmanship. The house was designed in the Bungalow style popular between 1890 and 1930. The Bungalow style had roots in the Craftsman Movement and this is evidenced rather strongly in the fine detailing of the

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Coos Bay, Oregon

Quadrangle scale 1:24000

UTM References

A

1	10	4	0	1	0	16	10	4	8	0	1	6	7	0
Zone	Easting				Northing									

B

Zone	Easting				Northing									

C

Zone	Easting				Northing									

D

Zone	Easting				Northing									

E

Zone	Easting				Northing									

F

Zone	Easting				Northing									

G

Zone	Easting				Northing									

H

Zone	Easting				Northing									

Verbal boundary description and justification The Captain Bror W. Olsson House is situated on Lots 3 and 4, Block 15, South Marshfield Addition, Coos Bay, Coos County, Oregon, a parcel 100 x 95', otherwise known as Tax Lot 10200.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Steve L. Clay, Architect, and Ray L. Prather, owner

organization Samuels & Clay, Architects & Planners date December, 1985

street & number 170 S. Second Street, Suite 202 telephone (503) 269-5555

city or town Coos Bay state Oregon 97420

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

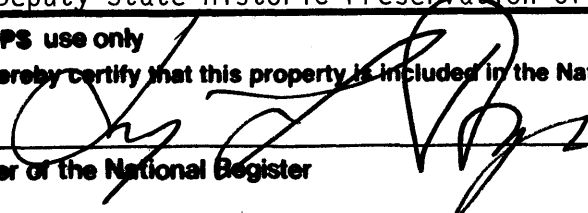
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 

title Deputy State Historic Preservation Officer date September 12, 1986

For NPS use only

I hereby certify that this property is included in the National Register



Keeper of the National Register

date 11/2/86

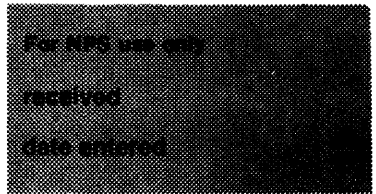
Attest:

date

Chief of Registration

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woodwork and spatial arrangement on the interior of the structure. Another interesting and significant aspect of this building is the fact that its construction process is very carefully documented and serves as a substantial resource as to the names and types of local craftsman and the types of construction popular in 1912 in the city of Coos Bay. In Mr. Ostlind's own hand we find much of the itemized bill of materials, payroll itemizations, etc. that were a part of the documentation of this project and his role as architect. These papers were found in the house by the current owners Ray and Alice Prather. It is significant also to find the entire interior of the house intact, as little interior remodeling has occurred over the 73 year history of the structure.

Captain Bror W. Olsson and his house have both left their mark on the city of Coos Bay. It is thought that late in the year 1911 Captain Olsson commissioned architect Benjamin Ostlind to design and oversee the construction of his home. In was under Mr. Ostlind's direction that the house was completed on February 27, 1913.

The house was not seen by Captain Olsson until his arrival in the Port of Coos Bay with his new commission, the ADELINE SMITH, which he had sailed from Newport News, Virginia, where the vessel was constructed. Leaving Newport News on October 26, 1912 the ³ the voyage took 64 days, and since the Panama Canal was not completed, he sailed around South America on a 14,000 mile trip.⁴

Mrs. Olsson, with her first child, feared that the Captain was lost at sea, and consequently his arrival in port was one of great relief and happiness. Commenting about Captain Olsson's arrival with the ADELINE SMITH the Coos Bay Times wrote: "a baby boy and a handsome new home awaiting him are the pleasant features of the arrival of Captain B. W. Olsson in command of the ADELINE SMITH."⁵ The Coos Bay Times description of the home stated: "Before Captain Olsson left he planned and started his handsome home in this city and it has been completed since he left and his family is now occupying the residence. The house contains twelve rooms and is one of the most handsome homes in the city of Marshfield."⁶

