The Columbia River Bar, where the Pacific Ocean and Columbia River meet, can be a navigational nightmare. Since 1929, approximately 2,000 ships have sunk in this area, earning it the nickname “Graveyard of the Pacific.”

Water, weather, and geography work together at times to make the bar treacherous. The Columbia River flows into the Pacific through a narrow channel. As the river water surged toward the ocean, it slows down, dropping sand and silt. That sand and silt form a fan-shaped sandbar that extends more than six miles into the ocean.

Sometimes, strong river discharges collide with heavy Pacific waves, making passage extremely dangerous for all vessels. The bar’s weather and waves are notoriously violent and quick to change.

Before jetties and dredging, 23 feet was the maximum draft for ships crossing the bar. To provide greater safety at the mouth of the Columbia River, the military institution Fort Stevens guarded the mouth of the river between the Civil War until just after 1947. Today, this 3,800-acre park has one of the largest public campgrounds in the United States, a freshwater lake, miles of trails, and is a great place to view birds and wildlife.

The Lewis and Clark Interpretive Center focuses on the famous expedition. It also displays maritime exhibits and artifacts, including a First Order Fresnel Lens, a life-saving service Surfboat, and shipwreck name plates. Visitors can take the Cape Disappointment Lighthouse, overlooking the Columbia River Bar, for tours. Visitors can climb its spiral staircase to the lantern room and take in the Pacific Ocean view.

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Shark—1846
After completing its mission in the Oregon Country, the U.S.S. Shark attempted to leave the Columbia River on September 10, 1846, but ran aground on the treacherous bar. Although the ship broke up, no one died. Debris spread over 70 miles, some coming to rest on the beach south of the river mouth. Three small cannons, called carronades, and a capstan from the ship were discovered and lent their name to the area known as Cannon Beach. Two restored carronades are on display at the Columbia River Maritime Museum.

Peter Iredale—1906
On October 25, 1906, the British sailing ship Peter Iredale was en route to the Columbia River to pick up a shipment of wheat. Around 2 a.m. the crew spotted the Tillamook Rock Lighthouse, just south of the Columbia River's entrance. The ship's captain, H. Lawrence, wanted to wait until daylight to cross the dangerous bar. Dense fog made navigation difficult and he mistakenly thought that the ship was 50 miles offshore.

Laurel—1929
Gale force winds drove the heavily laden S.S. Laurel off course and onto Peacock Spit in June. The storm intensity and giant waves severed the forward third of the ship. Lumber, ship fragments, and fuel littered the ocean. Fearing for their lives, the crew jumped into the frigid water and swam toward awaiting Coast Guard surf boats. Amazingly, only one man died.

Great Republic—1879
Few of Great Republic’s 900 passengers were aware it had run aground on Sand Island. The bar pilot miscalculated the strong outgoing tide, and that, along with the ship’s slow speed, contributed to the Republic’s demise. Water surged into the damaged hull and bilge pumps failed to pump it out. All passengers survived, but the last lifeboat heading for shore capsized, and 11 of the 14 crew drowned. A raging gale thwarted hopes of re-floating the ship.

Admiral Benson—1930
The steamship Admiral Benson struck Peacock Spit, several hundred yards west of the tip of the North Jetty. Some people say the watch officers mistook the remains of the Laurel as a navigational aid and steered toward the shipwreck. The Benson’s bow remains visible for decades. The beach between the jetty and North Head is now Benson Beach.

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Bettie M—1976
The Bettie M is still visible at low tide near the junction of Jetty A and Cape Disappointment. The fishing boat, loaded with 900 tons of tuna, went aground directly beneath the Cape Disappointment Lighthouse. Storms battered the wrecked boat, broke tow lines, and strained many salvage efforts. Local people still recall the stench from the vessel for months after the wreck.

Millicoma—2005
A tug was towing the 550-foot barge Millicoma across the bar in a heavy storm when the steel tow cable connecting them broke, leaving the barge to float off into the night. The next morning the barge was found hard aground in a rocky cove by the North Head Lighthouse. It was salvaged four days later with little damage to the vessel or the environment.