Later in 1930, reminiscing about the Captain's voyage from Virginia, the Coos Bay Times reported: ". . . a New York paper predicted disaster for Captain Olsson and the ADELINE SMITH coming around the Horn."⁷ And commenting about the ADELINE SMITH being three days late in arrival, the Times stated: "Many times Mrs. Olsson sat with her sewing in the big upstairs windows of their home watching for the Captain to bring his ship into the docks at the C. B. Lumber Company clearly visible from there. The home was built in 1912 and throughout it combines the Captain's nautical tastes with Mrs. Olsson's home making talent for comfort."⁷ Finally, the Coos Bay Times comments: "In the time of storm when wind and rain make visibility from the upper window impossible, Mrs. Olsson tries to imagine what it is like on the sea, she finds she had to remember the Captain's words: "It's not the same kind of weather at sea as it is on land."⁷

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date entered

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Bror W. Olsson was born in Smedbyorland, Sweden on December 3, 1871. At 22 years of age, Captain Olsson arrived in New York from Sweden on August 15, 1893.⁸ Already a seasoned seaman of eight years since going to sea at the age of 14, he became a naturalized citizen in San Francisco, California on April 12, 1897.⁸ One year later he applied for and was certified as a Master Seaman (September 26, 1898).⁹ Captain Olsson continued throughout his long career to demonstrate skill and amazing ingenuity as a Master Seaman.

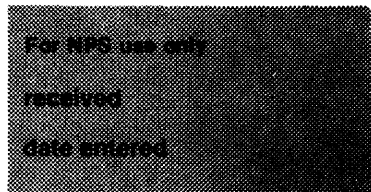
While Captain Olsson was at sea off the West Coast in the first decade of the 20th Century, he met his wife to be, Miss Veronica May Ley, a native of Zion, Minnesota.⁷ While sailing on the ALLIANCE Miss Ley served as a nurse (having graduated as a Registered Nurse from St. Vincent's Hospital in Portland, Oregon) to the wife of William E. Borah (1865-1940), Boise, Idaho criminal lawyer, who was elected to the U. S. Senate in 1907. Senator Borah, having a sound sense of humor, told Miss Ley that the Captain was only a cabin servant and Miss Ley, believing the Senator, made good use of the smitten Captain's services. It made for a comical situation when, having been invited to the Captain's table for dinner, Miss Ley found out who the Captain really was. As the Times reported, the pretty nurse made ". . . Captain Olsson forget his resolution to remain a bachelor."¹³

Captain and Mrs. Olsson were married in Portland, Oregon on October 21, 1908.⁷ Captain Olsson, already a well known local figure and hero, was greeted in Marshfield and North Bend with his new bride with much fanfare. Reporting of their homecoming the Times announced: ". . . when the ALLIANCE appeared off North Bend, early today, the whistles on every side shrieked a welcome and again when the ALLIANCE was drawing up to the Marshfield dock every large whistle on the upper bay did likewise. It was a new kind of chivalry but the tooting of the whistles proclaimed a welcome that everyone on the Coos Bay who knows the genial Master of the ALLIANCE would have been glad to personally join the demonstration, if they known the event."¹¹

What had made Captain Olsson such a hero not only in the Coos Bay area, but up and down the coast, was his skillful mastery of navigation and his gritty courage. The first recorded demonstration of his character came in 1907, when the Steamship ALLIANCE's rudder was smashed by a large wave while crossing the Coos Bay bar. According to Captain Olsson this wave ". . . tore off the rudder and the rudder post and apice (sic) of the rudder got jammed in the propeller and threw off two flukes and damaged a third leaving all but one and half blades in working order."¹² During this ordeal, a passenger, Mr. B. F. Pyott of Coos Bay was washed off the ship into the ocean and drowned.¹³ Captain Olsson proceeded to sail the crippled ship to Portland where he was then confronted by Captain Bailey of the bar tug TATOOSHA whose intent was to secure the ALLIANCE and force the owners to pay heavy salvage. Captain Olsson's resistance of Captain Bailey's force displayed a persistence and determination which would win him much honor and acclaim, not to mention his successful voyage of the ALLIANCE to Portland in spite of the damaged rudder.

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The perilous conditions of the voyage caused much worry to the Captain, but keeping his crew and passengers calm, he was hailed as a "brave man" by the passengers¹³ and also awarded a pair of \$100.00 binoculars by the passengers as a token of their appreciation for his courage and skill.¹³

In 1909, Captain Olsson became a hero in a daring rescue of crew members of the lumber schooner MARCONI when it wrecked against the south spit at Bastendorf Beach after a new line from a pilot boat towing the MARCONI over the Coos Bay bar broke due to strain from wind and sea causing the schooner to go adrift. As the Times reported:

The sea was very rough and the crew from the life saving station could not reach the scene for a couple of hours. Fastening a heaving line to a tree on the bluff, Captain Olsson was lowered over the bluff on a half-inch line into the breakers. The members of the crew who realized the danger of the breakers and the danger of the shifting deck load of lumber, were watching Captain Olsson's movements and threw a fishing line with a float attached to one end overboard. The other end of the line was fastened on board the MARCONI. Three or four breakers dashed over Captain Olsson and threatened to sweep him down onto rocks before the fishline float was reached. Finally the waves carried it to him and he was enabled to haul in the three-inch heaving line with it. Then on this was arranged the noted 'boatswain's chair' and on it, Captain Olsson succeeded in pulling two members of the crew who were hoisted up over the cliff by the NANN SMITH's mate and his associate. ¹⁴

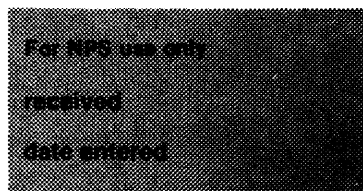
The report goes on to state "Captain Olsson and his associates with the two men they had rescued had made their way back overland and very few knew of it until the story was brought in late today by Captain Wilson."¹⁴

For this rescue, Captain Olsson was nominated by the townspeople of Marshfield for the Carnegie Medal for Bravery. Reporting, the Times stated: "Captain Olsson is in a badly battered and bruised condition as a result of the fearful experience. Said Mr. Brown, his hands are lacerated, his legs are torn by contact with the jagged rocks of the cliff over which he went and his body is one mass of bruises. Captain Olsson was lowered over the cliff on a heaving line, the breakers repeatedly dashed him against the face of the cliff. In spite of this he managed to pass a line on board the MARCONI. . ."¹⁵

On September 1, 1909, Captain Olsson again demonstrated his bravery and cunning by extinguishing a threatening blaze which was threatening to a large part of the Marshfield business district. Reporting, the Coos Bay Times stated: ". . .while all the members of the fire department did excellent work, one of the most heroic acts of the fire fighting was done by Captain B. W. Olsson of the NANN SMITH. Captain Olsson was near the scene soon after the fire was discovered and saw the necessity of fighting the fire from the south side. No one was able to get up on the roof of the building on the south to play the hose on the danger spots. Finally Captain Olsson got H. W. Skinner and Charles Lash to hold a chair out of the second story window of Otto Schetter's apartment and getting on this, he

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succeeded in reaching the roof. Ralph Matson quickly followed him and the two were able to handle the hose from the dredge OREGON and quickly extinguish the fire that was spreading to the Garfield Hotel building." 16

On January 20, 1911, Captain Olsson, while bringing the NANN SMITH up the coast from Cape Blanco, saved the crew of the steam schooner LAKME. The Coos Bay Times reported, quoting Captain Malmgren of the LAKME, after a Captain O'Brian of the steamer WATSON refused to pick-up the shipwrecked crew: ". . .four hours after nightfall when the WATSON deserted us, . . .the weather suddenly moderated, and we would have had no trouble in getting away from the LAKME and aboard the WATSON. Several vessels passed us, some of them, including the WATSON, stood by for a few hours and then deserted us. Half of my crew was on the fore-castle head and the rest aft. There was no drinking water and we all suffered with the cold and the cutting wind. The NANN SMITH picked us up Thursday afternoon, then miles below Coos Bay. We were tenderly cared for, and it seemed like paradise."17

In 1914 Captain Olsson fought "high seas" at Point Reyes to save the vessel POMO and was hailed by residents of San Francisco as a hero.¹⁸ Because of Captain Olsson's skill in saving twenty-four lives and the salvaging of the POMO in such a way that he was able to tow the vessel into Drakes Bay where much of the vessel's machinery was saved, the Inter-Ocean Transportation Company sent Captain Olsson a resolution commending Captain Olsson's heroism:

BE IT RESOLVED, that this Corporation express to Captain B. W. Olsson and the officers and crew of the S.S. ADELIN SMITH, Their hearty approval of the action taken in the rescuing of the Steam Schooner POMO, and the efforts put forth to save the vessel itself. 19

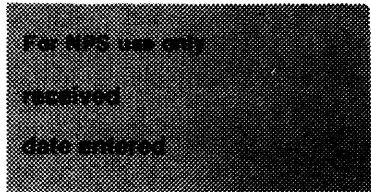
On November 2, 1915 the Coos Bay Times headlined that the steamer SANTA CLARA had wrecked on the South Spit of the Coos Bay bar. The news of the wreck came from Captain Olsson's wireless radio of the ADELIN SMITH.

Captain Olsson had a difficult decision to make. Should he risk his ship and its cargo of lumber to help the people and crew on board the SANTA CLARA? If he could get the ADELIN SMITH closer to the SANTA CLARA he could shoot a line across to it and attach a breeches buoy for taking people off the ship. Captain Olsson decided against approaching closer to the SANTA CLARA and instead used his wireless to bring help from shore. With this call for help Captain Olsson inadvertently put in motion one of the most interesting and ". . .heroic efforts ever attempted on the South Coast . . .to save the passengers and crew of the SANTA CLARA" but which ended . . .in a sorry display of human greed, which from a strictly legal standpoint was criminal in nature."²⁰

Of all Captain Olsson's adventures, the saddest was the loss of the vessel COOS BAY off Land's End in San Francisco Bay. Although Captain Olsson was the Master of the vessel when it was lost, he was nevertheless praised for his heroism and bravery: ". . .the captain observed all rules, to save the vessel after it had been carried onto rocks by a tide in a heavy fog which made it impossible for Captain Olsson to gain correct bearings."²⁰

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It would be enough if Captain Olsson was only noted for his consistency in heroism, but he was also noted for his industry and productivity. On April 13, 1921 the Oakland Tribune ran an article about the Captain breaking a world record in lumber shipping: "Establishing a world's record of bringing 150,000,000 feet of lumber from Coos Bay, Oregon to Oakland, California for thirty months, completing 100 voyages without a mishap, the Steamer C. A. SMITH commanded by Captain B. W. Olsson has broken all records of any single vessel in carrying lumber."²¹ So frequent and hurried were Captain Olsson's visits to the San Francisco Bay Area that a good friend of his, William Randolph Hearst, nick-named him Captain "Midnight" Olsson and in the San Francisco CHRONICLE on January 22, 1917, an earlier report of his already record breaking trips was reported as: "Big Coaster ADELINE SMITH breaking all records."²² The article goes on to state: "Big Lumber carrier ADELINE SMITH in heavy seas bound to his port from Coos Bay, Captain 'MIDNIGHT' Olsson makes the fastest time of any skipper on the coast and his command carries 1,700,000 feet of lumber."²²

Captain Olsson's skills were already perfected to a "T" when the HAZEL DOLLAR of the Dollar Steamship Lines sailed into Coos Bay. Because of the size of the vessel, much concern was justified when the ship arrived. There had been extremely low tides, presenting a limited channel for the ship. Stated the Coos Bay Times: "Captain Olsson of the NANN SMITH piloted the HAZEL DOLLAR in and docked her. There's where he took Captain Pentony's cork under and part of the pole. When Captain Olsson sailed right up to the Smith Mill dock, Captain Pentony began to inquire for the tugs that were to dock her. Captain Olsson couldn't explain things to his satisfaction until he threw the line and tied up. It was on the ebb tide. On the intide the boat swung into the dock as pretty as anything you ever saw. Naturally Captain Pentony couldn't understand how it could be done because he had never seen it, it always and everywhere else required two tugs to dock the big vessel."²³

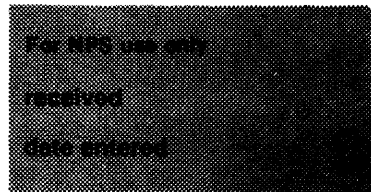
As time went on and Captain Olsson grew older, he used his much practiced skill of handling large vessels on Coos Bay as Bar Pilot for the Port of Coos Bay. Although he still continued to sail in the open seas, he continued to serve as the Port's Bar Pilot until his retirement in 1945.²¹

In 1943 Captain Olsson, then 72 years old, became a Lieutenant Commander of the U. S. Coast Guard Reserve, serving through the end of World War II. During this service he was a key figure in the piloting of naval vessels in and out of the Coos Bay. He consequently earned respect and admiration from those with whom he worked. In expressing his appreciation to Captain Olsson, R. A. Zeusler, Rear Admiral USCG of the Thirteenth Naval District, wrote:

. . . Words cannot measure or convey the Coast Guard's appreciation for your patriotic work. Your valuable experience gained through the years of professional piloting activities was quickly and readily recognized by the Coast Guard, and by tendering your commission as an Officer in the Temporary Reserve of the United State Coast Guard, you were given a military status which enabled you to handle confidential and secret information for the

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Government. The proof of the value of your Coast Guard duty lies in the fact that the ships of the Allied Nations were safely and expeditiously sent to and returned from the war fronts of World War II without a single serious loss of the area where you piloted them.²⁴

Although much more could be written about Captain Olsson's career, it is important not to allow the overwhelming activities of this one man to shadow his devotion as a practicing Christian, a faithful husband and loving father to his three children. In the family bible it is stated by family members that the loss of the COOS BAY at Land's End (San Francisco Bay) dealt a harsh blow to the aging seaman, but the death of his second son Theo in an auto accident on May 23, 1931 was more heartfelt. Impressed with the love and concern of his wife's congregation during this grievous time in his life, he soon converted from Lutheranism to Catholicism, being baptized by Father Sheridan, in August, 1931.²⁵

Captain Olsson was also a lifetime member of the Elks Lodge, a Rotarian and a member of the Knights of Columbus. Also civic-minded, he served on the Coos Bay City Council between 1943 and 1944. It is especially significant today that Captain Olsson served on this particular council because that elected body was the first to attempt to consolidate the twin cities of Coos Bay and North Bend. The council's recommendation was put to vote and was defeated by the citizens of North Bend on November 11, 1943.

Because of Captain Olsson's wartime activities, he resigned from the City Council in 1944, stating: "As the war effort takes me out of the city too much to give the city affairs my full attention, and being enrolled in the USCG Reserve, I may be called 'elsewhere' at any time. I hereby tender my resignation as councilman of the City of Coos Bay to take effect at your earliest convenience."²⁷

At the age of 72, Captain Olsson sold his home to Grade and Leila Sumerlin for the sum of \$6,000.²⁸ Olsson died in Portland on November 2, 1954. During the ownership of the Sumerlins, two one-bedroom apartments were built in the full basement of the home.

On June 10, 1952,²⁹ Leonard C. and Joyce A. Farr purchased the home from the Sumerlin family. On September 10, 1959 the Farris commissioned Chandler D. Fairbanks, landscape architect from Portland, Oregon, to design the grounds. In this project special rock from the Millicoma River was used to form a great deal of the flower beds and patio retaining walls.

Mr. Farr, an active Rotarian, hosted several high school students from both Europe and South America in the home as part of the Youth Exchange program of Rotary.

The Farris sold the home in 1972 to Tom Gregg, a local businessman, who sold the home to the present owners, Ray and Alice Prather, on August 1, 1984.³⁰

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Continuation sheet CAPTAIN BROR W.
OLSSON

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The Captain Bror W. Olsson House is distinctive and significant in that it embodies the characteristics of the Bungalow style and key elements of the Craftsman Movement in the exterior and interior of the residence. Some of those characteristics are as follows: (1) low pitched gable with wide overhanging eaves; (2) shed dormer; (3) king posts at peak of roof at north and south ends; (4) exposed rafters on east and west elevations; (5) the collar beam under the king post at the north and south elevations; (6) knee braces found under eaves at the north and south elevations as well as at the shed dormer roofs facing east and west; (7) recessed dormer gallery and large recessed front porch; (8) large windows flanked by two smaller windows on the front facade as we see in the first floor and basement levels of the east elevation; (9) wood frame construction with rustic surface materials which in this case include the concrete form work with simulated rusticated ashlar; (10) and multi-paned front door lights.

The Craftsman Movement is shown in the dining room and in the living room. Coloring of the paneling goes to the lighter browns which Gustav Stickley suggested as being a delicate shade of gray or green or brown and is carried through all of the formal areas of the house and extends to the interiors of the bedrooms and bathrooms. The multi-paning of the windows is carried through in the French doors between the living room and the dining room, the relights on either side of the fireplace. The fireside nook very strongly resembles the fireside nook as illustrated in an issue of the Craftsman, published in 1905, wherein the nook is described as being constructed with a lower ceiling "than that of the main room giving it an effect of comfort that is hard to obtain in any other way."⁶⁰ In the illustration that accompanies that description, Stickley had shown the fireplace bracketed by two small windows and built-in furnishings.

Another significant aspect of this residence is that it displays prominently products of Arts and Crafts-oriented firms that exist today. In photographs 6, 10 and 11 the glass products of Opalescent Glass Company are displayed. This company began manufacturing glass in 1888 in Kokomo, Indiana and in this period created the hand rolled glass as you see in the photographs. The glass works were assembled by Church Art Company in San Francisco, we understand, is the oldest glass studio in San Francisco.

Also significant is the Elm paneling in the dining room shown in photographs 8 and 9 which was hand carried by Captain Olsson as he delivered the NANN SMITH to Coos Bay from the East Coast. After arriving at his new home the paneling was installed and Captain Olsson finished it himself.

One can see the painstaking and careful records that were kept in the Captain's absence by his architect, Benjamin Ostlind. This kind of documentation allows us to better understand construction processes of the day.

This house is also significant because it stands as one of the few remaining works of architect and engineer Benjamin Ostlind.

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Continuation sheet CAPTAIN BROR W. OLSSON Item number 8 Page 9

BENJAMIN OSTLIND

The Captain Bror W. Olsson house was one of the outstanding works of Benjamin Ostlind, Architect and Engineer. Benjamin Ostlind was born in Karlstad, Sweden, on July 4, 1885. He received his baccalaureate degree from the Royal Technical Academy of Stockholm, Sweden in 1905.³⁸ The young Ostlind having read the Empire Builders and other books on American business, decided, upon the advice of his father, to take a leave of absence before starting his post-graduate studies at the Technical School in Zurich, Switzerland, and see America.³³ On the boat crossing the Atlantic, Ostlind met Mr. C. A. Smith, who took an interest in the young engineer. By the time Ostlind reached New York, Mr. Smith ". . . had talked him into going to Minneapolis where he could 'start at the bottom' and learn the lumber business from the ground up."³⁴ Mr. Smith also informed young Ostlind that he planned on forming a group of young men to go to Marshfield, Oregon to build . . . the largest sawmill in the world."³⁵

By 1906 Benjamin Ostlind was on his way to San Francisco, where he witnessed the effects of the great earthquake.³⁶ In San Francisco he boarded one of the Smith Lumber Carriers and headed for Marshfield, Oregon.³⁷

From 1906 to 1913 he "was employed by C. A. Smith Lumber & Mfg. Co. as a construction engineer. Benjamin spent three years as the Chief Draftsman and 2 1/2 years as engineer in full charge of design and installation of improvements and new construction of two sawmills."³⁸

In 1912 Mr. Ostlind received his "Second Papers (Naturalization Papers) in the regular term of Circuit Court of Coos County (April 23, 1912),³⁹ and it should be noted that Mr. Ostlind was a very proud American. Being born on the Fourth of July, he always displayed his citizenship in every way he could. One familiar sight the people of Marshfield became accustomed to was his flying the American Flag on every opportunity he could."⁵²

That same year he qualified as an architect by completing the International Correspondence School's (Scranton, PA) Structural Engineering courses.⁴⁰ Setting up his office in the Irving Block, in Coos Bay, he advertised himself as a Consulting Engineer and Architect.⁴¹ On or about this time Mr. Ostlind also formed the Long Fellows Club, a club organized to help extra tall men (Mr. Ostlind being 6'4"). Through a long period of association with this club and the Tall Men's Association, a National organization, Mr. Ostlind was most instrumental in pressuring hotels (the McAlpin Hotel, New York, being the first) and Pullman cars across the nation to install accommodations for extra tall persons.⁵³

During the period from 1912 to 1917 Ostlind was kept occupied designing and supervising construction of Captain Olsson's house; the D. L. Buckingham House (located on 1881 SW Blvd., Coos Bay, Oregon)⁴²; the Catholic Church Chapel annex to Mercy Hospital in North Bend, Oregon⁴³; the Henrik Gjerdrum Conservatory of Music located at 8th and Central, Marshfield, Oregon; the First

PHOTOGRAPH NUMBER: 1 OF 15

CAPTAIN BROR W. OLSSON HOUSE
631 S. 10th STREET
COOS BAY, OREGON (COOS COUNTY)

NEGATIVE LOCATION: SAMUELS & CALY A.I.A.
ARCHITECTS AND PLANNERS
170 S. SECOND STREET, SUITE 202
COOS BAY, OREGON 97420

DATE: CIRCA 1920

VIEW FROM SOUTH EAST



PHOTOGRAPH NUMBER: 2 OF 14

CAPTAIN BROR W. OLSSON HOUSE
631 S. 10th STREET
COOS BAY, OREGON (COOS COUNTY)

NEGATIVE LOCATION: SAMUELS & CLAY A.I.A.
ARCHITECTS AND PLANNERS
170 S. SECOND STREET, SUITE 202
COOS BAY, OREGON 97420

DATE: CIRCA 1920

VIEW FROM NORTH EAST



PHOTOGRAPH NUMBER: 3 6215

CAPTAIN BROR W. OLSSON HOUSE
631 S. 10th STREET
COOS BAY, OREGON (COOS COUNTY)

NEGATIVE LOCATION: SAMUELS & CLAY A.I.A.
ARCHITECTS AND PLANNERS
170 S. SECOND STREET, SUITE 202
COOS BAY, OREGON 97420

DATE: 1985

VIEW FROM SOUTH EAST



PHOTOGRAPH NUMBER: 4 OF 15

CAPTAIN BROR W. OLSSON HOUSE
631 S. 10th STREET
COOS BAY, OREGON (COOS COUNTY)

NEGATIVE LOCATION: SAMUELS & CLAY A.I.A.
ARCHITECTS AND PLANNERS
170 S. SECOND STREET, SUITE 202
COOS BAY, OREGON 97420

DATE: 1985

VIEW FROM NORTH WEST

